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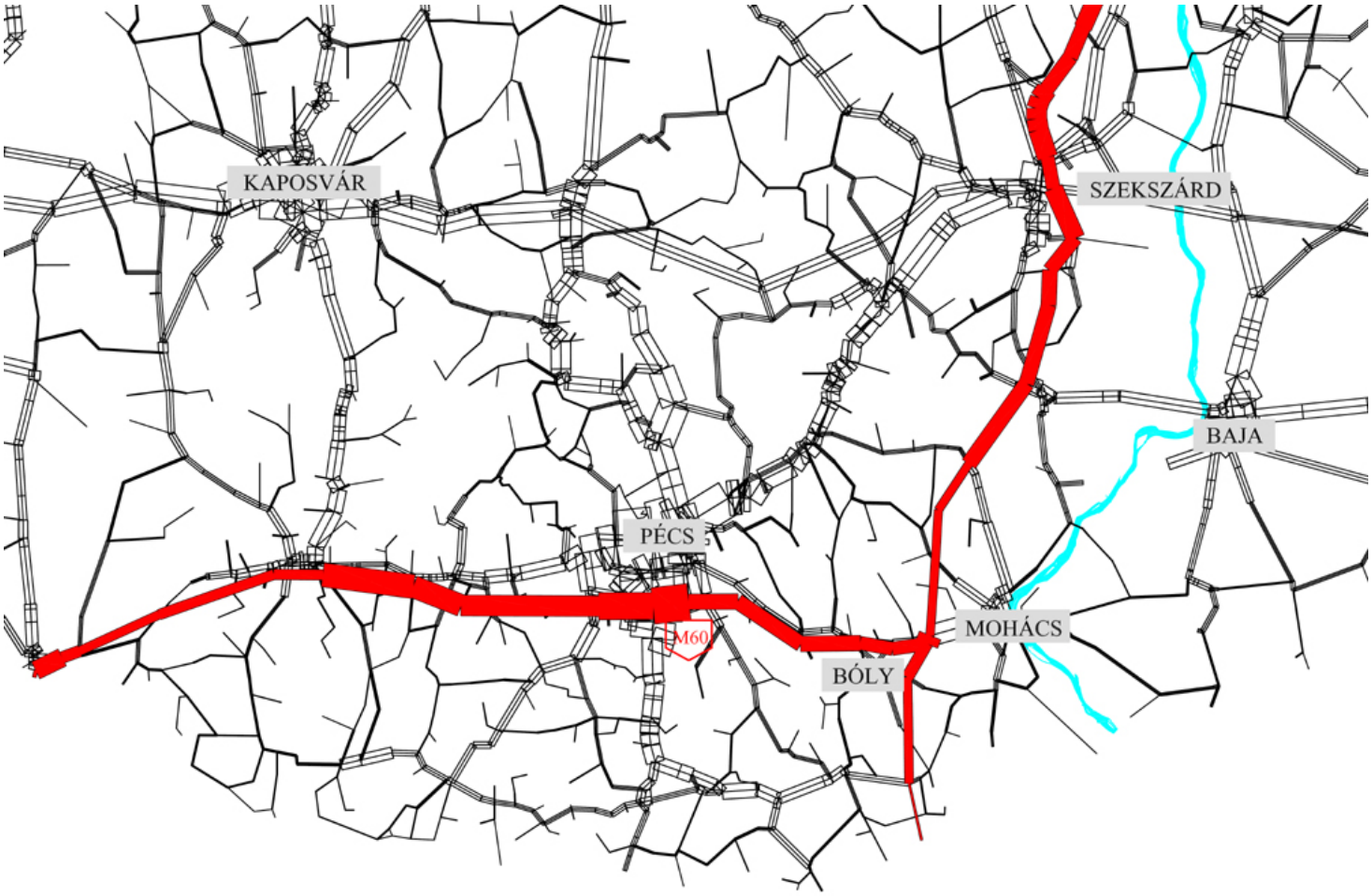
# Updated traffic forecasting results of the M6/M60 motorway corridor and of its alternative road network 2010-2038

## Final report




This final study was elaborated for EIB by Bauconsult Mérnökiroda Kft.

**Győr, January 21., 2008.**

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# 1. Background

The Nemzeti Infrastruktúra Fejlesztő Zrt. (the Consigner NIF Zrt.) assigned the task to the Bauconsult Mérnökiroda Kft. (the Contractor) on December 18, 2007 of elaborating traffic forecasts for the catchments area of the M6/M60 motorway corridor.

The forecasts are made for the European Investment Bank.

The applied methodology is shown on Figure 1.1.

Please note, that the applied methodology is not applicable to the traffic of roads inside the M0 ring round the capital.

That's because development of traffic in Budapest does not depend on nationwide tendencies, but depends more of local developments (new buildings) and their local consequences.

# 1.1. The flow of traffic and toll revenue forecasting

## A./ ANALYSIS

### I. Basic assumptions to consider

1. **The toll tariff system:** toll categories, toll rate multiplicators, toll rates according to variants to study
2. Consideration of the planned development of the road-network according to variants to study

### II. Underlying traffic surveys

1. **National O/D surveys**
   Total number of trips 820000, since 1995
2. **Regional** and **local** traffic surveys
3. **Cross-use** surveys in 1997 and 1999, total number of trips 101000

### III. Traffic modeling

1. **Spatial** model: 2926 traffic zones
2. **Road network model**: for every target year including planned clearway and main road developments (for example in the year 2006 4804 nodes, 26132 links, 31056 km length)
3. **Creating trip (traffic flow) matrices** and extending them using analytical trip-generation and gravitational models.
4. **Calibrating** current trip matrices according to the last nationwide cross-sectional traffic counts (7108 links)

## B./ FORECASTING

### I. Target years

### II. Forecasting traffic flows

1. **Macro economy** forecasts
2. Forecasting the **elasticity** function correlating GDP and traffic performance
3. **Global** development of nationwide and international traffic flows
4. **Regional differences** of development
5. Forecasting **trip-matrices**

### III. Calculation and forecast of the factors influencing route-choice

1. **Values of travel time (VTT)**
2. **Vehicle operating costs (OC)**
3. Safety and comfort **bonuses**
4. **Tolls**
5. **Dynamics** of influencing factors

### IV. Route-choice simulation

The NETWINFO 2007 program:
using functions of resistance (calculated as a cost of trip) and traffic distribution

## C./ RESULTS

### I. Calculation of estimated traffic loads on the nationwide road-network

1. **Collecting** and tabulating traffic load data for use in economic and environmental impact analysis
2. **Calculating average** traffic load using length as a weight factor for each sections
3. Preparing **traffic charts and differencing graphs**
4. Collecting nodes' **direction-change matrices**

### II. Calculation of expected revenues

1. In the **usage-proportional** system as a multiplication of traffic performance and toll rate
2. In the **vignette system** using the number of vehicles entering toll sections and using demand functions.

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## 2. Matching toll categories of the vignette system (D) and the HUF/km toll system (J) against the OKKF vehicle categories

Criteria for the purpose of establishing toll categories were provided the Ministry GKM and KKK.

Table 2.1 show an approximate matching of the toll categories of the vignette system (D1, D2, D3 and D4), toll categories of the HUF/km toll system (J1, J2, J3 and J4) against the vehicle categories used by the system for the nationwide public road cross-section traffic survey (OKKF) of Mk Kht.

The matching is just approximate, because for legacy reasons vehicle categories by the OKKF are more related to classifications by the Hungarian Central Statistical Office (KSH) and by the traffic law (KRESZ) rather than toll categories.

Vehicle classifications of the vignette system (by mass) and of the HUF/km system (by number of axels) both differ from classifications by the OKKF.

The different classifications also mean overlaps; therefore matching can only be approximate.

Traffic and toll revenue forecasts are based on estimating future public road traffic flows. While forecasting future flows we take data of our present time as the starting point.

Origin-destination (OD) matrices of the present time (base year) are calculated by calibration considering base year cross-sectional traffic survey results. Because nationwide and time series-comparable traffic load data is available only in the system of OKKF, only those matrices can be generated which conform the OKKF system or can be cumulated on the basis of OKKF vehicle categories. (That applies to foreign vehicles' traffic flows in Hungary, too.)

Errors in results of the forecast introduced by mismatches of OKKF and toll system vehicle categories are negligible.

Toll categories of the HUF/km toll system are shown on figure 2.2

## 2.1. Matching toll categories of the vignette system (D) and the HUF/km toll system (J) against the vehicle categories of Hungarian National Traffic Counts

| Vignette | D1 | | | D2 | D3 | | | D4 | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Passenger car (1) | Pickup (2) | Motorbike (10) | Mid-heavy lorry (5) | Single bus (3) | Articulated bus (4) | Heavy truck (6) | Trailer truck (7) | Semitrailer truck (8) | Special truck (9) |

| HUF/km | J1 | | | J2 | | | J3 | J4 | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Passenger car (1) | Pickup (2) | Motorbike (10) | Mid-heavy lorry (5) | Single bus (3) | Articulated bus (4) | Heavy truck (6) | Trailer truck (7) | Semitrailer truck (8) | Special truck (9) |

## 2.2. Categorizing vehicles for the purpose of the toll system

**J1, D1**

Personal cars

**J2**

LGV-s with two axels + buses

**J3**

HGV-s with three axels

**J4**

HGV-s with 4 or more axels

# 3. The nationwide space model

The space model describes the spatial distribution of origin/destination spots.

Travel destination spots are all those physical locations, where a public road vehicle may stay. Due to the fact, that there are very many such spots in Hungary, travel destination spots of identified territorial units are united as fictitious origin/destination nodes. As such, O/D nodes are concentrated trip endpoints.

Traffic flows occur between O/D nodes. As such, traffic flow matrices have the number of rows and columns as many O/D nodes are taken in the space model. Elements of the main diagonal have no meaning; therefore the number of elements of a traffic flow matrix is O/D square minus O/D.

The location of O/D nodes was assigned to be the mass center of the identified territorial units.

The territorial unit is the traffic zone.

The main consideration of assigning traffic zones while executing nationwide traffic studies was the availability of zone based statistical data (KSH), because traffic flows of our present time get calculated on that basis using analytical traffic generating, traffic distributing and balancing algorithms.

Forecasting of traffic flows is also based on zone based (macro) economic statistical forecasts.

For this reason in case of nationwide studies the smallest zone is naturally a settlement. Minor small settlements may be united; larger cities shall be split into more than one O/D nodes.

The space model developed by the Bauconsult Mérnökiroda Kft. in year 2007 for year 2006 as the base year has the following properties:

- number of traffic zones: 2926

  * out of which internal zones: 2870
  * public road border crossing point: 56

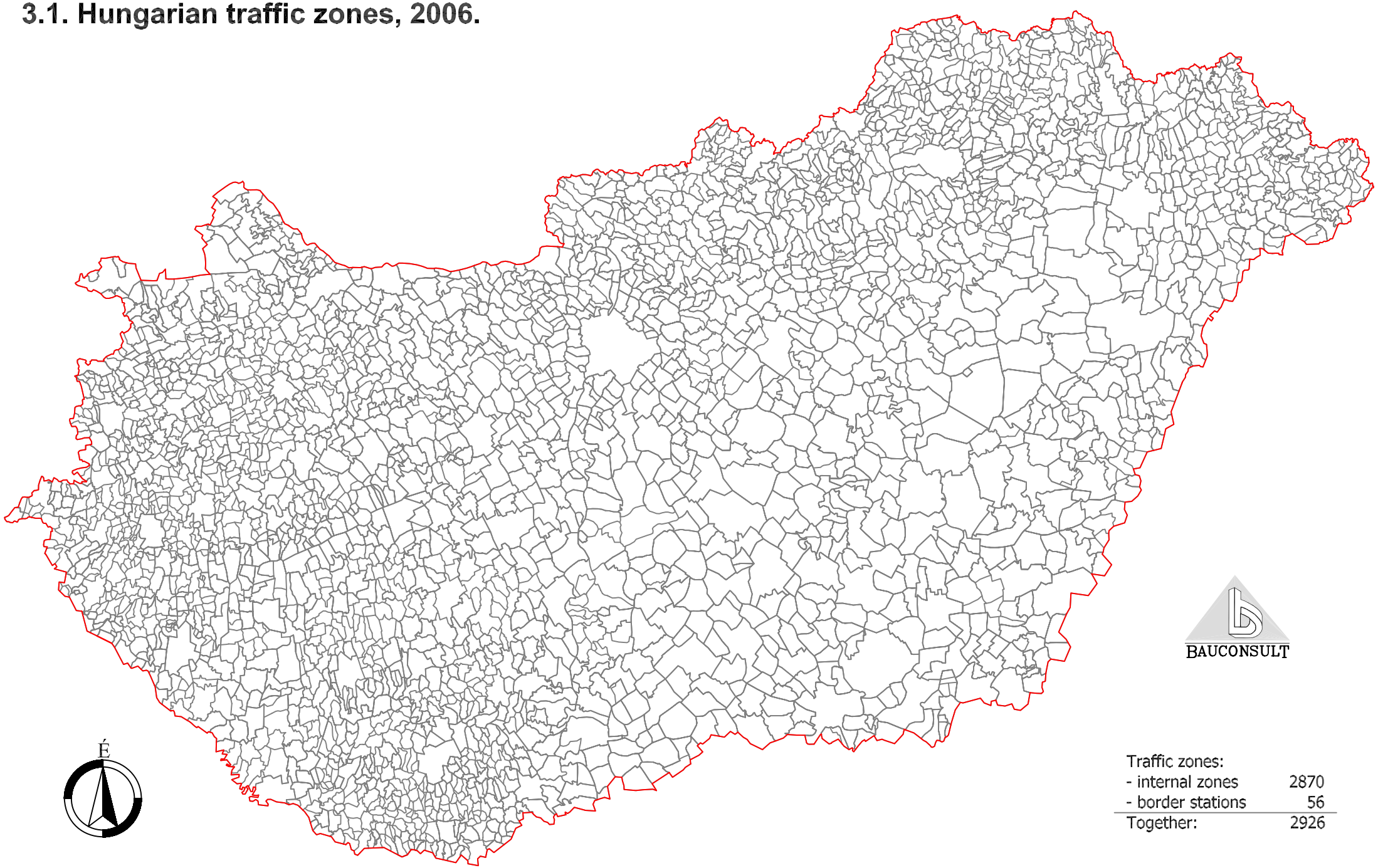
  Considering the fact, that according to KSH in year 2006 there were 3167 settlements in Hungary, the average number of settlements per zone is 1.22.
  This is a great value comparing to other traffic forecasting firms' values, as those firms use 1000, 660 or 317 traffic zones.

- number of O/D nodes: 3495

Traffic zones by Bauconsult and zones by KTI and UVATERV had to be assigned respectively for the purpose of calculating differentiated flow development coefficients of internal zones, because economic forecasts of GDP and vehicle portfolio for years 2004 and 2005 exist only for 317 (rough, approximating defined micro-regions) zones

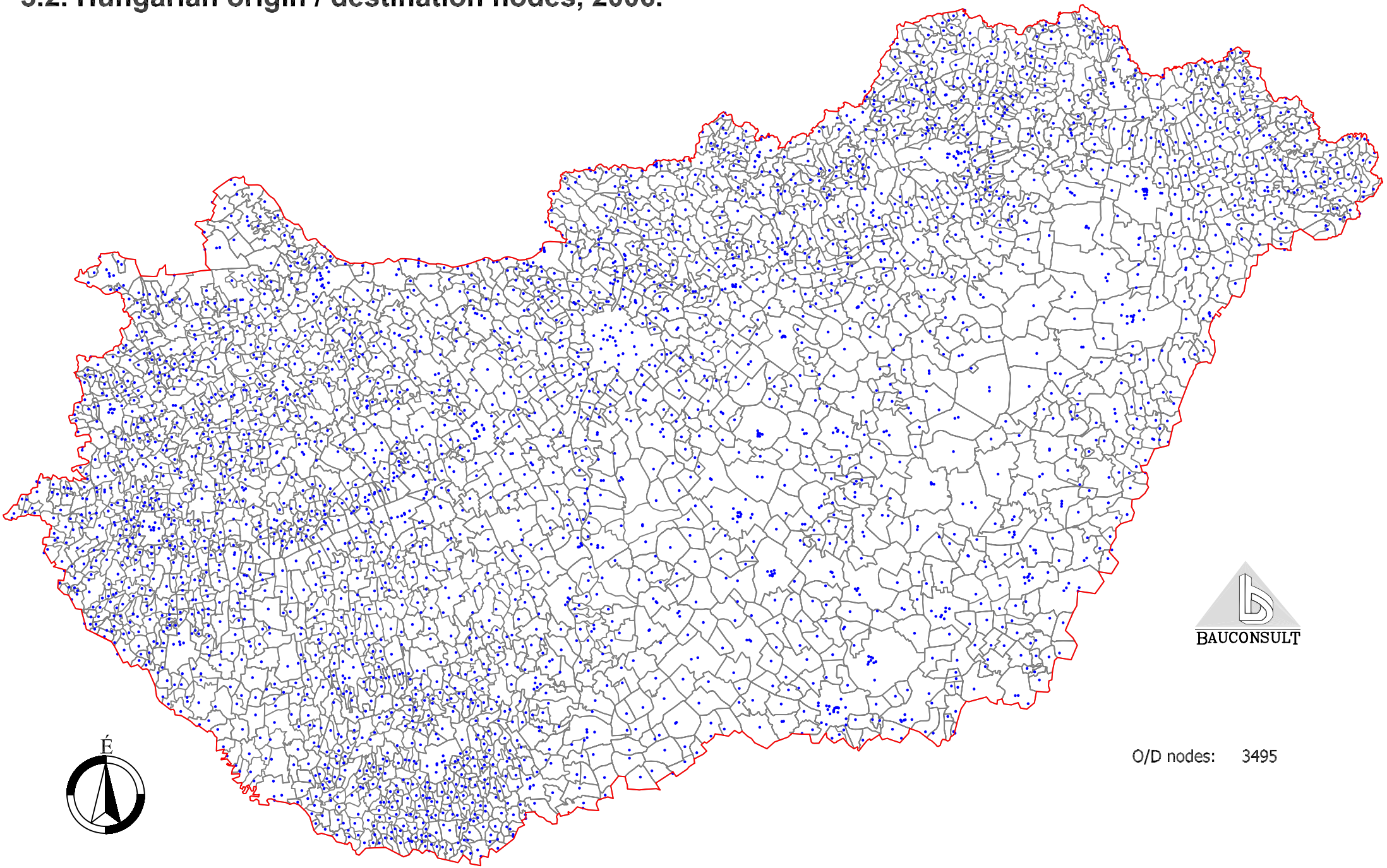
Bauconsult's more detailed zone assignments were created by splitting micro-regions.
The space model is shown on figures 3.1 and 3.2.

# 3.1. Hungarian traffic zones, 2006.




| Traffic zones: | |
|---|---|
| - internal zones | 2870 |
| - border stations | 56 |
| Together: | 2926 |

# 3.2. Hungarian origin / destination nodes, 2006.



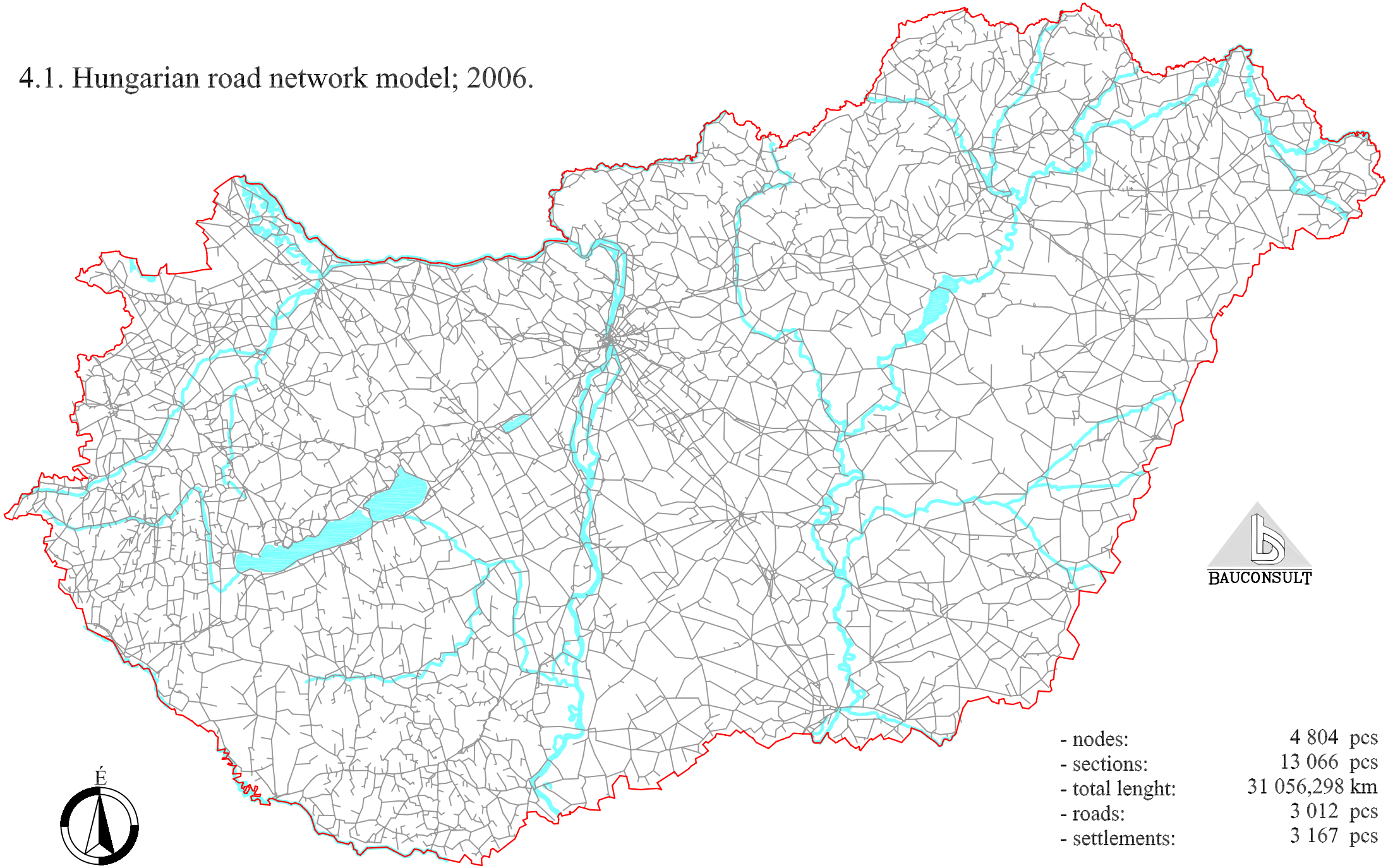
# 4. The base year (2006) road network model

The road network model is represented by a graph. The graph is a set of nodes and directed edges.

Properties of the base year (2006) nationwide road network graph:

- number of nodes: 4804
- total length: 31056 km
- number of roads having a unique identifier: 3102
- number of represented settlements: 3167

# 4.1. Hungarian road network model; 2006.




| | |
|---|---|
| - nodes: | 4 804 pcs |
| - sections: | 13 066 pcs |
| - total lenght: | 31 056,298 km |
| - roads: | 3 012 pcs |
| - settlements: | 3 167 pcs |

In Bauconsult's Netwinfo 2007 software system the graph is described by input text files containing road categories – namely the description of the resistance function and its major parameters (such as C [Thousand/hour] capacity and V0[km/h] base velocity) -, edges and sections (sections are the pair of opposite directed edges, which are automatically recorded by the software unless the opposite edge is prohibited), roads having same id (numbering), section kilometer identifiers of roads, prohibited turning directions at nodes and one-way roads, also the node-settlement assignments.

The edge (section) file contains the classification based on the type of resistance function, also local modifying factors (based on the horizontal and vertical layout and cross-sectional design).

We took modifying factors for the model of the present time from the year 2007 database of KKK (MK. Kht) OKA, for future times we derived them from existing plans.

Sectioning is done in an automated way: by designating a point, providing its section kilometer identifier and the direction of sectioning of the given road, the software would calculate section identifiers of the road list automatically. That means the software is not able to handle factors to fix mismatches in sectioning, because sectioning of the graph is based on actual lengths. For this reason sectioning by the graph versus sectioning by road network maps (containing also factors to fix mismatches in sectioning) may differ, that makes it difficult to identify specific locations.

For this reason road cross sections are identified by neighboring nodes rather than section kilometer identifiers in the route-choice simulation road lists. Identifiers of nodes are automatically generated by the software using the respective crossing or connecting roads' numberings.

Amounts of toll shall be recorded in the file of road categories. Also, each edge (section) of the graph shall indicate which road (toll) category is applicable to it.

Such assignment is possible by knowing the toll system (who pays, where and how much) only by manual means.

The assignment can be simplified by reasonable grouping, but writing a program doing the assignments is not possible.

For this reason setting up parameters of a sophisticated toll system (such as the one accepted by the Ministry GKM with an extension of D2009, for category J4 limited by zones with a mixed toll system) is requires an extreme amount of work.

We considered a DHV value equaling $1/16^{th}$ of AADT, because according to French experiences applying this DHV as a standard from an economic point of view is the best expressing means of traffic loads of the road network elements.

Because DHV is the most important factor in sizing for traffic loads in the Hungarian traffic planning practice – and because recalculating according to values of DHV of 6.25% and nationwide average DHV of 9.589% would be difficult – during route-choice simulations we used the value of 0.09589, that we calculated as a weighted average of DHV values of all 24 different traffic characters of road sections using traffic performance as a weight factor.

Please note, that the road network graph is not identical to the road network map: the graph was made to calculate roads with least resistance; the map was made to demonstrate public road

records. Although the differences of the graph and the map are not large, the exact description of the existing road network can be retained only from the KKK and MK Kht. OKA database.

## 5. Traffic flow model; base year matrices

Properties of the traffic flow model:

- number of base year (2006) matrices: 4 pcs
- vehicle categories according to toll categories of the vignette system: D1, D2, D3, D4
- vehicle categories for the target years in the HUF/km toll system J1, J2, J3, J4; in the mixed toll system D1, J2, J3, J4
- size: 3495 by 3495 node-node type balanced O/D matrix

As we readily noted while discussing the space model, the size of traffic flow matrices is determined by the number of O/D nodes. There are two contradictory factors to consider: more O/D nodes result in a more detailed model, but increase the size of the matrix. However, the RAM memory consumption of the matrix calibrating method is large due to the floating point representation of numbers.

A point-point matrix of size 3495 by 3495 contains 12.21 million elements. For example, calibrating this matrix to traffic loads of 7108 cross sections would take at least 8 GB RAM.

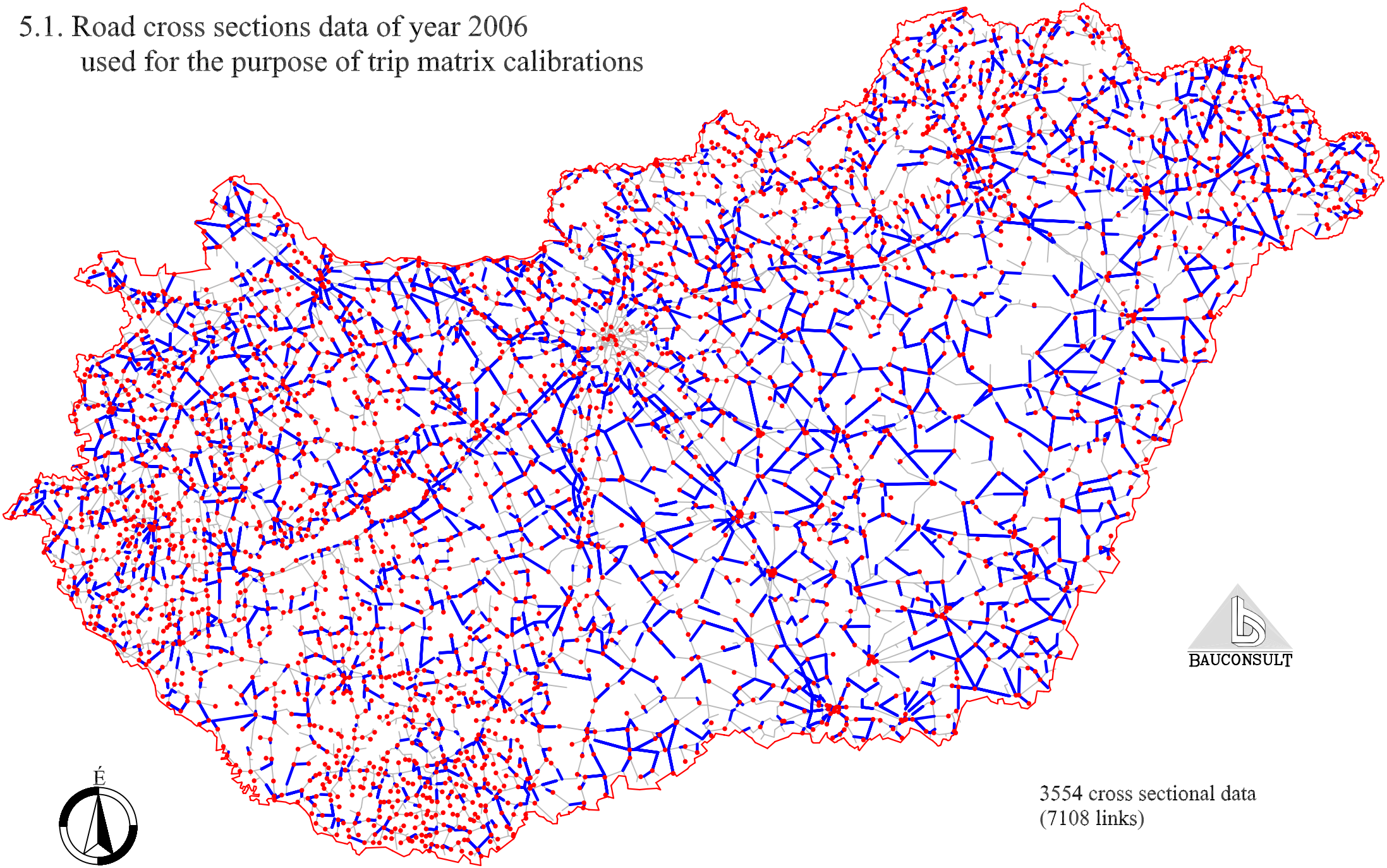
Such an information technology challenge on a PC in a Windows XP or Vista environment and by Borland Delphi programming environment could only be met by special undertakings. Normally, Windows provides user programs with maximum 2GB RAM, also the Borland compiler is bound by the limit of 2GB.
(Right for this reason it is a great advantage to have Netwinfo – Network Information – as a proprietary software solution of Dr. Kálmán Mérnökiroda.) Using route-choice simulating programs available as commercial products (for example EMME 2, Transcad, Moss, etc.) these calculations would not be possible.

Properties of the matrix calibrating method:

- algorithm: iterating matrix calibrating method by Furness and further developed by Dr. Kálmán Mérnökiroda
- number of nodes in the graph: 4804
- number of sections in the graph: 13066
- number of O/D nodes: 3495
- number of sections considered during the calibration: 7108
- limit to stop iterations: +/- 4%

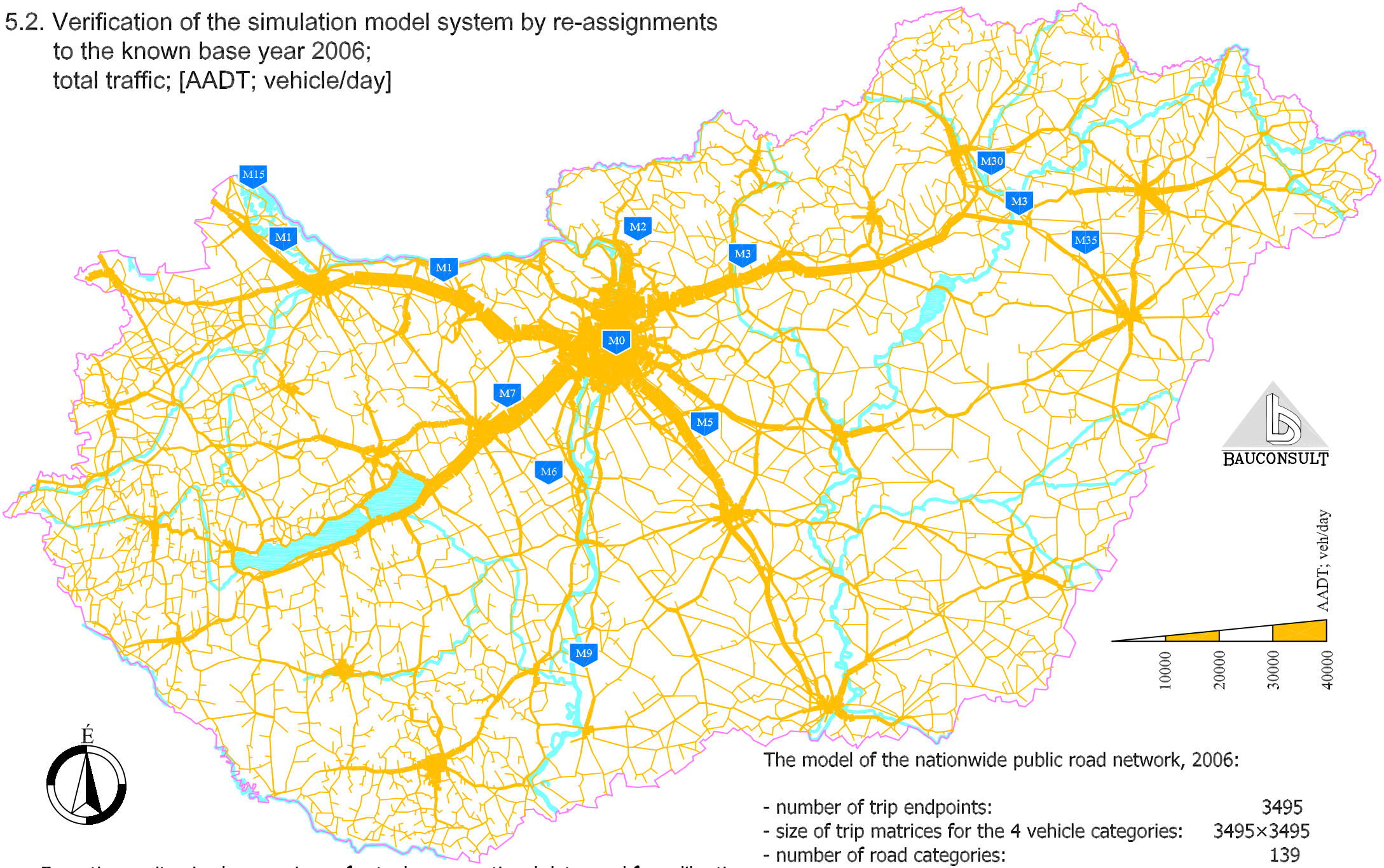
The iteration stops and only stops, as the results of route-choice simulation and given cross-section loads differ by less than 4% in case of every cross-section.

## 5.1. Road cross sections data of year 2006 used for the purpose of trip matrix calibrations




3554 cross sectional data
(7108 links)

## 5.2. Verification of the simulation model system by re-assignments to the known base year 2006; total traffic; [AADT; vehicle/day]




Executing an itemized comparison of actual cross-sectional data used for calibration and results of re-assignment it can be stated, that the accuracy of the model system is between 0 and 4% in case of each of the 3554 cross-sections.

The model of the nationwide public road network, 2006:

| | |
|---|---|
| - number of trip endpoints: | 3495 |
| - size of trip matrices for the 4 vehicle categories: | 3495×3495 |
| - number of road categories: | 139 |
| - number of edges: | 26132 |
| - number of nodes: | 4804 |
| - total length: | 31056 km |

# 6. Global development of domestic public road traffic flows

Global development of domestic traffic flows can be best demonstrated by trend-extrapolating the correlation between GDP and nationwide public road network traffic performance.

However, this only shows the tendencies, the reality is more complicated than that.

For this reason while forecasting elements, sums of columns and rows of traffic flow matrices we use differentiated factors on a zone by zone basis.

We note that because in the domestic practice also development factors of traffic flows were referred to as traffic development multiplicators, we use that terminology, too. However, it is not right to do so, because this way the methods and results of projecting forecast (using traffic development multiplicators) and the more sophisticated and more detailed analytical forecast (using traffic flow development factors) get mixed.

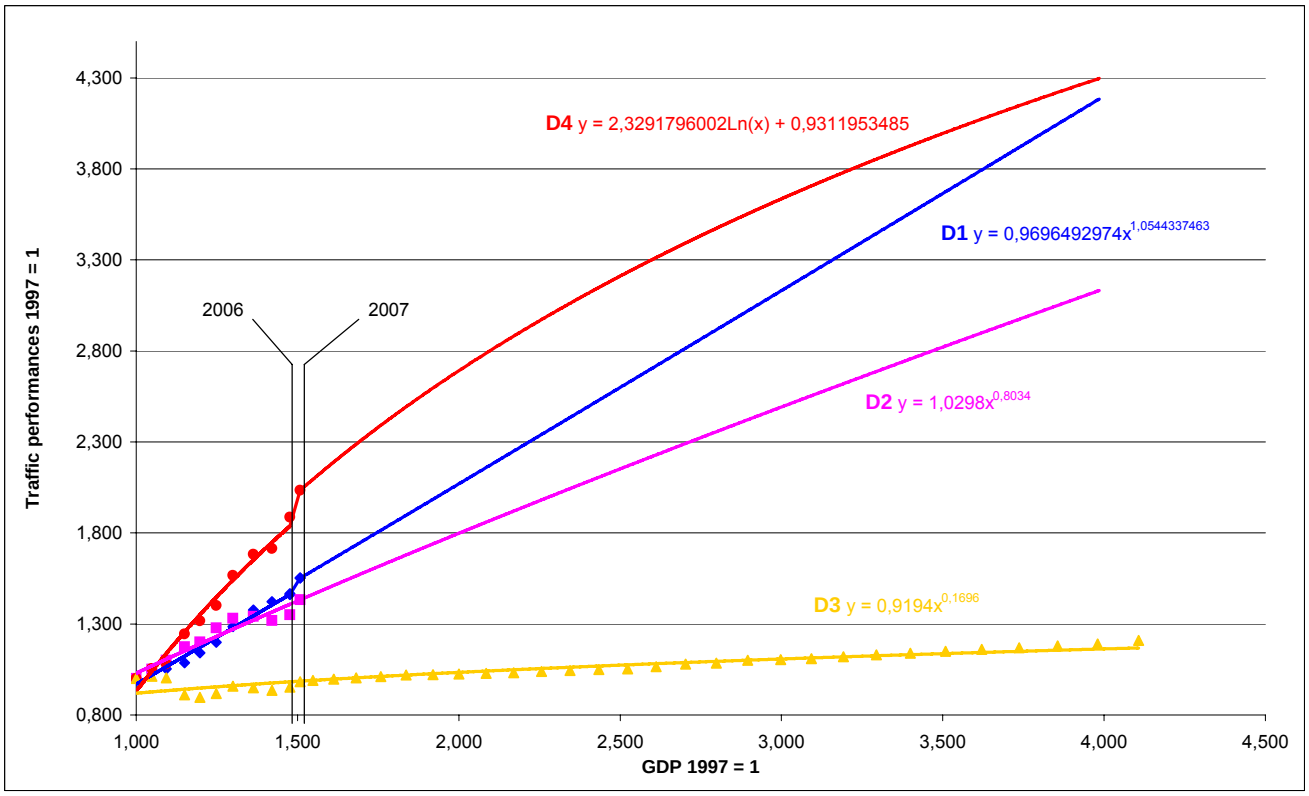
It is allowed to use projective multiplicators in the domestic design practice in sizing pavements.
As financers compared results of the applications for the 11.5 tones axle load pavement strengthening tender and results of applications for road network development tender, they noticed considerable differences.

The belief that differences between results of traffic forecasts may be as high as a multiplicator of two comes from this source.

However, it is not the case, as for the purpose of sizing pavements (approximating) projective forecasts, for the purpose of planning road network development (more precise) analytical forecasts were made.

## Table 6.1. GDP and traffic performances

| Year | GDP | | Traffic performances; previous = 1 | | | | Traffic performances, 1997 = 1 | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Previous = 1 | 1997 = 1 | J1 | J2 | J3 | J4 | J1 | J2 | J3 | J4 |
| 1997 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 |
| 1998 | 1,049 | 1,049 | 1,038 | 1,052 | 1,012 | 1,055 | 1,038 | 1,052 | 1,012 | 1,055 |
| 1999 | 1,042 | 1,093 | 1,014 | 1,046 | 0,992 | 1,024 | 1,053 | 1,100 | 1,004 | 1,080 |
| 2000 | 1,052 | 1,150 | 1,033 | 1,067 | 0,907 | 1,152 | 1,087 | 1,174 | 0,911 | 1,245 |
| 2001 | 1,041 | 1,197 | 1,049 | 1,023 | 0,984 | 1,058 | 1,141 | 1,201 | 0,896 | 1,317 |
| 2002 | 1,043 | 1,249 | 1,051 | 1,065 | 1,025 | 1,065 | 1,199 | 1,279 | 0,918 | 1,402 |
| 2003 | 1,041 | 1,300 | 1,072 | 1,040 | 1,044 | 1,117 | 1,285 | 1,330 | 0,959 | 1,566 |
| 2004 | 1,049 | 1,363 | 1,072 | 1,009 | 0,990 | 1,074 | 1,378 | 1,342 | 0,949 | 1,682 |
| 2005 | 1,042 | 1,421 | 1,033 | 0,983 | 0,986 | 1,019 | 1,423 | 1,320 | 0,936 | 1,714 |
| **2006** | **1,039** | **1,476** | **1,030** | **1,023** | **1,018** | **1,101** | **1,466** | **1,350** | **0,953** | **1,887** |
| 2007 | 1,022 | 1,509 | 1,059 | 1,061 | 1,031 | 1,078 | 1,552 | 1,432 | 0,982 | 2,035 |
| 2008 | 1,026 | 1,548 | 1,026 | 1,022 | 1,008 | 1,029 | 1,593 | 1,463 | 0,990 | 2,094 |
| **2009** | **1,042** | **1,613** | **1,043** | **1,034** | **1,007** | **1,046** | **1,661** | **1,513** | **0,997** | **2,190** |
| 2010 | 1,043 | 1,682 | 1,044 | 1,034 | 1,007 | 1,045 | 1,734 | 1,565 | 1,004 | 2,288 |
| **2011** | **1,045** | **1,758** | **1,046** | **1,036** | **1,007** | **1,045** | **1,814** | **1,621** | **1,012** | **2,391** |
| 2012 | 1,045 | 1,837 | 1,046 | 1,036 | 1,007 | 1,043 | 1,897 | 1,679 | 1,019 | 2,493 |
| **2013** | **1,045** | **1,920** | **1,046** | **1,036** | **1,002** | **1,041** | **1,985** | **1,740** | **1,021** | **2,596** |
| 2014 | 1,042 | 2,000 | 1,043 | 1,034 | 1,004 | 1,037 | 2,070 | 1,798 | 1,025 | 2,692 |
| **2015** | **1,042** | **2,084** | **1,043** | **1,034** | **1,004** | **1,036** | **2,160** | **1,859** | **1,029** | **2,787** |
| 2016 | 1,041 | 2,170 | 1,042 | 1,033 | 1,004 | 1,034 | 2,251 | 1,919 | 1,033 | 2,881 |
| 2017 | 1,040 | 2,256 | 1,041 | 1,032 | 1,006 | 1,032 | 2,343 | 1,981 | 1,039 | 2,972 |
| **2018** | **1,039** | **2,344** | **1,040** | **1,031** | **1,006** | **1,030** | **2,438** | **2,043** | **1,045** | **3,062** |
| 2019 | 1,038 | 2,434 | 1,039 | 1,030 | 1,004 | 1,028 | 2,533 | 2,105 | 1,049 | 3,148 |
| **2020** | **1,037** | **2,524** | **1,038** | **1,030** | **1,004** | **1,027** | **2,630** | **2,167** | **1,053** | **3,233** |
| 2021 | 1,035 | 2,612 | 1,036 | 1,028 | 1,011 | 1,025 | 2,725 | 2,228 | 1,065 | 3,313 |
| 2022 | 1,035 | 2,703 | 1,036 | 1,028 | 1,013 | 1,024 | 2,823 | 2,290 | 1,079 | 3,393 |
| 2023 | 1,035 | 2,798 | 1,036 | 1,028 | 1,006 | 1,024 | 2,926 | 2,354 | 1,085 | 3,473 |
| 2024 | 1,035 | 2,896 | 1,036 | 1,028 | 1,014 | 1,023 | 3,032 | 2,420 | 1,100 | 3,554 |
| **2025** | **1,035** | **2,997** | **1,036** | **1,028** | **1,005** | **1,023** | **3,141** | **2,488** | **1,105** | **3,634** |
| 2026 | 1,032 | 3,093 | 1,033 | 1,026 | 1,005 | 1,020 | 3,246 | 2,552 | 1,110 | 3,707 |
| 2027 | 1,032 | 3,192 | 1,033 | 1,026 | 1,009 | 1,020 | 3,353 | 2,617 | 1,120 | 3,780 |
| 2028 | 1,032 | 3,294 | 1,033 | 1,026 | 1,009 | 1,019 | 3,465 | 2,684 | 1,130 | 3,854 |
| 2029 | 1,032 | 3,400 | 1,033 | 1,026 | 1,009 | 1,019 | 3,580 | 2,753 | 1,140 | 3,927 |
| **2030** | **1,032** | **3,508** | **1,033** | **1,026** | **1,009** | **1,019** | **3,699** | **2,824** | **1,150** | **4,001** |
| 2031 | 1,032 | 3,621 | 1,033 | 1,026 | 1,009 | 1,018 | 3,822 | 2,896 | 1,160 | 4,074 |
| 2032 | 1,032 | 3,737 | 1,033 | 1,026 | 1,009 | 1,018 | 3,949 | 2,970 | 1,170 | 4,147 |
| 2033 | 1,032 | 3,856 | 1,033 | 1,026 | 1,009 | 1,018 | 4,080 | 3,046 | 1,180 | 4,221 |
| 2034 | 1,032 | 3,980 | 1,033 | 1,026 | 1,008 | 1,017 | 4,216 | 3,124 | 1,190 | 4,294 |
| **2035** | **1,032** | **4,107** | **1,033** | **1,026** | **1,017** | **1,017** | **4,357** | **3,204** | **1,210** | **4,367** |
| 2036 | 1,032 | 4,238 | 1,033 | 1,026 | 1,004 | 1,017 | 4,502 | 3,287 | 1,215 | 4,441 |
| 2037 | 1,032 | 4,374 | 1,033 | 1,026 | 1,004 | 1,017 | 4,652 | 3,371 | 1,220 | 4,514 |
| **2038** | **1,032** | **4,514** | **1,033** | **1,026** | **1,008** | **1,016** | **4,807** | **3,457** | **1,230** | **4,587** |



# 6.2. Increase in domestic traffic

| Year | 2006 = 1 | | | |
|---|---|---|---|---|
| | J1 | J2 | J3 | J4 |
| **2006** | **1,000** | **1,000** | **1,000** | **1,000** |
| 2007 | 1,059 | 1,061 | 1,031 | 1,078 |
| 2008 | 1,087 | 1,084 | 1,039 | 1,110 |
| **2009** | **1,133** | **1,121** | **1,047** | **1,160** |
| 2010 | 1,183 | 1,159 | 1,054 | 1,212 |
| **2011** | **1,238** | **1,201** | **1,062** | **1,267** |
| 2012 | 1,295 | 1,244 | 1,070 | 1,321 |
| **2013** | **1,354** | **1,289** | **1,072** | **1,375** |
| 2014 | 1,413 | 1,332 | 1,076 | 1,426 |
| **2015** | **1,473** | **1,377** | **1,080** | **1,477** |
| 2016 | 1,536 | 1,422 | 1,084 | 1,526 |
| 2017 | 1,599 | 1,467 | 1,091 | 1,575 |
| **2018** | **1,663** | **1,513** | **1,097** | **1,622** |
| 2019 | 1,728 | 1,559 | 1,101 | 1,668 |
| **2020** | **1,794** | **1,605** | **1,105** | **1,713** |
| 2021 | 1,859 | 1,650 | 1,118 | 1,755 |
| 2022 | 1,926 | 1,697 | 1,133 | 1,798 |
| 2023 | 1,996 | 1,744 | 1,139 | 1,840 |
| 2024 | 2,068 | 1,793 | 1,155 | 1,883 |
| **2025** | **2,143** | **1,843** | **1,160** | **1,925** |
| 2026 | 2,214 | 1,891 | 1,165 | 1,964 |
| 2027 | 2,288 | 1,939 | 1,176 | 2,003 |
| 2028 | 2,364 | 1,989 | 1,186 | 2,042 |
| 2029 | 2,442 | 2,040 | 1,197 | 2,081 |
| **2030** | **2,524** | **2,092** | **1,207** | **2,120** |
| 2031 | 2,608 | 2,145 | 1,218 | 2,158 |
| 2032 | 2,694 | 2,200 | 1,228 | 2,197 |
| 2033 | 2,784 | 2,257 | 1,239 | 2,236 |
| 2034 | 2,877 | 2,315 | 1,249 | 2,275 |
| **2035** | **2,973** | **2,374** | **1,270** | **2,314** |
| 2036 | 3,072 | 2,435 | 1,275 | 2,353 |
| 2037 | 3,174 | 2,497 | 1,281 | 2,392 |
| **2038** | **3,280** | **2,561** | **1,291** | **2,431** |

# 7. Zone based differentiated forecasting of domestic public road traffic flows

In year 2004 two underlying macroeconomic forecasts were made in the coordination of the Ministry GKM for the purposes of planning the development of the Hungarian public road network that can be applied while differentiating growth of public road traffic flows on a territorial basis:

a/ long term GDP forecast of traffic zones
R-DATA Bt. June 2004

b/ Generating territorial, demographic and economy-structural data for the purpose of public road network development planning

Based on these data the following study plans were elaborated by the assignment of UKIG:

a/ The concept of the long term development of the nationwide motorway network (until year 2035)
Főmterv - Transman - Terra Stúdió - KTI - Trafficon, 2004-2005

b/ Long term development program of preferential investments of the motorway network and main roads' network (until year 2020)
Uvaterv-Trafficon, 2005

Later studies – except for the road network development plans of the seven statistical regions - have not been created yet.

For the reason that our traffic forecasts get in accordance with the concept of the Ministry GKM, we used differentiated development factors calculated for 317 zones – in practice the micro-regions - from underlying macroeconomic forecasts created in year 2004.

These macroeconomic forecasts also include the traffic-generating and traffic-attracting effect of motorways. (Territory-developing effect)

We also calculated nationwide averages as weighted-by-vehicle-portfolio averages of differentiated multiplicators, and then we compared those averages to global multiplicators calculated as GDP-traffic performance correlation trend-extrapolated values.

On the basis of the comparison we found the followings:

- Development multiplicators are in practice the same until year 2010
- Between years 2010 and 2020 the values by trend-extrapolation – namely the values we used earlier – are about 30% higher for D1 traffic performance, but they are the same for heavy traffic
- Between years 2020 and 2035 multiplicators for heavy traffic are the same however, development factors by Bauconsult for passenger cars are about twice as much compared to nationwide average values by the long term concept

Because the strictly taken scope of traffic forecasts required for preparing the introduction of an ETC ends in year 2013, the scope of certain supplementary economic surveys ends in year 2018, we found that factors derived from the GDP/traffic performance correlation and average development factors calculated on the basis of differentiated macroeconomic forecasts in this time period are in practice the same.

It is a different case for long term forecast. We compared the results of our traffic forecast by the assignment of NIF Zrt. for the catchments area of motorways M6-M60 to results of forecasts by (PPP) license holders and we found, that the NIF Zrt. and the license holders thought our development multiplicators are too pessimistic even though those are twice as high compared to long term forecast values by Főmterv.

For this reason we acted the following way as forecasting traffic flow matrices:

- We used development differences on a territorial basis according the year 2004 underlying macroeconomic analysis' results
- In addition to that we applied a global multiplicator that elevated the weighted average of the differentiated multiplicators to the level of the values calculated by the GDP/traffic performance correlation.

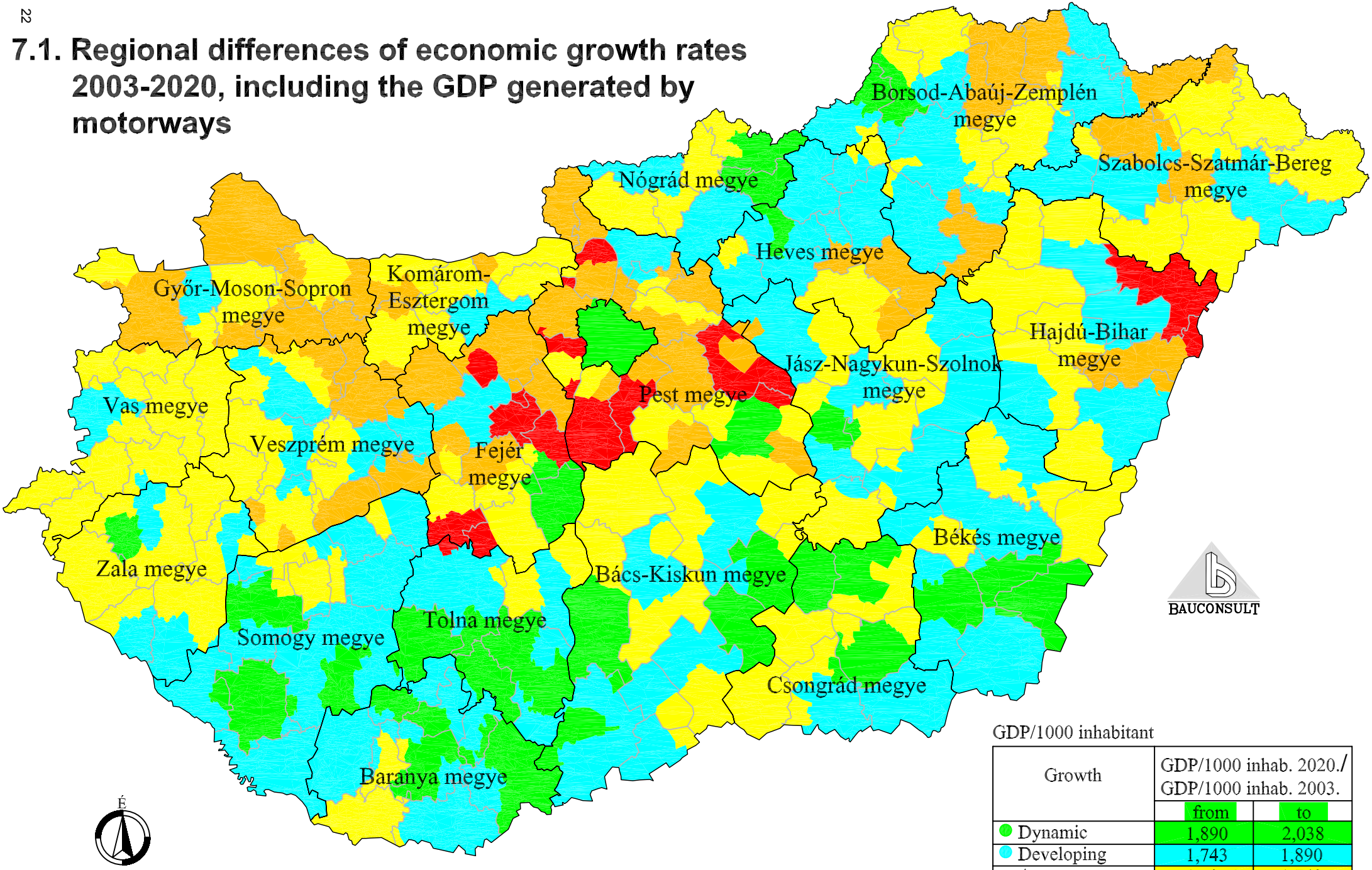
We emphasize that this correction does not play an important role until year 2018 – namely in the forecast applicable for the introduction of the ETC.

Creating our year 2007 forecasts we also used preliminary AADT year 2007 results of surveys by MK Kht. in the frame of OKKF.

(We wanted to use also the results of KTI year 2007 special counting, however, we have not received AADT values calculated on this basis yet.)

Because a traffic flow matrix contains 12.21 million elements, we document forecasted traffic flow matrices only upon Consigner's special request.

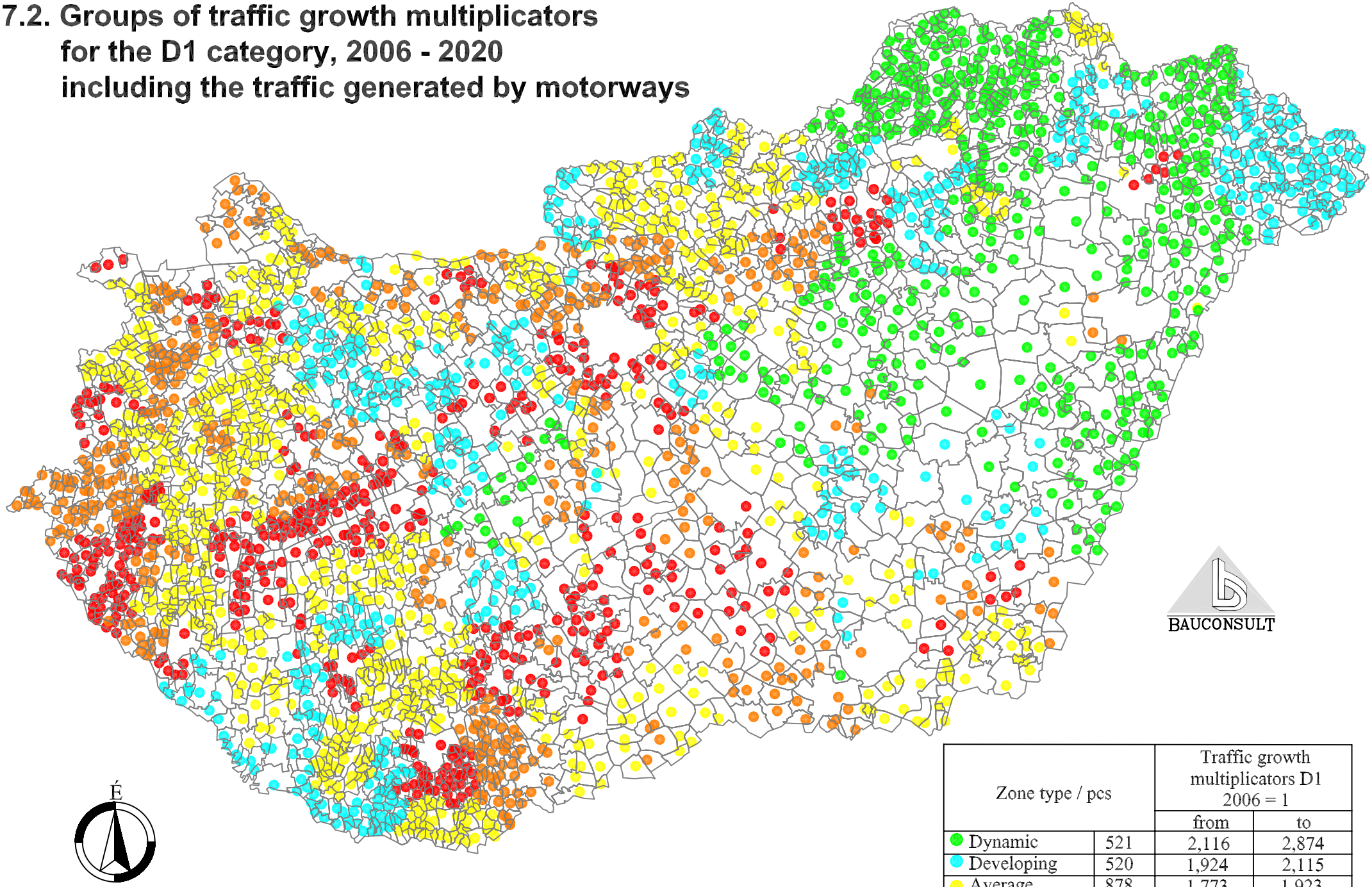
# 7.1. Regional differences of economic growth rates 2003-2020, including the GDP generated by motorways




GDP/1000 inhabitant

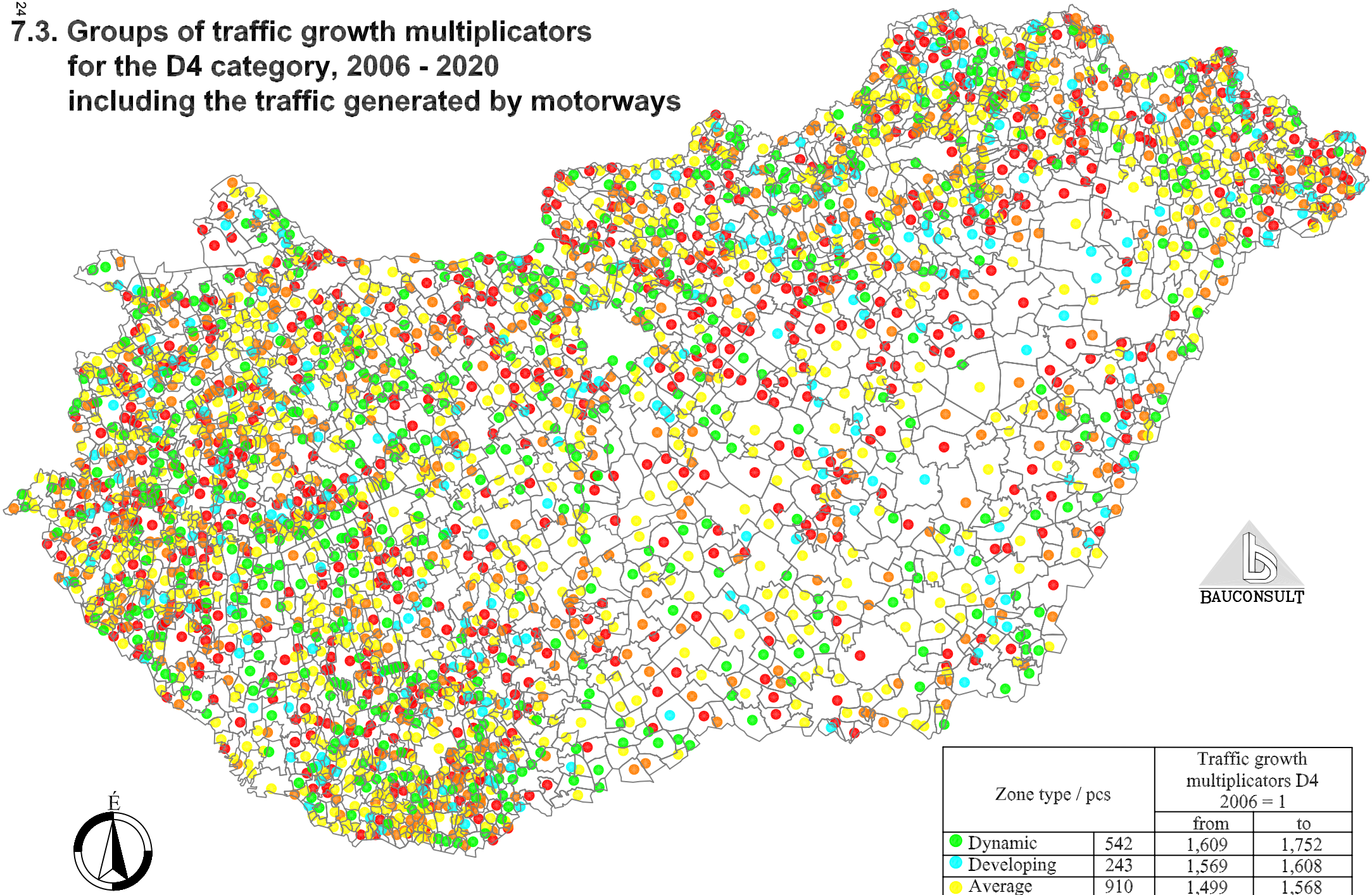
| Growth | GDP/1000 inhab. 2020./ GDP/1000 inhab. 2003. | |
|---|---|---|
| | from | to |
| Dynamic | 1,890 | 2,038 |
| Developing | 1,743 | 1,890 |
| Average | 1,595 | 1,743 |
| Lagging behind | 1,447 | 1,595 |
| Peripheral | 1,300 | 1,447 |

# 7.2. Groups of traffic growth multiplicators for the D1 category, 2006 - 2020 including the traffic generated by motorways




| Zone type / pcs | | Traffic growth multiplicators D1 2006 = 1 | |
|---|---|---|---|
| | | from | to |
| Dynamic | 521 | 2,116 | 2,874 |
| Developing | 520 | 1,924 | 2,115 |
| Average | 878 | 1,773 | 1,923 |
| Lagging behind | 460 | 1,679 | 1,772 |
| Moderate | 491 | 1,384 | 1,677 |

# 7.3. Groups of traffic growth multiplicators for the D4 category, 2006 - 2020 including the traffic generated by motorways




| Zone type / pcs | | Traffic growth multiplicators D4 2006 = 1 | |
|---|---|---|---|
| | | from | to |
| Dynamic | 542 | 1,609 | 1,752 |
| Developing | 243 | 1,569 | 1,608 |
| Average | 910 | 1,499 | 1,568 |
| Lagging behind | 513 | 1,458 | 1,498 |
| Moderate | 662 | 1,452 | 1,457 |

# 8. Projective forecasting of border crossing traffic and accounting for year 2007 changes

Our last detailed border crossing traffic forecast was made in year 2004 on the basis of GDP/international traffic elasticity function of neighboring and farther countries in the corridors and on the basis of EU documents and data published in international literature.

Those results showed a good match against factual data until year 2006.

However, at the beginning of year 2007 Romania and Bulgaria joined the EU and that was out of earlier trends.

To take this fact into account, we ordered year 2007 forecasted AADT values of border crossing points from Roadtech Kft.
Results by Roadtech Kft. for the first 8 months were derived from factual data (VPOP, frontier guard counting).
Roadtech Kft. calculated special traffic load annual course factors, because OKKF's "c" monthly factors are not applicable for monthly fluctuations of border crossing traffic loads.

We used results of two calculations to forecast border crossing traffic:

a/ Forecasting traffic of individual border sections based on GDP/international traffic elasticity functions
Trafficon Kft. - Bauconsult Kft. , 2004

b/ The long term concept of the development of the nationwide motorway network (until year 2035)
Főmterv - Transman - Terra Stúdió - KTI - Trafficon, 2004-2005

We did not find relevant differences between the two forecasts' time series, development factors of border crossing traffic in the two studies are essentially the same.

Based on notices by NIF Zrt. and PPP license holders however, we used the higher values of the two forecasts in every case; the year 2007 local changes were taken into account as a single step.

Tables 8.1 – 8.4 show traffic development multiplicators for each of the border sections compared to year 2006 as the base year

Tables and charts 8.5 - 8.8 show total amounts of forecasted traffic for each of the border sections.

Tables and charts 8.9 - 8.12 show specific (per 1 km length of border section) numbers of total forecasted traffic for each of the border sections.

## 8.1. Growth multiplicators at different border sections: 2006=1, J1 category

| | Austrian | Slovenian | Croatian | Serbian | Romanian | Ukrainian | Slovakian |
|---|---|---|---|---|---|---|---|
| **2006** | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 |
| **2007** | 1,150 | 0,938 | 1,064 | 1,051 | 1,012 | 0,843 | 1,030 |
| **2008** | 1,192 | 0,974 | 1,128 | 1,114 | 1,072 | 0,914 | 1,076 |
| **2009** | 1,234 | 1,011 | 1,192 | 1,177 | 1,134 | 0,985 | 1,124 |
| **2010** | 1,279 | 1,049 | 1,256 | 1,240 | 1,194 | 1,056 | 1,172 |
| **2011** | 1,342 | 1,105 | 1,326 | 1,337 | 1,287 | 1,153 | 1,248 |
| **2012** | 1,406 | 1,163 | 1,397 | 1,436 | 1,383 | 1,253 | 1,325 |
| **2013** | 1,472 | 1,222 | 1,471 | 1,539 | 1,482 | 1,356 | 1,405 |
| **2014** | 1,552 | 1,294 | 1,561 | 1,669 | 1,607 | 1,490 | 1,504 |
| **2015** | 1,633 | 1,367 | 1,652 | 1,802 | 1,735 | 1,628 | 1,605 |
| **2016** | 1,718 | 1,443 | 1,748 | 1,941 | 1,869 | 1,773 | 1,710 |
| **2017** | 1,803 | 1,520 | 1,844 | 2,083 | 2,006 | 1,921 | 1,817 |
| **2018** | 1,905 | 1,613 | 1,961 | 2,261 | 2,178 | 2,112 | 1,948 |
| **2019** | 2,011 | 1,710 | 2,082 | 2,448 | 2,357 | 2,312 | 2,084 |
| **2020** | 2,119 | 1,808 | 2,206 | 2,640 | 2,542 | 2,518 | 2,224 |
| **2025** | 2,385 | 2,045 | 2,570 | 3,135 | 2,975 | 3,049 | 2,553 |
| **2030** | 2,686 | 2,314 | 2,993 | 3,723 | 3,483 | 3,692 | 2,931 |
| **2038** | 3,247 | 2,819 | 3,821 | 4,903 | 4,481 | 5,014 | 3,656 |

## 8.2. Growth multiplicators at different border sections: 2006=1, J2 category

| | Austrian | Slovenian | Croatian | Serbian | Romanian | Ukrainian | Slovakian |
|---|---|---|---|---|---|---|---|
| **2006** | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 |
| **2007** | 1,290 | 1,357 | 0,982 | 0,864 | 1,318 | 1,092 | 1,140 |
| **2008** | 1,339 | 1,411 | 1,045 | 0,919 | 1,402 | 1,188 | 1,196 |
| **2009** | 1,390 | 1,467 | 1,109 | 0,976 | 1,489 | 1,287 | 1,254 |
| **2010** | 1,443 | 1,526 | 1,173 | 1,032 | 1,574 | 1,385 | 1,311 |
| **2011** | 1,492 | 1,581 | 1,223 | 1,090 | 1,663 | 1,482 | 1,368 |
| **2012** | 1,543 | 1,638 | 1,276 | 1,150 | 1,755 | 1,581 | 1,427 |
| **2013** | 1,595 | 1,697 | 1,331 | 1,209 | 1,845 | 1,680 | 1,485 |
| **2014** | 1,649 | 1,758 | 1,388 | 1,283 | 1,958 | 1,806 | 1,555 |
| **2015** | 1,705 | 1,821 | 1,447 | 1,358 | 2,072 | 1,934 | 1,626 |
| **2016** | 1,763 | 1,887 | 1,510 | 1,434 | 2,188 | 2,064 | 1,698 |
| **2017** | 1,823 | 1,955 | 1,575 | 1,510 | 2,304 | 2,195 | 1,770 |
| **2018** | 1,885 | 2,028 | 1,642 | 1,603 | 2,446 | 2,359 | 1,856 |
| **2019** | 1,950 | 2,105 | 1,713 | 1,699 | 2,592 | 2,529 | 1,945 |
| **2020** | 2,016 | 2,180 | 1,787 | 1,795 | 2,738 | 2,698 | 2,033 |
| **2025** | 2,292 | 2,491 | 2,101 | 2,152 | 3,236 | 3,299 | 2,356 |
| **2030** | 2,606 | 2,846 | 2,472 | 2,581 | 3,825 | 4,033 | 2,732 |
| **2038** | 3,200 | 3,522 | 3,205 | 3,451 | 4,998 | 5,562 | 3,460 |

## 8.3. Growth multiplicators at different border sections: 2006=1, J3 category

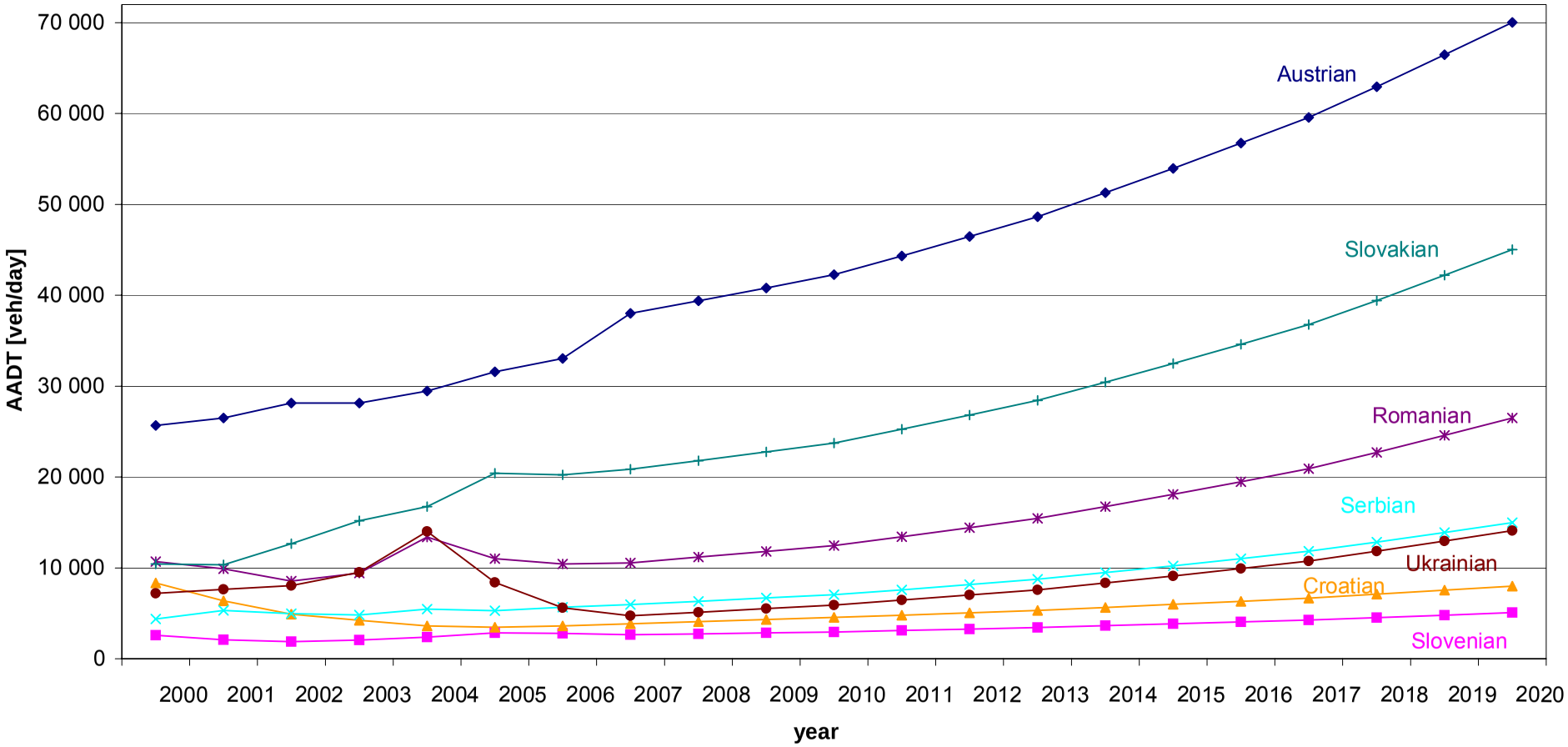
| | Austrian | Slovenian | Croatian | Serbian | Romanian | Ukrainian | Slovakian |
|---|---|---|---|---|---|---|---|
| **2006** | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 |
| **2007** | 1,149 | 1,304 | 0,995 | 0,865 | 1,181 | 1,089 | 1,106 |
| **2008** | 1,202 | 1,367 | 1,049 | 0,916 | 1,251 | 1,168 | 1,165 |
| **2009** | 1,257 | 1,432 | 1,105 | 0,970 | 1,325 | 1,254 | 1,226 |
| **2010** | 1,315 | 1,501 | 1,165 | 1,027 | 1,403 | 1,345 | 1,292 |
| **2011** | 1,366 | 1,563 | 1,221 | 1,083 | 1,473 | 1,424 | 1,350 |
| **2012** | 1,419 | 1,627 | 1,375 | 1,244 | 1,691 | 1,654 | 1,532 |
| **2013** | 1,475 | 1,694 | 1,441 | 1,312 | 1,775 | 1,751 | 1,601 |
| **2014** | 1,532 | 1,763 | 1,510 | 1,384 | 1,864 | 1,855 | 1,673 |
| **2015** | 1,592 | 1,835 | 1,583 | 1,461 | 1,957 | 1,964 | 1,748 |
| **2016** | 1,654 | 1,911 | 1,659 | 1,541 | 2,055 | 2,080 | 1,827 |
| **2017** | 1,718 | 1,989 | 1,738 | 1,626 | 2,158 | 2,203 | 1,909 |
| **2018** | 1,785 | 2,070 | 1,822 | 1,715 | 2,266 | 2,333 | 1,995 |
| **2019** | 1,855 | 2,155 | 1,909 | 1,809 | 2,379 | 2,470 | 2,085 |
| **2020** | 1,927 | 2,244 | 2,001 | 1,909 | 2,498 | 2,616 | 2,178 |
| **2025** | 2,191 | 2,563 | 2,353 | 2,289 | 2,953 | 3,198 | 2,525 |
| **2030** | 2,491 | 2,929 | 2,768 | 2,745 | 3,490 | 3,910 | 2,928 |
| **2038** | 3,059 | 3,624 | 3,589 | 3,671 | 4,560 | 5,392 | 3,709 |

## 8.4. Growth multiplicators at different border sections: 2006=1, J4 category

| | Austrian | Slovenian | Croatian | Serbian | Romanian | Ukrainian | Slovakian |
|---|---|---|---|---|---|---|---|
| **2006** | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 |
| **2007** | 1,313 | 1,371 | 1,000 | 0,870 | 1,421 | 1,089 | 0,940 |
| **2008** | 1,373 | 1,437 | 1,056 | 0,921 | 1,504 | 1,176 | 0,990 |
| **2009** | 1,437 | 1,506 | 1,113 | 0,975 | 1,593 | 1,265 | 1,042 |
| **2010** | 1,503 | 1,578 | 1,173 | 1,033 | 1,687 | 1,357 | 1,097 |
| **2011** | 1,564 | 1,650 | 1,230 | 1,105 | 1,804 | 1,470 | 1,159 |
| **2012** | 1,625 | 1,721 | 1,289 | 1,178 | 1,923 | 1,584 | 1,221 |
| **2013** | 1,689 | 1,795 | 1,350 | 1,253 | 2,045 | 1,702 | 1,285 |
| **2014** | 1,754 | 1,869 | 1,415 | 1,336 | 2,181 | 1,839 | 1,353 |
| **2015** | 1,823 | 1,946 | 1,483 | 1,420 | 2,319 | 1,979 | 1,421 |
| **2016** | 1,894 | 2,025 | 1,554 | 1,505 | 2,456 | 2,119 | 1,489 |
| **2017** | 1,968 | 2,108 | 1,629 | 1,592 | 2,599 | 2,264 | 1,560 |
| **2018** | 2,045 | 2,195 | 1,707 | 1,691 | 2,761 | 2,435 | 1,637 |
| **2019** | 2,124 | 2,285 | 1,789 | 1,792 | 2,926 | 2,610 | 1,715 |
| **2020** | 2,207 | 2,378 | 1,875 | 1,894 | 3,093 | 2,787 | 1,794 |
| **2025** | 2,534 | 2,744 | 2,227 | 2,294 | 3,691 | 3,440 | 2,099 |
| **2030** | 2,909 | 3,166 | 2,645 | 2,777 | 4,405 | 4,246 | 2,458 |
| **2038** | 3,628 | 3,979 | 3,483 | 3,772 | 5,845 | 5,946 | 3,162 |

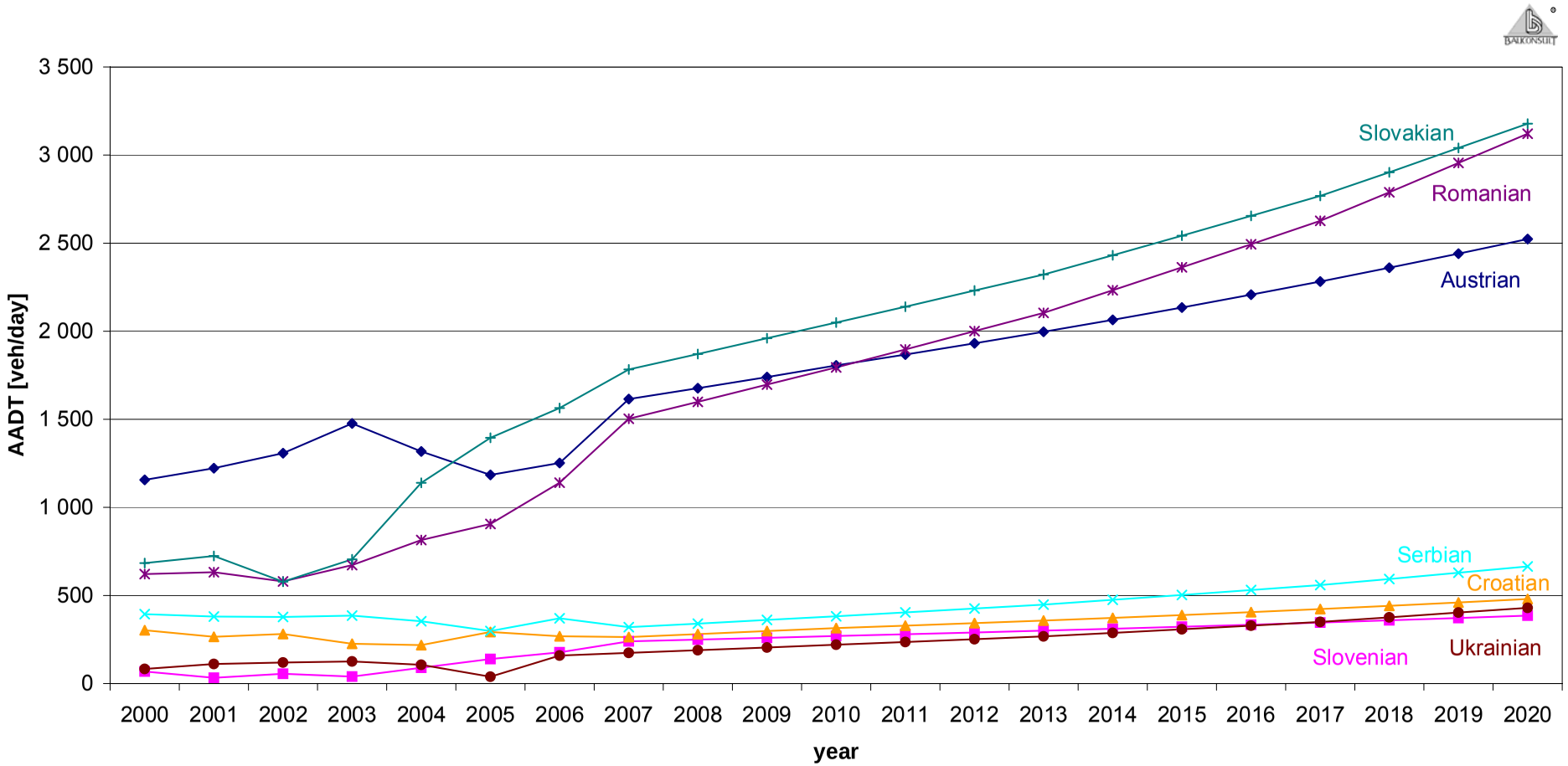
## *8.5. Expected traffic flows at different border sections in the J1 toll category [AADT; veh/day]*

| year / border section | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Austrian** | 25 673 | 26 511 | 28 151 | 28 132 | 29 479 | 31 588 | 33 049 | 38 010 | 39 378 | 40 796 | 42 265 | 44 339 | 46 463 | 48 636 | 51 291 | 53 969 | 56 763 | 59 578 | 62 949 | 66 465 | 70 021 |
| **Slovenian** | 2 591 | 2 095 | 1 886 | 2 064 | 2 371 | 2 851 | 2 805 | 2 632 | 2 732 | 2 836 | 2 944 | 3 101 | 3 262 | 3 427 | 3 629 | 3 834 | 4 048 | 4 264 | 4 524 | 4 795 | 5 070 |
| **Croatian** | 8 355 | 6 386 | 4 904 | 4 225 | 3 602 | 3 466 | 3 620 | 3 853 | 4 082 | 4 316 | 4 547 | 4 799 | 5 058 | 5 324 | 5 651 | 5 981 | 6 327 | 6 676 | 7 098 | 7 538 | 7 985 |
| **Serbian** | 4 378 | 5 313 | 4 958 | 4 823 | 5 455 | 5 278 | 5 681 | 5 971 | 6 326 | 6 689 | 7 046 | 7 593 | 8 158 | 8 741 | 9 479 | 10 235 | 11 027 | 11 836 | 12 847 | 13 907 | 14 996 |
| **Romanian** | 10 693 | 9 904 | 8 557 | 9 434 | 13 407 | 11 020 | 10 426 | 10 552 | 11 180 | 11 820 | 12 451 | 13 419 | 14 418 | 15 447 | 16 752 | 18 088 | 19 487 | 20 916 | 22 703 | 24 577 | 26 501 |
| **Ukrainian** | 7 206 | 7 643 | 8 059 | 9 516 | 14 014 | 8 392 | 5 599 | 4 720 | 5 115 | 5 517 | 5 914 | 6 455 | 7 014 | 7 591 | 8 343 | 9 116 | 9 926 | 10 756 | 11 824 | 12 945 | 14 101 |
| **Slovakian** | 10 431 | 10 341 | 12 660 | 15 199 | 16 737 | 20 417 | 20 246 | 20 856 | 21 792 | 22 753 | 23 731 | 25 258 | 26 828 | 28 443 | 30 445 | 32 485 | 34 617 | 36 785 | 39 431 | 42 201 | 45 028 |
| **Total** | 69 327 | 68 193 | 69 175 | 73 393 | 85 065 | 83 012 | 81 426 | 86 594 | 90 606 | 94 727 | 98 897 | 104 964 | 111 202 | 117 609 | 125 590 | 133 708 | 142 195 | 150 811 | 161 375 | 172 428 | 183 702 |



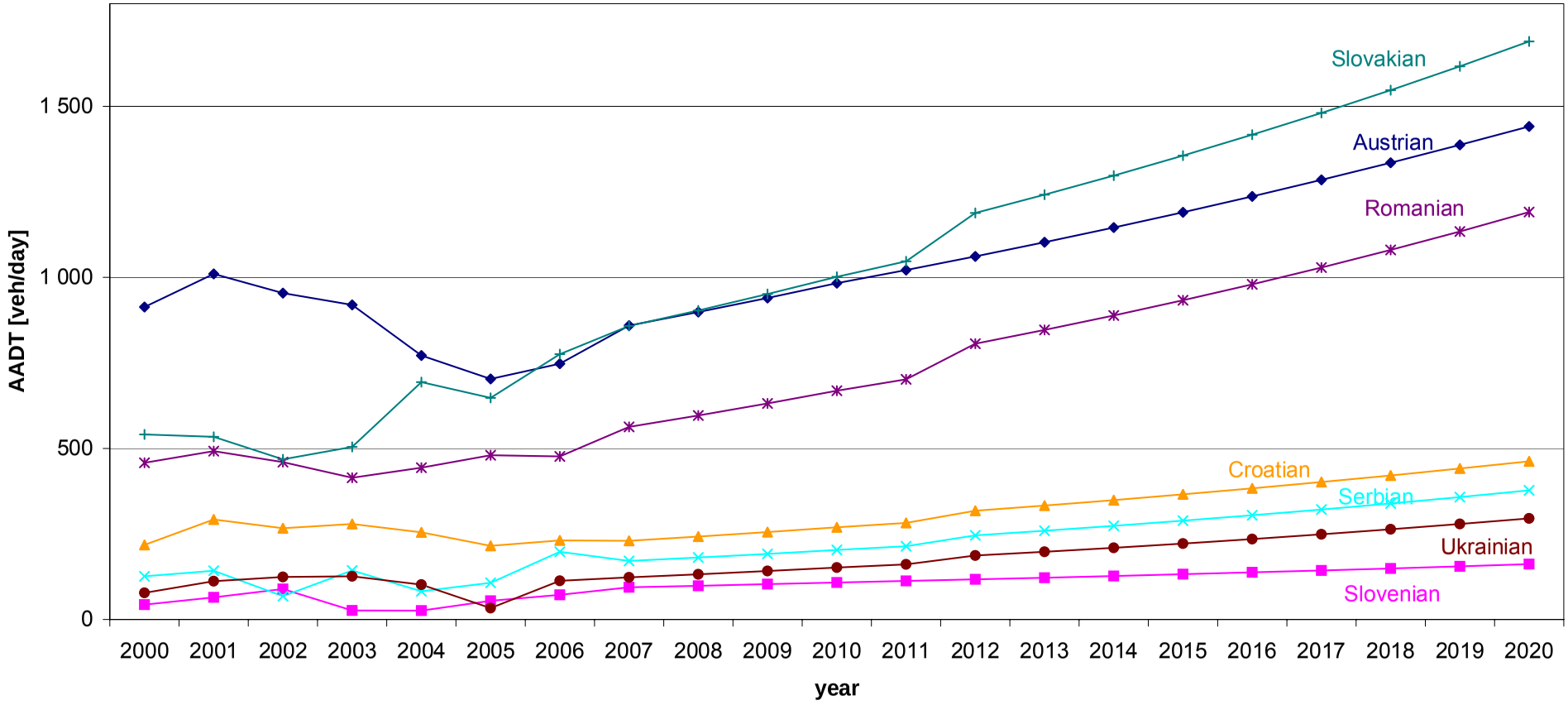
## *8.6. Expected traffic flows at different border sections in the J2 toll category [AADT; veh/day]*

| year / border section | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Austrian** | 1 156 | 1 223 | 1 307 | 1 476 | 1 317 | 1 185 | 1 252 | 1 615 | 1 676 | 1 740 | 1 806 | 1 868 | 1 931 | 1 997 | 2 065 | 2 135 | 2 207 | 2 282 | 2 360 | 2 440 | 2 523 |
| **Slovenian** | 68 | 33 | 55 | 39 | 90 | 139 | 177 | 240 | 250 | 260 | 270 | 280 | 290 | 300 | 311 | 322 | 334 | 346 | 359 | 372 | 386 |
| **Croatian** | 303 | 265 | 281 | 226 | 219 | 293 | 269 | 264 | 281 | 298 | 315 | 329 | 343 | 358 | 373 | 389 | 406 | 423 | 441 | 460 | 480 |
| **Serbian** | 394 | 381 | 378 | 385 | 354 | 298 | 370 | 320 | 340 | 361 | 382 | 404 | 426 | 448 | 475 | 503 | 531 | 559 | 594 | 629 | 665 |
| **Romanian** | 621 | 632 | 580 | 673 | 814 | 906 | 1 140 | 1 503 | 1 599 | 1 697 | 1 795 | 1 896 | 2 001 | 2 104 | 2 232 | 2 362 | 2 494 | 2 627 | 2 788 | 2 955 | 3 122 |
| **Ukrainian** | 83 | 111 | 120 | 125 | 106 | 39 | 159 | 174 | 189 | 205 | 221 | 236 | 252 | 268 | 288 | 308 | 329 | 350 | 376 | 403 | 430 |
| **Slovakian** | 684 | 724 | 578 | 705 | 1 139 | 1 395 | 1 564 | 1 783 | 1 870 | 1 961 | 2 050 | 2 139 | 2 231 | 2 321 | 2 431 | 2 543 | 2 655 | 2 768 | 2 902 | 3 041 | 3 178 |
| **Total** | 3 310 | 3 369 | 3 299 | 3 630 | 4 039 | 4 254 | 4 931 | 5 899 | 6 206 | 6 522 | 6 838 | 7 151 | 7 473 | 7 795 | 8 176 | 8 562 | 8 955 | 9 355 | 9 821 | 10 301 | 10 784 |



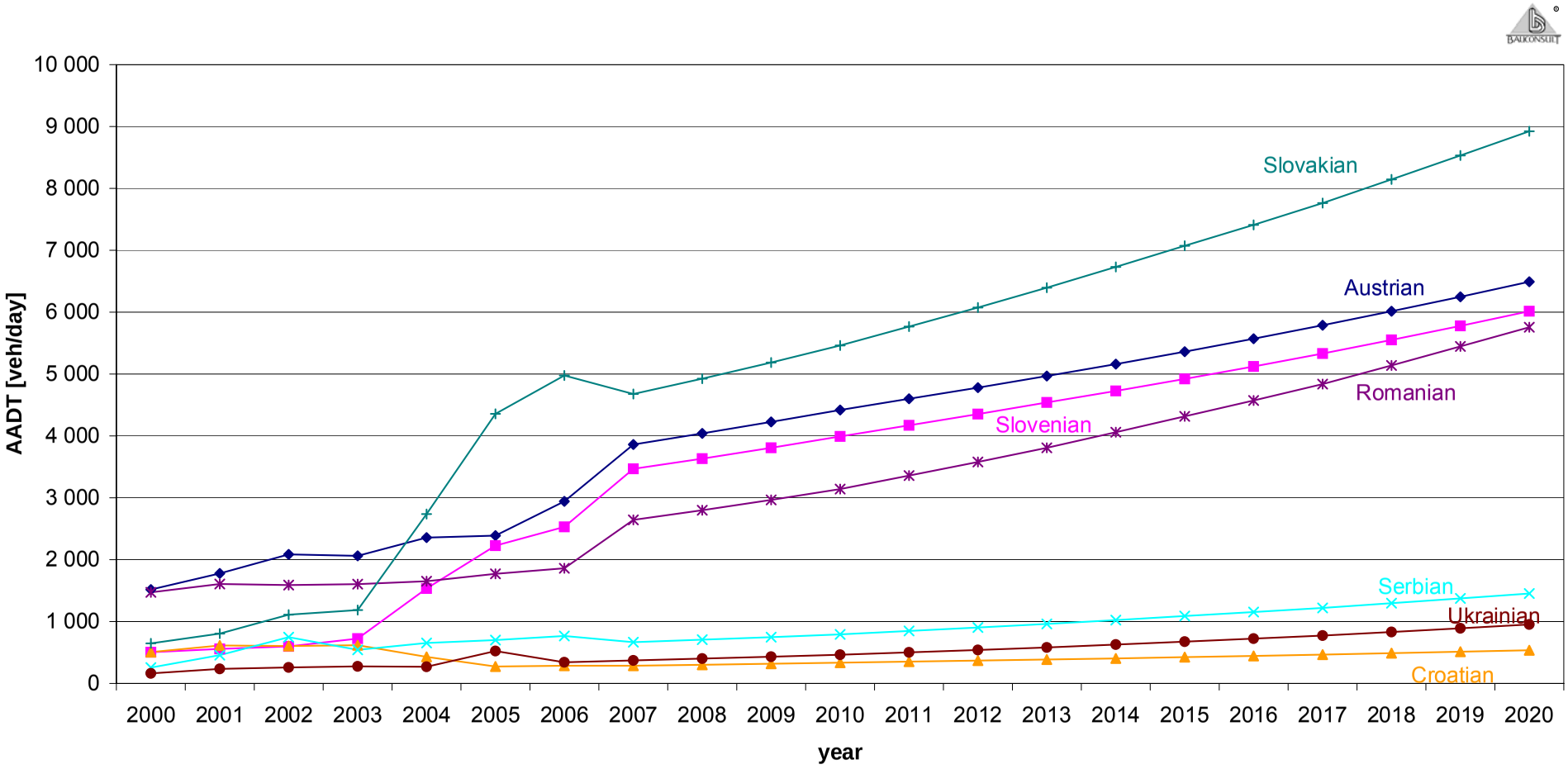
## *8.7. Expected traffic flows at different border sections in the J3 toll category [AADT; veh/day]*

| year / border section | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Austrian** | 913 | 1 010 | 954 | 919 | 772 | 703 | 748 | 859 | 899 | 940 | 983 | 1 021 | 1 061 | 1 103 | 1 146 | 1 190 | 1 237 | 1 285 | 1 335 | 1 387 | 1 441 |
| **Slovenian** | 43 | 65 | 89 | 26 | 26 | 54 | 72 | 94 | 99 | 103 | 108 | 113 | 117 | 122 | 127 | 132 | 138 | 143 | 149 | 155 | 162 |
| **Croatian** | 218 | 292 | 267 | 279 | 255 | 215 | 231 | 230 | 242 | 256 | 269 | 282 | 318 | 333 | 349 | 366 | 383 | 402 | 421 | 441 | 462 |
| **Serbian** | 126 | 143 | 68 | 143 | 82 | 107 | 198 | 171 | 181 | 192 | 203 | 214 | 246 | 259 | 274 | 289 | 305 | 321 | 339 | 358 | 377 |
| **Romanian** | 458 | 492 | 460 | 414 | 444 | 480 | 477 | 563 | 596 | 631 | 669 | 702 | 806 | 846 | 889 | 933 | 980 | 1 029 | 1 080 | 1 134 | 1 191 |
| **Ukrainian** | 78 | 112 | 124 | 126 | 102 | 33 | 113 | 123 | 132 | 142 | 152 | 161 | 187 | 198 | 210 | 222 | 235 | 249 | 264 | 279 | 296 |
| **Slovakian** | 541 | 534 | 468 | 504 | 694 | 648 | 776 | 858 | 903 | 951 | 1 002 | 1 047 | 1 188 | 1 242 | 1 298 | 1 356 | 1 417 | 1 481 | 1 547 | 1 617 | 1 690 |
| **Total** | 2 378 | 2 647 | 2 430 | 2 413 | 2 374 | 2 241 | 2 614 | 2 898 | 3 052 | 3 215 | 3 386 | 3 540 | 3 923 | 4 103 | 4 291 | 4 488 | 4 694 | 4 910 | 5 135 | 5 372 | 5 619 |



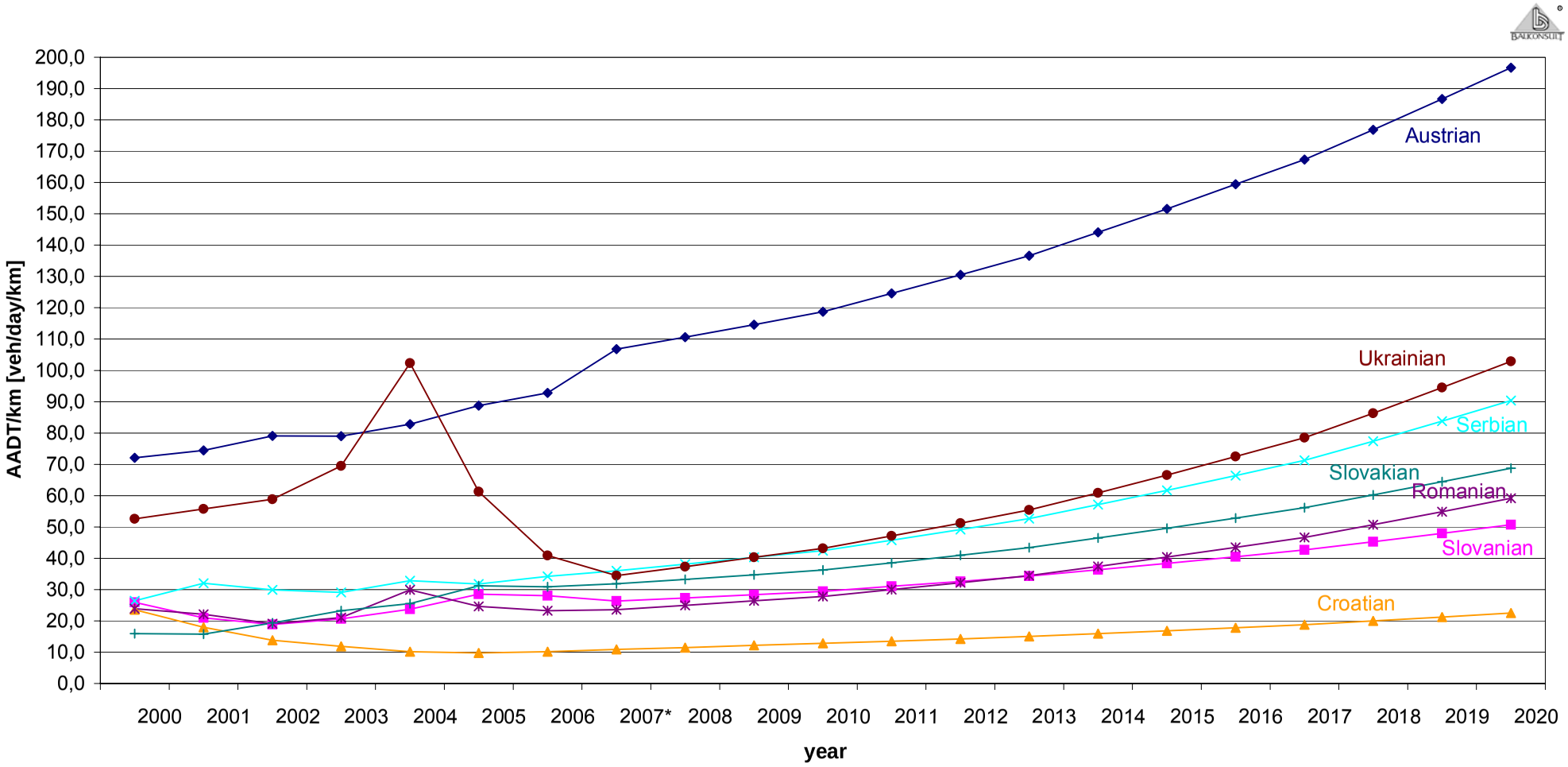
## *8.8. Expected traffic flows at different border sections in the J4 toll category [AADT; veh/day]*

| year / border section | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Austrian** | 1 518 | 1 778 | 2 085 | 2 062 | 2 356 | 2 389 | 2 941 | 3 862 | 4 040 | 4 225 | 4 420 | 4 601 | 4 781 | 4 967 | 5 161 | 5 362 | 5 571 | 5 788 | 6 014 | 6 249 | 6 492 |
| **Slovenian** | 504 | 558 | 598 | 723 | 1 534 | 2 228 | 2 529 | 3 467 | 3 633 | 3 808 | 3 991 | 4 172 | 4 352 | 4 540 | 4 727 | 4 920 | 5 122 | 5 332 | 5 551 | 5 778 | 6 015 |
| **Croatian** | 507 | 614 | 604 | 617 | 430 | 274 | 286 | 286 | 302 | 318 | 336 | 352 | 369 | 386 | 405 | 424 | 445 | 466 | 488 | 512 | 536 |
| **Serbian** | 256 | 457 | 749 | 543 | 653 | 702 | 767 | 667 | 706 | 748 | 792 | 848 | 903 | 961 | 1 024 | 1 089 | 1 154 | 1 221 | 1 297 | 1 374 | 1 453 |
| **Romanian** | 1 473 | 1 607 | 1 589 | 1 604 | 1 652 | 1 772 | 1 861 | 2 644 | 2 800 | 2 965 | 3 140 | 3 359 | 3 578 | 3 807 | 4 059 | 4 315 | 4 572 | 4 837 | 5 139 | 5 446 | 5 756 |
| **Ukrainian** | 163 | 235 | 258 | 276 | 269 | 523 | 342 | 372 | 402 | 432 | 464 | 502 | 541 | 582 | 629 | 676 | 724 | 774 | 832 | 892 | 952 |
| **Slovakian** | 648 | 805 | 1 111 | 1 185 | 2 738 | 4 357 | 4 976 | 4 677 | 4 925 | 5 186 | 5 461 | 5 768 | 6 076 | 6 396 | 6 731 | 7 072 | 7 411 | 7 762 | 8 144 | 8 532 | 8 924 |
| **Total** | 5 068 | 6 052 | 6 994 | 7 011 | 9 632 | 12 244 | 13 702 | 15 975 | 16 808 | 17 683 | 18 603 | 19 601 | 20 600 | 21 639 | 22 735 | 23 859 | 24 999 | 26 181 | 27 466 | 28 782 | 30 129 |



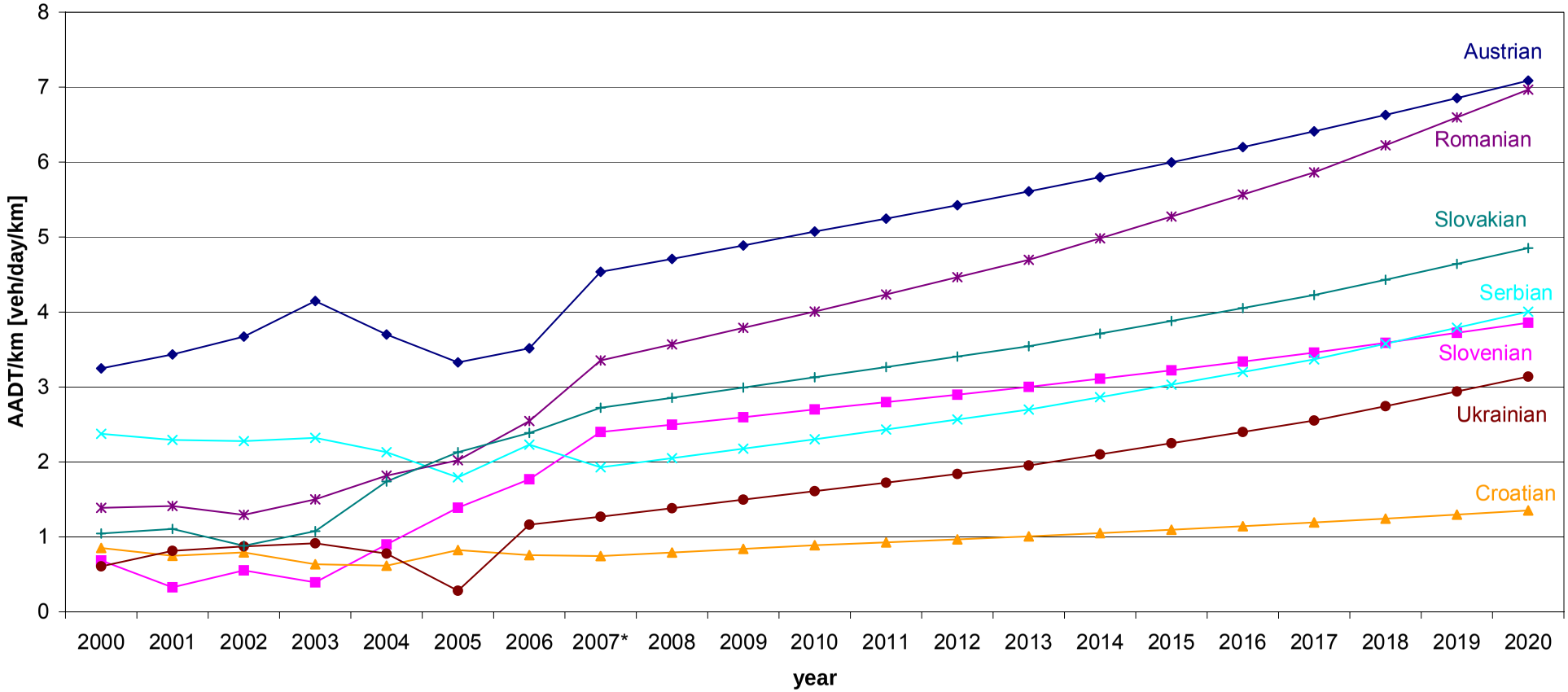
## *8.9. Expected traffic flows per lenght at different border sections in the J1 toll category [AADT; veh/day/km]*

| year / border section | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007* | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Austrian; 356 km** | 72,115 | 74,469 | 79,076 | 79,022 | 82,805 | 88,730 | 92,834 | 106,770 | 110,613 | 114,595 | 118,721 | 124,548 | 130,513 | 136,618 | 144,076 | 151,597 | 159,447 | 167,354 | 176,823 | 186,698 | 196,688 |
| **Slovenian; 100 km** | 25,910 | 20,950 | 18,860 | 20,640 | 23,710 | 28,510 | 28,050 | 26,320 | 27,320 | 28,358 | 29,436 | 31,008 | 32,620 | 34,272 | 36,295 | 38,342 | 40,481 | 42,641 | 45,239 | 47,952 | 50,704 |
| **Croatian; 355 km** | 23,535 | 17,989 | 13,814 | 11,901 | 10,146 | 9,763 | 10,197 | 10,854 | 11,499 | 12,158 | 12,807 | 13,519 | 14,249 | 14,998 | 15,917 | 16,849 | 17,822 | 18,806 | 19,993 | 21,233 | 22,493 |
| **Serbian; 166 km** | 26,373 | 32,006 | 29,867 | 29,054 | 32,861 | 31,795 | 34,223 | 35,970 | 38,110 | 40,294 | 42,444 | 45,744 | 49,147 | 52,655 | 57,103 | 61,659 | 66,428 | 71,299 | 77,390 | 83,779 | 90,336 |
| **Romanian; 448 km** | 23,868 | 22,107 | 19,100 | 21,058 | 29,926 | 24,598 | 23,272 | 23,554 | 24,955 | 26,385 | 27,793 | 29,954 | 32,182 | 34,479 | 37,392 | 40,375 | 43,498 | 46,687 | 50,676 | 54,860 | 59,153 |
| **Ukrainian; 137 km** | 52,599 | 55,788 | 58,825 | 69,460 | 102,292 | 61,255 | 40,869 | 34,453 | 37,338 | 40,269 | 43,169 | 47,117 | 51,197 | 55,409 | 60,897 | 66,541 | 72,453 | 78,514 | 86,307 | 94,492 | 102,924 |
| **Slovakian; 655 km** | 15,925 | 15,788 | 19,328 | 23,205 | 25,553 | 31,171 | 30,910 | 31,841 | 33,270 | 34,737 | 36,231 | 38,561 | 40,959 | 43,424 | 46,482 | 49,595 | 52,851 | 56,160 | 60,200 | 64,429 | 68,746 |
| **Total; 2217 km** | 31,271 | 30,759 | 31,202 | 33,105 | 38,369 | 37,443 | 36,728 | 39,059 | 40,869 | 42,728 | 44,609 | 47,345 | 50,159 | 53,049 | 56,649 | 60,310 | 64,139 | 68,025 | 72,790 | 77,775 | 82,861 |



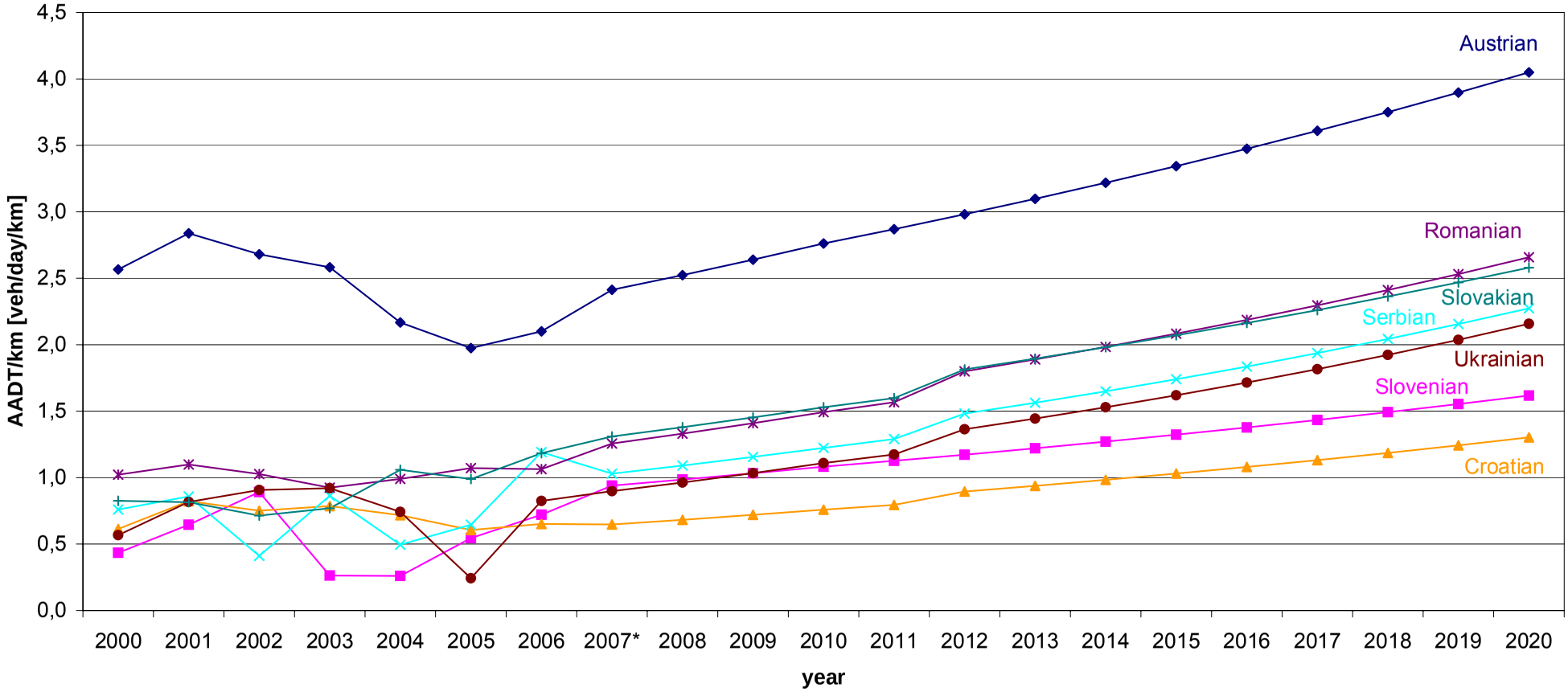
## *8.10. Expected traffic flows per lenght at different border sections in the J2 toll category [AADT; veh/day/km]*

| year / border section | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007* | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Austrian; 356 km** | 3,248 | 3,434 | 3,672 | 4,147 | 3,700 | 3,327 | 3,516 | 4,537 | 4,709 | 4,888 | 5,074 | 5,246 | 5,424 | 5,609 | 5,800 | 5,997 | 6,201 | 6,411 | 6,629 | 6,855 | 7,088 |
| **Slovenian; 100 km** | 0,685 | 0,328 | 0,554 | 0,393 | 0,898 | 1,390 | 1,769 | 2,400 | 2,496 | 2,596 | 2,700 | 2,797 | 2,898 | 3,002 | 3,110 | 3,222 | 3,338 | 3,458 | 3,588 | 3,723 | 3,857 |
| **Croatian; 355 km** | 0,852 | 0,747 | 0,792 | 0,636 | 0,616 | 0,824 | 0,757 | 0,744 | 0,791 | 0,840 | 0,888 | 0,926 | 0,966 | 1,007 | 1,051 | 1,096 | 1,143 | 1,192 | 1,244 | 1,297 | 1,353 |
| **Serbian; 166 km** | 2,374 | 2,293 | 2,278 | 2,322 | 2,130 | 1,795 | 2,231 | 1,928 | 2,050 | 2,177 | 2,302 | 2,432 | 2,566 | 2,698 | 2,863 | 3,030 | 3,199 | 3,369 | 3,576 | 3,790 | 4,004 |
| **Romanian; 448 km** | 1,387 | 1,412 | 1,294 | 1,501 | 1,818 | 2,022 | 2,545 | 3,355 | 3,569 | 3,788 | 4,006 | 4,233 | 4,466 | 4,696 | 4,983 | 5,273 | 5,567 | 5,863 | 6,224 | 6,597 | 6,968 |
| **Ukrainian; 137 km** | 0,607 | 0,813 | 0,873 | 0,915 | 0,777 | 0,281 | 1,163 | 1,270 | 1,382 | 1,496 | 1,610 | 1,723 | 1,839 | 1,953 | 2,100 | 2,249 | 2,400 | 2,552 | 2,744 | 2,941 | 3,138 |
| **Slovakian; 655 km** | 1,045 | 1,106 | 0,882 | 1,077 | 1,739 | 2,130 | 2,387 | 2,722 | 2,856 | 2,993 | 3,129 | 3,266 | 3,406 | 3,544 | 3,712 | 3,882 | 4,053 | 4,226 | 4,431 | 4,642 | 4,852 |
| **Total; 2217 km** | 1,493 | 1,520 | 1,488 | 1,637 | 1,822 | 1,919 | 2,224 | 2,661 | 2,799 | 2,942 | 3,084 | 3,226 | 3,371 | 3,516 | 3,688 | 3,862 | 4,039 | 4,220 | 4,430 | 4,646 | 4,864 |



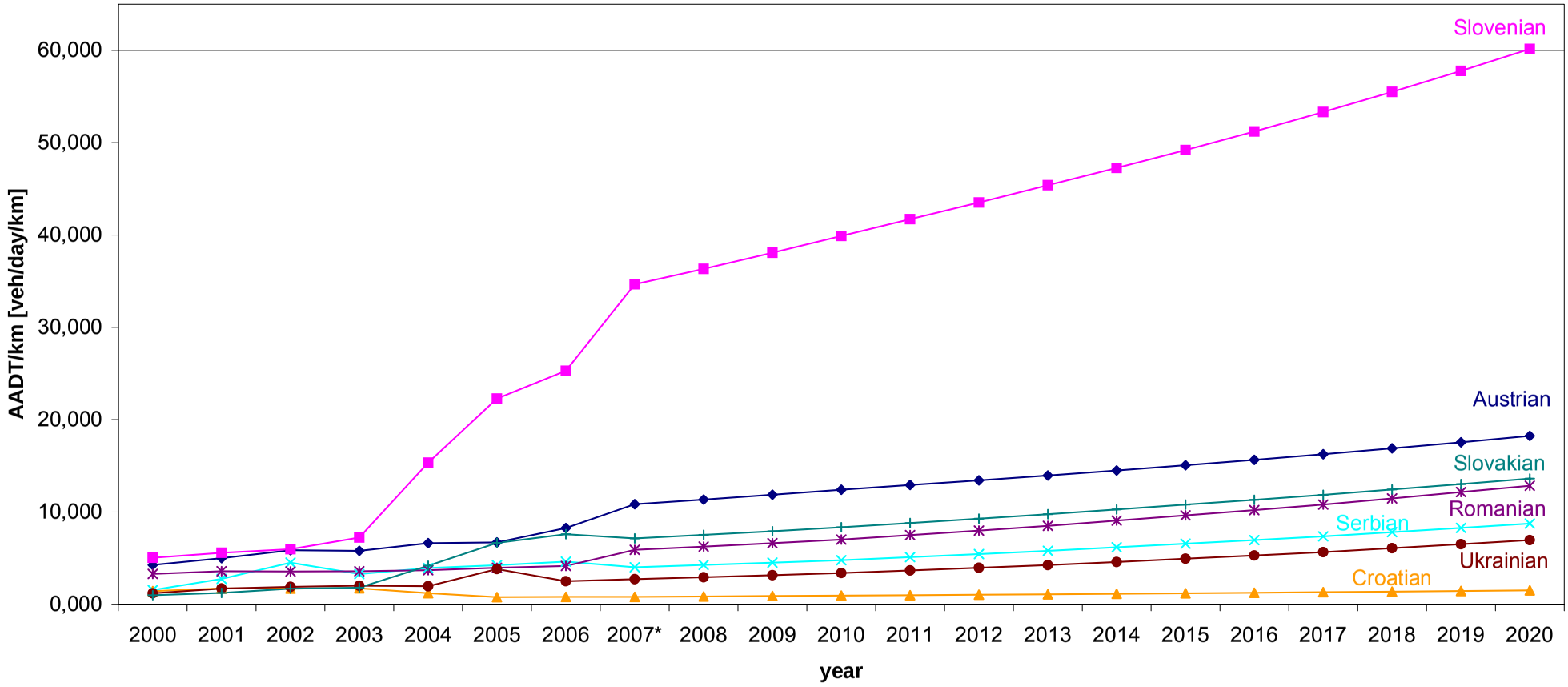
## *8.11. Expected traffic flows per lenght at different border sections in the J3 toll category [AADT; veh/day/km]*

| year / border section | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007* | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Austrian; 356 km** | 2,566 | 2,838 | 2,680 | 2,583 | 2,168 | 1,975 | 2,101 | 2,413 | 2,524 | 2,640 | 2,761 | 2,869 | 2,981 | 3,097 | 3,218 | 3,344 | 3,474 | 3,610 | 3,750 | 3,897 | 4,048 |
| **Slovenian; 100 km** | 0,435 | 0,646 | 0,891 | 0,263 | 0,261 | 0,545 | 0,721 | 0,940 | 0,985 | 1,032 | 1,082 | 1,126 | 1,173 | 1,221 | 1,271 | 1,323 | 1,377 | 1,433 | 1,492 | 1,553 | 1,617 |
| **Croatian; 355 km** | 0,614 | 0,823 | 0,751 | 0,786 | 0,717 | 0,606 | 0,651 | 0,648 | 0,683 | 0,720 | 0,759 | 0,795 | 0,895 | 0,938 | 0,983 | 1,030 | 1,080 | 1,132 | 1,186 | 1,243 | 1,303 |
| **Serbian; 166 km** | 0,760 | 0,859 | 0,411 | 0,863 | 0,496 | 0,646 | 1,191 | 1,030 | 1,091 | 1,155 | 1,223 | 1,291 | 1,482 | 1,563 | 1,649 | 1,740 | 1,836 | 1,937 | 2,043 | 2,155 | 2,274 |
| **Romanian; 448 km** | 1,022 | 1,098 | 1,027 | 0,925 | 0,990 | 1,072 | 1,064 | 1,257 | 1,331 | 1,409 | 1,493 | 1,567 | 1,799 | 1,889 | 1,983 | 2,083 | 2,187 | 2,296 | 2,411 | 2,531 | 2,658 |
| **Ukrainian; 137 km** | 0,568 | 0,817 | 0,907 | 0,921 | 0,743 | 0,243 | 0,825 | 0,898 | 0,963 | 1,034 | 1,109 | 1,175 | 1,364 | 1,444 | 1,529 | 1,620 | 1,715 | 1,816 | 1,923 | 2,037 | 2,157 |
| **Slovakian; 655 km** | 0,826 | 0,815 | 0,715 | 0,770 | 1,059 | 0,989 | 1,184 | 1,310 | 1,379 | 1,452 | 1,529 | 1,598 | 1,814 | 1,896 | 1,981 | 2,070 | 2,163 | 2,261 | 2,362 | 2,469 | 2,580 |
| **Total; 2217 km** | 1,072 | 1,194 | 1,096 | 1,088 | 1,071 | 1,011 | 1,179 | 1,307 | 1,377 | 1,450 | 1,527 | 1,597 | 1,770 | 1,851 | 1,936 | 2,024 | 2,117 | 2,215 | 2,316 | 2,423 | 2,534 |



## *8.12. Expected traffic flows per lenght at different border sections in the J4 toll category [AADT; veh/day/km]*

| year / border section | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007* | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Austrian; 356 km** | 4,264 | 4,995 | 5,858 | 5,792 | 6,618 | 6,709 | 8,262 | 10,848 | 11,347 | 11,869 | 12,415 | 12,924 | 13,428 | 13,952 | 14,496 | 15,062 | 15,649 | 16,259 | 16,893 | 17,552 | 18,237 |
| **Slovenian; 100 km** | 5,041 | 5,577 | 5,975 | 7,234 | 15,341 | 22,275 | 25,290 | 34,670 | 36,334 | 38,078 | 39,906 | 41,717 | 43,522 | 45,404 | 47,266 | 49,204 | 51,221 | 53,321 | 55,507 | 57,783 | 60,152 |
| **Croatian; 355 km** | 1,427 | 1,728 | 1,702 | 1,739 | 1,211 | 0,772 | 0,806 | 0,806 | 0,851 | 0,897 | 0,945 | 0,991 | 1,038 | 1,088 | 1,140 | 1,195 | 1,253 | 1,313 | 1,376 | 1,442 | 1,511 |
| **Serbian; 166 km** | 1,540 | 2,751 | 4,510 | 3,273 | 3,935 | 4,228 | 4,620 | 4,018 | 4,255 | 4,506 | 4,772 | 5,106 | 5,441 | 5,788 | 6,171 | 6,561 | 6,951 | 7,354 | 7,813 | 8,279 | 8,751 |
| **Romanian; 448 km** | 3,287 | 3,586 | 3,547 | 3,581 | 3,688 | 3,956 | 4,155 | 5,902 | 6,250 | 6,619 | 7,009 | 7,497 | 7,988 | 8,497 | 9,060 | 9,633 | 10,206 | 10,798 | 11,472 | 12,155 | 12,848 |
| **Ukrainian; 137 km** | 1,190 | 1,713 | 1,885 | 2,011 | 1,962 | 3,819 | 2,494 | 2,715 | 2,934 | 3,155 | 3,385 | 3,667 | 3,951 | 4,246 | 4,588 | 4,936 | 5,286 | 5,646 | 6,075 | 6,510 | 6,951 |
| **Slovakian; 655 km** | 0,989 | 1,229 | 1,696 | 1,810 | 4,180 | 6,652 | 7,596 | 7,140 | 7,519 | 7,917 | 8,337 | 8,806 | 9,276 | 9,765 | 10,276 | 10,796 | 11,314 | 11,851 | 12,434 | 13,025 | 13,624 |
| **Total; 2217 km** | 2,286 | 2,730 | 3,155 | 3,162 | 4,345 | 5,523 | 6,180 | 7,206 | 7,582 | 7,976 | 8,391 | 8,841 | 9,292 | 9,760 | 10,255 | 10,762 | 11,276 | 11,809 | 12,389 | 12,982 | 13,590 |



# 9. The factors influencing route-choice

## *9.1. Considering the factors influencing route-choice*

The Netwinfo route-choice simulating program uses resistance functions expressed as individual traveling costs.
This method makes it possible the application of toll rates differentiated by vehicle and road categories also the consideration of the various dynamics of influencing factors.

The factors influencing route-choice (values of travel time, vehicle operating costs, safety and convenience bonuses of clearways) were taken from the guide for cost-benefit analysis of NFÜ-COWI as of March 2007 and the velocity/amount of traffic correlation from the guide of the Ministry GKM for methodology of analytical traffic forecasts as of November, 2003.

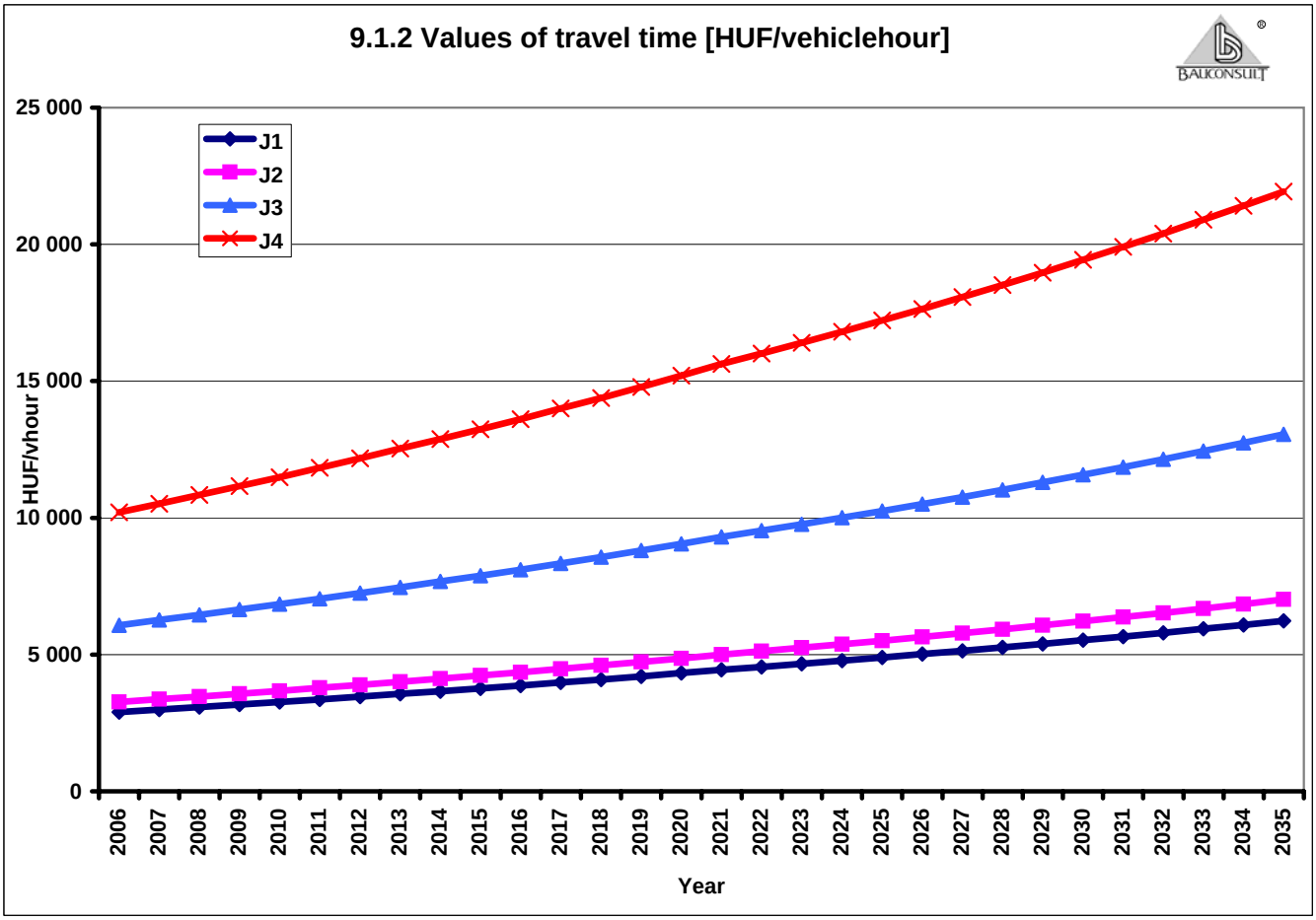
## 9.1.1 Values of travel time

based on the guide by NFÜ-COWI as of March, 2007

September 2007

| Year | Values of travel time [HUF/vehiclehours]* | | | |
|---|---|---|---|---|
| | J1 | J2 | J3 | J4 |
| **2006** | **2 901** | **3 264** | **6 075** | **10 203** |
| 2007 | 2 990 | 3 365 | 6 262 | 10 517 |
| 2008 | 3 082 | 3 468 | 6 455 | 10 841 |
| **2009** | **3 173** | **3 570** | **6 645** | **11 160** |
| 2010 | 3 266 | 3 675 | 6 840 | 11 488 |
| **2011** | **3 362** | **3 783** | **7 041** | **11 826** |
| 2012 | 3 461 | 3 894 | 7 248 | 12 173 |
| **2013** | **3 563** | **4 009** | **7 461** | **12 531** |
| 2014 | 3 663 | 4 121 | 7 670 | 12 882 |
| **2015** | **3 765** | **4 236** | **7 885** | **13 243** |
| 2016 | 3 871 | 4 355 | 8 106 | 13 614 |
| 2017 | 3 979 | 4 477 | 8 333 | 13 995 |
| **2018** | **4 091** | **4 602** | **8 566** | **14 387** |
| 2019 | 4 205 | 4 731 | 8 806 | 14 790 |
| **2020** | **4 323** | **4 864** | **9 052** | **15 204** |
| 2021 | 4 444 | 5 000 | 9 306 | 15 629 |
| 2022 | 4 553 | 5 122 | 9 534 | 16 012 |
| 2023 | 4 664 | 5 248 | 9 768 | 16 405 |
| 2024 | 4 779 | 5 377 | 10 007 | 16 807 |
| **2025** | **4 896** | **5 508** | **10 252** | **17 218** |
| 2026 | 5 016 | 5 643 | 10 503 | 17 640 |
| 2027 | 5 138 | 5 781 | 10 761 | 18 072 |
| 2028 | 5 264 | 5 923 | 11 024 | 18 515 |
| 2029 | 5 393 | 6 068 | 11 294 | 18 969 |
| **2030** | **5 525** | **6 217** | **11 571** | **19 433** |
| 2031 | 5 661 | 6 369 | 11 854 | 19 910 |
| 2032 | 5 800 | 6 525 | 12 145 | 20 397 |
| 2033 | 5 942 | 6 685 | 12 442 | 20 897 |
| 2034 | 6 087 | 6 849 | 12 747 | 21 409 |
| **2035** | **6 236** | **7 017** | **13 060** | **21 934** |

* at a price level of January 1, 2007



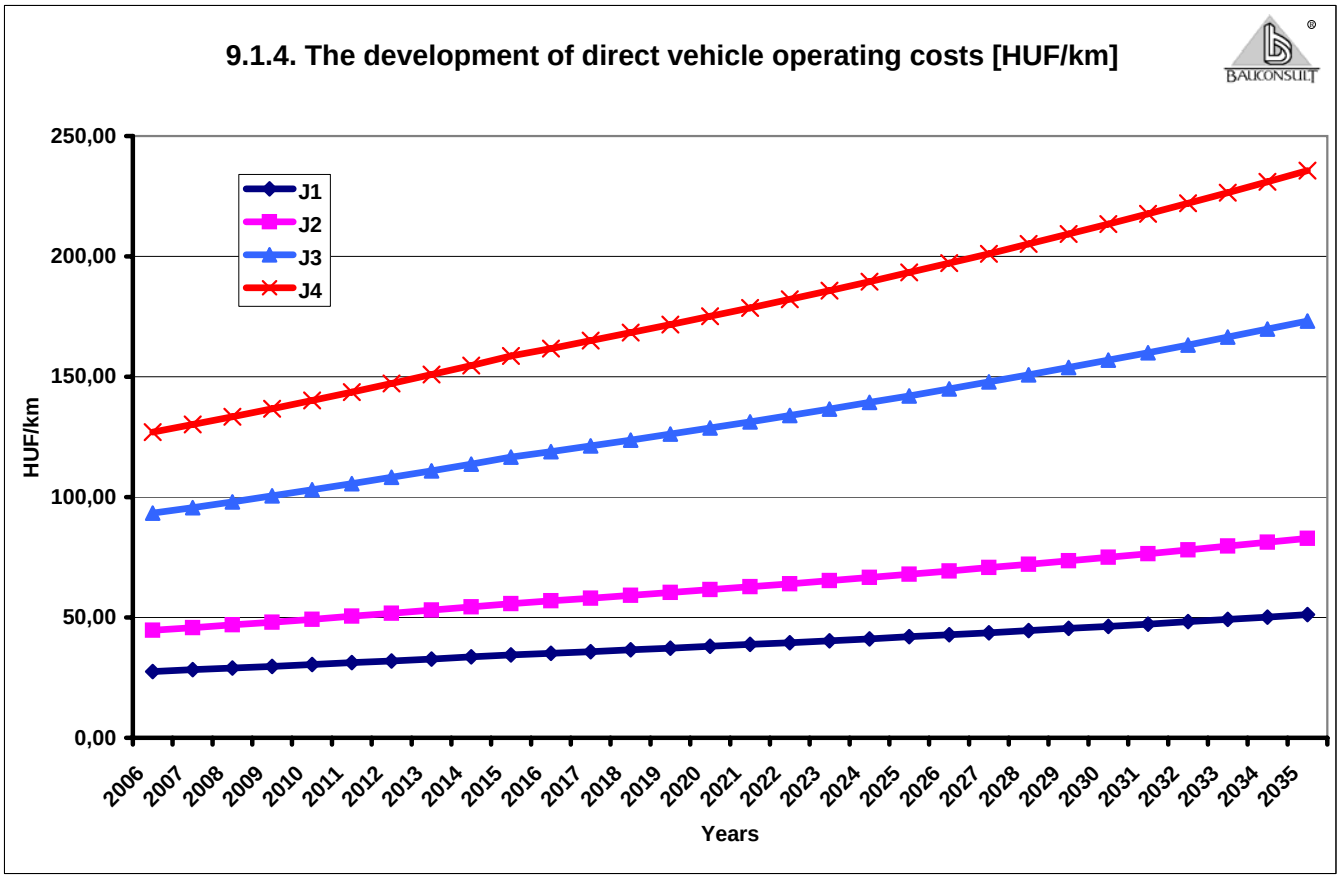
## 9.1.3 The development of direct vehicle operating costs

based on the guide by NFÜ-COWI as of March, 2007

September 2007

| Year | Vehicle operating cost[HUF/km]* | | | |
|---|---|---|---|---|
| | J1 | J2 | J3 | J4 |
| **2006** | **27,57** | **44,63** | **93,33** | **126,98** |
| 2007 | 28,26 | 45,75 | 95,66 | 130,15 |
| 2008 | 28,97 | 46,89 | 98,05 | 133,41 |
| **2009** | **29,69** | **48,06** | **100,51** | **136,74** |
| 2010 | 30,43 | 49,26 | 103,02 | 140,16 |
| **2011** | **31,19** | **50,49** | **105,59** | **143,67** |
| 2012 | 31,97 | 51,76 | 108,23 | 147,26 |
| **2013** | **32,77** | **53,05** | **110,94** | **150,94** |
| 2014 | 33,59 | 54,38 | 113,71 | 154,71 |
| **2015** | **34,43** | **55,74** | **116,56** | **158,58** |
| 2016 | 35,12 | 56,85 | 118,89 | 161,75 |
| 2017 | 35,82 | 57,99 | 121,27 | 164,99 |
| **2018** | **36,54** | **59,15** | **123,69** | **168,29** |
| 2019 | 37,27 | 60,33 | 126,16 | 171,65 |
| **2020** | **38,01** | **61,54** | **128,69** | **175,09** |
| 2021 | 38,78 | 62,77 | 131,26 | 178,59 |
| 2022 | 39,55 | 64,02 | 133,89 | 182,16 |
| 2023 | 40,34 | 65,30 | 136,56 | 185,80 |
| 2024 | 41,15 | 66,61 | 139,30 | 189,52 |
| **2025** | **41,97** | **67,94** | **142,08** | **193,31** |
| 2026 | 42,81 | 69,30 | 144,92 | 197,18 |
| 2027 | 43,67 | 70,69 | 147,82 | 201,12 |
| 2028 | 44,54 | 72,10 | 150,78 | 205,14 |
| 2029 | 45,43 | 73,54 | 153,79 | 209,24 |
| **2030** | **46,34** | **75,01** | **156,87** | **213,43** |
| 2031 | 47,27 | 76,51 | 160,01 | 217,70 |
| 2032 | 48,21 | 78,04 | 163,21 | 222,05 |
| 2033 | 49,18 | 79,61 | 166,47 | 226,49 |
| 2034 | 50,16 | 81,20 | 169,80 | 231,02 |
| **2035** | **51,16** | **82,82** | **173,20** | **235,64** |

* at the price level of January 1, 2007



## 9.1.5. Motorways' safety and convenience bonuses

September, 2007

| Year | Bonus values [HUF/km]* | | | |
|---|---|---|---|---|
| | J1 | J2 | J3 | J4 |
| **2006** | **2,48** | **3,57** | **5,60** | **12,70** |
| 2007 | 2,54 | 3,66 | 5,74 | 13,02 |
| 2008 | 2,61 | 3,75 | 5,88 | 13,34 |
| **2009** | **2,67** | **3,84** | **6,03** | **13,67** |
| 2010 | 2,74 | 3,94 | 6,18 | 14,02 |
| **2011** | **2,81** | **4,04** | **6,34** | **14,37** |
| 2012 | 2,88 | 4,14 | 6,49 | 14,73 |
| **2013** | **2,95** | **4,24** | **6,66** | **15,09** |
| 2014 | 3,02 | 4,35 | 6,82 | 15,47 |
| **2015** | **3,10** | **4,46** | **6,99** | **15,86** |
| 2016 | 3,16 | 4,55 | 7,13 | 16,18 |
| 2017 | 3,22 | 4,64 | 7,28 | 16,50 |
| **2018** | **3,29** | **4,73** | **7,42** | **16,83** |
| 2019 | 3,35 | 4,83 | 7,57 | 17,17 |
| **2020** | **3,42** | **4,92** | **7,72** | **17,51** |
| 2021 | 3,49 | 5,02 | 7,88 | 17,86 |
| 2022 | 3,56 | 5,12 | 8,03 | 18,22 |
| 2023 | 3,63 | 5,22 | 8,19 | 18,58 |
| 2024 | 3,70 | 5,33 | 8,36 | 18,95 |
| **2025** | **3,78** | **5,44** | **8,52** | **19,33** |
| 2026 | 3,85 | 5,54 | 8,70 | 19,72 |
| 2027 | 3,93 | 5,66 | 8,87 | 20,11 |
| 2028 | 4,01 | 5,77 | 9,05 | 20,51 |
| 2029 | 4,09 | 5,88 | 9,23 | 20,92 |
| **2030** | **4,17** | **6,00** | **9,41** | **21,34** |
| 2031 | 4,25 | 6,12 | 9,60 | 21,77 |
| 2032 | 4,34 | 6,24 | 9,79 | 22,21 |
| 2033 | 4,43 | 6,37 | 9,99 | 22,65 |
| 2034 | 4,51 | 6,50 | 10,19 | 23,10 |
| **2035** | **4,60** | **6,63** | **10,39** | **23,56** |

* at a price level of January 1, 2007

| 9.1.6 PCU multiplicators | |
|---|---|
| J1 | 1,0 |
| J2 | 2,3 |
| J3 | 2,3 |
| J4 | 2,5 |

| 9.1.7. Factor of peak hour |
|---|
| Hungarian average: 0,09589 |

## *9.2. Toll rates*

### 9.2.1 Forecasting virtual toll rates

The virtual toll rate in case of the vignette system is calculated as the quotient of revenues and traffic performances.

The forecasted virtual toll rate [HUF/km] in the vignette system is used for the route-choice simulation, also - after the route-choice simulation and recalculating - to characterize the established toll rate of the vignette system.
(This abstraction can not be used for any other traffic-economy analysis.)

The virtual toll rate is forecasted as an input data for route-choice simulations of the vignette system.

Values of traffic performance used for forecasting are factual data until year 2006; for year 2007 they are based on preliminary AADT values by MK Kht, for later years they are based on our (latest) route-choice simulations (for the vignette system).

Toll revenues until year 2006 are factual data (in practice also for year 2007), for year 2008 we took revenue figures from the calculation of demand.

For later years we calculated expected revenues based on forecasted traffic performances using a modified demand function.

The method of forecasting virtual toll rates is certainly just an approximation, but applicable to route-choice simulations, because according to our experiences results of route-choice simulations do not vary due to +/- couple of HUF/km toll rate differences only.

The forecasted virtual toll rates for the purpose of route-choice simulations are shown on tables and charts 9.2.1.1.

# 9.2.1.1. Forecasting of virtual toll level in the vignette system

***A. Traffic performances on the tolled roads***
***[AADT×km; 1000 veh/day×km]***

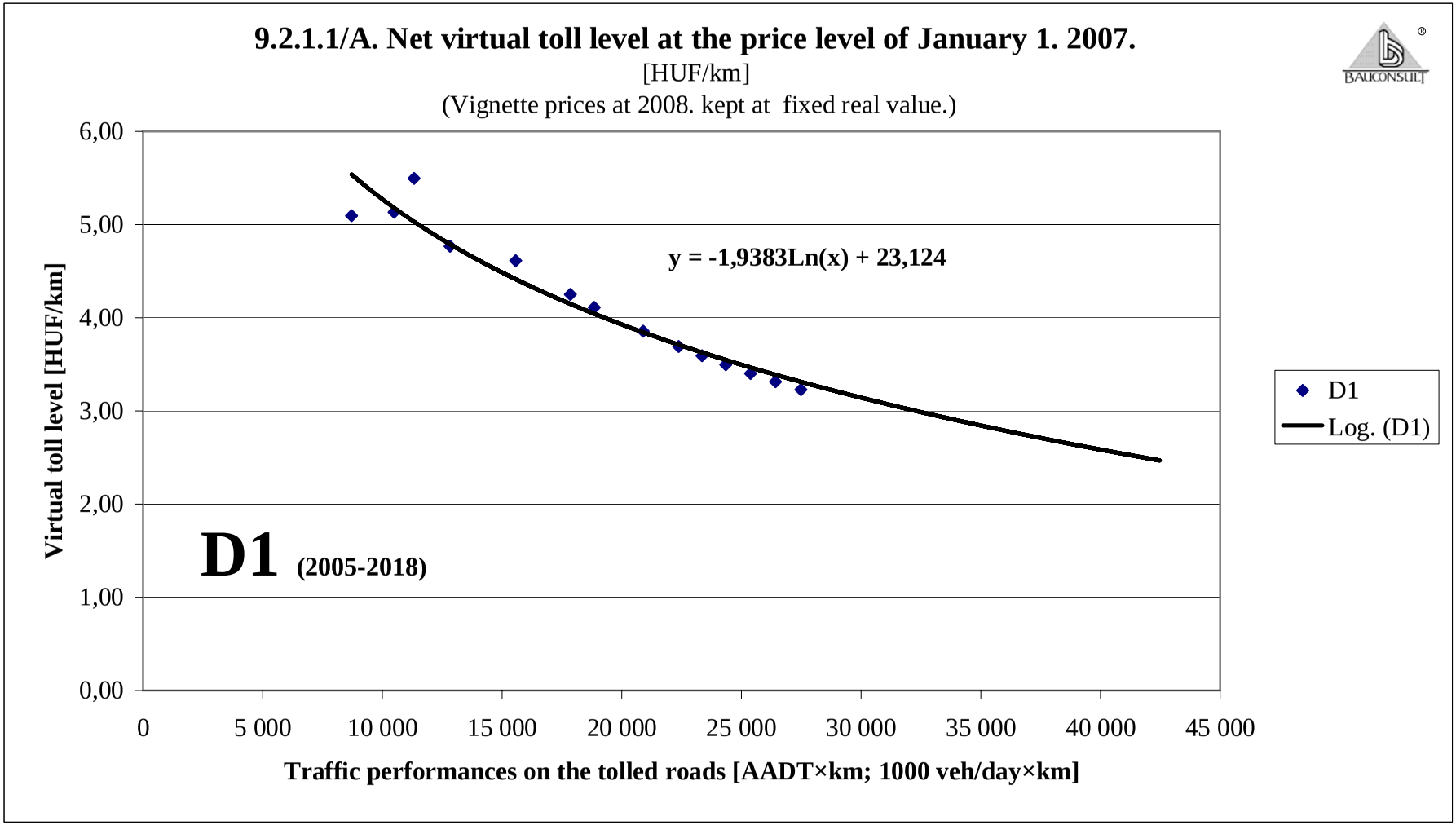
| Year | D1 | D2 | D3 | D4 |
|---|---|---|---|---|
| 2005 | 8 710 | 481 | 541 | 1 102 |
| 2006 | 10 490 | 552 | 656 | 1 528 |
| 2007 | 11 322 | 719 | 863 | 2 464 |
| 2008 | 12 826 | 969 | 1 111 | 2 708 |
| 2009 | 15 571 | 1 209 | 1 387 | 3 379 |
| 2010 | 17 853 | 1 314 | 1 507 | 3 673 |
| 2011 | 18 852 | 1 383 | 1 586 | 3 864 |
| 2012 | 20 896 | 1 493 | 1 712 | 4 171 |
| 2013 | 22 376 | 1 561 | 1 790 | 4 361 |
| 2014 | 23 351 | 1 619 | 1 856 | 4 523 |
| 2015 | 24 343 | 1 676 | 1 923 | 4 685 |
| 2016 | 25 384 | 1 732 | 1 986 | 4 840 |
| 2017 | 26 425 | 1 788 | 2 050 | 4 996 |
| 2018 | 27 482 | 1 841 | 2 111 | 5 145 |

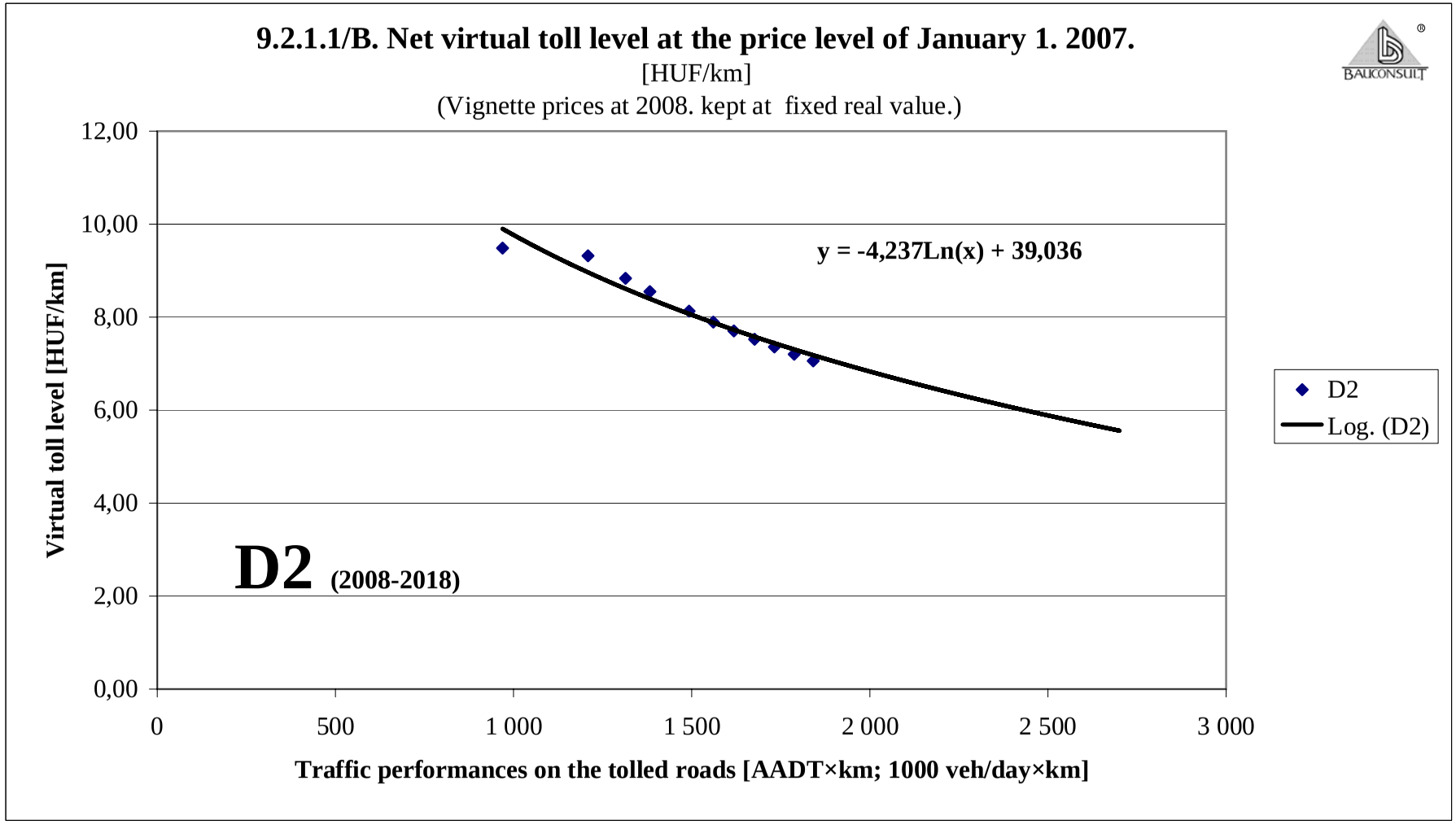
***B. Net toll revenues at the price level of January 1. 2007.***
***[Million HUF/year]***

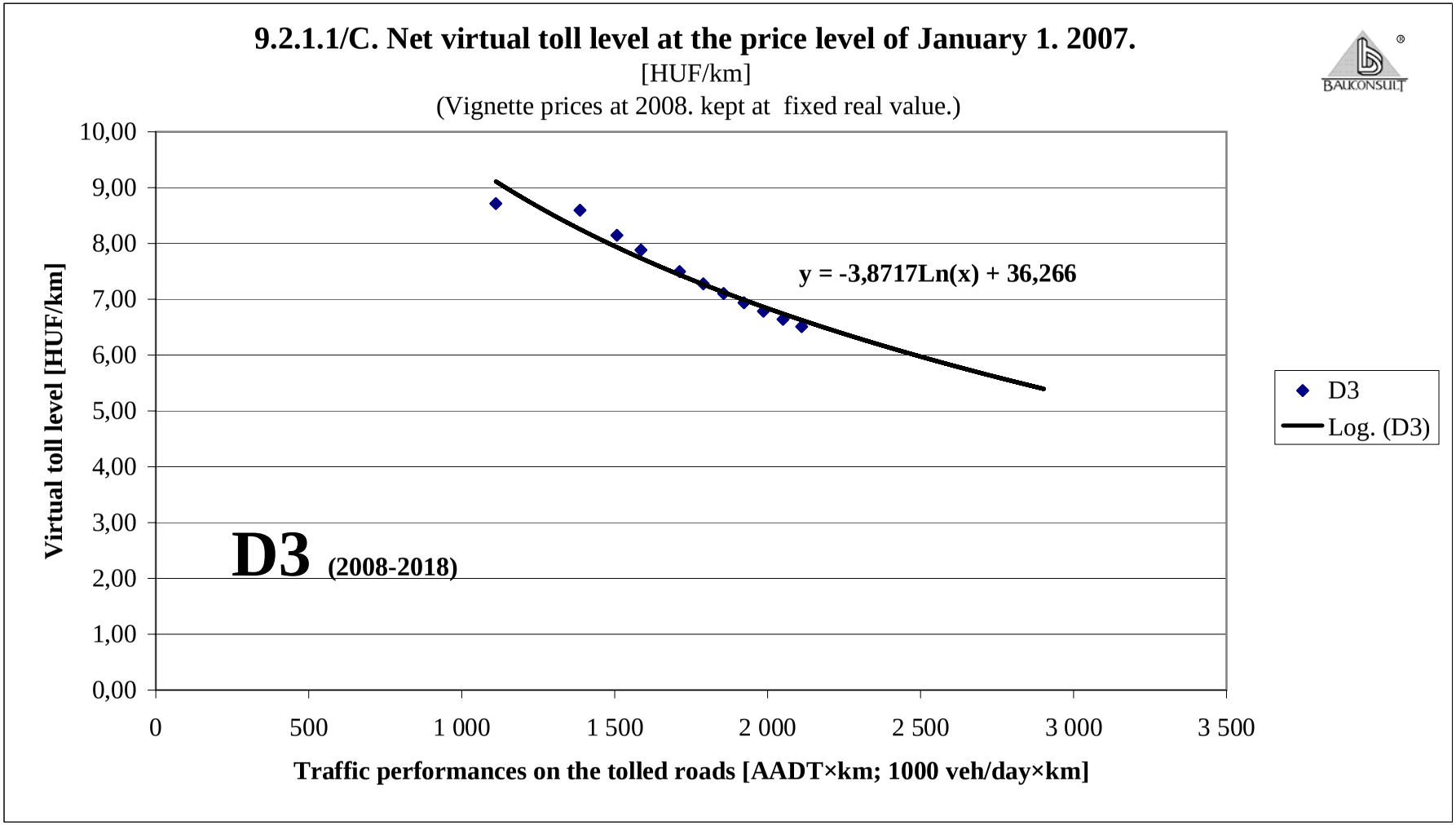
| Year | D1 | D2 | D3 | D4 |
|---|---|---|---|---|
| 2005 | 16 197 | 937 | 954 | 5 567 |
| 2006 | 19 654 | 1 011 | 1 067 | 7 974 |
| 2007 | 22 711 | 2 304 | 2 569 | 12 106 |
| 2008 | 22 316 | 3 354 | 3 535 | 14 081 |
| 2009 | 26 209 | 4 113 | 4 350 | 17 608 |
| 2010 | 27 695 | 4 238 | 4 482 | 18 145 |
| 2011 | 28 287 | 4 314 | 4 563 | 18 471 |
| 2012 | 29 406 | 4 429 | 4 684 | 18 962 |
| 2013 | 30 150 | 4 496 | 4 755 | 19 248 |
| 2014 | 30 613 | 4 550 | 4 812 | 19 481 |
| 2015 | 31 066 | 4 603 | 4 868 | 19 707 |
| 2016 | 31 521 | 4 652 | 4 920 | 19 916 |
| 2017 | 31 958 | 4 700 | 4 970 | 20 119 |
| 2018 | 32 384 | 4 744 | 5 017 | 20 308 |

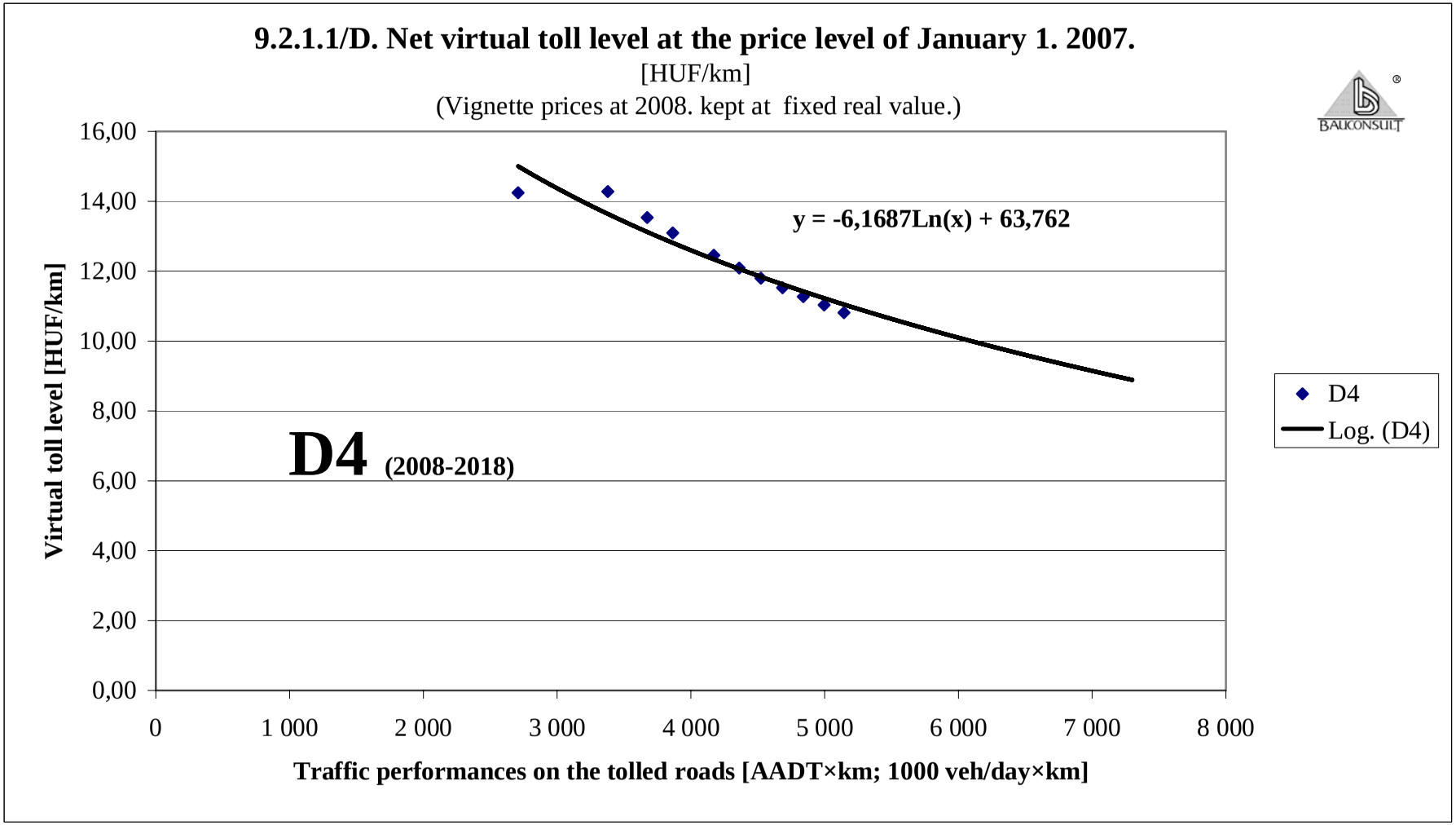
***C. Preliminary net virtual toll level at the price level of January 1. 2007.***
***[HUF/km]***
***(Vignette prices at 2008. kept at a fixed real value.)***

| Year | D1 | D2 | D3 | D4 |
|---|---|---|---|---|
| 2005 | 5,09 | 5,33 | 4,83 | 13,84 |
| 2006 | 5,13 | 5,02 | 4,46 | 14,30 |
| 2007 | 5,50 | 8,77 | 8,16 | 13,46 |
| 2008 | 4,77 | 9,48 | 8,71 | 14,25 |
| 2009 | 4,61 | 9,32 | 8,59 | 14,28 |
| 2010 | 4,25 | 8,83 | 8,15 | 13,53 |
| 2011 | 4,11 | 8,55 | 7,88 | 13,10 |
| 2012 | 3,86 | 8,13 | 7,50 | 12,45 |
| 2013 | 3,69 | 7,89 | 7,28 | 12,09 |
| 2014 | 3,59 | 7,70 | 7,10 | 11,80 |
| 2015 | 3,50 | 7,52 | 6,94 | 11,52 |
| 2016 | 3,40 | 7,36 | 6,79 | 11,27 |
| 2017 | 3,31 | 7,20 | 6,64 | 11,03 |
| 2018 | 3,23 | 7,06 | 6,51 | 10,81 |


9.2.1.1/A. Net virtual toll level at the price level of January 1. 2007.
[HUF/km]
(Vignette prices at 2008. kept at fixed real value.)
BAUCONSULT
y = -1,9383Ln(x) + 23,124
D1 (2005-2018)
Virtual toll level [HUF/km]
6,00
5,00
4,00
3,00
2,00
1,00
0,00
0
5 000
10 000
15 000
20 000
25 000
30 000
35 000
40 000
45 000
Traffic performances on the tolled roads [AADT×km; 1000 veh/day×km]
D1
Log. (D1)


9.2.1.1/B. Net virtual toll level at the price level of January 1. 2007.
[HUF/km]
(Vignette prices at 2008. kept at fixed real value.)
BAUCONSULT
12,00
10,00
8,00
6,00
4,00
2,00
0,00
Virtual toll level [HUF/km]
y = -4,237Ln(x) + 39,036
D2 (2008-2018)
0
500
1 000
1 500
2 000
2 500
3 000
Traffic performances on the tolled roads [AADT×km; 1000 veh/day×km]
D2
Log. (D2)


9.2.1.1/C. Net virtual toll level at the price level of January 1. 2007.
[HUF/km]
(Vignette prices at 2008. kept at fixed real value.)
BAUCONSULT
10,00
9,00
8,00
7,00
6,00
5,00
4,00
3,00
2,00
1,00
0,00
Virtual toll level [HUF/km]
y = -3,8717Ln(x) + 36,266
D3 (2008-2018)
0
500
1 000
1 500
2 000
2 500
3 000
3 500
Traffic performances on the tolled roads [AADT×km; 1000 veh/day×km]
D3
Log. (D3)


9.2.1.1/D. Net virtual toll level at the price level of January 1. 2007.
[HUF/km]
(Vignette prices at 2008. kept at fixed real value.)
BAUCONSULT
16,00
14,00
12,00
10,00
8,00
6,00
4,00
2,00
0,00
Virtual toll level [HUF/km]
y = -6,1687Ln(x) + 63,762
D4 (2008-2018)
0
1 000
2 000
3 000
4 000
5 000
6 000
7 000
8 000
Traffic performances on the tolled roads [AADT×km; 1000 veh/day×km]
D4
Log. (D4)

### 9.2.2 The actual virtual toll rates

Actual virtual toll rates of each of the situations are re-calculated on the basis of the results of corresponding route-choice simulations.

Virtual toll rates characterizing global toll rates of the vignette system as re-calculated on the basis of our current route-choice simulations are shown in tables and charts 9.2.2.1 for years 2000-2018.

Please note that the virtual toll rate of category D1 in the mixed toll system does not equal the virtual toll rate of the vignette system. Furthermore, values vary based on the applied extension, too. (9.2.2.2)

One can see that differences between virtual toll rates based on preliminary estimations and based on route-choice simulations are negligible small.

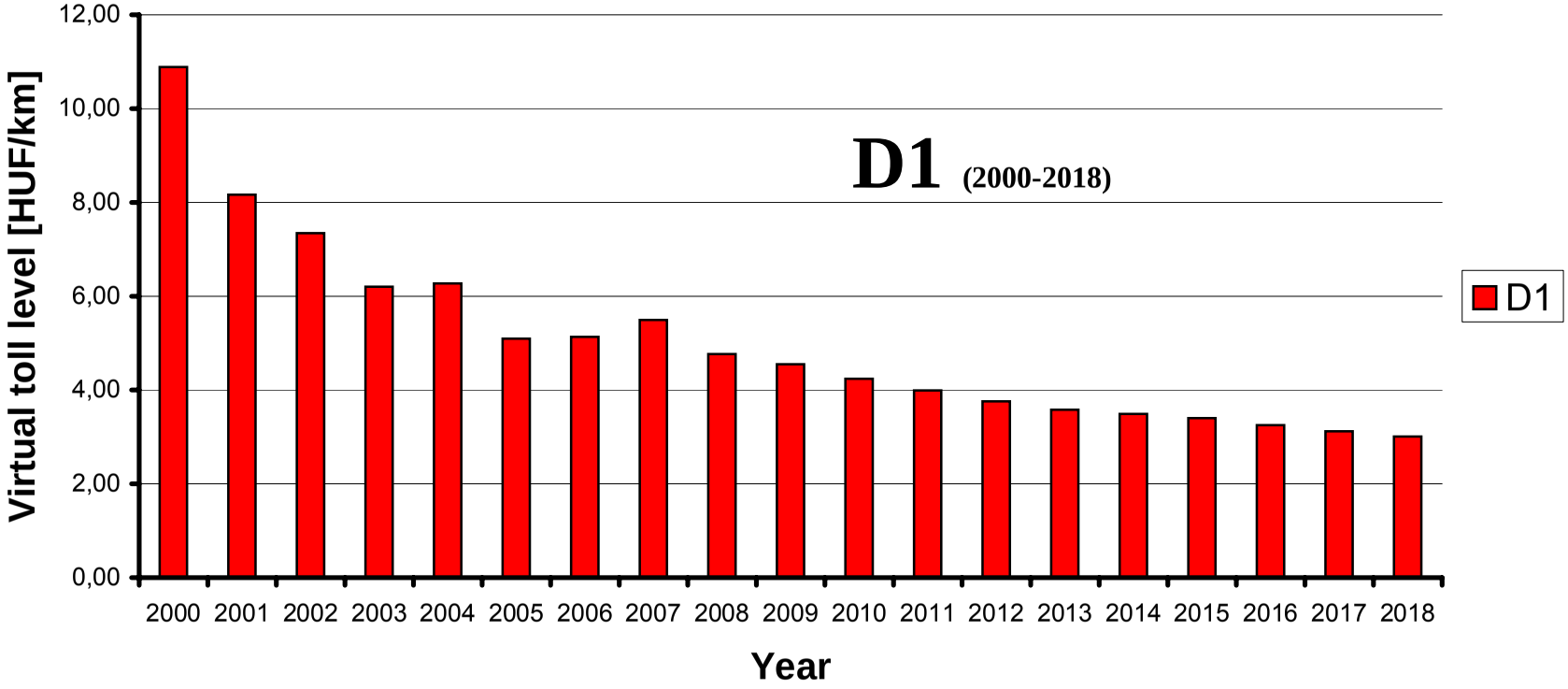
### *9.2.2.1. Forecasted net virtual toll level at the price level of January 1. 2007. in the vignette tariff-system [HUF/km] (Vignette prices at 2008. kept at a fixed real value.)*

| Year | D1 | D2 | D3 | D4 | Lenght of tolled sections [km] |
|---|---|---|---|---|---|
| 2000 | 10,89 | 21,11 | 20,79 | - | 252,00 |
| 2001 | 8,17 | 20,43 | 16,92 | - | 226,00 |
| 2002 | 7,34 | 19,26 | 13,79 | - | 272,00 |
| 2003 | 6,20 | 7,02 | 11,15 | - | 366,00 |
| 2004 | 6,27 | 8,10 | 15,10 | - | 464,00 |
| 2005 | 5,09 | 5,33 | 4,83 | 13,84 | 529,00 |
| 2006 | 5,13 | 5,02 | 4,46 | 14,30 | 651,00 |
| 2007 | 5,50 | 8,77 | 8,16 | 13,46 | 1424,55 |
| 2008 | 4,77 | *8,66* | 8,71 | *13,55* | 1424,55 |
| 2009 | 4,55 | 8,51 | 9,70 | 13,58 | 1 461,14 |
| 2010 | 4,24 | 8,07 | 9,21 | 13,02 | *1 461,14* |
| 2011 | 3,99 | 7,69 | 8,78 | 12,53 | 1 753,71 |
| 2012 | 3,76 | 7,31 | 8,45 | 11,96 | *1 753,71* |
| 2013 | 3,58 | 6,99 | 8,16 | 11,47 | 2 085,52 |
| 2014 | 3,49 | 6,77 | 7,92 | 11,06 | *2 085,52* |
| 2015 | 3,40 | 6,56 | 7,69 | 10,69 | 2 242,44 |
| 2016 | 3,25 | 6,28 | 7,35 | 10,29 | *2 242,44* |
| 2017 | 3,12 | 6,03 | 7,04 | 9,93 | *2 242,44* |
| 2018 | 3,01 | 5,81 | 6,78 | 9,61 | 2 611,89 |

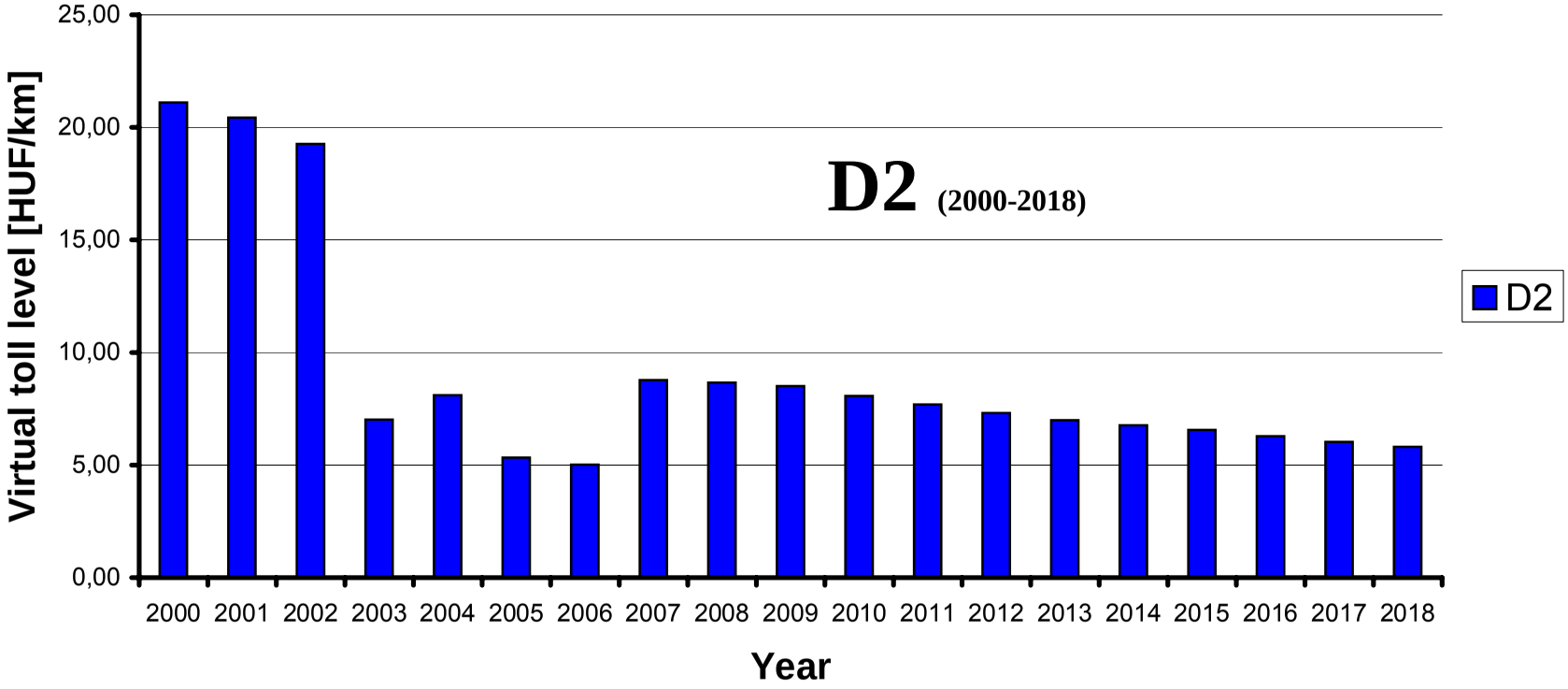
### *9.2.2.2. Forecasted net virtual toll level at the price level of January 1. 2007. in the mixed tariff-system [HUF/km] (Vignette prices at 2008. kept at a fixed real value.)*

| Year | Mixed tariff-system | |
|---|---|---|
| | Extension "D" (GKM) | Extension only for motorways |
| 2009 | 4,55 | 4,48 |
| 2010 | 4,25 | 4,17 |
| 2011 | 4,00 | 3,92 |
| 2012 | 3,77 | 3,71 |
| 2013 | 3,59 | 3,53 |
| 2014 | 3,50 | 3,44 |
| 2015 | 3,42 | 3,36 |
| 2016 | 3,27 | 3,21 |
| 2017 | 3,14 | 3,07 |
| 2018 | 3,02 | 2,96 |

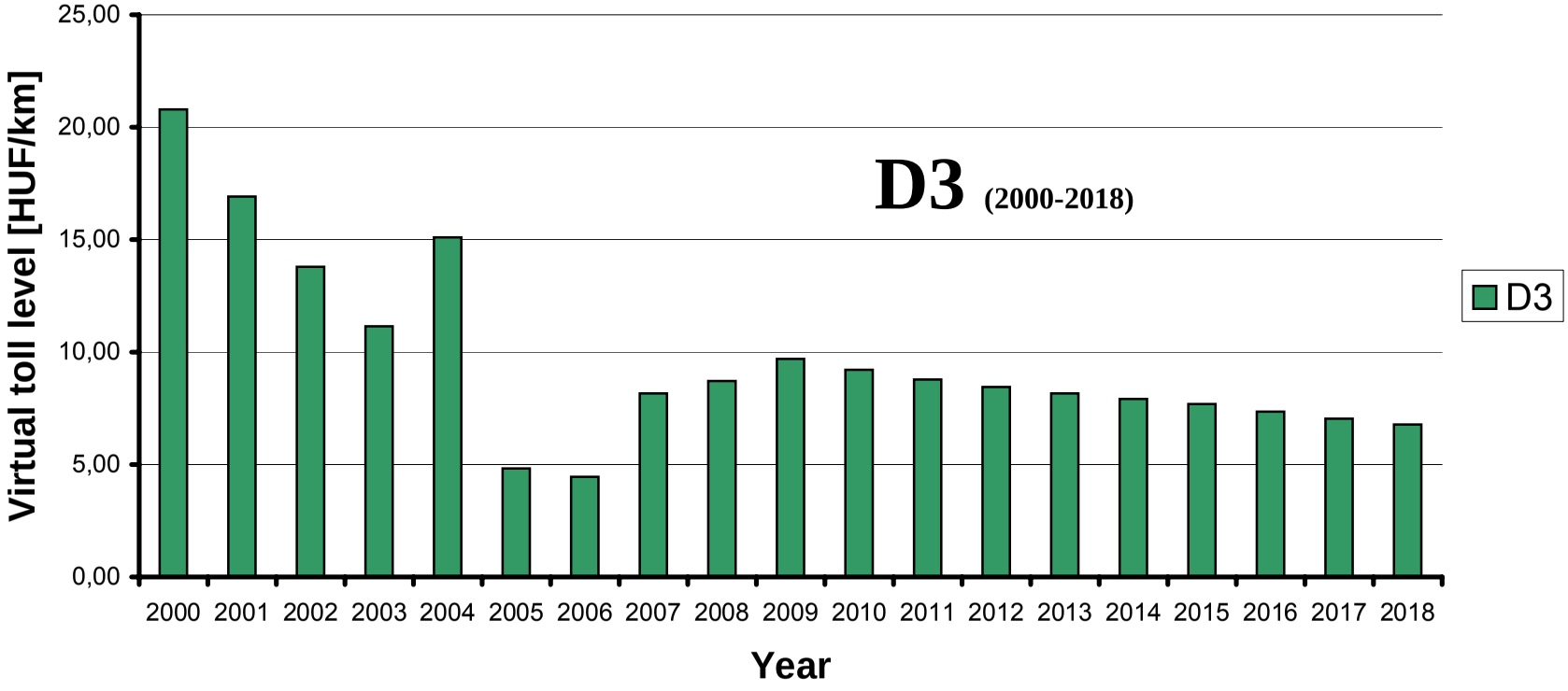
**9.2.2.1/A. Forecasted net virtual toll level at the price level of January 1. 2007. in the vignette tariff-system [HUF/km]**
**(Vignette prices at 2008. kept at a fixed real value.)**



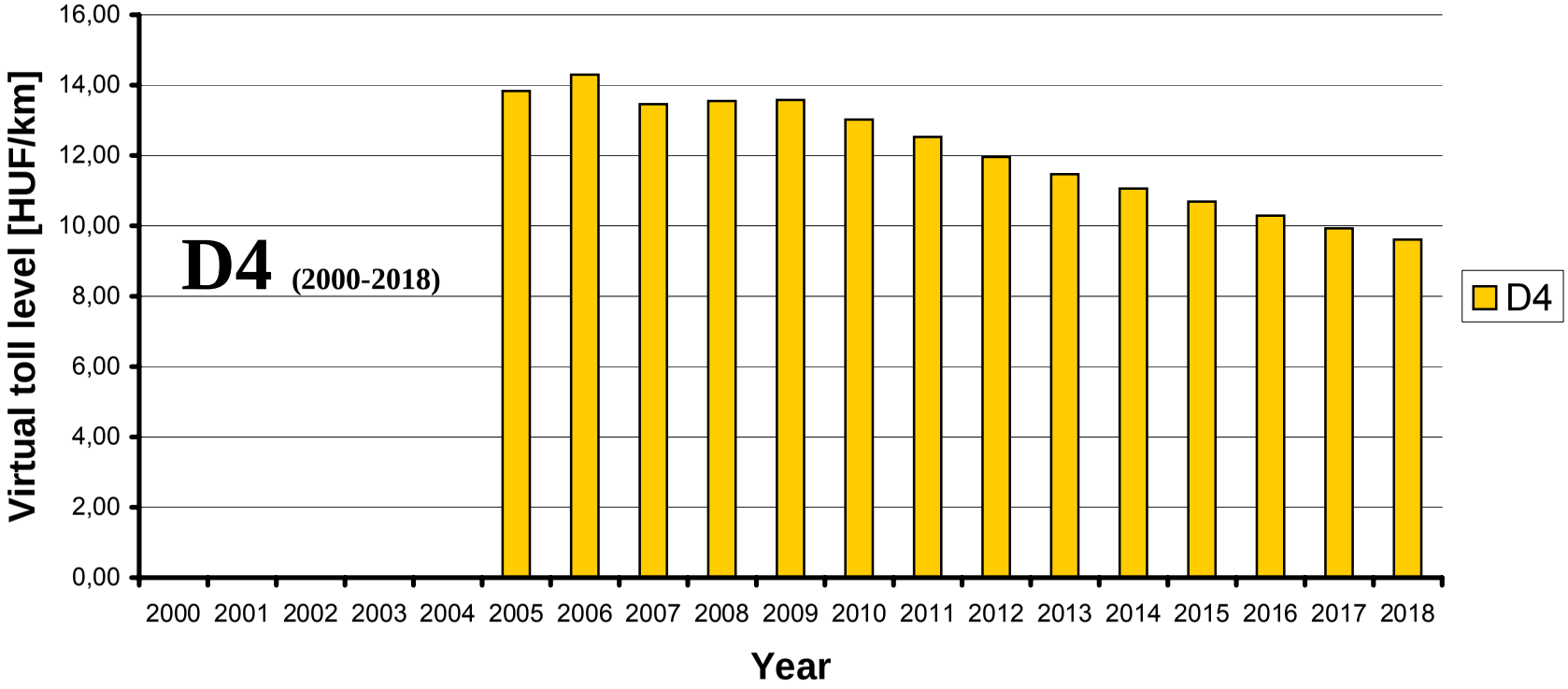
## 9.2.2.1/B. Forecasted net virtual toll level at the price level of January 1. 2007. in the vignette tariff-system [HUF/km] (Vignette prices at 2008. kept at a fixed real value.)



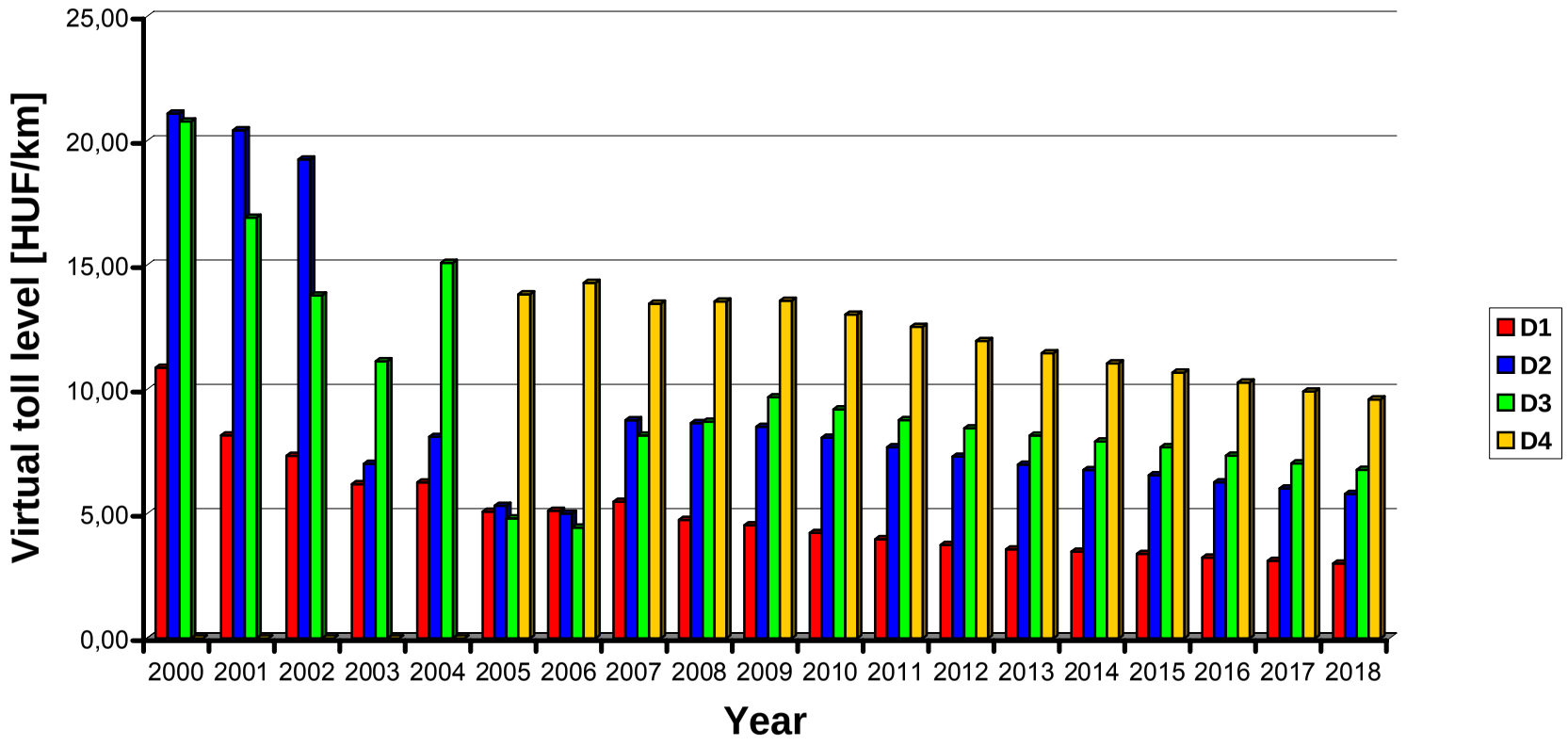
**9.2.2.1/C. Forecasted net virtual toll level at the price level of January 1. 2007. in the vignette tariff-system [HUF/km]**
**(Vignette prices at 2008. kept at a fixed real value.)**



## 9.2.2.1/D. Forecasted net virtual toll level at the price level of January 1. 2007. in the vignette tariff-system [HUF/km] (Vignette prices at 2008. kept at a fixed real value.)



**9.2.2.1/E. Forecasted net virtual toll level at the price level of January 1. 2007. in the vignette tariff-system [HUF/km]**
**(Vignette prices at 2008. kept at a fixed real value.)**



### 9.2.3. Vignette prices and toll rates of the "ED" (ETC) system (HUF/km)

Vignette prices and toll rates of the ETC system to consider in our study were given by the Consignor with the additional information that the base case of the vignette toll system and the mixed toll systems D1 toll revenues shall not be considered on year 2007 price level but using year 2008 vignette rates and keeping those on the same real value for other years. (Table 9.2.3.1)

**9.2.3.1/A/ Vignette rates of the vignette system, year 2007 [HUF]**
**(Gross values on the price level of January 1, 2007)**

| Toll category | 1 day | 4 days | | | weekly | monthly | annual |
|---|---|---|---|---|---|---|---|
| | | 01/01/2007 – 04/30/2007 | 01/05/2007 – 09/30/2007 | 10/01/2007 – 12/31/2007 | | | |
| D1 | - | 1 170 | 1 530 | 1 170 | 2 550 | 4 200 | 37 200 |
| D2 | 3 000 | - | - | - | 6 600 | 12 600 | 106 500 |
| D3 | 3 000 | - | - | - | 10 200 | 18 000 | 159 000 |
| D4 | 3 000 | - | - | - | 13 200 | 22 500 | 219 000 |

**9.2.3.1/B Rates of the vignette system kept on the same year 2008 real values for the purpose of forecasting vignette base case revenues [HUF]**
**Gross values on the price level of January 1, 2007***

| Toll category | 1 day | 4 days | | | weekly | monthly | annual |
|---|---|---|---|---|---|---|---|
| | | 01/01/2007 – 04/30/2007 | 01/05/2007 – 09/30/2007 | 10/01/2007 – 12/31/2007 | | | |
| D1 | - | 1 083 | 1 417 | 1 083 | 2 361 | 3 889 | 34 444 |
| D2 | 2 546 | - | - | - | 6 111 | 11 667 | 98 611 |
| D3 | 2 546 | - | - | - | 9 444 | 16 667 | 147 222 |
| D4 | 2 546 | - | - | - | 12 222 | 20 833 | 184 259 |

* accounting an inflation rate of 8.00% for year 2007.

**9.2.3.1/C Increased rates of the HUF/km toll system ***

| Year | J1 | J2 | J3 | J4 |
|---|---|---|---|---|
| **2009** | 15,60 | 23,40 | 39,00 | 62,40 |
| **2010** | 15,90 | 23,85 | 39,75 | 63,60 |
| **2011** | 16,20 | 24,30 | 40,50 | 64,80 |
| **2012** | 16,50 | 24,75 | 41,25 | 66,00 |
| **2013** | 16,80 | 25,20 | 42,00 | 67,20 |
| **2014** | 17,10 | 25,65 | 42,75 | 68,40 |
| **2015** | 17,40 | 26,10 | 43,50 | 69,60 |
| **2016** | 17,70 | 26,55 | 44,25 | 70,80 |
| **2017** | 18,00 | 27,00 | 45,00 | 72,00 |
| **2018** | 18,30 | 27,45 | 45,75 | 73,20 |

*on the January 1, 2007 price level - gross values calculated with a 20% VAT

### 9.2.3.1/D Multiplicators per road categories in case of the performed-distance-proportional and the mixed toll system

| road category | J1 toll category | J2 toll category | J3 toll category | J4 toll category |
|---|---|---|---|---|
| | multiplicator | multiplicator | multiplicator | multiplicator |
| **motorway** | **1** | **1** | **1** | **1** |
| **semi-motorway** (2×2 lanes) | **0,85** | | | |
| **semi-motorway** (2×1 lanes) | **0,65** | | | |
| **parallel main road** | **toll free** | | | |
| **standalone main road** | | | | |
| **crossing section** | | | | |

### 9.2.4. Comparing toll rates of the vignette system, rates by the "ED" (ETC) system and rates by AKA Rt.

For the purposes of comparison in table 9.2.4.1/A we also show HUF/km rates by AKA Rt. on motorway M5 until year 2004; until year 2018 calculating with the planned approximately annual 2.5% real value increases of rates by AKA Rt. and being recalculated to show net values on the January 1, 2007 price level

In our previous calculations we made sure that HUF/km rates by AKA Rt. are the rates ensuring maximum toll revenues.

Table 9.2.4.1/B shows HUF/km rates of the ETC system in net values on the January 1, 2007 price level

Charts in 9.2.4.1 compare toll rates side by side.

The charts show that planned HUF/km toll rates of the ETC system are significantly lower than the revenue-maximizing toll rates by AKA Rt. Furthermore, these are closer to the toll rates of the vignette system.

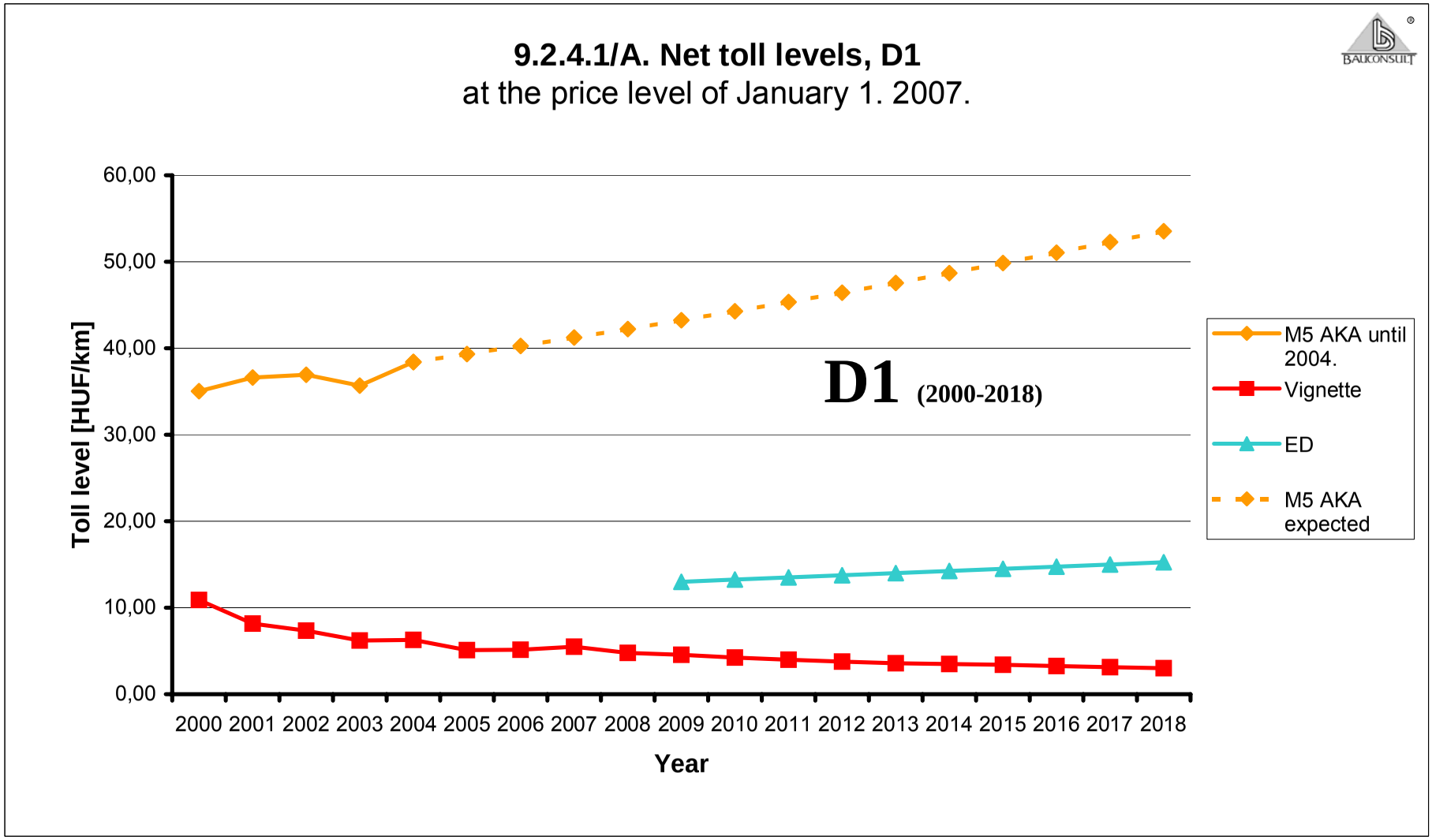
***9.2.4.1/A. M5 net toll levels by AKA [HUF/km] at the price level of January 1. 2007.***

| Year | J1 | J2 | J3 | J4 |
|---|---|---|---|---|
| 2000 | 35,04 | 47,28 | 69,17 | 108,33 |
| 2001 | 36,62 | 49,73 | 72,21 | 113,05 |
| 2002 | 36,93 | 50,28 | 72,90 | 114,07 |
| 2003 | 35,67 | 48,48 | 70,35 | 110,04 |
| 2004 | 38,40 | 52,27 | 75,77 | 118,56 |
| 2005 | *39,32* | *53,64* | *77,58* | *121,37* |
| 2006 | *40,27* | *55,05* | *79,44* | *124,25* |
| 2007 | *41,23* | *56,50* | *81,33* | *127,19* |
| 2008 | *42,22* | *57,99* | *83,28* | *130,20* |
| 2009 | *43,24* | *59,51* | *85,27* | *133,29* |
| 2010 | *44,28* | *61,08* | *87,31* | *136,45* |
| 2011 | *45,34* | *62,68* | *89,39* | *139,68* |
| 2012 | *46,43* | *64,33* | *91,53* | *142,99* |
| 2013 | *47,54* | *66,02* | *93,72* | *146,38* |
| 2014 | *48,68* | *67,76* | *95,96* | *149,85* |
| 2015 | *49,85* | *69,54* | *98,25* | *153,40* |
| 2016 | *51,05* | *71,37* | *100,60* | *157,04* |
| 2017 | *52,27* | *73,25* | *103,00* | *160,76* |
| 2018 | *53,53* | *75,17* | *105,47* | *164,57* |

*Increased 2,5 % per years.*

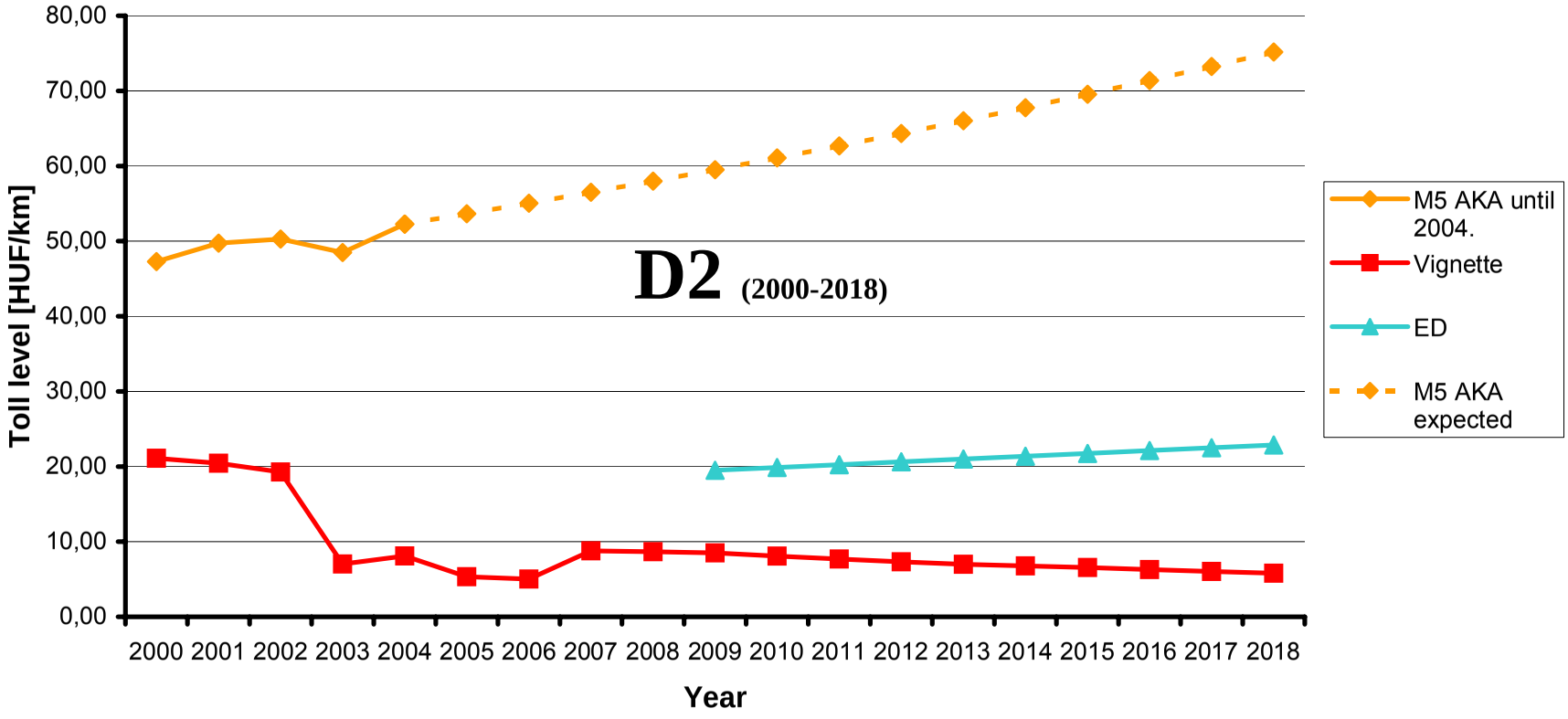
***9.2.4.1/B. Proportional net toll levels in the Electronic Toll Collection System (ED) [HUF/km] at the price level of January 1. 2007.***

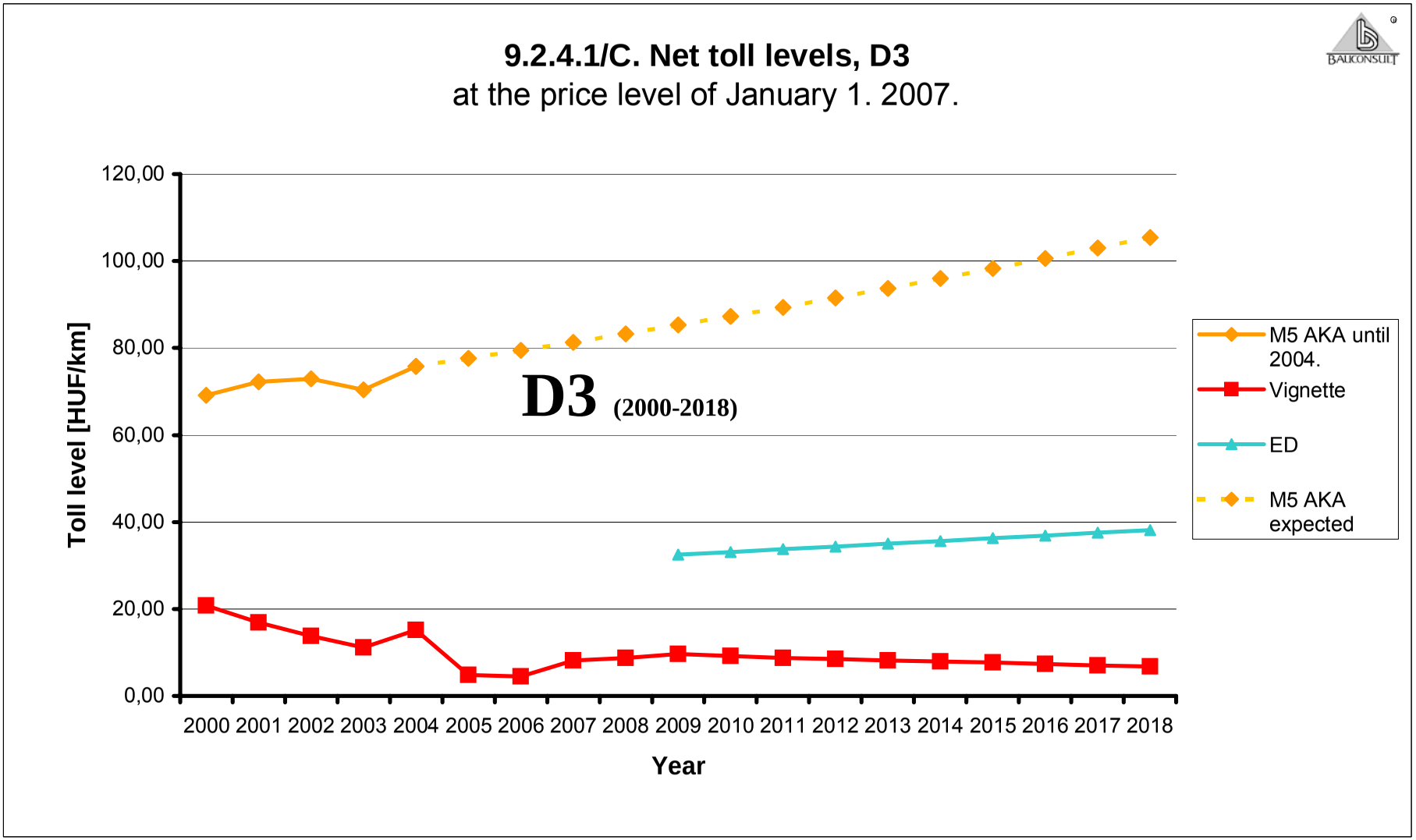
| Year | J1 | J2 | J3 | J4 |
|---|---|---|---|---|
| 2009 | 13,00 | 19,50 | 32,50 | 52,00 |
| 2010 | 13,25 | 19,88 | 33,13 | 53,00 |
| 2011 | 13,50 | 20,25 | 33,75 | 54,00 |
| 2012 | 13,75 | 20,63 | 34,38 | 55,00 |
| 2013 | 14,00 | 21,00 | 35,00 | 56,00 |
| 2014 | 14,25 | 21,38 | 35,63 | 57,00 |
| 2015 | 14,50 | 21,75 | 36,25 | 58,00 |
| 2016 | 14,75 | 22,13 | 36,88 | 59,00 |
| 2017 | 15,00 | 22,50 | 37,50 | 60,00 |
| 2018 | 15,25 | 22,88 | 38,13 | 61,00 |


9.2.4.1/A. Net toll levels, D1
at the price level of January 1. 2007.
BAUKONSULT
D1 (2000-2018)
Toll level [HUF/km]
60,00
50,00
40,00
30,00
20,00
10,00
0,00
2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012 2013 2014 2015 2016 2017 2018
Year
M5 AKA until 2004.
Vignette
ED
M5 AKA expected

## 9.2.4.1/B. Net toll levels, D2

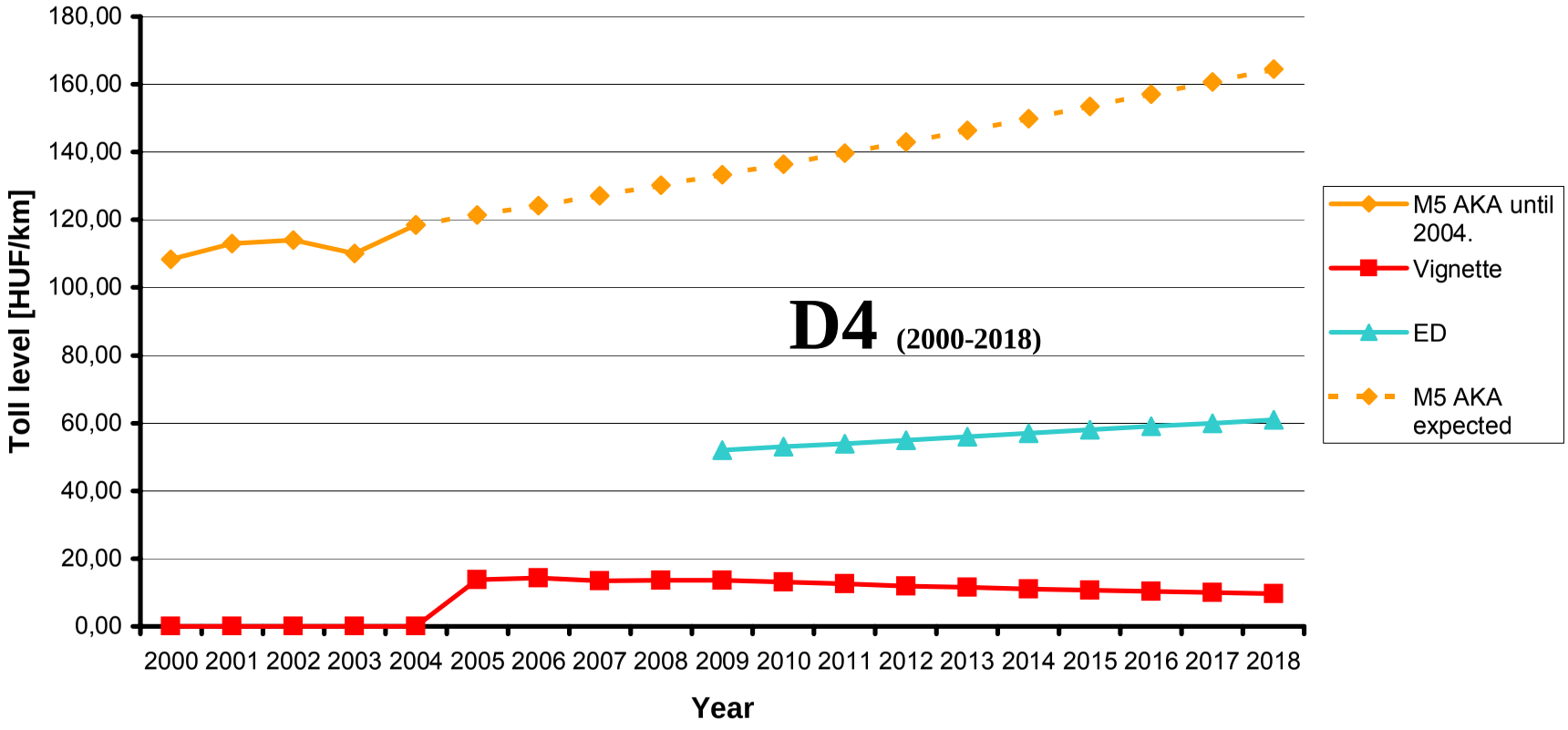
at the price level of January 1. 2007.




9.2.4.1/C. Net toll levels, D3
at the price level of January 1. 2007.
BAUCONSULT
D3 (2000-2018)
Toll level [HUF/km]
120,00
100,00
80,00
60,00
40,00
20,00
0,00
2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012 2013 2014 2015 2016 2017 2018
Year
M5 AKA until 2004.
Vignette
ED
M5 AKA expected

## 9.2.4.1/D. Net toll levels, D4

at the price level of January 1. 2007.



### *9.3. Considering the factors influencing route-choice and considering entry limitations by the Netwinfo system*

The factors influencing route-choice (values of travel time, direct vehicle operating costs, safety and convenience bonuses of motorways, tolls, the PCU -passenger car unit- multiplicator and DHV value) has to be provided to the Netwinfo program per each matrices (per traffic layers) in the factor tables.
Namely, these values do not depend on physical properties of the road network but they depend on the applied toll classifications by the toll system.

We developed the kapu.txt service of the Netwinfo program system to model open and semi-open toll collecting systems.
The gate-toll means toll payable at a single location (at a single cross-section).
The toll collecting system on motorway M5 by the AKA Rt. having a free use hidden node at Inárcs, having main gate-lines at Újhartyán and Kiskunfélegyháza South was a typical semi-open system.

In the extension "D" of road network toll assignments as accepted by the Ministry GKM and applied by the mixed toll system J4 toll category transiting traffic is going to be banned in sectors bounded by toll road network elements and interconnecting roads between toll motorways and parallel toll main roads. (J4 zone entry ban.)

In this scenario the program service developed for toll collecting gate-lines plays a new role: we use fictitious gates and gate tolls to model the J4 zone entry ban. (No entry, except for direct destination)

The applied gate toll of HUF 75000 – which is proportional with payable fines – excludes transiting traffic, because it equals the HUF/km toll of 1100 km distance. The same time the applied gate toll does not disturb internal traffic and has no influence on originating and destinating traffic either because those trip's endpoints are inside the zone anyway.

Certainly, fictitious gate tolls are not counted for revenues; those have an influence on resistance expressed by traveling costs, but not on revenues.

The appendix contains road network figures for each of the situations.

Please note, that due to the rough definition of zones (by toll main roads and interconnecting roads) the territory of some settlements (for example Győr) may be divided into multiple sectors. Thus, J4 traffic between various areas of cities may be limited.

For this reason we suggest a more careful definition of zone boundaries taking also the fact into account, that efficient monitoring of entry limitations needs to be ensured.

Namely, the efficiency of monitoring entry limitations defined by extension "D" of road network toll assignments as accepted by the Ministry GKM and applied by the mixed toll system is going to have a decisive impact on J4 toll revenues.

Entry points on figures of road network are also shown.

Entry points are all those locations, where J4 toll category entry limitations apply and thus, traffic signs need to be placed and not allowed entries need to be monitored.

There are two groups of entry points:

- Intersections (nodes)
- Two level intersections

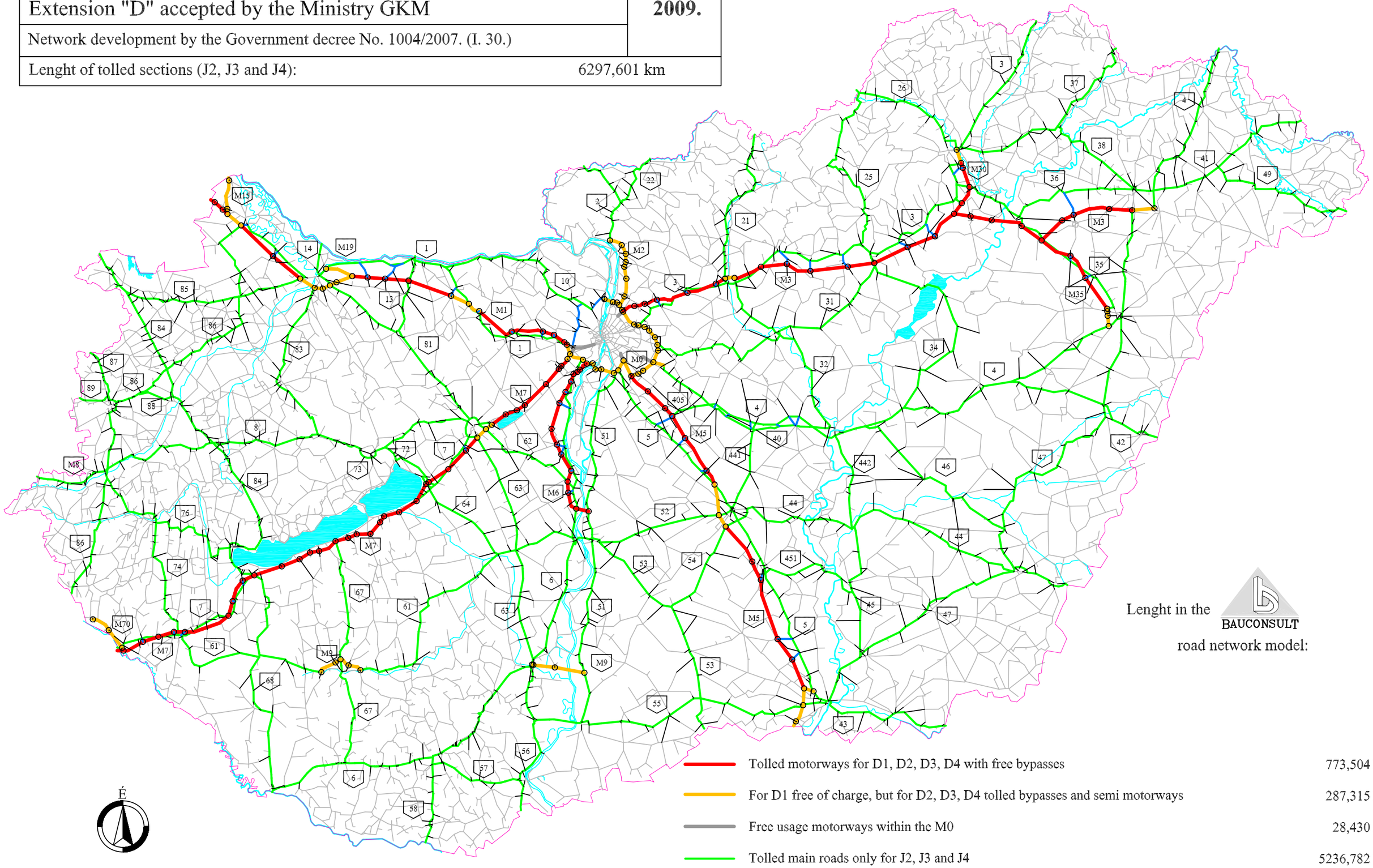
We show such intersections on the network figures by graphical means, however, we do not show two level intersections because in such cases the forbidding traffic signs shall be placed in preceding and forthcoming intersections.

Preparing detailed traffic designs shall be a separate task.

We noted the number of entry points for the purpose of forecasting the expenses of traffic-technology interventions (placing forbidding traffic signs) and the expenses of monitoring the limitations

The extension "D" of road network toll assignments as accepted by the Ministry GKM and applied by the mixed toll system for years 2009, 2015 and 2018 is demonstrated on road network graphs below. (Graphs 9.3.1, 9.3.2 and 9.3.3) The extension was consistently applied until year 2038.

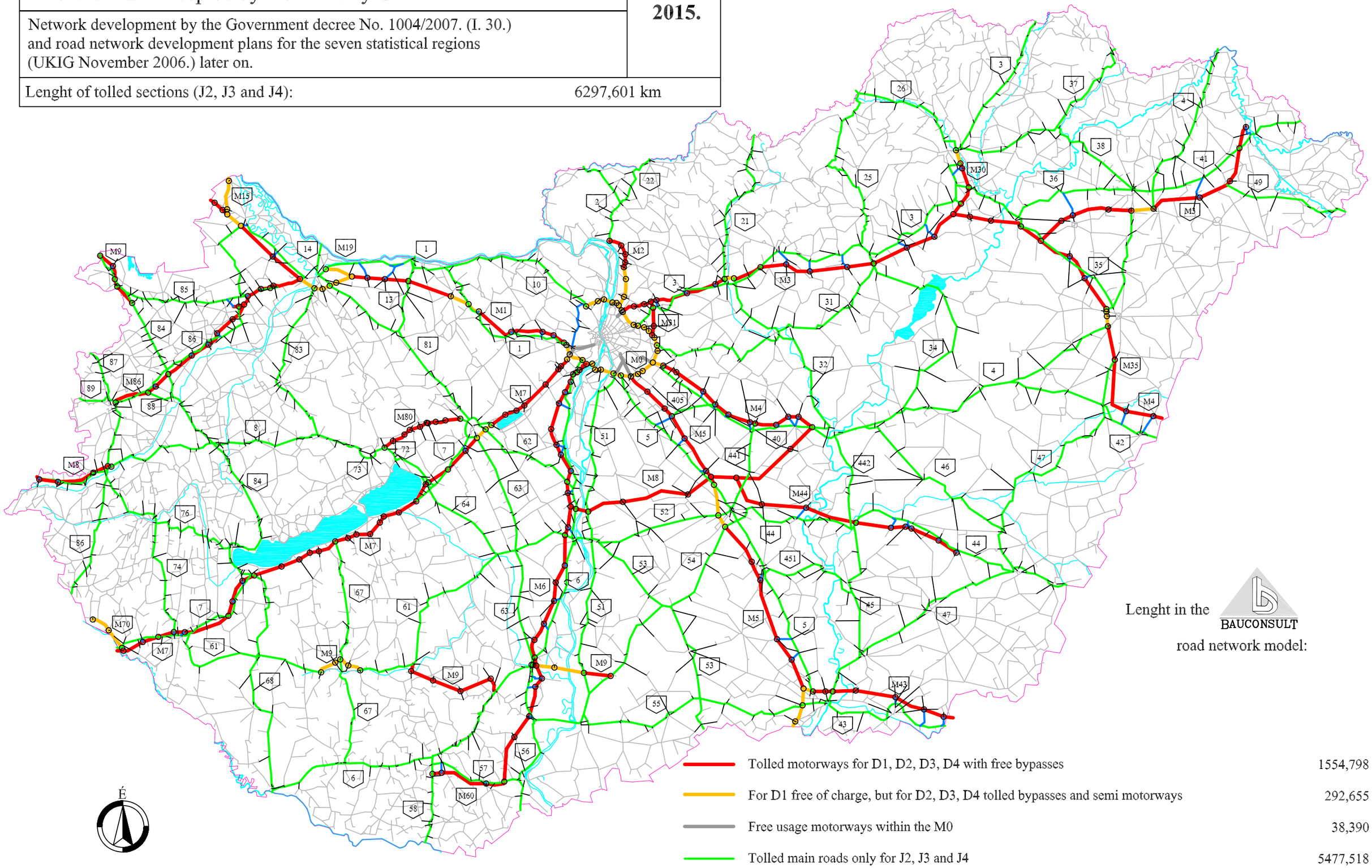
| 9.3.1. Mixed tariff-system | 2009. |
|---|---|
| Extension "D" accepted by the Ministry GKM | |
| Network development by the Government decree No. 1004/2007. (I. 30.) | |
| Lenght of tolled sections (J2, J3 and J4): | 6297,601 km |




Lenght in the BAUCONSULT road network model:

| | |
|---|---|
| Tolled motorways for D1, D2, D3, D4 with free bypasses | 773,504 km |
| For D1 free of charge, but for D2, D3, D4 tolled bypasses and semi motorways | 287,315 km |
| Free usage motorways within the M0 | 28,430 km |
| Tolled main roads only for J2, J3 and J4 | 5236,782 km |
| Free usage interconnectings | 166,320 km |
| No entry except for direct destinations for J4 | cca. 24100 km |

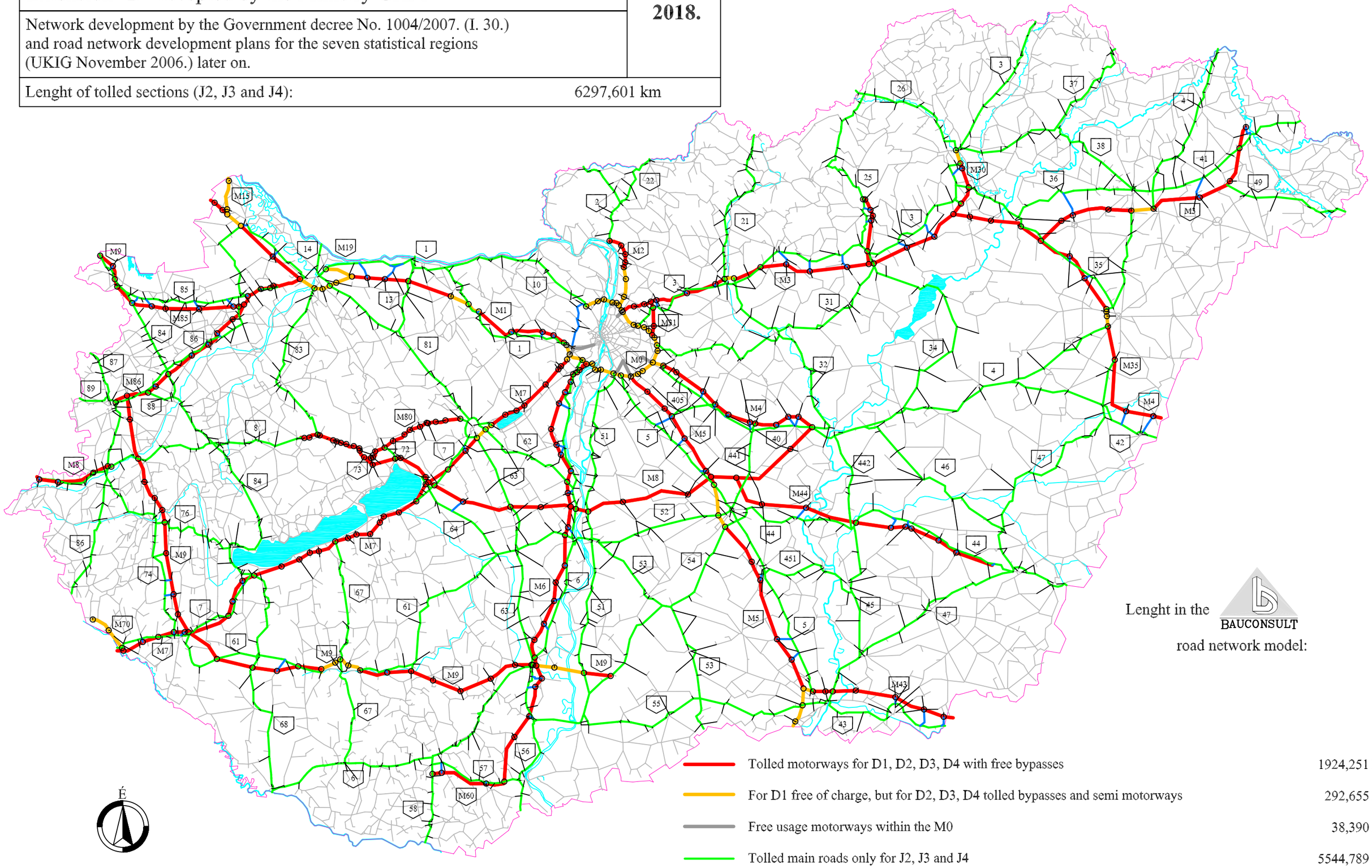
| 9.3.2. Mixed tariff-system | 2015. |
|---|---|
| Extension "D" accepted by the Ministry GKM | |
| Network development by the Government decree No. 1004/2007. (I. 30.) and road network development plans for the seven statistical regions (UKIG November 2006.) later on. | |
| Lenght of tolled sections (J2, J3 and J4): 6297,601 km | |




Lenght in the road network model:

| | |
|---|---|
| Tolled motorways for D1, D2, D3, D4 with free bypasses | 1554,798 km |
| For D1 free of charge, but for D2, D3, D4 tolled bypasses and semi motorways | 292,655 km |
| Free usage motorways within the M0 | 38,390 km |
| Tolled main roads only for J2, J3 and J4 | 5477,518 km |
| Free usage interconnectings | 256,210 km |
| No entry except for direct destinations for J4 | cca. 24010 km |

| 9.3.3. Mixed tariff-system | 2018. |
|---|---|
| Extension "D" accepted by the Ministry GKM | |
| Network development by the Government decree No. 1004/2007. (I. 30.) and road network development plans for the seven statistical regions (UKIG November 2006.) later on. | |
| Lenght of tolled sections (J2, J3 and J4): | 6297,601 km |




Lenght in the road network model:

| | |
|---|---|
| Tolled motorways for D1, D2, D3, D4 with free bypasses | 1924,251 km |
| For D1 free of charge, but for D2, D3, D4 tolled bypasses and semi motorways | 292,655 km |
| Free usage motorways within the M0 | 38,390 km |
| Tolled main roads only for J2, J3 and J4 | 5544,789 km |
| Free usage interconnectings | 290,720 km |
| No entry except for direct destinations for J4 | cca. 23975 km |

# 10. Calculations of vignette demand and revenue for years 2007 and 2008

Demand and revenue for year 2007 were calculated on the basis of factual sales data of January-October by the ÁAK Zrt., the course of the two remaining months were estimated using the preceding year's respective data.

Traffic loads of toll network elements were calculated on the basis of preliminary results of traffic surveys of the first six months in year 2007 by MK Kht.

Forecasting demand for year 2008 we used the calculated increase of traffic performance based on route-choice simulations, demand function and year 2007 monthly course (fluctuation) factors.

In our route-choice simulations we considered also the fact that in year 2008 there will be 42 main road sections where vignettes apply not only to the D4 toll category but also to the D2 and D3 toll categories.

Because there were no other indicating data we assumed, that the structure of demand will not change compared to the structure after April 2007, as types of vignettes and their rates (on their real value) match with those in year 2008.

In the revenue forecasts for year 2008 and other years we took vignette prices as given by KKK for year 2008 at the same real value, discounting rates for January 1, 2007 using 8% annual inflation.

Results are shown in tables 10.1. and 10.2.

# 10.1 Forecasted demand for vignettes and toll revenues in year 2007

**based on factual sales data of January-October, and using year 2006 respective data***
**November 14, 2007**

| Months | Categories | Demand, pieces | | | | | | Gross toll revenue**, Million HUF | | | | | | Total net toll revenue |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | annual | monthly | 10 days | 4 days | 1 day | total | annual | monthly | 10 days | 4 days | 1 day | total | Bn HUF |
| January | D1 | 138 955 | 56 382 | 47 803 | 561 427 | 0 | 804 567 | 5 169 | 237 | 122 | 657 | 0 | 6 185 | 5,154 |
| | D2 | 2 020 | 2 912 | 5 918 | 0 | 0 | 10 850 | 215 | 37 | 39 | 0 | 0 | 291 | 0,242 |
| | D3 | 2 195 | 1 721 | 2 585 | 0 | 0 | 6 501 | 349 | 31 | 26 | 0 | 0 | 406 | 0,339 |
| | D4 | 9 161 | 6 064 | 2 537 | 0 | 191 600 | 209 362 | 2 006 | 136 | 33 | 0 | 575 | 2 751 | 2,292 |
| | D2+D3+D4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0,000 |
| | **Total** | **152 331** | **67 079** | **58 843** | **561 427** | **191 600** | **1 031 280** | **7 740** | **441** | **221** | **657** | **575** | **9 633** | 8,027 |
| February | D1 | 39 324 | 52 859 | 50 677 | 536 263 | 0 | 679 123 | 1 463 | 222 | 129 | 627 | 0 | 2 442 | 2,035 |
| | D2 | 429 | 2 581 | 6 189 | 0 | 0 | 9 199 | 46 | 33 | 41 | 0 | 0 | 119 | 0,099 |
| | D3 | 293 | 1 589 | 2 487 | 0 | 0 | 4 369 | 47 | 29 | 25 | 0 | 0 | 101 | 0,084 |
| | D4 | 1 613 | 5 832 | 2 168 | 0 | 195 447 | 205 060 | 353 | 131 | 29 | 0 | 586 | 1 099 | 0,916 |
| | D2+D3+D4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0,000 |
| | **Total** | **41 659** | **62 861** | **61 521** | **536 263** | **195 447** | **897 751** | **1 908** | **414** | **224** | **627** | **586** | **3 761** | 3,134 |
| March | D1 | 8 252 | 67 537 | 65 701 | 701 676 | 0 | 843 166 | 307 | 284 | 168 | 821 | 0 | 1 579 | 1,316 |
| | D2 | 83 | 2 978 | 7 568 | 0 | 0 | 10 629 | 9 | 38 | 50 | 0 | 0 | 96 | 0,080 |
| | D3 | 107 | 2 034 | 3 728 | 0 | 0 | 5 869 | 17 | 37 | 38 | 0 | 0 | 92 | 0,076 |
| | D4 | 591 | 8 262 | 2 593 | 0 | 230 236 | 241 682 | 129 | 186 | 34 | 0 | 691 | 1 040 | 0,867 |
| | D2+D3+D4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0,000 |
| | **Total** | **9 033** | **80 811** | **79 590** | **701 676** | **230 236** | **1 101 346** | **462** | **544** | **290** | **821** | **691** | **2 807** | 2,339 |
| April | D1 | 3 550 | 71 253 | 92 610 | 812 273 | 0 | 979 686 | 132 | 299 | 236 | 950 | 0 | 1 618 | 1,348 |
| | D2 | 87 | 3 255 | 6 489 | 0 | 0 | 9 831 | 9 | 41 | 43 | 0 | 0 | 93 | 0,078 |
| | D3 | 51 | 2 236 | 3 825 | 0 | 0 | 6 112 | 8 | 40 | 39 | 0 | 0 | 87 | 0,073 |
| | D4 | 471 | 17 101 | 3 855 | 0 | 0 | 21 427 | 103 | 385 | 51 | 0 | 0 | 539 | 0,449 |
| | D2+D3+D4 | 0 | 0 | 0 | 0 | 290 163 | 290 163 | 0 | 0 | 0 | 0 | 870 | 870 | 0,725 |
| | **Total** | **4 159** | **93 845** | **106 779** | **812 273** | **290 163** | **1 307 219** | **253** | **765** | **369** | **950** | **870** | **3 208** | 2,673 |
| May | D1 | 1 351 | 84 074 | 81 477 | 763 063 | 0 | 929 965 | 50 | 353 | 208 | 1 167 | 0 | 1 779 | 1,482 |
| | D2 | 14 | 3 677 | 6 992 | 0 | 0 | 10 683 | 1 | 46 | 46 | 0 | 0 | 94 | 0,078 |
| | D3 | 10 | 2 598 | 4 128 | 0 | 0 | 6 736 | 2 | 47 | 42 | 0 | 0 | 90 | 0,075 |
| | D4 | 42 | 19 527 | 3 646 | 0 | 0 | 23 215 | 9 | 439 | 48 | 0 | 0 | 497 | 0,414 |
| | D2+D3+D4 | 0 | 0 | 0 | 0 | 313 911 | 313 911 | 0 | 0 | 0 | 0 | 942 | 942 | 0,785 |
| | **Total** | **1 417** | **109 876** | **96 243** | **763 063** | **313 911** | **1 284 510** | **63** | **886** | **344** | **1 167** | **942** | **3 401** | 2,835 |
| June | D1 | 202 | 99 664 | 107 464 | 828 313 | 0 | 1 035 643 | 8 | 419 | 274 | 1 267 | 0 | 1 967 | 1,640 |
| | D2 | 0 | 3 585 | 6 799 | 0 | 0 | 10 384 | 0 | 45 | 45 | 0 | 0 | 90 | 0,075 |
| | D3 | 1 | 2 673 | 3 735 | 0 | 0 | 6 409 | 0 | 48 | 38 | 0 | 0 | 86 | 0,072 |
| | D4 | 3 | 19 132 | 3 532 | 0 | 0 | 22 667 | 1 | 430 | 47 | 0 | 0 | 478 | 0,398 |
| | D2+D3+D4 | 0 | 0 | 0 | 0 | 308 327 | 308 327 | 0 | 0 | 0 | 0 | 925 | 925 | 0,771 |
| | **Total** | **206** | **125 054** | **121 530** | **828 313** | **308 327** | **1 383 430** | **8** | **942** | **404** | **1 267** | **925** | **3 547** | 2,956 |
| July | D1 | 57 | 138 093 | 183 329 | 1 031 019 | 0 | 1 352 498 | 2 | 580 | 467 | 1 577 | 0 | 2 627 | 2,189 |
| | D2 | 0 | 3 626 | 6 520 | 0 | 0 | 10 146 | 0 | 46 | 43 | 0 | 0 | 89 | 0,074 |
| | D3 | 1 | 2 944 | 3 564 | 0 | 0 | 6 509 | 0 | 53 | 36 | 0 | 0 | 90 | 0,075 |
| | D4 | 10 | 20 272 | 4 337 | 0 | 0 | 24 619 | 2 | 456 | 57 | 0 | 0 | 516 | 0,430 |
| | D2+D3+D4 | 0 | 0 | 0 | 0 | 316 280 | 316 280 | 0 | 0 | 0 | 0 | 949 | 949 | 0,791 |
| | **Total** | **68** | **164 935** | **197 750** | **1 031 019** | **316 280** | **1 710 052** | **4** | **1 135** | **604** | **1 577** | **949** | **4 270** | 3,558 |
| August | D1 | 20 | 120 983 | 192 109 | 1 185 113 | 0 | 1 498 225 | 1 | 508 | 490 | 1 813 | 0 | 2 812 | 2,343 |
| | D2 | 0 | 3 561 | 6 087 | 0 | 0 | 9 648 | 0 | 45 | 40 | 0 | 0 | 85 | 0,071 |
| | D3 | 0 | 2 904 | 3 776 | 0 | 0 | 6 680 | 0 | 52 | 39 | 0 | 0 | 91 | 0,076 |
| | D4 | 1 | 20 528 | 4 085 | 0 | 0 | 24 614 | 0 | 462 | 54 | 0 | 0 | 516 | 0,430 |
| | D2+D3+D4 | 0 | 0 | 0 | 0 | 296 550 | 296 550 | 0 | 0 | 0 | 0 | 890 | 890 | 0,741 |
| | **Total** | **21** | **147 976** | **206 057** | **1 185 113** | **296 550** | **1 835 717** | **1** | **1 067** | **622** | **1 813** | **890** | **4 393** | 3,661 |
| September | D1 | 0 | 89 196 | 92 943 | 823 730 | 0 | 1 005 869 | 0 | 375 | 237 | 1 260 | 0 | 1 872 | 1,560 |
| | D2 | 0 | 3 528 | 6 319 | 0 | 0 | 9 847 | 0 | 44 | 42 | 0 | 0 | 86 | 0,072 |
| | D3 | 0 | 2 651 | 3 212 | 0 | 0 | 5 863 | 0 | 48 | 33 | 0 | 0 | 80 | 0,067 |
| | D4 | 0 | 20 793 | 4 188 | 0 | 0 | 24 981 | 0 | 468 | 55 | 0 | 0 | 523 | 0,436 |
| | D2+D3+D4 | 0 | 0 | 0 | 0 | 306 214 | 306 214 | 0 | 0 | 0 | 0 | 919 | 919 | 0,766 |
| | **Total** | **0** | **116 168** | **106 662** | **823 730** | **306 214** | **1 352 774** | **0** | **935** | **367** | **1 260** | **919** | **3 480** | 2,900 |
| October | D1 | 1 | 89 486 | 80 124 | 813 567 | 0 | 983 178 | 0 | 376 | 204 | 952 | 0 | 1 532 | 1,277 |
| | D2 | 0 | 3 736 | 6 023 | 0 | 0 | 9 759 | 0 | 47 | 40 | 0 | 0 | 87 | 0,072 |
| | D3 | 0 | 2 516 | 2 592 | 0 | 0 | 5 108 | 0 | 45 | 26 | 0 | 0 | 72 | 0,060 |
| | D4 | 0 | 22 776 | 4 519 | 0 | 0 | 27 295 | 0 | 512 | 60 | 0 | 0 | 572 | 0,477 |
| | D2+D3+D4 | 0 | 0 | 0 | 0 | 334 291 | 334 291 | 0 | 0 | 0 | 0 | 1 003 | 1 003 | 0,836 |
| | **Total** | **1** | **118 514** | **93 258** | **813 567** | **334 291** | **1 359 631** | **0** | **981** | **330** | **952** | **1 003** | **3 266** | 2,721 |
| November | D1 | 3 | 80 680 | 55 898 | 729 961 | 0 | 866 542 | 0 | 339 | 143 | 854 | 0 | 1 336 | 1,113 |
| | D2 | 0 | 3 765 | 6 433 | 0 | 0 | 10 198 | 0 | 47 | 42 | 0 | 0 | 90 | 0,075 |
| | D3 | 0 | 2 256 | 2 049 | 0 | 0 | 4 305 | 0 | 41 | 21 | 0 | 0 | 62 | 0,051 |
| | D4 | 0 | 23 712 | 4 179 | 0 | 0 | 27 891 | 0 | 534 | 55 | 0 | 0 | 589 | 0,491 |
| | D2+D3+D4 | 0 | 0 | 0 | 0 | 317 124 | 317 124 | 0 | 0 | 0 | 0 | 951 | 951 | 0,793 |
| | **Total** | **3** | **110 413** | **68 559** | **729 961** | **317 124** | **1 226 059** | **0** | **960** | **261** | **854** | **951** | **3 027** | 2,523 |
| December | D1 | 2 | 69 561 | 85 457 | 850 914 | 0 | 1 005 934 | 0 | 292 | 218 | 996 | 0 | 1 506 | 1,255 |
| | D2 | 0 | 2 114 | 6 192 | 0 | 0 | 8 307 | 0 | 27 | 41 | 0 | 0 | 68 | 0,056 |
| | D3 | 0 | 1 823 | 2 482 | 0 | 0 | 4 305 | 0 | 33 | 25 | 0 | 0 | 58 | 0,048 |
| | D4 | 0 | 12 263 | 4 088 | 0 | 0 | 16 351 | 0 | 276 | 54 | 0 | 0 | 330 | 0,275 |
| | D2+D3+D4 | 0 | 0 | 0 | 0 | 275 088 | 275 088 | 0 | 0 | 0 | 0 | 825 | 825 | 0,688 |
| | **Total** | **2** | **85 761** | **98 220** | **850 914** | **275 088** | **1 309 985** | **0** | **628** | **338** | **996** | **825** | **2 786** | 2,322 |
| Total for the year: | D1 | 191 717 | 1 019 768 | 1 135 592 | 9 637 320 | 0 | 11 984 396 | 7 132 | 4 283 | 2 896 | 12 943 | 0 | 27 254 | **22,711** |
| | D2 | 2 633 | 39 318 | 77 530 | 0 | 0 | 119 481 | 280 | 495 | 512 | 0 | 0 | 1 288 | **1,073** |
| | D3 | 2 658 | 27 944 | 38 163 | 0 | 0 | 68 765 | 423 | 503 | 389 | 0 | 0 | 1 315 | **1,096** |
| | D4 | 11 892 | 196 261 | 43 728 | 0 | 617 283 | 869 164 | 2 604 | 4 416 | 577 | 0 | 1 852 | 9 449 | **7,874** |
| | D2+D3+D4 | 0 | 0 | 0 | 0 | 2 757 947 | 2 757 947 | 0 | 0 | 0 | 0 | 8 274 | 8 274 | **6,895** |
| | **Total** | **208 900** | **1 283 292** | **1 295 012** | **9 637 320** | **3 375 230** | **15 799 754** | **10 439** | **9 697** | **4 374** | **12 943** | **10 126** | **47 579** | **39,649** |

*** in case of 4 days vignettes not differentiating pre-seasonal, post-seasonal and motorbike vignettes, which causes a less than 2% mismatch**

**** on the price level of January 1, 2007**

# 10.2. Forecasted demand for vignettes and toll revenues in year 2008

**based on factual sales data of January-October, using year 2006 respective data, considering the growth of traffic loads, introducing 42 new toll sections for D2 and D3 and accounting for year 2008 vignette prices***
**December 19, 2007**

| Months | Categories | Demand, pieces | | | | | | Gross toll revenue**, Million HUF | | | | | | Total net revenue |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | annual | monthly | 10 days | 4 days | 1 day | total | annual | monthly | 10 days | 4 days | 1 day | total | Bn HUF |
| January | D1 | 147 153 | 59 709 | 50 623 | 594 551 | 0 | 852 036 | 5 069 | 232 | 120 | 644 | 0 | 6 064 | 5,054 |
| | D2 | 7 550 | 3 816 | 6 174 | 0 | 0 | 17 539 | 744 | 45 | 38 | 0 | 0 | 827 | 0,689 |
| | D3 | 6 296 | 2 014 | 1 830 | 0 | 0 | 10 140 | 927 | 34 | 17 | 0 | 0 | 978 | 0,815 |
| | D4 | 26 520 | 16 392 | 4 929 | 0 | 0 | 47 841 | 4 887 | 342 | 60 | 0 | 0 | 5 288 | 4,407 |
| | D2+D3+D4 | 0 | 0 | 0 | 0 | 234 634 | 234 634 | 0 | 0 | 0 | 0 | 597 | 597 | 0,498 |
| | **Total** | **187 519** | **81 930** | **63 557** | **594 551** | **234 634** | **1 162 191** | **11 627** | **652** | **235** | **644** | **597** | **13 755** | 11,462 |
| February | D1 | 41 644 | 55 978 | 53 667 | 567 903 | 0 | 719 191 | 1 434 | 218 | 127 | 615 | 0 | 2 394 | 1,995 |
| | D2 | 1 777 | 3 562 | 6 479 | 0 | 0 | 11 817 | 175 | 42 | 40 | 0 | 0 | 256 | 0,214 |
| | D3 | 896 | 1 895 | 1 787 | 0 | 0 | 4 578 | 132 | 32 | 17 | 0 | 0 | 180 | 0,150 |
| | D4 | 4 382 | 15 451 | 3 615 | 0 | 0 | 23 449 | 807 | 322 | 44 | 0 | 0 | 1 174 | 0,978 |
| | D2+D3+D4 | 0 | 0 | 0 | 0 | 262 761 | 262 761 | 0 | 0 | 0 | 0 | 669 | 669 | 0,558 |
| | **Total** | **48 699** | **76 885** | **65 548** | **567 903** | **262 761** | **1 021 796** | **2 549** | **613** | **227** | **615** | **669** | **4 673** | 3,894 |
| March | D1 | 8 739 | 71 522 | 69 577 | 743 075 | 0 | 892 913 | 301 | 278 | 164 | 805 | 0 | 1 548 | 1,290 |
| | D2 | 258 | 4 149 | 7 595 | 0 | 0 | 12 002 | 25 | 48 | 46 | 0 | 0 | 120 | 0,100 |
| | D3 | 166 | 2 349 | 2 664 | 0 | 0 | 5 179 | 24 | 39 | 25 | 0 | 0 | 89 | 0,074 |
| | D4 | 810 | 18 233 | 3 795 | 0 | 0 | 22 838 | 149 | 380 | 46 | 0 | 0 | 575 | 0,480 |
| | D2+D3+D4 | 0 | 0 | 0 | 0 | 310 179 | 310 179 | 0 | 0 | 0 | 0 | 790 | 790 | 0,658 |
| | **Total** | **9 973** | **96 253** | **83 631** | **743 075** | **310 179** | **1 243 110** | **500** | **746** | **282** | **805** | **790** | **3 123** | 2,602 |
| April | D1 | 3 759 | 75 457 | 98 074 | 860 197 | 0 | 1 037 487 | 129 | 293 | 232 | 932 | 0 | 1 586 | 1,322 |
| | D2 | 106 | 3 974 | 7 923 | 0 | 0 | 12 004 | 10 | 46 | 48 | 0 | 0 | 105 | 0,088 |
| | D3 | 60 | 2 612 | 4 468 | 0 | 0 | 7 139 | 9 | 44 | 42 | 0 | 0 | 94 | 0,079 |
| | D4 | 495 | 17 956 | 4 048 | 0 | 0 | 22 498 | 91 | 374 | 49 | 0 | 0 | 515 | 0,429 |
| | D2+D3+D4 | 0 | 0 | 0 | 0 | 311 345 | 311 345 | 0 | 0 | 0 | 0 | 793 | 793 | 0,661 |
| | **Total** | **4 420** | **99 999** | **114 512** | **860 197** | **311 345** | **1 390 473** | **240** | **757** | **372** | **932** | **793** | **3 094** | 2,578 |
| May | D1 | 1 431 | 89 034 | 86 284 | 808 084 | 0 | 984 833 | 49 | 346 | 204 | 1 145 | 0 | 1 744 | 1,453 |
| | D2 | 17 | 4 490 | 8 537 | 0 | 0 | 13 044 | 2 | 52 | 52 | 0 | 0 | 106 | 0,089 |
| | D3 | 12 | 3 034 | 4 822 | 0 | 0 | 7 868 | 2 | 51 | 46 | 0 | 0 | 98 | 0,082 |
| | D4 | 44 | 20 503 | 3 828 | 0 | 0 | 24 376 | 8 | 427 | 47 | 0 | 0 | 482 | 0,402 |
| | D2+D3+D4 | 0 | 0 | 0 | 0 | 336 827 | 336 827 | 0 | 0 | 0 | 0 | 858 | 858 | 0,715 |
| | **Total** | **1 504** | **117 062** | **103 471** | **808 084** | **336 827** | **1 366 947** | **61** | **876** | **348** | **1 145** | **858** | **3 288** | 2,740 |
| June | D1 | 214 | 105 544 | 113 804 | 877 183 | 0 | 1 096 746 | 7 | 410 | 269 | 1 243 | 0 | 1 929 | 1,608 |
| | D2 | 0 | 4 377 | 8 302 | 0 | 0 | 12 679 | 0 | 51 | 51 | 0 | 0 | 102 | 0,085 |
| | D3 | 1 | 3 122 | 4 362 | 0 | 0 | 7 486 | 0 | 52 | 41 | 0 | 0 | 93 | 0,078 |
| | D4 | 3 | 20 089 | 3 709 | 0 | 0 | 23 800 | 1 | 419 | 45 | 0 | 0 | 464 | 0,387 |
| | D2+D3+D4 | 0 | 0 | 0 | 0 | 330 835 | 330 835 | 0 | 0 | 0 | 0 | 842 | 842 | 0,702 |
| | **Total** | **218** | **133 132** | **130 177** | **877 183** | **330 835** | **1 471 546** | **8** | **932** | **406** | **1 243** | **842** | **3 431** | 2,859 |
| July | D1 | 60 | 146 240 | 194 145 | 1 091 849 | 0 | 1 432 295 | 2 | 569 | 458 | 1 547 | 0 | 2 576 | 2,147 |
| | D2 | 0 | 4 427 | 7 961 | 0 | 0 | 12 388 | 0 | 52 | 49 | 0 | 0 | 100 | 0,084 |
| | D3 | 1 | 3 439 | 4 163 | 0 | 0 | 7 603 | 0 | 57 | 39 | 0 | 0 | 97 | 0,081 |
| | D4 | 11 | 21 286 | 4 554 | 0 | 0 | 25 850 | 2 | 443 | 56 | 0 | 0 | 501 | 0,418 |
| | D2+D3+D4 | 0 | 0 | 0 | 0 | 339 368 | 339 368 | 0 | 0 | 0 | 0 | 864 | 864 | 0,720 |
| | **Total** | **72** | **175 392** | **210 823** | **1 091 849** | **339 368** | **1 817 505** | **4** | **1 121** | **602** | **1 547** | **864** | **4 138** | 3,449 |
| August | D1 | 21 | 128 121 | 203 443 | 1 255 035 | 0 | 1 586 620 | 1 | 498 | 480 | 1 778 | 0 | 2 757 | 2,298 |
| | D2 | 0 | 4 348 | 7 432 | 0 | 0 | 11 780 | 0 | 51 | 45 | 0 | 0 | 96 | 0,080 |
| | D3 | 0 | 3 392 | 4 410 | 0 | 0 | 7 802 | 0 | 57 | 42 | 0 | 0 | 98 | 0,082 |
| | D4 | 1 | 21 554 | 4 289 | 0 | 0 | 25 845 | 0 | 449 | 52 | 0 | 0 | 502 | 0,418 |
| | D2+D3+D4 | 0 | 0 | 0 | 0 | 318 198 | 318 198 | 0 | 0 | 0 | 0 | 810 | 810 | 0,675 |
| | **Total** | **22** | **157 415** | **219 575** | **1 255 035** | **318 198** | **1 950 246** | **1** | **1 055** | **620** | **1 778** | **810** | **4 264** | 3,553 |
| September | D1 | 0 | 94 459 | 98 427 | 872 330 | 0 | 1 065 215 | 0 | 367 | 232 | 1 236 | 0 | 1 836 | 1,530 |
| | D2 | 0 | 4 308 | 7 715 | 0 | 0 | 12 023 | 0 | 50 | 47 | 0 | 0 | 97 | 0,081 |
| | D3 | 0 | 3 096 | 3 752 | 0 | 0 | 6 848 | 0 | 52 | 35 | 0 | 0 | 87 | 0,073 |
| | D4 | 0 | 21 833 | 4 397 | 0 | 0 | 26 230 | 0 | 455 | 54 | 0 | 0 | 509 | 0,424 |
| | D2+D3+D4 | 0 | 0 | 0 | 0 | 328 568 | 328 568 | 0 | 0 | 0 | 0 | 837 | 837 | 0,697 |
| | **Total** | **0** | **123 695** | **114 291** | **872 330** | **328 568** | **1 438 884** | **0** | **924** | **369** | **1 236** | **837** | **3 365** | 2,804 |
| October | D1 | 1 | 93 957 | 88 518 | 907 656 | 0 | 1 090 133 | 0 | 365 | 209 | 983 | 0 | 1 558 | 1,298 |
| | D2 | 0 | 4 608 | 8 373 | 0 | 0 | 12 981 | 0 | 54 | 51 | 0 | 0 | 105 | 0,087 |
| | D3 | 0 | 2 905 | 3 497 | 0 | 0 | 6 402 | 0 | 48 | 33 | 0 | 0 | 81 | 0,068 |
| | D4 | 0 | 25 948 | 4 431 | 0 | 0 | 30 379 | 0 | 541 | 54 | 0 | 0 | 595 | 0,496 |
| | D2+D3+D4 | 0 | 0 | 0 | 0 | 341 735 | 341 735 | 0 | 0 | 0 | 0 | 870 | 870 | 0,725 |
| | **Total** | **1** | **127 417** | **104 819** | **907 656** | **341 735** | **1 481 629** | **0** | **1 008** | **347** | **983** | **870** | **3 209** | 2,674 |
| November | D1 | 3 | 85 440 | 59 196 | 773 029 | 0 | 917 668 | 0 | 332 | 140 | 837 | 0 | 1 310 | 1,091 |
| | D2 | 0 | 4 597 | 7 855 | 0 | 0 | 12 452 | 0 | 54 | 48 | 0 | 0 | 102 | 0,085 |
| | D3 | 0 | 2 635 | 2 393 | 0 | 0 | 5 028 | 0 | 44 | 23 | 0 | 0 | 67 | 0,055 |
| | D4 | 0 | 24 897 | 4 388 | 0 | 0 | 29 285 | 0 | 519 | 54 | 0 | 0 | 572 | 0,477 |
| | D2+D3+D4 | 0 | 0 | 0 | 0 | 340 274 | 340 274 | 0 | 0 | 0 | 0 | 866 | 866 | 0,722 |
| | **Total** | **3** | **117 570** | **73 832** | **773 029** | **340 274** | **1 304 707** | **0** | **949** | **264** | **837** | **866** | **2 916** | 2,430 |
| December | D1 | 2 | 73 665 | 90 499 | 901 118 | 0 | 1 065 284 | 0 | 286 | 214 | 976 | 0 | 1 476 | 1,230 |
| | D2 | 0 | 2 582 | 7 561 | 0 | 0 | 10 143 | 0 | 30 | 46 | 0 | 0 | 76 | 0,064 |
| | D3 | 0 | 2 129 | 2 899 | 0 | 0 | 5 028 | 0 | 35 | 27 | 0 | 0 | 63 | 0,052 |
| | D4 | 0 | 12 876 | 4 293 | 0 | 0 | 17 169 | 0 | 268 | 52 | 0 | 0 | 321 | 0,267 |
| | D2+D3+D4 | 0 | 0 | 0 | 0 | 295 169 | 295 169 | 0 | 0 | 0 | 0 | 752 | 752 | 0,626 |
| | **Total** | **2** | **91 251** | **105 252** | **901 118** | **295 169** | **1 392 793** | **0** | **620** | **340** | **976** | **752** | **2 688** | 2,240 |
| Total for the year | D1 | 203 028 | 1 079 126 | 1 206 258 | 10 252 011 | 0 | 12 740 423 | 6 993 | 4 197 | 2 848 | 12 741 | 0 | 26 779 | **22,316** |
| | D2 | 9 708 | 49 237 | 91 906 | 0 | 0 | 150 851 | 957 | 574 | 562 | 0 | 0 | 2 093 | **1,744** |
| | D3 | 7 432 | 32 621 | 41 046 | 0 | 0 | 81 099 | 1 094 | 544 | 388 | 0 | 0 | 2 025 | **1,688** |
| | D4 | 32 265 | 237 018 | 50 277 | 0 | 0 | 319 560 | 5 945 | 4 938 | 614 | 0 | 0 | 11 498 | **9,581** |
| | D2+D3+D4 | 0 | 0 | 0 | 0 | 3 749 893 | 3 749 893 | 0 | 0 | 0 | 0 | 9 548 | 9 548 | **7,957** |
| | **Total** | **252 433** | **1 398 002** | **1 389 488** | **10 252 011** | **3 749 893** | **17 041 826** | **14 990** | **10 253** | **4 412** | **12 741** | **9 548** | **51 944** | **43,286** |

*** in case of 4 days vignettes not differentiating pre-seasonal, post-seasonal and motorbike vignettes, which causes a less than 2% mismatch**
**** on the price level of January 1, 2007**

# 11. Demand function

There is a need for knowing the demand function for the purpose of calculating demand for vignettes based on traffic performances of toll road elements in cases of both the vignette system and the mixed toll system.

We corrected the vignette demand function calculated in May 2007 using factual year 2007 data and using results calculated using year 2008 vignette prices as suggested by the Ministry GKM.

We split demand for 1 day vignettes in the proportion of traffic performance on toll elements between toll categories D2, D3 and D4.

# *11.1. Demand as a function of traffic performance*

***November 14, 2007***

| Traffic loads of toll road network elements (based on the nationwide public road traffic survey) [AADT; thousand vehicles/day] | | |
|---|---|---|
| **Year** | **Passenger cars (D1)** | **Trucks (D2+D3+D4)** |
| 2002 | 3 402 | 784 |
| 2003 | 5 948 | 1 437 |
| 2004 | 8 238 | 2 037 |
| 2005 | 8 710 | 2 125 |
| 2006 | 10 490 | 2 736 |
| 2007* | 11 322 | 4 046 |
| 2008** | 12 826 | 4 788 |

*Preliminary data

**Calculated by route choice simulation

| Demand for annual and 31 days vignettes [pcs] | | |
|---|---|---|
| **Year** | **Passenger cars (D1)** | **Trucks (D2+D3+D4)** |
| **Factual data** | | |
| 2002 | 497 257 | 90 687 |
| 2003 | 873 853 | 111 369 |
| 2004 | 971 949 | 184 540 |
| 2005 | 1 066 686 | 129 974 |
| 2006 | 1 124 481 | 132 135 |
| 2007* | 1 211 485 | 280 707 |
| 2008** | 1 282 154 | 368 281 |

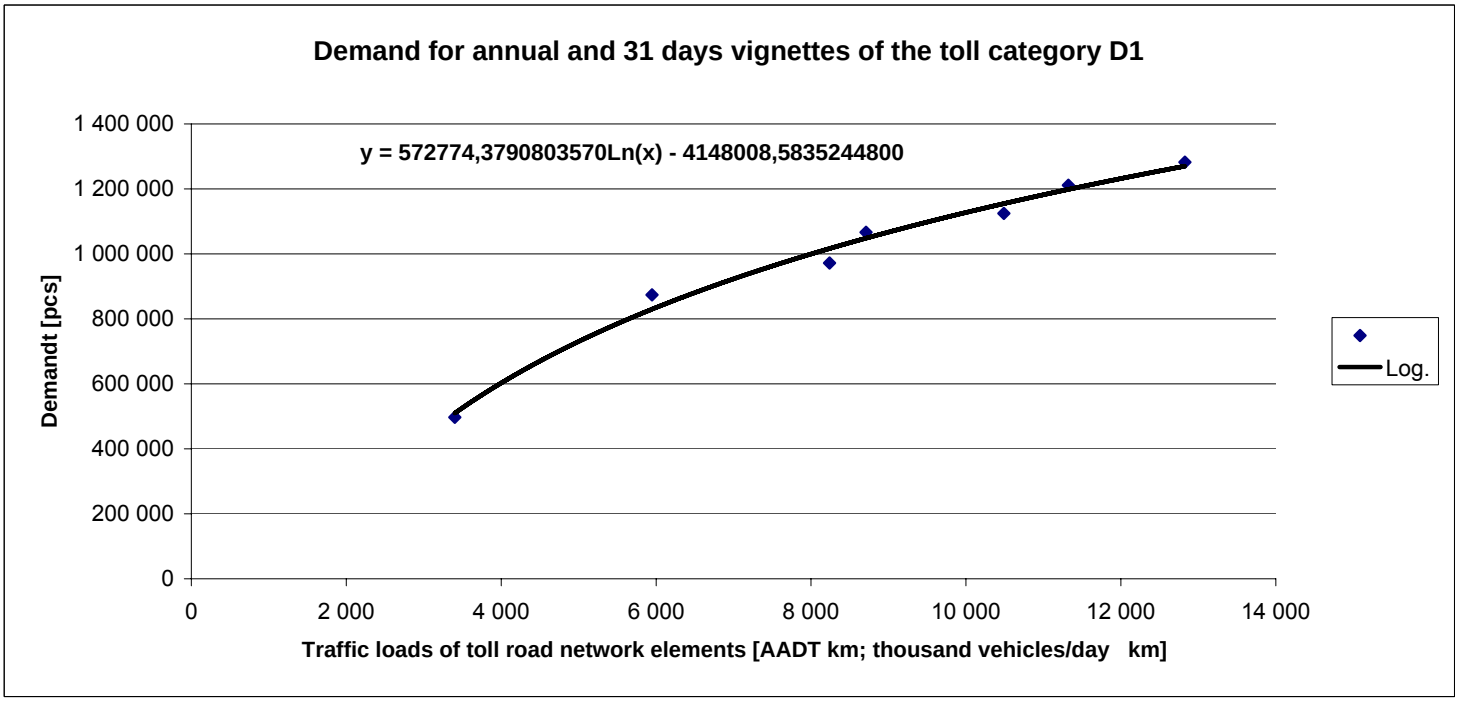
*Preliminary data

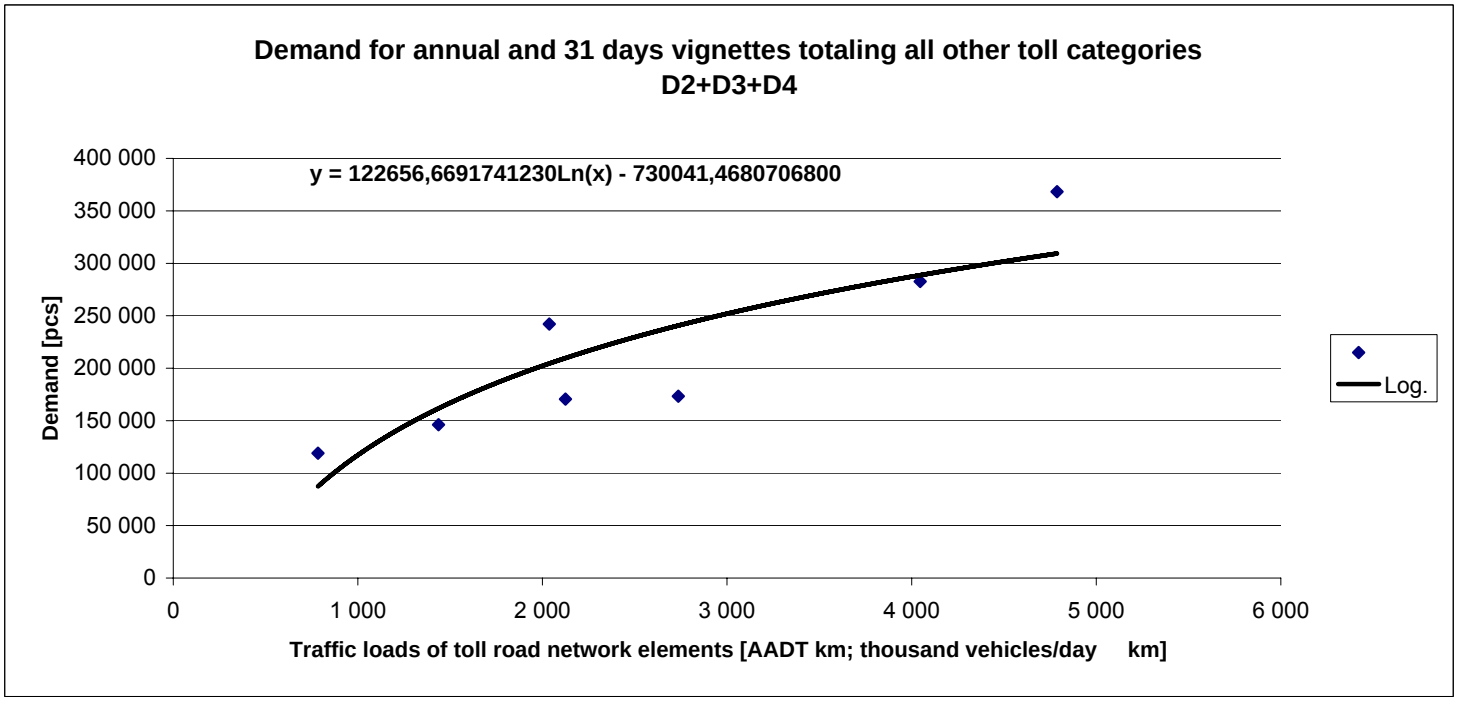
**Based on demand calculation

| Demand for annual and 31 days vignettes [pcs] | | |
|---|---|---|
| **Year** | **Passenger cars (D1)** | **Trucks (D2+D3+D4)** |
| **Corrected values according to the extension as of April, 2007** | | |
| 2002 | 497 257 | 118 979 |
| 2003 | 873 853 | 146 114 |
| 2004 | 971 949 | 242 112 |
| 2005 | 1 066 686 | 170 523 |
| 2006 | 1 124 481 | 173 358 |
| 2007 | 1 211 485 | 282 652 |
| 2008 | 1 282 154 | 368 281 |

# *11.2. Demand as a function of traffic performance*

*November 14, 2007*



# 12. Base data applicable to motorways M6/M60

## *12.1. Target years*

Forecasted target years: 2010, 2013, 2018, 2025, 2030 and 2038, all together 6 target years.

## *12.2. The schedule of developments and assignments of intersections*

The development schedule of the M6/M60 motorway corridor is shown in Table 12.2.1

12.2.1 Development schedule of the M6/M60 motorways

| Motorway | Section | Lanes | Date of installation |
|---|---|---|---|
| M6 | M0 – Érdi tető | 2×2 | August 31, 2008 |
| M6 | Érdi tető – Dunaújváros (section by project I) | 2×2 | Installed in year 2006 |
| M6 | Dunaújváros – Szekszárd (section by project II) | 2×2 | March 31, 2010 |
| M6 | Szekszárd – Bóly (section by project III) | 2×2 | March 31, 2010 |
| M6 | Bóly – Ivándárda state border | 2×1 | December 31, 2019 |
| M60 | Bóly – Pécs South (section by project III) | 2×2 | December 31, 2010 |
| M60 | Pécs South – Kacsóta | 2×1 | December 31, 2024 |
| M60 | Kacsóta – Barcs state border | 2×1 | December 31, 2029 |
| M60 | Pécs South – Barcs state border | 2×2 | December 31, 2037 |

Intersection assignments and sectioning of motorway M6 is shown on Table 12.2.2, of motorway M60 is shown on Table 12.2.3.

### *12.2.2. Intersections and km-s of M6 motorway*

| Project phase | M6 | Km | Lenght [km] |
|---|---|---|---|
| Érdi-tető | M0-M6 | 14+536 | 0,000 |
| | M6-6 | 17+490 | 2,954 |
| | Ófalu | 19+702 | 2,212 |
| | M6-6-7 Érdi-tető | 21+800 | 2,098 |
| | ***Total:*** | | **7,264** |
| I. | Százhalombatta North | 24+200 | 2,400 |
| | Százhalombatta South | 28+400 | 4,200 |
| | Ráckeresztúr | 33+400 | 5,000 |
| | Besnyő | 44+000 | 10,600 |
| | Iváncsa | 49+200 | 5,200 |
| | Adony | 54+254 | 5,054 |
| | Kulcs-Rácalmás | 61+400 | 7,146 |
| | Dunaújváros North | 66+700 | 5,300 |
| | Dunaújváros Centrum | 69+700 | 3,000 |
| | M6-M8 | 76+200 | 6,500 |
| | ***Total:*** | | **54,400** |
| II. | Dunaföldvár North | 82+480 | 6,280 |
| | Dunaföldvár Centrum | 86+340 | 3,860 |
| | Gabonásvölgy | 97+300 | 10,960 |
| | Paks West | 105+345 | 8,045 |
| | Paks South | 113+395 | 8,050 |
| | Tengelic | 123+133 | 9,738 |
| | Szedres | 130+637 | 7,504 |
| | M6-6 | 137+524 | 6,887 |
| | M6-M9 | 141+734 | 4,210 |
| | ***Total:*** | | **65,534** |
| III. | Szekszárd East | 147+997 | 6,263 |
| | Szekszárd South | 152+483 | 4,486 |
| | Bátaszék | 163+859 | 11,376 |
| | Véménd | 174+270 | 10,411 |
| | M6-57 | 191+803 | 17,533 |
| | M6-M60 | 193+150 | 1,347 |
| | ***Total:*** | | **51,416** |
| Later | Bóly East | 196+000 | 2,850 |
| | Lippó | 205+300 | 9,300 |
| | M6 Ivándárda border station | 212+065 | 6,765 |
| | ***Total:*** | | **18,915** |
| ***M6 total:*** | | | **197,529** |

### *12.2.3. Intersections and km-s of M60 motorway*

| Project phase | M60 | Km | Lenght [km] |
|---|---|---|---|
| III. | M6-M60 | 0+000 | 0,000 |
| | Bóly North | 6+085 | 6,085 |
| | Pécs East | 25+289 | 19,204 |
| | Pécs South | 29+431 | 4,142 |
| | ***Total:*** | | **29,431** |
| Later | Pécs West | 34+145 | 4,714 |
| | Szentlőrinc | 48+500 | 14,355 |
| | Kacsóta | 54+010 | 5,510 |
| | Szigetvár East | 63+060 | 9,050 |
| | Szigetvár West | 67+595 | 4,535 |
| | Istvánd | 79+365 | 11,770 |
| | Darány | 87+895 | 8,530 |
| | Barcs East | 89+539 | 1,644 |
| | Barcs South | 92+331 | 2,792 |
| | M60 Barcs border station | 93+136 | 0,805 |
| | ***Total:*** | | **63,705** |
| ***M60 total:*** | | | **93,136** |

## *12.3 The toll system and its extension of road network applicability of the "with" case*

### 12.3.1 The mixed toll system until year 2018 and extension "D" of road network toll assignments as accepted by the Ministry GKM

Until year 2018 for category D1 the variant of the vignette system, for J2, J3 and J4 the variant of the toll extension to assigned main roads that is:

- the D1 toll category is subject to vignettes on clearways according the current regulation with the additional criteria, that any new clearways' use is subject to vignettes
  Vignette rates as shown in table 9.2.3.1/B.

- toll categories J2, J3 and J4 on every clearways and assigned main roads (including crossing sections inside settlements) are subject to HUF/km toll
  Toll rates on main roads equal 100% of toll rates on clearways. (Tables 9.2.3.1/C and D)

- Interconnecting roads between toll motorways and their parallel main roads are subject to toll for heavy traffic (J2, J3 and J4); other (non-main road) interconnections are free of toll and limitations.

- J4 category vehicle's entry is allowed only in case of direct destination into zones bounded by toll road network elements and interconnecting roads between toll motorways and their parallel main roads. (No entry except for direct destinations.)
  J4 transports inside zones are not limited.

  Modeling J4 heavy traffic limitations is achieved by fictitious gate tolls introduced in point 9.3.

  We assigned fictitious gates not only at intersections, but also at two level intersections, because we strictly followed the prescriptions of the Consigner: zones are bounded by toll main roads and interconnecting roads.

### 12.3.2. The pure HUF/km toll system beyond 2018 and extension "D" of road network toll assignments as accepted by the Ministry GKM

The road network toll assigments applied by the pure HUF/km toll system match that of extension "D" applied by the previous mixed toll system, but toll rates for D1 on clearways are differentiated based on roads' layouts: compared to motorways toll rates of 2 by 2 lane semi-motorways are of 85%, toll rates of 2 by 1 lane semi-motorways are of 65%.

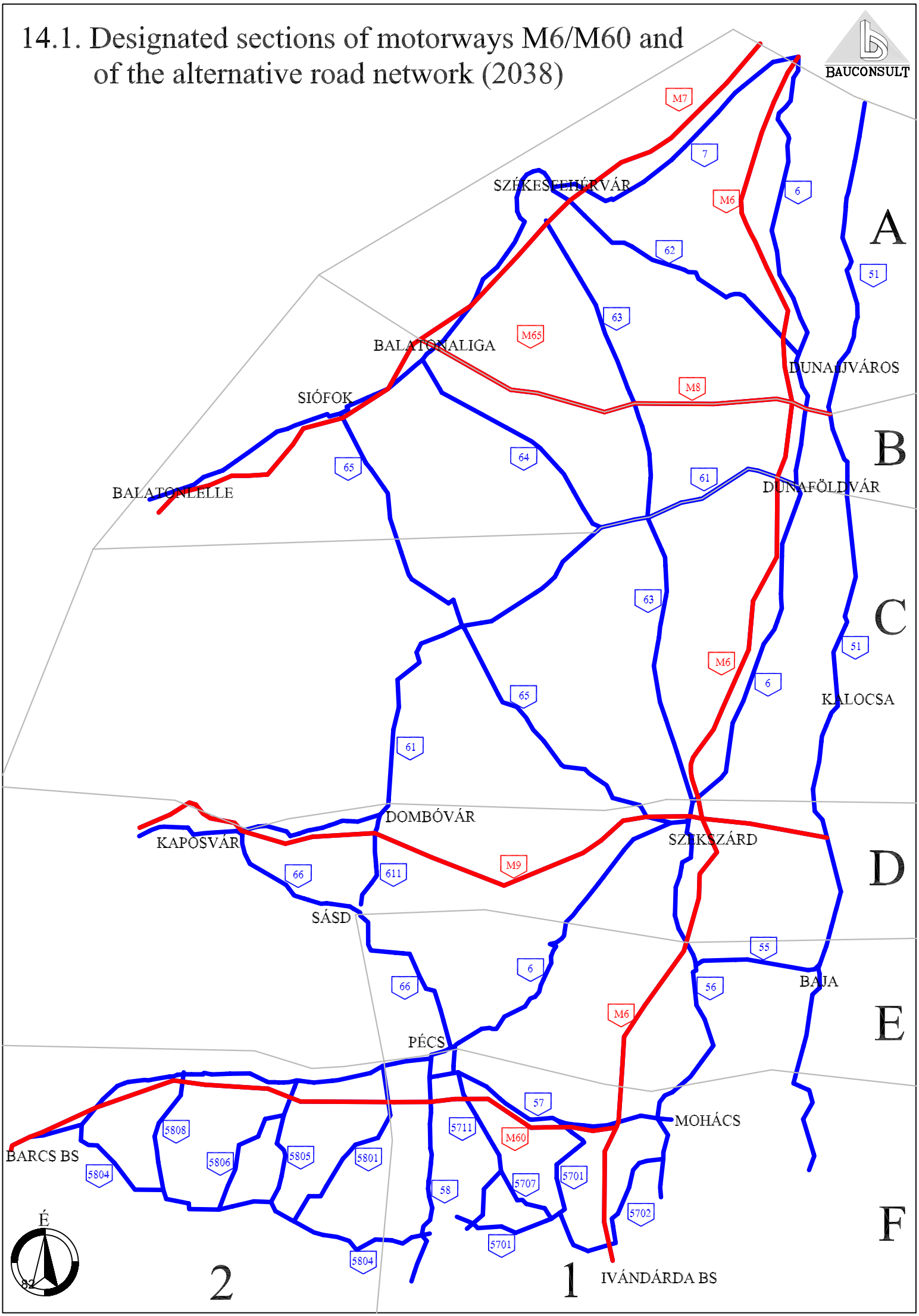
## *12.4. The „without" cases*

The "without" cases assume that sections of motorways M6 and M60 south of Dunaújváros were not going to be built.

# 14. Traffic forecasting results of the catchments area of the M6/M60 motorway corridor

We calculated results as weighted by length averages of our intermediary results on a typical section by section base.
Typical sections of the catchments area are shown on figure 14.1 and table 14.2.

# 14.1. Designated sections of motorways M6/M60 and of the alternative road network (2038)



**7.2. Designated sections for the purpose of studying efficiency of motorway corridors M6/M60**
**(Section kilometer-identifiers according to road network model year 2038)**

| Road | Section A | | Section B | | Section C | | Section D | | Section E | | Section F1 | | Section F2 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **M6** | 21+392 | 75+029 | 75+029 | 85+829 | 85+829 | 138+729 | 138+729 | 163+729 | 163+729 | 184+029 | 184+029 | 211+992 | - | - |
| **M7** | 22+995 | 88+772 | 88+772 | 142+348 | - | - | - | - | - | - | - | - | - | - |
| **M8** | - | - | 159+320 | 220+616 | - | - | - | - | - | - | - | - | - | - |
| **M9** | - | - | - | - | - | - | 83+435 | 188+024 | - | - | - | - | - | - |
| **M60** | - | - | - | - | - | - | - | - | - | - | 0+000 | 34+00 | 34+00 | 93+136 |
| **6** | 22+458 | 76+360 | 76+360 | 87+080 | 87+080 | 136+274 | 136+274 | 165+040 | 165+040 | 193+704 | 193+704 | 203+390 | 203+390 | 258+429 |
| **7** | 21+042 | 100+270 | 100+270 | 151+885 | - | - | - | - | - | - | - | - | - | - |
| **51** | 25+621 | 73+623 | 73+623 | 85+244 | 85+244 | 135+196 | 135+196 | 155+589 | 155+589 | 176+058 | 176+058 | 192+209 | - | - |
| **55** | - | - | - | - | - | - | - | - | 101+650 | 120+171 | - | - | - | - |
| **56** | - | - | - | - | - | - | 0+000 | 20+127 | 20+127 | 41+191 | 41+191 | 61+029 | - | - |
| **57** | - | - | - | - | - | - | - | - | - | - | 0+000 | 38+270 | - | - |
| **58** | - | - | - | - | - | - | - | - | - | - | 0+000 | 33+829 | - | - |
| **61** | - | - | 0+000 | 32+028 | 32+028 | 89+806 | 89+806 | 124+433 | - | - | - | - | - | - |
| **62** | 0+000 | 44+717 | - | - | - | - | - | - | - | - | - | - | - | - |
| **63** | 61+288 | 90+149 | 43+807 | 61+288 | 0+000 | 43+807 | - | - | - | - | - | - | - | - |
| **64** | - | - | 0+000 | 37+549 | - | - | - | - | - | - | - | - | - | - |
| **65** | - | - | 62+712 | 84+475 | 5+650 | 62+712 | 0+000 | 5+650 | - | - | - | - | - | - |
| **66** | - | - | - | - | - | - | 28+130 | 54+328 | 0+000 | 28+130 | - | - | - | - |
| **611** | - | - | - | - | - | - | 0+000 | 14+163 | - | - | - | - | - | - |
| **5618** | - | - | - | - | - | - | - | - | - | - | 0+000 | 4+063 | - | - |
| **5701** | - | - | - | - | - | - | - | - | - | - | 0+000 | 34+575 | - | - |
| **5702** | - | - | - | - | - | - | - | - | - | - | 0+000 | 28+910 | - | - |
| **5707** | - | - | - | - | - | - | - | - | - | - | 0+000 | 11+464 | - | - |
| **5711** | - | - | - | - | - | - | - | - | - | - | 0+000 | 27+091 | - | - |
| **5801** | - | - | - | - | - | - | - | - | - | - | - | - | 0+000 | 29+750 |
| **5804** | - | - | - | - | - | - | - | - | - | - | 0+000 | 6+285 | 6+285 | 61+412 |
| **5805** | - | - | - | - | - | - | - | - | - | - | - | - | 0+000 | 20+598 |
| **5806** | - | - | - | - | - | - | - | - | - | - | - | - | 0+000 | 19+641 |
| **5808** | - | - | - | - | - | - | - | - | - | - | - | - | 0+000 | 18+384 |

### *14.1 Forecasted traffic loads for "with" cases, toll usage*

Summarized results of traffic forecasts of the motorway corridor M6/M60 for the "with" cases are shown in the following 6 tables per vehicle categories in units of AADT [vehicles/day]. (tables 14.1.1 – 14.1.6)

Average traffic loads of the surrounding road network are shown is tables 14.1.7 – 14.1.12

Cartograms of all the traffic loads are shown on figures 14.1.13 – 14.1.18.

**14.1.1. Year:** **2010**

**Toll tariff system:** **Mixed: D1 vignette, J2, J3 and J4 HUF/km**

**Toll is charged on:** **- D1: only on motorways**

**- J2, J3, J4: extension accepted by the Ministry GKM "D"**

**Toll rate:** **- D1: vignette priced at the current real value**

**- J2, J3, J4: HUF/km toll rate**

# Annual average daily traffic [AADT; veh/day]

| Clearway | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Average traffic load weighted by length [AADT; veh/day and %] | | | | | | | | | | | | |
| Section | Road | Length [km] | D1 | | J2 | | J3 | | J4 | | Total | |
| | | | veh/day | % | veh/day | % | veh/day | % | veh/day | % | veh/day | % |
| A | M6 | 52,063 | 13 393 | 68,90% | 654 | 68,64% | 346 | 65,94% | 1 576 | 77,90% | 15 969 | 69,62% |
| B | | 10,800 | 9 779 | 84,12% | 456 | 68,88% | 297 | 74,59% | 1 339 | 89,32% | 11 871 | 83,69% |
| C | | 52,900 | 7 102 | 81,99% | 460 | 80,37% | 269 | 80,68% | 963 | 87,46% | 8 794 | 82,43% |
| D | | 25,000 | 4 360 | 58,84% | 312 | 74,21% | 130 | 68,31% | 574 | 78,58% | 5 375 | 61,43% |
| E | | 20,300 | 2 983 | 74,75% | 224 | 55,28% | 199 | 73,51% | 745 | 74,32% | 4 152 | 73,22% |
| F1 | | 8,900 | 2 455 | 37,37% | 132 | 26,47% | 108 | 44,09% | 723 | 78,69% | 3 418 | 41,52% |
| F1 | M60 | 29,500 | 6 137 | 73,64% | 291 | 52,16% | 126 | 72,46% | 531 | 81,85% | 7 084 | 72,93% |

| Parallel road | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Average traffic load weighted by length [AADT; veh/day and %] | | | | | | | | | | | | |
| Section | Road | Length [km] | D1 | | J2 | | J3 | | J4 | | Total | |
| | | | veh/day | % | veh/day | % | veh/day | % | veh/day | % | veh/day | % |
| A | 6 | 53,762 | 6 045 | 31,10% | 299 | 31,36% | 179 | 34,06% | 447 | 22,10% | 6 970 | 30,38% |
| B | 6 | 10,860 | 1 846 | 15,88% | 206 | 31,12% | 101 | 25,41% | 160 | 10,68% | 2 313 | 16,31% |
| C | 6 | 49,194 | 1 560 | 18,01% | 112 | 19,63% | 64 | 19,32% | 138 | 12,54% | 1 875 | 17,57% |
| D | 56 | 20,540 | 3 050 | 41,16% | 108 | 25,79% | 60 | 31,69% | 156 | 21,42% | 3 375 | 38,57% |
| E | 56 | 23,940 | 1 008 | 25,25% | 181 | 44,72% | 72 | 26,49% | 257 | 25,68% | 1 518 | 26,78% |
| F1 | 56 | 4,778 | 4 115 | 62,63% | 366 | 73,53% | 137 | 55,91% | 196 | 21,31% | 4 814 | 58,48% |
| F1 | 57 | 30,701 | 2 197 | 26,36% | 267 | 47,84% | 48 | 27,54% | 118 | 18,15% | 2 629 | 27,07% |

| Corridor total (100%) | | | | | | |
|---|---|---|---|---|---|---|
| Average traffic load weighted by length [AADT; veh/day] | | | | | | |
| Section | Road | D1 | J2 | J3 | J4 | Total |
| A | M6 | 19 439 | 953 | 525 | 2 023 | 22 939 |
| B | | 11 625 | 662 | 399 | 1 499 | 14 184 |
| C | | 8 662 | 572 | 334 | 1 101 | 10 669 |
| D | | 7 411 | 420 | 190 | 730 | 8 750 |
| E | | 3 991 | 405 | 271 | 1 002 | 5 670 |
| F1 | | 6 570 | 498 | 245 | 919 | 8 232 |
| F1 | M60 | 8 333 | 558 | 174 | 648 | 9 713 |

**14.1.2. Year:** **2013**

**Toll tariff system:** **Mixed: D1 vignette, J2, J3 and J4 HUF/km**

**Toll is charged on:** **- D1: only on motorways**

**- J2, J3, J4: extension accepted by the Ministry GKM "D"**

**Toll rate:** **- D1: vignette priced at the current real value**

**- J2, J3, J4: HUF/km toll rate**

# Annual average daily traffic [AADT; veh/day]

| Clearway | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Average traffic load weighted by length [AADT; veh/day and %] | | | | | | | | | | | | |
| Section | Road | Length [km] | D1 | | J2 | | J3 | | J4 | | Total | |
| | | | veh/day | % | veh/day | % | veh/day | % | veh/day | % | veh/day | % |
| A | M6 | 52,063 | 16 625 | 72,58% | 745 | 69,51% | 355 | 66,51% | 1 582 | 75,98% | 19 307 | 72,60% |
| B | | 10,800 | 11 879 | 83,56% | 533 | 68,98% | 301 | 73,78% | 1 531 | 85,15% | 14 244 | 82,84% |
| C | | 52,900 | 8 338 | 82,51% | 513 | 80,54% | 275 | 80,93% | 1 116 | 87,71% | 10 243 | 82,90% |
| D | | 25,000 | 4 998 | 59,22% | 362 | 75,12% | 140 | 69,75% | 664 | 78,98% | 6 164 | 61,87% |
| E | | 20,300 | 3 503 | 75,16% | 248 | 55,35% | 202 | 73,41% | 851 | 74,44% | 4 804 | 73,60% |
| F1 | | 8,900 | 2 985 | 39,12% | 148 | 26,20% | 109 | 43,94% | 826 | 79,25% | 4 068 | 42,88% |
| F1 | M60 | 29,500 | 7 194 | 74,34% | 338 | 53,51% | 127 | 72,16% | 599 | 81,95% | 8 259 | 73,63% |

| Parallel road | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Average traffic load weighted by length [AADT; veh/day and %] | | | | | | | | | | | | |
| Section | Road | Length [km] | D1 | | J2 | | J3 | | J4 | | Total | |
| | | | veh/day | % | veh/day | % | veh/day | % | veh/day | % | veh/day | % |
| A | 6 | 53,762 | 6 281 | 27,42% | 327 | 30,49% | 179 | 33,49% | 500 | 24,02% | 7 286 | 27,40% |
| B | 6 | 10,860 | 2 337 | 16,44% | 240 | 31,02% | 107 | 26,22% | 267 | 14,85% | 2 950 | 17,16% |
| C | 6 | 49,194 | 1 767 | 17,49% | 124 | 19,46% | 65 | 19,07% | 156 | 12,29% | 2 113 | 17,10% |
| D | 56 | 20,540 | 3 442 | 40,78% | 120 | 24,88% | 61 | 30,25% | 177 | 21,02% | 3 799 | 38,13% |
| E | 56 | 23,940 | 1 158 | 24,84% | 200 | 44,65% | 73 | 26,59% | 292 | 25,56% | 1 723 | 26,40% |
| F1 | 56 | 4,778 | 4 645 | 60,88% | 417 | 73,80% | 139 | 56,06% | 216 | 20,75% | 5 417 | 57,12% |
| F1 | 57 | 30,701 | 2 483 | 25,66% | 294 | 46,49% | 49 | 27,84% | 132 | 18,05% | 2 958 | 26,37% |

| Corridor total (100%) | | | | | | |
|---|---|---|---|---|---|---|
| Average traffic load weighted by length [AADT; veh/day] | | | | | | |
| Section | Road | D1 | J2 | J3 | J4 | Total |
| A | M6 | 22 905 | 1 072 | 534 | 2 082 | 26 593 |
| B | | 14 216 | 773 | 408 | 1 798 | 17 194 |
| C | | 10 106 | 637 | 340 | 1 272 | 12 355 |
| D | | 8 440 | 482 | 201 | 841 | 9 963 |
| E | | 4 661 | 449 | 275 | 1 143 | 6 527 |
| F1 | | 7 630 | 565 | 247 | 1 042 | 9 485 |
| F1 | M60 | 9 677 | 632 | 176 | 731 | 11 217 |

**14.1.3. Year:** **2018**

**Toll tariff system:** **Mixed: D1 vignette, J2, J3 and J4 HUF/km**

**Toll is charged on:** **- D1: only on motorways**

**- J2, J3, J4: extension accepted by the Ministry GKM "D"**

**Toll rate:** **- D1: vignette priced at the current real value**

**- J2, J3, J4: HUF/km toll rate**

# Annual average daily traffic [AADT; veh/day]

| Clearway | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Average traffic load weighted by length [AADT; veh/day and %] | | | | | | | | | | | | |
| Section | Road | Length | D1 | | J2 | | J3 | | J4 | | Total | |
| | | [km] | veh/day | % | veh/day | % | veh/day | % | veh/day | % | veh/day | % |
| A | M6 | 52,063 | 19 968 | 71,34% | 788 | 67,62% | 364 | 66,55% | 1 936 | 78,10% | 23 056 | 71,64% |
| B | | 10,800 | 14 864 | 83,51% | 589 | 68,17% | 305 | 73,76% | 1 816 | 84,95% | 17 574 | 82,84% |
| C | | 52,900 | 10 502 | 82,37% | 617 | 81,30% | 285 | 81,44% | 1 434 | 87,88% | 12 839 | 82,88% |
| D | | 25,000 | 7 263 | 65,10% | 426 | 75,39% | 146 | 69,89% | 794 | 79,31% | 8 630 | 66,73% |
| E | | 20,300 | 4 911 | 77,40% | 294 | 55,78% | 208 | 73,93% | 1 009 | 74,23% | 6 422 | 75,44% |
| F1 | | 8,900 | 4 606 | 45,95% | 192 | 28,27% | 112 | 43,43% | 979 | 79,40% | 5 889 | 48,29% |
| F1 | M60 | 29,500 | 8 802 | 75,10% | 426 | 56,78% | 133 | 72,69% | 716 | 82,68% | 10 077 | 74,54% |

| Parallel road | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Average traffic load weighted by length [AADT; veh/day and %] | | | | | | | | | | | | |
| Section | Road | Length | D1 | | J2 | | J3 | | J4 | | Total | |
| | | [km] | veh/day | % | veh/day | % | veh/day | % | veh/day | % | veh/day | % |
| A | 6 | 53,762 | 8 023 | 28,66% | 377 | 32,38% | 183 | 33,45% | 543 | 21,90% | 9 126 | 28,36% |
| B | 6 | 10,860 | 2 935 | 16,49% | 275 | 31,83% | 109 | 26,24% | 322 | 15,05% | 3 640 | 17,16% |
| C | 6 | 49,194 | 2 248 | 17,63% | 142 | 18,70% | 65 | 18,56% | 198 | 12,12% | 2 653 | 17,12% |
| D | 56 | 20,540 | 3 894 | 34,90% | 139 | 24,61% | 63 | 30,11% | 207 | 20,69% | 4 303 | 33,27% |
| E | 56 | 23,940 | 1 434 | 22,60% | 233 | 44,22% | 73 | 26,07% | 350 | 25,77% | 2 091 | 24,56% |
| F1 | 56 | 4,778 | 5 419 | 54,05% | 487 | 71,73% | 146 | 56,57% | 254 | 20,60% | 6 306 | 51,71% |
| F1 | 57 | 30,701 | 2 919 | 24,90% | 324 | 43,22% | 50 | 27,31% | 150 | 17,32% | 3 443 | 25,46% |

| Corridor total (100%) | | | | | | |
|---|---|---|---|---|---|---|
| Average traffic load weighted by length [AADT; veh/day] | | | | | | |
| Section | Road | D1 | J2 | J3 | J4 | Total |
| A | M6 | 27 991 | 1 165 | 547 | 2 478 | 32 182 |
| B | | 17 798 | 865 | 414 | 2 137 | 21 214 |
| C | | 12 750 | 759 | 350 | 1 632 | 15 492 |
| D | | 11 158 | 565 | 209 | 1 001 | 12 933 |
| E | | 6 345 | 527 | 281 | 1 359 | 8 513 |
| F1 | | 10 025 | 679 | 258 | 1 233 | 12 195 |
| F1 | M60 | 11 721 | 750 | 183 | 866 | 13 520 |

**14.1.4. Year:** **2025**
**Toll tariff system:** **HUF/km**
**Toll is charged on:** **J1, J2, J3, J4: extension accepted by the Ministry GKM "D"**
**Toll rate:** **HUF/km toll rate**
(Decrease in traffic due to increase in toll rates.)

# Annual average daily traffic [AADT; veh/day]

| Clearway | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Average traffic load weighted by length [AADT; veh/day and %] | | | | | | | | | | | | |
| Section | Road | Length [km] | J1 | | J2 | | J3 | | J4 | | Total | |
| | | | veh/day | % | veh/day | % | veh/day | % | veh/day | % | veh/day | % |
| **A** | **M6** | **52,063** | 15 504 | 48,56% | 1 043 | 71,63% | 386 | 67,72% | 2 243 | 78,47% | 19 175 | 52,10% |
| **B** | | **10,800** | 12 233 | 60,26% | 743 | 69,56% | 336 | 74,85% | 2 187 | 85,58% | 15 499 | 63,59% |
| **C** | | **52,900** | 6 002 | 43,39% | 767 | 80,25% | 308 | 81,31% | 1 756 | 88,50% | 8 833 | 51,50% |
| **D** | | **25,000** | 7 452 | 56,89% | 603 | 79,33% | 185 | 74,02% | 1 259 | 85,21% | 9 499 | 60,94% |
| **E** | | **20,300** | 4 777 | 71,69% | 449 | 61,30% | 268 | 77,31% | 1 460 | 78,65% | 6 954 | 72,45% |
| **F1** | | **27,963** | 3 344 | 48,88% | 288 | 55,70% | 111 | 58,36% | 640 | 72,87% | 4 383 | 52,01% |
| **F1** | **M60** | **34,000** | 5 962 | 48,84% | 639 | 63,90% | 209 | 82,96% | 1 077 | 88,35% | 7 887 | 53,74% |
| **F2** | | **20,000** | 1 133 | 6,54% | 555 | 71,09% | 209 | 48,65% | 584 | 50,66% | 2 481 | 12,60% |

| Parallel road | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Average traffic load weighted by length [AADT; veh/day and %] | | | | | | | | | | | | |
| Section | Road | Length [km] | J1 | | J2 | | J3 | | J4 | | Total | |
| | | | veh/day | % | veh/day | % | veh/day | % | veh/day | % | veh/day | % |
| **A** | **6** | **53,762** | 16 420 | 51,44% | 413 | 28,37% | 184 | 32,28% | 615 | 21,53% | 17 633 | 47,90% |
| **B** | **6** | **10,860** | 8 066 | 39,74% | 325 | 30,44% | 113 | 25,15% | 368 | 14,42% | 8 873 | 36,41% |
| **C** | **6** | **49,194** | 7 831 | 56,61% | 189 | 19,75% | 71 | 18,69% | 228 | 11,50% | 8 319 | 48,50% |
| **D** | **56** | **20,540** | 5 647 | 43,11% | 157 | 20,67% | 65 | 25,98% | 219 | 14,79% | 6 087 | 39,06% |
| **E** | **56** | **23,940** | 1 886 | 28,31% | 283 | 38,70% | 79 | 22,69% | 396 | 21,35% | 2 645 | 27,55% |
| **F1** | **56** | **16,995** | 3 498 | 51,12% | 229 | 44,30% | 79 | 41,64% | 238 | 27,13% | 4 045 | 47,99% |
| **F1** | **57** | **30,701** | 6 244 | 51,16% | 361 | 36,10% | 43 | 17,04% | 142 | 11,65% | 6 790 | 46,26% |
| **F2** | **6** | **18,010** | 16 203 | 93,46% | 226 | 28,91% | 221 | 51,35% | 569 | 49,34% | 17 218 | 87,40% |

| Corridor total (100%) | | | | | | |
|---|---|---|---|---|---|---|
| Average traffic load weighted by length [AADT; veh/day] | | | | | | |
| Section | Road | J1 | J2 | J3 | J4 | Total |
| **A** | **M6** | 31 924 | 1 456 | 570 | 2 858 | 36 808 |
| **B** | | 20 299 | 1 069 | 448 | 2 555 | 24 371 |
| **C** | | 13 833 | 956 | 379 | 1 985 | 17 152 |
| **D** | | 13 099 | 761 | 250 | 1 477 | 15 586 |
| **E** | | 6 664 | 732 | 346 | 1 856 | 9 599 |
| **F1** | | 6 842 | 518 | 190 | 878 | 8 427 |
| **F1** | **M60** | 12 206 | 1 000 | 252 | 1 219 | 14 677 |
| **F2** | | 17 336 | 780 | 430 | 1 153 | 19 700 |

**14.1.5. Year:** **2030**
**Toll tariff system:** **HUF/km**
**Toll is charged on:** **J1, J2, J3, J4: extension accepted by the Ministry GKM "D"**
**Toll rate:** **HUF/km toll rate**

# Annual average daily traffic [AADT; veh/day]

| Clearway | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Average traffic load weighted by length [AADT; veh/day and %] | | | | | | | | | | | | |
| Section | Road | Length [km] | J1 | | J2 | | J3 | | J4 | | Total | |
| | | | veh/day | % | veh/day | % | veh/day | % | veh/day | % | veh/day | % |
| **A** | **M6** | **52,063** | 19 227 | 49,73% | 1 204 | 72,74% | 405 | 68,64% | 2 480 | 79,08% | 23 315 | 52,93% |
| **B** | | **10,800** | 15 271 | 61,77% | 859 | 70,39% | 366 | 76,23% | 2 382 | 85,71% | 18 878 | 64,65% |
| **C** | | **52,900** | 8 043 | 49,45% | 882 | 80,30% | 317 | 81,30% | 1 922 | 88,49% | 11 164 | 56,03% |
| **D** | | **25,000** | 8 931 | 58,21% | 688 | 79,37% | 206 | 75,73% | 1 422 | 85,83% | 11 247 | 62,00% |
| **E** | | **20,300** | 5 921 | 72,63% | 518 | 61,78% | 284 | 77,83% | 1 651 | 79,40% | 8 373 | 73,23% |
| **F1** | | **27,963** | 4 236 | 50,39% | 328 | 55,40% | 121 | 58,41% | 723 | 72,82% | 5 408 | 53,02% |
| **F1** | **M60** | **34,000** | 8 516 | 54,62% | 744 | 64,74% | 222 | 83,14% | 1 276 | 89,10% | 10 757 | 58,34% |
| **F2** | | **59,127** | 5 886 | 41,50% | 470 | 80,88% | 197 | 67,76% | 871 | 78,44% | 7 424 | 45,92% |

| Parallel road | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Average traffic load weighted by length [AADT; veh/day and %] | | | | | | | | | | | | |
| Section | Road | Length [km] | J1 | | J2 | | J3 | | J4 | | Total | |
| | | | veh/day | % | veh/day | % | veh/day | % | veh/day | % | veh/day | % |
| **A** | **6** | **53,762** | 19 438 | 50,27% | 451 | 27,26% | 185 | 31,36% | 656 | 20,92% | 20 730 | 47,07% |
| **B** | **6** | **10,860** | 9 452 | 38,23% | 362 | 29,61% | 114 | 23,77% | 397 | 14,29% | 10 324 | 35,35% |
| **C** | **6** | **49,194** | 8 223 | 50,55% | 216 | 19,70% | 73 | 18,70% | 250 | 11,51% | 8 762 | 43,97% |
| **D** | **56** | **20,540** | 6 413 | 41,79% | 179 | 20,63% | 66 | 24,27% | 235 | 14,17% | 6 893 | 38,00% |
| **E** | **56** | **23,940** | 2 231 | 27,37% | 320 | 38,22% | 81 | 22,17% | 428 | 20,60% | 3 061 | 26,77% |
| **F1** | **56** | **16,995** | 4 171 | 49,61% | 264 | 44,60% | 86 | 41,59% | 270 | 27,18% | 4 791 | 46,98% |
| **F1** | **57** | **30,701** | 7 075 | 45,38% | 405 | 35,26% | 45 | 16,86% | 156 | 10,90% | 7 681 | 41,66% |
| **F2** | **6** | **55,068** | 8 299 | 58,50% | 111 | 19,12% | 94 | 32,24% | 240 | 21,56% | 8 744 | 54,08% |

| Corridor total (100%) | | | | | | |
|---|---|---|---|---|---|---|
| Average traffic load weighted by length [AADT; veh/day] | | | | | | |
| Section | Road | J1 | J2 | J3 | J4 | Total |
| **A** | **M6** | 38 665 | 1 655 | 590 | 3 136 | 44 045 |
| **B** | | 24 723 | 1 221 | 480 | 2 779 | 29 203 |
| **C** | | 16 265 | 1 098 | 390 | 2 172 | 19 925 |
| **D** | | 15 344 | 866 | 272 | 1 656 | 18 139 |
| **E** | | 8 152 | 838 | 365 | 2 079 | 11 434 |
| **F1** | | 8 408 | 591 | 207 | 993 | 10 199 |
| **F1** | **M60** | 15 591 | 1 149 | 267 | 1 432 | 18 438 |
| **F2** | | 14 186 | 581 | 291 | 1 111 | 16 168 |

**14.1.6. Year:** **2038**
**Toll tariff system:** **HUF/km**
**Toll is charged on:** **J1, J2, J3, J4: extension accepted by the Ministry GKM "D"**
**Toll rate:** **HUF/km toll rate**

# Annual average daily traffic [AADT; veh/day]

| Clearway | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Average traffic load weighted by length [AADT; veh/day and %] | | | | | | | | | | | | |
| Section | Road | Length [km] | J1 | | J2 | | J3 | | J4 | | Total | |
| | | | veh/day | % | veh/day | % | veh/day | % | veh/day | % | veh/day | % |
| A | M6 | 52,063 | 27 446 | 52,32% | 1 576 | 75,36% | 456 | 70,33% | 3 073 | 81,86% | 32 552 | 55,22% |
| B | | 10,800 | 21 675 | 63,43% | 1 136 | 71,86% | 414 | 76,93% | 2 729 | 85,87% | 25 955 | 65,76% |
| C | | 52,900 | 14 077 | 60,62% | 1 115 | 79,40% | 343 | 80,90% | 2 213 | 88,55% | 17 748 | 64,42% |
| D | | 25,000 | 11 774 | 59,76% | 850 | 77,24% | 231 | 76,56% | 1 654 | 85,98% | 14 508 | 63,00% |
| E | | 20,300 | 7 758 | 73,16% | 643 | 62,11% | 317 | 78,65% | 1 944 | 80,49% | 10 662 | 73,75% |
| F1 | | 27,963 | 5 874 | 52,16% | 417 | 56,13% | 138 | 58,84% | 852 | 72,93% | 7 281 | 54,31% |
| F1 | M60 | 34,000 | 15 322 | 66,92% | 957 | 65,90% | 253 | 84,33% | 1 523 | 89,43% | 18 054 | 68,52% |
| F2 | | 59,127 | 13 221 | 61,24% | 634 | 84,95% | 235 | 69,96% | 1 099 | 80,05% | 15 190 | 63,18% |

| Parallel road | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Average traffic load weighted by length [AADT; veh/day and %] | | | | | | | | | | | | |
| Section | Road | Length [km] | J1 | | J2 | | J3 | | J4 | | Total | |
| | | | veh/day | % | veh/day | % | veh/day | % | veh/day | % | veh/day | % |
| A | 6 | 53,762 | 25 013 | 47,68% | 516 | 24,64% | 192 | 29,67% | 681 | 18,14% | 26 402 | 44,78% |
| B | 6 | 10,860 | 12 498 | 36,57% | 445 | 28,14% | 124 | 23,07% | 449 | 14,13% | 13 516 | 34,24% |
| C | 6 | 49,194 | 9 146 | 39,38% | 289 | 20,60% | 81 | 19,10% | 286 | 11,45% | 9 802 | 35,58% |
| D | 56 | 20,540 | 7 929 | 40,24% | 250 | 22,76% | 71 | 23,44% | 270 | 14,02% | 8 519 | 37,00% |
| E | 56 | 23,940 | 2 846 | 26,84% | 392 | 37,89% | 86 | 21,35% | 471 | 19,51% | 3 795 | 26,25% |
| F1 | 56 | 16,995 | 5 387 | 47,84% | 326 | 43,87% | 97 | 41,16% | 316 | 27,07% | 6 126 | 45,69% |
| F1 | 57 | 30,701 | 7 573 | 33,08% | 495 | 34,10% | 47 | 15,67% | 180 | 10,57% | 8 295 | 31,48% |
| F2 | 6 | 55,068 | 8 366 | 38,76% | 112 | 15,05% | 101 | 30,04% | 274 | 19,95% | 8 853 | 36,82% |

| Corridor total (100%) | | | | | | |
|---|---|---|---|---|---|---|
| Average traffic load weighted by length [AADT; veh/day] | | | | | | |
| Section | Road | J1 | J2 | J3 | J4 | Total |
| A | M6 | 52 459 | 2 092 | 648 | 3 754 | 58 953 |
| B | | 34 173 | 1 581 | 538 | 3 178 | 39 471 |
| C | | 23 223 | 1 404 | 424 | 2 499 | 27 550 |
| D | | 19 703 | 1 100 | 301 | 1 924 | 23 028 |
| E | | 10 604 | 1 035 | 403 | 2 415 | 14 457 |
| F1 | | 11 262 | 742 | 235 | 1 169 | 13 407 |
| F1 | M60 | 22 895 | 1 452 | 300 | 1 703 | 26 349 |
| F2 | | 21 587 | 747 | 336 | 1 373 | 24 043 |

**14.1.7. Year:** **2010**

**Toll tariff system:** **Mixed: D1 vignette, J2, J3 and J4 HUF/km**

**Toll is charged on:** **- D1: only on motorways**
**- J2, J3, J4: extension accepted by the Ministry GKM "D"**

**Toll rate:** **- D1: vignette priced at the current real value**
**- J2, J3, J4: HUF/km toll rate**

# Annual average daily traffic [AADT; veh/day]

| Surrounding road network of M6/M60 | | | | | | | |
|---|---|---|---|---|---|---|---|
| Traffic load calculated as averages using lenght as a weighting factor [AADT; veh/day] | | | | | | | |
| **Section** | **Road** | **Length [km]** | **D1** | **J2** | **J3** | **J4** | **Total** |
| **M7** | **A** | 67,526 | 33 701 | 2 006 | 1 407 | 2 907 | 40 021 |
| | **B** | 47,800 | 16 525 | 840 | 637 | 2 010 | 20 011 |
| **M8** | **B** | 6,520 | 8 874 | 565 | 373 | 902 | 10 714 |
| **M9** | **D** | 20,539 | 2 650 | 345 | 140 | 467 | 3 603 |
| **6** | **A** | 53,762 | 6 045 | 299 | 179 | 447 | 6 970 |
| | **B** | 10,860 | 1 846 | 206 | 101 | 160 | 2 313 |
| | **C** | 49,194 | 1 560 | 112 | 64 | 138 | 1 875 |
| | **D** | 28,766 | 9 239 | 366 | 190 | 866 | 10 661 |
| | **E** | 27,710 | 8 930 | 192 | 173 | 554 | 9 849 |
| | **F1** | 10,640 | 26 718 | 1 271 | 514 | 756 | 29 259 |
| | **F2** | 55,068 | 6 211 | 282 | 231 | 526 | 7 249 |
| **7** | **A** | 79,066 | 9 573 | 484 | 279 | 555 | 10 891 |
| | **B** | 48,230 | 4 622 | 171 | 91 | 156 | 5 041 |
| **51** | **A** | 47,700 | 7 961 | 399 | 365 | 860 | 9 585 |
| | **B** | 11,885 | 5 087 | 287 | 248 | 1 325 | 6 946 |
| | **C** | 49,990 | 4 434 | 400 | 152 | 367 | 5 354 |
| | **D** | 20,096 | 6 126 | 330 | 108 | 224 | 6 788 |
| | **E** | 20,666 | 4 533 | 171 | 107 | 159 | 4 969 |
| | **F1** | 16,151 | 1 091 | 50 | 22 | 35 | 1 198 |
| **55** | **E** | 18,519 | 3 706 | 278 | 153 | 367 | 4 505 |
| **56** | **D** | 20,540 | 3 050 | 108 | 60 | 156 | 3 375 |
| | **E** | 23,940 | 1 008 | 181 | 72 | 257 | 1 518 |
| | **F1** | 16,995 | 2 167 | 171 | 83 | 188 | 2 609 |
| **57** | **F1** | 38,270 | 2 951 | 258 | 51 | 151 | 3 410 |
| **58** | **F1** | 33,278 | 8 810 | 420 | 92 | 288 | 9 610 |
| **61** | **B** | 32,028 | 5 044 | 279 | 180 | 574 | 6 077 |
| | **C** | 57,778 | 3 617 | 193 | 71 | 322 | 4 203 |
| | **D** | 38,540 | 7 387 | 262 | 208 | 442 | 8 298 |
| **62** | **A** | 46,010 | 7 523 | 374 | 195 | 1 077 | 9 168 |
| **63** | **A** | 28,866 | 4 599 | 185 | 68 | 171 | 5 024 |
| | **B** | 17,286 | 5 638 | 228 | 134 | 250 | 6 250 |
| | **C** | 44,002 | 2 506 | 109 | 49 | 277 | 2 941 |
| **64** | **B** | 37,549 | 4 741 | 266 | 165 | 537 | 5 708 |
| **65** | **B** | 21,763 | 8 976 | 467 | 255 | 236 | 9 935 |
| | **C** | 57,062 | 3 970 | 263 | 97 | 110 | 4 441 |
| | **D** | 5,650 | 3 790 | 220 | 116 | 99 | 4 226 |
| **66** | **D** | 25,949 | 1 912 | 221 | 131 | 138 | 2 402 |
| | **E** | 28,130 | 6 743 | 484 | 188 | 162 | 7 576 |
| **611** | **D** | 15,410 | 5 379 | 199 | 133 | 164 | 5 875 |
| **5618** | **F1** | 4,197 | 7 613 | 302 | 268 | 181 | 8 365 |
| **5701** | **F1** | 38,235 | 2 371 | 132 | 54 | 138 | 2 696 |
| **5702** | **F1** | 28,970 | 641 | 69 | 20 | 14 | 743 |
| **5707** | **F1** | 11,464 | 1 075 | 55 | 18 | 36 | 1 184 |
| **5711** | **F1** | 25,769 | 1 903 | 249 | 54 | 73 | 2 279 |
| **5801** | **F2** | 29,750 | 2 728 | 140 | 81 | 89 | 3 039 |
| **5804** | **F1** | 6,285 | 1 659 | 72 | 35 | 39 | 1 805 |
| | **F2** | 55,365 | 1 143 | 74 | 31 | 36 | 1 284 |
| **5805** | **F2** | 20,598 | 870 | 61 | 27 | 27 | 984 |
| **5806** | **F2** | 19,641 | 199 | 10 | 5 | 7 | 221 |
| **5808** | **F2** | 18,684 | 988 | 46 | 26 | 44 | 1 103 |

**14.1.8. Year:** **2013**

**Toll tariff system:** **Mixed: D1 vignette, J2, J3 and J4 HUF/km**

**Toll is charged on:** **- D1: only on motorways**
**- J2, J3, J4: extension accepted by the Ministry GKM "D"**

**Toll rate:** **- D1: vignette priced at the current real value**
**- J2, J3, J4: HUF/km toll rate**

# Annual average daily traffic [AADT; veh/day]

| Surrounding road network of M6/M60 | | | | | | | |
|---|---|---|---|---|---|---|---|
| Traffic load calculated as averages using lenght as a weighting factor [AADT; veh/day] | | | | | | | |
| **Section** | **Road** | **Length [km]** | **D1** | **J2** | **J3** | **J4** | **Total** |
| **M7** | **A** | 67,526 | 39 012 | 2 026 | 1 247 | 3 150 | 45 436 |
| | **B** | 47,800 | 18 678 | 922 | 655 | 2 228 | 22 484 |
| **M8** | **B** | 6,520 | 11 768 | 956 | 847 | 1 111 | 14 682 |
| **M9** | **D** | 20,539 | 3 126 | 381 | 141 | 543 | 4 190 |
| **6** | **A** | 53,762 | 6 281 | 327 | 179 | 500 | 7 286 |
| | **B** | 10,860 | 2 337 | 240 | 107 | 267 | 2 950 |
| | **C** | 49,194 | 1 767 | 124 | 65 | 156 | 2 113 |
| | **D** | 28,766 | 10 941 | 405 | 214 | 1 022 | 12 582 |
| | **E** | 27,710 | 10 054 | 212 | 177 | 651 | 11 094 |
| | **F1** | 10,640 | 29 810 | 1 404 | 521 | 901 | 32 636 |
| | **F2** | 55,068 | 7 050 | 312 | 233 | 574 | 8 169 |
| **7** | **A** | 79,066 | 10 339 | 554 | 300 | 598 | 11 791 |
| | **B** | 48,230 | 5 181 | 188 | 92 | 179 | 5 641 |
| **51** | **A** | 47,700 | 8 737 | 432 | 358 | 954 | 10 480 |
| | **B** | 11,885 | 4 928 | 280 | 224 | 1 259 | 6 692 |
| | **C** | 49,990 | 4 886 | 440 | 155 | 412 | 5 894 |
| | **D** | 20,096 | 6 844 | 363 | 110 | 255 | 7 571 |
| | **E** | 20,666 | 5 116 | 188 | 107 | 179 | 5 590 |
| | **F1** | 16,151 | 1 254 | 56 | 22 | 39 | 1 371 |
| **55** | **E** | 18,519 | 4 174 | 309 | 156 | 415 | 5 054 |
| **56** | **D** | 20,540 | 3 442 | 120 | 61 | 177 | 3 799 |
| | **E** | 23,940 | 1 158 | 200 | 73 | 292 | 1 723 |
| | **F1** | 16,995 | 2 545 | 194 | 85 | 212 | 3 036 |
| **57** | **F1** | 38,270 | 3 386 | 287 | 51 | 169 | 3 893 |
| **58** | **F1** | 33,278 | 9 754 | 470 | 95 | 367 | 10 686 |
| **61** | **B** | 32,028 | 5 649 | 304 | 174 | 618 | 6 745 |
| | **C** | 57,778 | 4 079 | 213 | 76 | 332 | 4 700 |
| | **D** | 38,540 | 8 475 | 290 | 210 | 507 | 9 482 |
| **62** | **A** | 46,010 | 7 503 | 648 | 520 | 1 163 | 9 834 |
| **63** | **A** | 28,866 | 5 347 | 198 | 63 | 193 | 5 800 |
| | **B** | 17,286 | 6 614 | 250 | 134 | 282 | 7 279 |
| | **C** | 44,002 | 2 954 | 120 | 49 | 287 | 3 409 |
| **64** | **B** | 37,549 | 5 507 | 290 | 158 | 589 | 6 544 |
| **65** | **B** | 21,763 | 10 315 | 503 | 209 | 256 | 11 282 |
| | **C** | 57,062 | 4 109 | 292 | 84 | 120 | 4 604 |
| | **D** | 5,650 | 3 567 | 258 | 98 | 121 | 4 044 |
| **66** | **D** | 25,949 | 2 211 | 246 | 133 | 155 | 2 745 |
| | **E** | 28,130 | 7 680 | 537 | 188 | 164 | 8 569 |
| **611** | **D** | 15,410 | 6 598 | 244 | 147 | 201 | 7 190 |
| **5618** | **F1** | 4,197 | 8 925 | 336 | 272 | 23 | 9 556 |
| **5701** | **F1** | 38,235 | 2 682 | 146 | 55 | 157 | 3 040 |
| **5702** | **F1** | 28,970 | 740 | 76 | 20 | 16 | 853 |
| **5707** | **F1** | 11,464 | 1 193 | 60 | 19 | 41 | 1 312 |
| **5711** | **F1** | 25,769 | 2 146 | 275 | 54 | 72 | 2 547 |
| **5801** | **F2** | 29,750 | 3 142 | 154 | 82 | 102 | 3 481 |
| **5804** | **F1** | 6,285 | 1 968 | 80 | 35 | 44 | 2 127 |
| | **F2** | 55,365 | 1 365 | 82 | 31 | 42 | 1 520 |
| **5805** | **F2** | 20,598 | 1 019 | 67 | 27 | 29 | 1 142 |
| **5806** | **F2** | 19,641 | 234 | 11 | 5 | 9 | 259 |
| **5808** | **F2** | 18,684 | 1 142 | 50 | 26 | 44 | 1 262 |

**14.1.9. Year:** **2018**

**Toll tariff system:** **Mixed: D1 vignette, J2, J3 and J4 HUF/km**

**Toll is charged on:** **- D1: only on motorways**

**- J2, J3, J4: extension accepted by the Ministry GKM "D"**

**Toll rate:** **- D1: vignette priced at the current real value**

**- J2, J3, J4: HUF/km toll rate**

# Annual average daily traffic [AADT; veh/day]

| Surrounding road network of M6/M60 | | | | | | | |
|---|---|---|---|---|---|---|---|
| Traffic load calculated as averages using lenght as a weighting factor [AADT; veh/day] | | | | | | | |
| **Section** | **Road** | **Length [km]** | **D1** | **J2** | **J3** | **J4** | **Total** |
| **M7** | **A** | 67,526 | 43 914 | 2 173 | 1 088 | 2 933 | 50 108 |
| | **B** | 47,800 | 23 267 | 1 079 | 668 | 2 498 | 27 512 |
| **M8** | **B** | 62,330 | 10 685 | 821 | 594 | 1 677 | 13 776 |
| **M9** | **D** | 105,385 | 2 845 | 91 | 56 | 166 | 3 157 |
| **6** | **A** | 53,762 | 8 023 | 377 | 183 | 543 | 9 126 |
| | **B** | 10,860 | 2 935 | 275 | 109 | 322 | 3 640 |
| | **C** | 49,194 | 2 248 | 142 | 65 | 198 | 2 653 |
| | **D** | 28,766 | 10 499 | 368 | 145 | 1 024 | 12 035 |
| | **E** | 27,710 | 11 865 | 248 | 173 | 677 | 12 962 |
| | **F1** | 10,640 | 35 441 | 1 639 | 515 | 989 | 38 584 |
| | **F2** | 55,068 | 8 429 | 352 | 230 | 645 | 9 657 |
| **7** | **A** | 81,570 | 11 478 | 547 | 257 | 629 | 12 911 |
| | **B** | 48,230 | 5 727 | 209 | 90 | 163 | 6 189 |
| **51** | **A** | 48,882 | 10 742 | 470 | 338 | 1 075 | 12 625 |
| | **B** | 11,885 | 6 165 | 336 | 232 | 1 454 | 8 186 |
| | **C** | 50,057 | 6 139 | 515 | 160 | 468 | 7 282 |
| | **D** | 20,096 | 7 346 | 417 | 112 | 279 | 8 154 |
| | **E** | 20,666 | 6 051 | 217 | 109 | 204 | 6 581 |
| | **F1** | 16,151 | 1 551 | 65 | 22 | 45 | 1 682 |
| **55** | **E** | 18,519 | 5 936 | 363 | 157 | 496 | 6 952 |
| **56** | **D** | 20,540 | 3 894 | 139 | 63 | 207 | 4 303 |
| | **E** | 23,940 | 1 434 | 233 | 73 | 350 | 2 091 |
| | **F1** | 16,995 | 3 078 | 229 | 95 | 254 | 3 657 |
| **57** | **F1** | 38,270 | 4 273 | 319 | 52 | 194 | 4 839 |
| **58** | **F1** | 33,278 | 11 673 | 554 | 102 | 430 | 12 758 |
| **61** | **B** | 32,028 | 6 185 | 312 | 146 | 403 | 7 047 |
| | **C** | 57,778 | 4 456 | 232 | 68 | 218 | 4 974 |
| | **D** | 38,540 | 6 206 | 457 | 143 | 165 | 6 971 |
| **62** | **A** | 46,010 | 6 126 | 412 | 184 | 993 | 7 714 |
| **63** | **A** | 28,866 | 7 590 | 304 | 141 | 249 | 8 283 |
| | **B** | 17,962 | 7 260 | 343 | 151 | 466 | 8 221 |
| | **C** | 43,894 | 3 987 | 147 | 55 | 320 | 4 508 |
| **64** | **B** | 37,549 | 3 680 | 210 | 101 | 287 | 4 278 |
| **65** | **B** | 21,763 | 11 117 | 529 | 189 | 302 | 12 138 |
| | **C** | 57,062 | 4 539 | 300 | 71 | 127 | 5 037 |
| | **D** | 5,650 | 3 480 | 174 | 65 | 52 | 3 772 |
| **66** | **D** | 25,949 | 1 941 | 235 | 96 | 126 | 2 397 |
| | **E** | 28,130 | 9 239 | 612 | 183 | 183 | 10 217 |
| **611** | **D** | 15,410 | 8 405 | 331 | 160 | 240 | 9 137 |
| **5618** | **F1** | 4,197 | 10 603 | 396 | 278 | 28 | 11 305 |
| **5701** | **F1** | 38,235 | 3 316 | 164 | 57 | 183 | 3 720 |
| **5702** | **F1** | 28,970 | 923 | 89 | 21 | 19 | 1 052 |
| **5707** | **F1** | 11,464 | 1 439 | 70 | 19 | 47 | 1 575 |
| **5711** | **F1** | 25,769 | 2 519 | 319 | 55 | 83 | 2 976 |
| **5801** | **F2** | 29,750 | 3 924 | 180 | 84 | 120 | 4 307 |
| **5804** | **F1** | 6,285 | 2 473 | 95 | 38 | 52 | 2 658 |
| | **F2** | 55,365 | 1 608 | 95 | 31 | 47 | 1 781 |
| **5805** | **F2** | 20,598 | 898 | 69 | 26 | 32 | 1 024 |
| **5806** | **F2** | 19,641 | 300 | 12 | 5 | 10 | 327 |
| **5808** | **F2** | 18,684 | 1 285 | 51 | 26 | 42 | 1 403 |

**14.1.10. Year:** **2025**
**Toll tariff system:** **HUF/km**
**Toll is charged on:** **J1, J2, J3, J4: extension accepted by the Ministry GKM "D"**
**Toll rate:** **HUF/km toll rate**
(Decrease in traffic due to increase in toll rates.)

# Annual average daily traffic [AADT; veh/day]

| Surrounding road network of M6/M60 | | | | | | | |
|---|---|---|---|---|---|---|---|
| Traffic load calculated as averages using lenght as a weighting factor [AADT; veh/day] | | | | | | | |
| **Section** | **Road** | **Length [km]** | **J1** | **J2** | **J3** | **J4** | **Total** |
| **M7** | **A** | 67,526 | 50 354 | 2 658 | 1 215 | 3 424 | 57 652 |
| | **B** | 47,800 | 24 335 | 1 324 | 703 | 2 730 | 29 092 |
| **M8** | **B** | 62,330 | 12 977 | 1 004 | 619 | 1 883 | 16 483 |
| **M9** | **D** | 105,385 | 8 374 | 439 | 188 | 833 | 9 834 |
| **6** | **A** | 53,762 | 16 420 | 413 | 184 | 615 | 17 633 |
| | **B** | 10,860 | 8 066 | 325 | 113 | 368 | 8 873 |
| | **C** | 49,194 | 7 831 | 189 | 71 | 228 | 8 319 |
| | **D** | 28,766 | 13 552 | 435 | 165 | 1 019 | 15 171 |
| | **E** | 27,710 | 15 352 | 288 | 179 | 569 | 16 388 |
| | **F1** | 10,640 | 45 790 | 1 557 | 400 | 766 | 48 513 |
| | **F2** | 55,068 | 11 071 | 298 | 197 | 623 | 12 188 |
| **7** | **A** | 81,570 | 17 724 | 638 | 233 | 712 | 19 306 |
| | **B** | 48,230 | 10 484 | 254 | 96 | 189 | 11 023 |
| **51** | **A** | 48,882 | 15 714 | 542 | 340 | 1 085 | 17 680 |
| | **B** | 11,885 | 9 220 | 419 | 244 | 1 678 | 11 561 |
| | **C** | 50,057 | 8 826 | 625 | 168 | 546 | 10 165 |
| | **D** | 20,096 | 10 245 | 503 | 119 | 318 | 11 185 |
| | **E** | 20,666 | 7 595 | 263 | 114 | 230 | 8 202 |
| | **F1** | 16,151 | 2 063 | 79 | 23 | 51 | 2 216 |
| **55** | **E** | 18,519 | 6 355 | 442 | 162 | 498 | 7 458 |
| **56** | **D** | 20,540 | 5 647 | 157 | 65 | 219 | 6 087 |
| | **E** | 23,940 | 1 886 | 283 | 79 | 396 | 2 645 |
| | **F1** | 16,995 | 3 498 | 229 | 79 | 238 | 4 045 |
| **57** | **F1** | 38,270 | 7 293 | 374 | 52 | 211 | 7 930 |
| **58** | **F1** | 33,278 | 14 774 | 693 | 116 | 491 | 16 074 |
| **61** | **B** | 32,028 | 8 207 | 364 | 149 | 423 | 9 143 |
| | **C** | 57,778 | 6 296 | 300 | 74 | 259 | 6 930 |
| | **D** | 38,540 | 7 941 | 570 | 154 | 192 | 8 856 |
| **62** | **A** | 46,010 | 8 738 | 478 | 183 | 1 121 | 10 520 |
| **63** | **A** | 28,866 | 13 139 | 439 | 152 | 286 | 14 015 |
| | **B** | 17,962 | 12 725 | 446 | 162 | 476 | 13 809 |
| | **C** | 43,894 | 6 644 | 175 | 58 | 373 | 7 249 |
| **64** | **B** | 37,549 | 5 076 | 244 | 102 | 327 | 5 749 |
| **65** | **B** | 21,763 | 14 173 | 649 | 206 | 352 | 15 380 |
| | **C** | 57,062 | 5 746 | 365 | 76 | 148 | 6 335 |
| | **D** | 5,650 | 4 462 | 208 | 70 | 64 | 4 804 |
| **66** | **D** | 25,949 | 2 187 | 285 | 102 | 147 | 2 721 |
| | **E** | 28,130 | 11 754 | 751 | 196 | 219 | 12 921 |
| **611** | **D** | 15,410 | 11 358 | 414 | 172 | 273 | 12 217 |
| **5618** | **F1** | 4,197 | 12 576 | 815 | 404 | 48 | 13 843 |
| **5701** | **F1** | 38,235 | 4 516 | 158 | 48 | 145 | 4 868 |
| **5702** | **F1** | 28,970 | 825 | 61 | 16 | 14 | 916 |
| **5707** | **F1** | 11,464 | 2 024 | 88 | 22 | 56 | 2 190 |
| **5711** | **F1** | 25,769 | 3 208 | 374 | 58 | 96 | 3 736 |
| **5801** | **F2** | 29,750 | 5 228 | 213 | 83 | 115 | 5 639 |
| **5804** | **F1** | 6,285 | 3 267 | 128 | 44 | 53 | 3 493 |
| | **F2** | 55,365 | 2 170 | 114 | 32 | 48 | 2 365 |
| **5805** | **F2** | 20,598 | 1 240 | 74 | 25 | 12 | 1 351 |
| **5806** | **F2** | 19,641 | 408 | 14 | 5 | 17 | 445 |
| **5808** | **F2** | 18,684 | 1 671 | 63 | 28 | 43 | 1 806 |

**14.1.11. Year:** **2030**
**Toll tariff system:** **HUF/km**
**Toll is charged on:** **J1, J2, J3, J4: extension accepted by the Ministry GKM "D"**
**Toll rate:** **HUF/km toll rate**

# Annual average daily traffic [AADT; veh/day]

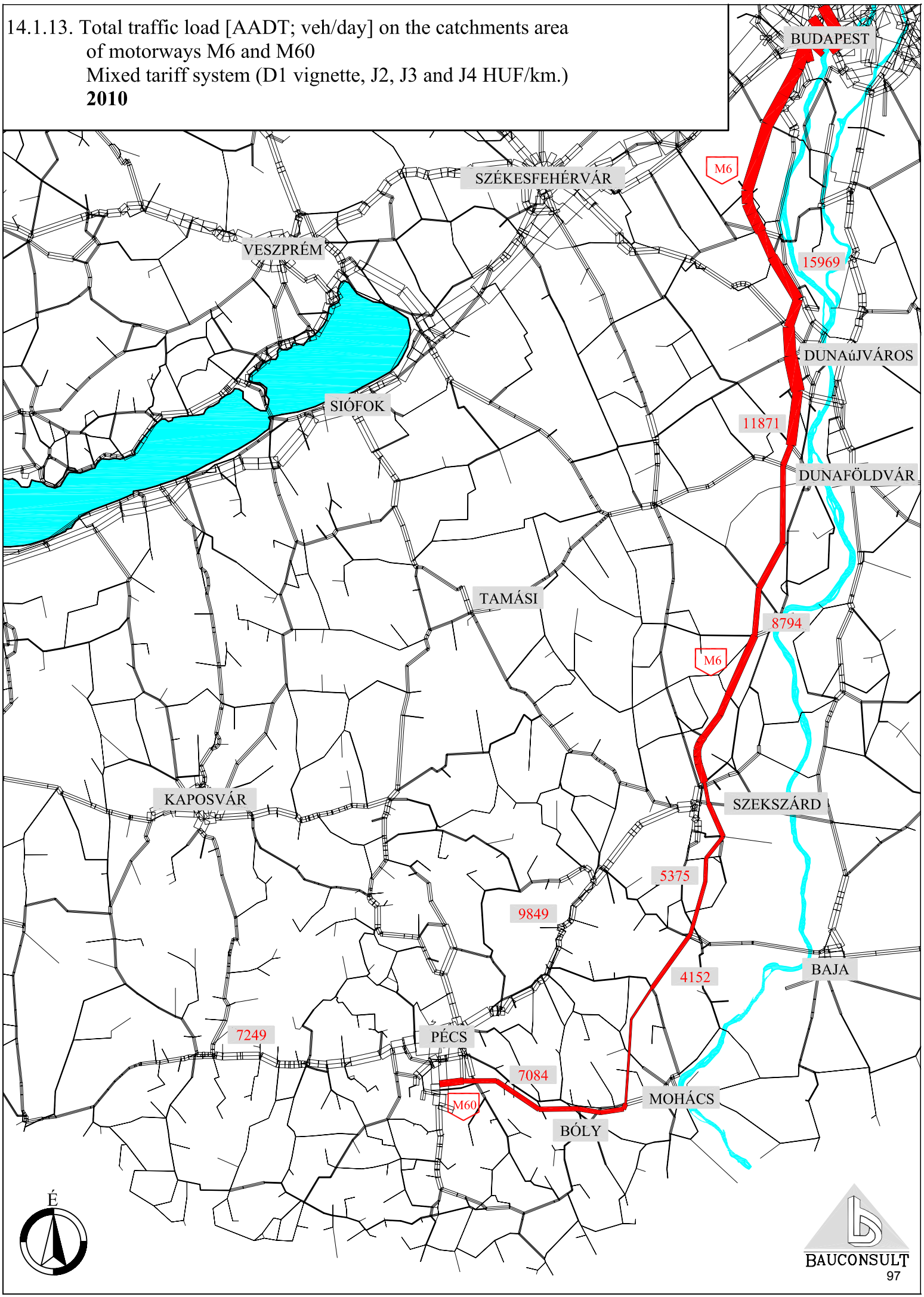
| Surrounding road network of M6/M60 | | | | | | | |
|---|---|---|---|---|---|---|---|
| Traffic load calculated as averages using lenght as a weighting factor [AADT; veh/day] | | | | | | | |
| **Section** | **Road** | **Length [km]** | **J1** | **J2** | **J3** | **J4** | **Total** |
| **M7** | **A** | 67,526 | 59 678 | 3 010 | 1 238 | 3 736 | 67 661 |
| | **B** | 47,800 | 28 602 | 1 497 | 720 | 2 940 | 33 759 |
| **M8** | **B** | 62,330 | 15 498 | 1 129 | 630 | 2 052 | 19 309 |
| **M9** | **D** | 105,385 | 9 729 | 499 | 197 | 907 | 11 332 |
| **6** | **A** | 53,762 | 19 438 | 451 | 185 | 656 | 20 730 |
| | **B** | 10,860 | 9 452 | 362 | 114 | 397 | 10 324 |
| | **C** | 49,194 | 8 223 | 216 | 73 | 250 | 8 762 |
| | **D** | 28,766 | 15 475 | 503 | 173 | 1 109 | 17 260 |
| | **E** | 27,710 | 17 316 | 409 | 184 | 621 | 18 530 |
| | **F1** | 10,640 | 49 072 | 1 754 | 411 | 722 | 51 960 |
| | **F2** | 55,068 | 8 299 | 111 | 94 | 240 | 8 744 |
| **7** | **A** | 81,570 | 20 349 | 698 | 234 | 769 | 22 050 |
| | **B** | 48,230 | 11 913 | 284 | 99 | 207 | 12 502 |
| **51** | **A** | 48,882 | 17 789 | 587 | 337 | 1 167 | 19 880 |
| | **B** | 11,885 | 10 650 | 464 | 251 | 1 838 | 13 202 |
| | **C** | 50,057 | 10 118 | 697 | 173 | 599 | 11 589 |
| | **D** | 20,096 | 11 686 | 565 | 122 | 349 | 12 722 |
| | **E** | 20,666 | 8 674 | 293 | 117 | 252 | 9 336 |
| | **F1** | 16,151 | 2 457 | 89 | 23 | 56 | 2 625 |
| **55** | **E** | 18,519 | 7 230 | 508 | 167 | 551 | 8 457 |
| **56** | **D** | 20,540 | 6 413 | 179 | 66 | 235 | 6 893 |
| | **E** | 23,940 | 2 231 | 320 | 81 | 428 | 3 061 |
| | **F1** | 16,995 | 4 171 | 264 | 86 | 270 | 4 791 |
| **57** | **F1** | 38,270 | 8 387 | 422 | 54 | 234 | 9 098 |
| **58** | **F1** | 33,278 | 17 337 | 805 | 125 | 562 | 18 828 |
| **61** | **B** | 32,028 | 9 886 | 407 | 168 | 454 | 10 916 |
| | **C** | 57,778 | 7 332 | 337 | 76 | 283 | 8 028 |
| | **D** | 38,540 | 9 213 | 645 | 159 | 212 | 10 230 |
| **62** | **A** | 46,010 | 10 211 | 534 | 186 | 1 207 | 12 138 |
| **63** | **A** | 28,866 | 15 329 | 497 | 156 | 307 | 16 288 |
| | **B** | 17,962 | 14 786 | 509 | 155 | 513 | 15 963 |
| | **C** | 43,894 | 7 764 | 199 | 60 | 423 | 8 445 |
| **64** | **B** | 37,549 | 6 126 | 266 | 103 | 351 | 6 846 |
| **65** | **B** | 21,763 | 16 641 | 752 | 211 | 387 | 17 991 |
| | **C** | 57,062 | 6 781 | 408 | 77 | 163 | 7 429 |
| | **D** | 5,650 | 5 070 | 229 | 72 | 64 | 5 436 |
| **66** | **D** | 25,949 | 2 491 | 319 | 104 | 158 | 3 072 |
| | **E** | 28,130 | 13 679 | 851 | 202 | 238 | 14 970 |
| **611** | **D** | 15,410 | 13 278 | 463 | 177 | 279 | 14 197 |
| **5618** | **F1** | 4,197 | 17 556 | 928 | 417 | 56 | 18 956 |
| **5701** | **F1** | 38,235 | 5 343 | 182 | 51 | 146 | 5 722 |
| **5702** | **F1** | 28,970 | 985 | 69 | 18 | 16 | 1 088 |
| **5707** | **F1** | 11,464 | 2 382 | 99 | 23 | 63 | 2 567 |
| **5711** | **F1** | 25,769 | 3 675 | 410 | 58 | 101 | 4 245 |
| **5801** | **F2** | 29,750 | 6 284 | 241 | 86 | 133 | 6 744 |
| **5804** | **F1** | 6,285 | 3 860 | 138 | 44 | 40 | 4 082 |
| | **F2** | 55,365 | 2 573 | 127 | 32 | 126 | 2 857 |
| **5805** | **F2** | 20,598 | 1 385 | 78 | 22 | 62 | 1 548 |
| **5806** | **F2** | 19,641 | 512 | 16 | 5 | 40 | 574 |
| **5808** | **F2** | 18,684 | 1 994 | 64 | 30 | 124 | 2 213 |

**14.1.12. Year:** **2038**
**Toll tariff system:** **HUF/km**
**Toll is charged on:** **J1, J2, J3, J4: extension accepted by the Ministry GKM "D"**
**Toll rate:** **HUF/km toll rate**

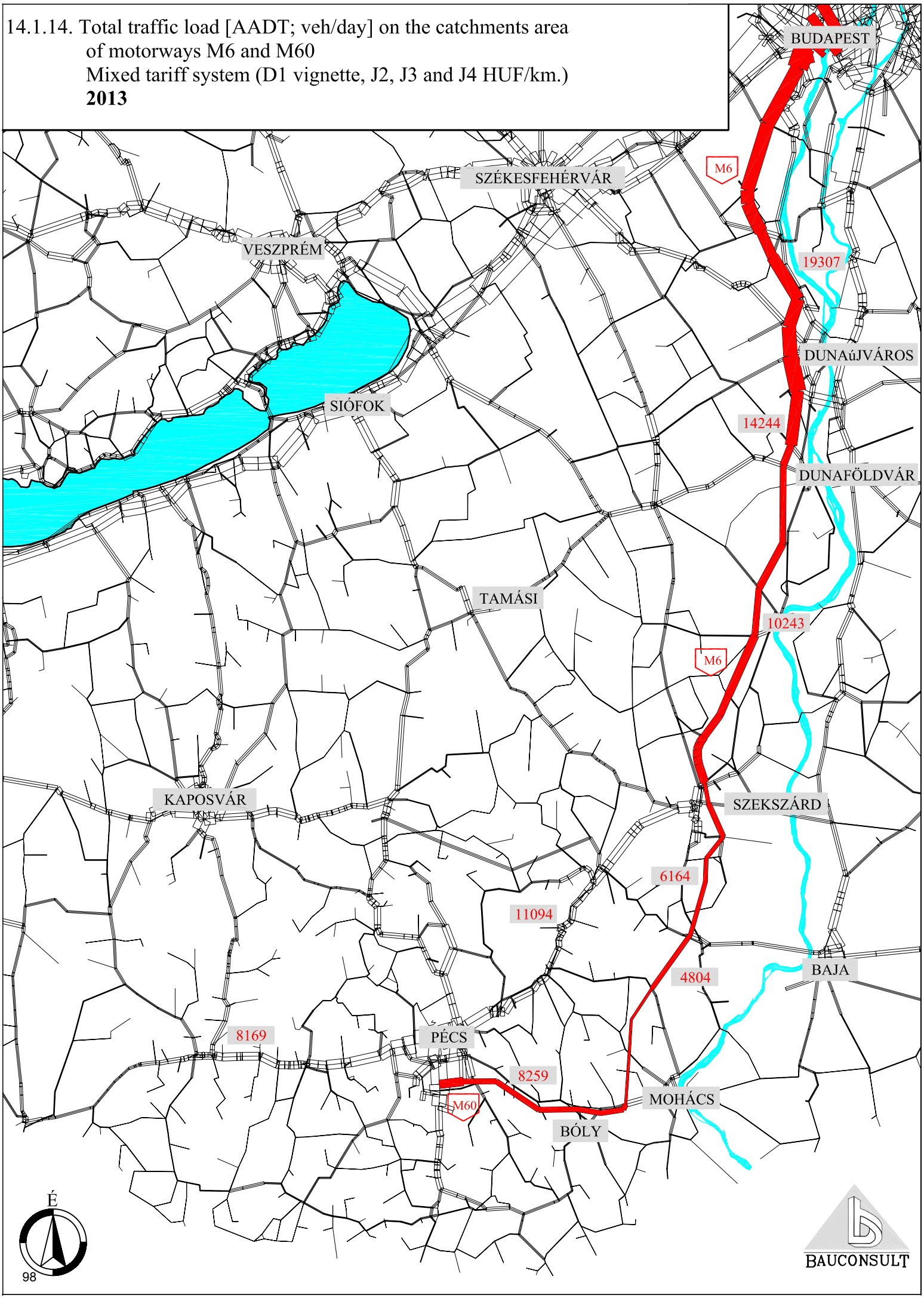
# Annual average daily traffic [AADT; veh/day]

| Surrounding road network of M6/M60 | | | | | | | |
|---|---|---|---|---|---|---|---|
| Traffic load calculated as averages using lenght as a weighting factor [AADT; veh/day] | | | | | | | |
| **Section** | **Road** | **Length [km]** | **J1** | **J2** | **J3** | **J4** | **Total** |
| **M7** | **A** | 67,526 | 77 245 | 3 736 | 1 336 | 4 388 | 86 705 |
| | **B** | 47,800 | 37 716 | 1 832 | 771 | 3 324 | 43 644 |
| **M8** | **B** | 62,330 | 20 049 | 1 375 | 674 | 2 360 | 24 459 |
| **M9** | **D** | 105,385 | 12 467 | 619 | 212 | 1 039 | 14 336 |
| **6** | **A** | 53,762 | 25 013 | 516 | 192 | 681 | 26 402 |
| | **B** | 10,860 | 12 498 | 445 | 124 | 449 | 13 516 |
| | **C** | 49,194 | 9 146 | 289 | 81 | 286 | 9 802 |
| | **D** | 28,766 | 19 262 | 710 | 178 | 1 262 | 21 411 |
| | **E** | 27,710 | 21 475 | 503 | 310 | 695 | 22 983 |
| | **F1** | 10,640 | 54 860 | 2 112 | 423 | 794 | 58 189 |
| | **F2** | 55,068 | 8 366 | 112 | 101 | 274 | 8 853 |
| **7** | **A** | 81,570 | 25 905 | 840 | 247 | 717 | 27 709 |
| | **B** | 48,230 | 13 945 | 347 | 105 | 236 | 14 632 |
| **51** | **A** | 48,882 | 21 696 | 766 | 385 | 1 318 | 24 165 |
| | **B** | 11,885 | 12 988 | 567 | 266 | 2 117 | 15 939 |
| | **C** | 50,057 | 12 395 | 846 | 183 | 686 | 14 110 |
| | **D** | 20,096 | 14 686 | 698 | 131 | 397 | 15 913 |
| | **E** | 20,666 | 10 825 | 358 | 100 | 289 | 11 572 |
| | **F1** | 16,151 | 3 186 | 109 | 25 | 63 | 3 383 |
| **55** | **E** | 18,519 | 8 969 | 623 | 180 | 635 | 10 407 |
| **56** | **D** | 20,540 | 7 929 | 250 | 71 | 270 | 8 519 |
| | **E** | 23,940 | 2 846 | 392 | 86 | 471 | 3 795 |
| | **F1** | 16,995 | 5 387 | 326 | 97 | 316 | 6 126 |
| **57** | **F1** | 38,270 | 8 519 | 516 | 58 | 276 | 9 369 |
| **58** | **F1** | 33,278 | 23 095 | 994 | 144 | 663 | 24 897 |
| **61** | **B** | 32,028 | 13 456 | 515 | 178 | 509 | 14 658 |
| | **C** | 57,778 | 9 339 | 420 | 81 | 327 | 10 168 |
| | **D** | 38,540 | 11 561 | 793 | 170 | 247 | 12 771 |
| **62** | **A** | 46,010 | 12 737 | 643 | 214 | 1 392 | 14 987 |
| **63** | **A** | 28,866 | 18 622 | 608 | 165 | 347 | 19 742 |
| | **B** | 17,962 | 17 914 | 635 | 163 | 581 | 19 292 |
| | **C** | 43,894 | 9 939 | 243 | 65 | 482 | 10 728 |
| **64** | **B** | 37,549 | 7 956 | 321 | 108 | 390 | 8 775 |
| **65** | **B** | 21,763 | 21 096 | 910 | 225 | 443 | 22 674 |
| | **C** | 57,062 | 8 541 | 489 | 82 | 186 | 9 298 |
| | **D** | 5,650 | 6 362 | 276 | 77 | 73 | 6 789 |
| **66** | **D** | 25,949 | 2 952 | 361 | 98 | 179 | 3 589 |
| | **E** | 28,130 | 17 113 | 1 035 | 211 | 272 | 18 632 |
| **611** | **D** | 15,410 | 16 879 | 568 | 181 | 321 | 17 950 |
| **5618** | **F1** | 4,197 | 25 963 | 1 185 | 450 | 65 | 27 663 |
| **5701** | **F1** | 38,235 | 6 840 | 218 | 56 | 167 | 7 281 |
| **5702** | **F1** | 28,970 | 1 272 | 85 | 20 | 18 | 1 395 |
| **5707** | **F1** | 11,464 | 2 865 | 117 | 24 | 72 | 3 078 |
| **5711** | **F1** | 25,769 | 4 535 | 497 | 61 | 115 | 5 208 |
| **5801** | **F2** | 29,750 | 8 135 | 297 | 92 | 147 | 8 671 |
| **5804** | **F1** | 6,285 | 5 030 | 163 | 47 | 45 | 5 285 |
| | **F2** | 55,365 | 3 324 | 145 | 32 | 138 | 3 638 |
| **5805** | **F2** | 20,598 | 1 647 | 85 | 20 | 71 | 1 823 |
| **5806** | **F2** | 19,641 | 670 | 19 | 6 | 46 | 741 |
| **5808** | **F2** | 18,684 | 2 627 | 92 | 36 | 135 | 2 890 |

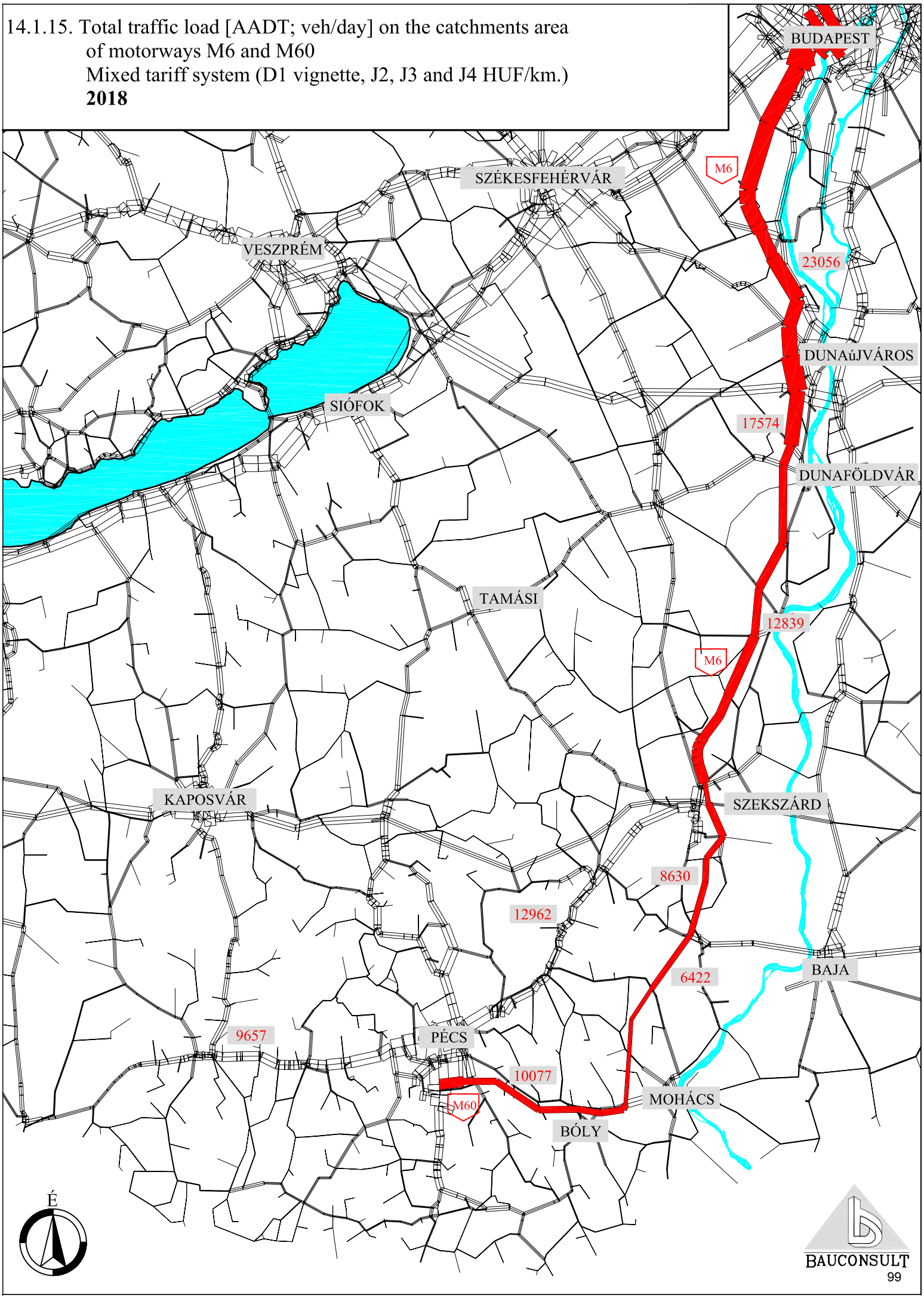
14.1.13. Total traffic load [AADT; veh/day] on the catchments area of motorways M6 and M60
Mixed tariff system (D1 vignette, J2, J3 and J4 HUF/km.)
**2010**



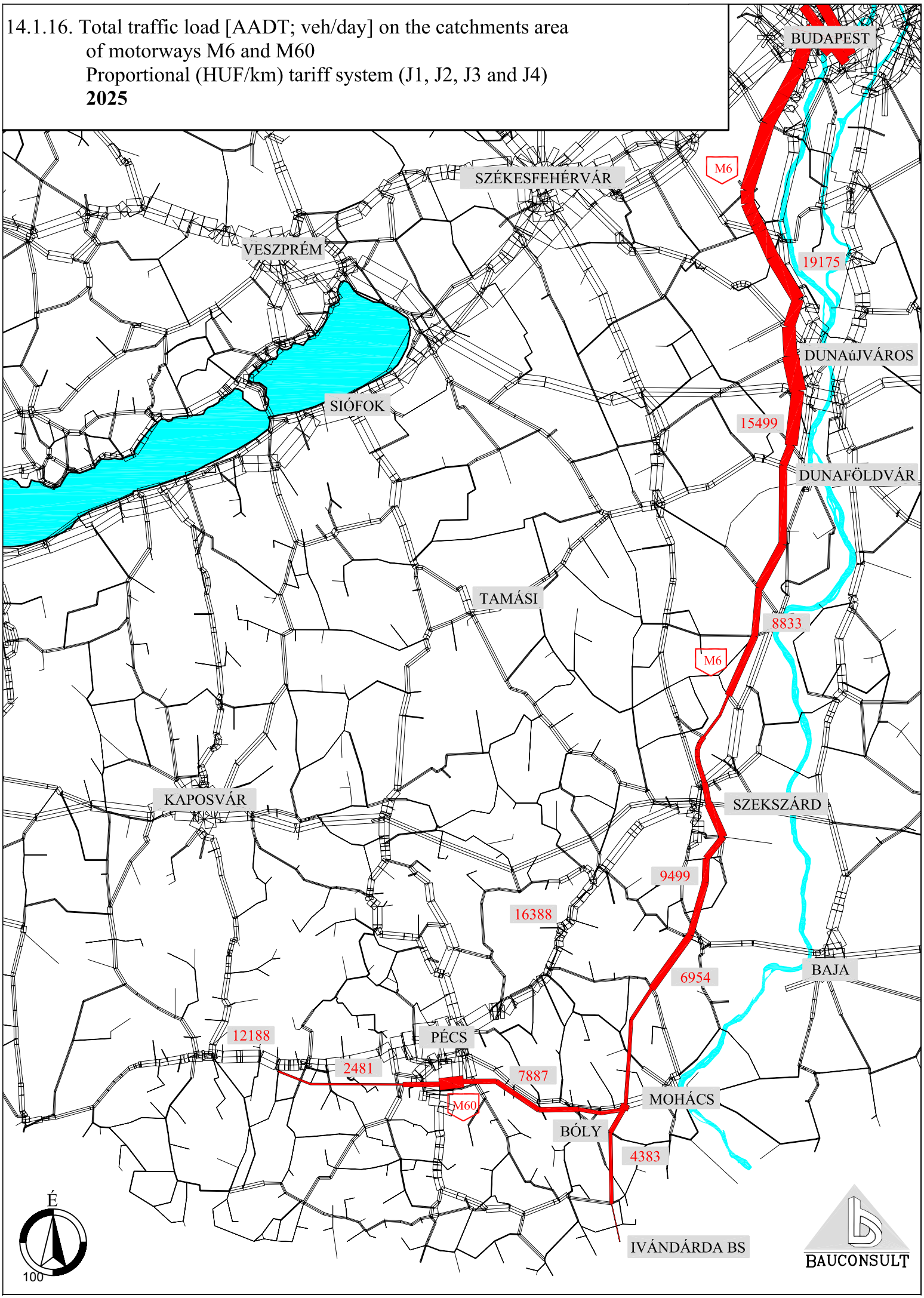
14.1.14. Total traffic load [AADT; veh/day] on the catchments area of motorways M6 and M60
Mixed tariff system (D1 vignette, J2, J3 and J4 HUF/km.)
**2013**



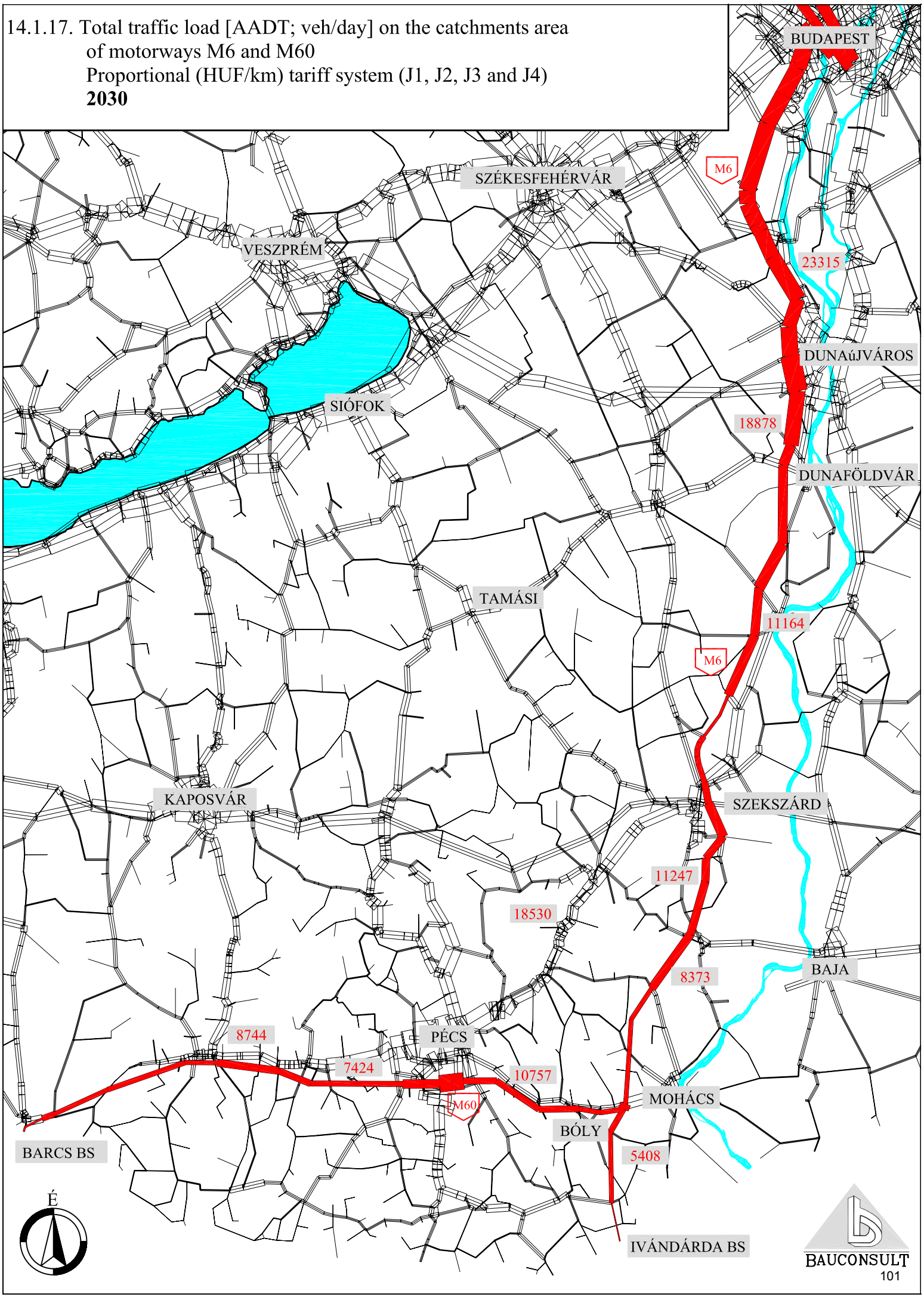
14.1.15. Total traffic load [AADT; veh/day] on the catchments area of motorways M6 and M60
Mixed tariff system (D1 vignette, J2, J3 and J4 HUF/km.)
**2018**



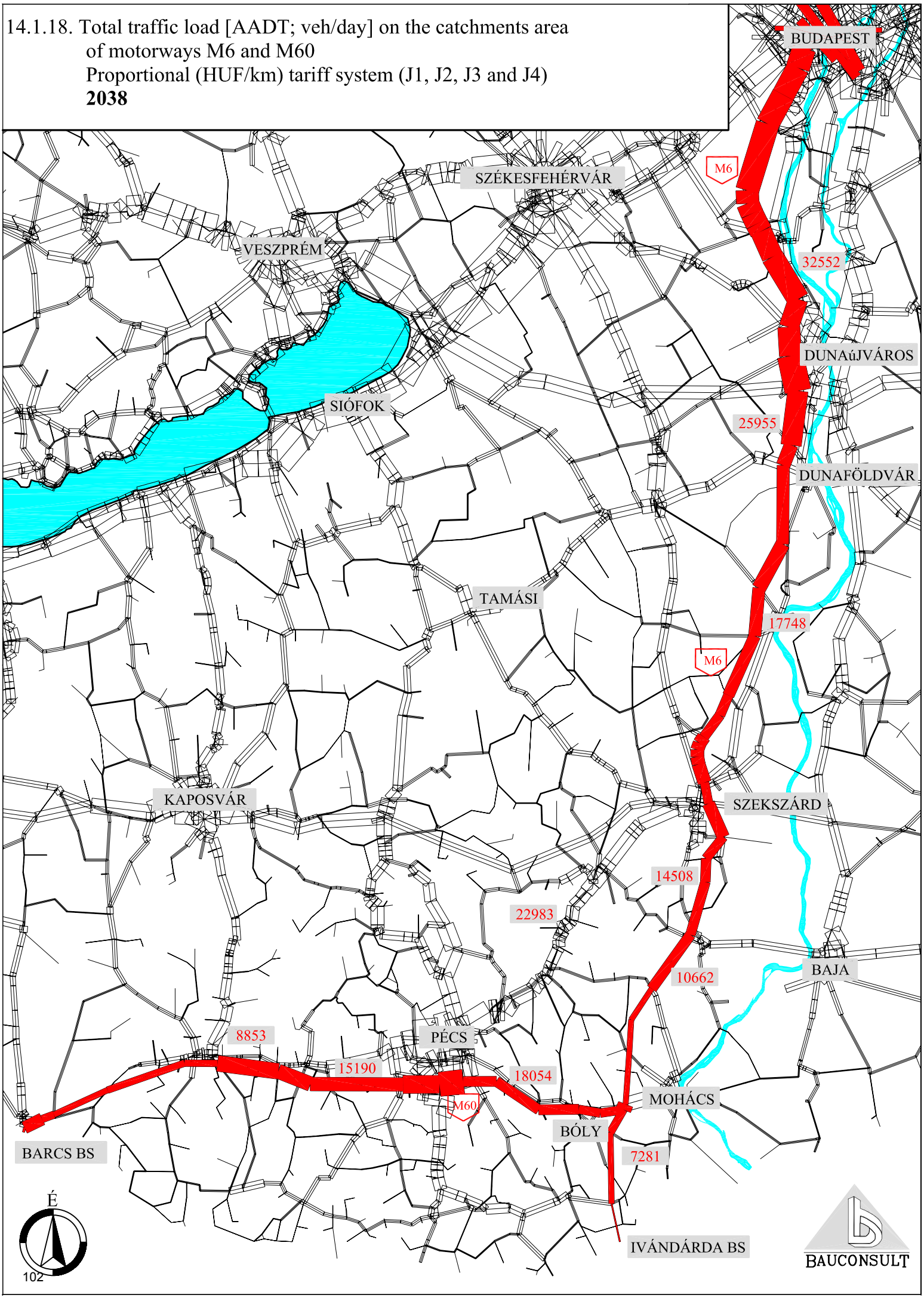
14.1.16. Total traffic load [AADT; veh/day] on the catchments area
of motorways M6 and M60
Proportional (HUF/km) tariff system (J1, J2, J3 and J4)
**2025**



14.1.17. Total traffic load [AADT; veh/day] on the catchments area
of motorways M6 and M60
Proportional (HUF/km) tariff system (J1, J2, J3 and J4)
**2030**



14.1.18. Total traffic load [AADT; veh/day] on the catchments area
of motorways M6 and M60
Proportional (HUF/km) tariff system (J1, J2, J3 and J4)
**2038**



### *14.2 Forecasted traffic loads for "without" cases, toll usage*

Summarized results of traffic forecasts of the motorway corridor M6/M60 for the "without" cases are shown in the following 6 tables per vehicle categories in units of AADT [vehicles/day]. (tables 14.2.1 – 14.2.6)

Average traffic loads of the surrounding road network are shown is tables 14.2.7 – 14.2.12

Cartograms of all the traffic loads are shown on figures 14.2.13 – 14.2.18.

**14.2.1. Year:** **2010 Without case (phase II. and III. are missing)**

**Toll tariff system:** **Mixed: D1 vignette, J2, J3 and J4 HUF/km**

**Toll is charged on:** **- D1: only on motorways**

**- J2, J3, J4: extension accepted by the Ministry GKM "D"**

**Toll rate:** **- D1: vignette priced at the current real value**

**- J2, J3, J4: HUF/km toll rate**

# Annual average daily traffic [AADT; veh/day]

| Clearway | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Average traffic load weighted by length [AADT; veh/day and %] | | | | | | | | | | | | |
| Section | Road | Length [km] | D1 | | J2 | | J3 | | J4 | | Total | |
| | | | veh/day | % | veh/day | % | veh/day | % | veh/day | % | veh/day | % |
| **A** | **M6** | **52,063** | 12 295 | 64,91% | 595 | 64,86% | 321 | 63,42% | 1 462 | 76,08% | 14 672 | 65,83% |

| Parallel road | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Average traffic load weighted by length [AADT; veh/day and %] | | | | | | | | | | | | |
| Section | Road | Length [km] | D1 | | J2 | | J3 | | J4 | | Total | |
| | | | veh/day | % | veh/day | % | veh/day | % | veh/day | % | veh/day | % |
| **A** | **6** | **53,762** | 6 647 | 100,00% | 322 | 100,00% | 185 | 100,00% | 459 | 100,00% | 7 614 | 100,00% |
| **B** | **6** | **10,860** | 10 195 | 100,00% | 644 | 100,00% | 369 | 100,00% | 1 304 | 100,00% | 12 511 | 100,00% |
| **C** | **6** | **49,194** | 7 132 | 100,00% | 454 | 100,00% | 284 | 100,00% | 858 | 100,00% | 8 729 | 100,00% |
| **D** | **56** | **20,540** | 6 821 | 100,00% | 285 | 100,00% | 143 | 100,00% | 505 | 100,00% | 7 753 | 100,00% |
| **E** | **56** | **23,940** | 4 171 | 100,00% | 388 | 100,00% | 257 | 100,00% | 832 | 100,00% | 5 648 | 100,00% |
| **F1** | **56** | **4,778** | 5 114 | 100,00% | 416 | 100,00% | 203 | 100,00% | 725 | 100,00% | 6 458 | 100,00% |
| **F1** | **57** | **30,701** | 6 930 | 100,00% | 469 | 100,00% | 151 | 100,00% | 508 | 100,00% | 8 058 | 100,00% |

| Corridor total (100%) | | | | | | |
|---|---|---|---|---|---|---|
| Average traffic load weighted by length [AADT; veh/day] | | | | | | |
| Section | Road | D1 | J2 | J3 | J4 | Total |
| **A** | **M6** | 18 942 | 917 | 506 | 1 921 | 22 286 |
| **B** | | 10 195 | 644 | 369 | 1 304 | 12 511 |
| **C** | | 7 132 | 454 | 284 | 858 | 8 729 |
| **D** | | 6 821 | 285 | 143 | 505 | 7 753 |
| **E** | | 4 171 | 388 | 257 | 832 | 5 648 |
| **F1** | | 5 114 | 416 | 203 | 725 | 6 458 |
| **F1** | **M60** | 6 930 | 469 | 151 | 508 | 8 058 |

**14.2.2. Year:** **2013 Without case (phase II. and III. are missing)**

**Toll tariff system:** **Mixed: D1 vignette, J2, J3 and J4 HUF/km**

**Toll is charged on:** **- D1: only on motorways**

**- J2, J3, J4: extension accepted by the Ministry GKM "D"**

**Toll rate:** **- D1: vignette priced at the current real value**

**- J2, J3, J4: HUF/km toll rate**

# Annual average daily traffic [AADT; veh/day]

| Clearway | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Average traffic load weighted by length [AADT; veh/day and %] | | | | | | | | | | | | |
| Section | Road | Length [km] | D1 | | J2 | | J3 | | J4 | | Total | |
| | | | veh/day | % | veh/day | % | veh/day | % | veh/day | % | veh/day | % |
| **A** | **M6** | **52,063** | 14 808 | 67,53% | 680 | 65,84% | 328 | 63,94% | 1 474 | 74,13% | 17 290 | 67,90% |

| Parallel road | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Average traffic load weighted by length [AADT; veh/day and %] | | | | | | | | | | | | |
| Section | Road | Length [km] | D1 | | J2 | | J3 | | J4 | | Total | |
| | | | veh/day | % | veh/day | % | veh/day | % | veh/day | % | veh/day | % |
| **A** | **6** | **53,762** | 7 121 | 32,47% | 353 | 34,16% | 185 | 36,06% | 514 | 25,87% | 8 173 | 32,10% |
| **B** | **6** | **10,860** | 11 967 | 100,00% | 746 | 100,00% | 378 | 100,00% | 1 551 | 100,00% | 14 642 | 100,00% |
| **C** | **6** | **49,194** | 8 013 | 100,00% | 505 | 100,00% | 295 | 100,00% | 976 | 100,00% | 9 789 | 100,00% |
| **D** | **56** | **20,540** | 7 738 | 100,00% | 316 | 100,00% | 145 | 100,00% | 577 | 100,00% | 8 776 | 100,00% |
| **E** | **56** | **23,940** | 4 754 | 100,00% | 431 | 100,00% | 261 | 100,00% | 942 | 100,00% | 6 388 | 100,00% |
| **F1** | **56** | **4,778** | 5 843 | 100,00% | 461 | 100,00% | 205 | 100,00% | 815 | 100,00% | 7 323 | 100,00% |
| **F1** | **57** | **30,701** | 7 812 | 100,00% | 521 | 100,00% | 153 | 100,00% | 568 | 100,00% | 9 055 | 100,00% |

| Corridor total (100%) | | | | | | |
|---|---|---|---|---|---|---|
| Average traffic load weighted by length [AADT; veh/day] | | | | | | |
| Section | Road | D1 | J2 | J3 | J4 | Total |
| **A** | **M6** | 21 929 | 1 032 | 513 | 1 988 | 25 463 |
| **B** | | 11 967 | 746 | 378 | 1 551 | 14 642 |
| **C** | | 8 013 | 505 | 295 | 976 | 9 789 |
| **D** | | 7 738 | 316 | 145 | 577 | 8 776 |
| **E** | | 4 754 | 431 | 261 | 942 | 6 388 |
| **F1** | | 5 843 | 461 | 205 | 815 | 7 323 |
| **F1** | **M60** | 7 812 | 521 | 153 | 568 | 9 055 |

**14.2.3. Year:** **2018 Without case (phase II. and III. are missing)**

**Toll tariff system:** **Mixed: D1 vignette, J2, J3 and J4 HUF/km**

**Toll is charged on:** **- D1: only on motorways**

**- J2, J3, J4: extension accepted by the Ministry GKM "D"**

**Toll rate:** **- D1: vignette priced at the current real value**

**- J2, J3, J4: HUF/km toll rate**

# Annual average daily traffic [AADT; veh/day]

| Clearway | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Average traffic load weighted by length [AADT; veh/day and %] | | | | | | | | | | | | |
| Section | Road | Length [km] | D1 | | J2 | | J3 | | J4 | | Total | |
| | | | veh/day | % | veh/day | % | veh/day | % | veh/day | % | veh/day | % |
| **A** | **M6** | **52,063** | 18 270 | 67,71% | 707 | 63,89% | 335 | 63,95% | 1 795 | 76,16% | 21 108 | 68,16% |

| Parallel road | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Average traffic load weighted by length [AADT; veh/day and %] | | | | | | | | | | | | |
| Section | Road | Length [km] | D1 | | J2 | | J3 | | J4 | | Total | |
| | | | veh/day | % | veh/day | % | veh/day | % | veh/day | % | veh/day | % |
| **A** | **6** | **53,762** | 8 711 | 32,29% | 400 | 36,11% | 189 | 36,05% | 562 | 23,84% | 9 861 | 31,84% |
| **B** | **6** | **10,860** | 13 397 | 100,00% | 829 | 100,00% | 383 | 100,00% | 1 976 | 100,00% | 16 585 | 100,00% |
| **C** | **6** | **49,194** | 9 530 | 100,00% | 610 | 100,00% | 301 | 100,00% | 1 285 | 100,00% | 11 726 | 100,00% |
| **D** | **56** | **20,540** | 9 153 | 100,00% | 368 | 100,00% | 148 | 100,00% | 692 | 100,00% | 10 360 | 100,00% |
| **E** | **56** | **23,940** | 5 517 | 100,00% | 503 | 100,00% | 268 | 100,00% | 1 110 | 100,00% | 7 398 | 100,00% |
| **F1** | **56** | **4,778** | 7 047 | 100,00% | 537 | 100,00% | 210 | 100,00% | 953 | 100,00% | 8 746 | 100,00% |
| **F1** | **57** | **30,701** | 9 357 | 100,00% | 610 | 100,00% | 156 | 100,00% | 664 | 100,00% | 10 787 | 100,00% |

| Corridor total (100%) | | | | | | |
|---|---|---|---|---|---|---|
| Average traffic load weighted by length [AADT; veh/day] | | | | | | |
| Section | Road | D1 | J2 | J3 | J4 | Total |
| **A** | **M6** | 26 981 | 1 107 | 524 | 2 357 | 30 969 |
| **B** | | 13 397 | 829 | 383 | 1 976 | 16 585 |
| **C** | | 9 530 | 610 | 301 | 1 285 | 11 726 |
| **D** | | 9 153 | 368 | 148 | 692 | 10 360 |
| **E** | | 5 517 | 503 | 268 | 1 110 | 7 398 |
| **F1** | | 7 047 | 537 | 210 | 953 | 8 746 |
| **F1** | **M60** | 9 357 | 610 | 156 | 664 | 10 787 |

**14.2.4. Year:** **2025 Without case (phase II. and III. are missing)**
**Toll tariff system:** **HUF/km**
**Toll is charged on:** **J1, J2, J3, J4: extension accepted by the Ministry GKM "D"**
**Toll rate:** **HUF/km toll rate**
(Decrease in traffic due to increase in toll rates.)

# Annual average daily traffic [AADT; veh/day]

| Clearway | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Average traffic load weighted by length [AADT; veh/day and %] | | | | | | | | | | | | |
| Section | Road | Length [km] | J1 | | J2 | | J3 | | J4 | | Total | |
| | | | veh/day | % | veh/day | % | veh/day | % | veh/day | % | veh/day | % |
| A | M6 | 52,063 | 14 517 | 46,42% | 912 | 66,30% | 359 | 64,78% | 2 061 | 76,38% | 17 850 | 49,71% |

| Parallel road | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Average traffic load weighted by length [AADT; veh/day and %] | | | | | | | | | | | | |
| Section | Road | Length [km] | J1 | | J2 | | J3 | | J4 | | Total | |
| | | | veh/day | % | veh/day | % | veh/day | % | veh/day | % | veh/day | % |
| A | 6 | 53,762 | 16 760 | 53,58% | 464 | 33,70% | 195 | 35,22% | 637 | 23,62% | 18 056 | 50,29% |
| B | 6 | 10,860 | 16 879 | 100,00% | 995 | 100,00% | 403 | 100,00% | 2 293 | 100,00% | 20 569 | 100,00% |
| C | 6 | 49,194 | 11 761 | 100,00% | 750 | 100,00% | 318 | 100,00% | 1 508 | 100,00% | 14 337 | 100,00% |
| D | 56 | 20,540 | 11 899 | 100,00% | 485 | 100,00% | 169 | 100,00% | 804 | 100,00% | 13 357 | 100,00% |
| E | 56 | 23,940 | 7 372 | 100,00% | 623 | 100,00% | 296 | 100,00% | 1 270 | 100,00% | 9 561 | 100,00% |
| F1 | 56 | 16,995 | 4 837 | 100,00% | 312 | 100,00% | 134 | 100,00% | 533 | 100,00% | 5 816 | 100,00% |
| F1 | 57 | 30,701 | 11 778 | 100,00% | 741 | 100,00% | 167 | 100,00% | 734 | 100,00% | 13 419 | 100,00% |
| F2 | 6 | 18,010 | 16 196 | 100,00% | 629 | 100,00% | 375 | 100,00% | 1 057 | 100,00% | 18 257 | 100,00% |

| Corridor total (100%) | | | | | | |
|---|---|---|---|---|---|---|
| Average traffic load weighted by length [AADT; veh/day] | | | | | | |
| Section | Road | J1 | J2 | J3 | J4 | Total |
| A | M6 | 31 277 | 1 376 | 554 | 2 698 | 35 905 |
| B | | 16 879 | 995 | 403 | 2 293 | 20 569 |
| C | | 11 761 | 750 | 318 | 1 508 | 14 337 |
| D | | 11 899 | 485 | 169 | 804 | 13 357 |
| E | | 7 372 | 623 | 296 | 1 270 | 9 561 |
| F1 | | 4 837 | 312 | 134 | 533 | 5 816 |
| F1 | M60 | 11 778 | 741 | 167 | 734 | 13 419 |
| F2 | | 16 196 | 629 | 375 | 1 057 | 18 257 |

**14.2.5. Year:** **2030 Without case (phase II. and III. are missing)**
**Toll tariff system:** **HUF/km**
**Toll is charged on:** **J1, J2, J3, J4: extension accepted by the Ministry GKM "D"**
**Toll rate:** **HUF/km toll rate**

# Annual average daily traffic [AADT; veh/day]

| Clearway | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Average traffic load weighted by length [AADT; veh/day and %] | | | | | | | | | | | | |
| Section | Road | Length [km] | J1 | | J2 | | J3 | | J4 | | Total | |
| | | | veh/day | % | veh/day | % | veh/day | % | veh/day | % | veh/day | % |
| **A** | **M6** | **52,063** | 17 922 | 47,47% | 1 058 | 66,67% | 376 | 63,90% | 2 278 | 77,01% | 21 634 | 50,45% |

| Parallel road | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Average traffic load weighted by length [AADT; veh/day and %] | | | | | | | | | | | | |
| Section | Road | Length [km] | J1 | | J2 | | J3 | | J4 | | Total | |
| | | | veh/day | % | veh/day | % | veh/day | % | veh/day | % | veh/day | % |
| **A** | **6** | **53,762** | 19 831 | 52,53% | 529 | 33,33% | 213 | 36,10% | 680 | 22,99% | 21 252 | 49,55% |
| **B** | **6** | **10,860** | 20 743 | 100,00% | 1 112 | 100,00% | 410 | 100,00% | 2 476 | 100,00% | 24 742 | 100,00% |
| **C** | **6** | **49,194** | 13 654 | 100,00% | 829 | 100,00% | 325 | 100,00% | 1 636 | 100,00% | 16 443 | 100,00% |
| **D** | **56** | **20,540** | 13 513 | 100,00% | 553 | 100,00% | 177 | 100,00% | 884 | 100,00% | 15 126 | 100,00% |
| **E** | **56** | **23,940** | 7 809 | 100,00% | 715 | 100,00% | 311 | 100,00% | 1 395 | 100,00% | 10 230 | 100,00% |
| **F1** | **56** | **16,995** | 5 659 | 100,00% | 355 | 100,00% | 146 | 100,00% | 596 | 100,00% | 6 756 | 100,00% |
| **F1** | **57** | **30,701** | 13 242 | 100,00% | 841 | 100,00% | 172 | 100,00% | 828 | 100,00% | 15 083 | 100,00% |
| **F2** | **6** | **55,068** | 12 387 | 100,00% | 485 | 100,00% | 254 | 100,00% | 1 071 | 100,00% | 14 197 | 100,00% |

| Corridor total (100%) | | | | | | |
|---|---|---|---|---|---|---|
| Average traffic load weighted by length [AADT; veh/day] | | | | | | |
| Section | Road | J1 | J2 | J3 | J4 | Total |
| **A** | **M6** | 37 752 | 1 587 | 589 | 2 958 | 42 886 |
| **B** | | 20 743 | 1 112 | 410 | 2 476 | 24 742 |
| **C** | | 13 654 | 829 | 325 | 1 636 | 16 443 |
| **D** | | 13 513 | 553 | 177 | 884 | 15 126 |
| **E** | | 7 809 | 715 | 311 | 1 395 | 10 230 |
| **F1** | | 5 659 | 355 | 146 | 596 | 6 756 |
| **F1** | **M60** | 13 242 | 841 | 172 | 828 | 15 083 |
| **F2** | | 12 387 | 485 | 254 | 1 071 | 14 197 |

**14.2.6. Year:** **2038 Without case (phase II. and III. are missing)**
**Toll tariff system:** **HUF/km**
**Toll is charged on:** **J1, J2, J3, J4: extension accepted by the Ministry GKM "D"**
**Toll rate:** **HUF/km toll rate**

# Annual average daily traffic [AADT; veh/day]

| Clearway | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Average traffic load weighted by length [AADT; veh/day and %] | | | | | | | | | | | | |
| Section | Road | Length [km] | J1 | | J2 | | J3 | | J4 | | Total | |
| | | | veh/day | % | veh/day | % | veh/day | % | veh/day | % | veh/day | % |
| **A** | **M6** | **52,063** | 24 644 | 49,14% | 1 452 | 70,87% | 421 | 65,37% | 2 814 | 77,47% | 29 332 | 51,94% |

| Parallel road | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Average traffic load weighted by length [AADT; veh/day and %] | | | | | | | | | | | | |
| Section | Road | Length [km] | J1 | | J2 | | J3 | | J4 | | Total | |
| | | | veh/day | % | veh/day | % | veh/day | % | veh/day | % | veh/day | % |
| **A** | **6** | **53,762** | 25 507 | 50,86% | 597 | 29,13% | 223 | 34,63% | 819 | 22,53% | 27 145 | 48,06% |
| **B** | **6** | **10,860** | 27 274 | 100,00% | 1 356 | 100,00% | 440 | 100,00% | 2 839 | 100,00% | 31 908 | 100,00% |
| **C** | **6** | **49,194** | 17 317 | 100,00% | 1 011 | 100,00% | 326 | 100,00% | 1 897 | 100,00% | 20 551 | 100,00% |
| **D** | **56** | **20,540** | 17 103 | 100,00% | 738 | 100,00% | 203 | 100,00% | 1 020 | 100,00% | 19 063 | 100,00% |
| **E** | **56** | **23,940** | 9 744 | 100,00% | 881 | 100,00% | 340 | 100,00% | 1 607 | 100,00% | 12 572 | 100,00% |
| **F1** | **56** | **16,995** | 7 382 | 100,00% | 440 | 100,00% | 165 | 100,00% | 701 | 100,00% | 8 688 | 100,00% |
| **F1** | **57** | **30,701** | 16 649 | 100,00% | 1 036 | 100,00% | 186 | 100,00% | 960 | 100,00% | 18 830 | 100,00% |
| **F2** | **6** | **55,068** | 15 164 | 100,00% | 596 | 100,00% | 286 | 100,00% | 1 165 | 100,00% | 17 210 | 100,00% |

| Corridor total (100%) | | | | | | |
|---|---|---|---|---|---|---|
| Average traffic load weighted by length [AADT; veh/day] | | | | | | |
| Section | Road | J1 | J2 | J3 | J4 | Total |
| **A** | **M6** | 50 151 | 2 049 | 644 | 3 633 | 56 477 |
| **B** | | 27 274 | 1 356 | 440 | 2 839 | 31 908 |
| **C** | | 17 317 | 1 011 | 326 | 1 897 | 20 551 |
| **D** | | 17 103 | 738 | 203 | 1 020 | 19 063 |
| **E** | | 9 744 | 881 | 340 | 1 607 | 12 572 |
| **F1** | | 7 382 | 440 | 165 | 701 | 8 688 |
| **F1** | **M60** | 16 649 | 1 036 | 186 | 960 | 18 830 |
| **F2** | | 15 164 | 596 | 286 | 1 165 | 17 210 |

**14.2.7. Year:** **2010** **Without case (phase II. and III. are missing)**

**Toll tariff system:** **Mixed: D1 vignette, J2, J3 and J4 HUF/km**

**Toll is charged on:** **- D1: only on motorways**

**- J2, J3, J4: extension accepted by the Ministry GKM "D"**

**Toll rate:** **- D1: vignette priced at the current real value**

**- J2, J3, J4: HUF/km toll rate**

# Annual average daily traffic [AADT; veh/day]

| Surrounding road network of M6/M60 | | | | | | | |
|---|---|---|---|---|---|---|---|
| Traffic load calculated as averages using lenght as a weighting factor [AADT; veh/day | | | | | | | |
| Section | Road | Length [km] | D1 | J2 | J3 | J4 | Total |
| M7 | A | 67,526 | 33 845 | 2 015 | 1 410 | 2 913 | 40 183 |
| | B | 47,800 | 16 640 | 844 | 639 | 2 013 | 20 137 |
| M8 | B | 6,520 | 9 379 | 588 | 381 | 1 058 | 11 406 |
| M9 | D | 20,539 | 2 547 | 362 | 140 | 313 | 3 362 |
| 6 | A | 53,762 | 6 647 | 322 | 185 | 459 | 7 614 |
| | B | 10,860 | 10 195 | 644 | 369 | 1 304 | 12 511 |
| | C | 49,194 | 7 132 | 454 | 284 | 858 | 8 729 |
| | D | 28,766 | 9 926 | 416 | 234 | 952 | 11 527 |
| | E | 27,710 | 9 319 | 224 | 177 | 650 | 10 369 |
| | F1 | 10,640 | 26 851 | 1 327 | 510 | 794 | 29 483 |
| | F2 | 55,068 | 6 198 | 281 | 230 | 524 | 7 233 |
| 7 | A | 79,066 | 9 607 | 487 | 280 | 560 | 10 934 |
| | B | 48,230 | 4 621 | 171 | 91 | 156 | 5 040 |
| 51 | A | 47,700 | 7 971 | 406 | 363 | 859 | 9 599 |
| | B | 11,885 | 5 215 | 293 | 260 | 1 340 | 7 107 |
| | C | 49,990 | 4 500 | 410 | 164 | 392 | 5 466 |
| | D | 20,096 | 5 961 | 362 | 114 | 293 | 6 731 |
| | E | 20,666 | 4 516 | 177 | 103 | 181 | 4 978 |
| | F1 | 16,151 | 1 102 | 52 | 19 | 33 | 1 206 |
| 55 | E | 18,519 | 3 616 | 231 | 138 | 483 | 4 468 |
| 56 | D | 20,540 | 6 821 | 285 | 143 | 505 | 7 753 |
| | E | 23,940 | 4 171 | 388 | 257 | 832 | 5 648 |
| | F1 | 16,995 | 2 442 | 190 | 104 | 337 | 3 073 |
| 57 | F1 | 38,270 | 6 828 | 429 | 140 | 501 | 7 898 |
| 58 | F1 | 33,278 | 8 549 | 466 | 95 | 277 | 9 387 |
| 61 | B | 32,028 | 4 583 | 292 | 181 | 613 | 5 670 |
| | C | 57,778 | 3 670 | 197 | 77 | 344 | 4 287 |
| | D | 38,540 | 7 411 | 262 | 209 | 445 | 8 328 |
| 62 | A | 46,010 | 6 893 | 372 | 193 | 953 | 8 412 |
| 63 | A | 28,866 | 5 385 | 185 | 68 | 311 | 5 949 |
| | B | 17,286 | 6 829 | 234 | 143 | 392 | 7 598 |
| | C | 44,002 | 3 560 | 170 | 69 | 426 | 4 227 |
| 64 | B | 37,549 | 4 602 | 261 | 164 | 541 | 5 569 |
| 65 | B | 21,763 | 9 294 | 478 | 261 | 237 | 10 269 |
| | C | 57,062 | 4 140 | 276 | 101 | 112 | 4 628 |
| | D | 5,650 | 3 811 | 231 | 127 | 104 | 4 274 |
| 66 | D | 25,949 | 1 913 | 220 | 130 | 139 | 2 402 |
| | E | 28,130 | 6 714 | 481 | 186 | 161 | 7 542 |
| 611 | D | 15,410 | 5 484 | 202 | 135 | 175 | 5 996 |
| 5618 | F1 | 4,197 | 7 089 | 237 | 270 | 211 | 7 807 |
| 5701 | F1 | 38,235 | 3 123 | 163 | 56 | 153 | 3 495 |
| 5702 | F1 | 28,970 | 747 | 80 | 23 | 15 | 865 |
| 5707 | F1 | 11,464 | 1 134 | 56 | 18 | 36 | 1 243 |
| 5711 | F1 | 25,769 | 1 931 | 250 | 55 | 75 | 2 311 |
| 5801 | F2 | 29,750 | 2 747 | 138 | 80 | 99 | 3 065 |
| 5804 | F1 | 6,285 | 1 698 | 79 | 36 | 35 | 1 849 |
| | F2 | 55,365 | 1 154 | 77 | 32 | 35 | 1 298 |
| 5805 | F2 | 20,598 | 857 | 60 | 27 | 27 | 970 |
| 5806 | F2 | 19,641 | 200 | 10 | 5 | 8 | 222 |
| 5808 | F2 | 18,684 | 991 | 46 | 26 | 44 | 1 107 |

**14.2.8. Year:** **2013** **Without case (phase II. and III. are missing)**

**Toll tariff system:** **Mixed: D1 vignette, J2, J3 and J4 HUF/km**

**Toll is charged on:** **- D1: only on motorways**

**- J2, J3, J4: extension accepted by the Ministry GKM "D"**

**Toll rate:** **- D1: vignette priced at the current real value**

**- J2, J3, J4: HUF/km toll rate**

# Annual average daily traffic [AADT; veh/day]

| Surrounding road network of M6/M60 | | | | | | | |
|---|---|---|---|---|---|---|---|
| Traffic load calculated as averages using lenght as a weighting factor [AADT; veh/day | | | | | | | |
| Section | Road | Length [km] | D1 | J2 | J3 | J4 | Total |
| M7 | A | 67,526 | 38 725 | 2 037 | 1 253 | 3 168 | 45 182 |
| | B | 47,800 | 18 838 | 928 | 659 | 2 239 | 22 663 |
| M8 | B | 6,520 | 11 731 | 974 | 842 | 1 224 | 14 771 |
| M9 | D | 20,539 | 2 902 | 416 | 146 | 366 | 3 830 |
| 6 | A | 53,762 | 7 121 | 353 | 185 | 514 | 8 173 |
| | B | 10,860 | 11 967 | 746 | 378 | 1 551 | 14 642 |
| | C | 49,194 | 8 013 | 505 | 295 | 976 | 9 789 |
| | D | 28,766 | 11 573 | 460 | 257 | 1 134 | 13 424 |
| | E | 27,710 | 10 420 | 249 | 219 | 770 | 11 658 |
| | F1 | 10,640 | 30 274 | 1 475 | 517 | 947 | 33 212 |
| | F2 | 55,068 | 7 061 | 311 | 232 | 570 | 8 175 |
| 7 | A | 79,066 | 10 329 | 556 | 301 | 604 | 11 790 |
| | B | 48,230 | 5 182 | 188 | 92 | 179 | 5 641 |
| 51 | A | 47,700 | 8 752 | 440 | 352 | 953 | 10 498 |
| | B | 11,885 | 5 246 | 288 | 231 | 1 278 | 7 042 |
| | C | 49,990 | 5 143 | 453 | 163 | 441 | 6 200 |
| | D | 20,096 | 6 739 | 412 | 118 | 335 | 7 604 |
| | E | 20,666 | 5 092 | 195 | 105 | 205 | 5 596 |
| | F1 | 16,151 | 1 262 | 57 | 19 | 37 | 1 376 |
| 55 | E | 18,519 | 4 064 | 244 | 136 | 547 | 4 992 |
| 56 | D | 20,540 | 7 738 | 316 | 145 | 577 | 8 776 |
| | E | 23,940 | 4 754 | 431 | 261 | 942 | 6 388 |
| | F1 | 16,995 | 2 796 | 211 | 107 | 380 | 3 493 |
| 57 | F1 | 38,270 | 7 719 | 477 | 142 | 561 | 8 899 |
| 58 | F1 | 33,278 | 9 656 | 522 | 98 | 356 | 10 632 |
| 61 | B | 32,028 | 5 205 | 318 | 168 | 660 | 6 351 |
| | C | 57,778 | 4 226 | 218 | 77 | 356 | 4 876 |
| | D | 38,540 | 8 496 | 290 | 210 | 509 | 9 505 |
| 62 | A | 46,010 | 8 027 | 652 | 517 | 1 031 | 10 227 |
| 63 | A | 28,866 | 6 233 | 198 | 63 | 353 | 6 847 |
| | B | 17,286 | 7 955 | 256 | 143 | 452 | 8 806 |
| | C | 44,002 | 4 148 | 187 | 71 | 469 | 4 875 |
| 64 | B | 37,549 | 5 323 | 286 | 157 | 590 | 6 356 |
| 65 | B | 21,763 | 10 786 | 516 | 217 | 263 | 11 781 |
| | C | 57,062 | 4 321 | 306 | 86 | 121 | 4 834 |
| | D | 5,650 | 3 596 | 269 | 105 | 123 | 4 092 |
| 66 | D | 25,949 | 2 183 | 245 | 133 | 155 | 2 717 |
| | E | 28,130 | 7 674 | 533 | 188 | 165 | 8 559 |
| 611 | D | 15,410 | 6 815 | 247 | 149 | 203 | 7 414 |
| 5618 | F1 | 4,197 | 7 987 | 263 | 275 | 23 | 8 548 |
| 5701 | F1 | 38,235 | 3 628 | 181 | 57 | 175 | 4 040 |
| 5702 | F1 | 28,970 | 861 | 88 | 23 | 17 | 990 |
| 5707 | F1 | 11,464 | 1 264 | 62 | 18 | 41 | 1 385 |
| 5711 | F1 | 25,769 | 2 171 | 276 | 55 | 72 | 2 575 |
| 5801 | F2 | 29,750 | 3 163 | 152 | 82 | 112 | 3 509 |
| 5804 | F1 | 6,285 | 2 004 | 88 | 36 | 40 | 2 169 |
| | F2 | 55,365 | 1 379 | 84 | 32 | 41 | 1 537 |
| 5805 | F2 | 20,598 | 1 003 | 66 | 27 | 29 | 1 125 |
| 5806 | F2 | 19,641 | 235 | 11 | 5 | 9 | 260 |
| 5808 | F2 | 18,684 | 1 149 | 50 | 26 | 44 | 1 269 |

**14.2.9. Year: 2018 Without case (phase II. and III. are missing)**
**Toll tariff system: Mixed: D1 vignette, J2, J3 and J4 HUF/km**
**Toll is charged on: - D1: only on motorways**
**- J2, J3, J4: extension accepted by the Ministry GKM "D"**
**Toll rate: - D1: vignette priced at the current real value**
**- J2, J3, J4: HUF/km toll rate**

# Annual average daily traffic [AADT; veh/day]

| Surrounding road network of M6/M60 | | | | | | | |
|---|---|---|---|---|---|---|---|
| Traffic load calculated as averages using lenght as a weighting factor [AADT; veh/day | | | | | | | |
| Section | Road | Length [km] | D1 | J2 | J3 | J4 | Total |
| M7 | A | 67,526 | 44 400 | 2 187 | 1 092 | 2 956 | 50 635 |
| | B | 47,800 | 23 499 | 1 089 | 671 | 2 523 | 27 781 |
| M8 | B | 62,330 | 10 795 | 825 | 595 | 1 701 | 13 917 |
| M9 | D | 105,385 | 6 556 | 344 | 167 | 553 | 7 620 |
| 6 | A | 53,762 | 8 711 | 400 | 189 | 562 | 9 861 |
| | B | 10,860 | 13 397 | 829 | 383 | 1 976 | 16 585 |
| | C | 49,194 | 9 530 | 610 | 301 | 1 285 | 11 726 |
| | D | 28,766 | 11 596 | 431 | 189 | 1 186 | 13 403 |
| | E | 27,710 | 12 406 | 293 | 217 | 827 | 13 743 |
| | F1 | 10,640 | 35 977 | 1 723 | 514 | 1 051 | 39 264 |
| | F2 | 55,068 | 8 423 | 352 | 230 | 644 | 9 648 |
| 7 | A | 81,570 | 11 542 | 550 | 258 | 637 | 12 986 |
| | B | 48,230 | 5 727 | 209 | 90 | 163 | 6 189 |
| 51 | A | 48,882 | 10 755 | 482 | 342 | 1 074 | 12 654 |
| | B | 11,885 | 6 874 | 349 | 246 | 1 464 | 8 933 |
| | C | 50,057 | 6 729 | 530 | 175 | 490 | 7 924 |
| | D | 20,096 | 8 163 | 475 | 123 | 360 | 9 120 |
| | E | 20,666 | 6 107 | 225 | 106 | 233 | 6 671 |
| | F1 | 16,151 | 1 562 | 66 | 20 | 43 | 1 690 |
| 55 | E | 18,519 | 4 777 | 288 | 139 | 634 | 5 839 |
| 56 | D | 20,540 | 9 153 | 368 | 148 | 692 | 10 360 |
| | E | 23,940 | 5 517 | 503 | 268 | 1 110 | 7 398 |
| | F1 | 16,995 | 3 395 | 248 | 116 | 451 | 4 210 |
| 57 | F1 | 38,270 | 9 290 | 558 | 144 | 655 | 10 646 |
| 58 | F1 | 33,278 | 11 624 | 619 | 104 | 423 | 12 770 |
| 61 | B | 32,028 | 5 418 | 328 | 150 | 411 | 6 308 |
| | C | 57,778 | 4 752 | 237 | 69 | 220 | 5 279 |
| | D | 38,540 | 6 224 | 457 | 143 | 167 | 6 991 |
| 62 | A | 46,010 | 5 588 | 408 | 181 | 843 | 7 019 |
| 63 | A | 28,866 | 8 680 | 322 | 156 | 445 | 9 604 |
| | B | 17,962 | 9 610 | 365 | 173 | 691 | 10 840 |
| | C | 43,894 | 5 686 | 232 | 78 | 556 | 6 553 |
| 64 | B | 37,549 | 3 722 | 204 | 100 | 286 | 4 313 |
| 65 | B | 21,763 | 11 580 | 546 | 192 | 311 | 12 629 |
| | C | 57,062 | 4 579 | 316 | 73 | 129 | 5 098 |
| | D | 5,650 | 4 223 | 180 | 82 | 51 | 4 537 |
| 66 | D | 25,949 | 1 941 | 234 | 96 | 126 | 2 397 |
| | E | 28,130 | 9 279 | 610 | 183 | 184 | 10 257 |
| 611 | D | 15,410 | 8 711 | 336 | 162 | 241 | 9 450 |
| 5618 | F1 | 4,197 | 9 529 | 310 | 282 | 28 | 10 149 |
| 5701 | F1 | 38,235 | 4 550 | 207 | 59 | 204 | 5 019 |
| 5702 | F1 | 28,970 | 1 014 | 103 | 24 | 20 | 1 161 |
| 5707 | F1 | 11,464 | 1 526 | 72 | 19 | 47 | 1 664 |
| 5711 | F1 | 25,769 | 2 558 | 320 | 56 | 84 | 3 017 |
| 5801 | F2 | 29,750 | 3 957 | 177 | 83 | 129 | 4 346 |
| 5804 | F1 | 6,285 | 2 521 | 104 | 40 | 50 | 2 714 |
| | F2 | 55,365 | 1 630 | 97 | 32 | 47 | 1 806 |
| 5805 | F2 | 20,598 | 877 | 67 | 26 | 32 | 1 002 |
| 5806 | F2 | 19,641 | 302 | 12 | 5 | 10 | 329 |
| 5808 | F2 | 18,684 | 1 285 | 51 | 26 | 42 | 1 404 |

**14.2.10. Year:** **2025** **Without case (phase II. and III. are missing)**
**Toll tariff system:** **HUF/km**
**Toll is charged on:** **J1, J2, J3, J4: extension accepted by the Ministry GKM "D"**
**Toll rate:** **HUF/km toll rate**
(Decrease in traffic due to increase in toll rates.)

# Annual average daily traffic [AADT; veh/day]

| Surrounding road network of M6/M60 | | | | | | | |
|---|---|---|---|---|---|---|---|
| Traffic load calculated as averages using lenght as a weighting factor [AADT; veh/day | | | | | | | |
| **Section** | **Road** | **Length [km]** | **J1** | **J2** | **J3** | **J4** | **Total** |
| **M7** | **A** | 67,526 | 50 810 | 2 676 | 1 219 | 3 457 | 58 162 |
| | **B** | 47,800 | 24 537 | 1 336 | 706 | 2 766 | 29 345 |
| **M8** | **B** | 62,330 | 12 817 | 996 | 619 | 1 892 | 16 324 |
| **M9** | **D** | 105,385 | 8 284 | 445 | 192 | 773 | 9 694 |
| **6** | **A** | 53,762 | 16 760 | 464 | 195 | 637 | 18 056 |
| | **B** | 10,860 | 16 879 | 995 | 403 | 2 293 | 20 569 |
| | **C** | 49,194 | 11 761 | 750 | 318 | 1 508 | 14 337 |
| | **D** | 28,766 | 14 551 | 549 | 228 | 1 501 | 16 829 |
| | **E** | 27,710 | 15 432 | 359 | 238 | 1 053 | 17 083 |
| | **F1** | 10,640 | 45 788 | 2 117 | 548 | 1 284 | 49 738 |
| | **F2** | 55,068 | 10 903 | 429 | 247 | 773 | 12 352 |
| **7** | **A** | 81,570 | 17 744 | 635 | 234 | 721 | 19 334 |
| | **B** | 48,230 | 10 483 | 254 | 96 | 189 | 11 022 |
| **51** | **A** | 48,882 | 15 801 | 552 | 341 | 1 084 | 17 778 |
| | **B** | 11,885 | 9 547 | 443 | 261 | 1 700 | 11 952 |
| | **C** | 50,057 | 8 986 | 648 | 187 | 582 | 10 405 |
| | **D** | 20,096 | 10 568 | 564 | 127 | 421 | 11 680 |
| | **E** | 20,666 | 7 653 | 273 | 87 | 264 | 8 277 |
| | **F1** | 16,151 | 2 075 | 81 | 20 | 48 | 2 225 |
| **55** | **E** | 18,519 | 6 009 | 341 | 142 | 700 | 7 192 |
| **56** | **D** | 20,540 | 11 899 | 485 | 169 | 804 | 13 357 |
| | **E** | 23,940 | 7 372 | 623 | 296 | 1 270 | 9 561 |
| | **F1** | 16,995 | 4 837 | 312 | 134 | 533 | 5 816 |
| **57** | **F1** | 38,270 | 11 518 | 675 | 154 | 723 | 13 071 |
| **58** | **F1** | 33,278 | 15 086 | 783 | 120 | 518 | 16 506 |
| **61** | **B** | 32,028 | 7 629 | 372 | 152 | 434 | 8 587 |
| | **C** | 57,778 | 6 601 | 307 | 76 | 263 | 7 247 |
| | **D** | 38,540 | 7 964 | 570 | 154 | 193 | 8 881 |
| **62** | **A** | 46,010 | 9 031 | 493 | 181 | 956 | 10 660 |
| **63** | **A** | 28,866 | 12 808 | 440 | 168 | 516 | 13 932 |
| | **B** | 17,962 | 13 734 | 498 | 188 | 797 | 15 218 |
| | **C** | 43,894 | 7 600 | 310 | 96 | 707 | 8 713 |
| **64** | **B** | 37,549 | 5 069 | 240 | 102 | 326 | 5 737 |
| **65** | **B** | 21,763 | 14 637 | 670 | 209 | 363 | 15 878 |
| | **C** | 57,062 | 5 799 | 380 | 76 | 151 | 6 406 |
| | **D** | 5,650 | 5 402 | 219 | 86 | 61 | 5 768 |
| **66** | **D** | 25,949 | 2 464 | 289 | 103 | 148 | 3 004 |
| | **E** | 28,130 | 12 094 | 755 | 198 | 217 | 13 263 |
| **611** | **D** | 15,410 | 11 824 | 421 | 174 | 275 | 12 694 |
| **5618** | **F1** | 4,197 | 12 097 | 381 | 303 | 33 | 12 815 |
| **5701** | **F1** | 38,235 | 5 540 | 236 | 59 | 234 | 6 068 |
| **5702** | **F1** | 28,970 | 1 851 | 125 | 29 | 27 | 2 031 |
| **5707** | **F1** | 11,464 | 1 965 | 93 | 20 | 54 | 2 133 |
| **5711** | **F1** | 25,769 | 3 189 | 377 | 59 | 99 | 3 723 |
| **5801** | **F2** | 29,750 | 5 183 | 211 | 89 | 152 | 5 635 |
| **5804** | **F1** | 6,285 | 3 863 | 144 | 45 | 60 | 4 112 |
| | **F2** | 55,365 | 2 460 | 118 | 33 | 56 | 2 668 |
| **5805** | **F2** | 20,598 | 1 239 | 79 | 27 | 37 | 1 383 |
| **5806** | **F2** | 19,641 | 409 | 14 | 5 | 12 | 440 |
| **5808** | **F2** | 18,684 | 1 699 | 63 | 28 | 49 | 1 839 |

**14.2.11. Year:** **2030** **Without case (phase II. and III. are missing)**
**Toll tariff system:** **HUF/km**
**Toll is charged on:** **J1, J2, J3, J4: extension accepted by the Ministry GKM "D"**
**Toll rate:** **HUF/km toll rate**

# Annual average daily traffic [AADT; veh/day]

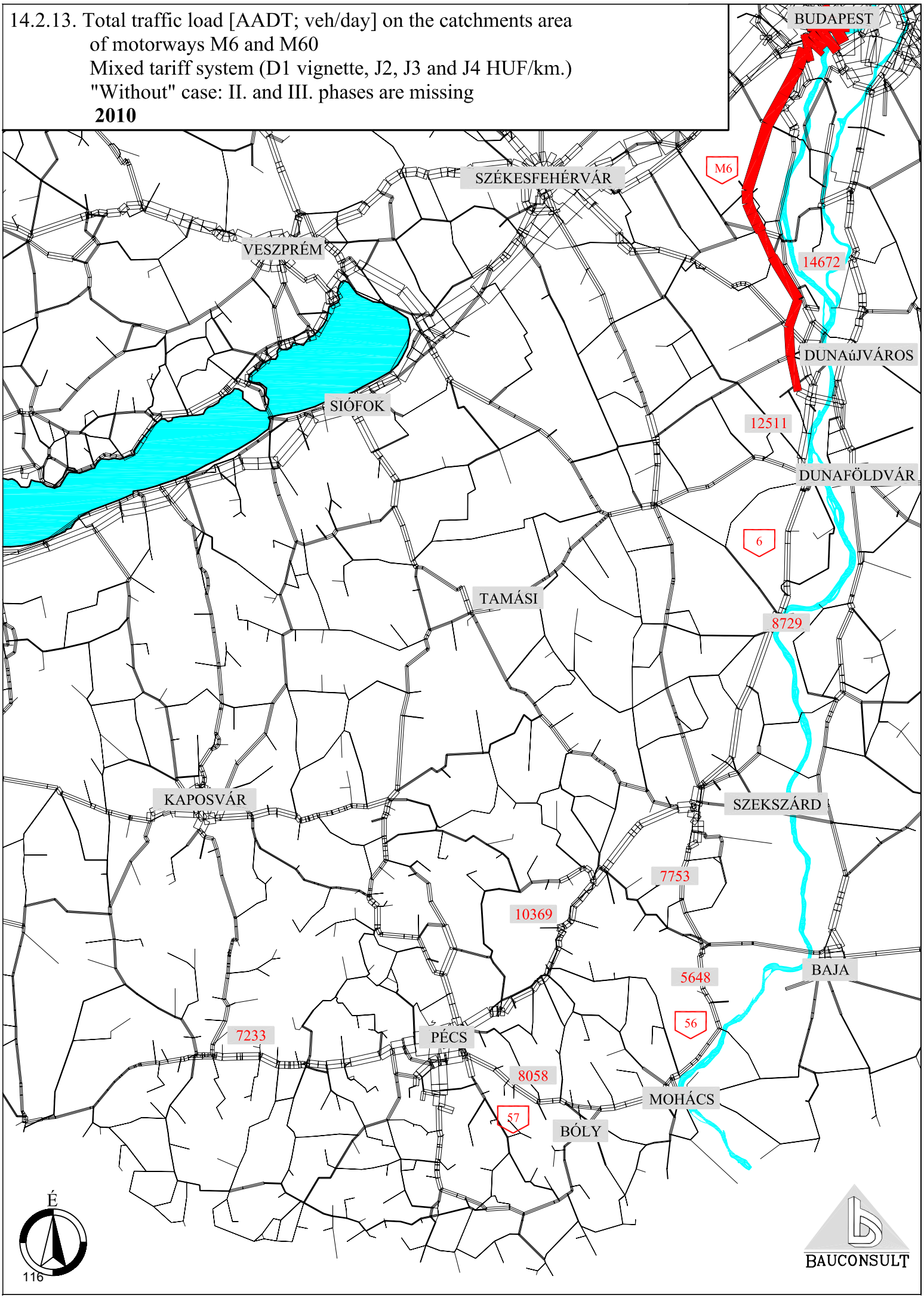
| Surrounding road network of M6/M60 | | | | | | | |
|---|---|---|---|---|---|---|---|
| Traffic load calculated as averages using lenght as a weighting factor [AADT; veh/day] | | | | | | | |
| **Section** | **Road** | **Length [km]** | **J1** | **J2** | **J3** | **J4** | **Total** |
| **M7** | **A** | 67,526 | 60 121 | 3 029 | 1 242 | 3 781 | 68 173 |
| | **B** | 47,800 | 28 771 | 1 510 | 723 | 2 996 | 34 001 |
| **M8** | **B** | 62,330 | 15 729 | 1 120 | 634 | 2 063 | 19 546 |
| **M9** | **D** | 105,385 | 9 665 | 509 | 200 | 854 | 11 228 |
| **6** | **A** | 53,762 | 19 831 | 529 | 213 | 680 | 21 252 |
| | **B** | 10,860 | 20 743 | 1 112 | 410 | 2 476 | 24 742 |
| | **C** | 49,194 | 13 654 | 829 | 325 | 1 636 | 16 443 |
| | **D** | 28,766 | 17 009 | 623 | 241 | 1 648 | 19 521 |
| | **E** | 27,710 | 18 544 | 407 | 244 | 1 164 | 20 359 |
| | **F1** | 10,640 | 52 825 | 2 390 | 564 | 1 631 | 57 409 |
| | **F2** | 55,068 | 12 387 | 485 | 254 | 1 071 | 14 197 |
| **7** | **A** | 81,570 | 20 365 | 697 | 235 | 779 | 22 076 |
| | **B** | 48,230 | 11 919 | 284 | 99 | 207 | 12 508 |
| **51** | **A** | 48,882 | 17 884 | 596 | 338 | 1 165 | 19 984 |
| | **B** | 11,885 | 11 107 | 499 | 268 | 1 864 | 13 738 |
| | **C** | 50,057 | 10 323 | 733 | 193 | 640 | 11 889 |
| | **D** | 20,096 | 12 032 | 635 | 131 | 469 | 13 267 |
| | **E** | 20,666 | 8 780 | 308 | 90 | 288 | 9 466 |
| | **F1** | 16,151 | 2 477 | 91 | 21 | 53 | 2 642 |
| **55** | **E** | 18,519 | 6 821 | 387 | 147 | 768 | 8 123 |
| **56** | **D** | 20,540 | 13 513 | 553 | 177 | 884 | 15 126 |
| | **E** | 23,940 | 7 809 | 715 | 311 | 1 395 | 10 230 |
| | **F1** | 16,995 | 5 659 | 355 | 146 | 596 | 6 756 |
| **57** | **F1** | 38,270 | 12 985 | 766 | 159 | 812 | 14 722 |
| **58** | **F1** | 33,278 | 17 497 | 904 | 129 | 555 | 19 084 |
| **61** | **B** | 32,028 | 9 166 | 418 | 157 | 466 | 10 207 |
| | **C** | 57,778 | 7 802 | 347 | 78 | 286 | 8 514 |
| | **D** | 38,540 | 9 213 | 646 | 159 | 214 | 10 233 |
| **62** | **A** | 46,010 | 9 914 | 552 | 182 | 1 026 | 11 675 |
| **63** | **A** | 28,866 | 15 849 | 541 | 177 | 558 | 17 124 |
| | **B** | 17,962 | 16 274 | 562 | 196 | 860 | 17 892 |
| | **C** | 43,894 | 8 930 | 354 | 102 | 783 | 10 170 |
| **64** | **B** | 37,549 | 6 118 | 262 | 102 | 350 | 6 833 |
| **65** | **B** | 21,763 | 17 204 | 777 | 214 | 399 | 18 594 |
| | **C** | 57,062 | 6 765 | 425 | 77 | 166 | 7 432 |
| | **D** | 5,650 | 6 095 | 246 | 89 | 61 | 6 491 |
| **66** | **D** | 25,949 | 2 881 | 328 | 107 | 159 | 3 474 |
| | **E** | 28,130 | 14 154 | 859 | 206 | 233 | 15 452 |
| **611** | **D** | 15,410 | 13 965 | 471 | 180 | 279 | 14 895 |
| **5618** | **F1** | 4,197 | 14 402 | 433 | 314 | 31 | 15 180 |
| **5701** | **F1** | 38,235 | 6 602 | 271 | 62 | 234 | 7 168 |
| **5702** | **F1** | 28,970 | 2 150 | 143 | 31 | 28 | 2 351 |
| **5707** | **F1** | 11,464 | 2 279 | 105 | 21 | 61 | 2 466 |
| **5711** | **F1** | 25,769 | 3 638 | 414 | 60 | 113 | 4 225 |
| **5801** | **F2** | 29,750 | 6 387 | 242 | 91 | 235 | 6 955 |
| **5804** | **F1** | 6,285 | 4 438 | 158 | 47 | 52 | 4 694 |
| | **F2** | 55,365 | 2 959 | 133 | 34 | 179 | 3 305 |
| **5805** | **F2** | 20,598 | 1 617 | 88 | 28 | 161 | 1 893 |
| **5806** | **F2** | 19,641 | 501 | 16 | 6 | 43 | 565 |
| **5808** | **F2** | 18,684 | 2 004 | 71 | 29 | 247 | 2 351 |

**14.2.12. Year:** **2038** **Without case (phase II. and III. are missing)**
**Toll tariff system:** **HUF/km**
**Toll is charged on:** **J1, J2, J3, J4: extension accepted by the Ministry GKM "D"**
**Toll rate:** **HUF/km toll rate**

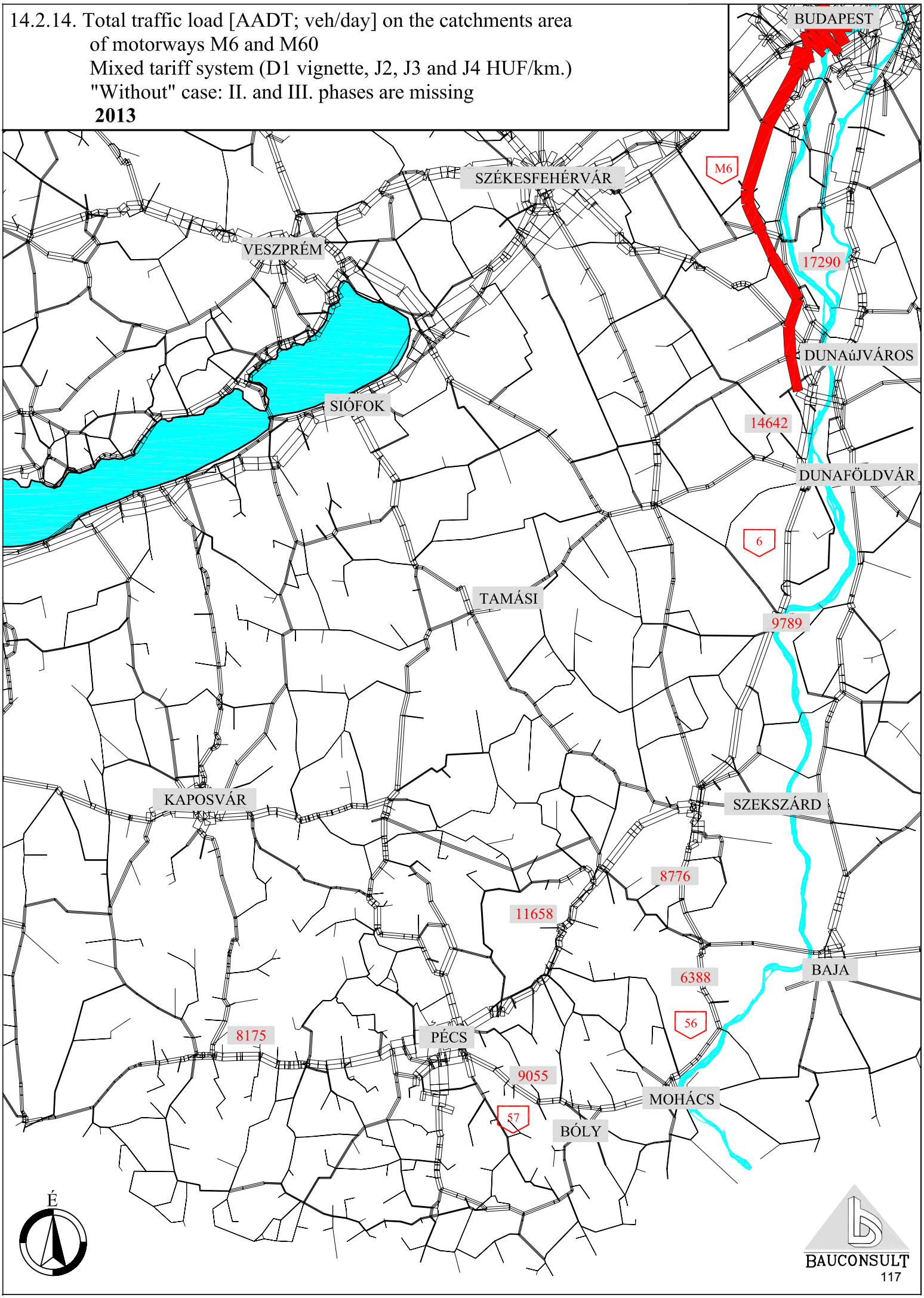
# Annual average daily traffic [AADT; veh/day]

| Surrounding road network of M6/M60 | | | | | | | |
|---|---|---|---|---|---|---|---|
| Traffic load calculated as averages using lenght as a weighting factor [AADT; veh/day] | | | | | | | |
| **Section** | **Road** | **Length [km]** | **J1** | **J2** | **J3** | **J4** | **Total** |
| **M7** | **A** | 67,526 | 78 712 | 3 756 | 1 341 | 4 439 | 88 248 |
| | **B** | 47,800 | 38 222 | 1 850 | 774 | 3 384 | 44 231 |
| **M8** | **B** | 62,330 | 20 335 | 1 379 | 679 | 2 366 | 24 759 |
| **M9** | **D** | 105,385 | 12 423 | 634 | 218 | 991 | 14 266 |
| **6** | **A** | 53,762 | 25 507 | 597 | 223 | 819 | 27 145 |
| | **B** | 10,860 | 27 274 | 1 356 | 440 | 2 839 | 31 908 |
| | **C** | 49,194 | 17 317 | 1 011 | 326 | 1 897 | 20 551 |
| | **D** | 28,766 | 21 065 | 837 | 270 | 1 901 | 24 072 |
| | **E** | 27,710 | 23 099 | 631 | 261 | 1 348 | 25 340 |
| | **F1** | 10,640 | 66 326 | 2 937 | 601 | 1 889 | 71 753 |
| | **F2** | 55,068 | 15 164 | 596 | 286 | 1 165 | 17 210 |
| **7** | **A** | 81,570 | 25 919 | 840 | 248 | 730 | 27 738 |
| | **B** | 48,230 | 13 950 | 347 | 105 | 236 | 14 638 |
| **51** | **A** | 48,882 | 21 902 | 769 | 387 | 1 316 | 24 374 |
| | **B** | 11,885 | 14 002 | 613 | 287 | 2 147 | 17 049 |
| | **C** | 50,057 | 13 033 | 897 | 207 | 733 | 14 870 |
| | **D** | 20,096 | 15 000 | 778 | 140 | 535 | 16 452 |
| | **E** | 20,666 | 11 072 | 378 | 96 | 330 | 11 874 |
| | **F1** | 16,151 | 3 237 | 112 | 22 | 60 | 3 431 |
| **55** | **E** | 18,519 | 8 284 | 476 | 160 | 884 | 9 805 |
| **56** | **D** | 20,540 | 17 103 | 738 | 203 | 1 020 | 19 063 |
| | **E** | 23,940 | 9 744 | 881 | 340 | 1 607 | 12 572 |
| | **F1** | 16,995 | 7 382 | 440 | 165 | 701 | 8 688 |
| **57** | **F1** | 38,270 | 16 342 | 944 | 171 | 940 | 18 397 |
| **58** | **F1** | 33,278 | 22 387 | 1 115 | 145 | 647 | 24 294 |
| **61** | **B** | 32,028 | 11 677 | 510 | 167 | 522 | 12 875 |
| | **C** | 57,778 | 9 800 | 434 | 84 | 327 | 10 644 |
| | **D** | 38,540 | 11 582 | 795 | 171 | 248 | 12 796 |
| **62** | **A** | 46,010 | 12 491 | 618 | 193 | 1 233 | 14 534 |
| **63** | **A** | 28,866 | 19 310 | 673 | 191 | 621 | 20 794 |
| | **B** | 17,962 | 19 925 | 722 | 214 | 965 | 21 826 |
| | **C** | 43,894 | 11 290 | 458 | 115 | 891 | 12 754 |
| **64** | **B** | 37,549 | 7 948 | 318 | 108 | 395 | 8 768 |
| **65** | **B** | 21,763 | 22 391 | 940 | 228 | 456 | 24 015 |
| | **C** | 57,062 | 8 717 | 505 | 82 | 190 | 9 493 |
| | **D** | 5,650 | 7 670 | 280 | 96 | 70 | 8 116 |
| **66** | **D** | 25,949 | 3 664 | 402 | 114 | 184 | 4 363 |
| | **E** | 28,130 | 17 875 | 1 055 | 221 | 268 | 19 419 |
| **611** | **D** | 15,410 | 17 626 | 578 | 189 | 321 | 18 714 |
| **5618** | **F1** | 4,197 | 18 065 | 533 | 339 | 35 | 18 971 |
| **5701** | **F1** | 38,235 | 8 492 | 336 | 67 | 268 | 9 163 |
| **5702** | **F1** | 28,970 | 2 817 | 176 | 34 | 33 | 3 060 |
| **5707** | **F1** | 11,464 | 2 880 | 128 | 23 | 70 | 3 101 |
| **5711** | **F1** | 25,769 | 4 492 | 505 | 63 | 129 | 5 189 |
| **5801** | **F2** | 29,750 | 8 146 | 298 | 97 | 243 | 8 785 |
| **5804** | **F1** | 6,285 | 6 152 | 191 | 51 | 58 | 6 452 |
| | **F2** | 55,365 | 4 053 | 164 | 37 | 129 | 4 382 |
| **5805** | **F2** | 20,598 | 2 000 | 105 | 29 | 209 | 2 342 |
| **5806** | **F2** | 19,641 | 669 | 19 | 6 | 88 | 782 |
| **5808** | **F2** | 18,684 | 2 575 | 87 | 32 | 253 | 2 947 |

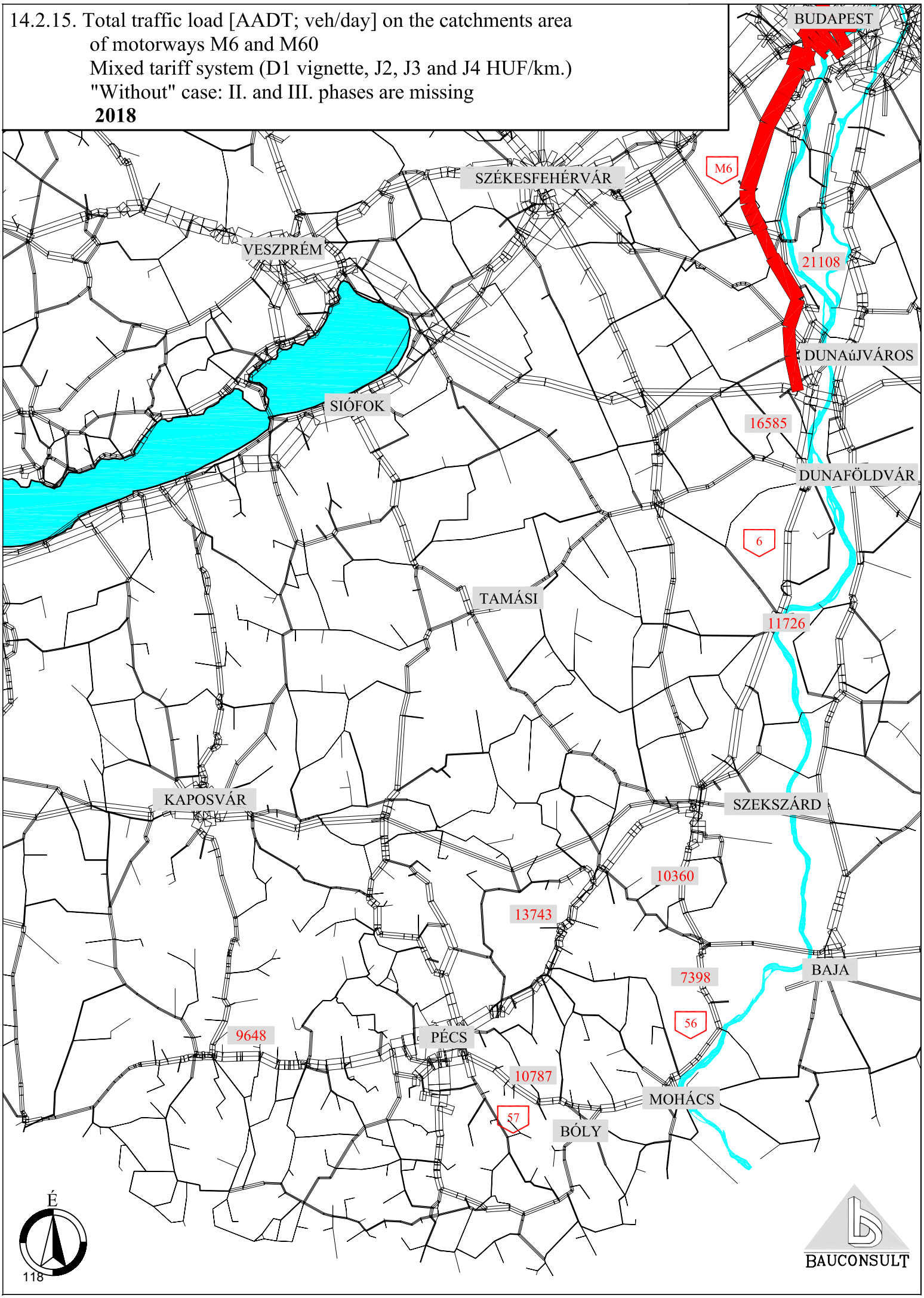
14.2.13. Total traffic load [AADT; veh/day] on the catchments area of motorways M6 and M60
Mixed tariff system (D1 vignette, J2, J3 and J4 HUF/km.)
"Without" case: II. and III. phases are missing
**2010**



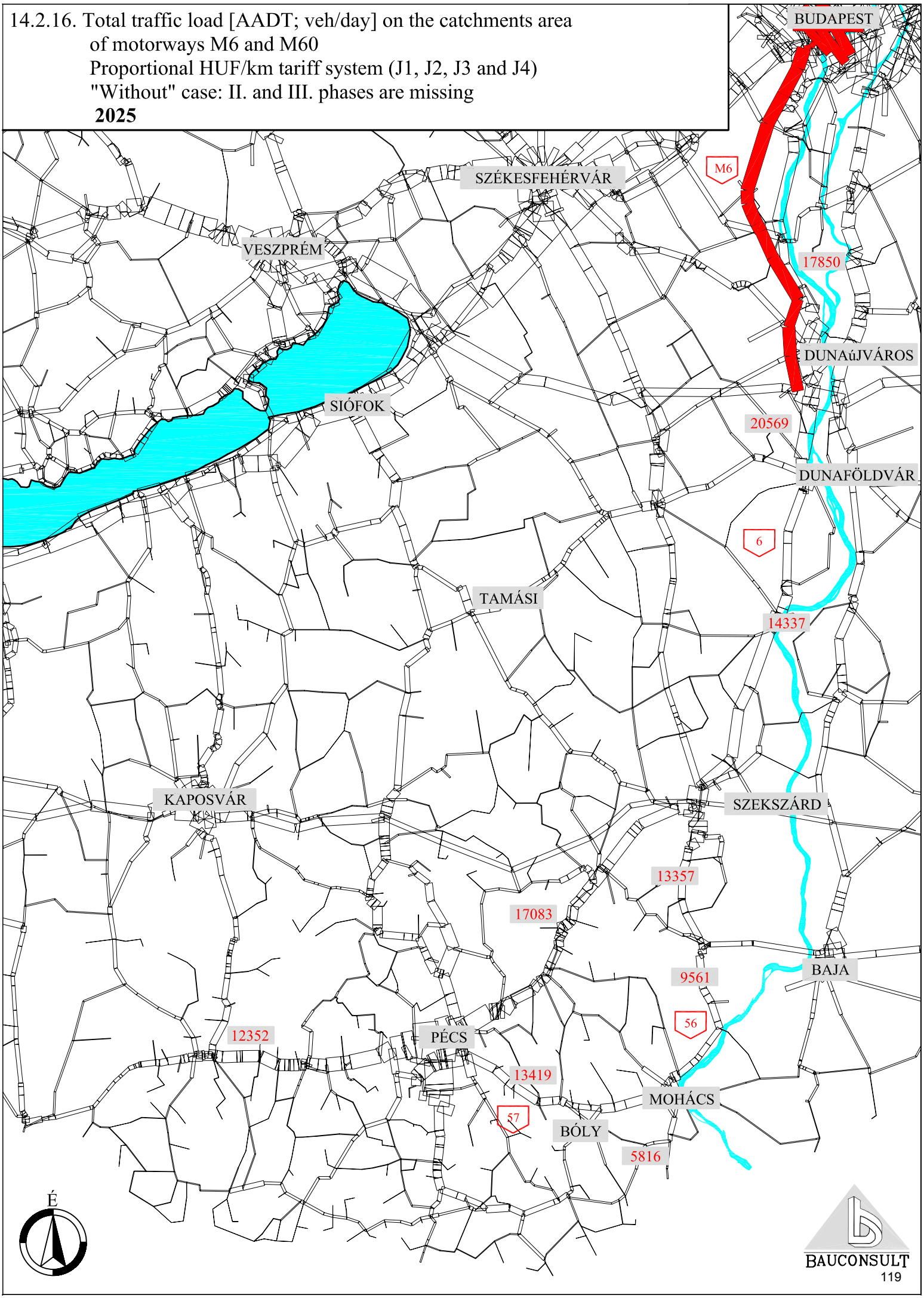
14.2.14. Total traffic load [AADT; veh/day] on the catchments area of motorways M6 and M60
Mixed tariff system (D1 vignette, J2, J3 and J4 HUF/km.)
"Without" case: II. and III. phases are missing
**2013**



14.2.15. Total traffic load [AADT; veh/day] on the catchments area of motorways M6 and M60
Mixed tariff system (D1 vignette, J2, J3 and J4 HUF/km.)
"Without" case: II. and III. phases are missing
**2018**



14.2.16. Total traffic load [AADT; veh/day] on the catchments area of motorways M6 and M60
Proportional HUF/km tariff system (J1, J2, J3 and J4)
"Without" case: II. and III. phases are missing
**2025**

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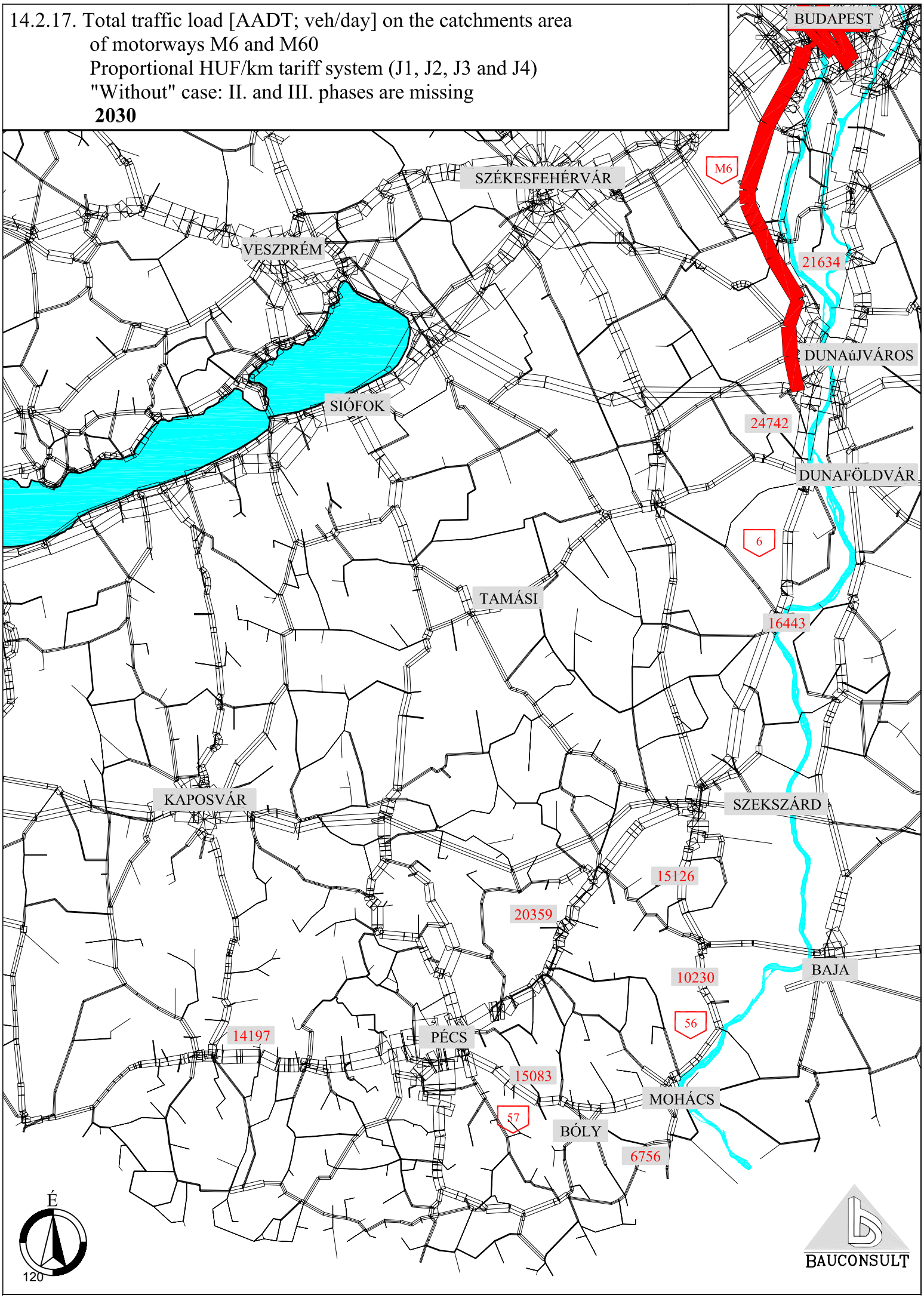
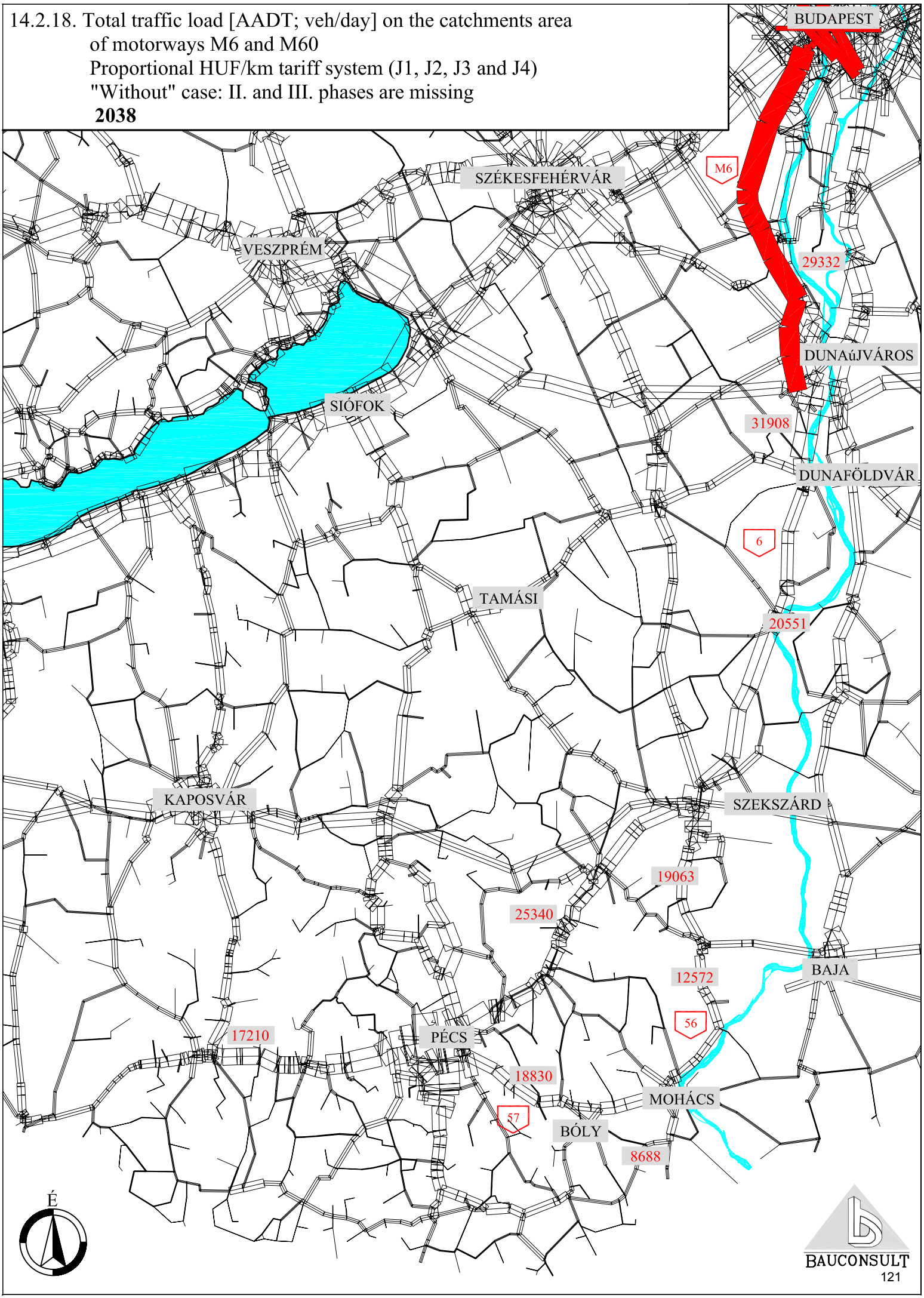
14.2.17. Total traffic load [AADT; veh/day] on the catchments area of motorways M6 and M60
Proportional HUF/km tariff system (J1, J2, J3 and J4)
"Without" case: II. and III. phases are missing
**2030**



14.2.18. Total traffic load [AADT; veh/day] on the catchments area of motorways M6 and M60
Proportional HUF/km tariff system (J1, J2, J3 and J4)
"Without" case: II. and III. phases are missing
**2038**



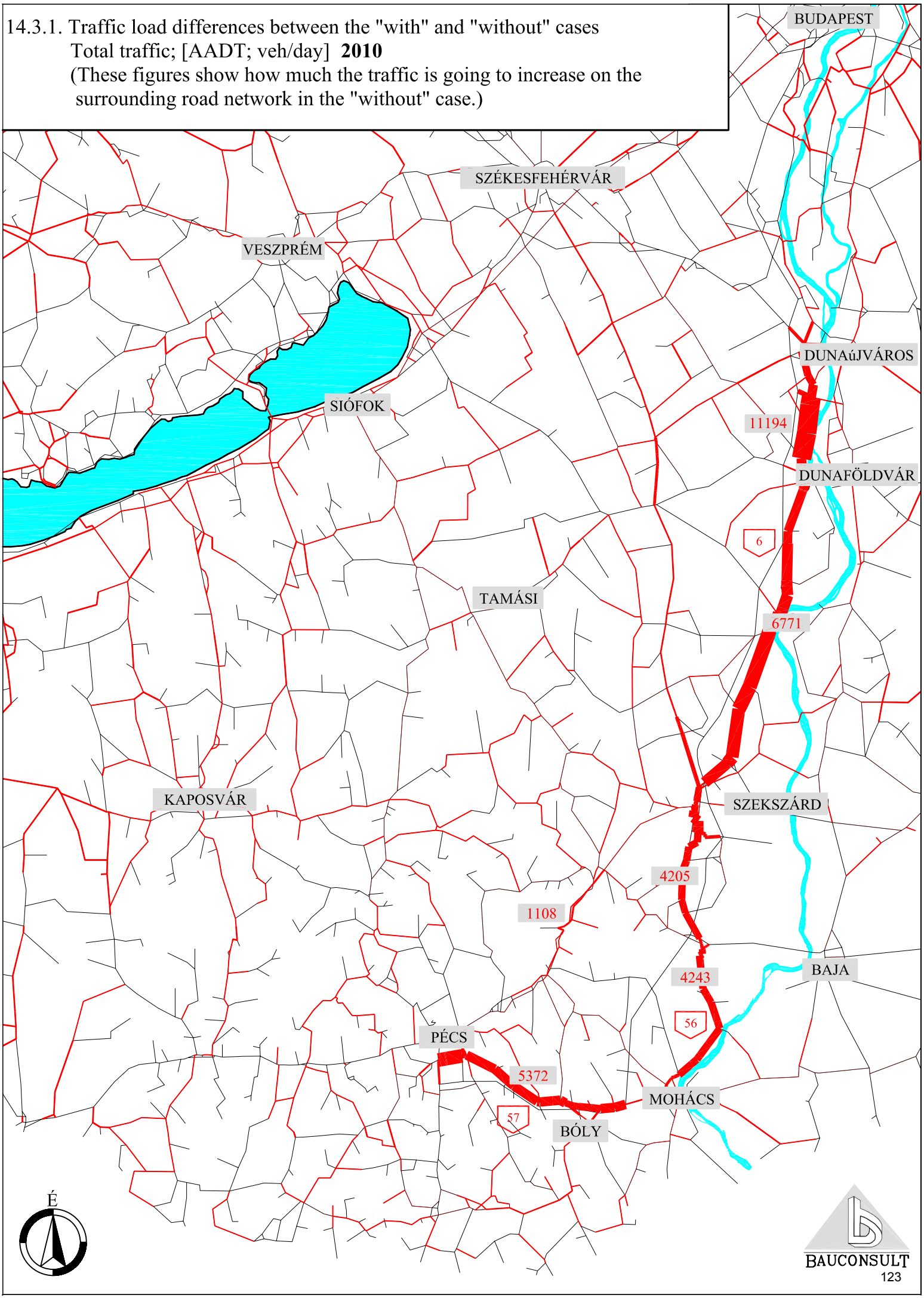
### *14.3 Forecasted traffic load differences between the "with" and "without" cases*

Traffic load differences between the "with" and "without" cases are shown on 6 cartograms. (figures 14.3.1 – 14.3.6)

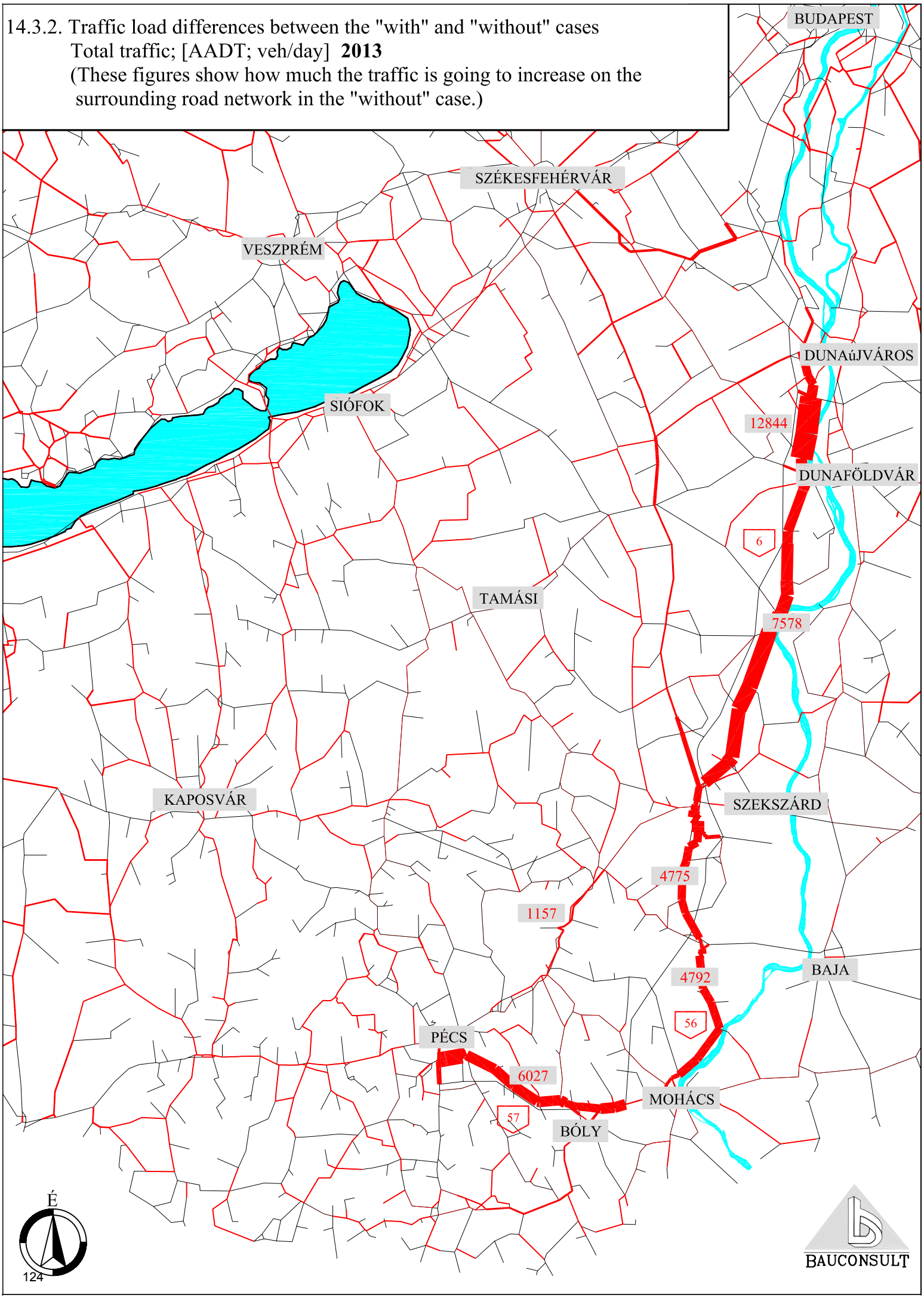
These figures show how much the traffic is going to increase on the surrounding road network in the "without" case.

With other words we may say this is the amount by which traffic on the road network of the catchments area would decrease in case the motorways M6/M60 would be built.

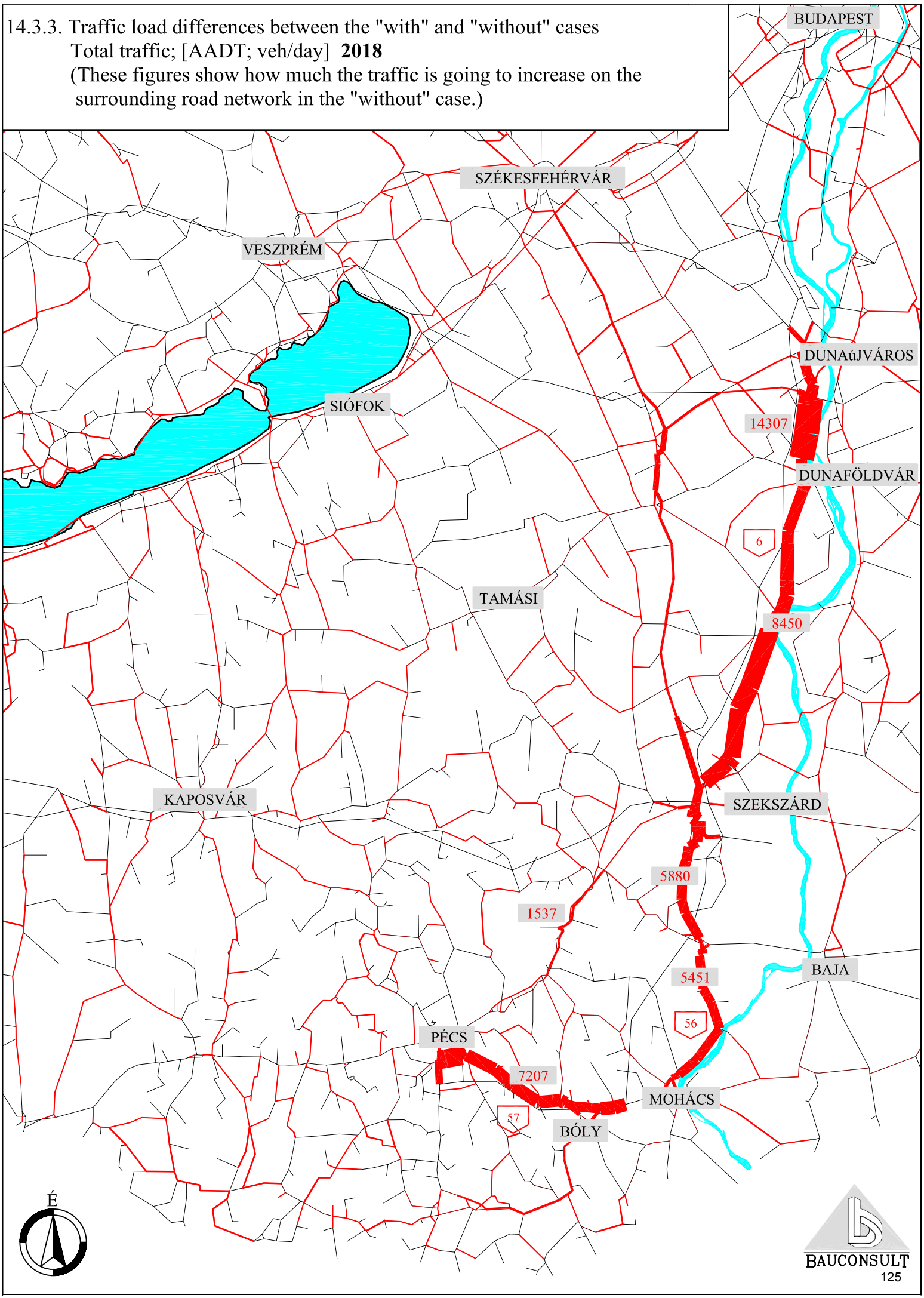
14.3.1. Traffic load differences between the "with" and "without" cases
Total traffic; [AADT; veh/day] **2010**
(These figures show how much the traffic is going to increase on the surrounding road network in the "without" case.)



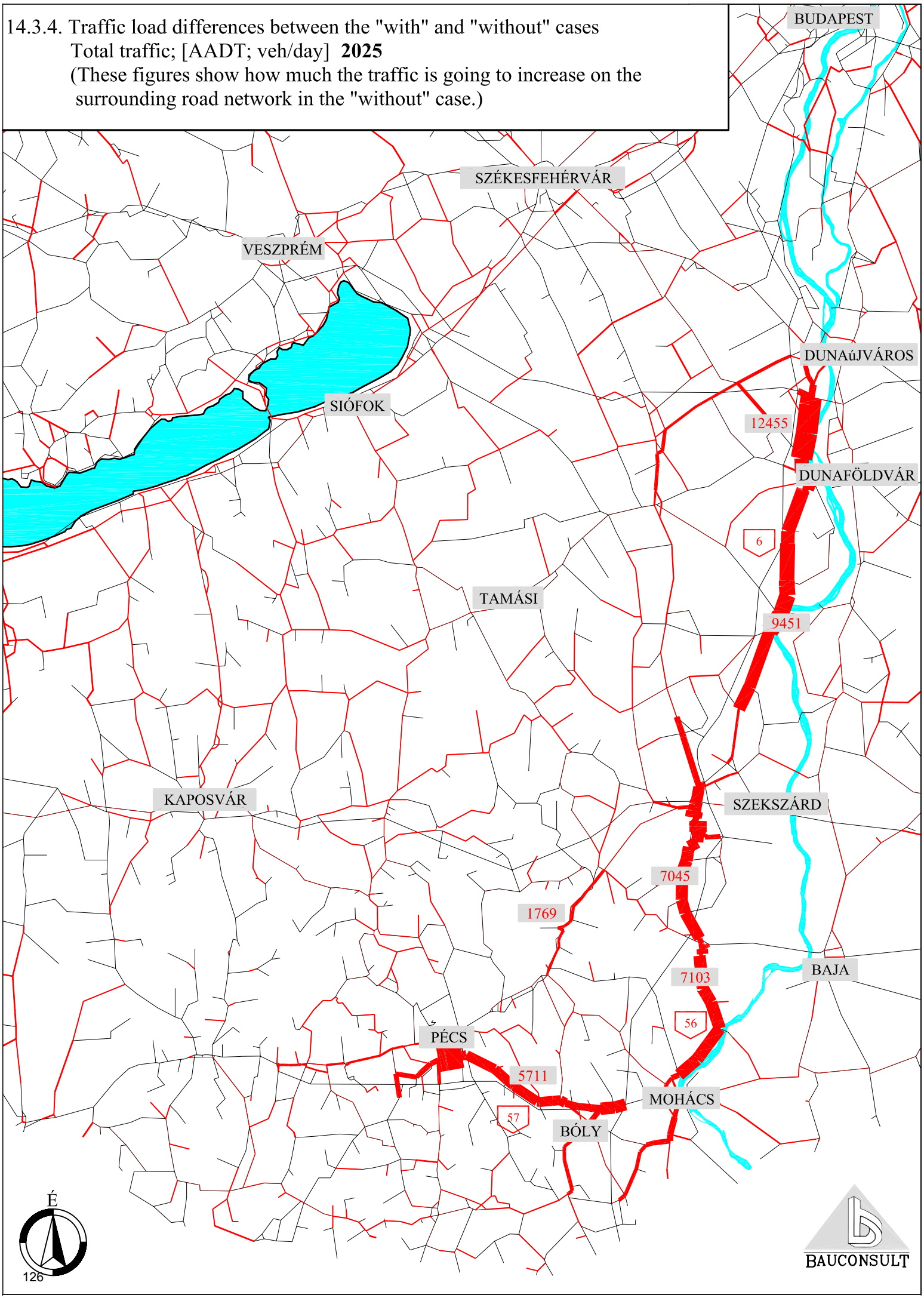
14.3.2. Traffic load differences between the "with" and "without" cases
Total traffic; [AADT; veh/day] **2013**
(These figures show how much the traffic is going to increase on the surrounding road network in the "without" case.)



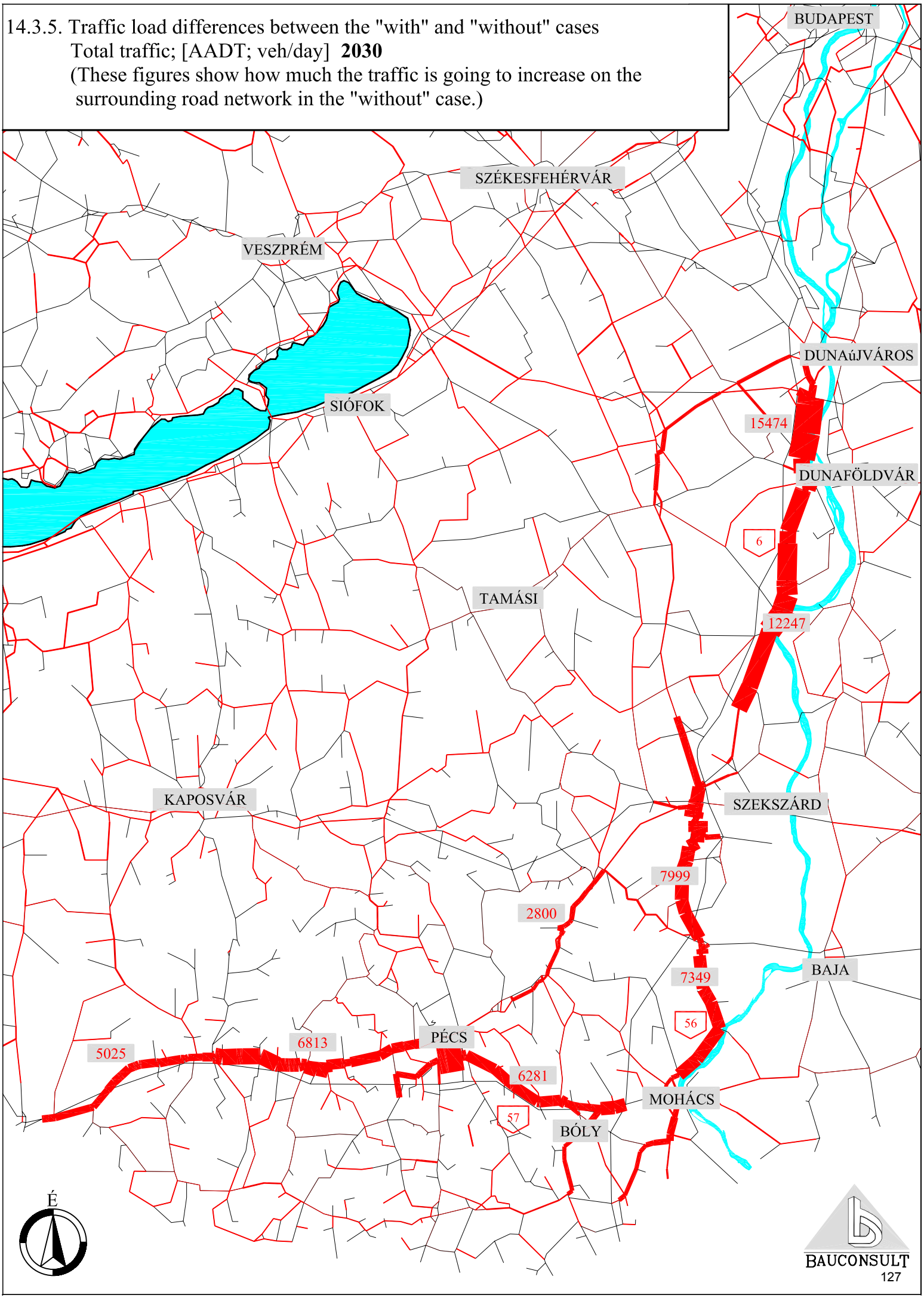
14.3.3. Traffic load differences between the "with" and "without" cases
Total traffic; [AADT; veh/day] **2018**
(These figures show how much the traffic is going to increase on the surrounding road network in the "without" case.)



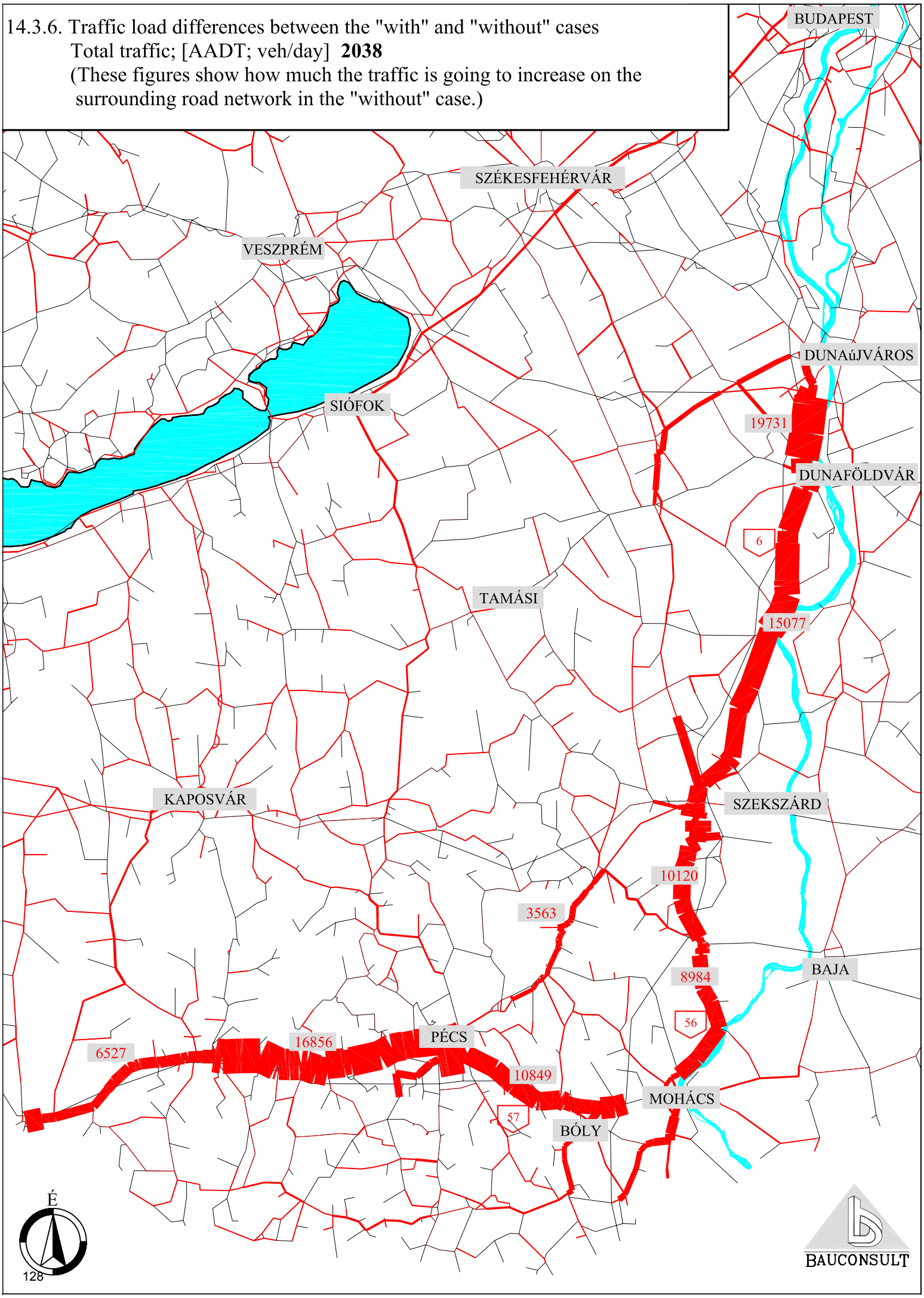
14.3.4. Traffic load differences between the "with" and "without" cases
Total traffic; [AADT; veh/day] **2025**
(These figures show how much the traffic is going to increase on the surrounding road network in the "without" case.)



14.3.5. Traffic load differences between the "with" and "without" cases
Total traffic; [AADT; veh/day] **2030**
(These figures show how much the traffic is going to increase on the surrounding road network in the "without" case.)



14.3.6. Traffic load differences between the "with" and "without" cases
Total traffic; [AADT; veh/day] **2038**
(These figures show how much the traffic is going to increase on the surrounding road network in the "without" case.)



### *14.4 Detailed traffic load listings of the main roads of the catchments area*

Detailed traffic load listings of the main roads of the catchments area are shown in the following 12 tables.

Tables 14.4.1 – 14.4.6 show forecasted traffic loads of “with” cases for each of the target years, tables 14.4.7 – 14.4.12 show forecasted traffic loads of “without” cases for each of the target years.

**14.4.1.** **2010**

**Toll tariff system:** **Mixed: D1 vignette, J2, J3 and J4 HUF/km**

**Toll is charged on:** **- D1: only on motorways**
**- J2, J3, J4: extension accepted by the Ministry GKM "D"**

**Toll rate:** **- D1: vignette priced at the current real value**
**- J2, J3, J4: HUF/km toll rate**

| Annual average daily traffic [AADT; veh/day] | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Road | Starting intersection | Starting km | Ending intersection | Ending km | Lenght [km] | D1 | J2 | J3 | J4 | Total |
| M6 | M6-6-7 Érdi-tető | 21+800 | Százhalombatta Észak | 24+200 | 2,400 | 14 833 | 753 | 552 | 2 055 | 18 193 |
| M6 | Százhalombatta Észak | 24+200 | Százhalombatta Dél | 28+400 | 4,200 | 14 577 | 455 | 310 | 1 633 | 16 975 |
| M6 | Százhalombatta Dél | 28+400 | Ráckeresztúr | 33+400 | 5,000 | 14 797 | 606 | 310 | 1 634 | 17 347 |
| M6 | Ráckeresztúr | 33+400 | Besnyő | 44+000 | 10,600 | 13 918 | 672 | 329 | 1 579 | 16 498 |
| M6 | Besnyő | 44+000 | Iváncsa | 49+200 | 5,200 | 13 663 | 661 | 286 | 1 499 | 16 109 |
| M6 | Iváncsa | 49+200 | Adony | 54+254 | 5,054 | 10 256 | 566 | 316 | 1 342 | 12 480 |
| M6 | Adony | 54+254 | Kulcs-Rácalmás | 61+400 | 7,146 | 12 342 | 636 | 326 | 1 447 | 14 751 |
| M6 | Kulcs-Rácalmás | 61+400 | Dunaújváros Észak | 66+700 | 5,300 | 11 387 | 605 | 320 | 1 181 | 13 493 |
| M6 | Dunaújváros Észak | 66+700 | Dunaújváros Centrum | 69+700 | 3,000 | 13 938 | 705 | 411 | 1 584 | 16 638 |
| M6 | Dunaújváros Centrum | 69+700 | M6-M8 | 76+200 | 6,500 | 15 639 | 930 | 493 | 2 215 | 19 277 |
| M6 | M6-M8 | 76+200 | Dunaföldvár Észak | 82+480 | 6,280 | 11 634 | 549 | 321 | 1 548 | 14 052 |
| M6 | Dunaföldvár Észak | 82+480 | Dunaföldvár Centrum | 86+340 | 3,860 | 6 626 | 297 | 257 | 983 | 8 163 |
| M6 | Dunaföldvár Centrum | 86+340 | Gabonásvölgy | 97+300 | 10,960 | 5 863 | 315 | 268 | 910 | 7 356 |
| M6 | Gabonásvölgy | 97+300 | Paks Nyugat | 105+345 | 8,045 | 7 349 | 315 | 346 | 911 | 8 921 |
| M6 | Paks Nyugat | 105+345 | Paks Dél | 113+395 | 8,050 | 5 955 | 412 | 247 | 916 | 7 530 |
| M6 | Paks Dél | 113+395 | Tengelic | 123+133 | 9,738 | 8 091 | 725 | 280 | 1 005 | 10 101 |
| M6 | Tengelic | 123+133 | Szedres | 130+637 | 7,504 | 7 315 | 533 | 239 | 999 | 9 086 |
| M6 | Szedres | 130+637 | M6-6 | 137+524 | 6,887 | 8 617 | 518 | 242 | 1 055 | 10 432 |
| M6 | M6-6 | 137+524 | M6-M9 | 141+734 | 4,210 | 3 972 | 219 | 106 | 365 | 4 662 |
| M6 | M6-M9 | 141+734 | Szekszárd Kelet | 147+997 | 6,263 | 5 521 | 418 | 139 | 625 | 6 703 |
| M6 | Szekszárd Kelet | 147+997 | Szekszárd Dél | 152+483 | 4,486 | 3 955 | 297 | 126 | 603 | 4 981 |
| M6 | Szekszárd Dél | 152+483 | Bátaszék | 163+859 | 11,376 | 4 218 | 305 | 135 | 603 | 5 261 |
| M6 | Bátaszék | 163+859 | Véménd | 174+270 | 10,411 | 4 469 | 360 | 333 | 743 | 5 905 |
| M6 | Véménd | 174+270 | M6-57 | 191+803 | 17,533 | 1 956 | 130 | 107 | 746 | 2 939 |
| M6 | M6-57 | 191+803 | M6-M60 | 193+150 | 1,347 | 5 657 | 144 | 113 | 578 | 6 492 |
| | | | | | | | | | | |
| M60 | M6-M60 | 0+000 | Bóly Észak | 6+085 | 6,085 | 5 657 | 144 | 113 | 578 | 6 492 |
| M60 | Bóly Észak | 6+085 | Pécs Kelet | 25+289 | 19,204 | 5 867 | 249 | 130 | 501 | 6 747 |
| M60 | Pécs Kelet | 25+289 | Pécs Dél | 29+431 | 4,142 | 8 179 | 719 | 126 | 601 | 9 625 |
| | | | | | | | | | | |
| 6 | M6-6-7-ERD_DÉL | 22+458 | 51116_6 | 23+932 | 1,474 | 15 478 | 216 | 182 | 803 | 16 679 |
| 6 | 51116_6 | 23+932 | 51309_6_BEKSZAZHALOMBAT | 25+480 | 1,548 | 15 084 | 211 | 178 | 795 | 16 268 |
| 6 | 51309_6_BEKSZAZHALOMBAT | 25+480 | 51309_6_BEKMOL | 29+252 | 3,772 | 11 845 | 421 | 316 | 584 | 13 165 |
| 6 | 51309_6_BEKMOL | 29+252 | ERCSI | 35+552 | 6,300 | 11 449 | 415 | 311 | 581 | 12 756 |
| 6 | ERCSI | 35+552 | 6_6205 | 48+282 | 12,730 | 4 101 | 251 | 265 | 415 | 5 032 |
| 6 | 6_6205 | 48+282 | 6_6208 | 50+199 | 1,917 | 4 587 | 240 | 223 | 388 | 5 438 |
| 6 | 6_6208 | 50+199 | 51315_6_6207 | 51+408 | 1,209 | 2 819 | 171 | 107 | 351 | 3 448 |
| 6 | 51315_6_6207 | 51+408 | 51122_6 | 59+030 | 7,622 | 4 196 | 255 | 119 | 387 | 4 957 |
| 6 | 51122_6 | 59+030 | 6_BEKRACALMAS | 60+622 | 1,592 | 2 716 | 297 | 152 | 440 | 3 605 |
| 6 | 6_BEKRACALMAS | 60+622 | 51123_6 | 62+050 | 1,428 | 7 100 | 340 | 155 | 689 | 8 284 |
| 6 | 51123_6 | 62+050 | 51124_6 | 65+611 | 3,561 | 8 647 | 710 | 23 | 540 | 9 920 |
| 6 | 51124_6 | 65+611 | 6_62_DUNAUJVAROSIUT | 68+028 | 2,417 | 3 687 | 258 | 22 | 229 | 4 196 |
| 6 | 6_62_DUNAUJVAROSIUT | 68+028 | 6_62819 | 68+992 | 0,964 | 7 167 | 432 | 242 | 1 092 | 8 933 |
| 6 | 6_62819 | 68+992 | 6_6219 | 70+438 | 1,446 | 3 647 | 106 | 34 | 487 | 4 274 |
| 6 | 6_6219 | 70+438 | 6_6221 | 72+106 | 1,668 | 4 965 | 299 | 91 | 487 | 5 842 |
| 6 | 6_6221 | 72+106 | 6_DUNAUJ | 73+807 | 1,701 | 4 309 | 260 | 120 | 509 | 5 198 |
| 6 | 6_DUNAUJ | 73+807 | M8-6-DUNAUJVÁROS_DÉL | 76+220 | 2,413 | 5 441 | 241 | 166 | 249 | 6 097 |
| 6 | M8-6-DUNAUJVÁROS_DÉL | 76+220 | 51125_6 | 77+324 | 1,104 | 3 032 | 189 | 21 | 51 | 3 293 |
| 6 | 51125_6 | 77+324 | 6_62121 | 81+302 | 3,978 | 1 514 | 120 | 5 | 33 | 1 672 |
| 6 | 6_62121 | 81+302 | 6_6228A_DUNAFOLDVARIUT | 85+130 | 3,828 | 1 327 | 191 | 162 | 184 | 1 864 |
| 6 | 6_6228A_DUNAFOLDVARIUT | 85+130 | 6_61_DUNAFOLDVARIUT2 | 87+080 | 1,950 | 2 871 | 420 | 224 | 434 | 3 949 |
| 6 | 6_61_DUNAFOLDVARIUT2 | 87+080 | DUNAFÖLDVÁR | 88+386 | 1,306 | 4 539 | 497 | 296 | 733 | 6 065 |
| 6 | DUNAFÖLDVÁR | 88+386 | 52_6 | 89+550 | 1,164 | 3 282 | 282 | 208 | 449 | 4 220 |
| 6 | 52_6 | 89+550 | 51172_6 | 95+690 | 6,140 | 2 024 | 66 | 120 | 164 | 2 374 |
| 6 | 51172_6 | 95+690 | 6_GABONASVOLGY | 96+781 | 1,091 | 2 024 | 66 | 120 | 164 | 2 374 |
| 6 | 6_GABONASVOLGY | 96+781 | 5111_6_62134 | 104+260 | 7,479 | 1 004 | 70 | 63 | 163 | 1 300 |
| 6 | 5111_6_62134 | 104+260 | 6_62134 | 105+050 | 0,790 | 1 747 | 20 | 82 | 48 | 1 897 |
| 6 | 6_62134 | 105+050 | 6_PAKSIKOMP | 109+560 | 4,510 | 2 499 | 21 | 105 | 49 | 2 674 |
| 6 | 6_PAKSIKOMP | 109+560 | PAKS | 110+560 | 1,000 | 3 284 | 140 | 111 | 71 | 3 606 |
| 6 | PAKS | 110+560 | 6_6231_6232 | 111+560 | 1,000 | 3 469 | 162 | 102 | 89 | 3 822 |
| 6 | 6_6231_6232 | 111+560 | 5112_6 | 120+273 | 8,713 | 1 422 | 109 | 29 | 29 | 1 589 |
| 6 | 5112_6 | 120+273 | 6_6234 | 123+900 | 3,627 | 1 331 | 90 | 2 | 12 | 1 435 |
| 6 | 6_6234 | 123+900 | 51163_6 | 130+679 | 6,779 | 1 240 | 257 | 42 | 18 | 1 557 |
| 6 | 51163_6 | 130+679 | 51164_6 | 131+974 | 1,295 | 1 352 | 66 | 8 | 17 | 1 443 |
| 6 | 51164_6 | 131+974 | M6-6-SZEKSZÁRD | 136+274 | 4,300 | 1 464 | 77 | 9 | 159 | 1 709 |
| 6 | M6-6-SZEKSZÁRD | 136+274 | 6_BEKTOLNA | 136+524 | 0,250 | 6 028 | 376 | 133 | 843 | 7 380 |
| 6 | 6_BEKTOLNA | 136+524 | 51901_6_63 | 137+300 | 0,776 | 5 562 | 366 | 108 | 843 | 6 878 |
| 6 | 51901_6_63 | 137+300 | M9-6-SZEKSZÁRD | 139+368 | 2,068 | 10 470 | 332 | 127 | 1 080 | 12 009 |
| 6 | M9-6-SZEKSZÁRD | 139+368 | 56_6 | 140+243 | 0,875 | 13 407 | 665 | 207 | 1 260 | 15 539 |
| 6 | 56_6 | 140+243 | 56601_6 | 141+092 | 0,849 | 7 460 | 577 | 198 | 904 | 9 139 |
| 6 | 56601_6 | 141+092 | 6_65 | 143+392 | 2,300 | 12 853 | 578 | 225 | 906 | 14 562 |
| 6 | 6_65 | 143+392 | KAKASD | 151+420 | 8,028 | 8 995 | 437 | 198 | 859 | 10 489 |
| 6 | KAKASD | 151+420 | 5603_6_6535 | 157+420 | 6,000 | 9 144 | 343 | 225 | 878 | 10 590 |
| 6 | 5603_6_6535 | 157+420 | 6_6534_65362 | 159+928 | 2,508 | 10 593 | 373 | 261 | 884 | 12 111 |
| 6 | 6_6534_65362 | 159+928 | 5605_6 | 162+040 | 2,112 | 7 751 | 314 | 232 | 758 | 9 055 |
| 6 | 5605_6 | 162+040 | 56125_6 | 166+840 | 4,800 | 6 882 | 284 | 239 | 628 | 8 033 |
| 6 | 56125_6 | 166+840 | MECSEKNÁDASD | 167+671 | 0,831 | 6 846 | 289 | 265 | 665 | 8 065 |
| 6 | MECSEKNÁDASD | 167+671 | 6_65194 | 169+030 | 1,359 | 6 693 | 345 | 351 | 761 | 8 150 |
| 6 | 6_65194 | 169+030 | 5613_6 | 171+970 | 2,940 | 6 447 | 392 | 318 | 634 | 7 791 |
| 6 | 5613_6 | 171+970 | 56128_6 | 173+185 | 1,215 | 6 447 | 49 | 318 | 634 | 7 448 |
| 6 | 56128_6 | 173+185 | 5613_6 | 174+585 | 1,400 | 6 318 | 48 | 291 | 523 | 7 180 |
| 6 | 5613_6 | 174+585 | 6_65184 | 176+890 | 2,305 | 6 306 | 50 | 19 | 523 | 6 898 |
| 6 | 6_65184 | 176+890 | 5606_5607_6_6544 | 177+550 | 0,660 | 6 038 | 52 | 31 | 436 | 6 557 |
| 6 | 5606_5607_6_6544 | 177+550 | 5608_6_65185 | 178+745 | 1,195 | 8 256 | 30 | 42 | 437 | 8 765 |
| 6 | 5608_6_65185 | 178+745 | 5609_6 | 180+845 | 2,100 | 9 075 | 30 | 43 | 478 | 9 626 |
| 6 | 5609_6 | 180+845 | 56119_6 | 184+185 | 3,340 | 9 082 | 31 | 43 | 454 | 9 610 |
| 6 | 56119_6 | 184+185 | HIRD | 186+820 | 2,635 | 10 285 | 31 | 47 | 458 | 10 821 |
| 6 | HIRD | 186+820 | 56121_6 | 187+180 | 0,360 | 13 358 | 134 | 100 | 472 | 14 064 |
| 6 | 56121_6 | 187+180 | 6_6545 | 188+385 | 1,205 | 13 358 | 134 | 100 | 472 | 14 064 |
| 6 | 6_6545 | 188+385 | 6_6544 | 189+165 | 0,780 | 13 358 | 134 | 100 | 472 | 14 064 |
| 6 | 6_6544 | 189+165 | 6_6890 | 192+647 | 3,482 | 13 575 | 695 | 448 | 674 | 15 392 |
| 6 | 6_6890 | 192+647 | 5611_6 | 192+750 | 0,103 | 11 482 | 621 | 340 | 587 | 13 030 |
| 6 | 5611_6 | 192+750 | 5619_6_66 | 193+693 | 0,943 | 14 342 | 767 | 396 | 595 | 16 100 |

**14.4.1.** **2010**

**Toll tariff system:** **Mixed: D1 vignette, J2, J3 and J4 HUF/km**

**Toll is charged on:** **- D1: only on motorways**
**- J2, J3, J4: extension accepted by the Ministry GKM "D"**

**Toll rate:** **- D1: vignette priced at the current real value**
**- J2, J3, J4: HUF/km toll rate**

| Annual average daily traffic [AADT; veh/day] | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Road | Starting intersection | Starting km | Ending intersection | Ending km | Lenght [km] | D1 | J2 | J3 | J4 | Total |
| 6 | 5619_6_66 | 193+693 | 5617_6 | 194+725 | 1,032 | 26 349 | 1 540 | 637 | 778 | 29 304 |
| 6 | 5617_6 | 194+725 | PÉCS | 196+725 | 2,000 | 29 375 | 1 729 | 493 | 871 | 32 468 |
| 6 | PÉCS | 196+725 | 58_6 | 197+145 | 0,420 | 44 177 | 2 193 | 605 | 907 | 47 882 |
| 6 | 58_6 | 197+145 | 6_6604 | 200+675 | 3,530 | 32 352 | 1 214 | 505 | 739 | 34 810 |
| 6 | 6_6604 | 200+675 | 5831_6 | 201+930 | 1,255 | 21 136 | 1 168 | 532 | 717 | 23 553 |
| 6 | 5831_6 | 201+930 | 5801_6 | 203+390 | 1,460 | 17 488 | 737 | 511 | 721 | 19 457 |
| 6 | 5801_6 | 203+390 | 6_6605 | 206+250 | 2,860 | 12 724 | 426 | 358 | 712 | 14 220 |
| 6 | 6_6605 | 206+250 | 58102_6 | 209+630 | 3,380 | 10 746 | 496 | 434 | 737 | 12 413 |
| 6 | 58102_6 | 209+630 | 6_66108 | 211+160 | 1,530 | 9 979 | 494 | 434 | 737 | 11 644 |
| 6 | 6_66108 | 211+160 | 5802_6 | 213+274 | 2,114 | 9 973 | 609 | 534 | 815 | 11 931 |
| 6 | 5802_6 | 213+274 | SZENTLŐRINC | 216+700 | 3,426 | 8 694 | 78 | 196 | 806 | 9 774 |
| 6 | SZENTLŐRINC | 216+700 | 5811_6 | 217+750 | 1,050 | 8 529 | 343 | 302 | 672 | 9 846 |
| 6 | 5811_6 | 217+750 | 6_66111 | 218+185 | 0,435 | 8 364 | 607 | 408 | 688 | 10 067 |
| 6 | 6_66111 | 218+185 | KACSÓTA | 219+395 | 1,210 | 8 334 | 602 | 402 | 666 | 10 004 |
| 6 | KACSÓTA | 219+395 | 5807_6 | 221+400 | 2,005 | 8 269 | 598 | 395 | 645 | 9 907 |
| 6 | 5807_6 | 221+400 | 6_66112 | 221+580 | 0,180 | 8 707 | 616 | 396 | 648 | 10 367 |
| 6 | 6_66112 | 221+580 | NAGYPETERD | 223+960 | 2,380 | 8 692 | 614 | 391 | 632 | 10 329 |
| 6 | NAGYPETERD | 223+960 | BOTYKAPETERD | 225+960 | 2,000 | 8 728 | 602 | 358 | 538 | 10 226 |
| 6 | BOTYKAPETERD | 225+960 | 6_66114 | 227+865 | 1,905 | 8 642 | 583 | 362 | 598 | 10 185 |
| 6 | 6_66114 | 227+865 | 6_SZIG | 229+965 | 2,100 | 8 642 | 583 | 362 | 598 | 10 185 |
| 6 | 6_SZIG | 229+965 | 58107_6_67 | 230+595 | 0,630 | 4 987 | 157 | 183 | 488 | 5 815 |
| 6 | 58107_6_67 | 230+595 | 6_6SZ | 232+000 | 1,405 | 4 898 | 117 | 185 | 538 | 5 738 |
| 6 | 6_6SZ | 232+000 | 6_6SZ | 234+046 | 2,046 | 5 688 | 124 | 183 | 483 | 6 478 |
| 6 | 6_6SZ | 234+046 | 58108_6 | 235+952 | 1,906 | 5 697 | 137 | 184 | 485 | 6 503 |
| 6 | 58108_6 | 235+952 | 6_66115 | 237+793 | 1,841 | 5 044 | 131 | 164 | 458 | 5 797 |
| 6 | 6_66115 | 237+793 | 58109_6 | 239+075 | 1,282 | 4 676 | 124 | 142 | 430 | 5 372 |
| 6 | 58109_6 | 239+075 | 6_66116 | 239+648 | 0,573 | 4 330 | 98 | 137 | 412 | 4 977 |
| 6 | 6_66116 | 239+648 | NAGYDOBSZA | 243+004 | 3,356 | 3 899 | 91 | 117 | 386 | 4 493 |
| 6 | NAGYDOBSZA | 243+004 | KISDOBSZA | 244+504 | 1,500 | 2 768 | 86 | 99 | 370 | 3 323 |
| 6 | KISDOBSZA | 244+504 | ISTVÁNDI | 247+004 | 2,500 | 1 962 | 81 | 80 | 344 | 2 467 |
| 6 | ISTVÁNDI | 247+004 | DARÁNY | 251+034 | 4,030 | 1 920 | 79 | 68 | 312 | 2 379 |
| 6 | DARÁNY | 251+034 | 6_66169 | 256+760 | 5,726 | 2 476 | 114 | 60 | 278 | 2 928 |
| 6 | 6_66169 | 256+760 | 6_6623_6BARCS | 258+458 | 1,698 | 2 470 | 100 | 59 | 278 | 2 907 |
| 6 | 6_6623_6BARCS | 258+458 | 6_68 | 261+220 | 2,762 | 542 | 17 | 17 | 275 | 851 |
| 6 | 6_68 | 261+220 | BARCSHAK | 262+025 | 0,805 | 542 | 22 | 40 | 93 | 697 |
| | | | | | | | | | | |
| 56 | 56_6 | 0+000 | 56_56601 | 0+718 | 0,718 | 5 947 | 88 | 9 | 359 | 6 403 |
| 56 | 56_56601 | 0+718 | 56_56SZEKSZÁRD | 1+018 | 0,300 | 11 340 | 89 | 36 | 361 | 11 826 |
| 56 | 56_56SZEKSZÁRD | 1+018 | 5112_56 | 1+698 | 0,680 | 8 781 | 33 | 54 | 299 | 9 167 |
| 56 | 5112_56 | 1+698 | 5113_56 | 3+098 | 1,400 | 8 781 | 433 | 119 | 299 | 9 632 |
| 56 | 5113_56 | 3+098 | 56_56SZEKSZÁRD | 6+180 | 3,082 | 6 033 | 254 | 99 | 238 | 6 624 |
| 56 | 56_56SZEKSZÁRD | 6+180 | 5114_56 | 8+360 | 2,180 | 1 822 | 95 | 60 | 161 | 2 138 |
| 56 | 5114_56 | 8+360 | 56_5601 | 9+980 | 1,620 | 2 137 | 101 | 62 | 161 | 2 461 |
| 56 | 56_5601 | 9+980 | 56_5602 | 14+274 | 4,294 | 1 490 | 62 | 24 | 127 | 1 703 |
| 56 | 56_5602 | 14+274 | VÁRDOMB | 16+190 | 1,916 | 1 216 | 36 | 25 | 125 | 1 402 |
| 56 | VÁRDOMB | 16+190 | 5115_56_BEKBATASZEK | 20+540 | 4,350 | 1 317 | 35 | 85 | 38 | 1 475 |
| 56 | 5115_56_BEKBATASZEK | 20+540 | 56_5603 | 21+220 | 0,680 | 2 146 | 85 | 83 | 619 | 2 933 |
| 56 | 56_5603 | 21+220 | 55A_56 | 21+588 | 0,368 | 1 610 | 131 | 65 | 626 | 2 432 |
| 56 | 55A_56 | 21+588 | BÁTASZÉK | 23+089 | 1,501 | 2 127 | 192 | 74 | 343 | 2 736 |
| 56 | BÁTASZÉK | 23+089 | FURKÓTELEP | 28+120 | 5,031 | 1 295 | 195 | 63 | 321 | 1 874 |
| 56 | FURKÓTELEP | 28+120 | 56_56302 | 29+120 | 1,000 | 1 295 | 195 | 63 | 321 | 1 874 |
| 56 | 56_56302 | 29+120 | 51168_56 | 30+365 | 1,245 | 1 295 | 195 | 63 | 321 | 1 874 |
| 56 | 51168_56 | 30+365 | DUNASZEKCSŐ | 35+215 | 4,850 | 830 | 315 | 95 | 342 | 1 582 |
| 56 | DUNASZEKCSŐ | 35+215 | BÁR | 40+408 | 5,193 | 453 | 88 | 64 | 108 | 713 |
| 56 | BÁR | 40+408 | 56_5606 | 44+480 | 4,072 | 758 | 133 | 68 | 108 | 1 067 |
| 56 | 56_5606 | 44+480 | 5121_56 | 45+675 | 1,195 | 5 190 | 436 | 241 | 140 | 6 007 |
| 56 | 5121_56 | 45+675 | 56_5607 | 47+101 | 1,426 | 2 997 | 215 | 88 | 102 | 3 402 |
| 56 | 56_5607 | 47+101 | 56_56412 | 48+543 | 1,442 | 5 223 | 498 | 140 | 289 | 6 150 |
| 56 | 56_56412 | 48+543 | 56_57 | 49+258 | 0,715 | 2 314 | 286 | 53 | 289 | 2 942 |
| 56 | 56_57 | 49+258 | 5121_56 | 52+782 | 3,524 | 1 830 | 48 | 45 | 201 | 2 124 |
| 56 | 5121_56 | 52+782 | 5117_56 | 55+081 | 2,299 | 2 471 | 143 | 75 | 202 | 2 891 |
| 56 | 5117_56 | 55+081 | 56_5702 | 55+842 | 0,761 | 1 672 | 143 | 74 | 190 | 2 079 |
| 56 | 56_5702 | 55+842 | UDVAR | 60+864 | 5,022 | 679 | 102 | 66 | 175 | 1 022 |
| 56 | UDVAR | 60+864 | UDVARHAK | 61+475 | 0,611 | 576 | 72 | 53 | 104 | 805 |
| | | | | | | | | | | |
| 57 | MOHÁCS | 0+000 | 56_57 | 1+994 | 1,994 | 5 051 | 261 | 8 | 159 | 5 479 |
| 57 | 56_57 | 1+994 | 56412_57 | 2+680 | 0,686 | 4 566 | 24 | 0 | 300 | 4 890 |
| 57 | 56412_57 | 2+680 | LÁNYCSÓK | 3+700 | 1,020 | 7 475 | 236 | 87 | 300 | 8 098 |
| 57 | LÁNYCSÓK | 3+700 | M6-57 | 7+569 | 3,869 | 6 373 | 237 | 95 | 342 | 7 047 |
| 57 | M6-57 | 7+569 | 56113_57 | 9+500 | 1,931 | 2 047 | 217 | 62 | 146 | 2 472 |
| 57 | 56113_57 | 9+500 | SZAJK | 11+510 | 2,010 | 2 134 | 224 | 46 | 120 | 2 524 |
| 57 | SZAJK | 11+510 | 56115_57 | 12+920 | 1,410 | 390 | 11 | 9 | 26 | 436 |
| 57 | 56115_57 | 12+920 | 57_ELKBOLY | 14+220 | 1,300 | 331 | 13 | 7 | 24 | 375 |
| 57 | 57_ELKBOLY | 14+220 | 56116_57 | 15+615 | 1,395 | 723 | 17 | 25 | 25 | 790 |
| 57 | 56116_57 | 15+615 | 57_5701 | 16+755 | 1,140 | 733 | 14 | 17 | 19 | 783 |
| 57 | 57_5701 | 16+755 | SZEDERKÉNY | 17+565 | 0,810 | 1 283 | 62 | 31 | 22 | 1 398 |
| 57 | SZEDERKÉNY | 17+565 | 5611_57 | 20+575 | 3,010 | 1 280 | 37 | 21 | 27 | 1 365 |
| 57 | 5611_57 | 20+575 | 57_57102 | 20+965 | 0,390 | 1 185 | 45 | 17 | 28 | 1 275 |
| 57 | 57_57102 | 20+965 | 57_57101 | 25+485 | 4,520 | 1 387 | 137 | 25 | 37 | 1 586 |
| 57 | 57_57101 | 25+485 | 57_57128 | 26+690 | 1,205 | 1 463 | 147 | 28 | 78 | 1 716 |
| 57 | 57_57128 | 26+690 | 56127_57 | 28+530 | 1,840 | 1 511 | 154 | 29 | 119 | 1 813 |
| 57 | 56127_57 | 28+530 | 57_5711 | 33+860 | 5,330 | 1 606 | 164 | 33 | 169 | 1 972 |
| 57 | 57_5711 | 33+860 | 5617_57 | 33+950 | 0,090 | 8 961 | 1 313 | 189 | 369 | 10 832 |
| 57 | 5617_57 | 33+950 | 5618_57_PECSBEK | 34+560 | 0,610 | 3 729 | 990 | 23 | 234 | 4 976 |
| 57 | 5618_57_PECSBEK | 34+560 | 57_58_5816 | 38+270 | 3,710 | 7 700 | 1 184 | 183 | 350 | 9 417 |

**14.4.2.** **2013**

**Toll tariff system:** **Mixed: D1 vignette, J2, J3 and J4 HUF/km**

**Toll is charged on:** **- D1: only on motorways**
**- J2, J3, J4: extension accepted by the Ministry GKM "D"**

**Toll rate:** **- D1: vignette priced at the current real value**
**- J2, J3, J4: HUF/km toll rate**

| Annual average daily traffic [AADT; veh/day] | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Road | Starting intersection | Starting km | Ending intersection | Ending km | Lenght [km] | D1 | J2 | J3 | J4 | Total |
| M6 | M6-6-7 Érdi-tető | 21+800 | Százhalombatta Észak | 24+200 | 2,400 | 17 727 | 808 | 553 | 2 116 | 21 204 |
| M6 | Százhalombatta Észak | 24+200 | Százhalombatta Dél | 28+400 | 4,200 | 17 421 | 482 | 309 | 1 644 | 19 856 |
| M6 | Százhalombatta Dél | 28+400 | Ráckeresztúr | 33+400 | 5,000 | 17 675 | 647 | 309 | 1 644 | 20 275 |
| M6 | Ráckeresztúr | 33+400 | Besnyő | 44+000 | 10,600 | 16 693 | 719 | 331 | 1 582 | 19 325 |
| M6 | Besnyő | 44+000 | Iváncsa | 49+200 | 5,200 | 16 358 | 708 | 288 | 1 492 | 18 846 |
| M6 | Iváncsa | 49+200 | Adony | 54+254 | 5,054 | 12 435 | 612 | 358 | 1 318 | 14 723 |
| M6 | Adony | 54+254 | Kulcs-Rácalmás | 61+400 | 7,146 | 14 907 | 688 | 366 | 1 434 | 17 395 |
| M6 | Kulcs-Rácalmás | 61+400 | Dunaújváros Észak | 66+700 | 5,300 | 16 050 | 652 | 360 | 1 131 | 18 193 |
| M6 | Dunaújváros Észak | 66+700 | Dunaújváros Centrum | 69+700 | 3,000 | 16 387 | 1 044 | 830 | 1 613 | 19 874 |
| M6 | Dunaújváros Centrum | 69+700 | M6-M8 | 76+200 | 6,500 | 18 448 | 1 321 | 932 | 2 325 | 23 026 |
| M6 | M6-M8 | 76+200 | Dunaföldvár Észak | 82+480 | 6,280 | 14 015 | 636 | 354 | 1 749 | 16 754 |
| M6 | Dunaföldvár Észak | 82+480 | Dunaföldvár Centrum | 86+340 | 3,860 | 8 248 | 358 | 290 | 1 160 | 10 056 |
| M6 | Dunaföldvár Centrum | 86+340 | Gabonásvölgy | 97+300 | 10,960 | 7 081 | 355 | 275 | 1 038 | 8 749 |
| M6 | Gabonásvölgy | 97+300 | Paks Nyugat | 105+345 | 8,045 | 8 611 | 349 | 350 | 1 062 | 10 372 |
| M6 | Paks Nyugat | 105+345 | Paks Dél | 113+395 | 8,050 | 7 019 | 458 | 249 | 1 067 | 8 793 |
| M6 | Paks Dél | 113+395 | Tengelic | 123+133 | 9,738 | 9 467 | 807 | 288 | 1 169 | 11 731 |
| M6 | Tengelic | 123+133 | Szedres | 130+637 | 7,504 | 8 414 | 594 | 248 | 1 162 | 10 418 |
| M6 | Szedres | 130+637 | M6-6 | 137+524 | 6,887 | 10 023 | 577 | 250 | 1 228 | 12 078 |
| M6 | M6-6 | 137+524 | M6-M9 | 141+734 | 4,210 | 4 587 | 242 | 108 | 424 | 5 361 |
| M6 | M6-M9 | 141+734 | Szekszárd Kelet | 147+997 | 6,263 | 6 323 | 481 | 151 | 723 | 7 678 |
| M6 | Szekszárd Kelet | 147+997 | Szekszárd Dél | 152+483 | 4,486 | 4 537 | 349 | 138 | 698 | 5 722 |
| M6 | Szekszárd Dél | 152+483 | Bátaszék | 163+859 | 11,376 | 4 824 | 358 | 147 | 698 | 6 027 |
| M6 | Bátaszék | 163+859 | Véménd | 174+270 | 10,411 | 5 027 | 399 | 337 | 849 | 6 612 |
| M6 | Véménd | 174+270 | M6-57 | 191+803 | 17,533 | 2 449 | 144 | 108 | 852 | 3 553 |
| M6 | M6-57 | 191+803 | M6-M60 | 193+150 | 1,347 | 6 423 | 175 | 113 | 658 | 7 369 |
| | | | | | | | | | | |
| M60 | M6-M60 | 0+000 | Bóly Észak | 6+085 | 6,085 | 6 423 | 175 | 113 | 658 | 7 369 |
| M60 | Bóly Észak | 6+085 | Pécs Kelet | 25+289 | 19,204 | 6 714 | 292 | 131 | 572 | 7 709 |
| M60 | Pécs Kelet | 25+289 | Pécs Dél | 29+431 | 4,142 | 10 704 | 814 | 129 | 641 | 12 288 |
| | | | | | | | | | | |
| 6 | M6-6-7-ERD_DÉL | 22+458 | 51116_6 | 23+932 | 1,474 | 9 207 | 242 | 185 | 909 | 10 543 |
| 6 | 51116_6 | 23+932 | 51309_6_BEKSZAZHALOMBAT | 25+480 | 1,548 | 8 973 | 236 | 181 | 900 | 10 290 |
| 6 | 51309_6_BEKSZAZHALOMBAT | 25+480 | 51309_6_BEKMOL | 29+252 | 3,772 | 13 673 | 460 | 318 | 652 | 15 101 |
| 6 | 51309_6_BEKMOL | 29+252 | ERCSI | 35+552 | 6,300 | 13 216 | 453 | 313 | 648 | 14 630 |
| 6 | ERCSI | 35+552 | 6_6205 | 48+282 | 12,730 | 4 744 | 272 | 262 | 460 | 5 738 |
| 6 | 6_6205 | 48+282 | 6_6208 | 50+199 | 1,917 | 5 322 | 260 | 221 | 432 | 6 235 |
| 6 | 6_6208 | 50+199 | 51315_6_6207 | 51+408 | 1,209 | 3 244 | 185 | 106 | 391 | 3 926 |
| 6 | 51315_6_6207 | 51+408 | 51122_6 | 59+030 | 7,622 | 4 816 | 277 | 119 | 431 | 5 643 |
| 6 | 51122_6 | 59+030 | 6_BEKRACALMAS | 60+622 | 1,592 | 3 119 | 323 | 152 | 493 | 4 087 |
| 6 | 6_BEKRACALMAS | 60+622 | 51123_6 | 62+050 | 1,428 | 5 932 | 373 | 156 | 775 | 7 236 |
| 6 | 51123_6 | 62+050 | 51124_6 | 65+611 | 3,561 | 7 658 | 781 | 23 | 611 | 9 073 |
| 6 | 51124_6 | 65+611 | 6_62_DUNAUJVAROSIUT | 68+028 | 2,417 | 4 228 | 284 | 23 | 259 | 4 794 |
| 6 | 6_62_DUNAUJVAROSIUT | 68+028 | 6_62819 | 68+992 | 0,964 | 8 221 | 477 | 245 | 1 230 | 10 173 |
| 6 | 6_62819 | 68+992 | 6_6219 | 70+438 | 1,446 | 4 200 | 116 | 35 | 550 | 4 901 |
| 6 | 6_6219 | 70+438 | 6_6221 | 72+106 | 1,668 | 5 726 | 330 | 92 | 550 | 6 698 |
| 6 | 6_6221 | 72+106 | 6_DUNAUJ | 73+807 | 1,701 | 4 970 | 288 | 122 | 574 | 5 954 |
| 6 | 6_DUNAUJ | 73+807 | M8-6-DUNAUJVÁROS_DÉL | 76+220 | 2,413 | 6 246 | 268 | 170 | 279 | 6 963 |
| 6 | M8-6-DUNAUJVÁROS_DÉL | 76+220 | 51125_6 | 77+324 | 1,104 | 3 686 | 223 | 28 | 153 | 4 090 |
| 6 | 51125_6 | 77+324 | 6_62121 | 81+302 | 3,978 | 1 956 | 146 | 12 | 133 | 2 247 |
| 6 | 6_62121 | 81+302 | 6_6228A_DUNAFOLDVARIUT | 85+130 | 3,828 | 1 743 | 223 | 167 | 302 | 2 435 |
| 6 | 6_6228A_DUNAFOLDVARIUT | 85+130 | 6_61_DUNAFOLDVARIUT2 | 87+080 | 1,950 | 3 514 | 473 | 228 | 536 | 4 751 |
| 6 | 6_61_DUNAFOLDVARIUT2 | 87+080 | DUNAFÖLDVÁR | 88+386 | 1,306 | 5 421 | 553 | 303 | 832 | 7 109 |
| 6 | DUNAFÖLDVÁR | 88+386 | 52_6 | 89+550 | 1,164 | 3 732 | 311 | 211 | 519 | 4 772 |
| 6 | 52_6 | 89+550 | 51172_6 | 95+690 | 6,140 | 2 042 | 69 | 118 | 206 | 2 435 |
| 6 | 51172_6 | 95+690 | 6_GABONASVOLGY | 96+781 | 1,091 | 2 042 | 69 | 118 | 206 | 2 435 |
| 6 | 6_GABONASVOLGY | 96+781 | 5111_6_62134 | 104+260 | 7,479 | 1 128 | 78 | 64 | 183 | 1 453 |
| 6 | 5111_6_62134 | 104+260 | 6_62134 | 105+050 | 0,790 | 1 995 | 22 | 83 | 52 | 2 152 |
| 6 | 6_62134 | 105+050 | 6_PAKSIKOMP | 109+560 | 4,510 | 2 850 | 23 | 107 | 54 | 3 034 |
| 6 | 6_PAKSIKOMP | 109+560 | PAKS | 110+560 | 1,000 | 3 739 | 155 | 111 | 78 | 4 083 |
| 6 | PAKS | 110+560 | 6_6231_6232 | 111+560 | 1,000 | 3 952 | 178 | 102 | 99 | 4 331 |
| 6 | 6_6231_6232 | 111+560 | 5112_6 | 120+273 | 8,713 | 1 624 | 121 | 30 | 31 | 1 806 |
| 6 | 5112_6 | 120+273 | 6_6234 | 123+900 | 3,627 | 1 603 | 100 | 2 | 14 | 1 719 |
| 6 | 6_6234 | 123+900 | 51163_6 | 130+679 | 6,779 | 1 581 | 284 | 42 | 21 | 1 928 |
| 6 | 51163_6 | 130+679 | 51164_6 | 131+974 | 1,295 | 1 624 | 73 | 8 | 20 | 1 725 |
| 6 | 51164_6 | 131+974 | M6-6-SZEKSZÁRD | 136+274 | 4,300 | 1 667 | 85 | 9 | 181 | 1 942 |
| 6 | M6-6-SZEKSZÁRD | 136+274 | 6_BEKTOLNA | 136+524 | 0,250 | 7 015 | 419 | 140 | 978 | 8 552 |
| 6 | 6_BEKTOLNA | 136+524 | 51901_6_63 | 137+300 | 0,776 | 6 483 | 415 | 115 | 978 | 7 990 |
| 6 | 51901_6_63 | 137+300 | M9-6-SZEKSZÁRD | 139+368 | 2,068 | 12 197 | 370 | 132 | 1 236 | 13 935 |
| 6 | M9-6-SZEKSZÁRD | 139+368 | 56_6 | 140+243 | 0,875 | 15 516 | 756 | 221 | 1 483 | 17 976 |
| 6 | 56_6 | 140+243 | 56601_6 | 141+092 | 0,849 | 8 802 | 658 | 212 | 1 082 | 10 754 |
| 6 | 56601_6 | 141+092 | 6_65 | 143+392 | 2,300 | 14 866 | 659 | 239 | 1 082 | 16 846 |
| 6 | 6_65 | 143+392 | KAKASD | 151+420 | 8,028 | 11 211 | 488 | 243 | 1 027 | 12 969 |
| 6 | KAKASD | 151+420 | 5603_6_6535 | 157+420 | 6,000 | 11 384 | 384 | 270 | 1 054 | 13 092 |
| 6 | 5603_6_6535 | 157+420 | 6_6534_65362 | 159+928 | 2,508 | 10 728 | 339 | 244 | 984 | 12 295 |
| 6 | 6_6534_65362 | 159+928 | 5605_6 | 162+040 | 2,112 | 8 852 | 353 | 259 | 890 | 10 353 |
| 6 | 5605_6 | 162+040 | 56125_6 | 166+840 | 4,800 | 7 860 | 321 | 247 | 744 | 9 172 |
| 6 | 56125_6 | 166+840 | MECSEKNÁDASD | 167+671 | 0,831 | 7 819 | 326 | 274 | 782 | 9 201 |
| 6 | MECSEKNÁDASD | 167+671 | 6_65194 | 169+030 | 1,359 | 7 639 | 387 | 359 | 889 | 9 274 |
| 6 | 6_65194 | 169+030 | 5613_6 | 171+970 | 2,940 | 7 358 | 438 | 326 | 746 | 8 868 |
| 6 | 5613_6 | 171+970 | 56128_6 | 173+185 | 1,215 | 7 358 | 54 | 326 | 746 | 8 484 |
| 6 | 56128_6 | 173+185 | 5613_6 | 174+585 | 1,400 | 7 212 | 53 | 299 | 621 | 8 185 |
| 6 | 5613_6 | 174+585 | 6_65184 | 176+890 | 2,305 | 7 199 | 56 | 20 | 621 | 7 896 |
| 6 | 6_65184 | 176+890 | 5606_5607_6_6544 | 177+550 | 0,660 | 6 893 | 58 | 31 | 523 | 7 505 |
| 6 | 5606_5607_6_6544 | 177+550 | 5608_6_65185 | 178+745 | 1,195 | 9 188 | 33 | 42 | 526 | 9 789 |
| 6 | 5608_6_65185 | 178+745 | 5609_6 | 180+845 | 2,100 | 10 110 | 33 | 43 | 567 | 10 753 |
| 6 | 5609_6 | 180+845 | 56119_6 | 184+185 | 3,340 | 10 117 | 34 | 43 | 536 | 10 730 |
| 6 | 56119_6 | 184+185 | HIRD | 186+820 | 2,635 | 11 503 | 34 | 47 | 539 | 12 123 |
| 6 | HIRD | 186+820 | 56121_6 | 187+180 | 0,360 | 14 973 | 149 | 102 | 553 | 15 777 |
| 6 | 56121_6 | 187+180 | 6_6545 | 188+385 | 1,205 | 14 973 | 149 | 102 | 553 | 15 777 |
| 6 | 6_6545 | 188+385 | 6_6544 | 189+165 | 0,780 | 14 973 | 149 | 102 | 553 | 15 777 |
| 6 | 6_6544 | 189+165 | 6_6890 | 192+647 | 3,482 | 15 223 | 759 | 453 | 776 | 17 211 |
| 6 | 6_6890 | 192+647 | 5611_6 | 192+750 | 0,103 | 12 865 | 676 | 342 | 773 | 14 656 |
| 6 | 5611_6 | 192+750 | 5619_6_66 | 193+693 | 0,943 | 16 082 | 838 | 400 | 790 | 18 110 |

**14.4.2.** **2013**

**Toll tariff system:** **Mixed: D1 vignette, J2, J3 and J4 HUF/km**

**Toll is charged on:** **- D1: only on motorways**
**- J2, J3, J4: extension accepted by the Ministry GKM "D"**

**Toll rate:** **- D1: vignette priced at the current real value**
**- J2, J3, J4: HUF/km toll rate**

| Annual average daily traffic [AADT; veh/day] | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Road | Starting intersection | Starting km | Ending intersection | Ending km | Lenght [km] | D1 | J2 | J3 | J4 | Total |
| 6 | 5619_6_66 | 193+693 | 5617_6 | 194+725 | 1,032 | 29 702 | 1 701 | 647 | 1 058 | 33 108 |
| 6 | 5617_6 | 194+725 | PÉCS | 196+725 | 2,000 | 31 761 | 1 910 | 500 | 1 127 | 35 298 |
| 6 | PÉCS | 196+725 | 58_6 | 197+145 | 0,420 | 48 461 | 2 428 | 614 | 1 214 | 52 717 |
| 6 | 58_6 | 197+145 | 6_6604 | 200+675 | 3,530 | 36 425 | 1 338 | 512 | 808 | 39 083 |
| 6 | 6_6604 | 200+675 | 5831_6 | 201+930 | 1,255 | 23 940 | 1 305 | 540 | 784 | 26 569 |
| 6 | 5831_6 | 201+930 | 5801_6 | 203+390 | 1,460 | 19 769 | 817 | 517 | 785 | 21 888 |
| 6 | 5801_6 | 203+390 | 6_6605 | 206+250 | 2,860 | 14 345 | 471 | 361 | 773 | 15 950 |
| 6 | 6_6605 | 206+250 | 58102_6 | 209+630 | 3,380 | 12 133 | 548 | 439 | 801 | 13 921 |
| 6 | 58102_6 | 209+630 | 6_66108 | 211+160 | 1,530 | 11 240 | 547 | 438 | 801 | 13 026 |
| 6 | 6_66108 | 211+160 | 5802_6 | 213+274 | 2,114 | 11 242 | 673 | 539 | 888 | 13 342 |
| 6 | 5802_6 | 213+274 | SZENTLŐRINC | 216+700 | 3,426 | 9 761 | 86 | 197 | 872 | 10 916 |
| 6 | SZENTLŐRINC | 216+700 | 5811_6 | 217+750 | 1,050 | 9 607 | 379 | 306 | 715 | 11 006 |
| 6 | 5811_6 | 217+750 | 6_66111 | 218+185 | 0,435 | 9 453 | 671 | 414 | 731 | 11 269 |
| 6 | 6_66111 | 218+185 | KACSÓTA | 219+395 | 1,210 | 9 418 | 666 | 407 | 707 | 11 198 |
| 6 | KACSÓTA | 219+395 | 5807_6 | 221+400 | 2,005 | 9 341 | 661 | 400 | 684 | 11 086 |
| 6 | 5807_6 | 221+400 | 6_66112 | 221+580 | 0,180 | 9 858 | 681 | 402 | 686 | 11 627 |
| 6 | 6_66112 | 221+580 | NAGYPETERD | 223+960 | 2,380 | 9 842 | 678 | 396 | 668 | 11 584 |
| 6 | NAGYPETERD | 223+960 | BOTYKAPETERD | 225+960 | 2,000 | 9 888 | 666 | 363 | 562 | 11 479 |
| 6 | BOTYKAPETERD | 225+960 | 6_66114 | 227+865 | 1,905 | 9 789 | 645 | 366 | 630 | 11 430 |
| 6 | 6_66114 | 227+865 | 6_SZIG | 229+965 | 2,100 | 9 789 | 645 | 366 | 630 | 11 430 |
| 6 | 6_SZIG | 229+965 | 58107_6_67 | 230+595 | 0,630 | 5 628 | 174 | 186 | 427 | 6 415 |
| 6 | 58107_6_67 | 230+595 | 6_6SZ | 232+000 | 1,405 | 5 528 | 130 | 188 | 569 | 6 415 |
| 6 | 6_6SZ | 232+000 | 6_6SZ | 234+046 | 2,046 | 6 563 | 137 | 186 | 546 | 7 432 |
| 6 | 6_6SZ | 234+046 | 58108_6 | 235+952 | 1,906 | 6 574 | 152 | 187 | 547 | 7 460 |
| 6 | 58108_6 | 235+952 | 6_66115 | 237+793 | 1,841 | 5 815 | 145 | 167 | 517 | 6 644 |
| 6 | 6_66115 | 237+793 | 58109_6 | 239+075 | 1,282 | 5 390 | 137 | 144 | 486 | 6 157 |
| 6 | 58109_6 | 239+075 | 6_66116 | 239+648 | 0,573 | 4 988 | 108 | 139 | 466 | 5 701 |
| 6 | 6_66116 | 239+648 | NAGYDOBSZA | 243+004 | 3,356 | 4 488 | 101 | 119 | 436 | 5 144 |
| 6 | NAGYDOBSZA | 243+004 | KISDOBSZA | 244+504 | 1,500 | 3 179 | 95 | 101 | 417 | 3 792 |
| 6 | KISDOBSZA | 244+504 | ISTVÁNDI | 247+004 | 2,500 | 2 245 | 89 | 82 | 389 | 2 805 |
| 6 | ISTVÁNDI | 247+004 | DARÁNY | 251+034 | 4,030 | 2 197 | 87 | 69 | 352 | 2 705 |
| 6 | DARÁNY | 251+034 | 6_66169 | 256+760 | 5,726 | 2 877 | 126 | 61 | 320 | 3 384 |
| 6 | 6_66169 | 256+760 | 6_6623_6BARCS | 258+458 | 1,698 | 2 869 | 111 | 60 | 319 | 3 359 |
| 6 | 6_6623_6BARCS | 258+458 | 6_68 | 261+220 | 2,762 | 625 | 20 | 18 | 200 | 863 |
| 6 | 6_68 | 261+220 | BARCSHAK | 262+025 | 0,805 | 625 | 25 | 42 | 106 | 798 |
| | | | | | | | | | | |
| 56 | 56_6 | 0+000 | 56_56601 | 0+718 | 0,718 | 6 714 | 98 | 9 | 408 | 7 229 |
| 56 | 56_56601 | 0+718 | 56_56SZEKSZÁRD | 1+018 | 0,300 | 12 778 | 99 | 37 | 408 | 13 322 |
| 56 | 56_56SZEKSZÁRD | 1+018 | 5112_56 | 1+698 | 0,680 | 9 897 | 37 | 55 | 338 | 10 327 |
| 56 | 5112_56 | 1+698 | 5113_56 | 3+098 | 1,400 | 9 897 | 481 | 121 | 338 | 10 837 |
| 56 | 5113_56 | 3+098 | 56_56SZEKSZÁRD | 6+180 | 3,082 | 6 802 | 282 | 100 | 269 | 7 453 |
| 56 | 56_56SZEKSZÁRD | 6+180 | 5114_56 | 8+360 | 2,180 | 2 065 | 105 | 61 | 181 | 2 412 |
| 56 | 5114_56 | 8+360 | 56_5601 | 9+980 | 1,620 | 2 423 | 111 | 64 | 181 | 2 779 |
| 56 | 56_5601 | 9+980 | 56_5602 | 14+274 | 4,294 | 1 689 | 69 | 24 | 143 | 1 925 |
| 56 | 56_5602 | 14+274 | VÁRDOMB | 16+190 | 1,916 | 1 377 | 40 | 26 | 141 | 1 584 |
| 56 | VÁRDOMB | 16+190 | 5115_56_BEKBATASZEK | 20+540 | 4,350 | 1 474 | 38 | 85 | 44 | 1 641 |
| 56 | 5115_56_BEKBATASZEK | 20+540 | 56_5603 | 21+220 | 0,680 | 2 467 | 94 | 84 | 705 | 3 350 |
| 56 | 56_5603 | 21+220 | 55A_56 | 21+588 | 0,368 | 1 852 | 145 | 67 | 714 | 2 778 |
| 56 | 55A_56 | 21+588 | BÁTASZÉK | 23+089 | 1,501 | 2 440 | 213 | 76 | 393 | 3 122 |
| 56 | BÁTASZÉK | 23+089 | FURKÓTELEP | 28+120 | 5,031 | 1 488 | 216 | 65 | 369 | 2 138 |
| 56 | FURKÓTELEP | 28+120 | 56_56302 | 29+120 | 1,000 | 1 488 | 216 | 65 | 369 | 2 138 |
| 56 | 56_56302 | 29+120 | 51168_56 | 30+365 | 1,245 | 1 488 | 216 | 65 | 369 | 2 138 |
| 56 | 51168_56 | 30+365 | DUNASZEKCSŐ | 35+215 | 4,850 | 956 | 349 | 97 | 392 | 1 794 |
| 56 | DUNASZEKCSŐ | 35+215 | BÁR | 40+408 | 5,193 | 519 | 96 | 64 | 116 | 795 |
| 56 | BÁR | 40+408 | 56_5606 | 44+480 | 4,072 | 868 | 146 | 68 | 116 | 1 198 |
| 56 | 56_5606 | 44+480 | 5121_56 | 45+675 | 1,195 | 5 709 | 497 | 245 | 152 | 6 603 |
| 56 | 5121_56 | 45+675 | 56_5607 | 47+101 | 1,426 | 3 413 | 252 | 88 | 110 | 3 863 |
| 56 | 56_5607 | 47+101 | 56_56412 | 48+543 | 1,442 | 5 967 | 565 | 142 | 322 | 6 996 |
| 56 | 56_56412 | 48+543 | 56_57 | 49+258 | 0,715 | 2 658 | 316 | 55 | 322 | 3 351 |
| 56 | 56_57 | 49+258 | 5121_56 | 52+782 | 3,524 | 2 330 | 53 | 46 | 228 | 2 657 |
| 56 | 5121_56 | 52+782 | 5117_56 | 55+081 | 2,299 | 3 071 | 159 | 78 | 229 | 3 537 |
| 56 | 5117_56 | 55+081 | 56_5702 | 55+842 | 0,761 | 1 925 | 159 | 77 | 216 | 2 377 |
| 56 | 56_5702 | 55+842 | UDVAR | 60+864 | 5,022 | 781 | 114 | 70 | 199 | 1 164 |
| 56 | UDVAR | 60+864 | UDVARHAK | 61+475 | 0,611 | 665 | 81 | 56 | 118 | 920 |
| | | | | | | | | | | |
| 57 | MOHÁCS | 0+000 | 56_57 | 1+994 | 1,994 | 5 802 | 289 | 8 | 180 | 6 279 |
| 57 | 56_57 | 1+994 | 56412_57 | 2+680 | 0,686 | 5 474 | 26 | 0 | 334 | 5 834 |
| 57 | 56412_57 | 2+680 | LÁNYCSÓK | 3+700 | 1,020 | 8 783 | 275 | 87 | 334 | 9 479 |
| 57 | LÁNYCSÓK | 3+700 | M6-57 | 7+569 | 3,869 | 7 513 | 277 | 95 | 381 | 8 266 |
| 57 | M6-57 | 7+569 | 56113_57 | 9+500 | 1,931 | 2 351 | 239 | 62 | 164 | 2 816 |
| 57 | 56113_57 | 9+500 | SZAJK | 11+510 | 2,010 | 2 447 | 246 | 47 | 135 | 2 875 |
| 57 | SZAJK | 11+510 | 56115_57 | 12+920 | 1,410 | 443 | 12 | 9 | 29 | 493 |
| 57 | 56115_57 | 12+920 | 57_ELKBOLY | 14+220 | 1,300 | 373 | 14 | 7 | 27 | 421 |
| 57 | 57_ELKBOLY | 14+220 | 56116_57 | 15+615 | 1,395 | 833 | 19 | 26 | 29 | 907 |
| 57 | 56116_57 | 15+615 | 57_5701 | 16+755 | 1,140 | 844 | 15 | 17 | 22 | 898 |
| 57 | 57_5701 | 16+755 | SZEDERKÉNY | 17+565 | 0,810 | 1 468 | 68 | 32 | 25 | 1 593 |
| 57 | SZEDERKÉNY | 17+565 | 5611_57 | 20+575 | 3,010 | 1 451 | 41 | 22 | 30 | 1 544 |
| 57 | 5611_57 | 20+575 | 57_57102 | 20+965 | 0,390 | 1 330 | 49 | 17 | 30 | 1 426 |
| 57 | 57_57102 | 20+965 | 57_57101 | 25+485 | 4,520 | 1 550 | 151 | 26 | 40 | 1 767 |
| 57 | 57_57101 | 25+485 | 57_57128 | 26+690 | 1,205 | 1 634 | 162 | 28 | 87 | 1 911 |
| 57 | 57_57128 | 26+690 | 56127_57 | 28+530 | 1,840 | 1 688 | 170 | 30 | 133 | 2 021 |
| 57 | 56127_57 | 28+530 | 57_5711 | 33+860 | 5,330 | 1 795 | 181 | 33 | 189 | 2 198 |
| 57 | 57_5711 | 33+860 | 5617_57 | 33+950 | 0,090 | 10 132 | 1 445 | 190 | 394 | 12 161 |
| 57 | 5617_57 | 33+950 | 5618_57_PECSBEK | 34+560 | 0,610 | 4 246 | 1 090 | 23 | 386 | 5 745 |
| 57 | 5618_57_PECSBEK | 34+560 | 57_58_5816 | 38+270 | 3,710 | 8 711 | 1 308 | 186 | 378 | 10 583 |

**14.4.3.** **2018**

**Toll tariff system:** **Mixed: D1 vignette, J2, J3 and J4 HUF/km**

**Toll is charged on:** **- D1: only on motorways**
**- J2, J3, J4: extension accepted by the Ministry GKM "D"**

**Toll rate:** **- D1: vignette priced at the current real value**
**- J2, J3, J4: HUF/km toll rate**

| Annual average daily traffic [AADT; veh/day] | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Road | Starting intersection | Starting km | Ending intersection | Ending km | Lenght [km] | D1 | J2 | J3 | J4 | Total |
| M6 | M6-6-7 Érdi-tető | 21+800 | Százhalombatta Észak | 24+200 | 2,400 | 21 648 | 915 | 555 | 2 454 | 25 572 |
| M6 | Százhalombatta Észak | 24+200 | Százhalombatta Dél | 28+400 | 4,200 | 21 275 | 543 | 310 | 1 950 | 24 078 |
| M6 | Százhalombatta Dél | 28+400 | Ráckeresztúr | 33+400 | 5,000 | 21 592 | 729 | 310 | 1 951 | 24 582 |
| M6 | Ráckeresztúr | 33+400 | Besnyő | 44+000 | 10,600 | 20 439 | 814 | 334 | 1 876 | 23 463 |
| M6 | Besnyő | 44+000 | Iváncsa | 49+200 | 5,200 | 19 961 | 800 | 292 | 1 772 | 22 825 |
| M6 | Iváncsa | 49+200 | Adony | 54+254 | 5,054 | 15 130 | 683 | 350 | 1 639 | 17 802 |
| M6 | Adony | 54+254 | Kulcs-Rácalmás | 61+400 | 7,146 | 18 300 | 768 | 356 | 1 803 | 21 227 |
| M6 | Kulcs-Rácalmás | 61+400 | Dunaújváros Észak | 66+700 | 5,300 | 16 853 | 710 | 351 | 1 839 | 19 753 |
| M6 | Dunaújváros Észak | 66+700 | Dunaújváros Centrum | 69+700 | 3,000 | 18 544 | 851 | 457 | 1 762 | 21 614 |
| M6 | Dunaújváros Centrum | 69+700 | M6-M8 | 76+200 | 6,500 | 22 647 | 1 125 | 533 | 2 674 | 26 979 |
| M6 | M6-M8 | 76+200 | Dunaföldvár Észak | 82+480 | 6,280 | 17 570 | 708 | 330 | 2 147 | 20 755 |
| M6 | Dunaföldvár Észak | 82+480 | Dunaföldvár Centrum | 86+340 | 3,860 | 10 263 | 388 | 263 | 1 253 | 12 167 |
| M6 | Dunaföldvár Centrum | 86+340 | Gabonásvölgy | 97+300 | 10,960 | 9 263 | 423 | 277 | 1 237 | 11 200 |
| M6 | Gabonásvölgy | 97+300 | Paks Nyugat | 105+345 | 8,045 | 10 640 | 410 | 354 | 1 401 | 12 805 |
| M6 | Paks Nyugat | 105+345 | Paks Dél | 113+395 | 8,050 | 8 590 | 534 | 259 | 1 408 | 10 791 |
| M6 | Paks Dél | 113+395 | Tengelic | 123+133 | 9,738 | 11 837 | 946 | 300 | 1 528 | 14 611 |
| M6 | Tengelic | 123+133 | Szedres | 130+637 | 7,504 | 10 599 | 707 | 256 | 1 514 | 13 076 |
| M6 | Szedres | 130+637 | M6-6 | 137+524 | 6,887 | 12 704 | 758 | 273 | 1 593 | 15 328 |
| M6 | M6-6 | 137+524 | M6-M9 | 141+734 | 4,210 | 5 731 | 284 | 112 | 482 | 6 609 |
| M6 | M6-M9 | 141+734 | Szekszárd Kelet | 147+997 | 6,263 | 8 870 | 565 | 166 | 867 | 10 468 |
| M6 | Szekszárd Kelet | 147+997 | Szekszárd Dél | 152+483 | 4,486 | 6 946 | 411 | 142 | 839 | 8 338 |
| M6 | Szekszárd Dél | 152+483 | Bátaszék | 163+859 | 11,376 | 7 253 | 422 | 151 | 839 | 8 665 |
| M6 | Bátaszék | 163+859 | Véménd | 174+270 | 10,411 | 6 101 | 474 | 348 | 1 008 | 7 931 |
| M6 | Véménd | 174+270 | M6-57 | 191+803 | 17,533 | 4 088 | 169 | 111 | 1 010 | 5 378 |
| M6 | M6-57 | 191+803 | M6-M60 | 193+150 | 1,347 | 7 930 | 339 | 119 | 781 | 9 169 |
| | | | | | | | | | | |
| M60 | M6-M60 | 0+000 | Bóly Észak | 6+085 | 6,085 | 7 930 | 339 | 119 | 781 | 9 169 |
| M60 | Bóly Észak | 6+085 | Pécs Kelet | 25+289 | 19,204 | 8 211 | 343 | 137 | 685 | 9 376 |
| M60 | Pécs Kelet | 25+289 | Pécs Dél | 29+431 | 4,142 | 13 004 | 959 | 136 | 767 | 14 866 |
| | | | | | | | | | | |
| 6 | M6-6-7-ERD_DÉL | 22+458 | 51116_6 | 23+932 | 1,474 | 10 866 | 288 | 189 | 1 066 | 12 409 |
| 6 | 51116_6 | 23+932 | 51309_6_BEKSZAZHALOMBAT | 25+480 | 1,548 | 10 590 | 281 | 185 | 1 055 | 12 111 |
| 6 | 51309_6_BEKSZAZHALOMBAT | 25+480 | 51309_6_BEKMOL | 29+252 | 3,772 | 16 952 | 522 | 316 | 707 | 18 497 |
| 6 | 51309_6_BEKMOL | 29+252 | ERCSI | 35+552 | 6,300 | 16 386 | 515 | 311 | 703 | 17 915 |
| 6 | ERCSI | 35+552 | 6_6205 | 48+282 | 12,730 | 5 887 | 303 | 253 | 556 | 6 999 |
| 6 | 6_6205 | 48+282 | 6_6208 | 50+199 | 1,917 | 6 650 | 290 | 214 | 526 | 7 680 |
| 6 | 6_6208 | 50+199 | 51315_6_6207 | 51+408 | 1,209 | 4 033 | 207 | 103 | 446 | 4 789 |
| 6 | 51315_6_6207 | 51+408 | 51122_6 | 59+030 | 7,622 | 5 846 | 297 | 115 | 490 | 6 748 |
| 6 | 51122_6 | 59+030 | 6_BEKRACALMAS | 60+622 | 1,592 | 3 744 | 351 | 150 | 566 | 4 811 |
| 6 | 6_BEKRACALMAS | 60+622 | 51123_6 | 62+050 | 1,428 | 10 141 | 425 | 153 | 508 | 11 227 |
| 6 | 51123_6 | 62+050 | 51124_6 | 65+611 | 3,561 | 12 191 | 896 | 28 | 323 | 13 438 |
| 6 | 51124_6 | 65+611 | 6_62_DUNAUJVAROSIUT | 68+028 | 2,417 | 5 181 | 492 | 169 | 304 | 6 146 |
| 6 | 6_62_DUNAUJVAROSIUT | 68+028 | 6_62819 | 68+992 | 0,964 | 10 677 | 576 | 253 | 1 490 | 12 996 |
| 6 | 6_62819 | 68+992 | 6_6219 | 70+438 | 1,446 | 5 115 | 135 | 36 | 613 | 5 899 |
| 6 | 6_6219 | 70+438 | 6_6221 | 72+106 | 1,668 | 6 680 | 304 | 94 | 613 | 7 691 |
| 6 | 6_6221 | 72+106 | 6_DUNAUJ | 73+807 | 1,701 | 5 841 | 273 | 125 | 641 | 6 880 |
| 6 | 6_DUNAUJ | 73+807 | M8-6-DUNAUJVÁROS_DÉL | 76+220 | 2,413 | 8 494 | 419 | 174 | 400 | 9 487 |
| 6 | M8-6-DUNAUJVÁROS_DÉL | 76+220 | 51125_6 | 77+324 | 1,104 | 4 611 | 257 | 29 | 192 | 5 089 |
| 6 | 51125_6 | 77+324 | 6_62121 | 81+302 | 3,978 | 2 485 | 169 | 12 | 169 | 2 835 |
| 6 | 6_62121 | 81+302 | 6_6228A_DUNAFOLDVARIUT | 85+130 | 3,828 | 2 170 | 256 | 169 | 364 | 2 959 |
| 6 | 6_6228A_DUNAFOLDVARIUT | 85+130 | 6_61_DUNAFOLDVARIUT2 | 87+080 | 1,950 | 4 404 | 540 | 232 | 623 | 5 799 |
| 6 | 6_61_DUNAFOLDVARIUT2 | 87+080 | DUNAFÖLDVÁR | 88+386 | 1,306 | 6 844 | 634 | 304 | 917 | 8 699 |
| 6 | DUNAFÖLDVÁR | 88+386 | 52_6 | 89+550 | 1,164 | 4 692 | 354 | 213 | 642 | 5 900 |
| 6 | 52_6 | 89+550 | 51172_6 | 95+690 | 6,140 | 2 539 | 74 | 121 | 367 | 3 101 |
| 6 | 51172_6 | 95+690 | 6_GABONASVOLGY | 96+781 | 1,091 | 2 539 | 74 | 121 | 367 | 3 101 |
| 6 | 6_GABONASVOLGY | 96+781 | 5111_6_62134 | 104+260 | 7,479 | 1 671 | 91 | 60 | 204 | 2 026 |
| 6 | 5111_6_62134 | 104+260 | 6_62134 | 105+050 | 0,790 | 2 776 | 26 | 79 | 52 | 2 933 |
| 6 | 6_62134 | 105+050 | 6_PAKSIKOMP | 109+560 | 4,510 | 3 804 | 27 | 103 | 53 | 3 987 |
| 6 | 6_PAKSIKOMP | 109+560 | PAKS | 110+560 | 1,000 | 4 741 | 175 | 106 | 81 | 5 103 |
| 6 | PAKS | 110+560 | 6_6231_6232 | 111+560 | 1,000 | 4 876 | 202 | 97 | 104 | 5 279 |
| 6 | 6_6231_6232 | 111+560 | 5112_6 | 120+273 | 8,713 | 1 987 | 140 | 30 | 26 | 2 183 |
| 6 | 5112_6 | 120+273 | 6_6234 | 123+900 | 3,627 | 1 935 | 117 | 2 | 17 | 2 071 |
| 6 | 6_6234 | 123+900 | 51163_6 | 130+679 | 6,779 | 1 882 | 324 | 46 | 31 | 2 283 |
| 6 | 51163_6 | 130+679 | 51164_6 | 131+974 | 1,295 | 1 947 | 86 | 8 | 29 | 2 070 |
| 6 | 51164_6 | 131+974 | M6-6-SZEKSZÁRD | 136+274 | 4,300 | 2 011 | 100 | 12 | 204 | 2 327 |
| 6 | M6-6-SZEKSZÁRD | 136+274 | 6_BEKTOLNA | 136+524 | 0,250 | 8 911 | 574 | 161 | 1 307 | 10 953 |
| 6 | 6_BEKTOLNA | 136+524 | 51901_6_63 | 137+300 | 0,776 | 8 282 | 319 | 68 | 1 307 | 9 975 |
| 6 | 51901_6_63 | 137+300 | M9-6-SZEKSZÁRD | 139+368 | 2,068 | 15 171 | 524 | 153 | 1 609 | 17 457 |
| 6 | M9-6-SZEKSZÁRD | 139+368 | 56_6 | 140+243 | 0,875 | 13 871 | 551 | 127 | 1 439 | 15 988 |
| 6 | 56_6 | 140+243 | 56601_6 | 141+092 | 0,849 | 5 902 | 436 | 118 | 959 | 7 415 |
| 6 | 56601_6 | 141+092 | 6_65 | 143+392 | 2,300 | 12 952 | 436 | 137 | 959 | 14 484 |
| 6 | 6_65 | 143+392 | KAKASD | 151+420 | 8,028 | 9 625 | 446 | 137 | 962 | 11 170 |
| 6 | KAKASD | 151+420 | 5603_6_6535 | 157+420 | 6,000 | 9 840 | 324 | 165 | 985 | 11 314 |
| 6 | 5603_6_6535 | 157+420 | 6_6534_65362 | 159+928 | 2,508 | 11 432 | 339 | 188 | 1 019 | 12 978 |
| 6 | 6_6534_65362 | 159+928 | 5605_6 | 162+040 | 2,112 | 10 498 | 351 | 202 | 941 | 11 992 |
| 6 | 5605_6 | 162+040 | 56125_6 | 166+840 | 4,800 | 9 298 | 378 | 239 | 775 | 10 690 |
| 6 | 56125_6 | 166+840 | MECSEKNÁDASD | 167+671 | 0,831 | 9 247 | 384 | 265 | 822 | 10 718 |
| 6 | MECSEKNÁDASD | 167+671 | 6_65194 | 169+030 | 1,359 | 9 022 | 454 | 350 | 953 | 10 779 |
| 6 | 6_65194 | 169+030 | 5613_6 | 171+970 | 2,940 | 8 684 | 511 | 317 | 789 | 10 301 |
| 6 | 5613_6 | 171+970 | 56128_6 | 173+185 | 1,215 | 8 684 | 61 | 317 | 789 | 9 851 |
| 6 | 56128_6 | 173+185 | 5613_6 | 174+585 | 1,400 | 8 507 | 60 | 290 | 645 | 9 502 |
| 6 | 5613_6 | 174+585 | 6_65184 | 176+890 | 2,305 | 8 491 | 63 | 20 | 645 | 9 219 |
| 6 | 6_65184 | 176+890 | 5606_5607_6_6544 | 177+550 | 0,660 | 8 119 | 65 | 31 | 532 | 8 747 |
| 6 | 5606_5607_6_6544 | 177+550 | 5608_6_65185 | 178+745 | 1,195 | 10 787 | 36 | 42 | 530 | 11 395 |
| 6 | 5608_6_65185 | 178+745 | 5609_6 | 180+845 | 2,100 | 11 873 | 36 | 43 | 578 | 12 530 |
| 6 | 5609_6 | 180+845 | 56119_6 | 184+185 | 3,340 | 11 882 | 37 | 43 | 542 | 12 504 |
| 6 | 56119_6 | 184+185 | HIRD | 186+820 | 2,635 | 13 575 | 37 | 47 | 546 | 14 205 |
| 6 | HIRD | 186+820 | 56121_6 | 187+180 | 0,360 | 17 725 | 176 | 105 | 563 | 18 569 |
| 6 | 56121_6 | 187+180 | 6_6545 | 188+385 | 1,205 | 17 725 | 176 | 105 | 563 | 18 569 |
| 6 | 6_6545 | 188+385 | 6_6544 | 189+165 | 0,780 | 17 725 | 176 | 105 | 563 | 18 569 |
| 6 | 6_6544 | 189+165 | 6_6890 | 192+647 | 3,482 | 18 025 | 881 | 443 | 820 | 20 169 |
| 6 | 6_6890 | 192+647 | 5611_6 | 192+750 | 0,103 | 15 264 | 782 | 332 | 817 | 17 195 |
| 6 | 5611_6 | 192+750 | 5619_6_66 | 193+693 | 0,943 | 19 083 | 973 | 391 | 837 | 21 284 |

**14.4.3.** **2018**

**Toll tariff system:** **Mixed: D1 vignette, J2, J3 and J4 HUF/km**

**Toll is charged on:** **- D1: only on motorways**
**- J2, J3, J4: extension accepted by the Ministry GKM "D"**

**Toll rate:** **- D1: vignette priced at the current real value**
**- J2, J3, J4: HUF/km toll rate**

| Annual average daily traffic [AADT; veh/day] | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Road | Starting intersection | Starting km | Ending intersection | Ending km | Lenght [km] | D1 | J2 | J3 | J4 | Total |
| 6 | 5619_6_66 | 193+693 | 5617_6 | 194+725 | 1,032 | 35 227 | 1 994 | 645 | 1 153 | 39 019 |
| 6 | 5617_6 | 194+725 | PÉCS | 196+725 | 2,000 | 37 670 | 2 236 | 492 | 1 236 | 41 634 |
| 6 | PÉCS | 196+725 | 58_6 | 197+145 | 0,420 | 57 659 | 2 851 | 610 | 1 341 | 62 461 |
| 6 | 58_6 | 197+145 | 6_6604 | 200+675 | 3,530 | 43 280 | 1 567 | 504 | 893 | 46 244 |
| 6 | 6_6604 | 200+675 | 5831_6 | 201+930 | 1,255 | 28 580 | 1 506 | 539 | 867 | 31 492 |
| 6 | 5831_6 | 201+930 | 5801_6 | 203+390 | 1,460 | 23 654 | 942 | 512 | 871 | 25 979 |
| 6 | 5801_6 | 203+390 | 6_6605 | 206+250 | 2,860 | 17 052 | 534 | 351 | 851 | 18 788 |
| 6 | 6_6605 | 206+250 | 58102_6 | 209+630 | 3,380 | 14 454 | 625 | 432 | 884 | 16 395 |
| 6 | 58102_6 | 209+630 | 6_66108 | 211+160 | 1,530 | 13 327 | 624 | 431 | 883 | 15 265 |
| 6 | 6_66108 | 211+160 | 5802_6 | 213+274 | 2,114 | 13 347 | 769 | 532 | 984 | 15 632 |
| 6 | 5802_6 | 213+274 | SZENTLŐRINC | 216+700 | 3,426 | 11 492 | 97 | 190 | 972 | 12 751 |
| 6 | SZENTLŐRINC | 216+700 | 5811_6 | 217+750 | 1,050 | 11 419 | 431 | 301 | 814 | 12 965 |
| 6 | 5811_6 | 217+750 | 6_66111 | 218+185 | 0,435 | 11 346 | 764 | 412 | 832 | 13 354 |
| 6 | 6_66111 | 218+185 | KACSÓTA | 219+395 | 1,210 | 11 304 | 759 | 405 | 805 | 13 273 |
| 6 | KACSÓTA | 219+395 | 5807_6 | 221+400 | 2,005 | 11 210 | 754 | 398 | 778 | 13 140 |
| 6 | 5807_6 | 221+400 | 6_66112 | 221+580 | 0,180 | 11 784 | 766 | 399 | 785 | 13 734 |
| 6 | 6_66112 | 221+580 | NAGYPETERD | 223+960 | 2,380 | 11 767 | 764 | 393 | 763 | 13 687 |
| 6 | NAGYPETERD | 223+960 | BOTYKAPETERD | 225+960 | 2,000 | 11 512 | 736 | 355 | 646 | 13 249 |
| 6 | BOTYKAPETERD | 225+960 | 6_66114 | 227+865 | 1,905 | 11 390 | 711 | 359 | 724 | 13 184 |
| 6 | 6_66114 | 227+865 | 6_SZIG | 229+965 | 2,100 | 11 390 | 711 | 359 | 724 | 13 184 |
| 6 | 6_SZIG | 229+965 | 58107_6_67 | 230+595 | 0,630 | 6 436 | 195 | 185 | 724 | 7 540 |
| 6 | 58107_6_67 | 230+595 | 6_6SZ | 232+000 | 1,405 | 6 680 | 162 | 194 | 719 | 7 755 |
| 6 | 6_6SZ | 232+000 | 6_6SZ | 234+046 | 2,046 | 8 174 | 159 | 188 | 615 | 9 136 |
| 6 | 6_6SZ | 234+046 | 58108_6 | 235+952 | 1,906 | 8 189 | 174 | 189 | 616 | 9 168 |
| 6 | 58108_6 | 235+952 | 6_66115 | 237+793 | 1,841 | 7 240 | 166 | 169 | 581 | 8 156 |
| 6 | 6_66115 | 237+793 | 58109_6 | 239+075 | 1,282 | 6 707 | 156 | 146 | 543 | 7 552 |
| 6 | 58109_6 | 239+075 | 6_66116 | 239+648 | 0,573 | 6 204 | 123 | 140 | 520 | 6 987 |
| 6 | 6_66116 | 239+648 | NAGYDOBSZA | 243+004 | 3,356 | 5 577 | 115 | 120 | 485 | 6 297 |
| 6 | NAGYDOBSZA | 243+004 | KISDOBSZA | 244+504 | 1,500 | 3 946 | 107 | 101 | 462 | 4 616 |
| 6 | KISDOBSZA | 244+504 | ISTVÁNDI | 247+004 | 2,500 | 2 779 | 100 | 81 | 426 | 3 386 |
| 6 | ISTVÁNDI | 247+004 | DARÁNY | 251+034 | 4,030 | 2 720 | 100 | 69 | 381 | 3 270 |
| 6 | DARÁNY | 251+034 | 6_66169 | 256+760 | 5,726 | 3 362 | 141 | 57 | 345 | 3 905 |
| 6 | 6_66169 | 256+760 | 6_6623_6BARCS | 258+458 | 1,698 | 3 350 | 123 | 56 | 345 | 3 874 |
| 6 | 6_6623_6BARCS | 258+458 | 6_68 | 261+220 | 2,762 | 822 | 24 | 23 | 341 | 1 210 |
| 6 | 6_68 | 261+220 | BARCSHAK | 262+025 | 0,805 | 823 | 31 | 53 | 132 | 1 039 |
| | | | | | | | | | | |
| 56 | 56_6 | 0+000 | 56_56601 | 0+718 | 0,718 | 7 968 | 115 | 9 | 480 | 8 572 |
| 56 | 56_56601 | 0+718 | 56_56SZEKSZÁRD | 1+018 | 0,300 | 15 018 | 116 | 28 | 480 | 15 642 |
| 56 | 56_56SZEKSZÁRD | 1+018 | 5112_56 | 1+698 | 0,680 | 11 638 | 42 | 47 | 398 | 12 125 |
| 56 | 5112_56 | 1+698 | 5113_56 | 3+098 | 1,400 | 11 638 | 561 | 114 | 398 | 12 711 |
| 56 | 5113_56 | 3+098 | 56_56SZEKSZÁRD | 6+180 | 3,082 | 8 019 | 328 | 102 | 316 | 8 765 |
| 56 | 56_56SZEKSZÁRD | 6+180 | 5114_56 | 8+360 | 2,180 | 2 225 | 119 | 61 | 212 | 2 617 |
| 56 | 5114_56 | 8+360 | 56_5601 | 9+980 | 1,620 | 2 660 | 127 | 64 | 212 | 3 063 |
| 56 | 56_5601 | 9+980 | 56_5602 | 14+274 | 4,294 | 1 766 | 80 | 25 | 166 | 2 037 |
| 56 | 56_5602 | 14+274 | VÁRDOMB | 16+190 | 1,916 | 1 389 | 47 | 26 | 165 | 1 627 |
| 56 | VÁRDOMB | 16+190 | 5115_56_BEKBATASZEK | 20+540 | 4,350 | 1 460 | 45 | 86 | 52 | 1 643 |
| 56 | 5115_56_BEKBATASZEK | 20+540 | 56_5603 | 21+220 | 0,680 | 3 070 | 110 | 84 | 826 | 4 090 |
| 56 | 56_5603 | 21+220 | 55A_56 | 21+588 | 0,368 | 2 306 | 169 | 68 | 836 | 3 379 |
| 56 | 55A_56 | 21+588 | BÁTASZÉK | 23+089 | 1,501 | 3 022 | 249 | 77 | 470 | 3 818 |
| 56 | BÁTASZÉK | 23+089 | FURKÓTELEP | 28+120 | 5,031 | 1 839 | 252 | 65 | 442 | 2 598 |
| 56 | FURKÓTELEP | 28+120 | 56_56302 | 29+120 | 1,000 | 1 839 | 252 | 65 | 442 | 2 598 |
| 56 | 56_56302 | 29+120 | 51168_56 | 30+365 | 1,245 | 1 839 | 252 | 65 | 442 | 2 598 |
| 56 | 51168_56 | 30+365 | DUNASZEKCSŐ | 35+215 | 4,850 | 1 187 | 405 | 98 | 467 | 2 157 |
| 56 | DUNASZEKCSŐ | 35+215 | BÁR | 40+408 | 5,193 | 645 | 111 | 64 | 144 | 964 |
| 56 | BÁR | 40+408 | 56_5606 | 44+480 | 4,072 | 1 075 | 169 | 68 | 143 | 1 455 |
| 56 | 56_5606 | 44+480 | 5121_56 | 45+675 | 1,195 | 5 951 | 581 | 259 | 185 | 6 976 |
| 56 | 5121_56 | 45+675 | 56_5607 | 47+101 | 1,426 | 4 154 | 293 | 92 | 127 | 4 666 |
| 56 | 56_5607 | 47+101 | 56_56412 | 48+543 | 1,442 | 7 292 | 660 | 150 | 376 | 8 478 |
| 56 | 56_56412 | 48+543 | 56_57 | 49+258 | 0,715 | 3 272 | 370 | 58 | 376 | 4 076 |
| 56 | 56_57 | 49+258 | 5121_56 | 52+782 | 3,524 | 2 894 | 63 | 50 | 276 | 3 283 |
| 56 | 5121_56 | 52+782 | 5117_56 | 55+081 | 2,299 | 3 832 | 189 | 90 | 276 | 4 387 |
| 56 | 5117_56 | 55+081 | 56_5702 | 55+842 | 0,761 | 2 429 | 188 | 89 | 261 | 2 967 |
| 56 | 56_5702 | 55+842 | UDVAR | 60+864 | 5,022 | 1 003 | 139 | 84 | 242 | 1 468 |
| 56 | UDVAR | 60+864 | UDVARHAK | 61+475 | 0,611 | 875 | 100 | 71 | 147 | 1 193 |
| | | | | | | | | | | |
| 57 | MOHÁCS | 0+000 | 56_57 | 1+994 | 1,994 | 8 257 | 338 | 8 | 210 | 8 813 |
| 57 | 56_57 | 1+994 | 56412_57 | 2+680 | 0,686 | 7 879 | 31 | 0 | 393 | 8 303 |
| 57 | 56412_57 | 2+680 | LÁNYCSÓK | 3+700 | 1,020 | 11 900 | 321 | 91 | 393 | 12 705 |
| 57 | LÁNYCSÓK | 3+700 | M6-57 | 7+569 | 3,869 | 10 322 | 323 | 99 | 449 | 11 193 |
| 57 | M6-57 | 7+569 | 56113_57 | 9+500 | 1,931 | 2 866 | 145 | 63 | 189 | 3 263 |
| 57 | 56113_57 | 9+500 | SZAJK | 11+510 | 2,010 | 2 978 | 154 | 47 | 155 | 3 334 |
| 57 | SZAJK | 11+510 | 56115_57 | 12+920 | 1,410 | 531 | 14 | 9 | 33 | 587 |
| 57 | 56115_57 | 12+920 | 57_ELKBOLY | 14+220 | 1,300 | 444 | 17 | 7 | 31 | 499 |
| 57 | 57_ELKBOLY | 14+220 | 56116_57 | 15+615 | 1,395 | 1 057 | 22 | 26 | 39 | 1 144 |
| 57 | 56116_57 | 15+615 | 57_5701 | 16+755 | 1,140 | 1 043 | 18 | 17 | 22 | 1 100 |
| 57 | 57_5701 | 16+755 | SZEDERKÉNY | 17+565 | 0,810 | 1 775 | 77 | 31 | 25 | 1 908 |
| 57 | SZEDERKÉNY | 17+565 | 5611_57 | 20+575 | 3,010 | 1 733 | 48 | 22 | 31 | 1 834 |
| 57 | 5611_57 | 20+575 | 57_57102 | 20+965 | 0,390 | 1 555 | 57 | 17 | 31 | 1 660 |
| 57 | 57_57102 | 20+965 | 57_57101 | 25+485 | 4,520 | 1 798 | 174 | 26 | 43 | 2 041 |
| 57 | 57_57101 | 25+485 | 57_57128 | 26+690 | 1,205 | 1 894 | 187 | 29 | 96 | 2 206 |
| 57 | 57_57128 | 26+690 | 56127_57 | 28+530 | 1,840 | 1 956 | 196 | 30 | 148 | 2 330 |
| 57 | 56127_57 | 28+530 | 57_5711 | 33+860 | 5,330 | 2 080 | 209 | 33 | 213 | 2 535 |
| 57 | 57_5711 | 33+860 | 5617_57 | 33+950 | 0,090 | 11 709 | 1 668 | 192 | 450 | 14 019 |
| 57 | 5617_57 | 33+950 | 5618_57_PECSBEK | 34+560 | 0,610 | 4 859 | 1 257 | 23 | 440 | 6 579 |
| 57 | 5618_57_PECSBEK | 34+560 | 57_58_5816 | 38+270 | 3,710 | 10 167 | 1 516 | 190 | 432 | 12 305 |

**14.4.4.** **2025**

**Toll tariff system:** **HUF/km**

**Toll is charged on:** **J1, J2, J3, J4: extension accepted by the Ministry GKM "D"**

**Toll rate:** **HUF/km toll rate**

(Decrease in traffic due to increase in toll rates.)

| Annual average daily traffic [AADT; veh/day] | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Road** | **Starting intersection** | **Starting km** | **Ending intersection** | **Ending km** | **Lenght [km]** | **J1** | **J2** | **J3** | **J4** | **Total** |
| M6 | M6-6-7 Érdi-tető | 21+800 | Százhalombatta Észak | 24+200 | 2,400 | 15 975 | 1 200 | 601 | 2 864 | 20 640 |
| M6 | Százhalombatta Észak | 24+200 | Százhalombatta Dél | 28+400 | 4,200 | 15 700 | 761 | 347 | 2 285 | 19 093 |
| M6 | Százhalombatta Dél | 28+400 | Ráckeresztúr | 33+400 | 5,000 | 15 793 | 968 | 347 | 2 285 | 19 393 |
| M6 | Ráckeresztúr | 33+400 | Besnyő | 44+000 | 10,600 | 16 039 | 1 031 | 368 | 2 196 | 19 634 |
| M6 | Besnyő | 44+000 | Iváncsa | 49+200 | 5,200 | 15 608 | 1 009 | 326 | 2 074 | 19 017 |
| M6 | Iváncsa | 49+200 | Adony | 54+254 | 5,054 | 14 688 | 869 | 359 | 1 891 | 17 807 |
| M6 | Adony | 54+254 | Kulcs-Rácalmás | 61+400 | 7,146 | 15 189 | 966 | 363 | 2 070 | 18 588 |
| M6 | Kulcs-Rácalmás | 61+400 | Dunaújváros Észak | 66+700 | 5,300 | 12 573 | 1 132 | 356 | 2 108 | 16 169 |
| M6 | Dunaújváros Észak | 66+700 | Dunaújváros Centrum | 69+700 | 3,000 | 15 276 | 1 310 | 458 | 2 002 | 19 046 |
| M6 | Dunaújváros Centrum | 69+700 | M6-M8 | 76+200 | 6,500 | 18 487 | 1 402 | 536 | 3 050 | 23 475 |
| M6 | M6-M8 | 76+200 | Dunaföldvár Észak | 82+480 | 6,280 | 13 967 | 899 | 366 | 2 568 | 17 800 |
| M6 | Dunaföldvár Észak | 82+480 | Dunaföldvár Centrum | 86+340 | 3,860 | 9 284 | 479 | 284 | 1 539 | 11 586 |
| M6 | Dunaföldvár Centrum | 86+340 | Gabonásvölgy | 97+300 | 10,960 | 8 480 | 521 | 299 | 1 528 | 10 828 |
| M6 | Gabonásvölgy | 97+300 | Paks Nyugat | 105+345 | 8,045 | 9 688 | 500 | 377 | 1 715 | 12 280 |
| M6 | Paks Nyugat | 105+345 | Paks Dél | 113+395 | 8,050 | 6 576 | 668 | 283 | 1 724 | 9 251 |
| M6 | Paks Dél | 113+395 | Tengelic | 123+133 | 9,738 | 6 306 | 1 200 | 329 | 1 865 | 9 700 |
| M6 | Tengelic | 123+133 | Szedres | 130+637 | 7,504 | 454 | 872 | 274 | 1 849 | 3 449 |
| M6 | Szedres | 130+637 | M6-6 | 137+524 | 6,887 | 3 335 | 936 | 294 | 1 943 | 6 508 |
| M6 | M6-6 | 137+524 | M6-M9 | 141+734 | 4,210 | 6 962 | 423 | 145 | 812 | 8 342 |
| M6 | M6-M9 | 141+734 | Szekszárd Kelet | 147+997 | 6,263 | 9 020 | 838 | 212 | 1 357 | 11 427 |
| M6 | Szekszárd Kelet | 147+997 | Szekszárd Dél | 152+483 | 4,486 | 6 883 | 569 | 179 | 1 324 | 8 955 |
| M6 | Szekszárd Dél | 152+483 | Bátaszék | 163+859 | 11,376 | 7 260 | 583 | 189 | 1 325 | 9 357 |
| M6 | Bátaszék | 163+859 | Véménd | 174+270 | 10,411 | 7 671 | 618 | 392 | 1 456 | 10 137 |
| M6 | Véménd | 174+270 | M6-57 | 191+803 | 17,533 | 2 776 | 332 | 182 | 1 463 | 4 753 |
| M6 | M6-57 | 191+803 | M6-M60 | 193+150 | 1,347 | 9 573 | 776 | 260 | 1 355 | 11 964 |
| M6 | M6-M60 | 193+150 | Bóly Kelet | 196+000 | 2,850 | 5 705 | 420 | 85 | 448 | 6 658 |
| M6 | Bóly Kelet | 196+000 | Lippó | 205+300 | 9,300 | 4 276 | 317 | 89 | 331 | 5 013 |
| M6 | Lippó | 205+300 | M6 Ivándárda országhatár | 212+065 | 6,765 | 715 | 66 | 46 | 95 | 922 |
| | | | | | | | | | | |
| M60 | M6-M60 | 0+000 | Bóly Észak | 6+085 | 6,085 | 3 868 | 356 | 175 | 1 002 | 5 401 |
| M60 | Bóly Észak | 6+085 | Pécs Kelet | 25+289 | 19,204 | 5 291 | 489 | 189 | 1 095 | 7 064 |
| M60 | Pécs Kelet | 25+289 | Pécs Dél | 29+431 | 4,142 | 13 420 | 1 768 | 333 | 1 345 | 16 866 |
| M60 | Pécs Dél | 29+431 | Pécs Nyugat | 34+145 | 4,714 | 5 078 | 668 | 234 | 862 | 6 842 |
| M60 | Pécs Nyugat | 34+145 | Szentlőrinci cs.p. | 48+500 | 14,355 | 1 136 | 555 | 213 | 584 | 2 488 |
| M60 | Szentlőrinci cs.p. | 48+500 | Kacsóta csp | 54+010 | 5,510 | 1 127 | 554 | 201 | 584 | 2 466 |
| | | | | | | | | | | |
| 6 | M6-6-7-ÉRD_DÉL | 22+458 | 51116_6 | 23+932 | 1,474 | 33 560 | 355 | 200 | 1 241 | 35 356 |
| 6 | 51116_6 | 23+932 | 51309_6_BEKSZAZHALOMBAT | 25+480 | 1,548 | 32 706 | 346 | 196 | 1 229 | 34 477 |
| 6 | 51309_6_BEKSZAZHALOMBAT | 25+480 | 51309_6_BEKMOL | 29+252 | 3,772 | 28 823 | 614 | 325 | 803 | 30 566 |
| 6 | 51309_6_BEKMOL | 29+252 | ERCSI | 35+552 | 6,300 | 27 861 | 605 | 320 | 799 | 29 585 |
| 6 | ERCSI | 35+552 | 6_6205 | 48+282 | 12,730 | 14 035 | 342 | 250 | 617 | 15 244 |
| 6 | 6_6205 | 48+282 | 6_6208 | 50+199 | 1,917 | 14 612 | 328 | 211 | 586 | 15 737 |
| 6 | 6_6208 | 50+199 | 51315_6_6207 | 51+408 | 1,209 | 7 043 | 234 | 102 | 527 | 7 906 |
| 6 | 51315_6_6207 | 51+408 | 51122_6 | 59+030 | 7,622 | 11 694 | 330 | 114 | 548 | 12 686 |
| 6 | 51122_6 | 59+030 | 6_BEKRACALMAS | 60+622 | 1,592 | 8 322 | 394 | 152 | 642 | 9 510 |
| 6 | 6_BEKRACALMAS | 60+622 | 51123_6 | 62+050 | 1,428 | 10 781 | 724 | 157 | 577 | 12 239 |
| 6 | 51123_6 | 62+050 | 51124_6 | 65+611 | 3,561 | 20 704 | 803 | 30 | 373 | 21 910 |
| 6 | 51124_6 | 65+611 | 6_62_DUNAUJVAROSIUT | 68+028 | 2,417 | 11 891 | 346 | 176 | 353 | 12 766 |
| 6 | 6_62_DUNAUJVAROSIUT | 68+028 | 6_62819 | 68+992 | 0,964 | 19 033 | 450 | 264 | 1 717 | 21 464 |
| 6 | 6_62819 | 68+992 | 6_6219 | 70+438 | 1,446 | 12 965 | 159 | 38 | 711 | 13 873 |
| 6 | 6_6219 | 70+438 | 6_6221 | 72+106 | 1,668 | 13 607 | 354 | 99 | 711 | 14 771 |
| 6 | 6_6221 | 72+106 | 6_DUNAUJ | 73+807 | 1,701 | 12 467 | 335 | 132 | 744 | 13 678 |
| 6 | 6_DUNAUJ | 73+807 | M8-6-DUNAUJVÁROS_DÉL | 76+220 | 2,413 | 15 782 | 517 | 176 | 447 | 16 922 |
| 6 | M8-6-DUNAUJVÁROS_DÉL | 76+220 | 51125_6 | 77+324 | 1,104 | 11 122 | 307 | 30 | 220 | 11 679 |
| 6 | 51125_6 | 77+324 | 6_62121 | 81+302 | 3,978 | 8 354 | 203 | 13 | 193 | 8 763 |
| 6 | 6_62121 | 81+302 | 6_6228A_DUNAFOLDVARIUT | 85+130 | 3,828 | 7 983 | 300 | 175 | 418 | 8 876 |
| 6 | 6_6228A_DUNAFOLDVARIUT | 85+130 | 6_61_DUNAFOLDVARIUT2 | 87+080 | 1,950 | 5 913 | 635 | 241 | 713 | 7 502 |
| 6 | 6_61_DUNAFOLDVARIUT2 | 87+080 | DUNAFÖLDVÁR | 88+386 | 1,306 | 9 420 | 789 | 316 | 992 | 11 517 |
| 6 | DUNAFÖLDVÁR | 88+386 | 52_6 | 89+550 | 1,164 | 6 461 | 439 | 221 | 711 | 7 830 |
| 6 | 52_6 | 89+550 | 51172_6 | 95+690 | 6,140 | 3 501 | 88 | 125 | 429 | 4 143 |
| 6 | 51172_6 | 95+690 | 6_GABONASVOLGY | 96+781 | 1,091 | 3 501 | 88 | 125 | 429 | 4 143 |
| 6 | 6_GABONASVOLGY | 96+781 | 5111_6_62134 | 104+260 | 7,479 | 2 949 | 112 | 64 | 241 | 3 366 |
| 6 | 5111_6_62134 | 104+260 | 6_62134 | 105+050 | 0,790 | 4 529 | 48 | 85 | 60 | 4 722 |
| 6 | 6_62134 | 105+050 | 6_PAKSIKOMP | 109+560 | 4,510 | 5 838 | 50 | 111 | 62 | 6 061 |
| 6 | 6_PAKSIKOMP | 109+560 | PAKS | 110+560 | 1,000 | 6 917 | 218 | 113 | 92 | 7 340 |
| 6 | PAKS | 110+560 | 6_6231_6232 | 111+560 | 1,000 | 7 273 | 252 | 103 | 120 | 7 748 |
| 6 | 6_6231_6232 | 111+560 | 5112_6 | 120+273 | 8,713 | 9 680 | 170 | 32 | 29 | 9 911 |
| 6 | 5112_6 | 120+273 | 6_6234 | 123+900 | 3,627 | 11 617 | 143 | 2 | 20 | 11 782 |
| 6 | 6_6234 | 123+900 | 51163_6 | 130+679 | 6,779 | 13 554 | 434 | 57 | 36 | 14 081 |
| 6 | 51163_6 | 130+679 | 51164_6 | 131+974 | 1,295 | 13 873 | 107 | 9 | 34 | 14 023 |
| 6 | 51164_6 | 131+974 | M6-6-SZEKSZÁRD | 136+274 | 4,300 | 14 192 | 215 | 26 | 241 | 14 674 |
| 6 | M6-6-SZEKSZÁRD | 136+274 | 6_BEKTOLNA | 136+524 | 0,250 | 9 730 | 728 | 162 | 1 362 | 11 982 |
| 6 | 6_BEKTOLNA | 136+524 | 51901_6_63 | 137+300 | 0,776 | 9 404 | 423 | 69 | 1 362 | 11 258 |
| 6 | 51901_6_63 | 137+300 | M9-6-SZEKSZÁRD | 139+368 | 2,068 | 19 450 | 682 | 151 | 1 718 | 22 001 |
| 6 | M9-6-SZEKSZÁRD | 139+368 | 56_6 | 140+243 | 0,875 | 17 176 | 738 | 129 | 1 479 | 19 522 |
| 6 | 56_6 | 140+243 | 56601_6 | 141+092 | 0,849 | 7 313 | 512 | 111 | 962 | 8 898 |
| 6 | 56601_6 | 141+092 | 6_65 | 143+392 | 2,300 | 16 713 | 512 | 131 | 962 | 18 318 |
| 6 | 6_65 | 143+392 | KAKASD | 151+420 | 8,028 | 12 658 | 517 | 132 | 966 | 14 273 |
| 6 | KAKASD | 151+420 | 5603_6_6535 | 157+420 | 6,000 | 12 939 | 368 | 162 | 993 | 14 462 |
| 6 | 5603_6_6535 | 157+420 | 6_6534_65362 | 159+928 | 2,508 | 14 700 | 386 | 185 | 970 | 16 241 |
| 6 | 6_6534_65362 | 159+928 | 5605_6 | 162+040 | 2,112 | 13 436 | 405 | 199 | 878 | 14 918 |
| 6 | 5605_6 | 162+040 | 56125_6 | 166+840 | 4,800 | 11 905 | 441 | 236 | 684 | 13 266 |
| 6 | 56125_6 | 166+840 | MECSEKNÁDASD | 167+671 | 0,831 | 11 840 | 448 | 264 | 739 | 13 291 |
| 6 | MECSEKNÁDASD | 167+671 | 6_65194 | 169+030 | 1,359 | 11 547 | 532 | 353 | 894 | 13 326 |
| 6 | 6_65194 | 169+030 | 5613_6 | 171+970 | 2,940 | 11 117 | 596 | 318 | 701 | 12 732 |
| 6 | 5613_6 | 171+970 | 56128_6 | 173+185 | 1,215 | 11 117 | 73 | 318 | 701 | 12 209 |
| 6 | 56128_6 | 173+185 | 5613_6 | 174+585 | 1,400 | 10 890 | 72 | 290 | 533 | 11 785 |
| 6 | 5613_6 | 174+585 | 6_65184 | 176+890 | 2,305 | 10 863 | 76 | 21 | 533 | 11 493 |
| 6 | 6_65184 | 176+890 | 5606_5607_6_6544 | 177+550 | 0,660 | 10 389 | 79 | 33 | 401 | 10 902 |
| 6 | 5606_5607_6_6544 | 177+550 | 5608_6_65185 | 178+745 | 1,195 | 14 236 | 40 | 45 | 397 | 14 718 |
| 6 | 5608_6_65185 | 178+745 | 5609_6 | 180+845 | 2,100 | 15 558 | 40 | 46 | 456 | 16 100 |
| 6 | 5609_6 | 180+845 | 56119_6 | 184+185 | 3,340 | 15 569 | 41 | 46 | 414 | 16 070 |
| 6 | 56119_6 | 184+185 | HIRD | 186+820 | 2,635 | 17 684 | 42 | 50 | 419 | 18 195 |

**14.4.4.** **2025**

**Toll tariff system:** **HUF/km**

**Toll is charged on:** **J1, J2, J3, J4: extension accepted by the Ministry GKM "D"**

**Toll rate:** **HUF/km toll rate**

(Decrease in traffic due to increase in toll rates.)

| Annual average daily traffic [AADT; veh/day] | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Road | Starting intersection | Starting km | Ending intersection | Ending km | Lenght [km] | J1 | J2 | J3 | J4 | Total |
| 6 | HIRD | 186+820 | 56121_6 | 187+180 | 0,360 | 22 935 | 218 | 154 | 431 | 23 738 |
| 6 | 56121_6 | 187+180 | 6_6545 | 188+385 | 1,205 | 22 935 | 218 | 154 | 431 | 23 738 |
| 6 | 6_6545 | 188+385 | 6_6544 | 189+165 | 0,780 | 22 935 | 218 | 154 | 431 | 23 738 |
| 6 | 6_6544 | 189+165 | 6_6890 | 192+647 | 3,482 | 23 280 | 1 010 | 430 | 733 | 25 453 |
| 6 | 6_6890 | 192+647 | 5611_6 | 192+750 | 0,103 | 19 258 | 799 | 253 | 729 | 21 039 |
| 6 | 5611_6 | 192+750 | 5619_6_66 | 193+693 | 0,943 | 24 070 | 1 023 | 307 | 742 | 26 142 |
| 6 | 5619_6_66 | 193+693 | 5617_6 | 194+725 | 1,032 | 45 000 | 1 988 | 541 | 1 127 | 48 656 |
| 6 | 5617_6 | 194+725 | PÉCS | 196+725 | 2,000 | 50 316 | 2 248 | 373 | 1 202 | 54 139 |
| 6 | PÉCS | 196+725 | 58_6 | 197+145 | 0,420 | 75 782 | 3 036 | 501 | 1 329 | 80 648 |
| 6 | 58_6 | 197+145 | 6_6604 | 200+675 | 3,530 | 55 240 | 1 463 | 388 | 606 | 57 697 |
| 6 | 6_6604 | 200+675 | 5831_6 | 201+930 | 1,255 | 36 820 | 1 358 | 426 | 436 | 39 040 |
| 6 | 5831_6 | 201+930 | 5801_6 | 203+390 | 1,460 | 30 411 | 626 | 373 | 435 | 31 845 |
| 6 | 5801_6 | 203+390 | 6_6605 | 206+250 | 2,860 | 21 845 | 116 | 168 | 499 | 22 628 |
| 6 | 6_6605 | 206+250 | 58102_6 | 209+630 | 3,380 | 18 616 | 227 | 254 | 539 | 19 636 |
| 6 | 58102_6 | 209+630 | 6_66108 | 211+160 | 1,530 | 18 616 | 225 | 254 | 539 | 19 634 |
| 6 | 6_66108 | 211+160 | 5802_6 | 213+274 | 2,114 | 17 165 | 400 | 360 | 656 | 18 581 |
| 6 | 5802_6 | 213+274 | SZENTLŐRINC | 216+700 | 3,426 | 14 694 | 114 | 187 | 656 | 15 651 |
| 6 | SZENTLŐRINC | 216+700 | 5811_6 | 217+750 | 1,050 | 14 437 | 251 | 216 | 539 | 15 442 |
| 6 | 5811_6 | 217+750 | 6_66111 | 218+185 | 0,435 | 14 180 | 387 | 244 | 539 | 15 350 |
| 6 | 6_66111 | 218+185 | KACSÓTA | 219+395 | 1,210 | 14 119 | 381 | 237 | 533 | 15 270 |
| 6 | KACSÓTA | 219+395 | 5807_6 | 221+400 | 2,005 | 13 991 | 376 | 229 | 544 | 15 140 |
| 6 | 5807_6 | 221+400 | 6_66112 | 221+580 | 0,180 | 13 991 | 376 | 229 | 544 | 15 140 |
| 6 | 6_66112 | 221+580 | NAGYPETERD | 223+960 | 2,380 | 15 763 | 941 | 426 | 962 | 18 092 |
| 6 | NAGYPETERD | 223+960 | BOTYKAPETERD | 225+960 | 2,000 | 15 289 | 906 | 385 | 813 | 17 393 |
| 6 | BOTYKAPETERD | 225+960 | 6_66114 | 227+865 | 1,905 | 15 129 | 875 | 389 | 907 | 17 300 |
| 6 | 6_66114 | 227+865 | 6_SZIG | 229+965 | 2,100 | 15 129 | 875 | 389 | 907 | 17 300 |
| 6 | 6_SZIG | 229+965 | 58107_6_67 | 230+595 | 0,630 | 8 793 | 241 | 201 | 907 | 10 142 |
| 6 | 58107_6_67 | 230+595 | 6_6SZ | 232+000 | 1,405 | 9 139 | 201 | 211 | 885 | 10 436 |
| 6 | 6_6SZ | 232+000 | 6_6SZ | 234+046 | 2,046 | 10 878 | 197 | 204 | 745 | 12 024 |
| 6 | 6_6SZ | 234+046 | 58108_6 | 235+952 | 1,906 | 10 900 | 215 | 205 | 747 | 12 067 |
| 6 | 58108_6 | 235+952 | 6_66115 | 237+793 | 1,841 | 9 651 | 205 | 183 | 705 | 10 744 |
| 6 | 6_66115 | 237+793 | 58109_6 | 239+075 | 1,282 | 8 950 | 194 | 159 | 660 | 9 963 |
| 6 | 58109_6 | 239+075 | 6_66116 | 239+648 | 0,573 | 8 288 | 153 | 153 | 632 | 9 226 |
| 6 | 6_66116 | 239+648 | NAGYDOBSZA | 243+004 | 3,356 | 7 463 | 143 | 131 | 591 | 8 328 |
| 6 | NAGYDOBSZA | 243+004 | KISDOBSZA | 244+504 | 1,500 | 5 325 | 133 | 111 | 563 | 6 132 |
| 6 | KISDOBSZA | 244+504 | ISTVÁNDI | 247+004 | 2,500 | 3 789 | 125 | 89 | 520 | 4 523 |
| 6 | ISTVÁNDI | 247+004 | DARÁNY | 251+034 | 4,030 | 3 715 | 124 | 75 | 467 | 4 381 |
| 6 | DARÁNY | 251+034 | 6_66169 | 256+760 | 5,726 | 4 550 | 175 | 63 | 422 | 5 210 |
| 6 | 6_66169 | 256+760 | 6_6623_6BARCS | 258+458 | 1,698 | 4 535 | 153 | 62 | 422 | 5 172 |
| 6 | 6_6623_6BARCS | 258+458 | 6_68 | 261+220 | 2,762 | 1 344 | 32 | 30 | 419 | 1 825 |
| 6 | 6_68 | 261+220 | BARCSHAK | 262+025 | 0,805 | 1 345 | 41 | 70 | 172 | 1 628 |
| | | | | | | | | | | |
| 56 | 56_6 | 0+000 | 56_56601 | 0+718 | 0,718 | 9 863 | 226 | 18 | 517 | 10 624 |
| 56 | 56_56601 | 0+718 | 56_56SZEKSZÁRD | 1+018 | 0,300 | 19 263 | 226 | 38 | 517 | 20 044 |
| 56 | 56_56SZEKSZÁRD | 1+018 | 5112_56 | 1+698 | 0,680 | 15 780 | 66 | 43 | 418 | 16 307 |
| 56 | 5112_56 | 1+698 | 5113_56 | 3+098 | 1,400 | 15 780 | 574 | 114 | 418 | 16 886 |
| 56 | 5113_56 | 3+098 | 56_56SZEKSZÁRD | 6+180 | 3,082 | 10 680 | 393 | 110 | 321 | 11 504 |
| 56 | 56_56SZEKSZÁRD | 6+180 | 5114_56 | 8+360 | 2,180 | 3 767 | 123 | 66 | 196 | 4 152 |
| 56 | 5114_56 | 8+360 | 56_5601 | 9+980 | 1,620 | 4 327 | 132 | 69 | 196 | 4 724 |
| 56 | 56_5601 | 9+980 | 56_5602 | 14+274 | 4,294 | 2 990 | 92 | 27 | 195 | 3 304 |
| 56 | 56_5602 | 14+274 | VÁRDOMB | 16+190 | 1,916 | 2 414 | 52 | 28 | 193 | 2 687 |
| 56 | VÁRDOMB | 16+190 | 5115_56_BEKBATASZEK | 20+540 | 4,350 | 2 494 | 42 | 92 | 61 | 2 689 |
| 56 | 5115_56_BEKBATASZEK | 20+540 | 56_5603 | 21+220 | 0,680 | 4 050 | 134 | 85 | 916 | 5 185 |
| 56 | 56_5603 | 21+220 | 55A_56 | 21+588 | 0,368 | 3 040 | 206 | 67 | 928 | 4 241 |
| 56 | 55A_56 | 21+588 | BÁTASZÉK | 23+089 | 1,501 | 3 965 | 304 | 77 | 539 | 4 885 |
| 56 | BÁTASZÉK | 23+089 | FURKÓTELEP | 28+120 | 5,031 | 2 408 | 308 | 65 | 507 | 3 288 |
| 56 | FURKÓTELEP | 28+120 | 56_56302 | 29+120 | 1,000 | 2 408 | 308 | 65 | 507 | 3 288 |
| 56 | 56_56302 | 29+120 | 51168_56 | 30+365 | 1,245 | 2 408 | 308 | 65 | 507 | 3 288 |
| 56 | 51168_56 | 30+365 | DUNASZEKCSŐ | 35+215 | 4,850 | 1 562 | 494 | 108 | 537 | 2 701 |
| 56 | DUNASZEKCSŐ | 35+215 | BÁR | 40+408 | 5,193 | 858 | 133 | 72 | 153 | 1 216 |
| 56 | BÁR | 40+408 | 56_5606 | 44+480 | 4,072 | 1 420 | 205 | 77 | 154 | 1 856 |
| 56 | 56_5606 | 44+480 | 5121_56 | 45+675 | 1,195 | 9 696 | 673 | 269 | 204 | 10 842 |
| 56 | 5121_56 | 45+675 | 56_5607 | 47+101 | 1,426 | 5 736 | 401 | 105 | 152 | 6 394 |
| 56 | 56_5607 | 47+101 | 56_56412 | 48+543 | 1,442 | 9 896 | 846 | 165 | 452 | 11 359 |
| 56 | 56_56412 | 48+543 | 56_57 | 49+258 | 0,715 | 3 788 | 405 | 37 | 452 | 4 682 |
| 56 | 56_57 | 49+258 | 5121_56 | 52+782 | 3,524 | 2 303 | 29 | 29 | 231 | 2 592 |
| 56 | 5121_56 | 52+782 | 5117_56 | 55+081 | 2,299 | 3 265 | 98 | 56 | 232 | 3 651 |
| 56 | 5117_56 | 55+081 | 56_5702 | 55+842 | 0,761 | 1 829 | 97 | 54 | 212 | 2 192 |
| 56 | 56_5702 | 55+842 | UDVAR | 60+864 | 5,022 | 1 046 | 114 | 61 | 208 | 1 429 |
| 56 | UDVAR | 60+864 | UDVARHAK | 61+475 | 0,611 | 715 | 66 | 46 | 95 | 922 |
| | | | | | | | | | | |
| 57 | MOHÁCS | 0+000 | 56_57 | 1+994 | 1,994 | 9 716 | 417 | 8 | 270 | 10 411 |
| 57 | 56_57 | 1+994 | 56412_57 | 2+680 | 0,686 | 8 232 | 41 | 0 | 522 | 8 795 |
| 57 | 56412_57 | 2+680 | LÁNYCSÓK | 3+700 | 1,020 | 14 340 | 482 | 128 | 522 | 15 472 |
| 57 | LÁNYCSÓK | 3+700 | M6-57 | 7+569 | 3,869 | 12 342 | 485 | 137 | 589 | 13 553 |
| 57 | M6-57 | 7+569 | 56113_57 | 9+500 | 1,931 | 5 551 | 45 | 29 | 129 | 5 754 |
| 57 | 56113_57 | 9+500 | SZAJK | 11+510 | 2,010 | 5 552 | 42 | 12 | 84 | 5 690 |
| 57 | SZAJK | 11+510 | 56115_57 | 12+920 | 1,410 | 3 842 | 17 | 10 | 39 | 3 908 |
| 57 | 56115_57 | 12+920 | 57_ELKBOLY | 14+220 | 1,300 | 3 731 | 20 | 8 | 37 | 3 796 |
| 57 | 57_ELKBOLY | 14+220 | 56116_57 | 15+615 | 1,395 | 3 549 | 27 | 27 | 64 | 3 667 |
| 57 | 56116_57 | 15+615 | 57_5701 | 16+755 | 1,140 | 3 563 | 21 | 18 | 44 | 3 646 |
| 57 | 57_5701 | 16+755 | SZEDERKÉNY | 17+565 | 0,810 | 5 713 | 93 | 35 | 47 | 5 888 |
| 57 | SZEDERKÉNY | 17+565 | 5611_57 | 20+575 | 3,010 | 5 597 | 57 | 22 | 24 | 5 700 |
| 57 | 5611_57 | 20+575 | 57_57102 | 20+965 | 0,390 | 5 351 | 68 | 18 | 28 | 5 465 |
| 57 | 57_57102 | 20+965 | 57_57101 | 25+485 | 4,520 | 5 643 | 210 | 27 | 41 | 5 921 |
| 57 | 57_57101 | 25+485 | 57_57128 | 26+690 | 1,205 | 5 761 | 225 | 30 | 104 | 6 120 |
| 57 | 57_57128 | 26+690 | 56127_57 | 28+530 | 1,840 | 5 837 | 236 | 31 | 165 | 6 269 |
| 57 | 56127_57 | 28+530 | 57_5711 | 33+860 | 5,330 | 5 988 | 251 | 35 | 241 | 6 515 |
| 57 | 57_5711 | 33+860 | 5617_57 | 33+950 | 0,090 | 17 730 | 1 994 | 200 | 503 | 20 427 |
| 57 | 5617_57 | 33+950 | 5618_57_PECSBEK | 34+560 | 0,610 | 5 929 | 1 515 | 24 | 491 | 7 959 |
| 57 | 5618_57_PECSBEK | 34+560 | 57_58_5816 | 38+270 | 3,710 | 12 576 | 1 730 | 170 | 363 | 14 839 |

**14.4.5.** **2030**

**Toll tariff system:** **HUF/km**

**Toll is charged on:** **J1, J2, J3, J4: extension accepted by the Ministry GKM "D"**

**Toll rate:** **HUF/km toll rate**

(Decrease in traffic due to increase in toll rates.)

| Annual average daily traffic [AADT; veh/day] | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Road** | **Starting intersection** | **Starting km** | **Ending intersection** | **Ending km** | **Lenght [km]** | **J1** | **J2** | **J3** | **J4** | **Total** |
| M6 | M6-6-7 Érdi-tető | 21+800 | Százhalombatta Észak | 24+200 | 2,400 | 19 808 | 1 385 | 626 | 3 157 | 24 976 |
| M6 | Százhalombatta Észak | 24+200 | Százhalombatta Dél | 28+400 | 4,200 | 19 466 | 898 | 369 | 2 532 | 23 265 |
| M6 | Százhalombatta Dél | 28+400 | Ráckeresztúr | 33+400 | 5,000 | 19 575 | 1 124 | 369 | 2 533 | 23 601 |
| M6 | Ráckeresztúr | 33+400 | Besnyő | 44+000 | 10,600 | 20 007 | 1 192 | 388 | 2 434 | 24 021 |
| M6 | Besnyő | 44+000 | Iváncsa | 49+200 | 5,200 | 19 381 | 1 167 | 346 | 2 302 | 23 196 |
| M6 | Iváncsa | 49+200 | Adony | 54+254 | 5,054 | 18 194 | 1 007 | 376 | 2 102 | 21 679 |
| M6 | Adony | 54+254 | Kulcs-Rácalmás | 61+400 | 7,146 | 18 858 | 1 112 | 379 | 2 289 | 22 638 |
| M6 | Kulcs-Rácalmás | 61+400 | Dunaújváros Észak | 66+700 | 5,300 | 15 717 | 1 299 | 371 | 2 329 | 19 716 |
| M6 | Dunaújváros Észak | 66+700 | Dunaújváros Centrum | 69+700 | 3,000 | 18 849 | 1 501 | 476 | 2 205 | 23 031 |
| M6 | Dunaújváros Centrum | 69+700 | M6-M8 | 76+200 | 6,500 | 22 550 | 1 603 | 554 | 3 337 | 28 044 |
| M6 | M6-M8 | 76+200 | Dunaföldvár Észak | 82+480 | 6,280 | 17 353 | 1 042 | 397 | 2 794 | 21 586 |
| M6 | Dunaföldvár Észak | 82+480 | Dunaföldvár Centrum | 86+340 | 3,860 | 11 732 | 549 | 313 | 1 681 | 14 275 |
| M6 | Dunaföldvár Centrum | 86+340 | Gabonásvölgy | 97+300 | 10,960 | 10 703 | 601 | 308 | 1 673 | 13 285 |
| M6 | Gabonásvölgy | 97+300 | Paks Nyugat | 105+345 | 8,045 | 13 046 | 581 | 387 | 1 875 | 15 889 |
| M6 | Paks Nyugat | 105+345 | Paks Dél | 113+395 | 8,050 | 9 443 | 772 | 291 | 1 885 | 12 391 |
| M6 | Paks Dél | 113+395 | Tengelic | 123+133 | 9,738 | 9 123 | 1 381 | 340 | 2 041 | 12 885 |
| M6 | Tengelic | 123+133 | Szedres | 130+637 | 7,504 | 518 | 991 | 281 | 2 024 | 3 814 |
| M6 | Szedres | 130+637 | M6-6 | 137+524 | 6,887 | 4 045 | 1 070 | 303 | 2 128 | 7 546 |
| M6 | M6-6 | 137+524 | M6-M9 | 141+734 | 4,210 | 8 308 | 480 | 164 | 916 | 9 868 |
| M6 | M6-M9 | 141+734 | Szekszárd Kelet | 147+997 | 6,263 | 10 736 | 953 | 234 | 1 532 | 13 455 |
| M6 | Szekszárd Kelet | 147+997 | Szekszárd Dél | 152+483 | 4,486 | 8 293 | 650 | 200 | 1 496 | 10 639 |
| M6 | Szekszárd Dél | 152+483 | Bátaszék | 163+859 | 11,376 | 8 720 | 665 | 211 | 1 497 | 11 093 |
| M6 | Bátaszék | 163+859 | Véménd | 174+270 | 10,411 | 9 006 | 717 | 412 | 1 646 | 11 781 |
| M6 | Véménd | 174+270 | M6-57 | 191+803 | 17,533 | 3 787 | 380 | 195 | 1 654 | 6 016 |
| M6 | M6-57 | 191+803 | M6-M60 | 193+150 | 1,347 | 11 953 | 892 | 279 | 1 532 | 14 656 |
| M6 | M6-M60 | 193+150 | Bóly Kelet | 196+000 | 2,850 | 6 909 | 470 | 93 | 500 | 7 972 |
| M6 | Bóly Kelet | 196+000 | Lippó | 205+300 | 9,300 | 5 255 | 356 | 97 | 372 | 6 080 |
| M6 | Lippó | 205+300 | M6 Ivándárda országhatár | 212+065 | 6,765 | 982 | 78 | 55 | 112 | 1 227 |
| | | | | | | | | | | |
| M60 | M6-M60 | 0+000 | Bóly Észak | 6+085 | 6,085 | 5 044 | 422 | 186 | 1 143 | 6 795 |
| M60 | Bóly Észak | 6+085 | Pécs Kelet | 25+289 | 19,204 | 6 802 | 576 | 201 | 1 263 | 8 842 |
| M60 | Pécs Kelet | 25+289 | Pécs Dél | 29+431 | 4,142 | 20 226 | 2 021 | 351 | 1 547 | 24 145 |
| M60 | Pécs Dél | 29+431 | Pécs Nyugat | 34+145 | 4,714 | 10 222 | 768 | 246 | 1 270 | 12 506 |
| M60 | Pécs Nyugat | 34+145 | Szentlőrinci cs.p. | 48+500 | 14,355 | 5 679 | 642 | 227 | 1 117 | 7 665 |
| M60 | Szentlőrinci cs.p. | 48+500 | Kacsóta csp | 54+010 | 5,510 | 6 808 | 910 | 355 | 1 117 | 9 190 |
| M60 | Kacsóta csp | 54+010 | Szigetvár Kelet | 63+060 | 9,050 | 7 960 | 914 | 366 | 1 230 | 10 470 |
| M60 | Szigetvár Kelet | 63+060 | Szigetvár Nyugat | 67+595 | 4,535 | 5 012 | 248 | 212 | 626 | 6 098 |
| M60 | Szigetvár Nyugat | 67+595 | Istvánd | 79+365 | 11,770 | 5 984 | 175 | 102 | 669 | 6 930 |
| M60 | Istvánd | 79+365 | Darány | 87+895 | 8,530 | 5 220 | 163 | 64 | 556 | 6 003 |
| M60 | Darány | 87+895 | Barcs Kelet | 89+539 | 1,644 | 7 198 | 284 | 105 | 573 | 8 160 |
| M60 | Barcs Kelet | 89+539 | Barcs Dél | 92+331 | 2,792 | 1 844 | 38 | 35 | 576 | 2 493 |
| M60 | Barcs Dél | 92+331 | M60 Barcs országhatár | 93+136 | 0,805 | 1 846 | 49 | 83 | 203 | 2 181 |
| | | | | | | | | | | |
| 6 | M6-6-7-ÉRD_DÉL | 22+458 | 51116_6 | 23+932 | 1,474 | 39 896 | 400 | 205 | 1 347 | 41 848 |
| 6 | 51116_6 | 23+932 | 51309_6_BEKSZAZHALOMBAT | 25+480 | 1,548 | 38 881 | 390 | 201 | 1 334 | 40 806 |
| 6 | 51309_6_BEKSZAZHALOMBAT | 25+480 | 51309_6_BEKMOL | 29+252 | 3,772 | 34 326 | 676 | 327 | 862 | 36 190 |
| 6 | 51309_6_BEKMOL | 29+252 | ERCSI | 35+552 | 6,300 | 33 180 | 666 | 322 | 857 | 35 025 |
| 6 | ERCSI | 35+552 | 6_6205 | 48+282 | 12,730 | 16 611 | 368 | 244 | 651 | 17 874 |
| 6 | 6_6205 | 48+282 | 6_6208 | 50+199 | 1,917 | 17 432 | 353 | 207 | 620 | 18 612 |
| 6 | 6_6208 | 50+199 | 51315_6_6207 | 51+408 | 1,209 | 8 296 | 251 | 100 | 559 | 9 206 |
| 6 | 51315_6_6207 | 51+408 | 51122_6 | 59+030 | 7,622 | 13 725 | 355 | 112 | 580 | 14 772 |
| 6 | 51122_6 | 59+030 | 6_BEKRACALMAS | 60+622 | 1,592 | 9 757 | 428 | 151 | 686 | 11 022 |
| 6 | 6_BEKRACALMAS | 60+622 | 51123_6 | 62+050 | 1,428 | 12 712 | 793 | 157 | 618 | 14 280 |
| 6 | 51123_6 | 62+050 | 51124_6 | 65+611 | 3,561 | 24 360 | 875 | 31 | 404 | 25 670 |
| 6 | 51124_6 | 65+611 | 6_62_DUNAUJVAROSIUT | 68+028 | 2,417 | 13 990 | 386 | 178 | 382 | 14 936 |
| 6 | 6_62_DUNAUJVAROSIUT | 68+028 | 6_62819 | 68+992 | 0,964 | 22 377 | 500 | 268 | 1 854 | 24 999 |
| 6 | 6_62819 | 68+992 | 6_6219 | 70+438 | 1,446 | 15 298 | 174 | 38 | 738 | 16 248 |
| 6 | 6_6219 | 70+438 | 6_6221 | 72+106 | 1,668 | 16 050 | 389 | 101 | 738 | 17 278 |
| 6 | 6_6221 | 72+106 | 6_DUNAUJ | 73+807 | 1,701 | 14 705 | 368 | 134 | 773 | 15 980 |
| 6 | 6_DUNAUJ | 73+807 | M8-6-DUNAUJVÁROS_DÉL | 76+220 | 2,413 | 18 588 | 572 | 175 | 506 | 19 841 |
| 6 | M8-6-DUNAUJVÁROS_DÉL | 76+220 | 51125_6 | 77+324 | 1,104 | 13 039 | 341 | 31 | 237 | 13 648 |
| 6 | 51125_6 | 77+324 | 6_62121 | 81+302 | 3,978 | 9 791 | 225 | 13 | 208 | 10 237 |
| 6 | 6_62121 | 81+302 | 6_6228A_DUNAFOLDVARIUT | 85+130 | 3,828 | 9 357 | 333 | 176 | 451 | 10 317 |
| 6 | 6_6228A_DUNAFOLDVARIUT | 85+130 | 6_61_DUNAFOLDVARIUT2 | 87+080 | 1,950 | 6 914 | 708 | 246 | 768 | 8 636 |
| 6 | 6_61_DUNAFOLDVARIUT2 | 87+080 | DUNAFÖLDVÁR | 88+386 | 1,306 | 11 208 | 880 | 325 | 1 067 | 13 480 |
| 6 | DUNAFÖLDVÁR | 88+386 | 52_6 | 89+550 | 1,164 | 7 380 | 491 | 227 | 768 | 8 865 |
| 6 | 52_6 | 89+550 | 51172_6 | 95+690 | 6,140 | 3 551 | 102 | 128 | 468 | 4 249 |
| 6 | 51172_6 | 95+690 | 6_GABONASVOLGY | 96+781 | 1,091 | 3 551 | 102 | 128 | 468 | 4 249 |
| 6 | 6_GABONASVOLGY | 96+781 | 5111_6_62134 | 104+260 | 7,479 | 1 972 | 126 | 66 | 266 | 2 430 |
| 6 | 5111_6_62134 | 104+260 | 6_62134 | 105+050 | 0,790 | 3 884 | 56 | 87 | 66 | 4 093 |
| 6 | 6_62134 | 105+050 | 6_PAKSIKOMP | 109+560 | 4,510 | 5 392 | 58 | 114 | 68 | 5 632 |
| 6 | 6_PAKSIKOMP | 109+560 | PAKS | 110+560 | 1,000 | 6 428 | 245 | 116 | 102 | 6 891 |
| 6 | PAKS | 110+560 | 6_6231_6232 | 111+560 | 1,000 | 6 846 | 283 | 106 | 132 | 7 367 |
| 6 | 6_6231_6232 | 111+560 | 5112_6 | 120+273 | 8,713 | 9 630 | 192 | 33 | 32 | 9 887 |
| 6 | 5112_6 | 120+273 | 6_6234 | 123+900 | 3,627 | 12 804 | 163 | 2 | 23 | 12 992 |
| 6 | 6_6234 | 123+900 | 51163_6 | 130+679 | 6,779 | 15 977 | 510 | 60 | 39 | 16 586 |
| 6 | 51163_6 | 130+679 | 51164_6 | 131+974 | 1,295 | 16 244 | 122 | 9 | 37 | 16 412 |
| 6 | 51164_6 | 131+974 | M6-6-SZEKSZÁRD | 136+274 | 4,300 | 16 510 | 244 | 27 | 264 | 17 045 |
| 6 | M6-6-SZEKSZÁRD | 136+274 | 6_BEKTOLNA | 136+524 | 0,250 | 11 301 | 834 | 153 | 1 467 | 13 755 |
| 6 | 6_BEKTOLNA | 136+524 | 51901_6_63 | 137+300 | 0,776 | 10 906 | 483 | 89 | 1 467 | 12 945 |
| 6 | 51901_6_63 | 137+300 | M9-6-SZEKSZÁRD | 139+368 | 2,068 | 22 308 | 782 | 202 | 1 881 | 25 173 |
| 6 | M9-6-SZEKSZÁRD | 139+368 | 56_6 | 140+243 | 0,875 | 19 613 | 843 | 169 | 1 605 | 22 230 |
| 6 | 56_6 | 140+243 | 56601_6 | 141+092 | 0,849 | 8 452 | 587 | 102 | 1 046 | 10 187 |
| 6 | 56601_6 | 141+092 | 6_65 | 143+392 | 2,300 | 19 154 | 587 | 123 | 1 046 | 20 910 |
| 6 | 6_65 | 143+392 | KAKASD | 151+420 | 8,028 | 14 372 | 587 | 124 | 1 050 | 16 133 |
| 6 | KAKASD | 151+420 | 5603_6_6535 | 157+420 | 6,000 | 14 704 | 418 | 155 | 1 081 | 16 358 |
| 6 | 5603_6_6535 | 157+420 | 6_6534_65362 | 159+928 | 2,508 | 16 877 | 532 | 255 | 1 054 | 18 718 |
| 6 | 6_6534_65362 | 159+928 | 5605_6 | 162+040 | 2,112 | 15 401 | 459 | 199 | 953 | 17 012 |
| 6 | 5605_6 | 162+040 | 56125_6 | 166+840 | 4,800 | 13 629 | 499 | 243 | 741 | 15 112 |
| 6 | 56125_6 | 166+840 | MECSEKNÁDASD | 167+671 | 0,831 | 13 553 | 507 | 271 | 802 | 15 133 |
| 6 | MECSEKNÁDASD | 167+671 | 6_65194 | 169+030 | 1,359 | 13 208 | 602 | 363 | 972 | 15 145 |
| 6 | 6_65194 | 169+030 | 5613_6 | 171+970 | 2,940 | 12 709 | 675 | 327 | 762 | 14 473 |
| 6 | 5613_6 | 171+970 | 56128_6 | 173+185 | 1,215 | 12 709 | 763 | 327 | 762 | 14 561 |
| 6 | 56128_6 | 173+185 | 5613_6 | 174+585 | 1,400 | 12 447 | 752 | 299 | 578 | 14 076 |
| 6 | 5613_6 | 174+585 | 6_65184 | 176+890 | 2,305 | 12 420 | 421 | 22 | 578 | 13 441 |

**14.4.5.** **2030**

**Toll tariff system:** **HUF/km**

**Toll is charged on:** **J1, J2, J3, J4: extension accepted by the Ministry GKM "D"**

**Toll rate:** **HUF/km toll rate**

(Decrease in traffic due to increase in toll rates.)

| Annual average daily traffic [AADT; veh/day] | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Road | Starting intersection | Starting km | Ending intersection | Ending km | Lenght [km] | J1 | J2 | J3 | J4 | Total |
| 6 | 6_65184 | 176+890 | 5606_5607_6_6544 | 177+550 | 0,660 | 11 870 | 89 | 34 | 434 | 12 427 |
| 6 | 5606_5607_6_6544 | 177+550 | 5608_6_65185 | 178+745 | 1,195 | 15 805 | 43 | 46 | 457 | 16 351 |
| 6 | 5608_6_65185 | 178+745 | 5609_6 | 180+845 | 2,100 | 17 328 | 43 | 47 | 522 | 17 940 |
| 6 | 5609_6 | 180+845 | 56119_6 | 184+185 | 3,340 | 17 340 | 44 | 47 | 448 | 17 880 |
| 6 | 56119_6 | 184+185 | HIRD | 186+820 | 2,635 | 19 782 | 45 | 51 | 454 | 20 332 |
| 6 | HIRD | 186+820 | 56121_6 | 187+180 | 0,360 | 25 840 | 363 | 160 | 467 | 26 830 |
| 6 | 56121_6 | 187+180 | 6_6545 | 188+385 | 1,205 | 25 840 | 363 | 160 | 467 | 26 830 |
| 6 | 6_6545 | 188+385 | 6_6544 | 189+165 | 0,780 | 25 840 | 363 | 160 | 467 | 26 830 |
| 6 | 6_6544 | 189+165 | 6_6890 | 192+647 | 3,482 | 26 244 | 1 141 | 439 | 800 | 28 624 |
| 6 | 6_6890 | 192+647 | 5611_6 | 192+750 | 0,103 | 20 231 | 900 | 258 | 795 | 22 184 |
| 6 | 5611_6 | 192+750 | 5619_6_66 | 193+693 | 0,943 | 25 731 | 1 153 | 313 | 809 | 28 006 |
| 6 | 5619_6_66 | 193+693 | 5617_6 | 194+725 | 1,032 | 47 942 | 2 254 | 556 | 1 227 | 51 979 |
| 6 | 5617_6 | 194+725 | PÉCS | 196+725 | 2,000 | 53 985 | 2 494 | 383 | 1 311 | 58 173 |
| 6 | PÉCS | 196+725 | 58_6 | 197+145 | 0,420 | 83 414 | 3 392 | 517 | 1 452 | 88 775 |
| 6 | 58_6 | 197+145 | 6_6604 | 200+675 | 3,530 | 59 729 | 1 666 | 399 | 437 | 62 231 |
| 6 | 6_6604 | 200+675 | 5831_6 | 201+930 | 1,255 | 38 771 | 1 530 | 439 | 325 | 41 065 |
| 6 | 5831_6 | 201+930 | 5801_6 | 203+390 | 1,460 | 31 428 | 709 | 384 | 324 | 32 845 |
| 6 | 5801_6 | 203+390 | 6_6605 | 206+250 | 2,860 | 21 263 | 128 | 171 | 396 | 21 958 |
| 6 | 6_6605 | 206+250 | 58102_6 | 209+630 | 3,380 | 17 580 | 255 | 261 | 442 | 18 538 |
| 6 | 58102_6 | 209+630 | 6_66108 | 211+160 | 1,530 | 17 580 | 253 | 261 | 441 | 18 535 |
| 6 | 6_66108 | 211+160 | 5802_6 | 213+274 | 2,114 | 15 878 | 450 | 370 | 570 | 17 268 |
| 6 | 5802_6 | 213+274 | SZENTLŐRINC | 216+700 | 3,426 | 11 842 | 127 | 221 | 570 | 12 760 |
| 6 | SZENTLŐRINC | 216+700 | 5811_6 | 217+750 | 1,050 | 11 585 | 148 | 168 | 452 | 12 352 |
| 6 | 5811_6 | 217+750 | 6_66111 | 218+185 | 0,435 | 11 328 | 168 | 114 | 452 | 12 062 |
| 6 | 6_66111 | 218+185 | KACSÓTA | 219+395 | 1,210 | 11 260 | 161 | 106 | 460 | 11 987 |
| 6 | KACSÓTA | 219+395 | 5807_6 | 221+400 | 2,005 | 11 106 | 155 | 99 | 472 | 11 832 |
| 6 | 5807_6 | 221+400 | 6_66112 | 221+580 | 0,180 | 11 106 | 155 | 99 | 472 | 11 832 |
| 6 | 6_66112 | 221+580 | NAGYPETERD | 223+960 | 2,380 | 10 857 | 169 | 83 | 187 | 11 296 |
| 6 | NAGYPETERD | 223+960 | BOTYKAPETERD | 225+960 | 2,000 | 10 281 | 128 | 41 | 74 | 10 524 |
| 6 | BOTYKAPETERD | 225+960 | 6_66114 | 227+865 | 1,905 | 10 093 | 94 | 46 | 177 | 10 410 |
| 6 | 6_66114 | 227+865 | 6_SZIG | 229+965 | 2,100 | 10 093 | 94 | 46 | 177 | 10 410 |
| 6 | 6_SZIG | 229+965 | 58107_6_67 | 230+595 | 0,630 | 4 338 | 15 | 6 | 177 | 4 536 |
| 6 | 58107_6_67 | 230+595 | 6_6SZ | 232+000 | 1,405 | 5 953 | 160 | 78 | 377 | 6 568 |
| 6 | 6_6SZ | 232+000 | 6_6SZ | 234+046 | 2,046 | 9 503 | 18 | 10 | 298 | 9 829 |
| 6 | 6_6SZ | 234+046 | 58108_6 | 235+952 | 1,906 | 9 534 | 39 | 12 | 299 | 9 884 |
| 6 | 58108_6 | 235+952 | 6_66115 | 237+793 | 1,841 | 7 088 | 102 | 100 | 210 | 7 500 |
| 6 | 6_66115 | 237+793 | 58109_6 | 239+075 | 1,282 | 6 259 | 89 | 74 | 161 | 6 583 |
| 6 | 58109_6 | 239+075 | 6_66116 | 239+648 | 0,573 | 5 478 | 42 | 68 | 130 | 5 718 |
| 6 | 6_66116 | 239+648 | NAGYDOBSZA | 243+004 | 3,356 | 4 504 | 31 | 46 | 85 | 4 666 |
| 6 | NAGYDOBSZA | 243+004 | KISDOBSZA | 244+504 | 1,500 | 1 985 | 20 | 25 | 54 | 2 084 |
| 6 | KISDOBSZA | 244+504 | ISTVÁNDI | 247+004 | 2,500 | 172 | 11 | 2 | 6 | 191 |
| 6 | ISTVÁNDI | 247+004 | DARÁNY | 251+034 | 4,030 | 207 | 23 | 18 | 70 | 318 |
| 6 | DARÁNY | 251+034 | 6_66169 | 256+760 | 5,726 | 1 825 | 65 | 10 | 14 | 1 914 |
| 6 | 6_66169 | 256+760 | 6_6623_6BARCS | 258+458 | 1,698 | 1 807 | 43 | 9 | 13 | 1 872 |
| | | | | | | | | | | |
| 56 | 56_6 | 0+000 | 56_56601 | 0+718 | 0,718 | 11 162 | 256 | 67 | 559 | 12 044 |
| 56 | 56_56601 | 0+718 | 56_56SZEKSZÁRD | 1+018 | 0,300 | 21 864 | 256 | 88 | 559 | 22 767 |
| 56 | 56_56SZEKSZÁRD | 1+018 | 5112_56 | 1+698 | 0,680 | 17 900 | 75 | 93 | 450 | 18 518 |
| 56 | 5112_56 | 1+698 | 5113_56 | 3+098 | 1,400 | 17 900 | 651 | 105 | 450 | 19 106 |
| 56 | 5113_56 | 3+098 | 56_56SZEKSZÁRD | 6+180 | 3,082 | 12 094 | 447 | 102 | 344 | 12 987 |
| 56 | 56_56SZEKSZÁRD | 6+180 | 5114_56 | 8+360 | 2,180 | 4 275 | 141 | 56 | 206 | 4 678 |
| 56 | 5114_56 | 8+360 | 56_5601 | 9+980 | 1,620 | 4 926 | 151 | 59 | 206 | 5 342 |
| 56 | 56_5601 | 9+980 | 56_5602 | 14+274 | 4,294 | 3 375 | 104 | 28 | 204 | 3 711 |
| 56 | 56_5602 | 14+274 | VÁRDOMB | 16+190 | 1,916 | 2 790 | 59 | 29 | 202 | 3 080 |
| 56 | VÁRDOMB | 16+190 | 5115_56_BEKBATASZEK | 20+540 | 4,350 | 2 863 | 48 | 95 | 77 | 3 083 |
| 56 | 5115_56_BEKBATASZEK | 20+540 | 56_5603 | 21+220 | 0,680 | 4 797 | 151 | 87 | 999 | 6 034 |
| 56 | 56_5603 | 21+220 | 55A_56 | 21+588 | 0,368 | 3 600 | 232 | 69 | 1 012 | 4 913 |
| 56 | 55A_56 | 21+588 | BÁTASZÉK | 23+089 | 1,501 | 4 681 | 344 | 79 | 585 | 5 689 |
| 56 | BÁTASZÉK | 23+089 | FURKÓTELEP | 28+120 | 5,031 | 2 842 | 349 | 67 | 551 | 3 809 |
| 56 | FURKÓTELEP | 28+120 | 56_56302 | 29+120 | 1,000 | 2 842 | 349 | 67 | 551 | 3 809 |
| 56 | 56_56302 | 29+120 | 51168_56 | 30+365 | 1,245 | 2 842 | 349 | 67 | 551 | 3 809 |
| 56 | 51168_56 | 30+365 | DUNASZEKCSŐ | 35+215 | 4,850 | 1 851 | 558 | 111 | 584 | 3 104 |
| 56 | DUNASZEKCSŐ | 35+215 | BÁR | 40+408 | 5,193 | 1 021 | 150 | 74 | 159 | 1 404 |
| 56 | BÁR | 40+408 | 56_5606 | 44+480 | 4,072 | 1 682 | 231 | 79 | 161 | 2 153 |
| 56 | 56_5606 | 44+480 | 5121_56 | 45+675 | 1,195 | 11 432 | 780 | 284 | 217 | 12 713 |
| 56 | 5121_56 | 45+675 | 56_5607 | 47+101 | 1,426 | 6 698 | 461 | 110 | 177 | 7 446 |
| 56 | 56_5607 | 47+101 | 56_56412 | 48+543 | 1,442 | 11 628 | 967 | 174 | 510 | 13 279 |
| 56 | 56_56412 | 48+543 | 56_57 | 49+258 | 0,715 | 4 466 | 459 | 39 | 510 | 5 474 |
| 56 | 56_57 | 49+258 | 5121_56 | 52+782 | 3,524 | 2 739 | 33 | 31 | 263 | 3 066 |
| 56 | 5121_56 | 52+782 | 5117_56 | 55+081 | 2,299 | 3 923 | 112 | 63 | 263 | 4 361 |
| 56 | 5117_56 | 55+081 | 56_5702 | 55+842 | 0,761 | 2 246 | 112 | 62 | 241 | 2 661 |
| 56 | 56_5702 | 55+842 | UDVAR | 60+864 | 5,022 | 1 342 | 132 | 70 | 237 | 1 781 |
| 56 | UDVAR | 60+864 | UDVARHAK | 61+475 | 0,611 | 982 | 78 | 55 | 112 | 1 227 |
| | | | | | | | | | | |
| 57 | MOHÁCS | 0+000 | 56_57 | 1+994 | 1,994 | 11 562 | 473 | 8 | 298 | 12 341 |
| 57 | 56_57 | 1+994 | 56412_57 | 2+680 | 0,686 | 9 836 | 47 | 0 | 593 | 10 476 |
| 57 | 56412_57 | 2+680 | LÁNYCSÓK | 3+700 | 1,020 | 16 998 | 554 | 135 | 593 | 18 280 |
| 57 | LÁNYCSÓK | 3+700 | M6-57 | 7+569 | 3,869 | 14 637 | 558 | 144 | 667 | 16 006 |
| 57 | M6-57 | 7+569 | 56113_57 | 9+500 | 1,931 | 6 477 | 51 | 29 | 141 | 6 698 |
| 57 | 56113_57 | 9+500 | SZAJK | 11+510 | 2,010 | 6 470 | 47 | 12 | 92 | 6 621 |
| 57 | SZAJK | 11+510 | 56115_57 | 12+920 | 1,410 | 4 480 | 19 | 10 | 43 | 4 552 |
| 57 | 56115_57 | 12+920 | 57_ELKBOLY | 14+220 | 1,300 | 4 349 | 23 | 8 | 41 | 4 421 |
| 57 | 57_ELKBOLY | 14+220 | 56116_57 | 15+615 | 1,395 | 4 126 | 31 | 28 | 71 | 4 256 |
| 57 | 56116_57 | 15+615 | 57_5701 | 16+755 | 1,140 | 4 141 | 25 | 18 | 49 | 4 233 |
| 57 | 57_5701 | 16+755 | SZEDERKÉNY | 17+565 | 0,810 | 6 524 | 104 | 36 | 52 | 6 716 |
| 57 | SZEDERKÉNY | 17+565 | 5611_57 | 20+575 | 3,010 | 6 358 | 64 | 23 | 26 | 6 471 |
| 57 | 5611_57 | 20+575 | 57_57102 | 20+965 | 0,390 | 6 049 | 77 | 19 | 30 | 6 175 |
| 57 | 57_57102 | 20+965 | 57_57101 | 25+485 | 4,520 | 6 370 | 236 | 28 | 45 | 6 679 |
| 57 | 57_57101 | 25+485 | 57_57128 | 26+690 | 1,205 | 6 503 | 253 | 31 | 114 | 6 901 |
| 57 | 57_57128 | 26+690 | 56127_57 | 28+530 | 1,840 | 6 588 | 265 | 33 | 180 | 7 066 |
| 57 | 56127_57 | 28+530 | 57_5711 | 33+860 | 5,330 | 6 759 | 282 | 37 | 264 | 7 342 |
| 57 | 57_5711 | 33+860 | 5617_57 | 33+950 | 0,090 | 20 042 | 2 181 | 203 | 542 | 22 968 |
| 57 | 5617_57 | 33+950 | 5618_57_PECSBEK | 34+560 | 0,610 | 6 735 | 1 701 | 24 | 538 | 8 998 |
| 57 | 5618_57_PECSBEK | 34+560 | 57_58_5816 | 38+270 | 3,710 | 13 957 | 1 946 | 175 | 397 | 16 475 |

**14.4.6.** **2038**

**Toll tariff system:** **HUF/km**

**Toll is charged on:** **J1, J2, J3, J4: extension accepted by the Ministry GKM "D"**

**Toll rate:** **HUF/km toll rate**

(Decrease in traffic due to increase in toll rates.)

| Annual average daily traffic [AADT; veh/day] | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Road** | **Starting intersection** | **Starting km** | **Ending intersection** | **Ending km** | **Lenght [km]** | **J1** | **J2** | **J3** | **J4** | **Total** |
| M6 | M6-6-7 Érdi-tető | 21+800 | Százhalombatta Észak | 24+200 | 2,400 | 28 308 | 1 790 | 687 | 3 737 | 34 522 |
| M6 | Százhalombatta Észak | 24+200 | Százhalombatta Dél | 28+400 | 4,200 | 27 820 | 1 202 | 415 | 3 030 | 32 467 |
| M6 | Százhalombatta Dél | 28+400 | Ráckeresztúr | 33+400 | 5,000 | 27 962 | 1 473 | 415 | 3 224 | 33 074 |
| M6 | Ráckeresztúr | 33+400 | Besnyő | 44+000 | 10,600 | 28 519 | 1 553 | 435 | 3 109 | 33 616 |
| M6 | Besnyő | 44+000 | Iváncsa | 49+200 | 5,200 | 27 678 | 1 520 | 391 | 2 959 | 32 548 |
| M6 | Iváncsa | 49+200 | Adony | 54+254 | 5,054 | 26 165 | 1 283 | 419 | 2 731 | 30 598 |
| M6 | Adony | 54+254 | Kulcs-Rácalmás | 61+400 | 7,146 | 27 033 | 1 406 | 420 | 2 938 | 31 797 |
| M6 | Kulcs-Rácalmás | 61+400 | Dunaújváros Észak | 66+700 | 5,300 | 23 024 | 1 737 | 415 | 2 788 | 27 964 |
| M6 | Dunaújváros Észak | 66+700 | Dunaújváros Centrum | 69+700 | 3,000 | 26 747 | 2 019 | 558 | 2 546 | 31 870 |
| M6 | Dunaújváros Centrum | 69+700 | M6-M8 | 76+200 | 6,500 | 31 234 | 2 153 | 640 | 3 826 | 37 853 |
| M6 | M6-M8 | 76+200 | Dunaföldvár Észak | 82+480 | 6,280 | 24 379 | 1 390 | 458 | 3 196 | 29 423 |
| M6 | Dunaföldvár Észak | 82+480 | Dunaföldvár Centrum | 86+340 | 3,860 | 17 079 | 705 | 339 | 1 936 | 20 059 |
| M6 | Dunaföldvár Centrum | 86+340 | Gabonásvölgy | 97+300 | 10,960 | 14 591 | 802 | 336 | 1 930 | 17 659 |
| M6 | Gabonásvölgy | 97+300 | Paks Nyugat | 105+345 | 8,045 | 17 267 | 740 | 418 | 2 157 | 20 582 |
| M6 | Paks Nyugat | 105+345 | Paks Dél | 113+395 | 8,050 | 14 336 | 982 | 320 | 2 169 | 17 807 |
| M6 | Paks Dél | 113+395 | Tengelic | 123+133 | 9,738 | 12 293 | 1 734 | 373 | 2 349 | 16 749 |
| M6 | Tengelic | 123+133 | Szedres | 130+637 | 7,504 | 10 425 | 1 224 | 301 | 2 330 | 14 280 |
| M6 | Szedres | 130+637 | M6-6 | 137+524 | 6,887 | 15 079 | 1 321 | 320 | 2 449 | 19 169 |
| M6 | M6-6 | 137+524 | M6-M9 | 141+734 | 4,210 | 10 948 | 591 | 182 | 1 070 | 12 791 |
| M6 | M6-M9 | 141+734 | Szekszárd Kelet | 147+997 | 6,263 | 14 668 | 1 175 | 265 | 1 781 | 17 889 |
| M6 | Szekszárd Kelet | 147+997 | Szekszárd Dél | 152+483 | 4,486 | 10 820 | 804 | 224 | 1 741 | 13 589 |
| M6 | Szekszárd Dél | 152+483 | Bátaszék | 163+859 | 11,376 | 11 349 | 823 | 235 | 1 741 | 14 148 |
| M6 | Bátaszék | 163+859 | Véménd | 174+270 | 10,411 | 11 664 | 887 | 455 | 1 937 | 14 943 |
| M6 | Véménd | 174+270 | M6-57 | 191+803 | 17,533 | 5 057 | 474 | 222 | 1 948 | 7 701 |
| M6 | M6-57 | 191+803 | M6-M60 | 193+150 | 1,347 | 18 745 | 1 103 | 312 | 1 791 | 21 951 |
| M6 | M6-M60 | 193+150 | Bóly Kelet | 196+000 | 2,850 | 9 844 | 667 | 108 | 584 | 11 203 |
| M6 | Bóly Kelet | 196+000 | Lippó | 205+300 | 9,300 | 7 005 | 441 | 110 | 438 | 7 994 |
| M6 | Lippó | 205+300 | M6 Ivándárda országhatár | 212+065 | 6,765 | 1 451 | 100 | 66 | 140 | 1 757 |
| | | | | | | | | | | |
| M60 | M6-M60 | 0+000 | Bóly Észak | 6+085 | 6,085 | 10 408 | 613 | 212 | 1 343 | 12 576 |
| M60 | Bóly Észak | 6+085 | Pécs Kelet | 25+289 | 19,204 | 12 065 | 721 | 225 | 1 504 | 14 515 |
| M60 | Pécs Kelet | 25+289 | Pécs Dél | 29+431 | 4,142 | 30 104 | 2 553 | 396 | 1 832 | 34 885 |
| M60 | Pécs Dél | 29+431 | Pécs Nyugat | 34+145 | 4,714 | 22 903 | 1 020 | 302 | 1 573 | 25 798 |
| M60 | Pécs Nyugat | 34+145 | Szentlőrinci cs.p. | 48+500 | 14,355 | 17 066 | 866 | 280 | 1 395 | 19 607 |
| M60 | Szentlőrinci cs.p. | 48+500 | Kacsóta csp | 54+010 | 5,510 | 17 888 | 1 172 | 405 | 1 395 | 20 860 |
| M60 | Kacsóta csp | 54+010 | Szigetvár Kelet | 63+060 | 9,050 | 19 526 | 1 265 | 449 | 1 515 | 22 755 |
| M60 | Szigetvár Kelet | 63+060 | Szigetvár Nyugat | 67+595 | 4,535 | 7 986 | 322 | 237 | 1 049 | 9 594 |
| M60 | Szigetvár Nyugat | 67+595 | Istvánd | 79+365 | 11,770 | 8 397 | 253 | 119 | 820 | 9 589 |
| M60 | Istvánd | 79+365 | Darány | 87+895 | 8,530 | 7 208 | 220 | 77 | 690 | 8 195 |
| M60 | Darány | 87+895 | Barcs Kelet | 89+539 | 1,644 | 9 544 | 361 | 119 | 673 | 10 697 |
| M60 | Barcs Kelet | 89+539 | Barcs Dél | 92+331 | 2,792 | 16 808 | 48 | 43 | 670 | 17 569 |
| M60 | Barcs Dél | 92+331 | M60 Barcs országhatár | 93+136 | 0,805 | 2 727 | 62 | 100 | 252 | 3 141 |
| | | | | | | | | | | |
| 6 | M6-6-7-ÉRD_DÉL | 22+458 | 51116_6 | 23+932 | 1,474 | 52 204 | 490 | 218 | 1 532 | 54 444 |
| 6 | 51116_6 | 23+932 | 51309_6_BEKSZAZHALOMBAT | 25+480 | 1,548 | 50 876 | 478 | 213 | 1 517 | 53 084 |
| 6 | 51309_6_BEKSZAZHALOMBAT | 25+480 | 51309_6_BEKMOL | 29+252 | 3,772 | 44 688 | 813 | 344 | 775 | 46 620 |
| 6 | 51309_6_BEKMOL | 29+252 | ERCSI | 35+552 | 6,300 | 43 196 | 801 | 339 | 771 | 45 107 |
| 6 | ERCSI | 35+552 | 6_6205 | 48+282 | 12,730 | 21 385 | 436 | 252 | 533 | 22 606 |
| 6 | 6_6205 | 48+282 | 6_6208 | 50+199 | 1,917 | 22 507 | 419 | 214 | 499 | 23 639 |
| 6 | 6_6208 | 50+199 | 51315_6_6207 | 51+408 | 1,209 | 10 530 | 298 | 103 | 432 | 11 363 |
| 6 | 51315_6_6207 | 51+408 | 51122_6 | 59+030 | 7,622 | 17 458 | 421 | 115 | 454 | 18 448 |
| 6 | 51122_6 | 59+030 | 6_BEKRACALMAS | 60+622 | 1,592 | 12 408 | 510 | 158 | 964 | 14 040 |
| 6 | 6_BEKRACALMAS | 60+622 | 51123_6 | 62+050 | 1,428 | 16 182 | 1 058 | 169 | 695 | 18 104 |
| 6 | 51123_6 | 62+050 | 51124_6 | 65+611 | 3,561 | 30 926 | 945 | 29 | 458 | 32 358 |
| 6 | 51124_6 | 65+611 | 6_62_DUNAUJVAROSIUT | 68+028 | 2,417 | 17 744 | 363 | 184 | 1 313 | 19 604 |
| 6 | 6_62_DUNAUJVAROSIUT | 68+028 | 6_62819 | 68+992 | 0,964 | 28 354 | 500 | 280 | 2 147 | 31 281 |
| 6 | 6_62819 | 68+992 | 6_6219 | 70+438 | 1,446 | 19 424 | 105 | 41 | 887 | 20 457 |
| 6 | 6_6219 | 70+438 | 6_6221 | 72+106 | 1,668 | 20 371 | 367 | 107 | 887 | 21 732 |
| 6 | 6_6221 | 72+106 | 6_DUNAUJ | 73+807 | 1,701 | 18 672 | 341 | 143 | 926 | 20 082 |
| 6 | 6_DUNAUJ | 73+807 | M8-6-DUNAUJVÁROS_DÉL | 76+220 | 2,413 | 23 603 | 587 | 183 | 565 | 24 938 |
| 6 | M8-6-DUNAUJVÁROS_DÉL | 76+220 | 51125_6 | 77+324 | 1,104 | 17 034 | 421 | 36 | 269 | 17 760 |
| 6 | 51125_6 | 77+324 | 6_62121 | 81+302 | 3,978 | 12 929 | 280 | 18 | 236 | 13 463 |
| 6 | 6_62121 | 81+302 | 6_6228A_DUNAFOLDVARIUT | 85+130 | 3,828 | 12 375 | 412 | 189 | 510 | 13 486 |
| 6 | 6_6228A_DUNAFOLDVARIUT | 85+130 | 6_61_DUNAFOLDVARIUT2 | 87+080 | 1,950 | 9 291 | 860 | 263 | 866 | 11 280 |
| 6 | 6_61_DUNAFOLDVARIUT2 | 87+080 | DUNAFÖLDVÁR | 88+386 | 1,306 | 14 679 | 1 069 | 347 | 1 203 | 17 298 |
| 6 | DUNAFÖLDVÁR | 88+386 | 52_6 | 89+550 | 1,164 | 9 491 | 606 | 243 | 869 | 11 208 |
| 6 | 52_6 | 89+550 | 51172_6 | 95+690 | 6,140 | 4 303 | 142 | 138 | 534 | 5 117 |
| 6 | 51172_6 | 95+690 | 6_GABONASVOLGY | 96+781 | 1,091 | 4 303 | 142 | 138 | 534 | 5 117 |
| 6 | 6_GABONASVOLGY | 96+781 | 5111_6_62134 | 104+260 | 7,479 | 2 601 | 209 | 75 | 307 | 3 192 |
| 6 | 5111_6_62134 | 104+260 | 6_62134 | 105+050 | 0,790 | 5 149 | 127 | 98 | 76 | 5 450 |
| 6 | 6_62134 | 105+050 | 6_PAKSIKOMP | 109+560 | 4,510 | 7 052 | 129 | 127 | 78 | 7 386 |
| 6 | 6_PAKSIKOMP | 109+560 | PAKS | 110+560 | 1,000 | 8 346 | 353 | 128 | 118 | 8 945 |
| 6 | PAKS | 110+560 | 6_6231_6232 | 111+560 | 1,000 | 8 630 | 401 | 118 | 153 | 9 302 |
| 6 | 6_6231_6232 | 111+560 | 5112_6 | 120+273 | 8,713 | 12 300 | 235 | 35 | 37 | 12 607 |
| 6 | 5112_6 | 120+273 | 6_6234 | 123+900 | 3,627 | 11 823 | 200 | 2 | 26 | 12 051 |
| 6 | 6_6234 | 123+900 | 51163_6 | 130+679 | 6,779 | 11 345 | 659 | 75 | 45 | 12 124 |
| 6 | 51163_6 | 130+679 | 51164_6 | 131+974 | 1,295 | 11 283 | 150 | 9 | 43 | 11 485 |
| 6 | 51164_6 | 131+974 | M6-6-SZEKSZÁRD | 136+274 | 4,300 | 11 221 | 301 | 30 | 302 | 11 854 |
| 6 | M6-6-SZEKSZÁRD | 136+274 | 6_BEKTOLNA | 136+524 | 0,250 | 14 179 | 1 031 | 154 | 1 670 | 17 034 |
| 6 | 6_BEKTOLNA | 136+524 | 51901_6_63 | 137+300 | 0,776 | 13 683 | 774 | 95 | 1 670 | 16 222 |
| 6 | 51901_6_63 | 137+300 | M9-6-SZEKSZÁRD | 139+368 | 2,068 | 27 937 | 1 320 | 209 | 2 144 | 31 610 |
| 6 | M9-6-SZEKSZÁRD | 139+368 | 56_6 | 140+243 | 0,875 | 25 231 | 1 397 | 181 | 1 832 | 28 641 |
| 6 | 56_6 | 140+243 | 56601_6 | 141+092 | 0,849 | 11 285 | 729 | 109 | 1 190 | 13 313 |
| 6 | 56601_6 | 141+092 | 6_65 | 143+392 | 2,300 | 23 784 | 729 | 127 | 1 190 | 25 830 |
| 6 | 6_65 | 143+392 | KAKASD | 151+420 | 8,028 | 17 805 | 723 | 129 | 1 195 | 19 852 |
| 6 | KAKASD | 151+420 | 5603_6_6535 | 157+420 | 6,000 | 18 221 | 515 | 162 | 1 231 | 20 129 |
| 6 | 5603_6_6535 | 157+420 | 6_6534_65362 | 159+928 | 2,508 | 20 988 | 654 | 270 | 1 198 | 23 110 |
| 6 | 6_6534_65362 | 159+928 | 5605_6 | 162+040 | 2,112 | 19 086 | 565 | 209 | 1 082 | 20 942 |
| 6 | 5605_6 | 162+040 | 56125_6 | 166+840 | 4,800 | 16 857 | 614 | 256 | 841 | 18 568 |
| 6 | 56125_6 | 166+840 | MECSEKNÁDASD | 167+671 | 0,831 | 16 761 | 624 | 287 | 910 | 18 582 |
| 6 | MECSEKNÁDASD | 167+671 | 6_65194 | 169+030 | 1,359 | 16 325 | 741 | 385 | 1 106 | 18 557 |
| 6 | 6_65194 | 169+030 | 5613_6 | 171+970 | 2,940 | 15 698 | 830 | 347 | 866 | 17 741 |
| 6 | 5613_6 | 171+970 | 56128_6 | 173+185 | 1,215 | 15 698 | 938 | 347 | 866 | 17 849 |
| 6 | 56128_6 | 173+185 | 5613_6 | 174+585 | 1,400 | 15 368 | 925 | 317 | 656 | 17 266 |
| 6 | 5613_6 | 174+585 | 6_65184 | 176+890 | 2,305 | 15 339 | 517 | 23 | 656 | 16 535 |

**14.4.6.** **2038**

**Toll tariff system:** **HUF/km**

**Toll is charged on:** **J1, J2, J3, J4: extension accepted by the Ministry GKM "D"**

**Toll rate:** **HUF/km toll rate**

(Decrease in traffic due to increase in toll rates.)

| Annual average daily traffic [AADT; veh/day] | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Road | Starting intersection | Starting km | Ending intersection | Ending km | Lenght [km] | J1 | J2 | J3 | J4 | Total |
| 6 | 6_65184 | 176+890 | 5606_5607_6_6544 | 177+550 | 0,660 | 14 648 | 108 | 174 | 491 | 15 421 |
| 6 | 5606_5607_6_6544 | 177+550 | 5608_6_65185 | 178+745 | 1,195 | 19 531 | 52 | 324 | 518 | 20 425 |
| 6 | 5608_6_65185 | 178+745 | 5609_6 | 180+845 | 2,100 | 21 460 | 53 | 329 | 571 | 22 413 |
| 6 | 5609_6 | 180+845 | 56119_6 | 184+185 | 3,340 | 21 476 | 53 | 334 | 487 | 22 350 |
| 6 | 56119_6 | 184+185 | HIRD | 186+820 | 2,635 | 24 542 | 54 | 362 | 494 | 25 452 |
| 6 | HIRD | 186+820 | 56121_6 | 187+180 | 0,360 | 32 202 | 446 | 444 | 509 | 33 601 |
| 6 | 56121_6 | 187+180 | 6_6545 | 188+385 | 1,205 | 32 202 | 446 | 444 | 509 | 33 601 |
| 6 | 6_6545 | 188+385 | 6_6544 | 189+165 | 0,780 | 32 202 | 446 | 444 | 509 | 33 601 |
| 6 | 6_6544 | 189+165 | 6_6890 | 192+647 | 3,482 | 32 722 | 1 403 | 467 | 891 | 35 483 |
| 6 | 6_6890 | 192+647 | 5611_6 | 192+750 | 0,103 | 25 275 | 1 067 | 268 | 886 | 27 496 |
| 6 | 5611_6 | 192+750 | 5619_6_66 | 193+693 | 0,943 | 32 168 | 1 372 | 326 | 902 | 34 768 |
| 6 | 5619_6_66 | 193+693 | 5617_6 | 194+725 | 1,032 | 56 077 | 2 730 | 588 | 1 384 | 60 779 |
| 6 | 5617_6 | 194+725 | PÉCS | 196+725 | 2,000 | 63 707 | 3 026 | 397 | 1 482 | 68 612 |
| 6 | PÉCS | 196+725 | 58_6 | 197+145 | 0,420 | 100 764 | 4 133 | 540 | 1 645 | 107 082 |
| 6 | 58_6 | 197+145 | 6_6604 | 200+675 | 3,530 | 65 630 | 2 007 | 406 | 459 | 68 502 |
| 6 | 6_6604 | 200+675 | 5831_6 | 201+930 | 1,255 | 39 619 | 1 828 | 451 | 331 | 42 229 |
| 6 | 5831_6 | 201+930 | 5801_6 | 203+390 | 1,460 | 30 391 | 815 | 389 | 330 | 31 925 |
| 6 | 5801_6 | 203+390 | 6_6605 | 206+250 | 2,860 | 17 455 | 102 | 160 | 365 | 18 082 |
| 6 | 6_6605 | 206+250 | 58102_6 | 209+630 | 3,380 | 12 866 | 280 | 265 | 420 | 13 831 |
| 6 | 58102_6 | 209+630 | 6_66108 | 211+160 | 1,530 | 12 866 | 278 | 265 | 420 | 13 829 |
| 6 | 6_66108 | 211+160 | 5802_6 | 213+274 | 2,114 | 10 695 | 518 | 381 | 567 | 12 161 |
| 6 | 5802_6 | 213+274 | SZENTLŐRINC | 216+700 | 3,426 | 6 491 | 112 | 224 | 567 | 7 394 |
| 6 | SZENTLŐRINC | 216+700 | 5811_6 | 217+750 | 1,050 | 6 036 | 159 | 172 | 443 | 6 809 |
| 6 | 5811_6 | 217+750 | 6_66111 | 218+185 | 0,435 | 5 581 | 205 | 119 | 443 | 6 348 |
| 6 | 6_66111 | 218+185 | KACSÓTA | 219+395 | 1,210 | 5 493 | 197 | 111 | 457 | 6 258 |
| 6 | KACSÓTA | 219+395 | 5807_6 | 221+400 | 2,005 | 5 292 | 190 | 103 | 472 | 6 057 |
| 6 | 5807_6 | 221+400 | 6_66112 | 221+580 | 0,180 | 5 292 | 190 | 103 | 472 | 6 057 |
| 6 | 6_66112 | 221+580 | NAGYPETERD | 223+960 | 2,380 | 4 790 | 119 | 54 | 138 | 5 101 |
| 6 | NAGYPETERD | 223+960 | BOTYKAPETERD | 225+960 | 2,000 | 4 031 | 69 | 8 | 8 | 4 116 |
| 6 | BOTYKAPETERD | 225+960 | 6_66114 | 227+865 | 1,905 | 3 792 | 26 | 13 | 127 | 3 958 |
| 6 | 6_66114 | 227+865 | 6_SZIG | 229+965 | 2,100 | 3 792 | 26 | 13 | 127 | 3 958 |
| 6 | 6_SZIG | 229+965 | 58107_6_67 | 230+595 | 0,630 | 1 214 | 5 | 5 | 127 | 1 351 |
| 6 | 58107_6_67 | 230+595 | 6_6SZ | 232+000 | 1,405 | 6 356 | 231 | 97 | 155 | 6 839 |
| 6 | 6_6SZ | 232+000 | 6_6SZ | 234+046 | 2,046 | 11 111 | 34 | 9 | 63 | 11 217 |
| 6 | 6_6SZ | 234+046 | 58108_6 | 235+952 | 1,906 | 11 164 | 68 | 12 | 65 | 11 309 |
| 6 | 58108_6 | 235+952 | 6_66115 | 237+793 | 1,841 | 8 870 | 124 | 106 | 241 | 9 341 |
| 6 | 6_66115 | 237+793 | 58109_6 | 239+075 | 1,282 | 7 811 | 109 | 79 | 185 | 8 184 |
| 6 | 58109_6 | 239+075 | 6_66116 | 239+648 | 0,573 | 6 813 | 51 | 72 | 150 | 7 086 |
| 6 | 6_66116 | 239+648 | NAGYDOBSZA | 243+004 | 3,356 | 5 568 | 38 | 48 | 98 | 5 752 |
| 6 | NAGYDOBSZA | 243+004 | KISDOBSZA | 244+504 | 1,500 | 2 354 | 25 | 25 | 63 | 2 467 |
| 6 | KISDOBSZA | 244+504 | ISTVÁNDI | 247+004 | 2,500 | 38 | 15 | 2 | 8 | 63 |
| 6 | ISTVÁNDI | 247+004 | DARÁNY | 251+034 | 4,030 | 450 | 29 | 20 | 81 | 580 |
| 6 | DARÁNY | 251+034 | 6_66169 | 256+760 | 5,726 | 2 302 | 55 | 9 | 8 | 2 374 |
| 6 | 6_66169 | 256+760 | 6_6623_6BARCS | 258+458 | 1,698 | 2 292 | 47 | 9 | 7 | 2 355 |
| | | | | | | | | | | |
| 56 | 56_6 | 0+000 | 56_56601 | 0+718 | 0,718 | 13 947 | 669 | 72 | 642 | 15 330 |
| 56 | 56_56601 | 0+718 | 56_56SZEKSZÁRD | 1+018 | 0,300 | 26 446 | 669 | 91 | 642 | 27 848 |
| 56 | 56_56SZEKSZÁRD | 1+018 | 5112_56 | 1+698 | 0,680 | 21 508 | 446 | 96 | 517 | 22 567 |
| 56 | 5112_56 | 1+698 | 5113_56 | 3+098 | 1,400 | 21 508 | 804 | 108 | 517 | 22 937 |
| 56 | 5113_56 | 3+098 | 56_56SZEKSZÁRD | 6+180 | 3,082 | 15 096 | 553 | 109 | 395 | 16 153 |
| 56 | 56_56SZEKSZÁRD | 6+180 | 5114_56 | 8+360 | 2,180 | 5 386 | 177 | 61 | 237 | 5 861 |
| 56 | 5114_56 | 8+360 | 56_5601 | 9+980 | 1,620 | 6 206 | 189 | 64 | 237 | 6 696 |
| 56 | 56_5601 | 9+980 | 56_5602 | 14+274 | 4,294 | 4 247 | 128 | 31 | 234 | 4 640 |
| 56 | 56_5602 | 14+274 | VÁRDOMB | 16+190 | 1,916 | 3 496 | 72 | 31 | 232 | 3 831 |
| 56 | VÁRDOMB | 16+190 | 5115_56_BEKBATASZEK | 20+540 | 4,350 | 3 573 | 59 | 101 | 89 | 3 822 |
| 56 | 5115_56_BEKBATASZEK | 20+540 | 56_5603 | 21+220 | 0,680 | 6 126 | 185 | 92 | 1 166 | 7 569 |
| 56 | 56_5603 | 21+220 | 55A_56 | 21+588 | 0,368 | 4 597 | 285 | 74 | 1 141 | 6 097 |
| 56 | 55A_56 | 21+588 | BÁTASZÉK | 23+089 | 1,501 | 5 961 | 422 | 84 | 648 | 7 115 |
| 56 | BÁTASZÉK | 23+089 | FURKÓTELEP | 28+120 | 5,031 | 3 618 | 428 | 71 | 610 | 4 727 |
| 56 | FURKÓTELEP | 28+120 | 56_56302 | 29+120 | 1,000 | 3 618 | 428 | 71 | 610 | 4 727 |
| 56 | 56_56302 | 29+120 | 51168_56 | 30+365 | 1,245 | 3 618 | 428 | 71 | 610 | 4 727 |
| 56 | 51168_56 | 30+365 | DUNASZEKCSŐ | 35+215 | 4,850 | 2 364 | 684 | 119 | 649 | 3 816 |
| 56 | DUNASZEKCSŐ | 35+215 | BÁR | 40+408 | 5,193 | 1 308 | 182 | 79 | 162 | 1 731 |
| 56 | BÁR | 40+408 | 56_5606 | 44+480 | 4,072 | 2 147 | 282 | 84 | 164 | 2 677 |
| 56 | 56_5606 | 44+480 | 5121_56 | 45+675 | 1,195 | 14 576 | 959 | 309 | 230 | 16 074 |
| 56 | 5121_56 | 45+675 | 56_5607 | 47+101 | 1,426 | 8 449 | 566 | 118 | 204 | 9 337 |
| 56 | 56_5607 | 47+101 | 56_56412 | 48+543 | 1,442 | 14 780 | 1 188 | 188 | 588 | 16 744 |
| 56 | 56_56412 | 48+543 | 56_57 | 49+258 | 0,715 | 5 678 | 565 | 43 | 588 | 6 874 |
| 56 | 56_57 | 49+258 | 5121_56 | 52+782 | 3,524 | 3 526 | 40 | 35 | 312 | 3 913 |
| 56 | 5121_56 | 52+782 | 5117_56 | 55+081 | 2,299 | 5 106 | 140 | 73 | 312 | 5 631 |
| 56 | 5117_56 | 55+081 | 56_5702 | 55+842 | 0,761 | 2 988 | 140 | 72 | 288 | 3 488 |
| 56 | 56_5702 | 55+842 | UDVAR | 60+864 | 5,022 | 1 871 | 166 | 83 | 283 | 2 403 |
| 56 | UDVAR | 60+864 | UDVARHAK | 61+475 | 0,611 | 1 451 | 100 | 66 | 140 | 1 757 |
| | | | | | | | | | | |
| 57 | MOHÁCS | 0+000 | 56_57 | 1+994 | 1,994 | 14 868 | 581 | 9 | 366 | 15 824 |
| 57 | 56_57 | 1+994 | 56412_57 | 2+680 | 0,686 | 12 715 | 57 | 1 | 716 | 13 489 |
| 57 | 56412_57 | 2+680 | LÁNYCSÓK | 3+700 | 1,020 | 21 816 | 681 | 145 | 716 | 23 358 |
| 57 | LÁNYCSÓK | 3+700 | M6-57 | 7+569 | 3,869 | 18 816 | 685 | 155 | 801 | 20 457 |
| 57 | M6-57 | 7+569 | 56113_57 | 9+500 | 1,931 | 5 145 | 62 | 31 | 160 | 5 398 |
| 57 | 56113_57 | 9+500 | SZAJK | 11+510 | 2,010 | 5 130 | 57 | 13 | 105 | 5 305 |
| 57 | SZAJK | 11+510 | 56115_57 | 12+920 | 1,410 | 2 628 | 23 | 11 | 50 | 2 712 |
| 57 | 56115_57 | 12+920 | 57_ELKBOLY | 14+220 | 1,300 | 2 458 | 28 | 8 | 47 | 2 541 |
| 57 | 57_ELKBOLY | 14+220 | 56116_57 | 15+615 | 1,395 | 2 186 | 38 | 30 | 103 | 2 357 |
| 57 | 56116_57 | 15+615 | 57_5701 | 16+755 | 1,140 | 2 202 | 30 | 20 | 79 | 2 331 |
| 57 | 57_5701 | 16+755 | SZEDERKÉNY | 17+565 | 0,810 | 5 169 | 127 | 38 | 81 | 5 415 |
| 57 | SZEDERKÉNY | 17+565 | 5611_57 | 20+575 | 3,010 | 4 965 | 79 | 25 | 29 | 5 098 |
| 57 | 5611_57 | 20+575 | 57_57102 | 20+965 | 0,390 | 4 561 | 96 | 20 | 33 | 4 710 |
| 57 | 57_57102 | 20+965 | 57_57101 | 25+485 | 4,520 | 4 954 | 290 | 30 | 50 | 5 324 |
| 57 | 57_57101 | 25+485 | 57_57128 | 26+690 | 1,205 | 5 119 | 312 | 34 | 129 | 5 594 |
| 57 | 57_57128 | 26+690 | 56127_57 | 28+530 | 1,840 | 5 224 | 326 | 35 | 205 | 5 790 |
| 57 | 56127_57 | 28+530 | 57_5711 | 33+860 | 5,330 | 5 437 | 348 | 39 | 300 | 6 124 |
| 57 | 57_5711 | 33+860 | 5617_57 | 33+950 | 0,090 | 22 046 | 2 660 | 211 | 618 | 25 535 |
| 57 | 5617_57 | 33+950 | 5618_57_PECSBEK | 34+560 | 0,610 | 8 421 | 2 076 | 27 | 613 | 11 137 |
| 57 | 5618_57_PECSBEK | 34+560 | 57_58_5816 | 38+270 | 3,710 | 17 442 | 2 364 | 183 | 452 | 20 441 |

**14.4.7.** **2010** **"Without" case (II. and III. phases are missing)**

**Toll tariff system:** **Mixed: D1 vignette, J2, J3 and J4 HUF/km**

**Toll is charged on:** **- D1: only on motorways**
**- J2, J3, J4: extension accepted by the Ministry GKM "D"**

**Toll rate:** **- D1: vignette priced at the current real value**
**- J2, J3, J4: HUF/km toll rate**

| Annual average daily traffic [AADT; veh/day] | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Road | Starting intersection | Starting km | Ending intersection | Ending km | Lenght [km] | D1 | J2 | J3 | J4 | Total |
| M6 | M6-6-7 Érdi-tető | 21+800 | Százhalombatta Észak | 24+200 | 2,400 | 14 481 | 737 | 545 | 2 016 | 17 779 |
| M6 | Százhalombatta Észak | 24+200 | Százhalombatta Dél | 28+400 | 4,200 | 14 231 | 439 | 303 | 1 595 | 16 568 |
| M6 | Százhalombatta Dél | 28+400 | Ráckeresztúr | 33+400 | 5,000 | 14 451 | 590 | 303 | 1 595 | 16 939 |
| M6 | Ráckeresztúr | 33+400 | Besnyő | 44+000 | 10,600 | 13 556 | 654 | 321 | 1 540 | 16 071 |
| M6 | Besnyő | 44+000 | Iváncsa | 49+200 | 5,200 | 13 302 | 644 | 279 | 1 459 | 15 684 |
| M6 | Iváncsa | 49+200 | Adony | 54+254 | 5,054 | 9 849 | 522 | 301 | 1 302 | 11 974 |
| M6 | Adony | 54+254 | Kulcs-Rácalmás | 61+400 | 7,146 | 11 936 | 591 | 311 | 1 407 | 14 245 |
| M6 | Kulcs-Rácalmás | 61+400 | Dunaújváros Észak | 66+700 | 5,300 | 10 948 | 562 | 313 | 1 140 | 12 963 |
| M6 | Dunaújváros Észak | 66+700 | Dunaújváros Centrum | 69+700 | 3,000 | 10 671 | 661 | 406 | 1 406 | 13 144 |
| M6 | Dunaújváros Centrum | 69+700 | M6-M8 | 76+200 | 6,500 | 8 946 | 573 | 308 | 1 447 | 11 274 |
| | | | | | | | | | | |
| 6 | M6-6-7-ÉRD_DÉL | 22+458 | 51116_6 | 23+932 | 1,474 | 15 478 | 216 | 182 | 803 | 16 679 |
| 6 | 51116_6 | 23+932 | 51309_6_BEKSZAZHALOMBAT | 25+480 | 1,548 | 15 084 | 211 | 178 | 795 | 16 268 |
| 6 | 51309_6_BEKSZAZHALOMBAT | 25+480 | 51309_6_BEKMOL | 29+252 | 3,772 | 11 845 | 421 | 316 | 584 | 13 165 |
| 6 | 51309_6_BEKMOL | 29+252 | ERCSI | 35+552 | 6,300 | 11 449 | 415 | 311 | 581 | 12 756 |
| 6 | ERCSI | 35+552 | 6_6205 | 48+282 | 12,730 | 4 101 | 251 | 265 | 414 | 5 031 |
| 6 | 6_6205 | 48+282 | 6_6208 | 50+199 | 1,917 | 4 587 | 240 | 223 | 388 | 5 438 |
| 6 | 6_6208 | 50+199 | 51315_6_6207 | 51+408 | 1,209 | 2 819 | 171 | 107 | 351 | 3 448 |
| 6 | 51315_6_6207 | 51+408 | 51122_6 | 59+030 | 7,622 | 4 195 | 256 | 128 | 387 | 4 966 |
| 6 | 51122_6 | 59+030 | 6_BEKRACALMAS | 60+622 | 1,592 | 2 714 | 298 | 161 | 440 | 3 613 |
| 6 | 6_BEKRACALMAS | 60+622 | 51123_6 | 62+050 | 1,428 | 3 252 | 340 | 155 | 688 | 4 435 |
| 6 | 51123_6 | 62+050 | 51124_6 | 65+611 | 3,561 | 8 678 | 710 | 23 | 541 | 9 952 |
| 6 | 51124_6 | 65+611 | 6_62_DUNAUJVAROSIUT | 68+028 | 2,417 | 5 627 | 258 | 22 | 229 | 6 136 |
| 6 | 6_62_DUNAUJVAROSIUT | 68+028 | 6_62819 | 68+992 | 0,964 | 9 377 | 283 | 71 | 615 | 10 346 |
| 6 | 6_62819 | 68+992 | 6_6219 | 70+438 | 1,446 | 8 053 | 250 | 34 | 489 | 8 826 |
| 6 | 6_6219 | 70+438 | 6_6221 | 72+106 | 1,668 | 9 101 | 444 | 91 | 489 | 10 125 |
| 6 | 6_6221 | 72+106 | 6_DUNAUJ | 73+807 | 1,701 | 8 445 | 404 | 120 | 535 | 9 504 |
| 6 | 6_DUNAUJ | 73+807 | M8-6-DUNAUJVÁROS_DÉL | 76+220 | 2,413 | 9 846 | 534 | 337 | 700 | 11 417 |
| 6 | M8-6-DUNAUJVÁROS_DÉL | 76+220 | 51125_6 | 77+324 | 1,104 | 12 241 | 652 | 273 | 1 228 | 14 394 |
| 6 | 51125_6 | 77+324 | 6_62121 | 81+302 | 3,978 | 10 723 | 604 | 290 | 1 248 | 12 865 |
| 6 | 6_62121 | 81+302 | 6_6228A_DUNAFOLDVARIUT | 85+130 | 3,828 | 10 536 | 675 | 447 | 1 426 | 13 084 |
| 6 | 6_6228A_DUNAFOLDVARIUT | 85+130 | 6_61_DUNAFOLDVARIUT2 | 87+080 | 1,950 | 7 291 | 659 | 430 | 1 220 | 9 600 |
| 6 | 6_61_DUNAFOLDVARIUT2 | 87+080 | DUNAFÖLDVÁR | 88+386 | 1,306 | 9 036 | 756 | 518 | 1 467 | 11 777 |
| 6 | DUNAFÖLDVÁR | 88+386 | 52_6 | 89+550 | 1,164 | 7 540 | 525 | 421 | 1 157 | 9 643 |
| 6 | 52_6 | 89+550 | 51172_6 | 95+690 | 6,140 | 6 044 | 294 | 324 | 847 | 7 509 |
| 6 | 51172_6 | 95+690 | | 96+781 | 1,091 | 6 044 | 294 | 324 | 847 | 7 509 |
| 6 | | 96+781 | 5111_6_62134 | 104+260 | 7,479 | 6 044 | 294 | 324 | 847 | 7 509 |
| 6 | 5111_6_62134 | 104+260 | 6_62134 | 105+050 | 0,790 | 7 108 | 247 | 355 | 732 | 8 442 |
| 6 | 6_62134 | 105+050 | 6_PAKSIKOMP | 109+560 | 4,510 | 8 074 | 250 | 388 | 733 | 9 445 |
| 6 | 6_PAKSIKOMP | 109+560 | PAKS | 110+560 | 1,000 | 9 047 | 385 | 399 | 752 | 10 583 |
| 6 | PAKS | 110+560 | 6_6231_6232 | 111+560 | 1,000 | 9 248 | 407 | 394 | 771 | 10 820 |
| 6 | 6_6231_6232 | 111+560 | 5112_6 | 120+273 | 8,713 | 8 118 | 671 | 237 | 802 | 9 828 |
| 6 | 5112_6 | 120+273 | 6_6234 | 123+900 | 3,627 | 7 197 | 649 | 209 | 788 | 8 843 |
| 6 | 6_6234 | 123+900 | 51163_6 | 130+679 | 6,779 | 7 379 | 624 | 214 | 791 | 9 008 |
| 6 | 51163_6 | 130+679 | 51164_6 | 131+974 | 1,295 | 6 522 | 379 | 201 | 790 | 7 892 |
| 6 | 51164_6 | 131+974 | | 136+274 | 4,300 | 6 800 | 387 | 193 | 818 | 8 198 |
| 6 | | 136+274 | 6_BEKTOLNA | 136+524 | 0,250 | 6 800 | 387 | 193 | 818 | 8 198 |
| 6 | 6_BEKTOLNA | 136+524 | 51901_6_63 | 137+300 | 0,776 | 6 611 | 547 | 222 | 818 | 8 198 |
| 6 | 51901_6_63 | 137+300 | M9-6-SZEKSZÁRD | 139+368 | 2,068 | 14 003 | 348 | 151 | 1 345 | 15 847 |
| 6 | M9-6-SZEKSZÁRD | 139+368 | 56_6 | 140+243 | 0,875 | 15 630 | 715 | 243 | 1 569 | 18 157 |
| 6 | 56_6 | 140+243 | 56601_6 | 141+092 | 0,849 | 6 049 | 609 | 215 | 940 | 7 813 |
| 6 | 56601_6 | 141+092 | 6_65 | 143+392 | 2,300 | 13 141 | 612 | 260 | 972 | 14 985 |
| 6 | 6_65 | 143+392 | KAKASD | 151+420 | 8,028 | 9 267 | 484 | 232 | 921 | 10 904 |
| 6 | KAKASD | 151+420 | 5603_6_6535 | 157+420 | 6,000 | 9 416 | 390 | 258 | 940 | 11 004 |
| 6 | 5603_6_6535 | 157+420 | 6_6534_65362 | 159+928 | 2,508 | 11 469 | 463 | 360 | 948 | 13 240 |
| 6 | 6_6534_65362 | 159+928 | 5605_6 | 162+040 | 2,112 | 8 538 | 396 | 305 | 849 | 10 088 |
| 6 | 5605_6 | 162+040 | 56125_6 | 166+840 | 4,800 | 7 669 | 401 | 352 | 719 | 9 141 |
| 6 | 56125_6 | 166+840 | MECSEKNÁDASD | 167+671 | 0,831 | 7 633 | 406 | 379 | 756 | 9 174 |
| 6 | MECSEKNÁDASD | 167+671 | 6_65194 | 169+030 | 1,359 | 7 480 | 462 | 464 | 852 | 9 258 |
| 6 | 6_65194 | 169+030 | 5613_6 | 171+970 | 2,940 | 7 234 | 509 | 431 | 725 | 8 899 |
| 6 | 5613_6 | 171+970 | 56128_6 | 173+185 | 1,215 | 7 234 | 49 | 30 | 725 | 8 038 |
| 6 | 56128_6 | 173+185 | 5613_6 | 174+585 | 1,400 | 7 097 | 48 | 0 | 614 | 7 759 |
| 6 | 5613_6 | 174+585 | 6_65184 | 176+890 | 2,305 | 7 066 | 51 | 21 | 614 | 7 752 |
| 6 | 6_65184 | 176+890 | 5606_5607_6_6544 | 177+550 | 0,660 | 6 782 | 53 | 39 | 527 | 7 401 |
| 6 | 5606_5607_6_6544 | 177+550 | 5608_6_65185 | 178+745 | 1,195 | 8 458 | 70 | 57 | 538 | 9 123 |
| 6 | 5608_6_65185 | 178+745 | 5609_6 | 180+845 | 2,100 | 9 145 | 71 | 58 | 579 | 9 853 |
| 6 | 5609_6 | 180+845 | 56119_6 | 184+185 | 3,340 | 9 156 | 72 | 59 | 555 | 9 842 |
| 6 | 56119_6 | 184+185 | HIRD | 186+820 | 2,635 | 10 423 | 73 | 64 | 559 | 11 119 |
| 6 | HIRD | 186+820 | 56121_6 | 187+180 | 0,360 | 13 378 | 134 | 98 | 573 | 14 183 |
| 6 | 56121_6 | 187+180 | 6_6545 | 188+385 | 1,205 | 13 378 | 134 | 98 | 573 | 14 183 |
| 6 | 6_6545 | 188+385 | 6_6544 | 189+165 | 0,780 | 13 378 | 134 | 98 | 573 | 14 183 |
| 6 | 6_6544 | 189+165 | 6_6890 | 192+647 | 3,482 | 13 570 | 700 | 459 | 774 | 15 503 |
| 6 | 6_6890 | 192+647 | 5611_6 | 192+750 | 0,103 | 11 523 | 619 | 330 | 648 | 13 120 |
| 6 | 5611_6 | 192+750 | 5619_6_66 | 193+693 | 0,943 | 14 383 | 767 | 387 | 655 | 16 192 |
| 6 | 5619_6_66 | 193+693 | 5617_6 | 194+725 | 1,032 | 26 498 | 1 542 | 633 | 840 | 29 513 |
| 6 | 5617_6 | 194+725 | PÉCS | 196+725 | 2,000 | 29 715 | 1 979 | 490 | 1 000 | 33 184 |
| 6 | PÉCS | 196+725 | 58_6 | 197+145 | 0,420 | 44 517 | 2 443 | 602 | 1 036 | 48 598 |
| 6 | 58_6 | 197+145 | 6_6604 | 200+675 | 3,530 | 32 523 | 1 215 | 501 | 734 | 34 973 |
| 6 | 6_6604 | 200+675 | 5831_6 | 201+930 | 1,255 | 21 006 | 1 165 | 528 | 712 | 23 411 |
| 6 | 5831_6 | 201+930 | 5801_6 | 203+390 | 1,460 | 17 461 | 735 | 508 | 716 | 19 420 |
| 6 | 5801_6 | 203+390 | 6_6605 | 206+250 | 2,860 | 12 699 | 426 | 355 | 707 | 14 187 |
| 6 | 6_6605 | 206+250 | 58102_6 | 209+630 | 3,380 | 10 721 | 494 | 432 | 732 | 12 379 |
| 6 | 58102_6 | 209+630 | 6_66108 | 211+160 | 1,530 | 9 954 | 493 | 431 | 732 | 11 610 |
| 6 | 6_66108 | 211+160 | 5802_6 | 213+274 | 2,114 | 9 948 | 608 | 531 | 810 | 11 897 |
| 6 | 5802_6 | 213+274 | SZENTLŐRINC | 216+700 | 3,426 | 8 670 | 78 | 195 | 801 | 9 744 |
| 6 | SZENTLŐRINC | 216+700 | 5811_6 | 217+750 | 1,050 | 8 507 | 343 | 301 | 669 | 9 819 |
| 6 | 5811_6 | 217+750 | 6_66111 | 218+185 | 0,435 | 8 343 | 607 | 407 | 685 | 10 042 |
| 6 | 6_66111 | 218+185 | KACSÓTA | 219+395 | 1,210 | 8 313 | 602 | 400 | 664 | 9 979 |
| 6 | KACSÓTA | 219+395 | 5807_6 | 221+400 | 2,005 | 8 248 | 598 | 393 | 643 | 9 882 |
| 6 | 5807_6 | 221+400 | 6_66112 | 221+580 | 0,180 | 8 690 | 616 | 395 | 647 | 10 348 |
| 6 | 6_66112 | 221+580 | NAGYPETERD | 223+960 | 2,380 | 8 676 | 614 | 389 | 630 | 10 309 |
| 6 | NAGYPETERD | 223+960 | BOTYKAPETERD | 225+960 | 2,000 | 8 711 | 602 | 356 | 538 | 10 207 |
| 6 | BOTYKAPETERD | 225+960 | 6_66114 | 227+865 | 1,905 | 8 626 | 583 | 360 | 598 | 10 167 |

**14.4.7.** **2010** **"Without" case (II. and III. phases are missing)**

**Toll tariff system:** **Mixed: D1 vignette, J2, J3 and J4 HUF/km**

**Toll is charged on:** **- D1: only on motorways**
**- J2, J3, J4: extension accepted by the Ministry GKM "D"**

**Toll rate:** **- D1: vignette priced at the current real value**
**- J2, J3, J4: HUF/km toll rate**

| Annual average daily traffic [AADT; veh/day] | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Road | Starting intersection | Starting km | Ending intersection | Ending km | Lenght [km] | D1 | J2 | J3 | J4 | Total |
| 6 | 6_66114 | 227+865 | 6_SZIG | 229+965 | 2,100 | 8 626 | 583 | 360 | 598 | 10 167 |
| 6 | 6_SZIG | 229+965 | 58107_6_67 | 230+595 | 0,630 | 4 972 | 157 | 182 | 487 | 5 798 |
| 6 | 58107_6_67 | 230+595 | 6_6SZ | 232+000 | 1,405 | 4 884 | 117 | 184 | 536 | 5 721 |
| 6 | 6_6SZ | 232+000 | 6_6SZ | 234+046 | 2,046 | 5 684 | 123 | 182 | 482 | 6 471 |
| 6 | 6_6SZ | 234+046 | 58108_6 | 235+952 | 1,906 | 5 693 | 137 | 183 | 484 | 6 497 |
| 6 | 58108_6 | 235+952 | 6_66115 | 237+793 | 1,841 | 5 040 | 130 | 164 | 457 | 5 791 |
| 6 | 6_66115 | 237+793 | 58109_6 | 239+075 | 1,282 | 4 672 | 123 | 142 | 429 | 5 366 |
| 6 | 58109_6 | 239+075 | 6_66116 | 239+648 | 0,573 | 4 326 | 97 | 136 | 411 | 4 970 |
| 6 | 6_66116 | 239+648 | NAGYDOBSZA | 243+004 | 3,356 | 3 895 | 91 | 117 | 386 | 4 489 |
| 6 | NAGYDOBSZA | 243+004 | KISDOBSZA | 244+504 | 1,500 | 2 764 | 85 | 99 | 369 | 3 317 |
| 6 | KISDOBSZA | 244+504 | ISTVÁNDI | 247+004 | 2,500 | 1 958 | 80 | 80 | 343 | 2 461 |
| 6 | ISTVÁNDI | 247+004 | DARÁNY | 251+034 | 4,030 | 1 916 | 79 | 68 | 311 | 2 374 |
| 6 | DARÁNY | 251+034 | 6_66169 | 256+760 | 5,726 | 2 472 | 114 | 60 | 277 | 2 923 |
| 6 | 6_66169 | 256+760 | 6_6623_6BARCS | 258+458 | 1,698 | 2 466 | 100 | 59 | 277 | 2 902 |
| 6 | 6_6623_6BARCS | 258+458 | 6_68 | 261+220 | 2,762 | 542 | 17 | 17 | 274 | 850 |
| 6 | 6_68 | 261+220 | BARCSHAK | 262+025 | 0,805 | 542 | 22 | 40 | 93 | 697 |
| | | | | | | | | | | |
| 56 | 56_6 | 0+000 | 56_56601 | 0+718 | 0,718 | 9 582 | 107 | 28 | 694 | 10 411 |
| 56 | 56_56601 | 0+718 | 56_56SZEKSZÁRD | 1+018 | 0,300 | 16 674 | 110 | 72 | 725 | 17 581 |
| 56 | 56_56SZEKSZÁRD | 1+018 | 5112_56 | 1+698 | 0,680 | 14 329 | 16 | 86 | 671 | 15 102 |
| 56 | 5112_56 | 1+698 | 5113_56 | 3+098 | 1,400 | 14 329 | 739 | 230 | 671 | 15 969 |
| 56 | 5113_56 | 3+098 | 56_56SZEKSZÁRD | 6+180 | 3,082 | 9 692 | 446 | 183 | 572 | 10 893 |
| 56 | 56_56SZEKSZÁRD | 6+180 | 5114_56 | 8+360 | 2,180 | 5 482 | 289 | 148 | 510 | 6 429 |
| 56 | 5114_56 | 8+360 | 56_5601 | 9+980 | 1,620 | 5 857 | 296 | 152 | 510 | 6 815 |
| 56 | 56_5601 | 9+980 | 56_5602 | 14+274 | 4,294 | 5 069 | 252 | 110 | 476 | 5 907 |
| 56 | 56_5602 | 14+274 | VÁRDOMB | 16+190 | 1,916 | 4 621 | 206 | 114 | 473 | 5 414 |
| 56 | VÁRDOMB | 16+190 | 5115_56_BEKBATASZEK | 20+540 | 4,350 | 4 656 | 201 | 167 | 386 | 5 410 |
| 56 | 5115_56_BEKBATASZEK | 20+540 | 56_5603 | 21+220 | 0,680 | 3 919 | 148 | 120 | 457 | 4 644 |
| 56 | 56_5603 | 21+220 | 55A_56 | 21+588 | 0,368 | 3 479 | 255 | 153 | 504 | 4 391 |
| 56 | 55A_56 | 21+588 | BÁTASZÉK | 23+089 | 1,501 | 5 222 | 399 | 243 | 815 | 6 679 |
| 56 | BÁTASZÉK | 23+089 | FURKÓTELEP | 28+120 | 5,031 | 4 523 | 408 | 248 | 938 | 6 117 |
| 56 | FURKÓTELEP | 28+120 | 56_56302 | 29+120 | 1,000 | 4 523 | 408 | 248 | 938 | 6 117 |
| 56 | 56_56302 | 29+120 | 51168_56 | 30+365 | 1,245 | 4 523 | 408 | 248 | 938 | 6 117 |
| 56 | 51168_56 | 30+365 | DUNASZEKCSŐ | 35+215 | 4,850 | 4 065 | 529 | 292 | 959 | 5 845 |
| 56 | DUNASZEKCSŐ | 35+215 | BÁR | 40+408 | 5,193 | 3 690 | 300 | 260 | 726 | 4 976 |
| 56 | BÁR | 40+408 | 56_5606 | 44+480 | 4,072 | 3 996 | 346 | 264 | 726 | 5 332 |
| 56 | 56_5606 | 44+480 | 5121_56 | 45+675 | 1,195 | 6 548 | 492 | 313 | 756 | 8 109 |
| 56 | 5121_56 | 45+675 | 56_5607 | 47+101 | 1,426 | 3 969 | 270 | 166 | 611 | 5 016 |
| 56 | 56_5607 | 47+101 | 56_56412 | 48+543 | 1,442 | 6 356 | 558 | 218 | 784 | 7 916 |
| 56 | 56_56412 | 48+543 | 56_57 | 49+258 | 0,715 | 2 495 | 292 | 61 | 784 | 3 632 |
| 56 | 56_57 | 49+258 | 5121_56 | 52+782 | 3,524 | 1 601 | 53 | 52 | 201 | 1 907 |
| 56 | 5121_56 | 52+782 | 5117_56 | 55+081 | 2,299 | 2 707 | 163 | 82 | 202 | 3 154 |
| 56 | 5117_56 | 55+081 | 56_5702 | 55+842 | 0,761 | 1 899 | 162 | 79 | 192 | 2 332 |
| 56 | 56_5702 | 55+842 | UDVAR | 60+864 | 5,022 | 679 | 102 | 66 | 175 | 1 022 |
| 56 | UDVAR | 60+864 | UDVARHAK | 61+475 | 0,611 | 576 | 72 | 53 | 104 | 805 |
| | | | | | | | | | | |
| 57 | MOHÁCS | 0+000 | 56_57 | 1+994 | 1,994 | 5 235 | 274 | 12 | 75 | 5 596 |
| 57 | 56_57 | 1+994 | 56412_57 | 2+680 | 0,686 | 4 341 | 35 | 3 | 637 | 5 016 |
| 57 | 56412_57 | 2+680 | LÁNYCSÓK | 3+700 | 1,020 | 8 203 | 300 | 160 | 637 | 9 300 |
| 57 | LÁNYCSÓK | 3+700 | | 7+569 | 3,869 | 6 915 | 295 | 139 | 609 | 7 958 |
| 57 | | 7+569 | 56113_57 | 9+500 | 1,931 | 6 915 | 295 | 139 | 609 | 7 958 |
| 57 | 56113_57 | 9+500 | SZAJK | 11+510 | 2,010 | 7 007 | 304 | 125 | 583 | 8 019 |
| 57 | SZAJK | 11+510 | 56115_57 | 12+920 | 1,410 | 4 093 | 131 | 103 | 366 | 4 693 |
| 57 | 56115_57 | 12+920 | 57_ELKBOLY | 14+220 | 1,300 | 4 038 | 134 | 101 | 365 | 4 638 |
| 57 | 57_ELKBOLY | 14+220 | 56116_57 | 15+615 | 1,395 | 4 025 | 134 | 104 | 365 | 4 628 |
| 57 | 56116_57 | 15+615 | 57_5701 | 16+755 | 1,140 | 4 038 | 132 | 96 | 361 | 4 627 |
| 57 | 57_5701 | 16+755 | SZEDERKÉNY | 17+565 | 0,810 | 6 043 | 311 | 149 | 389 | 6 892 |
| 57 | SZEDERKÉNY | 17+565 | 5611_57 | 20+575 | 3,010 | 5 968 | 252 | 132 | 404 | 6 756 |
| 57 | 5611_57 | 20+575 | 57_57102 | 20+965 | 0,390 | 5 866 | 255 | 128 | 404 | 6 653 |
| 57 | 57_57102 | 20+965 | 57_57101 | 25+485 | 4,520 | 6 069 | 340 | 136 | 413 | 6 958 |
| 57 | 57_57101 | 25+485 | 57_57128 | 26+690 | 1,205 | 6 144 | 350 | 139 | 456 | 7 089 |
| 57 | 57_57128 | 26+690 | 56127_57 | 28+530 | 1,840 | 6 192 | 357 | 141 | 498 | 7 188 |
| 57 | 56127_57 | 28+530 | 57_5711 | 33+860 | 5,330 | 6 288 | 367 | 145 | 549 | 7 349 |
| 57 | 57_5711 | 33+860 | 5617_57 | 33+950 | 0,090 | 13 558 | 1 514 | 300 | 750 | 16 122 |
| 57 | 5617_57 | 33+950 | 5618_57_PECSBEK | 34+560 | 0,610 | 6 261 | 1 174 | 57 | 539 | 8 031 |
| 57 | 5618_57_PECSBEK | 34+560 | 57_58_5816 | 38+270 | 3,710 | 14 597 | 1 612 | 308 | 805 | 17 322 |

**14.4.8.** **2013** **"Without" case (II. and III. phases are missing)**

**Toll tariff system:** **Mixed: D1 vignette, J2, J3 and J4 HUF/km**

**Toll is charged on:** **- D1: only on motorways**
**- J2, J3, J4: extension accepted by the Ministry GKM "D"**

**Toll rate:** **- D1: vignette priced at the current real value**
**- J2, J3, J4: HUF/km toll rate**

| Annual average daily traffic [AADT; veh/day] | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Road | Starting intersection | Starting km | Ending intersection | Ending km | Lenght [km] | D1 | J2 | J3 | J4 | Total |
| M6 | M6-6-7 Érdi-tető | 21+800 | Százhalombatta Észak | 24+200 | 2,400 | 16 888 | 791 | 550 | 2 093 | 20 322 |
| M6 | Százhalombatta Észak | 24+200 | Százhalombatta Dél | 28+400 | 4,200 | 16 597 | 465 | 305 | 1 621 | 18 988 |
| M6 | Százhalombatta Dél | 28+400 | Ráckeresztúr | 33+400 | 5,000 | 16 851 | 630 | 305 | 1 621 | 19 407 |
| M6 | Ráckeresztúr | 33+400 | Besnyő | 44+000 | 10,600 | 15 852 | 701 | 327 | 1 558 | 18 438 |
| M6 | Besnyő | 44+000 | Iváncsa | 49+200 | 5,200 | 15 516 | 690 | 284 | 1 468 | 17 958 |
| M6 | Iváncsa | 49+200 | Adony | 54+254 | 5,054 | 11 506 | 561 | 347 | 1 294 | 13 708 |
| M6 | Adony | 54+254 | Kulcs-Rácalmás | 61+400 | 7,146 | 13 978 | 636 | 355 | 1 410 | 16 379 |
| M6 | Kulcs-Rácalmás | 61+400 | Dunaújváros Észak | 66+700 | 5,300 | 13 401 | 603 | 357 | 1 107 | 15 468 |
| M6 | Dunaújváros Észak | 66+700 | Dunaújváros Centrum | 69+700 | 3,000 | 13 040 | 995 | 829 | 1 431 | 16 295 |
| M6 | Dunaújváros Centrum | 69+700 | M6-M8 | 76+200 | 6,500 | 10 699 | 927 | 753 | 1 478 | 13 857 |
| | | | | | | | | | | |
| 6 | M6-6-7-ÉRD_DÉL | 22+458 | 51116_6 | 23+932 | 1,474 | 9 207 | 242 | 185 | 909 | 10 543 |
| 6 | 51116_6 | 23+932 | 51309_6_BEKSZAZHALOMBAT | 25+480 | 1,548 | 8 973 | 236 | 181 | 900 | 10 290 |
| 6 | 51309_6_BEKSZAZHALOMBAT | 25+480 | 51309_6_BEKMOL | 29+252 | 3,772 | 13 673 | 460 | 318 | 652 | 15 101 |
| 6 | 51309_6_BEKMOL | 29+252 | ERCSI | 35+552 | 6,300 | 13 216 | 453 | 313 | 648 | 14 630 |
| 6 | ERCSI | 35+552 | 6_6205 | 48+282 | 12,730 | 4 744 | 272 | 262 | 460 | 5 738 |
| 6 | 6_6205 | 48+282 | 6_6208 | 50+199 | 1,917 | 5 322 | 260 | 221 | 432 | 6 235 |
| 6 | 6_6208 | 50+199 | 51315_6_6207 | 51+408 | 1,209 | 3 244 | 185 | 106 | 391 | 3 926 |
| 6 | 51315_6_6207 | 51+408 | 51122_6 | 59+030 | 7,622 | 4 815 | 278 | 127 | 431 | 5 651 |
| 6 | 51122_6 | 59+030 | 6_BEKRACALMAS | 60+622 | 1,592 | 3 118 | 325 | 161 | 493 | 4 097 |
| 6 | 6_BEKRACALMAS | 60+622 | 51123_6 | 62+050 | 1,428 | 4 215 | 372 | 156 | 775 | 5 518 |
| 6 | 51123_6 | 62+050 | 51124_6 | 65+611 | 3,561 | 9 375 | 779 | 23 | 612 | 10 789 |
| 6 | 51124_6 | 65+611 | 6_62_DUNAUJVAROSIUT | 68+028 | 2,417 | 5 945 | 284 | 23 | 259 | 6 511 |
| 6 | 6_62_DUNAUJVAROSIUT | 68+028 | 6_62819 | 68+992 | 0,964 | 10 248 | 312 | 73 | 695 | 11 328 |
| 6 | 6_62819 | 68+992 | 6_6219 | 70+438 | 1,446 | 9 243 | 275 | 35 | 553 | 10 106 |
| 6 | 6_6219 | 70+438 | 6_6221 | 72+106 | 1,668 | 10 459 | 489 | 92 | 553 | 11 593 |
| 6 | 6_6221 | 72+106 | 6_DUNAUJ | 73+807 | 1,701 | 9 703 | 447 | 122 | 604 | 10 876 |
| 6 | 6_DUNAUJ | 73+807 | M8-6-DUNAUJVÁROS_DÉL | 76+220 | 2,413 | 11 288 | 592 | 343 | 785 | 13 008 |
| 6 | M8-6-DUNAUJVÁROS_DÉL | 76+220 | 51125_6 | 77+324 | 1,104 | 14 307 | 756 | 303 | 1 468 | 16 834 |
| 6 | 51125_6 | 77+324 | 6_62121 | 81+302 | 3,978 | 12 576 | 704 | 320 | 1 490 | 15 090 |
| 6 | 6_62121 | 81+302 | 6_6228A_DUNAFOLDVARIUT | 85+130 | 3,828 | 12 364 | 780 | 476 | 1 689 | 15 309 |
| 6 | 6_6228A_DUNAFOLDVARIUT | 85+130 | 6_61_DUNAFOLDVARIUT2 | 87+080 | 1,950 | 8 621 | 760 | 457 | 1 449 | 11 287 |
| 6 | 6_61_DUNAFOLDVARIUT2 | 87+080 | DUNAFÖLDVÁR | 88+386 | 1,306 | 10 347 | 844 | 534 | 1 646 | 13 371 |
| 6 | DUNAFÖLDVÁR | 88+386 | 52_6 | 89+550 | 1,164 | 8 517 | 586 | 435 | 1 306 | 10 842 |
| 6 | 52_6 | 89+550 | 51172_6 | 95+690 | 6,140 | 6 686 | 327 | 335 | 965 | 8 313 |
| 6 | 51172_6 | 95+690 | | 96+781 | 1,091 | 6 686 | 327 | 335 | 965 | 8 313 |
| 6 | | 96+781 | 5111_6_62134 | 104+260 | 7,479 | 6 686 | 327 | 335 | 965 | 8 313 |
| 6 | 5111_6_62134 | 104+260 | 6_62134 | 105+050 | 0,790 | 7 960 | 274 | 367 | 835 | 9 436 |
| 6 | 6_62134 | 105+050 | 6_PAKSIKOMP | 109+560 | 4,510 | 9 099 | 276 | 400 | 836 | 10 611 |
| 6 | 6_PAKSIKOMP | 109+560 | PAKS | 110+560 | 1,000 | 10 201 | 424 | 409 | 858 | 11 892 |
| 6 | PAKS | 110+560 | 6_6231_6232 | 111+560 | 1,000 | 10 441 | 448 | 404 | 879 | 12 172 |
| 6 | 6_6231_6232 | 111+560 | 5112_6 | 120+273 | 8,713 | 9 173 | 745 | 247 | 915 | 11 080 |
| 6 | 5112_6 | 120+273 | 6_6234 | 123+900 | 3,627 | 8 125 | 721 | 219 | 900 | 9 965 |
| 6 | 6_6234 | 123+900 | 51163_6 | 130+679 | 6,779 | 8 331 | 693 | 225 | 903 | 10 152 |
| 6 | 51163_6 | 130+679 | 51164_6 | 131+974 | 1,295 | 7 379 | 424 | 207 | 903 | 8 913 |
| 6 | 51164_6 | 131+974 | | 136+274 | 4,300 | 7 697 | 433 | 199 | 934 | 9 263 |
| 6 | | 136+274 | 6_BEKTOLNA | 136+524 | 0,250 | 7 697 | 433 | 199 | 934 | 9 263 |
| 6 | 6_BEKTOLNA | 136+524 | 51901_6_63 | 137+300 | 0,776 | 7 481 | 618 | 229 | 934 | 9 262 |
| 6 | 51901_6_63 | 137+300 | M9-6-SZEKSZÁRD | 139+368 | 2,068 | 16 092 | 389 | 156 | 1 546 | 18 183 |
| 6 | M9-6-SZEKSZÁRD | 139+368 | 56_6 | 140+243 | 0,875 | 17 928 | 811 | 251 | 1 836 | 20 826 |
| 6 | 56_6 | 140+243 | 56601_6 | 141+092 | 0,849 | 7 062 | 692 | 223 | 1 166 | 9 143 |
| 6 | 56601_6 | 141+092 | 6_65 | 143+392 | 2,300 | 15 033 | 695 | 268 | 1 166 | 17 162 |
| 6 | 6_65 | 143+392 | KAKASD | 151+420 | 8,028 | 11 358 | 540 | 277 | 1 111 | 13 286 |
| 6 | KAKASD | 151+420 | 5603_6_6535 | 157+420 | 6,000 | 11 530 | 436 | 304 | 1 138 | 13 408 |
| 6 | 5603_6_6535 | 157+420 | 6_6534_65362 | 159+928 | 2,508 | 11 537 | 441 | 341 | 1 096 | 13 415 |
| 6 | 6_6534_65362 | 159+928 | 5605_6 | 162+040 | 2,112 | 9 651 | 444 | 333 | 1 003 | 11 431 |
| 6 | 5605_6 | 162+040 | 56125_6 | 166+840 | 4,800 | 8 659 | 452 | 362 | 858 | 10 331 |
| 6 | 56125_6 | 166+840 | MECSEKNÁDASD | 167+671 | 0,831 | 8 618 | 457 | 388 | 895 | 10 358 |
| 6 | MECSEKNÁDASD | 167+671 | 6_65194 | 169+030 | 1,359 | 8 438 | 517 | 474 | 1 002 | 10 431 |
| 6 | 6_65194 | 169+030 | 5613_6 | 171+970 | 2,940 | 8 158 | 569 | 440 | 859 | 10 026 |
| 6 | 5613_6 | 171+970 | 56128_6 | 173+185 | 1,215 | 8 158 | 54 | 440 | 859 | 9 511 |
| 6 | 56128_6 | 173+185 | 5613_6 | 174+585 | 1,400 | 8 001 | 53 | 410 | 734 | 9 198 |
| 6 | 5613_6 | 174+585 | 6_65184 | 176+890 | 2,305 | 7 966 | 56 | 22 | 734 | 8 778 |
| 6 | 6_65184 | 176+890 | 5606_5607_6_6544 | 177+550 | 0,660 | 7 642 | 58 | 40 | 636 | 8 376 |
| 6 | 5606_5607_6_6544 | 177+550 | 5608_6_65185 | 178+745 | 1,195 | 9 370 | 77 | 58 | 650 | 10 155 |
| 6 | 5608_6_65185 | 178+745 | 5609_6 | 180+845 | 2,100 | 10 133 | 78 | 59 | 692 | 10 962 |
| 6 | 5609_6 | 180+845 | 56119_6 | 184+185 | 3,340 | 10 146 | 79 | 60 | 659 | 10 944 |
| 6 | 56119_6 | 184+185 | HIRD | 186+820 | 2,635 | 11 593 | 80 | 65 | 663 | 12 401 |
| 6 | HIRD | 186+820 | 56121_6 | 187+180 | 0,360 | 14 932 | 149 | 100 | 677 | 15 858 |
| 6 | 56121_6 | 187+180 | 6_6545 | 188+385 | 1,205 | 14 932 | 149 | 100 | 677 | 15 858 |
| 6 | 6_6545 | 188+385 | 6_6544 | 189+165 | 0,780 | 14 932 | 149 | 100 | 677 | 15 858 |
| 6 | 6_6544 | 189+165 | 6_6890 | 192+647 | 3,482 | 15 153 | 778 | 465 | 900 | 17 296 |
| 6 | 6_6890 | 192+647 | 5611_6 | 192+750 | 0,103 | 12 843 | 687 | 334 | 897 | 14 761 |
| 6 | 5611_6 | 192+750 | 5619_6_66 | 193+693 | 0,943 | 16 060 | 850 | 391 | 914 | 18 215 |
| 6 | 5619_6_66 | 193+693 | 5617_6 | 194+725 | 1,032 | 29 841 | 1 715 | 643 | 1 180 | 33 379 |
| 6 | 5617_6 | 194+725 | PÉCS | 196+725 | 2,000 | 33 474 | 2 200 | 496 | 1 248 | 37 418 |
| 6 | PÉCS | 196+725 | 58_6 | 197+145 | 0,420 | 50 174 | 2 718 | 611 | 1 333 | 54 836 |
| 6 | 58_6 | 197+145 | 6_6604 | 200+675 | 3,530 | 36 647 | 1 351 | 508 | 801 | 39 307 |
| 6 | 6_6604 | 200+675 | 5831_6 | 201+930 | 1,255 | 23 827 | 1 290 | 535 | 777 | 26 429 |
| 6 | 5831_6 | 201+930 | 5801_6 | 203+390 | 1,460 | 19 788 | 815 | 514 | 778 | 21 895 |
| 6 | 5801_6 | 203+390 | 6_6605 | 206+250 | 2,860 | 14 367 | 473 | 358 | 766 | 15 964 |
| 6 | 6_6605 | 206+250 | 58102_6 | 209+630 | 3,380 | 12 156 | 547 | 436 | 794 | 13 933 |
| 6 | 58102_6 | 209+630 | 6_66108 | 211+160 | 1,530 | 11 263 | 546 | 436 | 793 | 13 038 |
| 6 | 6_66108 | 211+160 | 5802_6 | 213+274 | 2,114 | 11 265 | 672 | 537 | 881 | 13 355 |
| 6 | 5802_6 | 213+274 | SZENTLŐRINC | 216+700 | 3,426 | 9 786 | 86 | 196 | 865 | 10 933 |
| 6 | SZENTLŐRINC | 216+700 | 5811_6 | 217+750 | 1,050 | 9 633 | 379 | 304 | 710 | 11 025 |
| 6 | 5811_6 | 217+750 | 6_66111 | 218+185 | 0,435 | 9 479 | 671 | 412 | 727 | 11 289 |
| 6 | 6_66111 | 218+185 | KACSÓTA | 219+395 | 1,210 | 9 444 | 666 | 405 | 703 | 11 218 |
| 6 | KACSÓTA | 219+395 | 5807_6 | 221+400 | 2,005 | 9 368 | 662 | 398 | 679 | 11 107 |
| 6 | 5807_6 | 221+400 | 6_66112 | 221+580 | 0,180 | 9 890 | 681 | 400 | 683 | 11 654 |
| 6 | 6_66112 | 221+580 | NAGYPETERD | 223+960 | 2,380 | 9 874 | 678 | 394 | 665 | 11 611 |
| 6 | NAGYPETERD | 223+960 | BOTYKAPETERD | 225+960 | 2,000 | 9 920 | 666 | 361 | 561 | 11 508 |
| 6 | BOTYKAPETERD | 225+960 | 6_66114 | 227+865 | 1,905 | 9 822 | 645 | 365 | 629 | 11 461 |

**14.4.8.** **2013** **"Without" case (II. and III. phases are missing)**

**Toll tariff system:** **Mixed: D1 vignette, J2, J3 and J4 HUF/km**

**Toll is charged on:** **- D1: only on motorways**
**- J2, J3, J4: extension accepted by the Ministry GKM "D"**

**Toll rate:** **- D1: vignette priced at the current real value**
**- J2, J3, J4: HUF/km toll rate**

| Annual average daily traffic [AADT; veh/day] | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Road | Starting intersection | Starting km | Ending intersection | Ending km | Lenght [km] | D1 | J2 | J3 | J4 | Total |
| 6 | 6_66114 | 227+865 | 6_SZIG | 229+965 | 2,100 | 9 822 | 645 | 365 | 629 | 11 461 |
| 6 | 6_SZIG | 229+965 | 58107_6_67 | 230+595 | 0,630 | 5 656 | 174 | 185 | 424 | 6 439 |
| 6 | 58107_6_67 | 230+595 | 6_6SZ | 232+000 | 1,405 | 5 555 | 129 | 187 | 567 | 6 438 |
| 6 | 6_6SZ | 232+000 | 6_6SZ | 234+046 | 2,046 | 6 556 | 136 | 185 | 544 | 7 421 |
| 6 | 6_6SZ | 234+046 | 58108_6 | 235+952 | 1,906 | 6 567 | 151 | 186 | 545 | 7 449 |
| 6 | 58108_6 | 235+952 | 6_66115 | 237+793 | 1,841 | 5 809 | 144 | 167 | 515 | 6 635 |
| 6 | 6_66115 | 237+793 | 58109_6 | 239+075 | 1,282 | 5 383 | 137 | 144 | 484 | 6 148 |
| 6 | 58109_6 | 239+075 | 6_66116 | 239+648 | 0,573 | 4 981 | 108 | 139 | 464 | 5 692 |
| 6 | 6_66116 | 239+648 | NAGYDOBSZA | 243+004 | 3,356 | 4 481 | 101 | 119 | 434 | 5 135 |
| 6 | NAGYDOBSZA | 243+004 | KISDOBSZA | 244+504 | 1,500 | 3 172 | 94 | 100 | 415 | 3 781 |
| 6 | KISDOBSZA | 244+504 | ISTVÁNDI | 247+004 | 2,500 | 2 238 | 89 | 81 | 387 | 2 795 |
| 6 | ISTVÁNDI | 247+004 | DARÁNY | 251+034 | 4,030 | 2 190 | 87 | 69 | 350 | 2 696 |
| 6 | DARÁNY | 251+034 | 6_66169 | 256+760 | 5,726 | 2 873 | 126 | 61 | 317 | 3 377 |
| 6 | 6_66169 | 256+760 | 6_6623_6BARCS | 258+458 | 1,698 | 2 864 | 110 | 60 | 317 | 3 351 |
| 6 | 6_6623_6BARCS | 258+458 | 6_68 | 261+220 | 2,762 | 625 | 20 | 18 | 199 | 862 |
| 6 | 6_68 | 261+220 | BARCSHAK | 262+025 | 0,805 | 625 | 25 | 42 | 106 | 798 |
| | | | | | | | | | | |
| 56 | 56_6 | 0+000 | 56_56601 | 0+718 | 0,718 | 10 866 | 119 | 28 | 825 | 11 838 |
| 56 | 56_56601 | 0+718 | 56_56SZEKSZÁRD | 1+018 | 0,300 | 18 836 | 122 | 73 | 825 | 19 856 |
| 56 | 56_56SZEKSZÁRD | 1+018 | 5112_56 | 1+698 | 0,680 | 16 199 | 18 | 88 | 763 | 17 068 |
| 56 | 5112_56 | 1+698 | 5113_56 | 3+098 | 1,400 | 16 199 | 820 | 234 | 763 | 18 016 |
| 56 | 5113_56 | 3+098 | 56_56SZEKSZÁRD | 6+180 | 3,082 | 10 971 | 495 | 186 | 651 | 12 303 |
| 56 | 56_56SZEKSZÁRD | 6+180 | 5114_56 | 8+360 | 2,180 | 6 235 | 320 | 150 | 582 | 7 287 |
| 56 | 5114_56 | 8+360 | 56_5601 | 9+980 | 1,620 | 6 662 | 328 | 155 | 582 | 7 727 |
| 56 | 56_5601 | 9+980 | 56_5602 | 14+274 | 4,294 | 5 766 | 279 | 112 | 543 | 6 700 |
| 56 | 56_5602 | 14+274 | VÁRDOMB | 16+190 | 1,916 | 5 254 | 228 | 116 | 540 | 6 138 |
| 56 | VÁRDOMB | 16+190 | 5115_56_BEKBATASZEK | 20+540 | 4,350 | 5 290 | 223 | 169 | 443 | 6 125 |
| 56 | 5115_56_BEKBATASZEK | 20+540 | 56_5603 | 21+220 | 0,680 | 4 492 | 164 | 122 | 523 | 5 301 |
| 56 | 56_5603 | 21+220 | 55A_56 | 21+588 | 0,368 | 3 987 | 283 | 156 | 575 | 5 001 |
| 56 | 55A_56 | 21+588 | BÁTASZÉK | 23+089 | 1,501 | 5 959 | 443 | 248 | 928 | 7 578 |
| 56 | BÁTASZÉK | 23+089 | FURKÓTELEP | 28+120 | 5,031 | 5 158 | 453 | 253 | 1 066 | 6 930 |
| 56 | FURKÓTELEP | 28+120 | 56_56302 | 29+120 | 1,000 | 5 158 | 453 | 253 | 1 066 | 6 930 |
| 56 | 56_56302 | 29+120 | 51168_56 | 30+365 | 1,245 | 5 158 | 453 | 253 | 1 066 | 6 930 |
| 56 | 51168_56 | 30+365 | DUNASZEKCSŐ | 35+215 | 4,850 | 4 634 | 586 | 297 | 1 089 | 6 606 |
| 56 | DUNASZEKCSŐ | 35+215 | BÁR | 40+408 | 5,193 | 4 201 | 333 | 264 | 816 | 5 614 |
| 56 | BÁR | 40+408 | 56_5606 | 44+480 | 4,072 | 4 551 | 383 | 268 | 815 | 6 017 |
| 56 | 56_5606 | 44+480 | 5121_56 | 45+675 | 1,195 | 7 484 | 545 | 318 | 850 | 9 197 |
| 56 | 5121_56 | 45+675 | 56_5607 | 47+101 | 1,426 | 4 522 | 299 | 167 | 685 | 5 673 |
| 56 | 56_5607 | 47+101 | 56_56412 | 48+543 | 1,442 | 7 263 | 618 | 221 | 881 | 8 983 |
| 56 | 56_56412 | 48+543 | 56_57 | 49+258 | 0,715 | 2 868 | 324 | 62 | 881 | 4 135 |
| 56 | 56_57 | 49+258 | 5121_56 | 52+782 | 3,524 | 1 836 | 59 | 53 | 228 | 2 176 |
| 56 | 5121_56 | 52+782 | 5117_56 | 55+081 | 2,299 | 3 104 | 182 | 85 | 229 | 3 600 |
| 56 | 5117_56 | 55+081 | 56_5702 | 55+842 | 0,761 | 2 182 | 180 | 83 | 218 | 2 663 |
| 56 | 56_5702 | 55+842 | UDVAR | 60+864 | 5,022 | 781 | 114 | 70 | 199 | 1 164 |
| 56 | UDVAR | 60+864 | UDVARHAK | 61+475 | 0,611 | 665 | 81 | 56 | 118 | 920 |
| | | | | | | | | | | |
| 57 | MOHÁCS | 0+000 | 56_57 | 1+994 | 1,994 | 6 018 | 304 | 12 | 85 | 6 419 |
| 57 | 56_57 | 1+994 | 56412_57 | 2+680 | 0,686 | 4 986 | 39 | 3 | 715 | 5 743 |
| 57 | 56412_57 | 2+680 | LÁNYCSÓK | 3+700 | 1,020 | 9 382 | 333 | 161 | 715 | 10 591 |
| 57 | LÁNYCSÓK | 3+700 | | 7+569 | 3,869 | 7 900 | 327 | 140 | 683 | 9 050 |
| 57 | | 7+569 | 56113_57 | 9+500 | 1,931 | 7 900 | 327 | 140 | 683 | 9 050 |
| 57 | 56113_57 | 9+500 | SZAJK | 11+510 | 2,010 | 8 004 | 337 | 127 | 654 | 9 122 |
| 57 | SZAJK | 11+510 | 56115_57 | 12+920 | 1,410 | 4 621 | 146 | 105 | 410 | 5 282 |
| 57 | 56115_57 | 12+920 | 57_ELKBOLY | 14+220 | 1,300 | 4 557 | 149 | 102 | 408 | 5 216 |
| 57 | 57_ELKBOLY | 14+220 | 56116_57 | 15+615 | 1,395 | 4 541 | 149 | 105 | 408 | 5 203 |
| 57 | 56116_57 | 15+615 | 57_5701 | 16+755 | 1,140 | 4 556 | 148 | 98 | 404 | 5 206 |
| 57 | 57_5701 | 16+755 | SZEDERKÉNY | 17+565 | 0,810 | 6 827 | 346 | 151 | 435 | 7 759 |
| 57 | SZEDERKÉNY | 17+565 | 5611_57 | 20+575 | 3,010 | 6 721 | 281 | 134 | 450 | 7 586 |
| 57 | 5611_57 | 20+575 | 57_57102 | 20+965 | 0,390 | 6 593 | 287 | 130 | 452 | 7 462 |
| 57 | 57_57102 | 20+965 | 57_57101 | 25+485 | 4,520 | 6 813 | 381 | 138 | 462 | 7 794 |
| 57 | 57_57101 | 25+485 | 57_57128 | 26+690 | 1,205 | 6 897 | 392 | 141 | 510 | 7 940 |
| 57 | 57_57128 | 26+690 | 56127_57 | 28+530 | 1,840 | 6 951 | 399 | 143 | 557 | 8 050 |
| 57 | 56127_57 | 28+530 | 57_5711 | 33+860 | 5,330 | 7 058 | 411 | 147 | 614 | 8 230 |
| 57 | 57_5711 | 33+860 | 5617_57 | 33+950 | 0,090 | 15 234 | 1 673 | 304 | 817 | 18 028 |
| 57 | 5617_57 | 33+950 | 5618_57_PECSBEK | 34+560 | 0,610 | 7 044 | 1 299 | 58 | 807 | 9 208 |
| 57 | 5618_57_PECSBEK | 34+560 | 57_58_5816 | 38+270 | 3,710 | 16 448 | 1 785 | 313 | 871 | 19 417 |

**14.4.9.** **2018** **"Without" case (II. and III. phases are missing)**

**Toll tariff system:** **Mixed: D1 vignette, J2, J3 and J4 HUF/km**

**Toll is charged on:** **- D1: only on motorways**
**- J2, J3, J4: extension accepted by the Ministry GKM "D"**

**Toll rate:** **- D1: vignette priced at the current real value**
**- J2, J3, J4: HUF/km toll rate**

| Annual average daily traffic [AADT; veh/day] | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Road | Starting intersection | Starting km | Ending intersection | Ending km | Lenght [km] | D1 | J2 | J3 | J4 | Total |
| M6 | M6-6-7 Érdi-tető | 21+800 | Százhalombatta Észak | 24+200 | 2,400 | 20 729 | 890 | 546 | 2 407 | 24 572 |
| M6 | Százhalombatta Észak | 24+200 | Százhalombatta Dél | 28+400 | 4,200 | 20 372 | 518 | 302 | 1 903 | 23 095 |
| M6 | Százhalombatta Dél | 28+400 | Ráckeresztúr | 33+400 | 5,000 | 20 689 | 705 | 302 | 1 903 | 23 599 |
| M6 | Ráckeresztúr | 33+400 | Besnyő | 44+000 | 10,600 | 19 518 | 787 | 325 | 1 827 | 22 457 |
| M6 | Besnyő | 44+000 | Iváncsa | 49+200 | 5,200 | 19 039 | 773 | 283 | 1 723 | 21 818 |
| M6 | Iváncsa | 49+200 | Adony | 54+254 | 5,054 | 14 112 | 622 | 333 | 1 590 | 16 657 |
| M6 | Adony | 54+254 | Kulcs-Rácalmás | 61+400 | 7,146 | 17 276 | 707 | 340 | 1 754 | 20 077 |
| M6 | Kulcs-Rácalmás | 61+400 | Dunaújváros Észak | 66+700 | 5,300 | 16 692 | 648 | 335 | 1 789 | 19 464 |
| M6 | Dunaújváros Észak | 66+700 | Dunaújváros Centrum | 69+700 | 3,000 | 14 636 | 786 | 439 | 1 546 | 17 407 |
| M6 | Dunaújváros Centrum | 69+700 | M6-M8 | 76+200 | 6,500 | 14 138 | 662 | 338 | 1 726 | 16 864 |
| | | | | | | | | | | |
| 6 | M6-6-7-ÉRD_DÉL | 22+458 | 51116_6 | 23+932 | 1,474 | 10 866 | 288 | 189 | 1 066 | 12 409 |
| 6 | 51116_6 | 23+932 | 51309_6_BEKSZAZHALOMBAT | 25+480 | 1,548 | 10 590 | 281 | 185 | 1 055 | 12 111 |
| 6 | 51309_6_BEKSZAZHALOMBAT | 25+480 | 51309_6_BEKMOL | 29+252 | 3,772 | 16 952 | 522 | 316 | 707 | 18 497 |
| 6 | 51309_6_BEKMOL | 29+252 | ERCSI | 35+552 | 6,300 | 16 386 | 515 | 311 | 703 | 17 915 |
| 6 | ERCSI | 35+552 | 6_6205 | 48+282 | 12,730 | 5 882 | 303 | 253 | 556 | 6 994 |
| 6 | 6_6205 | 48+282 | 6_6208 | 50+199 | 1,917 | 6 645 | 290 | 214 | 526 | 7 675 |
| 6 | 6_6208 | 50+199 | 51315_6_6207 | 51+408 | 1,209 | 4 033 | 207 | 103 | 446 | 4 789 |
| 6 | 51315_6_6207 | 51+408 | 51122_6 | 59+030 | 7,622 | 5 843 | 297 | 115 | 490 | 6 745 |
| 6 | 51122_6 | 59+030 | 6_BEKRACALMAS | 60+622 | 1,592 | 3 741 | 351 | 150 | 566 | 4 808 |
| 6 | 6_BEKRACALMAS | 60+622 | 51123_6 | 62+050 | 1,428 | 5 427 | 425 | 153 | 508 | 6 513 |
| 6 | 51123_6 | 62+050 | 51124_6 | 65+611 | 3,561 | 11 325 | 896 | 28 | 323 | 12 572 |
| 6 | 51124_6 | 65+611 | 6_62_DUNAUJVAROSIUT | 68+028 | 2,417 | 7 104 | 327 | 27 | 304 | 7 762 |
| 6 | 6_62_DUNAUJVAROSIUT | 68+028 | 6_62819 | 68+992 | 0,964 | 12 601 | 384 | 80 | 759 | 13 824 |
| 6 | 6_62819 | 68+992 | 6_6219 | 70+438 | 1,446 | 10 729 | 319 | 36 | 613 | 11 697 |
| 6 | 6_6219 | 70+438 | 6_6221 | 72+106 | 1,668 | 12 322 | 489 | 94 | 613 | 13 518 |
| 6 | 6_6221 | 72+106 | 6_DUNAUJ | 73+807 | 1,701 | 11 456 | 457 | 125 | 675 | 12 713 |
| 6 | 6_DUNAUJ | 73+807 | M8-6-DUNAUJVÁROS_DÉL | 76+220 | 2,413 | 14 015 | 795 | 347 | 1 098 | 16 255 |
| 6 | M8-6-DUNAUJVÁROS_DÉL | 76+220 | 51125_6 | 77+324 | 1,104 | 16 210 | 843 | 289 | 1 948 | 19 290 |
| 6 | 51125_6 | 77+324 | 6_62121 | 81+302 | 3,978 | 14 083 | 782 | 305 | 1 973 | 17 143 |
| 6 | 6_62121 | 81+302 | 6_6228A_DUNAFOLDVARIUT | 85+130 | 3,828 | 13 796 | 869 | 461 | 2 197 | 17 323 |
| 6 | 6_6228A_DUNAFOLDVARIUT | 85+130 | 6_61_DUNAFOLDVARIUT2 | 87+080 | 1,950 | 9 621 | 837 | 444 | 1 563 | 12 465 |
| 6 | 6_61_DUNAFOLDVARIUT2 | 87+080 | DUNAFÖLDVÁR | 88+386 | 1,306 | 12 474 | 963 | 531 | 1 860 | 15 828 |
| 6 | DUNAFÖLDVÁR | 88+386 | 52_6 | 89+550 | 1,164 | 10 168 | 668 | 434 | 1 567 | 12 836 |
| 6 | 52_6 | 89+550 | 51172_6 | 95+690 | 6,140 | 7 861 | 372 | 337 | 1 274 | 9 844 |
| 6 | 51172_6 | 95+690 | | 96+781 | 1,091 | 7 861 | 372 | 337 | 1 274 | 9 844 |
| 6 | | 96+781 | 5111_6_62134 | 104+260 | 7,479 | 7 861 | 372 | 337 | 1 274 | 9 844 |
| 6 | 5111_6_62134 | 104+260 | 6_62134 | 105+050 | 0,790 | 9 344 | 313 | 366 | 1 122 | 11 145 |
| 6 | 6_62134 | 105+050 | 6_PAKSIKOMP | 109+560 | 4,510 | 10 599 | 319 | 397 | 1 123 | 12 438 |
| 6 | 6_PAKSIKOMP | 109+560 | PAKS | 110+560 | 1,000 | 11 896 | 485 | 403 | 1 149 | 13 933 |
| 6 | PAKS | 110+560 | 6_6231_6232 | 111+560 | 1,000 | 12 175 | 512 | 397 | 1 174 | 14 258 |
| 6 | 6_6231_6232 | 111+560 | 5112_6 | 120+273 | 8,713 | 10 990 | 917 | 259 | 1 217 | 13 383 |
| 6 | 5112_6 | 120+273 | 6_6234 | 123+900 | 3,627 | 9 662 | 890 | 231 | 1 212 | 11 995 |
| 6 | 6_6234 | 123+900 | 51163_6 | 130+679 | 6,779 | 9 922 | 859 | 236 | 1 215 | 12 232 |
| 6 | 51163_6 | 130+679 | 51164_6 | 131+974 | 1,295 | 9 137 | 555 | 225 | 1 215 | 11 132 |
| 6 | 51164_6 | 131+974 | | 136+274 | 4,300 | 9 520 | 564 | 217 | 1 252 | 11 553 |
| 6 | | 136+274 | 6_BEKTOLNA | 136+524 | 0,250 | 9 520 | 564 | 217 | 1 252 | 11 553 |
| 6 | 6_BEKTOLNA | 136+524 | 51901_6_63 | 137+300 | 0,776 | 9 262 | 592 | 196 | 1 252 | 11 302 |
| 6 | 51901_6_63 | 137+300 | M9-6-SZEKSZÁRD | 139+368 | 2,068 | 19 789 | 530 | 176 | 1 982 | 22 477 |
| 6 | M9-6-SZEKSZÁRD | 139+368 | 56_6 | 140+243 | 0,875 | 18 493 | 628 | 167 | 1 971 | 21 259 |
| 6 | 56_6 | 140+243 | 56601_6 | 141+092 | 0,849 | 5 425 | 488 | 139 | 1 099 | 7 151 |
| 6 | 56601_6 | 141+092 | 6_65 | 143+392 | 2,300 | 14 563 | 492 | 186 | 1 099 | 16 340 |
| 6 | 6_65 | 143+392 | KAKASD | 151+420 | 8,028 | 9 998 | 503 | 169 | 1 102 | 11 772 |
| 6 | KAKASD | 151+420 | 5603_6_6535 | 157+420 | 6,000 | 10 213 | 381 | 196 | 1 125 | 11 915 |
| 6 | 5603_6_6535 | 157+420 | 6_6534_65362 | 159+928 | 2,508 | 12 558 | 454 | 282 | 1 164 | 14 458 |
| 6 | 6_6534_65362 | 159+928 | 5605_6 | 162+040 | 2,112 | 11 612 | 460 | 278 | 1 085 | 13 434 |
| 6 | 5605_6 | 162+040 | 56125_6 | 166+840 | 4,800 | 10 412 | 538 | 359 | 918 | 12 227 |
| 6 | 56125_6 | 166+840 | MECSEKNÁDASD | 167+671 | 0,831 | 10 361 | 543 | 385 | 965 | 12 254 |
| 6 | MECSEKNÁDASD | 167+671 | 6_65194 | 169+030 | 1,359 | 10 136 | 613 | 470 | 1 096 | 12 315 |
| 6 | 6_65194 | 169+030 | 5613_6 | 171+970 | 2,940 | 9 798 | 671 | 437 | 932 | 11 838 |
| 6 | 5613_6 | 171+970 | 56128_6 | 173+185 | 1,215 | 9 798 | 61 | 437 | 932 | 11 228 |
| 6 | 56128_6 | 173+185 | 5613_6 | 174+585 | 1,400 | 9 609 | 60 | 406 | 788 | 10 863 |
| 6 | 5613_6 | 174+585 | 6_65184 | 176+890 | 2,305 | 9 562 | 63 | 22 | 788 | 10 435 |
| 6 | 6_65184 | 176+890 | 5606_5607_6_6544 | 177+550 | 0,660 | 9 170 | 66 | 41 | 675 | 9 952 |
| 6 | 5606_5607_6_6544 | 177+550 | 5608_6_65185 | 178+745 | 1,195 | 11 220 | 89 | 59 | 687 | 12 055 |
| 6 | 5608_6_65185 | 178+745 | 5609_6 | 180+845 | 2,100 | 11 966 | 90 | 60 | 735 | 12 851 |
| 6 | 5609_6 | 180+845 | 56119_6 | 184+185 | 3,340 | 11 982 | 91 | 61 | 698 | 12 832 |
| 6 | 56119_6 | 184+185 | HIRD | 186+820 | 2,635 | 13 718 | 93 | 66 | 701 | 14 578 |
| 6 | HIRD | 186+820 | 56121_6 | 187+180 | 0,360 | 17 713 | 176 | 103 | 719 | 18 711 |
| 6 | 56121_6 | 187+180 | 6_6545 | 188+385 | 1,205 | 17 713 | 176 | 103 | 719 | 18 711 |
| 6 | 6_6545 | 188+385 | 6_6544 | 189+165 | 0,780 | 17 713 | 176 | 103 | 719 | 18 711 |
| 6 | 6_6544 | 189+165 | 6_6890 | 192+647 | 3,482 | 17 976 | 905 | 460 | 976 | 20 317 |
| 6 | 6_6890 | 192+647 | 5611_6 | 192+750 | 0,103 | 15 192 | 797 | 327 | 972 | 17 288 |
| 6 | 5611_6 | 192+750 | 5619_6_66 | 193+693 | 0,943 | 19 011 | 988 | 386 | 992 | 21 377 |
| 6 | 5619_6_66 | 193+693 | 5617_6 | 194+725 | 1,032 | 35 427 | 2 009 | 645 | 1 307 | 39 388 |
| 6 | 5617_6 | 194+725 | PÉCS | 196+725 | 2,000 | 39 761 | 2 580 | 493 | 1 389 | 44 223 |
| 6 | PÉCS | 196+725 | 58_6 | 197+145 | 0,420 | 59 749 | 3 194 | 611 | 1 493 | 65 047 |
| 6 | 58_6 | 197+145 | 6_6604 | 200+675 | 3,530 | 43 493 | 1 582 | 504 | 890 | 46 469 |
| 6 | 6_6604 | 200+675 | 5831_6 | 201+930 | 1,255 | 28 402 | 1 487 | 533 | 864 | 31 286 |
| 6 | 5831_6 | 201+930 | 5801_6 | 203+390 | 1,460 | 23 640 | 940 | 510 | 869 | 25 959 |
| 6 | 5801_6 | 203+390 | 6_6605 | 206+250 | 2,860 | 17 038 | 536 | 349 | 849 | 18 772 |
| 6 | 6_6605 | 206+250 | 58102_6 | 209+630 | 3,380 | 14 443 | 623 | 430 | 882 | 16 378 |
| 6 | 58102_6 | 209+630 | 6_66108 | 211+160 | 1,530 | 13 316 | 621 | 429 | 881 | 15 247 |
| 6 | 6_66108 | 211+160 | 5802_6 | 213+274 | 2,114 | 13 336 | 767 | 530 | 982 | 15 615 |
| 6 | 5802_6 | 213+274 | SZENTLŐRINC | 216+700 | 3,426 | 11 483 | 96 | 189 | 971 | 12 739 |
| 6 | SZENTLŐRINC | 216+700 | 5811_6 | 217+750 | 1,050 | 11 412 | 430 | 300 | 813 | 12 955 |
| 6 | 5811_6 | 217+750 | 6_66111 | 218+185 | 0,435 | 11 341 | 764 | 410 | 831 | 13 346 |
| 6 | 6_66111 | 218+185 | KACSÓTA | 219+395 | 1,210 | 11 299 | 759 | 403 | 804 | 13 265 |
| 6 | KACSÓTA | 219+395 | 5807_6 | 221+400 | 2,005 | 11 206 | 754 | 397 | 777 | 13 134 |
| 6 | 5807_6 | 221+400 | 6_66112 | 221+580 | 0,180 | 11 786 | 766 | 397 | 785 | 13 734 |
| 6 | 6_66112 | 221+580 | NAGYPETERD | 223+960 | 2,380 | 11 769 | 763 | 392 | 763 | 13 687 |
| 6 | NAGYPETERD | 223+960 | BOTYKAPETERD | 225+960 | 2,000 | 11 502 | 735 | 354 | 648 | 13 239 |
| 6 | BOTYKAPETERD | 225+960 | 6_66114 | 227+865 | 1,905 | 11 381 | 711 | 358 | 727 | 13 177 |

**14.4.9.** **2018** **"Without" case (II. and III. phases are missing)**

**Toll tariff system:** **Mixed: D1 vignette, J2, J3 and J4 HUF/km**

**Toll is charged on:** **- D1: only on motorways**
**- J2, J3, J4: extension accepted by the Ministry GKM "D"**

**Toll rate:** **- D1: vignette priced at the current real value**
**- J2, J3, J4: HUF/km toll rate**

| Annual average daily traffic [AADT; veh/day] | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Road | Starting intersection | Starting km | Ending intersection | Ending km | Lenght [km] | D1 | J2 | J3 | J4 | Total |
| 6 | 6_66114 | 227+865 | 6_SZIG | 229+965 | 2,100 | 11 381 | 711 | 358 | 727 | 13 177 |
| 6 | 6_SZIG | 229+965 | 58107_6_67 | 230+595 | 0,630 | 6 422 | 194 | 185 | 727 | 7 528 |
| 6 | 58107_6_67 | 230+595 | 6_6SZ | 232+000 | 1,405 | 6 667 | 162 | 194 | 718 | 7 741 |
| 6 | 6_6SZ | 232+000 | 6_6SZ | 234+046 | 2,046 | 8 169 | 159 | 188 | 613 | 9 129 |
| 6 | 6_6SZ | 234+046 | 58108_6 | 235+952 | 1,906 | 8 183 | 174 | 188 | 615 | 9 160 |
| 6 | 58108_6 | 235+952 | 6_66115 | 237+793 | 1,841 | 7 235 | 166 | 168 | 579 | 8 148 |
| 6 | 6_66115 | 237+793 | 58109_6 | 239+075 | 1,282 | 6 701 | 156 | 145 | 542 | 7 544 |
| 6 | 58109_6 | 239+075 | 6_66116 | 239+648 | 0,573 | 6 198 | 122 | 140 | 519 | 6 979 |
| 6 | 6_66116 | 239+648 | NAGYDOBSZA | 243+004 | 3,356 | 5 571 | 114 | 120 | 484 | 6 289 |
| 6 | NAGYDOBSZA | 243+004 | KISDOBSZA | 244+504 | 1,500 | 3 941 | 107 | 100 | 461 | 4 609 |
| 6 | KISDOBSZA | 244+504 | ISTVÁNDI | 247+004 | 2,500 | 2 773 | 100 | 81 | 424 | 3 378 |
| 6 | ISTVÁNDI | 247+004 | DARÁNY | 251+034 | 4,030 | 2 714 | 100 | 69 | 380 | 3 263 |
| 6 | DARÁNY | 251+034 | 6_66169 | 256+760 | 5,726 | 3 359 | 141 | 57 | 344 | 3 901 |
| 6 | 6_66169 | 256+760 | 6_6623_6BARCS | 258+458 | 1,698 | 3 348 | 123 | 56 | 343 | 3 870 |
| 6 | 6_6623_6BARCS | 258+458 | 6_68 | 261+220 | 2,762 | 822 | 24 | 23 | 340 | 1 209 |
| 6 | 6_68 | 261+220 | BARCSHAK | 262+025 | 0,805 | 823 | 31 | 53 | 132 | 1 039 |
| | | | | | | | | | | |
| 56 | 56_6 | 0+000 | 56_56601 | 0+718 | 0,718 | 13 068 | 140 | 28 | 984 | 14 220 |
| 56 | 56_56601 | 0+718 | 56_56SZEKSZÁRD | 1+018 | 0,300 | 22 206 | 143 | 75 | 984 | 23 408 |
| 56 | 56_56SZEKSZÁRD | 1+018 | 5112_56 | 1+698 | 0,680 | 19 118 | 21 | 90 | 911 | 20 140 |
| 56 | 5112_56 | 1+698 | 5113_56 | 3+098 | 1,400 | 19 118 | 955 | 239 | 911 | 21 223 |
| 56 | 5113_56 | 3+098 | 56_56SZEKSZÁRD | 6+180 | 3,082 | 12 954 | 576 | 190 | 779 | 14 499 |
| 56 | 56_56SZEKSZÁRD | 6+180 | 5114_56 | 8+360 | 2,180 | 7 404 | 370 | 153 | 697 | 8 624 |
| 56 | 5114_56 | 8+360 | 56_5601 | 9+980 | 1,620 | 7 919 | 380 | 157 | 697 | 9 153 |
| 56 | 56_5601 | 9+980 | 56_5602 | 14+274 | 4,294 | 6 826 | 325 | 115 | 651 | 7 917 |
| 56 | 56_5602 | 14+274 | VÁRDOMB | 16+190 | 1,916 | 6 199 | 267 | 118 | 647 | 7 231 |
| 56 | VÁRDOMB | 16+190 | 5115_56_BEKBATASZEK | 20+540 | 4,350 | 6 226 | 261 | 172 | 535 | 7 194 |
| 56 | 5115_56_BEKBATASZEK | 20+540 | 56_5603 | 21+220 | 0,680 | 5 321 | 192 | 125 | 629 | 6 267 |
| 56 | 56_5603 | 21+220 | 55A_56 | 21+588 | 0,368 | 4 696 | 331 | 160 | 690 | 5 877 |
| 56 | 55A_56 | 21+588 | BÁTASZÉK | 23+089 | 1,501 | 7 034 | 519 | 255 | 1 103 | 8 911 |
| 56 | BÁTASZÉK | 23+089 | FURKÓTELEP | 28+120 | 5,031 | 6 004 | 530 | 260 | 1 256 | 8 050 |
| 56 | FURKÓTELEP | 28+120 | 56_56302 | 29+120 | 1,000 | 6 004 | 530 | 260 | 1 256 | 8 050 |
| 56 | 56_56302 | 29+120 | 51168_56 | 30+365 | 1,245 | 6 004 | 530 | 260 | 1 256 | 8 050 |
| 56 | 51168_56 | 30+365 | DUNASZEKCSŐ | 35+215 | 4,850 | 5 363 | 684 | 304 | 1 281 | 7 632 |
| 56 | DUNASZEKCSŐ | 35+215 | BÁR | 40+408 | 5,193 | 4 827 | 388 | 271 | 959 | 6 445 |
| 56 | BÁR | 40+408 | 56_5606 | 44+480 | 4,072 | 5 257 | 447 | 275 | 959 | 6 938 |
| 56 | 56_5606 | 44+480 | 5121_56 | 45+675 | 1,195 | 8 883 | 636 | 326 | 999 | 10 844 |
| 56 | 5121_56 | 45+675 | 56_5607 | 47+101 | 1,426 | 5 481 | 347 | 167 | 797 | 6 792 |
| 56 | 56_5607 | 47+101 | 56_56412 | 48+543 | 1,442 | 8 820 | 721 | 226 | 1 030 | 10 797 |
| 56 | 56_56412 | 48+543 | 56_57 | 49+258 | 0,715 | 3 523 | 379 | 68 | 1 030 | 5 000 |
| 56 | 56_57 | 49+258 | 5121_56 | 52+782 | 3,524 | 2 252 | 69 | 59 | 275 | 2 655 |
| 56 | 5121_56 | 52+782 | 5117_56 | 55+081 | 2,299 | 3 717 | 214 | 97 | 276 | 4 304 |
| 56 | 5117_56 | 55+081 | 56_5702 | 55+842 | 0,761 | 2 596 | 212 | 95 | 263 | 3 166 |
| 56 | 56_5702 | 55+842 | UDVAR | 60+864 | 5,022 | 1 003 | 139 | 84 | 242 | 1 468 |
| 56 | UDVAR | 60+864 | UDVARHAK | 61+475 | 0,611 | 875 | 100 | 71 | 147 | 1 193 |
| | | | | | | | | | | |
| 57 | MOHÁCS | 0+000 | 56_57 | 1+994 | 1,994 | 7 471 | 354 | 12 | 98 | 7 935 |
| 57 | 56_57 | 1+994 | 56412_57 | 2+680 | 0,686 | 6 200 | 44 | 3 | 832 | 7 079 |
| 57 | 56412_57 | 2+680 | LÁNYCSÓK | 3+700 | 1,020 | 11 497 | 386 | 161 | 832 | 12 876 |
| 57 | LÁNYCSÓK | 3+700 | | 7+569 | 3,869 | 9 658 | 380 | 140 | 796 | 10 974 |
| 57 | | 7+569 | 56113_57 | 9+500 | 1,931 | 9 658 | 380 | 140 | 796 | 10 974 |
| 57 | 56113_57 | 9+500 | SZAJK | 11+510 | 2,010 | 9 779 | 392 | 128 | 763 | 11 062 |
| 57 | SZAJK | 11+510 | 56115_57 | 12+920 | 1,410 | 5 569 | 172 | 106 | 479 | 6 326 |
| 57 | 56115_57 | 12+920 | 57_ELKBOLY | 14+220 | 1,300 | 5 488 | 176 | 104 | 477 | 6 245 |
| 57 | 57_ELKBOLY | 14+220 | 56116_57 | 15+615 | 1,395 | 5 470 | 176 | 107 | 477 | 6 230 |
| 57 | 56116_57 | 15+615 | 57_5701 | 16+755 | 1,140 | 5 486 | 174 | 99 | 472 | 6 231 |
| 57 | 57_5701 | 16+755 | SZEDERKÉNY | 17+565 | 0,810 | 8 350 | 402 | 153 | 509 | 9 414 |
| 57 | SZEDERKÉNY | 17+565 | 5611_57 | 20+575 | 3,010 | 8 054 | 326 | 135 | 527 | 9 042 |
| 57 | 5611_57 | 20+575 | 57_57102 | 20+965 | 0,390 | 7 872 | 333 | 131 | 529 | 8 865 |
| 57 | 57_57102 | 20+965 | 57_57101 | 25+485 | 4,520 | 8 117 | 450 | 140 | 541 | 9 248 |
| 57 | 57_57101 | 25+485 | 57_57128 | 26+690 | 1,205 | 8 213 | 463 | 143 | 596 | 9 415 |
| 57 | 57_57128 | 26+690 | 56127_57 | 28+530 | 1,840 | 8 275 | 472 | 145 | 650 | 9 542 |
| 57 | 56127_57 | 28+530 | 57_5711 | 33+860 | 5,330 | 8 399 | 485 | 149 | 717 | 9 750 |
| 57 | 57_5711 | 33+860 | 5617_57 | 33+950 | 0,090 | 17 935 | 1 941 | 306 | 951 | 21 133 |
| 57 | 5617_57 | 33+950 | 5618_57_PECSBEK | 34+560 | 0,610 | 8 347 | 1 509 | 58 | 939 | 10 853 |
| 57 | 5618_57_PECSBEK | 34+560 | 57_58_5816 | 38+270 | 3,710 | 19 604 | 2 082 | 321 | 1 015 | 23 022 |

**14.4.10.** **2025** **"Without" case (II. and III. phases are missing)**

**Toll tariff system:** **HUF/km**

**Toll is charged on:** **J1, J2, J3, J4: extension accepted by the Ministry GKM "D"**

**Toll rate:** **HUF/km toll rate**

(Decrease in traffic due to increase in toll rates.)

| Annual average daily traffic [AADT; veh/day] | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Road** | **Starting intersection** | **Starting km** | **Ending intersection** | **Ending km** | **Lenght [km]** | **J1** | **J2** | **J3** | **J4** | **Total** |
| M6 | M6-6-7 Érdi-tető | 21+800 | Százhalombatta Észak | 24+200 | 2,400 | 15 431 | 1 174 | 596 | 2 788 | 19 989 |
| M6 | Százhalombatta Észak | 24+200 | Százhalombatta Dél | 28+400 | 4,200 | 15 165 | 735 | 342 | 2 209 | 18 451 |
| M6 | Százhalombatta Dél | 28+400 | Ráckeresztúr | 33+400 | 5,000 | 15 257 | 942 | 342 | 2 209 | 18 750 |
| M6 | Ráckeresztúr | 33+400 | Besnyő | 44+000 | 10,600 | 15 490 | 1 002 | 362 | 2 119 | 18 973 |
| M6 | Besnyő | 44+000 | Iváncsa | 49+200 | 5,200 | 15 059 | 980 | 320 | 1 997 | 18 356 |
| M6 | Iváncsa | 49+200 | Adony | 54+254 | 5,054 | 14 009 | 797 | 344 | 1 813 | 16 963 |
| M6 | Adony | 54+254 | Kulcs-Rácalmás | 61+400 | 7,146 | 14 504 | 894 | 349 | 1 992 | 17 739 |
| M6 | Kulcs-Rácalmás | 61+400 | Dunaújváros Észak | 66+700 | 5,300 | 11 887 | 824 | 342 | 2 031 | 15 084 |
| M6 | Dunaújváros Észak | 66+700 | Dunaújváros Centrum | 69+700 | 3,000 | 14 867 | 998 | 443 | 1 739 | 18 047 |
| M6 | Dunaújváros Centrum | 69+700 | M6-M8 | 76+200 | 6,500 | 13 662 | 851 | 335 | 1 945 | 16 793 |
| | | | | | | | | | | |
| 6 | M6-6-7-ÉRD_DÉL | 22+458 | 51116_6 | 23+932 | 1,474 | 33 560 | 355 | 200 | 1 241 | 35 356 |
| 6 | 51116_6 | 23+932 | 51309_6_BEKSZAZHALOMBAT | 25+480 | 1,548 | 32 706 | 346 | 196 | 1 229 | 34 477 |
| 6 | 51309_6_BEKSZAZHALOMBAT | 25+480 | 51309_6_BEKMOL | 29+252 | 3,772 | 28 823 | 614 | 325 | 803 | 30 566 |
| 6 | 51309_6_BEKMOL | 29+252 | ERCSI | 35+552 | 6,300 | 27 861 | 605 | 320 | 799 | 29 585 |
| 6 | ERCSI | 35+552 | 6_6205 | 48+282 | 12,730 | 14 028 | 342 | 249 | 617 | 15 236 |
| 6 | 6_6205 | 48+282 | 6_6208 | 50+199 | 1,917 | 14 606 | 328 | 211 | 586 | 15 731 |
| 6 | 6_6208 | 50+199 | 51315_6_6207 | 51+408 | 1,209 | 7 043 | 234 | 102 | 527 | 7 906 |
| 6 | 51315_6_6207 | 51+408 | 51122_6 | 59+030 | 7,622 | 11 694 | 330 | 114 | 547 | 12 685 |
| 6 | 51122_6 | 59+030 | 6_BEKRACALMAS | 60+622 | 1,592 | 8 321 | 394 | 152 | 641 | 9 508 |
| 6 | 6_BEKRACALMAS | 60+622 | 51123_6 | 62+050 | 1,428 | 10 782 | 482 | 157 | 577 | 11 998 |
| 6 | 51123_6 | 62+050 | 51124_6 | 65+611 | 3,561 | 20 704 | 1 038 | 30 | 373 | 22 145 |
| 6 | 51124_6 | 65+611 | 6_62_DUNAUJVAROSIUT | 68+028 | 2,417 | 11 891 | 388 | 29 | 353 | 12 661 |
| 6 | 6_62_DUNAUJVAROSIUT | 68+028 | 6_62819 | 68+992 | 0,964 | 19 032 | 456 | 83 | 875 | 20 446 |
| 6 | 6_62819 | 68+992 | 6_6219 | 70+438 | 1,446 | 15 503 | 378 | 38 | 711 | 16 630 |
| 6 | 6_6219 | 70+438 | 6_6221 | 72+106 | 1,668 | 16 144 | 574 | 99 | 711 | 17 528 |
| 6 | 6_6221 | 72+106 | 6_DUNAUJ | 73+807 | 1,701 | 15 004 | 551 | 132 | 781 | 16 468 |
| 6 | 6_DUNAUJ | 73+807 | M8-6-DUNAUJVÁROS_DÉL | 76+220 | 2,413 | 18 319 | 966 | 357 | 1 251 | 20 893 |
| 6 | M8-6-DUNAUJVÁROS_DÉL | 76+220 | 51125_6 | 77+324 | 1,104 | 20 431 | 1 014 | 305 | 2 261 | 24 011 |
| 6 | 51125_6 | 77+324 | 6_62121 | 81+302 | 3,978 | 17 663 | 944 | 322 | 2 290 | 21 219 |
| 6 | 6_62121 | 81+302 | 6_6228A_DUNAFOLDVARIUT | 85+130 | 3,828 | 17 292 | 1 044 | 483 | 2 548 | 21 367 |
| 6 | 6_6228A_DUNAFOLDVARIUT | 85+130 | 6_61_DUNAFOLDVARIUT2 | 87+080 | 1,950 | 12 456 | 993 | 466 | 1 815 | 15 730 |
| 6 | 6_61_DUNAFOLDVARIUT2 | 87+080 | DUNAFÖLDVÁR | 88+386 | 1,306 | 9 214 | 1 154 | 557 | 2 103 | 13 028 |
| 6 | DUNAFÖLDVÁR | 88+386 | 52_6 | 89+550 | 1,164 | 9 461 | 801 | 456 | 1 801 | 12 518 |
| 6 | 52_6 | 89+550 | 51172_6 | 95+690 | 6,140 | 9 707 | 447 | 355 | 1 498 | 12 007 |
| 6 | 51172_6 | 95+690 | | 96+781 | 1,091 | 9 707 | 447 | 355 | 1 498 | 12 007 |
| 6 | | 96+781 | 5111_6_62134 | 104+260 | 7,479 | 9 707 | 447 | 355 | 1 498 | 12 007 |
| 6 | 5111_6_62134 | 104+260 | 6_62134 | 105+050 | 0,790 | 11 779 | 391 | 386 | 1 317 | 13 873 |
| 6 | 6_62134 | 105+050 | 6_PAKSIKOMP | 109+560 | 4,510 | 13 376 | 397 | 420 | 1 319 | 15 512 |
| 6 | 6_PAKSIKOMP | 109+560 | PAKS | 110+560 | 1,000 | 15 050 | 601 | 425 | 1 350 | 17 426 |
| 6 | PAKS | 110+560 | 6_6231_6232 | 111+560 | 1,000 | 15 439 | 635 | 419 | 1 380 | 17 873 |
| 6 | 6_6231_6232 | 111+560 | 5112_6 | 120+273 | 8,713 | 14 189 | 1 133 | 274 | 1 432 | 17 028 |
| 6 | 5112_6 | 120+273 | 6_6234 | 123+900 | 3,627 | 12 526 | 1 105 | 244 | 1 426 | 15 301 |
| 6 | 6_6234 | 123+900 | 51163_6 | 130+679 | 6,779 | 12 824 | 1 068 | 249 | 1 430 | 15 571 |
| 6 | 51163_6 | 130+679 | 51164_6 | 131+974 | 1,295 | 11 675 | 683 | 237 | 1 430 | 14 025 |
| 6 | 51164_6 | 131+974 | | 136+274 | 4,300 | 12 157 | 694 | 233 | 1 473 | 14 557 |
| 6 | | 136+274 | 6_BEKTOLNA | 136+524 | 0,250 | 12 157 | 694 | 233 | 1 473 | 14 557 |
| 6 | 6_BEKTOLNA | 136+524 | 51901_6_63 | 137+300 | 0,776 | 11 844 | 841 | 204 | 1 473 | 14 362 |
| 6 | 51901_6_63 | 137+300 | M9-6-SZEKSZÁRD | 139+368 | 2,068 | 25 258 | 886 | 188 | 2 391 | 28 723 |
| 6 | M9-6-SZEKSZÁRD | 139+368 | 56_6 | 140+243 | 0,875 | 23 524 | 999 | 171 | 2 412 | 27 106 |
| 6 | 56_6 | 140+243 | 56601_6 | 141+092 | 0,849 | 6 852 | 593 | 138 | 1 423 | 9 006 |
| 6 | 56601_6 | 141+092 | 6_65 | 143+392 | 2,300 | 18 296 | 595 | 188 | 1 423 | 20 502 |
| 6 | 6_65 | 143+392 | KAKASD | 151+420 | 8,028 | 12 516 | 611 | 169 | 1 427 | 14 723 |
| 6 | KAKASD | 151+420 | 5603_6_6535 | 157+420 | 6,000 | 12 798 | 461 | 199 | 1 455 | 14 913 |
| 6 | 5603_6_6535 | 157+420 | 6_6534_65362 | 159+928 | 2,508 | 15 763 | 546 | 290 | 1 445 | 18 044 |
| 6 | 6_6534_65362 | 159+928 | 5605_6 | 162+040 | 2,112 | 14 366 | 562 | 290 | 1 351 | 16 568 |
| 6 | 5605_6 | 162+040 | 56125_6 | 166+840 | 4,800 | 12 834 | 662 | 380 | 1 157 | 15 033 |
| 6 | 56125_6 | 166+840 | MECSEKNÁDASD | 167+671 | 0,831 | 12 773 | 669 | 408 | 1 212 | 15 062 |
| 6 | MECSEKNÁDASD | 167+671 | 6_65194 | 169+030 | 1,359 | 12 478 | 753 | 497 | 1 367 | 15 095 |
| 6 | 6_65194 | 169+030 | 5613_6 | 171+970 | 2,940 | 12 047 | 816 | 462 | 1 175 | 14 500 |
| 6 | 5613_6 | 171+970 | 56128_6 | 173+185 | 1,215 | 12 047 | 73 | 462 | 1 175 | 13 757 |
| 6 | 56128_6 | 173+185 | 5613_6 | 174+585 | 1,400 | 11 807 | 72 | 431 | 1 006 | 13 316 |
| 6 | 5613_6 | 174+585 | 6_65184 | 176+890 | 2,305 | 11 745 | 76 | 23 | 1 004 | 12 848 |
| 6 | 6_65184 | 176+890 | 5606_5607_6_6544 | 177+550 | 0,660 | 11 246 | 79 | 42 | 872 | 12 239 |
| 6 | 5606_5607_6_6544 | 177+550 | 5608_6_65185 | 178+745 | 1,195 | 13 839 | 102 | 61 | 887 | 14 889 |
| 6 | 5608_6_65185 | 178+745 | 5609_6 | 180+845 | 2,100 | 14 935 | 103 | 62 | 951 | 16 051 |
| 6 | 5609_6 | 180+845 | 56119_6 | 184+185 | 3,340 | 14 957 | 105 | 63 | 908 | 16 033 |
| 6 | 56119_6 | 184+185 | HIRD | 186+820 | 2,635 | 17 170 | 106 | 68 | 912 | 18 256 |
| 6 | HIRD | 186+820 | 56121_6 | 187+180 | 0,360 | 22 248 | 218 | 152 | 924 | 23 542 |
| 6 | 56121_6 | 187+180 | 6_6545 | 188+385 | 1,205 | 22 248 | 218 | 152 | 924 | 23 542 |
| 6 | 6_6545 | 188+385 | 6_6544 | 189+165 | 0,780 | 22 248 | 218 | 152 | 924 | 23 542 |
| 6 | 6_6544 | 189+165 | 6_6890 | 192+647 | 3,482 | 22 586 | 1 114 | 490 | 1 226 | 25 416 |
| 6 | 6_6890 | 192+647 | 5611_6 | 192+750 | 0,103 | 19 052 | 982 | 348 | 1 222 | 21 604 |
| 6 | 5611_6 | 192+750 | 5619_6_66 | 193+693 | 0,943 | 23 865 | 1 217 | 412 | 1 246 | 26 740 |
| 6 | 5619_6_66 | 193+693 | 5617_6 | 194+725 | 1,032 | 44 979 | 2 478 | 691 | 1 626 | 49 774 |
| 6 | 5617_6 | 194+725 | PÉCS | 196+725 | 2,000 | 50 528 | 3 164 | 525 | 1 724 | 55 941 |
| 6 | PÉCS | 196+725 | 58_6 | 197+145 | 0,420 | 75 994 | 3 952 | 653 | 1 849 | 82 448 |
| 6 | 58_6 | 197+145 | 6_6604 | 200+675 | 3,530 | 55 266 | 1 953 | 538 | 1 066 | 58 823 |
| 6 | 6_6604 | 200+675 | 5831_6 | 201+930 | 1,255 | 36 410 | 1 806 | 569 | 1 036 | 39 821 |
| 6 | 5831_6 | 201+930 | 5801_6 | 203+390 | 1,460 | 30 481 | 1 148 | 545 | 1 043 | 33 217 |
| 6 | 5801_6 | 203+390 | 6_6605 | 206+250 | 2,860 | 21 926 | 651 | 372 | 1 018 | 23 967 |
| 6 | 6_6605 | 206+250 | 58102_6 | 209+630 | 3,380 | 18 689 | 760 | 459 | 1 057 | 20 965 |
| 6 | 58102_6 | 209+630 | 6_66108 | 211+160 | 1,530 | 17 189 | 759 | 458 | 1 057 | 19 463 |
| 6 | 6_66108 | 211+160 | 5802_6 | 213+274 | 2,114 | 17 238 | 934 | 565 | 1 175 | 19 912 |
| 6 | 5802_6 | 213+274 | SZENTLŐRINC | 216+700 | 3,426 | 14 777 | 116 | 199 | 1 161 | 16 253 |
| 6 | SZENTLŐRINC | 216+700 | 5811_6 | 217+750 | 1,050 | 14 636 | 524 | 320 | 968 | 16 447 |
| 6 | 5811_6 | 217+750 | 6_66111 | 218+185 | 0,435 | 14 494 | 931 | 440 | 990 | 16 855 |
| 6 | 6_66111 | 218+185 | KACSÓTA | 219+395 | 1,210 | 14 432 | 925 | 433 | 958 | 16 748 |
| 6 | KACSÓTA | 219+395 | 5807_6 | 221+400 | 2,005 | 14 305 | 920 | 426 | 927 | 16 578 |
| 6 | 5807_6 | 221+400 | 6_66112 | 221+580 | 0,180 | 14 978 | 933 | 427 | 936 | 17 274 |
| 6 | 6_66112 | 221+580 | NAGYPETERD | 223+960 | 2,380 | 14 957 | 930 | 421 | 910 | 17 218 |
| 6 | NAGYPETERD | 223+960 | BOTYKAPETERD | 225+960 | 2,000 | 14 496 | 898 | 381 | 774 | 16 549 |
| 6 | BOTYKAPETERD | 225+960 | 6_66114 | 227+865 | 1,905 | 14 336 | 867 | 385 | 868 | 16 456 |

**14.4.10.** **2025** **"Without" case (II. and III. phases are missing)**

**Toll tariff system:** **HUF/km**

**Toll is charged on:** **J1, J2, J3, J4: extension accepted by the Ministry GKM "D"**

**Toll rate:** **HUF/km toll rate**

(Decrease in traffic due to increase in toll rates.)

| Annual average daily traffic [AADT; veh/day] | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Road** | **Starting intersection** | **Starting km** | **Ending intersection** | **Ending km** | **Lenght [km]** | **J1** | **J2** | **J3** | **J4** | **Total** |
| 6 | 6_66114 | 227+865 | 6_SZIG | 229+965 | 2,100 | 14 336 | 867 | 385 | 868 | 16 456 |
| 6 | 6_SZIG | 229+965 | 58107_6_67 | 230+595 | 0,630 | 8 187 | 238 | 199 | 868 | 9 492 |
| 6 | 58107_6_67 | 230+595 | 6_6SZ | 232+000 | 1,405 | 8 790 | 199 | 210 | 862 | 10 061 |
| 6 | 6_6SZ | 232+000 | 6_6SZ | 234+046 | 2,046 | 10 792 | 195 | 203 | 738 | 11 928 |
| 6 | 6_6SZ | 234+046 | 58108_6 | 235+952 | 1,906 | 10 813 | 213 | 204 | 740 | 11 970 |
| 6 | 58108_6 | 235+952 | 6_66115 | 237+793 | 1,841 | 9 565 | 203 | 182 | 698 | 10 648 |
| 6 | 6_66115 | 237+793 | 58109_6 | 239+075 | 1,282 | 8 863 | 192 | 158 | 653 | 9 866 |
| 6 | 58109_6 | 239+075 | 6_66116 | 239+648 | 0,573 | 8 201 | 150 | 152 | 625 | 9 128 |
| 6 | 6_66116 | 239+648 | NAGYDOBSZA | 243+004 | 3,356 | 7 377 | 141 | 130 | 584 | 8 232 |
| 6 | NAGYDOBSZA | 243+004 | KISDOBSZA | 244+504 | 1,500 | 5 239 | 131 | 109 | 556 | 6 035 |
| 6 | KISDOBSZA | 244+504 | ISTVÁNDI | 247+004 | 2,500 | 3 702 | 123 | 88 | 513 | 4 426 |
| 6 | ISTVÁNDI | 247+004 | DARÁNY | 251+034 | 4,030 | 3 628 | 122 | 74 | 460 | 4 284 |
| 6 | DARÁNY | 251+034 | 6_66169 | 256+760 | 5,726 | 4 538 | 173 | 63 | 417 | 5 191 |
| 6 | 6_66169 | 256+760 | 6_6623_6BARCS | 258+458 | 1,698 | 4 522 | 151 | 61 | 417 | 5 151 |
| 6 | 6_6623_6BARCS | 258+458 | 6_68 | 261+220 | 2,762 | 1 344 | 32 | 30 | 414 | 1 820 |
| 6 | 6_68 | 261+220 | BARCSHAK | 262+025 | 0,805 | 1 345 | 41 | 70 | 172 | 1 628 |
| | | | | | | | | | | |
| 56 | 56_6 | 0+000 | 56_56601 | 0+718 | 0,718 | 16 672 | 406 | 33 | 1 124 | 18 235 |
| 56 | 56_56601 | 0+718 | 56_56SZEKSZÁRD | 1+018 | 0,300 | 28 116 | 408 | 83 | 1 124 | 29 731 |
| 56 | 56_56SZEKSZÁRD | 1+018 | 5112_56 | 1+698 | 0,680 | 24 302 | 257 | 100 | 1 037 | 25 696 |
| 56 | 5112_56 | 1+698 | 5113_56 | 3+098 | 1,400 | 24 302 | 1 184 | 267 | 1 037 | 26 790 |
| 56 | 5113_56 | 3+098 | 56_56SZEKSZÁRD | 6+180 | 3,082 | 16 627 | 722 | 215 | 881 | 18 445 |
| 56 | 56_56SZEKSZÁRD | 6+180 | 5114_56 | 8+360 | 2,180 | 9 764 | 468 | 175 | 782 | 11 189 |
| 56 | 5114_56 | 8+360 | 56_5601 | 9+980 | 1,620 | 10 423 | 481 | 180 | 782 | 11 866 |
| 56 | 56_5601 | 9+980 | 56_5602 | 14+274 | 4,294 | 9 018 | 415 | 135 | 781 | 10 349 |
| 56 | 56_5602 | 14+274 | VÁRDOMB | 16+190 | 1,916 | 8 205 | 344 | 138 | 776 | 9 463 |
| 56 | VÁRDOMB | 16+190 | 5115_56_BEKBATASZEK | 20+540 | 4,350 | 8 218 | 338 | 195 | 645 | 9 396 |
| 56 | 5115_56_BEKBATASZEK | 20+540 | 56_5603 | 21+220 | 0,680 | 7 096 | 251 | 223 | 757 | 8 327 |
| 56 | 56_5603 | 21+220 | 55A_56 | 21+588 | 0,368 | 6 299 | 425 | 185 | 829 | 7 738 |
| 56 | 55A_56 | 21+588 | BÁTASZÉK | 23+089 | 1,501 | 9 311 | 643 | 281 | 1 262 | 11 497 |
| 56 | BÁTASZÉK | 23+089 | FURKÓTELEP | 28+120 | 5,031 | 8 008 | 657 | 285 | 1 440 | 10 390 |
| 56 | FURKÓTELEP | 28+120 | 56_56302 | 29+120 | 1,000 | 8 008 | 657 | 285 | 1 440 | 10 390 |
| 56 | 56_56302 | 29+120 | 51168_56 | 30+365 | 1,245 | 8 008 | 657 | 285 | 1 440 | 10 390 |
| 56 | 51168_56 | 30+365 | DUNASZEKCSŐ | 35+215 | 4,850 | 7 176 | 843 | 332 | 1 469 | 9 820 |
| 56 | DUNASZEKCSŐ | 35+215 | BÁR | 40+408 | 5,193 | 6 478 | 481 | 297 | 1 088 | 8 344 |
| 56 | BÁR | 40+408 | 56_5606 | 44+480 | 4,072 | 7 040 | 553 | 301 | 1 088 | 8 982 |
| 56 | 56_5606 | 44+480 | 5121_56 | 45+675 | 1,195 | 11 804 | 786 | 357 | 1 138 | 14 085 |
| 56 | 5121_56 | 45+675 | 56_5607 | 47+101 | 1,426 | 7 033 | 426 | 178 | 893 | 8 530 |
| 56 | 56_5607 | 47+101 | 56_56412 | 48+543 | 1,442 | 11 444 | 886 | 245 | 1 175 | 13 750 |
| 56 | 56_56412 | 48+543 | 56_57 | 49+258 | 0,715 | 4 656 | 465 | 76 | 1 175 | 6 372 |
| 56 | 56_57 | 49+258 | 5121_56 | 52+782 | 3,524 | 3 009 | 86 | 67 | 342 | 3 504 |
| 56 | 5121_56 | 52+782 | 5117_56 | 55+081 | 2,299 | 6 595 | 281 | 116 | 348 | 7 340 |
| 56 | 5117_56 | 55+081 | 56_5702 | 55+842 | 0,761 | 5 150 | 278 | 114 | 334 | 5 876 |
| 56 | 56_5702 | 55+842 | UDVAR | 60+864 | 5,022 | 1 530 | 179 | 107 | 303 | 2 119 |
| 56 | UDVAR | 60+864 | UDVARHAK | 61+475 | 0,611 | 1 430 | 132 | 92 | 191 | 1 845 |
| | | | | | | | | | | |
| 57 | MOHÁCS | 0+000 | 56_57 | 1+994 | 1,994 | 8 530 | 422 | 11 | 98 | 9 061 |
| 57 | 56_57 | 1+994 | 56412_57 | 2+680 | 0,686 | 6 883 | 43 | 2 | 921 | 7 849 |
| 57 | 56412_57 | 2+680 | LÁNYCSÓK | 3+700 | 1,020 | 13 672 | 463 | 171 | 921 | 15 227 |
| 57 | LÁNYCSÓK | 3+700 | | 7+569 | 3,869 | 11 244 | 456 | 149 | 878 | 12 727 |
| 57 | | 7+569 | 56113_57 | 9+500 | 1,931 | 11 244 | 456 | 149 | 878 | 12 727 |
| 57 | 56113_57 | 9+500 | SZAJK | 11+510 | 2,010 | 11 392 | 470 | 135 | 841 | 12 838 |
| 57 | SZAJK | 11+510 | 56115_57 | 12+920 | 1,410 | 7 193 | 213 | 113 | 517 | 8 036 |
| 57 | 56115_57 | 12+920 | 57_ELKBOLY | 14+220 | 1,300 | 7 090 | 218 | 111 | 515 | 7 934 |
| 57 | 57_ELKBOLY | 14+220 | 56116_57 | 15+615 | 1,395 | 7 066 | 217 | 114 | 515 | 7 912 |
| 57 | 56116_57 | 15+615 | 57_5701 | 16+755 | 1,140 | 7 086 | 216 | 106 | 509 | 7 917 |
| 57 | 57_5701 | 16+755 | SZEDERKÉNY | 17+565 | 0,810 | 10 538 | 482 | 163 | 552 | 11 735 |
| 57 | SZEDERKÉNY | 17+565 | 5611_57 | 20+575 | 3,010 | 10 312 | 395 | 145 | 575 | 11 427 |
| 57 | 5611_57 | 20+575 | 57_57102 | 20+965 | 0,390 | 10 051 | 406 | 141 | 577 | 11 175 |
| 57 | 57_57102 | 20+965 | 57_57101 | 25+485 | 4,520 | 10 344 | 548 | 150 | 591 | 11 633 |
| 57 | 57_57101 | 25+485 | 57_57128 | 26+690 | 1,205 | 10 462 | 563 | 153 | 655 | 11 833 |
| 57 | 57_57128 | 26+690 | 56127_57 | 28+530 | 1,840 | 10 538 | 574 | 156 | 718 | 11 986 |
| 57 | 56127_57 | 28+530 | 57_5711 | 33+860 | 5,330 | 10 690 | 589 | 160 | 797 | 12 236 |
| 57 | 57_5711 | 33+860 | 5617_57 | 33+950 | 0,090 | 22 444 | 2 331 | 325 | 1 071 | 26 171 |
| 57 | 5617_57 | 33+950 | 5618_57_PECSBEK | 34+560 | 0,610 | 10 470 | 1 823 | 62 | 1 058 | 13 413 |
| 57 | 5618_57_PECSBEK | 34+560 | 57_58_5816 | 38+270 | 3,710 | 24 816 | 2 527 | 347 | 1 149 | 28 839 |

**14.4.11.** **2030** **"Without" case (II. and III. phases are missing)**

**Toll tariff system:** **HUF/km**

**Toll is charged on:** **J1, J2, J3, J4: extension accepted by the Ministry GKM "D"**

**Toll rate:** **HUF/km toll rate**

(Decrease in traffic due to increase in toll rates.)

| Annual average daily traffic [AADT; veh/day] | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Road** | **Starting intersection** | **Starting km** | **Ending intersection** | **Ending km** | **Lenght [km]** | **J1** | **J2** | **J3** | **J4** | **Total** |
| M6 | M6-6-7 Érdi-tető | 21+800 | Százhalombatta Észak | 24+200 | 2,400 | 19 130 | 1 358 | 621 | 3 071 | 24 180 |
| M6 | Százhalombatta Észak | 24+200 | Százhalombatta Dél | 28+400 | 4,200 | 18 800 | 871 | 363 | 2 446 | 22 480 |
| M6 | Százhalombatta Dél | 28+400 | Ráckeresztúr | 33+400 | 5,000 | 18 910 | 1 097 | 363 | 2 446 | 22 816 |
| M6 | Ráckeresztúr | 33+400 | Besnyő | 44+000 | 10,600 | 19 323 | 1 162 | 382 | 2 346 | 23 213 |
| M6 | Besnyő | 44+000 | Iváncsa | 49+200 | 5,200 | 18 696 | 1 137 | 340 | 2 214 | 22 387 |
| M6 | Iváncsa | 49+200 | Adony | 54+254 | 5,054 | 17 354 | 909 | 360 | 2 013 | 20 636 |
| M6 | Adony | 54+254 | Kulcs-Rácalmás | 61+400 | 7,146 | 18 010 | 1 013 | 363 | 2 200 | 21 586 |
| M6 | Kulcs-Rácalmás | 61+400 | Dunaújváros Észak | 66+700 | 5,300 | 14 865 | 977 | 355 | 2 240 | 18 437 |
| M6 | Dunaújváros Észak | 66+700 | Dunaújváros Centrum | 69+700 | 3,000 | 17 556 | 1 175 | 458 | 1 909 | 21 098 |
| M6 | Dunaújváros Centrum | 69+700 | M6-M8 | 76+200 | 6,500 | 16 074 | 986 | 349 | 2 131 | 19 540 |
| | | | | | | | | | | |
| 6 | M6-6-7-ÉRD_DÉL | 22+458 | 51116_6 | 23+932 | 1,474 | 39 896 | 400 | 205 | 1 348 | 41 849 |
| 6 | 51116_6 | 23+932 | 51309_6_BEKSZAZHALOMBAT | 25+480 | 1,548 | 38 881 | 390 | 201 | 1 335 | 40 807 |
| 6 | 51309_6_BEKSZAZHALOMBAT | 25+480 | 51309_6_BEKMOL | 29+252 | 3,772 | 34 326 | 676 | 327 | 862 | 36 190 |
| 6 | 51309_6_BEKMOL | 29+252 | ERCSI | 35+552 | 6,300 | 33 180 | 666 | 322 | 857 | 35 025 |
| 6 | ERCSI | 35+552 | 6_6205 | 48+282 | 12,730 | 16 603 | 368 | 245 | 651 | 17 867 |
| 6 | 6_6205 | 48+282 | 6_6208 | 50+199 | 1,917 | 17 425 | 353 | 207 | 620 | 18 605 |
| 6 | 6_6208 | 50+199 | 51315_6_6207 | 51+408 | 1,209 | 8 296 | 251 | 100 | 559 | 9 206 |
| 6 | 51315_6_6207 | 51+408 | 51122_6 | 59+030 | 7,622 | 13 721 | 355 | 112 | 580 | 14 768 |
| 6 | 51122_6 | 59+030 | 6_BEKRACALMAS | 60+622 | 1,592 | 9 753 | 427 | 151 | 686 | 11 017 |
| 6 | 6_BEKRACALMAS | 60+622 | 51123_6 | 62+050 | 1,428 | 12 712 | 525 | 157 | 618 | 14 012 |
| 6 | 51123_6 | 62+050 | 51124_6 | 65+611 | 3,561 | 24 360 | 1 098 | 31 | 404 | 25 893 |
| 6 | 51124_6 | 65+611 | 6_62_DUNAUJVAROSIUT | 68+028 | 2,417 | 13 990 | 675 | 189 | 382 | 15 236 |
| 6 | 6_62_DUNAUJVAROSIUT | 68+028 | 6_62819 | 68+992 | 0,964 | 22 377 | 607 | 292 | 945 | 24 221 |
| 6 | 6_62819 | 68+992 | 6_6219 | 70+438 | 1,446 | 18 240 | 542 | 247 | 738 | 19 767 |
| 6 | 6_6219 | 70+438 | 6_6221 | 72+106 | 1,668 | 18 992 | 758 | 309 | 738 | 20 797 |
| 6 | 6_6221 | 72+106 | 6_DUNAUJ | 73+807 | 1,701 | 17 647 | 733 | 343 | 813 | 19 536 |
| 6 | 6_DUNAUJ | 73+807 | M8-6-DUNAUJVÁROS_DÉL | 76+220 | 2,413 | 21 530 | 1 076 | 360 | 1 375 | 24 341 |
| 6 | M8-6-DUNAUJVÁROS_DÉL | 76+220 | 51125_6 | 77+324 | 1,104 | 25 099 | 1 134 | 312 | 2 443 | 28 988 |
| 6 | 51125_6 | 77+324 | 6_62121 | 81+302 | 3,978 | 21 851 | 1 057 | 328 | 2 474 | 25 710 |
| 6 | 6_62121 | 81+302 | 6_6228A_DUNAFOLDVARIUT | 85+130 | 3,828 | 21 417 | 1 169 | 491 | 2 752 | 25 829 |
| 6 | 6_6228A_DUNAFOLDVARIUT | 85+130 | 6_61_DUNAFOLDVARIUT2 | 87+080 | 1,950 | 14 695 | 1 102 | 474 | 1 957 | 18 228 |
| 6 | 6_61_DUNAFOLDVARIUT2 | 87+080 | DUNAFÖLDVÁR | 88+386 | 1,306 | 11 156 | 813 | 566 | 2 271 | 14 806 |
| 6 | DUNAFÖLDVÁR | 88+386 | 52_6 | 89+550 | 1,164 | 11 199 | 655 | 464 | 1 949 | 14 267 |
| 6 | 52_6 | 89+550 | 51172_6 | 95+690 | 6,140 | 11 242 | 497 | 362 | 1 626 | 13 727 |
| 6 | 51172_6 | 95+690 | | 96+781 | 1,091 | 11 242 | 497 | 362 | 1 626 | 13 727 |
| 6 | | 96+781 | 5111_6_62134 | 104+260 | 7,479 | 11 242 | 497 | 362 | 1 626 | 13 727 |
| 6 | 5111_6_62134 | 104+260 | 6_62134 | 105+050 | 0,790 | 13 737 | 434 | 394 | 1 425 | 15 990 |
| 6 | 6_62134 | 105+050 | 6_PAKSIKOMP | 109+560 | 4,510 | 15 582 | 442 | 429 | 1 427 | 17 880 |
| 6 | 6_PAKSIKOMP | 109+560 | PAKS | 110+560 | 1,000 | 17 506 | 652 | 434 | 1 462 | 20 054 |
| 6 | PAKS | 110+560 | 6_6231_6232 | 111+560 | 1,000 | 17 953 | 690 | 428 | 1 495 | 20 566 |
| 6 | 6_6231_6232 | 111+560 | 5112_6 | 120+273 | 8,713 | 16 463 | 1 294 | 280 | 1 554 | 19 591 |
| 6 | 5112_6 | 120+273 | 6_6234 | 123+900 | 3,627 | 14 531 | 1 264 | 249 | 1 547 | 17 591 |
| 6 | 6_6234 | 123+900 | 51163_6 | 130+679 | 6,779 | 14 866 | 1 222 | 255 | 1 552 | 17 895 |
| 6 | 51163_6 | 130+679 | 51164_6 | 131+974 | 1,295 | 13 509 | 772 | 242 | 1 551 | 16 074 |
| 6 | 51164_6 | 131+974 | | 136+274 | 4,300 | 14 059 | 832 | 238 | 1 599 | 16 728 |
| 6 | | 136+274 | 6_BEKTOLNA | 136+524 | 0,250 | 14 059 | 832 | 238 | 1 599 | 16 728 |
| 6 | 6_BEKTOLNA | 136+524 | 51901_6_63 | 137+300 | 0,776 | 13 702 | 955 | 209 | 1 599 | 16 465 |
| 6 | 51901_6_63 | 137+300 | M9-6-SZEKSZÁRD | 139+368 | 2,068 | 29 126 | 1 009 | 194 | 2 625 | 32 954 |
| 6 | M9-6-SZEKSZÁRD | 139+368 | 56_6 | 140+243 | 0,875 | 27 123 | 1 138 | 175 | 2 647 | 31 083 |
| 6 | 56_6 | 140+243 | 56601_6 | 141+092 | 0,849 | 8 089 | 673 | 139 | 1 563 | 10 464 |
| 6 | 56601_6 | 141+092 | 6_65 | 143+392 | 2,300 | 21 021 | 675 | 191 | 1 563 | 23 450 |
| 6 | 6_65 | 143+392 | KAKASD | 151+420 | 8,028 | 14 515 | 693 | 171 | 1 567 | 16 946 |
| 6 | KAKASD | 151+420 | 5603_6_6535 | 157+420 | 6,000 | 14 847 | 524 | 202 | 1 598 | 17 171 |
| 6 | 5603_6_6535 | 157+420 | 6_6534_65362 | 159+928 | 2,508 | 18 883 | 621 | 391 | 1 585 | 21 480 |
| 6 | 6_6534_65362 | 159+928 | 5605_6 | 162+040 | 2,112 | 17 275 | 637 | 296 | 1 482 | 19 690 |
| 6 | 5605_6 | 162+040 | 56125_6 | 166+840 | 4,800 | 15 501 | 749 | 390 | 1 271 | 17 911 |
| 6 | 56125_6 | 166+840 | MECSEKNÁDASD | 167+671 | 0,831 | 15 429 | 757 | 419 | 1 331 | 17 936 |
| 6 | MECSEKNÁDASD | 167+671 | 6_65194 | 169+030 | 1,359 | 15 082 | 852 | 511 | 1 501 | 17 946 |
| 6 | 6_65194 | 169+030 | 5613_6 | 171+970 | 2,940 | 14 584 | 922 | 475 | 1 291 | 17 272 |
| 6 | 5613_6 | 171+970 | 56128_6 | 173+185 | 1,215 | 14 584 | 81 | 475 | 1 291 | 16 431 |
| 6 | 56128_6 | 173+185 | 5613_6 | 174+585 | 1,400 | 14 305 | 80 | 442 | 1 107 | 15 934 |
| 6 | 5613_6 | 174+585 | 6_65184 | 176+890 | 2,305 | 14 232 | 85 | 23 | 1 105 | 15 445 |
| 6 | 6_65184 | 176+890 | 5606_5607_6_6544 | 177+550 | 0,660 | 13 654 | 89 | 43 | 960 | 14 746 |
| 6 | 5606_5607_6_6544 | 177+550 | 5608_6_65185 | 178+745 | 1,195 | 16 469 | 115 | 62 | 1 010 | 17 656 |
| 6 | 5608_6_65185 | 178+745 | 5609_6 | 180+845 | 2,100 | 18 916 | 116 | 63 | 1 080 | 20 175 |
| 6 | 5609_6 | 180+845 | 56119_6 | 184+185 | 3,340 | 18 942 | 118 | 64 | 1 002 | 20 126 |
| 6 | 56119_6 | 184+185 | HIRD | 186+820 | 2,635 | 20 063 | 120 | 69 | 1 007 | 21 259 |
| 6 | HIRD | 186+820 | 56121_6 | 187+180 | 0,360 | 25 923 | 247 | 157 | 1 020 | 27 347 |
| 6 | 56121_6 | 187+180 | 6_6545 | 188+385 | 1,205 | 25 923 | 247 | 157 | 1 020 | 27 347 |
| 6 | 6_6545 | 188+385 | 6_6544 | 189+165 | 0,780 | 25 923 | 247 | 157 | 1 020 | 27 347 |
| 6 | 6_6544 | 189+165 | 6_6890 | 192+647 | 3,482 | 26 316 | 1 265 | 503 | 1 352 | 29 436 |
| 6 | 6_6890 | 192+647 | 5611_6 | 192+750 | 0,103 | 21 827 | 1 115 | 357 | 1 348 | 24 647 |
| 6 | 5611_6 | 192+750 | 5619_6_66 | 193+693 | 0,943 | 27 356 | 1 380 | 422 | 1 376 | 30 534 |
| 6 | 5619_6_66 | 193+693 | 5617_6 | 194+725 | 1,032 | 51 864 | 2 816 | 713 | 1 785 | 57 178 |
| 6 | 5617_6 | 194+725 | PÉCS | 196+725 | 2,000 | 58 254 | 3 535 | 540 | 1 913 | 64 242 |
| 6 | PÉCS | 196+725 | 58_6 | 197+145 | 0,420 | 87 668 | 4 433 | 673 | 2 052 | 94 826 |
| 6 | 58_6 | 197+145 | 6_6604 | 200+675 | 3,530 | 63 661 | 2 220 | 552 | 1 539 | 67 972 |
| 6 | 6_6604 | 200+675 | 5831_6 | 201+930 | 1,255 | 42 211 | 2 035 | 586 | 1 505 | 46 337 |
| 6 | 5831_6 | 201+930 | 5801_6 | 203+390 | 1,460 | 35 417 | 1 299 | 560 | 1 509 | 38 785 |
| 6 | 5801_6 | 203+390 | 6_6605 | 206+250 | 2,860 | 25 385 | 734 | 380 | 1 499 | 27 998 |
| 6 | 6_6605 | 206+250 | 58102_6 | 209+630 | 3,380 | 21 691 | 859 | 470 | 1 544 | 24 564 |
| 6 | 58102_6 | 209+630 | 6_66108 | 211+160 | 1,530 | 19 907 | 857 | 470 | 1 543 | 22 777 |
| 6 | 6_66108 | 211+160 | 5802_6 | 213+274 | 2,114 | 19 986 | 1 053 | 579 | 1 673 | 23 291 |
| 6 | 5802_6 | 213+274 | SZENTLŐRINC | 216+700 | 3,426 | 10 938 | 130 | 202 | 1 665 | 12 935 |
| 6 | SZENTLŐRINC | 216+700 | 5811_6 | 217+750 | 1,050 | 13 920 | 592 | 329 | 1 501 | 16 342 |
| 6 | 5811_6 | 217+750 | 6_66111 | 218+185 | 0,435 | 16 902 | 1 053 | 456 | 1 513 | 19 924 |
| 6 | 6_66111 | 218+185 | KACSÓTA | 219+395 | 1,210 | 16 828 | 1 047 | 448 | 1 486 | 19 809 |
| 6 | KACSÓTA | 219+395 | 5807_6 | 221+400 | 2,005 | 16 674 | 1 040 | 441 | 1 458 | 19 613 |
| 6 | 5807_6 | 221+400 | 6_66112 | 221+580 | 0,180 | 17 501 | 1 056 | 442 | 1 463 | 20 462 |
| 6 | 6_66112 | 221+580 | NAGYPETERD | 223+960 | 2,380 | 17 477 | 1 053 | 436 | 1 437 | 20 403 |
| 6 | NAGYPETERD | 223+960 | BOTYKAPETERD | 225+960 | 2,000 | 17 082 | 1 015 | 394 | 1 336 | 19 827 |
| 6 | BOTYKAPETERD | 225+960 | 6_66114 | 227+865 | 1,905 | 16 894 | 981 | 399 | 1 440 | 19 714 |

**14.4.11.** **2030** **"Without" case (II. and III. phases are missing)**

**Toll tariff system:** **HUF/km**

**Toll is charged on:** **J1, J2, J3, J4: extension accepted by the Ministry GKM "D"**

**Toll rate:** **HUF/km toll rate**

(Decrease in traffic due to increase in toll rates.)

| Annual average daily traffic [AADT; veh/day] | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Road** | **Starting intersection** | **Starting km** | **Ending intersection** | **Ending km** | **Lenght [km]** | **J1** | **J2** | **J3** | **J4** | **Total** |
| 6 | 6_66114 | 227+865 | 6_SZIG | 229+965 | 2,100 | 16 894 | 981 | 399 | 1 440 | 19 714 |
| 6 | 6_SZIG | 229+965 | 58107_6_67 | 230+595 | 0,630 | 9 727 | 270 | 207 | 1 440 | 11 644 |
| 6 | 58107_6_67 | 230+595 | 6_6SZ | 232+000 | 1,405 | 10 310 | 224 | 217 | 917 | 11 668 |
| 6 | 6_6SZ | 232+000 | 6_6SZ | 234+046 | 2,046 | 12 762 | 220 | 211 | 841 | 14 034 |
| 6 | 6_6SZ | 234+046 | 58108_6 | 235+952 | 1,906 | 12 787 | 241 | 212 | 842 | 14 082 |
| 6 | 58108_6 | 235+952 | 6_66115 | 237+793 | 1,841 | 11 313 | 230 | 189 | 795 | 12 527 |
| 6 | 6_66115 | 237+793 | 58109_6 | 239+075 | 1,282 | 10 484 | 217 | 164 | 746 | 11 611 |
| 6 | 58109_6 | 239+075 | 6_66116 | 239+648 | 0,573 | 9 703 | 170 | 157 | 715 | 10 745 |
| 6 | 6_66116 | 239+648 | NAGYDOBSZA | 243+004 | 3,356 | 8 729 | 159 | 135 | 670 | 9 693 |
| 6 | NAGYDOBSZA | 243+004 | KISDOBSZA | 244+504 | 1,500 | 6 209 | 148 | 114 | 639 | 7 110 |
| 6 | KISDOBSZA | 244+504 | ISTVÁNDI | 247+004 | 2,500 | 4 396 | 140 | 92 | 591 | 5 219 |
| 6 | ISTVÁNDI | 247+004 | DARÁNY | 251+034 | 4,030 | 4 311 | 138 | 78 | 532 | 5 059 |
| 6 | DARÁNY | 251+034 | 6_66169 | 256+760 | 5,726 | 5 445 | 196 | 66 | 486 | 6 193 |
| 6 | 6_66169 | 256+760 | 6_6623_6BARCS | 258+458 | 1,698 | 5 426 | 171 | 64 | 485 | 6 146 |
| | | | | | | | | | | |
| 56 | 56_6 | 0+000 | 56_56601 | 0+718 | 0,718 | 19 034 | 465 | 36 | 1 236 | 20 771 |
| 56 | 56_56601 | 0+718 | 56_56SZEKSZÁRD | 1+018 | 0,300 | 31 966 | 467 | 88 | 1 236 | 33 757 |
| 56 | 56_56SZEKSZÁRD | 1+018 | 5112_56 | 1+698 | 0,680 | 27 640 | 296 | 105 | 1 140 | 29 181 |
| 56 | 5112_56 | 1+698 | 5113_56 | 3+098 | 1,400 | 27 640 | 1 344 | 277 | 1 140 | 30 401 |
| 56 | 5113_56 | 3+098 | 56_56SZEKSZÁRD | 6+180 | 3,082 | 18 891 | 822 | 225 | 968 | 20 906 |
| 56 | 56_56SZEKSZÁRD | 6+180 | 5114_56 | 8+360 | 2,180 | 11 106 | 534 | 183 | 860 | 12 683 |
| 56 | 5114_56 | 8+360 | 56_5601 | 9+980 | 1,620 | 11 870 | 548 | 188 | 860 | 13 466 |
| 56 | 56_5601 | 9+980 | 56_5602 | 14+274 | 4,294 | 10 238 | 474 | 141 | 858 | 11 711 |
| 56 | 56_5602 | 14+274 | VÁRDOMB | 16+190 | 1,916 | 9 283 | 393 | 145 | 853 | 10 674 |
| 56 | VÁRDOMB | 16+190 | 5115_56_BEKBATASZEK | 20+540 | 4,350 | 9 283 | 386 | 204 | 709 | 10 582 |
| 56 | 5115_56_BEKBATASZEK | 20+540 | 56_5603 | 21+220 | 0,680 | 8 067 | 451 | 234 | 834 | 9 586 |
| 56 | 56_5603 | 21+220 | 55A_56 | 21+588 | 0,368 | 7 100 | 486 | 194 | 912 | 8 692 |
| 56 | 55A_56 | 21+588 | BÁTASZÉK | 23+089 | 1,501 | 10 120 | 734 | 295 | 1 386 | 12 535 |
| 56 | BÁTASZÉK | 23+089 | FURKÓTELEP | 28+120 | 5,031 | 8 524 | 750 | 300 | 1 583 | 11 157 |
| 56 | FURKÓTELEP | 28+120 | 56_56302 | 29+120 | 1,000 | 8 524 | 750 | 300 | 1 583 | 11 157 |
| 56 | 56_56302 | 29+120 | 51168_56 | 30+365 | 1,245 | 8 524 | 750 | 300 | 1 583 | 11 157 |
| 56 | 51168_56 | 30+365 | DUNASZEKCSŐ | 35+215 | 4,850 | 7 551 | 959 | 347 | 1 615 | 10 472 |
| 56 | DUNASZEKCSŐ | 35+215 | BÁR | 40+408 | 5,193 | 6 728 | 549 | 311 | 1 193 | 8 781 |
| 56 | BÁR | 40+408 | 56_5606 | 44+480 | 4,072 | 7 389 | 630 | 315 | 1 194 | 9 528 |
| 56 | 56_5606 | 44+480 | 5121_56 | 45+675 | 1,195 | 13 015 | 894 | 374 | 1 250 | 15 533 |
| 56 | 5121_56 | 45+675 | 56_5607 | 47+101 | 1,426 | 7 852 | 482 | 182 | 978 | 9 494 |
| 56 | 56_5607 | 47+101 | 56_56412 | 48+543 | 1,442 | 12 935 | 1 000 | 256 | 1 291 | 15 482 |
| 56 | 56_56412 | 48+543 | 56_57 | 49+258 | 0,715 | 5 529 | 524 | 82 | 1 291 | 7 426 |
| 56 | 56_57 | 49+258 | 5121_56 | 52+782 | 3,524 | 3 612 | 94 | 73 | 390 | 4 169 |
| 56 | 5121_56 | 52+782 | 5117_56 | 55+081 | 2,299 | 7 850 | 320 | 130 | 396 | 8 696 |
| 56 | 5117_56 | 55+081 | 56_5702 | 55+842 | 0,761 | 6 162 | 318 | 129 | 380 | 6 989 |
| 56 | 56_5702 | 55+842 | UDVAR | 60+864 | 5,022 | 2 023 | 209 | 124 | 349 | 2 705 |
| 56 | UDVAR | 60+864 | UDVARHAK | 61+475 | 0,611 | 1 964 | 156 | 109 | 225 | 2 454 |
| | | | | | | | | | | |
| 57 | MOHÁCS | 0+000 | 56_57 | 1+994 | 1,994 | 10 039 | 478 | 12 | 107 | 10 636 |
| 57 | 56_57 | 1+994 | 56412_57 | 2+680 | 0,686 | 8 122 | 48 | 2 | 1 010 | 9 182 |
| 57 | 56412_57 | 2+680 | LÁNYCSÓK | 3+700 | 1,020 | 15 528 | 523 | 176 | 1 010 | 17 237 |
| 57 | LÁNYCSÓK | 3+700 | M6-57 | 7+569 | 3,869 | 12 653 | 515 | 153 | 963 | 14 284 |
| 57 | M6-57 | 7+569 | 56113_57 | 9+500 | 1,931 | 12 653 | 515 | 153 | 963 | 14 284 |
| 57 | 56113_57 | 9+500 | | 11+510 | 2,010 | 12 818 | 531 | 138 | 922 | 14 409 |
| 57 | | 11+510 | 56115_57 | 12+920 | 1,410 | 7 930 | 244 | 116 | 565 | 8 855 |
| 57 | 56115_57 | 12+920 | 57_ELKBOLY | 14+220 | 1,300 | 7 809 | 249 | 114 | 563 | 8 735 |
| 57 | 57_ELKBOLY | 14+220 | 56116_57 | 15+615 | 1,395 | 7 780 | 249 | 118 | 563 | 8 710 |
| 57 | 56116_57 | 15+615 | 57_5701 | 16+755 | 1,140 | 7 803 | 247 | 109 | 557 | 8 716 |
| 57 | 57_5701 | 16+755 | SZEDERKÉNY | 17+565 | 0,810 | 12 012 | 549 | 167 | 644 | 13 372 |
| 57 | SZEDERKÉNY | 17+565 | 5611_57 | 20+575 | 3,010 | 11 501 | 452 | 149 | 668 | 12 770 |
| 57 | 5611_57 | 20+575 | 57_57102 | 20+965 | 0,390 | 11 175 | 465 | 145 | 670 | 12 455 |
| 57 | 57_57102 | 20+965 | 57_57101 | 25+485 | 4,520 | 11 498 | 624 | 154 | 685 | 12 961 |
| 57 | 57_57101 | 25+485 | 57_57128 | 26+690 | 1,205 | 11 630 | 641 | 158 | 756 | 13 185 |
| 57 | 57_57128 | 26+690 | 56127_57 | 28+530 | 1,840 | 11 715 | 653 | 160 | 825 | 13 353 |
| 57 | 56127_57 | 28+530 | 57_5711 | 33+860 | 5,330 | 11 887 | 671 | 165 | 910 | 13 633 |
| 57 | 57_5711 | 33+860 | 5617_57 | 33+950 | 0,090 | 25 216 | 2 571 | 334 | 1 210 | 29 331 |
| 57 | 5617_57 | 33+950 | 5618_57_PECSBEK | 34+560 | 0,610 | 11 610 | 2 059 | 64 | 1 196 | 14 929 |
| 57 | 5618_57_PECSBEK | 34+560 | 57_58_5816 | 38+270 | 3,710 | 28 656 | 2 859 | 361 | 1 277 | 33 153 |

**14.4.12.** **2038** **"Without" case (II. and III. phases are missing)**

**Toll tariff system:** **HUF/km**

**Toll is charged on:** **J1, J2, J3, J4: extension accepted by the Ministry GKM "D"**

**Toll rate:** **HUF/km toll rate**

(Decrease in traffic due to increase in toll rates.)

| Annual average daily traffic [AADT; veh/day] | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Road** | **Starting intersection** | **Starting km** | **Ending intersection** | **Ending km** | **Lenght [km]** | **J1** | **J2** | **J3** | **J4** | **Total** |
| M6 | M6-6-7 Érdi-tető | 21+800 | Százhalombatta Észak | 24+200 | 2,400 | 26 264 | 1 738 | 680 | 3 602 | 32 284 |
| M6 | Százhalombatta Észak | 24+200 | Százhalombatta Dél | 28+400 | 4,200 | 25 811 | 1 150 | 408 | 2 895 | 30 264 |
| M6 | Százhalombatta Dél | 28+400 | Ráckeresztúr | 33+400 | 5,000 | 25 953 | 1 420 | 408 | 3 089 | 30 870 |
| M6 | Ráckeresztúr | 33+400 | Besnyő | 44+000 | 10,600 | 26 475 | 1 496 | 428 | 2 971 | 31 370 |
| M6 | Besnyő | 44+000 | Iváncsa | 49+200 | 5,200 | 25 633 | 1 463 | 384 | 2 821 | 30 301 |
| M6 | Iváncsa | 49+200 | Adony | 54+254 | 5,054 | 23 963 | 1 170 | 402 | 2 593 | 28 128 |
| M6 | Adony | 54+254 | Kulcs-Rácalmás | 61+400 | 7,146 | 24 821 | 1 293 | 404 | 2 800 | 29 318 |
| M6 | Kulcs-Rácalmás | 61+400 | Dunaújváros Észak | 66+700 | 5,300 | 20 806 | 1 643 | 399 | 2 650 | 25 498 |
| M6 | Dunaújváros Észak | 66+700 | Dunaújváros Centrum | 69+700 | 3,000 | 24 133 | 1 840 | 509 | 2 227 | 28 709 |
| M6 | Dunaújváros Centrum | 69+700 | M6-M8 | 76+200 | 6,500 | 21 894 | 1 606 | 389 | 2 477 | 26 366 |
| | | | | | | | | | | |
| 6 | M6-6-7-ÉRD_DÉL | 22+458 | 51116_6 | 23+932 | 1,474 | 52 204 | 490 | 218 | 1 532 | 54 444 |
| 6 | 51116_6 | 23+932 | 51309_6_BEKSZAZHALOMBAT | 25+480 | 1,548 | 50 876 | 478 | 213 | 1 517 | 53 084 |
| 6 | 51309_6_BEKSZAZHALOMBAT | 25+480 | 51309_6_BEKMOL | 29+252 | 3,772 | 44 688 | 813 | 344 | 775 | 46 620 |
| 6 | 51309_6_BEKMOL | 29+252 | ERCSI | 35+552 | 6,300 | 43 196 | 801 | 339 | 771 | 45 107 |
| 6 | ERCSI | 35+552 | 6_6205 | 48+282 | 12,730 | 21 375 | 436 | 253 | 533 | 22 597 |
| 6 | 6_6205 | 48+282 | 6_6208 | 50+199 | 1,917 | 22 498 | 419 | 214 | 499 | 23 630 |
| 6 | 6_6208 | 50+199 | 51315_6_6207 | 51+408 | 1,209 | 10 530 | 298 | 103 | 432 | 11 363 |
| 6 | 51315_6_6207 | 51+408 | 51122_6 | 59+030 | 7,622 | 17 460 | 421 | 115 | 454 | 18 450 |
| 6 | 51122_6 | 59+030 | 6_BEKRACALMAS | 60+622 | 1,592 | 12 410 | 509 | 158 | 964 | 14 041 |
| 6 | 6_BEKRACALMAS | 60+622 | 51123_6 | 62+050 | 1,428 | 16 190 | 1 038 | 169 | 695 | 18 092 |
| 6 | 51123_6 | 62+050 | 51124_6 | 65+611 | 3,561 | 30 917 | 925 | 29 | 458 | 32 329 |
| 6 | 51124_6 | 65+611 | 6_62_DUNAUJVAROSIUT | 68+028 | 2,417 | 17 736 | 265 | 74 | 1 313 | 19 388 |
| 6 | 6_62_DUNAUJVAROSIUT | 68+028 | 6_62819 | 68+992 | 0,964 | 28 345 | 183 | 84 | 2 147 | 30 759 |
| 6 | 6_62819 | 68+992 | 6_6219 | 70+438 | 1,446 | 23 122 | 105 | 41 | 1 915 | 25 183 |
| 6 | 6_6219 | 70+438 | 6_6221 | 72+106 | 1,668 | 24 069 | 365 | 107 | 1 915 | 26 456 |
| 6 | 6_6221 | 72+106 | 6_DUNAUJ | 73+807 | 1,701 | 22 370 | 334 | 142 | 1 999 | 24 845 |
| 6 | 6_DUNAUJ | 73+807 | M8-6-DUNAUJVÁROS_DÉL | 76+220 | 2,413 | 27 301 | 902 | 378 | 1 550 | 30 131 |
| 6 | M8-6-DUNAUJVÁROS_DÉL | 76+220 | 51125_6 | 77+324 | 1,104 | 32 813 | 1 385 | 337 | 2 804 | 37 339 |
| 6 | 51125_6 | 77+324 | 6_62121 | 81+302 | 3,978 | 28 709 | 1 292 | 354 | 2 838 | 33 193 |
| 6 | 6_62121 | 81+302 | 6_6228A_DUNAFOLDVARIUT | 85+130 | 3,828 | 28 155 | 1 428 | 525 | 3 151 | 33 259 |
| 6 | 6_6228A_DUNAFOLDVARIUT | 85+130 | 6_61_DUNAFOLDVARIUT2 | 87+080 | 1,950 | 19 479 | 1 327 | 505 | 2 248 | 23 559 |
| 6 | 6_61_DUNAFOLDVARIUT2 | 87+080 | DUNAFÖLDVÁR | 88+386 | 1,306 | 14 595 | 988 | 253 | 2 607 | 18 443 |
| 6 | DUNAFÖLDVÁR | 88+386 | 52_6 | 89+550 | 1,164 | 14 425 | 794 | 318 | 2 246 | 17 783 |
| 6 | 52_6 | 89+550 | 51172_6 | 95+690 | 6,140 | 14 255 | 600 | 383 | 1 885 | 17 123 |
| 6 | 51172_6 | 95+690 | | 96+781 | 1,091 | 14 255 | 600 | 383 | 1 885 | 17 123 |
| 6 | | 96+781 | 5111_6_62134 | 104+260 | 7,479 | 14 255 | 600 | 383 | 1 885 | 17 123 |
| 6 | 5111_6_62134 | 104+260 | 6_62134 | 105+050 | 0,790 | 17 490 | 525 | 417 | 1 654 | 20 086 |
| 6 | 6_62134 | 105+050 | 6_PAKSIKOMP | 109+560 | 4,510 | 19 818 | 534 | 454 | 1 657 | 22 463 |
| 6 | 6_PAKSIKOMP | 109+560 | PAKS | 110+560 | 1,000 | 22 222 | 792 | 460 | 1 697 | 25 171 |
| 6 | PAKS | 110+560 | 6_6231_6232 | 111+560 | 1,000 | 22 796 | 840 | 455 | 1 736 | 25 827 |
| 6 | 6_6231_6232 | 111+560 | 5112_6 | 120+273 | 8,713 | 20 838 | 1 584 | 297 | 1 803 | 24 522 |
| 6 | 5112_6 | 120+273 | 6_6234 | 123+900 | 3,627 | 18 413 | 1 548 | 264 | 1 796 | 22 021 |
| 6 | 6_6234 | 123+900 | 51163_6 | 130+679 | 6,779 | 18 826 | 1 497 | 270 | 1 801 | 22 394 |
| 6 | 51163_6 | 130+679 | 51164_6 | 131+974 | 1,295 | 17 095 | 945 | 256 | 1 801 | 20 097 |
| 6 | 51164_6 | 131+974 | | 136+274 | 4,300 | 17 781 | 1 019 | 252 | 1 855 | 20 907 |
| 6 | | 136+274 | 6_BEKTOLNA | 136+524 | 0,250 | 17 781 | 1 019 | 252 | 1 855 | 20 907 |
| 6 | 6_BEKTOLNA | 136+524 | 51901_6_63 | 137+300 | 0,776 | 17 335 | 1 511 | 296 | 1 855 | 20 997 |
| 6 | 51901_6_63 | 137+300 | M9-6-SZEKSZÁRD | 139+368 | 2,068 | 36 632 | 1 915 | 355 | 3 026 | 41 928 |
| 6 | M9-6-SZEKSZÁRD | 139+368 | 56_6 | 140+243 | 0,875 | 33 834 | 2 077 | 336 | 3 050 | 39 297 |
| 6 | 56_6 | 140+243 | 56601_6 | 141+092 | 0,849 | 9 869 | 850 | 150 | 1 802 | 12 671 |
| 6 | 56601_6 | 141+092 | 6_65 | 143+392 | 2,300 | 25 987 | 852 | 206 | 1 802 | 28 847 |
| 6 | 6_65 | 143+392 | KAKASD | 151+420 | 8,028 | 17 826 | 851 | 184 | 1 807 | 20 668 |
| 6 | KAKASD | 151+420 | 5603_6_6535 | 157+420 | 6,000 | 18 243 | 643 | 218 | 1 843 | 20 947 |
| 6 | 5603_6_6535 | 157+420 | 6_6534_65362 | 159+928 | 2,508 | 23 317 | 763 | 417 | 1 829 | 26 326 |
| 6 | 6_6534_65362 | 159+928 | 5605_6 | 162+040 | 2,112 | 21 555 | 782 | 318 | 1 711 | 24 366 |
| 6 | 5605_6 | 162+040 | 56125_6 | 166+840 | 4,800 | 19 323 | 921 | 418 | 1 470 | 22 132 |
| 6 | 56125_6 | 166+840 | MECSEKNÁDASD | 167+671 | 0,831 | 19 233 | 931 | 448 | 1 539 | 22 151 |
| 6 | MECSEKNÁDASD | 167+671 | 6_65194 | 169+030 | 1,359 | 18 794 | 1 047 | 546 | 1 734 | 22 121 |
| 6 | 6_65194 | 169+030 | 5613_6 | 171+970 | 2,940 | 18 167 | 1 133 | 508 | 1 494 | 21 302 |
| 6 | 5613_6 | 171+970 | 56128_6 | 173+185 | 1,215 | 18 167 | 1 244 | 508 | 1 494 | 21 413 |
| 6 | 56128_6 | 173+185 | 5613_6 | 174+585 | 1,400 | 17 817 | 1 227 | 473 | 1 284 | 20 801 |
| 6 | 5613_6 | 174+585 | 6_65184 | 176+890 | 2,305 | 17 723 | 668 | 25 | 1 281 | 19 697 |
| 6 | 6_65184 | 176+890 | 5606_5607_6_6544 | 177+550 | 0,660 | 16 997 | 108 | 46 | 1 116 | 18 267 |
| 6 | 5606_5607_6_6544 | 177+550 | 5608_6_65185 | 178+745 | 1,195 | 20 501 | 139 | 66 | 1 172 | 21 878 |
| 6 | 5608_6_65185 | 178+745 | 5609_6 | 180+845 | 2,100 | 23 547 | 141 | 67 | 1 251 | 25 006 |
| 6 | 5609_6 | 180+845 | 56119_6 | 184+185 | 3,340 | 23 570 | 143 | 68 | 1 163 | 24 944 |
| 6 | 56119_6 | 184+185 | HIRD | 186+820 | 2,635 | 24 950 | 145 | 74 | 1 169 | 26 338 |
| 6 | HIRD | 186+820 | 56121_6 | 187+180 | 0,360 | 32 323 | 444 | 171 | 1 184 | 34 122 |
| 6 | 56121_6 | 187+180 | 6_6545 | 188+385 | 1,205 | 32 323 | 444 | 171 | 1 184 | 34 122 |
| 6 | 6_6545 | 188+385 | 6_6544 | 189+165 | 0,780 | 32 323 | 444 | 171 | 1 184 | 34 122 |
| 6 | 6_6544 | 189+165 | 6_6890 | 192+647 | 3,482 | 32 817 | 1 551 | 540 | 1 565 | 36 473 |
| 6 | 6_6890 | 192+647 | 5611_6 | 192+750 | 0,103 | 27 216 | 1 367 | 380 | 1 559 | 30 522 |
| 6 | 5611_6 | 192+750 | 5619_6_66 | 193+693 | 0,943 | 34 147 | 1 693 | 450 | 1 592 | 37 882 |
| 6 | 5619_6_66 | 193+693 | 5617_6 | 194+725 | 1,032 | 65 117 | 3 462 | 762 | 2 065 | 71 406 |
| 6 | 5617_6 | 194+725 | PÉCS | 196+725 | 2,000 | 72 759 | 4 346 | 572 | 2 213 | 79 890 |
| 6 | PÉCS | 196+725 | 58_6 | 197+145 | 0,420 | 110 533 | 5 453 | 715 | 2 374 | 119 075 |
| 6 | 58_6 | 197+145 | 6_6604 | 200+675 | 3,530 | 79 916 | 2 731 | 590 | 1 784 | 85 021 |
| 6 | 6_6604 | 200+675 | 5831_6 | 201+930 | 1,255 | 53 295 | 2 494 | 627 | 1 745 | 58 161 |
| 6 | 5831_6 | 201+930 | 5801_6 | 203+390 | 1,460 | 44 776 | 1 597 | 599 | 1 750 | 48 722 |
| 6 | 5801_6 | 203+390 | 6_6605 | 206+250 | 2,860 | 32 029 | 900 | 407 | 1 739 | 35 075 |
| 6 | 6_6605 | 206+250 | 58102_6 | 209+630 | 3,380 | 27 406 | 1 055 | 504 | 1 791 | 30 756 |
| 6 | 58102_6 | 209+630 | 6_66108 | 211+160 | 1,530 | 25 107 | 1 052 | 503 | 1 791 | 28 453 |
| 6 | 6_66108 | 211+160 | 5802_6 | 213+274 | 2,114 | 25 231 | 1 292 | 620 | 1 938 | 29 081 |
| 6 | 5802_6 | 213+274 | SZENTLŐRINC | 216+700 | 3,426 | 6 035 | 158 | 412 | 1 929 | 8 534 |
| 6 | SZENTLŐRINC | 216+700 | 5811_6 | 217+750 | 1,050 | 13 502 | 724 | 451 | 1 747 | 16 423 |
| 6 | 5811_6 | 217+750 | 6_66111 | 218+185 | 0,435 | 20 969 | 1 289 | 489 | 1 762 | 24 509 |
| 6 | 6_66111 | 218+185 | KACSÓTA | 219+395 | 1,210 | 20 880 | 1 281 | 481 | 1 730 | 24 372 |
| 6 | KACSÓTA | 219+395 | 5807_6 | 221+400 | 2,005 | 20 680 | 1 274 | 473 | 1 699 | 24 126 |
| 6 | 5807_6 | 221+400 | 6_66112 | 221+580 | 0,180 | 20 680 | 1 274 | 473 | 1 699 | 24 126 |
| 6 | 6_66112 | 221+580 | NAGYPETERD | 223+960 | 2,380 | 21 796 | 1 290 | 468 | 1 195 | 24 749 |
| 6 | NAGYPETERD | 223+960 | BOTYKAPETERD | 225+960 | 2,000 | 21 400 | 1 244 | 423 | 1 069 | 24 136 |
| 6 | BOTYKAPETERD | 225+960 | 6_66114 | 227+865 | 1,905 | 21 161 | 1 201 | 428 | 1 190 | 23 980 |

**14.4.12.** **2038** **"Without" case (II. and III. phases are missing)**

**Toll tariff system:** **HUF/km**

**Toll is charged on:** **J1, J2, J3, J4: extension accepted by the Ministry GKM "D"**

**Toll rate:** **HUF/km toll rate**

(Decrease in traffic due to increase in toll rates.)

| Annual average daily traffic [AADT; veh/day] | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Road** | **Starting intersection** | **Starting km** | **Ending intersection** | **Ending km** | **Lenght [km]** | **J1** | **J2** | **J3** | **J4** | **Total** |
| 6 | 6_66114 | 227+865 | 6_SZIG | 229+965 | 2,100 | 21 161 | 1 201 | 428 | 1 190 | 23 980 |
| 6 | 6_SZIG | 229+965 | 58107_6_67 | 230+595 | 0,630 | 12 124 | 331 | 222 | 1 190 | 13 867 |
| 6 | 58107_6_67 | 230+595 | 6_6SZ | 232+000 | 1,405 | 13 105 | 276 | 234 | 1 062 | 14 677 |
| 6 | 6_6SZ | 232+000 | 6_6SZ | 234+046 | 2,046 | 16 314 | 279 | 228 | 975 | 17 796 |
| 6 | 6_6SZ | 234+046 | 58108_6 | 235+952 | 1,906 | 16 347 | 297 | 228 | 976 | 17 848 |
| 6 | 58108_6 | 235+952 | 6_66115 | 237+793 | 1,841 | 14 463 | 284 | 204 | 923 | 15 874 |
| 6 | 6_66115 | 237+793 | 58109_6 | 239+075 | 1,282 | 13 404 | 268 | 177 | 866 | 14 715 |
| 6 | 58109_6 | 239+075 | 6_66116 | 239+648 | 0,573 | 12 406 | 210 | 170 | 830 | 13 616 |
| 6 | 6_66116 | 239+648 | NAGYDOBSZA | 243+004 | 3,356 | 11 162 | 197 | 146 | 778 | 12 283 |
| 6 | NAGYDOBSZA | 243+004 | KISDOBSZA | 244+504 | 1,500 | 7 947 | 183 | 124 | 742 | 8 996 |
| 6 | KISDOBSZA | 244+504 | ISTVÁNDI | 247+004 | 2,500 | 5 630 | 172 | 100 | 688 | 6 590 |
| 6 | ISTVÁNDI | 247+004 | DARÁNY | 251+034 | 4,030 | 5 524 | 171 | 85 | 620 | 6 400 |
| 6 | DARÁNY | 251+034 | 6_66169 | 256+760 | 5,726 | 7 032 | 241 | 72 | 566 | 7 911 |
| 6 | 6_66169 | 256+760 | 6_6623_6BARCS | 258+458 | 1,698 | 7 006 | 211 | 70 | 566 | 7 853 |
| | | | | | | | | | | |
| 56 | 56_6 | 0+000 | 56_56601 | 0+718 | 0,718 | 23 965 | 1 227 | 186 | 1 423 | 26 801 |
| 56 | 56_56601 | 0+718 | 56_56SZEKSZÁRD | 1+018 | 0,300 | 40 083 | 1 228 | 243 | 1 423 | 42 977 |
| 56 | 56_56SZEKSZÁRD | 1+018 | 5112_56 | 1+698 | 0,680 | 34 710 | 1 019 | 261 | 1 313 | 37 303 |
| 56 | 5112_56 | 1+698 | 5113_56 | 3+098 | 1,400 | 34 710 | 1 653 | 297 | 1 313 | 37 973 |
| 56 | 5113_56 | 3+098 | 56_56SZEKSZÁRD | 6+180 | 3,082 | 23 803 | 1 014 | 241 | 1 116 | 26 174 |
| 56 | 56_56SZEKSZÁRD | 6+180 | 5114_56 | 8+360 | 2,180 | 14 125 | 662 | 197 | 992 | 15 976 |
| 56 | 5114_56 | 8+360 | 56_5601 | 9+980 | 1,620 | 15 086 | 679 | 202 | 992 | 16 959 |
| 56 | 56_5601 | 9+980 | 56_5602 | 14+274 | 4,294 | 13 030 | 586 | 154 | 989 | 14 759 |
| 56 | 56_5602 | 14+274 | VÁRDOMB | 16+190 | 1,916 | 11 819 | 487 | 158 | 983 | 13 447 |
| 56 | VÁRDOMB | 16+190 | 5115_56_BEKBATASZEK | 20+540 | 4,350 | 11 806 | 480 | 221 | 820 | 13 327 |
| 56 | 5115_56_BEKBATASZEK | 20+540 | 56_5603 | 21+220 | 0,680 | 10 318 | 558 | 253 | 963 | 12 092 |
| 56 | 56_5603 | 21+220 | 55A_56 | 21+588 | 0,368 | 9 085 | 600 | 211 | 1 052 | 10 948 |
| 56 | 55A_56 | 21+588 | BÁTASZÉK | 23+089 | 1,501 | 12 689 | 905 | 323 | 1 599 | 15 516 |
| 56 | BÁTASZÉK | 23+089 | FURKÓTELEP | 28+120 | 5,031 | 10 635 | 924 | 328 | 1 824 | 13 711 |
| 56 | FURKÓTELEP | 28+120 | 56_56302 | 29+120 | 1,000 | 10 635 | 924 | 328 | 1 824 | 13 711 |
| 56 | 56_56302 | 29+120 | 51168_56 | 30+365 | 1,245 | 10 635 | 924 | 328 | 1 824 | 13 711 |
| 56 | 51168_56 | 30+365 | DUNASZEKCSŐ | 35+215 | 4,850 | 9 402 | 1 180 | 379 | 1 861 | 12 822 |
| 56 | DUNASZEKCSŐ | 35+215 | BÁR | 40+408 | 5,193 | 8 362 | 677 | 340 | 1 374 | 10 753 |
| 56 | BÁR | 40+408 | 56_5606 | 44+480 | 4,072 | 9 201 | 777 | 345 | 1 376 | 11 699 |
| 56 | 56_5606 | 44+480 | 5121_56 | 45+675 | 1,195 | 16 364 | 1 101 | 408 | 1 440 | 19 313 |
| 56 | 5121_56 | 45+675 | 56_5607 | 47+101 | 1,426 | 9 847 | 590 | 196 | 1 125 | 11 758 |
| 56 | 56_5607 | 47+101 | 56_56412 | 48+543 | 1,442 | 16 378 | 1 229 | 278 | 1 492 | 19 377 |
| 56 | 56_56412 | 48+543 | 56_57 | 49+258 | 0,715 | 7 097 | 645 | 92 | 1 492 | 9 326 |
| 56 | 56_57 | 49+258 | 5121_56 | 52+782 | 3,524 | 4 704 | 117 | 82 | 467 | 5 370 |
| 56 | 5121_56 | 52+782 | 5117_56 | 55+081 | 2,299 | 10 410 | 397 | 150 | 474 | 11 431 |
| 56 | 5117_56 | 55+081 | 56_5702 | 55+842 | 0,761 | 8 274 | 395 | 149 | 455 | 9 273 |
| 56 | 56_5702 | 55+842 | UDVAR | 60+864 | 5,022 | 2 904 | 266 | 148 | 422 | 3 740 |
| 56 | UDVAR | 60+864 | UDVARHAK | 61+475 | 0,611 | 2 901 | 200 | 132 | 279 | 3 512 |
| | | | | | | | | | | |
| 57 | MOHÁCS | 0+000 | 56_57 | 1+994 | 1,994 | 12 735 | 588 | 10 | 119 | 13 452 |
| 57 | 56_57 | 1+994 | 56412_57 | 2+680 | 0,686 | 10 342 | 59 | 1 | 1 165 | 11 567 |
| 57 | 56412_57 | 2+680 | LÁNYCSÓK | 3+700 | 1,020 | 19 622 | 643 | 187 | 1 165 | 21 617 |
| 57 | LÁNYCSÓK | 3+700 | M6-57 | 7+569 | 3,869 | 15 960 | 633 | 163 | 1 112 | 17 868 |
| 57 | M6-57 | 7+569 | 56113_57 | 9+500 | 1,931 | 15 960 | 633 | 163 | 1 112 | 17 868 |
| 57 | 56113_57 | 9+500 | | 11+510 | 2,010 | 16 166 | 651 | 148 | 1 066 | 18 031 |
| 57 | | 11+510 | 56115_57 | 12+920 | 1,410 | 9 995 | 302 | 124 | 658 | 11 079 |
| 57 | 56115_57 | 12+920 | 57_ELKBOLY | 14+220 | 1,300 | 9 843 | 308 | 122 | 656 | 10 929 |
| 57 | 57_ELKBOLY | 14+220 | 56116_57 | 15+615 | 1,395 | 9 806 | 308 | 126 | 655 | 10 895 |
| 57 | 56116_57 | 15+615 | 57_5701 | 16+755 | 1,140 | 9 833 | 305 | 117 | 649 | 10 904 |
| 57 | 57_5701 | 16+755 | SZEDERKÉNY | 17+565 | 0,810 | 15 144 | 680 | 179 | 751 | 16 754 |
| 57 | SZEDERKÉNY | 17+565 | 5611_57 | 20+575 | 3,010 | 14 467 | 562 | 162 | 778 | 15 969 |
| 57 | 5611_57 | 20+575 | 57_57102 | 20+965 | 0,390 | 14 040 | 578 | 158 | 780 | 15 556 |
| 57 | 57_57102 | 20+965 | 57_57101 | 25+485 | 4,520 | 14 437 | 772 | 168 | 797 | 16 174 |
| 57 | 57_57101 | 25+485 | 57_57128 | 26+690 | 1,205 | 14 602 | 793 | 172 | 878 | 16 445 |
| 57 | 57_57128 | 26+690 | 56127_57 | 28+530 | 1,840 | 14 708 | 808 | 175 | 957 | 16 648 |
| 57 | 56127_57 | 28+530 | 57_5711 | 33+860 | 5,330 | 14 921 | 829 | 179 | 1 054 | 16 983 |
| 57 | 57_5711 | 33+860 | 5617_57 | 33+950 | 0,090 | 31 181 | 3 152 | 355 | 1 398 | 36 086 |
| 57 | 5617_57 | 33+950 | 5618_57_PECSBEK | 34+560 | 0,610 | 14 590 | 2 527 | 69 | 1 381 | 18 567 |
| 57 | 5618_57_PECSBEK | 34+560 | 57_58_5816 | 38+270 | 3,710 | 36 016 | 3 510 | 388 | 1 475 | 41 389 |

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