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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

Working Party on Transport Trends and Economics  
(Fifteenth session, 2- 4 September 2002,  
agenda item 5)

**REPLIES TO THE QUESTIONNAIRE ON TRANSPORT DEVELOPMENT**

Addendum 4

Transmitted by the Government of Hungary

Note: At its fifty-ninth session the Inland Transport Committee, following an earlier decision taken at its fortieth session (ECE/TRANS/42, para. 45), agreed to circulate the questionnaire on the most significant criteria for the determination of new and important developments with regard to inland transport in the member countries of general interest to Governments (ECE/TRANS/119, para. 52).

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## General transport policy aspects

1. Developments with regard to your Government's policy objectives for inland transport as a whole and for special sectors (road, rail, inland waterway, urban transport, etc.) as well as external objectives (land use planning, regional development, etc.) to the extent that they are related to transport.

Transport is an element of strategic importance and stimulating the development of the economy of the country. As a result of its function – the realization of the motion of persons, goods and services – it is connected strongly with the material production procedure, and thereby with almost all the areas of the economic and social life. Therefore, it is true that the transport is the precondition for the development, but at the same time it is the motive and the generating element of it as well. The expenditures devoted to the development of the infrastructure are the most efficient economy stimulating ones, and the allocation of those expenditures is decisive from the point of view of the development of the area concerned.

The Hungarian Transport Policy has striven after the following:

- the complex and comprehensive outlook,
- serving for the sustainable development (economic, social political and ecological goals),
- assuring the correct proportion among the individual transport modes,
- validating the economic and area development aspects.

Considering the transport system as a uniform system the road, rail, waterway and air transport development shall be made proportionally to each other.

The Hungarian Transport Policy prospecting till 2015, which is under preparation, includes the programme of transport development. This is in harmony with the National Area Development Plan and the National Development Plan.

Concerning the expressway road network, the Governmental Order disposes on the development programme till 2015. In the case of its realization, the road elements of the Helsinki corridors and those of the TINA network will be completely built up in the territory of the country.

With modernization of the rail track network, the international trunk-network lines to be found in the Pan-European corridors will enjoy benefits.

The transport policy integrates the development related to the inland navigation into a comprehensive system, the scheduled development of the waterways and the ports to be transformed into transport junctions.

1. Organizational developments with regard to measures for achieving transport policy objectives, e.g. the structure, functioning and competence of the public administration responsible for transport policies and the relationships of this administration with other administrations (national, regional, local) and with transport enterprises.

The organization of the road transport sector has undergone an important decentralization during the last decade. The operation and the maintenance of the public roads are performed by road maintaining public utility societies. In the field of rail, several changes have also been made in harmony with the guidelines of the EC. The organization dealing with the distribution of the track capacities and determining the charges for the use of the tracks has been formed, the separation of the railway infrastructure and of the passenger and freight transport is under realization. In the field of the navigation, the central regional and territorial inspections have been established for assuring the checking in the sea port of the vessels.

3. Policies adopted or action taken by public authorities to enhance safety (users, personnel and third persons) and reduce adverse environmental impact of various modes of inland transport.

The Hungarian Government lays great stress on the increase of the traffic safety, as well as diminishing the harmful effects of the transport. This is not only the question of the transport, but that of the social and European integration question, too.

The safety of the transport –this first of all the road transport – will be increased with legal (transport supervision, engineering etc.) means, with educational and instruction measures as well as development programmes realized at social level. The traffic safety tasks will be coordinated by the National Accident Prevention Committee at social level, by the Traffic Safety Interministerial Committee at Governmental level. The most important measures made during the last period are the obligatory use of the safety belts and of the safety children-seats, as well as the introduction of the penalty point system for the drivers.

The situation is similar in the field of the environmental impact of the transport. In this field the legal regulation (prescriptions for the vehicles and for the transport paths), the means of the active and passive protection, the direction of the modal split in the field of the transport toward the right direction (preferring the public transport, supporting the combined transport activity, etc.) as well as the education for the right transport customs give us the tools, with the aid of which the harmful impacts can be reduced.

4. Action taken and provisions made by public authorities to promote a rational use of available transport capacity (e.g. to give a better distribution of traffic between collective and individual transport) including measures carried out to encourage the use of urban public transport and to reduce the use of individual motor vehicles in urban areas.

In Hungary, the modal split is still very favourable. The main cause of it can be searched in the previous period (relatively backward motorization development level, being in need of the public transport). Although this favourable proportion has modified gradually during the last years, this advantage shall be exploited in the interest so that this shift of proportion shall be as small as possible. Our measures in this field are as follows:

- the support of the participants in the public transport from the side of the State (great supports for the ticket and season ticket prices for those being socially in need of this by the State),
- support for the development and operation of the urban public transport, and within this of the rail-tied systems,

- the support of the vehicle acquisition of buses not owned by the municipalities,
- the direct support for the railway passenger transport,
- creating the legal and financial frameworks for the establishment of the transport associations,
- introduction of traffic organizing and parking regulation systems stimulating the utilization of the public transport.

#### 4. Measures to promote a rational use of energy in transport

The Hungarian transport administration stimulates, on the one hand, the utilization of the energy saving transportation and transport methods (rail, river navigation) and, on the other hand, the energy saving traction methods (electrification of the railway, streamlined EURO 2 and 3 engines, natural gas driven road vehicles etc.). For the sake of this, not only the engineering solutions are supported, but the administration has also made efficient steps at the financial administration in the development of the tax-system supporting the more favourable energy utilization as well.

### **Economic, technological and operating aspects**

#### 5. Major, technological developments, with regard to existing infrastructures, transport equipment, traffic control, etc., including in particular traffic control measures in urban areas.

In the field of road transport, several research works and developments are under preparation, e.g. the observation system of the road-state and the weather conditions, the observation system of the M0 motorway-ring of Budapest (MARABU), and the traffic controlling system MAESTRO on the motorway M3. In the field of railway, the first section functioning in operation ETCS is on the line Zalaövö-Boba (corridor V.). In the field of the inland navigation the streamlined radio navigation system will be built up.

#### 6. Measures to improve the profitability and productivity of transport operations.

In the Hungarian transport the State and private capitals play also an important role. The ultimate aim of the Hungarian economic policy and transport policy is to make the working capital lucrative and efficient. Considering that the possibility does not exist always as a consequence of the various potentials (e.g. the track-tied transport having high capital demand), the intervention is required by the State. This can be achieved, only if market-conform activity, i.e. the activity with low profitability (showing a deficit) shall be supported. This should be assured with various State and municipal supports or allowances.

#### 7. Progress achieved with regard to integrated services of different transport modes for passengers and goods (car-carrying passenger trains, containerisation, piggyback), and improved efficiency for transfer operations (commuting, links with airports, collection, handling and distribution of freight at ports and other major centres).

One of the crucial points of the Hungarian transport policy is to strengthen the integration within the transportation. This is justified, on the one hand, by the demand for increasing the efficiency and, on the other hand, the protection of the environment as well. The integration is enforced first of all by keeping the development of the road traffic within a rational framework.

In Hungary those kinds of developments have already had a past: the proportion of the combined transport has developed importantly during the last decade. The gradual building up of the network of the logistics centres is also connected with this problem, which gives a potential possibility for the more intensive utilization of the combined transport method. In Hungary about 100,000 trucks are started or come on RoLa trains yearly at present; 35,000 units are transported on the waterways (RoRo) and the volume of the containerized transport has achieved the yearly 3 million tons.

In passenger transport, the P&R system means the integration, and the development of this system has also begun during the last period. Our airport, having uniquely important traffic (Budapest Ferihegy), has no railway link with the town and at present negotiations are under way for the sake of establishing a railway connection on PPP basis.

8. Urban and sub-urban transport plans and the problems arising in relation to the interaction between them.

The harmonization of the urban and suburban transport is the greatest task in Budapest. As a consequence of the suburbanization and of the social restructuring the traffic coming from the agglomeration ring toward the town has increased to the multiple of the previous value. An important problem is that the increase of this traffic volume has been realized almost completely in the private traffic. Therefore, the establishment of the Budapest Transport Association is a very important requirement, as well as the development and the modernization of the public transport network. Only this shall give an alternative for the private car drivers.

9. Identification and localization of permanent traffic impediments (bottlenecks, saturation of certain roads, operational difficulties).

The Hungarian transport network has many bottlenecks, the elimination of those forms a fundamental task. In detail:

- The proportion of the expressways is very low within the relatively dense and suitably built-up road network (30,000 km out of the state roads, 448 km motorways and 114 km semi-motorway). The majority of the main roads pass through the centre of several settlements, which causes troubles in the life of the affected settlements and in the passing vehicle traffic.
- On the two big rivers traversing the country in the Northern-Southern direction on the Danube and on the Tisza there are no bridges to a sufficient extent.
- The road network has been constructed for a bearing capacity of 10 tons, and because of the accession to the European Union the increase of the bearing capacity to 11.5 t should be realized, which would cause a great expenditure.
- The length of the railway network is 7700 km, and at the same time about three-quarters of the traffic is running on the trunk line network having a length of about 3000 km. 17% of the track network has double tracks and the proportion of the electrified railway lines is 33%. On about 40% of the network the traffic is hindered by slow running signs and on only 37% there is streamlined railway

safety equipment. The obsolescence of the railway operation means also an important obstacle.

- On the two big rivers only five public ports are operated, the navigability of the waterways is limited, and the Hungarian ship fleet shall be renewed.

4. Research activities in the field of economics which might be of significance to other member countries.

In Hungary several research works have been carried out during the last period, which can be well exploited first of all in the CEEs.

### **Infrastructure aspects**

5. Developments with regard to the planning or realization of major transport infrastructure projects (road, rail, inland waterway, pipeline, domestic or international) as well as improvements to existing infrastructure.

In Hungary several steps pointing ahead were made during the last period in the field of the transport infrastructure development.

### **Road network**

The section of the Northern part of semi-motorway M0 around Budapest between the motorways M2 and M3, the section of the motorway M3 between Gyöngyös and Füzesabony (forming part of the Pan European corridor V.) as well as several bypassing sections around settlements were constructed, modernization of junctions and bridges, as well as road modernization programmes of the municipalities were financed through competitions.

The development sources of the roads were completed by the EU Phare and in the future by ISPA supports. These are connected with concrete programmes, which correspond to the EU guidelines as well and promote the accession to the EU.

In the field of the road management, the planned main objectives were realized. The savings to be achieved through the supervision of the engineering plans of the investments using the value analysis method have partly compensated the important expenditures caused by the flood and the internal water. The important damages caused by the inundation and the internal water were about 9.0 billion HUF.

The keeping of the planned schedule in the realization of the individual road projects were often rendered more difficult by the reconciliation with the inhabitants and the authorities, as well as the assurance of the area requiring ever longer time. During the period between 1998 and 2000 several important investments were realized, improving the traffic safety and the life conditions for several settlements through the reduction of the environmental damages.

In the year 2000 the preparation of the "Long Term National Main Road Network Development Plan" was finished, that was the basis for the public road development plans elaborated by the individual counties. Those proposals for the development of the main roads are

also included in the National Area Development Plan. The development programme aimed at the improvement of the road links of the dead-end settlements was also prepared and the development plan of the secondary roads for each county was also available. In 2001 the Government made a decision about the long-term development of the expressway network, which founded the development directions and schedule of the development.

### **Railway network**

In spite of the difficulties, several investments have been realized in the field of the railway, out of which the most important ones are:

- At the end of the last year the direct railway link between Slovenia and Hungary was realized. This establishes not only the direct railway link between the two countries, but forms an important part of the Pan European corridor V. as well.
- In September 1998. the electrification of the section Balatonszentgyörgy-Nagykanizsa-Murakeresztúr was completed and so the electrification of the so-called Southern Balaton-loop was finished.
- In February 1999 the modernized and electrified railway line Rákospalota-Újpest-Vácrátót was inaugurated.
- In December 2000 the electrification of the line Székesfehérvár-Szombathely was finished.
- The reconstruction of the bridge above the Sió at Simontornya was finished at the end of the year 2000.
- The track rehabilitation with the aid of EIB credit: in the framework of the project the rehabilitation of the line Felsőzsolca-Hidasnémeti was finished.
- The rehabilitation work of the line Budapest-Szob will be continued.
- The rehabilitation of the railway station buildings is a continuous task. In the framework of this work, the modernization of the railway stations Székesfehérvár, Szerencs, Vásárosnamény, Kaposvár and of more railway stations were realized. The second phase of the reconstruction of the Eastern railway station in Budapest is under realization and the renewal of the railway station buildings of Nyíregyháza, Debrecen, Záhony will be started in the near future.
- The modernization of the lines Gyoma-Békéscsaba, Újszeged-Kétegyháza and the reconstruction of the common road/rail bridge on the Danube at Baja were finished.

In addition to the enumerated investments, several hundred smaller railway investments (mainly having level keeping and replacement of defective works characters) were realized during the past years.

The greatest efforts were required by the most important railway infrastructure element, the improvement of the state of the track network. As a consequence of the causes outlined previously, about 40 % of the network different speed limits were used. Though no financial means were available and they were today also not sufficient for reaching a quick improvement, the concentration of the financial resources during the past years brought important results in the field of the elimination of those limits. The primary objective is the rehabilitation of the international trunk line network, out of them the lines to be found in the so called Pan European corridors. For this work, the separated resources of the European Union and the international bank credits were also used and would be used.

An important improvement on the trunk lines can be calculated with the start of the ISPA projects planned with a start in 2001. In 2002 the rehabilitation of the railway line Zalaötvő-Zalaegerszeg-Boba (part of the corridor V.), that of the Budapest-Győr-Hegyeshalom (part of the corridor IV.) and that of the railway line Budapest-Cegléd-Szolnok will be started.

An important problem will be further the deteriorating state and the unfavourable composition of the rolling stock, its moral obsolescence, since this has a harmful impact on the competitiveness of the railway. During the 1990s mainly passenger cars were acquired for the sake of assuring that the MÁV would not be superseded from the European railway blood-circulation, and its cars could run on the lines of the developed European railways as well. We tried to replace the absence of the acquisition of locomotives, passenger cars and freight wagons in appropriate numbers with the renewal and modernization of the vehicles. The financial coverage of those operations can be also assured mainly by credits. An important task was and is the acquisition and the preparation of the utilization of the credits. Work made for the sake of acquiring new railway vehicles (Diesel motorcars, electric locomotives) will bring results in the future years.

#### 4. Methodological developments with regard to criteria for establishing priorities and programmes or infrastructure investment projects.

The development of the transportation depends on the financing resources to be acquired and on the efficiency of their use. The basic present problem in the transportation is the procurement of the sufficient financing resources. In spite of this fact, it shall be enforced in the realization process that the development goals shall be established on the basis of transport political decisions, and in the case of their availability, the procurement of the required financial sources must be striven for.

The solution is an iterative procedure, during which after the completion of the middle and long-term development plans, in the knowledge of the real financial resources the concrete goals can be corrected – and frequently shall be corrected – sometimes in-depth projects. This interaction and to and from linkage does not alter, however, the fact that in the establishment of the development plans the transport political considerations shall enjoy priorities. In the allocation of the scarce financial means inevitably a priority order should be determined among the justified demands. The priority order being in harmony with the transport political goals should be the basis for the development decisions.



5. Developments with regard to arrangements for financing infrastructure projects (e.g. road, rail, inland waterway, pipeline, urban transport infrastructure), particular modalities possibly envisaged (e.g. by introducing global or specific financing resources, allocation of infrastructure costs).

The Hungarian Government knows the important role played by transport in the economic development of the country, as well as in the foundation of the accession to the EU and, therefore, the huge resource demand of the big tasks of the transport-development. The investment policy of the state for the years 2003 and 2004 coincides practically with the priorities of the developments to be realized in the field of the transport. This is also the goal of the National Development, which formulates so that "the main goal of the Government is the improvement of the competitiveness at the national economy through the realization of the plan, the promotion of the sustainable growth, the increase of the level of employment and the coming abreast of the environmental protection and the regions, as well as the improvement of the quality of life". This means that the objectives of the transport policy are in harmony with actual, comprehensive economic development strategy of the country.

For the sake of the realization of those goals we should strive after the mobilization of all the possible financial resources, that means in addition to the capital allotment and guarantee undertaking, bond issue of the State, the maximum exploitation of the EU supports and the involvement of as much undertaking capital as possible with the establishment of the advantageous interest conditions.

Taking into account that the price incomes in the transport sector cannot frequently create the sources for the replacement, the involvement of the widest possible circle of the resources shall be achieved.

It is justified that the transport policy shall calculate with all the financing possibilities to be taken into consideration: the credits coming from the state budget (central budget, municipal and separated funds), undertaking and domestic and international bank credits (mainly EU credits) and sources having aid characters, as well as the involvement of the private capital using a mixed financing model. The existence of several forms of the resources requires at the same time the uniform treatment of them, and the harmonization of their utilization. The professional Ministries have an important role in this process, which shall first of all represent the Governmental decisions in relation to the network infrastructure.

Among the financing issues, State responsibility in connection with the management of the treasury means, the problems of the amortization settling serving for the assurance of the replacement sources shall be mentioned. The real evaluation of the fortune, the settling of the technically justified amortization and so the creation of maintenance and replacement resources in addition to the development shall be resolved. The settlement of this question cannot be imagined without the role of State undertaking (e.g. budgetary contribution or performing task in the replacement). This problem presents itself in the most accentuated form in railway traffic, but the long distance bus traffic is also charged with this problem.

As a result of the mixed financing co-financing systems in the infrastructure developments will be considered. The practical utilization of the co-financing system should be realized with general validity, since the access to the foreign resources could be assured only in

this manner. At present, these conditions are already valid in the acquisition of the pre-accession resources (PHARE, ISPA), but it will be so to a greater extent after the accession in the achievement of the sharing in the structural or cohesion funds having an order of magnitude greater volumes. This model involves as a matter of fact the utilization of the Public Private Partnership (PPP) in the field of the transport for the future, which can be exploited from time to time.

The reliability will be also strengthened to a great extent by the transparent and to be planned processes, the enlargement and checking of the tendering processes, in addition to the state guarantee institution. The issue of the stability of the legal provisions related to the individual financing methods and resources shall be emphasised separately.

From the point of view of financing the development importance as a whole, which kind of resource regulation is in force, i.e. which kind of general rules, exemptions, preferences or dispreferences are used by the economic regulating system. The allowances given from the taxes, exemptions, duty allowances, State guarantee undertaking for the credits etc. can be mentioned here. However, it should be mentioned once again the creation of the settling conditions for the amortisation reflecting the real wear and corresponding to the prescriptions of the accounting provisions.

Treating the development financing, the question of the regionalism cannot be avoided. Among the goals of the area development the transport services and the development standpoints of the networks have an important place. The involvement of the regional resources is justified in the operation and development of the transport. This means a real contribution in the case, where those are presenting themselves as an additional resource, and they have not only the target of redistribution of the existing transport resources. The backward areas shall not get development funds in the detriment of the more developed areas, but the activation of new resources aiming at the effective closing up shall be realized. The decisions concerning the distribution and utilization of the money serving for the area development shall be extended to the assurance of the transparency and checking of the utilization of the processes.

A. In connection with these questions, the available data showing the development of the Hungarian transport sector for the period 1997-2000 will be published in the following tables:

- (a) The average statistical number of the staff
- (b) The performance value of the transport investments
- (c) The development of the passenger transport performances
- (d) The development of the freight transport performances
- (e) Data of the transport networks
- (f) Capacity data of the transport means

(The tables can be found below)

**(a) The average statistical number of the staff**

[head]

	1997	1998	1999	2000
Railways				
Sum	61 539	59 678	58 598	57 498
in full time	60 982	59 041	58 076	57 041
Road				
Sum	52 432	52 484	69 131	71 897
in full time	51 170	51 716	67 619	69 521
Inland waterway				
Sum	2 368	2 040	2 278	2 029
in full time	2 250	1 971	2 205	1 966
Air				
Sum	3 405	3 358	3 493	3 425
in full time	3 269	3 188	3 447	3 353
Other				
Sum	18 356	15 525	19 817	21 614
in full time	18 056	15 160	19 285	20 832
Total				
Sum	138 100	133 576	153 317	156 463
in full time	135 757	131 072	150 632	152 713

Source: KöViM INFRAFÜZETEK 45. (Infrabook of Ministry of Transport and Water Management)

**(b) The performance value of the transport investments**

[current prices, HUF milliard]

	1997	1998	1999	2000
Railways	38,8	49,0	64,9	64,4
<b>Road</b>	48,6	42,9	29,8	58,5
Inland waterway	0,3	0,7	0,6	0,7
Air	3,3	2,8	5,7	6,2
Other	80,4	79,3	52,7	126,9
Transport total	171,4	174,7	153,7	256,7
In the total national investment (%)	10,0	8,2	6,3	9,1
Transport investment in the GDP (%)	2,01	1,73	1,35	..

Source: KöViM INFRAFÜZETEK 44.

**(c) Development of passenger transport performances**

**Railways**

	1997	1998	1999	2000
<i>Passanger km [million]</i>	<b>8 672,0</b>	<b>8 884,0</b>	<b>9 514,1</b>	<b>9 693,3</b>
<b>Passenger, [million]</b>	<b>156,9</b>	<b>157,0</b>	<b>156,8</b>	<b>156,0</b>
of this in international traffic	1,9	2,1	1,7	2,1
<b>Split of the paying passengers in the travel distance [million]</b>				
1 – 30 km	61,4	59,6	55,8	55,5
31 – 50 km	28,9	28,2	26,9	27,4
51 – 80 km	9,5	10,0	8,8	8,7
81 – 100 km	5,9	8,0	7,3	7,1
101 – 200 km	14,0	14,2	18,4	17,9
201 – 300 km	3,8	3,8	3,7	3,7
300 km-	1,0	1,0	0,9	0,9
<b>Total</b>	<b>124,5</b>	<b>124,8</b>	<b>121,8</b>	<b>121,2</b>

Source: KöViM INFRAFÜZETEK 44.

**Road and urban transport performances  
[million passenger km]**

	1997	1998	1999	2000
Public transport organizations	20 300	20 231	20 874	21 867
of this bus transport	17 095	16 881	17 503	18 442
of this: interurban	10 920	10 622	11 262	12 115
urban	6 175	6 259	6 241	6 327
tram	1 142	1 185	1 193	1 212
trolleybus	282	291	290	290
metro	1 236	1 303	1 327	1 358
local railways	545	571	561	565
No public transport organizations	7 850	7 870	7 875	7 812
Individual transport	46 500	46 550	46 580	46 585
<b>Total</b>	<b>74 650</b>	<b>74 651</b>	<b>75 329</b>	<b>76 264</b>

Source: KöViM INFRAFÜZETEK 44.

**Passengers in the road and urban transport  
[million]**

	1997	1998	1999	2000
Public transport organizations	2 916	2 972	2 981	3 041
of this bus transport	2 021	2 042	2 045	2 090
of this. interurban	518	535	544	574
urban	1 503	1 507	1 501	1 516
tram	424	440	443	450
trolleybus	111	113	113	113
metro	298	312	316	323
local railways	62	65	64	65

Source: KöViM INFRAFÜZETEK 44.

**Passenger transport on waterways**

	1997	1998	1999	2000
Passengers [1000]				
in long-distance traffic	2 230	2 450	2 797	3 015
in local traffic	364	260	298	267
<b>Total</b>	<b>2594</b>	<b>2 710</b>	<b>3 095</b>	<b>3 282</b>
Passenger km [million]				
in long-distance traffic	38,0	40,7	40,0	44,7
in local traffic	4,5	4,5	4,7	4,2
<b>Total</b>	<b>42,5</b>	<b>45,2</b>	<b>44,7</b>	<b>48,9</b>

Source: KöViM INFRAFÜZETEK 44.

**Passenger transport of the air transport \***

	1997	1998	1999	2000
Passengers, [1000]	2 001	2 188	2 351	2 476
Passenger km, [million]	3 049	3 038	3 513	3 539
Average travel distance, [km]	1 524	1 389	1 256	1 429

Source: KöViM INFRAFÜZETEK 44.

\* over than 49 employees

**(d) The development of the freight transport performances****Railways**  
[million t]

	1997	1998	1999	2000
Inland	19,9	20,0	18,3	16,4
Import	14,7	15,2	15,2	16,4
Export	12,1	12,8	11,0	11,6
Transit	4,8	5,1	4,7	5,2
<b>Total</b>	<b>51,5</b>	<b>53,1</b>	<b>49,2</b>	<b>49,6</b>

Source: KöViM INFRAFÜZETEK 44.

[million tkm]

	1997	1998	1999	2000
Inland	2 377	2 340	2 313	1 982
Import	2 583	2 547	2 501	2 951
Export	1 982	1 920	1 600	1 768
Transit	1 205	1 341	1 314	1 392
<b>Total</b>	<b>8 147</b>	<b>8 148</b>	<b>7 728</b>	<b>8 093</b>

Source: KöViM INFRAFÜZETEK 44.

**Road**  
[million t]

	1997	1998	1999	2000
Freight organizations	129,2	137,5	149,8	151,0
of this: inland*	125,0	132,6	145,0	145,7
international	4,2	4,9	4,8	5,3
of this: import	1,6	1,9	1,7	1,7
export	2,4	2,8	2,9	3,4
transit	0,2	0,2	0,2	0,2
Other organizations*	138,3	158,2	142,1	140,3
Private*	50,0	51,0	52,0	54,0
<b>Total</b>	<b>317,5</b>	<b>346,7</b>	<b>343,9</b>	<b>345,3</b>

Source: KöViM INFRAFÜZETEK 44.

[million TKm]

	1997	1998	1999	2000
Freight organization	11 857	12 592	13 135	13 329
of this: inland*	6 892	6 663	7 337	7 350
international	4 965	5 959	5 798	5 979
of this: import	1 869	2 275	1 989	1 998
export	2 754	3 374	3 389	3 576
transit	342	310	420	405
Other organizations*	5 312	6 082	5 464	5 794
Private*	1 400	1 410	1 470	1 480
<b>Total</b>	<b>18 569</b>	<b>20 084</b>	<b>20 069</b>	<b>20 603</b>

Source: KöViM INFRAFÜZETEK 44.

\* Particular estimated data.

### The performance of waterway transport\*

[1000 ton]

	1997	1998	1999	2000
Transport organizations	2 155	2 390	2 098	2 420
of this: river and lake	2 124	2 390	2 098	2 420
of this: inland	675	747	806	1 075
import	499	572	265	340
export	805	925	866	782
transit	145	146	161	223
sea	31	-	-	-
of this: import	1	-	-	-
export	9	-	-	-
transit	21	-	-	-
Not transport organizations (river and lake)	1 850	1 700	1 300	1 250
<b>Total</b>	<b>4 005</b>	<b>4 090</b>	<b>3 398</b>	<b>3 670</b>

Source: KöViM INFRAFÜZETEK 44.

[million tkm]

	1997	1998	1999	2000
Transport organizations	1 675	1 561	958	896
of this: river and lake	1 441	1 561	958	896
of this: inland	19	32	30	39
import	574	619	255	292
export	714	816	633	518
transit	134	93	40	47
sea	234	-	-	-
of this: import	4	-	-	-
export	95	-	-	-
transit	135	-	-	-
Not transport organizations (river and lake)	79	71	68	67
<b>Total</b>	<b>1 754</b>	<b>1 632</b>	<b>1 026</b>	<b>963</b>

Source: KöViM INFRAFÜZETEK 44.

\* Particular estimated data

**Pipelines**  
[1000 t]

	1997	1998	1999	2000
Inland	9 324	9 167	8 471	8 594
Import	11 169	12 421	12 311	11 090
Export	54	-	4	-
Transit	1 773	2 002	1 467	1 315
<b>Total</b>	<b>22 320</b>	<b>23 590</b>	<b>22 253</b>	<b>20 999</b>

Source : KöViM INFRAFÜZETEK 44.

[million tkm]

	1997	1998	1999	2000
Inland	1 015	993	943	874
Import	2 798	3 062	3 022	2 723
Export	10	-	2	-
Transit	694	744	490	426
<b>Total</b>	<b>4 517</b>	<b>4 799</b>	<b>4 457</b>	<b>4 023</b>

Source : KöViM INFRAFÜZETEK 44.

**(e) Data of the transport networks**

**Railways [km]**

	1997*	1998	1999	2000
construction length	7 711	7 873	7 873	7 897
of this: normal gauge	7 493	7 638	7 613	7 638
small gauge	176	222	223	222
with double track	1 213	1 292	1 292	1 293
only for freight transit	323	286	286	286
electrified	2 378	2 594	2 620	2 718
of this: double track	1 126	1 239	1 239	1 267
Total length of rail-tracks	13 067	13 050	13 042	13 048
of this: electrified	4 910	5 579	5 622	5 803
Of the total length of rail-tracks:				
stations	4 155	3 896	3 889	3 869
lines	8 912	9 154	9 154	9 179
Industry tracks	1 287	1 404	1 400	1 396

Source : KöViM INFRAFÜZETEK 44.

\* The change in 1998 - the dates are not compared.



**The nation-wide public roads (the municipals road length 101 100 km)  
[km]**

<b>Character</b>	<b>1997</b>	<b>1998</b>	<b>1999</b>	<b>2000</b>
Trunk roads	2 514	2 665	2 675	2 678
of this: motorways	382	448	448	448
motor roads	56	56	56	57
Secondary main roads	4 384	4 320	4 323	4 330
Trough roads	17 871	17 874	17 877	17 916
Approach roads	4 670	4 670	4 666	4 647
Roads to railways stations	503	501	496	495
Junction roads at motorways	148	169	183	189
Other junction roads	42	46	47	52
<b>Total</b>	<b>30 132</b>	<b>30 245</b>	<b>30 267</b>	<b>30 307</b>

**The nation-wide public roads by pavement [km]**

Stone and road brick	30	29	29	26
Beton	120	115	116	102
Asphalt- and bitumen	28 005	28 134	28 082	28 336
Macadamized	1 642	1 634	1 713	1 517
Unmetalled rd.	335	333	327	326
<b>Total</b>	<b>30 132</b>	<b>30 245</b>	<b>30 267</b>	<b>30 307</b>

**The navigable waterways [km]**

	<b>1997</b>	<b>1998</b>	<b>1999</b>	<b>2000</b>
Permanent navigable	1 373	1 373	1 373	1 373
of this: Danube main waterway	417	417	417	417
Periodical navigable	249	249	249	249
<b>Total</b>	<b>1 622</b>	<b>1 622</b>	<b>1 622</b>	<b>1 622</b>

Source: KöViM INFRAFÜZETEK 44.

**The navigable waterways length according to UN-EEC categories [km]**

<b>Waterway</b>	<b>I.</b>	<b>II.</b>	<b>III.</b>	<b>IV.</b>	<b>Total</b>
	<b>Category</b>				
Duna	-	-	417		417
Mosoni Duna	-	-	14		14
Szentendrei Duna	-	-	32		32
Ráckevei Duna	-	-	58		58
Balaton	-	77			77
Sió	-	-	121		121
Dráva	-	-	128		128
Tisza	-	-	525		525
Keleti főcsatorna	-	-		43	43
Bodrog	-	-	50		50
Hortobágy-Berettyó Canal	-	-		7	7
Sebes-Körös	-	-	10		10
Hármas- and Kettős Körös	-	-	115		115
Maros	-	-	25		25
<b>Total</b>	-	<b>77</b>	<b>1 495</b>	<b>50</b>	<b>1 622</b>

Source : KöViM INFRAFÜZETEK 44.

**The pipeline-network  
[km]**

	<b>1997</b>	<b>1998</b>	<b>1999</b>	<b>2000</b>
Oil	848	848	848	848
Natural gas	5 076	5 152	5 205	5 205
Other	1 224	1 201	1 193	1 195
<b>Total</b>	<b>7 148</b>	<b>7 201</b>	<b>7 246</b>	<b>7 248</b>

Source : KöViM INFRAFÜZETEK 44.

f) Capacity data of the transport means

Railway, rolling stock

	1997		1998		1999		2000	
	[pc]	[MW]	[pc]	[MW]	[pc]	[MW]	[pc]	[MW]
<b>Locomotive</b>	<b>1 272</b>		<b>1 207</b>		<b>1 162</b>		<b>1 107</b>	
of this: Electro	486	1 058	485	1 056	481	1 048	478	1 042
diesel	769	586	708	545	665	533	613	453
Motor train	68	61	73	66	68	61	67	61
Motorcar	254	38	260	36	272	34	272	39
	[pc]	[seats, 1000.]	[pc]	[1000 seating capacity]	[pc]	[1000 seating capacity]	[pc]	[1000 seating capacity]
<b>Passenger carriage</b>	<b>3 610</b>	<b>240</b>	<b>3 715</b>	<b>234</b>	<b>3 519</b>	<b>215</b>	<b>3 179</b>	<b>203</b>
of this: passenger	3 426		3 320		3 309		2 988	
restaurant	72		7 8		7 9		7 5	
sleeping & couchette couch	88		1 0 0		8 8		7 5	
other	24		2 1 7		4 3		4 1	
<b>Baggage coach</b>	<b>4</b>		<b>4</b>		<b>59</b>		<b>52</b>	
	[pc]	[ton, 1000.]	[pc]	[1000 ton]	[pc]	[1000 ton]	[pc]	[1000 ton]
<b>Goods wagon</b>	<b>24 691</b>	<b>1 077</b>	<b>23 962</b>	<b>1 014</b>	<b>22 055</b>	<b>972</b>	<b>20 778</b>	<b>941</b>
of this: closed	5 044	187	4 904	159	3 995	129	2 539	99
open	11 356	528	10 152	458	9 994	480	10 243	480
plato	3 495	143	3 366	130	3 046	120	3 086	123
tank	2 243	108	1 670	89	1 107	58	1 107	58
self-dumping	1 335	56	2 639	126	2 635	130	2 553	123
for combined transport	1 218	55	1 231	52	1 278	55	1 250	55

Source: KöViM INFRAFÜZETEK 4.

### Road motor vehicles

[pc]

	1997	1998	1999	2000
Car	2 297 964	2 218 124	2 255 540	2 364 717
Bus	18 619	18 532	17 733	17 855
Motorcycle	138 029	97 073	87 573	91 193
Truck	315 299	312 277	322 068	342 007
of this: van	295 425	295 048	308 944	328 357
Road tractor	27 030	24 591	23 559	24 426
<b>Sum</b>	<b>2 796 941</b>	<b>2 670 597</b>	<b>2 706 473</b>	<b>2 840 198</b>
Trailers, caravans	284 131	305 127	317 830	332 291
of this: goods trailers	88 810	89 771	94 851	97 000
low-speed vehicles	..	46 347	68 476	76 886

Source: KöViM INFRAFÜZETEK 44.

### Stock of vessels of organizations of dealing with waterway transport

	1997		1998		1999		2000	
	[pc]	[MW]	[pc]	[MW]	[pc]	[MW]	[pc]	[MW]
Passenger-boats	60	18,2	70	20,1	71	20,4	79	20,5
Tug and push boat	40	27,7	45	30,5	51	34,9	42	27,8
Self-propelled barge	3	2,3	5	4,4	7	4,5	2	0,1
Self-propelled dump barge	12	0,9	23	5,8	19	1,8	13	0,7
Dump barge	147		173		182		163	
of this: tanker	9		12		13		9	

Source: KöViM INFRAFÜZETEK 44.