INLAND TRANSPORT COMMITTEE

Working Party on Transport Statistics

<u>Ad hoc Meeting on Harmonization of Sustainable Urban</u>
<u>And Regional Transport Statistics</u>
(Prague, 15-16 May 2003)

<u>Note</u>: On its fifty-third session (25-27 November 2002), the Working Party on Transport Statistics (TRANS/WP.6/143, paras. 24 and 25), encouraged delegates to prepare documents for the Ad hoc meeting on Harmonization of Sustainable Urban and Regional Transport Indicators to be held in Prague on 15 and 16 May 2003. In reply to this invitation, the Government of Hungary has prepared a document which is reproduced below.

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Comments on Proposed List of Definitions for Indicators on Sustainable Urban Transport (Hungary)

I.   Infrastructure

01.   Urban area

Remark: according to English, and English – Hungarian dictionaries, the term *village* has different meanings, which may cause confusion (village: 2. a self-contained district or community within a town or city, regarded as having features characteristic of village – Oxford Dictionary). Therefore, we propose the substitution of the *village* for the term *settlement*.

02.   Suburban area

Comment: In our opinion, the proposed definition leaves the door open for a broad interpretation of the suburban area. A city (as is the case of Budapest) might have close (transport, infrastructural) connection with areas (localities) which are not suburban areas of the city, and the passenger transport between them is qualified as interurban transport. However, we support the proposed drafting because it gives a kind of freedom for the statistical institutes to divide off the public transport from interurban passenger transport.

03.   Trolleybus route

Remark: we do not use the term *rail* in this context, since the trolleybuses (in Hungary at least) are part of the public transport without any connection with rail systems (if a trolleybus had been a rail vehicle, it would have been rather a part of the tramway route).

07.   Suburban (urban) rail high-speed line

Comment: the suburban rail line in Budapest meets the characteristics formulated in the definition excepting the *high-speed* element. We are leading consultations with our experts as to whether it is necessary for us to reformulate the definition.

II.   Vehicle fleet

02.   Trolleybuses

Remark: as we stated above, the trolleybuses in Hungary cannot be classified as rail vehicles (and they are not driven by motor rail vehicles) since they are intended for use on roads.

III.   Traffic

05.   Train-kilometres travelled in urban and suburban public transport

Comment: we think it should be stressed that the national network performances are not included here. A rail line (which is not designed primarily for urban or suburban transport but for interurban transport) arriving/departing the urban area is used partly for suburban transport as well, although it cannot be included in the suburban or urban public transport service. It would be difficult to provide data on a regular basis regarding the train-kilometres travelled, as well as for the passenger, passenger-kilometre performances.

IV.   Transport

For the passenger and passenger-calculation of the Hungarian urban public transport system see the presentation below.

We would like to leave open our list of remarks and comments; the proposed list of definitions is being studied by public transport experts.

# A short presentation of the Hungarian urban transport system

<u>General presentation</u>

In Hungary, there are 120 localities with some kind of urban transport system. Since a fifth of the population of Hungary live in Budapest, and about half a million commuters flow in from suburban areas, 57% of the registered passengers of the Hungarian urban transport system travel in Budapest, and 62% of the passenger-kilometre value is provided by the Budapest Transport Company (BKV). Besides Budapest, where all the transport modes enumerated in the figure below run, we have:

- Urban transport by tram in 3 other cities (Szeged, Miskolc, Debrecen);
- Urban transport by trolleybuses in 2 other cities (Szeged, Debrecen).

The localities not mentioned run only buses. 65% of the Hungarian passenger-kilometre value is operated by buses (see the figure below).

Distribution of passenger kilometres in local urban (suburban) transport by modes of transport

Metro, underground
13,8%

Suburban rail line
5,7%

Trolleybuses
3,0%

Trams
12,4%

Buses
65,1%
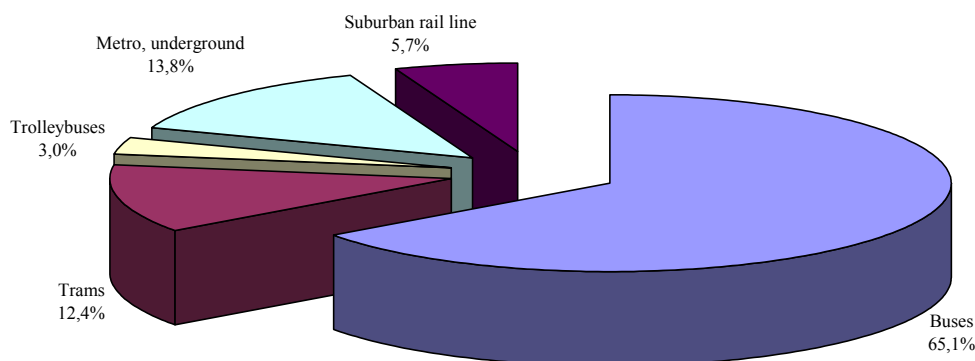
(as at 31 December 2002)

<u>Calculation of the passenger numbers and passenger-kilometres</u>

The basis of the calculation system is identical in every public transport company in Hungary but in the calculation methodology there are fewer or greater differences.

In Budapest, there exists a great variety of tickets (one-way, transfer ticket, day-ticket, three-day tourist ticket, Budapest Card etc.) and season tickets (monthly, two-week season tickets, employee/student/ pensioner season tickets etc). The calculation basis of the *number of passengers* is the number of sold tickets, and the public transport company uses a multiplicator for each type of ticket and season ticket. These are weighted daily values for every day of the week, established by a survey made by the company every five years. The value of *passenger-kilometre* is calculated on the basis of passenger numbers by using a multiplicator, renumbered every five years also.

In the public transport companies outside of Budapest, the formation of these two indicators has several differences.

- Some of the companies, similar to BKV, reshape the calculation multiplicator every five years according to a survey managed by the company, some of them use values established by an inner regulation of the company.

- For working and free days there are no differentiated calculations in some of the companies as, with the new types of season-tickets introduced during the last few years, there does not exist a clearly distinguished methodology either.

- There are discrepancies among companies regarding pensioners over 65 years (to whom the public transport in Hungary is free of charge). Some of the companies do not take into consideration this category, some of them do.

- In calculating the performance indicators, the transport habits of students/pensioners are not taken into consideration.

In the near future, for a more correct calculation of the passenger number and passenger-kilometre values we intend to initiate a destination traffic survey to establish a uniform principle for the used multiplicators. This survey would concentrate on:

- differentiation of the multiplicator by the intensity of the traffic (peak hours, saddle of the frequency curve)

- elaboration of a uniform methodology for every type of ticket/season ticket

- a more differentiated calculation of the student/pensioner season ticket

- uniform calculation for the performances passengers with free of charge documents.

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