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**INLAND TRANSPORT COMMITTEE**

Joint ECMT/UNECE Working Party/Group on Intermodal Transport and Logistics  
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Item 3 of the provisional agenda

**NEW DEVELOPMENTS IN INTERMODAL TRANSPORT**

Submitted by the Government of Hungary

We can give the following information about the results and position of domestic combined freight transport.

**1. Rolling Motorway, accompanied traffic (Ro-La)**

This enables us that a part of the domestic transit road traffic, which uses public roads and damages the environment to a great extent, to transfer towards Austria, Germany and Italy.

In the year of starting (1992) the number of the trucks transported on the rail was 16,180. In 1998 we have crossed the limit of hundred thousand with 102,000 trucks. In 2002 108,000, in 2003 about 102,000 and in 2004 only 79,071 trucks were transported. This value was 54.400 trucks in 2005. The index is equal to 69 %. In 2006, 1. half-year 27,400 trucks.

The cause of this was the absence of the Romanian truckers using the relation Szeged-Sezana, the start with the relation Arad-Wels and the stopping of the relation Sopron-Wels.

Altogether the assurance of the free flow of goods as a consequence of the membership of the European Union, and the restructuration of the combined traffic and the road transport relations.

At present 70 trains run weekly in the export-import traffic in 3 relations (Szeged-Wels, Szeged-Ljubljana and Budapest-Wels).

All this means that

- traffic has increased fivefold during the last ten years - not including the year 2004,
- after 2002 the transport volume decreased permanently,
- membership in the EU has caused a marked reduction of the traffic in 2004,
- independent on the decline concerning the traffic volume, 8-9 % of the domestic road transit traffic we can transfer in this system in Hungary.

This technique is used by Romanian (50 %), Hungarian (10 %), Turkish (10 %), Serbian (10 %), Bulgarian (15 %) and other (5 %) truck drivers.

## **2. Unaccompanied traffic**

We have transported 2.28 MT in 241,000 units in the year 1998. The volume transported, expressed in tons was 3.32 MT in 2002 and 265,760 in units (containers and swap bodies). In 2003: the values were 4.85 MT and 303,000 units. The traffic of the year 2004 was: 5.1 MT and 303,400 units. In 2005 the values were 5.2 MT and 309,400 units. The index was equal to 102 %. In 2006, 1. half-year: 2,0 MT and 140,000 units.

The cause of the increase was the utilisation of block trains and the opening of newer relations, as well as the greater exploitation of the transport units.

In this system 120 trains are running weekly in our country in about 15 relations. A positive fact is that the unaccompanied traffic is accomplished in 90 % in block trains in Hungary.

It can be stated that the combined traffic

- has increased in relation to the year 1992 – measured in weight – to more than its fivefold,
- it is equal to the 12 % of the total traffic of the MÁV of 45.2 MT (2004),
- it is equal to the 16 % of the international traffic of the MÁV(31 MT), and
- the share in the combined transport of the firm GYSEV was 35 %.

### **3. Ro-Ro traffic**

During the year 1992, traffic reached the level of 1,800 units. In 2002, traffic was 13,000 and in 2003 11,000 transport units. The traffic volume of the year 2004 was about 21,000 units and in 2005 12,000 units. The index is 56. In 2006, 1. half-year 5.000 units.

The cause of this reduction could be found in the fact that ever greater volumes of goods were transported on the road, which were transported formerly on the inland waterways.

At present the traffic is realised with one vessel from Budapest up to Germany (Kehlheim).

### **4. The influence exerted on the environment**

Combined transport has enabled that about 10 thousand tonnes of harmful pollutants, i.e. 9,300 t have not been presented during the last ten years. It is true that this value cannot be considered as a great value, but this has been equal to 14-15 loaded trains after all.

Within this volume unaccompanied traffic represents with its about 5,900 t a great value. The greater omission means first of all the Rolling Motorway (Ro-La) with a volume of about 3,200 t. The Ro-Ro traffic could keep an important volume.

This environmental impact plays an important role in the positive total economic impact, or in the sustainable development of the traffic and of the society.

### **5. Regulation of inland combined transport**

The Government made a decision related to the combined freight transport, according to which our regulation and the development shall be harmonised with the guidelines of the European Union.

Therefore our domestic system will be regulated by several Governmental decrees, Governmental and Ministerial orders, as well as laws (vehicle tax law, state budget).

We have prepared the new Governmental order provided with a uniform structured legal harmonization clause, effective as from the 1. January 2004 [266/2003 (24. XII)], which gives order about the system of the allowances.

In accordance with all these:

- we have granted tax-free and permission-free road transport within a zone-limit of 70 kms of the terminals for the transport to and from the terminals and Ro-Ro harbours on the road,
- the same is valid for the transport of goods within 70 km calculated from the State boundaries concerning the terminals,

- within the same zone limit, we have assured exemption from traffic restriction on weekends and on holidays,
- in our region only our country has a concept for combined transport [2025/1996 (7. II)] Governmental resolution,
- on the basis of this concept or of the Governmental decree the budget has assured a support of 500 Million HUF for the operation of the combined freight transport for the year 2005,
- in 2007 we suggest to plan 2,4 Billion HUF.

The bilateral international agreements serve also for the harmonisation with the legal system of the European Union, which we have concluded with ten countries (Germany, Austria, Italy, Slovenia, Croatia, Romania, Slovakia, Poland, Czech Republic and Bulgaria).

We have initiated the Turkish agreement. The Agreement between Hungary and Serbia is in the stage of finalisation. We have transmitted draft agreements to the Russian Federation, Belarus, Ukraine and to Iran.

We have agreed in the setting and operation of a Mixed Commission for Combined Freight Transport with four countries (Czech Republic, Slovenia, Croatia and Bulgaria).

We are also Contracting Parties to the following Agreements of UNECE:

- European Agreement on Important International Combined Transport Lines and Related Installations (AGTC)
- European Agreement on Main International Railway Lines (AGC)
- European Agreement on Main Inland Waterways of International Importance (AGN).

All this means that combined transport forms a field in our transport system, where the legal harmonization with the European Union is well-arranged.

## **6. Planned measures and the future tasks**

The ever increasing demand can be seen in the presently recognised and in the field of the traffic of the Hungarian combined freight transport system successfully accepted by the international shippers.

At the same time, capacity is diminishing at the domestic and regional levels both in terms of transport means and infrastructure.

Therefore the solution of several measures and tasks means an indispensable demand, as e.g.:

- it is further necessary to maintain the combined transport technology Ro-La for the sake of environmental protection,

- its is also necessary to acquire further 50 railway wagons in addition to the existing stock of 50 wagons for Ro-La traffic,
- for the replacement of unaccompanied Ro-La traffic the relations toward the terminal BILK or to the Eastern national boundary region shall be shifted or organised,
- for unaccompanied traffic the domestic rolling stock of special railway wagons (pocket wagons, wagons with basket, container railway wagons) shall be enlarged,
- ships suitable for Ro-Ro traffic shall be acquired (to avoid high rental fees),
- for the development of the infrastructure, the complex terminal at Soroksár/Budapest (BILK) should be further enlarged,
- in the sense of the concept of the combined freight transport the yearly growing budgetary support should be enforced and assured,
- co-operation with the neighbouring countries and with countries beyond those countries (Ukraine, Turkey, Serbia) shall be strengthened,
- co-operation with Romania and Bulgaria shall be made stronger, taking into account their near membership in the European Union,
- the continuous harmonization with the legal system of the European Union shall be maintained,
- for the sake of the development of domestic combined traffic, with particular reference to co-operation of the Visegrád countries, shall be realised.

We should follow the guidelines and recommendations of the European Union, CEMT and UNECE.

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**Hungary**  
**Combined transport in figures**

<b>Relation</b>	<b>1992</b>	<b>1998</b>	<b>2001</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2005/2004 %</b>
<b>Rolling Highway (Ro-La)</b>								
Szeged-Wels	16.180	44.972	50.317	51.974	49.835	52.234	50.613	<b>97</b>
Sopron-Wels	-	42.573	54.303	53.072	46.953	17.490	-	-
Szeged-Ljubljana	-	7.289	5.529	2.773	4.449	3.039	2.736	<b>90</b>
Budapest-Wels	-	7.003	934	-	22	5.026	-	-
Budapest-Ljubljana	-	-	-	-	-	1.282	1.091	<b>85</b>
Arad-Sopron	-	87	-	-	-	-	-	-
	<b>16.180</b>	<b>101.924</b>	<b>111.083</b>	<b>107.819</b>	<b>101.251</b>	<b>79.071</b>	<b>54.440</b>	<b>69</b>
<b>Ro-Ro</b>								
Budapest-Kehlheim (units)	1.767	11.316	14.810	13.190	10.644	20.800	11.555	<b>56</b>
Győr-Kelheim (units)	-	9.212	-	-	-	-	-	-
	<b>1.767</b>	<b>20.528</b>	<b>14.810</b>	<b>13.190</b>	<b>10.644</b>	<b>20.800</b>	<b>11.555</b>	<b>56</b>
<b>Unaccompanied transport (Huckepack)</b>								
(1000 tonnes)	995	2.288	2.354	3.322	4.700	5.100	5.200	<b>102</b>
(units)	104.700	241.000	258.570	265.760	303.230	303.400	309.400	<b>102</b>

**Hungary**

**Avoided emission of pollutants**

**(in tonnes)**

**July 1992 – December 2005**

**(Export - Import - Transit)**

	<b>RO-LA</b>	<b>RO-RO</b>	<b>Unaccompanied transport</b>	<b>Total</b>
CO	355	28	637	1.020
CH	168	12	288	468
NO <sub>x</sub>	2.448	181	4.628	7.257
Russ	96	8	168	272
SO <sub>2</sub>	78	6	145	229
<b>Total</b>	<b>3.145</b>	<b>235</b>	<b>5.866</b>	<b>9.246</b>

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