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**INTEROPERABILITY AND INTERMODAL TRANSPORT**

HUNGARY AND THE COMBINED FREIGHT TRANSPORT (2004)\*

Submitted by Hungary\*\*

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

In the framework of the Rolling Motorway or accompanied traffic (Ro-La) the trucks will be transported on special railway wagons. (The drivers travel in the accompanying railway car).

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

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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 on hundred thousand with 102,000 trucks. In 2002 108,000, in 2003 about 102,000 and in 2004 only 79,071 trucks were transported. The index is equal to 78.

[The cause of this was the absence of the Rumanian 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 the 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 **66-70 trains run weekly** in the export-import traffic **in 3 relations** (Szeged-Wels, Szeged-Ljubljana and Budapest-Wels).

All this means that

- the traffic has increased during the last ten years- not including the year 2004 – to its **fivefold**,
- about **8-9 %** of the domestic road transit traffic we can transfer in this system in Hungary.

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

## **2. Unaccompanied traffic**

In the unaccompanied combined transport containers, swap bodies and semi trailers will be transported.

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. In 2003: 4.85 MT and 303,000 units. The traffic of the year 2004 was: **5.1 MT** and **303,400 units**. The indices are: **109** and **101**. The cause of the increase the start with new block trains and the opening of relations, as well as the higher exploitation level of the units.

In this system **82 combined transport trains** are running **weekly** in our country in about **15 relations**. A positive fact is that the unaccompanied traffic is accomplished **in 80 %** 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,

- the share in the combined transport of the GYSEV is **30 %**.

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

Under Ro-Ro traffic we understand the transport of containers, swap bodies, semi trailers and trucks on the waterway Danube.

During the year 1992 the traffic reached the level of 1,800 units. In 2002 the traffic was 13,000 and in 2003 11,000 units. The traffic of the year 2004 was about 21,000 units. The index is **196**. After a decline the traffic has been almost doubled as a consequence of the increased passenger car transport demand. At present two ships run weekly in Germany (Passau).

### **4. The regulation of the domestic combined traffic**

The Government made a decision (3229/1992) in relation with the combined freight transport, according to which the regulation and the development have to be in line with the guidelines of the European Union. In this sense our system is regulated by several Governmental orders, Governmental resolutions, ministerial orders and laws (motor vehicle tax and budgetary tax).

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

In accordance with all these:

- we have granted the 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 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 the exemption from the limitation at the weekend and on holidays,
- in our region only our country has a conception for the combined transport [2025/1996 (7 II)] Governmental resolution.

On the basis of this conception or Governmental resolution the budget allocated a subvention of 500 MHUF for the year 2005 for the domestic combined freight transport. In the framework of this both the service activity at the terminals/ports and the freight transport using the railway or the waterway are supported. The regulation of this support is assured in the framework of the Ministry for Economy and Transport (GKM). The arrangement and the announcement of this is under way.

The bilateral agreements of the combined transport serve also for the harmonization with the law-system of the European Union, which we have concluded with **ten countries** so far (Germany, Austria, Italy, Slovenia, Croatia, Romania, Slovakia, Poland, the Czech Republic and Bulgaria).

We have paraphrased the Turkish agreement. The Agreement between Hungary and Serbia and Montenegro is in the stage of the finalisation. We have given over an agreement-draft to Russia, Belarus and Ukraine, as well as to Iran.

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

We are the member of European agreements on the level of the UN. They are as follows: “The European Agreement about the important international combined transport routes (**AGTC**)”, as well as “European Agreement about the main railway lines (**AGC**)”, further “The European Agreement related to the main waterways of international importance” (**AGN**).

All these mean as well that the combined transport forms an area in our transport system, where the legal harmonization with the European Union is **well-arranged**.

## **5. Planned measurements, future tasks**

The Demand for the presently recognised and in the field of the traffic successful Hungarian combined freight transport system is growing in the circles of the domestic and international shippers. At the same time parallel to this an ever diminishing capacity has developed at the domestic and regional levels both in relation to the transport means and the infrastructure.

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

- it is further obedient to maintain the combined transport technology Ro-La for the sake of the environmental protection,
- it is also obedient to acquire further 50 railway wagons in addition to the existing stock of 50 wagons for the Ro-La traffic,
- for the replacement of the relation Sopron in the field of the Ro-La traffic these relations shall be transferred and organised to the BILK or to the Eastern national boundary region,
- for the sake of the unaccompanied traffic the domestic special railway rolling stock (pocket wagons, wagons with basket, container transporting railway wagons) shall be enlarged,
- ships suitable for the Ro-Ro traffic shall be acquired (for the sake of avoiding the high rental fees),

- for the development of the infrastructure the complex terminal at Soroksár (BILK) inaugurated on the 17<sup>th</sup> November 2003 should be enlarged further,
- in the sense of the conception of the combined freight transport the yearly growing budgetary support should be enforced and assured,
- the co-operation with the neighbouring countries and with the countries to be found beyond those countries (Ukraine, Turkey, Serbia/Montenegro) shall be strengthened,
- the increased realisation of the co-operation with Rumania and Bulgaria shall be made stronger, taking their near membership in the European Union into account,
- the continuous harmonization with the legal system of the European Union shall be maintained,
- for the sake of the development of the domestic combined traffic we must follow the guidelines and recommendations of the European Union, the CEMT and the ECE of the UN.

## COMBINED TRANSPORT IN FIGURES Hungary

Transport Direction	1992	1998	2001	2002	2003	2004	2004/2003 (%)
<b>Rolling Road (Ro-La), (vehicles)</b>							
Szeged-Wels	16.180	44.972	50.317	51.974	49.835	52.234	<b>105</b>
Sopron-Wels	-	42.573	54.303	53.072	46.953	17.490	<b>37</b>
Szeged-Ljubljana	-	7.289	5.529	2.773	4.449	3.039	<b>68</b>
Budapest-Wels	-	7.003	934	-	22	5.026	-
Budapest-Ljubljana	-	-	-	-	-	1.282	-
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>78</b>
<b>Roll-On-Roll-Off (Ro-Ro), (units)</b>							
Budapest-Passau	1.767	11.316	14.810	13.190	10.644	20.800	<b>195</b>
Győr-Kelheim	-	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>195</b>
<b>Unaccompanied Transport (Piggyback)</b>							
(Ths. tonnes)	995	2.288	2.354	3.322	4.700	5.100	<b>109</b>
(Units)	104.700	241.000	258.570	265.760	303.230	303.400	<b>101</b>