



Economic and Social
Council

Distr.
GENERAL

INFORMAL DOCUMENT No. 3 (2000)
20 March 2000

ENGLISH ONLY

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Combined Transport

(Thirty-third session, 10-11 April 2000,
agenda item 10)

**NEW DEVELOPMENTS IN THE FIELD OF COMBINED TRANSPORT
IN UN/ECE MEMBER COUNTRIES**

Report on the development of combined transport in Hungary in 1999

Transmitted by Hungary

Evaluation for the year 1999

1. Rolling road (Ro-La) traffic decreased by 4% in total, following a 13% drop in 1998 in consequence of:
 - the sharper competition from road transport (there is not a direct grant from the State in Hungary to the tariffs of combined transport performed by the railway),
 - the war on Yugoslavia (the strongest relation, Szeged –at the Yugoslav border– Wels declined by 14%).
2. Ro-Ro traffic dropped by 22 %, contrary to a 23% increase in 1998, because of:
 - restructuring the production and reshaping the export of the automobile industry with fewer demands for combined transportation.
3. Huckepack traffic after an increase of 5% in 1998, experienced a light 3% decrease on account of:
 - the decline of international traffic in south-east relations, because of the Yugoslav crisis;
 - operational problems (to keep transit times) and strict tariff policy of southeastern railways.

Outlook for the year 2000

1. Contrary to the decrease in 1999, a recovery, even a slight increase, is expected in rolling road and huckepack traffic, on the basis of:
 - the boom hoped to follow automatically the relaxation of the Yugoslav crisis;
 - further legal administrative measures considered to promote combined transport in Hungary such as
 - contribution from the budget to fund the development of terminals,
 - state grants to tariffs for combined transport.
2. To meet the increasing demands after last year's difficulties, all services have been restarted in international combined transport, so Hungarian railways run now the following services:
 - for Ro-La: in 4 relations, 11 pairs of block trains per day,
 - for Ro-Ro: 2 ships per week between Budapest and Passau,
 - for Huckepack: in 13 relations, 60 block trains per week.

**Combined transport in numbers
Hungary**

	1992	1993	1995	1997	1998	1999			Index 99/98
	Trucks					Trucks	Wagons	%	
Ro-La									
Szeged-Wels	16.180	28.288	24.800	35.078	44.972	38.464	43.111	90	86
Sopron-Wels	-	-	29.980	49.495	42.573	45.621	55.258	83	107
Szeged-Ljubljana	-	-	-	639	-	-	-		
Szeged-Sezana	-	-	-	5.758	7.289	6.686	8.320	80	92
Budapest-Wels	-	-	-	-	7.003	6.974	10.854	65	100
Budapest-Fernetti	-	398	-	-	-	-	-		
Budapest-Ljubljana	-	-	1.610	-	-	-	-		
Záhony-Munkács	-	-	540	-	-	-	-		
Arad-Sopron	-	-	-	-	87	-	-		
	16.180	28.686	56.930	90.970	101.924	97.745	117.543	84	96
Ro-Ro									
Budapest-Passau	1.767	4.917	5.240	16.693	11.316	15.488	Unit		137
Győr-Kelheim	-	-	-	-	9.212	511	Unit		6
	1.767	4.917	5.240	16.693	20.528	15.999	Unit		78
Huckepack									
	995	981	1.059	2.200	2.288	2.220	1000 tons		97
	104.700	103.260	111.570	229.530	241.000	233.900	TEU		97

Budapest, 7.1.2000.