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HUNGARY AND COMBINED FREIGHT TRANSPORT (2005)

Submitted by the Government of Hungary*

I. 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 (drivers travel in the accompanying railway car). This allows us to shift a part of the national transit road traffic towards Austria, Germany and Italy, which uses public roads and damages the environment to a great extent, to combined transport.

In the year of starting (1992), the number of the trucks transported by rail was 16,180. In 1998 we have crossed the limit of one 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 number for 2005 was 54,400 trucks. The index is equal to 69 %.

The reason for this decline was the absence of Rumanian truckers using the relation Szeged-Sezana, the start of the relation Arad-Wels and the stopping of the relation Sopron-Wels. Altogether

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

At present **70 trains run weekly** in the export-import traffic **along 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 – **fivefold**,
- after 2002 the transport volumes have **decreased permanently**,
- the **membership in the EU** has caused a marked reduction of the traffic in 2004,
- independent of the decline concerning the traffic volume, **8-9 %** of domestic road transit traffic can be transferred onto this system in Hungary.

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

II. UNACCOMPANIED TRAFFIC

In unaccompanied combined transport containers, swap bodies and semi-trailers will be transported by rail.

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 %**.

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 combined traffic

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

III. 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 a level of 1,800 units. In 2002 the traffic was 13,000 and in 2003 11,000 transport units were transported. The traffic volume of the year 2004 was about 21,000 units and in 2005 12,000 units. The index is **56**.

The reason for 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).

IV. 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 released during the last ten years. It may be considered that this value is not a large value, but is equal to **14-15 loaded trains** after all.

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

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

V. REGULATIONS RELATING TO INLAND COMBINED TRANSPORT

The Government made a decision related to combined freight transport, according to which our regulations 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 of 1 January 2004 [266/2003 (24. XII)], which gives order about the system of the allowances.

In accordance with all of these:

- we have granted tax-free and permission-free road transport within a zone limit of 70 km around 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 the exemption from the traffic restriction at the weekend and on holidays,
- in our region only our country has a concept for the 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 MHUF for the operation of combined freight transport in 2005.

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, Rumania, Slovakia, Poland, Czech Republic and Bulgaria).

We have initialled the Turkish agreement. The Agreements between Hungary and Serbia and Montenegro are in the stage of the finalisation. We have prepared draft agreements with the Russian Federation, Belarus, Ukraine as well as Iran (Islamic Republic of).

We have agreed to the establishment and operation of a **Mixed Commission** for Combined Freight Transport with the following four countries: Czech Republic, Slovenia, Croatia and Bulgaria.

We are Parties to European Agreements on the level of the United Nations. They are as follows: European Agreement on Important International Combined Transport Lines and Related Installations (**AGTC**); European Agreement on Main International Railway Lines (**AGC**); and European Agreement on Main Inland Waterways of International Importance (**AGN**).

This shows that combined transport forms a field in our transport system in which the legal harmonization with the European Union is **well-arranged**.

VI. PLANNED MEASUREMENTS AND THE FUTURE TASKS

The ever-increasing demand can be seen in the presently recognised and in the field of traffic of Hungarian combined freight transport system successfully accepted by the international shippers. At the same time, parallel to this an ever-decreasing capacity is available at the domestic and regional levels both in relation to transport means and infrastructure.

Therefore the resolution of several measurements and tasks is indispensable, such as:

- it is necessary to maintain the combined transport technology Ro-La for the sake of the 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 the unaccompanied Ro-La traffic, the relations toward the terminal BILK or to the Eastern national boundary region shall be shifted or re-organised,
- for the sake of unaccompanied traffic, the domestic rolling stock of specialized railway wagons (pocket wagons, wagons with basket, container transporting railway wagons) will need to be enlarged,
- ships suitable for Ro-Ro traffic shall need to be acquired (for the sake of avoiding high rental fees),
- for the development of the infrastructure, the complex terminal at Soroksár/Budapest (BILK) should be enlarged further,
- in the sense of the concept of the combined freight transport, yearly increasing budgetary support should be enforced and assured,
- cooperation with neighbouring countries and with other countries beyond those countries (Ukraine, Turkey, Serbia and Montenegro) shall be strengthened,
- cooperation 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,

- in order to develop domestic combined traffic particular cooperation with the four Visegrád countries shall be realised,
- the guidelines and recommendations of the European Union, ECMT and UNECE should be followed.
