A Report from Hungary:

• Milestones of development of the combined transport in Hungary
• The combined transport in Hungary in 2003 (brief status report)
• Goals, planned actions, future tasks (strategy)
Milestones of development of the combined transport in Hungary

- **1991**: launching the first container block-train service (Budapest-Hamburg/Bremen)
- **1992**: launching the first rolling road service (Szeged-Wels in Austria)
  
  The first Decree of the Government on the favours granted to the international combined transport
- **1993**: the first bilateral governmental agreement on the combined transport (with FRG)
- **1994**: entering the AGTC Agreement into force by the Decree of the Government
- **1996**: Decision of the Government on the concept of the combined transport
  
  Resolution of the Parliament on the necessity to develop logistic centres and to give support from budget sources to develop their infrastructure
- **1998**: adoption of the development concept of the national network of logistic centres by the relevant ministry
- **2001**: launching the construction of Budapest Logistic Center (BILK)
- **2003**: inauguration of BILK’s phase I (railway terminal and terminal for combined traffic)
Information on development of the combined transport in Hungary in 2003

1. Traffic dimensions

<table>
<thead>
<tr>
<th>Category</th>
<th>Quantity 2002</th>
<th>Quantity 2003</th>
<th>Dimension</th>
<th>Index 2003/2002</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rolling road</td>
<td>108</td>
<td>102</td>
<td>th. trailers with semi-trailer</td>
<td>94</td>
</tr>
<tr>
<td>Unaccompanied traffic</td>
<td>266</td>
<td>303</td>
<td>th. units</td>
<td>114</td>
</tr>
<tr>
<td>Ro-Ro</td>
<td>13</td>
<td>11</td>
<td>th. units</td>
<td>81</td>
</tr>
</tbody>
</table>

Remarks:

- Rolling road traffic, 60 trains per week in two Austrian and one Slovenian relations, declined because Romanians have turned to their new national service to Austria.

- Unaccompanied traffic, 65 trains per week in 13 international relations, increased by new block trains and better exploitation of containers backwards.

Combined transport’s share in total freight transport of the national railway company reached 12% by weight (5.3 million ton out of 43.8 million ton), outstanding in Central and Eastern Europe.

- Ro-Ro traffic, 2 ships per week to Germany on the Danube, went down on account of low water level and of saturation of the market for the cars assembled in Hungary.
Planned actions, future tasks
There has been a continually increasing demand from the domestic and international forwarders for the currently renowned, and by its traffic successful, Hungarian system of combined transport of goods.

Parallelly with it, however, an ever-increasing shortage of capacity has appeared on domestic and regional level in vehicles and infrastructure as well.

That is why it is of utmost importance to solve a number of actions and tasks:

• In the interest of the environmental protection it is further advisable to maintain the RoLa system and beside the current stock of 50 wagons it is necessary to purchase an additional 50 ones,

• In order to develop the unaccompanied traffic it is necessary to increase the domestic stock of special wagons,

• To purchase ships suitable for the RoRo traffic,

• In order to develop the infrastructure it is necessary to build up and to finance further the complex of Budapest Intermodal Logistic Center at Soroksár (BILK),

• In the spirit of the Hungarian concept on the combined transport of goods (governmental resolution No. 2025/1996) it is necessary to provide a yearly increasing budget support,

• To make the complete system of state support entered into force (the system has been formed already, with special regard to the subsidy to the operation i.e. to the tariffs as an extremely important factor to enlarge the business but failed to enforce up to the present),

• To maintain the harmonization with the legal system of the European Union continually,

• In order to develop the combined transport in Hungary it is necessary to follow the directives and recommendations of the European Union, of the CEMT and of the UNECE.