



Action 3.1: Mapping ongoing public and private investments





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1 Description of transportation services provided in the hub and of legal background

Currently there are 3 main bus terminals (partly suburban traffic) in Budapest along the outer ring road (Árpád-híd, Stadionok, Népliget), connected by a direct fast tram line (no. 1), plus there 3 other smaller suburban bus stations at metro terminals (Széna tér, Újpest-Városcapu, Etele tér).

There are 3 main railway stations from which two are serving only domestic and suburban traffic only (Déli and Nyugati stations). The third bigger railway terminal, Keleti has all the international passenger traffic beside a huge domestic (national) and suburban traffic. At the moment there are two international trains (Ljubljana, Sarajevo) to Déli due to capacity constraints at Keleti station. All of the 3 main stations has metro, urban bus, tram connection. Between Nyugati and Keleti there is a direct trolleybus line too. Between the main bus and station there is a metro connection with the exception of Kelenföld/Etele tér station to where the new line of the metro (no.4.) will serve by 2014.

There is a direct train and usually a bus connection too to the most of the bigger cities in Hungary from Budapest. All of the neighboring capital (and bigger e.g. Kosice, Arad, Timisoara, Subotica, Osijek) cities are connected by at least one (Ljubljana) or ca. 10 (Vienna).

There is coordinator body (KTI SZI/Passenger Transport Directorate) which coordinates the services and timetables between the central government who orders it for inter regional (national) and regional level. On local level, in the cases of local transport, the local municipality order the public transport service based on a “book of parameters” which determines the vehicle type, frequency, services hours. In the case of Budapest hub, since 2010 a new public service company (owned 100 % by the Municipality of Budapest), Centre for Budapest Transport (BKK), has the task to order the public transport service from the different providers within the administrative boundary of Budapest. They have the task to monitor the service quality. The different supervisor committees of Municipality of Budapest and the Central Government has the right to control financial performance of the public transport service providers.

In Budapest here are public service contracts. Till 2016 for inter regional, regional, suburban buses and trains. In the case of local transport (within the administrative boundaries of Budapest Municipality) and 3 suburban railways and some suburban buses which are operated by the (Budapest) metropolitan transport company (BKV) they have a new public service contract from 01/05/2012 till 30/04/2020.

The 3 big companies are state owned public transport provider companies. In the case of the buses (Volánbusz Ltd.) there are several private owned subcontractors involved in the service on contractual bases. There similar case at the urban buses, which are subcontracted from BKV, now from BKK to private owned bus companies. Currently about 10-15 % of the total urban bus service is subcontracted, but in the next 5 years it is planned to be raised till 66 %.

Main datas:

- BKV (urban transport provider in Budapest):



- Income from fare revenue in 2011: 51, 128 billion HUF (without any subvention for discounted tickets) Total costs: 133, 201 billion HUF (1 HUF=282 EUR, as of 10/2012)
- Passenger numbers in 2011:
- Bus (1365 vehicles): 556,7 million pass. (40 % of total)
- Tram (612 veh.) 393,4 mill. pass. (28,3%)
- Metro (391 veh.) 302, 5 mill.
- Trolleybus (157 veh.) 68, 7 mill.
- BKV Suburban Train (HÉV) 70, 4 mill.

The state railways (MÁV-START) and Volánbusz (regional and suburban bus) has only a limited role (ca. 5 %) in the public transport within the administrative boundaries of Budapest.

Financing of services

The national or European source that will finance the specific investment and the type of the financing (in accordance with the following figure1).

The public transport developments are in absolute majority co-financed by EU funds with local or national co-funding. The operating costs of the system are paid by the passengers, through fare revenue, the central government and the municipality. All the costs and revenues are managed by BKK (Centre for Budapest Transport) who collect (and other forms of income e.g. parking fee, entrance fee for lorries and trucks, etc.) them and pay them for the service providers.

Other

According to the new territorial development regulations, new bigger residential areas should have rail connections to avoid the growing number of commuting by car. At new commercial or residential developments near transport hubs, the developers should contribute for the construction of the transport infrastructure developments (e.g. Kőbánya-Kispest bus and metro terminal and commercial centre).

Public Transport Partnerships (PTPs)

Currently we have common monthly or yearly pass (but no common individual tickets) within Budapest (including all suburban trains and buses and urban transport), but no common ticketing (although the prices are the same, decided by the the central or local government) in the suburban area. There is a new tariff concept under elaboration which will probably propose a new sectorial-zonal tariff zone systems in accordance with the new nationwide electronic ticketing (Elektra), which will take some years to be realized.

2 Mapping of ongoing and planned investments

Investments category <i>(investments that contribute to the improvement of)</i>	Terminal	Ongoing and planned Investment Description* (in relation to the pillars)					Start date	End date	Estimated cost (infrastructure, management, operation)	Estimated effect on the demand		
		Service projecting & management (e.g. information systems...)	Governance (e.g. timetables harmonization, ticketing integration...)	Financing of services	Public Transport Partnerships (PTPs)	Other						
Transnational level	City Hub INTERCONNECTIVITY	Rail network			Transport Operational Programme 2007-2013		Development of Budapest –Székesfehérvár line, track speed 120-160 km/h, ETCS-II	2008	.2014	462 M EUR		
							Development of Budapest – Vienna (section Biatorbágy –Tata)		
		Air network	No specific investments planned. The smaller terminal (Terminal 1) was closed to passenger traffic. In February 2012 the national flag carrier Malév went to bankrupt, most of the traffic was taken over by low cost airlines and former incumbents rival airlines. The only market segment which has lost is the transfer traffic and the regional connections with small south east European capital cities (e.g. Sarajevo, Skopje, Beograd, Sofia, Podgorica, Tirana, Pristina) A new terminal building, called “SkyCourt” was opened in 2011.									
Road network (buses)				Transport Operational Programme 2007-2013		Southern sector of the M0 motorway: extension of the section between Motorway M1. – Main Road 51. extension between Main Road 51. and Motorway M5	2008	2015	398 M EUR			
				Transport Operational Programme 2017-2013 and / or 2014-2020; Government		Expansion of the section of Motorway M2 between Budapest – Vác south (Municipal Road No. 2104.)	2014	2016	193M EUR			
National level	City Hub ACCESSIBILITY	Rail network			Transport Operational Programme 2017-2013 and / or 2014-2020		Reconstruction and development of Southern railway Danube bridge of Budapest	2014	2017	110 M EUR		
					Transport Operational Programme 2017-2013		Development of Székesfehérvár Railway	2014	2016	90 M EUR		

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		Service projecting & management (e.g. information systems...)	Governance (e.g. timetables harmonization, ticketing integration...)	Financing of services and / or 2014-2020	Public Transport Partnerships (PTPs)	Other				
	Air network	No regular domestic air traffic in Hungary.								
	Road network (buses)	Currently there are 3 main bus terminals (partly suburban traffic) in Budapest along the outer ring road (Árpád-híd, Stadionok, Népliget), connected by a direct fast tram line (no. 1), plus there 3 other smaller suburban bus stations at metro terminals (Széna tér, Újpest-Városcsúcs, Etele tér).								
Regional / Local level	Rail network	Development of Traffic management and Passenger Information System (FUTÁR)	Real time passenger information panels in 257 stops with higher traffic and onboard of ca. 2300 vehicles and also online.	Central Hungary Operational Programme 2007-2013			2012	2014	24 M EUR	
			E-ticketing in Budapest Public Transport	Budapest Municipality			2014			
				Transport Operational Programme 2014-2020		Reconstruction and development of Line 3 underground	2014			
				Transport Operational Programme		New tram and trolley vehicles (47 tram-20 trolley.)	2014		cca 65 M EUR	
				Transport Operational Programme		New suburban trains (ca. 50 trains)	2014		cca. 300 M EUR	
Local level	Rail network			Transport Operational Programme 2007-		Budapest Line 4 underground development	2006	2015	cca. 1300 M EUR	

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				2013; Government, Budapest Municipality						
				Transport Operational Programme 2007-2013; Budapest Municipality		Budapest tram lines 1 and 3 development and extension	2013	2015	135 M EUR	
				Transport Operational Programme 2007-2013		Reconstruction and development of Budapest – Esztergom railway line (Phase 1)	2012	2015	295 M EUR	
	Rail network			Transport Operational Programme 2007-2013		Development of Vác Railway Station to an intermodal hub	2013	2015	99 M EUR	
				Transport Operational Programme 2007-2013; Budapest Municipality		Interconnected Tram Transport in Buda	2013	2015	36 M EUR	
				Transport Operational Programme 2014-2020		Budapest suburban railways development and Budapest N-S rapid transit railway development	2014	2020	cca. 1500 M EUR	
	Road network (buses)			Transport Operational Programme 2007-2013; Government, Budapest Municipality		Development of Budapest-Kelenföld Hub (Part of metro 4 project): P+R	2013	2016		
				Central Hungary Operational Programme 2007-2013		Csepel Island Backbone (bypass) Road (Phase 1)	2009	2013	34 M EUR	
				Central Hungary Operational Programme 2007-2013		Public Transport priority at intersections' signals and implementing more bus lanes	2010	2013		



Comments on the planned and ongoing investments

- The ongoing investments are considered as crucial and viable. The only exception is the ongoing biggest investment, the construction of the metro line 4 which was decided in 2006 and there are concerns about its absolute priority on the development list. Anyway it is ongoing and hopefully it will be ready by 2014.
- The ongoing investments can improve the status of the hubs and in this sense contribute to the growth of rail usage in SEE. Most of the investments are supporting the development of public transport infrastructure and the use of other alternative modes, such as walking and cycling.
- The overall conditions of the rail infrastructure and the missing of the “S-bahn” like direct cross city link between the western and eastern side suburban train services.

3 Conclusions

- Basically the entire rail network related developments are serving the RAIL4SEE objectives (enhancing the share of passenger rail transport), especially those high value infrastructure developments (e.g. reconstruction of the tracks and stations. Our pilots will be connected to campaigns on citizens awareness rising. This activity, together with the other tasks in the project is not hard interventions as the above mentioned one, but soft interventions. The linkage on already ongoing investments (“FUTÁR” real-time passenger information system) will increase the effectiveness of the basic project.
 - All of the ongoing and planned investments will increase the usage of rail with the exceptions of the road infrastructure expansions of the motorways MO, M1, M2. However these investments will also improve some feeder bus services for the rail at the same time.
 - In the case of Budapest hub we have a combination effect of the mentioned developments, because when reconstructing an existing line in the majority of the cases will not only improve the local connections, but also the national connections and in the most of the cases the international connections too. Some urban transport development (e.g. interconnected tram network, priority signaling for public transport) will increase the quality of transport at regional/local level.
 - In our case at Budapest hub, due the network structures and the geostrategic location we expect to have an increase of rail usage at all levels. However we do not have regional, but only suburban, national and international rail passenger traffic. We have different service developments ongoing (e.g. new suburban trains, high quality IC and EC, Railjet trains).
 - The Development of Traffic management and Passenger Information System (FUTÁR) is the main short term intervention in the Service projecting & management pillars of RAIL4SEE. The second most important intervention is the re-programming of the signals and prioritizing public transport. For medium and long term we have only hard infrastructure (re)-building interventions at the moment.
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For the “Governance in hubs development” we already have (since 2010) a new model for transport managing and planning, we expect to have this model will growing in the future and somehow will include the railways and the suburban area not only Budapest municipal area.

For the “Financing of services” we are searching new models, because the current and previous financial structure does not offer a stable operating environment for the public transport providers.

For the “Public Transport Partnerships” we are preparing in Budapest hub and also in the metropolitan area a new integrated zone system with e-ticketing. For this new intervention and for the previous one we expect to have long term effects in securing public transport financial and organizational sustainability.

- The expectations are in line with the future plans; however the realization of most of the big developments is depending on the availability of the EU funds for the next 7 year financial period.