



Development of logistics services in Hungary with special regard to small and medium sized cities

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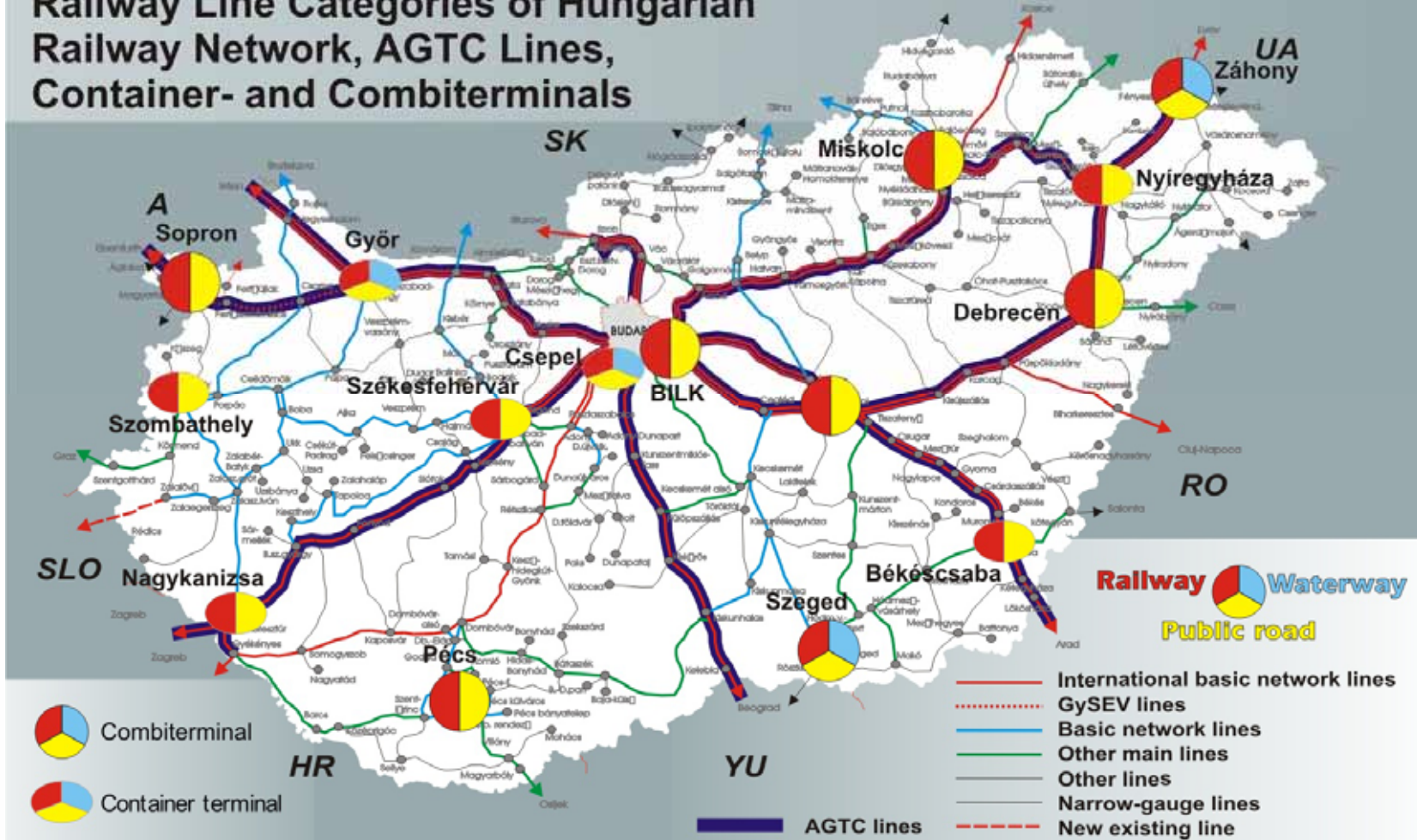
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2. Relevant points of national intermodal logistics & urban transport strategies (in the frame of transport policy)
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1/1

Railway Line Categories of Hungarian Railway Network, AGTC Lines, Container- and Combiterminals





1/2 Combined transport performances & tendencies (2004)

- Ro-La: 79.1 thousand trucks transported; less than 10% of total transit in road freight transport; tendency ↓↓
- Containers, swap-bodies, semi-trailers: 5.1 million tons transported in 303.4 thousand units; about 15% of total rail freight transport; tendency ↑
- Ro-Ro: 20.8 thousand units transported; tendency ↑↑





1/3 Network of logistics centres in Hungary

Elements of Hungarian logistics network:

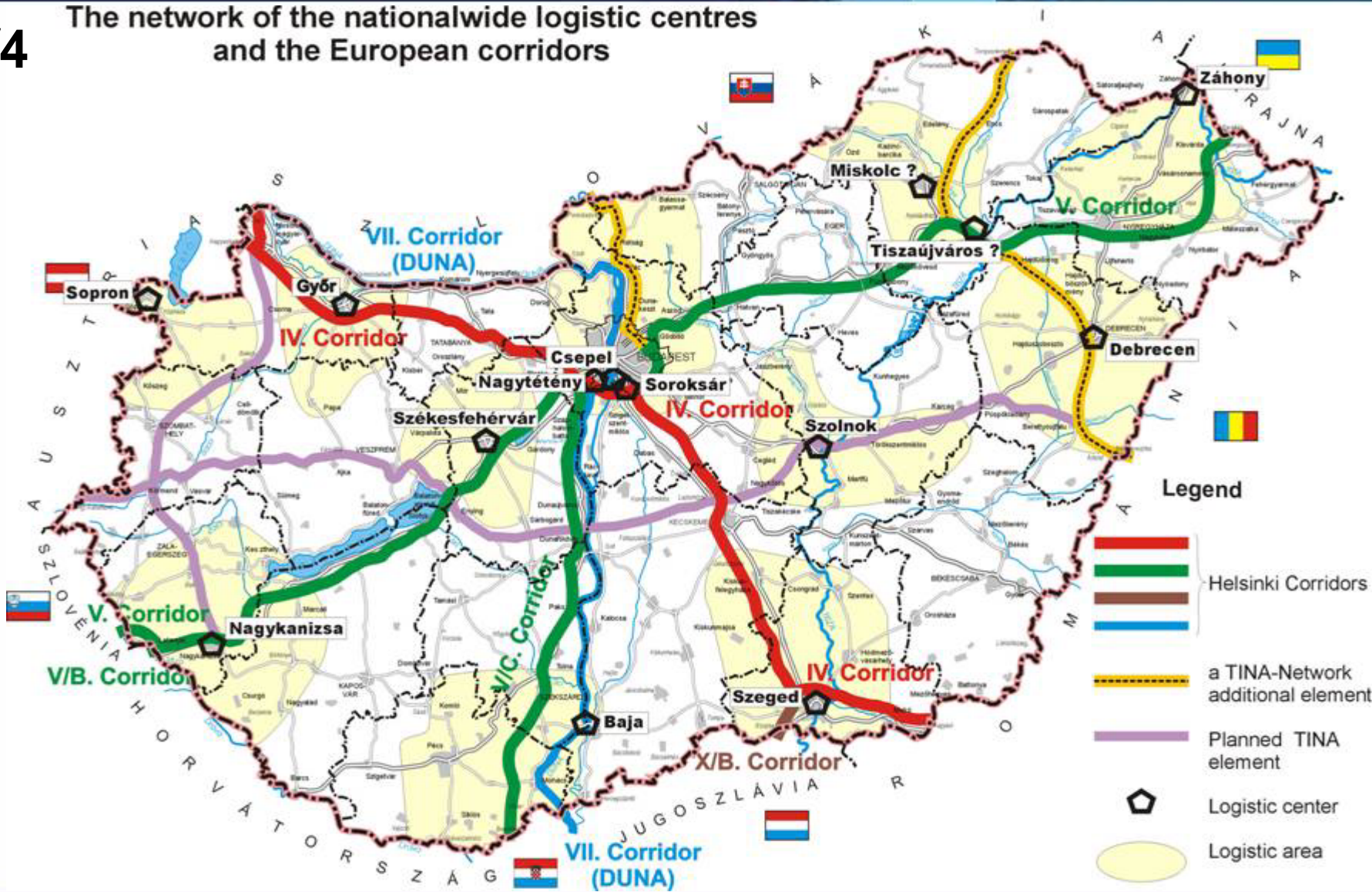
- national (intermodal) logistics centres → emphasised by transport policy, supported by public funds (PPP)
 - regional logistics centres
 - other logistics service facilities
- } → private initiations

1998: development conception of national logistics centres connected to the European network (continuously updated) – 13 national logistics centres in 11 regions → different development paths → preferences shall be revised



1/4

The network of the nationwide logistic centres and the European corridors





2/1 Intermodality in Hungarian transport policy (2003)

- ensuring sustainable development
- improving the quality and utilisation of existing transport systems
- strengthening the co-operation between different transport modes

→ building logistics centres is the task of private market actors – state intervention concentrates on providing basic infrastructure

→ stimulating combined transport by ensuring preferences, discounts and grants (exemptions from HGV stops, permissions and road vehicle taxes in case of combined transport – in force)





2/2



Helsinki Corridors

→ to make advantages of favourable geopolitical position of Hungary by using environmentally friendly transport & logistics solutions



Corridors

- 1.
- 2.
- 3.
- 4.
- 5.
- 6.
- Danube** 7.
- 8.
- 9.
- 10.



2/3 Measures of national intermodal logistics strategy

Development:

- accessibility and connections of logistics centres
- internal infrastructure of logistics centres
- intermodal vehicle fleet (rail and waterborne)
- territorial priorities (at national level): terminals near to long term EU borders driving over incoming goods flows to rail

Regulation, coordination:

- ETC from 2008 – lower or zero road charges in case of combined transport
- stronger international collaboration – standardisation, internalisation of externalities, stricter rules for goods transport



2/4 Logistics development programme in NDP II

- National Development Plan II (2007-2013) – allocation of EU structural & cohesion funds via dedicated programmes
- basic principle of logistics development programme: co-financing market initiations contributing to promote intermodality, having strongly committed participants and ensuring necessary private resources
- favouring projects having already proved their viability
- other preferences:
 - transport related investments
 - projects launched in prioritised regions



2/5 City logistics in national urban transport policy

- among regulatory instruments:
 - introducing uniform access & road charges and parking fees; harmonising public transport tariff systems
 - EU-conform financing and contracting in public transport
 - road traffic calming; integrated transport planning
including city logistics
- among development measures:
 - eliminating the bottlenecks of urban infrastructure network
 - improving intermodal links between transport modes
including city terminals

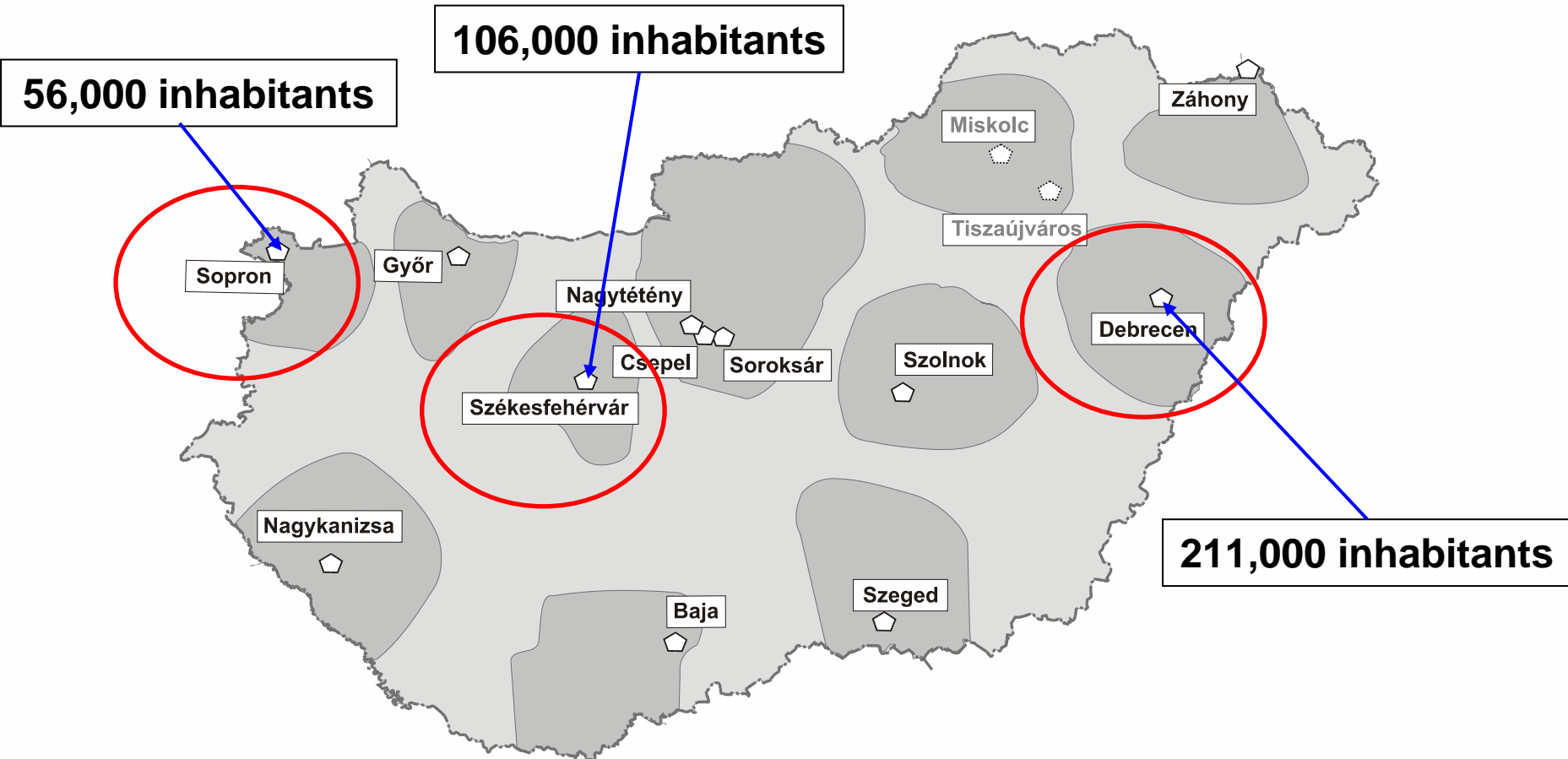


2/6 Development directions of city logistics

- providing companies (SME) with information on up-to-date logistics solutions and applicable strategies
- including logistics and goods transport demand into urban/regional data surveys to prepare adequate plans
- establishing transport alliances based on co-operative agreements to harmonise logistics processes
- building up a network of city-logistics centres – using mainly existing capacities – to re-organise goods flows going to / coming from the cities
- applying information systems (GIS) to optimise logistics processes



3/1 Well operating logistics centres out of Budapest





3/2 Debrecen logistics centre

- private holding company with limited public support
- territory: total 27 ha, used 10 ha; warehouse capacity: 24,000 m²
- employees: about 1,000 (including subcontractors)
- wide range of services: container / swap body handling, customs, storage, transport organisation, etc.
- settled companies: mainly manufacturers
- development plans: connection to regional airport, reconstruction of combi-terminal
- serves regional as well as national/ international distribution of goods





3/3 Székesfehérvár logistics centre

- public initiation with considerable support from state and local authority
- territory: total 19.2 ha; warehouse capacity: 11,000 m²
- employees: 400 (planned)
- services focused on container / swap body handling, customs, storage and finishing
- settled companies: mainly freight forwarders
- development plans: establishing a portal crane, building additional rail tracks serving storage and loading facilities
- serves an expanding industrial area situated around the logistics centre





3/4 Sopron logistics centre

- operated by a regional, Hungarian-Austrian railway company with considerable support from state (HU, A)
- territory: total 30 ha; warehouse capacity: 18,000 m²
- employees: about 200
- rail focused services with complex (rail-road) intermodal solutions, storage and customs
- settled companies: mainly manufacturers
- development plans: expanding warehouse capacity
- as interregional centre serves a borderland and operates mainly international freight services





4/1 Conclusions (1)

Why are logistics services/centres in small and medium sized cities important?

- disburden the overloaded central region (Budapest)
- contribute to the economic development of the surrounding region by offering more efficient and less environment polluting distribution of goods
- generate additional investments and places of work
- connect their regions with national/international goods flows
- adjust goods flows and distribution patterns to local circumstances



4/2 Conclusions (2)

How can the government promote city-logistics?

- constraints:
 - co-ordination of local developments is the task of local authorities
 - urban freight transport processes are carried out mainly by private firms using their own solutions
- what can be done:
 - integrating related preferences into urban and national transport policy & logistics strategy
 - taking into account city logistics when identifying local/regional elements of the NDP II



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