

**HUNGARY**  
**GENERAL REPORT 2010**  
**39<sup>th</sup> ASECAP STUDY AND INFORMATION DAYS**  
**29 May – 31 May 2011, Brussels**

**The Network**

Length of the motorway network in Hungary as of 31 December 2010: 1,081 km.

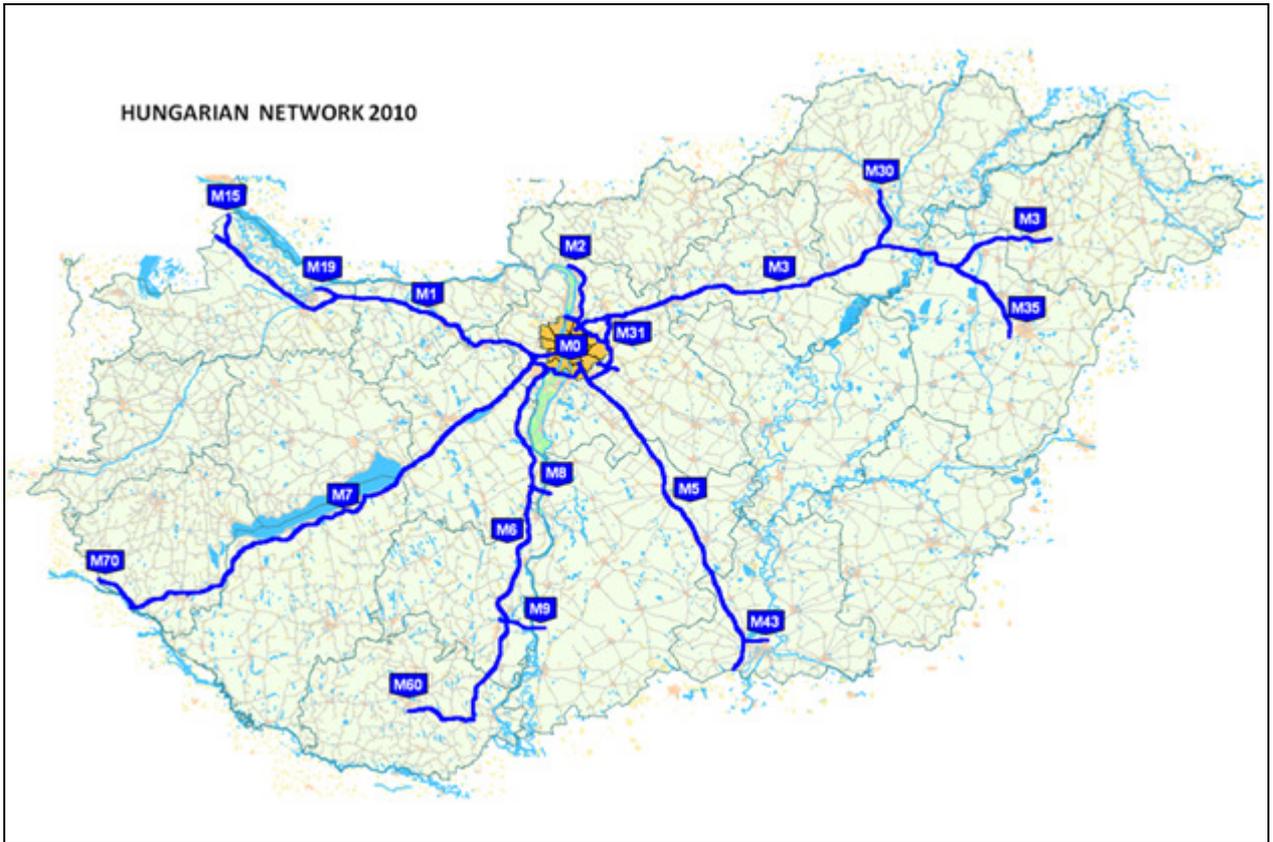
Length of the motorway sections operated by ÁAK Zrt. (State Motorway Management Co. Ltd.): 715,1 km. State Motorway Management Company is responsible for the operation and maintenance of M1, M3, M30, M35, M43, M7 and M8 Motorways and several Expressways.

AKA Zrt. (Alföld Concession Motorway Co. Ltd.) is a Concession Company and responsible for the operation and maintenance of M5 Motorway, total of 156 km.

DAK Zrt. (Danube Concession Motorway Co. Ltd.) is a Concession Company and responsible for the operation and maintenance of M6 between sections 22+150 – 76+200 and M8 between sections 5+750 – 10+300 were opened to traffic on 11 June 2006. No more sections are foreseen at the moment to be included in this Concession.

MAK Zrt. (Mecsek Motorway Concession Private Company Limited by Share) is a Concession Company and responsible for the design, construction, operation and maintenance, and as well as the financing of the these activities on the following motorway sections: M6 Motorway section between Szekszárd-Bóly and M60 Motorway section between Bóly-Pécs, as well as the M6/M9 interchange, total of approx. 80 km motorway, including 4 twin tube tunnels (altogether 6.026m), 9 viaducts, 2 operation and maintenance centres, 3 simple rest areas, 1 complex rest area with fuel station. The Motorway was opened for traffic in March 2010.

TAK Zrt. (M6 Tolna Motorway Concession Ltd.) is a concession company responsible for the design, construction, finance, operation and maintenance of M6 motorway between Dunaújváros and Szekszárd. TAK Zrt. did not provide figures for the report.



Categories	Motorways	Expressways	Trunk Roads	Total
(Free for all)	(46 km)	(81 km)	(6,131 km)	(6,258 km)
D1-4 Charged	916 km	0 km	0 km	916 km
D2-4 Charged	119 km	113 km	462 km	694 km
<b>Total Charged</b>	<b>1035 km</b>	<b>113 km</b>	<b>462 km</b>	<b>1,610 km</b>
<b>(Total)</b>	<b>(1081 km)</b>	<b>(194 km)</b>	<b>(6,593 km)</b>	<b>(7,868 km)</b>

**The following sections were opened in 2010 in Hungary:**

Road No.	Location	Beginning	End	Length (km)
M31	M0 - Gödöllő (M3)	0+000	12+410	12,4
M43	Szeged - 47. sz. main road	3+000	9+700	6,7
M6	Dunaújváros - Szekszárd	76+200	141+300	65
M6	Szekszárd - Bóly	144+200	192+200	48
M60	Bóly - Pécs	0+000	30+200	30

## Foreseeable Openings in 2011

Road No.	Location	Beginning	End	Length (km)
M0 (expressway)	(new 2×3 lanes) main road Nr. 51 - M5	23+200	29+500	6,3
M0 (expressway)	2nd carriageway (widening to 2×3 lanes) M7-M6	2+840	9+400	6,6
M3	Nyíregyháza - main road Nr. 49.	234+238	268+000	33,7
M43	main road Nr. 47. - Maroslele	9+700	18+400	8,7
M43	Maroslele – Makó + Makó bypass	18+400	34+600	16,2
M85 (expressway)	Enese bypass	6+800	13+800	7

## Foreseeable Openings in 2012

Road No.	Location	Beginning	End	Length (km)
M0 (expressway)	2nd carriageway (widening to 2×3 lanes) M6 - main road Nr. 51	12+140	23+200	11,1
M0 (expressway)	2nd carriageway (widening to 2×3 lanes) M1-M7	0+340	2+840	2,5
M2 (expressway)	2nd carriageway (widening to 2×2 lanes) M0 – Vác	17+850	37+100	19,2
M86 (expressway)	Csorna - Szeleste	98+300	108+000	9,7
M9 (expressway)	road no. 51-54	-	-	12

## Constructions in 2010

Motorway section	length (km)	Opening
M43 Motorway between main road Nr. 47. and Makó	24,9	4. 2011
M3 Motorway between Nyíregyháza - main road Nr. 49.	33,7	12. 2011
<b>Total length</b>	<b>58,6</b>	

## Investments of the Concession Companies

AKA: No more sections are foreseen to be included in this Concession. Foreseeable investments are under negotiation like expansion of rest area and new facilities along the motorway.

DAK: No more sections are foreseen to be included in the Concession. Invested amount in 2010 - 0 m€, foreseeable invested amount in 2011 - 0 m€.

TAK Zrt. (Tolna Concession Motorway Co. Ltd.): is a concession company and responsible for the development and operation of M6 Motorway between Dunaújváros and Szekszárd.

MAK Zrt. (Mecsek Concession Motorway Co. Ltd.): No more sections are foreseen to be included in this Concession. There is no foreseeable investment in 2011.

## Financing

One of the main mission of AKA Zrt. is to finance the motorway, which was achieved with the signature of the Credit Agreement with a group of Lenders.

The road user charging scheme is operated by ÁAK Zrt. means of e-vignettes and all of the income is used in a closed financial system solely for the operation, maintenance and reconstruction of the charged network. The user charges collected are transferred to the Road Budget of the State which is managed by CCTD (Coordination Center for Transport Development). The user charging services are financed through a contract between ÁAK Zrt and CCTD.

DAK: Notes issued on the financial markets and loan from EIB, both guaranteed by a monoline insurer.

MAK: Project is financed by a group of lenders and in line with the Concession Agreement MAK receives revenues from the State in form of availability fee during the operation period.

## Traffic

- **AKA:** The traffic output was  $1369 \cdot 10^6$  vehicle km in 2009; and  $1398 \cdot 10^6$  vehicle km in 2010. The growth (2010/2009 years) was 2,1 %.
- **ÁAK:** The traffic output was  $6430 \cdot 10^6$  vehicle km in 2010; and  $6267 \cdot 10^6$  vehicle km in 2009. The growth (2010/2009 years) was 2,6 %.

- **DAK:** The traffic output was  $201 \cdot 10^6$  vehicle km in 2009 for the M6-M8 in total; and  $233 \cdot 10^6$  vehicle km in 2010. The growth (2009/2010 years) was 15,9 %.

## User Charges

(including VAT) (exchange rate is 271 HUF/EUR, according to the 1999/62/EK directive methodology)

- **Light vehicles, D1 category (max. permissible gross laden weight  $\leq 3,5$  tons)**

Vignette, end 2010		
€ 137	/ yearly	(HUF 37,200)
€ 15	/ 31 days	(HUF 4,200)
€ 9	/ 10 days	(HUF 2,550)
€ 4.3 – 5.6	/ 4 days	(HUF 1,170-1,530)

- **Light goods vehicles, D2 category ( $3,5 \text{ t} < \text{max. permissible gross laden weight} \leq 7,5 \text{ t}$ )**

Vignette, end 2010		
€ 393	/ yearly	(HUF 106,500)
€ 46	/ 31 days	(HUF 12,600)
€ 24	/ 10 days	(HUF 6,600)
€ 10	/ 1 day	(HUF 2,760)

- **Middle goods vehicles, D3 category ( $7,5 \text{ t} < \text{max. permissible gross laden weight} \leq 12 \text{ t}$ )**

Vignette, end 2010		
€ 587	/ yearly	(HUF 159,000)
€ 66	/ 31 days	(HUF 18,000)
€ 38	/ 10 days	(HUF 10,200)
€ 10	/ 1 day	(HUF 2,760)

- **Heavy goods vehicles, D4 category: all motor vehicles that do not fall in categories D1, D2 or D3**

Vignette, end 2010		
€ 731	/ yearly	(HUF 198,000)
€ 83	/ 31 days	(HUF 22,500)
€ 49	/ 10 days	(HUF 13,200)
€ 10	/ 1 day	(HUF 2,760)

## User Charge Revenues and other revenues (net)

On the basis of the Concession Agreement between the Republic of Hungary and AKA Zrt. and DAK Zrt., the concession companies receive revenues from the State in form of availability payment. The availability payment is paid every month and can change subject to the availability of the motorway for motorists.

MAK: The availability fee payment is paid every month and can change subject to the availability of the motorway for motorists.

ÁAK Zrt. reached the following revenues:

	2009	2010	INDEX
Revenues in HUF	41 013 935 030 Ft	40 682 815 260 Ft	99,2%
Revenues in EUR *	146 175 547 €	145 534 861 €	99,6%

Note: The above sums represents the user charge incomes. The excess charges collected from illegal users (about 1.5-2% of the total traffic) adds a 3% extra amount to these.

\* Average exchange rate: 280,58 HUF/€ (in 2009) and 279,54 HUF/€ (in 2010)

The change in revenues were not influenced by the user charges as they have not changed.

Sold vignettes	2009	2010	Index
for light vehicles	13 122 697 pcs	13 311 080 pcs	101,4%
for heavy vehicles	4 176 043 pcs	4 421 424 pcs	105,9%
<b>Total</b>	<b>17 298 740 pcs</b>	<b>17 732 504 pcs</b>	<b>102,5%</b>

ÁAK Zrt. sold 2,5 % more electronic vignettes in 2010 than in the previous year. The increase could be felt mainly in category D4 (12 tons and above), as an effect of the end of general economic crisis, reversing the previous yearly effect.

The length of the motorways operated by ÁAK Zrt. not changed in 2009, as the prices. Accordingly the weighted average charge rate decreased in net volume.

DAK: Received revenues in 2010: 48.4 m€

## Safety

Accident data	ÁAK Zrt.		AKA Zrt.		DAK Zrt.	
	In number for one billion km-s travelled in 2010	Variation in % in 2009/2010	In number for one billion km-s travelled in 2010	Variation in % in 2009/2010	In number for one billion km-s travelled in 2010	Variation in % in 2009/2010
Personal injury rate	53,3	-1,9	1,21	-0,005	0,05	+25
Fatal accident rate	4,7	+27,0	0,048	-0,33	0	0 compared to 1
Rate of dead	8,8	+105	3,9	-0,33	0	0 compared to 1

ÁAK: The severity of accidents has changed negatively, however the total number of accidents has decreased.

DAK: M6: Number of personal injury accidents has increased in total comparing to the 2009 year's figures that means in figures 10% increase. Nevertheless, this figure can not be considered as representative, since the accident rate is quite low on M6, therefore slight change of it could result in a high figure in percentage. There was no fatal accident on the M6 motorway. Therefore, no real changing rate can be calculated.

M8: There was one accident happened on the M8 motorway in 2010 with no personal injury.

MAK: On the section operated by MAK the number of accidents between March-December 2010 is the following: total number of accidents: 35, out of which accident with personal injury: 4.

## **Long term forecasts and tendencies**

- The long term road network development plans started to focus instead of the last 4-6 years ambitious motorway and expressway developments towards the regional national road connections and the proper maintenance level of the existing network as it was mainly forgot meanwhile the big construction era.
- Besides the already implemented ITS applications (e.g.: VMS, CCTV) these developments will continue and a national architecture is started to be formed.
- Since March 2004 there is no direct manual toll collection in Hungary, hence the nationwide e-vignette system still generate enough revenue to cover the operation, maintenance and periodical reconstruction costs of the whole existing speedway network and some part of the already charged trunk road network as well. So the system meets the requirements of the current toll policy of the country. The definition of the new toll policy (beside the tariffs, the business structure and technical way of toll collection is considered) to generate enough revenue for long term as well, instead of the limited maximum income generation capacity e-vignette system. Although there are still debates about the details, it is not questioned, the final goal is to have a uniform interoperable ETC system in Hungary in the future.
- DAK: The Concession Period lasts 22 years plus 11 years in option starting from 2004. The Concessionaire has no plan at the moment - beyond the normal Operation and Maintenance works - for developing the motorway.
- DAK: Being the Concessionaire of the M6 between sections 22+150 – 76+200 and the M8 between sections 5+750 – 10+300 that is not the scope of our duties to report such tendencies.

**Budapest, 14 April 2011**

## MAIN ASECAP KEY FIGURES

Country: <b>Hungary</b>	2010				
	AKA	ÁAK	DAK		MAK
			M6	M8	
Network length: 1,081 km 2 x 2 lanes ..... 2 x 3 lanes ..... 2 x 4 lanes.....	156.5	715.1	54.05	4.55	80
No. of km in construction	-	58.6 km	-	0	-
Forecasts of opening motorways section	-	-	-	0	-
Annual user charge revenue	171.4 m€				
Permanent staff	15	1,012	5	5	9
Average daily traffic (LV)	18.895	20,411	9,526	1,590	4,409
Average daily traffic (HV)	4.956	4,960	2,108	1,020	847
Average daily traffic (LV+HV)	23.851	25,371	11,635	2,610	5,256
Total number of accidents	584	2,594	86	1	35
No. of personal injury accidents	90	354	11	0	4
No. of dead	10	30	0	0	0
Km travelled (10 <sup>6</sup> x km)	1,398	6,621	230	4	
No. of toll plazas	-	-	-	-	n/a
No. of toll lanes	-	-	-	-	n/a
No. of teletoll equipped lanes	-	-	-	0	n/a
No. of teletoll subscribers	-	-	-	0	n/a
No. of rest areas (with stations services)	12	52	4	0	1
No. of rest areas	18	118	4	0	3
No. of restaurants	5	35	0	0	0
No. of hotels	4	11	0	0	0