

HUNGARY

GENERAL REPORT 2009

ASECAP STUDY AND INFORMATION DAYS

30 May – June 2 2010, Oslo

The Network

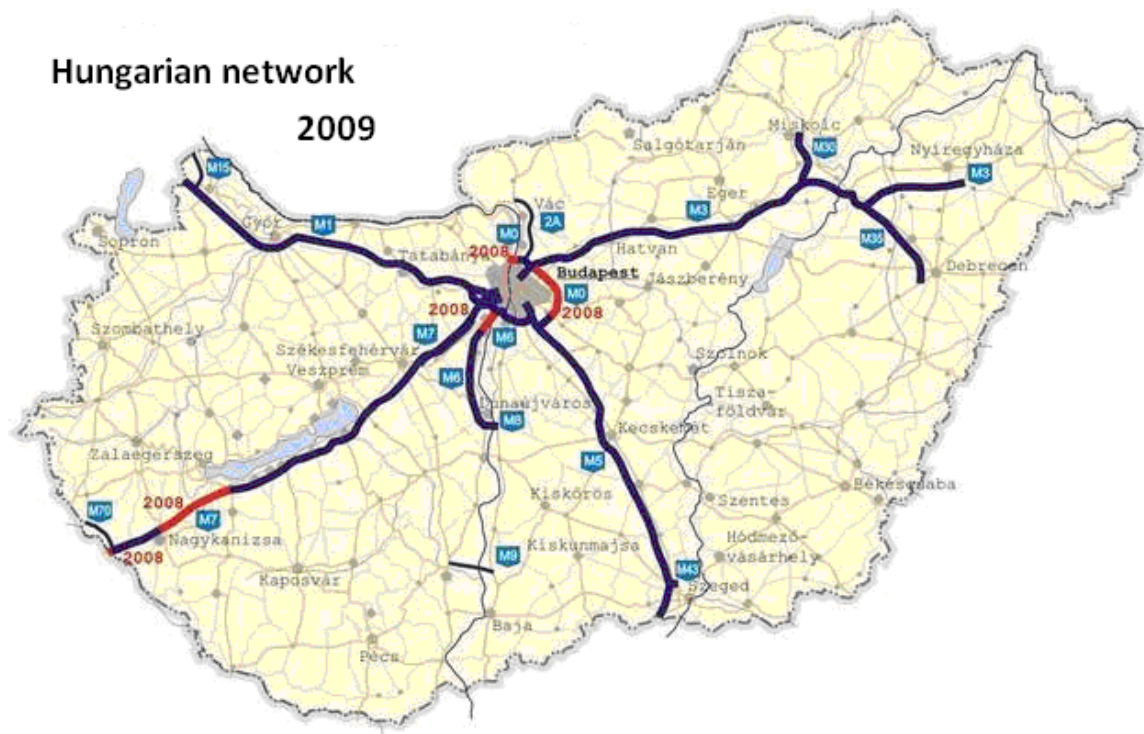
Length of the motorway network in Hungary as of 31 December 2009: 912km.

Length of the motorway sections operated by ÁAK Zrt. (State Motorway Management Co. Ltd.): 696 km.

State Motorway Management Company is responsible for the operation and maintenance of M1, M3, M30, M35, M7 Motorways and some 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 55 km of M6 Motorway and 5 km of M8 Motorway.



Categories	Motorways	Expressways	Trunk Roads	Total
(Free for all)	(32 km)	(77 km)	(6,122 km)	(6,231 km)
D1-4 Charged	772 km	0 km	0 km	772 km
D2-4 Charged	118 km	117 km	471 km	706 km
Total Charged	890 km	117 km	471 km	1,478 km
(Total)	(912 km)	(194 km)	(6,593 km)	(7,709 km)

New sections were not opened in 2009 in Hungary.

Foreseeable Openings in 2010

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
M43	47. sz. main road - Maroslele	9+700	18+400	8,7
M43	Maroslele - Makó + Makó bypass	18+400	34+600	16,2
M85	Enese bypass	6+800	13+800	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	51 road - M5	23+200	29+500	6,3
M0	M7-M6	2+840	9+400	6,6
M9	road no. 51-54	-	-	12

Constructions in 2009

Motorway section		length (km)	Opening
State investment	M31 Motorway between M0 and M3 at Gödöllő	12,4	05.2010
	M43 Motorway between Szeged and Makó	31,6	08.2010
PPP investment	M6 Motorway between Dunaújváros and Szekszárd	65	03.2010
	M6 Motorway between Szekszárd and Bóly	48	03.2010
	M60 Motorway between Bóly and Pécs	30	03.2010
Total length		187	–

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 2009 - 0,254 m€, foreseeable invested amount in 2010 - 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.): is a concession company and responsible for the development and operation of M6 Motorway between Szekszárd and Bóly plus M60 Motorway between Bóly and Pécs.

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.

Traffic

The publication of the GDP of 2009 by the Hungarian Central Statistics Office results in 6,3 % decrease.

- **AKA:** The traffic output was 1106*10⁶ vehicle km in 2008; and 1369*10⁶ vehicle km in 2009. The growth (2009/2008 years) was 23,7 %.
- **ÁAK:** The traffic output was 6495*10⁶ vehicle km in 2008; and 6267*10⁶ vehicle km in 2009. The fall (2009/2008 years) was 3,5 %.
- **DAK:** The traffic output was 178*10⁶ vehicle km in 2008; and 201*10⁶ vehicle km in 2009. The growth (2009/2008 years) was 12,9 %.

User Charges (including VAT) (exchange rate is 250 HUF/EUR, according to the 1999/62/EK directive methodology)

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

Vignette, end 2009		
€ 149	/ yearly	(HUF 37,200)
€ 17	/ 31 days	(HUF 4,200)
€ 10	/ 10 days	(HUF 2,550)
€ 4,7 – 6	/ 4 days	(HUF 1,170-1,530)

- **Light goods vehicles, D2 category (3,5 t < max. permissible gross laden weight ≤ 7,5 t)**

Vignette, end 2009		
€ 426	/ yearly	(HUF 106,500)
€ 50	/ 31 days	(HUF 12,600)
€ 26	/ 10 days	(HUF 6,600)
€ 11	/ 1 day	(HUF 2,760)

- **Middle goods vehicles, D3 category (7,5 t < max. permissible gross laden weight ≤ 12 t)**

Vignette, end 2009		
€ 636	/ yearly	(HUF 159,000)
€ 72	/ 31 days	(HUF 18,000)
€ 41	/ 10 days	(HUF 10,200)
€ 11	/ 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 2009		
€ 792	/ yearly	(HUF 198,000)
€ 90	/ 31 days	(HUF 22,500)
€ 53	/ 10 days	(HUF 13,200)
€ 11	/ 1 day	(HUF 2,760)

Note that in 2009 the Consumer Price Index was about 4,2%.

User Charge Revenues and other revenues (net)

On the basis of the Concession Agreement between the Republic of Hungary and ÁKA 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.

ÁAK Zrt. reached the following revenues:

	2008	2009	INDEX
Revenues in HUF	43 076 594 700 Ft	41 013 935 030Ft	95%
Revenues in EUR *	171 449 133€	146 175 547 €	85%

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 4% extra amount to these.

* Average exchange rate: 251,3 €/HUF (in 2008) and 280,58 €/HUF (in 2009)

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

Sold vignettes	2008	2009	Index
for light vehicles	13 117 360 pcs	13 122 697 pcs	100%
for heavy vehicles	4 324 133 pcs	4 176 043pcs	97%
Total	17 441 793 pcs	17 298 740 pcs	99%

ÁAK Zrt. sold 1 % less electronic vignettes in 2009 than in the previous year. The decrease could be felt mainly in category D4 (12 tons and above), as an effect of the general economic crisis. Less freight transport resulted in less kms travelled.

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.

Safety

Accident data	ÁAK Zrt.		AKA Zrt.		DAK Zrt.	
	In number for one billion km-s travelled in 2009	Variation in % in 2008/2009	In number for one billion km-s travelled in 2009	Variation in % in 2008/2009	Variation in % in 2008/2009	Variation in % in 2008/2009
Personal injury rate	54,3	-3,7	1,21	-0,005	0,04	+6,25
Fatal accident rate	3,7	-11,9	0,048	-0,33	0,005	1 compared to zero
Rate of dead	4,3	-15,7	3,9	-0,33	0,005	1 compared to zero

ÁAK: The number of fatal accidents and the number of fatalities, based on data of the past three years, has been the lowest in 2009.

AKA: Based on the figures from 2008 the number of fatal accidents decreased with 33 %, and also there is a small improvement in the number of accidents with personal injuries.

DAK: Number of personal injury accidents has increased in total comparing to the 2008 year's figures that means in figures 59% 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 one fatal accident on the M6 motorway, with one dead person in 2009. As the accident rate was zero in 2008, no real changing rate can be calculated.

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 is expected to 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 for trucks as well. So the system meets the requirements of the current toll policy of the country. The definition of the new toll policy was made in 2009, widely debated by different interest groups (road professionals, trucking associations, greens, local governments). Based on it an strategic environmental assessment was conducted as well. Beside the tariffs, the business structure was elaborated and taking into account the EETS decision the full draft of the legal background was prepared already. As a result of the feasibility study and the economic impact assessment it seems that the target to generate enough revenue for long term as well, instead of the limited maximum income generation capacity of the e-vignette system can be reached in the coming years with a uniform interoperable ETC system in Hungary.

Budapest, 2 March 2010

Note: AKA Zrt. (AKA Alföld Motorway Concession Co. Ltd.) compiled this report for general information only, using its own, ÁAK Zrt's (State Motorway Management Co. Ltd.), DAK Zrt's (Duna Motorway Concession Co. Ltd.), NIF Zrt's (National Infrastructure Development Co. Ltd.) and CCTD (Coordination Center for Transport Development) data.

MAIN ASECAP KEY FIGURES

Country: Hungary	2009		
	AKA	ÁAK	DAK
Network length: 912 km 2 x 2 lanes 2 x 3 lanes 2 x 4 lanes.....	156,5	696	60
No. of km in construction	-	51 km	-
Forecasts of opening motorways section	-	75,9 km	-
Annual user charge revenue	146,2 m€		
Permanent staff	18	992	5
Average daily traffic (LV)	18.443	19.546	7.335
Average daily traffic (HV)	5.008	5.090	1.711
Average daily traffic (LV+HV)	23.451	24.636	9.046
Total number of accidents	582	1994	46
No. of personal injury accidents	185	340	4
No. of dead	8	27	0
Km travelled (10 ⁶ x km)	1.369	6267	178
No. of toll plazas	-	-	-
No. of toll lanes	-	-	-
No. of teletoll equipped lanes	-	-	-
No. of teletoll subscribers	-	-	-
No. of rest areas (with stations services)	12	52	4
No. of rest areas	18	117	4
No. of restaurants	5	35	0
No. of hotels	4	11	0