

NATIONAL REPORT 2008***Hungary*****The Network**

Length of the motorway network in Hungary as of 31 December 2008: 1,002 km.

Length of the motorway sections operated by ÁAK Zrt. (State Motorway Management Co. Ltd.): 684 km.

State Motorway Management Company is responsible for the operation and maintenance of M0, M1, M3, M30, M35, M7 Motorways.

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)	(28 km)	(77 km)	(5,617 km)	(5,722 km)
D1-4 Charged	767 km	0 km	0 km	869 km
D2-4 Charged	105 km	112 km	471 km	688 km
Total Charged	872 km	112 km	471 km	1,557 km
(Total)	(900 km)	(189 km)	(6,088 km)	(7,279 km)

The following new sections were opened in 2008 in Hungary:

- 20 km on M7 motorway between Balatonkeresztúr and Zalakomár (towards Croatia),
- 15 km on M7 motorway between Zalakomár and Nagykanizsa (towards Croatia),
- 26 km on M0 motorway, Eastern sector (a part of the ring road around the capital),
- 3,5 km on M0 motorway, Northern sector (a part of the ring road around the capital) together with the Megyeri bridge on the Danube river, the total length of the bridge is 1862 m,
- 11 km of M6 motorway between Budapest and Érd-top.

The sections opened for traffic in 2008 are managed by ÁAK Zrt..

Foreseeable Openings in 2009

- 7 km of M43 motorway between Szeged and main road no. 47.

Foreseeable Openings in 2010

- Roughly 200 km of motorway sections.

Constructions in 2008

Motorway section	length (km)	Opening
M31 Motorway between M0 and M3 at Gödöllő	12	08.2010
M43 Motorway between Szeged and Makó	32	03.2010
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	153	–

Investments

1. Construction of 35 km of M7 motorway between Balatonkeresztúr and Nagykanizsa: 208 mio€
2. Construction of 26 km of M0 motorway between the main road 4 and M3 motorway: 219 mio€
3. Construction of 3,5 km on M0 motorway with the Megyeri bridge: 255 mio€
4. Construction of 11 km on M6 motorway between Budapest and Érd-top: 192 mio€

All of the above mentioned sections of the Hungarian network were financed by the Hungarian State and from EU funds.

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 2008 - 0,295 m€, foreseeable invested amount in 2009 - 0,25 m€.

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 trough 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 fourth quarter's GDP of 2008 is promised for the middle of March 2009 by the Hungarian Central Statistics Office, therefore only the first three quarter of the years(2008/2007) can be compared, which results in 5,5 % increase.

- **AKA:** The traffic output was 997*10⁶ vehicle km in 2007; and 1106*10⁶ vehicle km in 2008. The growth (2008/2007 years) was 10,9 %.
- **ÁAK:** The traffic output was 6155*10⁶ vehicle km in 2007; and 6495*10⁶ vehicle km in 2008. The growth (2008/2007 years) was 5,5 %.
- **DAK:** The traffic output was 148*10⁶ vehicle km in 2007; and 178*10⁶ vehicle km in 2008. The growth (2008/2007 years) was 20,2 %.

User Charges (including VAT)

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

Vignette, end 2008		
€	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 2008		
€	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 2008		
€	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 2008		
€	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 2008 the Consumer Price Index was about 6,1%.

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.

ÁAK Zrt. reached the following revenues:

	2007	2008	INDEX
Revenues in HUF	39 430 048 300 Ft	43 076 594 700 Ft	109%
Revenues in EUR	156 894 837€	171 449 133€	

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 6% extra amount to these.

Average exchange rate: 251,3 €/HUF (both years)

The growing revenues were influenced by the increase of the sold vignettes as their prices have not changed.

Sold vignettes	2007	2008	Index
for light vehicles	11 901 526 pcs	13 117 360 pcs	110%
for heavy vehicles	3 803 042 pcs	4 324 133 pcs	114%
Total	15 704 568 pcs	17 441 493 pcs	111%

ÁAK Zrt. sold 11 % more electronic vignettes in 2008 than in the previous year. The growth comes in one hand from the increase of traffic, on the other hand from the shift in vignette-mix from the yearly to the short term ones.

The operated motorways by ÁAK Zrt. increased in the last year. Contrarily the prices have not changed, accordingly the weighted average charge rate decreased in net volume.

Upon the report of the M6 Concession Company the received availability fee in 2008 was 47,5 m€.

Safety

Accident data	ÁAK Zrt.		AKA Zrt.		DAK Zrt.	
	In number for one billion km-s travelled in 2008	Variation in % in 2007/2008	In number for one billion km-s travelled in 2008	Variation in % in 2007/2008	Variation in % in 2007/2008	Variation in % in 2007/2008
Personal injury rate	56.4	124.6	1,33	11	0,025	-50
Fatal accident rate	4.2	145.7	0,065	0,5	0	-0,35

Rate of dead	5.1	165	4,88	0,57	0	-0,35
--------------	-----	-----	------	------	---	-------

ÁAK: The number of fatal accidents and the number of fatalities, based on data of the past three years, has been the lowest in 2008. Accordingly, the accident indicators have also improved.

AKA: Based on the figures from 2007 the number of fatal accidents decreased with 50 %, and also there is a small improvement in the number of accidents with personal injuries.

DAK: Number of personal injury accidents has decreased in total comparing to the 2007 year's figures, that means in figures 50% decrease. There was only one fatal accident on the M6 motorway, with one dead person in 2007. This figure changed to zero in 2008. As the accident rate is 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 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.

Budapest, 2 March 2009

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	2008		
	AKA	ÁAK	DAK
Network length: 1002 km	156,5	684	60
2 x 2 lanes			
2 x 3 lanes			
2 x 4 lanes.....			
No. of km in construction	-	19,1 km	-
Forecasts of opening motorways section	-	6,7 km	-
Annual user charge revenue	171,4 m€		
Permanent staff	18	1.066	5
Average daily traffic (LV)	18.842	21.902	7.335
Average daily traffic (HV)	5.380	5.754	1.711
Average daily traffic (LV+HV)	24.222	27.656	9.046
Total number of accidents	557	1993	46
No. of personal injury accidents	184	366	4
No. of dead	9	33	0
Km travelled (10 ⁶ x km)	1106	6495	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)	10	46	4
No. of rest areas	6	111	4
No. of restaurants	5	35	0
No. of hotels	3	11	0