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THE ROLE OF URBAN TRANSPORT IN THE POLITICS OF THE EUROPEAN UNION AND ITS HUNGARIAN ASPECTS

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Abstract: Transport is playing an important role in our everyday lives. It is an essential tool in the formation of social-economic relations. Urban transport is of great importance due to the fact that the number of the inhabitants of the cities has rapidly increased throughout the 20th century and even today, more than 60 percent of the population is living in cities. Furthermore, 85 percent of the GDP of the EU is produced in cities. In addition to this, transport is providing 10 percent of the Gross Domestic Product of the Union and nearly 10 million people work in this sector which is growing about 2-3 percents annually. With regards to urban transport, there are many important tasks the Hungarian cities are facing in order to reach the level of the EU. Unfortunately, these cities are still far away from the future objectives of the community. This study is trying to present the current situation

Key words: urban transport, sustainable mobility, passenger transport, city, transport policy, green city,

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THE MAIN OUTCOMES OF THE DEVELOPMENT PLANS, STRATEGIES, CONCEPTS FOR PUBLIC TRANSPORT IN THE EU

Transportation was counted among the most important subjects already at the time of the forming of the EU. Nevertheless, no serious progress could be experienced for decades in the subject of transportation. This is due to the fact, that the community does not interfere with the transport politics of the countries, its role is determined by the legal and political questions. Although the Rome Treaty conceived that transport is to be an important part of the cooperation and several tasks were initiated in the subject, regarding i.e. international traffic or free movement of service. Already in the sixties, a legislative plan of harmonization was being outlined with the aim of eliminating physical and administrative restrictions. However, the carrying out of real steps was set back by the fact that member states were following different politics in this area and the state had the right to interfere on regulations, tariff policies as well as on state supports. On the other hand, another problem is that different member states have different preferences in the question of transport methods. Various international agreements are also regulating the operation of transport.

Significant steps have been taken since the beginning of the nineties, which was preceded by the verdict of the Court of Justice dating 1985. In the named verdict the European Council was found guilty in not making the necessary achievements in spite of the clearly appointed objectives in the subject of transport (Horváth Gy., 2007).

The Maastricht Treaty of 1992 delivered a breakthrough, which materialized in the beginning of constructing the Trans-European Transportation Network and also with the determination of the necessary tasks. During the nineties, all restrictions that made the European cooperation difficult were eliminated, and thus all areas of transport were liberated. The present goal of the common transport politics is the sustainable mobility. In the interest of this, transport systems need to be unified, the efficiency of transport service needs to be increased, which are musts in order to keep up with the current competitiveness of the European Union. The other important objective of the common transport policy is the so-called equalization - there are extremely great discrepancies, mainly in passenger transport. 81 percent of transport is realized on roads and in the first place by cars while 6 percent by railways and 8 percent by air traffic (figure 1). This trend is to be changed with the help of different road-fee systems, i.e. in London. The urban transport in the EU also needs to be focused on, since more than 60% of the population of Europe is living in urban areas and the same areas are being used for transport. Very important goals of the Community are the reduction of congestion, the mitigation of the number of accidents, decreasing pollution, which activities represent 1% of the budget of the EU. It is the task of each individual city to find the best strategy, although in most of the cases the issues are similar therefore common efforts shall be taken for the sake of the common plans and financing. The European Commission made its first proposal on urban mobility back in 1997/1998, then the so-called Green Paper "Towards a new culture for urban mobility" meant an important step in the subject, followed by the Action Plan on Urban Mobility dated 2009. In these works the aims were images of city traffic without traffic-jams and greener cities. Urban transport systems build up an important part of the transport system of the EU and they are also the central elements of common transport policies. Apart from this, there are several EU policies that are being unable to neglect the urban transport when trying to achieve their objectives (i.e. cohesion policy, environmental policy, health policy) (figure 2).

Reports that have been made since the beginning of the nineties (in the subjects of urban transport and urban environment) have founded the base for the so-called Local Agenda 21 process. It is clear from the documents, that complex thinking is necessary in order to achieve the aims. It is not enough to evaluate one particular area, but all areas of economic and social life must be taken into account. Therefore the study titled "*European Sustainable Cities*" from 1996 is emphasizing on the importance of the unity between town management, political integration, ecological thinking, cooperation and partnership together. Two years later, the so-called "*Sustainable urban development in the EU: Action Framework*" is listing specific political goals aiming at improving the urban environment. *Urban Environment Strategy* is a part of the Sixth Environmental Action Program – set in 2002 –, and it made the following suggestions for urban transport. On one hand, relations are to be reduced between economic growth and transport demands. On the other hand, the share of environmental friendly methods of transportation shall be increased. Third point should be the

reduction of the growth of traffic and the support vehicles with low emission levels. Last point is the appreciation of urban environmental indicators (Kiss Diána, 2006). Therefore the actual objectives of urban transport were set by the millennium.

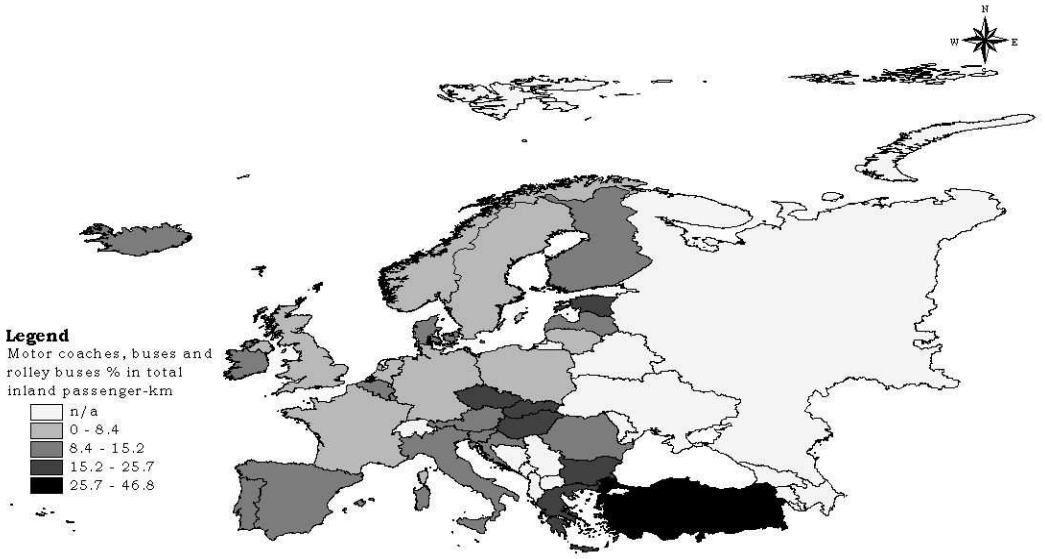

Figure 1. Modal split of passenger transport in 2007
(*Source: Eurostat*)

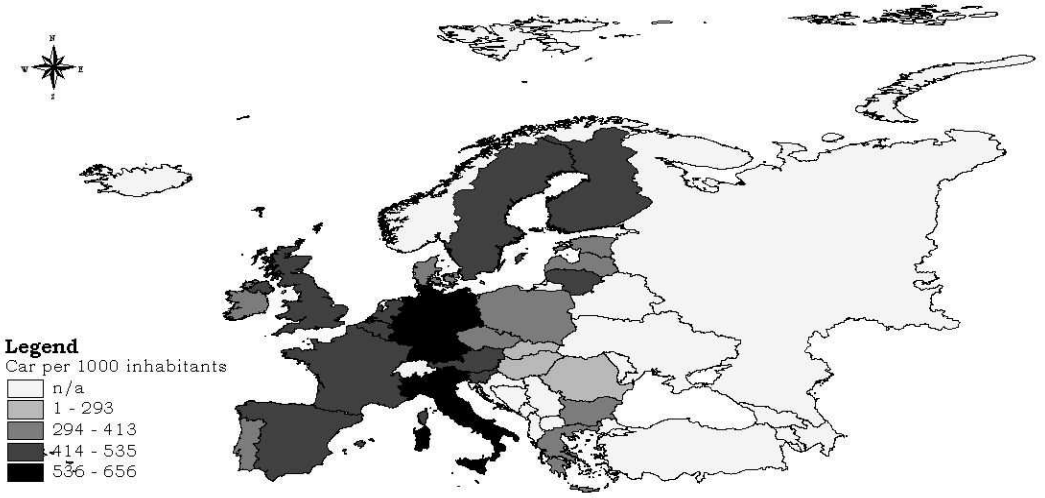

Figure 2. Motorisation rate in EU at 2006
(Source: Eurostat)

Local Agenda 21 is dealing with the 28th chapter of the UN-conference Environment and Development held in 1992 in Rio de Janeiro. This chapter is detailing the local sustainability agenda. The main objective of the document is to elaborate and implement a program created with the active participation of local governments and the support of the inhabitants and is based on the

principle of sustainable development. This strategy includes environment protection, built environment, agricultural environment program, transport, industry, energy, tourism, and health. Transport is treated as one of the most challenging programs due to its effects being divided, distributed and the existing transport traditions are difficult to be modified. Road transport has become one of the most serious issues in the towns, causing health problems as well. According to Local Agenda 21, the most important tasks for transport are promoting environmental friendly methods of transport, supporting bicycle traffic and accelerating the modernization of the vehicle fleet. The document is describing tasks in the following areas. The residential and employment areas should be designed in a way that commuter traffic is supposed to be the minimized. It needs to be appreciated by the construction and maintenance of roads that larger throughput capacity will generate denser traffic, and the impacts of the bypass roads need to be examined as well. In case of public transport it has to be kept in mind that transfer stations should be attractive. There are many economic and legal incentives that are available for the sake of mitigating traffic. One such factor can be the annual vehicle tax which is capable of influencing the density of vehicles. Parking can be controlled both in space and time. Bus lanes might support bus traffic, but generates congestion on the other lanes. The expectation that car drivers are willing transfer to public transport (to avoid congestions) has only been partially realized. The usage of access licenses and access restrictions is only an effective traffic reduction method in smaller areas. The alternative means of transport are becoming attractive through network transformation, one-way streets, and inauguration of speed limits. Different types of tolls might also lead to significant results (distributed after road or territory usage). Buses and cars travelling with more than one people might be favoured. In many places, P+R (park and ride) is considered to solve all problems, but numerous drivers do not stop at the designated parking facilities. P+R can also not be carried out in massive dimensions if it is operated free of charge. Supporting the idea of working at home can contribute to decreased mobility however its advantages are still not clear due to its side-effects (Local Agenda21 Guidelines).

The Thematic Strategy of Urban Environment had the improvement of the environmental quality and the performance of urban areas as objective, as a support for the sustainable urban development. In addition to the earlier documentations it states that every capital city and every town with more than 100.000 inhabitants should prepare, adopt and realize a sustainable urban transport plan. This plan should be linked to regional and national strategies and should cover all methods of transport. It is important that environmentally efficient transport systems are to be established. It is mentioned as an advantage that at the new member states (joined in 2004) public transportation is having a greater share than in the old member states, however this trend is subject of rapid change, and also its quality is far from perfect (Thematic Strategy of Urban Environment, 2006).

The White Paper on Transport Policy (Transportation until 2010, now is the time to decide) by the European Union has determined the tasks of the past decade, with regards to transport. The part of the paper which is dealing with urban transport is stating that the spread of urbanization is associated with several lifestyle changes. In the past 40 years traffic inside of the cities has significantly increased and unfortunately in many cases urban construction

planning and transport policies have not been coordinated. The document highlights the importance of subsidiarity. Nevertheless it allows the EU to take the initiative and the legislations in transport for the sake of diverse energy utilizations. In this respect, two decisions were made by the Commission in 2001. On one hand, compulsory rate of biofuels were introduced, and on the other hand the tax of these fuels were reduced. The objective of the CIVITAS-initiative (started in October 2000) is to support the realization of low-emission rate urban transport innovative projects (Commission's communication to the Council and the European Parliament on Thematic Strategy of Urban Environment, pp. 5-6).

Traffic congestion and pollution are problems that are impairing the quality of urban life. Therefore alternative methods of transport need to be made attractive. Several European cities have chosen this option in raising the quality of transport by the introduction of new subway and tram lines or by launching new buses which can be easily used also by the handicapped. It is essential that public transport should be able to accommodate for the social changes. Respecting the principle of subsidiarity and appreciating that most of the actions belong to the responsibilities of national, regional or local authorities, the Commission recommended on the following. First of all, towns and cities having pioneer roles in this subject should be supported (from the fund of the Community) while the member states are still responsible for the submission of national plans. On the other hand, transport with clean vehicles available for all passengers (especially for the elderly and for the disabled) should be supported. As a third point, the good practical solutions in urban transport systems including urban and regional rail services and in management of the related infrastructure should be determined and spread (White Paper 2001.).

The Green Paper with the title: *Towards a new culture in urban mobility* highlighted the importance of cities since more than 60% of the European population lives in cities and 85% of EU's GDP is being produced there. In the centre of major cities traffic jams are regularly formed with severe disadvantages, such as time loss or pollution. The urban transport (mainly the one on roads) is responsible for ca. 40% of carbon dioxide emissions and 70% of the other polluting emissions. In additions to this, the number of accidents in the urban areas is constantly increasing usually having pedestrians and cyclists as victims. The listed problems might be local issues, however the entire continent might by affected by them in terms of climate change, health problems, and the bottlenecks jeopardizing the proper functioning of the logistics networks. Therefore this subject requires common planning and cooperation among European cities. Hence, the document is detailing the re-orientation of urban mobility in a way that transport methods should be optimized and the possibility of combining individual and public transport should be rendered possible. On the other hand, the improvement of living standards and environmental protection should also be supported. Interests of passenger transport and cargo transport should be synchronized, regardless of the means of transportation.

Apart from organizing consultations, the Commission plays an important role in making contact between target groups such as the inhabitants of the cities, urban transport users, employers and employees of public transport companies, economic groups (e.g. local companies), representatives of urban transport companies, representatives of car-manufacturing companies, as well as national, regional and local representatives of relevant areas. The moral of the

various documents is that urban mobility policies can only be effective if the most integrated approaches are adopted. Technical innovation, development of clean, safe and intelligent methods of transportation, economic incentives and legal changes must be dealt together. All these can become particular contributions to the effective implementation of the Lisbon strategy.

The European Union has to play an important role in the execution of these, it has a so-called mobilising role, but forced steps coming from above are challenging to carry out due to the different local environments. The Community can help with the so-called European added values, such as advancing the exchange of good practices, development and harmonization of common standards, supporting financial aids, or favouring projects that keep safety, mobility and improving environmental state in mind, or simplifying, repealing or renewing of legislations.

The Green Paper has listed five challenges in order to achieve on the above mentioned objectives. On one hand, towns free from traffic jams should be developed. Congestions are complex problems, since they have economic, social, health and environmental effects as well and due to their sizes they are affecting the effective operation of the Trans-European networks. Increasing popularity of walking and cycling, optimization of car usage, telecommuting, teleshopping and the changes in the parking systems may improve the situation.

The second challenge is to create "greener" cities. The greatest problem of the cities is that in the vast majority of the cases, traffic is using petroleum-based transportation forms, resulting in significant carbon dioxide emission and noise pollution. Environmental pollution – in spite of significant technical developments – is in such a degree (due to the many stops) that it is affecting climate change. The European Council has an objective to reduce the amount of greenhouse gases by 20% in the European Union until 2020. There are many options how the EU can obtain these aims. One such possibility is that the Community supports research and development projects aiming towards clean and efficient transportation technologies and towards alternatives fuels like biofuels, hydrogen and fuel cells. On the other hand, vehicles that are currently in traffic might be upgraded and the obsolete ones should be withdrawn from the traffic. In addition to the support of new technologies, it can be an opportunity to form green public tenders which would include the indication of what amount of environmentally polluting costs a vehicle is creating throughout its entire lifetime. This should be indicated together with the price. The environment can also be protected by stimulating energy-saving driving habits - driving schools and various educations could have a significant role in this. Also it is possible to apply various restrictions and to inaugurate local road tolls.

The third challenge is to create intelligent urban transport. The cities must bear even denser traffic while they are struggling with the lack of free space and with the payment of various environmental fees. In order to diminish these problems, adequate information should be provided to passengers, car drivers, fleet operators and network controllers with regards to transport and travel. There are currently many IT systems already in operation; however the new Galileo satellite system will make positioning even more accurate. It order to validate data, a new exchange protocol and new rules of data usage shall be established. The system could be used for fleet management, passenger information and ticket sale systems and it should support interoperability. Greater effectiveness might be achieved in transport with the usage of this system.

The fourth challenge is to develop accessibility in urban transport. This is essential from the point of view of the disabled, mentally handicapped people, elderly people, or families with small children. On the other hand it is also important what kind of access do people and services have to the urban transport system. High-quality infrastructure is needed in cities, which should include roads, bicycles routes, trains, buses, public areas, car parks, bus stops, terminals, etc. Proper public transport is of good quality, it is effective, accessible, has appropriate density between the vehicles, it is fast, reliable and comfortable. More attention should be paid to the combination of different transport methods. Accordingly, the demands of the passengers should be satisfied, the basic rights of passengers should be determined, especially that of the disabled. Public transport should adequately satisfy the basic mobility needs, and has to be competitive with cars. The European Commission can play an important role in promoting various innovative solutions such as support of rapid bus services instead of costly development of the rail transport or the support of special areas for taxis in the public transport network. In addition to this, guidelines are needed concerning the intermodal terminals. It should be clear that urban public transport must stay attractive also to the highly skilled workforce. Effective and environmentally friendly transport should also be provided in areas where significant outskirts and suburbs are presented (in other words, where workplaces, residential and free time areas are remote).

The last challenge is the development of safe ways of urban transport. In this area, transport mentality should be changed. In 2005, more than 40.000 people lost their life on the roads. On the other hand, inauguration of safer vehicles, enhancing visibility, the better protection of public areas should be included in this subject. In addition to this, large trucks and cars should be excluded from city centres.

Financial requirements of urban transport are diverse and constant. They include infrastructural investments, investments providing the transfer of passengers, maintenance and management of networks, renewal of the fleet, and diverse campaigns for passengers. In the European Union nearly 53% of the vehicles used in the local transport are older than 20 years of age, and these should be inevitably replaced by 2020. For the successful financing of urban transport financial, legal and fiscal instruments should be jointly utilized.

There are several financial resources available on Community level to support urban transport, such as Structural Funds, Cohesion Funds, loans from the European Investment Bank, or the European Regional Development Fund, the value of which jointly exceed 17 billion Euros. Various sections might be supported by various financial resources. Research for sustainable urban transport was proposed in the seventh framework program for research and development (Green Paper 2007).

The action plan for urban mobility was issued in September 2009. The main activities are grouped in six categories and each of them is linked to consultations in connection to the Green Paper. The first subject is the promotion of integrated policies. The urban transport systems are vey complex (with regards to the relationship between cities and regions, interrelations of certain transport concerns, lack of free spaces in the cities, etc.). An integrated approach is not only relevant from the viewpoint of infrastructural developments, but also due to the fact that issues regarding transportation are connected to environment protection, healthier environment, the planning of

area usage, as well as to housing, social and industrial policies. With regards to this, first activity is supposed to be the acceleration of the submission of plans on sustainable urban mobility. The Committee wishes to support cities in creating the above mentioned plans which should include goods and passenger transport as well. The second arrangement is the sustainable urban mobility and regional politics. The Committee is planning the make information about resources that can be utilized from Structural Funds and Cohesion Funds and European Investment Bank more transparent. Related arrangements are the transport and the healthy urban environment. With sustainable mobility it might be contributed to a healthier living environment.

The second subject is focusing on the citizens themselves. Here, high-quality and affordable public transport is emphasized (which should also be easily accessible, reliable, etc.). First activity within this is the discussion on the rights of passengers of urban public transport. Discussions are planned to be carried out between the concerned ones. Improved accessibility for the disabled is the next task. There are already successful developments in this subject, such as the low-floor vehicles but the services are not entire, since the access to subway lines are problematic for the handicapped. The improvement of the passenger information system is the third task. The Committee, along with the authorities and the operators are going to come up with the renewed information systems, provided through various communication channels. Access to the green zones is the fourth task. Various legislations are to be examined in order to choose to the most fitting ones for the practice. The fifth task is about the transport habits serving sustainable mobility. For the sake of this, educational, informative and attention-arouser campaigns have important roles; European Mobility Week is a good example of this.

The third subject is a more environmental friendly urban transport. In order to strengthen the role of the new, clean vehicle technologies, decisions must be made on EU-level. In this context the first activities are the research and demonstration projects for the low or zero emission vehicles. In this manner the Committee is supporting the seventh research and technological development program, which is a part of the development of new technologies. Second such activity is the internet guide about clean and energy-saving vehicles. The Committee is planning to develop the homepage dealing with clean and energy-saving vehicles, their market, the corresponding laws and supporting system. The third activity is a study on internalizing external costs in urban relations. Various pricing solutions and their implementations are going be analyzed from the viewpoints of their acceptance by the people, their social consequences, their payout, intelligent transport systems. The fourth task is the information exchange with regards to public transport fees. The Committee is going to support the information flow between the experts and the responsible personnel in the subject of transport pricing.

The fourth subject is the strengthening of the financing. Investments are needed for the exploitation of the advantages of sustainable mobility. These investments are usually covered from local, regional and national funds. The first topic is the optimization of the existing financing funds. In the current programming period, the European Union has detached eight billion Euros for the clean urban transport project. Next step is the surveying of the financial needs in the future. In this context it is being researched how the successful CIVITAS project can be transferred into a so-called CIVITAS FUTURE project.

The fifth subject is the exchange of experience and know-how. Regarding this, the actions of the EU might be definitive with regards to collecting, processing, comparing and distributing statistical and other data and information. Updating of information databases is the first step. The Committee is going to prepare a study on how the collection of such data can be made more effective. The second step is the establishment of urban mobility observatory centres. A virtual forum will be created for urban mobility experts as an urban mobility observatory centre for data transfer. The third step is the participation in international conversations and information transfer. Local and regional authorities all over the world fight the same problems, hence co-operation is needed.

The sixth subject is the optimization of urban mobility. Questions such as interoperability between different transport methods, promotion of more environmental-friendly ways of transport, affordable and family friendly public transport belong here. Especially focused are the alternative methods of transportation. The first step is the optimization of urban cargo transport. The Committee would like to solve the problems of the transport on its last kilometres, so that it is smoothened out and integrated into the urban traffic. The second step is to form intelligent ways of transportation for the sake of urban mobility. The guidelines are going to detail electronic ticketing systems, traffic management, passenger information systems, regulation of supplies and demands and going to deal with the opportunities offered by the Galileo System (Plan for Urban Mobility 2009).

Than visible a number document, a strategy and a development concept were made in European Union in the course of the past years. Common in them, that similar aims are designated for the optimisation of the urban traffic. It is emphasized in all documents the dissemination of environment protective means of transportation, the applying of equal opportunity in wider circle and the application of leader system with tall technical standard. There may be good examples for our homeland too, and use the union strategies as a guide the Hungarian cities to the development of development plans.

CONCLUSION FOR THE HUNGARIAN CITIES

In Hungary, the rate of public transport within transport sections is high, compared to the European average. The situation of the country and its population is standing in the background of this phenomenon (low motorization level and low GDP per person). Currently, the public transport network density and frequency is significantly better in the Hungarian cities than the European average. However, in order to keep up with this ratio, public transport has to stay competitive with personal transport.

Statistical data tell a lot about the current traffic situation in a given country. The diagram below shows that since the beginning of the nineties, Hungary is in a leading position among countries with similar number of inhabitants, when it comes to public transport. In the first half of the examined period it is still Greece being on the first place among such countries. It is easy to see from the diagram, that public transport plays a significantly less important role in the developed countries and also in the EU-average (with ca. 10 % - see figure 3).

Taken a look at the rate of change among the countries joined in 2004, then it can be noticed that Hungary has been at the first place since 2004 among these countries as well (taking over the lead from Bulgaria). Public

transport also represents a high ratio in Slovakia and in Estonia. Unfortunately these indicators are not necessarily connected with the improvement of public transport (figure 4).

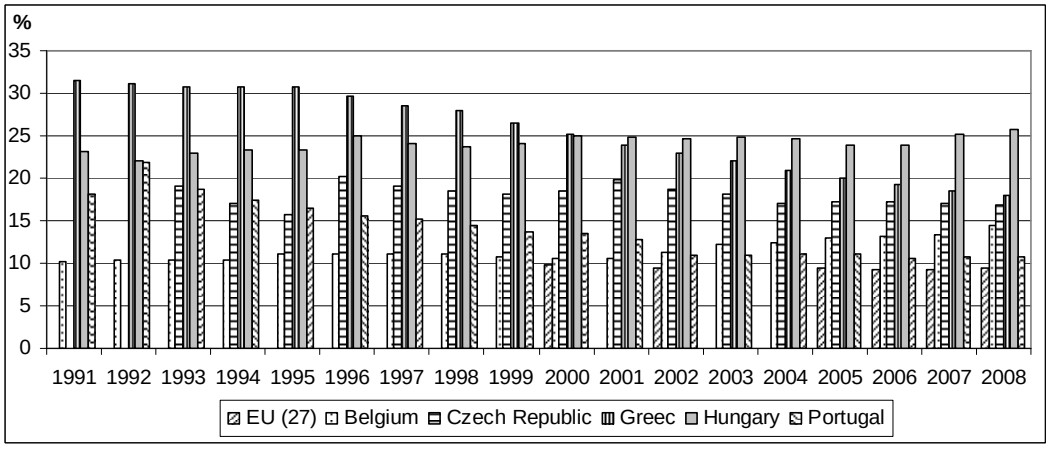

Figure 3. Public transport rate of change in countries with ca. 10 million inhabitants within the EU
(Source: Eurostat)

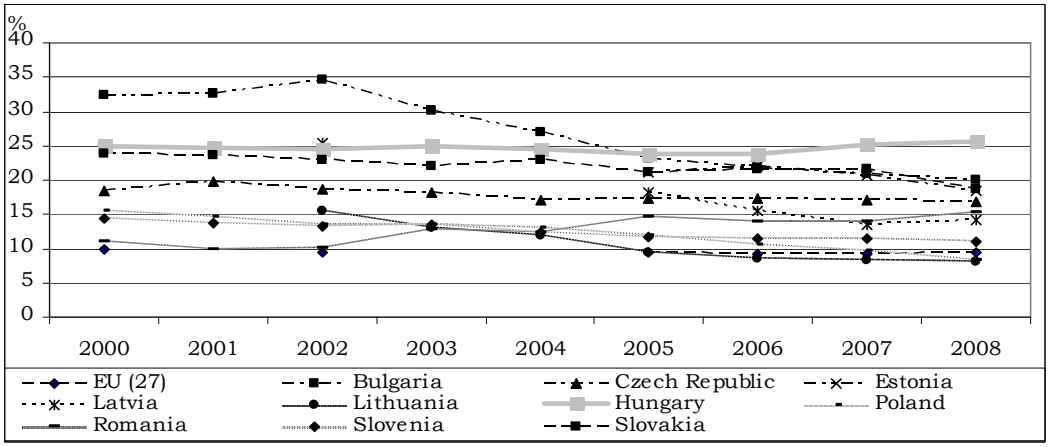

Figure 4. Changes in the share of public transport in the countries joined in 2004 (excluding Malta and Cyprus)
(Source: Eurostat)

With regards to the rate of automobiles in passenger transport among countries with ca. ten million inhabitants and among the countries joined in 2004, it becomes obvious why Hungary is in a good position from the viewpoint of public transport. Out of the countries joined in 2004, automobile usage has significantly increased in Poland, Romania and Slovakia. Smaller decrease might be observed in developed member states (i.e. in Belgium or in Portugal) or the high rates are constant. However, in Hungary the rate of automobiles has hardly increased, or even decreased in the past few years, ending up at 62 per cent currently, leaving Hungary at the last place on this list (figure 5). Upon evaluation of the trends, it is expected that the increasing tendencies will

continue, the rate of personal transport will increase and the role of public transport will further decrease.

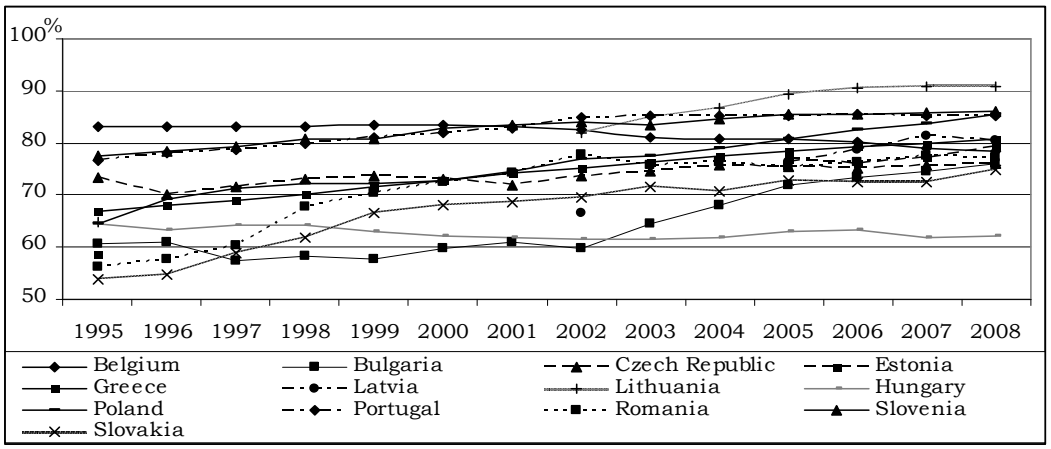

Figure 5. Ratio of cars in the countries joined in 2004 and among the countries with a population of ca. 10 million
Source: Eurostat

Especially the number of bus passengers decreased in Hungary after 2000, while a moderate increase can be noticed by tram transport users until 2005 thanks to the modernization. Considering other ways of transport, the number of passengers has not changed significantly (figure 6).

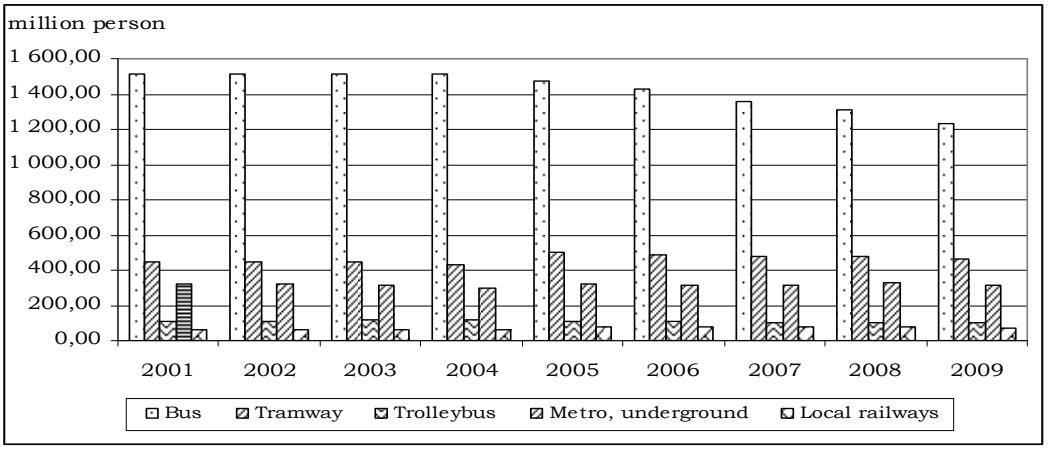

Figure 6. Number of passenger using different urban transport vehicle in 2009
Source: KSH

The decrease in the ratio of public transport can be explained by a significant reduction in the satisfaction of the passengers, which can be lead back to the mitigated attractiveness of public transport. The dissatisfaction can be explained by the quality of the service and with the significant increase in the fares of service. Background of this is the increasing pressure on transport companies, or the continuously unsatisfactory financing of them. The increasing demands should be satisfied from decreasing budgets. Technological

developments and investments cannot be initiated under such circumstances (Farkas-Hagymási-Nagy 2010).

Soon after the change of the regime the legal regulation of transport development was created and the country's EU-bid played an important role in it already in the early nineties. The transport politics of the Government of the Republic of Hungary was written in 1993-1994 and the Hungarian Parliament accepted it in 1996. The document determines five strategic directions, these being the support of the integration into the European Union, improved cooperation with the neighbouring countries, balancing the regional development of the country, protection of human life and environment, as well as an efficient, market-oriented transport regulation. Among the priorities of the urban transport, the reduction of the mitigated usage of public transport is being mentioned, which phenomenon is related to the modernization of the vehicle fleet, to the establishment of P+R facilities, bicycle-depositories and transport associations as well as to the development of various fare zones. Several other priorities were also being listed, such as the reduction of the traffic of cars in densely populated areas and holiday settlements, the development of pedestrian zones, or the development of comprehensive parking regulations and reduced traffic zones (Ehrlich É. 1999.).

The development path of the Hungarian transport and its quantitative and qualitative components are affected by how socio-economic developments are influencing the settlement structure, the settlement network layout and to the relationships within the transport methods, or to the economic opportunities and political wills. The principal aim is that the relationship between mobility and sustainable development is being formed in such a way that the increased mobility should end up in "urban friendly" transport systems. In order to achieve this, the work tasks within transportation need to be reallocated, so that the major part of the society also accepts them (Berényi J. 2002).

In order to that the transport companies could serve the growing demands of the passengers, easily understandable and predictable regulations are needed. The customer's expectations and autonomies of the board need to be synchronized. An important condition of the service is the improvement of the sources supplying with increasing quality devices. Gained values need to be kept and the opportunity of personnel development needs to be provided. Cross-financed funds are the main basis and deposit of the companies standing on safe feet. (Borbélyné Sz. H. 2004).

The modern urban transport is obviously of national interest, since the board and management of multinational companies will not live in "uninhabitable" Hungarian cities and this is making a very important influence on the foreign capital investments in Hungary.

The document with the title Hungarian Transport Policy 2003-2015 is determining that cities ought to develop separate urban transport policy conceptions. Obviously, this section belongs to the competency of local governments, but the professional representation of interests and urban alliances require the handling of the transportation problems in a government level which would secure the cities being more inhabitable.

A paper prepared by the government includes the pillars of the EU Thematic Strategy on the technical aspects of sustainable transport planning. The document is dedicating an important role for the participation of the state and there is a special chapter on the importance of social dialogue. When

preparing the named document, the professional requirements for transport development in the settlement layouts need to be taken into account. The Hungarian Transport Politics defines the following tasks of the state in order to reduce the issues of urban transport. The transport politics should be coordinated by the urban transport development plans of the cities. The free usage of bypass-roads and other ring roads have to be assured for the sake of environment protection and reduction the risk of accidents. It is also necessary to ensure the attractiveness and competitiveness of the public transport with the support of its functionality and modernization, as well as with the reimbursing the lack of incomes and with up-to-date traffic management. Establishing modern city-logistics systems, operating transport alliances, installation of smart ticketing, as well as the usage of public transport inspired fees are musts. The coordination of urban, suburban, intercity and private transport with intermodal and telemetric systems is essential. The support of bicycle transport and improved accessibility shall be supported on state level.

Hungary did not apply for any kind of postponement in the area of public transport when it joined the EU. In accordance to the EU requirements, the satisfaction of transport needs, reduction of road congestions and environment pollution and diminishing the excluding of any group of people from the transport are being formulated as key aims. A key element of current EU regulations is the obligation of informing the people. In this context the importance of cost reductions and the improvement of the quality can be highlighted. The EU determines when contracts can be made (exclusive competence, free service), as well as the forms of contract (on the basis of service requirements, direct awarding and qualitative comparison).

In the Hungarian passenger transport, the appearance of foreign companies was expected when joining the EU – along with privatization. However this trend cannot be noticed so far in the towns with county rights.

Particular tasks were also given in connection with the EU membership. The most important task is the modification of the conditions of awarding licenses and concessions, which is coupled with the inauguration of deadlines in this area. The operating areas of companies established with this objective shall be defined and the relationships of the authorities and services must be fixed in contracts. The EU would expect the separation of local and long distance transports for the sake of easier management and budgetary reasons. The measurement of the support of the state is also necessary in order to find out whether it is still within the EU allowance. Such support can be i.e. the reimbursement of the tax on the diesel fuels or the expenses of the employer. The EU demanded that every passenger company should be in contract with the state, however this was only a temporary situation since 3 years after Hungary's joining the EU, and the Community also planned various modifications in this area (Ehrlich É. 2003.).

As a summary, it can be stated that in Hungary, similar trends can be experienced in the area of transport, as in the other member states of the EU. This means that the role of individual transport is increasing against public transport. The documents on transport development are formulating similar goals and tools in Hungary as well (i.e. sustainable mobility, conserving the environmental resources, paying charges, building bus lanes, etc.) However, Hungary is still in a more problematic situation, since on one hand the EU regulations need to be adopted (i.e. concession contracts), and on the other hand

the operation and development may be found more difficult due to the worse financial situation.

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