Towards multimodality along the Hungarian-Ukrainian border:

the case of the East-West Gate Intermodal Terminal

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Sources

- National Road Network Information Scoreboards (February 2021)
- Special Report 09/2020: The EU core road network
- CSO statistics on transport
- Data from the National Tax and Customs Administration
- In-depth interview with the CEO of the TrInvest (Owner 1 of the East West Gate Terminal)
- In-depth interview with the Terminal Manager of the East West Gate

- https://www.mlszksz.hu/nott-az-intermodalis-fuvarozas-volumene-tavaly-de-nem-elegge/?v=35b5282113b8
- https://trans.info/hu/novekedes-az-intermodalis-aruforgalomban-278381
- https://www.napi.hu/magyar-gazdasag/aruszallitas-kereskedelem-kozut-vasut-aruforgalom.768531.html

- https://www.zaol.hu/helyi-kozelet/2021/09/letettek-az-metrans-kontenerterminal-alapkovet
- https://www.kozlekedesvilag.hu/ujsag/navigatorvilag/metrans-5/
- https://www.containercenter.hu/mcc_csepel/bemutatkozas/iranyvonat_projektek/index.php
- https://www.containercenter.hu/mcc_csepel/bemutatkozas/barka_projektek/index.php
- https://www.scmonitor.hu/webgalamb/files/download/33/Supply_Chain_Monitor_2022_november.pdf
- https://www.scmonitor.hu/cikk/20190808/a-csepeli-terminal-sikertortenet
- https://www.containercenter.hu/mcc_csepel/bemutatkozas/forgalmi_adatok/index.php

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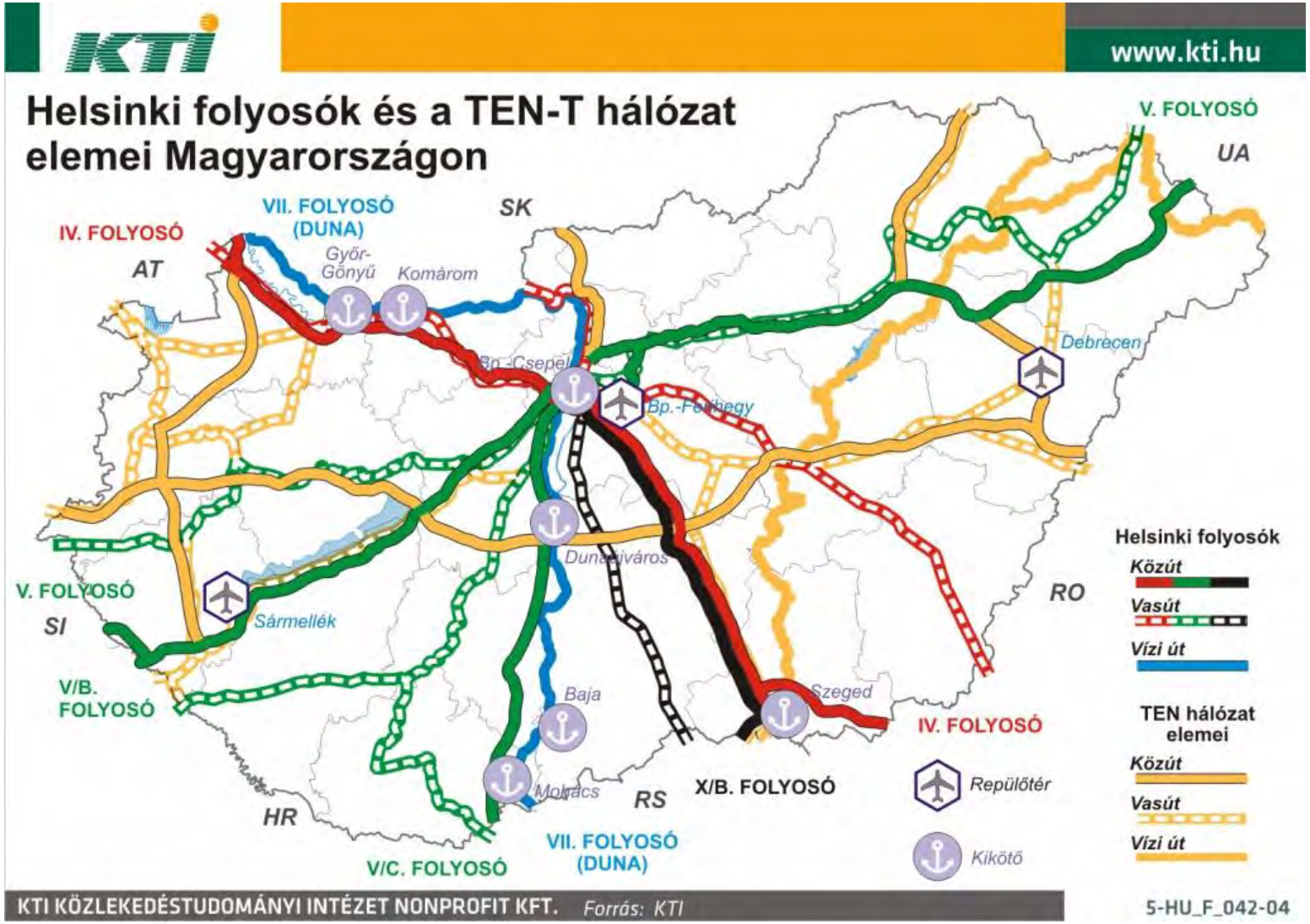
Transport networks connecting Hungary with Ukraine



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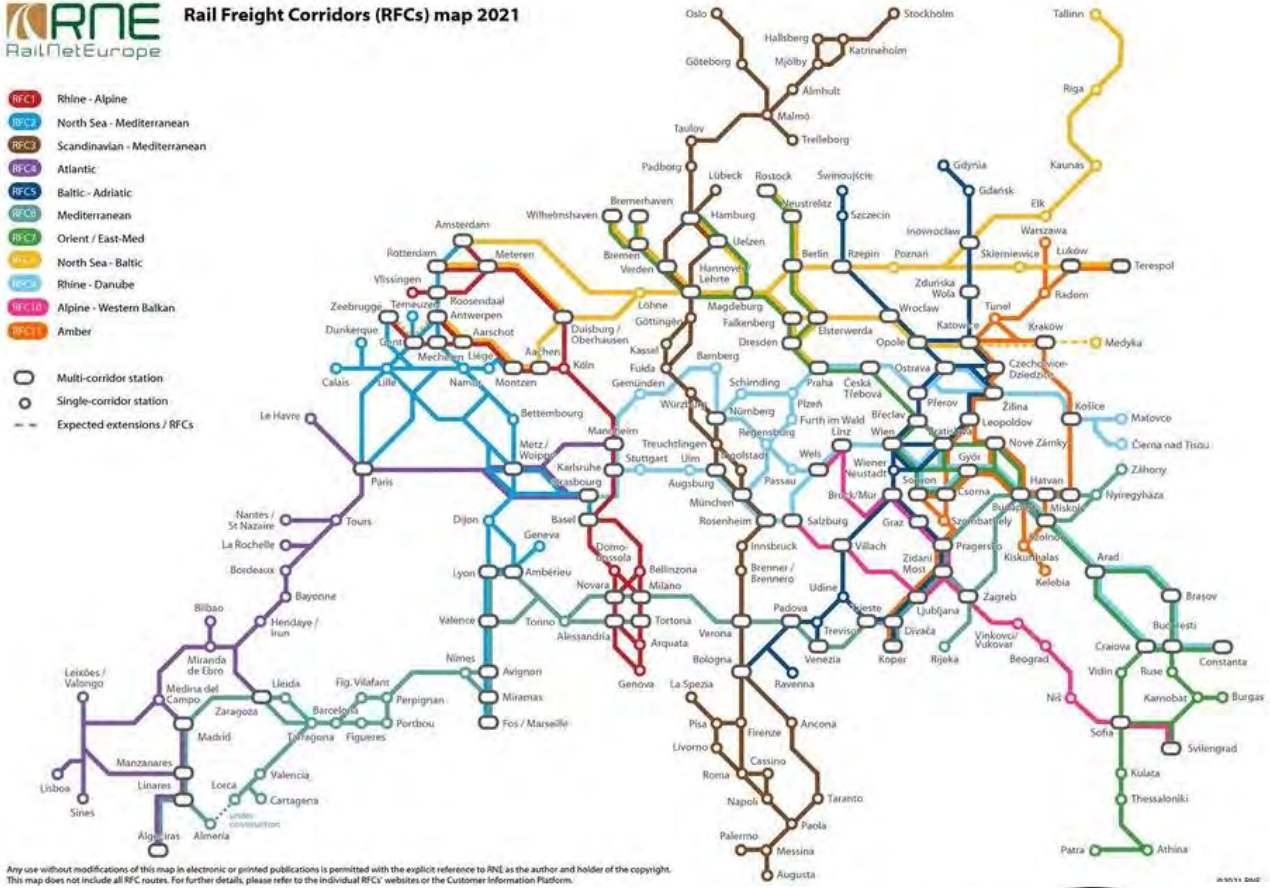
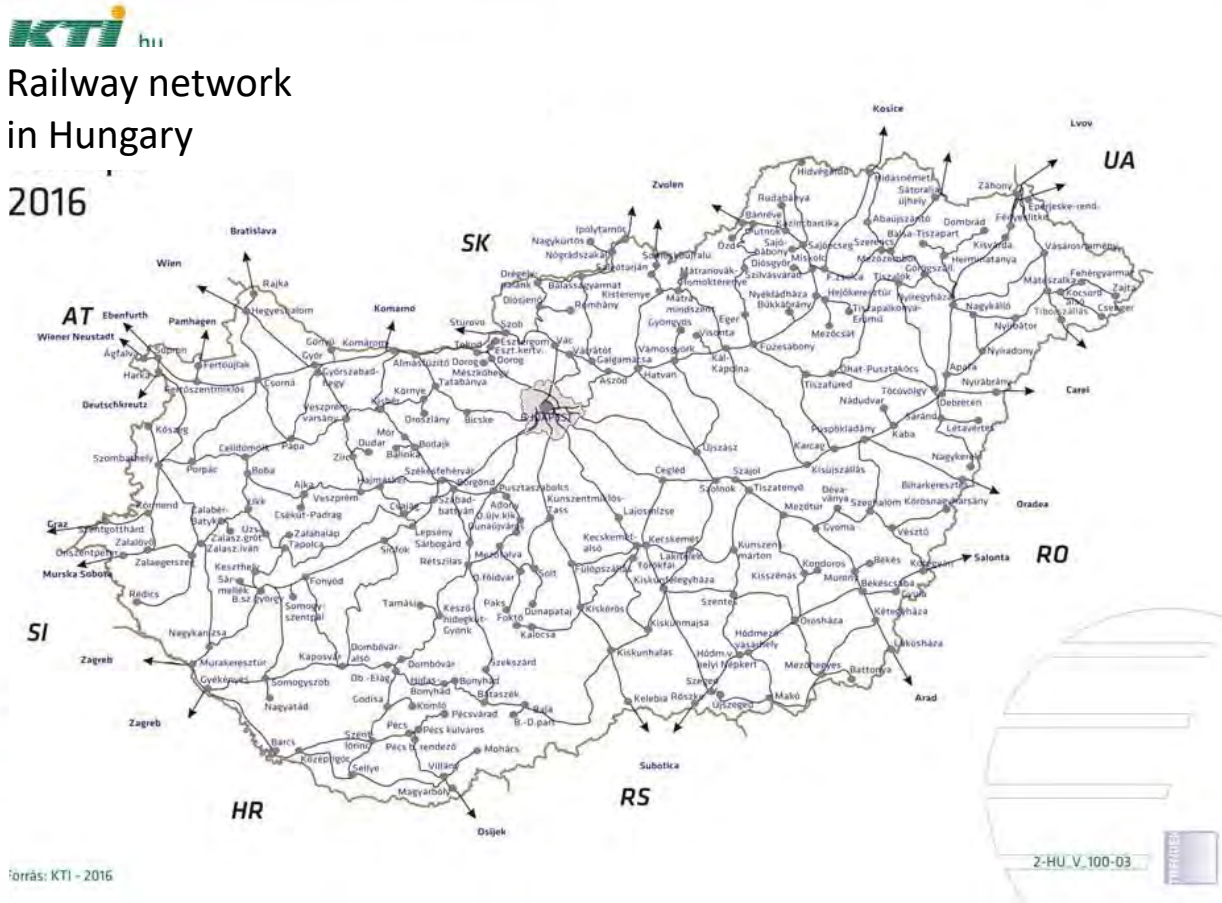
Railway networks connecting Hungary with Ukraine





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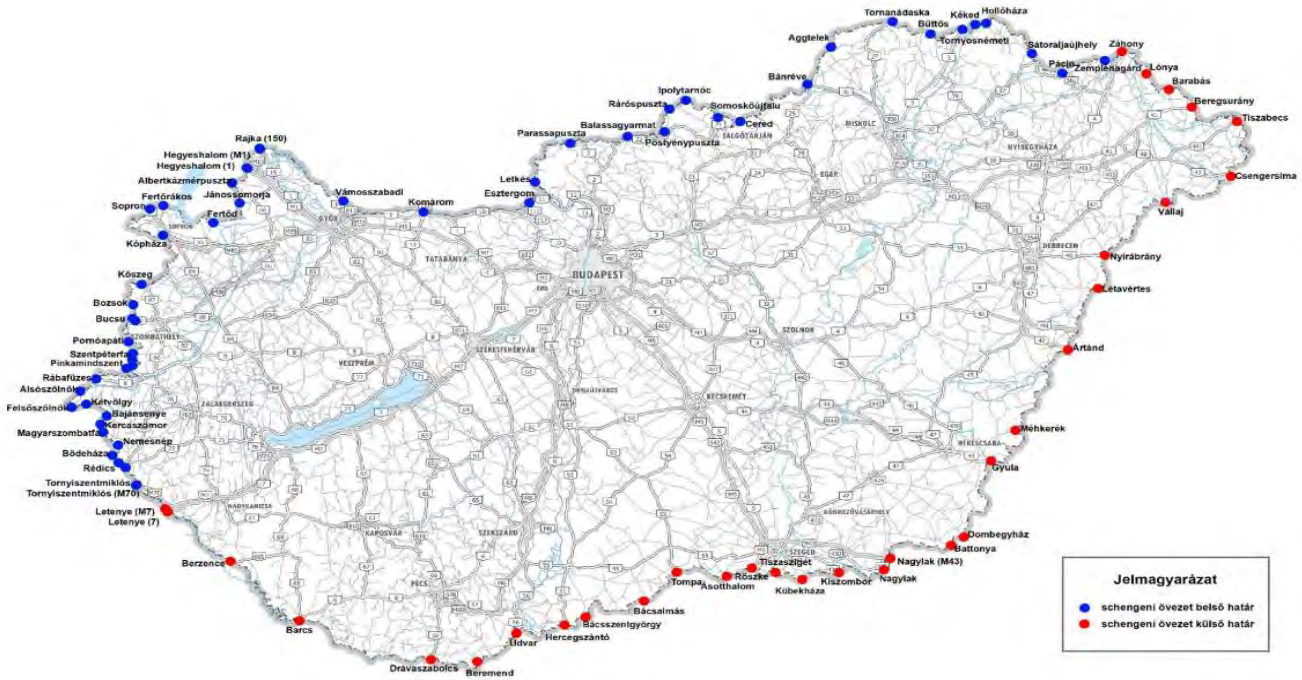
Transport network: public road network and border crossings along the borders of Hungary

border crossings

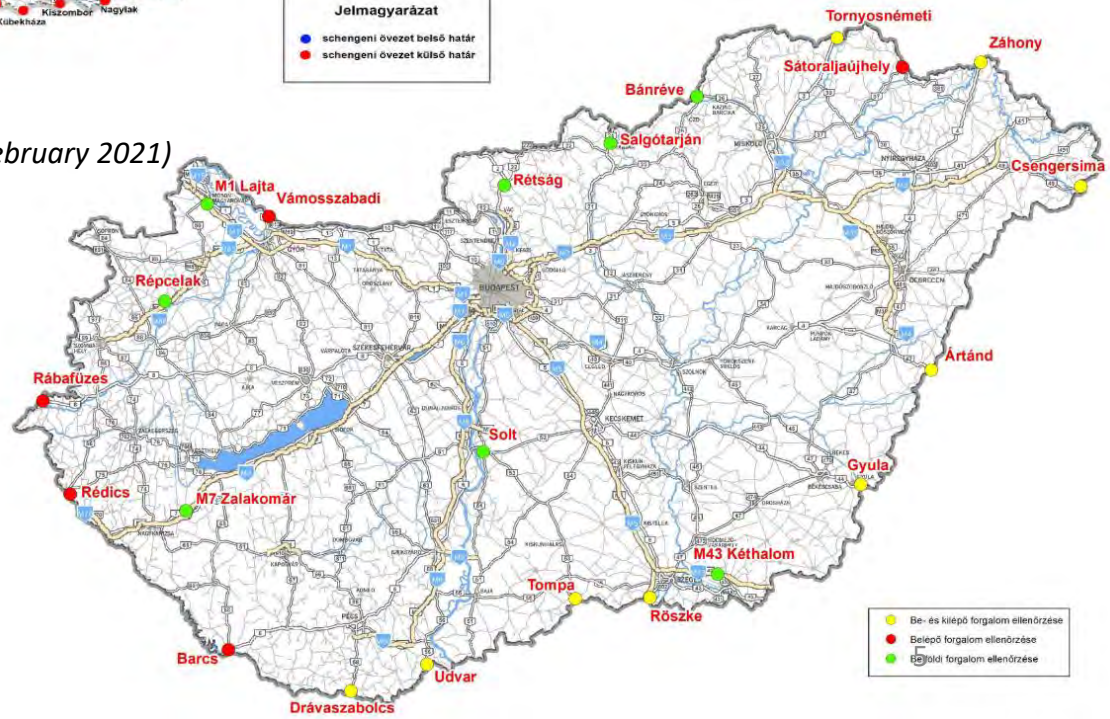
five road checkpoints
two railway checkpoints

weighingscale points

Záhony: in both directions



Source: National Road Network Information Scoreboards (February 2021)



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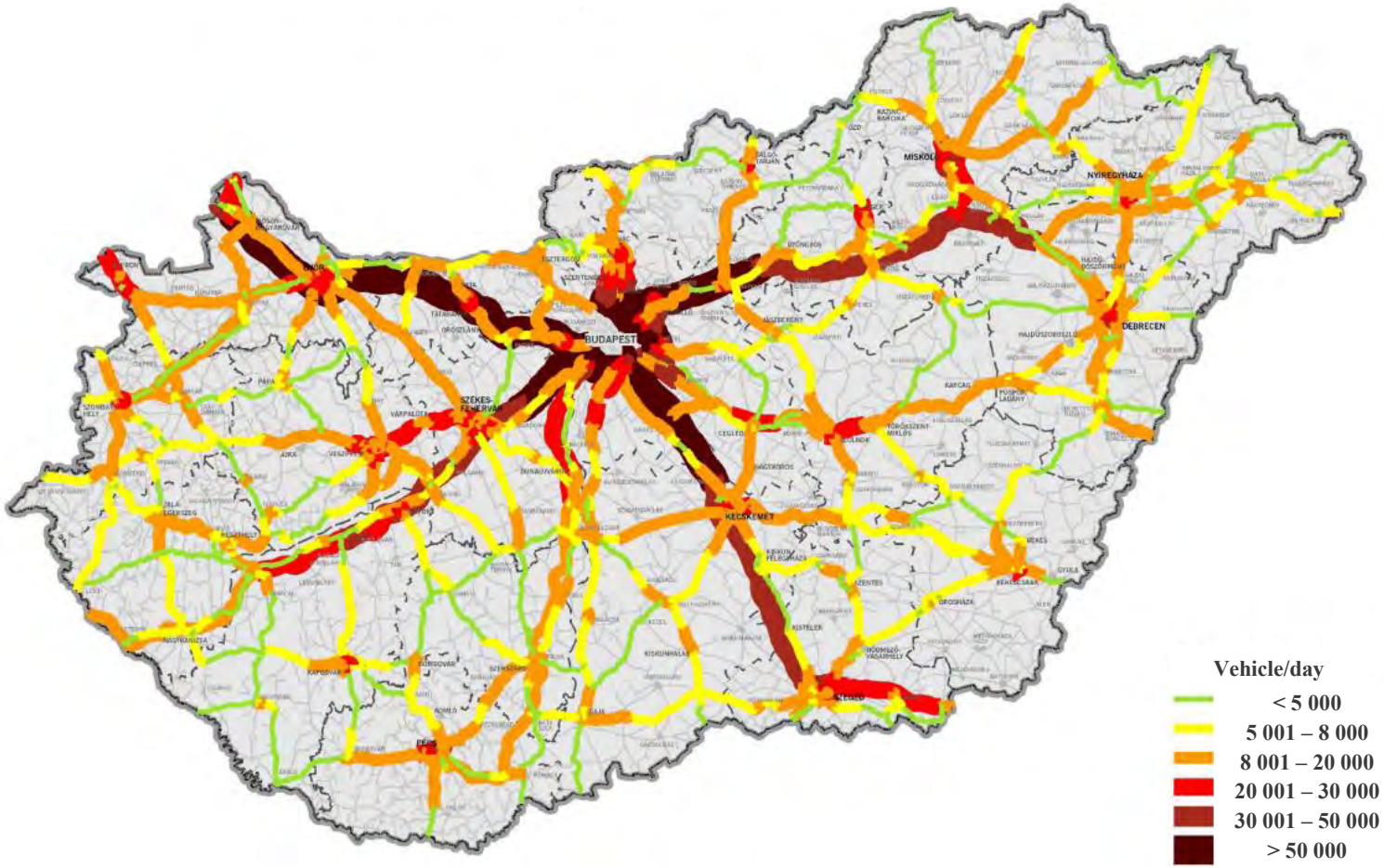
Vehicle traffic on main roads and motorways in Hungary (2019)



Source: National Road Network Information Scoreboards (February 2021)

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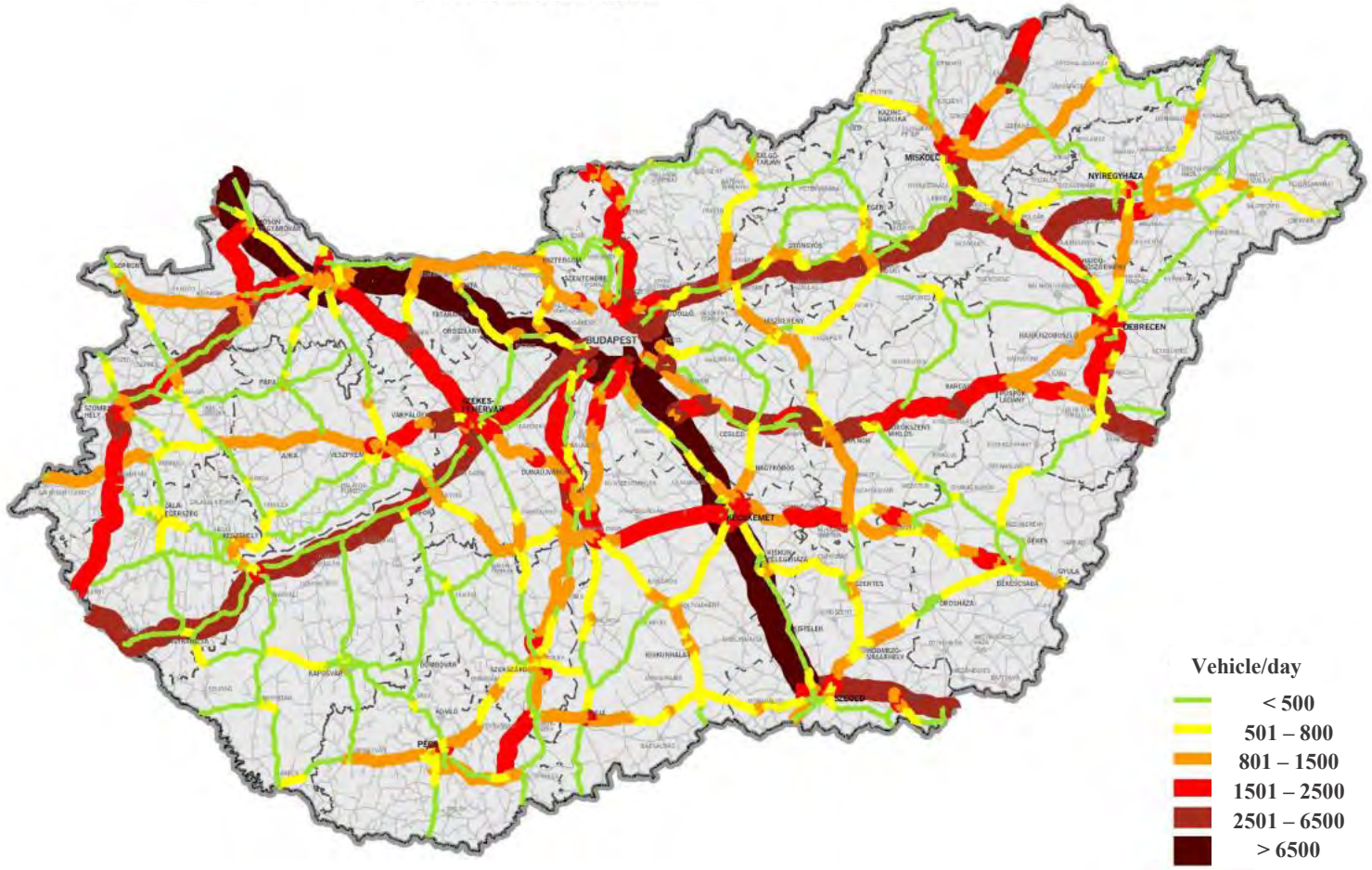
Heavy vehicle traffic on main roads and motorways in Hungary (2019)



Source: National Road Network Information Scoreboards (February 2021)

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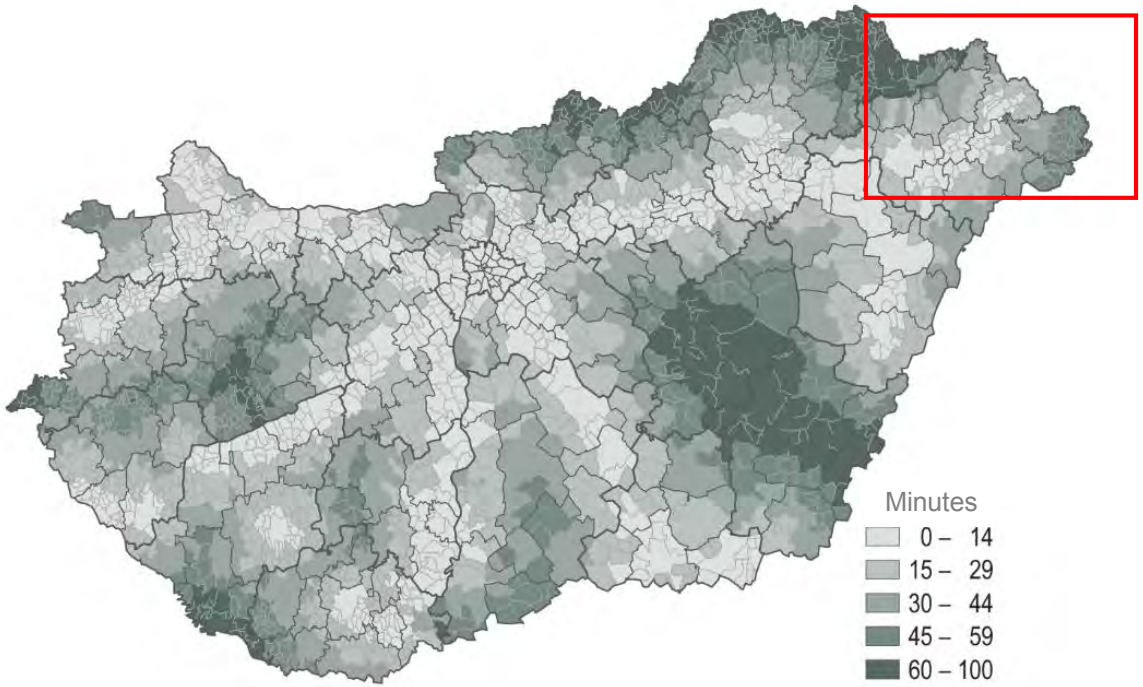
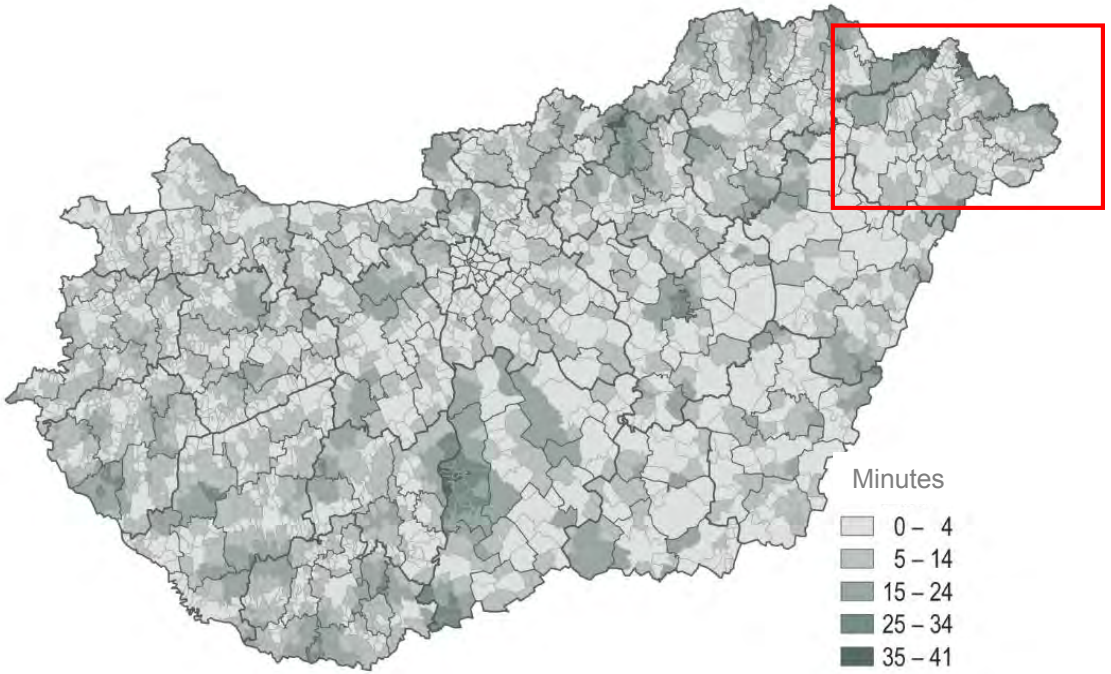


Road access time to the nearest motorway interchange on the fastest route, 2019



Road access time to the nearest train station by the fastest route, 2019

Data source: National Spatial Development and Planning Information System (TEIR)

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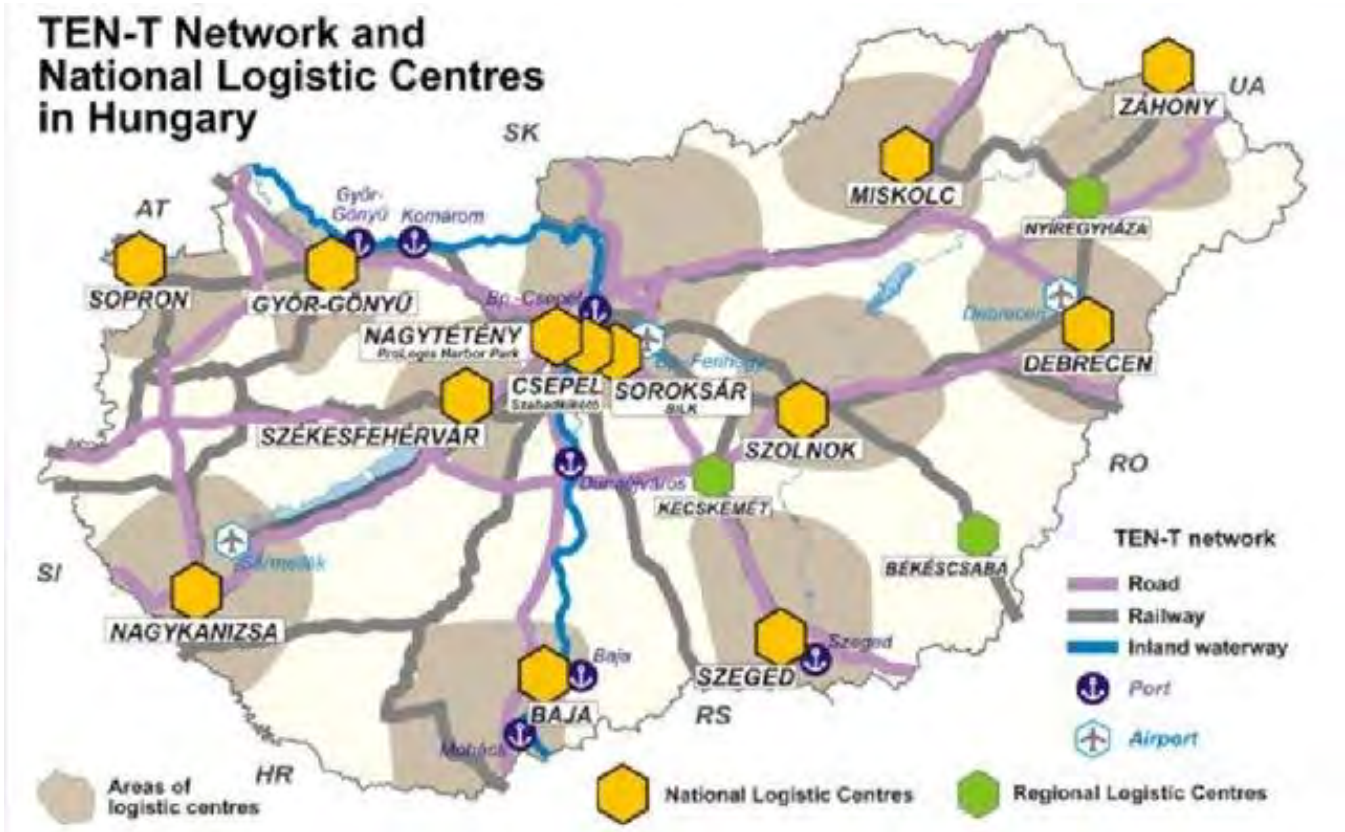

Source: KTI-Institute for Transport Sciences

- **net turnover** of the logistics service providers: **3 400 billion HUF (9.19 billion euro)** (nearly 5% of the total net turnover of the national economy)
- **40 thousand logistics companies** (mostly **small and medium-sized enterprises**)
- **employees**: **259 thousand** (which is 6.5% of the total employment)
- logistics sector: accounts for **6.3% of** the Hungarian gross domestic product (**GDP**)
- World Bank's Logistics Performance Index: 31st place (2016)

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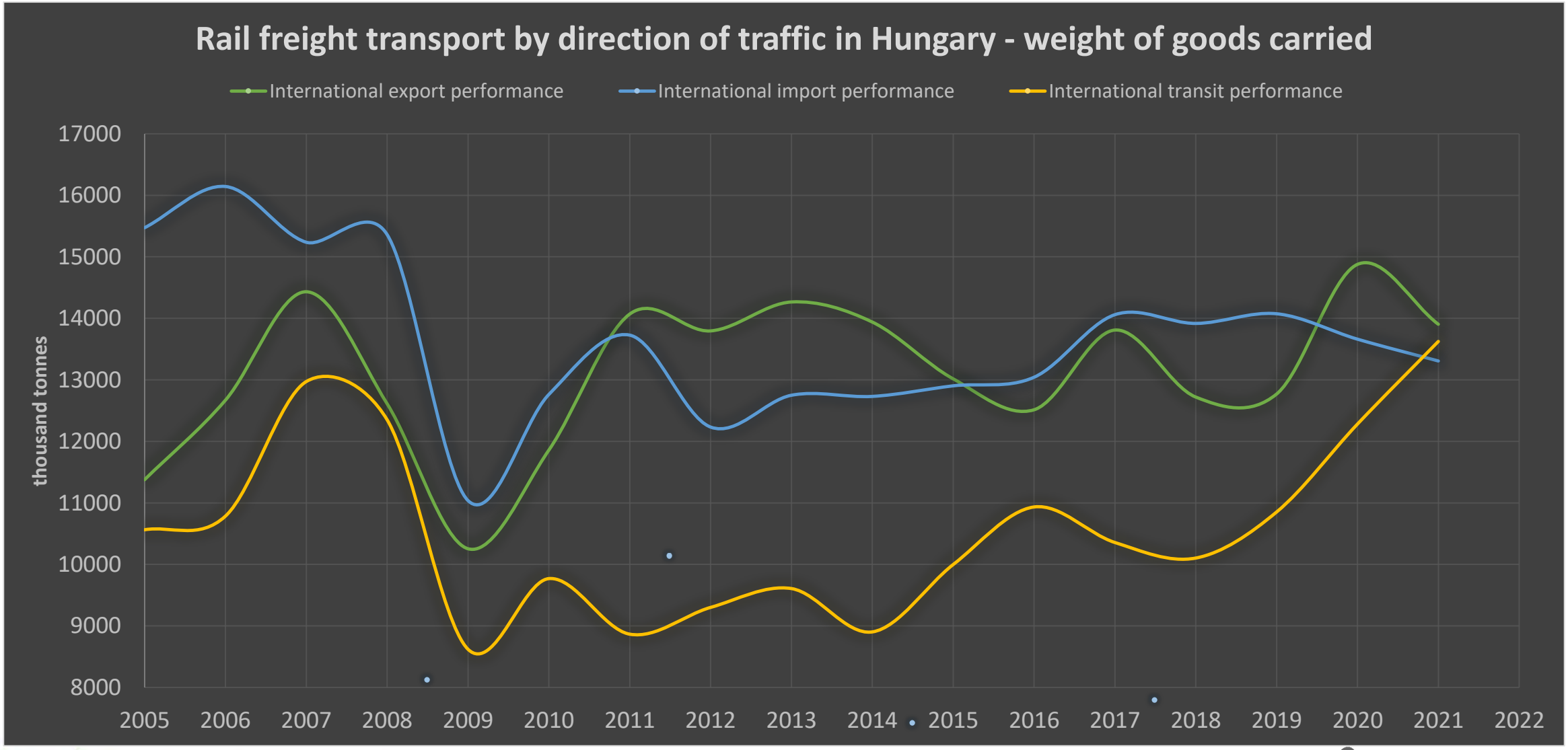

Source: based on CSO data

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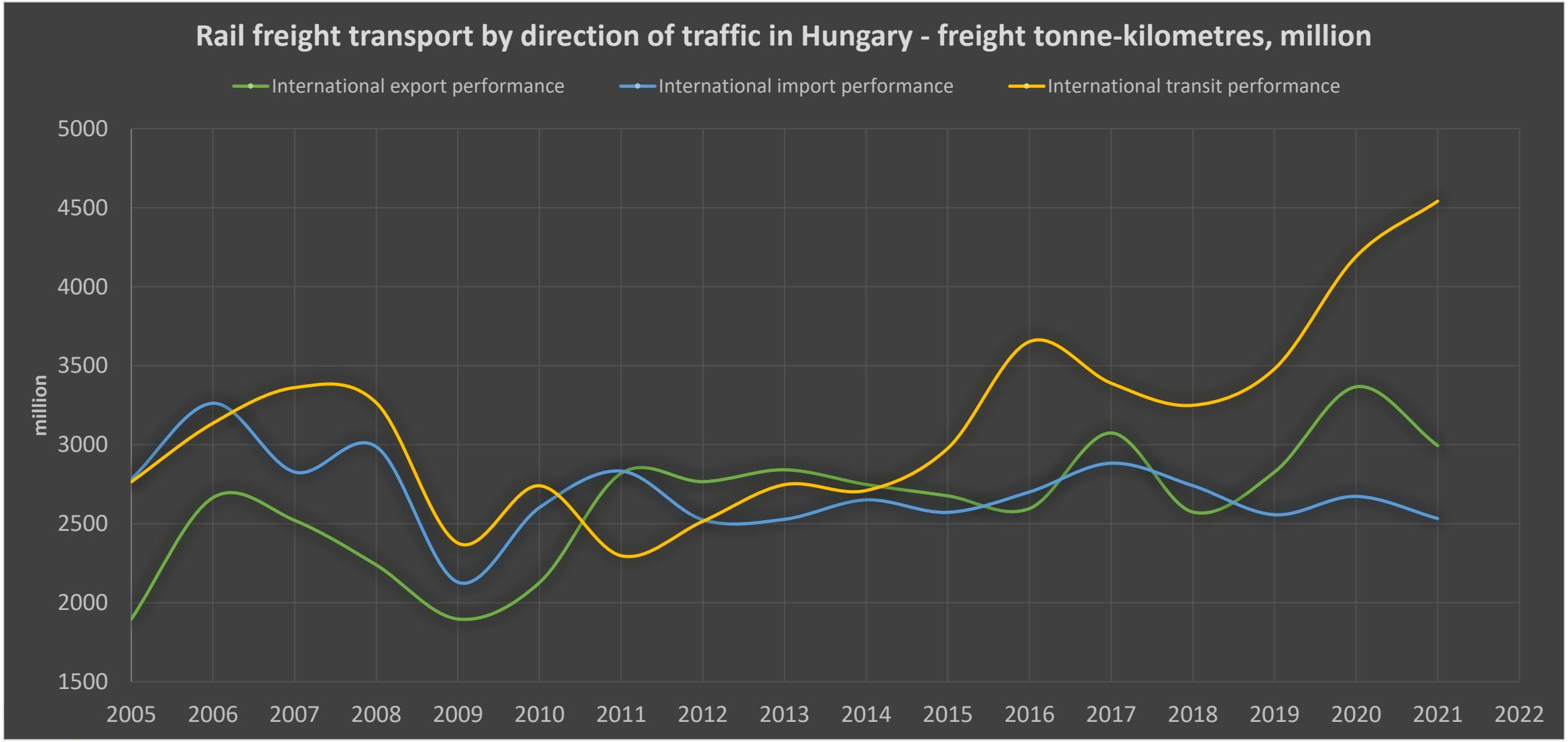

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General features of intermodal transport in Hungary - 2021

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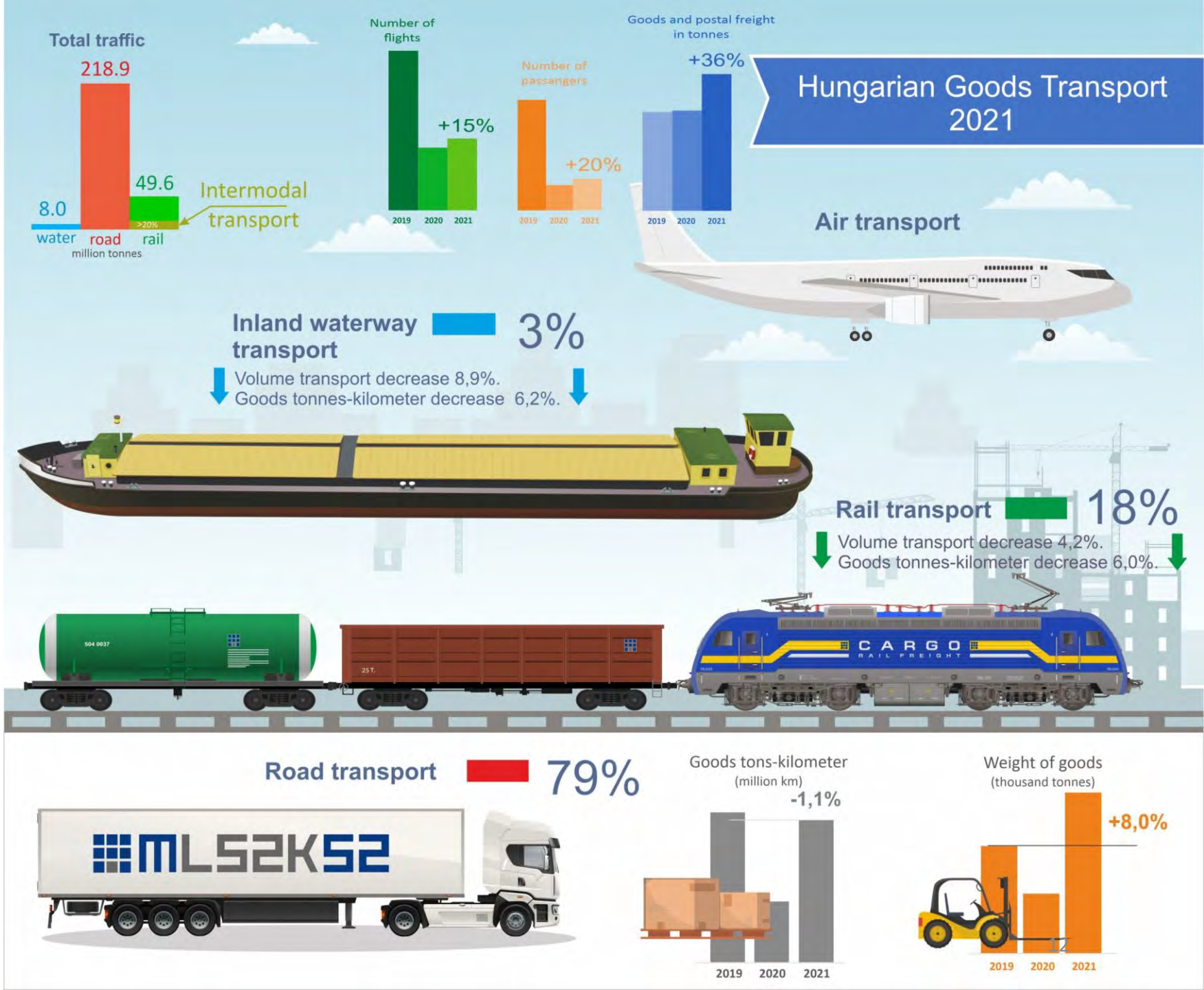
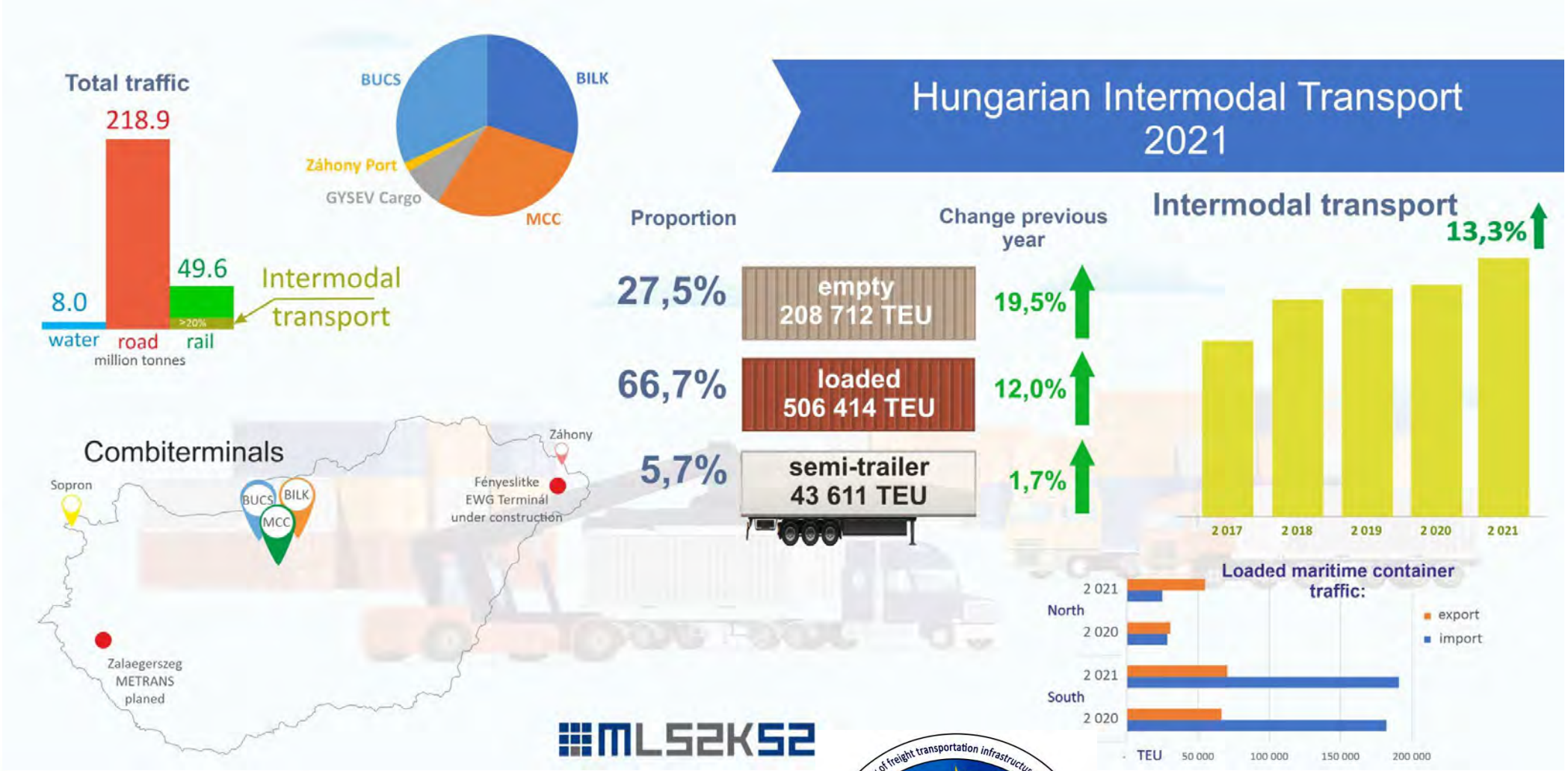


General features of intermodal transport in Hungary - 2021



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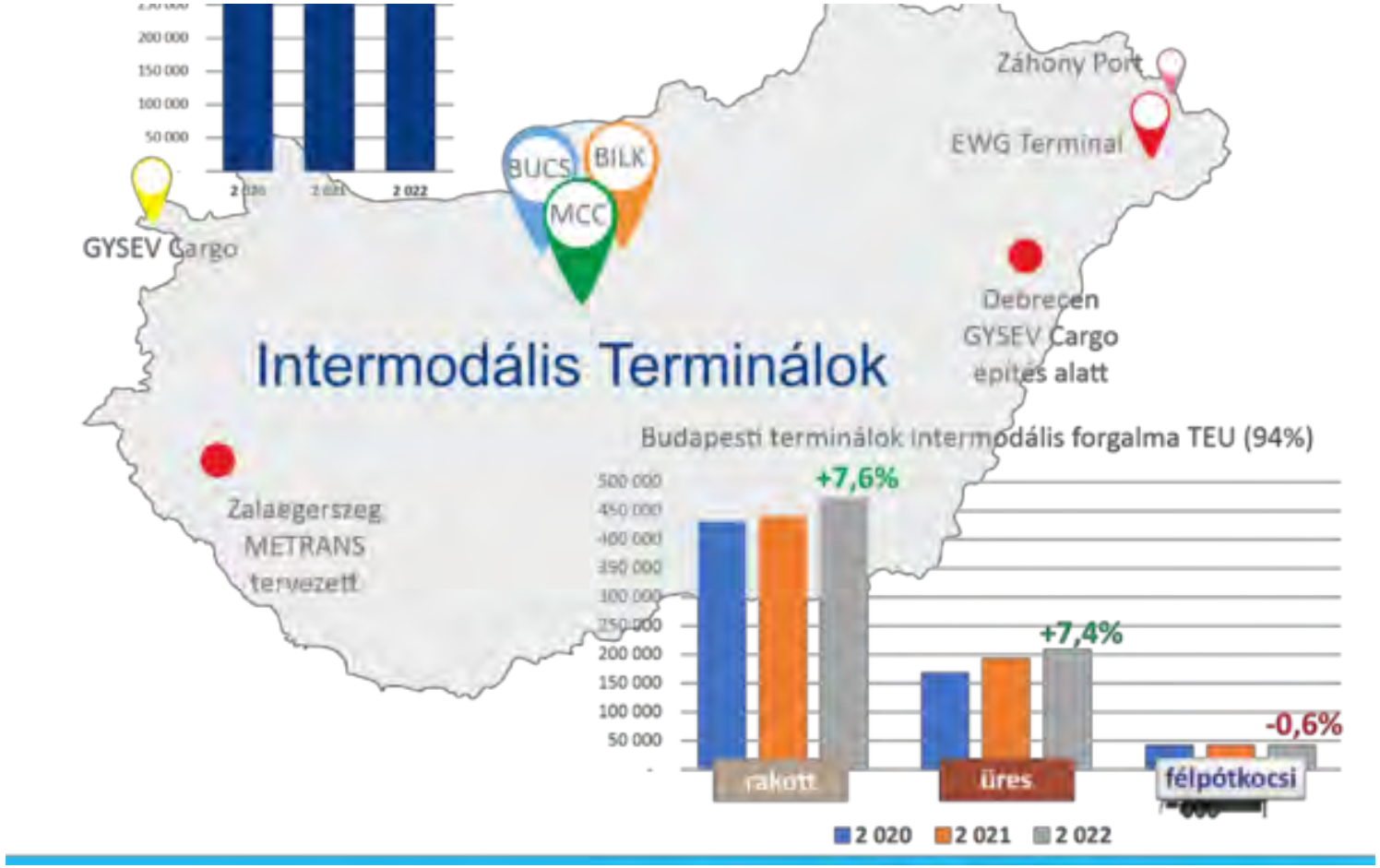
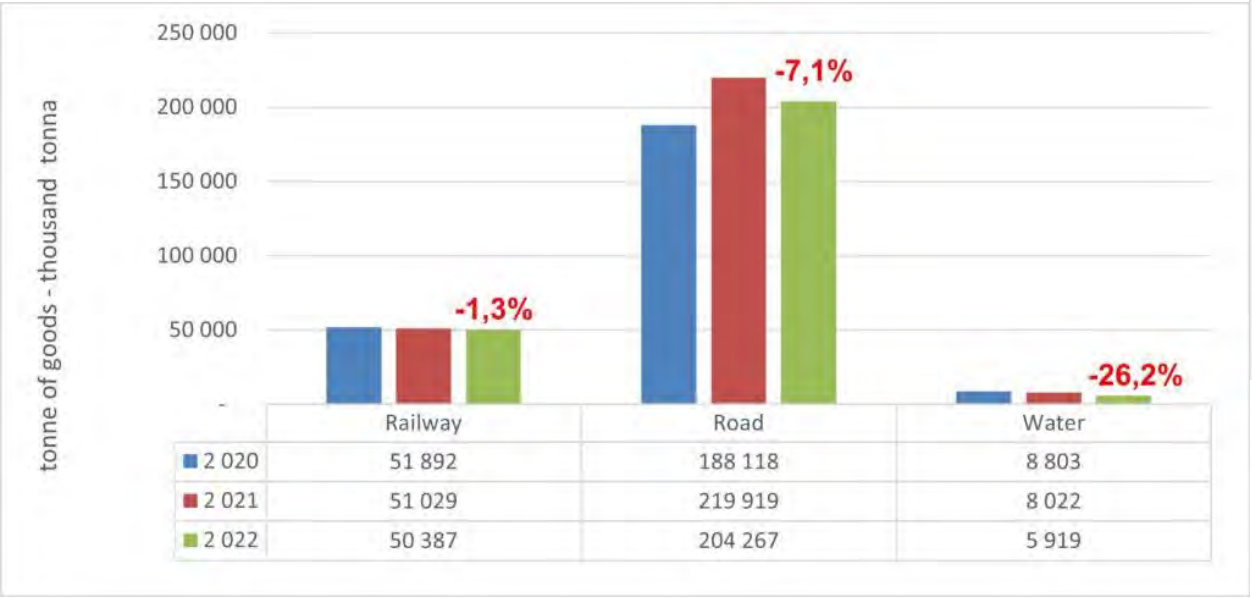
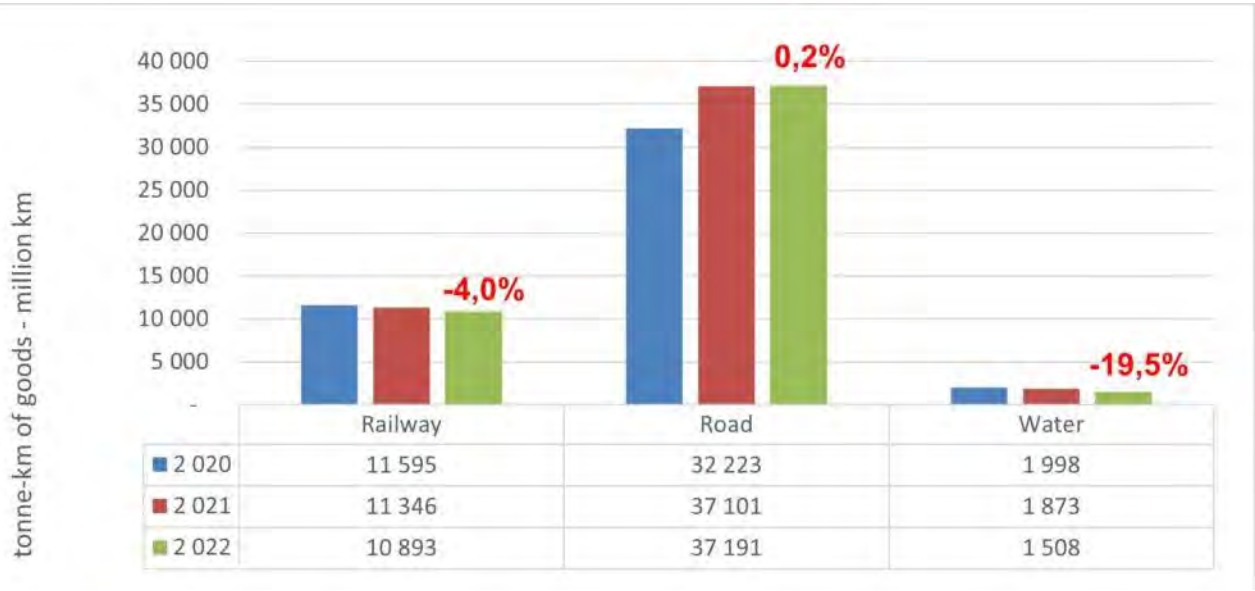
General features of intermodal transport in Hungary - 2022



Total Hungarian goods traffic output per tonne transported in 2022



	Railway	Road	Water
2 020	51 892	188 118	8 803
2 021	51 029	219 919	8 022
2 022	50 387	204 267	5 919



	Railway	Road	Water
2 020	11 595	32 223	1 998
2 021	11 346	37 101	1 873
2 022	10 893	37 191	1 508

Total Hungarian goods traffic output per tonne-km of goods in 2022

Source: Central Statistical Office (CSO) and Association of Hungarian Logistics Service Centres (AHLSC)

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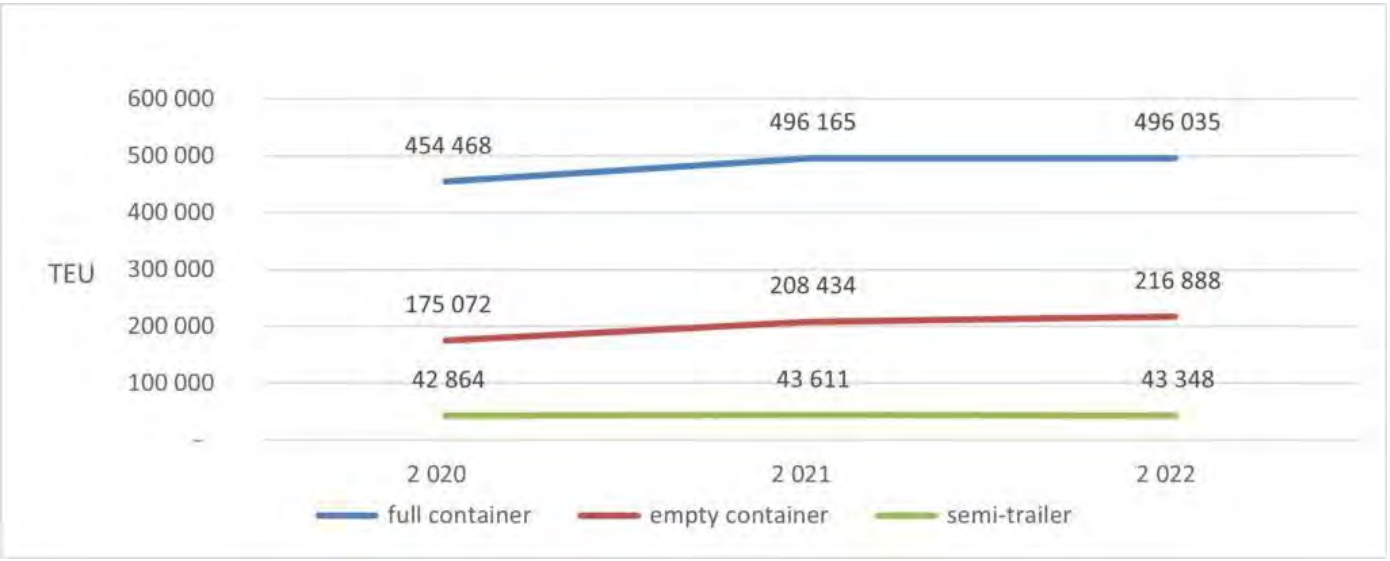
Subsector changes in total Hungarian intermodal traffic in 2022



- further expanded after its growth in 2021
- carried more than 750 thousand 20 feet TEU
- mainly railway-road
- traffic decreased at the rual terminals
  - Záhony: Russian-Ukrainian war
  - Sopron: restructuring of traffic
- Budapest terminals contributed to intermodal traffic growth
  - BILK
  - BUCS
  - MCC

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Budapest Intermodal Logistics Center (BILK)

- handling of combined transport consignments
  - from rail to road and vice versa
- has a separate exit from the M0 motorway, close to the intersection of all major international destination and transit routes
- water and flight connections are also available within 20 km (Csepel Freeport, Liszt Ferenc International Airport)
- more than 207,000 m2 of warehouse and office space
- 25-building warehouse base operated by professional facility management is a refrigerated, tempered, ADR, cross dock, high and normal warehouse developed with high technical content, as well as a property with direct siding connection covering the all modern logistics needs

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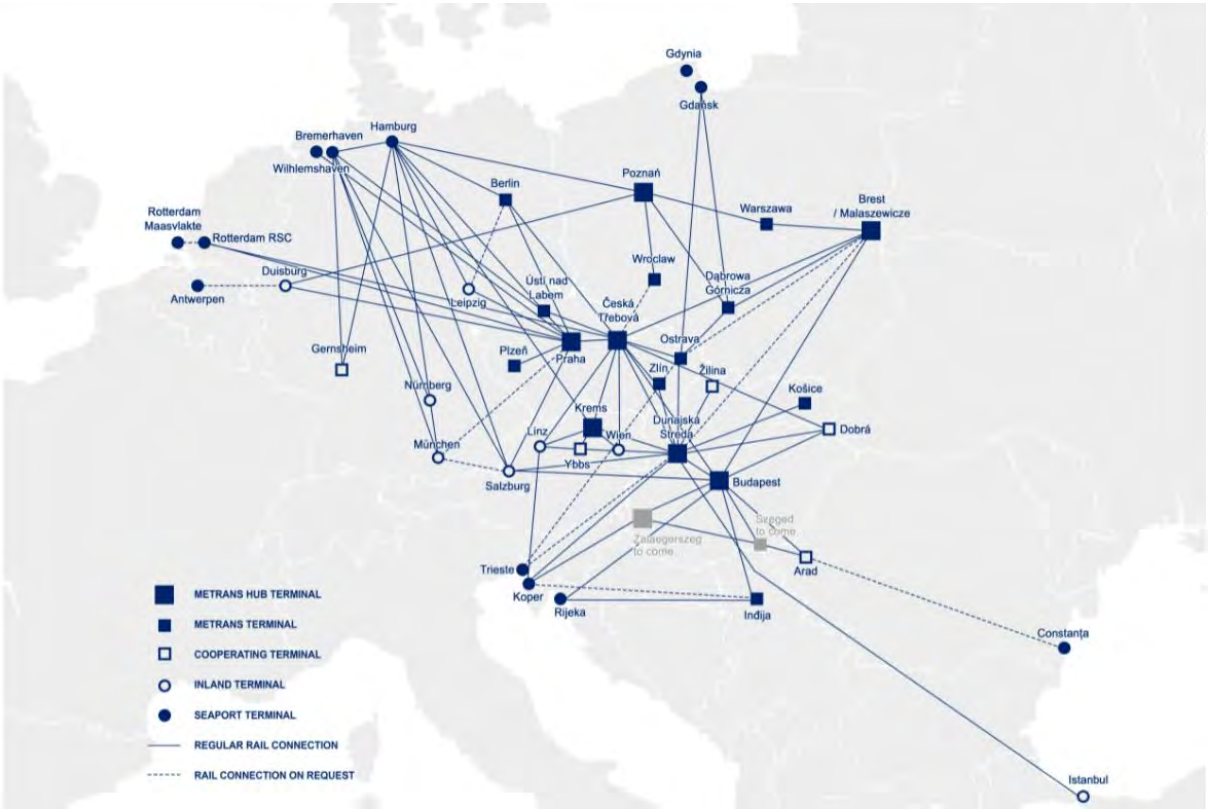
BUCS METRANS Budapest-Csepel (BUCS)



- own network of state-of-the-art container terminals
- strategic objective is to organise global container traffic to Central and Eastern European countries via European ports
- exclusively engaged in containerised transport, in a so-called shuttle system, in a closed system without disconnections or connections, in some cases with depot

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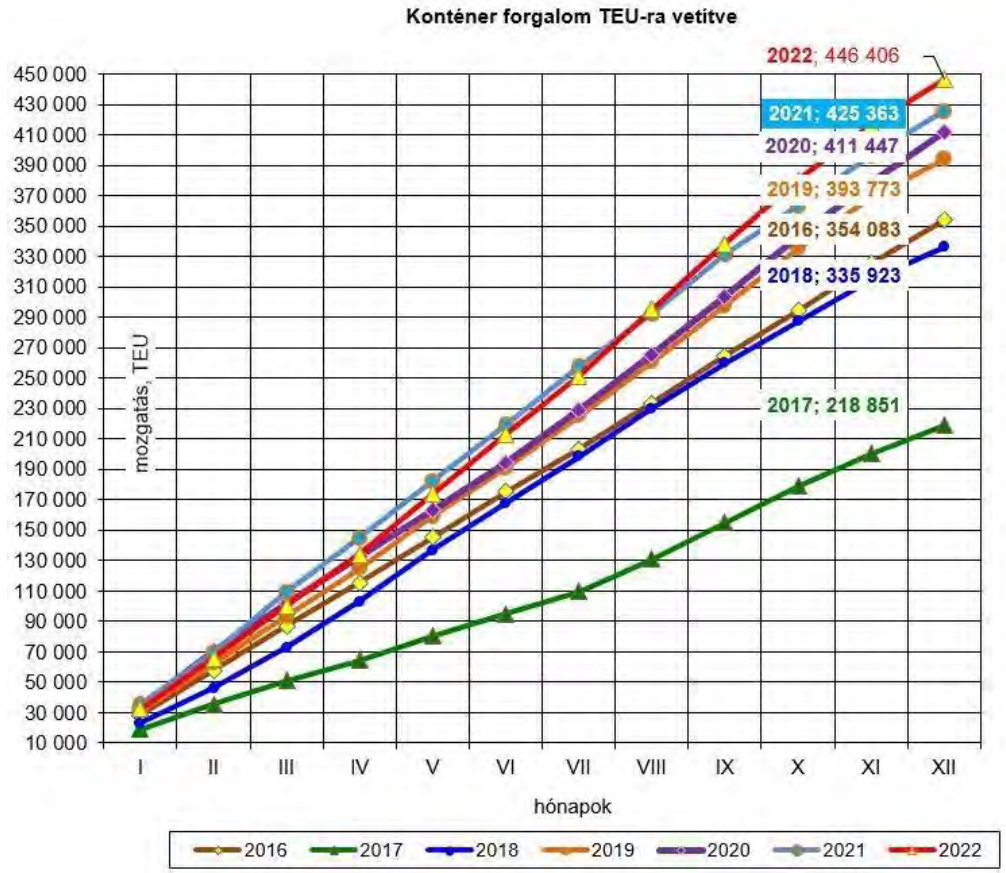
MAHART Container Centre (MCC)



- trimodal distribution centre for intermodal transport processes
- provides transhipment, storage, repair and other ancillary services for its customers
- has been in operation for some 40 years
- since its establishment, MCC has been a Hungarian, privately owned, neutral, open terminal, independent of rail companies and shipping lines
- 12.7 ha total area (127 000 m^2)
- 10.9 ha storage area (109 000 m^2)
- 2×690 m + 3×300 m loading track, 220 m loading quay
- 1 container gantry crane (30 t), 6 telescopic handlers (Kalmar, 45 t), 4 telescopic empty container handlers (Kalmar, 10 t), 3 Kalmar terminal tractors, 74 electrical connections,
- services: repair workshop, dangerous (ADR/RID) containerised goods storage area, container customs inspection, transhipment area
- statistics for 2022:
  - 228.000 TEU container turnover
  - 446.400 TEU container handlings
  - 2.360 container blocktrains
  - 59.7% loaded containers
  - 40.3% empty containers

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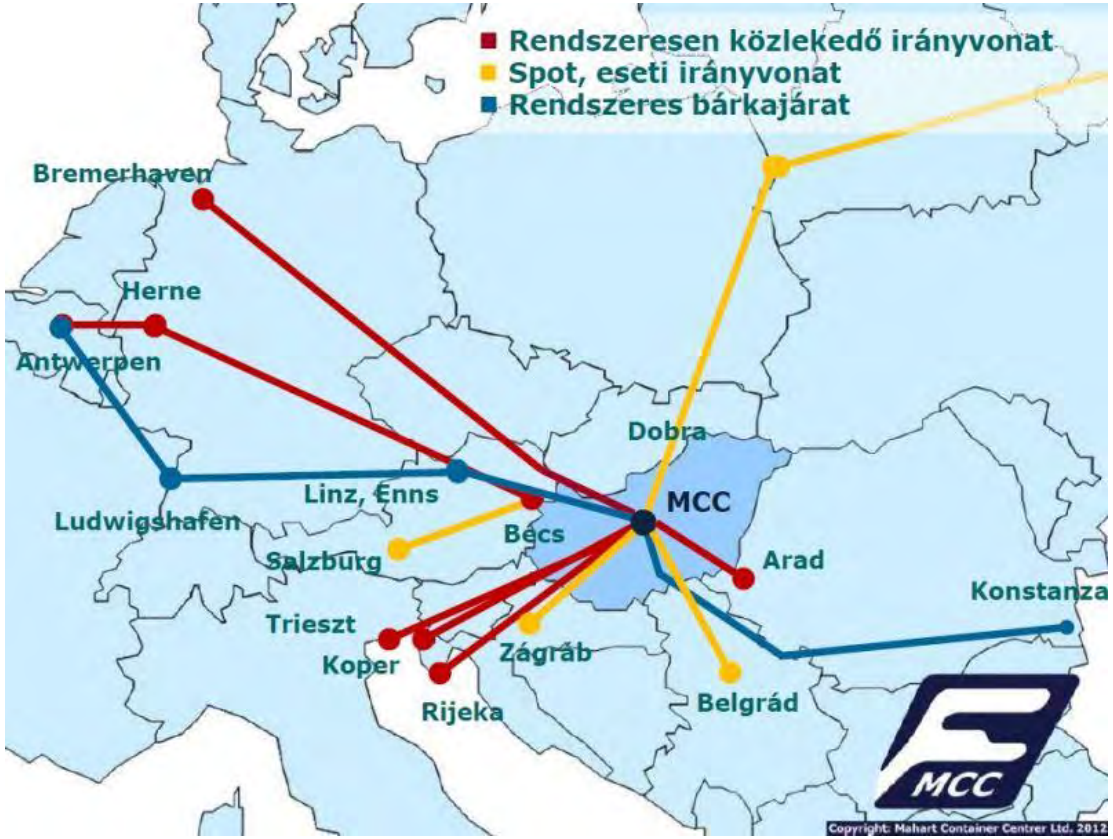
MAHART Container Centre (MCC)



- the terminal manages a wide range of train projects across Europe through the rail operator companies it works with
- from Mahart Container Center, through the rail operator companies cooperating with the terminal, there are closed express trains to
  - on a regular basis
    - Trieste
    - Koper
    - Rijeka
    - Hamburg
    - Bremerhaven
    - Herne
    - Cologne
    - Rotterdam
  - on an occasional basis
    - Salzburg
    - Linz
    - Paskov
    - China

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Hungarian-Ukrainian border

goods from the East

Recent years

EU envionmental targets

focused attention on Eastern Hungary and the railways

war

- Socialist years: transhipment hub in the Záhony area – a good alternative for transport
- After change of regime: in Hungary both the railways and Eastern Hungary were devalued

- Summer 2020
  - Záhony Logistics and Industrial Belt
  - CECZ Central European Ltd.

Aim: to join the Chinese government-backed Belt and Road Initiative and create a logistics, rail and freight hub

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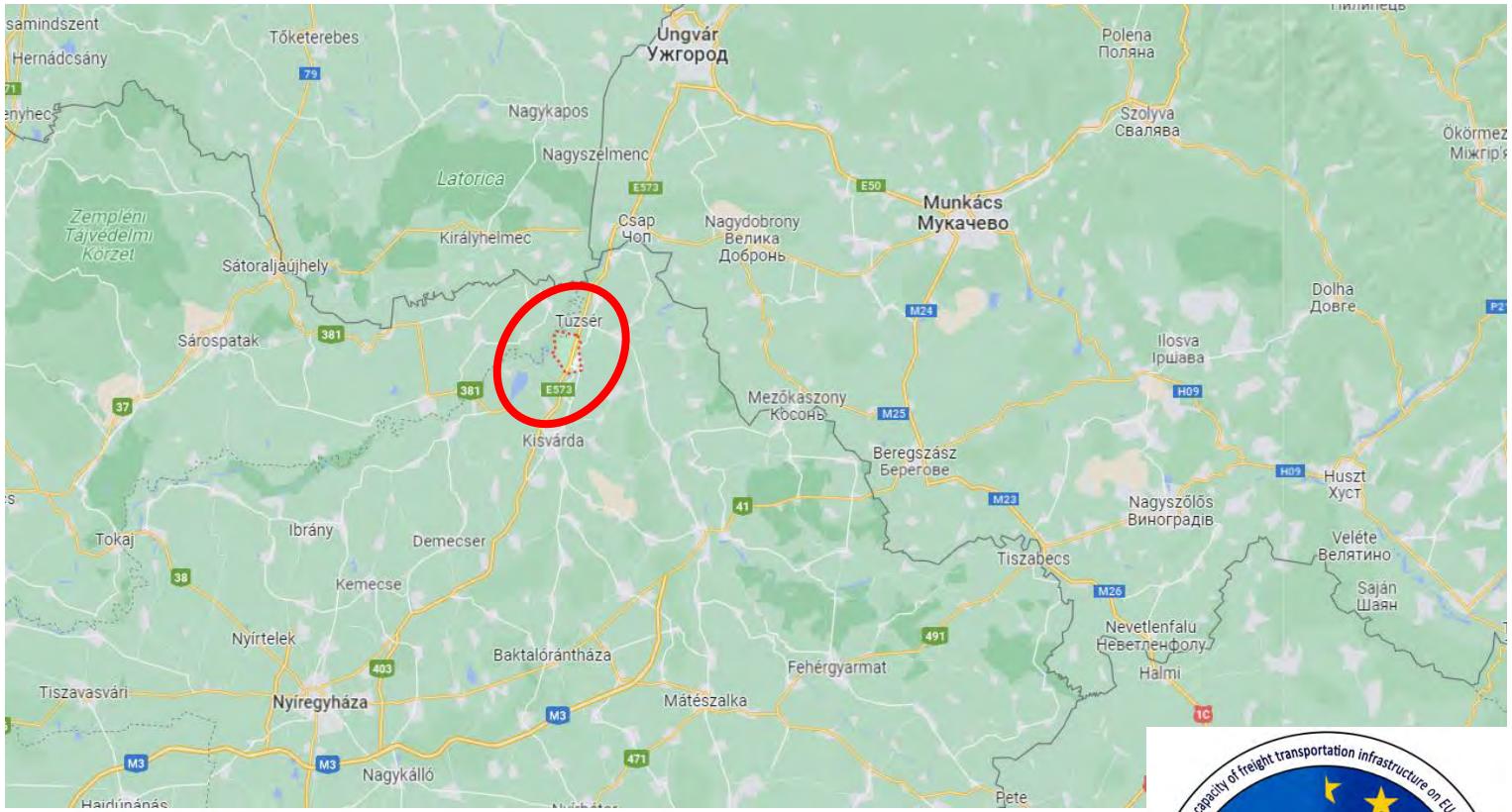
Fényeslitke:
the largest intermodal terminal in Central Europe

EAST-WEST GATE
INTERMODAL TERMINAL
HUNGARY

www.eastwestil.com



https://www.napi.hu/magyar-vallalatok/east-west-gate-ewg-intermodalis-terminal-east-west-intermodalis-logisztikai-szolgaltato-zrt-fenyeslitke-logisztikai-kozpont-vasuti-fejlesztes-logisztika-atrako.742547.html

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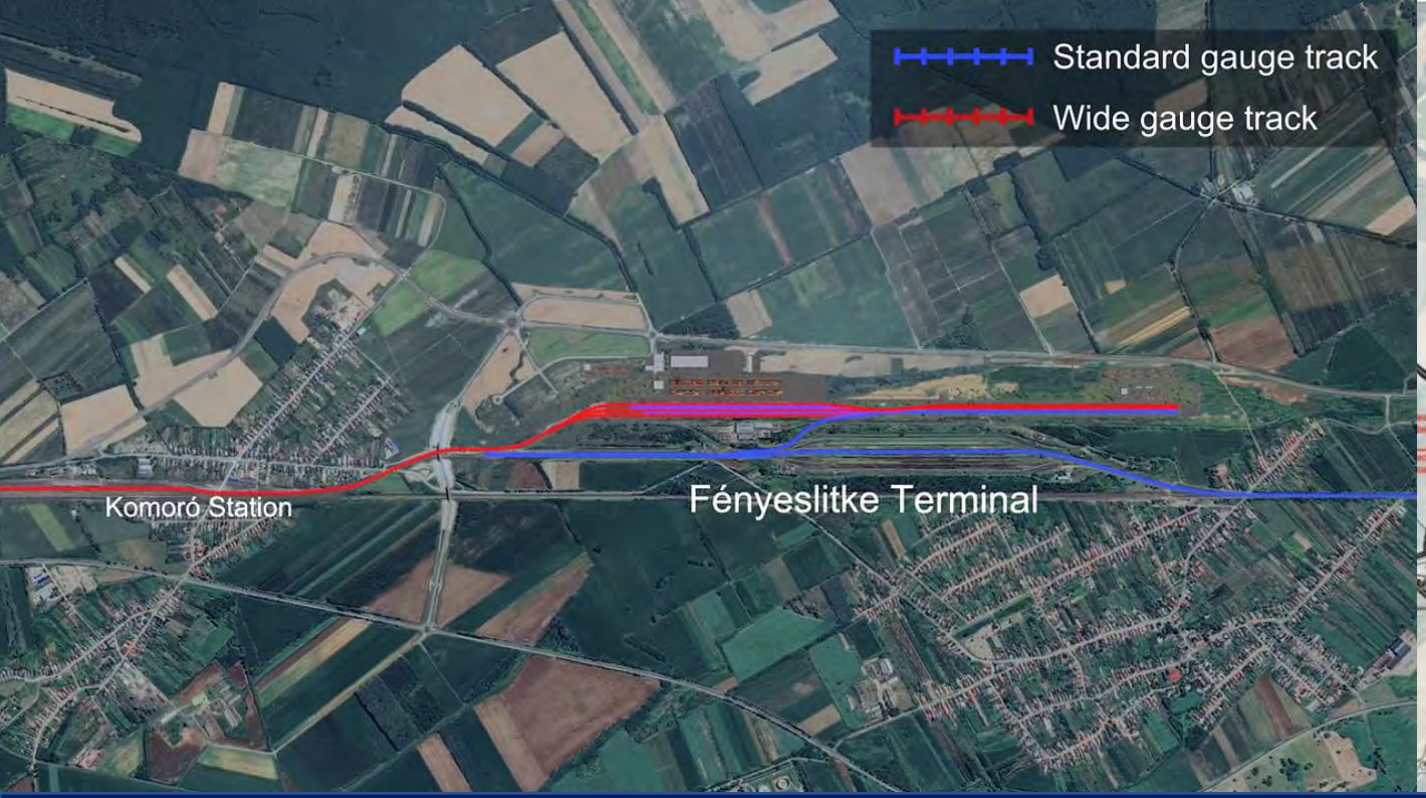
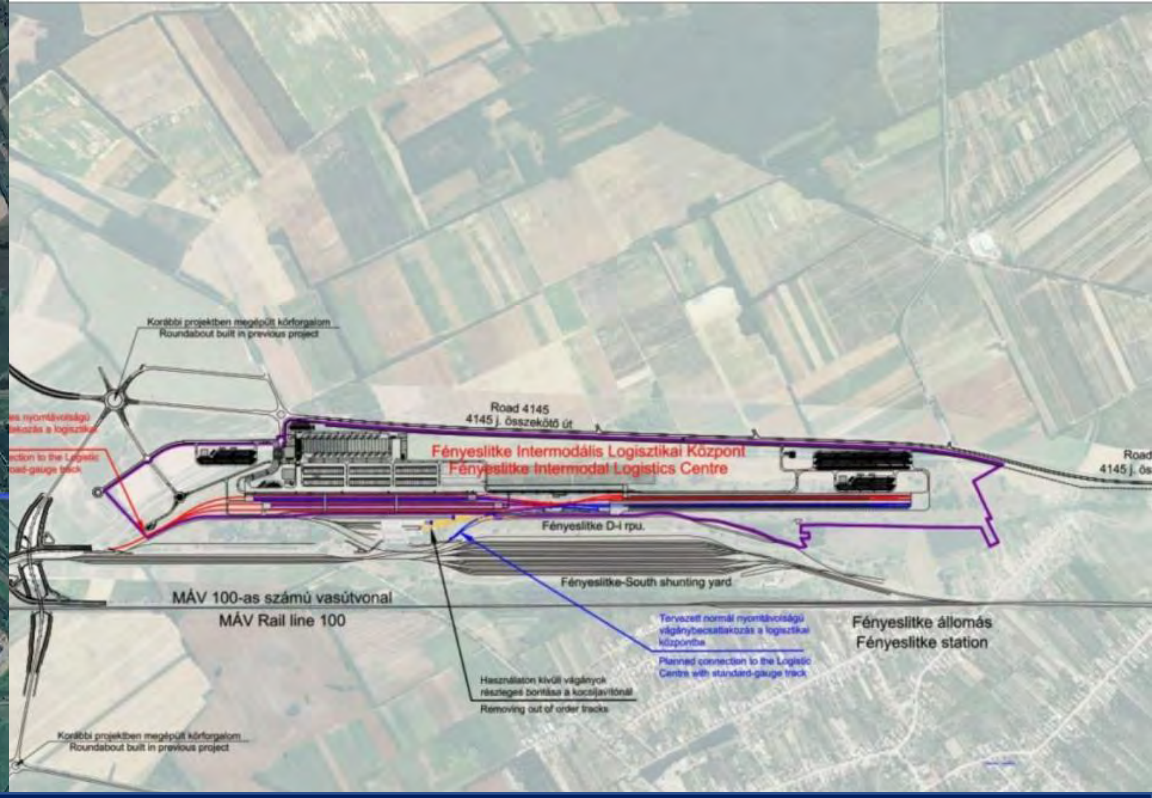
- Area: 85 hectare
- Grain, crude cooking oil, fertilisers
- **From** where? China, Japan, South Korea and Central Asian countries
- Where **to**? Europe, Germany, Italy, Austria, Croatia and Slovenia





Competitive advantages of the intermodal terminal:
(1) use of state-of-the art technology (2) provides unique services that other terminals cannot: special materials, such as gas container tanks and chemicals can be transferred (3) the terminal is suitable for loading conventional road semi-trailers on rails (4) in the industrial park next to the terminal area there is an opportunity to construct warehouses and even plants

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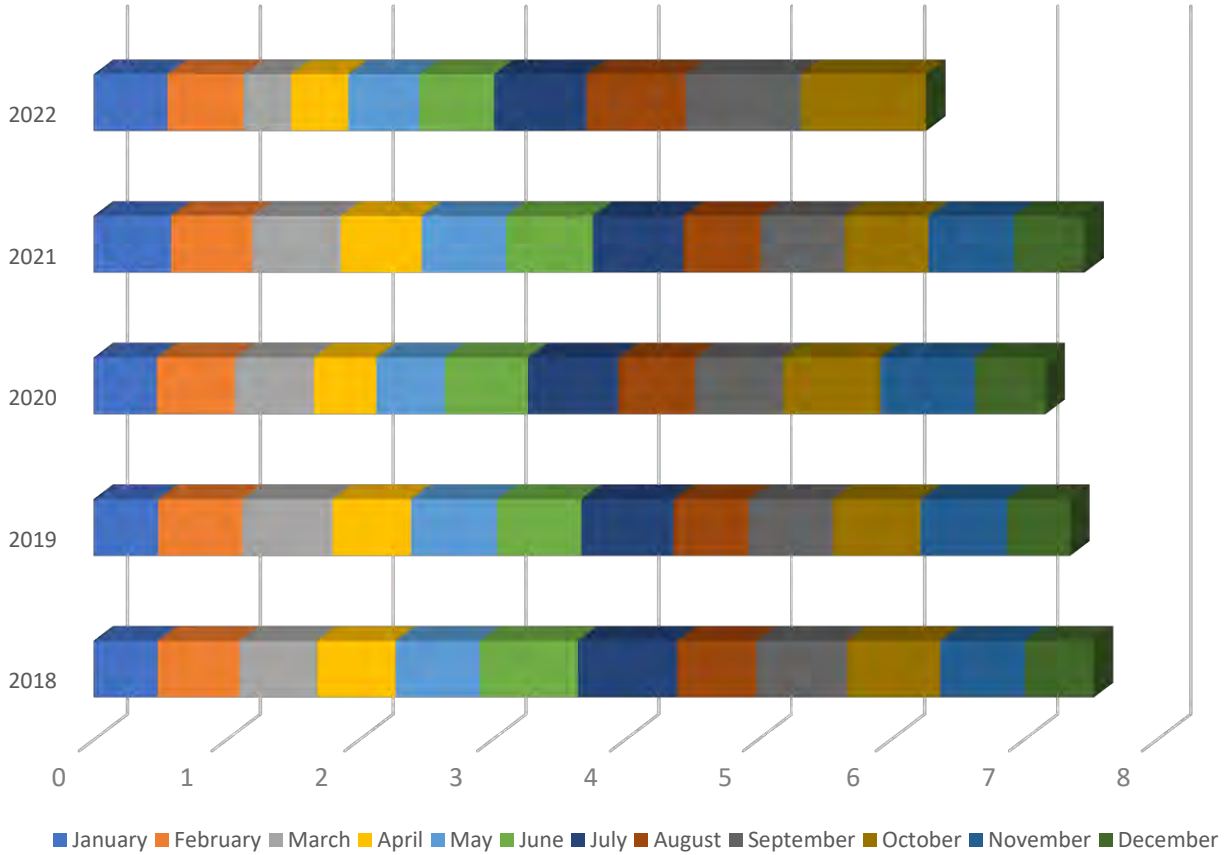
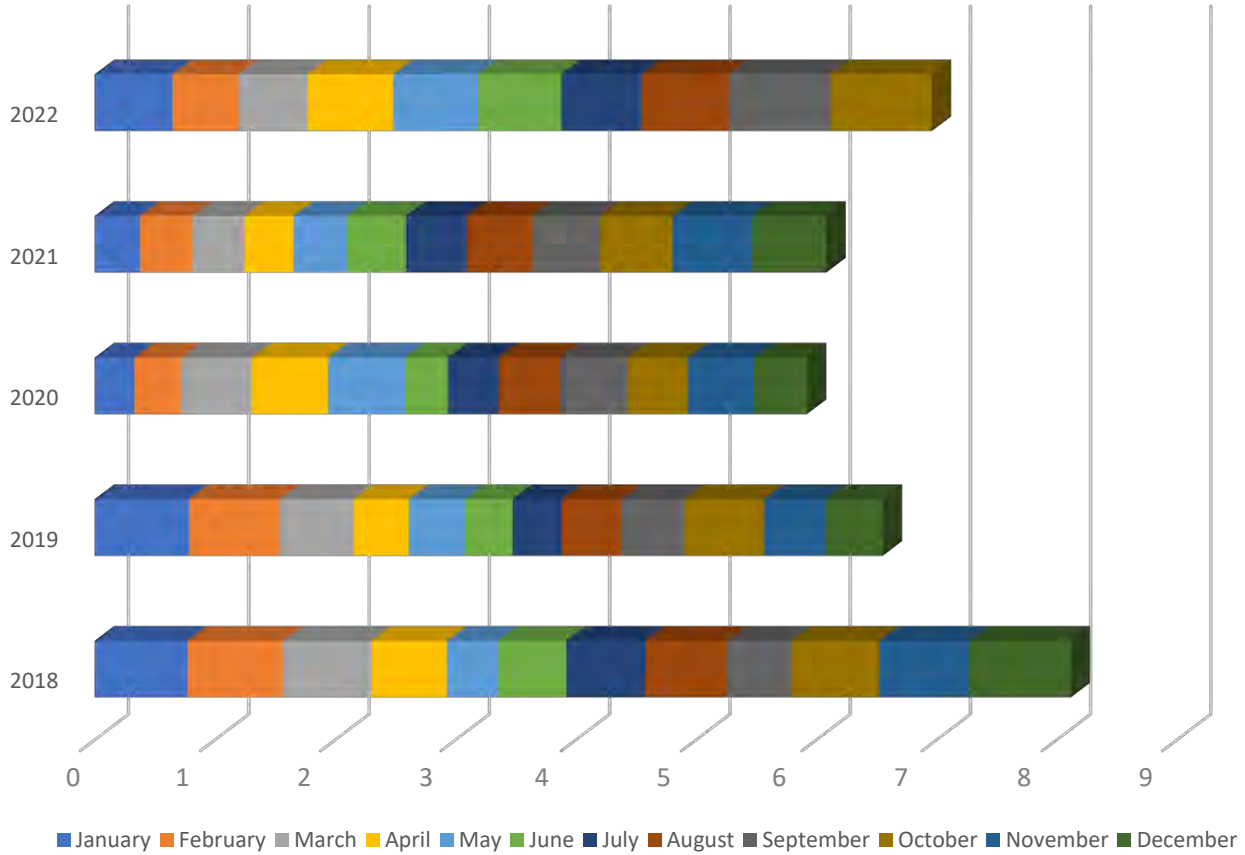
Road transport:
trend of import- weight of goods



Rail freight transport:
trend of import- weight of goods



Source: based on data from National Tax and Customs Administration

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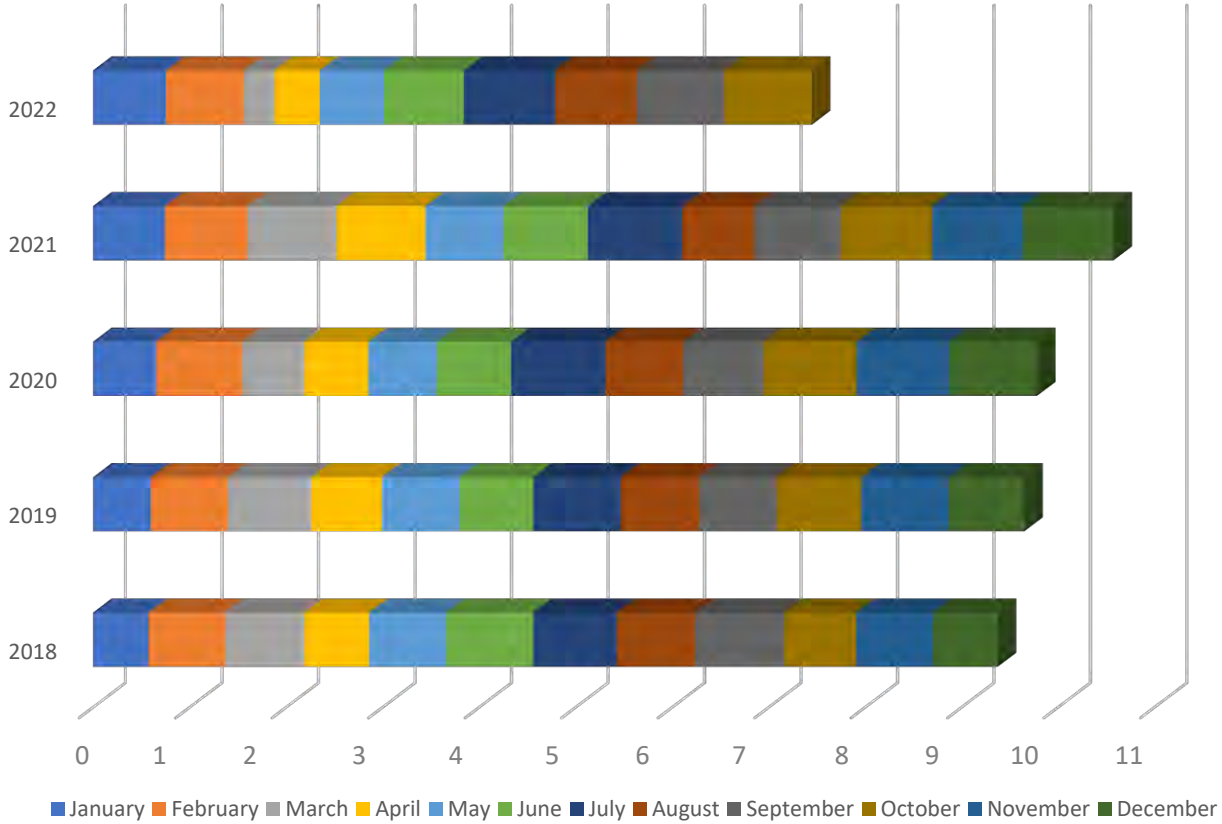
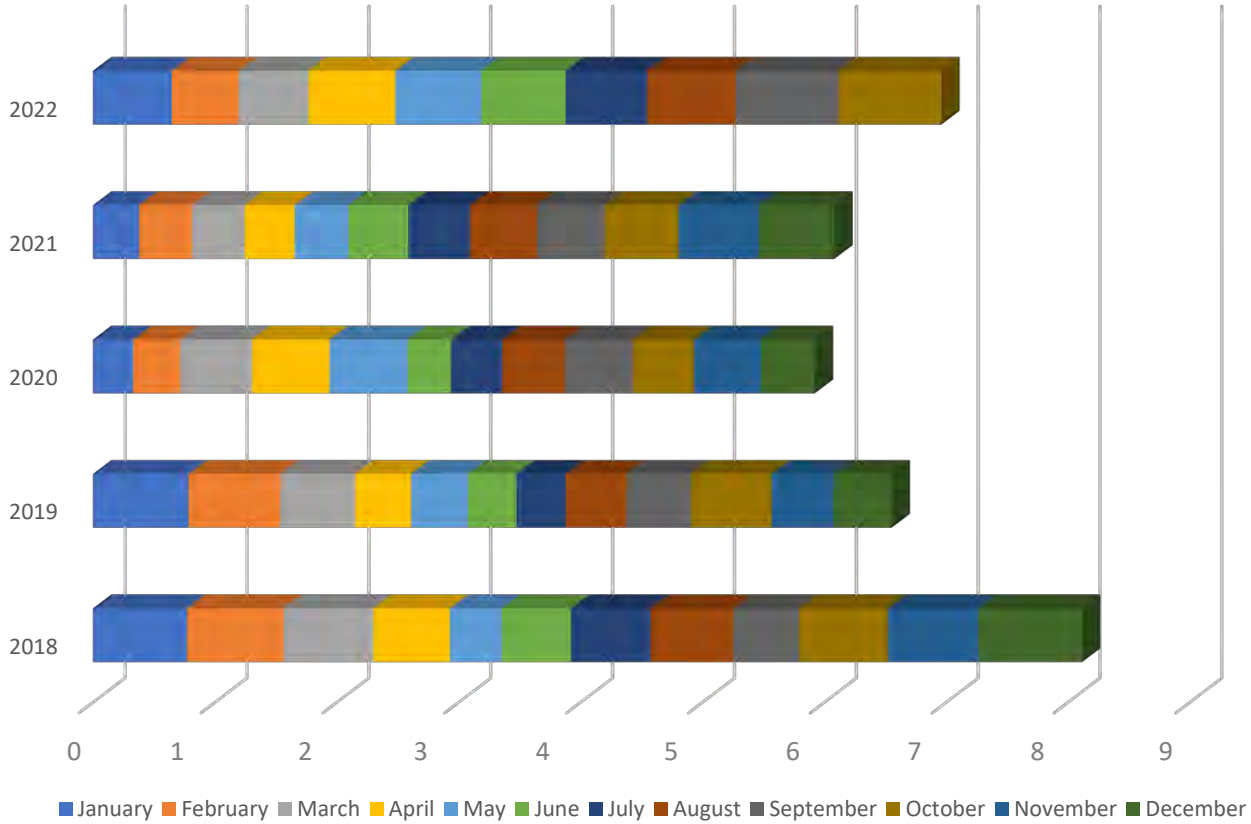
Road transport:
trend of export- weight of goods



Rail freight transport:
trend of import- weight of goods



Source: based on data from National Tax and Customs Administration

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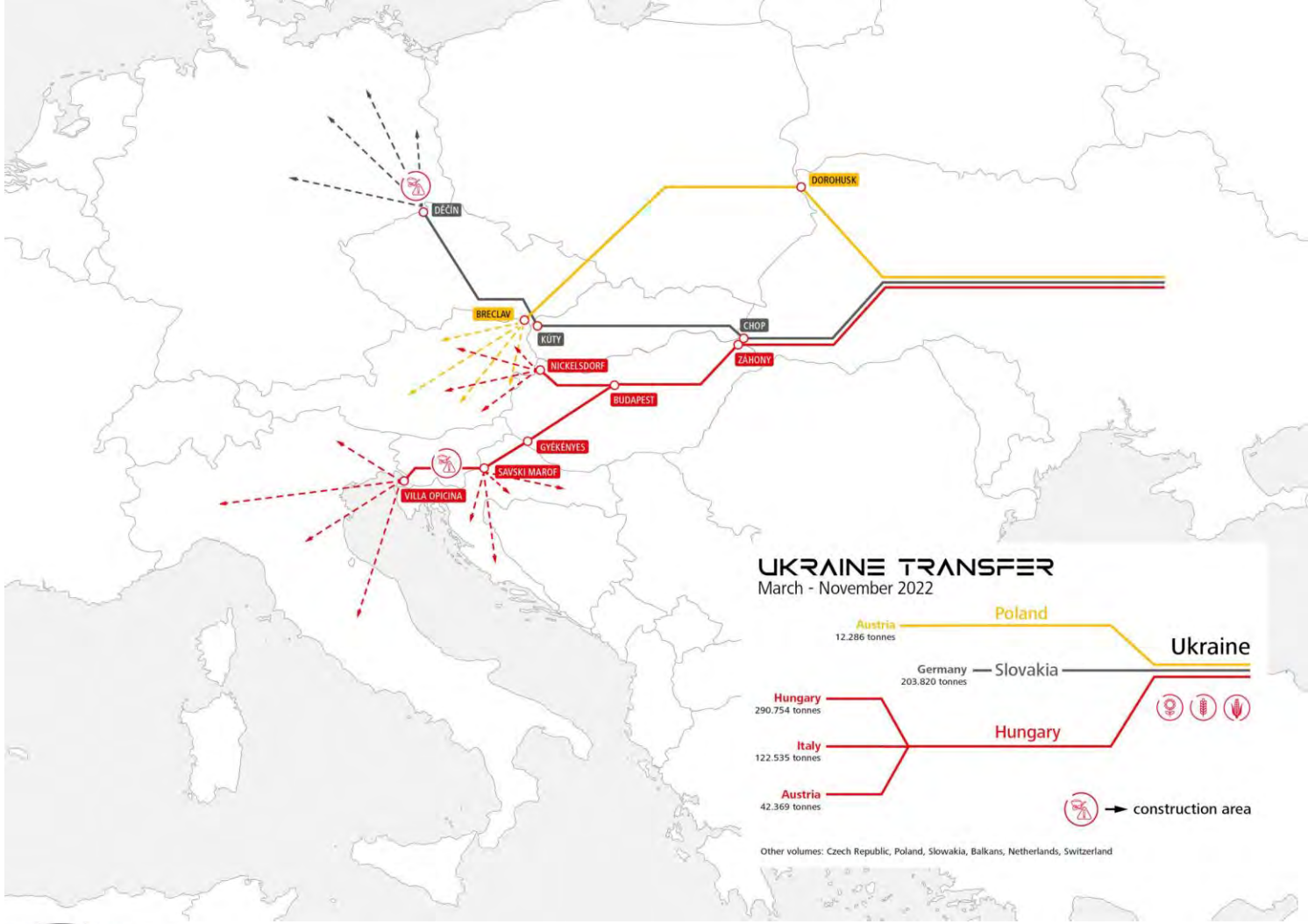
„Since the outbreak of the war in Ukraine, RailCargoGroup has transported between 100,000 and 150,000 tonnes of agricultural cargo from Ukraine to Europe. What used to be a dominantly ocean-driven supply chain is now partially transiting to Europe by rail, with Hungary as the main transit country for the Austrian operator.” (20 December 2022)



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Conclusion: a new economic opportunity for the eastern border region?

- World economic events
- Modern investment – a good example (best practice)
- Debrecen, surrounding background logistics
- Industrial park – establishment of Eastern companies

- Pandemic
- World economic events
- World political events
- Construction of agricultural fields and green areas
- Pollution

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Thank you for your attention

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