

Towards multimodality along the Hungarian-Ukrainian border:

the case of the East-West Gate Intermodal Terminal

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- Visegrad Fund
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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/ujsgag/navigatorvilag/met-rans-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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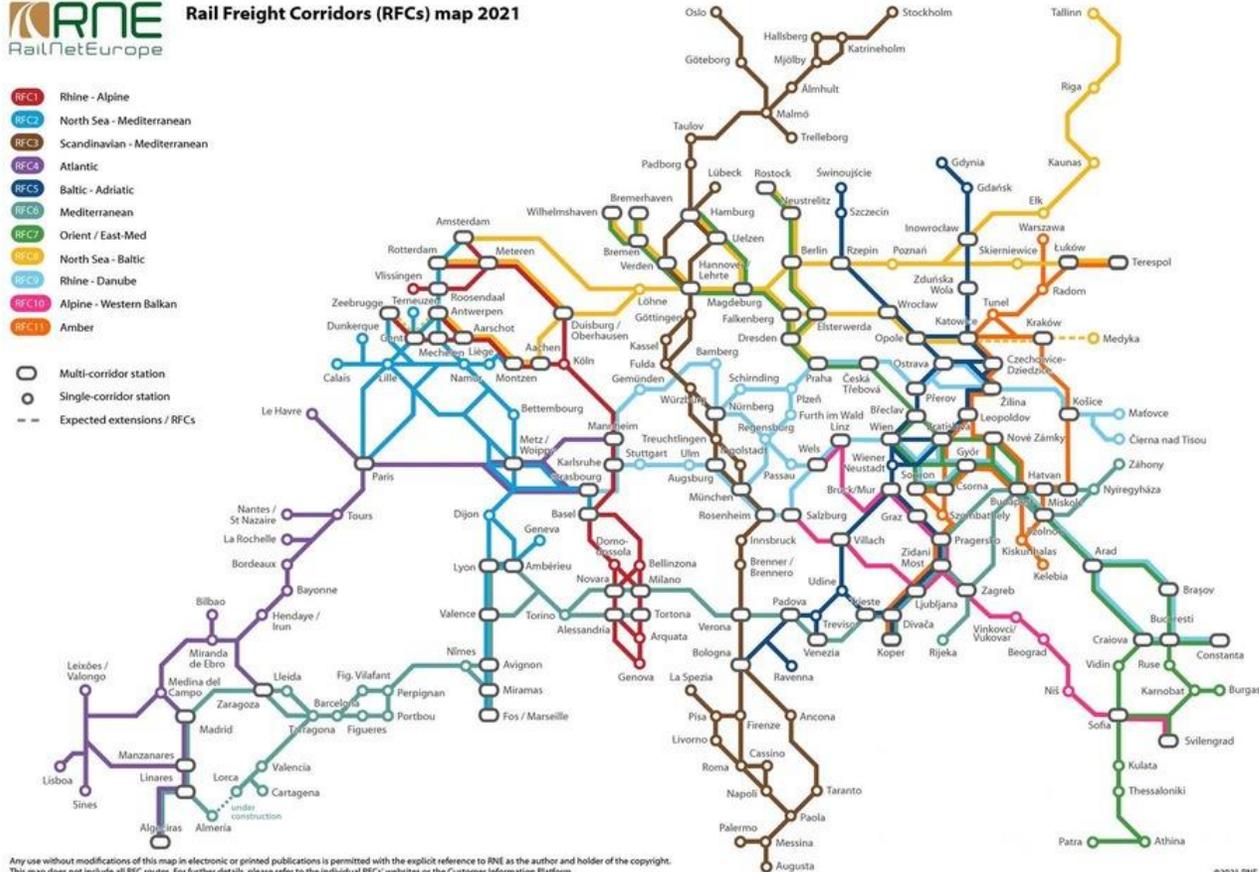
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Railway networks connecting Hungary with Ukraine



Rail Freight Corridors (RFCs) map 2021

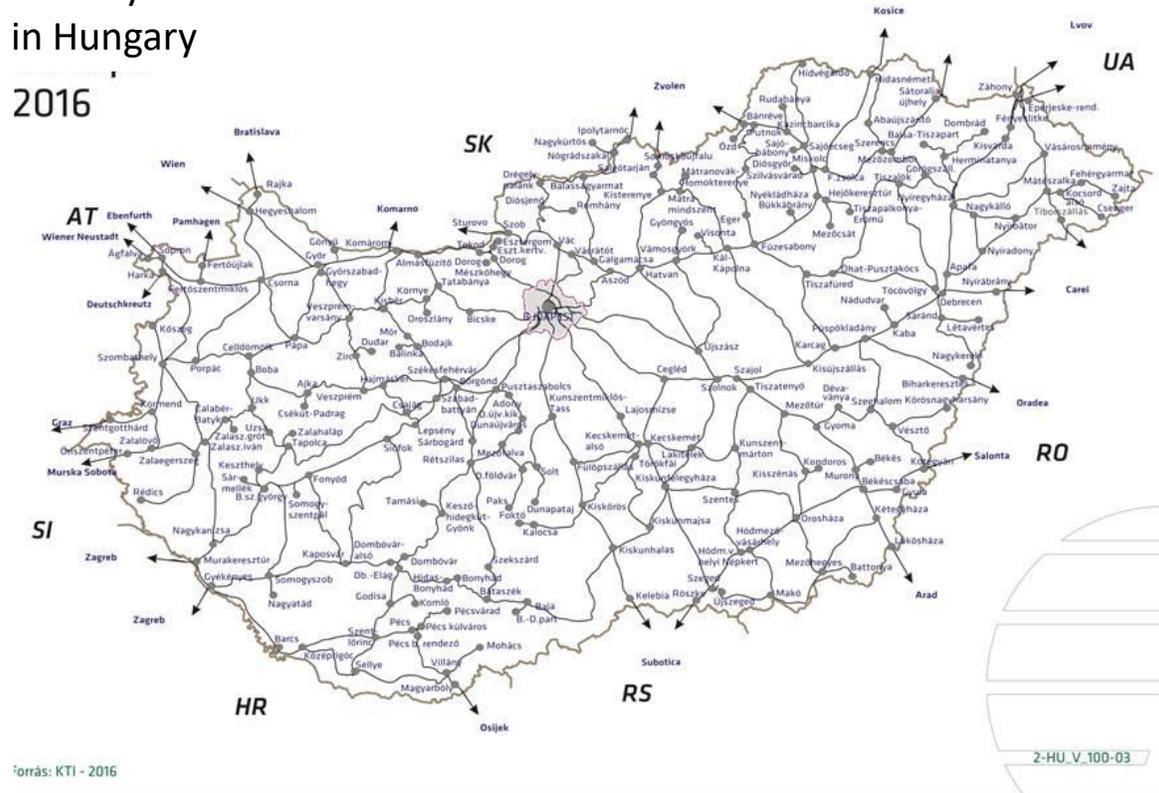
- RFC1 Rhine - Alpine
 - RFC2 North Sea - Mediterranean
 - RFC3 Scandinavian - Mediterranean
 - RFC4 Atlantic
 - RFC5 Baltic - Adriatic
 - RFC6 Mediterranean
 - RFC7 Orient / East-Med
 - RFC8 North Sea - Baltic
 - RFC9 Rhine - Danube
 - RFC10 Alpine - Western Balkan
 - RFC11 Amber
- Multi-corridor station
○ Single-corridor station
 Expected extensions / RFCs



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Railway network in Hungary 2016



Forrás: KTI - 2016



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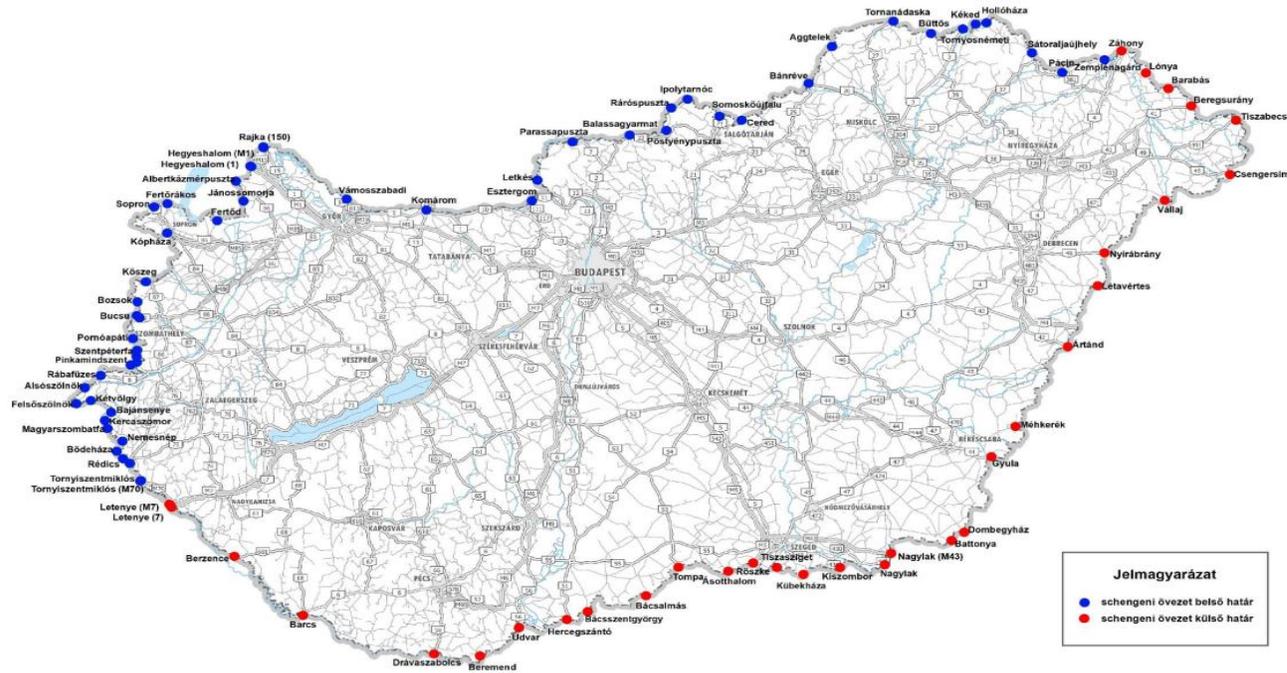


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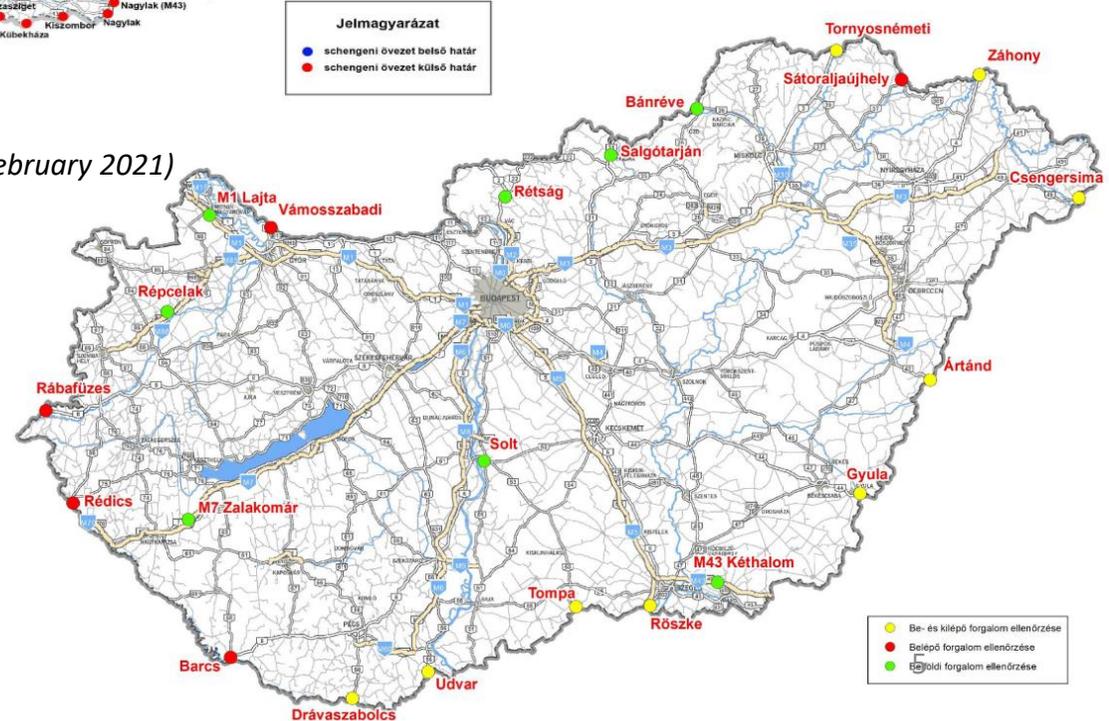
Transport network: public road network and border crossings along the borders of Hungary

border crossings
 five road checkpoints
 two railway checkpoints

weighing scale points
 Záhony: in both directions



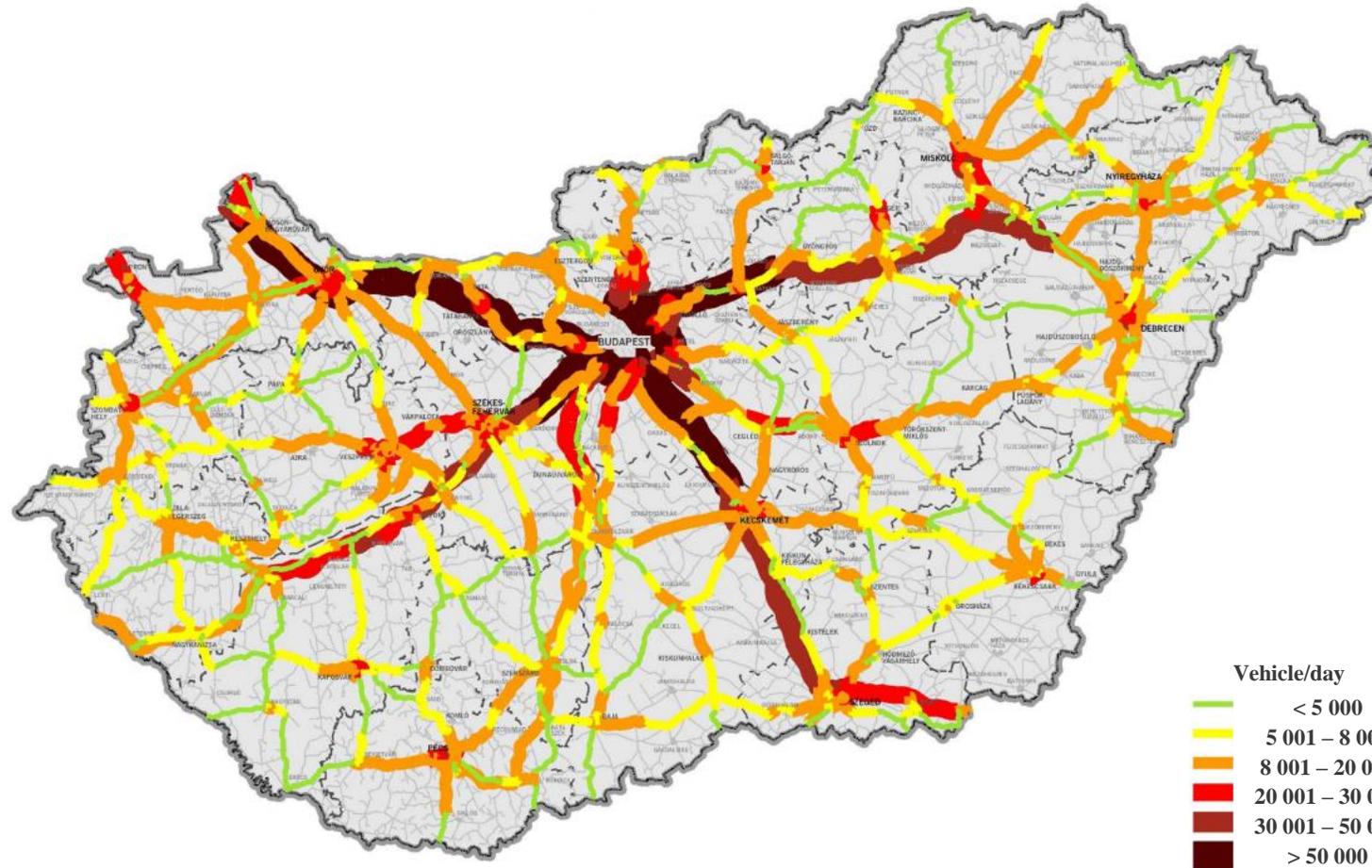
Source: National Road Network Information Scoreboards (February 2021)



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



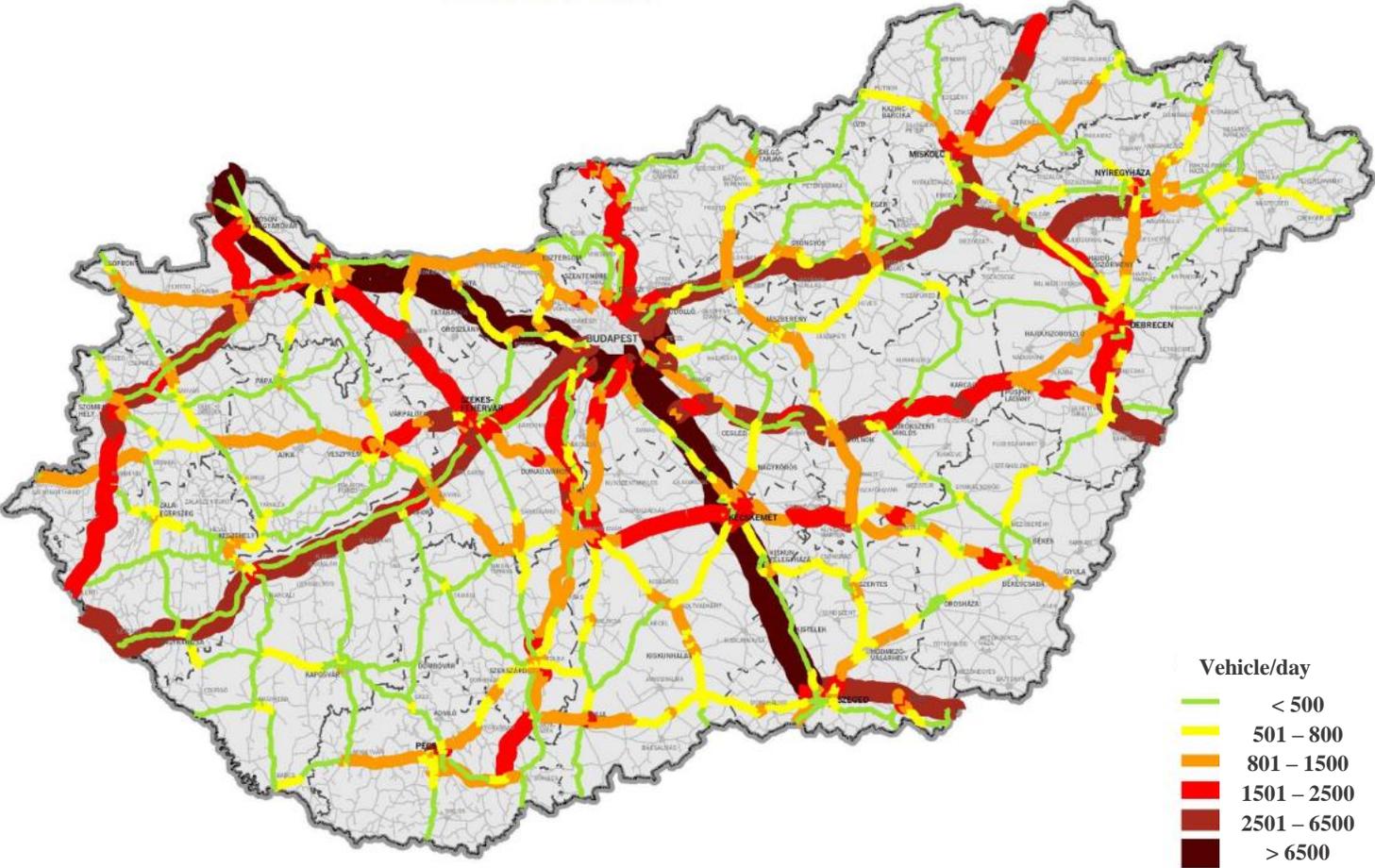
Source: National Road Network Information Scoreboards (February 2021)



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

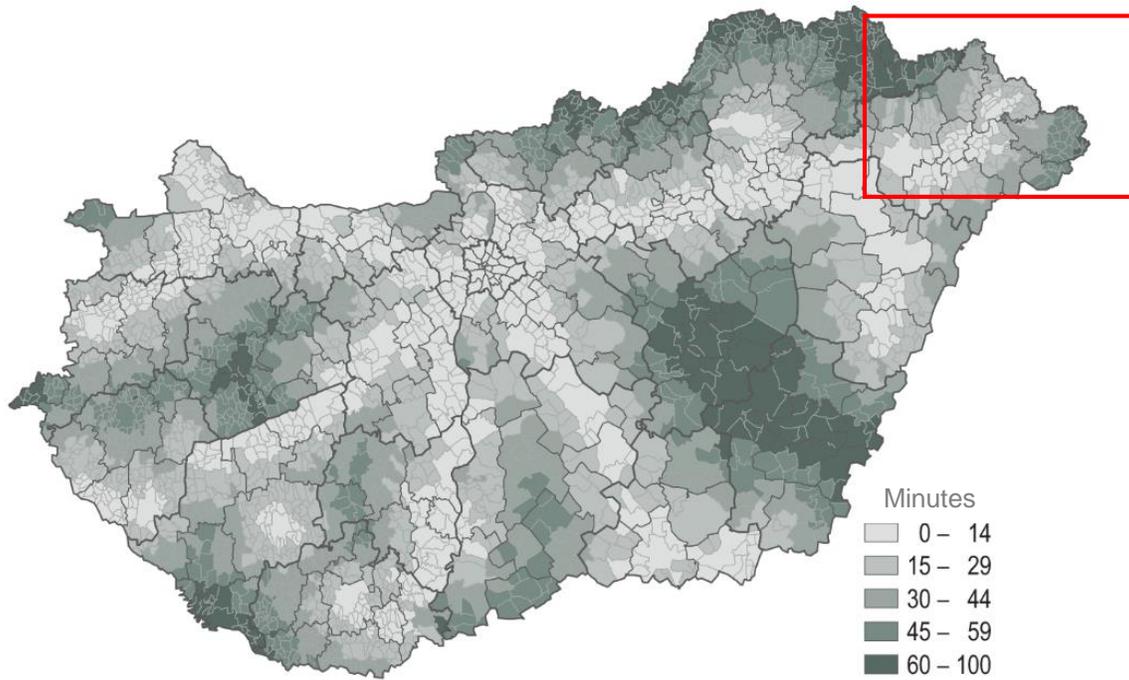


Source: National Road Network Information Scoreboards (February 2021)

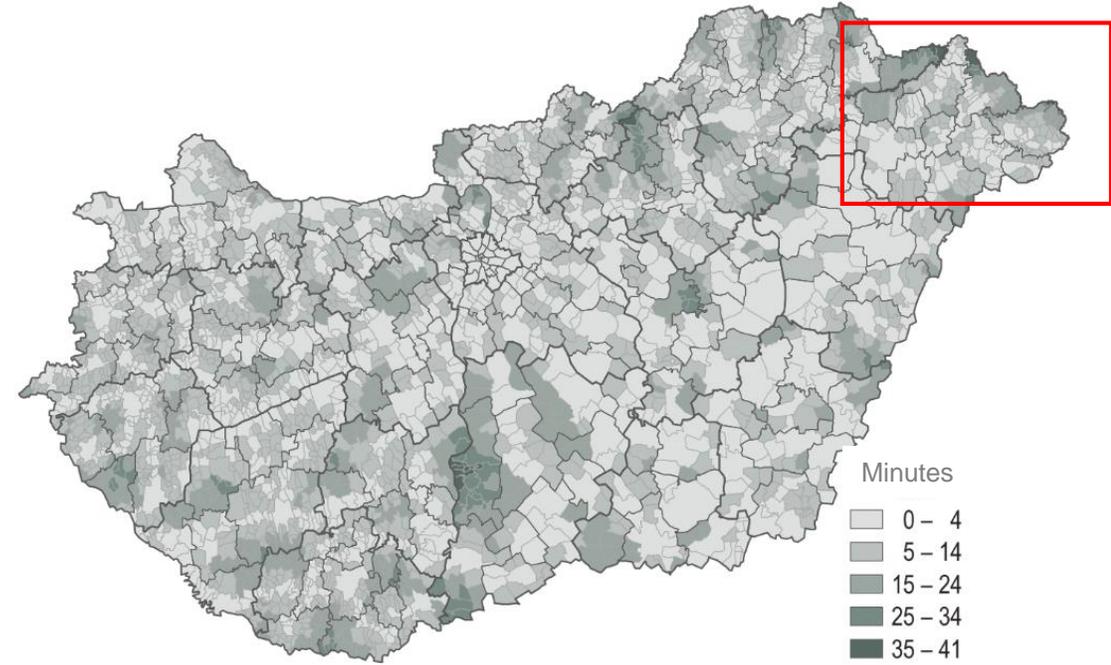


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Road access time to the nearest motorway interchange on the fastest route, 2019



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

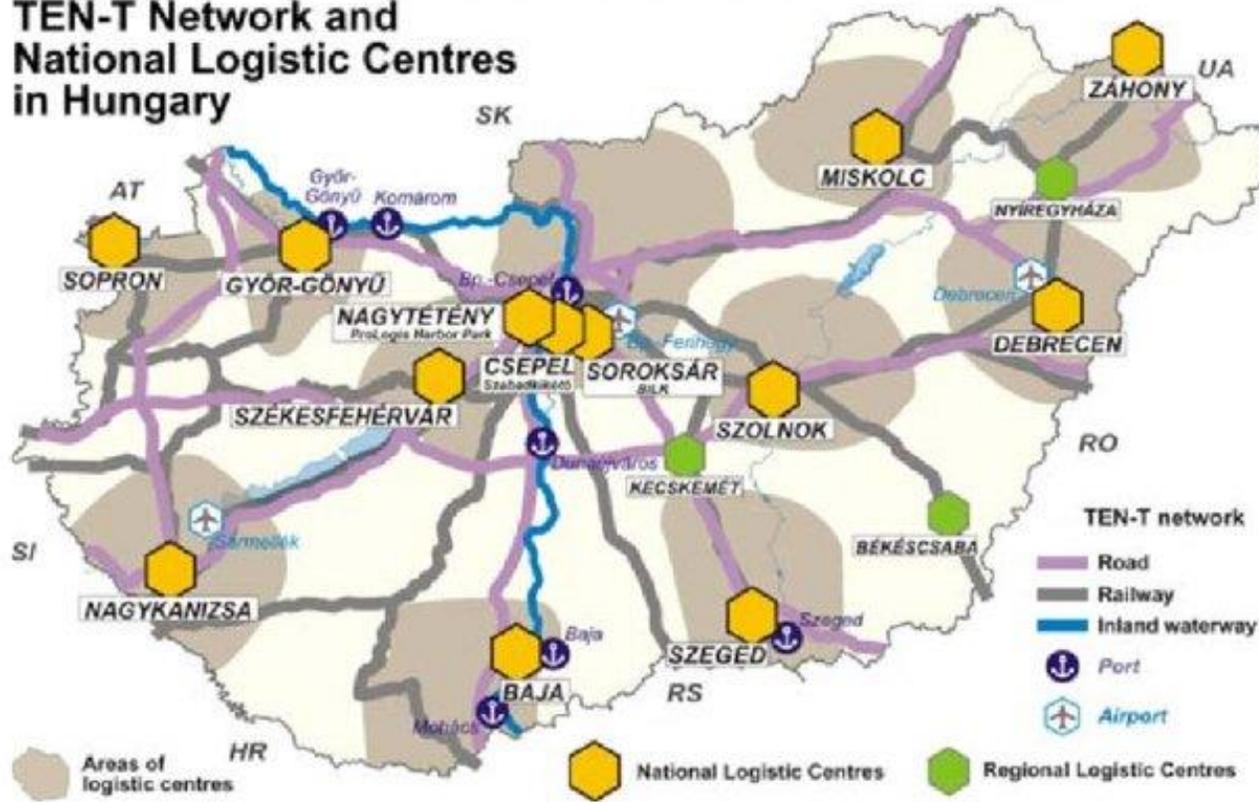
Data source: National Spatial Development and Planning Information System (TEIR)



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TEN-T Network and National Logistic Centres in Hungary



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)

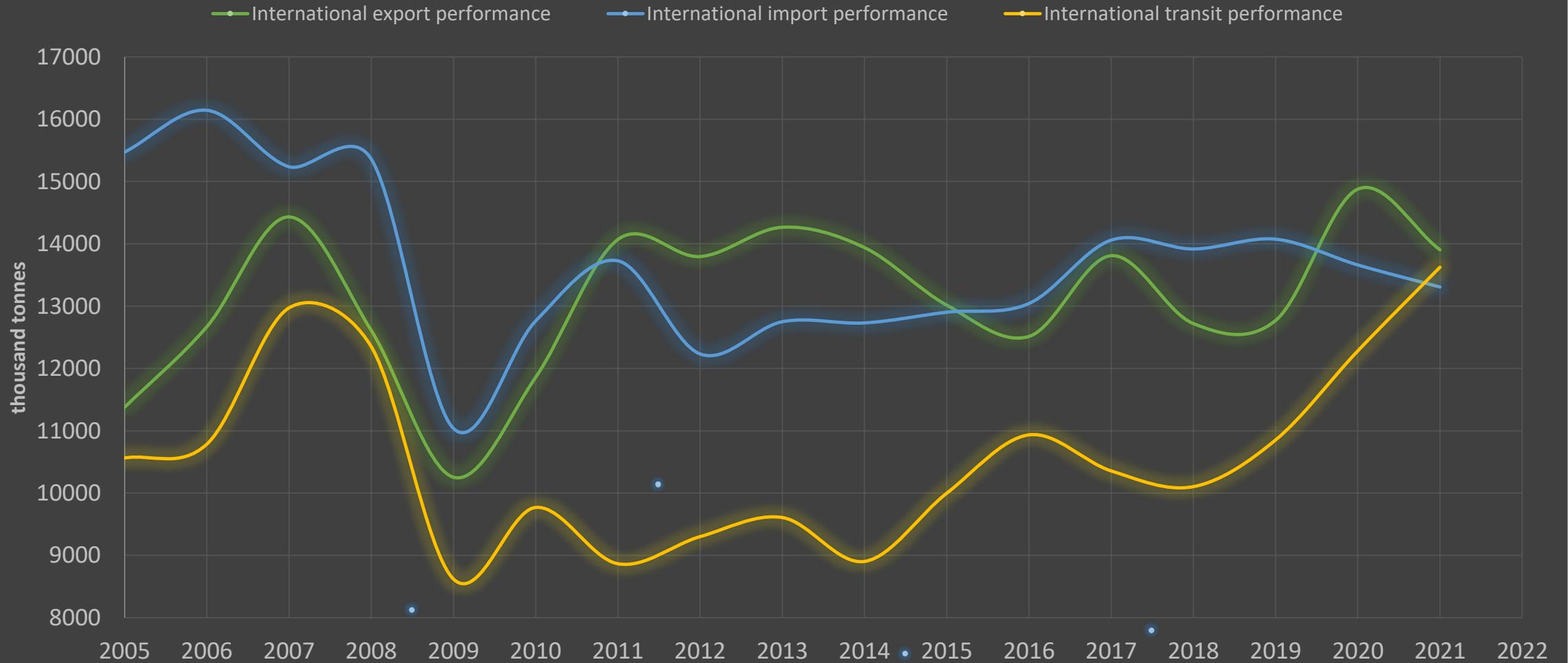


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Rail freight transport by direction of traffic in Hungary - weight of goods carried



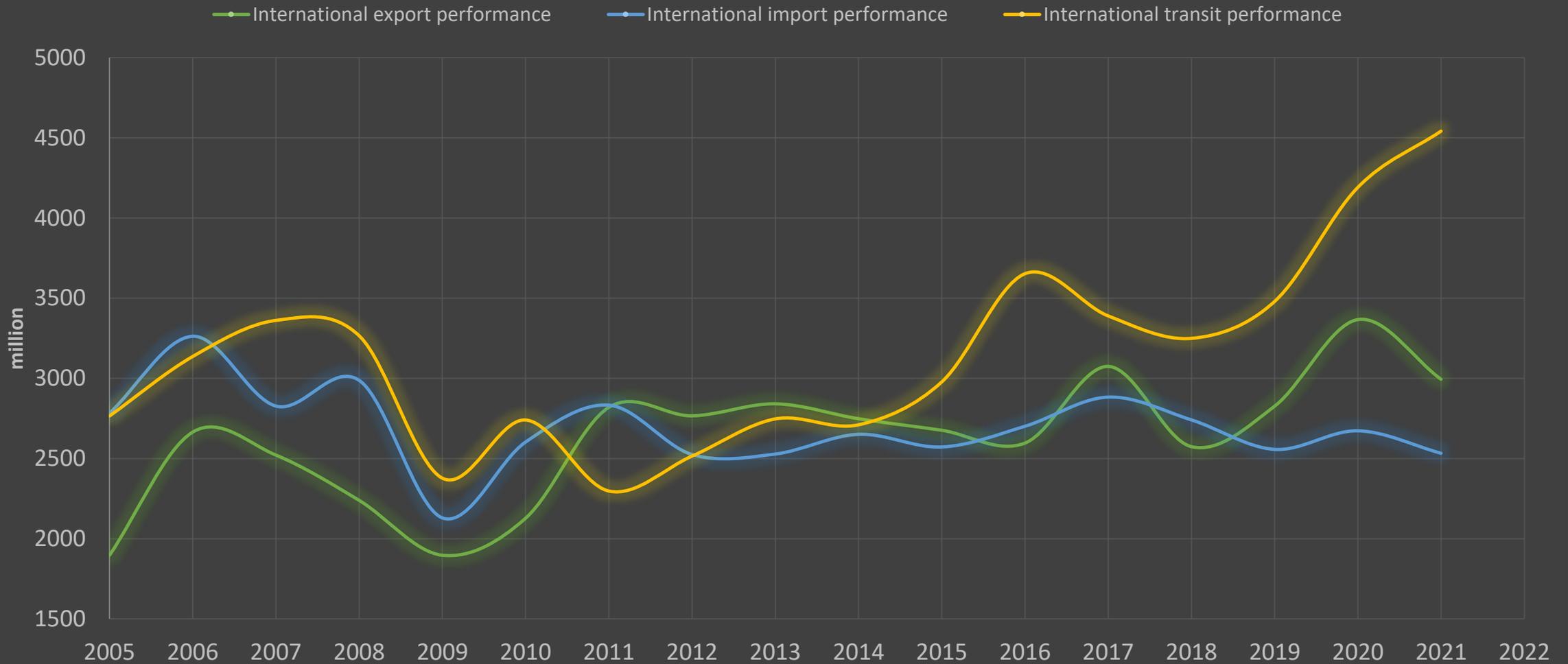
Source: based on CSO data



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Rail freight transport by direction of traffic in Hungary - freight tonne-kilometres, million



Source: based on CSO data



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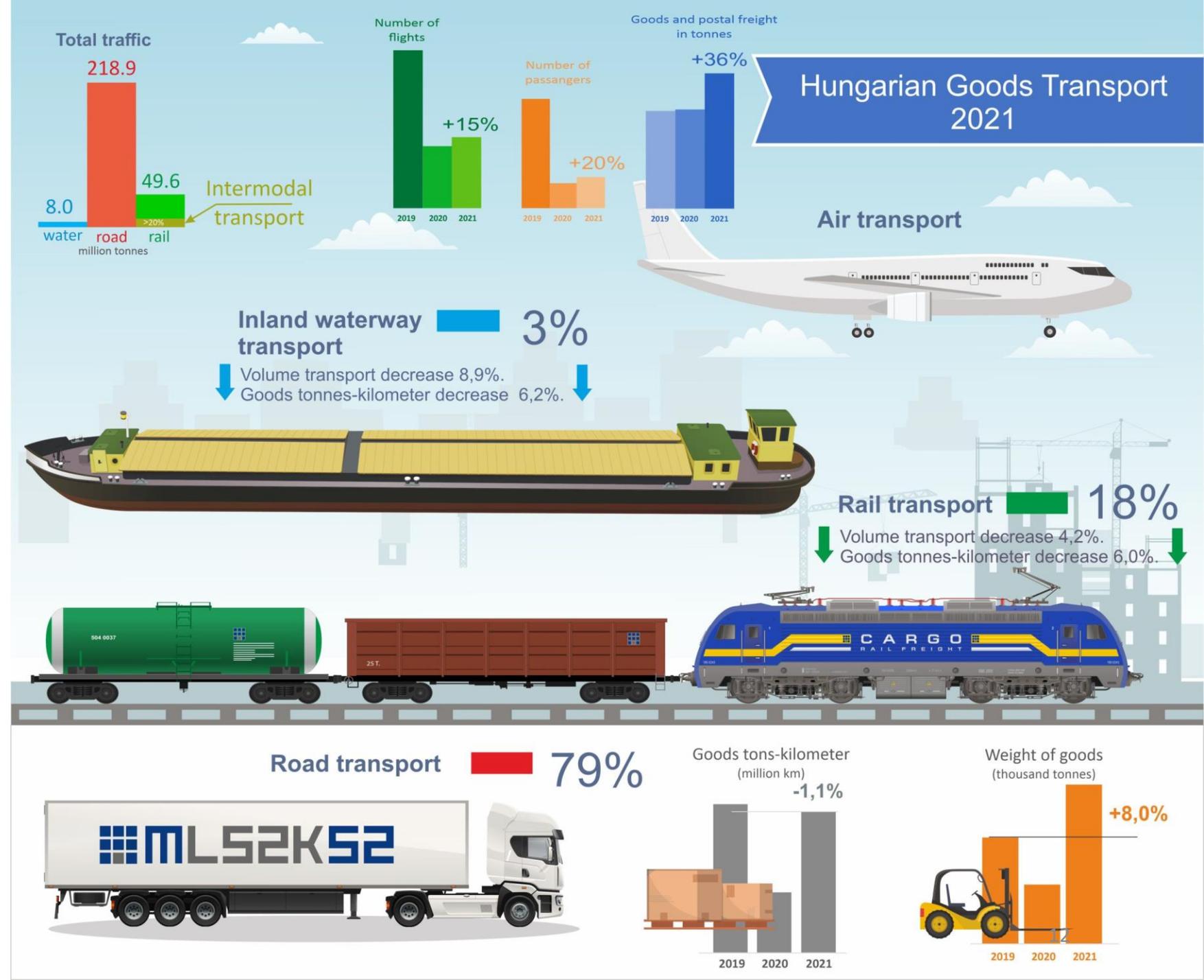
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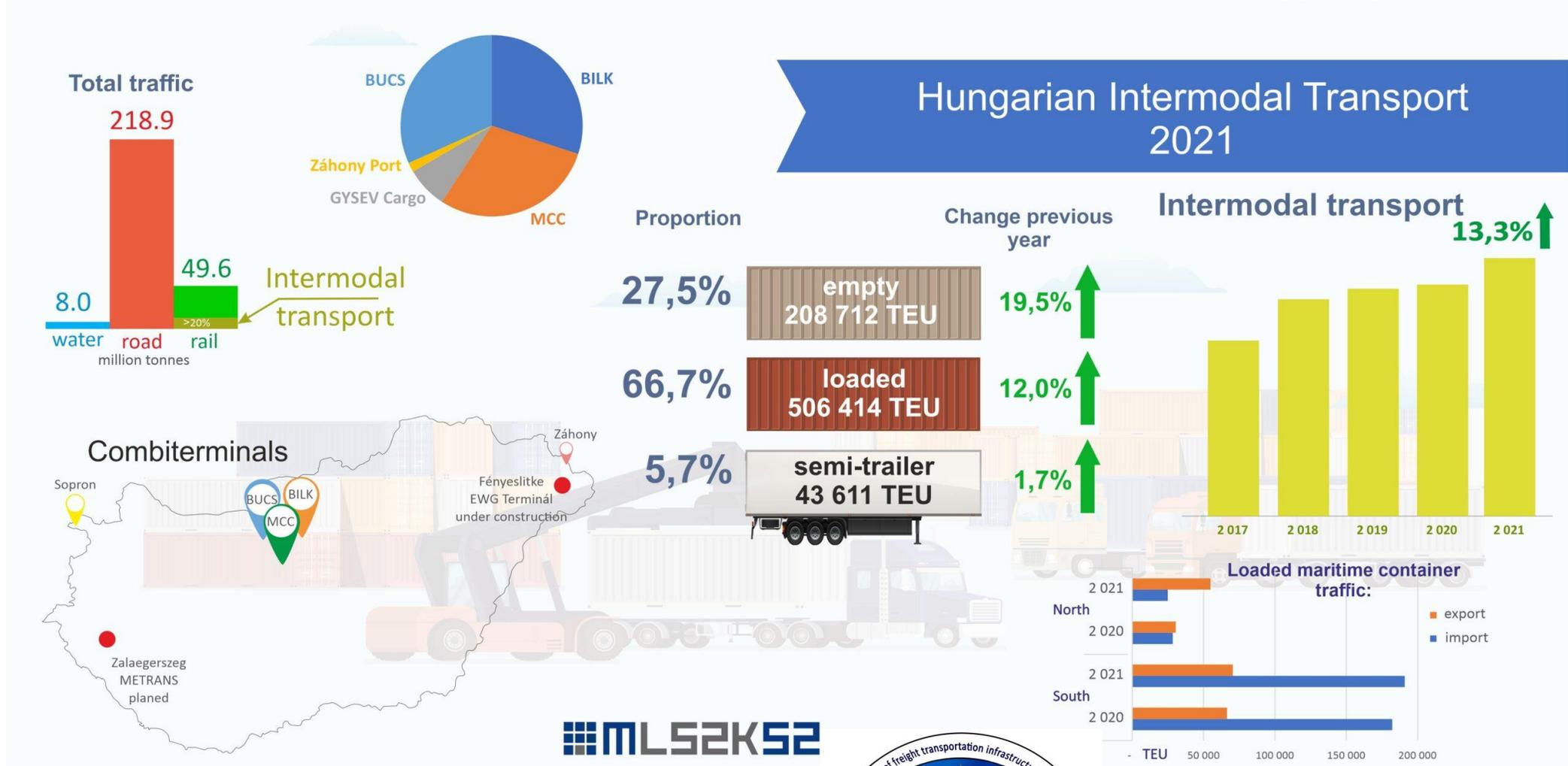
General features of intermodal transport in Hungary - 2021



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General features of intermodal transport in Hungary - 2021

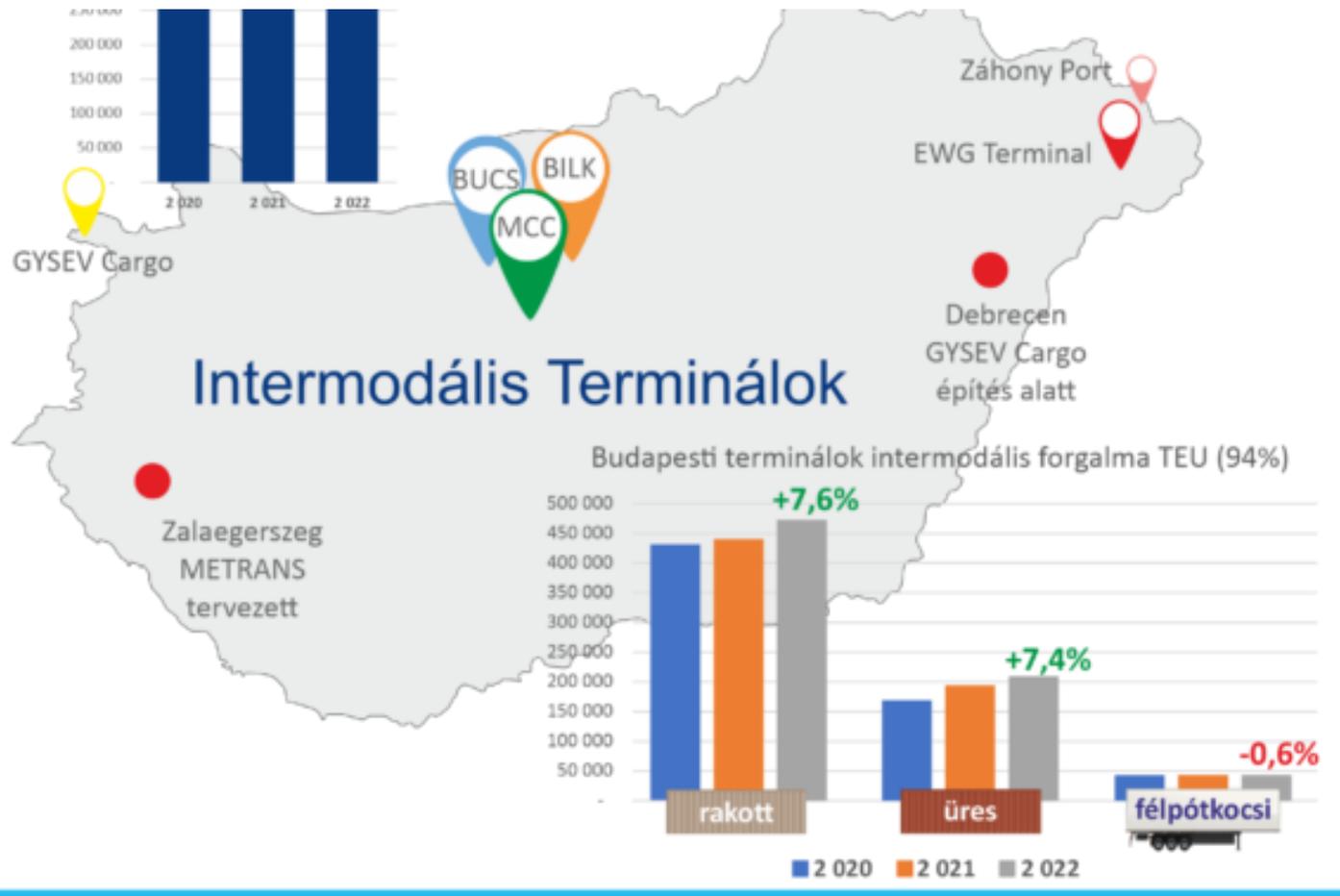


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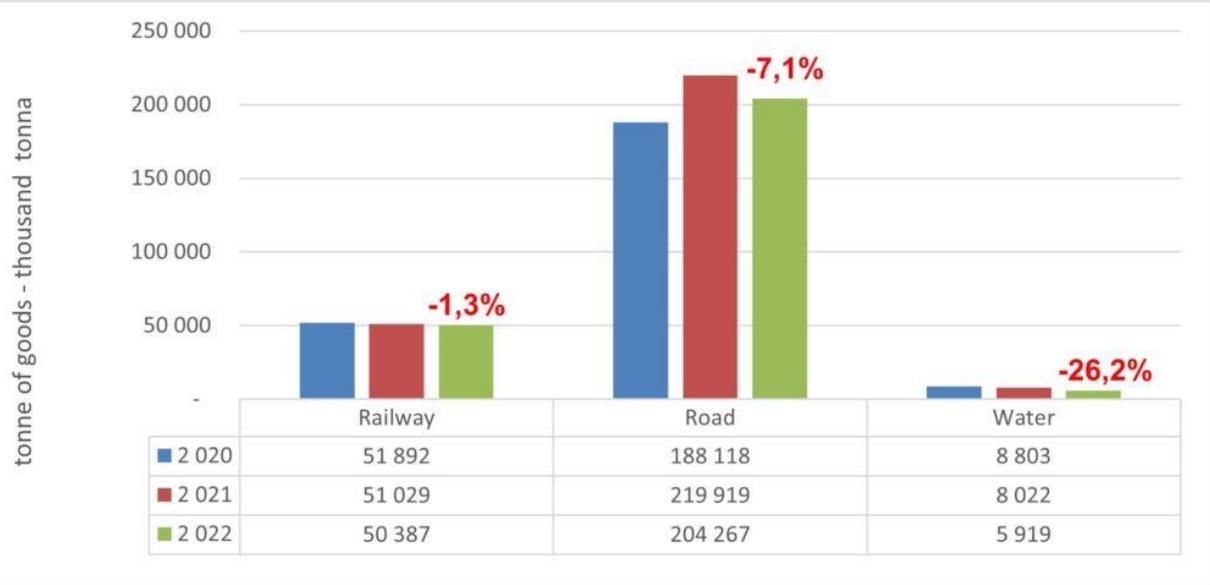
General features of intermodal transport in Hungary - 2022



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Total Hungarian goods traffic output per tonne transported in 2022



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)

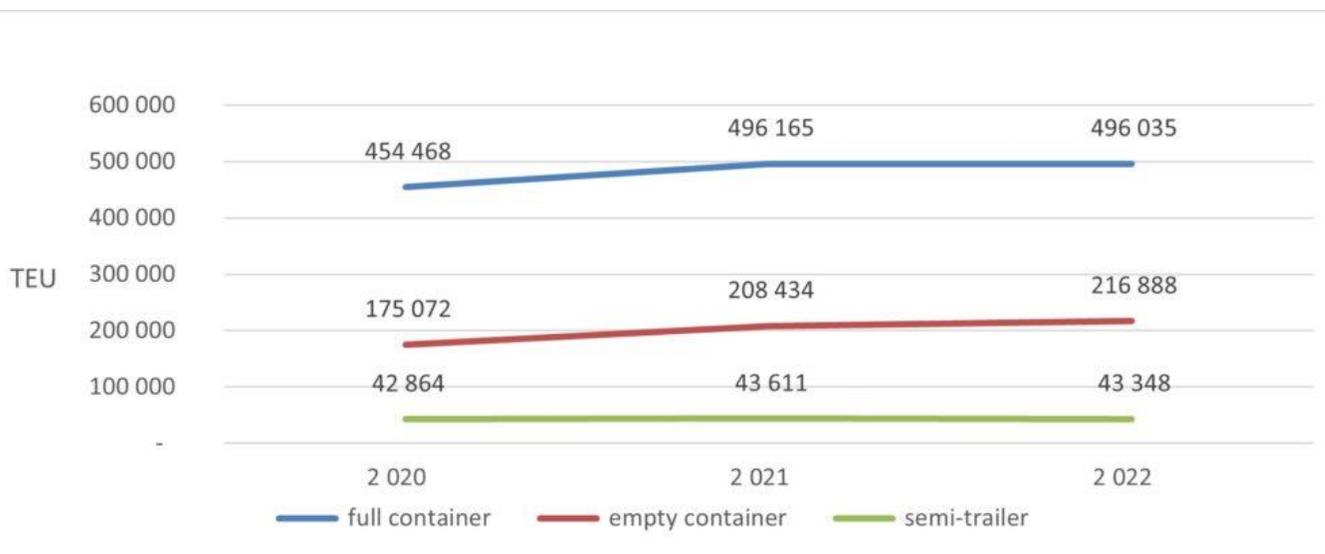


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Subsector changes in total Hungarian intermodal traffic in 2022

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



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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

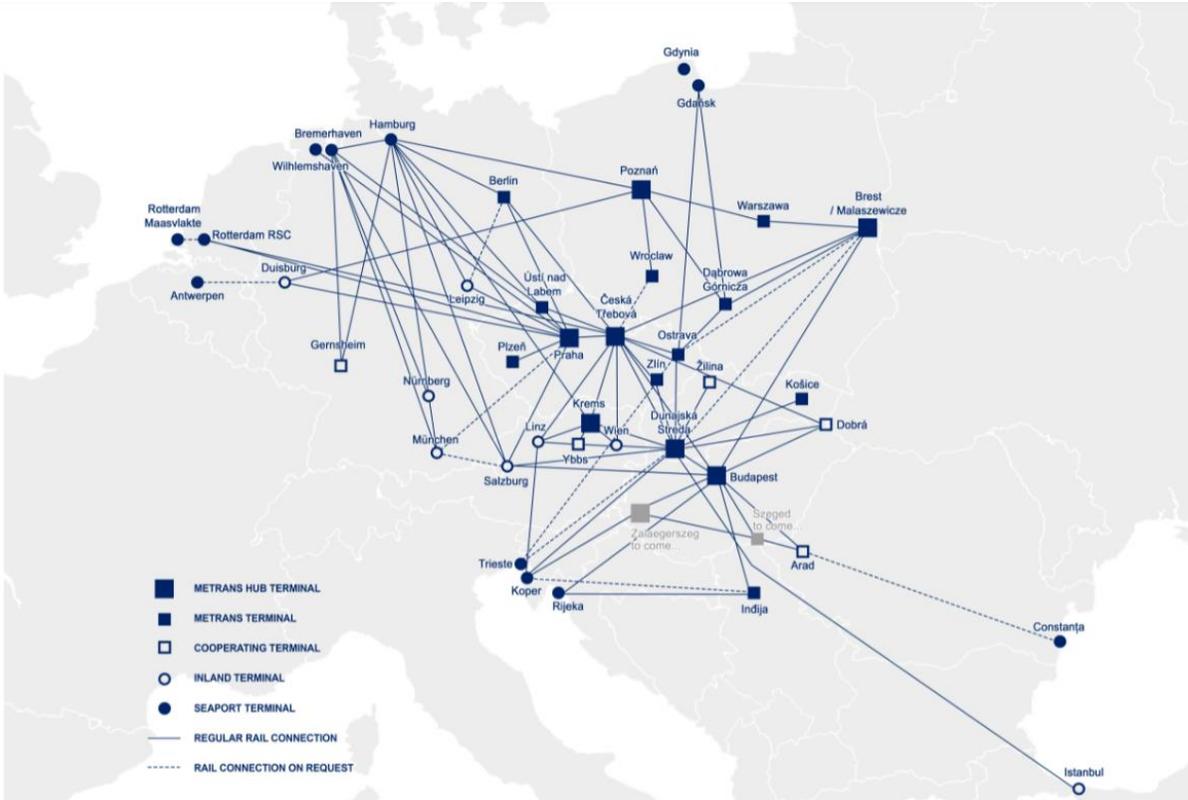


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BUCS METRANS Budapest-Csepel (BUCS)



- 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



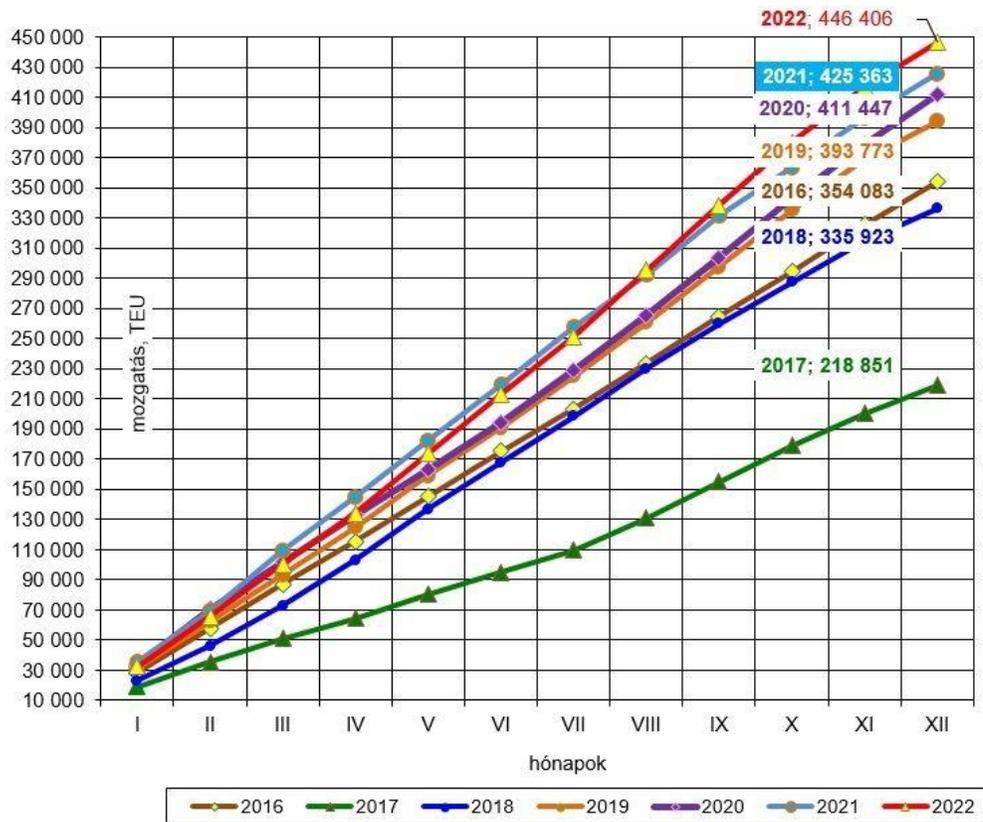
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MAHART Container Centre (MCC)

Konténer forgalom TEU-ra vetítve



- trimodal distribution centre for intermodal transport processes
- provides transshipment, 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 m²)
- 10.9 ha storage area (109 000 m²)
- 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, transshipment 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

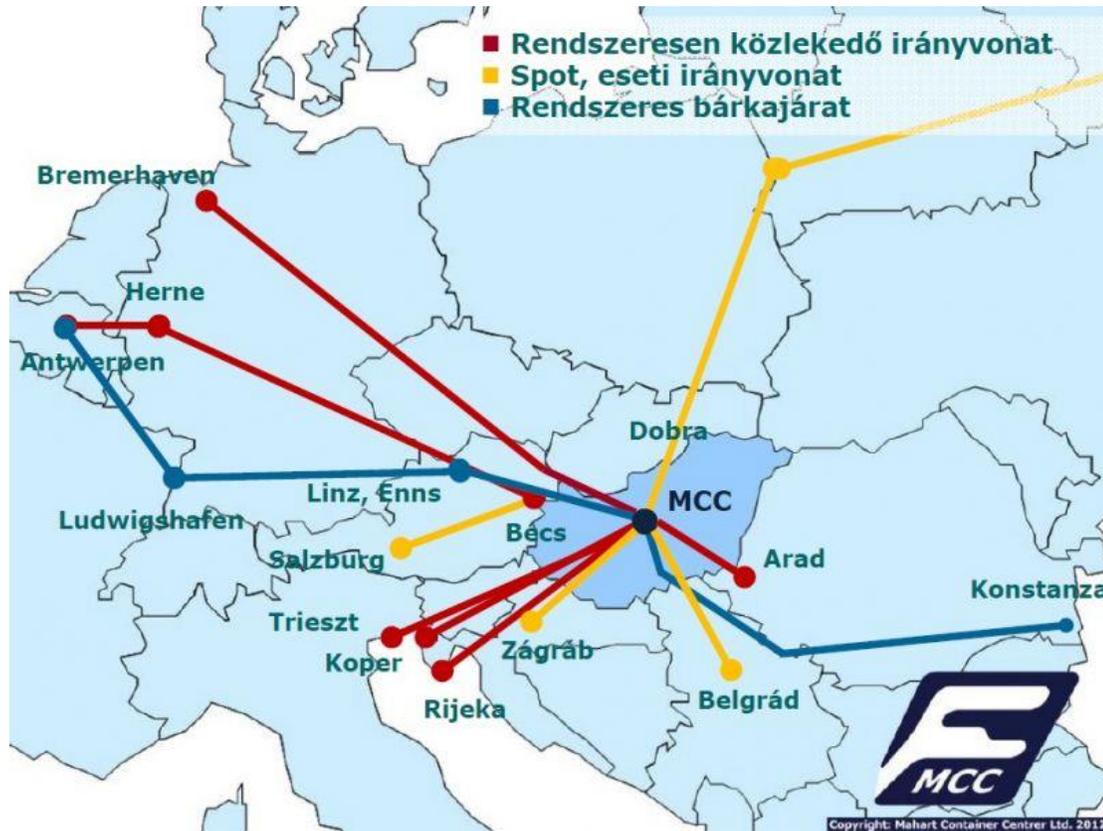


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MAHART Container Centre (MCC)



- 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 environmental targets



focused attention on Eastern Hungary and the railways



war



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- Socialist years: transshipment 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

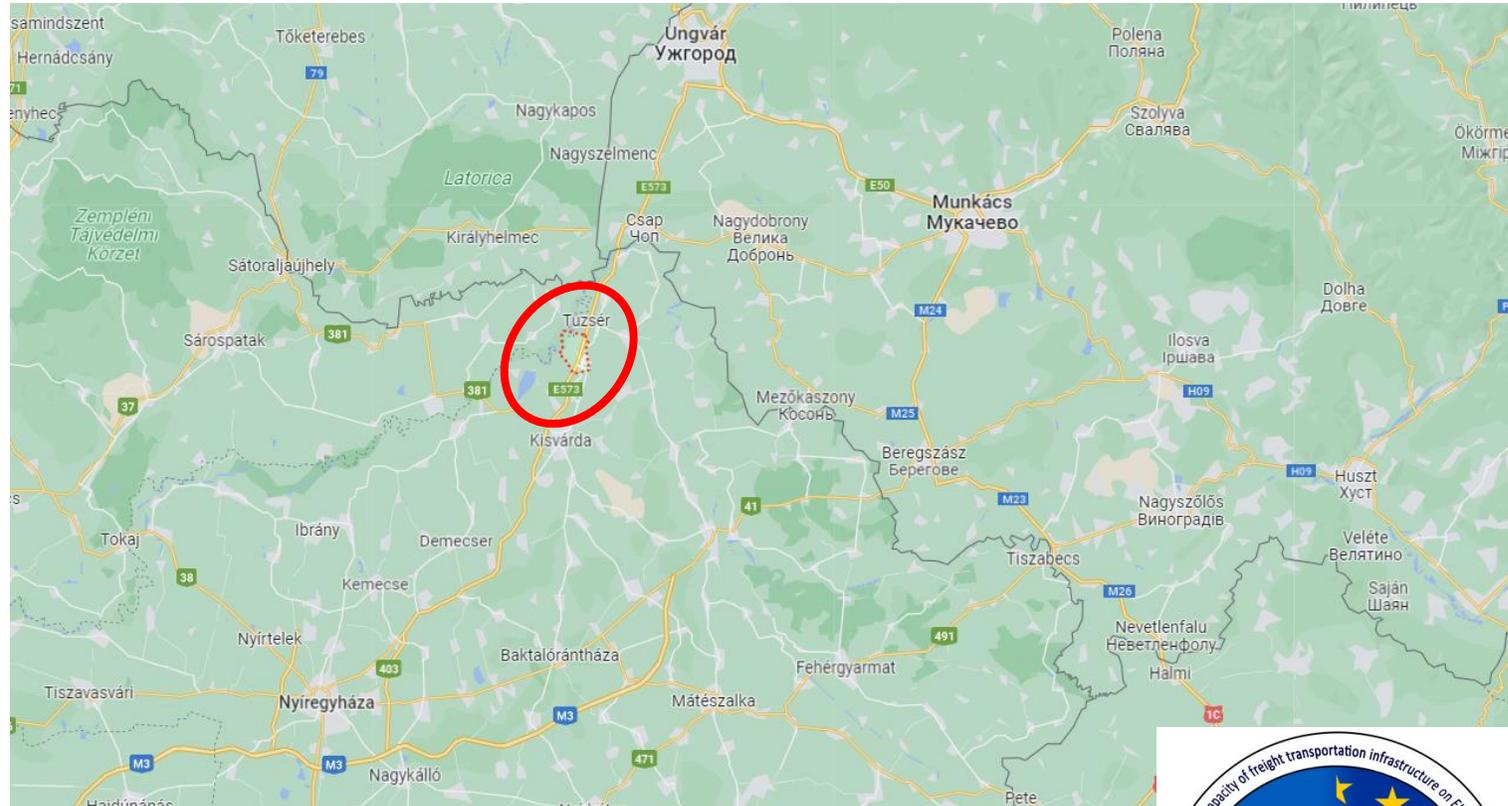


EAST-WEST GATE
INTERMODAL TERMINAL
HUNGARY

www.eastwestil.com



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

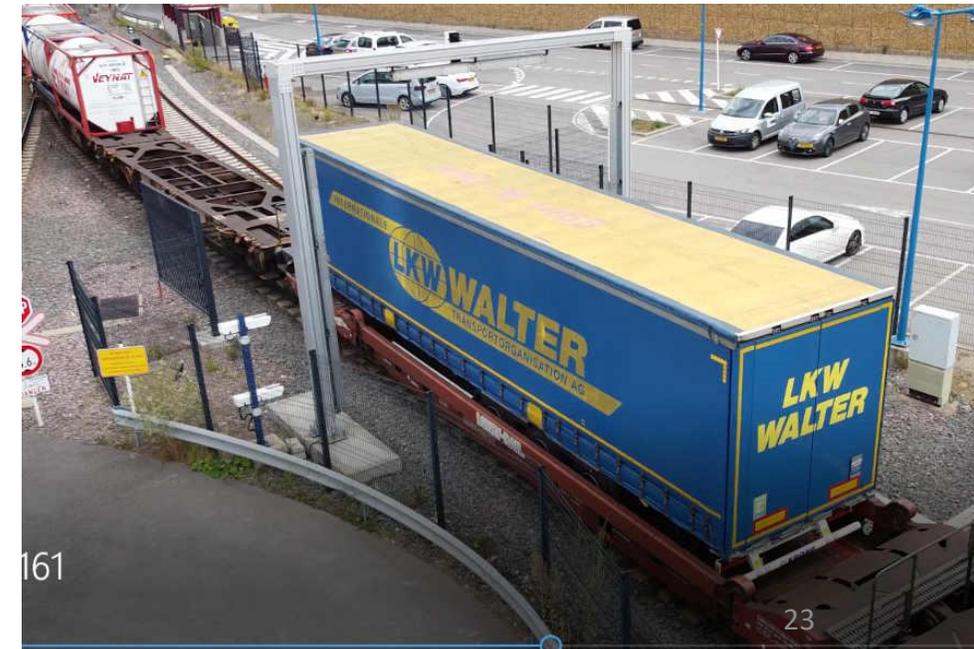


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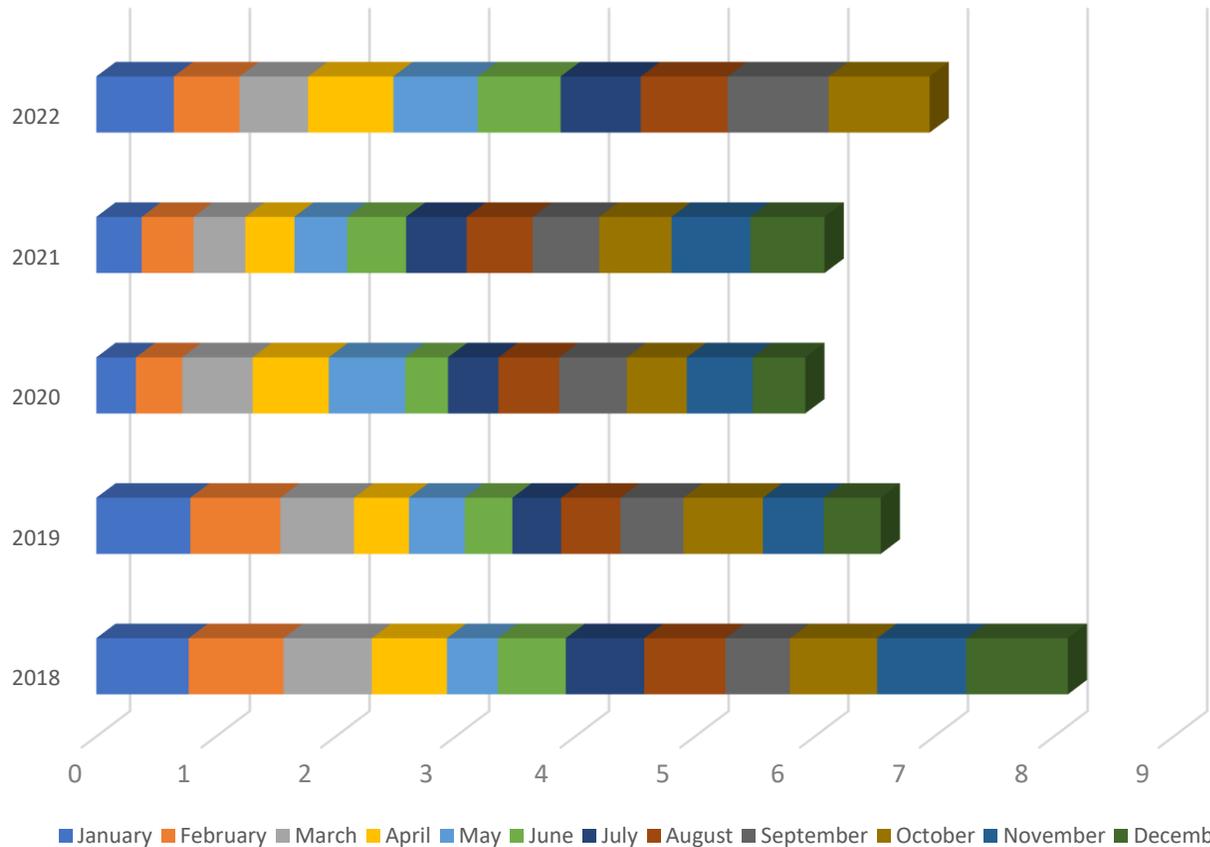
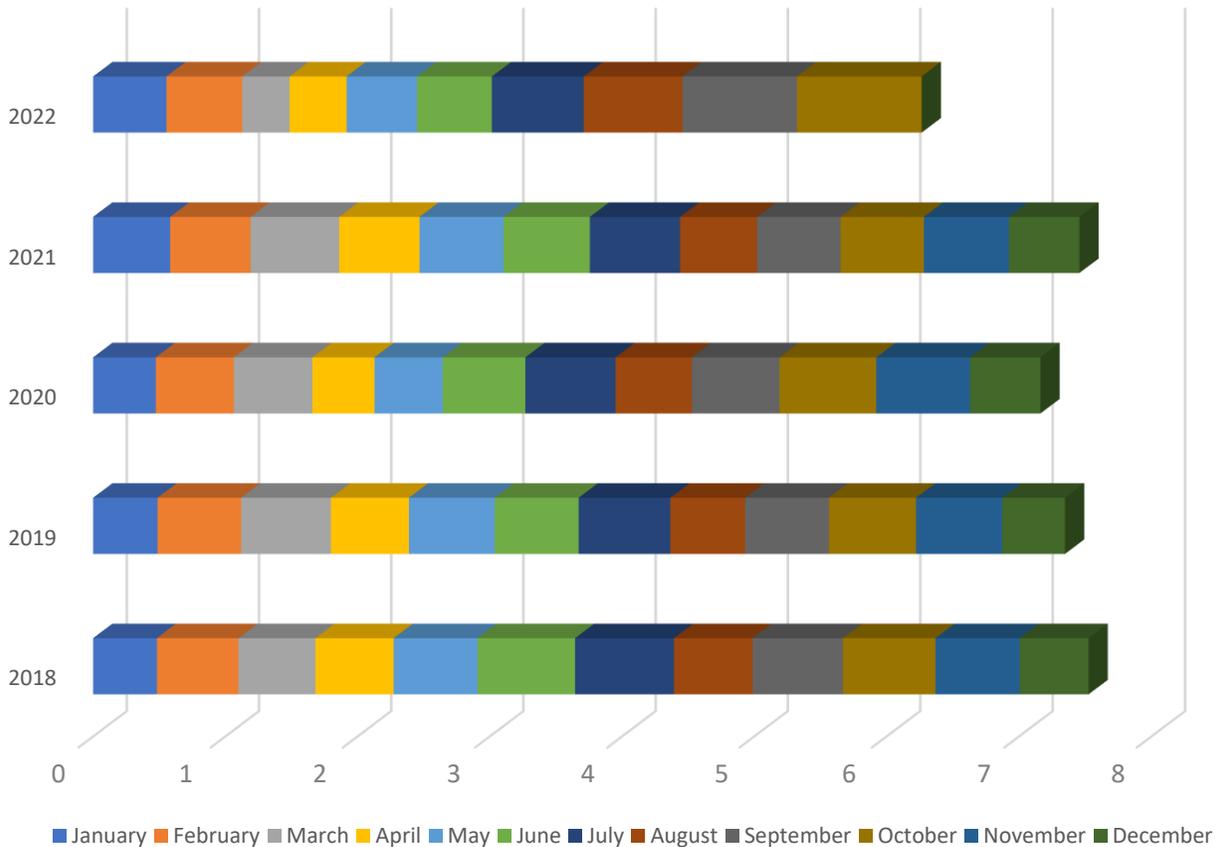
- Area: 85 hectare
- Grain, crude cooking oil, fertilisers
- **From** where? China, Japan, South Korea and Central Asian countries
- Where **to**? Europe, Germany, Italy, Austria, Croatia and Slovenia



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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



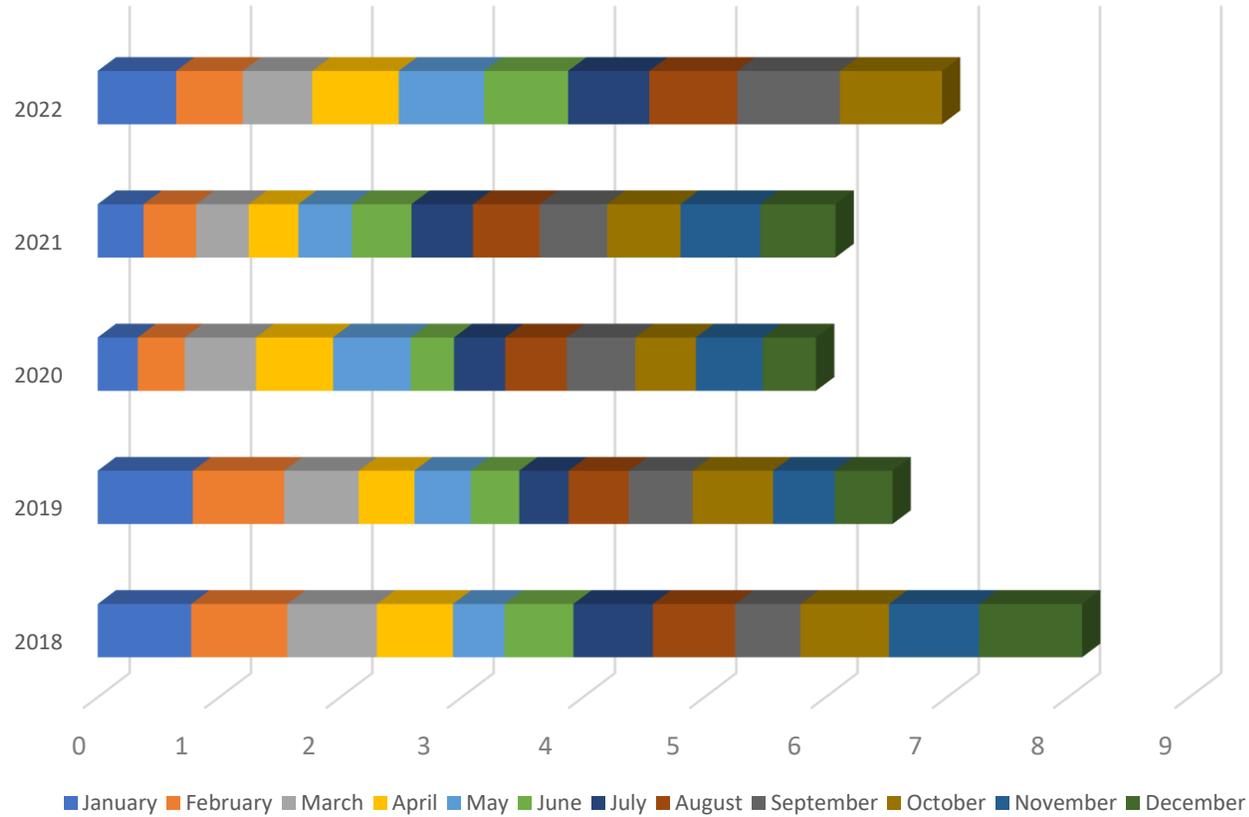
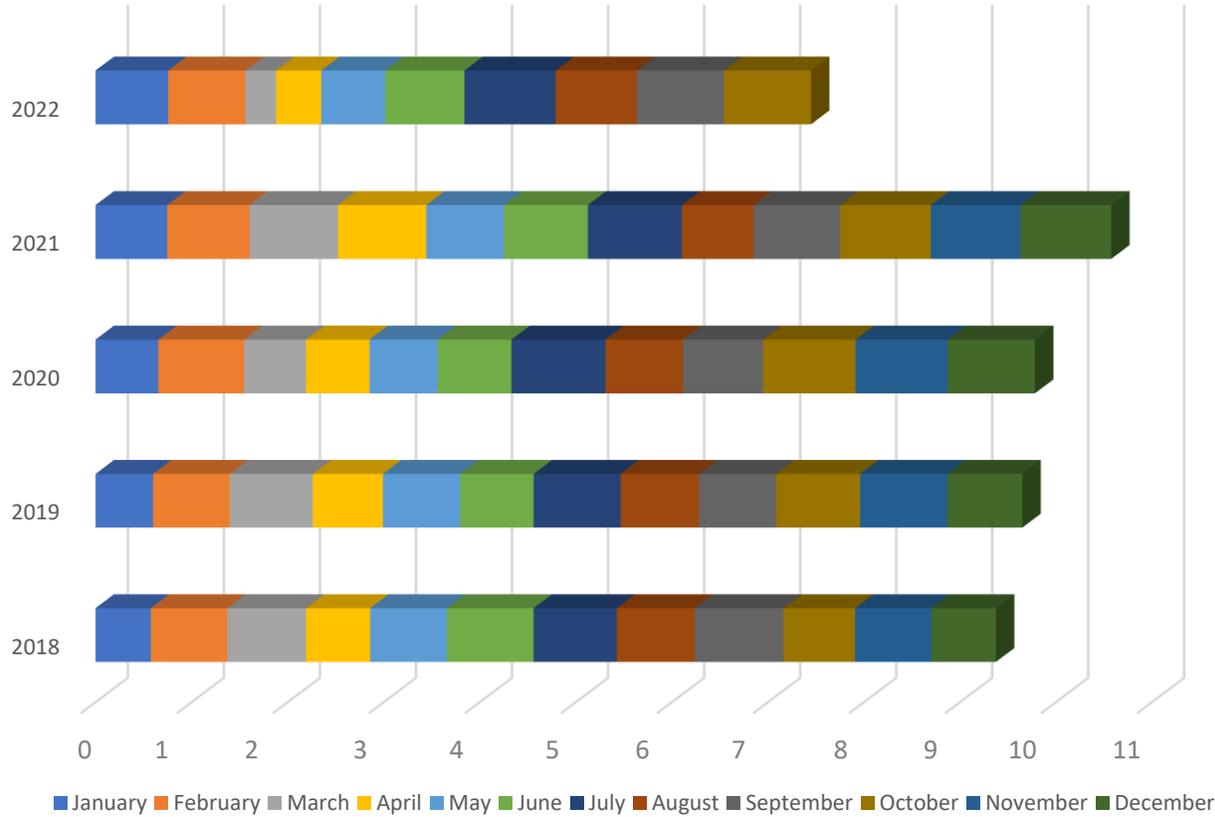
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Road transport:
trend of export- weight of goods

Rail freight transport:
trend of import- weight of goods



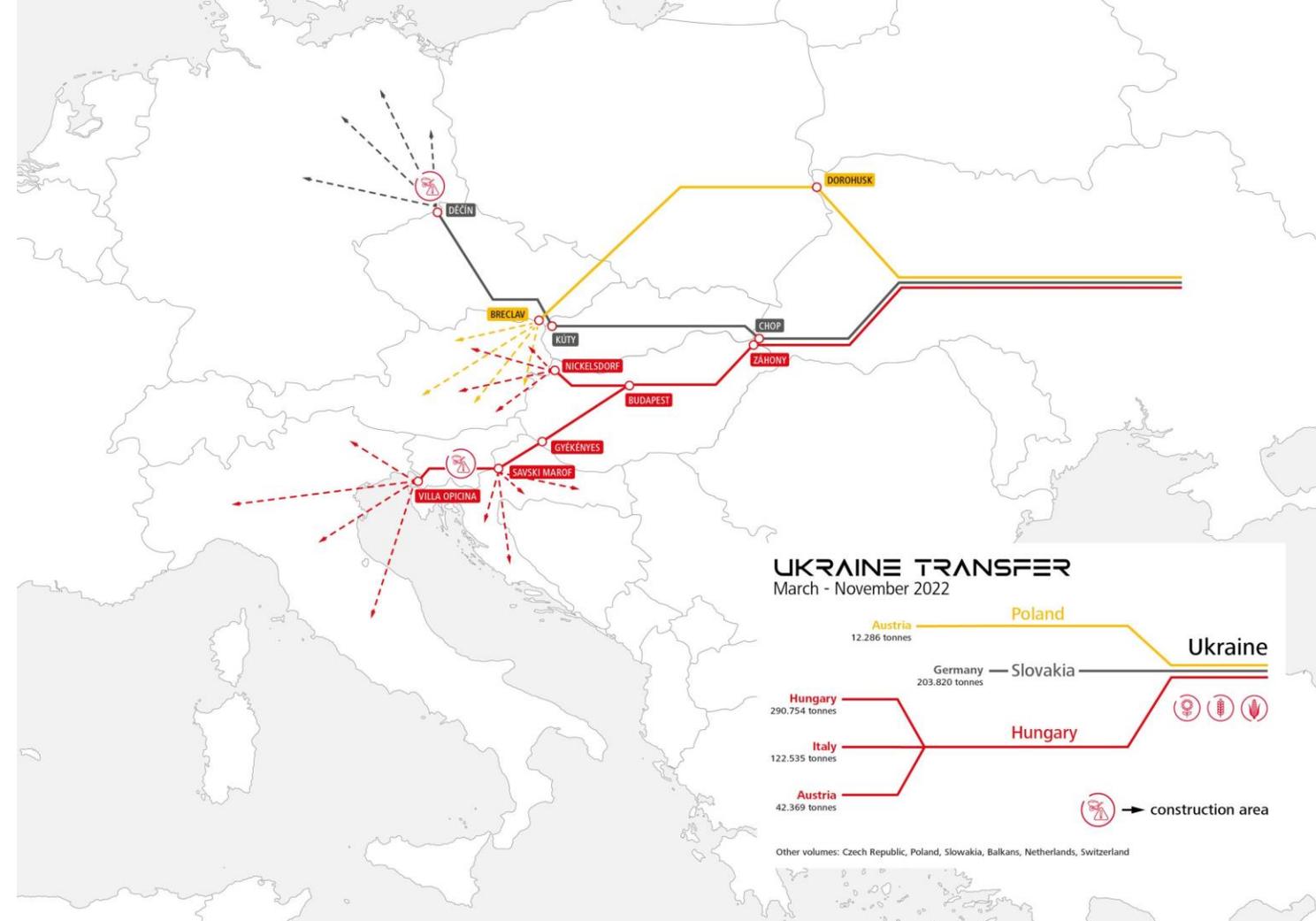
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Source: based on data from National Tax and Customs Administration

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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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