



REMAINING CHALLENGES FOR EU-WIDE INTEGRATED TICKETING AND PAYMENT SYSTEMS

Annex III.I

Country Report - Hungary

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WAVESTONE

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Country reports

HUNGARY

Legislative framework

<p>General description of legal framework:</p> <p>Legislation in place and legislative initiatives mandating access to fare data and integrated ticketing schemes / Non legislative initiatives</p>	<p>Law on passenger services of 2012 (2012. évi XLI. Törvény a személyszállítási szolgáltatásokról), together with Law on the right to self-determination of information and freedom of information of 2011 (2011. évi CXII. Törvény az információs önrendelkezési jogról és az információszabadságról), both recently amended; it contains provisions on integrated ticketing schemes.</p> <p>On the basis on these acts, in November 2017 the Hungarian Government voted to approve a plan paving the way for a nationally interoperable electronic ticketing system combined with an information and traffic management system.</p> <p>The central system is called RIGO (flexible, integrated, economical and smart) and is scheduled to be operational by December 2019 at the latest. It will encompass national, suburban, regional and local passenger services. The new system aims to make travelling easier as well as helping the coordination of various timetables, according to the justification attached to the legislation. The amendment to the transport law also allows traffic organisers to introduce community car-rental and community cycling schemes. The new system also affects the aviation sector as fees will be merged and reduced for inspections of annual air ambulance centres.</p> <p>The integrated ticketing scheme is to be set by BKK (Center of Budapest Transport), which is owned by the Municipality of Budapest. Through the introduction of the automated fare collection (AFC) scheme, a state-of-the-art ticket and pass system will be deployed on Hungary's biggest and most-used public transport network.</p> <p>According to 444.hu, the capital's representatives could manage to contract with German enterprise Scheidt and Bachmann in 2015.</p>
<p>Status of legislation</p>	<p>In February 2018, it was reported that the introduction of the electronic integrated ticketing system in Budapest was expected to be delayed (the first target date for the completion of the investment was to be 2006, the last 2019).</p>
<p>Transport mode concerned by legislative/non-legislative initiatives</p>	<p>National, suburban, regional and local passenger services.</p>
<p>Level of integration (local or cross-border)</p>	<p>Local.</p>

Main challenges and barriers setting up and implementing relevant legislation (according to stakeholders interviewed)	According to BKK, the integrated ticketing project in Hungary is expensive even compared to international standards; the project was not prepared appropriately, as the complicated systems' integration was not taken into account. In addition, changes in the legislation on public transportation affecting the essential elements of the project (especially concerning the Law on Passenger Services and its Implementing Regulations, which essentially affected card issuance and related registration processes, the data protection law and the government's e-ticket concept), hindered its realization.
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Market situation

#	Key fare component	Transport Mode							
		Air	Bike sharing	Bus	Car-pooling and car sharing	Metro, Tram	Rail	Road	Taxi, water taxi
1	Authorities in charge of mobility and transport at national, regional and local level. Are they active in the promotion of integrated ticketing?	The responsible authority is the Ministry for Innovation and Technology on a national and regional level. Local municipalities are responsible on a local level, if they are undertaking the task. Operating a local transport company is not an obligatory task for municipalities according to the law. The Ministry for Innovation and Technology is promoting, and is also financing (co financing with the Cohesion Fund) the HKIR project (Regional Transport Information System project), which is an integrated transport information and e-ticketing project.							
2	Specific rules on access to fare data	There are no rules on access to fare data in Hungary.							
3	Legal requirements about pricing information	There are no legal requirements about pricing information in Hungary.							
4	Main difficulties in concluding agreements concerning disclosure of travel and traffic information?	Access to application resources.							
5	Information shared between organisations/companies (e.g. schedules, fares, availability, real time information)	Real time position data, timetables, traffic information, are collected by the Transport Methodology Office.							
6	How can collaboration between companies be fostered to improve access to fare data?	A source of funding for IT support.							
7	Are companies/organisation reluctant to share certain type of information? Why?	No information.							
8	Can voluntary agreements between companies foster further collaboration?	Yes.							
9	Initiatives on fare data access. (Legislation, projects, etc.)	HKIR project (Regional Transport Information System project). The HKIR creates a unified transport IT background system, the interoperability between the existing systems, the availability of coordinated and efficient operation of public transport on the basis of travel needs.							

10	What should be done at European/national/regional/local level to foster the sharing of fare data with other players?	A coordinating role and an established legal framework are missing.
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