



VEKE

Urban and Suburban Transit Association

Introduction

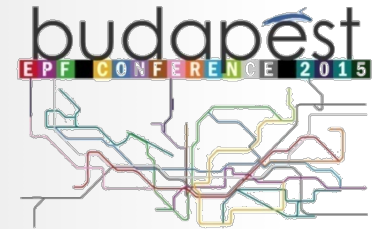
EPF Conference 2015

March 20-22 Budapest

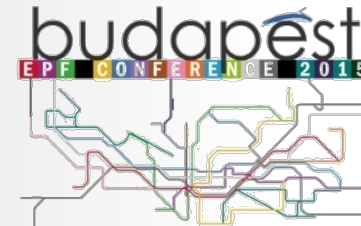
„Meeting Passengers' Needs”



Agenda



- ❑ Motivations
- ❑ Profile
- ❑ Achievements
- ❑ Running Projects

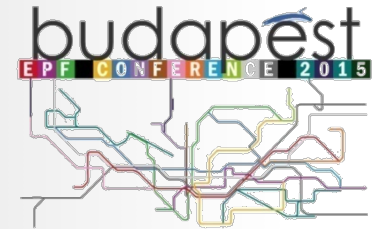


Public Transport Environment

- ❑ – 1989
 - ❑ Mass Transit
 - ❑ Monopolistic engineering offices
 - ❑ Few cars
 - ❑ Modal split ~80%
 - ❑ Mass produced equipment
 - ❑ Restricted travelling to the West
- ❑ 1989 – 2000
- ❑ 2000 – ~2010



Foto: www.fortepan.hu

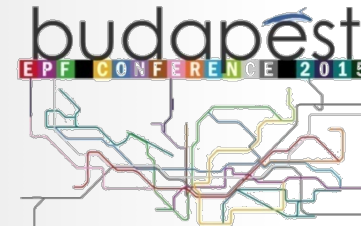


Public Transport Environment

- ☐ – 1989
- ☐ 1989 – 2000
 - ☐ Political regime change
 - ☐ Freedom to travel
 - ☐ Economy crash
 - ☐ Import of western aged cars
 - ☐ Traffic jams
 - ☐ Modal split down
 - ☐ Service cut
 - ☐ No professional regime change
- ☐ 2000 – ~2010



Foto: www.egykor.hu, Luigi



Public Transport Environment

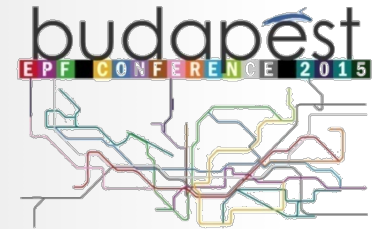
- ❑ – 1989
- ❑ 1989 – 2000
- ❑ 2000 – ~2010
 - ❑ Quality needs replaced quantity needs
 - ❑ No concept adoptions in transport development
 - ❑ Membership in the EU 2004 -
 - ❑ EU-financed projects started
 - ❑ From 2007 - much more money spent on public transport



Photo: www.veke.hu, author Dobronyi Tamás



People at Start



Internet Forum

- ❑ 1998 –
- ❑ Limited Internet access
(young, technically interested people)
- ❑ Abroad reality ⇔ Hungarian reality
- ❑ Working out, sharing, agreeing concepts
⇒ How to make them true?
- ❑ Offense against a forum member for posting
⇒ Final reason for going reality



Foto: www.veke.hu Author: Kadocsa Gyula



Circumstances at Start

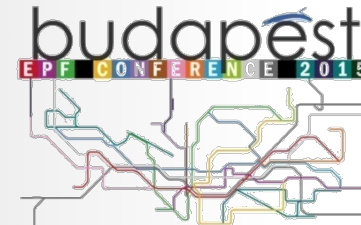
- ☐ Needed name and face
- ☐ Media open for scandals
- ☐ Clear communication
- ☐ First success reached
- ☐ Motivation for further concept sharing
- ☐ No reasonable communication from professionals
- ☐ Political environment supporting



Photo: www.veke.hu

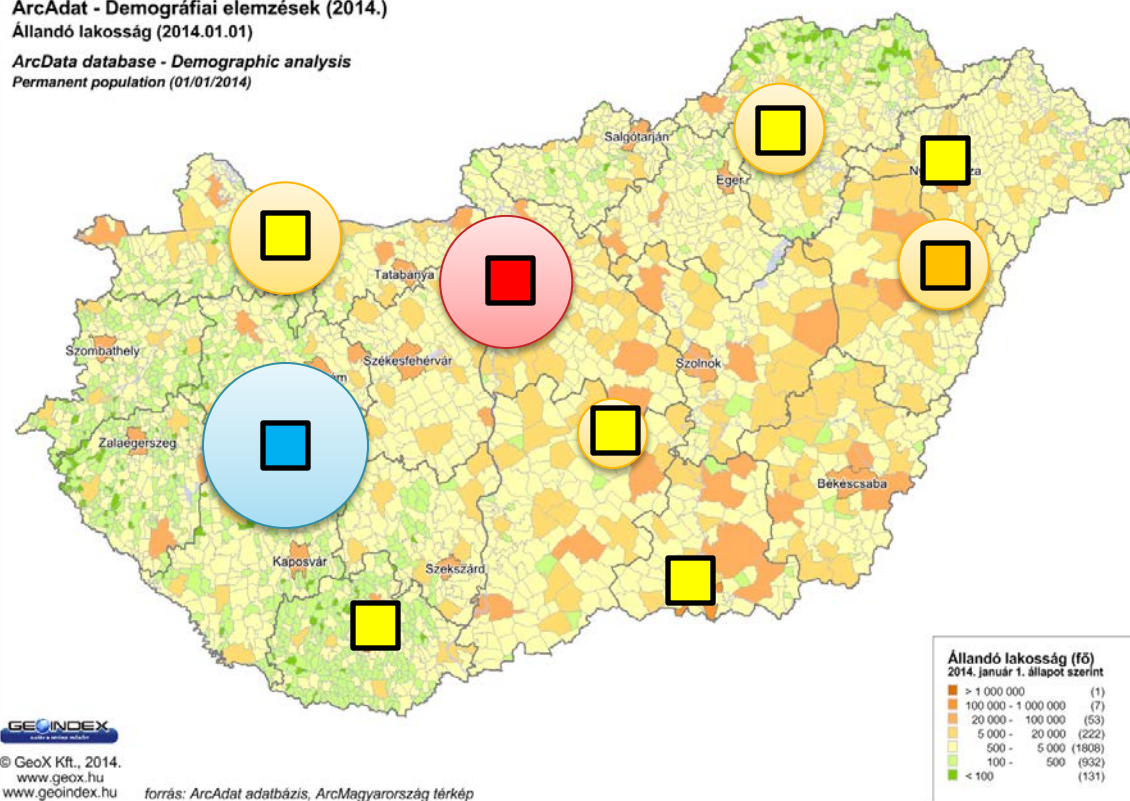


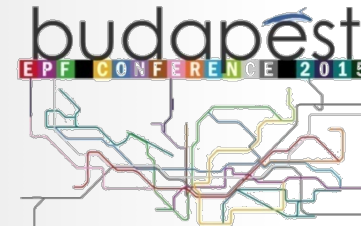
Profile of VEKE



Population

ArcAdat - Demográfiai elemzések (2014.)
Állandó lakosság (2014.01.01)
ArcData database - Demographic analysis
Permanent population (01/01/2014)



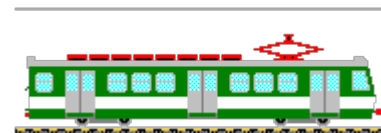


Profile of VEKE

Budapest local transport



Budapest suburban transport



Country-wide public transport

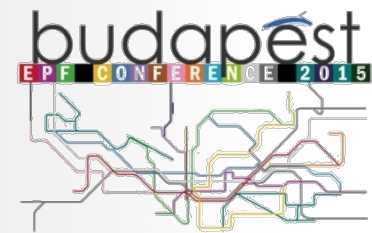


Local transport in cities



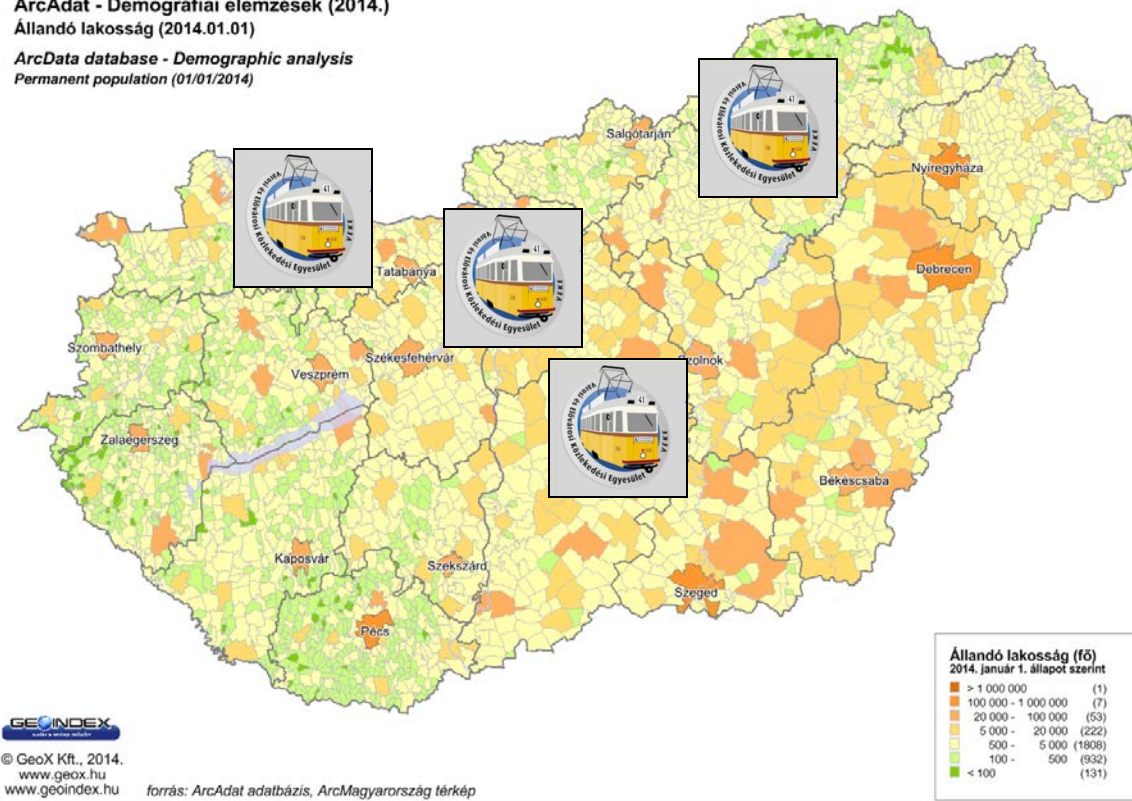


Profile of VEKE



Largest Local Teams

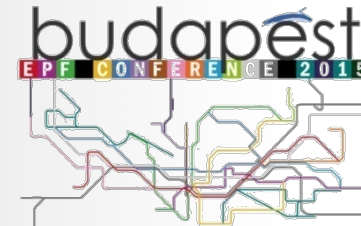
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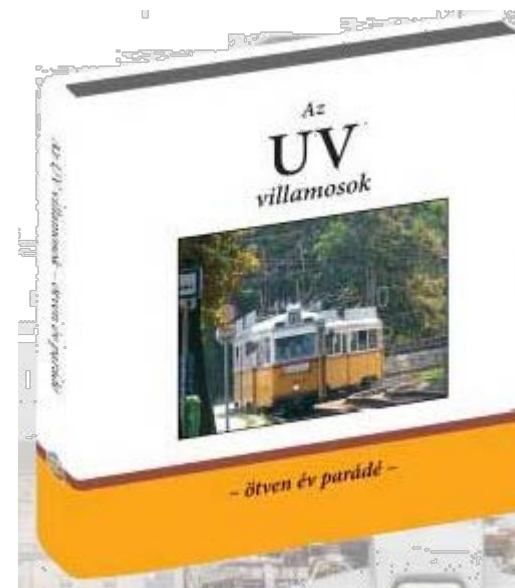
Budapest
 Győr
 Miskolc
 Kecskemét

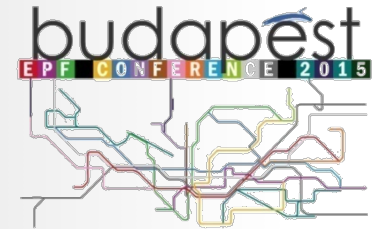


Profile of VEKE



- ❑ Complex studies for local public transport development (Budapest, Győr, Miskolc, Kecskemét)
- ❑ Suburban railway concept (Győr)
- ❑ Saving historic trams (Budapest)
- ❑ Books about historic vehicles
- ❑ „Daily routines”





VEKE Main Achievements

Saving Tram 41 (2003)

❑ Before:

- ❑ Low performance tram line
- ❑ Between light density district and main junction w.o. metro.

❑ Risk:

- ❑ Surface preparations for future metro line 4
- ❑ Cut back of line by 1 stop
- ❑ Inducing one additional change

❑ Result:

- ❑ Lengthen tram line along Danube to Batthyány tér M
- ❑ Increase frequency from 20 to 15 minutes
- ❑ New estate founded (years later) and stabilized transport needs

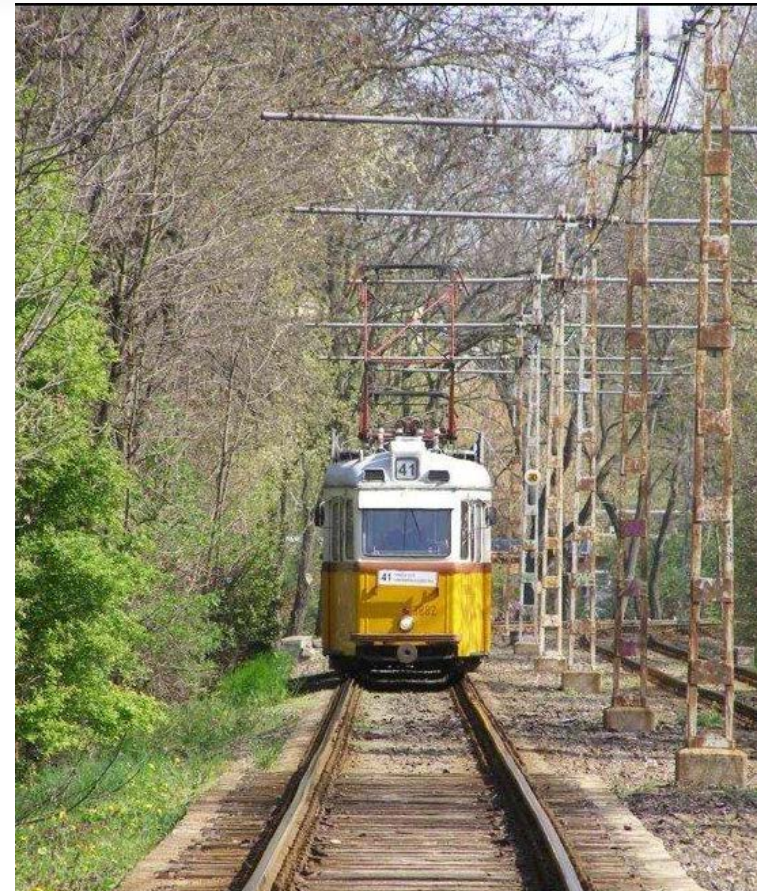
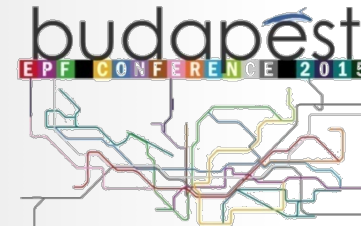


Foto: www.veke.hu Author: Feld István Márton



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- ❑ Lengthen tram line along Danube to Batthyány tér M
- ❑ Increase frequency from 20 to 15 minutes
- ❑ Increased number of passengers
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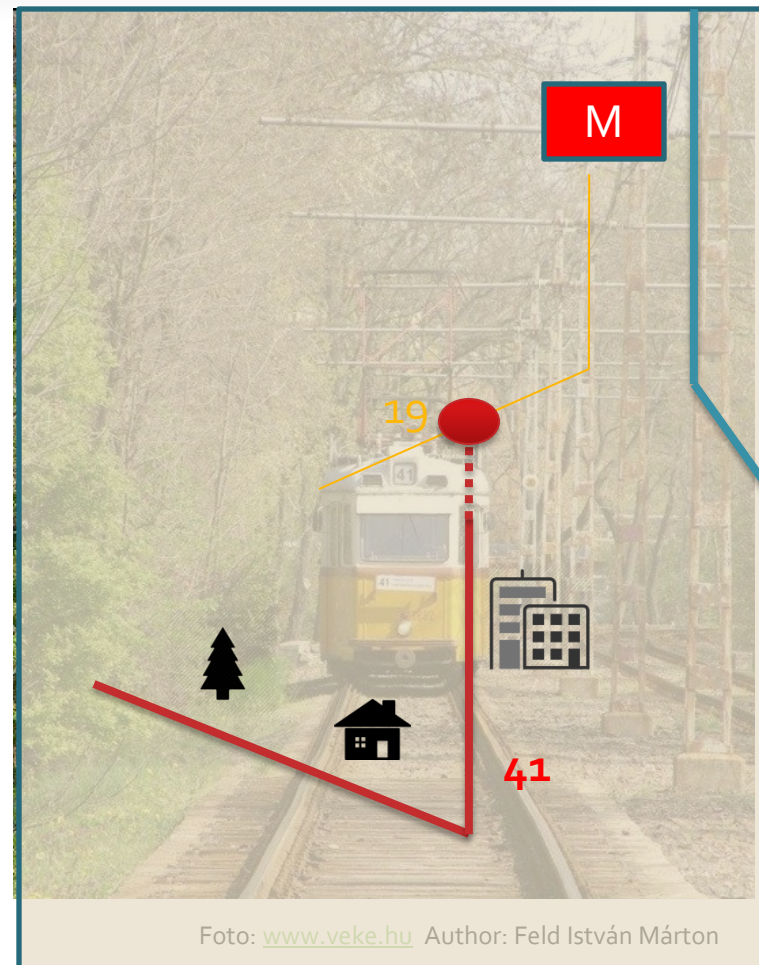
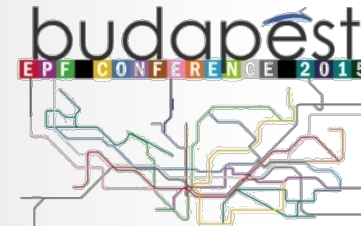


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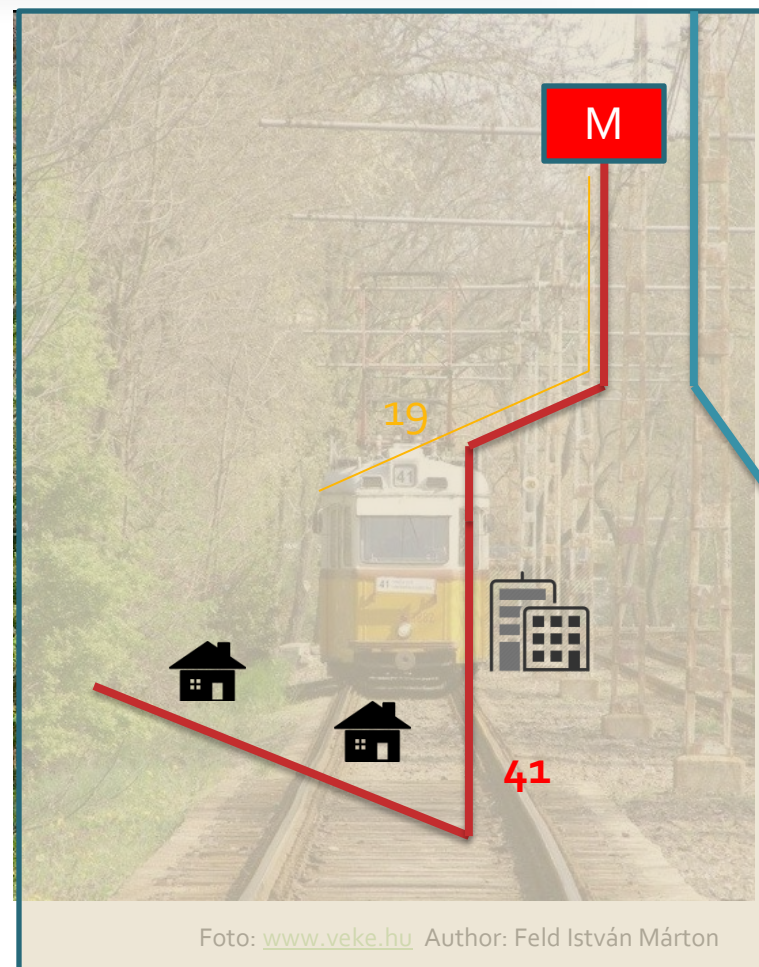
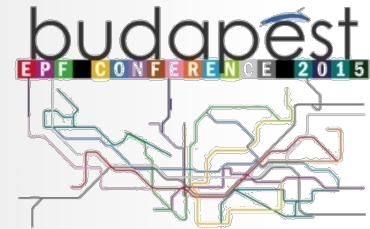


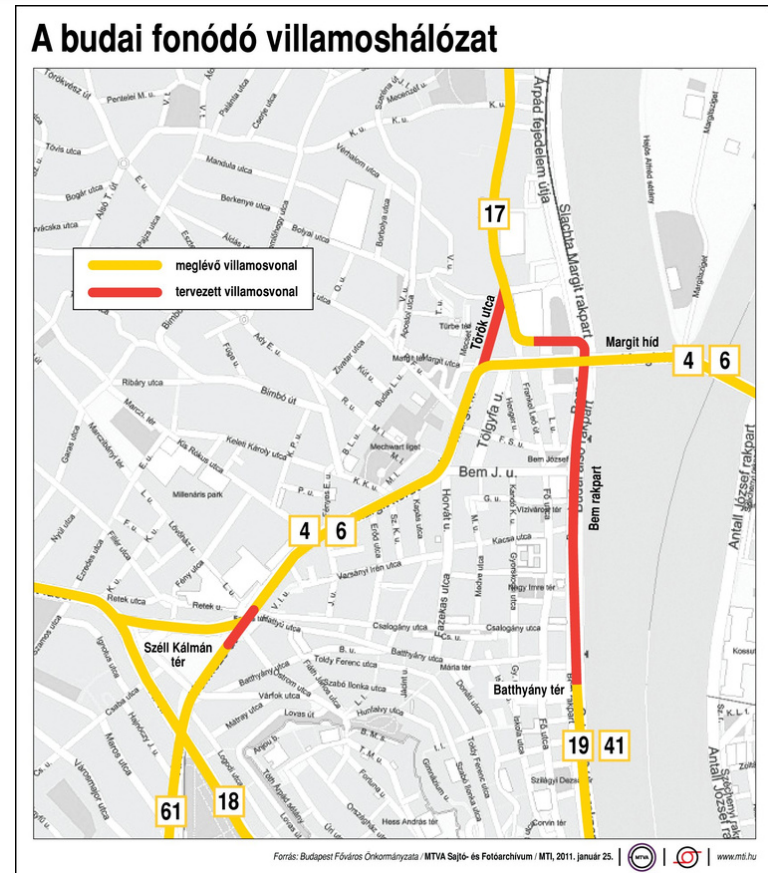
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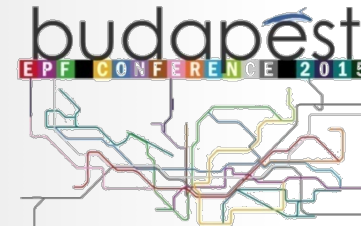


VEKE Main Achievements

Saving Tram 41 (2003)

- Continuation
 - New EU Project initiated by VEKE
 - „Budai fonódó” Interweaving tram system
 - Based on lengthened line 41
 - Multiple tram lines North-South in Buda
 - Fills gaps cut in the era of metro building
 - Project founded and under construction





VEKE Main Achievements

Night Services Reform (2005)

❑ Before:

- ❑ Historic line structure
- ❑ No synchronization points
- ❑ Short lines
- ❑ Empty buses internal services

❑ Result:

- ❑ Central interchange points
- ❑ Extra long lines
- ❑ Fix frequency, more frequent
- ❑ New lines introduced
- ❑ Internal services opened to public as normal lines
- ❑ Line numbering reform
- ❑ **Number of passengers booming** (Combino required)



Foto: www.veke.hu Author: Hajtó Bálint



VEKE Main Achievements

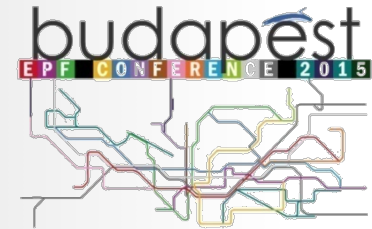
Balaton Railway Overhaul (2007 –)

□ Situation:

- 1-track railway
- In summer 2nd most traffic line
- Tracks very near the lake
- Large seasonal traffic
- Instable ground and bad track conditions
- Built in 1861, last reconstruction ~1970
- Very long journey at reduced speeds
- Regular collapse of time table



Foto: www.fortepan.hu



VEKE Main Achievements

Balaton Railway Overhaul (2007 –)

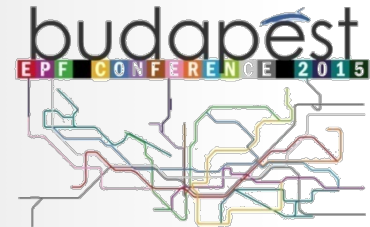
□ Targets:

- Reasonable technical scope
- Infrastructure for efficient, reliable time table
- Reduce accidents
- Reduce noise
- Reduce vibrations
- Accessibility

□ Balaton Innovation Council

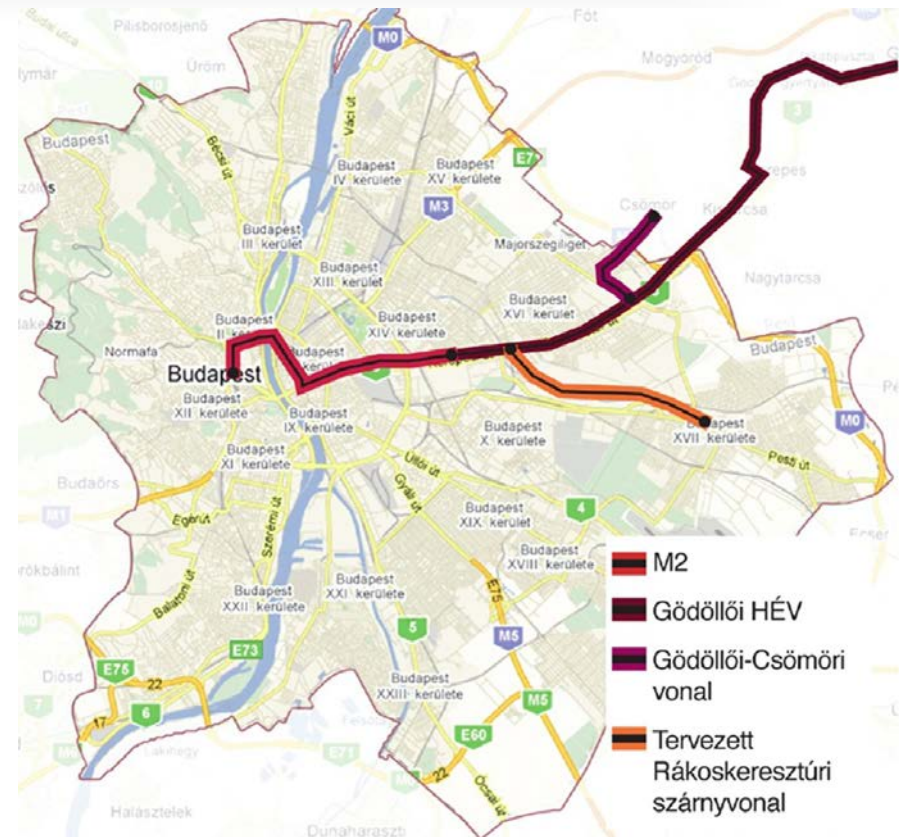


Foto: www.frisss.hu



Worked Out Concepts

- ❑ In list of official projects
- ❑ Founding pending
- ❑ Main projects for reducing transfers
 - ❑ Merging metro line M2 with suburban railway line H8/H9
 - ❑ Cogwheel Railway extension by 1 stop at each end
 - ❑ Re-opening transit trams in city center for long axial routes
- ❑ Main railway projects
 - ❑ Further steps in Balaton transport
 - ❑ Győr suburban railway concept





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Thank you for your attention.

Gábor Nagy

veke@veke.hu