



# ARRABONA

Európai Területi Együtműködési Csoportosulás

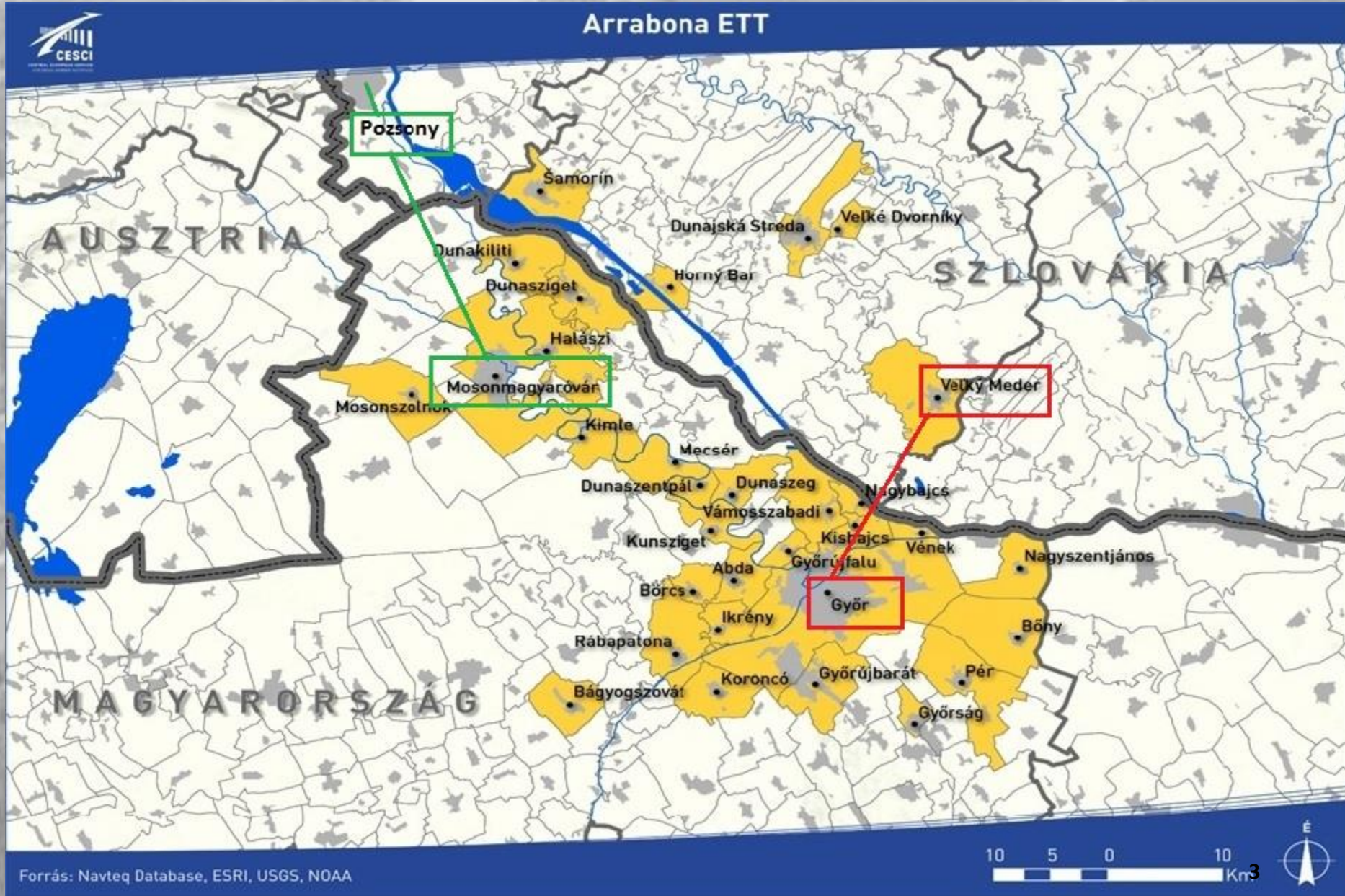
## Strengthening of Cross-border Public Transport in the Area of Arrabona ETT

# Presentation Outline

- I. Situation analysis**
- II. Presentation of an implemented transport project (Vel'ký Meder-Győr)**
- III. Future project development opportunity (Mosonmagyaróvár-Bratislava)**
- IV. Summary**



# Situation analysis





# "Vel'ký Meder-Győr return bus services" project (HUSK/1101/2.3.2/0140)

- **Objective:** Development of public transport services and better accessibility in the border area
- Purchasing and operation of 2 buses
- Route and schedule planning
- Promotion of new bus service
- Acquisition of "totem poles" in order to ensure real time passenger information



# **"Vel'ký Meder-Győr return bus services" project (HUSK/1101/2.3.2/0140) – The project in numbers**

- **Duration:** 24 months (01. 05. 2013 - 31. 05. 2015)
- **Leading partner:** Municipality of Vel'ký Meder
- **Foreign partner:** Municipality of Győr
- **Budget sharing between the parties:**
  - Vel'ký Meder: 467,050.00 € (90.13 %)
  - Győr: 51,170.00 € (9.87 %)

## **Project results:**

- In spite of adequate promotion, the utilization is low
- The transport of employees has shifted towards alternative, such as individual transport systems (car-sharing systems)
- The authorization of international services for domestic use is necessary (the Slovak partner did it)

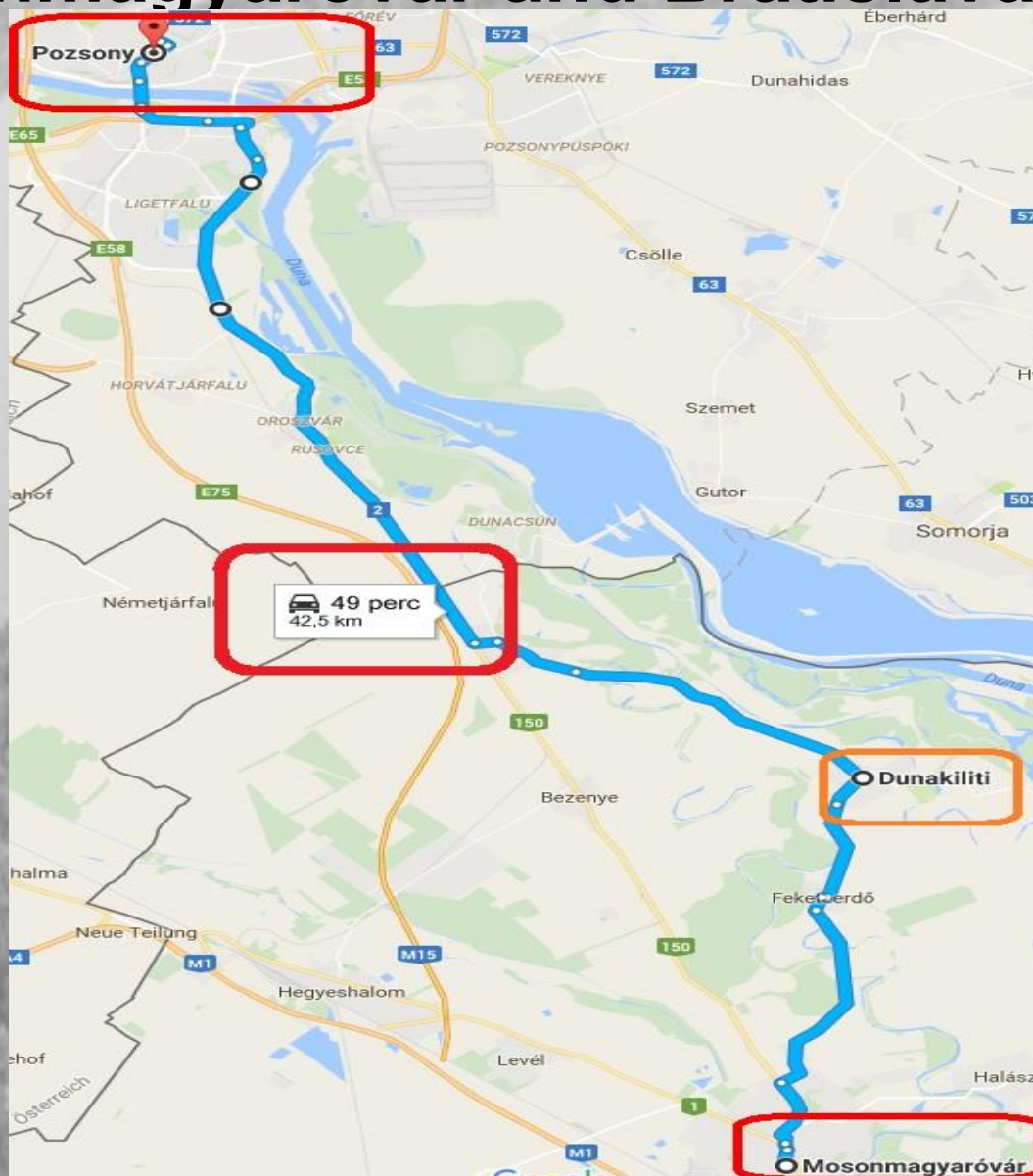


# Scheduled bus service running between Mosonmagyaróvár and Bratislava

Background:

- Insufficient and poor public transport options in the region
  - Shortening of the former 801 line (Bratislava centre - Rajka)
  - Increasing and expanding agglomeration of Bratislava
  - Increasing number of cross-border commuters

# Scheduled bus service running between Mosonmagyaróvár and Bratislava



# Scheduled bus service running between Mosonmagyaróvár and Bratislava

## Mosonmagyaróvár - BRATISLAVA\* (Pozsony)

Részletek	Indulás	Érkezés	Átszállás	Időtartam	Összes km
	04:39	11:07 Bratislava hl. st.	2	6:28	
	05:14	11:07 Bratislava hl. st.	1	5:53	
	05:44	11:07 Bratislava hl. st.	2	5:23	
	05:44	12:07 Bratislava hl. st.	2	6:23	
	06:14	12:07 Bratislava hl. st.	1	5:53	
	06:44	12:07 Bratislava hl. st.	2	5:23	
	07:44	14:07 Bratislava hl. st.	2	6:23	
	08:36	14:07 Bratislava hl. st.	1	5:31	
	08:44	14:07 Bratislava hl. st.	2	5:23	
	09:44	16:07 Bratislava hl. st.	2	6:23	
	10:36	16:07 Bratislava hl. st.	1	5:31	
	10:44	16:07 Bratislava hl. st.	2	5:23	
	11:44	18:07 Bratislava hl. st.	2	6:23	

06

13:00

0 átszállás | Közlekedik: munkanapokon

13:28

Mosonmagyaróvár  
autóbusz-végállomás

18.2 km – 28 perc – 370 Ft

Rajka  
Calida kötödé

**ÁTSZÁLLÁS**  **No. 1**

Connection 28th Jul 2016 **14:00 - 14:08** (8 min)

Zones: 101, 820, Price: 1.50 €\*

**801** ŽST Rusovce

14:00 Rajka, Szabadság tér zone 820

4 stops, 8 min

14:08 Gaštanová aleja REQUEST STOP zones 820, 101

zone 101

**ÁTSZÁLLÁS**  **No. 2**

Connection 28th Jul 2016 **14:14 - 14:37** (23 min)

Zones: 100, 101, Price: 0.90 €\*

**90** Staré Mesto, Nové SND

14:14 Gaštanová aleja REQUEST STOP zone 101

15 stops, 23 min

14:37 Nové SND zones 101, 100

zone 100



# Examples of existing good practices:

- Szeged – Rösztke – Szabadka
- Esztergom – Štúrovo
- Komárom – Komárno
- Szeged – Rösztke – Novi Sad



## Foreign example:

- RE 20 Bohemica; Dresden – Ústi nad Labem (railway)



HU-RO: Biharkeresztes-Nagyvárad (Oradea)

HU-SK: Pozsony (Bratislava) - Rajka



# Partnership building:

## Hungarian side:

- Hungarian municipalities
  - Mosonmagyaróvár ✓
  - Dunakiliti ✓
  - Feketeerdő ✓
- ÉNYKK Zrt. ✓

## Slovak side:

- Slovak municipalities
  - Rusovce ✓
- Bratislava Self-Governing Region ✓
- SlovakLines ✓

**!!!!!!** The differences in legal background and licensing processes between the concerned countries and high operation and maintenance costs of activities charged to the project partners make the cooperation more difficult **!!!!!!**



# Planned project activities:

- Demand analysis, passenger counting (in order to estimate the number of cross-border commuters)
- Bus acquisition (2 pieces of min. 240 kW, approx. 40 passengers)
- Operating costs (18 months)
- Staff costs (3 bus drivers, 18 months)
- Other assets, renovation (bus stops and bus bays, totem poles, tables, ticket and cash registers)
- Promotion of new bus service promotion (has high priority, the attitude of the travelling public is still mouldable)
- PM and communication costs
- Other activities (specialists, interpreters, translations, public procurement, language teaching, licence fees)

## Summary:

- For Arrabona EGTC the development of cross-border public transport is of high relevance and priority.
- Internal and external migration processes and demography changes require the establishment of new bus services between Mosonmagyaróvár and Bratislava.
- This new service has both Slovak and Hungarian initiators.
- The successful realization of similar development projects requires strong and effective governmental and competent ministerial supervision and support.





# ARRABONA

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## Thank you for your kind attention!

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