



# Rail regulation in Hungary

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*1<sup>st</sup> Florence Workshop of Rail Transport Regulation  
Aims, Models and Powers of Rail Regulators  
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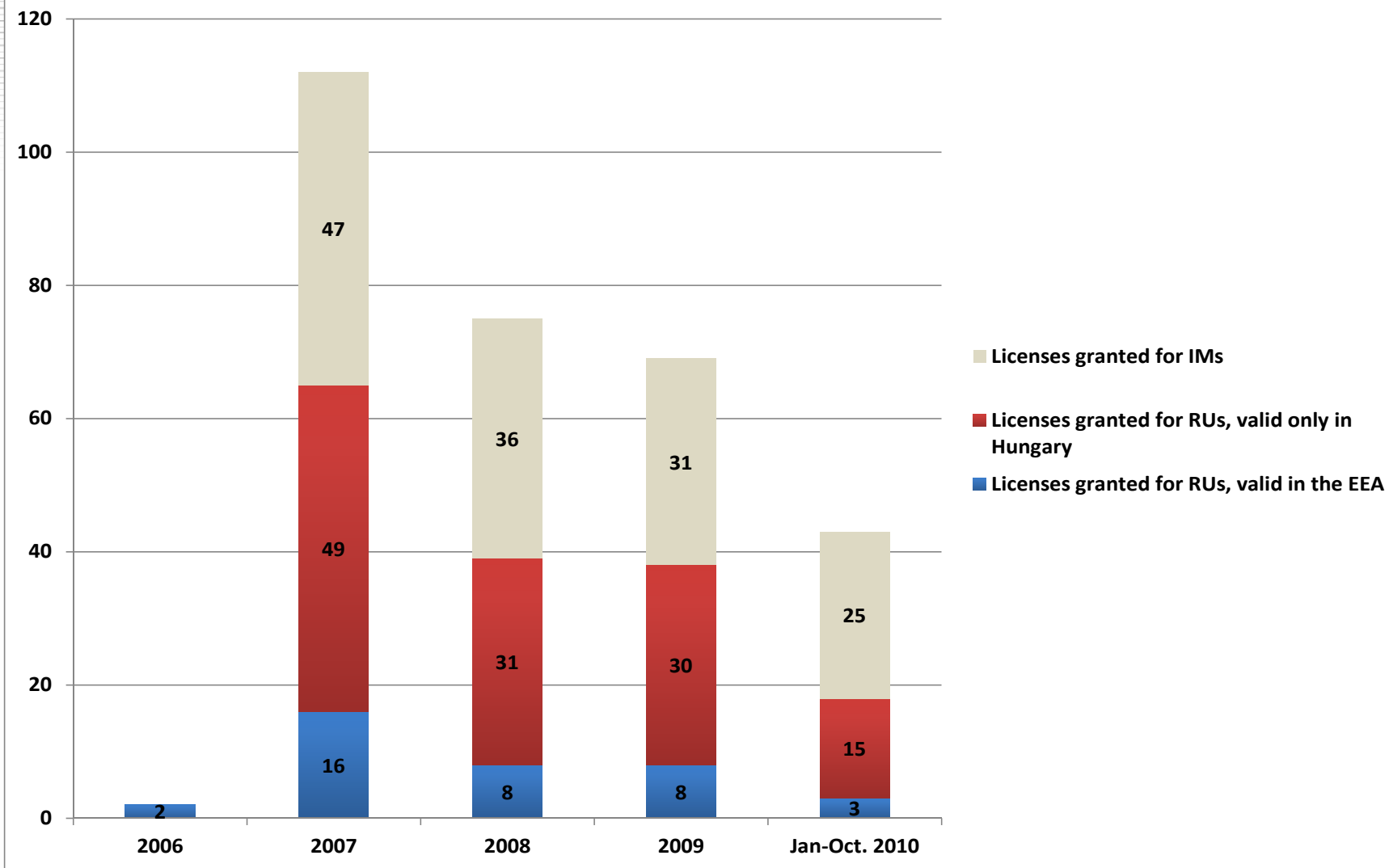
- Organisational structure
- Main tasks and responsibilities
  - Licensing
  - Monitoring
  - Market supervision
  - Enforcement of rail passengers' rights
- Challenges now and in the future



- The independent rail regulatory body was set up in 2006 (Hungarian Rail Office)
- In 2008, the Hungarian Rail Office was integrated into the National Transport Authority
- Regulatory and safety issues are handled in one organization BUT independently from each other
  - *Department of Railway Regulation*
  - Department of Railway Procedures
  - Department of Roads and Railways



- The Department of Railway Regulation has multiple responsibilities, some being beyond regulatory tasks defined in Directive 2001/14/EC:
  - Licensing
  - Monitoring
  - Market supervision
  - Enforcement of rail passengers' rights





- Permanent checking of compliance with the legislation in effect, in particular regarding:
  - possessing license if performing railway activities
  - meeting the requirements of granting a license if already licensed
  - in case of IMs, non-discriminatory open access
- The aim is to discover possible non-compliant operations
- On-site inspections are of great importance (e.g. capacity constraints in case of infrastructure maintenance works)



Licensing requirements

Independence

1

18

45

Track access contracts  
Transparency of accounts  
Charging

- Against IMs
- Against RUs with licenses valid in the EEA
- Against RUs with licenses valid only in Hungary
- Against the capacity allocation body

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Track access contracts  
Licensing requirements  
Fees payable for the regulatory body



- Compliance with Regulation 1371/2007/EC and national legislation
  - Provision of information for passengers by the RUs
  - On-site inspections
- Investigation of complaints submitted by rail passengers
  - Delays
  - Provision of information
  - Reimbursement





- Is access to the infrastructure non-discriminatory?
- Are costs of the IMs justified for TACs?
- Is the principal purpose of a service international passenger transport?
- Is the economic equilibrium of the public service contract compromised?



Thank you for your attention