

Action Plan of Hungary

General information

Project: E-MOB

Partner organisation(s) concerned: PP10 Paks Transportation Ltd

Country: Hungary

NUTS2 region: South Transdanubia

Contact person: Balázs Kiss, Rita Kósa

Email address: kissbalazs89@gmail.com; kosa.rita@paksbusz.hu

Phone number: +36709470830

Policy Context

The Policy Instrument chosen by the Paks Transportation Ltd. is the Integrated Transport Development Operation Programme Plus (Plus relates to the 2021-27 period as all PIs carry their name from the 2013-2020 period) deals with all aspects of transport development: different types of transport modes are addressed through various intervention points. Sustainable urban and peri-urban public transport is a main focal point of the OP which is very important in Hungary. Probably the most important territorial aspect of transport development for Tolna County is the Protheus project initiated by the City of Paks. The Protheus project is a mix of energy, transport and public information efforts. As Paks has less than 20.000 inhabitants the focal point is a smart grid-based electric smart mobility system, which enables better solutions in the urban public transport, as well as benefitting from locally produced RES. Because the transportation system in Hungary is a capital centered web-like network, which means that many small villages scattered across the region can only be accessed through hubs in bigger settlements. Important transport axis are the primary road nr. 6 along the river Danube and the electrified main rail line nr. 40 running through the county from the north (Budapest) to the south (Pécs). Smaller, sub-100.000 cities are becoming increasingly interested in implementing local electric transportation projects (e-bicycles, e-buses, e-taxis, demand-based transport), which initiatives will be able to utilize revised and upgraded policy tools and connect them more directly to the main transport routes.

Details of the actions envisaged

Action 1: Supporting e-bus deployment in the 2021-27 period with practical guidelines

Relevance to the project

Following the exchange of experience activities in E-MOB, a common thread was observed among the many Good Practices. Many elements of the GPs were taken to form the Guideline created by PP10 and all of them contributes to what is practically an annex to relevant call for applications in the next programming period. These lessons are used to advise potential Beneficiaries in 1) creating

better developed applications by providing a comprehensive list of activities that can be used to revise their SUMP, create a new one, or develop a project and 2) to exploit synergies between e-mobility, RES and energy storage and effectively creating more complex projects leaning on different policy instrument, but ultimately, developing a concept that contains not just a single element of e-buses, or e-mobility, but all the other elements that make up for sustainable urban mobility.

Firstly, we take a look at the Good Practices and lessons learnt that were incorporated in the guideline. Shared by PP6 on the 25th of January, 2022, the e-bus system Feldkirch provides an interesting case of a wide stakeholder group interacting during the planning phase as well as in the optimization process and further exploitation of the experiences gained through the pilot system. As Hungary is very much taking its first steps in a wider deployment of electric buses in the 2021-27 period using ERDF-funds, this points to the requirement of careful planning and considering the interests of many stakeholders, namely DSOs, TSOs, Municipalities, maintenance, training, users. VLOTTE also highlights a development process of many years, which in our case we need to make up in a shorter period of time. Good Practices considered during the creation of the Action Plan include, but are not limited to the electric battery bus and trolleybus system upgrade in Brasov presented by the Centru RDA on the 21st of April, 2021. These GPs are not replicated per se in the Action Plan, but mostly serve as a baseline for what we consider a practical and specific guideline for future Beneficiaries, applicants to improve their applications. As seen in several cases, the range of stakeholders should reach across sectors in the case of electric transportation, and to further exploit every available resource, not only the electric bus procurement should be considered, but the stakeholders' interests as well (such as electrical network, optimization of the charging process), as well as the energy required for operation should be actively embedded into the local setting (as in the case of the Municipality of Kozani PV-charging stations that utilize RES sources to charge the vehicles at least partly presented by the University of Western Macedonia). Discussing early ideas with the Managing Authority of the Integrated Transport Development Programme Plus (2021-2027), the specific need for creating these links was specifically raised as well as the inexperience of Municipalities and public transport providers in this regard. The other outstanding issue is the lack of knowledge sharing with new entries, new Municipalities and companies trying to implement electric bus systems. A guideline, effectively supporting the related calls for applications as an annex serves to raise awareness to applicants about their options to build projects that not only invest in e-buses, but by exploiting relevant funding sources and involving stakeholders, can also involve renewable energy, smart grids and smart city elements. In order to boost this kind of attention, the evaluation of the proposals will reflect these efforts.

Nature of action

Based on the fact that e-bus operation is in its infancy in most of the European countries, it is clear, that practical experiences and good practices should be shared to potential Beneficiaries to support their local project ideas, show what works and what should be avoided when setting up infrastructure, procuring rolling stock, and generally planning the operation from the ground up. Also, as a key

message, awareness should be raised to other Policy Instruments that support projects that relate to or could create synergies with e-bus deployment, such as the installation of RES-capacities, implementation of smart city projects, etc, so that potential Beneficiaries can be aware of other aspects of mobility and urban life that can be improved. These synergies can be planned in the Sustainable Urban Mobility Plans of Municipalities. The revision of the Plans will be supported in the frame of the new calls, and this guideline is effectively supporting this activity as its first part, and the second part highlights the potentials for building complex projects including possible funding sources.

The guideline is built to offer local Municipalities a comprehensive tool that contains information on several aspects of electric mobility deployment, and also takes into account several investments that can support the financial, environmental and social sustainability of such projects. Therefore the Good Practices identified within E-MOB will serve as a backbone to this document along with experiences coming from the Paks Transportation Ltd. as one of the first PTO operating e-buses, but in this Action we are planning to step a bit further than that by also including information on aspects that not necessarily were covered. Also, this guideline will take into account the limitations of the Policy Instrument.

The following section are planned to be included:

- how to create a good e-mobility project;
- planning
- procurement, tendering
- creating systems and synergies
- operation.

The guideline will be finished until the end of Phase I. Depending on the finalization of the new ITDOP Plus, this will serve as an annex to the new calls for applications. To further exploit synergies, a conference supporting exchange of experience between Hungarian organizations will be organized by the Paks Transportation Ltd., as the new e-bus garage is finished. In the frame of new project support within the new PI, although there will be no evaluation criteria added as the MA plans on keeping the application process streamlined, the guideline will be also promoted as much as possible. and potentially will be done exploiting synergies with eBussed IE project.

Stakeholders involved

ITOP Plus MA – involved in the development of the Action Plan and supports the implementation of potential Beneficiaries

EEEOP Plus MA- provides funding for project aimed at installation of RES capacities

Potential Beneficiaries (Municipalities, PTOs) – will be benefitting from the Guideline and additional materials, will be invited to stakeholder meetings and to use the Guideline

South Transdanubian Regional Innovation Agency – Hungarian Partner of eBussed project, will support the Action Plan with additional information

Timeframe

01.08.2022 – Guideline finished

until 31.12.2022 – Local e-bus day in Paks, Hungary promoting the guideline and exchanging experience with other transport providers and Municipalities

until 31.03.2023 – Meetings with MAs of other PIs to raise awareness and possible include synergies as evaluation criteria or awarding extra points

until 30.07.2023 – The guideline will be attached to new calls for applications.

Costs	Funding sources
<p>Minimal costs are associated with organizing the meetings (travel costs, meeting costs of the conference – 1000 EUR)</p> <p>Current external expert involved (3000 EUR)</p> <p>Staff costs: 2 people working 5% for the 12 months (3600 EUR)</p>	<p>Own sources</p>