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Municipality of Budapest, Hungary



Speaker Qualifications

In his professional carrier Dr Becker as an associate professor spent 17 years lecturing at the Technical University of Budapest covering subjects in material science and metals technology. In connection with his reasrch activities he delivered lectures on international conferences in Frankfurt, Düsseldorf and Cambridge about the features of robotic welding. In 1993 he moved to the state administration and held various managing director posts as civil servant at the State Privatization Agency, Ministry for Environment and Ministry of Economy and Transport. Currently he is responsible as Chief engineer of the Capital of Hungary for implementation of major infrastructure investment projects in the transport and environmental fields, assisted by EU financing at the Municipality of Budapest.

Modern ITS Solutions in the Public Transport Strategy of Budapest

Apart from being the capital of Hungary, Budapest has a central role due to its geographic place and economic, cultural status. One-third of the population of the country lives and works, in the greater Budapest area, they produce 40% of the nation's GDP.

The public transport tasks of the Budapest are fulfilled by the Budapest Transport Company on 2,250 km of routes, using an average of 2869 vehicles and used by over 3.5 million passengers daily, of those passengers, 211,500 cross the city boundaries using public transport, and another 300,000 cars come into the town daily.

The 4,350 km long public roads of Budapest are particularly over-loaded, its development and expansion has significantly lagged behind the growth of built areas and the intensity of construction. All these call for the use of modern information technology in the development of Budapest transport based on the Transport Development Strategy, adopted in January 2009.

The target is to achieve "clean traffic" by a preference of "fixed-route transportation" (rail, trolley), supporting high-standard urbanization.

The main strategic objectives are: provisions for a sustainable and efficient city transport; the development of the transport structure, stock and vehicle pool of the city; the improvement of access to transport facilities in the conurbations with a view to fulfilling the city's metropolitan role. The means of intervention are: promotion, regulation and development. To implement the strategy, the following projects have been planned.

- **Introduction of E-ticketing (Elektra)**

The project is meant to not only replace paper-based ticketing, but also, more importantly, to survey travel habits, which will enable the efficient rationalization of line organization, provide creditable accounting to stakeholders, subsidizers and partner organizations; create the preconditions of P+R habit formation; and establish a unified tariff system.

- **Passenger Information**

Apart from providing information to passengers about travel, the project also enables access to Intermodal Journey Planners, co-ordinates the time-tables of service providers (railways, city and regional services), and harmonizes route coverage.

- **Traffic Regulation – Traffic Control / Preference of Public Transport**

The project will develop traffic control centres, enabling drivers and dispatchers to communicate efficiently, to monitor fleets, diagnose vehicles on-line, to protect public-transport lanes (bus routes), and to influence traffic lights.