

# The role of TEN in the development of the Hungarian road system

- TEN idea( Delors) in 1993
- Ambition of Europe, uncertainty in Central and Eastern Europe
- Will CEE be included in the new type of construction?

# Paralelity of Helsinki and EU plans and networks

- Delors: 14 corridors + Cohesion Fund
- Helsinki:10 corridors –plans with EU funds for extra EU countries
- Legal basis in December 2013:double decision

# Where are we in 2017?

- Lesson in CEE: no concession, instead writing for EU Funds in TEN corridors ( M5 and M6)
- Lesson in CEE: Road development is much needed by the progress in transport service sector, then in WE
- CEF + ITOP: too strongly railway oriented ( 90% and 70% with inland navigation)

# TEN Road policy in Hungary

- Government strategic decision on speedway development in 2014: Transfrontier connections with neighbours and inclusion in the transport network of the county HQ and big industrial settlements by speedway
- Stronger Budapest-oriented development and only later county-to-county HQ speedway connections

# Challenges

- Important budget funded developments -2500 bn forint in 3-4 years, price is paid by road maintenance in the countryside?
- Market funded development in TEN core railway line ( Budapest-Belgrade), not by concession, but by credit, 2030 is too early in EU calendar
- Short and medium term market needs against the strategic political decisions ( M1 and M7, M2 Vác-Slovakia section, MO in Buda region)
- Can we rely on CEF in the long term?

# Positive results

- TEN road network connection with important (not only TEN) ports and airports in Komárom, Gönyü-Pér, Hévíz, Debrecen and Szeged
- We can count with the CEF in the support of technological development ( navigation, petrol stations etc.)
- International corridors are already established or under establishment to Arad, Nagyvárad(Oradea)-Kassa(Kosice), Graz and Eszék (Osijek)
- Missing medium term vision :Danube bridges and M4-M8 highways; completion is started but when will it be finished?