

HUNGARY:

Hungary has 3 Core Network Corridors crossing its country:

The **Mediterranean Corridor** links the Iberian ports of Algeciras, Cartagena, Valencia, Tarragona and Barcelona through Southern France, with link to Marseille, and Lyon to Northern Italy, Slovenia and a branch via Croatia to Hungary and the Ukrainian border. It covers rail and road, airports, ports, RRT's and, in Northern Italy, also the Po river inland waterway. The key projects are UIC standard gauge railway lines in Spain, the Lyon –Turin railway tunnel and the Karst crossing Trieste/Koper – Ljubljana.

The **Orient/East-Med Corridor** connects the German ports Bremen, Hamburg and Rostock via Czech Republic and Slovakia, with a branch through Austria, further via Hungary to the Romanian port of Constanta, the Bulgarian port of Burgas, with a link to Turkey, to Greek ports Thessaloniki and Piraeus and a "Motorway of the Sea" link to Cyprus. It comprises rail, road, airports, ports, RRT's and the Elbe river inland waterway. The main bottleneck is the railway section Timisoara – Sofia.

The **Rhine-Danube Corridor**, connects Strasbourg and Mannheim via two parallel axes in southern Germany, one along Main and Danube, the other one via Stuttgart and Munich, and with a branch to Prague and Zilina to the Slovak-Ukrainian border, through Austria, Slovakia and Hungary to the Romanian ports of Constanta and Galati. It covers rail, road, airports, ports, RRT's and the inland waterway system of Main, Main-Danube Canal, the entire Danube downstream of Kelheim and the Sava river. The key projects are removing the bottlenecks along the inland waterways and the railway sections Stuttgart – Ulm and München – Freilassing.

The corridors and key projects which contribute to completing them are set out on the following page.

What are the key benefits?

The multimodal TEN-T Core Network with the Core Network Corridors will strongly contribute to European cohesion and strengthen the internal market. A more competitive economy will produce higher employment. Enhanced multimodality on a better rail, inland waterways and maritime infrastructure within the multimodal TEN-T, as well as innovative technologies in the field of transport, will induce modal shift, reduce congestion on road, cut emissions of greenhouse and polluting gases and boost transport safety and security.

The new infrastructure policy in Europe

Transport is vital to the European economy, without good connections Europe will not grow or prosper. The new European infrastructure policy will put in place a powerful European transport network across 28 Member States, connected to neighbouring countries and the rest of the world, to promote growth and competitiveness. It will connect East with West and replace today's transport patchwork with a network which is genuinely European.

The new policy triples EU financing to 26 € billion for transport in the period 2014 – 2020, at the same time it refocuses transport financing on a tightly defined core network. The core network will form the backbone for transportation in Europe's Single Market. By 2030, it will remove bottlenecks, upgrade infrastructure and streamline cross border transport operations for passengers and businesses throughout the EU. Its implementation will be pushed ahead by the setting up of 9 major transport corridors that will bring together Member States and stakeholders and will allow to concentrate tight resources and to achieve results.

The new TEN-T core network will be supported by a comprehensive network of routes, feeding into the core network at regional and national level. The aim is to ensure that progressively, throughout

the entire EU, the TEN-T will contribute to enhancing internal market, strengthening territorial, economic and social cohesion and reducing greenhouse gas emissions.

Taken as a whole, the new transport network will deliver:

- safer and less congested travel
- smoother and quicker journeys
- as well as less impact on the climate.

Projects that could receive financing from the "Connecting Europe Facility" (CEF):

Taking into account the long-distance benefits of improvements in a corridor, the following tables comprise, apart from projects in the country concerned, also measures in corridor sections beyond its borders.

Mediterranean

Rijeka – Zagreb – Budapest	Rail	Studies and works (including construction of new track and second track between Rijeka and HU border)
Pragersko - Zalalövö	Rail	cross-border section: studies, works to start before 2020
Lendava - Letenye	Road	cross-border upgrading
Boba- Székesfehérvár	Rail	upgrading
Budapest-Miskolc-UA border	Rail	upgrading
Vásárosnamény-UA border	Road	cross-border upgrading

Orient/East-Med

Bratislava – Hegyeshalom	Rail	cross-border, upgrading
Mosonmagyaróvár – SK Border	Road	cross border upgrading
Tata – Biatorbágy	Rail	upgrading

Rhine – Danube

Wien – Bratislava / Wien – Budapest /	Rail	studies high speed rail (including the alignment of
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Bratislava – Budapest		the connections between the three cities)
Budapest - Arad	Rail	studies for high speed network between Budapest and Arad
Komárom – Komárno	IWW	Studies and works for cross-border bridge
Arad - Brašov - București - Constanta	Rail	upgrading of specific sections; studies high-speed
Danube (Kehlheim - Constanța/Midia/Sulina)	IWW	studies and works on several sections and bottlenecks; inland waterway ports:multimodal interconnections
Bucharest – Danube Canal	IWW	Studies & works
Craiova – Bucharest	Rail	Studies and works

Other

Budapest – Zvolen (HU-SK)	Cross-Border	Road	upgrading
Budapest – SRB Border	Cross-Border	Rail	studies