

TEN-T Revision - HUNGARY

The revision of the TEN-T Regulation

The EU's trans-European transport network policy (the so-called TEN-T policy) aims to build an effective, EU-wide and multimodal transport network across the EU. It shall comprise railways, inland waterways, short sea shipping routes and roads linked to urban nodes, maritime and inland ports, airports and terminals. The policy is a key instrument for the development of coherent, high-quality transport infrastructure across the EU.

Revising the TEN-T Regulation offers a real opportunity to make our trans-European transport network fit for the future, and for the TEN-T to do more to help the EU meet its European Green Deal objectives.

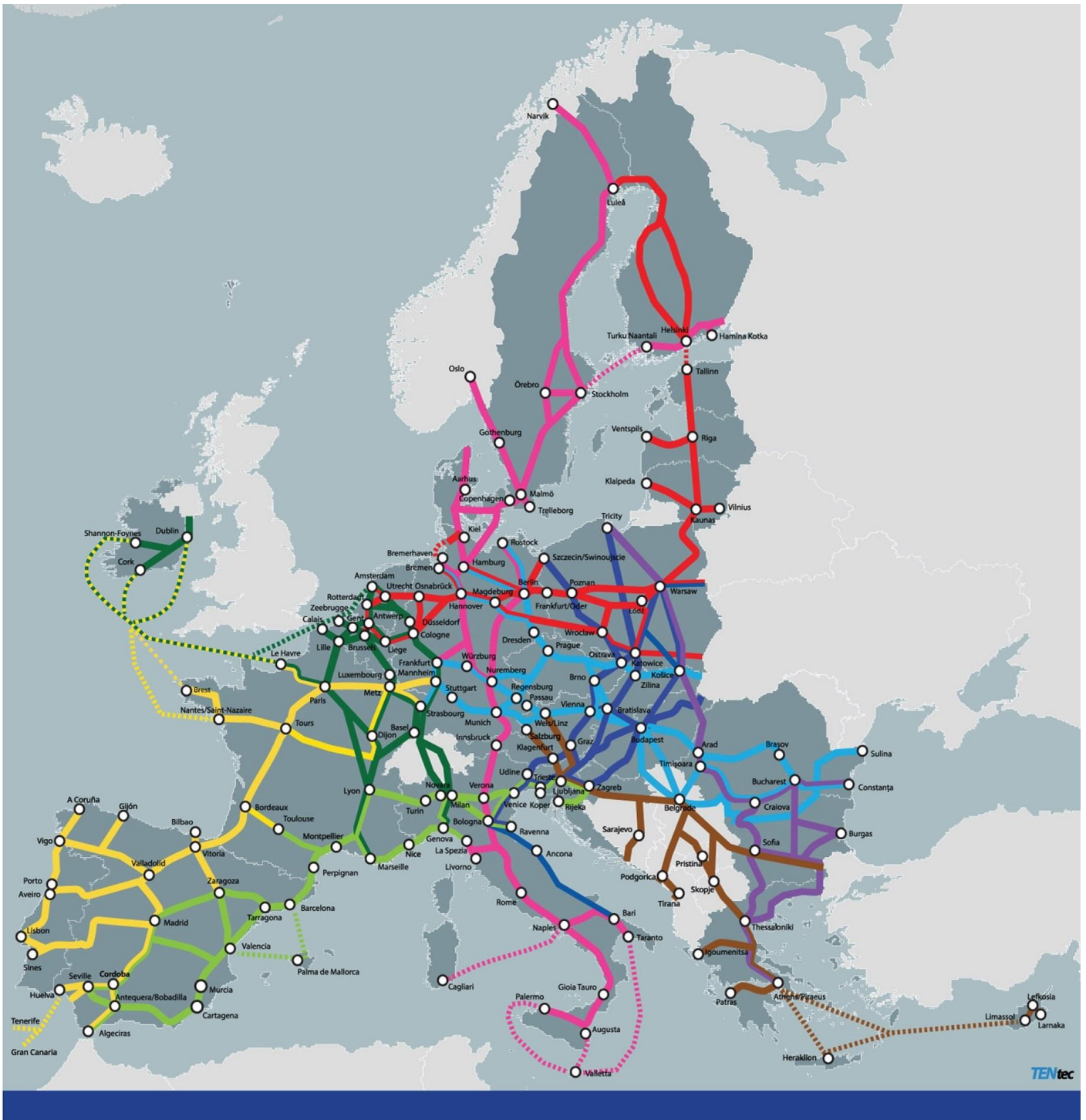
This high-quality network shall be gradually completed in three steps: the core network by 2030, the extended core network by 2040 and the entire comprehensive network by 2040.

The TEN-T core network as defined in 2013 remains largely untouched by the revision process including the requirements to be fulfilled on the network by 2030. The extended core network is defined on the basis of priority sections of the comprehensive network which should be completed by 2040. Together with the core network, the extended core network constitutes the backbone of the sustainable multimodal transport network and should stimulate the development of the entire network. The extended core network is to a large part made up of those parts of the comprehensive network that have become part of the European Transport Corridors (ETCs) following the integration of the Core Network Corridors and the Rail Freight Corridors. In addition, important high speed projects are included in the extended core network to develop a European wide high speed network. As those two categories of sections of the comprehensive network are of the highest priority in order to ensure seamless transport connections and network interoperability they are included in the extended core network and thus must be implemented by 2040 at the latest. The intermediate deadline of 2040 will ensure a continuous and gradual implementation of the TEN-T network and will make sure that the objectives in terms of decarbonising the transport sector can be met by 2050.

The revised TEN-T regulation includes detailed maps of the newly created 9 'European Transport Corridors'.

The design of the trans-European transport network is based on an objective and transparent planning methodology that was established in 2013 and has now been updated in the framework of the TEN-T Regulation revision.

1. The European Transport Corridors



- ATLANTIC
- NORTH SEA - ALPINE
- NORTH SEA - BALTIC
- SCANDINAVIAN - MEDITERRANEAN
- BALTIC SEA - ADRIATIC SEA
- RHINE - DANUBE
- MEDITERRANEAN
- WESTERN BALKANS
- BALTIC - BLACK - AEGEAN SEAS

Hungary is part of the Baltic Sea – Adriatic Sea, Rhine – Danube and Baltic – Black – Aegean Seas European Transport Corridors

2. The core, the extended core and the comprehensive networks



Comprehensive & Core Networks:
Inland waterways and ports

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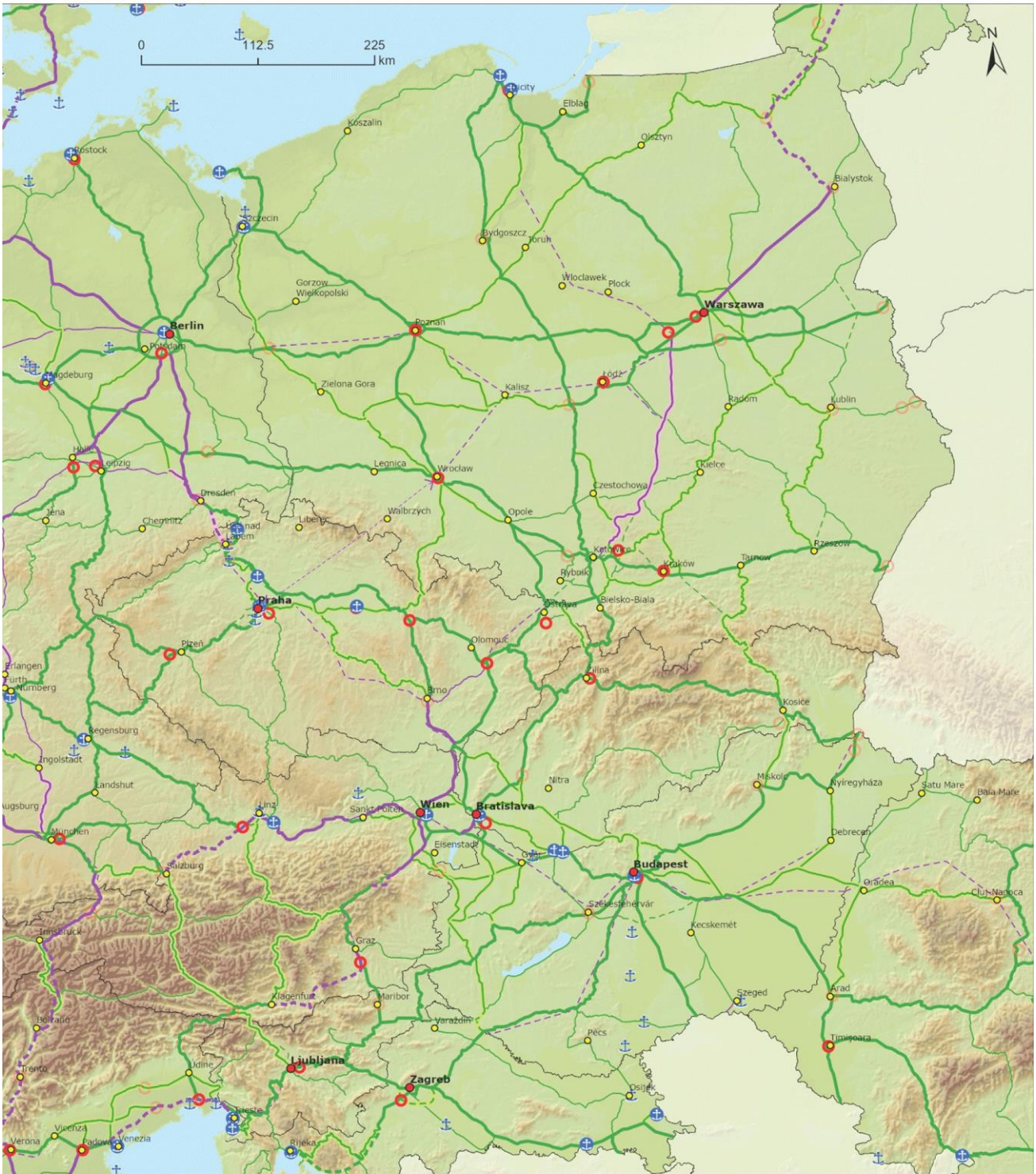
Core	Comprehensive	Core	Urban Nodes
<ul style="list-style-type: none"> Inland Waterways Inland Waterways / New Construction 	<ul style="list-style-type: none"> Ports 	<ul style="list-style-type: none"> Ports 	<ul style="list-style-type: none"> Capitals Urban Nodes

TENtec



Core, Extended Core & Comprehensive Networks:
Rail freight, ports and rail-road terminals (RRT)

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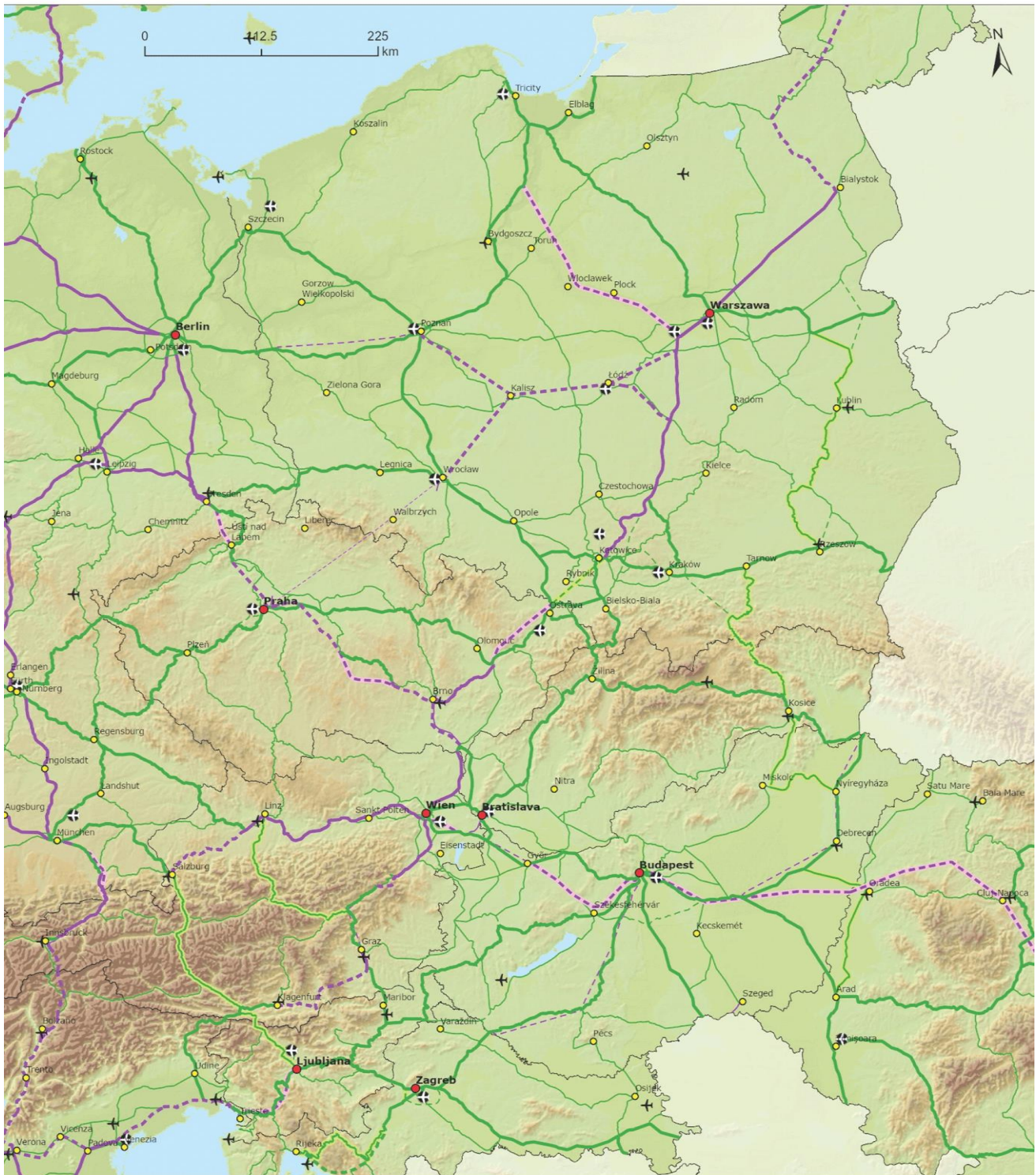


Railways Core	Railways Extended Core	Railways Comprehensive	Compr	Core	Urban Nodes
<ul style="list-style-type: none"> Conventional Conventional / New Construction ≥ 200 km/h ≥ 200 km/h / New Construction 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. Projected 	<ul style="list-style-type: none"> Ports RRT 	<ul style="list-style-type: none"> Ports RRT 	<ul style="list-style-type: none"> Capitals Urban Nodes



Core, Extended Core & Comprehensive Networks:
Rail Passengers, airports

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Railways Core	Railways Extended Core	Railways Comprehensive	Compr	Core	Urban Nodes
<ul style="list-style-type: none"> Conventional Conventional / New Construction ≥ 200 km/h ≥ 200 km/h / New Construction 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. Projected 	<ul style="list-style-type: none"> ✈ ✈ 	<ul style="list-style-type: none"> Capitals Urban Nodes 	

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Core, Extended Core & Comprehensive Networks
Roads, ports, rail-road terminals and airports

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Roads Core	Roads Extended Core	Roads Comprehensive	Comprehensive Core	Urban Nodes
<ul style="list-style-type: none"> — Road - - Road/ New Construction 	<ul style="list-style-type: none"> — Road - - Road/ New Construction 	<ul style="list-style-type: none"> — Road - - Road / New Construction <- - -> Projected 	<ul style="list-style-type: none"> Ports RRT Airports 	<ul style="list-style-type: none"> Capitals Urban Nodes

Main changes

Rail

- We are proposing to add the following sections to the extended core network around Budapest: Vac-Aszod, Hatvan-Jaszbereny-Ujszasz, Northern bypass Budapest, Kiskunhalas-Kiskunfelegyhaza.
- We are proposing to add the section Dombóvár – Baja towards Subotica (Serbia) to the comprehensive network.
- We are proposing to make new alignments to the section connecting Sekesfehervár – Komárom. In addition, the planned high-speed line from Budapest to Bucharest is realigned (via Oradea instead of Arad) and added to the extended core network.
- We are proposing to realign the new planned high-speed line Budapest-Győr and to add it to the extended core network.

Road

- We are proposing to add the following sections to the comprehensive network:
 - M31 east of Budapest.
 - The cross border connection from Nyíregyháza to Satu Mare and Baia Mare in Romania.
 - The cross-border connection from Pécs to Virovitica (Croatia).

Inland waterways

- No change compared to the 2013 TEN-T regulation.

3. The transport nodes (airports, ports, terminals) and the urban nodes

NODE NAME	URBAN NODE	AIRPORT	MARITIME PORT	INLAND PORT	RRT
Baja				Comprehensive	
Budapest	X	Core (Liszt Ferenc)		Core (Csepel)	Core (Soroksár)
Debrecen	X	Comprehensive			
Dunaújváros				Comprehensive	
Fényeslitke					Comprehensive (East-West Gate)
Győr	X			Comprehensive (Győr-Gönyű)	
Kecskemét	X				
Komárom				Core	
Miskolc	X				Comprehensive
Mohács				Comprehensive	
Nyíregyháza	X				
Paks				Comprehensive	
Pécs	X				
Sármellék		Comprehensive			
Sopron					Comprehensive
Szeged	X			Comprehensive	
Székesfehérvár	X				Comprehensive
Záhony					Comprehensive

Airports

- No change compared to the list in the 2013 TEN-T regulation.

Ports

- No change compared to the list in the 2013 TEN-T regulation.

Railroad terminals

- No change compared to the list in the 2013 TEN-T regulation.

Urban nodes

- According to the methodology, all cities with a population over 100,000 inhabitants as well as one city per NUTS2 region will become TEN-T urban nodes. In addition to the already identified node of Budapest, we are proposing the following new urban nodes: Debrecen, Győr, Kecskemét, Miskolc, Nyíregyháza, Pécs, Szeged and Székesfehérvár.

For more information:

- Efficient & Green Transport Package – visit [MOVE website](#)

- TEN-T maps – visit [TENtec](#)