

Summary

Tibor Tiner

Northern Hungary in changing Central European transport space

The structure and the shape of basic transport network of Northern Hungary fit to the highly monocentric transport network of the country centered to Budapest. In the heart of its east-west oriented transportation axes (M3 and M30 motorways, double tracked electrified railway line) run along the southern edge of the macroregion. This magistral connects Northern Hungary with two macroregions (Central Hungary and the North Hungarian Plain), whilst at the same time providing connections between the northeastern peripheries of the Carpathian Basin. In the late 2000s the economic devaluation of more macroregions of Central Europe (Northern Hungary, Eastern-Slovakia, Transcarpathian region in Ukraine) are represented by declining transit role both in passenger and freight traffic. Missing of many bridges over the border river (Ipel') between Hungary and Slovakia, the closing down of more secondary railway lines in 2007 and the economic crisis burst out in the end of 2008 all contribute the polarization of traffic flow towards the chain of towns situated along the motorways. This phenomenon strengthens the influence of Central Hungary and Budapest on the south-western and south stripes of the region. Parallel to it regions and settlements being far from larger settlements and trunk roads more than 25 kms, rather fall into depression.

Ildikó Györffy

Effects of the accessibility on the regional disparities concerning Northern Hungary

The infrastructural development is a key element of the competitiveness of the region, as it increases the economical efficiencies and promotes the integration into the global and international economy. Although the improvement of the infrastructure is an essential factor in the convergence of peripheral areas, they own impact is not able to generate spatial development: with the extension of the infrastructure the growth indicators do not change significantly where the base factors are missing.

During the research, my main aim was to define centre and peripheries in geographical point of view and analyse, if a territory is defined as a geographical periphery, does it mean automatically periphery in economical aspect, as a negative term as well.

Géza Tóth

The aim of our study was to ascertain how the internal migration in Hungary reflect the the utility based accessibility and how they differ from each other, what major trends can be detected? Before testing our hypothesis was that in Hungary the internal migration is especially in connection with the conditions of economic development.

This initial hypothesis was confirmed, since it seems clear link between the Hungarian internal migration and utility-based accessibility, that's mean that the driving force in our country's internal migration is clearly linked to economic reasons.