

Dear Reader,

We intended to compile a special issue dedicated to the transportation position and to the relationship between transportation and regional development in the Northern Hungarian region. According to the traditions of our journal, we aimed at collecting studies, data analyses and papers presenting the works of professional workshops dealing with these topics in more details. We have not succeeded completely. The three papers in the “Studies” session faithfully reflect our original scope and directly or indirectly deal with the transportation problems of our region. You can find paper related to transportation in the “Facts” and “Workshop” sessions as well. Besides, however, we had the possibility to present other topics. In this way, we continue the “evergreen” touristic evaluation and we deal with the regional role of Miskolc, too. In our further issues, we are trying to choose a central topic. We are intending to reveal the actual problems of urban and rural development and to deal with the theoretical, methodological and practical questions of regional planning in our region. Professional papers related to these topics and, based on the experiences of the compilation of our current issue, papers in other fields are welcome in our sessions.

Miskolc, July 2011

Éva G. Fekete chief editor

## Contents

### STUDIES

Tiner, Tibor

The Northern Hungarian region in the changing Central European transportation space

Györffy, Ildikó

Effects of the accessibility on the regional disparities concerning Northern Hungary

Tóth, Géza

Utility based accessibility models and the reality

### FACTS

Bakos, István

Experiences and further possibilities of supports to promote regional competitiveness in the Northern Hungary Operative Program

Truckó, Máté

Road developments in the Northern Hungary Operative Program of the New Széchenyi Plan

Nagy, Zoltán

Changes in the positions of the county towns in Hungary after the change of the system

Dávid, Lóránt – Tóth, Géza

The importance of private accommodations in the tourism of the Northern Hungarian region after the admission to the EU

### WORKSHOP

Jéger, Gábor

Potentials of urban and suburban transportation in Borsod-Abaúj-Zemplén county

G. Fekete, Éva – Lipták, Katalin

2<sup>nd</sup> SR of MSD Summer School in Irota

## Summary

Tibor Tiner

The Northern Hungarian region in the changing Central European transportation space

The structure and the shape of the basic transport network of Northern Hungary fit to the highly monocentric transport network of the country centred to Budapest. In the heart of its east-west oriented transportation axes (M3 and M30 motorways, double tracked electrified railway line), the southern edge of the macro region runs along. This magistral connects Northern Hungary with two macro regions (Central Hungary and the Northern Great Plain), whilst at the same time, it provides connections between the north eastern peripheries of the Carpathian Basin. In the late 2000s, the economic devaluation of several macro regions of Central Europe (Northern Hungary, Eastern-Slovakia, Transcarpathian region in Ukraine) were represented by a declining transit role both in case of passengers and of freight traffic. The lack of many bridges over the border river (Ipel') between Hungary and Slovakia, the closing down of several secondary railway lines in 2007 and the economic crisis burst out at the end of 2008 have all contribute to the polarization of traffic the 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. Similarly, regions and settlements being more than 25 kms far from larger settlements and trunk roads 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, their 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 to analyse if a territory defined as a geographical periphery can automatically be considered periphery in economic aspect as a negative term as well.

Géza Tóth

The aim of my study was to ascertain how internal migration in Hungary reflects the utility based accessibility and how they differ from each other, what major trends can be detected. Before the analysis, my hypothesis stated that in Hungary, internal migration was mainly in connection with the conditions of economic development. This initial hypothesis was failed to be rejected since it seems to be a clear link between the Hungarian internal migration and utility based accessibility. It means that the driving force in the internal migration of our country is clearly related to economic factors.

## Authors

Bakos, István

associate professor, Institute of World and Regional Economics, University of Miskolc

Dávid, Lóránt

head of department, college professor, Károly Róbert College, Gyöngyös, Department of Tourism and Regional Development

G. Fekete, Éva

associate professor, Institute of World and Regional Economics, University of Miskolc

Györffy, Ildikó

junior assistant professor, Institute of World and Regional Economics, University of Miskolc

Jéger, Gábor

PhD student, Faculty of Earth Science and Engineering

Lipták, Katalin

PhD student, Institute of World and Regional Economics, University of Miskolc

Nagy, Zoltán

associate professor, head of department, Institute of World and Regional Economics, University of Miskolc

Tiner, Tibor

senior research fellow, Geographical Institute, Research Centre, Hungarian Academy of Sciences

Tóth, Géza

research fellow, Károly Róbert College, Gyöngyös, Department of Tourism and Regional Development and councillor head, HCSO, Budapest

Truckó, Máté

marketing manager, Group of marketing and international relations, NORDA North Hungarian Agency for Regional Development