

**PRESENTATION OF THE HUNGARIAN SPATIAL DEVELOPMENT POLICY
AND GLOSSARY OF TERMS**

PREPARATORY STUDY FOR THE JOINT SPATIAL DEVELOPMENT DOCUMENT OF
THE V4 COUNTRIES

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Introduction

The purpose of this paper is to provide a preparatory study for the joint document on territorial development of the Visegrad Group (V4). It comprises a presentation of the system of Hungarian territorial development and spatial planning including relations to transport networks, and a proposal for the use of common professional terminology and a glossary of terms used by the Hungarian party in international cooperation.

With this preparatory study the Hungarian party intends to motivate the actors of the partner countries to make similar steps, and to initiate joint reflection on the interpretation of professional terms and a deepening of cooperation in spatial development and planning.

I. FUNDAMENTALS OF HUNGARIAN SPATIAL POLICY

1. SYSTEM OF STATE AND STATE ADMINISTRATION OF THE REPUBLIC OF HUNGARY

The Constitution of the Republic of Hungary is a fundamental law, amendment of 1989 of Law XX of 1949 declaring:

1. § The system of state of Hungary is republic. The Hungarian Republic is an independent, democratic legal state.

The supreme organ of state power and public representation is the National Assembly. The head of state is the President of the Republic. The Parliament passes the Constitution of the Hungarian Republic; it passes laws, determines the national socio-economic plan and the balance of public finance, approves the state budget and its implementation and decides upon the government programme. The members of the Government are the Prime Minister and the Ministers. The deputy of the Prime Minister is a Minister appointed by the Prime Minister. The Prime Minister is appointed – to the proposal of the President of the Republic – by the Parliament by majority vote. The Parliament decides upon the appointment of the Prime Minister and the adoption of the Government Programme in a single decision.

The territory of the Republic of Hungary is made up by the capital, the counties, and the urban and rural municipalities. The capital is divided into districts. Districts may be formed in the urban municipalities. The citizen community of the rural municipality, the urban municipality, the capital and its districts and the county have the right of local governance. The local governments have equal basic rights, their responsibilities may be different. The rights and responsibilities of local governments are determined by law. The legal exercise of local government action is protected by the court. The local government may ask the Constitutional Court for legal protection. The body of local representatives has the right to pass order in its scope of action.

In Hungary public administration is a broad concept. It comprises state administration and self government administration. State administration is exercised by the ministries and central state administrative bodies. The county level of self government administration is comprised by the 19 counties and the capital. The self government of the county is an elected body, the County Assembly and has an executive organ. The number of local governments is 3145, as in Hungary each municipality has the right to form its own, independent self government.

2. SPATIAL DEVELOPMENT AND PLANNING

2.1. Legal and institutional background of Hungarian territorial development

Before the change of the political system territorial development policy had not been a state priority. In the absence of market and competition economic management supported the weaker regions at the expense of the stronger ones. This attitude, though contributing to the decrease of territorial imbalance, reduced the dynamics of economic development.

Following the change of the political system various government decrees were issued on territorial development focusing on the growth and catching up of the east-Hungarian counties. Because of the unfavourable tendencies, however, a more robust regional policy became an urgent need. The fundamental document of this policy has been Act XXI of 1996 *on spatial development and spatial planning*.

2.2. Act XXI of 1996 on spatial development and spatial planning

With the purpose to promote the spatially balanced development of the country and its regions, to implement a comprehensive spatial development policy, to coordinate the national and regional tasks of territorial development and spatial planning the Hungarian Parliament adopted the Act XXI of 1996 on spatial development and spatial planning in 1996.

This Act has established a new, overall system which is harmonized with the regional policy of the European Union, and which identifies the role and function of the institutions and financing as well as of Hungarian territorial planning.

The Act includes general provisions on the national territorial development policy, instruments of spatial development and spatial planning as well as special rules of spatial planning. It defines the basic terms of spatial development and spatial planning, identifies the most important regional objectives and tasks as well as the scope of financial instruments. The Act defines the relevant scope of action and responsibilities of central organs like the Parliament, the national government, the ministers and the National Spatial Development Council, as well as the scope of action and tasks of the local government associations for territorial development, of the counties, of the development councils of counties and micro regions, as well as of the Regional Development Councils and of the Development Councils of Special Regions.

2.3. Institutional system of spatial development

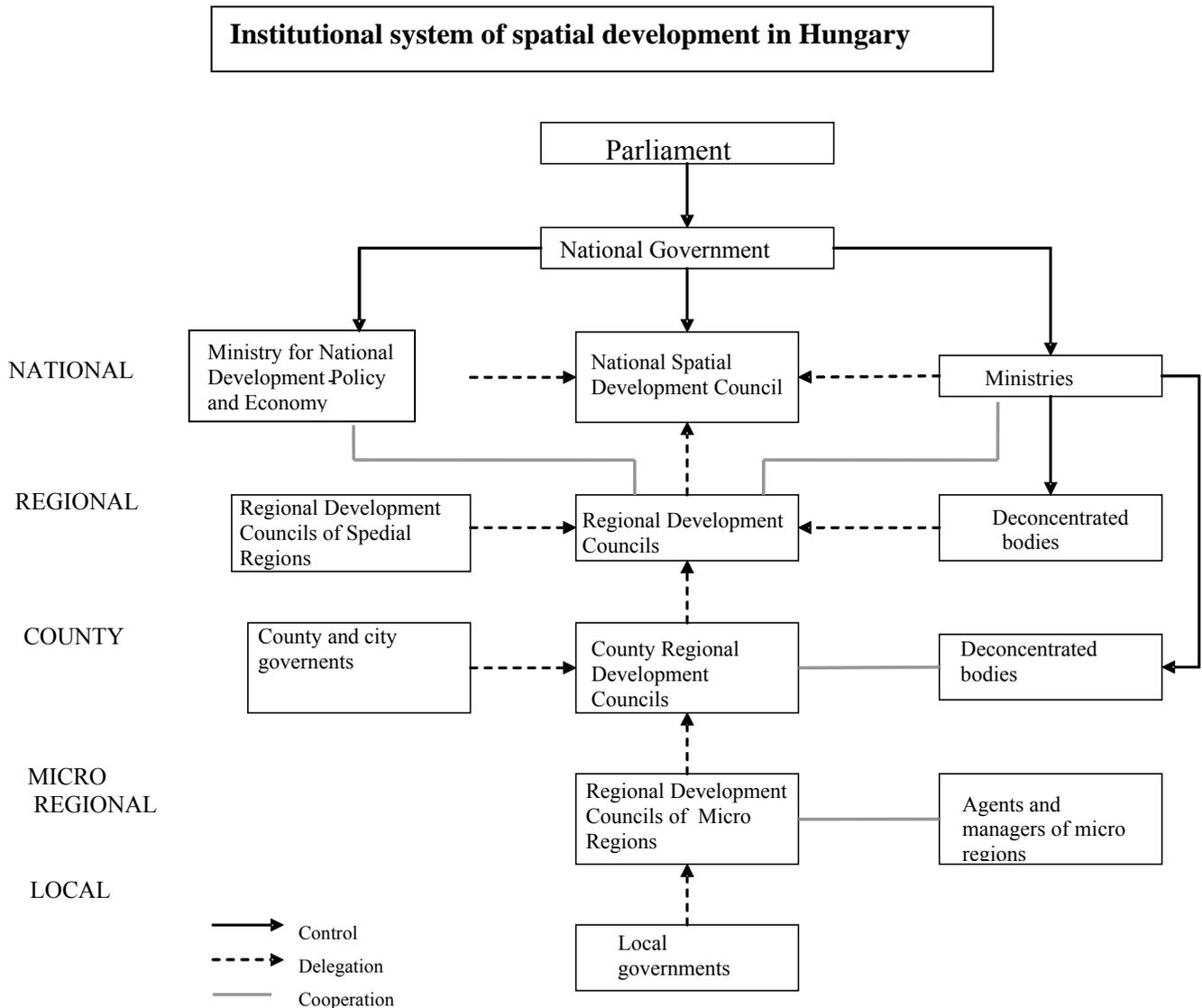
The National Assembly is the supreme legislative body responsible for the establishment of the legal background of spatial development, approves with parliamentary decree the relevant documents like the National Development Concept (NDC), National Spatial Development Concept (NSDC), which set the overall objectives, guidelines and long-term priorities of spatial development.

The central executive organ, the National Government is responsible for the legal control of spatial development. The National Government is assisted, by means of recommendations and coordination, by the National Spatial Development Council, responsible for commenting the draft legal documents, consults on the National Spatial Development Concept, it has consultative right in the distribution of financial support and in the formulation on support programs. As a member of the National Government, the Minister for Local Government mediates between, the central government and the regional development councils.

Since 1998 there are seven NUTS 2 planning-statistical regions for spatial development in Hungary. Each region encompasses three administrative counties, except the Central

Hungarian Region covering the largest county (Pest) and the capital. The 19 counties (NUTS3) are subdivided into 174 micro regions (LAU1 level), which also have spatial development functions.

Each region has its own Regional Development Council assisted by the Regional Development Agency. These bodies are responsible for the formulation and implementation of the regional development concept and programme, they elaborate financial plans for program implementation, submit tender proposals for the national and regional resources and ensure the efficient distribution and use of these resources. The role of the Regional Development Councils is strengthened by the special position of the NUTS 2 region in the access to European Union funds.



In accordance with Act 1996, for the performance of cross-regional, cross-county and specific tasks councils of special regions have been established in the **Balaton** resort region and the **Budapest agglomeration**. The councils of special regions are responsible for the coordinated development of these environmentally and economically integrated areas.

The elaboration of **county development concepts** and programmes is the responsibility of the Regional Development Councils of the counties, which control the allocation of state

funds for territorial development. County development agencies are operated besides the county councils. These agencies prepare decisions of resource allocation and the management of implementation.

According to the 2004 amendment of the act on spatial development, **development councils of micro regions** have been established for the coordination of development at the micro regional scale and for the approval of the development concept of the micro region.

2.4. Main documents of the Hungarian spatial development policy

The fundamental document of the current spatial development policy is the *National Spatial Development Concept* (NSDC) adopted by the Parliament in 1998 in accordance with the provisions of Act XXI of 1996. NSDC was the first legislative document on territorial development in Hungary. It identified the long-term general development objectives and the guidelines for the elaboration of territorial /regional development programmes. The basic principles of territorial development are *subsidiarity, decentralisation, partnership, transparency and participation*. The task of the *National Spatial Plan* is to define the long-term spatial physical structure of the country and the regions, the long-term utilisation of the territorial potentials, the protection of the physical assets, the implementation of ecological principles, the coordinated development of infrastructure networks, the system of land-use and the optimal, long-term regional pattern, with due regard to the national spatial development concept. The specifications in the NSDC are to be followed in the elaboration of the National Spatial Plan.

For the realisation of the decentralisation principle spatial development concepts are worked out at the level of counties and regions. The long-term development concepts of the counties and regions are prepared and adopted by the County Development Councils (in cooperation with the county governments) and the Regional Development Councils (in cooperation with the Regional Development Agencies).

2. INTERRELATIONS OF SPATIAL PLANNING¹ AND TRANSPORT DEVELOPMENT IN HUNGARY

2.1. Legal background of spatial planning

The legal base of the current system of spatial planning is Act XXI of 1996 on spatial development and spatial planning (amended and set in a unified framework in 2004), which initiated essential reforms of the system of institutions and instruments of Hungarian spatial development. The Act defines the tasks, the institutions and instrument of spatial development and planning.

The task of spatial planning is to define the long-term spatial physical structure of the country and the regions, the long-term utilisation of the territorial potentials, the protection of the physical assets, the implementation of ecological principles, the coordinated development of infrastructure networks, the system of land-use and the optimal, long-term regional pattern.

The ministerial regulation 18/1998 (VI.25.) KTM on “The required contents of spatial development concepts, programmes and spatial plans” provides that the spatial plans of the country, special regions (covering cross-county areas) and counties must be elaborated with due regard to Act XXVI. of 2003 (the NSP Act) so that the plan of the spatial structure comprises – at a level of detail defined by the scale of the respective plan – the land-use categories, national infrastructure networks and the location of constructions of national importance.

2.2. Presentation of transport elements in the spatial plans

According to the relevant legal specifications the Hungarian spatial plans comprise the plan of the spatial structure, the zoning plan and the associated rules. The elements of the transport system – networks and nodes – are marked on the plan of the spatial structure as parts of the built-up land-use category.

The spatial plan is responsible for the coordination of transport sector with other sectors, for the spatial allocation of transport elements and for the legal documentation of the conceptual (proposed) lines of the different transport networks.

It is highly important to identify as exactly as possible the lines of the transport networks in the National Spatial Plan, in spite of the fact that the scale (1:500 000) of the National Spatial Plan enables to identify relatively wide stretches of traces only. The National Spatial Plan is the highest level spatial plan which guides the definition of the road pattern in the local plans, through the spatial plans at the lower hierarchical level: the spatial plans of the special regions and of the counties. +/- 10 % modification of the length of the lines (traces) contained in the National Spatial Plan is allowed in the spatial plans of the special regions and counties, and +/- 5 % modification is further allowed in the local plans.

The projected transport lines, having environmental permission, are marked in the local regulation plan, a part of the local spatial plan which is legally adopted by the local government. In such a case their spatial allocation and construction is ensured. In other cases the proposed lines are marked in the plan of the local spatial structure, this is an indication only, and the spatial allocation and land use conditions are not ensured.

In accordance with the ministerial regulation 18/1998 (VI.25) KTM on “The required contents of spatial development concepts, programmes and spatial plans” the classification of the elements of the transport plan is adjusted to the hierarchy of spatial plan:

Elements of the transport plan at the national level:

¹ In this document the phrase spatial planning used for the meaning spatial physical planning, which is about land use and its legislation.

- High-speed roads (motorways, motor-roads) and main roads and their bypass sections around cities,
- High-speed railways and main railway lines (including the national trunk railway lines and other railways forming parts of the Trans-European railways),
- Bridges on high-speed roads, main roads and main railways,
- Border crossings on high-speed roads, main roads and main railways,
- Civic and commercial airports of national importance and those projected for international use, joint civic and military airports, airport for state navigation,
- International and national waterways, public ports, border crossing waterways and ports,
- Cycle roads of national importance.

The specification of the traces of these lines of national importance takes place in the plans at the lower hierarchical level.

- Elements of the transport plan at lower hierarchical levels:
 - Nodes, crossings of high-speed roads,
 - Subsidiary roads of sub-national importance and other subsidiary roads,
 - Subsidiary railways, light railways,
 - Bridges of sub-national importance,
 - Border crossings of sub-national importance,
 - Other public and non-public (private) civil airports,
 - Sub-national public ports, passenger ports, ferries,
 - Sub-national cycle routes.

The tasks of the local spatial plan is to specify and refine the traces, lines marked in the sub-national spatial plans and to identify the local road networks, local railway stations and local cycle lanes.

2.2.1 Transport networks and facilities in the National Spatial Plan

The transport networks and facilities of national importance are marked on the plan of the national spatial structure of the National Spatial Plan, in the built-up land-use category. The plan of the national spatial structure represents a vision of the perspective and long-term future. Therefore on this map the existing and projected elements are not differentiated.

Owing to the significance of the national networks for the spatial structure and to the need to clarify their elements, there is a list of the elements of the national transport networks in the supplement of the National Spatial Plan. The XXVI. Act of 2003 on the National Spatial Plan provides that the administrative areas of the municipalities listed as those affected by the projected transport facility must be touched in real terms by the respective transport facility.

In the Act of the National Spatial Plan there are rules for the allocation of infrastructure networks and facilities. The majority of these rules promote coordination with the protective zones.

2.2.1.1 Elements of the national road network

According to the ministerial regulation of 19/1994 KHVM on public road administration the Hungarian public road network comprises the categories of high speed roads, main roads and subsidiary roads. The high speed roads are motorways, motor-roads

and the nodes, crossings of high speed roads. The category of main roads comprises 1st and 2nd level main roads. The subsidiary roads are connecting roads, access roads and accesses to railway stations. The design parameters of these roads are contained in the Technical Specifications of the Road Design Regulation.

In the sub-national spatial plans the *high-speed roads (motorways, motor-roads and their junctions)* form a single category, because in the lower level plans the motorways and motor-roads are not differentiated: in the local plan regulations the specified width and protective distance are the same for all the three elements of this category. Furthermore, in several cases there is not sufficient supportive information to define the exact element (motorway or motor-road) of this category. The marking of high-speed roads with letters and numbers is determined by legal rules; the marks in the National Spatial Plan serve for information only.

The Act on the National Spatial Plan was adopted by the Parliament in 2003, its amendment in 2008. The amendment relating to the high-speed roads has been based on the study entitled “Long-term development concept of the Hungarian national high-speed road network” elaborated by FÖMTERV Zrt in 2004. This study, though never officially approved, is to a great extent in harmony with the intentions of the Ministry of Economy and Transport (today: Ministry of Transport, Telecommunication and Energy). The original concept has been partially reviewed in the course of the two and half years’ consultation process on the regional issues, nature conservation as well as transport aspects.

In the **phasing** of the development of the high-speed road network priority is given to roads listed in the supplement of Act CXXVIII of 2003 on the public interest and development of the high-speed road network of the Republic of Hungary. These roads and sections are itemized in the Government Resolution on the indicative list of planned transport development projects in 2007-2013 prepared on the basis of the Transport Operational Programme of the New Hungary Development Plan. The indicative list contains the expected beginning of construction as well as the associated transport investments. For the implementation of these developments, the construction of about 600 km high-speed road is financed from the Transport Operational Programme, 350 km from other sources. These together comprise about 40 % of planned high-speed road development (2400 km in total) of the Act on the National Spatial Plan.

“Funding for the planning, design and construction of high-speed roads is provided by the National Government, from the national budget, from the budget controlled by the minister for transport as well as other budget lines allocated for this purpose and from private capital involved for this purpose” – as stated in the Act CXXVIII of 2003.

In the sub-national spatial plans the category of main roads is also uniform, 1st and 2^d level main roads are not differentiated. Their difference appears in road management only; in spatial planning it has no importance.

The network of main roads contained in the National Spatial Plan is a kind of by-product of the above mentioned development plan of the high-speed road network. It reached its final form together with the high-speed road network, in the course of the consultation process. The numbers of main roads are defined by transport regulations.

The phasing and financing of the development of the main road network is also specified in the Government resolution on the indicative list of transport development projects in 2007-2013, based on the Transport Operational Programme of the New Hungary Development Plan. In the case of main roads financial support is provided for the development and modernisation of existing roads rather than building of new road tracks.

The bypass sections of main roads around cities have been identified, when the supplement of the National Spatial Plan was set out, by the Ministry of Economy and Transport along main roads of heavy traffic load and those of significance for transit. The

development of 11 bypasses is supported from the Transport Operational Programme, from the total of nearly 200.

2.2.1.2 Elements of the railway network

The existing categories of the Hungarian railway network are contained in the supplements of Act CLXXXIII of 2005 on rail transport. The 1st supplement contains the trunk railway lines including the national and other trunk railway lines forming parts of the Trans-European railways. The 2nd supplement contains the subsidiary railways. The design parameters of railways are defined in the National Railway Regulation.

The issue to identify the *high-speed railway lines* emerged in the planning process of the National Spatial Plan adopted in 2003. At that time MÁVTI (railway planning institute) elaborated the 1:500 000 scale plans. This scale was suitable for identifying the directions and links only. Since then planning studies have been prepared at the scale of 1:100 000 for three of the originally projected four lines to specify the traces somewhat more accurately, and these proposals have been incorporated in the amendment of the Act on the National Spatial Plan. It is not to be expected to implement all the four lines in the foreseeable future, and the implementation is more likely to be financed from non-state resources.

The national railway trunk lines, which are parts of the Trans-European railway transport cargo network (TEN-T), are the same as those listed under the same title, in the 1st supplement of Act CLXXXIII of 2005 on rail transport. The planned, supplementary sections (about 60 km) have been included in the Act on the National Spatial Plan to the proposal of the Ministry of Economy and Transport to come into conformity with the TEN-T railway network identified in the Accession Agreement. The Transport Operational Programme contains the renewal of nearly 520 km railways of this category.

The other primary trunk lines are the same as those listed under the same title of the 1st supplement of Act CLXXXIII of 2005. The planned supplementary elements were included in the Act on the National Spatial Plan to the proposal of the Ministry of Economy and Transport.

2.2.1.3 National airports

According to the Act XCVII of 1995 on air transport the airports may be public airports (commercial airport, non-commercial airport, joint civil and military airport and joint military and civil airport) and non public airport (civil non public airport and state non public airport).

The Act on the National Spatial Plan contains those airports of national significance, which are “civil airports of national importance”, identified as TEN-T airport in the Accession Agreement, “airport of joint – military and civil – use” and “airport for the purpose of state aviation”, These categories coincide with the categories of Act XCVII of 1995 on air transport (public joint military and civil airport and state non-public airport). The airports to be (or may be) developed into commercial (international) airport are regional airports.

2.2.1.4 International and national waterways

The international and national waterways have been classified into relevant categories by the ministerial decree 17/2002 (III.7) KöViM into natural and artificial water surfaces suitable for or developable into waterways. The National Spatial Plan incorporated these categories, thus giving the classification a higher status.

2.2.1.5 National main cycle routes

The cycle routes are classified into national, regional and local cycle routes. The national routes include the EuroVelo® lanes).

The “cycle route network” of the National Spatial Plan is based on the concept entitled “Development of the national cycle route network (main cycle network of the National Spatial Plan)” elaborated by the Tethely Ltd in 2006, to the commission of the Ministry of Economy and Transport. The development of the cycle route network is based on the identification of potential destinations of cycle tourism. These destinations have been grouped to form target areas, and their connections in turn develop the outline of a national scheme of cycle routes. These potential lanes (5877 km in total) form the cycle route network of the National Spatial Plan. The planning and design of the actual cycle lanes are carried out in accordance of the intentions of the ministry in a continuous way, beginning with the EuroVelo lanes.

At present the European Union does not give financial support to the EuroVelo programme. In Hungary the survey of the cycle routes and their connection to the EuroVelo network is carried out to the assignment of the Ministry of Economy and Transport. In the tendering system the development of those cycle routes of the National Spatial Plan, which are linked to tourism, are supported by the operational programmes of transport and regional development.

II. GLOSSARY

1. DEVELOPMENT POLE (Development area centring on cities)

Development pole is a large city with the function to transmit growth and development. Its area scope of action may be trans-regional and cross-national. Its task is to generate development and secure high skilled workforce in this area. Therefore the development pole provides its action area with high level and high quality services, cultural supply and special products. It is a highly important node of the economic and administrative network and of decision making. Its large companies, through their extensive network of suppliers are organic elements of the local economy and promote regional growth and development. The poles are characterised by a broad complex of dynamic, innovation-oriented branches. Owing to the high quality of university education and training, research and development activities, high quality info-communication infrastructure and activities and the high ratio of qualified labour force it has the role of the knowledge centre. In the international professional literature the term and concept of hub, taken over from the transport terminology, identifies those intermediate regional centres, which are responsible for promoting the growth and development of their regions.

Legal background:

- National Spatial Development Concept adopted by the Parliament with its resolution 97/2005 (XII.25) on the 19th of December, 2005.
- The New Hungary Development Plan (2007-2013), and the related complex programme.

Proposed symbol:

- Orange circle indicating with concentric circles the radiating impact on the surroundings.



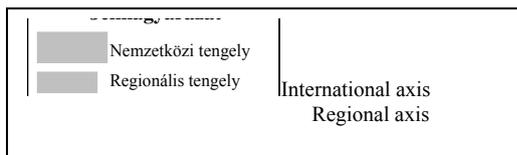
2. DEVELOPMENT AXIS

A zone or belt evolving between large cities (poles) and advanced urban areas, ongoing dynamic economic development on the basis of a highly important transport route along which, through the opening up of new economic centres (manufacturing plants, logistic bases) intensive economic growth evolves. The belt (axis) emerges from its socio-economic environment. The neighbouring municipalities get connected to a dynamic economic network through their link to the axis. The motorways are often regarded as indispensable conditions for the development of growth axes.

Legal background:

- National Spatial Development Concept adopted by the Parliament with its resolution 97/2005 (XII.25) on the 19th of December, 2005.

Proposed symbol:



- Grey stretch (not line!) differentiating two levels of the spatial hierarchy.

TEN-T

TEN-T (Trans-European Network – Transport) is the transport branch of the Trans-European infrastructure networks. The first transport corridors of the European Union were identified in 1992 in the Maastricht Agreement. For completing the TEN-T network with elements of the countries to accessing the European Union in 2004 pan-European conferences were held (Prague 1991, Crete 1994, Helsinki 1997) and the so called Helsinki or Pan-European corridors were identified to which interlinking sections, the so called TINA element (Transport Infrastructure Needs assessment) were added in 1999.

3. PUBLIC ROAD

3.1 TEN-T road

The *TEN-T roads* are the road elements of the transport network (TEN-T) of the European Union, incorporated in the Accession Agreement of the Member States. The Ten-T is a development network; therefore considerable community support is associated with this system.

Legal background:

- Accession Agreement

Proposed symbol:  , Priorities up to 2010:  .

3.2 AGR („E” marked) public road

The “*E network*” is the European international road network. In principle these are road transport links between European countries. The international transit traffic of course is not limited to these highways. The particular feature of the “E” network differing from the other international networks is that in terms of the selection and numbering of highways it is a network covering the whole territory of Europe. In contrast, the TEN-T network is a development network of the European Union. The “E” highways” were defined in 1975 by the UN Economic Commission of Europe (UNECE). The currently applied numbering system was adopted by the member states in 1992. The development of the network is a continuous process. The two-digit A class E highways are the main directions and road links, the three digit B class E highways are European roads of local significance. In Hungary a high ratio of E highways are main roads, and their roles are gradually taken over by the new motorways.

Legal background:

- ECE/TRANS/16: AGR (European Agreement on Main International Traffic Arteries)

Proposed symbol: 

3.3 High-speed road

The *high speed roads* are motorways, motor-roads and their junctions.

Legal background:

- Ministerial decree 19/1994. KHVM on highway administration

Proposed symbol: existing:  , planned:  .

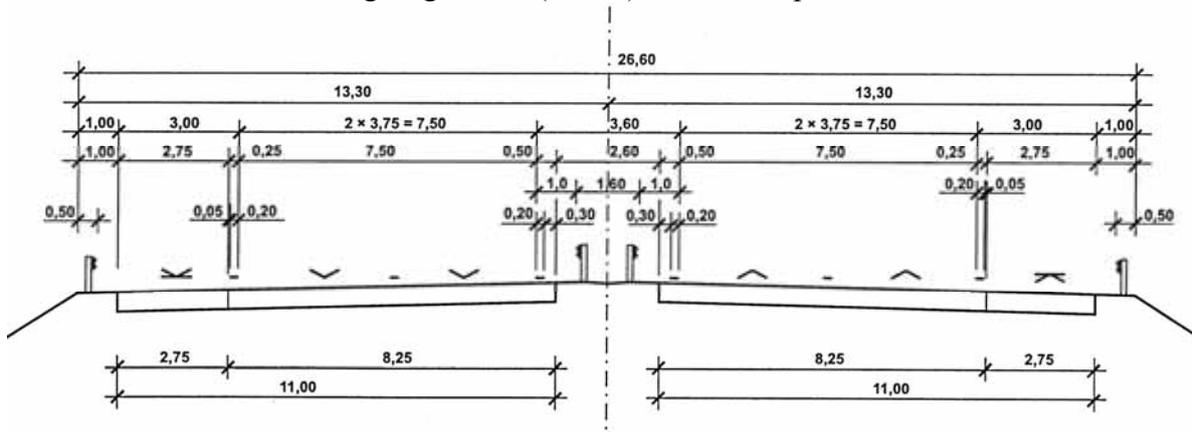
3.4 Motorway

The *motorway* is a high-speed road category serving exclusively for motor traffic. It channels long-distance – transnational, inter-regional – traffic. The motorways offer high level transport security and the highest level motor traffic conditions with at least two traffic lanes and a menacing lane and physically divided lines. The drivers and passengers are provided with information, travel comfort and high quality services. Each junction is of divided level, at the junctions separate lanes serve for access and departure. On the motorways it is prohibited to provide single level railway crossings, public transport stops and direct access to the neighbouring properties. Access and departure is allowed at the traffic junctions only. The motorway is separated from the surrounding areas by fences or other physical obstacles.

Typical parameters	Speed limit	Number of lanes	Divided track	Junction	Menacing lane	Minimum width of lanes (m)	Min. radius of span R_{min} (m)	Symbol
	130 kmh	Min 2x2	Divided track	Divided level	always	3.75	900	

Legal background:

- Ministerial decree 19/1994. KHVM on highway administration
- Public Road Planning Regulation (KTSZ) Technical specifications



3.5 Motor-road

The *motor-road* is an element of the high-speed road category serving exclusively for motor traffic. The motor-roads channel long-distance traffic linking regions and ensure access to motorways from important directions (from commercial, cultural, tourist centres). The motor-roads have at least two lanes in each direction, all junctions are of divided level, and the tracks are physically divided. On motor-roads with a single lane each crossing is regulated, and priority is ensured for the transit traffic of the motor-road. There is hard shoulder on each side

suitable for stopping. It is not allowed to provide direct access to the neighbouring properties, single level railway crossings and public transport stops. Access and departure are allowed at junctions only.

Typical parameters	Speed limit	Number of lanes	Divided track	Junction	Menacing lane	Minimum width of lanes (m)	Min. radius of span Rmin (m)	Symbol
	110 kmh	Min 2x2/ Min 2x1/	Divided/ undivided track	Divided level	Can be	3.50	600	

Legal background:

- Ministerial decree 19/1994. KHVM on highway administration
- Public Road Planning Regulation (KTSZ) Technical specifications

3. 6 Main road

The *main roads* are 1st and 2nd class main roads.

The 1st class main roads channel mixed traffic, but apart from permanent or temporary exceptions slow traffic is prohibited. They channel long distance traffic between regions and also serve for traffic flow collection and distribution. Each crossing is regulated. Single level railway crossing (apart from service rail) must not be provided. Road junction may be

possible if left turning is allowed, and only if access lane is provided. In the outlying areas stops of public (bus) transport are permitted. Direct access to the neighbouring properties prohibited, and access and departure is limited to junctions.

2nd class main roads are for mixed traffic, slow traffic may be prohibited. They serve for distance traffic and also for traffic flow collection and distribution. Each crossing is regulated. In the outlying areas direct access can only be provided in exceptional cases. Access and departure is limited to crossings and junctions.

Typical parameters	Speed limit	Width of lanes (m)	Min. Span radius R_{min} (m)
	Outlying areas 90km/h	3,50	340
	Inner areas 50km/h	3,00	80

Legal background:

- Ministerial decree 19/1994. KHVM on highway administration
- Public Road Planning Regulation (KTSZ) Technical specifications

Proposed symbol: existing: , planned: .

4. RAILWAY

4.1 High-speed railway

The *high-speed railways* are new railways built for at least 250 km/h speed, or developments of existing railways for at least 200 km/h speed, or else existing railways developed for high speed, which, because of morphological constraints or planning or other restrictions have specific characteristics and therefore local speed must be adjusted to the local circumstances. In Hungary there is no standard norm for the planning of high-speed railways. The elaboration of territorial impact analysis for the high speed railways have been based on parameters defined by foreign standards as follows:

Typical parameters	Speed limit	Min. span radius	Max. slope	Number of tracks	Tow	Crossing
	300km/h	6000m (5000m)	14%	2	Electric	Divided level

Legal background

- Ministerial decree 37/2006 GKM on the mutual transit of Trans-European high-speed railway system

Proposed symbol: existing: , planned: .

4.2 TEN-T railway

The *TEN-T railways* are elements of the TEN-T transport network of the European Union, defined in the Accession Agreement of the Member States. In the Act on railways and in the National Spatial Plan the railways of the category of “national railway trunk lines operating as part of the Trans-European railway transport network” are listed.

Legal background:

- Accession Agreement
- Act CLXXXIII. of 2005 on rail transport

Proposed symbol:  , planned: .

4.3 AGC („E”) railway

The *AGC („E” marked) railways* are trans-national trunk railway lines, elements of the trans-national railway network set out in the European AGC Agreement. The AGC Agreement was set out in 1985 by the UN ECE. The signatory states made this agreed to establish a European main railway network (E network) in accordance with unified parameters.

Established parameters	Min. speed	Max. axle weight
	160 km/h	225 kN

Legal background:

- ECE/TRANS/63: AGC Agreement: European Agreement on Main International Railway Lines.
- Government decree 207/2007 on the announcement of the European Agreement on Main International Railway Lines (AGC)

Proposed symbol: 

4.4 AGTC („C”) railway

The *AGTC railways* are those belonging to important trans-national combined haulage lines identified in the European AGTC agreement. The signatory states agreed to establish a unified system of parameters on the identified trans-national haulage routes and promote appropriate installations.

Unified parameters	Min. speed	Max. axle weight
	120km/h	225kN

Legal background:

- ECE/TRANS/88: AGTC agreement (European Agreement on Important Combined Transport Lines and Related Installations)

Proposed symbol: 

4.5 Other primary trunk lines

The *other primary trunk lines* are the railways supplementing the TEN-T railway network, which are listed in section II of supplement 1 of Act CLXXXIII of 2005 on rail transport.

Legal background:

- Act CLXXXIII of 2005 on rail transport

Proposed symbol: existing:  , planned: .

5. AIRPORT

5.1 TEN-T airport

The *TEN-T airports* are elements of the transport network of the European Union (TEN-T) as set out in the Accession Agreement of the Member States. The Act on the National Spatial Plan contains those airports of national significance, which are “civil airports of national importance”.

Legal background:

- Accession Agreement

Proposed symbol: 

5.2 International airport

The *international airport* is open for international airborne traffic with right of border crossing, border zone and competence for border protection.

Proposed symbol: 

6. WATERWAYS

The *waterways* are legally pronounced lines of water transport on sections or parts of rivers, canals and lakes. In the relevant decree the minister pronounces the navigable waters in state ownership to be waterways, and classifies them in accordance with the rules of classification and recording. A waterway can be pronounced to be international waterway upon international agreement. The minister has the right to pronounce, in a ministerial decree, the waters which are not in state ownership to be waterways upon the request of the owner. The surface waters in state ownership, which can be made navigable (planned waterways), are identified in ministerial decrees. The classification of waterways and the parameters of navigation, including the lowest and highest levels of navigable water surface are defined in the context of pronouncement. The state and quality of the waterway must be continuously maintained to ensure the appropriate conditions of navigation for the relevant class of the waterway.

Legal background:

- Act XLII of 2000 on water transport

6.1 TEN-T waterway

The *TEN-T waterways* are elements of the TEN-T transport network of the European Union, as set out in the Accession Agreement of the Member States.

Legal background:

- Accession Agreement

Proposed symbol: 

6.2 AGN waterways

The *AGN waterways* are those identified in the European agreement on the international

waterways of Europe. The AGN agreement contains recommendations for the appropriate water level (lowest level of navigability) of the different classes of waterways to be maintained on at least 240 days of a year or 60 % of the navigation season, in order to meet the following requirements:

Necessary parameters	Solitary motorboat				Shoved appendage			
	Class of the waterway	Length (m)	Width (m)	Load-line (m)	Load capacity (t)	Length (m)	Width (m)	Load line (m)
VI/B	140	15	2,5	4000-4500	185	22,8	2,5	6400-12000
VI/C	140	15	2,5	4000-6200	275/190	22,8/34,2	2,5	9600-18000
VII	140	15	3,2	4000-6200	275	34,2	3,2	14500-27000

Legal background

- ECE/TRANS/120: AGN agreement (European Agreement on Main Inland Waterways of International Importance)
- Act XLII of 2000 on water transport
- Ministerial decree 17/2002. (III.7) KöViM on the pronouncement of navigable and potentially navigable natural and artificial water surfaces to be waterways
- Government decree 151/2000 (IX.1) on the announcement of the European Agreement on Main Inland Waterways of International Importance

Proposed symbol::  and .

6. 3 Other inland waterways

The *other inland waterways* outside the TEN-T and AGN categories are classified according to the following parameters:

Class of waterways	Solitary motorboat				Shoved appendage			
	Length (m)	Width (m)	Load-line (m)	Load capacity (t)	Length (m)	Width (m)	Load line (m)	Load capacity (t)
I.	40	5	1,4	200	-	-	-	-
II.	57	7,5	1,6	500	-	-	-	-
III.	70	8,2	2	650-1000	-	-	-	-
IV.	85	9,5	2,5	1000-1500	85	9,5	2,5	1500
V/A	95-110	11,4	2,5	1500-3000	110	11,4	2,5	1600-3000
V/B	110	11,4	2,5	1500-3000	185	11,4	2,5	3200-6000
VI/A	110	15	2,5	3000-3500	110	22,8	2,5	3200-6000

Legal background:

- Act XLII of 2000 on water transport
- Ministerial decree 17/2002. (III.7) KöViM on the pronouncement of navigable and potentially navigable natural and artificial water surfaces to be waterways

Proposed symbol:  and .

7. CYCLE ROUTES

7. 1 EuroVelo®

EuroVelo, with full name the European Bicycle Network is the plan of the European Bicycle Association for the development of 12 long-distance, Trans-European cycle routes.

Typical parameters	Max. slope %	Service station	Accommodation	Public transport facility
	6	In each 30 km section	In each 50 km section	In each 150 km section

Proposed symbol: ●●●●●

7.2 National cycle routes

The *national cycle routes* make up the network of cycle routes linking the tourist destinations of national importance and defined in the National Spatial Plan.

Legal background: the National Spatial Plan

Proposed symbol: ●●●●●

Budapest, 23/07/2008