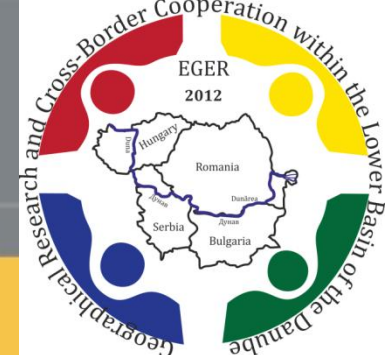




GENERÁCIÓK DISKURZUSA A REGIONÁLIS
TUDOMÁNYRÓL

7. szekció: Duna és területi fejlődés
Győr, 2012. november 23.
Széchenyi István Egyetem

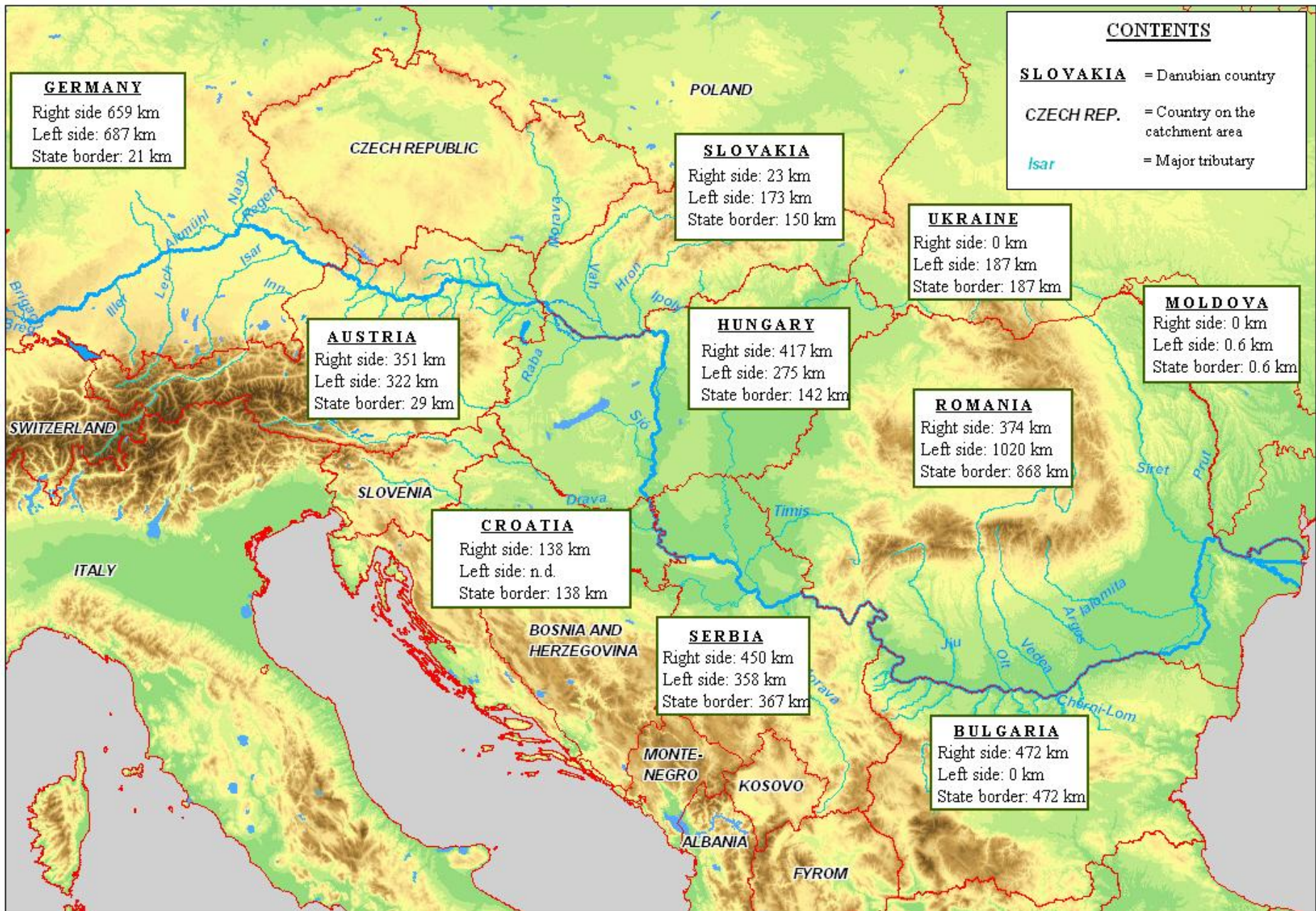


A Duna térség térfejlődése és a meg nem valósult fejlesztések

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tudományos főmunkatárs
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Nyugat-magyarországi Tudományos Osztály

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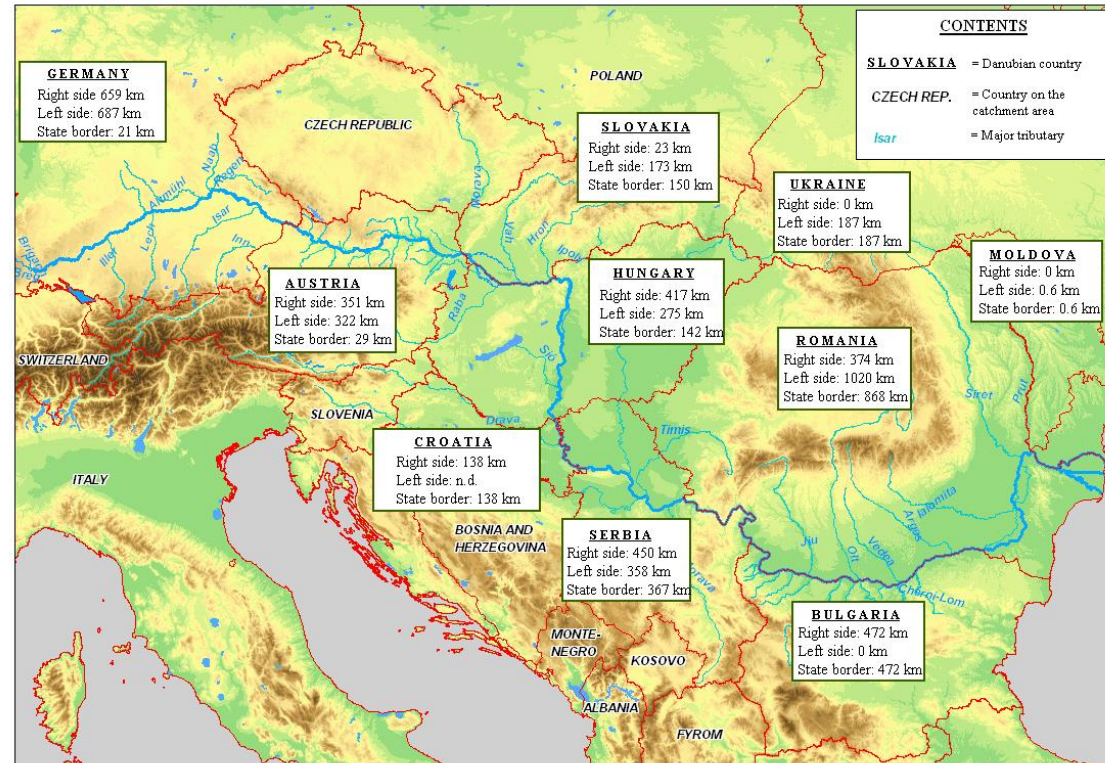
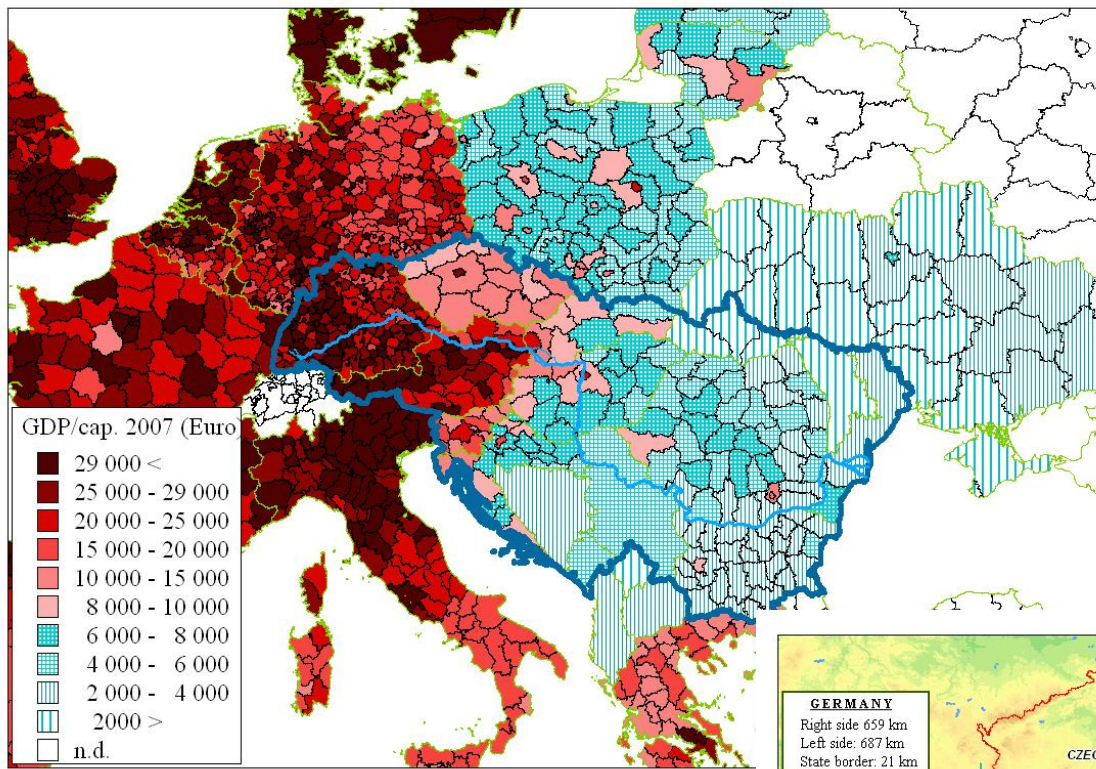
Source: own work.

“An EU strategy for the Danube Region could sustainably develop the territorial cohesion of this European macroregion, region, in turn creating an example at the European level of how the concept of territorial cohesion can be turned into reality.”

Citation from the Final declaration of the Danube Summit on 6th May 2009 in Ulm

Economic disparities in the Danube region GDP/inhab. on NUTS 3 level

Source: own work. Data: own collection from EUROSTAT and national statistical offices.



Political partition of the Danube and the Danube region

Source: own work, Data: Tables of navigation of Danube Commission

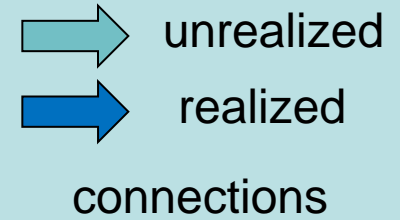
MT

2. Missing networks: navigable tributaries, canals, ports, junction points, bridges, comparative economies

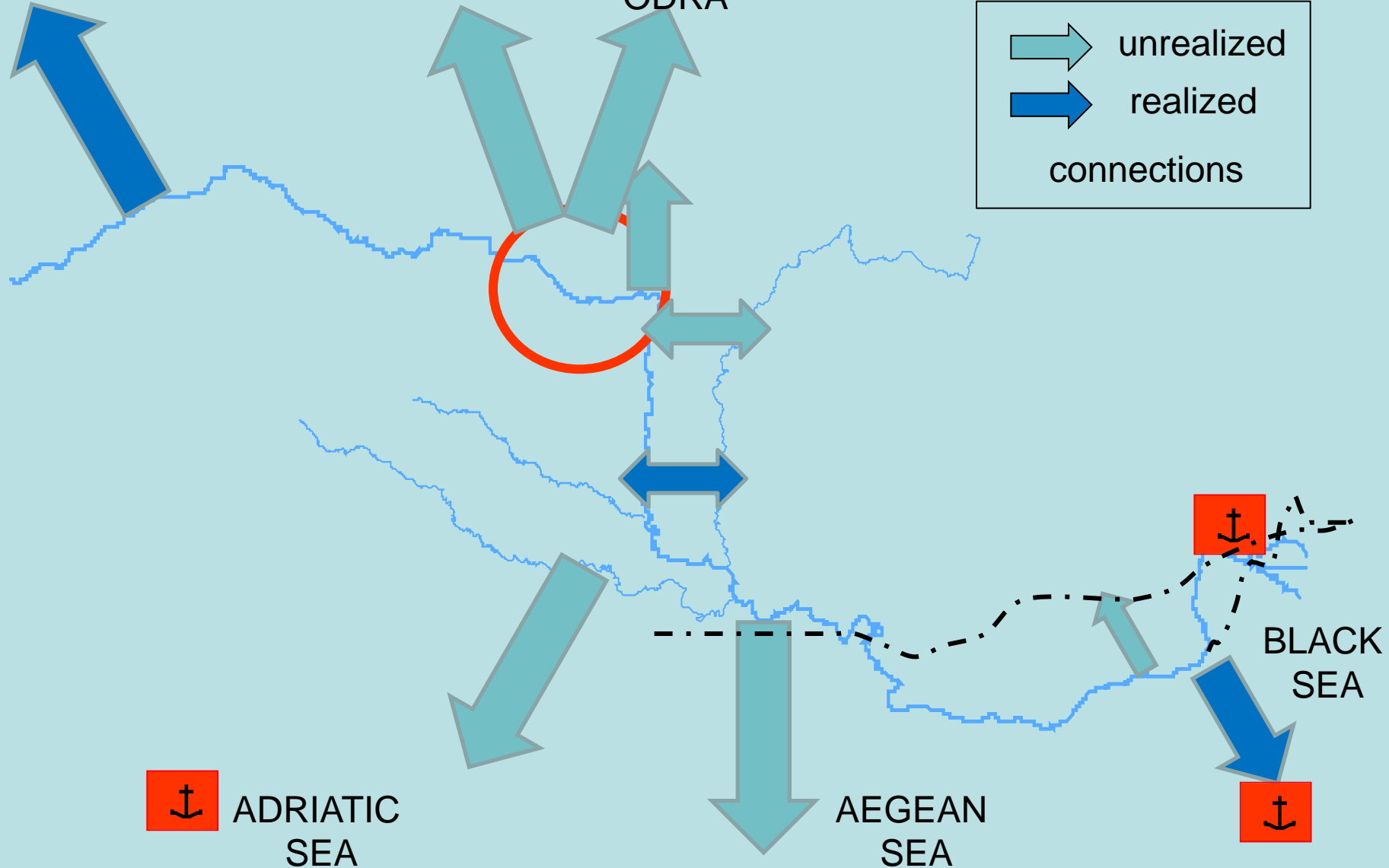
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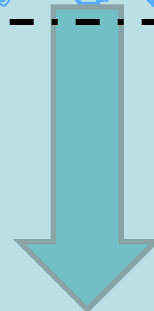
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MTA Regionális Kutatások Központja



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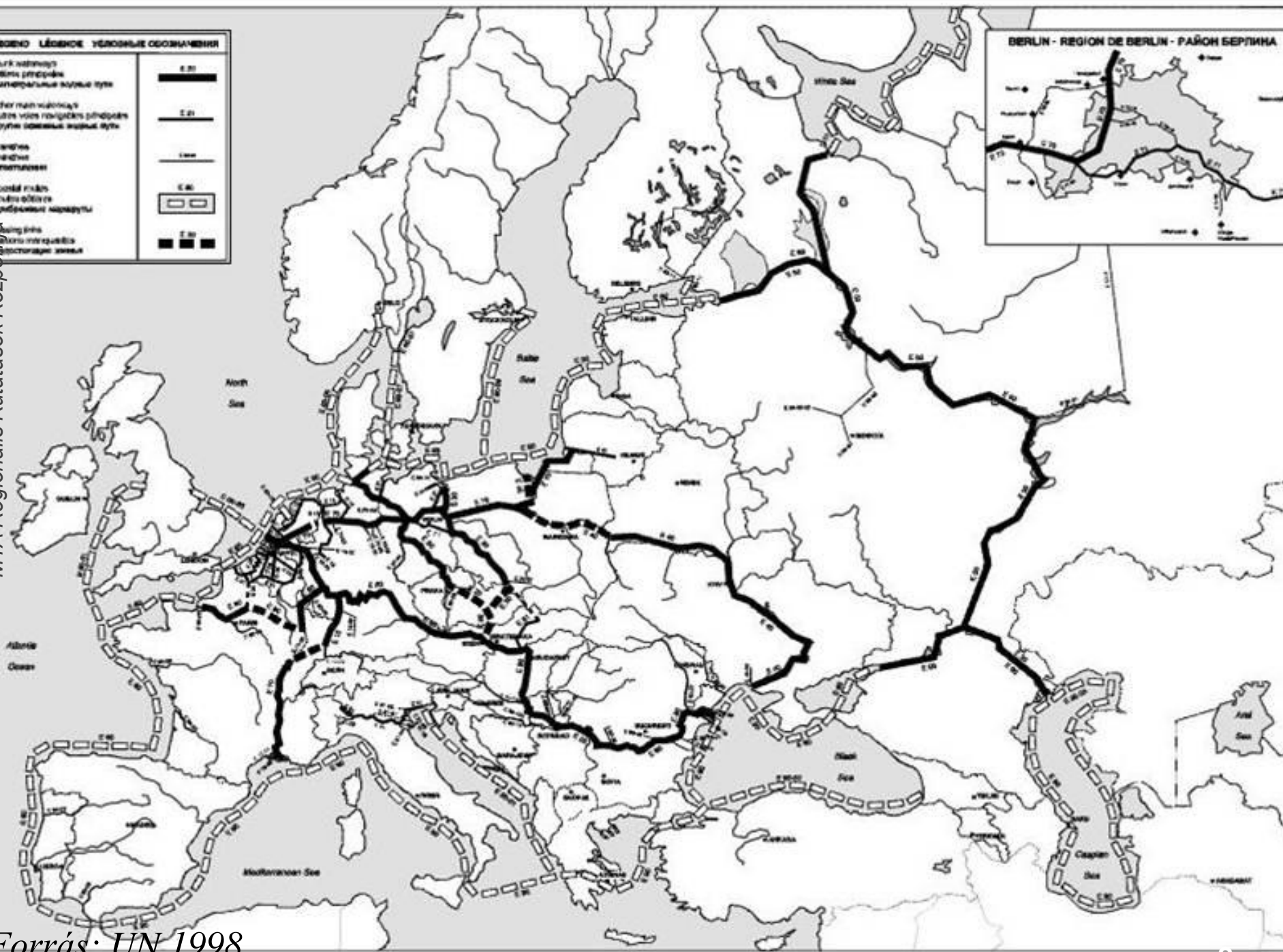
VI. TUDOMÁNYOS OSZTÁLY
KÖZLEKÉSEI FELTÜNTETŐ
TÉRKÉP

MTA Regionális Kutatások Központja



Forrás: Vízügyi Közlemények 1907/3

LEGENDA	ЛѢГЕНДА	УКРАЊЕНЬЕ ОБОЗНАЧЕНІЯ
Türk vasútvonal Autóbusz útvonal Materiális közlekedési út		С. 20
Other main railway Autóbusz útvonal Другие основные железные пути		С. 20
Станция Станция Станция		С. 20
Coastal main Полуостров Прибрежный маршрут		С. 20
Other main Полуостров Прибрежный маршрут		С. 20
Other main Полуостров Прибрежный маршрут		С. 20



Period	Economic transport requirement	Development plans	Obstacles
- 1815	Grain transportation to the core area	Danube-Rhein canal (Ludvig) DTD canal (Ferencz)	Technical obstacles
1815-1856	Grain transportation to the core area and to the maritime ports	The first regulation of the Iron Gate DTD canal renovation	Technical obstacles Russian competition Missing of capital
1856-1890	Unification of the new national economic spaces	Development of the railway network	Railway developments
1890-1914	Low cost transport lines for the growing industry	Second regulation of the Iron Gate Danube Delta regulation	I. WW
1918-1944	Free transport connection to the sea port	Danube-sea fleet	Devolution of the economic space (political barriers)
1945-1991	Connection to the eastern raw material resources Free transport connection to the sea	Final regulation of the Iron Gate Danube-Black Sea canal	Iron curtain The national economies aren't comparative
1991-	Transit transport to the main ports	Danube-Rhein Canal Danube Delta AGN plan	Competition of the railway and highway developments

3. There were three periods when the Danube had an economic integrative functions




- Hapsburg Empire – Austria-Hungary
 - 1856-1914
- Interwar period
 - Landlocked Hungary
 - Nazi rule
- Soviet rule





Conclusions

- There were different periods, when the economy required the fluvial transport capacity
- The governments wanted to develop the navigation route systems
- Real development plans were drawn, but due to the geopolitical situations and the economic orientations they weren't realized



**Thank you for your
attention!**

The new Danube bridge is under constructing between Vidin and Calafat
Own foto, June 2010