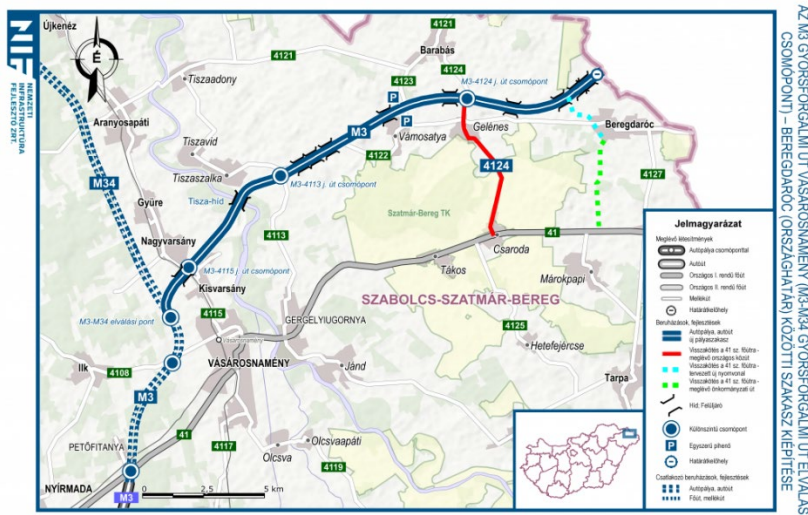


Feasibility study

on cross-border mobility development reconstruction at the Beregdaróc intersection of the M3 motorway



Final route of the M3 between Vásárosnamény-Beregdaróc

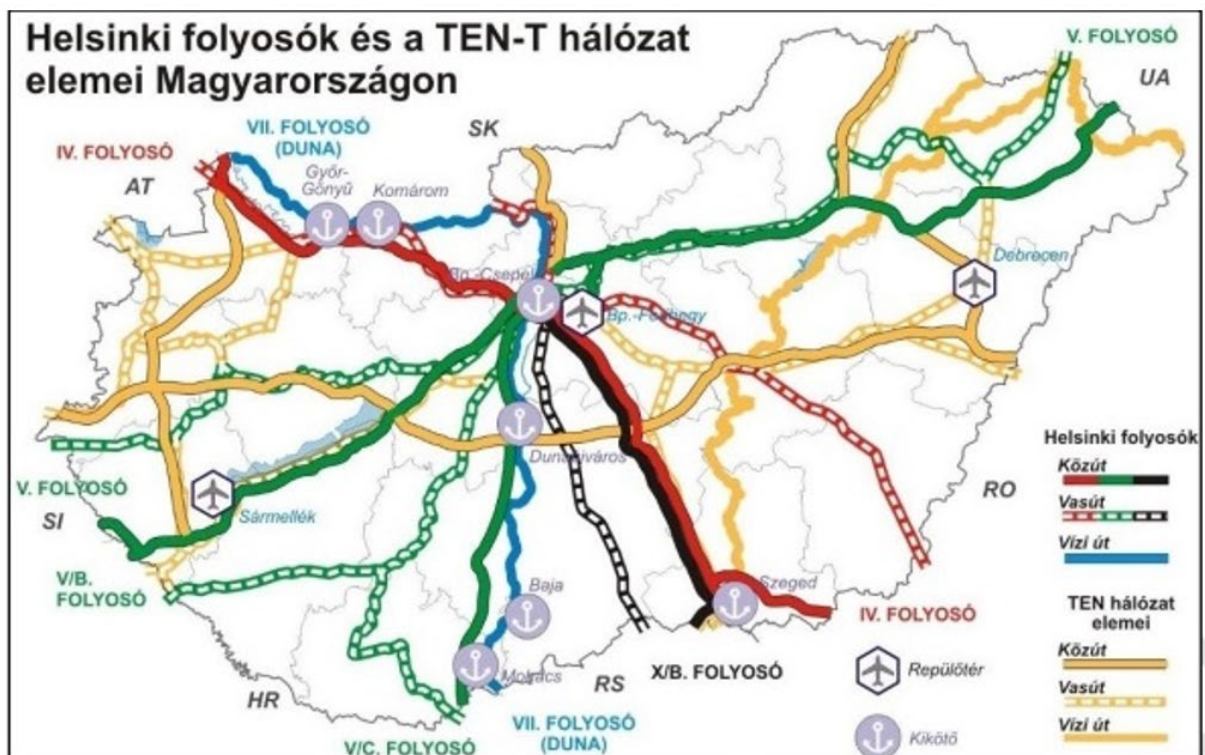
Source: nif.hu

The border crossing point of the M3 motorway will be near the village of Beregdaróc. The village of Beregdaróc is located in Szabolcs-Szatmár-Bereg county, in the district of Vásárosnamény, on the eastern edge of the county. The neighbouring settlements on the Hungarian side of the border are Barabás to the northwest, Gelénes to the west, Csaroda to the southwest, Márokpapi to the south, and Beregsurány to the southeast. Its border coincides with the state border in the northeast for about 10 kilometres, the nearest settlement in that direction being Beregdéda (Дийда). The route covered by the mobility development project of this study is located in the middle of the Szatmár-Bereg Landscape Protection Area, established by the National Agency for Environment and Nature Protection in 1982. It covers an area of about 22 005,63 hectares, of which 2 695,65 hectares are specially protected.

The M3 motorway to be built will mainly serve and accelerate transit traffic, from which primarily only the segments serving the traffic itself (e.g. roadside guesthouses, petrol stations, tire service, snack bars, etc.) will benefit somewhat more. The motorway bypasses villages through which traffic used to pass, travel times are shortened, and travellers will aim to cover greater distances, which is even more of an argument against stopping (and thus using any service).

In terms of freight traffic, it is likely that the M3 motorway will compete with rail freight. Rail freight between Hungary and Ukraine currently runs between Bány-Eperjeske stations, via Szalóka border station. Rail freight transport can typically be competitive if the transport distance is sufficiently long. If the place of dispatch is within a radius of 200-300 km, road transport will be the dominant mode. The services created to serve road freight traffic could be expanded, as it is expected that mandatory rest stops will be timed close to this border crossing.

In addition, the M34 motorway will branch off from the section of the M3 motorway under construction, connecting Vásárosnamény with Záhony and the Záhony-Chop border crossing. This development will mark a historic milestone in the life of the region, as it will bring it into the economic mainstream of Europe. The M34 motorway will connect to the M3 motorway in the Kisvarsány area, and will be 36 km long. Another junction is the M49 motorway, which connects the M3 to the border crossing at Chengersima via Jármi-Mátészalka-Ökörítőfülpös.



The Helsinki Corridors and the Hungarian elements of the TENT-T network

Source: http://real.mtak.hu/83026/1/12_KTSZ_201803KTSZ_2018_03_vegleges_u.pdf



Elements of the trans-European transport network (TEN)

Source: https://hu.wikipedia.org/wiki/P%C3%A1neur%C3%B3pai_folyos%C3%B3k