



Erasmus+



Ship building in Hungary and its effects on the economy.

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FOR THE MOBILITY IN GREECE

Slide one:

- ▶ „Hello everyone! We are contacting you from Budapest. My name is Orosz Bence András, but you may call me Ben. Now I'm going to talk about „Ship building in Hungary and its effects on the economy”.

Contents

- ▶ Ship building in Hungary and its effects on the economy.
- ▶ Roman Times
- ▶ Medieval Times
- ▶ Industrial Revolution
- ▶ 20th century
- ▶ Ship building nowadays.

Slide two:

- ▶ Now I will briefly summarize the contents of the presentation. First of all I am going to talk about Roman times. After that I will summarize how ship building flourished in the Middle Ages here in Hungary. Then we will go to the Industrial Revolution and to the ship building of the 20th century. And last but not least I will talk about nowadays ship building and its importance in tourism.

Ship building in the Roman Times

- ▶ Naval vessels mostly, few trading ships.



Slide three:

- ▶ First of all, we have to make it clear that in the Roman Times Hungary was not an existing state. But today's Transdanubian region or Pannonia (that is how the Romans called it) was part of the Roman Empire. Pannonia was not a simple province. It was a border province due to its strategic location. It was easily defensible from barbarian attacks. Because the Danube served as a natural defensive line. That's why the Romans only built small patrol ships and even smaller trading vessels. The Danube was used in the day by merchant ships and it was patrolled by military vessels at night. Therefore, Roman ship building was insignificant in Pannonia.

Ship building in the Medieval Times

- ▶ Treaty of Várad:1335 and 1337.
- ▶ Commercial effects.



Slide four:

- ▶ In the Middle Age Hungary was a regional power. It's power was at its height in the 14th and 15th century. The Anjou and Hunyadi dynasties built large trade vessels and gained total merchant controll over the river Danube.
- ▶ At that time Hungary's naval power and merchant power was at it's peak.

Ship building in the Industrial Revolution

- ▶ First steam boats and the Danubian Steamship Company(DGT)
- ▶ Óbuda-Austrian ships. Újpest-Hungarian ships.
- ▶ The House of Customs and Duty

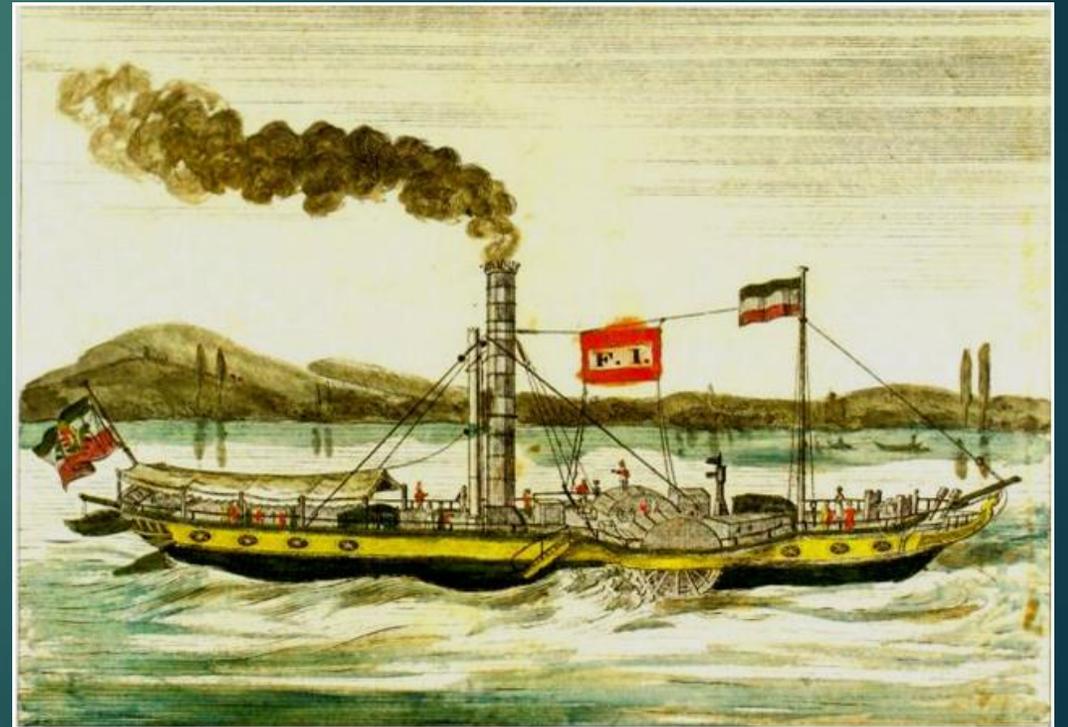


Slide five:

- ▶ During the Industrial Age Hungary was part of the Austrian Empire and was in personal union with the Habsburg dynasty (the Habsburg king was also the king of Hungary) That's why Hungarian ship building was developing in a slower rate than in Western Europe for example: England and France.
- ▶ Despite the difficulties a Hungarian noble called Széchenyi István took it as his life goal to develop and modernize the Hungarian ship building industry. He planned to build its base in Budapest which at the time was two cities: Buda and Pest. His idea was that Austrian ships would depart in Budapest. By 1830, the first Hungarian ship, built by the dock's of Pest. He also supported the creation of Danubian Steamship Company (DGT), which was focused on building modern steam ships on the Hajógyári Island (Shipbuilder Island).
- ▶ Also, Széchenyi supported the creation of the House of Customs and Duty. It was a commercial building located on the left bank of the Danube, in lower Pest. Its purpose was to stop all commercial ships and take tax after they carried luxury items. His project suggested that ship tax would go back to the Danubian Steamship Company which could use it to modernise.

Ship building in the 20th century

- ▶ Magyar Folyam- és Tengerhajózási Rt.
- ▶ Dual monarchy.
- ▶ Russian occupation.



Slide six:

- ▶ The 20th century was a difficult period for Hungary. After the First World War the Austro-Hungarian dual monarchy came to an end. The Treaty of Trianon took away two thirds of Hungary's territories, thus crippling Hungary's economy. All these losses deeply affected the Hungarian ship building economy.
- ▶ The Mahart was created, a new ship building company in Újpest (NewPest). But the ship building economy could not recover until the end of the Second World War. Later Hungary was under significant economic dependence on the Soviet Union. From the 1950s to the 1990s Hungary's ships were only merchant ships carrying goods from the Black Sea end of the Danube to the Hungarian end till the Austrian border.

Ship building nowadays

- ▶ Rajna-Majna-Danube channel.
- ▶ Tourist shipping.

DMR vízi útvonalaszer



Slide seven:

- ▶ Nowadays Hungarian ship building is focused on building tourist vessels and merchant ships.
- ▶ Also, a new commercial channel was created the Rajna-Majna-Danube channel. This channel passes through eight countries: Netherlands, Germany, Austria, Hungary, Croatia, Serbia, Romanian and Bulgaria. The channel connects the North Sea with the Black Sea through Central Europe. Merchants and tourist vessels travel up and down this channel boosting the tourist industry and the revenues of the Hungarian economy.



▶ THANK YOU VERY MUCH FOR
YOUR ATTENTION!