

PRIORITY AREA 1b: To improve mobility and multimodality - Road, Rail and Air Links RECEIVED PROPOSALS OF PROJECTS

I. PROPOSED CLASSIFICATION (GROUPING) OF PROJECTS

Proposed project classification (grouping) with regard to the implementation stage (status) of each project:

Group A - Ongoing projects: a) financing is assured, b) only follow up of progress is welcomed / needed.

Group B1- Prepared projects: a) financing is assured, b) preparatory works well under way or finished, c) project is about to be implemented.

Group B2 - Prepared projects: a) financing is not assured, b) preparatory works well under way but project can not be realized due to uncertain financing.

Group C1 - Planned projects: a) financing is assured, b) preparatory works well under way, c) project can be realized.

Group C2 - Planned projects: a) financing is not assured, b) preparatory works well under way but project can not be realized due to uncertain financing.

Group D - Project Ideas: still need to get approval of content, partners and financing.

II. LIST OF RECEIVED PROJECTS

1) AUSTRIA:

	PROJECT TITLE	Action / Project description	Group / Status
1	TRANSDANUBE (Sustainable Transport)	<p>Action (5) - <i>“To improve the regional/ local cross-border infrastructure and the access to rural areas.</i></p> <p>Action (6) - <i>“To develop further nodal planning for multimodality”.</i></p> <p><u>Aim:</u> To identify solutions to mobility challenges through sustainable accessibility and interconnectivity on the Danube and within participating regions incl. train, bus, bike and shipping with focus on the accessibility of tourism regions and nature parks.</p>	<p>B2</p> <p>Planning, preparation for submission (July 2012-June 2014)</p>
2	SEETAC SOUTH EAST EUROPEAN TRANSPORT AXIS COOPERATION (Infrastructure and Transport)	<p>Action (1) - <i>“To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections”.</i></p> <p><u>Aim:</u> Priority Projects crossing the Danube river Basin, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections / SEETAC aims at solving the cross-border bottlenecks and the lack of harmonization and becoming an instrument to solve both the administrative problems, such as missing institutional and legal transnational framework at border crossings, and the operational ones, such as lack of common safety, security and environmental standards, lack of harmonisation of transport modes.</p>	<p>A</p> <p>Ongoing (2009 – 2012)</p>

3	<p style="text-align: center;">BRAWISIMO</p> <p>German title: „Region BRAtislava Wlen: Studie zum MOBilitätsverhalten“ Slovak title: „Región BRAtislava Wlen: Štúdie MOBilitného správania“</p>	<p>Action (4) - “To ensure sustainable metropolitan transport systems and mobility”.</p> <p>Action (5) - “To improve the regional/ local cross-border infrastructure and the access to rural areas.</p> <p><u>Aim:</u> The project is aiming to launch a mobility survey in Slovakia and in the eastern part of Austria. As the project is embedded into the Austrian National Mobility Survey scheduled for 2012, comparable mobility data of two countries would be available.</p> <p>The preparatory work for the Austrian mobility survey also includes the elaboration of guidelines to produce comparable results.</p> <p>The project is planned to be submitted within the Slovak-Austrian cross-border cooperation programme 2007-2013.</p>	<p style="text-align: center;">A</p> <p style="text-align: center;">Planned (2011 – 2014)</p>
4	<p style="text-align: center;">EDITS</p> <p style="text-align: center;">EUROPEAN DIGITAL TRAFFIC INFRASTRUCTURE NETWORK FOR INTELLIGENT TRANSPORT SYSTEMS</p> <p style="text-align: center;">(ITS)</p>	<p>Action (7) - “To develop further Intelligent Traffic Systems by using environmental friendly technologies, especially in urban regions”.</p> <p><u>Aim:</u> This Area of Intervention generally seeks to improve accessibility of information and services, while reducing traffic volumes. Better solutions (technological and alternative) for enhanced mobility will be achieved.</p> <p>Benefits: Better information about the transport system allows a more efficient management of the existing transport infrastructure, reducing congestion and environmental damage.</p>	<p style="text-align: center;">B2</p> <p style="text-align: center;">Planned (Start: April 2012 / 30 months (finalization of project not later than 31st December 2014))</p>

5	<p align="center">CONSTRUCTION OF HIGH SPEED LINE VIENNA – ST. POELTEN (Infrastructure)</p>	<p><i>Action (1) - “To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections”.</i></p> <p><u>Aim:</u> Projects part of PP17 (core Network corridor Strassbourg – Danube) Construction of a new high speed line between Vienna, Main Railway station and St. Poelten including Lainzertunnel and Wienerwaldtunnel</p>	<p align="center">A</p> <p align="center">In completion (Operative Dec. 2012)</p>
6	<p align="center">CLOSING OF MISSING LINKS FOR HIGH CAPACITY /HIGH SPEED LINE ST. POELTEN - WELS</p>	<p><i>Action (1) - “To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections”.</i></p> <p><u>Aim:</u> Projects part of PP17 (core Network corridor Strassbourg – Danube) Freight bypass St. Poelten, Section Ybbs – Amstetten, Asten Linz, Linz Wels</p>	<p align="center">B2</p> <p align="center">Partly under construction, partly Planning (St. Poelten – Linz: 2021, Linz Wels 2025)</p>
7	<p align="center">VIENNA MAIN RAILWAY STATION</p>	<p><i>Action (1) - “To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections”.</i></p> <p><u>Aim:</u> Projects part of PP17, PP 23 (core Network corridor Strassbourg – Danube, Baltic Adriatic, Hamburg Levkosia) Construction of new railway station as a key node between TEN-T corridors</p>	<p align="center">A</p> <p align="center">Under construction Completed 2015</p>

8	<p>SEMMERING RAILWAY BASE TUNNEL (Infrastructure and Transport)</p>	<p><i>Action (1) - “To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections”.</i></p> <p><u>Aim:</u> Projects part of proposed Core Network and Baltic Adriatic Core Network corridor Construction of two tube base tunnel</p>	<p>A</p> <p>Under construction (expected completion 2024)</p>
9	<p>KORALM RAILWAY LINE</p>	<p><i>Action (1) - “To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections”.</i></p> <p><u>Aim:</u> Projects part of proposed Core Network and Baltic Adriatic Core Network corridor Construction of new high speed railway line between Graz and Klagenfurt</p>	<p>B1</p> <p>Under construction (expected completion 2023)</p>
10	<p>KARAWANKE TUNNEL SAFETY MEASURES</p>	<p><i>Action (1) - “To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections”.</i></p> <p><u>Aim:</u> Currently, the “corridor X is not part of a PP or the proposed core network. But it is of main importance also for Danube area. Measures for rail + road tunnels including the construction of a new tube for road and redimensioning of the rail tunnel.</p>	<p>D</p> <p>Planning</p>

2) BULGARIA:

	PROJECT TITLE	Action / Project description	Group /Status
1	CONSTRUCTION OF A NEW BRIDGE OVER THE DANUBE RIVER AT VIDIN – CALAFAT (Road and Rail Infrastructure)	<i>Action (1) - “To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections”.</i> <u>Aim:</u> Part of the TEN-T Priority Project 22 (Pan-European transport corridor № 4). The Project includes design and construction of a combined (road and rail) bridge with 4 road lanes and a single-track railway line plus bicycle lane.	A Ongoing (2007-2012)
2	DESIGN OF THE MODERNIZATION OF VIDIN – SOFIA RAILWAY LINE (Rail)	<i>Action (1) - “To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections”.</i> <u>Aim:</u> Part of the TEN-T Priority Project 22 (rail) (Pan-European transport corridor № 4): from Nurnberg / Dresden to Constanta and Athens via Prague, Vienna, Budapest and Arad through the whole region. Projects activities: Design of Vidin – Sofia Railway Line Construction.	C2 Planned
3	MODERNIZATION OF VIDIN – SOFIA RAILWAY LINE (Rail)	<i>Action (1) - “To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections”.</i>	D

		<p><u>Aim:</u> Part of the TEN-T Priority Project 22 (rail) (Pan-European transport corridor № 4): from Nurnberg / Dresden to Constanta and Athens via Prague, Vienna, Budapest and Arad through the whole region.</p> <p>Projects activities: Modernisation of Vidin – Sofia Railway Line.</p>	<p>Planned</p>
<p>4</p>	<p>TECHNICAL ASSISTANCE FOR CONSTRUCTION OF INTERMODAL TERMINAL IN CENTRAL-NORTH PLANNING DEVELOPMENT REGION IN BULGARIA – RUSE (<i>The Project is Under Preparation, A Study and Design Phase is Foreseen</i>)</p> <p>(Infrastructure – Terminal)</p>	<p>Action (6) - “To develop further nodal planning for multimodality”.</p> <p><u>Aim:</u> The objective of the project, for which financial support is requested by this application, is preparation of the necessary studies, designs and procurement documents for the Global project implementation. In order to achieve this objective, the project main scope comprise preparation of the following documents:</p> <ul style="list-style-type: none"> - Needs assessment study and Financial and Economic CBA analyses consisting of technical, operational, economic and environmental assessment of the construction of intermodal terminal in Ruse; If necessary, to revise existing feasibility studies in whole or part to meet international quality standards; - Conceptual design for construction of intermodal terminal in Ruse; - Analysis of the public-private partnership options for the construction and operation of intermodal terminal in Ruse - Strategy for applying effective procurement approach; - Tender documents for works, services, supplies and supervision contracts for construction of intermodal terminal in Ruse. 	<p>C2</p> <p>Planned</p> <p>Study phase: 2012-2014 Construction phase: 2015-2018</p>

5	<p>RESTORATION OF DESIGN PARAMETERS ALONG VARNA - RUSE RAILWAY LINE</p> <p>(Rail)</p>	<p><i>Action (1) - "To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections".</i></p> <p><u>Aim:</u> Location of the project according to Territorial coverage of the Danube region for the Danube Region Strategy (regional level): NUTS 2, Bulgaria, Severen Tsentralen and Severoiztochen regions. Area of Action according to the priority areas of the EUSDR Action Plan: A/ Connecting the Danube Region D/ Strengthening the Danube Region</p>	<p>C2</p> <p>Planned – Preparation Construction period: 5 years, expected start 1 January 2014</p>
6	<p>KALOTINA – SOFIA</p> <p>(Road)</p>	<p><i>Action (1) - "To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections".</i></p> <p><u>Aim:</u> Upgrading of the existing two lanes road to four lanes expressway, 25 km long, between Slivnica and Kalotina and reconstruction of all junction between Sofia and Kalotina. It is along the route of I-8 and Trans-European Transport Corridor 10. The project is part of Danube strategy as a part of the Pan-European transport corridor № 10. (road).</p>	<p>C2</p> <p>Planned the documentation for procurement are under preparation. (2012 - 2015)</p>
7	<p>CONSTRUCTION OF MARITSA MOTORWAY, LOT 1 AND LOT 2; CCI No [2011BG161PR004]</p> <p>(Road)</p>	<p><i>Action (1) - "To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections".</i></p>	<p>A</p>

		<p><u>Aim:</u> The project comprises the construction of a 65.620 km stretch of a new dual carriageway motorway from the road junction “Plodovitovo” at km 5.000 to Harmanli at km 70.620, completing the missing part of the Maritsa Motorway.</p>	<p>Ongoing Start date: 26.07.2011 Deadline: 31.12.2013</p>
8	<p>"UPGRADING OF ROAD I-1 (E-79), VRATZA-BOTEVGRAD"</p> <p>(Road)</p>	<p><i>Action (1) - “To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections”.</i></p> <p><u>Aim:</u> Upgrading of the existing two lanes road to four lanes expressway, 31.5 km long, between Mezdra and Botevgrad. It is along the route of E-79 and Trans-European Transport Corridor IV.</p> <p>The project is identified as priority project for the development of the Trans-European transport network along Trans-European transport priority project 7.</p> <p>The project is part of Danube strategy as a part of the Pan-European transport corridor № 4.</p>	<p>C2</p> <p>Ongoing Preparation procurement (2011 - 2014)</p>
9	<p>NORTH SPEED TANGENT</p> <p>(Road)</p>	<p><i>Action (1) - “To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections”.</i></p> <p><u>Aim:</u> The project is connection between MW “Hemus”, MW “Struma” MW “Kalotina-Sofia” and an high speed road “Vidin – Botevgrad”. It will take out the transit traffic outside of Sofia and will decrease the time for transportation of freights.</p> <p>- / The project is part of Danube strategy as a part of the</p>	<p>C2</p> <p>Ongoing documentation for procurement under preparation. (2011 - 2014)</p>

		Pan-European transport corridor № 4. The project will provide high speed connection between corridors No 10 and 4.	
10	STRUMA MOTORWAY (Road)	<p><i>Action (1) - "To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections".</i></p> <p><u>Aim:</u> Struma motorway starts from the end of Liulyn Motorway (approximately 20 km south west of Sofia at Daskalovo Junction) and ends at the border crossing with Greece at Kulata. It is a part of Pan-European Corridor IV, the EC Priority Project No. 7 as well as the TEN-T network on the Bulgarian territory.</p> <p>Construction of the motorway has started and the section from Daskalovo to Dolna Dikanya is already completed. The still unfinished part is app 132 km long and this Application covers 68.480 km of it. For tendering purposes the envisaged works are divided into four lots.</p> <p>- / part of Pan-European Corridor IV, the EC Priority Project No. 7 as well as the TEN-T network on the Bulgarian territory.</p>	<p>A</p> <p>Ongoing 01/10/2011 - 12/31/2015</p>
11	ROAD I-1 (E-79), "VIDIN – MONTANA" (Road)	<p><i>Action (1) - "To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections".</i></p> <p><u>Aim:</u> There is a Terms of reference for section from km 16⁺³⁰¹ to km 60⁺⁰³².</p> <p>The Application form for designing, according to the</p>	<p>C2</p> <p>Planned Preparation – 2013 Construction – Program period 2014 – 2020</p>

		strategy for extension of the scope of the design is under preparation - / part of the Pan-European transport corridor № 4.	
12	GABROVO BYPASS INCLUDING SHIPKA TUNNEL	<i>Action (1) - "To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections".</i> <u>Aim:</u> This project is part of the extended Trans-European corridor No. 9 and is also a part of I Class road Ruse – Makaza.	C2 Ongoing, Planned (tunnel)
13	HEMUS MOTORWAY (Sofia, Yblanica, Veliko Tarnovo, Shumen, Varna) (Road)	<i>Action (1) - "To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections".</i> <u>Aim:</u> Hemus motorway starts from the Sofia Ring Road and ends in Varna. It is a part of extended TEN-T. The sections Yana – Yablanica and Belokopitovo – Varna are already constructed. At the moment, under construction are the two sections from Sofia Ring Road to Yana (8.5km) and from Kaspichan to Belokopitovo (8km). For the other section of the motorway we have preliminary studies from 1992, EIA report from 2008 and CBA from 2012.	C2 Ongoing (The construction of section (Sofia Ring Road - Yana) has started on 21/10/2011 and section (Kaspichan – Belokopitovo) has started on 14.09. 2011.)
14	MONTANA BYPASS (Road)	<i>Action (1) - "To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections".</i> <u>Aim:</u> This project is part of the extended Trans-European corridor No. 4 and is also a part of I Class road Vidin –	B1 Ongoing

		Botevgrad. Expected benefits are improvement of the performance of the traffic level, road safety, reduced congestion and positive impact on environment.	
15	RUSE-SHUMEN SW (Road)	<p><i>Action (1) - "To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections".</i></p> <p><u>Aim:</u> This project is part of the extended TEN-T (cross-border). Expected benefits are improvement of the performance of the traffic level and in particular transport communication between the Danube river and Black Sea.</p>	C2 Planned
16	RUSE-VELIKO TARNOVO SW (Road)	<p><i>Action (1) - "To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections".</i></p> <p><u>Aim:</u> This project is situated on Trans-European corridor No. 9. Expected benefits are improvement of the performance of the traffic level, road safety, reduced congestion and positive impact on environment.</p>	C2 Planned
17	VARNA-DURANKULAK SW (Road)	<p><i>Action (1) - "To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections".</i></p> <p><u>Aim:</u> This project is part of the extended TEN-T. Expected benefits are improvement of the performance of the traffic level, road safety, reduced congestion and positive impact on environment.</p>	C2 Planned

18	<p style="text-align: center;">VRATSA BYPASS</p> <p style="text-align: center;">(Road)</p>	<p><i>Action (1) - "To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections".</i></p> <p><u>Aim:</u> This project is part of the extended Trans-European corridor No. 4 and is also a part of I Class road Vidin – Botevgrad</p>	<p style="text-align: center;">B1</p> <p style="text-align: center;">Ongoing, planned</p>
19	<p style="text-align: center;">CONSTRUCTION OF NEW BRIDGE CONNECTION OVER THE DANUBE RIVER AT SILISTRA-CALARASI</p> <p style="text-align: center;">(Bridge)</p>	<p><i>Action (5) - "To improve the regional/ local cross-border infrastructure and the access to rural areas".</i></p> <p><u>Aim:</u> The new bridge over the Danube is among the priorities of the Bulgara.</p> <p>The bridge will facilitate the development of the Pan-European Corridors crossing the territory of Bulgaria and will attract international transit traffic between the Black Sea region and the North European and the Balkan countries.</p>	<p style="text-align: center;">D</p> <p style="text-align: center;">Planned</p>

3) BOSNIA and HERZEGOVINA:

	PROJECT TITLE	Action / Project description	Group /Status

4) CZECH REPUBLIC:

	PROJECT TITLE	Action / Project description	Group /Status

5) CROATIA:

	PROJECT TITLE	Action / Project description	Group /Status
1	MULTIMODAL HOT SPOT (Rail)	Action (6) - "To develop further nodal planning for multimodality". <u>Aim:</u> Multimodal links / to connect Osijek Airport and river port Osijek with railway. Expected benefits are improvement of local and regional connectivity.	D Planned
2	RECONSTRUCTION AND ELECTRIFICATION OF THE RAILWAY LINE VINKOVCI – VUKOVAR (Rail)	Action (1) - "To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections". <u>Aim:</u> Improvement of access to and connectivity / railway between the Pan European Corridor X and the river port of Vukovar.	C2 Planned (2015-2017)
3	SRIJEM BORDER TRANSFERSAL - SECTION ILOK – LIPOVAC (Road)	Action (5) - "To improve the regional/ local cross-border infrastructure and the access to rural areas". <u>Aim:</u> Improvement of access to and connectivity / better connection of town of Ilok and border crossing to Serbia and Pan-European Corridor X. The road would, among others, contribute to regional development.	C2 Planned (2014-2016)
4	THE CONSTRUCTION OF CORRIDOR VC, MOTORWAY SECTION: BORDER OF THE REPUBLIC OF HUNGARY - BELI MANASTIR (Road)	Action (1) - "To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections".	C2 Planned (2013-2014)

		<u>Aim</u> : Improvement of access to and connectivity / improved link between Central Europe and the Adriatic Sea (via Sarajevo). The motorway section is of great importance for economic and traffic integration of Central and Sout-Eastern Europe countries.	
5	THE CONSTRUCTION OF CORRIDOR VC, MOTORWAY SECTION: BELI MANASTIR - OSIJEK (Road)	<i>Action (1) - "To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections".</i> <u>Aim</u> : Improvement of access to and connectivity / improved link between regional countries and Adriatic Sea. The project has begun in july 2011 with opening of works on the bridge over the river Drava.	C2 Ongoing – bridge building
6	VUKOVAR BYPASS (SOUTH) (Road)	<i>Action (6) - "To develop further nodal planning for multimodality".</i> <u>Aim</u> : Improvement of access to and connectivity / connection of extension road No.2. to Corridor X and to Corridor VII (Port of Vukovar).	C2 Planned (2014-2016)
7	HIGHWAY HUNGARIAN BORDER-VIROVITICA-OKUČANI-BIH BORDER, SECTION OKUČANI – BIH BORDER: CONSTRUCTION OF THE BRIDGE OVER THE SAVA RIVER NEAR GRADIŠKA, WITH CONNECTION ROAD	<i>Action (5) - "To improve the regional/ local cross-border infrastructure and the access to rural areas".</i> <u>Aim</u> : Improvement of access to and connectivity / Bridge over the River Sava near Gradiška is part of interstate road E661. This corridor stretches from Lake Balaton via Virovitica, Okučani, Banja Luka, Split, which is one of the transverse transport links between Central Europe and the Adriatic. There are two sections, first consists of a four-lane highway, (8.97 km) and second is the two-lane highway, (2.1 km) and the two nodes. Bridge over the Sava River (length approximately 500 m) is	C2 Planned (start 2013 - finish 2016)

		the most important object of the section, and because that Sava river is at the same time the state border, it represents a link between the two countries.	
8	<p>REHABILITATION OF DUGO SELO - NOVSKA, SECTION DUGO SELO - NOVOSELEC (PHASE I)</p> <p>(Rail)</p>	<p><i>Action (1)- "To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections.</i></p> <p><u>Aim:</u> This rail section is an integral part of electrified single track railway line M103 Dugo Selo - Novska on X. Pan European corridor. The reconstruction of individual horizontal curves and complete restoration of the catenary, railway buildings and fixed installations - electric traction will enable the achievement of the maximum speed of 160 km/h on the entire length of the section (except for restrictions on the entrance of the Ivanić Grad).</p>	<p>C2</p> <p>Planned Q1 2011-Q1 2015 (project documentation IPA) Q1 2015- Q2 2017 (work)</p>
9	<p>UPGRADE AND CONSTRUCTION OF SECOND TRACK ON RAILWAY LINE SECTION DUGO SELO – KRIŽEVCI</p>	<p><i>Action (1) - "To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections".</i></p> <p><u>Aim:</u> It is planned to build another track and reconstruct the existing one (in length of 38,03 km); major reconstruction of the existing stations Dugo Selo, Vrbovec and Križevci; building of a new station Gradec, construction of crossings in two levels and upgrading of electrical and signaling equipment. The designed speed is 160 km/h.</p>	<p>C2</p> <p>Planned preparation: Q1 2010 – Q1 2014 works: Q2 2014 - Q4 2016</p>

10	<p style="text-align: center;">UPGRADE, CONSTRUCTION OF SECOND TRACK AND CONSTRUCTION OF NEW DOUBLE TRACK LINE ON SUB-SECTIONS OF RAILWAY LINE SECTION HRVATSKI LESKOVAC – KARLOVAC</p>	<p><i>Action (1) - "To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections".</i></p> <p><u>Aim:</u> Section of rail track Hrvatski Leskovac - is part of the single track electrified railway line Zagreb M202 Gk - Rijeka on the branch of corridor Vb. Pan European corridor. It is planned to reconstruct and rehabilitate existing railway line and construction of the second track on the sub section Hrvatski Leskovac – Horvati and sub section Goljak - Karlovac (total length 16 km), construction of a new double-track electrified railway line on the sub section Horvati - Goljak (total length 26, 5 km) and the construction of single track-electrified section between the reconstructed parts and components of existing railway lines that remain in operation for regional traffic (total length 7.5 km). Speed: 160 km/h.</p>	<p style="text-align: center;">C2</p> <p style="text-align: center;">Planned</p> <p>Preparation: Q1 2010 – Q4 2014 Works: Q4 2014 - Q2 2018</p>
11	<p style="text-align: center;">CONSTRUCTION OF NEW DOUBLE TRACK LINE ON RAILWAY LINE SECTION GOLJAK – SKRADNIK</p>	<p><i>Action (1) - "To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections".</i></p> <p><u>Aim:</u> Railway line, and the train stations Goljak – Skradnik do not exist. The plan is to build a brand new double-track electrified railway line for a combined traffic, in total length of 52 km, which will replace the existing railway line on the section Draganići - Oštarije. It is expected that that maximum speed, in the first phase, will be increased to 160 km/h, and in the second phase to 200 km/h.</p>	<p style="text-align: center;">C2</p> <p style="text-align: center;">Planned</p> <p>preparation: Q1 2010 – Q2 2016 (project documentation); works: Q1 2016 - Q4 2019 (work)</p>

12	UPGRADE AND RENEWAL ON RAILWAY LINE DUGO SELO – NOVSKA, PHASE IIA	<p><i>Action (1) - "To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections".</i></p> <p><u>Aim:</u> This rail section is an integral part of electrified single track railway line M103 Dugo Selo - Novska on X. Pan European corridor. This project is part of larger project that includes reconstruction of the existing railway line Dugo Selo – Novska. Speed: 160 km/h</p>	<p>C2</p> <p>Planned Preparation: K4 2012 - K4 2014 (project documentation) Works: Q1 2015 - Q1 2018</p>
13	CONSTRUCTION OF SECOND TRACK AND CONSTRUCTION OF NEW DOUBLE TRACK LINE ON SECTIONS OF RAILWAY LINE DUGO SELO – NOVSKA	<p><i>Action (1) - "To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections".</i></p> <p><u>Aim:</u> This rail section is an integral part of electrified single track railway line M103 Dugo Selo - Novska on X. Pan European corridor. This project is part of larger project that includes reconstruction of the existing railway line Dugo Selo – Novska. The plan is to construct of the new second track on the entire section (in total length of 72 km), new double track, electrified railway line on the section Kutina - Lipovljani (in total length of 10 km) with planned maximum speed of 160 km/h.</p>	<p>C2</p> <p>Planned Preparation: Q3 2014 - Q1 2015 (project documentation) Works: Q3 2017 - Q4 2021</p>

14	<p>UPGRADE AND CONSTRUCTION OF SECOND TRACK ON RAILWAY LINE SECTION KRIŽEVCI – KOPRIVNICA - NATIONAL BORDER</p>	<p><i>Action (1) - "To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections".</i></p> <p><u>Aim:</u> Section Križevci - Koprivnica - The state border with Hungary is a electrified, single track, railway and it is designed for axle load of 22,5 t/a. It is an integral part of the railway line M201 State border - Koprivnica - Dugo Selo and the part of Vb Pan European corridor, on Croatian territory. The plan is to build second track and reconstruct of the entire length of the section in total length of 41.5 km, cancelling the existing stations Lepavina, Mučna Reka, Drnje and Botovo, constructing of new stations Lepavina and Drnje, removal of the level crossings, construction of crossings in two levels for other roads and the upgrade of the signalling and telecommunication systems.</p>	<p>C2</p> <p>Planned preparation: Q1 2013 - Q3 2016 (project documentation) works: Q3 2016 - Q2 2020</p>
15	<p>RECONSTRUCION OF RAILWAY LINE OKUČANI - NOVA KAPELA-BATRINA</p>	<p><i>Action (1) - "To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections".</i></p> <p><u>Aim:</u> This rail section is a part of the double track railway line M105 Novska - Tovarnik - State border on X. Pan European Corridor. It is planned to reconstruct and renovate the existing double track (in length of 37,03 km); reconstruction of the existing stations, removal of the level crossings, construction of crossings in two levels for other roads and the upgrade of the signalling, interlocking and telecommunication systems. Speed: 160 km/h</p>	<p>C2</p> <p>Planned Preparation : K3 2015 - Q1 2018 Works: Q1 2018 - Q3 2020</p>

16	<p>CONSTRUCTION OF NEW FREIGHT BYPASS DOUBLE TRACK RAILWAY LINE ZAPREŠIĆ – HORVATI – TUROPOLJE – DUGO SELO</p>	<p><i>Action (1) - "To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections".</i></p> <p><u>Aim:</u> At the moment there is intense rail freight traffic on the corridor X and corridor Vb and connection track in the area of Zagreb junction. It is planned to construct new electrified double track, freight bypass on the section Zaprešić – Horvati – Rugvica – Brckovljani in total length of cca 66 km which will circumvent densely populated area of the city of Zagreb and its surroundings.</p>	<p>C2</p> <p>Planned preparation: Q4 2011 - Q3 2017 works: Q3 2017 - Q4 2023</p>
17	<p>CONSTRUCTION OF A NEW RAILWAY LINE FOR SUBURBAN TRAFFIC ON SECTION GRADEC - SVETI IVAN ŽABNO</p>	<p><i>Action (1) - "To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections".</i></p> <p><u>Aim:</u> Railway traffic between Zagreb and a regional centre Bjelovar is currently operated through Križevci, where direct trains must change direction. As a result, the travel time is being increased. It is planned to construct a new single track non-electrified railway line for suburban traffic in the total length of 12,2 km with stops, construction of a new station Gradec; reconstruction of the existing station Sveti Ivan Žabno as well as installation of signalling & interlocking and TC equipment in accordance with the requirements for railway lines of significance for local traffic.</p>	<p>C2</p> <p>Planned Q1 2012 - Q4 2012 Q3 2014 - Q2 2016</p>

18	<p style="text-align: center;">PODSUSED - SAMOBOR CONSTRUCTION OF NEW ELECTRIFIED SINGLE TRACK RAILWAY LINE SECTION</p>	<p>Action (1) - "To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections".</p> <p><u>Aim:</u> Today, there is no rail connection between the town of Samobor and the city of Zagreb. It is planned to construct a new single track, electrified railway line for suburban traffic on the section Podsused Tvornica - Samobor Perivoj in the total length of 14 km. This project will include the reconstruction of the existing station Podsused Tvornica and construction of 3 new stations and 7 new halts. Designed speed will be 100-120 km / h. This will be the first phase of the project which envisages the construction of new, light railway line Podsused Tvornica - Samobor - Bregana.</p>	<p style="text-align: center;">C2</p> <p style="text-align: center;">Planned preparation: Q1 2010 - Q4 2013 works: Q1 2014 - Q1 2016</p>
19	<p style="text-align: center;">UPGRADE AND ELECTRIFICATION OF THE RAILWAY SECTION ZAPREŠIĆ – ZABOK</p>	<p>Action (1) - "To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections".</p> <p><u>Aim:</u> The non-electrified single track, railway section Zaprešić – Zabok is in very bad condition (deterioration of tracks and subgrade) and it is not equipped with adequate signalling, interlocking and telecommunication systems. Electrification and achieving nominal speed of 120 km/h, will enable inclusion of this railway section into the wider Zagreb area suburban railway system and with the increased axle load (25 t/a), restrictions in freight traffic will be removed.</p>	<p style="text-align: center;">C2</p> <p style="text-align: center;">Planned Preparations: Q1 2010 – Q2 2014 Works: Q3 2014 – Q4 2016</p>

20	<p align="center">CONSTRUCTION OF TERMINAL BUILDING "C" AIRPORT DUBROVNIK</p>	<p><i>Action (3) - "To enhance cooperation between air traffic stakeholders in order to prepare a plan to implement shorter plane routes".</i></p> <p><u>Aim:</u> Project: "<u>Construction of the terminal building</u>" C " makes the final phase of the overall project " Reconstruction of terminal buildings "A", "B", "C". Terminal building "A" and "B" are constructed (and in full operation since 05.12.2010.), while for the terminal building "C" the funds are necessary to be secured. The total gross building area "C" after reconstructions is planned to be 27.205 m². Estimated time period of the implementation of the project "Construction of buildings C" is, approximately 3 years.</p>	<p align="center">C2</p> <p align="center">Planned preparation: K3 2010 - K4 2013 / Z.L. Dubrovnik works: K1 2014 – K4 2016</p>
21	<p align="center">CONTAINER TERMINAL GAŽENICA - PORT OF ZADAR</p>	<p><i>Action (6) - "To develop further nodal planning for multimodality".</i></p> <p><u>Aim:</u> The project aims to expand existing activities of Gaženica cargo port to the activities of container traffic, in order to achieve and increase the proportion of container traffic in Croatia and transit countries of Central and South-eastern Europe.</p>	<p align="center">C2</p> <p align="center">Planned preparation: Q2 2010 – Q2 2013 works: Q2 2013 - Q3 2014</p>
22	<p align="center">ZAGREB - SISAK MOTORWAY, LEKENIK - SISAK SECTION</p>	<p><i>Action (1) - "To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections".</i></p> <p><i>Action (5) - "To improve the regional/ local cross-border infrastructure and the access to rural areas".</i></p> <p><u>Aim:</u> The traffic in this corridor passes through the existing national roads D30 and D36, through a lot of small villages</p>	<p align="center">C2</p> <p align="center">Planned</p>

		and for a long time does not satisfy needs of modern traffic. All traffic, local and transit, passes through a series of settlements which is very unfavourable in terms of safety for all road users. Also present is the negative impact on traffic flow and indirectly on the environment. The total section length is 11 km. Finished documents; the procedure of environmental impact assessment, issuing of location permit and three of seven needed building permits, the main design has been completed and detailed design is being made.	preparation: Q1 2011 - Q1 2013 works: Q1 2013 - Q3 2014
23	LINK ROAD JUNCTION VUČEVICA – JUNCTION KAŠTEL KAMBELOVAC (LINK ROAD AND THE TUNNEL KOZJAK) (Road)	<p><i>Action (4): “To ensure sustainable metropolitan transport systems and mobility”</i></p> <p><i>Action (6): “To develop further nodal planning for multimodality”</i></p> <p><u>Aim:</u> The project goal is to Facilitate connection to Route 1, to improve the capacity of the current road network, to remove bottlenecks and improve the road network. The proposed Link Road will have three functions:</p> <ul style="list-style-type: none"> - connection between the Motorway A1 and the Highway D8 (future Expressway) to - provide for a direct link with the Split agglomeration; shortcut the existing Link Road D1 to from Dugopolje via Klis to Split of about 12 km - direct access to the future Regional Waste Management Centre 	<p>C2</p> <p>Planned preparation: Q1 2010 - Q2 2014 works: Q3 2014 - Q1 2017</p>
24	ČIOVO BRIDGE AND CONNECTION ROADS - PART OF INTERMODAL PLATFORM SPLIT (AIRPORT)	<p><i>Action (4): “To ensure sustainable metropolitan transport systems and mobility”</i></p> <p><i>Action (6): “To develop further nodal planning for multimodality”</i></p> <p><u>Aim:</u> The project goal is to relieve the old city of Trogir (city</p>	<p>C2</p> <p>Planned I phase: preparation: Q1 2011 – Q4 2013</p>

		<p>rich in cultural heritage, protected by UNESCO) from traffic congestions, especially during summer season and to establish the quality (road) connection to island Čiovo. It has to be noted that the old bridge that passes through the old city is the only road connection of the island Čiovo and the coast. The area of Trogir is very attractive to tourists and therefore included in future development of tourist and business zones on the island.</p> <p>The road will upgrade the quality of regional traffic to international standards.</p>	<p>works: Q1 2014 - Q2 2016</p> <p>II phase: preparation: Q3 2011 – Q3 2014 works: Q4 2014 - Q2 2016</p> <p>III phase: preparation: Q3 2011 – Q3 2016 works: Q3 2016 - Q2 2017</p>
25	SARAJEVO STREET NEW CONSTRUCTION / AIRPORT DIRECTION	<p><i>Action (4): "To ensure sustainable metropolitan transport systems and mobility"</i></p> <p><u>Aim:</u> The project goal is to connect the Zagreb-Sisak motorway (works are in progress) with a network of urban roads. This will be a new connection with the Zagreb airport and city of Velika Gorica, and a new southern entrance to the city with connection to the bypass and motorway network. This is the last section of motorway, which goes to the City of Zagreb, from the future marshalling yard overpass (part of Zagreb, Sisak motorway) to the Dubrovnik Avenue and Mladosti Bridge.</p> <p>Further goal is expansion of the tram network to the marshalling yard and connecting New Zagreb with environmentally friendly public transport.</p>	<p>C2</p> <p>Planned Desing: Q2 2010 - Q2 2014 Works: Q2 2014 - Q4 2014</p>
26	<p>MOTORWAY RUPA – ŽUTA LOKVA</p> <ul style="list-style-type: none"> • RUPA – RIJEKA – ŽUTA LOKVA , KRIŽIŠĆE – NOVI VINODOLSKI SECTION • RUPA – RIJEKA – ŽUTA LOKVA, NOVI VINODOLSKI - SENJ SECTION 	<p><i>Action (1) - "To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections".</i></p> <p><u>Aim:</u> It is a part of the Adriatic road route which is designed as a European road E-65 (one part is designed as E-61) which</p>	<p>C2</p> <p>Planned works: Q1 2014 – Q2 2019 Tunnel: 2012</p>

	<ul style="list-style-type: none"> RUPA – RIJEKA – ŽUTA LOKVA, SENJ - ŽUTA LOKVA SECTION 	<p>connects the coastal areas of southwestern Europe and provides a quality connection of urban, tourist and industrial centers of the region.</p> <p>Building permit for the tunnel “Vratnik” (total length of tunnel is 3490 m) has been issued, and for the rest of the section it is necessary to renew the project documentation and administrative procedures.</p> <p>Works on the tunnel “Vratnik” could be started during this year.</p>	
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6) GERMANY:

	PROJECT TITLE	Action / Project description	Group/Status

7) HUNGARY:

	PROJECT TITLE	Action / Project description	Group / Status
1	<p align="center">DEVELOPMENT OF HUNGARIAN SECTIONS OF CETC (CENTRAL EUROPEAN TRANSPORT CORRIDOR) ROUTE65</p> <p align="center">(Road and Rail)</p>	<p><i>Action (6) - "To develop further nodal planning for multimodality".</i></p> <p>Aim: - / Development of Hungarian section of CETC-Route 65 / To develop accessibility between the Adriatic and Baltic seas. / Hungarian parts of the corridor are elements of TEN-T comprehensive network.</p> <p>Parts of the project are the followings:</p> <p>a) M8 expressway between Austrian-Hungarian state border and Körmend (2*2 lanes, 29,2 km)</p> <p>b) M8 expressway between Körmend and Rábahídvég (2*2 lanes, 13,1 km)</p> <p>c) Main road No. 86. Nádasd, Zalalövő bypasses (2*1 lanes, 15,5 km)</p> <p>d) Main road No. 86., Kozmadombja, Kálócfa és Zalabaksa bypasses (2*1 lanes, 6,9 km)</p> <p>e) M9 expressway between Rábahídvég and Táplászentkereszt (2*2 lanes, 12,2 km)</p> <p>f) Main road No. 87 between Szombathely and Austrian-Hungarian state border (2*1 lanes, 19,9 km)</p> <p>g) M86 expressway between Szombathely and Csorna (2*2 lanes, 52,3 km)</p> <p>h) M86 expressway between Csorna and Levél (2*2 lanes, 35,8 km)</p> <p>i) Main road No. 86. Jánossomorja and</p>	<p>a) C2 / till 2017</p> <p>b) C2 / till 2020</p> <p>c) A / till 2016</p> <p>d) C2 / till 2020</p> <p>e) C2 / till 2020</p> <p>f) C2 / till 2024</p> <p>g) C2 / till 2016</p> <p>h) C2 / till 2027</p> <p>i) C2 / till 2024</p>

	<p>Bősárkány bypasses (2*1 lanes, 11,3 km)</p> <p>j) M15 expressway between M1 motorway and Slovakian-Hungarian state border (upgrading to 2*2 lanes, 12,8 km)</p> <p>k) Joint section of M8 and M9 expressways between Rábahídvég and Vasvár (2*2 lanes, 7,3 km)</p> <p>l) M9 expressway between Vasvár and Zalaegerszeg (2*2 lanes, 28,4 km)</p> <p>m) M9 expressway between Zalaegerszeg and Pacsa (2*2 lanes, 11,9 km)</p> <p>n) M75 expressway between Pacsa and Fenékpuszta (2*1 lanes, 29,7 km)</p> <p>o) Győr-Pápa-Celldömök railway line feasibility study</p> <p>p) Győr-Pápa-Celldömök railway line upgrading (track, safety, telecommunication), electrification (72 km)</p>	<p>j) C2 / till 2017</p> <p>k) C2 / till 2020</p> <p>l) C2 / till 2020</p> <p>m) C2 / till 2020</p> <p>n) C2 / till 2020</p> <p>o) A / -</p> <p>p) C2 / till 2020</p>
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2	<p align="center">DEVELOPMENT OF HUNGARIAN SECTION OF EUROVELO 6 (BICYCLE ROUTE FROM THE ATLANTIC TO THE BLACK SEA)</p>	<p><i>Action (5) - "To improve the regional/ local cross-border infrastructure and the access to rural areas".</i></p> <p>Aim: - / Development of Hungarian section of EuroVelo6. Parts of the project are the followings: Building-up of missing sections (113 km), Upgrading of existing sections. Development of information systems.</p>	<p align="center">C2</p> <p align="center">Planned</p>
3	<p align="center">DEVELOPMENT HUNGARIAN SECTIONS OF GDANSK-ZILINA-BUDAPEST-OSIJEK-SARAJEVO-PLOCE</p> <p align="center">(Road)</p>	<p><i>Action (6) - "To develop further nodal planning for multimodality".</i></p> <p><u>Aim</u>:- / To develop accessibility between the Adriatic and Baltic seas. The Hungarian sections of Gdansk-Zilina-Budapest-Osijek-Sarajevo-Ploce are part of TEN-T core or comprehensive network.</p> <p>a) M2 expressway between Slovakian-Hungarian border and Vác (2*1 lanes between state border and Rétság, 2*2 lanes between Rétság and Vác; 50,1 km)</p> <p>b) M2 expressway between Vác and M0 expressway (2*2 lanes, 12,3 km)</p> <p>c) M0 expressway between M2 expressway and Main road No. 11. (upgrading to 2*3 lanes, 5,7 km)</p> <p>d) M0 expressway between Main road No. 11. and 10. (2*2 lanes, 7,1 km)</p> <p>e) M0 expressway between Main road 10. and M1 motorway (2*2 lanes, 18,2 km)</p> <p>f) M0 expressway between M1 and M6 motorways, I. phase (2*3 lanes)</p> <p>g) M0 expressway between M1 and M6 motorways, II. phase (2*3 lanes)</p> <p>h) M0 expressway between M6 motorway</p>	<p>a) C2 / till 2024</p> <p>b) C2 / till 2016</p> <p>c) C2 / till 2024</p> <p>d) C2 / till 2018</p> <p>e) C2 / till 2020</p> <p>f) A / till 2013</p> <p>g) A / till 2013</p> <p>h) A / till 2013</p>

		<p>and Main road No. 51. (2*3 lanes)</p> <p>i) M0 expressway between Main road No. 51 and M5 motorway (2*3 lanes)</p> <p>j) Komárom Danube bridge and Main road No. 13. between Slovakian-Hungarian border and Main road No. 1. (2*1 lanes, 1,8 km)</p> <p>k) Main road No. 13. between M1 motorway and Kisbér (2*2 lanes, 18,9 km)</p> <p>l) Main road No. 81. between Kisbér, Mór and Székesfehérvár bypass (2*2 lanes between Kisbér and Mór, 2*1 lanes Székesfehérvár bypass, 20,2 km)</p> <p>m) Main road No. 81. between Mór and Székesfehérvár (2*2 lanes, 17,7 km)</p> <p>n) Main road No. 62. Perkáta, Seregélyes, Szabadegyháza bypasses (2*1 lanes, 16,8 km)</p> <p>o) M6 expressway between Bóly and Croatian-Hungarian state border (2*1 lanes, 18,3 km)</p>	<p>i) A / till 2013</p> <p>j) C2 / till 2020</p> <p>k) till 2027</p> <p>l) till 2024</p> <p>m) till 2020</p> <p>n) till 2016</p> <p>o) till 2027</p>
4	<p>DEVELOPMENT HUNGARIAN SECTIONS OF PP6 (LYON-VENICE-TRIESTE-LJUBLJANA-BUDAPEST-UZHGOROD-LEMBERG-KIEV)</p> <p>(Rail)</p>	<p><i>Action (1) - "To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections".</i></p> <p><u>Aim:</u> Development of Hungarian sections of PP6 (TEN-T core network)</p> <p>a) Bajánsenye - Boba (ETCS-2)</p> <p>b) Upgrading rail line between Boba and Székesfehérvár (114 km)</p> <p>c) Upgrading rail line between</p>	<p>a) B2 / till 2015</p> <p>b) B2 / till 2017</p> <p>c) A+B2 /till 2015</p>

		<p>Székesfehérvár and Budapest-Kelenföld + ETCS2 and upgrading Székesfehérvár railway station (63 km)</p> <p>d) Upgrading rail line between Budapest-Kelenföld and Budapest-Ferencváros and Southern railway bridge</p> <p>e) Upgrading rail line Budapest - Miskolc - Nyíregyháza (270 km)</p> <p>f) Upgrading rail line between Nyíregyháza and Záhony (66 km)</p> <p>g) Modernization of Záhony transloading area</p>	<p>d) B2 / till 2015</p> <p>e) C2 / till 2020</p> <p>f) D / –</p> <p>g) A / till 2012</p>
5	<p>PREPARATION OF DEVELOPMENT OF SOUTH-EASTER-EUROPEAN HIGH-SPEED RAILWAY NETWORK (SEE-HSR)</p> <p>(HS Rail)</p>	<p><i>Action (6) - "To develop further nodal planning for multimodality".</i></p> <p><u>Aim</u>:- / Development of South-Eastern-Europe high-speed railway network. Study for preparing the development of South-East-Europe high-speed railway network.</p>	<p>D</p> <p>Project idea</p>
6	<p>DEVELOPMENT HUNGARIAN SECTIONS OF VIA CARPATHIA</p> <p>(Road)</p>	<p><i>Action (1) - "To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections".</i></p> <p><i>Action (6) - "To develop further nodal planning for multimodality".</i></p> <p><u>Aim</u>: To develop accessibility between the Adriatic and Baltic seas. Development of Hungarian section of Via Carpathia. (TEN-T comprehensive network) Parts of the project are the followings:</p> <p>a) M30 motorway between Slovakian-</p>	<p>C2</p> <p>Planned</p> <p>a) till 2016</p>

		<p>Hungarian border and Tornyosnémeti (2*2 lanes, 1,5 km)</p> <p>b) M30 expressway Abaújdevecser, Forró, Csobád, Aszaló, Szikszó bypasses (2*1 lanes, 20,1 km)</p> <p>c) M30 Szikszó and Miskolc (2*2 lanes, 12,9 km)</p> <p>d) M35 expressway between Debrecen and Berettyóújfalu, and Debrecen Southern bypass (2*2 lanes, 24,8 km)</p> <p>e) M4 expressway between Berettyóújfalu and Nagykereki (Romanian-Hungarian border) (2*2 lanes, 31,2 km)</p>	<p>b) till 2020</p> <p>c) till 2024</p> <p>d) till 2016</p> <p>e) till 2016</p>
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8) MOLDOVA:

	PROJECT TITLE	Action / Project description	Group / Status

9) MONTENEGRO:

	PROJECT TITLE	Action / Project description	Group / Status

10) ROMANIA:

	PROJECT TITLE	Action / Project description	Group / Status
1	DANUBE FAB PROJECT (Aviation)	<p><i>Action (3) - "To enhance cooperation between air traffic stakeholders in order to prepare a plan to implement shorter plane routes".</i></p> <p><u>Aim:</u> Project is a common project between the Republic of Bulgaria and Romania, with the collaboration of the two service providers – BULATSA and ROMATSA - with the role of Implementing Bodies under the name DANUBE FAB. Its overall objective is to implement the Single European Sky Regulations related to the establishment of a Functional Airspace Block (FAB) covering the airspace over the Republic of Bulgaria and Romania.</p>	<p>A</p> <p>Ongoing (1.01.2008 – 31.12. 2012)</p>
2	MODERNIZATION OF TULCEA "DANUBE DELTA" AIRPORT (Aviation)	<p><i>Action (3) - "To enhance cooperation between air traffic stakeholders in order to prepare a plan to implement shorter plane routes".</i></p> <p><u>Aim:</u> I. Modernization of the movement area (Extension and widening of the runway to 2250 x 45 m; Strengthening of the runway; Extension of the apron to 24.000 sqm) II.Modernization of the passenger terminal (Extension to 8.000 sqm; Reconfiguration of the arrivals and departures flows) Objectives: a) Higher level of safety and security, b) Increased capacity, c) Increased airport reference code.</p>	<p>B2</p> <p>Planned</p>

3	<p align="center">PRIORITY PROJECT 22 NORTH BRANCH: CURTICI – BRASOV – BUCURESTI – CONSTANTA (Rail)</p>		
3.1	<p align="center">REHABILITATION OF THE RAILWAY LINE BORDER – CURTICI – KM 614 FOR THE TRAFFIC OF THE TRAINS AT A MAXIMUM SPEED OF 160 KM/H (Rail)</p>	<p><i>Action (1) - "To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections".</i></p> <p><u>Aim:</u> - to rehabilitate up to the corridor standards 48 km of double line, by ensuring the technical conditions for the traffic of the passenger trains at a speed of 160 km/h and of the freight trains at a speed of 120 km/h; - to achieve the technical parameters set down in the international agreements AGC, AGTC, TER; - to implement ERTMS/ETCS Level 2 and the communications in the GSM-R system.</p>	<p align="center">B1</p> <p align="center">Ongoing (2011-2014)</p>
3.2	<p align="center">REHABILITATION OF THE RAILWAY LINE KM 614 – GURASADA FOR THE TRAFFIC OF THE TRAINS AT A MAXIMUM SPEED OF 160 KM/H (Rail)</p>	<p><i>Action (1) - "To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections".</i></p> <p><u>Aim:</u> - to rehabilitate 101.955 km up to the corridor standards, by ensuring the technical conditions for the traffic of the passenger trains at a speed of 160 km/h and of the freight trains at a speed of 120 km/h; - to achieve the technical parameters set down in the international agreements AGC, AGTC, TER; - to implement ERTMS/ETCS Level 2 and the communications in the GSM-R system. The synergic multimodal effect of the possibility to connect the railway section to the Danube River.</p>	<p align="center">B2</p> <p align="center">Ongoing The Feasibility Study and the Technical Design are being prepared. Construction: 2014 - 2018</p>

3.3	<p style="text-align: center;">REHABILITATION OF THE RAILWAY LINE GURASADA – SIMERIA FOR THE TRAFFIC OF THE TRAINS AT A MAXIMUM SPEED OF 160 KM/H</p> <p style="text-align: center;">(Rail)</p>	<p><i>Action (1) - “To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections”.</i></p> <p><u>Aim:</u> to rehabilitate 42 km up to the corridor standards, by ensuring the technical conditions for the traffic of the passenger trains at a speed of 160 km/h and of the freight trains at a speed of 120 km/h;</p> <ul style="list-style-type: none"> - to achieve the technical parameters set down in the international agreements AGC, AGTC, TER; - to implement ERTMS/ETCS Level 2 and the communications in the GSM-R system. 	<p style="text-align: center;">B2</p> <p style="text-align: center;">Ongoing</p> <p style="text-align: center;">The Feasibility Study and the Technical Design are being prepared.</p> <p style="text-align: center;">Construction: 2014 - 2019</p>
3.4	<p style="text-align: center;">REHABILITATION OF THE RAILWAY LINE COSLARIU – SIMERIA FOR THE TRAFFIC OF THE TRAINS AT A MAXIMUM SPEED OF 160 KM/H</p> <p style="text-align: center;">(Rail)</p>	<p><i>Action (1) - “To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections”.</i></p> <p><u>Aim:</u> The rehabilitation of 68.055 km of existing line (69.251 km after the modernisation) up to the technical parameters set down in the international agreements AGC, AGTC, TER.</p> <p>The modernisation works include embankments, railway superstructure, works of art (tunnels, viaducts, bridges, culverts), buildings, platforms, domes, the supply of unlevelled pedestrian access to the platforms and of electrification systems of 27.5 kV, the equipping with electronic signalling systems, the implementation of ERTMS Level II and the communications in the GSM-R system.</p>	<p style="text-align: center;">B1</p> <p style="text-align: center;">Ongoing</p> <p style="text-align: center;">(2012-2015)</p>

3.5	<p>REHABILITATION OF THE RAILWAY LINE SIGHISOARA – COSLARIU FOR THE TRAFFIC OF THE TRAINS AT A MAXIMUM SPEED OF 160 KM/H (Rail)</p>	<p><i>Action (1) - “To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections”.</i></p> <p><u>Aim:</u> to rehabilitate 96.2 km of present line (89.5 km after the modernisation) up to the corridor standards;</p> <ul style="list-style-type: none"> - to ensure the technical conditions for the traffic of the passenger trains at a speed of 160 km/h and of the freight trains at a speed of 120 km/h; - to achieve the technical parameters set down in the international agreements AGC, AGTC, TER; - to implement ERTMS/ETCS Level 2 and the communications in the GSM-R system. 	<p>B1</p> <p>Ongoing (2011-2016)</p>
3.6	<p>MODERNISATION OF THE RAILWAY LINE BRASOV – SIGHISOARA FOR THE TRAFFIC OF THE TRAINS AT A MAXIMUM SPEED OF 160 KM/H (Rail)</p>	<p><i>Action (1) - “To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections”.</i></p> <p><u>Aim:</u> to rehabilitate 130 km of present line (120.63 km after the modernisation) up to the corridor standards;</p> <ul style="list-style-type: none"> - to ensure the technical conditions for the traffic of the passenger trains at a speed of 160 km/h and of the freight trains at a speed of 120 km/h; - to achieve the technical parameters set down in the international agreements AGC, AGTC, TER; to implement ERTMS/ETCS Level 2 and the communications in the GSM-R system. 	<p>B2</p> <p>Ongoing. The Feasibility Study and the Technical Design are being prepared. Construction: 2014 - 2019</p>
3.7	<p>MODERNISATION OF THE RAILWAY LINE PREDEAL – BRASOV FOR THE TRAFFIC</p>	<p><i>Action (1) - “To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks</i></p>	<p>B2</p>

	<p>OF THE TRAINS AT A MAXIMUM SPEED OF 160 KM/H</p> <p>(Rail)</p>	<p><i>including environmental, economic and political, particularly in the cross-border sections”.</i></p> <p><u>Aim:</u> to rehabilitate 26.9 km up to the corridor standards, by ensuring the technical conditions for the traffic of the passenger trains at a speed of 160 km/h and of the freight trains at a speed of 120 km/h;</p> <ul style="list-style-type: none"> - to achieve the technical parameters set down in the international agreements AGC, AGTC, TER; - to implement ERTMS/ETCS Level 2 and the communications in the GSM-R system. - 	<p>Ongoing Feasibility Study</p> <p>(Construction: 2014 – 2018)</p>
3.8	<p>REHABILITATION OF THE RAILWAY LINE CAMPINA – PREDEAL</p> <p>(Rail)</p>	<p><i>Action (1) - “To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections”.</i></p> <p><u>Aim:</u> to rehabilitate up to the corridor standards 48 km of double line, by ensuring the technical conditions for the traffic of the passenger trains at a speed of 160 km/h and of the freight trains at a speed of 120 km/h;</p> <ul style="list-style-type: none"> - to achieve the technical parameters set down in the international agreements AGC, AGTC, TER. 	<p>A</p> <p>Ongoing (2007 – 2011)</p>
3.9	<p>REHABILITATION OF THE RAILWAY LINE BUCHAREST – CONSTANTA, THE SECTIONS BUCURESTI NORD – BUCURESTI BANEASA AND FETESTI – CONSTANTA</p> <p>(Rail)</p>	<p><i>Action (1) - “To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections”.</i></p> <p><u>Aim:</u> to ensure the technical conditions for the traffic of the passenger trains at a speed of 160 km/h and of the freight trains at a speed of 120 km/h;</p> <ul style="list-style-type: none"> - to achieve the technical parameters set down in the international agreements AGC, AGTC, TER. 	<p>A</p> <p>Ongoing (2002 – 2012)</p>

3.10	REHABILITATION OF THE RAILWAY LINE BUCHAREST – CONSTANTA, THE SECTION BUCURESTI BANEASA – FETESTI (THE SECTION BUCURESTI BANEASA – FUNDULEA, THE SECTION FUNDULEA – LEHLIU AND THE SECTION LEHLIU – CIULNITA – FETESTI) (Rail)	<i>Action (1) - “To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections”.</i> <u>Aim:</u> to ensure the technical conditions for the traffic of the passenger trains at a speed of 160 km/h and of the freight trains at a speed of 120 km/h; - to achieve the technical parameters set down in the international agreements AGC, AGTC, TER.	<p style="text-align: center;">A</p> <p style="text-align: center;">Ongoing (2005-2012)</p>
3.11	DANUBE RAILWAY BRIDGES REHABILITATION (Rail)	<i>Action (1) - “To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections”.</i> <u>Aim:</u> Rehabilitation works on the railway bridges over the Danube – km 152+149 and km 165+817 (2 bridges), the railway line Bucharest – Constanta	<p style="text-align: center;">B2</p> <p style="text-align: center;">Ongoing (2011 – 2014)</p>
4	PRIORITY PROJECT 22 SOUTH BRANCH: ARAD – TIMISOARA – CRAIOVA – CALAFAT (rail)		
4.1	MODERNISATION OF THE RAILWAY LINE CARANSEBES – TIMISOARA – ARAD FOR THE TRAFFIC OF THE TRAINS AT INCREASED SPEEDS (Rail)	<i>Action (1) - “To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections”.</i> <u>Aim:</u> The works aim at ensuring the technical conditions for the traffic of the passenger and freight trains at speeds higher than those for which the line was designed (160 km/h for the passenger trains, 120	<p style="text-align: center;">C2</p> <p style="text-align: center;">Prefeasibility study elaborated</p> <p style="text-align: center;">Works estimated for 2016-2020</p>

		<p>km/h for the freight trains), for each of the route versions proposed and analysed by means of the Feasibility Study. The length of the existing line is 155 km, whereas there are 128 km of simple, electrified line and 27 km of double, electrified line.</p> <p>The route is included in the EC Decision 2007-EU-22070-S-TEN-T „Studies for the development of the Railway Priority Project 22” Patras-Athens-Thessaloniki-Promachonas (Greece) -Kulata-Sofia-Vidin (Bulgaria) -Calafat-Craiova-Timisoara-Curtici (Romania) -Lokoshaza-Budapest-Gyor-Hegyeshalom (Hungary)</p>	
4.2	<p>MODERNISATION OF THE RAILWAY LINE CRAIOVA – STREHAIA – DROBETA-TURNU SEVERIN – CARANSEBES FOR THE TRAFFIC OF THE TRAINS AT INCREASED SPEEDS</p> <p>(Rail)</p>	<p><i>Action (1) - “To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections”.</i></p> <p><u>Aim:</u> The works aim at ensuring the technical conditions for the traffic of the passenger and freight trains at speeds higher than those for which the line was designed (160 km/h for the passenger trains, 120 km/h for the freight trains), for each of the route versions proposed and analysed by means of the Feasibility Study. The length of the existing line is 227 km, whereas there are 54 km of simple, electrified line and 60 km of double, electrified line.</p>	<p>C2</p> <p>Feasibility study needs to be update</p> <p>No financing assured</p> <p>Works estimated for 2016-2020</p>
4.3	<p>REHABILITATION AND MODERNISATION OF THE RAILWAY LINE CRAIOVA-CALAFAT, A COMPONENT OF THE PAN-EUROPEAN CORRIDOR IV</p> <p>(Rail)</p>	<p><i>Action (1) - “To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections”.</i></p>	<p>C2</p> <p>Feasibility study Ongoing</p> <p>Works estimated for 2014-2020</p>

		<p><u>Aim</u>: Rehabilitation up to the technical parameters set down in the international agreements AGTC and TER of 107 km of simple, non-electrified line (respectively 104.7 km in Version 3), which represent a component of the Pan-European Corridor IV (the Southern Branch) and make the connection to the infrastructure for the access to the new bridge over the Danube in the Calafat-Vidin Area, by:</p> <ul style="list-style-type: none"> - removing the defects of the railway infrastructure and eliminating the existing restrictions imposing a maximum speed of only 45-80 km/h for the passenger trains and of 45-50 km/h for the freight trains; <p>ensuring the technical conditions for the traffic of the passenger and freight trains at increased maximum speeds (160 km/h for the passenger trains and 120 km/h for the freight trains) for as much of the route as possible.</p>	
4.4	<p>RAILWAY INFRASTRUCTURE FOR THE ACCESS TO THE SECOND BRIDGE OVER THE DANUBE IN CALAFAT – VIDIN</p> <p>(Rail)</p>	<p><i>Action (1) - “To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections”.</i></p> <p><u>Aim</u>: Construction and modernisation of railway infrastructure.</p>	<p>A</p> <p>Ongoing (2009 – 2012)</p>
5	<p>REHABILITATION AND ELECTRIFICATION OF THE RAILWAY LINE GIURGIU – VIDELE – BUCUREȘTI FOR THE TRAFFIC OF THE TRAINS AT A MAXIMUM SPEED OF</p>	<p><i>Action (1) - “To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections”.</i></p>	<p>C2</p> <p>Planned</p>

	160 KM/H	<p><u>Aim:</u> - to rehabilitate 105 km (42 km double track, 63km single track), and electrify 55 km up to the corridor standards;</p> <p>- to ensure the technical conditions for the traffic of the passenger trains at a speed of 160 km/h and of the freight trains at a speed of 120 km/h;</p> <p>- to achieve the technical parameters set down in the international agreements AGC, AGTC, TER; to implement ERTMS/ETCS Level 2 and the communications in the GSM-R system.</p>	Feasibility study elaborated in 2005; needs updates
6	<p>REHABILITATION AND ELECTRIFICATION OF THE RAILWAY LINE BUCUREȘTI NORD – JILAVA – GIURGIU – FRONTIERĂ FOR THE TRAFFIC OF THE TRAINS AT A MAXIMUM SPEED OF 160 KM/H</p>	<p>Action (1) - <i>“To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections”.</i></p> <p><u>Aim:</u></p> <ul style="list-style-type: none"> - to rehabilitate and electrify 85 km of present single track line up to the corridor standards; - to ensure the technical conditions for the traffic of the passenger trains at a speed of 160 km/h and of the freight trains at a speed of 120 km/h; - to achieve the technical parameters set down in the international agreements AGC, AGTC, TER; - to implement ERTMS/ETCS Level 2 and the communications in the GSM-R system. 	<p>C2</p> <p>Planned</p> <p>Feasibility study elaborated in 1997; needs updates</p>
7	<p>HIGH-SPEED RAILWAY LINE, A COMPONENT OF THE ROUTE VIENNA – BUDAPEST – BUCHAREST – CONSTANTA</p> <p>(Rail)</p>	<p>Action (1) - <i>“To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections”.</i></p> <p><u>Aim:</u> The construction of a HS railway line on the route Border HU-RO – Bucharest - Constanta, as an</p>	<p>D</p> <p>Planned (2011-2023)</p>

		extension of the high-speed axis Paris - Strasbourg – Stuttgart – Vienna – Bratislava – Budapest. The increase in the quality of the railway transport services. The decrease in the travel time between destinations.	
8	PARTICIPATION OF CFR SA IN THE MANAGEMENT BOARD OF THE FREIGHT CORRIDOR 7 ORIENT (Rail)	<i>Action (2) - “To implement the Rail Freight Corridors forming part of the European rail network for competitive freight”.</i> <u>Aim:</u> The extension of the management and working structures for ensuring the operation of the Freight Corridor 7 Orient in accordance with the provisions of the Regulation no. 913/2010	A Ongoing (2011-2013)
9	INFRASTRUCTURE ACCESS TO THE BRIDGE AT CALAFAT - VIDIN, OVER DANUBE	<i>Action (1) - “To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections”.</i> <u>Aim:</u> Construction of road infrastructure for the Clafat – Vidin Bridge over the Danube River.	A Ongoing (2009 – 2012)
10	PRIORITY PROJECT 7 ROAD	<i>Action (1) - “To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections”.</i> <u>Aim:</u> Section of TEN-T Priority Project 7 (road): This project runs partly in parallel to the Danube in the Eastern part through the motorway PP-7 which connects Budapest to Constanta on the Black Sea and the Greek cities of Thessaloniki, Athens and Igoumenitsa.	
10.1	NADLAC – ARAD MOTORWAY	<i>Action 1 / To bring to completion the TEN-T (rail and road) Priority Projects</i>	A

			Ongoing 2011 - 2013
10.2	ARAD - TIMISOARA MOTORWAY	<i>Action 1 / To bring to completion the TEN-T (rail and road) Priority Projects</i>	A Ongoing 2011 - 2012
10.3	BYPASS ARAD (MOTORWAY PROFILE)	<i>Action 1 / To bring to completion the TEN-T (rail and road) Priority Projects</i>	A Ongoing 2011 - 2012
10.4	TIMISOARA - LUGOJ MOTORWAY	<i>Action 1 / To bring to completion the TEN-T (rail and road) Priority Projects</i>	A Ongoing 2011 - 2014
10.5	LUGOJ - DEVA MOTORWAY	<i>Action 1 / To bring to completion the TEN-T (rail and road) Priority Projects</i>	A Ongoing 2011 - 2014
10.6	DEVA - ORASTIE MOTORWAY	<i>Action 1 / To bring to completion the TEN-T (rail and road) Priority Projects</i>	A Ongoing 2011 - 2013
10.7	ORASTIE - SIBIU MOTORWAY	<i>Action 1 / To bring to completion the TEN-T (rail and road) Priority Projects</i>	A Ongoing 2011 - 2013
10.8	BYPASS SIBIU AT MOTORWAY PROFILE	<i>Action 1 / To bring to completion the TEN-T (rail and road) Priority Projects</i>	A Finalised
10.9	SIBIU - PITESTI MOTORWAY	<i>Action 1 / To bring to completion the TEN-T (rail and road) Priority Projects</i>	C2 SF finalised in 2008 needs updates Construction after 2014
10.10	PITESTI – BUCHAREST - CERNAVODA MOTORWAY	<i>Action 1 / To bring to completion the TEN-T (rail and road) Priority Projects</i>	A Finalised

10.11	CERNAVODA - CONSTANTA MOTORWAY	<i>Action 1 / To bring to completion the TEN-T (rail and road) Priority Projects</i>	A Ongoing 2011 - 2013
10.12	BYPASS CONSTANTA AT MOTORWAY PROFILE	<i>Action 1 / To bring to completion the TEN-T (rail and road) Priority Projects</i>	A Ongoing 2011 - 2012
11	CONSTANTA – VAMA VECHE MOTORWAY	<i>Action (1) - “To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections”.</i> <u>Aim:</u> crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections.	D Section is included in the new TEN-T core network
12	REHABILITATION OF NATIONAL ROADS (NR) - NR 51, ALEXANDRIA - ZIMNICEA, KM 2+600 - KM 43+783	<i>Action (6) - “To develop further nodal planning for multimodality”.</i> <u>Aim:</u> Upgrading road infrastructure in the area of Zimnicea and Turnu Magurele cities - important Danube ports in order to ensure the connection between Pan-European Corridor no. VII - Danube River and Pan-European Corridor no. IV.	C2 Planned (2013 – 2015)
13	REHABILITATION OF NATIONAL ROADS (NR) - NR 52, ALEXANDRIA - TURNU MAGURELE, KM 1+350 - KM 52+649	<i>Action (6) - “To develop further nodal planning for multimodality”.</i> <u>Aim:</u> Upgrading road infrastructure in the area of Zimnicea and Turnu Magurele cities - important Danube ports in order to ensure the connection between Pan-European Corridor no. VII - Danube River and Pan-European Corridor no. IV.	C2 Planned (2013 – 2015)

14	REHABILITATION OF NATIONAL ROADS - NR 6, BUCHAREST - ALEXANDRIA – CRAIOVA – DROBETA TURNU SEVERIN – LUGOJ, KM 0+000 – KM 494+500	<i>Action (1) - “To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections”.</i> <u>Aim:</u> Upgrading road infrastructure in Oltenia area , close to Danube River including the Southern Branch of Pan-European Corridor no. IV.	<p style="text-align: center;">A</p> <p style="text-align: center;">Ongoing (2011-2013)</p>
15	REHABILITATION OF NATIONAL ROADS - NR 56, CRAIOVA – CALAFAT, KM 0+000 – KM 84+020	<i>Action (1) - “To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections”.</i> <u>Aim:</u> Upgrading road infrastructure in Oltenia area , close to Danube River including the Southern Branch of Pan-European Corridor no. IV.	<p style="text-align: center;">A</p> <p style="text-align: center;">Ongoing (2011-2014)</p>
16	REHABILITATION OF NATIONAL ROADS - NR 55, CRAIOVA - BECHET, KM 4+400 – KM 67+110	<i>Action (6) - “To develop further nodal planning for multimodality”.</i> <u>Aim:</u> Upgrading road infrastructure in the area of Turnu Magurele - important Danube port and facilitating the connection with Corridor no.IV.	<p style="text-align: center;">C2</p> <p style="text-align: center;">Planned (2013 – 2015)</p>
17	REHABILITATION OF NATIONAL ROADS - NR 66, FILIASI – SIMERIA, KM 0+000 – KM 210+516	<i>Action (6) - “To develop further nodal planning for multimodality”.</i> <u>Aim:</u> Upgrading road infrastructure in the area of Turnu Magurele - important Danube port and facilitating the connection with Corridor no.IV.	<p style="text-align: center;">A</p> <p style="text-align: center;">Ongoing (2004-2013)</p>
18	REHABILITATION OF NATIONAL ROAD NR 5, BUCHAREST - GIURGIU SECTION BUCHAREST – ADUNATII COPACENI, KM 7+573 – 19+220	<i>Action (1) - “To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections”.</i>	<p style="text-align: center;">A</p> <p style="text-align: center;">Ongoing</p>

		<u>Aim:</u> Modernization of the road that connects the capital, Bucharest and the Danube port of Giurgiu and also with the border crossing point with Bulgaria. /	(2011-2013)
19	REHABILITATION OF NATIONAL ROADS - NR 54, CARACAL - TURNU MAGURELE, KM 1+550 – KM 65+950 AND	<i>Action (6) - “To develop further nodal planning for multimodality”.</i> <u>Aim:</u> Upgrading road infrastructure in the area of Turnu Magurele - important Danube port and facilitating the connection with Corridor no.IV.	C2 Planned 2013 – 2015
20	REHABILITATION OF NATIONAL ROADS - NR 64, CARACAL – OLANESTI, KM 2+200 – KM 114+880	<i>Action (6) - “To develop further nodal planning for multimodality”.</i> <u>Aim:</u> Upgrading road infrastructure in the area of Turnu Magurele - important Danube port and facilitating the connection with Corridor no.IV.	C2 Planned 2013 – 2015
21	REHABILITATION OF NATIONAL ROAD NR 65A, CERBU - TURNU MAGURELE, KM 0+000 - KM 130+005	<i>Action (6) - “To develop further nodal planning for multimodality”.</i> <u>Aim:</u> Upgrading road infrastructure in the area of Turnu Magurele - important Danube port.	C2 Planned 2013 - 2015

11) SERBIA:

	PROJECT TITLE	Action / Project description	Group / Status
1	TECHNICAL ASSISTANCE FOR THE IMPLEMENTATION OF THE EUROPEAN COMMON AVIATION AREA AGREEMENT IN THE REPUBLIC OF SERBIA – PHASE II	<p><i>Action (3) - “To enhance cooperation between air traffic stakeholders in order to prepare a plan to implement shorter plane routes”.</i></p> <p><u>Aim:</u> the extension of the EU-funded Project “Technical Assistance for the implementation of the European Common Aviation Area agreement in the Republic of Serbia” that completed in May 2011.</p>	<p>C2</p> <p>Planned (1.10.2011 – 31.9.2012)</p>
2	SERBIAN SECONDARY AIRPORTS NETWORK DEVELOPMENT PLAN (SAIRNET PROJECT)	<p><i>Action (3) - “To enhance cooperation between air traffic stakeholders in order to prepare a plan to implement shorter plane routes”.</i></p> <p><u>Aim:</u> Better regional mobility due to development and improvement of existing infrastructural sources for regional air transport operations: faster and better accessibility to the airport; capacity increase of the airport; the arrival of new airlines; reduced prices of railway tickets; better links with road and rail infrastructure; Increased number of passengers; increase in transport of goods; the arrival of new low-cost airlines; better regional connectivity; cheaper transport of goods.</p>	<p>C2</p> <p>Planned (2012 – 2013)</p>
3	SOUTH-EAST EUROPE HELIPORT NETWORK SYSTEM PLAN WITHIN A FRAMEWORK OF “SINGLE EUROPEAN SKY”	<p><i>Action (3) - “To enhance cooperation between air traffic stakeholders in order to prepare a plan to implement shorter plane routes”.</i></p> <p><u>Aim:</u> development of a heliport network system plan for heliports in south-east Europe region (Serbia, Bosnia and Herzegovina, Montenegro, Albania, Macedonia and Croatia).</p>	<p>C2</p> <p>Planned (1.11.2011 – 1.11.2012)</p>

4	TECHNICAL ASSISTANCE FOR AVIATION INFRASTRUCTURE	<p><i>Action (3) - "To enhance cooperation between air traffic stakeholders in order to prepare a plan to implement shorter plane routes".</i></p> <p><u>Aim:</u> implementing General Master Plan for Transport (GMPTS).</p>	<p>C2</p> <p>Planned</p>
5	REGIONAL AVIATION RESEARCH, DEVELOPMENT AND TRAINING CENTRE	<p><i>Action (3) - "To enhance cooperation between air traffic stakeholders in order to prepare a plan to implement shorter plane routes".</i></p> <p><u>Aim:</u> development of new, contemporary system of education in aviation sector.</p>	<p>C2</p> <p>Planned</p>
6	ESTABLISHING INTERNATIONAL MRO CIVIL AVIATION CENTER IN DANUBE REGION – BELGRADE SERBIA	<p><i>Action (3) - "To enhance cooperation between air traffic stakeholders in order to prepare a plan to implement shorter plane routes".</i></p> <p><u>Aim:</u> Development of MRO Center in accordance with regional airliners needs.</p> <ul style="list-style-type: none"> - "All At One Place" services (airframes, engines, modifications, painting, composites, landing gears). - Contractually arranged competitive price for the Danube region airliners. - Belgrade MRO should be planned and developed as the initial MRO center that will grow and become Danube Region MRO Center (brand name "DR Aircraft Services" for instance) with hangars and services across the Danube region. Top 10 safety and quality standards. 	<p>B2</p> <p>Ongoing (- 2015)</p>
7	CONSTRUCTION OF THE ZEZEJ BRIDGE ON THE DANUBE RIVER IN NOVI SAD	<p><i>Action (1) - "To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections".</i></p>	<p>A</p> <p>Ongoing (2011 – 2013)</p>

		<u>Aim:</u> Construction of the bridge on the Danube river in Novi Sad - „ZEZELJ BRIDGE“ (the old „ZEZELJ BRIDGE“ was destroyed during NATO bombing).	
8	CONSTRUCTION OF THE NEW BESKA BRIDGE ON THE DANUBE	<p><i>Action (1) - “To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections”.</i></p> <p><u>Aim:</u> An identical New Beška Bridge is under construction, right next to the existing one as a so-called “twin bridge”, to allow for a full motorway profile of two traffic lanes plus a hard shoulder lane in each direction (the old „ZEZELJ BRIDGE“ was destroyed during NATO bombing).</p>	<p>A</p> <p>Finished and opened 2008 - September 2011</p>
9	CONSTRUCTION OF THE ZEMUN-BORCA BRIDGE	<p><i>Action (1) - “To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections”.</i></p> <p><i>Action (4) - “To ensure sustainable metropolitan transport systems and mobility”.</i></p> <p><u>Aim:</u> The bridge is part of the Belgrade bypass and should link Zrenjanin and Pancevo road, which will ensure better transport links for more than half a million people municipality of Zemun, Zemun and Novi Beograd.</p>	<p>A</p> <p>Ongoing (2011-2013)</p>
10	CONSTRUCTION OF ROAD-RAIL BRIDGE OVER THE DANUBE AT VINCA	<i>Action (1) - “To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections”.</i>	<p>B2</p> <p>Planned</p>

		<p>Action (2) - “To implement the Rail Freight Corridors forming part of the European rail network for competitive freight”.</p> <p><u>Aim:</u> Road-rail bridge over the Danube at Vinca, 600m long , as a part of Bypass Belgrade_ Sector C. The length of the section is 30.8 km and the preliminary project is done.</p>	
11	RAIL COORIDOR X	<p>Action (1) - “To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections”.</p> <p><u>Aim:</u> Modernization of the railway line Stara Pazova – Novi Sad (Corridor Xb).</p>	<p>C2</p> <p>Planned (2013 –)</p>
12	RAILWAY REHABILITATION PROJECT II	<p>Action (1) - “To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections”.</p> <p><u>Aim:</u> Reconstruction and modernization of the Gilje – Cuprija – Paracin section of the line from Belgrade to Nis (Corridor X).</p>	<p>A</p> <p>Ongoing (2011 – 2012)</p>
13	RAIL CORRIDOR X (2)	<p>Action (1) - “To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections”.</p> <p><u>Aim:</u> I. Reconstruction and modernization of the railway line</p>	<p>Ongoing (2011 –)</p>

		<p>Stalac –Djunis (Corridor X) II. Reconstruction and modernization of the railway line Beograd – Rakovica –Resnik (Corridor X) III. Procurement of material and equipment for rehabilitation of civil and electro-technical infrastructure on the Corridor X</p>	
14	RECONSTRUCTION AND MODERNIZATION OF THE LINE NIŠ – DIMITROVGRAD (XC)	<p><i>Action (1) - "To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections".</i> <u>Aim:</u> The line Niš -Dimitrovgrad is a part of Pan-European transport corridor X. This project contains the rehabilitation of the existing one track, the construction of a second track, the upgrading to maximum operating speed at 160 km/h and the implementation of ERTMS.</p>	<p>B1</p> <p>Ongoing (2011 –)</p>
15	RAIL CORRIDOR X (3)	<p><i>Action (1) - "To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region</i> <u>Aim:</u> I. The implementation of a programme of track renewal along key sections of Corridor X, including the purchase of track maintenance machines. II.The purchase of approximately 15 multi-system electric locomotives.</p>	<p>A</p> <p>Ongoing (2010 – 2014)</p>
16	RUSSIAN LOAN (CONSTRUCTION RAILWAYS)	<p><i>Action (1) - "To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections".</i> <u>Aim:</u> I. Construction of railway line Valjevo –Loznica II. Building and reconstruction Belgrade Railway Junction III. Construction of a second track Beograd-Pancevo</p>	<p>B1</p> <p>Ongoing</p>

17	RAILWAY REHABILITATION PROJECT II	<p><i>Action (1) - "To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region"</i></p> <p><u>Aim:</u> Procurement of additional equipment for the wheel processing</p>	<p>B1</p> <p>Ongoing</p>
18	DISEL MULTIPLE UNIT SEETS	<p><i>Action: (N/A)</i></p> <p><u>Aim:</u> Procurement of 12 Diesel Multiple Sets</p>	<p>A</p> <p>Ongoing (2010 – 2012)</p>
19	ROLLING STOCK ELECTRIC MULTIPLE UNITS	<p><i>Action: (N/A)</i></p> <p><u>Aim:</u> Purchase of up to 25 Electric Multiple Units</p>	<p>B1</p> <p>Ongoing (2009 – 2013)</p>
20	STARA PAZOVA –SUBOTICA RAIL LINE	<p><i>Action (1) - "To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections".</i></p> <p><u>Aim:</u>The rehabilitation of the existing one track, the construction of a second track, the upgrading to maximum operating speed at 160 km/h and the implementation of ERTMS.</p>	<p>B2</p> <p>Planned</p>
21	VELIKA PLANA – STALAC RAIL LINE	<p><i>Action (1) - "To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections".</i></p> <p><u>Aim:</u> The rehabilitation of the existing double track, its upgrading to maximum operating speed at 160 km/h and the implementation of ERTMS.</p>	<p>B2</p> <p>Planned</p>

22	DJUNIS-TRUPALE (NIS) RAIL LINE	<p><i>Action (1) - "To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections".</i></p> <p><u>Aim:</u> The rehabilitation of the existing double track, its upgrading to maximum operating speed at 160 km/h and the implementation of ERTMS.</p>	<p>B2</p> <p>Planned</p>
23	GOLUBINCI-SID RAIL LINE	<p><i>Action (1) - "To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections".</i></p> <p><u>Aim:</u> The rehabilitation of the existing double track, its upgrading to maximum operating speed at 160 km/h and the implementation of ERTMS</p>	<p>B2</p> <p>Planned</p>
24	RESNIK-KLENJE-MALI POŽAREVAC-VELIKA PLANA RAIL LINE	<p><i>Action (1) - "To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections".</i></p> <p><u>Aim:</u> The rehabilitation of the existing one track, the construction of a second track, its upgrading to maximum operating speed at 160 km/h, and the implementation of ERTMS</p>	<p>B2</p> <p>Planned</p>
25	STALAC-DJUNIS RAIL LINE	<p><i>Action (1) - "To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections".</i></p> <p><u>Aim:</u> The construction of new alignment for maximum operating speed at 160 km/h. The existing single track section is with small radius curves and placed through the gorge.</p>	<p>B2</p> <p>Planned</p>

26	NIS-PRESEVO RAIL LINE	<p><i>Action (1) - "To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections".</i></p> <p><u>Aim:</u> The rehabilitation of the existing one track, but substantial reconstruction of the track through the Grdelica gorge is necessary to provide maximum operating speed at 160 km/h. The length of this section is 167 km.</p>	<p>B2</p> <p>Planned</p>
27	FACILITATING INTERMODAL TRANSPORT IN SERBIA	<p><i>Action (6) - "To develop further nodal planning for multimodality".</i></p> <p><u>Aim:</u> The overall objective of the current project is to contribute to the long-term sustainable development of the logistics infrastructure and multimodal transport in Serbia. This should be reached through the integration of all transport sectors, thus increasing the possibility to ensure cargo mobility, more efficient application of means of transport, the quality of logistics and related services, and improving the attractiveness and competitiveness of Serbia as a transit state, making environmental friendly mode of transport and reducing logistic costs.</p>	<p>A</p> <p>Ongoing (2010 – 2012)</p>
28	CONSTRUCTION OF INTERMODAL TERMINAL IN BELGRADE	<p><i>Action (6) - "To develop further nodal planning for multimodality".</i></p> <p><u>Aim:</u> The objective of the project is to construct first modern intermodal terminal in Serbia. The terminal will be the first step to efficient rail-road transport and enable the long-term sustainable development of the logistics infrastructure and multimodal transport in Serbia. Selected location for the terminal is on the crossroads of the European corridors.</p>	<p>B2</p> <p>Planned (2012 – 2013)</p>

29	<p align="center">DEVELOPMENT OF NETWORK OF SECONDARY INTERMODAL TERMINALS IN SERBIA</p>	<p><i>Action (6) - "To develop further nodal planning for multimodality".</i></p> <p><u>Aim:</u> Following development of the first modern intermodal terminal, this project should develop a secondary intermodal terminal network in Serbia. The network of intermodal terminals will further strengthen sustainable transport strategy and will provide capacity for better and more efficient transport of goods in this part of Europe.</p>	<p align="center">D</p> <p align="center">Project idea</p>
30	<p align="center">DANUBE REGION INTERMODAL STRATEGY (DRIS)</p>	<p><i>Action (6) - "To develop further nodal planning for multimodality".</i></p> <p><u>Aim:</u> A common strategy and plan for intermodal transport in Danube region and beyond is urgently required to complete the regional and transnational plans planning processes. Once adopted, investors will be able to mobilize the long-term financing needed to create a contemporary network of intermodal gateways/intermodal terminals, handling equipments, specialized trains, wagons and information systems that will service the logistics chain comprehensively and effectively.</p>	<p align="center">D</p> <p align="center">Planned</p>
31	<p align="center">INCLUSION OF THE NEW RAIL FREIGHT BALKAN CORRIDOR INTO THE EU RAILWAY SYSTEM</p>	<p><i>Action (1) - "To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections".</i></p> <p><u>Aim:</u> Extension of the TEN-T to the non EU countries (Inclusion of new railway corridor which is a part of European railway network for competitive freight transport)</p> <p>The aim of this project is to improve international railway and intermodal links of the Danube region, and to connect countries which are not members of the EU with railway network of the EU.</p>	<p align="center">D</p> <p align="center">Project Idea</p>

12) SLOVAKIA:

	PROJECT TITLE	Action / Project description	Group / Status
1	<p>RAIL INFRASTRUCTURE FOR INTEGRATED PUBLIC TRANSPORT SYSTEM IN BRATISLAVA REGION</p> <p>(Rail)</p>	<p>Action (1) - "To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections".</p> <p>Action (4) - "To ensure sustainable metropolitan transport systems and mobility".</p> <p><u>Aim:</u> Development of rail infrastructure to support employment of integrated transport system in Bratislava and adjacent regions</p> <p>Improvement of rail infrastructure in node of Bratislava within TEN-T PP17 objectives (interconnection with other corridors, connection of the airport of Bratislava to rail network, interoperability)</p> <p>Global project comprises 7 sub-projects:</p> <ol style="list-style-type: none"> 1. <i>Interconnection of corridors: section Bratislava Predmestie – Bratislava Petržalka</i> 2. <i>Railway connection of the Airport M. R. Štefánika</i> 3. <i>Double-tracking section Bratislava Petržalka – Kittsee</i> 4. <i>Double-tracking section Bratislava Main station – Bratislava N. Mesto</i> 5. <i>Electrification of track Devínska N. Ves – Marchegg</i> 6. <i>City rail track Petržalka Terminals of Integrated public transport in Bratislava (new railway stops, park and ride, information facilities, etc.)</i> 	<p>A2</p> <p>Ongoing</p> <p>2005 – 2015 (first stage)</p> <p>2030 - completion of all projects</p>
2	<p>PUBLIC TERMINALS (4) OF INTERMODAL TRANSPORT IN ŽILINA, KOŠICE, BRATISLAVA AND LEOPOLDOV</p>	<p>Action (6) - "To develop further nodal planning for multimodality".</p> <p><u>Aim:</u> Development of intermodal transport between water, road and rail mode.</p>	<p>B2</p> <p>Ongoing (project documentation under preparation)</p> <p>October 2012 – March 2014</p>

3	<p>TWIN CITY RAIL: PROJECT DOCUMENTATION AND PUBLIC INFORMATION ON UPGRADE OF THE RAIL CONNECTION VIENNA – MARCHEGG – BRATISLAVA</p>	<p><i>Action (5) - “To improve the regional/ local cross-border infrastructure and the access to rural areas”.</i> Project documentation and public information on : 1) Upgrade of the Vienna - Stadlau – Marchegg – Austria-Slovakia Border Crossing track - electrification, addition of a second rail – track, - speed increase to 160 km/h, - replacement of railway crossings 2) Electrification of the Austria-Slovakia Border Crossing - Devinska Nova Ves track (with the outlook for double-tracking) 3) New rail stops Devinska Nova Ves, Lamacska brana, Patronka</p>	<p>A</p> <p>Ongoing January 2010 – March 2015</p>
4	<p>MODERNIZATION OF THE RAIL TRACK KRÁSNO NAD KYSUCOU (SLOVAKIA) – ČADCA (SLOVAKIA) - SLOVAKIA-CZECH REPUBLIC BORDER CROSSING (CONTINUATION TO CZECH REPUBLIC)</p>	<p><i>Action (1) - “To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections”.</i> <i>Action (5) - “To improve the regional/ local cross-border infrastructure and the access to rural areas”.</i> <u>Aim</u>:- to bring to completion TEN-T Rail Corridor 23 - to improve the rail (passenger and cargo) interconnection, quality, environmental standards and safety.</p>	<p>B2</p> <p>Planned (Project documentation : 2010 - 2014 Realization : after 2014/2015)</p>
5	<p>THE ROAD BRIDGE KOMARNO (SLOVAKIA) – KOMAROM (HUNGARY)</p>	<p><i>Action (5) - “To improve the regional/ local cross-border infrastructure and the access to rural areas”.</i> <u>Aim</u>: - replacement of the existing road bridge with the outdated decreased technical parameters, - improvement of the road transport interconnection between Slovakia and Hungary (Bratislava – Budapest Corridor), - unburdening the transport charge of the Road Bridge Medvedov (Slovakia) – Ujtelep (Hungary), - encouragement of the economic, touristic and cultural development and cooperation between the municipalities, entrepreneurs and inhabitants of Komárno (Slovakia) and Komárom (Hungary) and the adjacent region.</p>	<p>C2</p> <p>Planned (Documentation : till 2014 Construction : 2014 – 2016)</p>

6	<p>MOTORWAY D1 : BRATISLAVA – VÝŠNÉ NEMECKÉ (SLOVAKIA) / UŽGOROD (UKRAINE)</p>	<p><i>Action (1) - “To bring to completion the TEN-T Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections”</i></p> <p><u>Aim :</u> - improve the accessibility of persons and businesses to the country’s regions, cities, towns and villages - reduce the national and transnational road transport time - complement the TEN-T Core Network (Priority Projects 25)</p>	<p>C2</p> <p>Ongoing and planned</p>
7	<p>MOTORWAY D3: HRIČOVSKÉ PODHRADIE – SKALITĚ (SLOVAKIA) / ZWARDON (POLAND)</p>	<p><i>Action (1) - “To bring to completion the TEN-T Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections”</i></p> <p><i>Action (5) - “To improve the regional/local cross-border infrastructure and the access to rural areas”</i></p> <p><u>Aim :</u> i) improve the accessibility of persons and businesses to the regions, cities, towns and villages of Slovakia, Poland, Czech Republic ii) allow the traffic of vehicles over the total weight of 3.500 kgs in the cross-border Slovakia-Poland (South-North) interconnection iii) lessen/eliminate the environmental burden (noise, pollution) on the inhabitants in the region iv) reduce the regional, cross-border and transnational road transport burden and time complement the TEN-T Core Network (Priority Project 25)</p>	<p>C2</p> <p>Planned</p>
8	<p>MOTORWAY D4 ”BRATISLAVA ZERO BY- PASS” : AUSTRIAN-SLOVAK BORDER - DEVINSKÁ NOVÁ VES (SLOVAKIA) –</p>	<p><i>Action (4) - “To ensure sustainable metropolitan transport systems and mobility”</i></p> <p><i>Action (5) - “To improve the regional/local cross-border infrastructure and the access to rural areas”</i></p>	<p>C2</p> <p>Planned</p>

	CROSSROAD IVANKA PRI DUNAJI NORTH + STUPAVA SOUTH – JAROVCE (SLOVAKIA) / KITSEE (AUSTRIA)	<u>Aim :</u> - ease the road traffic volume, at the peak times in particular, in, to/from Bratislava City - shorten the travel time for work commuters, transportation businesses (trucks, lorries) and public to/from Bratislava from/to destinations in Slovakia, Austria, Hungary ... - improve the environmental standards and conditions (pollution, noise) on the territory of the City of Bratislava - complement the TEN-T Network	
9	RAILWAY : BRATISLAVA PREDMESTIE – BRATISLAVA FILIÁLKA – BRATISLAVA ÚNS – M. R. ŠTEFANIK INTERNATIONAL AIRPORT – BRATISLAVA PETRŽALKA	<i>Action (1) - “To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections</i> <u>Aim :</u> - increase accessibility, safety and comfort of railway mobility and movement for work commuters, transportation businesses (trucks, lorries) and public from/to destinations in Slovakia, Austria, Hungary, ... to/from the region’s cities and towns - improvement the environmental standards and conditions (pollution, noise) on the territory of City of Bratislava - complement the TEN-T Priority Projects network, through development of the new infrastructure, enabling release of capacities of the main network for freight and long-distance traffic.	C2 Planned
10	SPEEDWAY R3 : CHYŽNE (POLAND) / TRSTENÁ (SLOVAKIA) – TVRDOŠÍN – DOLNÝ KUBÍN – MARTIN – ZVOLEN – ŠAHY (SLOVAKIA) / PARASSAPUSZTA (HUNGARY)	<i>Action (5) - “To improve the regional/local cross-border infrastructure and the access to rural areas”</i> <u>Aim :</u> - increase the safety and comfort of road mobility and movement for work commuters, transportation businesses (trucks, lorries) and public from/to destinations in Slovakia, Poland, Hungary, ... to/from the region’s cities, towns and villages	C2 Planned

		<ul style="list-style-type: none"> - improve the environmental standards and conditions (pollution, noise) along on the territory of the cities, towns and villages - complement the TEN-T Network 	
11	<p>SPEEDWAY R4 : BARWINEK (POLAND) / VYŠNÝ KOMÁRNIK (SLOVAKIA) – SVIDNÍK – PREŠOV – KOŠICE – MILHOŠŤ (SLOVAKIA) / TORNYOSNÉMETI (HUNGARY)</p>	<p><i>Action (5) - “To improve the regional/local cross-border infrastructure and the access to rural areas”</i></p> <p>Aim :</p> <ul style="list-style-type: none"> - increase the safety and comfort of road mobility and movement for work commuters, transportation businesses (trucks, lorries) and public from/to destinations in Slovakia, Poland, Hungary, ... to/from the region’s cities and towns - improve the environmental standards and conditions (pollution, noise) on the territory of Cities of Košice and Prešov - complement the TEN-T and Via Carpatia Route 	<p style="text-align: center;">C2</p> <p style="text-align: center;">Ongoing and planned</p>

13) SLOVENIA:

	PROJECT TITLE	Action / Project description	Group / Status
1	BUILDING CAPACITIES TO INTERLINK TRANSPORT POLICY AND RESEARCH AS A TOOL TO IMPROVE MOBILITY AND MULTIMODALITY	<p><i>Act 1-7</i></p> <p><u>Aim:</u> of the project is to bring together research community as well as representatives of business and politics from the region / To establish a Danube-trans web-page; To establish a Danube relevant database (researchers, projects etc.); To organise once a year a regular networking event.</p>	<p>D</p> <p>Project Idea</p>
2	FRAMEWORK STRATEGY TOWARDS SUSTAINABLE MOBILITY IN THE DANUBE REGION	<p><i>Act 1-7</i></p> <p><u>Aim:</u> Objectives of the project are to build scenarios on the future of the transport in Danube region and possible pathways to desired (sustainable) future. They will be built on the existing situation. Potentially they will answer the question: What will be possible transport system in Danube region by 2050 and the transition towards environmentally sustainable transport system?</p>	<p>D</p> <p>Project Idea</p>
3	RECONSTRUCTION, ELECTRIFICATION AND UPGRADING OF THE RAILWAY LINE PRAGERSKO – HODOŠ (PRIORITY PROJECT NO. 6)	<p><i>Action (1) - "To bring to completion the TEN-T Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections"</i></p> <p><u>Aim:</u> Section of the TEN-T Priority project no.6 (ERTMS Corridor D) between Pragersko and Hodoš (border with Hungary) need to be upgraded for speed up to 160 km/h</p>	<p>A</p> <p>Ongoing (2011-2015)</p>

4	<p>GSM-R IMPLEMENTATION ON THE SLOVENIAN SECTION OF THE PRIORITY PROJECT NO.6</p>	<p><i>Action (1) - "To bring to completion the TEN-T Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections"</i></p> <p><u>Aim:</u> to implement GSM-R (a sub-system of ERTMS (European Rail Traffic Management System)) for communication between train and railway regulation control centers on Slovenian section of PP6.</p>	<p>A</p> <p>Ongoing (2011-2015)</p>
5	<p>MOTORWAY MARIBOR-GRUŠKOVJE/BORDER WITH CROATIA</p>	<p><i>Action (1) - "To bring to completion the TEN-T Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections"</i></p> <p><u>Aim:</u> Missing section of TEN-T network. Transnational project (Phyrn motorway) and cross-border project (Slovenia-Croatia) Reducing travel time and increasing travel speed, comfort and safety for the road user; reducing environmental impact by reducing emissions of pollutants in accordance with transport policy applied by the EU and improves quality of life by diverting transit traffic out of localities.</p>	<p>C2</p> <p>Ongoing Preparatory works:, Construction: 2013-2020</p>
6	<p>MOTORWAY POSTOJNA/RAZDRTO – JELŠANE/BORDER WITH CROATIA</p>	<p><i>Action (1) - "To bring to completion the TEN-T Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections"</i></p> <p><u>Aim:</u> Missing section of TEN-T network. Transnational project (Adriatic-Ionian motorway) and cross-border project (Slovenia-Croatia). Reducing travel time and increasing travel speed, comfort and safety for the road user; reducing environmental impact by reducing emissions of pollutants in accordance with transport policy applied by the EU and improves quality of life by diverting transit traffic out of localities.</p>	<p>D</p> <p>Planning process</p>

14) UKRAINE:

	PROJECT TITLE	Action / Project description	Group / Status
1	THE CONSTRUCTION OF A MOTOR ROAD ODESSA-RENI ON THE SECTION ODESSA-MONASHI	<p><i>Action (5) - "To improve the regional/ local cross-border infrastructure and the access to rural areas".</i></p> <p><u>Aim:</u> The construction of a motor road Odessa-Reni (to Bucharest) for a new direction in the section "Odessa - Ovidiopol - B. Dnistrovskiy – Monashi" with the bridge over the Dniester estuary, Odessa Region.</p>	<p>C2</p> <p>Preparation (work: 1.1.14 – 1.1.19)</p>
2	RADCONET	<p><i>Action (1) - "To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections".</i></p> <p><i>Action (5) - "To improve the regional/ local cross-border infrastructure and the access to rural areas".</i></p> <p><u>Aim:</u> Restoration and further development of transfrontier connections network between main TEN-T in the eastern areas of EU Strategies for Danube (EUSDR) and Baltic Sea (EUSBSR) macro-regions accordingly to EU Council Conclusions on EUSDR of 13.04.2011, as a basis for region investment attractiveness, answering Carpathian Convention requirements and Alpine experience. First stage – International Feasibility Study and Design Infrastructure for border crossing connections system.</p>	<p>D</p> <p>Preparation (work 1.10.'12 – 1.10.2014)</p>

3	<p>CONSTRUCTION OF RAILWAY BRANCH FROM PORT RENI TO RAILWAY «ODESSA - IZMAIL»</p>	<p><i>Action (5) - “To improve the regional/ local cross-border infrastructure and the access to rural areas”.</i></p> <p><u>Aim:</u> Multipurpose project which will promote development of infrastructure, increase of cargo flows, create conditions to significant decrease of the cost of cargo and passenger transportation, increase of time of goods and passengers delivery, create additional jobs in the whole Danube Region.</p> <p>Construction of railway branch from port Reni to railway «Odessa - Izmail» with operational length 48-62 km in the same land allotment with highway Odessa-Reni, which will be constructed in the way of perspective organization of through high-speed passenger service Bucharest (Constanca) – Galati – Reni – Izmail – Belgorod-Dnestrovsk (Odessa), and on the branch of Europran standard (1435 millimeters).</p>	<p>C2</p> <p>Preparation; work planned: 2012-2014</p>
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