

	European Danube Region Strategy - EDRS
Priority	<i>II. Sustainable Development of the Economy</i>
Name of the programme	3. Environmental-Friendly Transport in the Danube Region “Trans-Port”
<p><i>The preliminaries, justification and objective of the programme</i></p>	<p>In the countries of the Danube Region, trucks on highways following the route of the river handle the predominant part of the cargo transport between Europe and Asia, while passenger transport within Europe is predominantly by air flights. To reduce the resulting environmental pollution and over-crowdedness the opportunities for environmental-friendly transport forms should be set up, first and foremost by increasing the passenger and cargo transporting capacities of railways. Within international railway transport the goal is to get prepared for receiving close route high-speed day trains shuttling between big European cities, and, in the meanwhile, to preserve and develop existing high quality daytime connections between European megapolises at distances 400 to 600 km from each other, with EC train types for the day transport, and EN train types for night transport (air-conditioned, restaurant, speaking information service for the passengers in foreign languages, place reservations, etc.) while between localities at distances less than 400 to 600 km from each considering business political standpoints and the aspects of regional policy this should be solved by other international lines with 2 to 3 pairs of train per day.</p> <p>One of the goal of the program is to set up the infrastructural prerequisites for train connections in those relations (directions) that are the most important for the region.</p> <p>Other main task of the program under the improvement of the navigability of the Danube, the domestic TEN-T financed projects under realisation at present, are aimed at the establishment of VI/B category waterways along the segment between river kilometres 1812-1641, and category VI.C along the segment between river kilometres 1641-1433, in line with the AGN requirements of the UN-ECE. However, in the case of the Danube region, due to the drinking water supply and the natural treasures, the establishment of navigation equally sustainable from the social-economic and environmental aspects is necessary. Thus the complex handling of this issue is necessary, affecting the relationship of navigation with the other sub-branches of transport (railway and road), the consequences of the waterway temporarily and permanently affecting the natural environment, as well as taking into account the consequences of climate change.</p> <p>The Danube bed is getting continuously deeper along the Hungarian section, and the low water levels are decreasing, which also deteriorates the conditions of navigation, as well as causes significant ecological damage.</p>

	<p>According to the requirements of the Water Framework Directive, in the interest of the mitigation and termination of the ecological damage, even without the technical interventions aimed at navigation, technical interventions are to be executed, which are to be planned in the water-catchment management plans, and these plans are to be finalised following social debates.</p> <p>According to the opinion taken by the Hungarian National Council on the Environment, the improvement of the conditions of navigability must be supported but only in such a manner that the interventions necessary for the prevention of the unfavourable ecological and environmental effects of the interventions executed in the interest of navigation are also executed, and the combined effect of the interventions will bring more substantial improvement in the ecological condition of the Hungarian section of the Danube than the unfavourable effects that might emerge in some places but which are still acceptable according to the requirements of the Water Framework Directive.</p> <p>By abiding by the requirements related to the sustainability of development, the aim of the programme is to increase the capacity of the Danube as a transportation waterway, and thus its proportion of utilisation in the execution of shipping.</p> <p>By taking into account the interests of the affected countries and the role and significance of navigation, the programme shapes the future of Danube navigation. This affects the navigation route, the fleet of ships, the port infrastructure, and the increasing role navigation plays in passenger transport. The application of information and communication technologies in inland waterway transport promotes the significant increase of the security and efficiency of inland waterway transport; while the development of the waste-management systems serves the prevention of contamination and the protection of the natural environment.</p> <p>The logistical role taken by Hungary in international transit transport of goods can be reinforced through the realisation of multi-modal developments, as well as the establishment of the missing public-road and railway connections of the present transport infrastructure.</p>
<p><i>The content of the programme (subprogrammes)</i></p>	<p>3.1. The setting-up of high-speed connections between the capitals of the Danube Region. The main railway routes to set up are::</p> <ul style="list-style-type: none"> ▪ Project TEN-T 6. of utmost importance, connecting Lyon-Triest-Divaca/Koper-Divaca-Ljubljana-Budapest- Ukrainian frontier by a high-speed train (Transport Corridor Helsinki5/b) ▪ Project TEN-T 17 of utmost importance: extending the high-speed route connecting Paris-Strasbourg-

	<p>Stuttgart-Vienna-Bratislava through Győr-Budapest to reach Beograd (Bucharest-Constanza) (Transport Corridor Helsinki 4)</p> <p>The National Plan for Regional Planning (Hungarian abbreviation: OTTrT) contains both track versions. The goal system of the railway sub-division of the Uniform Transport Development Strategy (Hungarian abbreviation: EKFS) supports the launching of high-speed international passenger transport without setting the concrete tracks yet.</p> <p>3.2. Reconstruction and improvement (development) of the Trans-Balkan line on the Constanza – Timisoara – Szeged –Subotica – Baja – Gyékényes - Zagreb – Rijeka line. The works to be accomplished are as follows:</p> <ul style="list-style-type: none">▪ Renovation: Bácsalmás-Csikéria: 10 km; the track network of the Subotica (Subotica) railway station;▪ Re-setting of superstructure: Csikéria-frontier crossing: 2.5 km, Újszentiván-state boundary: 6 km, state boundary -Banatso Arandjelovo (Oroszlámos): 6 km;▪ Reinforcement of understructure: Újszentiván-state boundary: 6 km; state boundary-Banatso Arandjelovo (Oroszlámos) 6 km;▪ New construction: by the construction of the public road railway bridge at Szeged, reinstatement of the functions of the Nagyállomás as a transit station. <p>3.3. The environment-friendly and sustainable improvement of the navigability of the Danube; the performance of preliminary examinations:</p> <ul style="list-style-type: none">• The strategic environmental examination of the entirety of the Danube navigation route development• The exploration of the habitat significance of Danube ports and the examination of the establish-ability of special ecological functions• The examination of the potential effects of climate change on Danube navigation• To achieve the criteria of international navigable route parameters (VI.C) and the improvement of navigable routes might be necessary in the following countries: Germany: (Straubing-Vilshofen); Austria: the section below Vienna; Hungary: (between Győrzámoly and Nagybajcs) Szap – the southern state border (Kölked); Romania: the entire Romanian section of the Danube, thus the Danube-delta in the territory of Romania and the Ukraine as well. <p>3.4. The development of the system of information and environmental conditions of sustainable navigation (Implementation of the River Information Services – the extension of the IRIS project: Donau River Information Service - DonauRIS, Waste Management for Inland Navigation on the Danube - WANDA project further development)</p>
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	<ul style="list-style-type: none"> • Within the community inland waterway network of the European Union, in the interest of securing a harmonised, connectible and open navigation and information system, common requirements and technical specifications are to be introduced. Within the framework of the river information system (RIS), there is a possibility for the position of every boat to be known, especially that of boats transporting hazardous materials, as well as for the existence of the port bank infrastructure that can react to and neutralise extraordinary and industrial contaminations. At the same time, navigation may continuously contribute to the currently most up-to-date information on the condition of the riverbed and shoals, as well as that of navigable water, boat-crossing possibilities, and at the same time the directions currently regulating navigation. • The promotion of the establishment of the system of conditions of environment protection and waste management based on uniform principles and requirements in Danube navigation (on the basis of the results of the WANDA project) <p>3.5. The development of the ports of the Danube region and the related complex transport infrastructure</p> <ul style="list-style-type: none"> • The harmonised development of the system of ports and multi-modal logistical centres along the Danube and the Tisza (e.g. Szeged) (in Hungary: the port system of small and medium-sized towns: Győr (passenger terminal), Győr-Gönyű, Komárom, Adony, Dunaújváros, Kalocsa-Foktő or Bogyzsló-Fadd, Baja, common Hungarian-Croatian at Mohács, etc.) • The development of public-purpose internal port railway, road and water-side infrastructure, as well as boat-repair capacities • The development of the missing transversal expressway and railway connections (the construction of M8, M9, Győr-Gönyű port – M19 – M1 expressways, V0 the railway going around Budapest in the south) <p>3.6. Supporting navigation initiatives constituting international connectedness within big cities and between urban zones e.g.:</p> <ul style="list-style-type: none"> • Danube Express: the river-bus connection of the Danube bend and the settlements of the agglomeration of the capital, the new boat construction is also suitable for transport along the Danube – Main – Rhine waterway, therefore, it can be extended to the neighbouring countries as well. • CityLine: the extension of the Vienna – Bratislava express boat service towards Győr and Budapest
<p><i>Other countries potentially affected</i></p>	<p>Bavaria (emphasized railway developments), Austria (the Vienna-Budapest-Bucharest axis name has been set), Slovakia, Romania, Serbia</p>

	<p>At the meeting of the V4+2 countries at ministerial level held on 29 March 2010 Romania supported the plan of the construction of NSV (with reduced speed). The joint communication emphasized that the vision outlined in the V4+2 level regional development plan should form the background for the revision of the TEN-T network. Austria (according to the non-paper: the Danube is an environment-friendly transport artery), Bulgaria, Romania, Slovakia, Croatia, Serbia (according to the non-paper, the role of river transport is important).</p>
<p><i>Obligation (in terms of law etc.)</i></p>	<p>In case of the TEN-T projects: Chapter XV (Articles 154, 155 and 156) of the Treaty on the European Union and Decision No 884/2004/EC</p> <p>In case of the Trans-Balkan line: Communication COM [2007/32] of the European Committee, dated 31 January 2007 on the transport political guidelines, according to which “<i>The Commission considers that the extent of the Pan-European Corridor/Area concept needs to be updated to reflect the new geopolitical context following the EU enlargement and to better connect the major axes of the trans-European networks with those of the neighbouring countries. It therefore proposes to ...connect the Mediterranean, Black and the Caspian Sea areas with the countries with no sea shores.</i>”</p> <p>The decision adopted by the latest Hungarian-Romanian joint cabinet meeting prescribed for the ministers responsible for the transport of the countries concerned to consider, as part of the high-speed line, the opportunities for railway construction on the section between Szeged and Timisoara.</p> <p>Act XXVI/20003 on National Plan for Regional Planning.</p> <p>Harmonisation with Chapter XV of the EU treaty (Articles 154, 155 and 156). Directive number 2000/60/EC: the EU Water Framework Directive related to the directions of Decision 884/2004/EC of the European Parliament and the Council and Act XLII of the year 2000, on river transport. The position taken by the Hungarian National Council on the Environment (16 November 2009) on the ideas in connection with the improvement of the navigability of the Hungarian section of the Danube</p> <p>The legal regulation background of the European Union with respect to river information systems:</p> <ul style="list-style-type: none"> • Directive 2005/44/EC of the European Parliament and the Council (7 September 2005) on harmonised river information services (RIS) on inland waterways in the Community • Commission Regulation number 414/2007/EC (13 March 2007) concerning the technical guidelines for the planning, implementation and operational use of river information services (RIS) referred to in Article 5 of Directive 2005/44/EC of the European Parliament and of the Council on harmonised river information services (RIS) on inland waterways in the Community.

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	<ul style="list-style-type: none"> • Commission Regulation number 415/2007 (13 March 2007) concerning the technical specifications for vessel tracking and tracing systems referred to in Article 5 of Directive 2005/44/EC of the European Parliament and of the Council on harmonised river information services (RIS) on inland waterways in the Community. • Commission Regulation number 416/2007 (22 March 2007) concerning the technical specifications for Notices to Skippers as referred to in Article 5 of Directive 2005/44/EC of the European Parliament and of the Council on harmonised river information services (RIS) on inland waterways in the Community • The Hungarian legal regulation background: Government Decree number 219/2007. (VIII. 15.) on “river information services” • KöViM Decree number 17/2002. (III. 7.) on the declaration of natural and artificial surface waters suitable for navigation or suitable to be made navigable to waterways • Act XXVI of the year 2003, on the National Area Management Plan • Inter-modal developments: Hungarian Logistical Strategy.
<i>Complimentarity with the Danube strategy</i>	II. Improvement of the Transport Relations and the Permeability of the Frontiers
<i>Parties affected by the programme (target group, beneficiaries, cooperating parties)</i>	<p>EU coordinators:: Laurens Jan Brinkhorst (TEN-T 6. project) and until April 2009: BALÁZS Péter (TEN-T 17. project).</p> <p>Citizens and enterprises of the countries involved</p> <p>Target group: the population of the towns affected, residents of the area, those arriving in the area by boat</p> <p>Beneficiaries: freight shippers and forwarding agents using the services</p> <p>Cooperating partners: self-governments, research institutions, affected civil organisations and enterprises</p>
<i>Vision/effects/results</i>	<p>The Communication of the European Committee to the Council and the European Parliament [COM (2007) 135 final] with the title "Trans-European Networks: Towards an integrated approach", emphasized the considerable added value resulting from the combination of the various infrastructural elements such as, for example, efficient use of space, decreasing costs and environmental impact and the synergies that may be offered by the three transport methods (i.e., public road, railway and water transport). In addition to protecting the natural environment, and reduction of pollution and over-crowdedness, the infrastructural elements to be created shall contribute to the abolition of commercial obstacles and, thereby, to the creation of a single market. The high-speed lines would considerably decrease the time demand of transport and, thereby, would considerably contribute to redirecting passenger transport from flying to railway transport which latter exposes the environment to considerably less pollution. The Trans-Balkan line would make it possible to link the regional centres (e.g., Timisoara, Szeged,</p>

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	<p>Subotica) by railways.</p> <p>The communication from the Commission to the Council and the European Parliament [COM (2007) 135 final] under the title “Trans-European Networks: Towards an integrated approach”, emphasised the significant added value emerging from the combination of different infrastructure elements, as efficient use of space, decreasing costs and environmental effects, as well as the possible synergies originating from the three (road, railway, boat) methods of transport.</p> <p>As the expectable result of the programme, the load on the environment originating from carrying by road in the areas of the region burdened with transit traffic will ease, in addition, industrial-trade activities will be boosted in the environment of the developing infrastructural investments, as well as new workplaces may be established.</p>
<i>Type of program</i>	Cohesion Fund and European Regional Development Fund
<i>Term of implementation</i>	<p>The TEN-T 17. (Paris-Bratislava) project shall be implemented until 2020 and Project 6 (Lyon-Trieste-Ukrainian state boundary) until 2025 (and, as part of it, the Ljubljana-Budapest line until 2015).</p> <ul style="list-style-type: none"> • The exploration of the habitat significance of Danube ports and the examination of the establishability of special ecological functions 2011-2015 • The definition of the ecological target status in the system of conditions of the complex utilisation of the Danube 2011-2015 • River Information Systems: the term of implementation is 30 months (between 2010 and 2013), while in the case of the majority of the developments it is 2-5 years. The expectable time required by the preliminary examination in the interest of the navigability of the Danube is 4-5 years • The time required by port developments varies • The time required by the preparation of road and railway developments is minimum 5-10 years
<i>The level of preparedness of the programme (permits, plans, expected time of start, etc.)</i>	<p>Concerning the Trans-Balkan line we have a preliminary draft study, and a SEE application was filed for the elaboration of the feasibility study in 2009. The decision adopted at the recent Hungarian-Romanian joint cabinet meeting prescribed for the ministers responsible for the transport of the countries concerned to revise the possibilities for railway constructions on the Szeged-Timisoara section as part of the Budapest-Bucharest high-speed line.</p> <ul style="list-style-type: none"> • The basis of the research on the exploration of the habitat significance of Danube ports and the examination of the establishability of special ecological functions and the definition of the ecological target status in the system of condition of the complex utilisation of the Danube is secured by Consortium Danubiale (on the basis of the system of connections of MTA Danube Research Institution established with the International Association for Danube Research [IAD]).

	<ul style="list-style-type: none"> • For the establishment of international navigation routes, the preliminary versions of the environmental impact studies have been prepared. • The concept with respect to the river-bus connection has been prepared and its detailed development is underway. The project (under the name Danube Express Project) is in the planning phase. The expected date of launch is 2010. Development transit time 2.5 years. First services launch in 2013 (M0 North / M0 South).
<p><i>Relationship with other projects</i></p>	<p>4) Maintainable Navigation on Danube and Inter-modality The high-speed line projects are linked to other TEN-T network elements The Trans-Balkan railway development is supported by other related development projects, such as:</p> <ul style="list-style-type: none"> ○ the plan for the Szeged „Biopolisz-Bridge” (in case of a combined public road-railway bridge). ○ the plan for the Budapest-Bucharest-Constanza high-speed line and the relevant inter-governmental treaties (14 November 2007). ○ the modified OTrT (routing the Hungarian section of the European high-speed line with the direction of Szeged and the construction of a branching towards South – South-East ○ the Ljubljana-Nagykanizsa-Szeged-Oradea–Sibiu international public road corridor shall follow the railway line (May 2008). <p>Developments to be accomplished following 2014 in connection with the Single Transport Development Strategy (EKFS) (Dombóvár – Kaposvár (construction of a double track understructure, a single track superstructure, the building out of the single European Train Control System); Kaposvár – Gyékényes (construction of a one track understructure and superstructure)</p> <p>Resolution number 2008/XI/17 awarding the financial support of the improvement aimed at the navigability of the Danube (the section of the Danube between river kilometres 1708,2. and 1433.), in the area of trans-European transport networks (TEN-T) “Studies on the improvement of the navigability of the Danube (the Hungarian part of priority project number 18)” - 2007-HU-18090-S on providing community financial support for the project with a common interest (implementation underway at present!)</p> <p>IRIS II: within the framework of the trans-European network of infrastructures and the annual transport programme (TEN-T), the implementation of the river information services in Europe (IRIS-Europe), on awarding community financial support for project number 2005-95003 S-S 07.57527 of common interest, resolution of 7 June 2006 on the modification of resolution number C(2006)2299. The project is already in the implementation phase; it is realised according to the already approved Strategic Action Plan.</p> <p>WANDA – Waste Management on the Inland Navigation of the Danube (aim: the development of sustainable,</p>

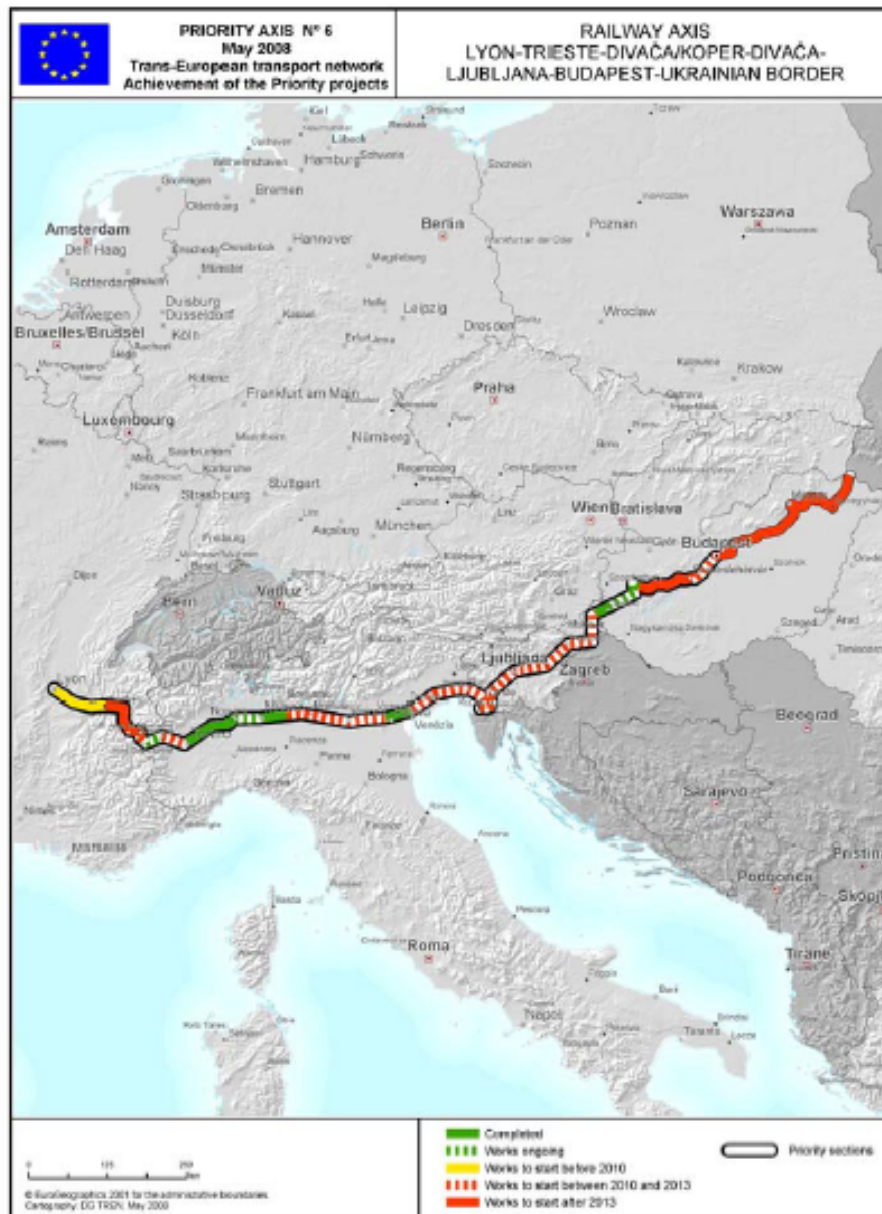
	<p>environmentally appropriate and trans-nationally coordinated national navigation waste-management concepts, the application of pilot plants, and the formation of a financial model for financing, which all take the “polluter pays” principle into account.)</p> <p>The research project related to navigability is closely connected to Programme 2. <i>The safekeeping of the treasures of our living waters.</i></p> <p><i>The transport investments are to be in harmony with the programme 11. Tourism from the Black Forest to the Black Sea.</i></p>
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European Danube Region Strategy EDRS	
Name of subprogramme	3.1. Establishing High-Speed Connection between the Capitals of the Danube Region - creation of high-speed railway connection between Paris – Budapest (Beograd, Bucharest-Constanza) and Lyon-Trieste-Budapest-Ukrainian frontier
<i>Potentially affected countries</i>	Germany, Austria, Hungary, Slovakia, Romania, Serbia
<i>Territorial limitation</i>	-Paris - Strasbourg - Karlsruhe - Stuttgart - Ulm - Augsburg - Munich - Salzburg – Vienna (Bratislava) – Győr - Budapest – Beograd (Bucharest-Constanza) and -Lyon-Triest-Divaca/Koper-Divaca-Ljubljana-Budapest-Ukrainian frontier
<i>Preliminaries, justification and objective of the subprogramme</i>	High-speed rail connection could considerable decrease the time spent on travelling or transport contributing thereby to redirecting passenger transport from air transport which is much more environmental polluting to railway transport.
<i>Obligation (in terms of law, etc.)</i>	Chapter XV (Articles 154, 155, 156) of the Treaty on the European Union and Decision No 884/2004/EC
<i>Common interests of the Danubian Member States</i>	development of long-distance transport
<i>Parties affected by the subprogramme (target group, beneficiaries, cooperating parties)</i>	railway companies, population and enterprises of the countries involved.
<i>The content of the subprogramme, projects</i>	extension of the Paris – Vienna-Bratislava line of TEN (Trans-European Network) so that through Budapest it reached the city of Constanza and acceleration of the development
<i>Vision/effects/results</i>	a cheaper, environmental-friendly and efficient transport through Central and East Europe.
<i>Cost requirement of the subprogramme</i>	not yet known but the total cost of the Paris-Bratislava Section shall total around EUR 13 billion
<i>The term of implementation</i>	by 2020
<i>The level of preparedness of the subprogramme (permits, plans, expected time of start, etc.)</i>	The project is part of the TEN-plans but it needs to be extended to Budapest, Bucharest, Constanza and Beograd.

TEN-T projects Currently Implemented and Establishing High-Speed Train Connections, and their Actual States of Readiness



Priority Project N° 6



MS Involved	Estimated completion date	Total cost in M EUR	Investment before 2007 in M EUR				Degree of completion end 2006	Investment 2007-2013 in M EUR				Degree of completion in 2013	Investment after 2013	Investment after 2013 as % of total investment
			Total Invested	Of which				Total invested	Of which					
				TEN-T budget	Structural / Cohesion	EB			TEN-T budget	Structural / Cohesion	EB			
FR, HU, IT, SI	2025	60,741.96	7,827.03	334.02	77.48	184.00	12.9%	10,427.94	754.50	674.85	369.41	30.1%	42,486.98	69.9%

Length of the PP in km	Total 1688	Works			of which:	Start before 2010	Start 2010 - 2013	Start after 2013
		ongoing	completed	to be started				
		in km	in km	in km				
		158	100	1340	92	724	524	
		9.4%	11.3%	79.4%	5.4%	42.9%	31.1%	



PROJECT N° 17

DG TREN

Trans-European Transport Network
Priority Projects

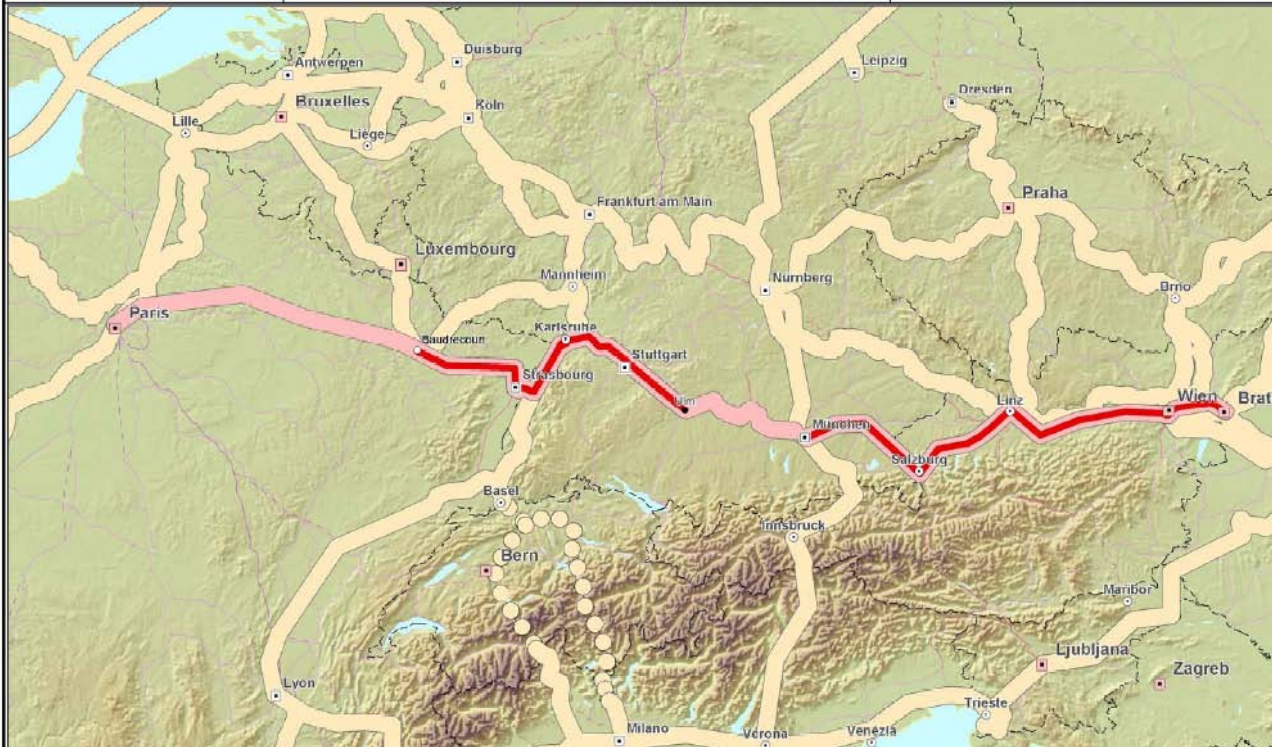
RAILWAY AXIS

PARIS-STRASBOURG-STUTTGART-WIEN-BRATISLAVA



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Cartography: DTA (14/07, 30/05/03)

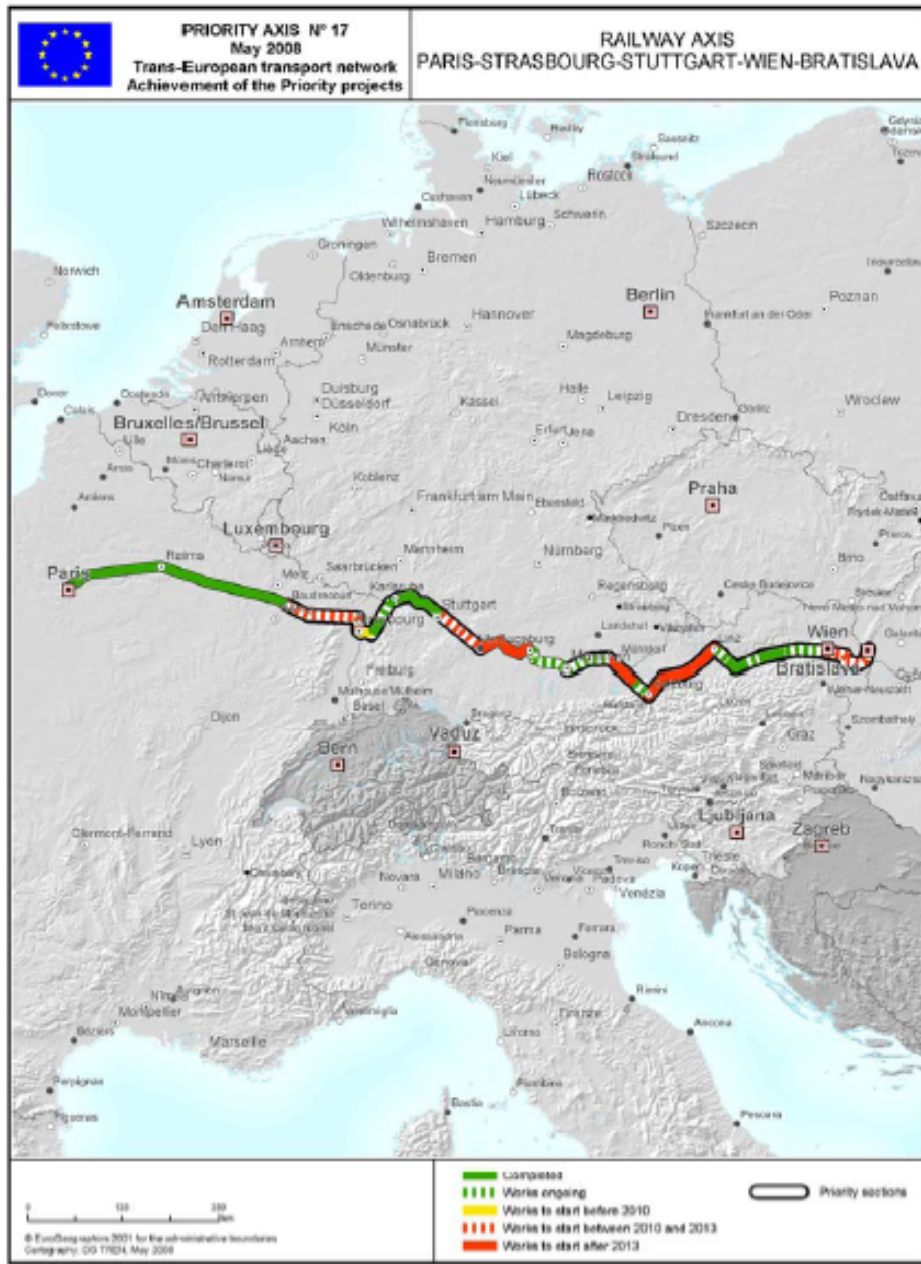
- - - Planned Conventional
 - - - Planned HighSpeed
 - - - Planned UpgradedHighSpeed
 - Existing Conventional
 - Existing HighSpeed
 - Existing UpgradedHighSpeed
- Priority axis n°17
 - Priority sections
 - Other priority axes



- Planned Conventional
 - Planned HighSpeed
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- Priority axis n° 6
 - Priority sections
 - Other priority axes



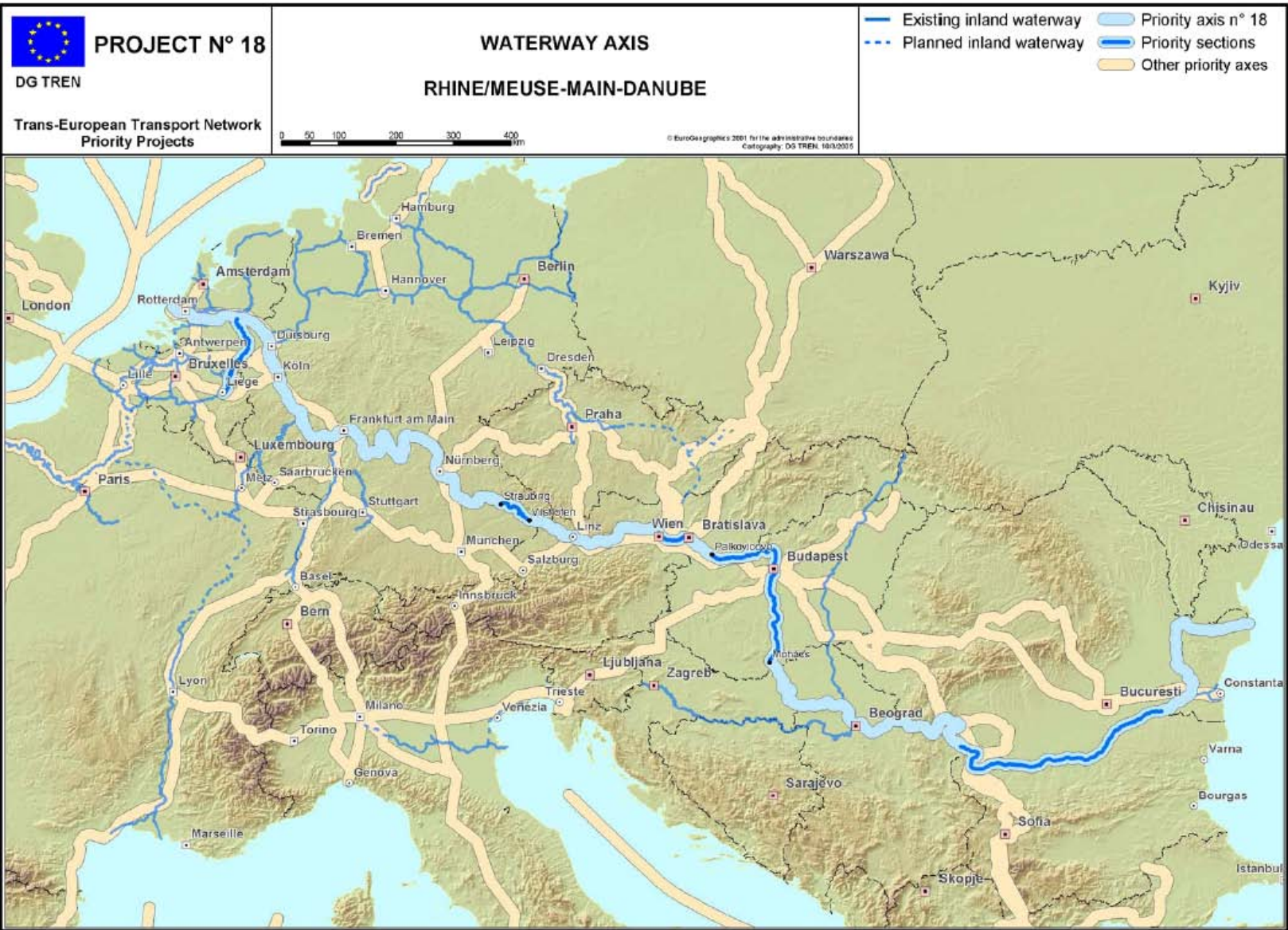
Priority Project N° 17



MS Involved	Estimated completion date	Total cost in M EUR	Investment before 2007 in M EUR				Degree of completion end 2006	Investment 2007-2013 in M EUR				Degree of completion in 2013	Investment after 2013	Investment after 2013 as % of total investment
			Total invested	Of which				Total invested	Of which					
				TEN-T budget	Structural / Cohesion	EIB			TEN-T budget	Structural / Cohesion	EIB			
AT, FR, DE, SK	2020	13.563,29	3.528,68	139,34	0,00	140,00	26,0%	6.779,99	438,33	440,74	600,00	76,0%	3.254,62	24,0%

Length of the PP in km	Total 1298	Works			of which:	Start before 2010	Start 2010 - 2013	Start after 2013
		Works ongoing	Completed	Works to be started				
		in km	in %	in km				
		266	466	566	20	271	274	
		20,5%	35,9%	43,6%	1,6%	20,9%	21,1%	

	transport connections.
<i>Obligation (in terms of law, etc.)</i>	development included in the development plans for the South Plain and South Trans-Danubian Region and the National Plan for Regional Planning
<i>Common interests of the Danubian Member States</i>	extension of the system of relations and, especially, of those aiming cargo transport between the countries involved
<i>Parties affected by the subprogramme (target group, beneficiaries, cooperating parties)</i>	population and enterprises busy in shipping in the four countries concerned. It renders possible to connect the regional centres of the EU member states such as, for example, Timisoara, Szeged, Subotica, by rail.
<i>The content of the subprogramme, projects</i>	Reconstruction and development of the Trans-Balkan line (Constanza – Timisoara – Szeged –Subotica – Baja – Gyékényes - Zagreb – Rijeka). The works to implement are as follows: <ul style="list-style-type: none"> ▪ Renovation: Bácsalmás-Csikéria: 10 km; track network of the Szabadka (Subotica) railway station; ▪ Re-setting of superstructure: Csikéria-frontier crossing: 2.5 km, Újszentiván-state boundary: 6 km, state boundary -Banatso Arandjelovo (Oroszlámos): 6 km; ▪ Reinforcement of understructure: Újszentiván-state boundary: 6 km; state boundary-Banatso Arandjelovo (Oroszlámos) 6 km; ▪ New construction: by the construction of the public road railway bridge at Szeged reinstatement of the functions of the Nagyalomás as a transit station.
<i>Vision/effects/results</i>	As an outcome of the project the regions concerned shall be connected into the European international railways network, the opportunities for freight and passenger transport shall increase and the transport connections of the two sea harbours and of the ports and logistic centres linked to the Danube shall broaden. The Hungarian regions involved are frontier regions and, as such, are of handicapped situation and the direct and indirect effects of this project can thus contribute to the economic development of these regions and their capability to keep their population.
<i>Cost requirement of the subprogramme</i>	It can be determined following the preparation of the feasibility study.
<i>The term of implementation</i>	from 2013 to 2020
<i>The level of preparedness of the programme (permits, plans, expected time of start, etc.)</i>	Preliminary draft study: available. For the preparation of the feasibility study an application to SEE was submitted in 2009.



European Danube Region Strategy EDRS	
Name of subprogramme	3.3. The improvement of the navigability of the Danube in an environment-friendly and sustainable manner; the performance of preliminary examinations
<i>Potentially affected countries</i>	Germany, Austria, Bulgaria, Hungary, Romania, the Ukraine
<i>Territorial limitation</i>	The territory of the above countries, but in a figurative sense the whole navigable section of the Danube.
<i>Preliminaries, justification and objective of the subprogramme</i>	<p>The EU is planning the development of the international navigation routes on the Danube within the framework of the TEN-T programme, however, the strategic environmental examination as well as further examinations providing the professional basis of the whole plan have not been prepared yet. .</p> <p>Securing the navigation route and protecting the biosphere are both included as priorities in the strategic system of objectives of the Danube region. The Danube is a trans-continental, European navigation route, on which there is an international demand for the development of the conditions of navigation. In the event of the expected increase of boat traffic, the development of their internal port infrastructure, which also constitutes international connectedness, is the common interest of the transit countries located in the middle section of the navigation route.</p> <p>As a result of the regulation of the Danube and the barraging of its upper section, the alluvial course of the river has changed significantly, which brought along the continuous deepening of the riverbed in the Central-Danubian area. The degradation procedure endangers the establishment of the good ecological status of the Danube, the survival of the river-branch relationships, the foreshore habitats, as well as the enforcement of their ecological functions.</p> <p><i>The aim of the research project focussed on the examination of port habitats</i> is the development of navigability and the protection of the biosphere, as the promotion of the establishment of consensus between strategic priorities with different directions, through the formation of ports securing special ecological functions.</p> <p>Changes of the river eco-systems are influenced primarily by external factors, and accordingly, the rehabilitation and the preservation of the biological diversity of the ecological system of the Danube can be secured successfully through the re-establishment of the natural processes forming habitat patterns. The complete restoration of original natural relationships is usually restricted by irreversible environmental changes, the long-term effects of river regulation, as well as the economic and cultural demands of society. The ecological target state is not the re-establishment of the historical scenery, the re-introduction of the species indigenous before or the establishment of a stable state but those hydrological and hydro-morphological processes that, forming the natural dynamics of the extension and structure of river habitats, define the operational ability of the river floodplain ecological system.</p>

<p><i>Obligation (in terms of law, etc.)</i></p>	<p>EU Directive number 2001/42/EC on the on the assessment of the effects of certain plans and programmes on the environment (SEA)</p> <p>The Danube is an international navigation route, part of DMR, the most significant inland waterway system of Europe. The conditions of navigation are set by several legal regulations and international treaties: the recommendations of the Danube Commission (Belgrade Treaty, 1948), EC transport policy strategy (White Paper 2001), Government Decree number 151/2000. (IX. 14.) and KöViM Decree number 17/2002. (III. 7.), Decision number 884/2004/EK of the European Parliament and the Council (TEN-T).</p> <p>Habitat Protection Directive (Natura 2000), the Convention on Biological Diversity (Rio de Janeiro 1992), Act LXXXI of the year 1995, EU VKI (2000/60/CE). In 2005, by passing the National Area Management Concept, the Parliament pronounced the sustainable development of the Danube and the protection of its nature areas and cultural treasures a priority task.</p>
<p><i>Common interests of the Danubian Member States</i></p>	<p>In addition to the improvement of the transport relationships of the area, it is the interest of all the Danubian States to establish the foundation of navigation in line with the requirements of sustainability. At the same time, this also serves the improvement of the ecological state/potential of the Danube and the more efficient protection of the natural treasures of the river. Furthermore, it is in the interest of all states that the developments affecting the Danube get implemented only in justified cases.</p>
<p><i>Parties affected by the subprogramme (target group, beneficiaries, cooperating parties)</i></p>	<p>The local residents, civil organisations, local self-governments, government bodies, regionally competent national park directorates, regionally competent nature protection, environment protection and water management supervisions, water management directorates, the production sphere, the navigation branch.</p> <p><i>Beneficiaries:</i> primarily the members of MTA Consortium Danubiale: MTA MDI, the Vienna University of Sciences, the Vienna University of Environmental Sciences, (BOKU). <i>Cooperating parties:</i> MTA TAKI, KvVM, NyME, Danubian water-management directorates, VITUKI, M. Hidrol. Társ., ICPDR, Fluvius Vienna.</p>
<p><i>The content of the subprogramme, projects</i></p>	<p>The project embraces the examination of all presently ongoing development areas and the whole issue of the navigation of the Danube. To achieve the criteria of the parameters of the international navigation route, the improvement of the navigation route is necessary in the following countries: Germany: Straubing-Vilshofen; Austria: the section below Vienna; Hungary: Győrzámoly and Nagybajcs – the Southern state border (Kölked); Romania: the whole Romanian section of the Danube; the Danube-delta Romania and the Ukraine.</p> <p>Further directions of research:</p> <ul style="list-style-type: none"> ▪ The examination of the potential effects of climate change on Danube navigation ▪ The exploration of the significance of Danube port habitats and the examination of the establishability of special ecological functions. The reason for this is, that on occasion it can be perceived that Danube ports located in certain closed bays or basins secure similar ecological functions as the periodically

	<p>through-flow, mostly standing-water foreshore river branches. Within the framework of the project, the fauna and flora of the more significant parts of the section of the Danube between Vienna and Baja, their habitat features and potential ecological functions (shelters during the withdrawal of flood-waves, winter hibernaculum, spawn habitat, the habitat of planctonic organisations, etc.) are surveyed. The connections revealed serve basic planning data for the establishment of ports also serving special ecological functions, which will partly counterbalance the unfavourable habitat changes related to the continuous deepening of the Danube riverbed, the separation of the foreshore backwaters, and the restricted enforcement of ecological functions.</p>
<i>Vision/effects/results</i>	<p>SEA surveys whether the development of the navigation route is indeed necessary, and what its social, economic and ecological effects are. Through the development of navigation infrastructure, the protection of biological diversity can also be promoted. The realisation of navigation in line with the requirements of sustainability does not endanger the preservation of the ecological state of the Danube. Through the definition of basic planning data, the establishment of ports serving special ecological functions becomes possible.</p>
<i>Cost requirement of the subprogramme</i>	<p>No exact budget assessment has been prepared but the amount can be estimated between 50,000 and 100,000 € The research of port habitats 500 million HUF</p>
<i>The term of implementation</i>	<p>The examination can be executed in one year, while the research of port habitats lasts for five years.</p>
<i>The level of preparedness of the subprogramme (permits, plans, expected time of start, etc.)</i>	<p>According to the requirements of legal regulations, SEA-s must be prepared in every affected country, which has already been prepared in some places (Germany, Austria, Hungary) but not in others (Romania, Bulgaria, the Ukraine). The over half a century long hydro-ecological research, the Danube experience and international connections (International Association for Danube Research – IAD, ICPDR, etc.) of MTA M. Danube Research Station guarantees the high-level performance of the port habitat research project. The development to commence with the declaration of the Station an Institute, expected to take place in May 2010, also extends to the substantial expansion of the circle of activities so far. In 2006, together with the competent institutions and professors of the Vienna University of Sciences, the Vienna University of Environmental Sciences and the University of Karlsruhe (Germany), the president of MTA established a Danube consortium (<i>Consortium Danubiale</i>) for the overall evaluation of the ecological functions of the Danube, as well as the foundation of the harmonious development of the river and the areas along the river also taking the harmonious development of the natural treasures into account. The realisation of the planned project is based primarily on the work of the institutions of Consortium Danubiale. The tools necessary for the research are in part at disposal. The detailed planning of the several year-long work can take place in 2010, the conditions of the commencement of the project can be provided by the end of the year.</p>

European Danube Region Strategy EDRS	
Name of subprogramme	3.4. The development of the information and environmental system of conditions of sustainable navigation
<i>Potentially affected countries</i>	The Republic of Hungary (in addition to Hungary, the Danubian Member States)
<i>Territorial limitation</i>	Middle and lower sections of the Danube
<i>Preliminaries, justification and objective of the subprogramme</i>	<p>The application of information and communication technologies in inland waterway transport promotes the significant increase of the safety and efficiency of inland waterway transport.</p> <p>In the community inland waterway network of the European Union, common requirements and technical specifications need to be introduced in the interest of securing a harmonised, connectable and open navigation and information system.</p> <p>The Danube has a unique ecosystem and great biodiversity, it is an important water supply reserve and a significant international carrying route. In the future, the level of utilisation of carrying is expected to grow significantly. Parallel with this, the amount of contaminants emitted into the Danube will also increase.</p>
<i>Obligation (in terms of law, etc.)</i>	<p>Directive 2005/44/EC of the European Parliament and the Council (7 September 2005) on harmonised river information services (RIS) on inland waterways in the Community, and Government Decree number 219/2007. (VIII. 15.), on the river information services, implementing that; the state task defined in Act XLII of the year 2000, on river transport.</p> <p>The practical introduction and development of RIS is an obligation of the European Union, which is executed by the affected member states of the European Union in close cooperation.</p> <p>The European Union legal regulation background:</p> <ul style="list-style-type: none"> • Directive 2005/44/EC of the European Parliament and the Council (7 September 2005) on harmonised river information services (RIS) on inland waterways in the Community • Commission Regulation number 414/2007/EC (13 March 2007) concerning the technical guidelines for the planning, implementation and operational use of river information services (RIS) referred to in Article 5 of Directive 2005/44/EC of the European Parliament and of the Council on harmonised river information services (RIS) on inland waterways in the Community. • Commission Regulation number 415/2007 (13 March 2007) concerning the technical specifications for vessel tracking and tracing systems referred to in Article 5 of Directive 2005/44/EC of the European Parliament and of the Council on harmonised river information services (RIS) on inland waterways in the Community. • Commission Regulation number 416/2007 (22 March 2007) concerning the technical specifications for Notices to Skippers as referred to in Article 5 of Directive 2005/44/EC of the European Parliament and of the Council on harmonised

	river information services (RIS) on inland waterways in the Community
<i>Common interests of the Danubian Member States</i>	The increase of the participation proportion of sustainable transport in support of the free movement of goods in the internal market of the Union through the establishment of the informatics and telecommunications conditions of the flow of information;
<i>Parties affected by the subprogramme (target group, beneficiaries, cooperating parties)</i>	The players in the Unified Market;
<i>The content of the subprogramme, projects</i>	The establishment of the shoreline and on-board conditions in the interest of the achievement of the objectives defined in Directive number 2005/44/EC 1. DonauRIS: the development of river information systems 2. The implementation of a sustainable, environmentally suitable and trans-nationally coordinated national navigation waste management infrastructure is necessary.
<i>Vision/effects/results</i>	Through a more healthy division of work between the sub-branches of transport, that is, a greater than usual role undertaken by river transport, the significant decrease of emission effects
<i>Cost requirement of the subprogramme</i>	The estimated cost of the Hungarian section of RIS is 1.2 billion HUF
<i>The term of implementation</i>	The Hungarian RIS will be implemented during the period between 2009 and 2012
<i>The level of preparedness of the subprogramme (permits, plans, expected time of start, etc.)</i>	The project is already in the execution phase; it will be realised according to the already approved Strategic Action Plan (SAP) (all Activities)

European Danube Region Strategy EDRS	
Name of the subprogramme	3.5. The port and complex transport infrastructure development of the Danube Region
<i>Potentially affected countries</i>	Hungary, Austria, Slovakia, Serbia, Romania, the Ukraine, Russia
<i>Territorial limitation</i>	In Hungary, the Adony, Dunaújváros, Baja, Mohács, Győri and Komárom micro regions, the area of Bogyiszló-Fadd, and Szeged, along the Tisza
<i>Preliminaries, justification and objective of the subprogramme</i>	<p>The aim of the project, by securing the docking of passenger boats, is to connect this area into the water-tourism circulation, to make it more open and more accessible this way to those visiting here.</p> <p>In the event of the damage to ships travelling on Hungarian waterways, or to prevent catastrophes, there has to be a slipway along the Danube where boats of 100-135 meter length can also be towed to the shore. (The size of the slipway must be in line with the size of the boats travelling the Danube.)</p> <p>Due to its favourable geographical location, Hungary may assume a significant role in the logistical services market of the European Union; it is important to establish the missing transport infrastructure elements necessary for this. As Hungary's radial public road network is far too Budapest-centred, transversal network elements need to be constructed south of the capital, which, as part of the TEN-T network, will have an important transit role on the one hand, and will unburden the transport network of the capital and its environment, on the other hand.</p> <p>Through the inter-modal port developments, the distribution capacity of goods imported into Europe can grow significantly.</p>
<i>Obligation (in terms of law, etc.)</i>	There are no legal regulation obligations. The Unified Transport Development Strategy (EKFS) contains the necessity of the construction of expressways M8 and M9. Public ports of national and international significance are contained by Annex number 1/7 of Act XXVI of the year 2003, on the National Area Management Plan (OTrT). XXVI of the year 2003, on the National Area Management Plan
<i>Common interests of the Danubian Member States</i>	<p>The promotion of the connection of the peoples and communities living along the river is a common interest.</p> <p>The Serbian Tourist Organisation finds the infrastructural development of the formerly very popular tourist destinations along the Danube - Veliko Gradiste, Golubac, Donji Milanovac and Kladovo - especially important.</p>
<i>Parties affected by the subprogramme (target group, beneficiaries, cooperating parties)</i>	<p>Target group: the residents of the affected towns, those living in the area, arriving in the area by boat, freight carriers</p> <p>Beneficiaries: those using the services, Nemzeti Infrastruktúrafejlesztő Zrt.</p> <p>Cooperating partners: self-governments, affected civil organisations, logistical enterprises.</p>
<i>The content of the subprogramme, projects</i>	<ul style="list-style-type: none"> • In the event of damage to ships, the establishment of necessary repair facilities for ships of 100-135 m length • Within the framework of the project, the establishment of a port suitable for the reception of passenger boats, as well as the

	<p>realisation of facilities suitable for the reception of visitors is taking place in Adony.</p> <ul style="list-style-type: none"> • The construction of Phase III of the Baja 11.5t axle-capacity ring-road from the roundabout connection located north of the town as far as the area of the Baja OKK (3 km) in the interest of the preparation of the area between the Danube and DVCS as a logistical development area. • There aren't enough processing, storage and servicing facilities for the loading capacity of the existing Baja port, the newly settled enterprises cannot get direct shoreline loading areas and the required 5-10 ha logistical development area. • The establishment of the new inter-modal logistical centre connected to the Baja port, which is at disposal of a development area provided with infrastructure, has good public road access and river and rail connections. • The construction of the Bogyiszló-Fadd agricultural designation port loading facility • The development of the Győr-Gönyű port with a logistical centre, industrial development area, agricultural logistics, connected infrastructure suitable for environment-friendly industrial production as the external infrastructure of the national public port has been partly completed; in the interest of the utilisation of these, the construction and operation of the internal areas of the port (river wall, internal infrastructure, the establishment of areas, incubator house, warehouses) is necessary. • The establishment and development of an inter-modal connection point with water, rail and road connections, enabling transit storage may take place in the Komárom port. The construction of a vertical river wall on the water-side and the construction of a consoled embankment. The container terminal necessary for the storage of goods, for bulk goods, the silos standing on legs, taking into account water courses, as well as a covered, light-structure construction for bad weather as well, furthermore, the procurement of a crane, and digital scales for weighing. The organisation of transport serving re-loading and the movement of goods, filling up the area, road constructions, the implementation of two industrial tracks. As an inseparable part of the port, the establishment of a container crane moved along a fixed track, reaching the water-side, as well as the railway tracks and plant road. The establishment of safety technology and space lighting serving the plant safety of the area, furthermore, the modernisation of the sign showing water levels, providing information on the navigability of the Danube. • The conversion of the present buildings for the companies interested in carrying, as well as equipment for loading and the movement of goods. • As the first part of the new public, open-water port serving commercial and servicing tasks, planned in Mohács, in the
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	<p>shore and land area located closer to the railway station, a some 330 meter vertical river wall is to be established in the part of the shoreline under the ownership of the self-government, between river kilometres 1448,670 – 1449,000 (rkm), with the implementation of the related port infrastructure. The facilities of the Mohács logistical service centre, already at disposal of the construction permits. Phase II of the Public Port along the shore of the Danube between river kilometres 1449+340 – 1449+600, on a 53,000 m² area owned by the self-government.</p> <ul style="list-style-type: none"> • The Danube river and at the same time Schengen border port of the European Union operates in Mohács. In the event of the accession of Croatia and Serbia to the Union, the aim is the establishment of a common border port. • The Szeged passenger and grain freight terminal: the Szeged port (170 rkm) is a domestic port of international significance, the development of which is necessary primarily in passenger transport • The development of boat repair capacities: the slipway possibilities are indispensable for the execution of towing to the shore necessary for the operation of the domestic fleet (official inspection, repairs). • The construction of ring railway V0, south of Budapest: the establishment of a new, some 50 km long railway connection between Ercsi and Cegléd, avoiding the area of the Kiskunság National Park. One element of the project is the construction of a new railway bridge over the Danube. • The construction of the missing elements of expressways M8 and M9.
<p><i>Vision/effects/results</i></p>	<p>With the operation of the port, the number of those visiting the area increases significantly. The circle of services would expand, thus workplaces could be established.</p> <p>The construction of the close to 3 km long road section in Baja allows for the logistical utilisation of the area between the Danube and DVCS and, together with the port, its development into a logistical centre without putting further burden on the inner-city roads of the town.</p> <p>The road would allow for the good quality access of the new Logistical Centre, the basin port, Türr István Danube bridge, as well as the existing part of the port. The Logistical Centre would ensure the quality and quantity expansion of the present loading capacity, the establishment and expansion of background facilities, and would provide for the area demand of newly settled enterprises. The basin and the port would provide direct access to the logistical area from the water-side, thus at the same time securing a loading area for investors and companies executing port services in the interest of full-circle good-quality services.</p> <p>With the construction of expressways M8 and M9, the express axles led in west-east direction in the central part of the country will be constructed with a cross-section satisfying transport and international connection requirements, as far as the state borders. With this and the new V0 railway connection, the overly Budapest-centred nature of the</p>

	areal structure of the country can also be resolved.
<i>Cost requirement of the subprogramme</i>	<p>The establishment of the passenger boat port and accommodation places in Adony is expected to require investment of altogether 200 million HUF.</p> <p>In Baja, the estimated amount of the area development of the road leading to the port is 1.8 billion HUF, while the complete investment is 50 billion HUF</p> <p>Bogyiszló-Fadd: 0.2 billion HUF</p> <p>Győr-Gönyű: 16.9 billion HUF</p> <p>Komárom port: 2 billion HUF</p> <p>Mohács port investments: approximately 15.5 billion HUF</p> <p>Mohács common border port: estimated cost: 0.5 billion HUF</p>
<i>The term of implementation</i>	<p>In the individual ports, 1.5-2 years from the commencement of the project, Győr-Gönyű: 3.5 years. Baja exploration road 3, basin port 6, Logistical Centre infrastructure 10 years</p> <p>Expressways M8 and M9, V0 railway line: 5-7 years following sufficient preparation</p>
<i>The level of preparedness of the subprogramme (permits, plans, expected time of start, etc.)</i>	<p>In Adony: the port is at disposal of a construction permit</p> <p>The preliminary feasibility study of the Baja development was prepared in the year 2007, with a 10-year environmental permit. The detailed feasibility study is expected to be completed by 2011.</p> <p>The development concept, preliminary studies on the types of connectable goods, the city development plans affecting the area, the survey of the demands of the industrial parks of the wider region, the engineering draft plan, and the cost estimate are at disposal in Komárom. The expected starting time of the investment is 2011.</p> <p>In Mohács: the establishment of the public port along the section of the shore between river kilometres 1448,670 – 1449,000 is prepared at the level of the permit plan, at present, the obtaining of the permits is underway. The facilities of the Mohács logistical servicing centre which already have construction permits. Common border port in Mohács: can be started in 2011</p>

European Danube Region Strategy EDRS	
Name of the subprogramme	3.6. Supporting navigation initiatives constituting international connections within big cities and between city areas
<i>Potentially affected countries</i>	Hungary, Austria, Slovakia
<i>Territorial limitation</i>	Vienna, Győr, Budapest, Dunaújváros, Mohács, Belgrade
<i>Preliminaries, justification and objective of the subprogramme</i>	At present, longitudinal passenger boat transport in Danube river transport is primarily of tourism significance. The transport /mass transit infrastructural provision of big city areas is sufficient; however, the level of the service (speed) greatly depends on the traffic circumstances. The use of the Danube as a “jam-free main route” is called for passenger transport as well.
<i>Obligation (in terms of law, etc.)</i>	None
<i>Common interests of the Danubian Member States</i>	The co-operations of poly-centred city network elements are reinforced
<i>Parties affected by the subprogramme (target group, beneficiaries, cooperating parties)</i>	The residents of big-city areas
<i>The content of the subprogramme, projects</i>	The establishment of a Danube boat service running according to an official schedule: the establishment of a boat service running along a fixed course, according to a schedule, the primary aim of which is to meet the transport demands generated by daily school and workplace attendance. The term of the daily disposability of the service is in harmony with the satisfaction of commuter traffic needs, and in the time gaps of the vehicles and the seating capacities, the service secures the necessary quality and quantity levels during the morning and afternoon peaks
<i>Vision/effects/results</i>	Securing calculable transport alternatives, quick access of the capital (as well as its inner city centre)
<i>Cost requirement of the subprogramme</i>	The establishment of a river bus network, the development of infrastructure, the provision of basic conditions, the development of prototypes with the support of EU FP-7, approximately 10 million Euros. The implementation of the complete fleet in PPP, 10-12 billion HUF, port development 15-18 billion HUF (this also includes the development of port infrastructure)
<i>The term of implementation</i>	Continuous
<i>The level of preparedness of the subprogramme (permits, plans, expected time of start, etc.)</i>	Under planning