

	European Danube Region Strategy (EDRS)
Horizontal aspect 3	<i>Promotion of the single and consistent EU market</i>
Name of the programme	1. Seamless Europe – no more barriers, bottlenecks – but „kissing links” Removal of transport bottlenecks and trade barriers
<i>The preliminaries, justification and objective of the programme</i>	<p>Improvement of the EU’s competitive edge depends on the exploration of reserves available for growth. The zone that developed along political boundaries became an internal socio-economic periphery in the enlarged EU and, in general, in the Danube Region. The human and, frequently, family, economic, entrepreneurial, cultural and other freedom rights of citizens living in a border zone inside the EU can be implemented only if all obstacles to the right to exercise economic freedom are removed and if the physical infrastructure of transport and its use within the Single Market satisfies expectations of all sorts. One of the Danube Region’s most characteristic features resides in the fact that the autochthonous national minorities living, in most cases, along borders drawn by politicians attach utmost importance to the traversability of such boundaries. The minorities have repeatedly expressed proposals aimed at improving cross-border relationships.</p> <p>Removal of obstacles to free trade can be facilitated also via the network of SOLVIT (i.e. the internal discussion platform of the Single Market). However, certain regulations adopted by national authorities are counted for as concealed obstacles to trade and the detriments are barely identified, a fact that requires improved information to be provided to citizens, entrepreneurs and municipalities of the borderline zones. Business communities indicated unequal quality of banking services and the lack of cross-border services. The selective effects produced by dissimilar technical standards on economic development (e.g. use of bio-diesel fuel) have become a matter of common knowledge.</p> <p>Within the EU segment of the Danube Region, the deficiencies and limited usability of transport infrastructure spanning both the internal borders and EU’s external borders which fall within the region have put a major obstacle to the implementation of a single internal market and trade development and, in consequence, prevented the evolution of human, political and mutual neighborly relations.</p> <p>Postponed restoration of road and railroad connections, missing or destroyed bridges that had spanned watercourses considered political boundaries (e.g. along the border between Romania and Bulgaria), missing ferry connections, inconsistently designed motorway projects or unmarked minefields deployed along borders are encountered almost everywhere along borderlines in the Danube Region.</p> <p>In respect to fluvial navigation on the Tisza River, an agreement concluded by the government of the Hungarian People’s Republic and the Yugoslav Federal People’s Republic on March 9, 1955 is yet in force. According to that</p>

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	<p>agreement, only ships sailing under the colors of the two countries are permitted to navigate while ships of third countries must obtain permit on a case-by-case basis. However, the validity of such permits shall actually be decided by the authorities of Serbia which enjoys the benefits of estuarine position. The agreement should be reviewed because Hungary, an EU member state, must ensure unimpeded traffic and transport along her navigable rivers but is prevented in doing so by legal obstacles imposed by the Agreement in respect to Tisza and its tributaries. Accordingly, the program is aimed at:</p> <ul style="list-style-type: none"> - setting uniform and harmonized national trade and economic regulations, in order to remove obstacles to the free cross-border transport of goods, - the development of cross-border transport infrastructure and elimination of all obstacles to its use.
<i>The content of the programme (subprogrammes)</i>	<ul style="list-style-type: none"> • Conversion of the currently temporary border crossing sites into permanent ones and building new crossing points, contribution to the implementation of such possibilities. • Elaboration of cross-border infrastructure for traffic and transport of regional and local importance • Improved conditions (tariffs, licensing regulations, timetables and transport routes) for cross-border traffic of passengers and goods • Introduction of uniform quality certification systems, licensing procedures and regulations furthermore elimination of veterinary and public health regulations which prevent free movement of goods and services.
<i>Other countries potentially affected</i>	Austria, Slovakia, Romania, Ukraine, Croatia, Slovenia, Serbia, Bulgaria, Czech Republic, Bosnia and Herzegovina and Montenegro.
<i>Obligation (in terms of law etc.)</i>	EU Founding Treaties
<i>Complementarity with the Danube strategy</i>	II. Improvement of good neighbourship, security, cultural/economic/transport relations and improved traversability of the national borders in the Danube Region.
<i>Parties affected by the programme (target group, beneficiaries, cooperating parties)</i>	HUNINEU (Office for the European Representation of Hungarian National Minorities), SOLVIT, National Infrastructure Development Co., Magyar Közút Nonprofit Co., Hungarian State Railways, VOLÁN Companies, trade organizations for truck companies, municipalities & local authorities.
<i>Vision/effects/results</i>	<p>Easier ways of maintaining relationships and getting across boundaries bring nations, people and communities closer, help to intensify or restore former relationships between regions, districts and economic enterprises, to alleviate drawbacks attributable to the peripheral geographic location. As a result, cross-border trade shall brisk up, the region's economic performance shall grow, leading to improvements in the residents' quality of life and the relations of the neighboring states, together with the progress of the Region's attractiveness.</p> <p>The ability to consolidate all needs and problems encountered every day in a single package and to manage such</p>

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	problems relying both on projects governed under multilateral control and surveillance (Danube Region, European Union) and on utilization of the power of publicity could clearly convince the European citizens and entrepreneurs of the efficiency of interventions imposed by the EU, simultaneously highlighting the favorable political effects, as well.
<i>The source of the financing of the programme</i>	European Regional Development Fund (ERDF)
<i>Term of implementation</i>	Continuously
<i>The level of preparedness of the programme (permits, plans, expected time of start, etc.)</i>	Different in each sub-program
<i>Relationship with other programmes</i>	The projects can be combined with efforts made to develop the transport networks of neighbor countries.

European Danube Region Strategy (EDRS)	
Name of subprogramme	1.1. Implementation of the “Seamless Europe” program aimed at ensuring traversability of national boundaries and the use of the available infrastructure
<i>Potentially affected countries</i>	Austria, Slovakia, Romania, Ukraine, Croatia, Slovenia, Serbia, Czech Republic, Bosnia and Herzegovina and Montenegro
<i>Territorial limitation</i>	Common boundaries of Austria, Slovakia, Hungary, Croatia, Romania, Serbia, Ukraine, Bosnia and Herzegovina and Montenegro
<i>Preliminaries, justification and objective of the subprogramme</i>	The Programme is aimed at promoting cross-border economic relationships intended to encourage creation of socio-economic relationships needed to establish the Single Market of Europe. As to achieve this goal, it is necessary to ensure unimpeded movement of goods, services and labor across the national borders, a requirement frequently hindered by inherited deficiencies of the infrastructure and the obsolescence of other assets. The Program is meant to eliminate such obstacles and to make the necessary infrastructure and services available, partly by means of reconstruction projects.
<i>Obligation (in terms of law, etc.)</i>	The provisions stipulated in Resolution #92/2009 adopted by the Parliament on the “Seamless Europe”.
<i>Common interests of the Danubian Member States</i>	Facilitation of maintaining relations among people living in the region and, in consequence, elimination of obstacles to trade relations.
<i>Parties affected by the subprogramme (target group, beneficiaries, cooperating parties)</i>	Road operators, National Infrastructure Development Co., affected municipalities, citizens and business enterprises
<i>The content of the subprogramme, projects</i>	<ul style="list-style-type: none"> • Conversion of the present temporary border crossing points into permanent ones and exploration of possibilities for establishing new border crossings. • Facilitation of passage and crossing of borders by buses and trucks • Extension of community transport routes (buses, railroads, fluvial navigation) and creation of new routes • Elaboration of specific tariff systems for community transport operated in borderland zones • Harmonization of railway timetables for cross-border traffic and elaboration of reduced tariff systems • Creation of possibilities for the transport of goods in the borderline zones based on national permits; development of a system of veterinary and public health regulations and quality certificates, harmonization of licensing procedures and instructions. • Specific road construction projects intended to facilitate cross-border interregional traffic of trucks or to decrease drawbacks attributable to the internal peripheral geographic location. Special emphasis should be laid on the improvement

	of the following chainages: Mosonmagyaróvár to Csorna (an extension of the Bratislava to Rajka motorway), Bóly to Ivándárda (national border) motorway heading to Pélmonostor (Beli Manastir, Croatia), Szigetvár – Sellye – national border – Slatina (Croatia).
<i>Vision/effects/results</i>	Social and economic relations between people living on both sides of the border are expected to revive.
<i>Cost requirement of the subprogramme</i>	European Regional Co-operation, Transportation Operative Program
<i>The term of implementation</i>	Continuous
<i>The level of preparedness of the subprogramme (permits, plans, expected time of start, etc.)</i>	<p>Based on the attached tables, the development of the national highways and local roads furthermore the improvement of conditions encountered during border crossing presumes meeting, among others, of the following goals:</p> <ul style="list-style-type: none"> • Completion of a border crossing facility at Záhony-Csop (Csap); establishment of a Common Service Point for Maintaining Relations. • Completion of a border crossing facility at Beregsurány-Luzsanka (Asztély) including the construction of a truck terminal, ensuring crossing of the border by trucks furthermore procurement of devices needed to control borderline traffic & transport along both the Hungarian and the Ukrainian side; • Providing the necessary technical and infrastructural conditions at the border crossing point at Hercegszántó-Backi Breg (Béreg), as to promote international transport of goods by trucks of max. 6 tons gross weight; • A border crossing facility at Tiszabecs-Vilok (Tiszaújlak). Specific objectives: replacement of booths for passport control, installation of fluvial border crossing facilities for wild water sports, creation of infrastructure needed to manage crossing of the border by trucks of max. 3,5 tons payload; • Providing conditions needed to manage international traffic of buses via the Lónya-Horonhlab/Dzvinkove (Harangláb) border crossing; • Providing conditions needed to manage international traffic of buses via the Barabás-Koszony (Mezőkaszony) border crossing. • Opening of a new border crossing point between Ásotthalom and Backi Vinogradi (Bácsszőlős); • Providing necessary technical and infrastructural conditions at the border crossing point at Bácsalmás-Bajmok (Bajmok), in order to permit international traffic and transport of passengers; <p>From among the border crossing facilities specified in the “Seamless Europe” program, priority is given to border crossing facilities established on motorways and highways and main railroad</p>

	<p>lines, as shown in Annex 1/3 attached to Act XXVI of 2003 on the national plan for regional development (hereinafter referred to as: OTrT Act):</p> <ul style="list-style-type: none"> • at the Záhony – Csop border crossing along Highway #4, ▪ at the Beregsurány – Luzsanka border crossing along Highway #41 and the Tiszabecs – Vilok border crossing along Road #491 • at the Hercegszántó – Backi Breg border crossing along Highway #51. • Providing necessary technical and infrastructural conditions at the border crossing point at the Tiszasziget – Dala (Gyála), in order to permit international traffic and transport of passengers and buses. <p>The currently implemented programme yielded the following results: in 2009, 13 projects related to traffic & transport between Hungary and Austria obtained financial support.</p> <p>In case of Hungary and Romania: Round I: 120 projects were passed, of which 23 projects were related to road construction and renovation.</p> <p><i>The Program’s Joint Supervisory Committee approved a bipartite Hungaro-Ukrainian project proposal submitted concerning the “Expansion of the border crossing facility between Beregsurány and Luzsanka by building a truck terminal”. The proposal titled as “Efficient and safe border between Hungary and Ukraine” has been submitted to the European Commission, requesting approval. A procurement and public procurement procedure has been announced to request preparation of the Feasibility Study, the Environmental Impact Assessment and the Construction Permit Drawings.</i></p>
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Current status of local road development projects at specific borderlines

Country	Construction / preparations	Priority	Secondary	Can be postponed	Development/expansion of existing facility
Slovenia	-	4	8	-	-
Austria	-	9	8	1	-
Slovakia	8	6	16	9	-
Romania	16	2	7	-	1
Croatia	-	1	8	2	
Serbia	1	-	3	-	4
Ukraine	-	-	2	3	1
Total	25	22	52	15	6



Tiltás Schengen után – Post-Schengen obstruction of border crossing

Number of roads that cross a border, as recorded in a 2008 survey („Seamless Europe”)

No.	Neighbor country	High priority of project	National highway	Local road	Footpath, cycle road	TOTAL
1	SLOVENIA	existing	8	0	0	8
		high priority	2	2	0	4
		secondary	0	8	0	8
		can be postponed	1	0	1	2
		TOTAL	11	10	1	
2	AUSTRIA	existing	16	3	4	23
		high priority	4	4	0	9
		secondary	4	3	1	8
		can be postponed	2	11	5	18
		TOTAL	26	21	10	
3	SLOVAKIA	existing	20	3	0	23
		high priority	7	5	0	12
		secondary	9	10	0	19
		can be postponed	10	17	4	31
		TOTAL	46	35	4	
4	UKRAINE	existing	5	0	0	5
		high priority	0	0	0	0
		secondary	2	0	0	2
		can be postponed	6	1	5	12
		TOTAL	13	1	5	
5	ROMANIA	existing	10	0	0	10
		high priority	7	1	0	8
		secondary	5	4	1	10
		can be postponed	6	16	4	26
		TOTAL	28	21	5	
6	SERBIA	existing	6	0	0	6
		high priority	0	1	0	1
		secondary	3	0	0	3
		can be postponed	3	6	3	12
		TOTAL	12	7	3	
7	CROATIA	existing	7	0	0	7
		high priority	1	0	0	1
		secondary	3	4	0	7
		can be postponed	5	15	2	22
		TOTAL	16	19	2	
		existing	72	6	4	82
		high priority	21	13	0	34
		secondary	26	29	2	57
		can be postponed	33	66	24	123
		TOTAL	152	114	30	
		GRAND TOTAL				296

In September 2003, Főmterv prepared a study (“Network analysis to support reconstruction of the Ipoly bridges; Project No.: 12.02.361) as to deliberate the possibilities and costs of reconstruction of former road network connections along the length of Ipoly, a boundary river, in combination with the foreseeable social and economic impacts.

Upon request from the Road Management and Coordination Directorate, Tetthely Ltd. prepared a study in June 2004 (“Analysis for the increase of road connections across national boundaries following Hungary’s admission to the European Union”; Project No.: 0403). Volume 5 of the study assessed the possibility of reconstructing both the demolished and the existing border crossings along the Hungaro-Slovak border, within the area of Pest and Nógrád County.

In 2007, Mr. Gyurcsány and Mr. Fico, prime minister of Hungary and Slovakia, respectively, agreed to build an expressway between Miskolc and Kassa, in addition to the construction of several new bridges across the Ipoly River. Two bridges to be built between Rárós and Rárópuszta furthermore Petőpuszta and Pöstényháza (in Nógrád County) won financial support in the first round of bidding.

Also other bridges can be built in the future. Like in case of the two projects approved by the prime ministers, the engineering design of a third bridge (between Húgyag and Szécsénykovácsi (Kováčove, Slovakia) to be built near an existing bridge (between Petőpuszta and Szécsény) was developed.

Further bridges can be built in a more distant future, between Bussa (Busince) and Nógrádszakál, Órhalom and Ipolyvarbó (Vrbovka), Kóvár (Koláre) and Újkóvár furthermore between Drégelypalánk and Ipolyhídvég (Ipelské Predmostie). This latter bridge shall be used only by pedestrians and cyclists because the environment protection authorities do not wish to expose the territory of the Danube-Ipoly National Park to detrimental effects produced by additional traffic of cars and trucks.

The bridge connecting Kóvár and Újkóvár is meant to release Balassagyarmat from traffic nuisance. Two new bridges would be built also in Pest County, to connect Helemba (Chlaba, Slovakia) and Ipolydamásd furthermore Vámosmikola and Ipolypásztó (Pastovce). The former bridge would short-cut the route between Szob and Párkány (Stúrovo). At present, the two towns can be accessed only by making a lengthy detour, via Letkés and Ipolyszalka. In contrast, the existing railway track passes along a straight route near the Danube, connecting Szob, Helemba and Párkány.



Bridges in Nógrád County:

March 2, 2010: the site needed to build a bridge spanning Ipoly between **Rárópuszta - Rárós** (Rároš) was handed over, announced NIF Zrt. The area needed to build a road bridge

connecting Ráróspuszta and Rárós (Rároš) by spanning the Ipoly River and the approach ramps was handed over.

March 12, 2010: The result of a tender announced to invite contractors for building an Ipoly bridge connecting **Pösténypuszta and Pető** was published.

The tender invitation was published on December 26, 2009. The tender result was announced on March 12, 2010. Winning bidder: PM Consortium (Lead member of the Consortium: Porr Építési Kft., other member of the Consortium: MCE Nyíregyháza Acélszerkezetgyártó 'Steel Structures' Kft.)
Winning bid price: EUR 3,188,016 (excl. VAT)
Planned date of completion: June 30, 2011.

The project is classified as development of the national road network.

Project description:

Purpose of the project: construction of a road bridge of 75.1 meter long superstructure and the approach ramps, at the 141+800 section of Ipoly River, between Szécsény (Pösténypuszta) and Pető (Pet'ov), in the vicinity of the V.23 and V.24 border marks, in order to restore the former road connection between the two settlements.

The Ipoly bridge to be built between Szécsény (Pösténypuszta) and Pető (Pet'ov), along the upstream length of the Ipoly River, shall connect the road #2205 (between Szécsény and Ipolytarnóc and the road #III/5652 that connects Bušince and Kiarov on the Slovak side, requiring the construction of a 2,300 meter long new road.

Road connection at the Hungarian side:

The road #22105 of poor condition traverses the territory of Pösténypuszta and leads to the new bridge to be built at the 141+800 section of Ipoly River and requires rehabilitation all along its total length. This road connects to chainage 2+384 km of the by-road #2205 which connects Szécsény and Ipolytarnóc, via a roundabout.

The present physical condition of the road #2205 compares, in general, to the condition of the average Hungarian roads of secondary rating. The crown width varies between 9 and 10 meters while the width of pavement varies between 6.0 and 6.5 meter. Also the construction of the roundabout justifies correction of the road's condition between chainage 2+193 km and 2+500 km (according to the original numbering: 2+482 km). The centre of the new roundabout of 28.0 m external radius falls to chainage 2+384 km of the by-road #2205.

The road #22105 is of extremely poor condition and constitutes a "blind alley" traversing Pösténypuszta and located between by-road #2205 and the remaining bridge abutment. The crown width varies between 9 and 10 meters while the width of pavement varies between 4.0 and 6.0 meter. Following the rehabilitation, this road shall connect the centre of the roundabout (chainage 0+000 km) and ch. 1+258.46 km (including a 5.5 meter long false section). The sidewalk existing and remaining along the right side of the road must be provided with asphalt pavement and its width should be increased to 1.5 meter.

Road connection at the Slovak side:

On the Slovak side, the road #III/5652 of poor condition and in need of rehabilitation leads from the new bridge to the by-road that connects Bušince and Kiarov and joins a roundabout traffic node.

A 1,037 m long part of the by-road shall be widened, elevated and renovated. A sidewalk shall be built along its right side. The left side of the road shall be reinforced with gabions, over a 32 m long section, starting from the embankment of the bridge abutment.

The upgraded part of the road #III/5652 shall join to the by-road via a four-leg roundabout traffic node of 14.5 meter external radius.

Road bridge:

The four-span bridge shall be built as a compounded steel/reinforced concrete beam structure. Total width: 12.62 m, consisting of 2 x 4.0 m wide carriageway plus 1.75 m wide sidewalk along both sides.

Tender documents for bridges to be built in Pest County were submitted in the second round of ETE.

The importance of the bridge connecting **Vámosmikola** and **Ipolypásztó** lies in the fact that the village constitutes a principal traffic node: the road bifurcates to several directions, like Ipolyság, Zselíz and Érsekújvár. The former bridge was destroyed by German bombers in 1945.

A Feasibility Study was made in 2009, as to compare several alternatives regarding the location and structure of the bridge. The authors concluded that the new bridge should be erected at the place of the former one. The bridge should be built as a single or double span trough girder bridge or a trussed beam bridge carrying fine-meshed carriageway grid. The other option suggested the use of a deck-plate solid steel girder bridge combined with reinforced concrete carriageway slab. The cross-section of the bridge would consist of 8.0 meter wide carriageway plus sidewalk of 2.4 meter useful width built along both sides.

Helemba and **Ipolydamásd** used to be connected by a timber bridge built in the 19th century but subsequently replaced by a ferry. A new bridge was built to provide support to the construction of the Nagymaros barrage power-station. However, it was used only on special festive occasions and was finally destroyed by drifting ice-packs during the winter of 2000.

A Feasibility Study was made in 2009, as to compare several alternatives regarding the location and structure of the bridge. The authors concluded that the new bridge should be erected at the place of the former one. The bridge should be built as a three-span bridge of reinforced concrete superstructure. Later, the participants of coordination meetings requested submittal of designs for a single-span trough girder bridge of 70 – 75 meter unsupported length or a trussed beam bridge carrying fine-meshed carriageway grid. The dimensions of the bridge should enable carrying the load of road vehicles (Category ‘A’) in accordance with the ÚT 2-3.401:2004 UME standard. In simplified terms, the bridge should bear the load of 80-ton vehicles which is the presently known biggest expected load however undersizing would be an unreasonable option.