

PRIORITY AREA 1b: To improve mobility and multimodality - Road, Rail and Air Links RECEIVED 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	Status	Funding	Action	Group
1	TRANSDANUBE (Sustainable Transport)	<i>Improvement of access to and connectivity / - / 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.</i>	Planning, preparation for submission (july 2012-June 2014)	<i>EU-funding of ETC-SEE; cofunding rate 85% Total budget: around 2 mio EUR</i>	Act5 + Act6	B2
2	SEETAC SOUTH EAST EUROPEAN TRANSPORT AXIS COOPERATION (Infrastructure and Transport)	- / To bring to completion the TEN-T (rail and road) 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.	Ongoing (2009 – 2012)	<ul style="list-style-type: none"> •Overall project budget: 2.380.554,00 € •ERDF contribution: 1.700.471,00 € •IPA contribution: 323.000,00 € 	Act 1	A
3	BRAWISIMO German title: „Region BRAtislava Wlen: Studie zum MObilitätsverhalten“ Slovak title: „Región BRAtislava Wlen: Štúdie MObilitného správania“	<i>“To ensure sustainable metropolitan transport systems and mobility”.</i> <i>“To improve the regional/ local cross-border infrastructure and the access to rural areas” /</i> mobility surveys / The project is planned to be submitted within the Slovak-Austrian cross-	<i>Planned</i> (2011 – 2014)	<i>Cca 800.000 EUR (85% funded by program; 15% by national co-financing)</i>	Act4 + Act5	A

		border cooperation programme 2007-2013.				
4	EDITS EUROPEAN DIGITAL TRAFFIC INFRASTRUCTURE NETWORK FOR INTELLIGENT TRANSPORT SYSTEMS (ITS)	<p><i>Action (7) »To develop further Intelligent Traffic Systems by using environmental-friendly technologies, especially in urban regions« /</i></p> <p>Objective: 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>	Planned (Start: April 2012 / 30 months (finalization of project not later than 31st December 2014)	Max. total budget: 2,5 M € 85% of total real costs (valid for CZ, HU, PO, SI, SK) 75% of total real costs (valid for AT, GE, IT)	Act 7	B2
5	CONSTRUCTION OF HIGH SPEED LINE VIENNA – ST. POELTEN (Infrastructure)	“To bring to completion the TEN-T (rail and road) Priority Projects...” 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	<i>In completion (Operative Dec. 2012)</i>	2.796 Mio € National Budget + EU TEN-T	Act 1	A
6	CLOSING OF MISSING LINKS FOR HIGH CAPACITY /HIGH SPEED LINE ST. POELTEN - WELS	“To bring to completion the TEN-T (rail and road) Priority Projects...” Projects part of PP17 (core Network corridor Strassbourg – Danube) Freight bypass St. Poelten, Section Ybbs – Amstetten, Asten Linz, Linz Wels	<i>Partly under construction, partly Planning (St. Poelten – Linz: 2021, Linz Wels 2025)</i>	3.132 Mil. € National Budget + EU TEN-T	Act 1	B1
7	VIENNA MAIN RAILWAY STATION	“To bring to completion the TEN-T (rail and road) Priority Projects...” Projects part of PP17, PP 23 (core Network corridor Strasbourg – Danube, Baltic Adriatic, Hamburg Levkosia) Construction of new railway station as a key node between TEN-T corridors	<i>Under construction Completed 2015</i>	1.001 Mil € National Budget + EU TEN-T	Act 1	A

8	SEMMERING RAILWAY BASE TUNNEL (Infrastructure and Transport)	<p>“To bring to completion the TEN-T (rail and road) Priority Projects...”</p> <p>Projects part of proposed Core Network and Baltic Adriatic Core Network corridor</p> <p>Construction of two tube base tunnel</p>	Under construction (expected completion 2024)	3.093 Mil € National Budget EU ?	Act 1	B1
9	KORALM RAILWAY LINE	<p>“To bring to completion the TEN-T (rail and road) Priority Projects...”</p> <p>Projects part of proposed Core Network and Baltic Adriatic Core Network corridor</p> <p>Construction of new high speed railway line between Graz and Klagenfurt</p>	Under construction (expected completion 2023)	5.373 Mil. € National Budget + regional contribution EU?	Act 1	B1
10	KARAWANKE TUNNEL SAFETY MEASURES	<p>To bring to completion the TEN-T (rail and road) Priority Projects...”</p> <p>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.</p> <p>Measures for rail + road tunnels including the construction of a new tube for road and redimensioning of the rail tunnel.</p>	Planning	Budget for construction pending.	Act 1	D

2) BULGARIA:

	PROJECT TITLE	Action / Project description	Status	Funding	Action	Group
1	Construction of a New bridge over the Danube River at Vidin – Calafat (Road and Rail Infrastructure)	- / 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.	Ongoing (2007-2012)	Project budget for the BG: € 226 000 000, including: <ul style="list-style-type: none"> • € 70 000 000 – EU ISPA grant • € 70 000 000 – EIB loan • € 5 000 000 – AFD grant • € 2 045 000 – KfW grant • € 18 000 000 – KfW loan • € 60 760 000 – Bulgarian State Budget contribution 	Act 1	A
2	Design of the Modernization of Vidin – Sofia railway line (Rail)	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.	Planned	Total indicative budget of the project: € 48 000 000 Cohesion Fund co-financing (80%) – € 40 000 000	Act 1	C2
3	Modernization of Vidin – Sofia railway line (Rail)	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: Modernisation of Vidin – Sofia Railway Line.	Planned	Total indicative budget of the project: € 3 215 951 284,20 (including € 2 679 959 404 eligible under Operational	Act 1	D

				Programme Transport)		
4	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>) (Infrastructure – Terminal)	- / A. Connecting the Danube Region & D. Strengthening the Danube Region	Planned Study phase: 2012-2014 Construction phase: 2015-2018	Total indicative budget: € 3 051 095 (including € 2 542 579 - eligible under Operational Programme Transport) (technical assistance). The investment cost will be defined after the study phase is completed. Current estimation of the construction is € 31 200 000.	Act 6	C2
5	Restoration of Design Parameters along Varna - Ruse Railway Line (Rail)	- / 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	Planned – Preparation Construction period: 5 years, expected start 1 January 2014	The estimated costs for the project are € 376 029 327,60 (including € 313 357 773 eligible under Operational Programme Transport) The project is planned to be	Act 1	C2

				financed from the State budget under the Operational Programme Transport .		
6	Kalotina – Sofia (Road)	- / The project is part of Danube strategy as a part of the Pan-European transport corridor № 10. (road) Upgrading of the existing two lanes road to four lanes expressway	Planned - the documentation for procurement are under preparation. (2012 - 2015)	Total project cost – M€ 100. - Rate of Cohesion Fund grant financing: 80 % or 80 M Euro; - Rate of national co-financing: 20% or 20 M Euro.	Act 1	C2
7	Construction of Maritsa Motorway, Lot 1 and Lot 2; CCI No [2011BG161PR004] (Road)	- / Construction of a 65.620 km stretch of a new dual carriageway motorway	Ongoing Start date: 26.07.2011 Deadline: 31.12.2013	EUR 203,810,385	Act 1	A
8	"Upgrading of Road I-1 (E-79), Vratza-Botevgrad" (Road)	- / The project is part of Danube strategy as a part of the Pan-European transport corridor № 4.	Ongoing – Preparation procurement (2011 - 2014)	Total project cost – € 85 000 000 - Rate of Cohesion Fund grant financing: 80 % or 68 M Eur; - Rate of national co-financing: 20% or 17 M Euro.	Act 1	C2
9	North Speed Tangent (Road)	- / The project is part of Danube strategy as a part of the Pan-European transport corridor № 4. The project will provide high speed connection between corridors No 10 and 4.	Ongoing documentation for procurement under preparation.	Total project cost – € 150 000 000. - Rate of Cohesion Fund grant financing: 80 % or	Act 1	C2

			(2011 - 2014)	€ 120 000 000M; - Rate of national co-financing: 20% or € 30 000 000.		
10	Struma Motorway (Road)	- / part of Pan-European Corridor IV, the EC Priority Project No. 7 as well as the TEN-T network on the Bulgarian territory.	Ongoing 01/10/2011 - 12/31/2015	Total indicative budget of Lots 1, 2 and 4: € 310 535 367,81 (including € 309 615 042,40 eligible under Operational Programme Transport) Total indicative budget of Lot 3: € 910 000 000 Construction in the period 2014 - 2020	Act 1	A
11	Road I-1 (E-79), "Vidin – Montana" (Road)	- / part of the Pan-European transport corridor № 4.	Planned Preparation – 2013 Construction – Program period 2014 – 2020	Project preparation under priority axis 2 of OP "Transport" 2007 - 2013 The construction under OP "Transport" within program period 2014-2020	Act 1	C2
12	GABROVO BYPASS INCLUDING SHIPKA TUNNEL	- / This project is part of the extended Trans-European corridor No. 9 and is also a part of I Class road Ruse – Makaza.	Ongoing, planned	Indicative budget € 128 000 000 (VAT incl.) Community contribution – 80% National budget – 20%	Act 1	C2

13	HEMUS MOTORWAY (Sofia, Yblanica, Veliko Tarnovo, Shumen, Varna) (Road)	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.	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.)	Indicative budget: € 1,297 756 374 (VAT incl.) for section Yablanica - Kaspichan, Community contribution – 80% National budget – 20%	Act 1	A for sections Sofia Ring Road to Yana and Kaspichan Belokopitovo C2 for section Yablanica Belokopitovo
14	MONTANA BYPASS (Road)	This project is part of the extended Trans-European corridor No. 4 and is also a part of I Class road Vidin - Botevgrad	Ongoing	Indicative budget: € 42,967,146 (VAT incl.) Community contribution – 80% National budget – 20%	Act 1	B1
15	RUSE-SHUMEN SW (Road)	This project is part of the extended TEN-T (cross-border).	Planned	Indicative budget: € 200,000,000 (VAT incl.) Community contribution – 80% National budget – 20%	Act 1	C2
16	RUSE-VELIKO TARNOVO SW (Road)	This project is situated on Trans-European corridor No. 9.	Planned	Indicative budget € 250,000,000 (VAT incl.)	Act 1	C2
17	VARNA-DURANKULAK SW (Road)	This project is part of the extended TEN-T	Planned	Indicative budget € 200,000,000 (VAT incl.) Community	Act 1	C2

				contribution – 80% National budget – 20%		
18	VRATSA BYPASS (Road)	This project is part of the extended Trans-European corridor No. 4 and is also a part of I Class road Vidin - Botevgrad	Ongoing, planned	Indicative budget € 15.832.250 (VAT incl.) Community contribution – 80% National budget – 20%	Act 1	B1
19	Construction of new bridge connection over the Danube River at Silistra-Calarasi (Bridge)	The new bridge over the Danube is among the priorities of the Bulgara. 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.	Planned	Indicative budget: For the 1st phase (Objective 1): € 600 000, excl. VAT; For the 2 nd phase (Objective 2): based on the results of the first phase.	Act 5	D

3) BOSNIA and HERZEGOVINA:

	PROJECT TITLE	Action / Project description	Status	Funding	Action	Group

4) CZECH REPUBLIC:

	PROJECT TITLE	Action / Project description	Status	Funding	Action	Group

5) CROATIA:

	PROJECT TITLE	Action / Project description	Status	Funding	Action	Group
1	Multimodal Hot Spot (Rail)	-/ Multimodal links / to connect Osijek Airport and river port Osijek with railway	Planned	/	Act 6	D
2	Reconstruction And Electrification Of The Railway Line Vinkovci – Vukovar (Rail)	-/ Improvement of access to and connectivity / railway between the Pan European Corridor X and the river port of Vukovar	Planned (2015-2017)	51,50 mil €	Act 1	C2
3	Srijem Border Transfersal - Section Ilok – Lipovac (Road)	-/ Improvement of access to and connectivity / better connection of town of Ilok and border crossing to Serbia to Corridor X	Planned (2014-2016)	115,10 mil €	Act 5	C2
4	The Construction of Corridor Vc, Motorway Section: Border of The Republic of Hungary - Beli Manastir (Road)	-/ Improvement of access to and connectivity / improved link between regional countries and Adriatic Sea	Planned (2013-2014)	45,00 mil €	Act 1	C2
5	The Construction of Corridor Vc, Motorway Section: Beli Manastir - Osijek (Road)	-/ Improvement of access to and connectivity / improved link between regional countries and Adriatic Sea; Ongoing – bridge building	Ongoing – bridge building	202,30 mil € - without bridge 129,00 mil € - bridge across river Drava	Act 1	C2
6	Vukovar Bypass (South) (Road)	-/ Improvement of access to and connectivity / connection of extension road No.2. to Corridor X and to Corridor VII (Port of Vukovar)	Planned (2014-2016)	62,00 mil €	Act 6	C2
7	Highway Hungarian Border-Virovitica-Okučani-BiH Border, Section Okučani – BiH Border: Construction of the Bridge	- / 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,	Planned (start 2013 - finish 2016)		Act 5	C2

	over the Sava River near Gradiška, with Connection Road	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 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	REHABILITATION OF DUGO SELO - NOVSKA, SECTION DUGO SELO - NOVOSELEC (PHASE I) (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 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).	Planned Q1 2011-Q1 2015 (project documentation IPA) Q1 2015- Q2 2017 (work)	90,00 mil. €	Act 1	C2
9	UPGRADE AND CONSTRUCTION OF SECOND TRACK ON RAILWAY LINE SECTION DUGO SELO – KRIŽEVCI	Action 1 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.	Planned preparation: Q1 2010 – Q1 2014 works: Q2 2014 - Q4 2016	198,03 mil.€	Act 1	C2

10	UPGRADE, CONSTRUCTION OF SECOND TRACK AND CONSTRUCTION OF NEW DOUBLE TRACK LINE ON SUB-SECTIONS OF RAILWAY LINE SECTION HRVATSKI LEKOVAC – KARLOVAC	<p>Action 1</p> <p>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.</p> <p>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>Planned</p> <p>Preparation: Q1 2010 – Q4 2014</p> <p>Works: Q4 2014 - Q2 2018</p>	356,00 mil. €	Act 1	C2
11	CONSTRUCTION OF NEW DOUBLE TRACK LINE ON RAILWAY LINE SECTION GOLJAK – SKRADNIK	<p>Action 1</p> <p>Railway line, and the train stations Goljak – Skradnik do not exist.</p> <p>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.</p> <p>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>Planned</p> <p>preparation: Q1 2010 – Q2 2016 (project documentation);</p> <p>works: Q1 2016 - Q4 2019 (work)</p>	650 mil. €	Act 1	C2
12	UPGRADE AND RENEWAL ON RAILWAY LINE DUGO SELO – NOVSKA, PHASE IIA	<p>Action 1</p> <p>This rail section is an integral part of electrified single track railway line M103 Dugo Selo - Novska on X. Pan European corridor.</p> <p>This project is part of larger project that includes reconstruction of the existing railway line Dugo Selo – Novska.</p> <p>Speed: 160 km/h</p>	<p>Planned</p> <p>Preparation: K4 2012 - K4 2014 (project documentation)</p> <p>Works: Q1 2015 - Q1 2018</p>	165 mil. €	Act 1	C2
13	CONSTRUCTION OF SECOND TRACK AND CONSTRUCTION OF	<p>Action 1</p> <p>This rail section is an integral part of electrified</p>	Planned	317,50 mil. €	Act 1	C2

	NEW DOUBLE TRACK LINE ON SECTIONS OF RAILWAY LINE DUGO SELO – NOVSKA	<p>single track railway line M103 Dugo Selo - Novska on X. Pan European corridor.</p> <p>This project is part of larger project that includes reconstruction of the existing railway line Dugo Selo – Novska.</p> <p>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>Preparation: Q3 2014 - Q1 2015 (project documentation)</p> <p>Works: Q3 2017 - Q4 2021</p>			
14	UPGRADE AND CONSTRUCTION OF SECOND TRACK ON RAILWAY LINE SECTION KRIŽEVCI – KOPRIVNICA - NATIONAL BORDER	<p>- / 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.</p> <p>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>Planned preparation: Q1 2013 - Q3 2016 (project documentation)</p> <p>works: Q3 2016 - Q2 2020</p>	275 mil. €	Act 1	C2
15	RECONSTRUCION OF RAILWAY LINE OKUČANI - NOVA KAPELA-BATRINA	<p>This rail section is a part of the double track railway line M105 Novska - Tovarnik - State border on X. Pan European Corridor.</p> <p>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.</p> <p>Speed: 160 km/h</p>	<p>Planned Preparation : K3 2015 - Q1 2018</p> <p>Works: Q1 2018 - Q3 2020</p>	110,00 mil. €	Act 1	C2
16	CONSTRUCTION OF NEW FREIGHT BYPASS DOUBLE	At the moment there is intense rail freight traffic on the corridor X and corridor Vb and connection track	Planned	780 mil. €	Act 1	C2

	TRACK RAILWAY LINE ZAPREŠIĆ – HORVATI – TUROPOLJE – DUGO SELO	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.	preparation: Q4 2011 - Q3 2017 works: Q3 2017 - Q4 2023			
17	CONSTRUCTION OF A NEW RAILWAY LINE FOR SUBURBAN TRAFFIC ON SECTION GRADEC - SVETI IVAN ŽABNO	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.	Planned Q1 2012 - Q4 2012 Q3 2014 - Q2 2016	48,00 mil. €	Act 1	C2
18	PODSUSED - SAMOBOR CONSTRUCTION OF NEW ELECTRIFIED SINGLE TRACK RAILWAY LINE SECTION	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 Tvrnica - Samobor Perivoj in the total length of 14 km. This project will include the reconstruction of the existing station Podsused Tvrnica 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 Tvrnica - Samobor - Bregana.	Planned preparation: Q1 2010 - Q4 2013 works: Q1 2014 - Q1 2016	65.00 mil. €	Act 1	C2
19	UPGRADE AND ELECTRIFICATION OF THE RAILWAY SECTION ZAPREŠIĆ – ZABOK	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	Planned Preparations: Q1 2010 – Q2 2014 Works: Q3 2014 –	65,00 mil. €	Act 1	C2

		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.	Q4 2016			
20	CONSTRUCTION OF TERMINAL BUILDING "C" AIRPORT DUBROVNIK	Project: "Construction of the terminal building" 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 planed to be 27.205 m ² Estimated time period of the implementation of the project "Construction of buildings C" is, approximately 3 years.	Planned preparation: K3 2010 - K4 2013 / Z.L. Dubrovnik works: K1 2014 – K4 2016	49,16 mil. €	Act 3	C2
21	CONTAINER TERMINAL GAŽENICA - PORT OF ZADAR	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.	Planned preparation: Q2 2010 – Q2 2013 works: Q2 2013 - Q3 2014	/	Act 6	C2
22	ZAGREB - SISAK MOTORWAY, LEKENIK - SISAK SECTION	The traffic in this corridor passes through the existing national roads D30 and D36, through a lot of small villages 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.	Planned preparation: Q1 2011 - Q1 2013 works: Q1 2013 - Q3 2014	163,20 mil. €	Act 1 + Act 5	C2

23	LINK ROAD JUNCTION VUČEVICA – JUNCTION KAŠTEL KAMBELOVAC (LINK ROAD AND THE TUNNEL KOZJAK) (Road)	<p>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.</p> <p>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 	Planned preparation: Q1 2010 - Q2 2014 works: Q3 2014 - Q1 2017	148,16 mil€		C2
24	ČIOVO BRIDGE AND CONNECTION ROADS - PART OF INTERMODAL PLATFORM SPLIT (AIRPORT)	<p>The project goal is to relieve the old city of Trogir (city 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>Planned I phase: preparation: Q1 2011 – Q4 2013 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>	<p>I phase: 21,60 mil € II phase: 5,70 mil € III phase: 6,00 mil €</p> <p>Total: 33,30 mil €</p>		C2
25	SARAJEVO STREET NEW CONSTRUCTION / AIRPORT DIRECTION	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	Planned Desing: Q2 2010 - Q2 2014 Works: Q2 2014 -	35.000.000 euro		C2

		<p>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>	Q4 2014			
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>RUPA – RIJEKA – ŽUTA LOKVA, SENJ - ŽUTA LOKVA SECTION</p>	<p>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 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>	<p>Planned works: Q1 2014 – Q2 2019</p> <p>Tunnel: 2012</p>	<p>682,3 mil€</p> <p>Tunnel construction value: 65,8 mil. Euro.</p>	Act 1	C2

6) GERMANY:

	PROJECT TITLE	Action / Project description	Status	Funding	Action	Group

7) HUNGARY:

	PROJECT TITLE	Action / Project description	Status	Funding (estimated costs)	Action	Group
1	Development of Hungarian Sections of CETC (Central European Transport Corridor) Route65 (Road and Rail)	<p>- / 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. 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, Zalaötvő 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 Bősárkány bypasses (2*1 lanes, 11,3 km)</p>	<p>a) till 2017</p> <p>b) till 2020</p> <p>c) till 2016</p> <p>d) till 2020</p> <p>e) till 2020</p> <p>f) till 2024</p> <p>g) till 2016</p> <p>h) till 2027</p> <p>i) till 2024</p>	<p>a) 144,8 million €</p> <p>b) 64,9 million €</p> <p>c) 43,3 million €</p> <p>d) 17,8 million €</p> <p>e) 58,4 million €</p> <p>f) 41,7 million €</p> <p>g) 258,6 million €</p> <p>h) 111,2 million €</p> <p>i) 18,2 million €</p>	Act 6	<p>a) C2</p> <p>b) C2</p> <p>c) A</p> <p>d) C2</p> <p>e) C2</p> <p>f) C2</p> <p>g) C2</p> <p>h) C2</p> <p>i) C2</p>

		j) M15 expressway between M1 motorway and Slovakian-Hungarian state border (upgrading to 2*2 lanes, 12,8 km) k) Joint section of M8 and M9 expressways between Rábahídvég and Vasvár (2*2 lanes, 7,3 km) l) M9 expressway between Vasvár and Zalaegerszeg (2*2 lanes, 28,4 km) m) M9 expressway between Zalaegerszeg and Pacsa (2*2 lanes, 11,9 km) n) M75 expressway between Pacsa and Fenékpuszta (2*1 lanes, 29,7 km) o) Győr-Pápa-Celldömölk railway line feasibility study p) Győr-Pápa-Celldömölk railway line upgrading (track, safety, telecommunication), electrification (72 km)	j) till 2017 k) till 2020 l) till 2020 m) till 2020 n) till 2020 o) – p) till 2020	j) 35,6 million € k) 31,8 million € l) 154,3 million € m) 59,9 million € n) 88,7 million € o) 3,1 million € p) 223,8 million €		j) C2 k) C2 l) C2 m) C2 n) C2 o) A p) C2
2	Development of Hungarian Section of Eurovelo 6 (Bicycle Route From The Atlantic To The Black Sea)	- / 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.	Planned	-	Act 5	C2
3	Development Hungarian Sections of Gdansk-Zilina-Budapest-Osijek-Sarajevo-Ploce (Road)	- / 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. 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) b) M2 expressway between Vác and M0 expressway (2*2 lanes, 12,3 km) c) M0 expressway between M2 expressway	a) till 2024 b) till 2016 c) till 2024	a) 209,4 million € b) 34,3 million € c) 15,4 million €	Act 6	a) C2 b) C2 c) C2

		and Main road No. 11. (upgrading to 2*3 lanes, 5,7 km)				
		d) M0 expressway between Main road No. 11. and 10. (2*2 lanes, 7,1 km)	d) till 2018	d) 305,5 million €		d) C2
		e) M0 expressway between Main road 10. and M1 motorway (2*2 lanes, 18,2 km)	e) till 2020	e) 436,3 million €		e) C2
		f) M0 expressway between M1 and M6 motorways, I. phase (2*3 lanes)	f) till 2013	f) 14,6 million €		f) A
		g) M0 expressway between M1 and M6 motorways, II. phase (2*3 lanes)	g) till 2013	g) 67,5 million €		g) A
		h) M0 expressway between M6 motorway and Main road No. 51. (2*3 lanes)	h) till 2013	h) 241,6 million €		h) A
		i) M0 expressway between Main road No. 51 and M5 motorway (2*3 lanes)	i) till 2013	i) 92,4 million €		i) A
		j) Komárom Danube bridge and Main road No. 13. between Slovakian-Hungarian border and Main road No. 1. (2*1 lanes, 1,8 km)	j) till 2020	j) 47,4 million €		j) C2
		k) Main road No. 13. between M1 motorway and Kisbér (2*2 lanes, 18,9 km)	k) till 2027	k) 61,5 million €		k) C2
		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)	l) till 2024	l) 52,5 million €		l) C2
		m) Main road No. 81. between Mór and Székesfehérvár (2*2 lanes, 17,7 km)	m) till 2020	m) 58,0 million €		m) C2
		n) Main road No. 62. Perkáta, Seregélyes, Szabadegyháza bypasses (2*1 lanes, 16,8 km)	n) till 2016	n) 43,2 million €		n) B2
		o) M6 expressway between Bóly and Croatian-Hungarian state border (2*1 lanes, 18,3 km)	o) till 2027	o) 77,2 million €		o) C2
4	Development Hungarian Sections of PP6 (Lyon-Venice-	Development of Hungarian sections of PP6 (TEN-T core network)			Act 1	

	Trieste-Ljubljana-Budapest-Uzhgorod-Lemberg-Kiev) (Rail)	a) Bajánsenye - Boba (ETCS-2) b) Upgrading rail line between Boba and Székesfehérvár (114 km) c) Upgrading rail line between Székesfehérvár and Budapest-Kelenföld + ETCS2 and upgrading Székesfehérvár railway station (63 km) d) Upgrading rail line between Budapes-Kelenföld and Budapest-Ferencváros and Southern railway bridge e) Upgrading rail line Budapest - Miskolc - Nyíregyháza (270 km) f) Upgrading rail line between Nyíregyháza and Záhony (66 km) g) Modernization of Záhony transloading area	a) till 2015 b) till 2017 c) till 2015 d) till 2015 e) till 2020 f) – g) till 2012	a) 26,8 million € b) 410,4 million € c) 518,5 million € d) – e) 1,5 billion € f) – g) 46,7 million €		a) B2 b) B2 c) A+B2 d) B2 e) C2 f) D g) A
5	Preparation of Development of South-Easter-European High-Speed Railway Network (SEE-HSR) (HS Rail)	- / Development of South-Eastern-Europe high-speed railway network. Study for preparing the development of South-East-Europe high-speed railway network.	Project idea	5,6 million €	Act 6	D
6	Development Hungarian Sections of Via Carpathia (Road)	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: a) M30 motorway between Slovakian-Hungarian border and Tornyosnémeti (2*2 lanes, 1,5 km) b) M30 expressway Abaújvecser, Forró, Csobád, Aszaló, Szikszó bypasses (2*1	Planned a) till 2016 b) till 2020	a) 5,2 million € b) 56,7 million €	Act 6 + Act 1	C2

		lanes, 20,1 km)				
		c) M30 Szikszó and Miskolc (2*2 lanes, 12,9 km)	c) till 2024	c) 57,0 million €		
		d) M35 expressway between Debrecen and Berettyóújfalu, and Debrecen Southern bypass (2*2 lanes, 24,8 km)	d) till 2016	d) 155,7 million €		
		e) M4 expressway between Berettyóújfalu and Nagykereki (Romanian-Hungarian border) (2*2 lanes, 31,2 km)	e) till 2016	e) 181,4 million €		

8) MOLDOVA:

	PROJECT TITLE	Action / Project description	Status	Funding	Action	Group

9) MONTENEGRO:

	PROJECT TITLE	Action / Project description	Status	Funding	Action	Group

10) ROMANIA:

	PROJECT TITLE	Action / Project description	Status	Funding	Action	Group
1	DANUBE FAB PROJECT (Aviation)	<i>"To enhance cooperation between air traffic stakeholders in order to prepare a plan to implement shorter plane routes" / DANUBE FAB 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.</i>	Ongoing (1.01.2008 – 31.12. 2012)	Total estimated cost 5.031.600 Euro; TEN-T financing: 2.515.784 Euro; Bulgaria financing: 1.257.908 Euro; Romania financing: 1.257.908 Euro.	Act 3	A
2	MODERNIZATION OF TULCEA "DANUBE DELTA" AIRPORT (Aviation)	To develop further modal planning for multimodality / 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	Planned	Total: 39.650.000 Euro	Act 3	B2
3	Priority project 22 North Branch: Curtici – Brasov – Bucuresti – Constanta (Rail)				Act 1	

3.1	Rehabilitation of the Railway Line Border – Curtici – Km 614 for the traffic of the trains at a maximum speed of 160 km/h (Rail)	Action 1 / <i>To bring to completion the TEN-T (rail and road) Priority Projects</i>	Ongoing (2011-2014)	EUR 356, 915,831 EIB funds, the State Budget/Cohesion Funds	Act 1	B1
3.2	Rehabilitation of the Railway Line Km 614 – Gurasada for the traffic of the trains at a maximum speed of 160 km/h (Rail)	Action 1 / <i>To bring to completion the TEN-T (rail and road) Priority Projects</i> The synergic multimodal effect of the possibility to connect the railway section to the Danube River.	Ongoing The Feasibility Study and the Technical Design are being prepared. Construction: 2014 - 2018	EUR 1, 041, 951,000 EIB funds, the State Budget/Cohesion Funds	Act 1	B2
3.3	Rehabilitation of the Railway Line Gurasada – Simeria for the traffic of the trains at a maximum speed of 160 km/h (Rail)	Action 1 / <i>To bring to completion the TEN-T (rail and road) Priority Projects</i>	Ongoing The Feasibility Study and the Technical Design are being prepared. Construction: 2014 - 2019	EUR 611,326,000 EIB funds, the State Budget/Cohesion Funds	Act 1	B2
3.4	Rehabilitation of the Railway Line Coslariu – Simeria for the traffic of the trains at a maximum speed of 160 km/h (Rail)	Action 1 / <i>To bring to completion the TEN-T (rail and road) Priority Projects</i>	Ongoing (2012-2015)	EUR 651,344,900 (Cohesion Funds and the State Budget)	Act 1	B1
3.5	Rehabilitation of the Railway Line Sighisoara – Coslariu for the traffic of the trains at a maximum	Action 1 / <i>To bring to completion the TEN-T (rail and road) Priority Projects</i>	Ongoing (2011-2016)	EUR 910,719,000 (Cohesion Funds and the State Budget)	Act 1	B1

	speed of 160 km/h (Rail)					
3.6	Modernisation of the Railway Line Brasov – Sighisoara for the traffic of the trains at a maximum speed of 160 km/h (Rail)	<i>Action 1 / To bring to completion the TEN-T (rail and road) Priority Projects</i>	Ongoing. The Feasibility Study and the Technical Design are being prepared. Construction: 2014 - 2019	EUR 1,969,210,000 (Cohesion Funds and the State Budget) The project is to be financed from the Cohesion Funds and the State Budget during the period of time 2014-2020.	Act 1	B2
3.7	Modernisation of the Railway Line Predeal – Brasov for the traffic of the trains at a maximum speed of 160 km/h (Rail)	<i>Action 1 / To bring to completion the TEN-T (rail and road) Priority Projects</i>	Ongoing Feasibility Study (Construction: 2014 – 2018)	768 MEURO (estimated) included in the list of the projects to be financed from the Cohesion Funds and the State Budget during the period of time 2014 – 2020.	Act 1	B2
3.8	Rehabilitation of the Railway Line Campina – Predeal (Rail)	<i>Action 1 / To bring to completion the TEN-T (rail and road) Priority Projects</i>	Ongoing (2007 – 2011)	EUR 312,116,043: 75 % - eligible value, namely EUR 149,614,328 from ISPA; 25 % - of the eligible value, namely EUR 49,871,442 from	Act 1	A

				the state budget; EUR 15,493,630 - non-eligible costs from the state budget; EUR 97,136,643.76 – additional costs to be financed by Government		
3.9	Rehabilitation of the Railway Line Bucharest – Constanta, the sections Bucuresti Nord – Bucuresti Baneasa and Fetesti – Constanta (Rail)	Action 1 / <i>To bring to completion the TEN-T (rail and road) Priority Projects</i>	Ongoing (2002 – 2012)	EUR 453,690,000, of which: - JBIC loan: value EUR 171,285,770 - Credit Dexia Bank AG: EUR 100,000,000 - State budget (eligible) 2008: EUR 84,800,000 - State budget (non-eligible): EUR 111,542,836	Act 1	A
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)	Action 1 / <i>To bring to completion the TEN-T (rail and road) Priority Projects</i>	Ongoing (2005-2012)	Total value: EUR 381,927,163.29 (Eligible value: EUR 308,972,588.00)	Act 1	A

3.11	Danube Railway Bridges rehabilitation (Rail)	Action 1 / <i>To bring to completion the TEN-T (rail and road) Priority Projects</i> <i>Rehabilitation works on the railway bridges over the Danube – km 152+149 and km 165+817 (2 bridges), the railway line Bucharest – Constanta</i>	Preparation / Ongoing (2011 – 2014)	EUR 39,520,535	Act 1	B2
4	Priority project 22 South Branch: Arad – Timisoara – Craiova – Calafat (rail)				Act 1	
4.1	Modernisation of the Railway Line Caransebes – Timisoara – Arad for the traffic of the trains at increased speeds (Rail)	Action 1 / <i>To bring to completion the TEN-T (rail and road) Priority Projects /</i> 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)	Prefeasibility study elaborated Works estimated for 2016-2020	EUR 500 mil. Proposed for SOP-T 2014-2020	Act 1	C2
4.2	Modernisation of the Railway Line Craiova – Strehaia – Drobeta-Turnu Severin – Caransebes for the traffic of the trains at increased speeds (Rail)	Action 1 / <i>To bring to completion the TEN-T (rail and road) Priority Projects</i>	Feasibility study needs to be update No financing assured Works estimated for 2016-2020	EUR 1,930 million (For the Technical Design and the Works Execution, the financing is proposed for SOP-T 2014-2020)	Act 1	C2
4.3	Rehabilitation and modernisation of the Railway Line Craiova-Calafat, a component of the Pan-	Action 1 / <i>To bring to completion the TEN-T (rail and road) Priority Projects /</i> Rehabilitation up to the technical parameters set down in the international agreements AGTC and TER of 107 km of simple, non-electrified line (respectively	Feasibility study Ongoing Works estimated	EUR 487.03 million Proposed for SOP-T 2014-2020	Act 1	C2

	European Corridor IV (Rail)	104.7 km in Version 3), which represent a component of the Pan-European Corridor IV	for 2014-2020			
4.4	Railway infrastructure for the access to the second bridge over the Danube in Calafat – Vidin (Rail)	Action 1 / <i>To bring to completion the TEN-T (rail and road) Priority Projects /</i> Construction and modernisation of railway infrastructure	Ongoing (2009 – 2012)	The total amount for the rail and road infrastructure is EUR 66,900,285.70, out of which EUR 33,827,745 from Ex-ISPA and the rest from the State Budget. The total amount for the railway infrastructure is EUR 27 million.	Act 1	A
5	Rehabilitation and electrification of the Railway Line Giurgiu – Videle – București for the traffic of the trains at a maximum speed of 160 km/h	Action 1 / <i>To bring to completion the TEN-T (rail and road) Priority Projects</i>	Feasibility study elaborated in 2005; needs updates Planned	Necessities: 733 mil. Euro No founding source Financing	Act 1	C2
6	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	Action 1 / <i>To bring to completion the TEN-T (rail and road) Priority Projects</i>	Feasibility study elaborated in 1997; needs updates Planned	No founding source Financing Necessities: 276 mil. Euro	Act 1	C2
7	High-Speed Railway Line, a component of the route Vienna – Budapest – Bucharest – Constanta	Action 1 / <i>To bring to completion the TEN-T (rail and road) Priority Projects /</i> The construction of a HS railway line on the route <i>Border HU-RO – Bucharest - Constanta,</i>	Planned (2011-2023)	EUR 18.6 million for prefeasibility study	Act 1	D

	(Rail)	as an extension of the high-speed axis <i>Paris - Strasbourg – Stuttgart – Vienna – Bratislava – Budapest.</i> / 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 - “To implement the Rail Freight Corridors forming part of the European rail network for competitive freight”. /</i> 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	Ongoing (2011-2013)	Under assessment		A
9	Infrastructure Access to The Bridge at Calafat - Vidin, over Danube	- / Construction of road infrastructure for the Clafat – Vidin Bridge over the Danube River.	Ongoing (2009 – 2012)	ISPA + Gov. RO EUR 27 million	Act 1	A
10	Priority Project 7 Road	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>	Ongoing 2011 - 2013	EUR 234.55 million	Act 1	A
10.2	Arad - Timisoara Motorway	<i>Action 1 / To bring to completion the TEN-T (rail and road) Priority Projects</i>	Ongoing 2011 - 2012	EUR 136.83 million	Act. 1	A
10.3	Bypass Arad (Motorway Profile)	<i>Action 1 / To bring to completion the TEN-T (rail and road) Priority Projects</i>	Ongoing 2011 - 2012	EUR 121.52 million	Act. 1	A
10.4	Timisoara - Lugoj Motorway	<i>Action 1 / To bring to completion the TEN-T (rail and road) Priority Projects</i>	Ongoing 2011 - 2014	EUR 193.68 million	Act. 1	A
10.5	Lugoj - Deva Motorway	<i>Action 1 / To bring to completion the TEN-T (rail and road) Priority Projects</i>	Ongoing 2011 - 2014	EUR 1,126.75 million	Act. 1	A

10.6	Deva - Orastie Motorway	Action 1 / <i>To bring to completion the TEN-T (rail and road) Priority Projects</i>	Ongoing 2011 - 2013	EUR 225 million	Act. 1	A
10.7	Orastie - Sibiu Motorway	Action 1 / <i>To bring to completion the TEN-T (rail and road) Priority Projects</i>	Ongoing 2011 - 2013	EUR 595.93 million	Act. 1	A
10.8	Bypass Sibiu At Motorway Profile	Action 1 / <i>To bring to completion the TEN-T (rail and road) Priority Projects</i>	Finalised	EUR 62.9 million	Act. 1	
10.9	Sibiu - Pitesti Motorway	Action 1 / <i>To bring to completion the TEN-T (rail and road) Priority Projects</i>	SF finalised in 2008 needs updates Construction after 2014	EUR 3,253.47 million	Act. 1	C2
10.10	Pitesti – Bucharest - Cernavoda Motorway	Action 1 / <i>To bring to completion the TEN-T (rail and road) Priority Projects</i>	Finalised		Act. 1	
10.11	Cernavoda - Constanta Motorway	Action 1 / <i>To bring to completion the TEN-T (rail and road) Priority Projects</i>	Ongoing 2011 - 2013	EUR 316.15 million	Act.1	A
10.12	Bypass Constanta At Motorway Profile	Action 1 / <i>To bring to completion the TEN-T (rail and road) Priority Projects</i>	Ongoing 2011 - 2012	EUR 124.05 million	Act.1	A
11	Constanta – Vama Veche Motorway	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	Section is included in the new TEN-T core network	No estimation	Act. 1	D
12	Rehabilitation Of National Roads (NR) - NR 51, Alexandria - Zimnicea, Km 2+600 - Km 43+783	- / 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.	Planned (2013 – 2015)	NR 51 – EUR 35.85 million No souce of financing	Act 6	C2

13	Rehabilitation Of National Roads (NR) - Nr 52 , Alexandria - Turnu Magurele, Km 1+350 - Km 52+649	- / 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.	Planned (2013 – 2015)	NR 52 – EUR 35.85 million No source of financing	Act 6	C2
14	Rehabilitation of National Roads - NR 6 , Bucharest - Alexandria – Craiova – Drobeta Turnu Severin – Lugoj, Km 0+000 – Km 494+500	- / Upgrading road infrastructure in Oltenia area , close to Danube River including the Southern Branch of Pan-European Corridor no. IV.	Ongoing (2011-2013)	-- ISPA + Gov. RO - ERDF + Gov. RO EUR 159.46 million	Act 1	A
15	Rehabilitation of National Roads - Nr 56 , Craiova – Calafat, Km 0+000 – Km 84+020	- / Upgrading road infrastructure in Oltenia area , close to Danube River including the Southern Branch of Pan-European Corridor no. IV.	Ongoing (2011-2014)	- EIB + Gov. RO	Act 1	A
16	Rehabilitation of National Roads - NR 55 , Craiova - Bechet, Km 4+400 – Km 67+110	- / Upgrading road infrastructure in the area of Turnu Magurele - important Danube port and facilitating the connection with Corridor no.IV.	Planned (2013 – 2015)	without financing	Act 6	C2
17	Rehabilitation of National Roads - NR 66 , Filiasi – Simeria, Km 0+000 – Km 210+516	- / Upgrading road infrastructure in the area of Turnu Magurele - important Danube port and facilitating the connection with Corridor no.IV.	Ongoing (2004-2013)	-EIB + Gov. RO	Act 6	A
18	Rehabilitation of National Road NR 5 , Bucharest - Giurgiu section Bucharest – Adunatii Copaceni, km 7+573 –	- / Modernization of the road that connects the capital, Bucharest and the Danube port of Giurgiu and also with the border crossing point with Bulgaria. /	Ongoing (2011-2013)	ERDF + Gov. RO EUR 19.11 million	Act 1	A

	19+220					
19	Rehabilitation of National Roads - NR 54 , Caracal - Turnu Magurele, Km 1+550 – Km 65+950 and	- / Upgrading road infrastructure in the area of Turnu Magurele - important Danube port and facilitating the connection with Corridor no.IV.	Planned 2013 – 2015	EUR 70.48 million No source of financing	Act 6	C2
20	Rehabilitation of National Roads - NR 64 , Caracal – Olanesti, Km 2+200 – Km 114+880	- / Upgrading road infrastructure in the area of Turnu Magurele - important Danube port and facilitating the connection with Corridor no.IV.	Planned 2013 – 2015	No source of financing	Act 6	C2
21	Rehabilitation of National Road NR 65a , Cerbu - Turnu Magurele, Km 0+000 - Km 130+005	- / Upgrading road infrastructure in the area of Turnu Magurele - important Danube port.	Planned 2013 - 2015	EUR 144.88 million No source of financing	Act 6	C2

11) SERBIA:

	PROJECT TITLE	Action / Project description	Status	Funding	Action	Group
1	Technical Assistance for the implementation of the European Common Aviation Area agreement in the Republic of Serbia – Phase II	- / 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 /	Planned (1.10.2011 – 31.9.2012)	500.000,00 EUR	Act 3	C2
2	Airports Development Strategy					
3	Serbian Secondary Airports Network Development Plan (SAIRNet PROJECT)	Action 3 / secondary airport development plan provides a strategy for efficiently meeting aviation demand through the foreseeable future EUSDR: 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.	Planned (2012 – 2013)	650.000,00 EUR	Act 3	C2
4	South-East Europe Heliport Network System Plan within a Framework of “SINGLE EUROPEAN SKY”	- / development of a heliport network system plan for heliports in south-east Europe region (Serbia, Bosnia and Herzegovina, Montenegro, Albania, Macedonia and Croatia)	Planned (1.11.2011 – 1.11.2012)	600.000,00 EUR	Act 3	C2
5	Technical Assistance for Aviation Infrastructure	- / implementing General Master Plan for Transport (GMPTS)	Planned	800.000,00 EUR	Act 3	C2
6	Regional Aviation Research, Development And Training Centre	- / development of new, contemporary system of education in aviation sector.	Planned	500.000,00 EUR	Act 3	C2

7	Establishing International MRO Civil Aviation Center in Danube Region – Belgrade Serbia	<ul style="list-style-type: none"> - Development of MRO Center in accordance with regional airlines needs. - "All At One Place" services (airframes, engines, modifications, painting, composites, landing gears). - Contractually arranged competitive price for the Danube region airlines. - 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. 	Ongoing (- 2015)	20 mio EUR (1st phase)	Act 3	B2
8	Construction of the Zezelj Bridge on the Danube River in Novi Sad	Construction of the bridge on the Danube river in Novi Sad - „ZEZELJ BRIDGE“ (the old „ZEZELJ BRIDGE“ was destroyed during NATO bombing).	Ongoing (2011 – 2013)	IPA - € 26.2 mil Province of Vojvodina -€12.7 mil City of Novi Sad - € 6.4 mil Total: € 45.3 mil	Act 1	A
9	Construction of the New Beska Bridge on the Danube	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).	Finished and opened 2008 - September 2011	33,7 mil EUR and more (EBRD)	Act 1	A
10	Construction of the Zemun-Borcka Bridge	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.	Ongoing (2011-2013)	190 mil EUR Chinese export import bank 85%+ Serbian co-financing 15%	Act1+ Act4	A
11	Construction of Road-Rail Bridge over the Danube at Vinca	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	Planned	120 mil EUR	Act1+ Act2	B2
12	Rail Corridor X	Modernization of the railway line Stara Pazova –	Planned	EIB loan 200 mio	Act 1	C2

		Novi Sad (Corridor Xb)	(2013 –)	EUR		
13	Railway Rehabilitation Project II	Reconstruction and modernization of the Gilje – Cuprija – Paracin section of the line from Belgrade to Nis (Corridor X)	Ongoing (2011 – 2012)	EIB 80 mio EUR	Act 1	A
14	RAIL Corridor X (2)	I. Reconstruction and modernization of the railway line 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	Ongoing (2011 –)	EBRD 200 mio EUR	Act 1	
15	Reconstruction and Modernization of the line Niš – Dimitrovgrad (Xc)	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.	Ongoing (2011 –)	Czech Export Bank EUR 120 mio	Act 1	B1
16	Rail Corridor X (3)	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	Ongoing (2010 – 2014)	EBRD IV – 100 mio EUR	?	A
17	Russian Loan (Construction Railways)	I. Construction of railway line Valjevo –Loznica II. Building and reconstruction Belgrade Railway Junction III. Construction of a second track Beograd-Pancevo	Ongoing	800 mio EUR	Act 1	B1
18	Railway Rehabilitation Project II	- / Procurement of additional equipment for the wheel processing	Ongoing	EBRD II loan: 60 mio EUR	?	B1
19	Disel Multiple Unit SEETS	Procurement of 12 Diesel Multiple Sets	Ongoing (2010 – 2012)	EUROFIMA loan CHF 43 mio	?	A
20	Rolling Stock Electric Multiple Units	Purchase of up to 25 Electric Multiple Units	Ongoing (2009 – 2013)	EBRD 100 mio EUR	?	B1

21	Stara Pazova –Subotica rail line	- / 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.	Planned	555 Euro Million	Act 1	B2
22	Velika plana – Stalac rail line	- / The rehabilitation of the existing double track, its upgrading to maximum operating speed at 160 km/h and the implementation of ERTMS.	Planned	212 Euro Million	Act 1	B2
23	Djunis-Trupale (Nis) rail line	- / The rehabilitation of the existing double track, its upgrading to maximum operating speed at 160 km/h and the implementation of ERTMS.	Planned	96 Euro Million	Act 1	B2
24	Golubinci-Sid rail line	- / The rehabilitation of the existing double track, its upgrading to maximum operating speed at 160 km/h and the implementation of ERTMS	Planned	206 Euro Million	Act 1	B2
25	Resnik-Klenje-Mali Požarevac-Velika Plana rail line	- / 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	Planned	365 Euro Million	Act 1	B2
26	Stalac-Djunis rail line	- / 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.	Planned		Act 1	B2
27	Nis-Presevo rail line	- / 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.	Planned	521 Euro Million (160 km speed on the whole section) 216.7 Euro Million. (160 km speed, except through Grdelica gorge)	Act 1	B2

28	Facilitating Intermodal Transport in Serbia	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.	Ongoing (2010 – 2012)	2.000.000 EUR	Act 6	A
29	Construction of Intermodal Terminal in BELGRADE	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.	Planned (2012 – 2013)	20.000.000 EUR	Act 6	B2
30	Development of Network of Secondary Intermodal Terminals in Serbia	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.	<u>Project idea</u>	1.000.000 EUR	Act 6	D
31	DANUBE Region Intermodal Strategy (DRIS)	Action no. 6: To develop further nodal planning for multimodality / 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	Planned	2 million EUR	Act 6	D

		network of intermodal gateways/intermodal terminals, handling equipments, specialized trains, wagons and information systems that will service the logistics chain comprehensively and effectively.				
32	INCLUSION OF THE NEW RAIL FREIGHT BALKAN CORRIDOR INTO THE EU RAILWAY SYSTEM	<p>Action no.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>Extension of the TEN-T to the non EU counties (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>	Project Idea		Act 2	D

12) SLOVAKIA:

	PROJECT TITLE	Action / Project description	Status	Funding	Action	Group
1	Rail Infrastructure for Integrated Public Transport System in Bratislava Region (Rail)	<i>Action (4) - "To ensure sustainable metropolitan transport systems and mobility"</i> <i>Action(1) - "To bring to completion the TEN-T (rail and road) Priority Projects"</i>	Ongoing 2005 – 2015 (first stage) 2030 - completion of all projects	COSTS ESTIMATES: over 2,000,000,000 Euro EU Cohesion Fund (Operational Programme Transport): up to 85 % National co-financing (state budget) : minimum 15 %	Act 4 + Act 1	A2
2	PUBLIC TERMINALS (4) OF INTERMODAL TRANSPORT IN ŽILINA, KOŠICE, BRATISLAVA AND LEOPOLDOV (Infra. – Terminal)	<i>Action (6) – "To develop further nodal planning for multimodality" /</i> Development of intermodal transport between water, road and rail mode.	Ongoing (project documentation under preparation) October 2012 – March 2014	Total budget for 1 st phase around 42 mil. €. Approximately 80 % EU Cohesion Fund. Total budget for the 2 nd phase around 30 mil. €. Approximately 80 % comes from the EU Cohesion Fund.	Act 6	B2
3	Twin City Rail: Project Documentation and Public Information on upgrade of the Rail Connection Vienna – Marchegg – Bratislava	<i>Action (5) - "To improve the regional/ local cross-border infrastructure and the access to rural areas".</i>	Ongoing January 2010 – March 2015	Total : 9,249,630.35 Euro Austrian/Slovak part: 8,651,302.35 Euro / 598,328.00 Euro (Financing: EFRR 2 503 357,25 Euro Public financing (AT) 6	Act 5	A

				651 302,35 Euro National co-finan. SK 88 827,75 Euro Private sources 6.143,00 Euro		
4	Modernization of The Rail Track Krásno nad Kysucou (Slovakia) – Čadca (Slovakia) - Slovakia-Czech Republic Border Crossing (Continuation to Czech Republic)	<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>	Planned (Project documentation : 2010 - 2014 Realization : after 2014/2015)	Project documentation : 10,195,000 Euros Realization : 330,000,000 Euros (estimated)	Act 1 + Act 5	B2
5	The Road Bridge Komarno (Slovakia) – Komarom (Hungary)	<i>Action (5) - “Regional/local cross-border infrastructure” /</i> A new road bridge over the Danube river between Komarno (SK) and Komarom (HU) with the continuing road infrastructure	<i>Planned</i> (Documentation : till 2014 Construction : 2014 – 2016)	66,063,400 Euro (Slovakia : 31,224,590 Euro)	Act 5	C2
6	MOTORWAY D1 : BRATISLAVA – VÝŠNÉ NEMECKÉ (SLOVAKIA) / UŽGOROD (UKRAINE)	<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> Aim : - 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)	<i>Ongoing and planned</i>	9 379 516 298 €	Act 1	C2

7	MOTORWAY D3: HRIČOVSKÉ PODHRADIE – SKALITÉ (SLOVAKIA) / ZWARDON (POLAND)	<p>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”</p> <p>Action (5) - “To improve the regional/local cross-border infrastructure and the access to rural areas”</p> <p>Aim :</p> <ul style="list-style-type: none"> 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 <p>complement the TEN-T Core Network (Priority Project 25)</p>	Planned	2 183 577 562 € (EU Funds and State Budget)	Act 5	C2
8	MOTORWAY D4 ”BRATISLAVA ZERO BY-PASS” : AUSTRIAN-SLOVAK BORDER - DEVINSKÁ NOVÁ VES (SLOVAKIA) – CROSSROAD IVANKA PRI DUNAJI NORTH + STUPAVA SOUTH – JAROVCE (SLOVAKIA) / KITSEE (AUSTRIA)	<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>Aim :</p> <ul style="list-style-type: none"> - 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, 	Planned	1 481 576 957 € (Public-Private Partnership)	Act 4	C2

		<p>Austria, Hungary ...</p> <ul style="list-style-type: none"> - improve the environmental standards and conditions (pollution, noise) on the territory of the City of Bratislava - complement the TEN-T Network 				
9	<p>RAILWAY : BRATISLAVA PREDMESTIE – BRATISLAVA FILIÁLKA – BRATISLAVA ÚNS – M. R. ŠTEFANIK INTERNATIONAL AIRPORT – BRATISLAVA PETRŽALKA</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>Aims :</p> <ul style="list-style-type: none"> - 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 	Planned	<p>1st stage: 360 000 000 € (EU Funds – 85%)</p> <p>64 000 000 € (State Budget – 15 %)</p> <p>Next stages:?</p>	Act 1	C2
10	<p>SPEEDWAY R3 : CHYŽNE (POLAND) / TRSTENÁ (SLOVAKIA) – TVRDOŠÍN – DOLNÝ KUBÍN – MARTIN – ZVOLEN – ŠAHY (SLOVAKIA) / PARASSAPUSZTA (HUNGARY)</p>	<p>Action (5) - “To improve the regional/local cross-border infrastructure and the access to rural areas”</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, towns and villages - improve the environmental standards and conditions (pollution, noise) along on the territory of the cities, towns and villages - complement the TEN-T Network 	Planned	3 824 420 740 €	Act 5	C2

11	SPEEDWAY R4 : BARWINEK (POLAND) / VYŠNÝ KOMÁRNIK (SLOVAKIA) – SVIDNÍK – PREŠOV – KOŠICE – MILHOŠŤ (SLOVAKIA) / TORNYSNÉMETI (HUNGARY)	<p>Action (5) - “To improve the regional/local cross-border infrastructure and the access to rural areas”</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 	Ongoing and planned	959 413 784 € (EU Funds and State Budget)	Act 5	C2
----	--	---	---------------------	---	-------	----

13) SLOVENIA:

	PROJECT TITLE	Action / Project description	Status	Funding	Action	Group
1	Buliding Capacities to Interlink Transport Policy and Research as a Tool to Improve Mobility and Multimodality	To Improve Mobility and Multimodality / - / aim 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	Project Idea /	No funds identified yet! / Min. 50.000,00 / year. Final budget depends on the programme accepted by interested partners	Act 1-7	D
2	Framework Strategy Towards Sustainable Mobility in the Danube Region	To improve mobility and multimodality (overall objective) / 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?	Project Idea /	No funds identified yet!	Act 1-7	D
3	Reconstruction, Electrification and Upgrading of the Railway line Pragersko – Hodoš (Priority project No. 6)	Action (1) <i>To bring to completion the TEN-T (rail and road) Priority Projects</i> / 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	Ongoing (2011-2015)	Estimated costs EUR 420 mio (Cohesion Fund 200 mio, SI budget 220 mio)	Act 1	A
4	GSM-R implementation on the Slovenian section of the Priority Project No.6	Action (1) <i>To bring to completion the TEN-T (rail and road) Priority Projects</i> / to implement GSM-R (a sub-system of ERTMS (European	Ongoing (2011-2015)	Costs: Cohesion:	Act 1	A

		Rail Traffic Management System)) for communication between train and railway regulation control centers on Slovenian section of PP6.		Budget:		
5	Motorway Maribor-Gruškovje/Border with Croatia	<p><i>Action 1: To bring to completion the TEN-T (rail and road) Projects /</i></p> <p>Missing section of TEN-T network. Transnational project (Phyrn motorway) and cross-border project (Slovenia-Croatia)</p> <p>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>	Preparatory works: ongoing, Construction: 2013-2020	<p>Cca 180 mio EUR (total costs)</p> <p>Cca 174 mio EUR (construction costs)</p>	Act 1	C2
6	Motorway Postojna/Razdrto – Jelšane/Border with Croatia	<p><i>Action 1 (TEN-T) and Action (5) - “To improve the regional/ local cross-border infrastructure and the access to rural areas”.</i></p> <p>Missing section of TEN-T network. Transnational project (Adriatic-Ionian motorway) and cross-border project (Slovenia-Croatia).</p> <p>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>	Planning process	Not defined yet.	Act 1	D

14) UKRAINE:

	PROJECT TITLE	Action / Project description	Status	Funding	Action	Group
1	The construction of a motor road Odessa-Reni on the section Odessa-Monashi	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.	Preparation (work: 1.1.14 – 1.1.19)	1.600 mio EUR (No funding; planned private funds)	Act 5	C2
2	RADCONET	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	Preparation (work 1.10.'12 – 1.10.2014)	First stage 2.8 mio EUR (National funds: 300.000 EUR ENPI JOP 2.5 mio EUR)	Act1 + Act 5	D
3	Construction of railway branch from port Reni to railway «Odessa - Izmail»	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. 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	Preparation; work planned: 2012-2014	Costs 606 mio EUR (NO funds available)	Act 5	C2

		organization of through high-speed passenger service Bucharest (Constanca) – Galati – Reni – Izmail – Belgorod-Dnestrovsk (Odessa), and on the branch of Europran standard (1.435 millimeters)				
--	--	--	--	--	--	--