

Annex 2

PROJECT APPROVED BY THE STEERING GROUP

Since the start of the work the PA 1b Steering Group (SG) received 133 projects as relevant for improving transport (mobility and multimodality) within the Danube region and beyond. All SG members were acquainted with list of projects and project forms received. In addition Ad hoc Working Group looked at all projects received by 9 February at the meeting in Belgrade.

The SG has given special attention to two project ideas: Common transport vision for the Danube region (CTV) and DANUBE Region Intermodal Strategy (DRIS). Both projects should – when realized – serve as a basis for all future work.

For the seventeen projects listed in this annex a Letter of Recommendation (LoR) was issued by the PACs. The first LoR was issued by use of written procedure on 6 April 2012 while 16 were issued by PACs on 14 June 2012 during the 4th Steering Group meeting held in Belgrade after approval of the Steering Group on the same day.

Overview of projects that have received a Letter of Recommendation by 30 June 2012:

ROMANIA

No.1

Name of the project	Priority Project 22 (railway) North Branch: Curtici – Brasov – Bucuresti - Constanta
Action related	“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”
Countries involved	<i>Romania</i> Priority Project 22 (rail): from Nurnberg / Dresden to Constanta and Athens via Prague, Vienna, Budapest and Arad through the whole region
Funding	Rehabilitation of Railway line km 614 – Gurasada 1,041.950 MEURO EIB funds, the State Budget/Cohesion Funds Rehabilitation of Railway line Gurasada – Simeria EUR 611.326 MEURO EIB funds, the State Budget/Cohesion Funds Rehabilitation of Railway line Brasov – Sighisoara 1.969,21 MEURO the State Budget/Cohesion Funds Rehabilitation of Railway line Predeal – Brasov 768 MEURO the State Budget/Cohesion Funds Bridge and tunnel rehabilitation works on the TEN-T railway network (2 bridges over the Danube river, on the railway line Bucuresti – Constanta) 39.521 MEUR the State Budget/Cohesion Funds
Stage of implementation	Planned The Feasibility Study and the Technical Design are being prepared.
Description	Priority Project 22 (rail): from Nurnberg / Dresden to Constanta and Athens via Prague, Vienna, Budapest and Arad through the whole region (according to the Decision No 884/2004/EC of the European Parliament and of the Council amending Decision No 1692/96/EC on Community guidelines for the development of the

	<p>trans-European transport network).</p> <p>The Priority Project 22 on the Romanian territory has a length of 880 km for the North Branch (to Constanta) and is split in sections which are in different stages of planning or under implementation.</p> <p>In the future TEN-T network the sections will be included in the core network.</p> <p>The scope of the works is to rehabilitate the existing railways lines up to the corridor standards, by ensuring the technical conditions for the traffic of the passenger trains at a speed of 160 km/h and of the freight trains at a speed of 120 km/h and to achieve the technical parameters set down in the international agreements AGC, AGTC, TER. ERTMS/ETCS Level 2 and the communications in the GSM-R system will be implemented.</p> <p>The increase in the traffic speed of the freight and passenger trains has direct effects on the increase in the mobility in the area and contributes to the target <i>“Improved travel times for competitive railway passenger connections between major cities”</i>. Other benefits for the Danube Region are the supply of railway interoperability at European and regional level and the synergic multimodal effect of the possibility to connect the railway sections to the Danube River.</p>
Involvement of the PACs	<p>PACs consider that giving a Letter of Recommendation to this project, especially for the sections which are under preparation stage and do not have assured the financing will facilitate the process of project promotion and implementation.</p> <p>The Letter of Recommendation was given for the following sections:</p> <ul style="list-style-type: none"> - Rehabilitation of Railway line km 614 – Gurasada - Rehabilitation of Railway line Gurasada – Simeria - Rehabilitation of Railway line Brasov – Sighisoara - Rehabilitation of Railway line Predeal – Brasov - Bridge and tunnel rehabilitation works on the TEN-T railway network (2 bridges over the Danube river on the railway line Bucuresti – Constanta)
Next steps	<p>The Romanian authorities will use the Letter of Recommendation as a support, in all stages necessary for the project promotion and implementation.</p>

Name of the project	Priority Project 22 (railway) South Branch: Arad – Timisoara – Craiova - Calafat
Action related	“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”
Countries involved	<i>Romania</i> Priority Project 22 (rail): from Nurnberg / Dresden to Constanta and Athens via Prague, Vienna, Budapest and Arad through the whole region
Funding	Modernization of the Railway line Caransebes – Timisoara - Arad 500 MEURO Modernization of the Railway line Craiova – Strehaia – Drobeta Turnu Severin – Caransebes 1,930 MEURO Rehabilitation and modernization of the Railway line Craiova – Calafat 542.9 MEURO
Stage of implementation	Planned The Feasibility Study and the Technical Design will be prepared.
Description	Priority Project 22 (rail): from Nurnberg / Dresden to Constanta and Athens via Prague, Vienna, Budapest and Arad through the whole region (according to the Decision No 884/2004/EC of the European Parliament and of the Council amending Decision No 1692/96/EC on Community guidelines for the development of the trans-European transport network). The Priority Project 22 on the Romanian territory has a length of 515 km for the South Branch (to Calafat) and is split in sections which are in different stages of planning or under implementation. In the future TEN-T network the sections will be included in the core network. The scope of the works is to rehabilitate the existing railways lines up to the corridor standards, by ensuring the technical conditions for the traffic of the passenger trains at a speed of 160 km/h and of the freight trains at a speed of 120 km/h and to achieve the technical parameters set down in the international agreements AGC, AGTC, TER. ERTMS/ETCS Level 2 and the

	<p>communications in the GSM-R system will be implemented.</p> <p>The increase in the traffic speed of the freight and passenger trains has direct effects on the increase in the mobility in the area and contributes to the target <i>“Improved travel times for competitive railway passenger connections between major cities”</i>. Other benefits for the Danube Region are the supply of railway interoperability at European and regional level and the synergic multimodal effect of the possibility to connect the railway sections to the Danube River.</p>
Involvement of the PACs	<p>PACs consider that giving a Letter of Recommendation to this project, especially for the sections which are under preparation stage and do not have assured the financing will facilitate the process of project promotion and implementation.</p> <p>The Letter of Recommendation was given for the following sections:</p> <ul style="list-style-type: none"> - Modernization of the Railway line Caransebes – Timisoara - Arad - Modernization of the Railway line Craiova – Strehaia – Drobeta Turnu Severin – Caransebes - Rehabilitation and modernization of the Railway line Craiova - Calafat
Next steps	<p>The Romanian authorities will use the Letter of Recommendation as a support, in all stages necessary for the project promotion and implementation.</p>

Name of the project	Rehabilitation and electrification of the railway line Giurgiu – Videle – Bucuresti for the traffic of the trains at a maximum speed of 160 km/h
Action related	“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”
Countries involved	<i>Romania</i> (links with Bulgaria through Giurgiu – Ruse bridge)
Funding	733 MEURO / No funding source
Stage of implementation	Planned The feasibility study needs to be updated
Description	<p>Although this section is not included in the Priority Projects according to the Decision 884/2004/EU, in the future TEN-T network the section Bucuresti - Videle will be included in the core network and the section Videle – Giurgiu will be included in the comprehensive network.</p> <p>The scope of the works is to rehabilitate the existing railways lines up to the corridor standards, by ensuring the technical conditions for the traffic of the passenger trains at a speed of 160 km/h and of the freight trains at a speed of 120 km/h and to achieve the technical parameters set down in the international agreements AGC, AGTC, TER. ERTMS/ETCS Level 2 and the communications in the GSM-R system will be implemented.</p> <p>The increase in the traffic speed of the freight and passenger trains has direct effects on the increase in the mobility in the area and contributes to the target “<i>Improved travel times for competitive railway passenger connections between major cities</i>”. Other benefits for the Danube Region are the supply of railway interoperability at European and regional level and the synergic multimodal effect of the possibility to connect the railway sections to the Danube River.</p>
Involvement of the PACs	PACs consider that giving a Letter of Recommendation to this project, especially for the sections which are under preparation stage and do not have assured the financing will facilitate the process of project promotion and implementation.
Next steps	The Romanian authorities will use the Letter of Recommendation as a support, in all stages necessary for the project promotion and implementation.

Name of the project	Rehabilitation and electrification of the railway line Bucuresti Nord – Jilava – Giurgiu – Bulgarian Border for the traffic of the trains at a maximum speed of 160 km/h
Action related	Action - “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”
Countries involved	<i>Romania</i> (links with Bulgaria through Giurgiu – Ruse bridge)
Funding	276 MEURO / No funding source
Stage of implementation	Planned The feasibility study needs to be updated
Description	<p>Although this section is not included in the Priority Projects according to the Decision 884/2004/EU, the section is part of the ex Corridor no IX (Helsinki – St. Petersburg – Moscova – Pskov – Kiev – Ljubasevka – Chisinau - Bucharest – Dimitrovgrad – Alexandroupolis). In the future TEN-T network the section will be included in the core network.</p> <p>The scope of the works is to rehabilitate the existing railways lines up to the corridor standards, by ensuring the technical conditions for the traffic of the passenger trains at a speed of 160 km/h and of the freight trains at a speed of 120 km/h and to achieve the technical parameters set down in the international agreements AGC, AGTC, TER. ERTMS/ETCS Level 2 and the communications in the GSM-R system will be implemented.</p> <p>The increase in the traffic speed of the freight and passenger trains has direct effects on the increase in the mobility in the area and contributes to the target “<i>Improved travel times for competitive railway passenger connections between major cities</i>”. Other benefits for the Danube Region are the supply of railway interoperability at European and regional level and the synergic multimodal effect of the possibility to connect the railway sections to the Danube River.</p>
Involvement of the PACs	PACs consider that giving a Letter of Recommendation to this project, especially for the sections which are under preparation stage and do not have assured the financing will facilitate the process of project promotion and implementation.
Next steps	The Romanian authorities will use the Letter of Recommendation as a support, in all stages necessary for the project promotion and implementation.

Name of the project	Sibiu – Pitesti Motorway
Action related	“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”
Countries involved	<p><i>Romania</i></p> <p>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</p>
Funding	<p>3,253.47 MEURO</p> <p>the State Budget/Cohesion Funds</p>
Stage of implementation	<p>Planned</p> <p>Feasibility study elaborated in 2008 and needs update</p> <p>Execution planned to start after 2014</p>
Description	<p>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.</p> <p>The section Sibiu – Pitesti is part of the ex Corridor IV (Berlin/Nuremberg – Praga – Budapest – Constanta – Istanbul – Salonic) and in the future TEN-T network will be included in the core network.</p> <p>The scope of the works consists in the construction of the new motorway. The other sections, which together with Sibiu – Pitesti represent the ex Corridor no IV (road) in Romania, are finalised or under implementation. The x Corridor no IV is the road alternative for the Danube navigation, crossing Romania form West to East and an important connection for the Port of Constanta.</p> <p>After the completion of the project the benefits for the Danube Region are:</p> <ul style="list-style-type: none"> - Reducing travel time and increasing travel speed, comfort and safety for the road user; - Reducing environmental impact by drastically 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>- Contribute to economic development of the area by providing new jobs both in the construction phase and in the maintenance and operation.</p> <p>These benefits could contribute to the target “<i>Achievement of national targets based on the Europe 2020 climate and energy targets</i>”</p>
Involvement of the PACs	PACs consider that giving a Letter of Recommendation to this project, especially for the sections which are under preparation stage and do not have assured the financing will facilitate the process of project promotion and implementation.
Next steps	The Romanian authorities will use the Letter of Recommendation as a support, in all stages necessary for the project promotion and implementation.

Name of the project	Modernization of Tulcea “Danube Delta” Airport
Action related	<i>“To enhance cooperation between air traffic stakeholders in order to prepare a plan to implement shorter plane routes”</i>
Countries involved	<i>Romania</i>
Funding	39.65 MEURO No source of financing
Stage of implementation	<i>Planned</i> Feasibility study is finalised
Description	<p>The Tulcea Airport “Danube Delta” is a Gateway for the Danube Delta and facilitates the access in the area. Tulcea airport will be included in the future TEN-T network in the comprehensive network.</p> <p>The works are foreseen to be done in two stages, as follows:</p> <p>I. Modernization of the movement area:</p> <ul style="list-style-type: none"> - Extension and widening of the runway to 2250 x 45 m - Strengthening of the runway - Extension of the apron to 24.000 sqm <p>II. Modernization of the passenger terminal:</p> <ul style="list-style-type: none"> - Extension to 8.000 sqm - Reconfiguration of the arrivals and departures flows <p>Although the action from the Action Plan is not directly linked with the airport infrastructure modernisation, this is the only one action dealing with the aviation and the project was included here. Although there is no target regarding the aviation, the benefits of this project for the Danube Region are: improving the mobility and facilitating the access in the area (increased capacity) and a higher level of safety and security. The Tulcea airport ensure a multimodal link with the road network in the area, which will be also included in the comprehensive network.</p>
Involvement of the PACs	PACs consider that giving a Letter of Recommendation to this project, especially for the sections which are under preparation stage and do not have assured the financing will facilitate the process of project promotion and implementation.
Next steps	The Romanian authorities will use the Letter of Recommendation as a support, in all stages necessary for the project promotion and implementation.

SERBIA:

No.7

Name of the project	CONSTRUCTION OF INTERMODAL TERMINAL IN BELGRADE
Action related	<i>Action 6:</i> To develop further nodal planning for multimodality
Countries involved	<i>Serbia</i>
Funding	19 000 000 EUR maximum 85% of the EU / IPA 2013 + minimum of 15% of National co-financing (state budget), and 3.5 million for expropriation (budget of the city of Belgrade).
Stage of implementation	<i>Planned</i>
Description	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.
Involvement of the PACs	Calling to submit the project fiche to the PACs, receiving project, analyzing and grouping of project according to the status, completion project data, discussion on project with the SG members and issuing of LoR.
Next steps	The PAC-s will monitor this project via related Roadmap and updating project status by the SG member. Deepening of the project requirements, PAC-s will ask for support from the SG in order to facilitate the project implementation, if necessary.

Name of the project	SOUTH-EAST EUROPE HELIPORT NETWORK SYSTEM STRATEGY
Action related	<i>Action 3: To enhance cooperation between air traffic stakeholders in order to prepare a plan to implement shorter plane routes.</i>
Countries involved	<i>Serbia</i>
Funding	2,0 million Euro (SEE or CBC)
Stage of implementation	<i>Planned</i>
Description	The aim of the project is development of a heliport network system strategy for heliports in south-east Europe region (Serbia, and Croatia which could bring benefits for other countries: Bosnia and Herzegovina, Montenegro, Albania, and F.Y.R. Macedonia). Generally, the main goal of the study is preparation a framework of urban planning guidelines, community consultation parameters and approval procedures for future heliport development.
Involvement of the PACs	Calling to submit the project fiche to the PACs, receiving project, analyzing and grouping of project according to the status, completion project data, discussion on project with the SG members and issuing of LoR.
Next steps	The PAC-s will monitor this project via related Roadmap and updating project status by the SG member. Deepening of the project requirements, PAC-s will ask for support from the SG in order to facilitate the project implementation, if necessary.

SLOVAKIA

No.9

Name of the project	PUBLIC TERMINALS (4) OF INTERMODAL TRANSPORT IN ŽILINA, KOŠICE, BRATISLAVA AND LEOPOLDV
Action related	<i>Action 6:</i> To develop further nodal planning for multimodality
Countries involved	<i>Slovakia</i>
Funding	Žilina, 1 st phase: 18 mil. € Košice, Bratislava, Leopoldov, 1 st phase: 42 mil. € each (estimated). Approximately 80 % of that comes from the EU Cohesion Fund. All four, 2 nd phase: 30 mil. € each (estimated). Approximately 80 % of that comes from the EU Cohesion Fund.
Stage of implementation	<i>Ongoing</i> (project documentation under preparation) 1 st phase Žilina : January 2012 – January 2015 Košice : July 2012 – November 2014 Bratislava : October 2012 – June 2015 Leopoldov : December 2012 – June 2015
Description	Development of intermodal transport between water, road and rail mode. Project is planned in two phases. One in programme period 2007 – 2013 and second in period 2014 – 2020.
Involvement of the PACs	Calling to submit the project fiche to the PACs, receiving project, analyzing and grouping of project according to the status, completion project data, discussion on project with the SG members and issuing of LoR.
Next steps	The PAC-s will monitor this project via related Roadmap and updating project status by the SG member. Deepening of the project requirements, PAC-s will ask for support from the SG in order to facilitate the project implementation, if necessary.

Name of the project	MODERNIZATION OF THE RAIL TRACK KRÁSNO NAD KYSUCOU (SLOVAKIA) – ČADCA (SLOVAKIA) – SLOVAKIA-CZECH REPUBLIC BORDER CROSSING (CONTINUATION TO CZECH REPUBLIC)
Action related	<p><i>Action 1: To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections.</i></p> <p><i>Action 5: To improve the regional/ local cross-border infrastructure and the access to rural areas.</i></p>
Countries involved	<i>Slovakia</i>
Funding	<p>Realization : 330,000,000 Euros (Project documentation : 2010 – 2014 Realization : after 2014/2015)</p> <p>Project documentation : 10,195,000 Euros</p>
Stage of implementation	Planned
Description	<p>The Project will be focused to the following measure:</p> <ul style="list-style-type: none"> - increasing the quality of the local rail infrastructure - increasing the interregional and international rail transport capacity (passenger and cargo) - decreasing the local and interregional road transport overloads and bottleneck (peak time) - improving the local environmental conditions and parameters - improving the passengers' safety
Involvement of the PACs	Calling to submit the project fiche to the PACs, receiving project, analyzing and grouping of project according to the status, completion project data, discussion on project with the SG members and issuing of LoR.
Next steps	The PAC-s will monitor this project via related Roadmap and updating project status by the SG member. Deepening of the project requirements, PAC-s will ask for support from the SG in order to facilitate the project implementation, if necessary.

Name of the project	THE ROAD BRIDGE KOMARNO (SLOVAKIA) – KOMAROM (HUNGARY)
Action related	<i>Action 5: To improve the regional/ local cross-border infrastructure and the access to rural areas.</i>
Countries involved	<i>Slovakia</i>
Funding	Realization : 330,000,000 Euros (Project documentation : 2010 – 2014 Realization : after 2014/2015) Project documentation : 10,195,000 Euros
Stage of implementation	Planned
Description	A new road bridge over the Danube river between Komarno (Slovakia) and Komarom (Hungary) with the continuing road infrastructure Aim : - replacement of the existing road bridge with the outdated decreased technical parameters, - improvement of the road transport interconnection between Slovakia and Hungary (Bratislava – Budapest Corridor), - unburdening the transport charge of the Road Bridge Medvedov (Slovakia) – Ujtelep (Hungary), - encouragement of the economic, touristic and cultural development and cooperation between the municipalities, entrepreneurs and inhabitants of Komárno (Slovakia) and Komárom (Hungary) and the adjacent region.
Involvement of the PACs	Calling to submit the project fiche to the PACs, receiving project, analyzing and grouping of project according to the status, completion project data, discussion on project with the SG members and issuing of LoR.
Next steps	The PAC-s will monitor this project via related Roadmap and updating project status by the SG member. Deepening of the project requirements, PAC-s will ask for support from the SG in order to facilitate the project implementation, if necessary.

Name of the project	MOTORWAY D3: HRIČOVSKÉ PODHRADIE – SKALITÉ (SLOVAKIA) / ZWARDOŃ (POLAND)
Action related	<p><i>Action 5: To improve the regional/ local cross-border infrastructure and the access to rural areas.</i></p> <p><i>Action 1 - “To bring to completion the TEN-T Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections”</i></p>
Countries involved	<i>Slovakia</i>
Funding	<p>2 183 577 562 €</p> <p>(EU Funds and State Budget)</p>
Stage of implementation	Planned
Description	<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 v) complement the TEN-T Core Network (Priority Project 25)
Involvement of the PACs	Calling to submit the project fiche to the PACs, receiving project, analyzing and grouping of project according to the status, completion project data, discussion on project with the SG members and issuing of LoR.
Next steps	The PAC-s will monitor this project via related Roadmap and updating project status by the SG member. Deepening of the project requirements, PAC-s will ask for support from the SG in order to facilitate the project implementation, if necessary.

Name of the project	MOTORWAY D4 "BRATISLAVA ZERO BY-PASS" : AUSTRIAN-SLOVAK BORDER – DEVINSKÁ NOVÁ VES (SLOVAKIA) – CROSSROAD IVANKA PRI DUNAJI NORTH + STUPAVA SOUTH – JAROVCE (SLOVAKIA) / KITSEE (AUSTRIA)
Action related	<i>Action 4: To ensure sustainable metropolitan transport systems and mobility</i> <i>Action 5: To improve the regional/local cross-border infrastructure and the access to rural areas</i>
Countries involved	<i>Slovakia</i>
Funding	1 481 576 957 € (Public-Private Partnership)
Stage of implementation	Planned
Description	Aim : - ease the road traffic volume, at the peak times in particular, in, to/from Bratislava City - shorten the travel time for work commuters, transportation businesses (trucks, lorries) and public to/from Bratislava from/to destinations in Slovakia, Austria, Hungary ... - improve the environmental standards and conditions (pollution, noise) on the territory of the City of Bratislava - complement the TEN-T Network
Involvement of the PACs	Calling to submit the project fiche to the PACs, receiving project, analyzing and grouping of project according to the status, completion project data, discussion on project with the SG members and issuing of LoR.
Next steps	The PAC-s will monitor this project via related Roadmap and updating project status by the SG member. Deepening of the project requirements, PAC-s will ask for support from the SG in order to facilitate the project implementation, if necessary.

Name of the project	RAILWAY : BRATISLAVA PREDMESTIE – BRATISLAVA FILIÁLKA – BRATISLAVA ÚNS – M. R. ŠTEFANIK INTERNATIONAL AIRPORT – BRATISLAVA PETRŽALKA
Action related	<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>
Countries involved	<i>Slovakia</i>
Funding	360 000 000 € :1 st stage (EU Funds – 85%) 64 000 000 € (State Budget – 15 %)
Stage of implementation	Planned
Description	<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
Involvement of the PACs	Calling to submit the project fiche to the PACs, receiving project, analyzing and grouping of project according to the status, completion project data, discussion on project with the SG members and issuing of LoR.
Next steps	The PAC-s will monitor this project via related Roadmap and updating project status by the SG member. Deepening of the project requirements, PAC-s will ask for support from the SG in order to facilitate the project implementation, if necessary.

Name of the project	SPEEDWAY R3 : CHYŽNE (POLAND) / TRSTENÁ (SLOVAKIA) – TVRDOŠÍN – DOLNÝ KUBÍN – MARTIN – ZVOLEN – ŠAHY (SLOVAKIA) / PARASSAPUSZTA (HUNGARY)
Action related	<i>Action 5: To improve the regional/ local cross-border infrastructure and the access to rural areas.</i>
Countries involved	<i>Slovakia</i>
Funding	3 824 420 740 €
Stage of implementation	Planned
Description	<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
Involvement of the PACs	Calling to submit the project fiche to the PACs, receiving project, analyzing and grouping of project according to the status, completion project data, discussion on project with the SG members and issuing of LoR.
Next steps	The PAC-s will monitor this project via related Roadmap and updating project status by the SG member. Deepening of the project requirements, PAC-s will ask for support from the SG in order to facilitate the project implementation, if necessary.

UKRAINE

No.16

Name of the project	“CONSTRUCTION OF HIGHWAY "ODESSA - RENI" (LENGTH - 261 KM) TO THE 1ST CATEGORY PARAMETERS WITH THE BRIDGE OVER DNIESTER ESTUARY (LENGTH - 5709.3 M)
Action related	<i>Action 5: To improve the regional/ local cross-border infrastructure and the access to rural areas.</i>
Countries involved	<i>Ukraine</i>
Funding	1 600 MIL EUR Private funds
Stage of implementation	Preparation (work 01.01.2014.- 01.01.2019.)
Description	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.
Involvement of the PACs	Calling to submit the project fiche to the PACs, receiving project, analyzing and grouping of project according to the status, completion project data, discussion on project with the SG members and issuing of LoR.
Next steps	The PAC-s will monitor this project via related Roadmap and updating project status by the SG member. Deepening of the project requirements, PAC-s will ask for support from the SG in order to facilitate the project implementation, if necessary.

Name of the project	RADCONET RESTORATION AND FURTHER DEVELOPMENT OF UKRAINE'S TRANSIT POTENTIAL BETWEEN MAJOR NODES OF PAN-EUROPEAN TRANSPORT NETWORK
Action related	<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>
Countries involved	<i>Ukraine</i>
Funding	First stage 2.8 MIL EUR (National funds: 300.000 EUR ENPI JOP 2.5 MIL EUR)
Stage of implementation	Preparation (work 1.10.'12 – 1.10.2014)
Description	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.
Involvement of the PACs	Calling to submit the project fiche to the PACs, receiving project, analyzing and grouping of project according to the status, completion project data, discussion on project with the SG members and issuing of LoR.
Next steps	The PAC-s will monitor this project via related Roadmap and updating project status by the SG member. Deepening of the project requirements, PAC-s will ask for support from the SG in order to facilitate the project implementation, if necessary.