



Dél-Dunántúli Régió



# EU – South-East Europe Interconnection

Public consultation on the extension of the major Trans-European transport axes to the neighbouring countries and regions

Brussels, 5 April 2005

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Member of the executive committee of the Danube-Drava-Sava Euroregion



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The present accession - or rather reunification - of Europe is unique in that this and the next phase **will move the borders of the Union further into mainland** continental Europe, rather than to seashores, a kind of “end of the road” - as in case of recent enlargement. Several new borders open up for co-operation therefore networks should develop to facilitate organic development. This demand puts pressure on **concerted and synchronised cross border development of infrastructure** – above all transport.



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If one looks at the new map of Europe it is conspicuous, how South East European or **West Balkan countries** are “**embedded**” into the Union. This will be even more valid when Bulgaria, Romania and also Croatia will join the community. It is the prime economic interest of Greece and Southern Italy to have direct and quick link to Central and Northern Europe, but also for Scandinavian countries to access Central and Southern European regions through major trans-frontiers transport axes. Such **North-South corridors do not yet exist** in Central and Eastern Europe.



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# The re-united/enlarged Europe







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# The Danube-Drava-Sava Euroregion





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The European Union is **starting accession talks** with Croatia within weeks and this occasion makes revisiting relations including infrastructure links between the parties even more timely and due. The situation study and potential connection between the future transport network of the EU and that of the West Balkan or South-East Europe including Croatia is on the agenda with **decisions of long term impact** are at stake now.



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The two accession countries **Bulgaria and Romania were**, while **Croatia was not** represented in the TEN-T High Level Group led by Mr. Van Miert, thus the mutual interests of both the European Union and Croatia **could not be considered** in the recommendations and later in the regulation on TEN-T including a list of priority projects. The present initiative offers an opportunity to do so before the next review due in 2009.



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*Considering that*

- a new transport axis between the Baltic and Adriatic sea connecting six countries by direct link is of high importance for both the EU and all countries involved
- this status has been acknowledged in an amendment to the TEN-T priority project list supported by substantial majority in the European Parliament on 13/03/04
- the Hungarian section of the new axis is part of TEN-T, its extension follows pan-European corridor V/C Ploče-Budapest - clear recognition of high European priority
- the realisation of this new motorway provides an absolutely vital link for Bosnia & Herzegovina also, opening access in 2 directions - the Adriatics & mainland Europe



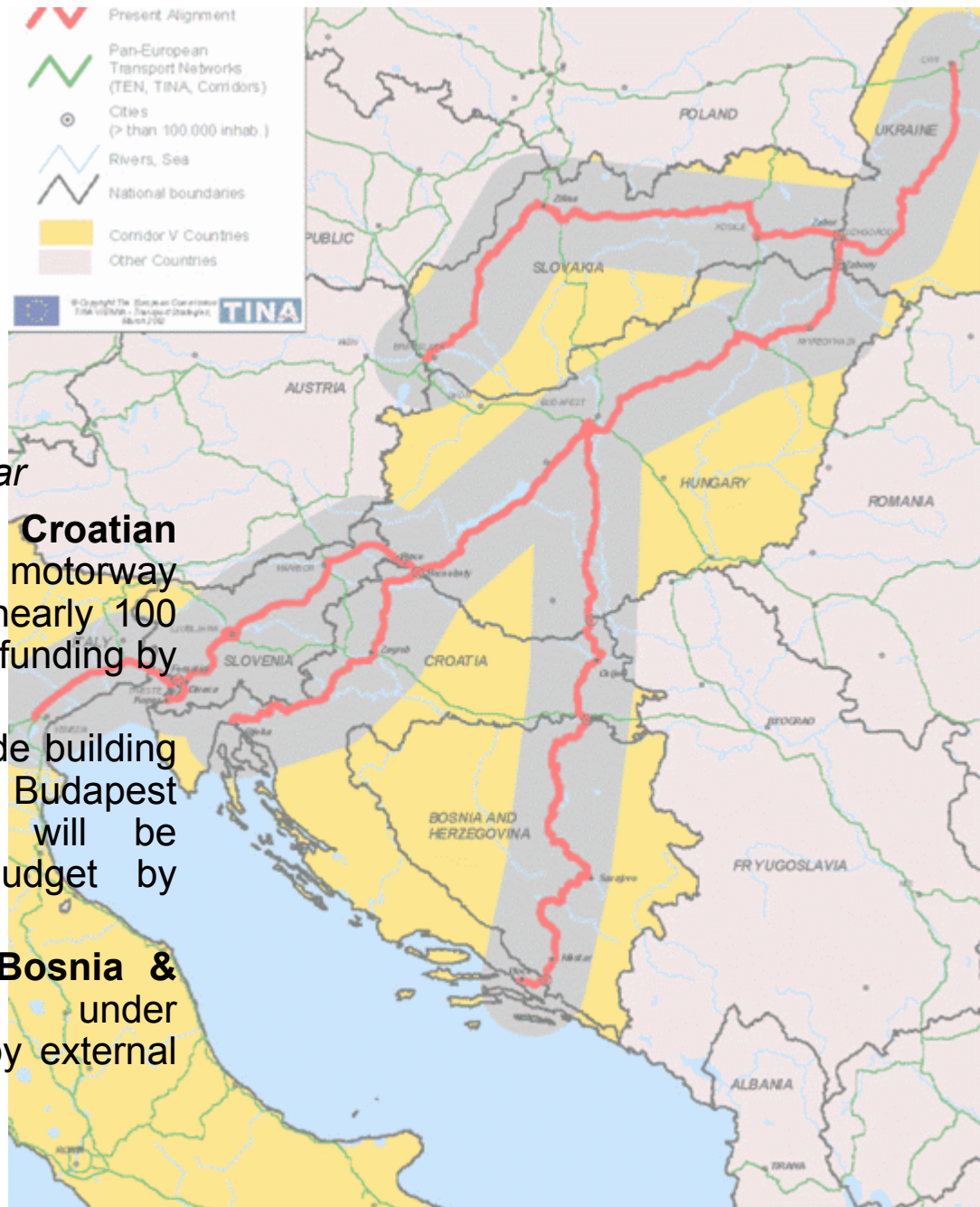


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*also referring to progress so far*

- the construction of the **Croatian** section of the Baltic-Adriatic motorway will begin this year and the nearly 100 km will be realised without EU funding by 2007
- on the EU i.e. **Hungarian** side building of the first 60 km stage from Budapest has already started and will be completed from national budget by March 2006
- parts of the motorway in **Bosnia & Herzegovina** are also under construction financed totally by external sources



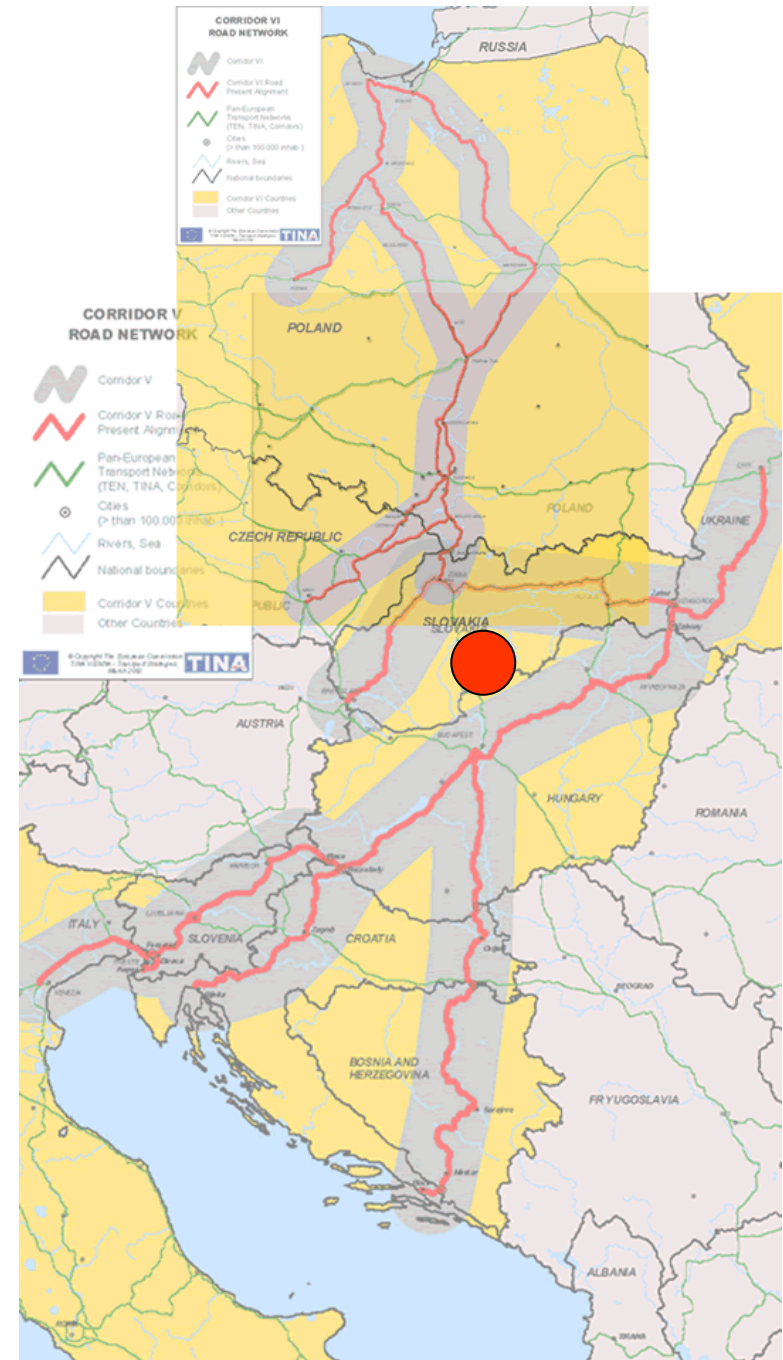


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*it should be stated, that*

- in simultaneous construction and from predominantly non-EU financing the proposed Budapest-Ploče road axis may be the very first realisation of the extension of TEN-T to the West Balkan – a very Quick Project indeed!



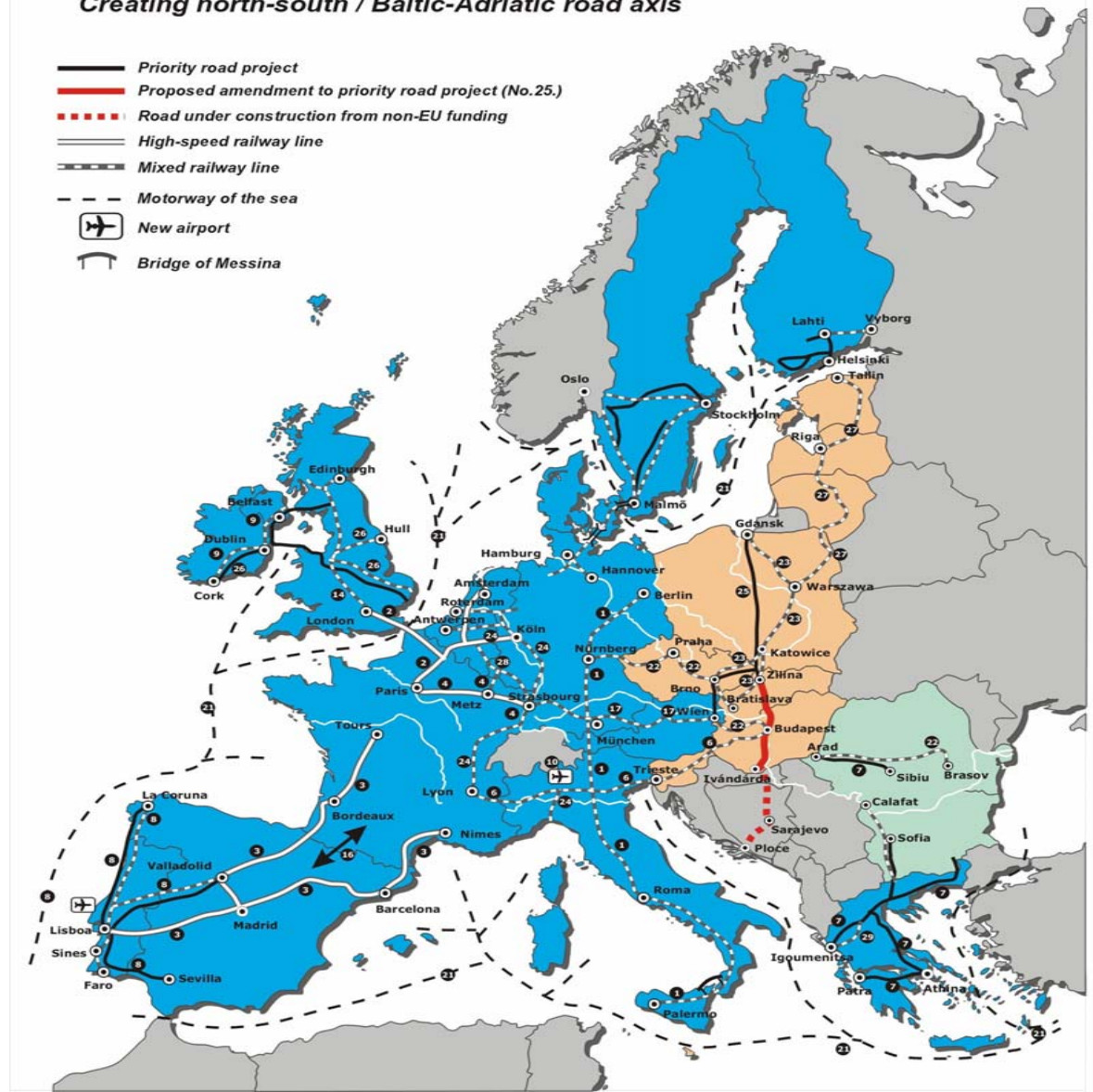


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## Amendment of TEN-T project Number 25. Creating north-south / Baltic-Adriatic road axis

- Priority road project
- Proposed amendment to priority road project (No.25.)
- Road under construction from non-EU funding
- High-speed railway line
- Mixed railway line
- Motorway of the sea
- New airport
- Bridge of Messina







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*Thus the undersigned public authorities*

- recommend to reinforce the high interest status of the Ploče-Budapest road/rail axis,
- propose to include it into the extended TEN-Transport priority project list, and
- suggest to declare the development of the harbour of Ploče of high TEN-T priority

*Discussed and approved by*

*Danube-Drava-Sava Euregion*



*South Transdanubian Regional Development Council*





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### CORRIDOR V ROAD NETWORK

-  Corridor V
-  Corridor V Road Present Alignment
-  Pan-European Transport Networks (TEN, TINA, Corridors)
-  Cities (> than 100,000 inhab.)
-  Rivers, Sea
-  National boundaries
-  Corridor V Countries
-  Other Countries

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# Dél-Dunántúli Régió

- Present Alignment
- Pan-European Transport Networks (TEN, TINA, Corridors)
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- Other Countries





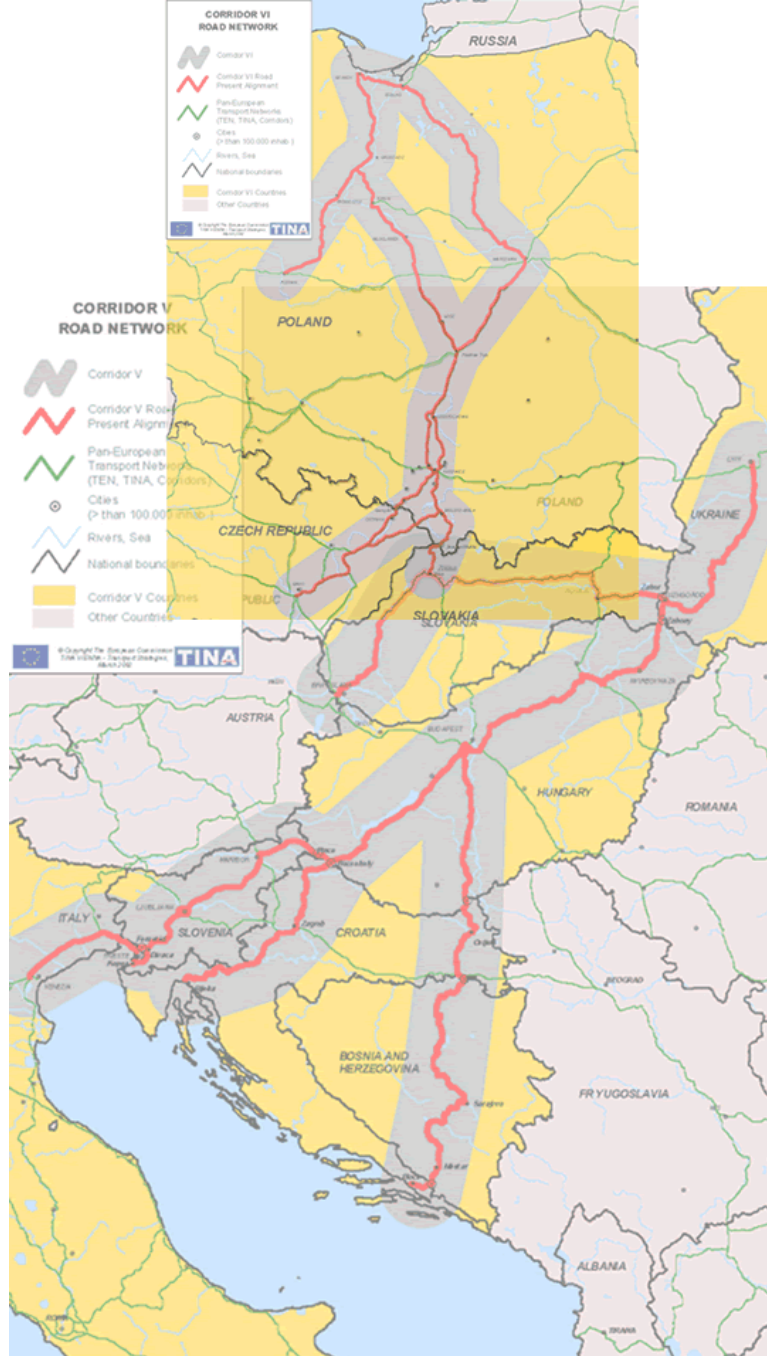
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## CORRIDOR VI ROAD NETWORK

- Comdor VI
- Comdor VI Road Present Alignment
- Pan-European Transport Networks (TEN, TINA, Corridors)
- Cities P > than 100.000 inhabitants
- Rivers, Sea
- National boundaries
- Comdor VI Countries
- Other Countries

## CORRIDOR V ROAD NETWORK

- Comdor V
- Comdor V Road Present Alignment
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