

Interreg VI-A Hungary – Croatia: Policy objective 3

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Title	(Interreg VI-A) Hungary-Croatia
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Last year	2027
Eligible from	1 January 2021
Eligible until	31 December 2029
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NUTS regions covered by the programme	HR021 - Bjelovarsko-bilogorska županija HR022 - Virovitičko-podravska županija HR023 - Požeško-slavonska županija HR025 - Osječko-baranjska županija HR026 - Vukovarsko-srijemska županija HR061 - Međimurska županija HR062 - Varaždinska županija HR063 - Koprivničko-križevačka županija HU223 - Zala HU231 - Baranya HU232 - Somogy
strand	A

Justification for the selection of policy objectives and the Interreg specific objectives, corresponding priorities, specific objectives and the forms of support, addressing, where appropriate, missing links in cross-border infrastructure

Selected policy objective or selected Interreg-specific objective	Selected specific objective (proposal based on rational for selection SOs, subject to PC approval)	Priority	Justification for selection
PO 3 - a more connected Europe by enhancing mobility	(ii) Developing and enhancing sustainable, climate resilient, intelligent and intermodal national, regional and local mobility, including improved access to TEN-T and cross-border mobility	3. Connected border region	<p><i>Improving of cross-border accessibility in peripheral areas</i></p> <p>The border area is situated in the triangle of three TEN-T network elements (corridors Vb, X and Vc). Due to peripheral situation of these axes, middle of the border area is suffering from severe isolation and lack of cross-border infrastructure. Average distance between road border crossings is 72 km, making the Croatia-Hungary border the least permeable one in both countries.</p> <p>Creating the necessary transport connections between regions plays a vital role in ensuring economic prosperity and cohesion, aligning with the goals outlined in the Territorial Agenda 2030 of Just and Green Europe aiming to achieve balanced territorial development.</p> <p>In the pre-Schengen period, the limited number of border-crossing points between Hungary and Croatia presented a significant obstacle to economic and social integration of the region, The distance between border-crossing points contributed to prolongation of travel time, increase in transportation costs and traffic pollution.</p> <p>Although cross-border communication is significantly hindered by the two border rivers (Drava, Mura), which makes infrastructure development expensive, Croatia's access to the Schengen zone on the 1st January 2023 opens up new opportunities in improving cross-border road infrastructure, particularly in areas with land border.</p> <p>Cross-border road infrastructure projects should be supported with the focus of providing direct, short, financially efficient and sustainable cross-border linkages in isolated peripheral areas, in order to connect neighbouring communities, providing improved and quicker access to TEN-T and other major road or rail infrastructure, generating time savings in cross-border mobility.</p> <p>It is essential to promote improved transportation connectivity between Hungary</p>

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			<p>and Croatia through financially viable Interreg initiatives, such as construction of local roads on the sections Sarok-Knežovo-Popovac and Zákány-Gotalovo and preparation of building plans technical documentation for the construction of the Murakersztúr-Kotoriba bridge. These actions will facilitate the movement of people and goods across the border, boosting trade and economic growth consistent with the objectives outlined in the "Declaration of Intent to Foster Economic Cooperation and Transportation Links Between the Border Regions of Croatia and Hungary". On the other hand, shortening the travel time between the two countries will not only enhance social integration in the region but will have a positive effect on travel costs and reduction of CO2, aligning with the principles of the EU Green Deal.</p> <p>Given the size of the financial envelope, the specificities of Interreg programmes (for example the nature and size of the planned operations) and the limited experience with financial instruments, the programming authorities choose to use only grants.</p>

Priority No. 3. Connected border region

Reference: point (d) of Article 17(3)

(ii) developing and enhancing sustainable, climate resilient, intelligent and intermodal national, regional and local mobility, including improved access to TEN-T and cross-border mobility

Reference: point (e) of Article 17(3)

Related types of action, and their expected contribution to those specific objectives and to macro-regional strategies and sea-basis strategies, where appropriate

Reference: point (e)(i) of Article 17(3), point (c)(ii) of Article 17(9)

Expected results:

Supported projects are expected to result in increased and direct cross-border access between communities in isolated peripheral areas, improving and providing quicker access to TEN-T and other major road and rail infrastructure, generating time savings in cross-border mobility.

Cross-border permeability of the border area has been thoroughly analysed in various studies. Already available feasibility studies and technical documentations have defined the potential cross-border linkages, including their effect from transport infrastructure and regional development point of view. Permeability of the border is significantly affected by the presence of major border rivers and the adjacent protected areas (Mura-Drava-Danube Transboundary Biosphere Reserve). Interventions should be selected in line with the nature protection principles and cost-effectiveness, preferring linkages that provide the shortest and most physical effecting connection, avoiding core zones of protected areas.

Efficient linkage to existing TEN-T elements (road and rail) should be also taken into consideration, in order to generate time savings and efficient access to major centres. Newly developed infrastructure should provide access to corridors Vc (in the area of Bóly/Mohács and Beli Manastir) and Vb (in the area of Goričan–Letenye on road and Gyékényes–Koprivnica on rail). New connections may, on one hand, improve utilisation of the already available TEN-T infrastructure, on the other hand help to avoid congestions in summer high season, providing alternative route options to residents in the border area.

Developed infrastructure projects should help the local economy, in providing easier physical access between cooperating companies in rural areas, as well as in rural tourism that targets lesser-known peripheral areas.

Cross-border road infrastructure development projects with the following intervention areas shall be supported:

- Development technical documentation (for licensing or executive) and related necessary documents for cross-border road infrastructure development interventions in the border area;
- Implementation of cross-border road infrastructure projects, including upgrading of existing elements of infrastructure and construction of new roads.

Actions to be supported, *inter alia*:

- Elaboration of technical documentation in terms of main project design for licensing, including all related documents and plans defined by law of the partner countries;
- Elaboration of technical documentation, in terms of executive plan, including all related documents and plans defined by law of the partner countries;
- Implementation of road construction works (new infrastructure or upgrading), including all related elements defined by the technical plans, in line with the law of the partner countries.
- Obtaining of relevant permits, according to legislation of the partner countries.

The most important principles for the selection criteria, *inter alia*, are:

- Positive contribution to mitigation of climate change by reducing travel distances;
- Physical proximity of the connected municipalities/communities;
- Cost-efficiency of the developed infrastructure;
- Access to existing elements of TEN-T corridors (road and rail);
- Time saving generated in mobility between neighbouring communities;
- Sustainability of the planned interventions.

Actions are linked to the DRS PA 1b, 3, 10, 11.

Indicators

Reference: point (e)(ii) of Article 17(3), Article point (c)(iii)17(9)

Table 2: Output indicators

Priority	Specific objective	ID [5]	Indicator	Measurement unit [255]	Milestone (2024) [200]	Final target (2029) [200]
3	SO 3.2	RCO 44	RCO 44 - Length of new or upgraded roads -non-TEN-T	kilometers	0	2
3	SO 3.2	RCO 87	Organisations cooperating across borders	organisations	0	4

Table 3: Result indicators

Priority	Specific objective	ID	Indicator	Measurement unit	Baseline	Reference year	Final target (2029)	Source of data	Comments
3	SO 3.2	RCR 56	Time savings due to improved road infrastructure	days	0	2021	2 070	supported projects	
3	SO 3.2	RCR 84	Organisations cooperating across borders after project completion	organisations	0	2021	4	MA monitoring system	

The main target groups

Reference: Article point (e)(iii) of 17(3), point (c)(iv) of Article 17(9)

Direct target groups (indicative list of potential beneficiaries)

- national, regional and local authorities and bodies governed by public law
- national, regional and local public and private authorities and their undertakings in the sector of transport planning, development and construction.

Indirect target groups:

- all population groups potentially benefitting from improved regional transport (commuters, tourists, employees, students etc.)

Specific territories targeted, including the planned use of ITI, CLLD or other territorial tools

Reference: Article point (e)(iv) of 17(3)

not applicabel

Planned use of financial instruments

Reference: point (e)(v) of Article 17(3)

No financial instruments will be used.

Indicative breakdown of the EU programme resources by type of intervention

Reference: point (e)(vi) of Article 17(3), point (c)(v) of Article 17(9)

Table 4: Dimension 1 – intervention field

Priority no	Fund	Specific objective	Code	Amount (EUR)
3	ERDF	SO 3.2	090 Newly built or upgraded other national, regional and local access roads	9.500.000

Table 5: Dimension 2 – form of financing

Priority no	Fund	Specific objective	Code	Amount (EUR)
3	ERDF	SO 3.2	01 Grant	9.500.000

Table 6: Dimension 3 – territorial delivery mechanism and territorial focus

Priority No	Fund	Specific objective	Code	Amount (EUR)
3	ERDF	SO 3.2	33 No territorial targeting	9.500.000