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IMPROVEMENT POSSIBILITIES OF HU-SRB CROSS BORDER INFRASTRUCTURE

Interreg VI-A Hungary-Serbia – Light Borders in
DKMT (HUSRB/23S/31/032)

TRENECON Consulting and Planning Ltd.



2026.



The present study has been developed as part of the HUSRB/23S/31/032 Light Borders in DKMT project, carried out within the framework of the Interreg VI-A IPA Hungary-Serbia programme.



REPUBLIC OF SERBIA
AUTONOMOUS PROVINCE OF VOJVODINA
PROVINCIAL SECRETARIAT FOR
REGIONAL DEVELOPMENT, INTERREGIONAL
COOPERATION AND LOCAL SELF-GOVERNMENT



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1

Executive summary

The present study has been developed as part of the HUSRB/23S/31/032 Light Borders in DKMT project, carried out within the framework of the Interreg VI-A IPA Hungary-Serbia programme.

The Programme helps the development of a stable and co-operating region and the overall quality of life in the border region. It enables economic collaboration of organizations from the two countries, nurtures the common identity, and cultural and historical heritage of the border region, and contributes to its environmental sustainability and safety.

TRENECON Consulting and Planning Ltd. was commissioned to prepare the study entitled "Improvement possibilities of HU-SRB cross border infrastructure" undertaken in the project.

The primary aim of the study is to provide an intervention "menu" for the professional decision-makers of the two countries by collecting, selecting and grouping the development intentions and opportunities that have arisen in the recent period within the framework of this "project collection". To this end, based on workshops held on the topic of road, bicycle, rail and water border crossings, the study explored the possibilities and conditions of border crossing, as well as the existing/planned elements of cross-border transport infrastructure, and formulated proposals at the level of project ideas in order to facilitate border crossing in the Hungarian-Serbian border region. The determination of the technical content, costs and priority of each idea may be the result of project development based on a subsequent decision.

On the 151 km long Hungarian-Serbian border section, a total of 13 road, rail and water border crossing options serve travellers and freight forwarders. Road border crossings - with the exception of Rösztke-Horgos 1, which provides a motorway connection - serve not only motor traffic, but also those arriving by bicycle and on foot. The location and main characteristics of border crossings are presented in the following chapters. Only 3 of the border crossings do not have significant restrictions, which supports the regional

need to improve the permeability of the border while complying with the regulations in force.

The geographical location of the existing border crossings is shown in the figure below:

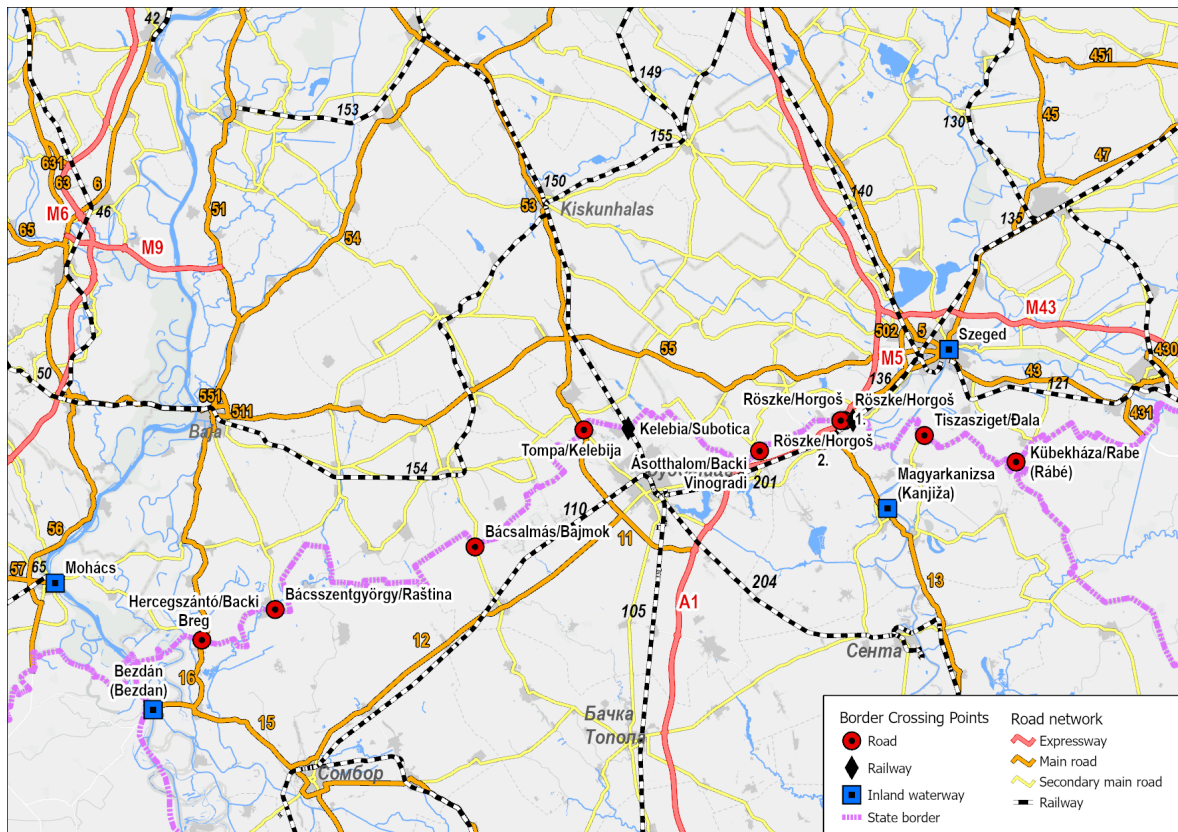


Figure 1. Existing border crossings and their transport connections on the Serbian-Hungarian border

1.1 Workshops

The Secretariat for Regional Development, Interregional Cooperation and Local Self-Government of the Autonomous Province of Vojvodina organized 4 thematic workshops in Serbia as follows:

- Novi Knezevac, 04.04.2025 – road transport
- Sombor, 11.04.2025 – cycling
- Subotica, 14.04.2025 – rail transport
- Kanjiža, 28.04.2025 – inland waterways transport.

The first draft of the study prepared on the basis of these workshops was reviewed and commented by the stakeholders at four thematic workshops organised in Hungary by DKMT Nonprofit Public Benefit Ltd.:

- Szeged, 19 January 2026 – rail transport
- Szeged, 20 January 2026 – road transport
- Szeged, 20 January 2026 – inland waterway transport
- Tompa, 27 January 2026 – cycling transport

Within the framework of the workshops, problems related to border crossing and their solutions were explored according to the given mode of transport with the participation of the administrative bodies, municipalities and NGOs present. The main general problems and those affecting certain border crossing points were the following.

Road transport:

- Border crossing is often slow, cumbersome and unpredictable, which is not acceptable to either commuters or tourists.
- Control procedures are lengthy, and the levels of congestion deemed acceptable by the authorities are difficult for users to tolerate.
- The work schedule, organisation and coordination of border posts are unsatisfactory.
- The utilisation of border crossings' capacity is uneven over the day / operating hours.
- The staff at border crossings are overburdened and human capacity is insufficient.
- The service-oriented attitude of staff should be improved.
- Current services do not sufficiently support commuters.
- The rules for the use of border crossings are not well known by the public.

The problems identified for each border crossing are summarized in the following figure.

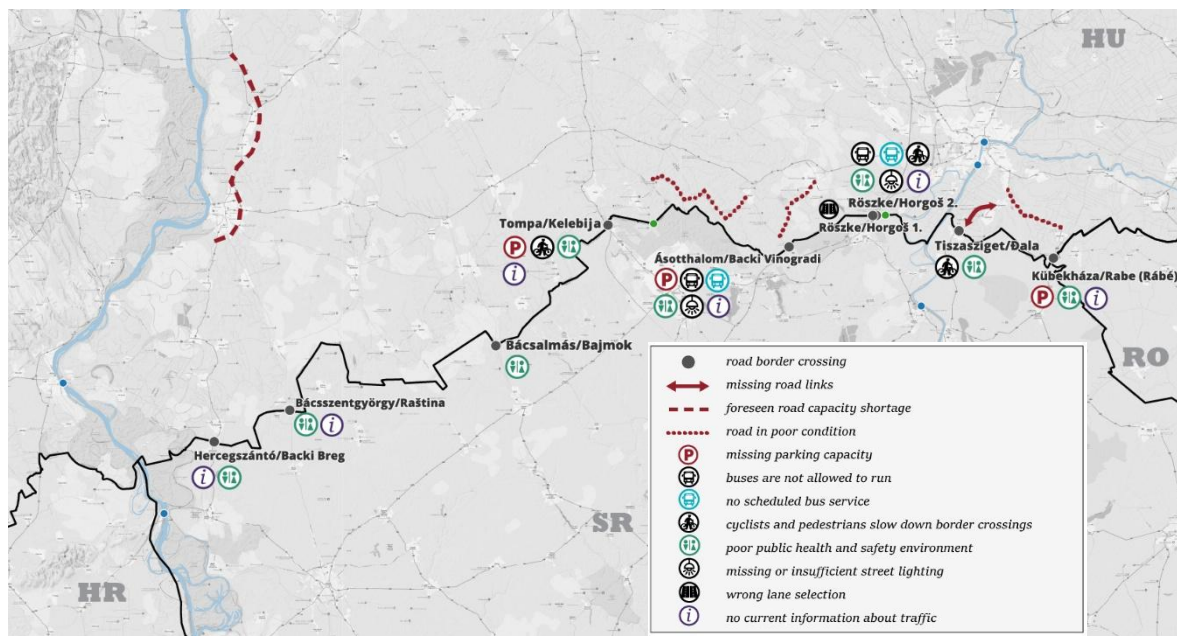


Figure 2: Problem map of road border crossing based on the workshop

Rail transport:

- Possibility of railway border crossing is limited, only two railway crossings are available.
- Compared to rail travel times, border controls are time-consuming, and in the case of journeys crossing the Euroregion with multiple border crossings, this accumulates, which reduces the competitiveness of the railway as a whole.
- The conditions for border control on the train are not ensured.

The problems identified for each border crossing are summarized in the following figure.

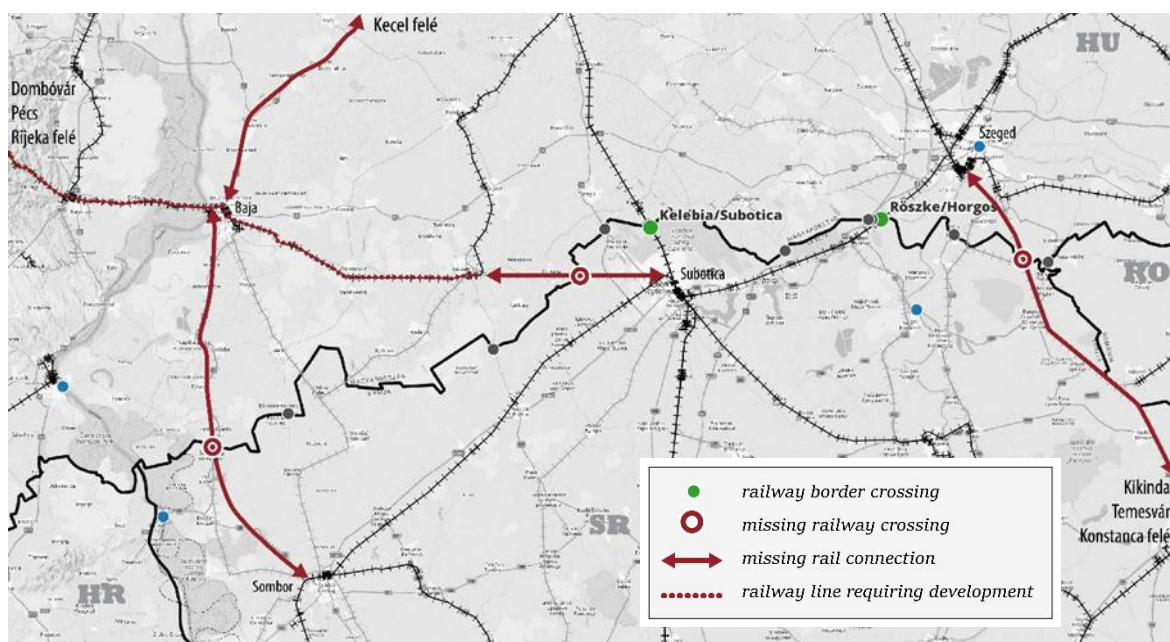
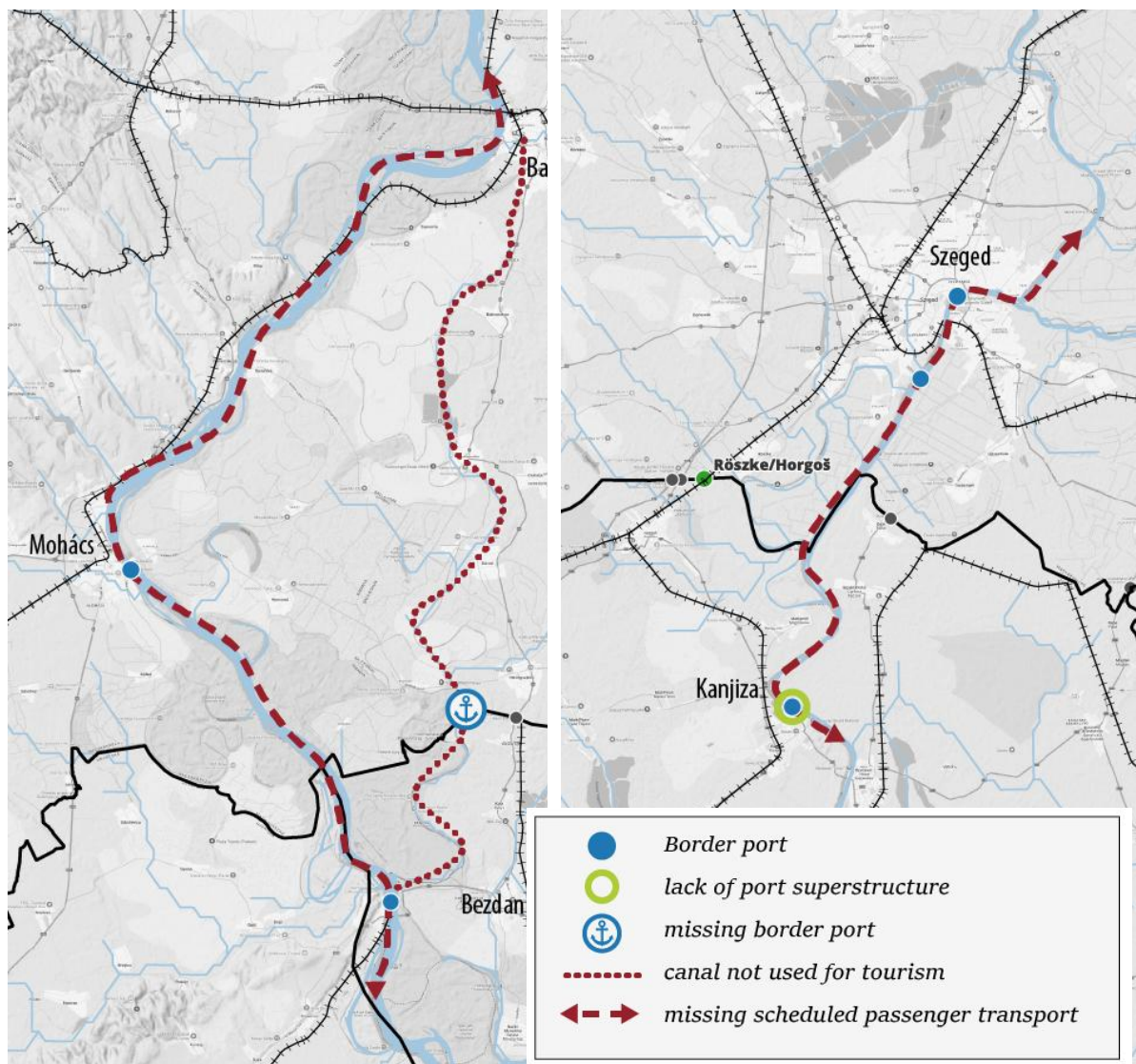


Figure 3: Problem map of railway border crossing based on the workshop

Inland waterway transport:

- Border crossing is possible with prior notice, which is cumbersome and bureaucratic.
- The Hungarian and Serbian regulations of river border crossing are not well known, unclear and not sufficiently coordinated.
- The insurance obligations for ships are different in the two countries.

The problems identified for each border crossing are summarized in the following figure.



Cycling:

- Cycling infrastructure network within and between countries is incomplete and fragmented.
- Border crossing is slow, unpredictable, and does not meet the needs of commuters.
- Short opening hours, along with those travelling by car, will restrict crossings.
- The cycling infrastructure network and related services are not widely known and difficult to access.
- The cooperation between the professional cycling (tourism) organizations of the two countries is inadequate.
- The general transport and cycling culture is poor, both among cyclists and other road users.

The problems identified for each border crossing are summarized in the following figure.

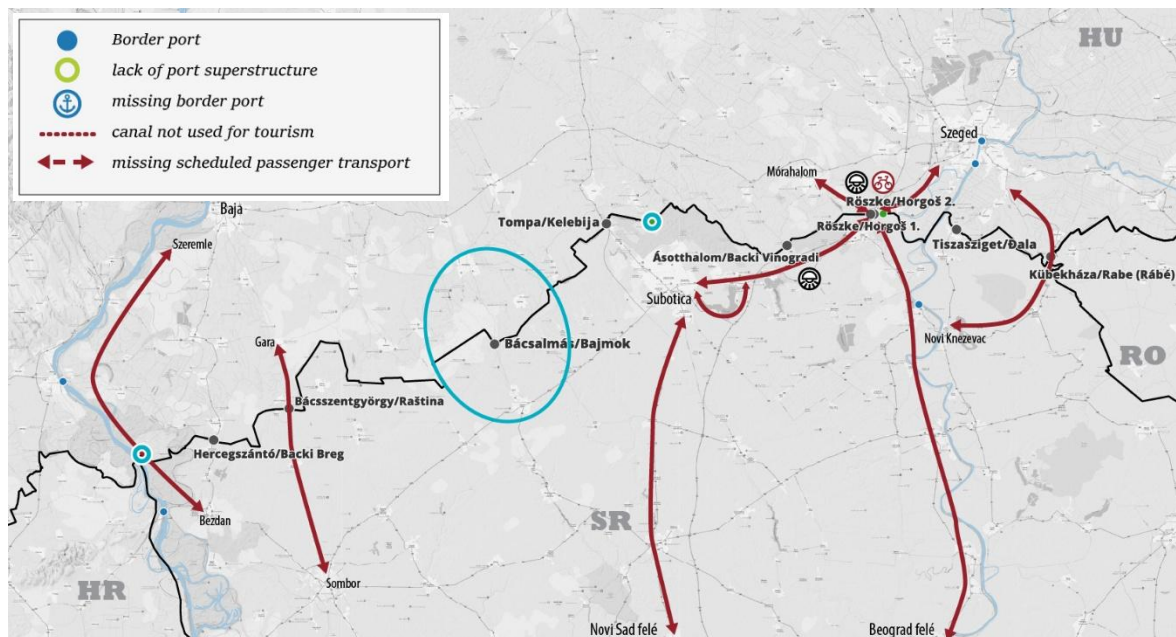


Figure 5: Problem map of bicycle border crossing based on the workshop

1.2 Measures, recommendations

At present, the efficiency of the operation of border crossing points is strongly influenced not only by infrastructure, but also by organisational, staffing and regulatory capabilities. Comprehensive developments and coordinated Serbian-Hungarian decisions are necessary to ensure efficient and fast border traffic. The collected problems and proposed solutions point in a common direction: towards the development of a **predictable, humane and technologically advanced border crossing system**.

The proposals for intervention can be divided into two groups according to their nature:

- **Development interventions** – typically developments involving construction interventions affecting infrastructure, which obviously include the performance of the necessary preparatory – front-end engineering and design - tasks.
- **Management interventions** – mostly interventions concerning the regulatory environment of border crossing, the operating regime, the supply of human resources, the quality of service, the education, cooperation and information of the staff and passengers involved in the process, which also include the performance of the necessary preparatory tasks.

Where both types of interventions are equally applicable, it is identified as "complex" intervention.

The source of the project proposals included the recommendations of stakeholders contacted by DKMT back in 2024, those presented at the four workshops held in Serbia, the questionnaires completed at the workshops, and the recommendations received in the meantime. 144 **project proposals** were formulated, and after filtering and supplementing (e.g. deleting the same or mergeable proposals that are already being implemented or cancelling some) **80 proposals** were kept.

Of the **project proposals, 32 relates to road, 11 to rail, 9 to inland waterway and 28 to bicycle traffic or border crossing**. Of these, **56 envisage development interventions**, i.e. interventions affecting infrastructure, and **23 propose management-related** interventions, i.e. measures affecting the regulation, work schedule and personnel of border crossing to improve border crossing. There is a complex proposal including both development and management interventions to achieve the objective.

The **development interventions** among others included the implementation of the missing sections of **the transport infrastructures running to the border crossings** and the improvement and development of their technical condition. In addition, the construction of **new border crossings and the development of the infrastructure of existing border crossings** and their **immediate surroundings were the major groups.**

Some of **the management interventions** are general, calling for the **modernisation, improvement and better alignment of procedures, control regimes and regulations with actual demand**, while the other group covered the **development of the operational routine of the individual border crossings together with the capacity building of personnel.**

The proposed measures are discussed in detail by mode of transport and by their nature in Section 4.4 "Recommended measures".

In the framework of the feasibility study to be prepared using the identified project ideas, it is possible to make responsible development decisions in the light of the proposals developed into projects. During the development of the project idea into a fully-fledged project, the technical content, necessary preparatory efforts, the expected costs, benefits, and scheduling can be determined. In the course of this work, it must be clarified whether and to what extent the development idea affects both or only one side of the border.

The publication of the **measures collected** in this study and systematically formulated into **project ideas** provides an adequate basis for **revealing current problems on the Serbian-Hungarian border** and for the revision of the recommendations in the **detailed study of 2015** (KÖZOP -3.5.0-09-11-2012-0004) aimed to **identify interventions facilitating border crossings and for the preparation of smaller-scale, even operational interventions.**

2

Project background

2.1 The task

The Interreg VI-A IPA Hungary-Serbia programme is implemented within the 2021-2027 European Union financial framework, under the Instrument for Pre-accession Assistance (IPA). On the basis of a “shared management system” of the participating countries - Hungary and Serbia, the Programme funds and supports co-operation projects of organizations located in the Programme-eligible area - Hungarian counties Csongrád-Csanád and Bács-Kiskun, and Serbian territories: West Backa, North Backa, South Backa, North Banat, Central Banat, South Banat and Srem.

The Programme helps the development of a stable and co-operating region and the overall quality of life in the border region. It enables economic collaboration of organizations from the two countries, nurtures the common identity, and cultural and historical heritage of the border region, and contributes to its environmental sustainability and safety.

TRENECON Consulting and Planning Ltd. has been commissioned to prepare the study entitled "Improvement possibilities of HU-SRB cross border infrastructure" undertaken by DKMT Nonprofit Public Benefit Ltd. within the framework of the Interreg VI-A Hungary-Serbia Programme, as part of the Light Borders in DKMT project (HUSR/23S/31/032 project ID and LBDKMT for short).

The primary aim of the study is to provide a portfolio of interventions for the professional decision-makers of the two countries by collecting, selecting and grouping the development intentions and opportunities that have arisen in the recent period within the framework of this "project collection". To this end, based on workshops held on the topic of road, bicycle, rail and water border crossings, the study should explore the possibilities and conditions of border crossing, as well as the existing/planned elements of cross-border transport infrastructures, in order to formulate proposals at the level of project ideas in order to facilitate border crossing in the Hungarian-Serbian border region. The

determination of the technical content, costs and priority of each idea may be the result of project development based on a subsequent decision.

The proposals can serve the development of transport infrastructures and their related facilities, on the one hand, and the optimization, coordination and simplification of border crossing procedures on the other, all in order to speed up and simplify border crossings. The project partnership commissioning the task aims to improve the interoperability of the Serbian-Hungarian border by mapping and collecting the relevant problems, proposed solutions and other information, as well as by formulating joint proposals in this study.

2.2 History

A comprehensive and complex study was carried out in 2015 to improve the conditions of border crossing on the Hungarian-Serbian border section, which can be considered as a precursor to this work, even though its content and depth significantly exceeded the scope of the current task.

Within the framework of the projects coordinated by the Transport Development Coordination Centre, the task related to the Hungarian-Serbian border section (KÖZOP-3.5.0-09-11-2012-0004) was carried out by the "Határtalanul Consortium" within the framework of the projects entitled "Exploring the border sections of projects in line with the KÖZOP, examining their network effects".

The assignment spanning over several years was carried out in multiple phases. The Comprehensive Feasibility Study was completed as Milestone 1 and updated for Milestone 5. The work examines the development possibilities of the expressway and main road network of the Hungarian-Serbian border region, as well as the related secondary road network, and proposes new border crossing points that will most effectively improve the permeability of the borders between Hungary and Serbia, the latter currently not a member of the Schengen Agreement, for passenger and freight traffic at any level, frequency and purpose. The work placed great emphasis on the detailed assessment of demand needs and the conduct of related consultations.

The Comprehensive Feasibility Study (CFS) introduced the development project opportunities and ideas explored on the entire section of the border based on the assessed needs. The description of the potential projects applied a methodology that allows the ranking of the individual projects in relation to

each other and prioritisation. Although the detailed planning, the preparation of specific feasibility studies was limited to road border crossings, the CFS also looked at the development opportunities of public transport and cycling, examined and evaluated them in context. The possibilities of waterway transport were not touched upon in the study. The individual development projects were evaluated and compared according to the risks of social efficiency and feasibility. An important organizing principle was that the development of existing border crossings and the enhancing their service level would take precedence over the opening of new border crossings with significant investment and additional operating costs. The proposed action plan prioritising the projects was discussed with the competent Serbian and Hungarian administrative bodies and the municipalities along the border were duly informed of the findings.

The figure shows the location of the proposed opening or development of the border crossing points along the Hungarian-Serbian border that were assessed in depth in the Comprehensive Feasibility Study.

As a result of the study, 19 possible projects were formulated, of which 4 included service development at existing border crossing points, 2 aimed at the opening of new border crossing points started in 2015 and 13 new project ideas were born. In each case, a detailed feasibility and partial feasibility study was also carried out to determine the technical content.

The following figure gives an overview of the cross-border location of the road developments examined at the level of the partial feasibility study.

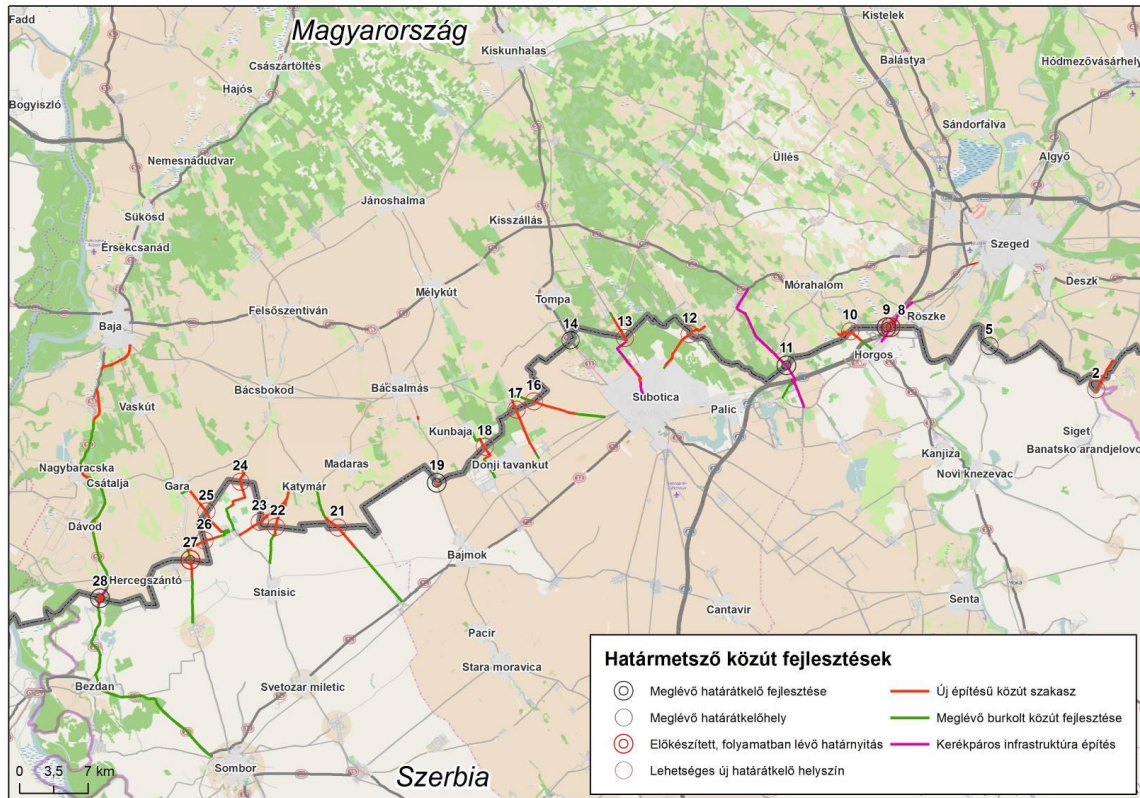


Figure 6: Project proposals assessed in Partial Feasibility Studies on the Hungarian-Serbian border section (source: Feasibility-level assessment of KÖZOP-aligned projects on cross-border sections and analysis of their network impacts along the Hungarian-Serbian border section (KÖZOP-3.5.0-09-11-2012-0004), Comprehensive Feasibility Study and Action Plan)

In the action plan, the study defined the following order of priorities for the proposed developments recommending a joint "development program" to be developed in cooperation of the two countries in order to implement the proposed developments. The improvement proposals and the priorities are listed in the table below.

Project Code	Settlements		Development description	Priority
	Hungarian	Serbian		
8	Rösztke	Horgos (Horgos)	ONGOING DEVELOPMENT the reopening of the old border crossing with a restriction of <3.5 tons, the MT proposes additional (phase 2) elements to the 1st phase to be implemented (bicycle path, bus turnaround)	

Project Code	Settlements		Development description	Priority
	Hungarian	Serbian		
27	Bácsszentgyörgy	Rastina (Rasztina)	ONGOING DEVELOPMENT NEW ROAD BORDER CROSSING, <3,5t, opening hours 7-19h	
2	Kübekháza	Rabe (Rábé)	NEW ROAD BORDER CROSSING <3.5 t, 7-19 or 6-22h opening hours	
9	Röszke	Horgor (Horgos)	EXISTING BORDER CROSSING ITS development to help divert passenger traffic during peak periods, and development of border police and axle weighing points to improve freight traffic capacity	
11	Ásotthalom	Backi Vinogradi (Királyhalom)	EXISTING BORDER CROSSING extension of opening hours (6-22h), capacity expansion to 2x3 lanes (as bus lanes), widening of roads on the Serbian side and construction of bicycle paths (based on the existing plans of the settlements)	
19	Bácsalmás	Bajmok (Bajmok)	EXISTING BORDER CROSSING extension of opening hours (6-22h), establishment of a bus turnaround, implementation of the road renovation that is cancelled at NIF Zrt. due to lack of funds	
28	Hercegszántó	Backi Breg (Béreg)	EXISTING BORDER CROSSING in phase 1, the development of freight traffic at the border crossing and a bicycle path in the area of the border crossing, Phase 2 of the main road and construction of bypasses	
10	Mórahalom	Horgos (Horgos)	NEW ROAD BORDER CROSSING, <3.5 t, 7-19 or 6-22h opening hours	
13	Kelebia	Subotica (Szabadka)	NEW BORDER CROSSING, according to the proposal, primarily for tourist traffic (cyclists, hikers), with periodic opening hours	
16	Chiperia	Subotica (Szabadka)	NEW ROAD BORDER CROSSING, <3.5 t, 7-19 or 6-22h opening hours	
17	Chiperia	Ljutovo (Ludrovó)	NEW ROAD BORDER CROSSING, <3.5 t, 7-19 or 6-22h opening hours	
18	Kunbaja	Tavankut (Tavankút)	NEW ROAD BORDER CROSSING, <3.5 t, 7-19 or 6-22h opening hours	
21	Katymár	Aleksa Santic (Babapuszta)	NEW ROAD BORDER CROSSING, <3.5 t, 7-19 or 6-22h opening hours	

Project Code	Settlements		Development description	Priority
	Hungarian	Serbian		
22	Katymár	Stanisic (Őrszállás)	NEW ROAD BORDER CROSSING, <3.5t, with 7-19 or 6-22h opening hours	
23	Katymár	Ridica (Regőce)	NEW ROAD BORDER CROSSING, <3.5 t, 7-19 or 6-22h opening hours	
24	Bácsborsód-Kövesmajor	Ridica (Regőce)	NEW ROAD BORDER CROSSING, <3.5 t, 7-19 or 6-22h opening hours	
25	Gara	Ridica (Regőce)	NEW ROAD BORDER CROSSING, <3.5 t, 7-19 or 6-22 opening hours	
26	Bácsszentgyörgy	Ridica (Regőce)	NEW ROAD BORDER CROSSING, <3.5 t, 7-19 or 6-22h opening hours	
12	Ásotthalom	Subotica (Szabadka)	NEW ROAD BORDER CROSSING, <3.5 t, 7-19 or 6-22h opening hours	

Table 1: Project proposals and their order of priority based on the study prepared in 2015 (source: Feasibility-level assessment of KÖZOP-aligned projects on cross-border sections and analysis of their network impacts along the Hungarian-Serbian border section (KÖZOP-3.5.0-09-11-2012-0004), Comprehensive Feasibility Study and Action Plan)

It is clear from the adopted order of priorities that the primary goal is to utilize the service capacities of the existing and under construction border crossing stations, and the establishment of new border crossings is only secondary. An exception to this was the Kübekháza-Rabe border crossing, which could be built with relatively little intervention and at the same time fits well into the concept of the Hungarian-Serbian-Romanian triple border (establishment of the Kübekháza-Beba Veche border station). Due to changes since its preparation in 2015, the study can only be taken into account directly after it has been updated.

2.3 Existing border crossings

On the 151 km long Hungarian-Serbian border section, a total of 13 road, rail and water border crossings serve travellers and freight forwarders. Road border crossings - with the exception of Röske-Horgos 1, which provides a motorway connection - serve not only motor traffic, but also those arriving by bicycle and on foot. The location and main characteristics of border crossings are presented in the following chapters. Only 3 of the 13 border crossings do not have significant restrictions. This supports the regional need to improve the permeability of the border while complying with the regulations in force. The location of the border posts is shown in the figure below.

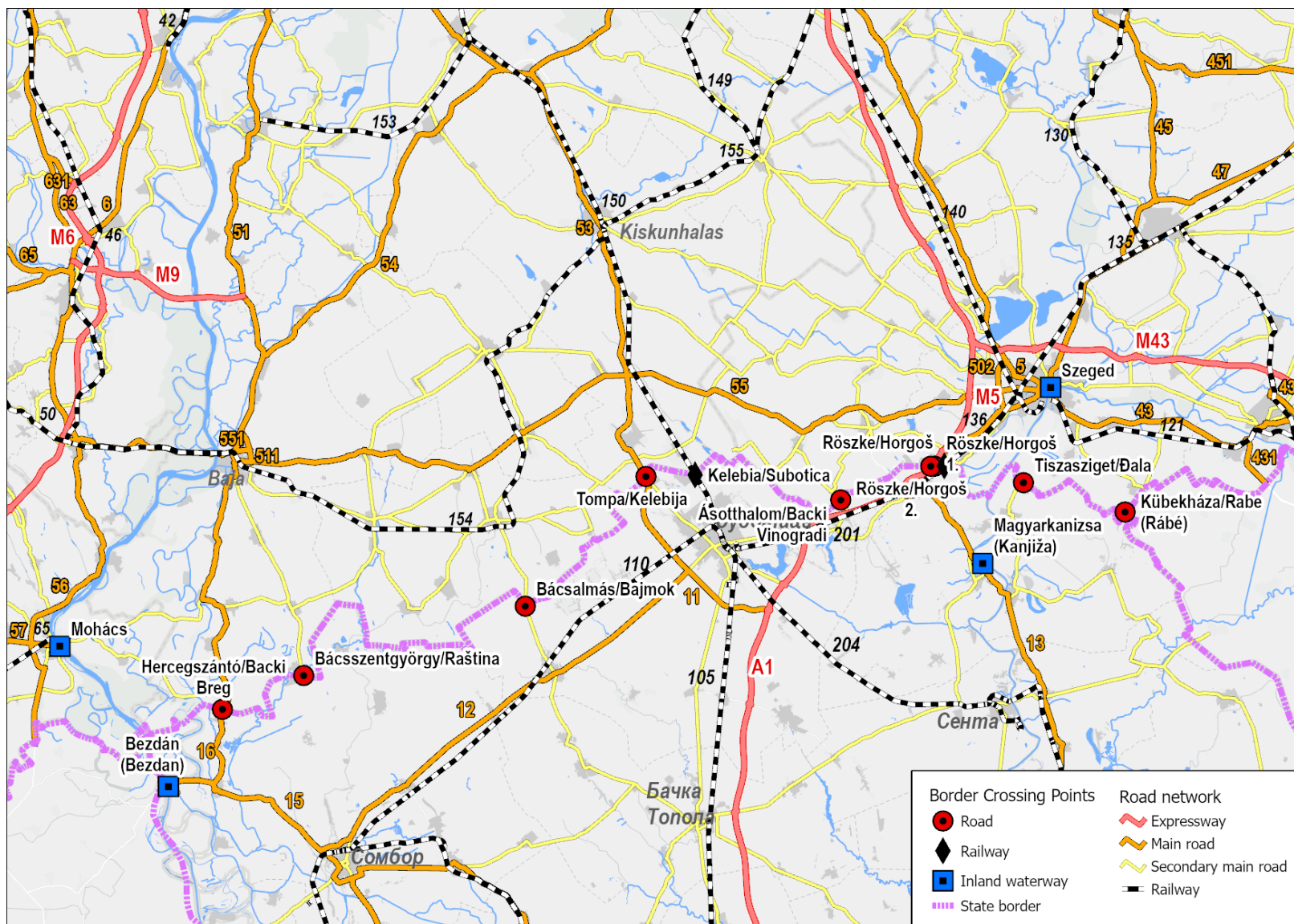


Figure 7: Existing border crossings and the transport connections on the Serbian-Hungarian border

Several ongoing projects affect the development of border crossings, regardless of the transport mode.

- The European Union **developed the mobile app Travel to Europe** to improve the efficiency of entry at the external borders, coordinated by Frontex, the EU's border and coast guard agency. The aim of the application is to allow non-EU citizens, such as citizens of visa-free countries, to provide their personal and biometric data including facial photos up to 72 hours in advance before their trip, thus reducing the waiting time required at the border. The application does not replace the check, but it allows the data to be recorded in advance, which can be used by the EES system.

The use of the app is not mandatory but operates on a voluntary basis and can be introduced by the Member States at their discretion. Sweden is one of the first countries to introduce the app at border crossings, such as Arlanda Airport and other places. Biometric data, such as fingerprints, will continue to be recorded when crossing the border, so the application will allow the pre-recording of facial photos and personal data, but will not replace full border control.

The Travel to Europe app is closely linked to the introduction of EES, which will start in autumn 2025 and will eliminate passport stamping for non-EU citizens at the external borders. Instead, it keeps a digital record of travellers' entry and exit, as well as their biometric data. The application can therefore be an important complementary tool for future border crossing procedures, especially at entry points with high passenger traffic (not only when crossing border by road).

- The **BORDERLINK project** is an initiative supported by Horizon Europe that aims to improve the capabilities of customs authorities and border control agencies at the EU's external borders. The project runs from 2024 to 2027 and involves Hungary, Switzerland, Greece, Lithuania, Ireland, the Netherlands, Austria, Belgium and Norway, among others. Other countries participating in the project include Great Britain, which is eligible to participate in the project due to its connection to the Horizon Europe programme.

The BORDERLINK project aims to improve the capabilities and performance of customs and border control agencies at the EU's borders in the following areas:

- Detection and identification of hazardous substances: Use of innovative technologies to detect dangerous substances.
- To develop training and education: To create a library of certified X-ray technician training and synthetic X-ray images.
- Improving data sharing and interoperability: Developing common databases and standards for efficient collaboration.
- Promoting a Green Customs Initiative: Environmentally friendly recycling and identification of seized cigarettes.
- Development of training tools: Educational games and simulations for customs authorities.

The project focuses on five main areas of innovation:

- Risk analysis: identifying and managing the risks of flows.
- Non-invasive inspection: detecting contraband without damaging shipments.
- Substance identification: the correct classification and identification of goods and materials.
- Post-seizure activities: management of seized products and investigation.
- Horizontal activities: educational tools and the operation of the BORDERLINK observatory.

Expected results of the project:

- Faster and more efficient access to reference data for customs authorities.
- Increase the interoperability of customs control tools at the EU's external borders.
- Harmonise customs controls to facilitate risk management and trade.
- Promoting green customs practices, including eco-friendly recycling and detecting sensitive goods.

Hungarian partners participating in the project:

- National Tax and Customs Administration (NAV): To develop the capabilities of customs authorities.
- RSOE (National Association for Radio Emergency and Infocommunication): Operation of the Danube river information services and increasing its safety.
- VICESSE Research GmbH: Extensive analysis of security issues and development of solutions.

The BORDERLINK project contributes to the development of customs control systems at the EU's external borders, promoting safer and more sustainable trade.

2.3.1 Road border crossings

There are currently 9 road border crossings on the Hungarian-Serbian border section. Border crossings provide different services in terms of passenger and freight traffic, and a significant number of restrictions apply during their operation. In addition to vehicle traffic, road border crossing points typically also carry out border crossings by bicycle and pedestrian, especially with regard to the fact that there are no exclusive bicycle and/or pedestrian border crossing points operating on the border section. The location of road crossings and their restrictions are summarised in the table below.

Name of border crossing	Restrictions on passenger traffic	Freight traffic restrictions	Opening hours (hours)
Kübekháza-Rabe	Buses are banned; only EU-EEA-CH-RS citizens can cross the border	Freight traffic prohibited	7:00-19:00
Tiszasziget-Djala	Buses are banned; only EU-EEA-CH-RS citizens can cross the border	Freight traffic prohibited	7:00-19:00
Röszke-Horgos 2 (main road)	Buses banned, no restrictions on passenger traffic (temporarily)	Freight traffic prohibited	4:00-23:00
Röszke-Horgos 1 (motorway)	No restrictions	No restrictions	0:00-24:00
Ásotthalom-Backi-Vinogradi	Buses are banned; only EU-EEA-CH-RS citizens can cross the border	Freight traffic prohibited	Mon-Thu: 7:00-19:00 Sun-Sun: 7:00-22:00
Tompa-Kelebija	No restrictions	No restrictions	0:00-24:00
Bácsalmás-Bajmok	Buses are banned; only EU-EEA-CH-RS citizens can cross the border	Freight traffic prohibited	7:00-19:00
Bácsszentgyörgy-Rastina	Buses are banned; only EU-EEA-CH-RS citizens can cross the border	Freight traffic prohibited	7:00-19:00
Hercegszántó-Backi Breg	No restrictions	Prohibited above 3.5 tonnes maximum permissible gross weight	0:00-24:00

Table 2: Road border crossings on the Hungarian-Serbian border (purple background: restricted use)

It is clear from the table that the operation of two border crossing points – Röske-Horgos 1 and Tompa-Kelebija – is not restricted either for passenger and freight traffic nor for the opening hours (apart from the fact that the Röske-Horgos 1 border crossing on the motorway is obviously not possible to access by bike), while at the Hercegszántó-Backi Breg border station, "only" the permitted total weight of freight is limited. Apart from these, there is a number of restrictions at all road border crossing points, which make it difficult or impossible for some to cross the border.

In the case of road border crossing points, several significant developments are in progress or under preparation.

- **Construction of 3 new Röske-Horgos expressway** border crossing points and expansion of Horgos 2 to the required capacity (preparations in progress) – establishment of 14 control lanes for cars, 4 buses and 4 trucks in each direction, application of the most modern technologies, solutions compliant with the European Travel Information and Authorisation System (ETIAS) and Entry/Exit Systems (EES) to be introduced by the European Union Joint border and customs control for passenger traffic in Hungary, freight traffic controls in the two countries, construction of buffer parking lots for trucks leaving Hungary.
- **Development of the Hercegszántó-Backi Breg** border station (preparations in progress) – the construction of 4 control lanes for passenger cars, 2 for trucks and 2 buses in each direction, the goal is to ensure the crossing of trucks with a total weight of more than 3.5 tonnes, a separate bicycle and pedestrian corridor, parking spaces for trucks and cars, and the development of main road 51 between the Baja-Hercegszántó border.
- **Construction of 2 new border posts in Tompa-Kelebija** (preparations are in progress, the border point has been demarcated) – independent traffic lanes for cars, buses and trucks.

The Hungarian Government has been assessing two locations for the construction of the largest road border crossing in the direction of the Balkans: the existing Röske motorway and the Tompa main road border crossing and its surroundings. Based on the plans and studies to be completed, the Hungarian Government is expected to decide on the two locations in the second half of 2025.

- **Construction of the Mohács Danube Bridge and the related road network** (construction in progress) - starting from the M6 motorway, the existing main road 57 will be built into a 2x2 lane highway to the junction of main roads 56 and 57, together with the construction of several turbo roundabouts.

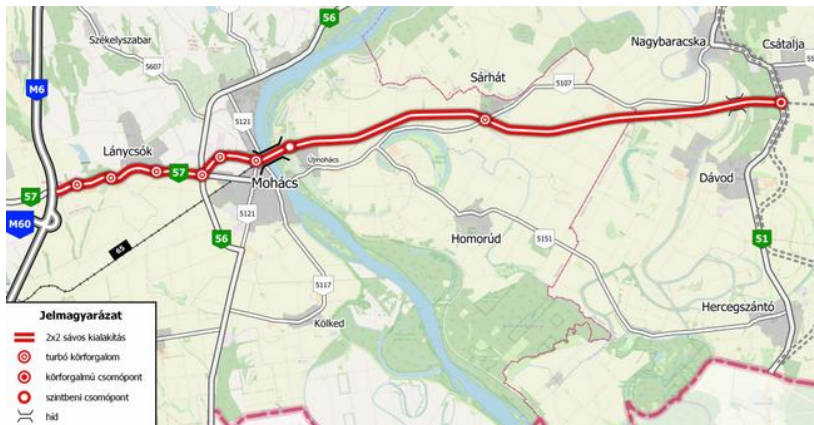


Figure 8: Mohács Danube Bridge and connecting road network (source: beruhazas.gov.hu)

- **Planning of the M9 expressway between main roads No. 51 and 53 with a link in the direction of Tompa** (under preparation) - the M9 expressway, as a continuation of the existing Szent László Danube Bridge, runs from main road 51 in the area of Dusnok and Sükösd between Nemesnádudvar and Érsekhalma. It splits into two in the area of Jánoshalma, on one branch in the East-West direction it reaches the main road No. 53 in the area of Kisszállás, on the other branch it turns south, near Kisszállás it crosses the main road No. 55 and from there the 2x2 lane expressway reaches Tompa. Between Jánoshalma and Kiskunhalas, a bicycle path is planned along road 5412.



Figure 9: M9 expressway between main roads 51 and 53, with a link in the direction of Tompa (source: beruhazas.gov.hu)

- In relation to the southern connection of the M9 expressway, a new freight border crossing point and a connecting expressway section at Tompa** (under preparation) - as a continuation of the southern connection of the M9 expressway, the design of a 2x2 lane expressway at a length of about 7 km from the settlement of Tompa (main road No. 53), the determination of a new border crossing point, and the determination of the area of an unrestricted border crossing point (suitable for receiving ADR, plant and livestock transports).

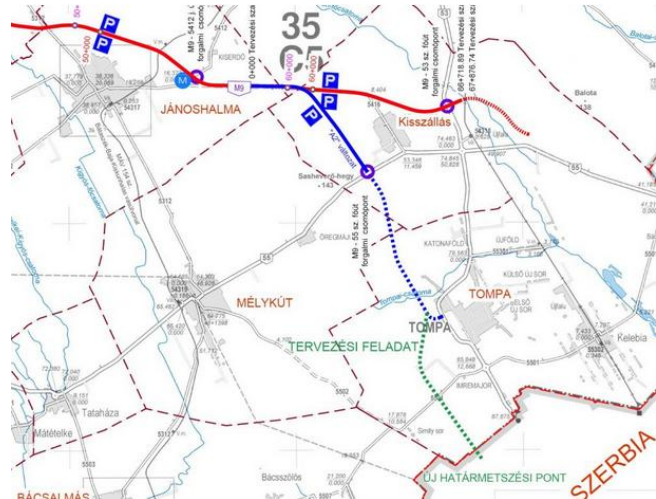


Figure 10: New freight border crossing point and connecting expressway section at Tompa in relation to the southern connection of the M9 expressway (source: beruhazas.gov.hu)

- Development of main road 51 between M9 expressway and Baja, with a bypass at Sükösd and Érsekcsanád** (completed preparation) – pavement reinforcement of the section of main road No. 51 from the M9 expressway junction to the residential area of Baja (except for the section between the start and end junctions of the road that is planned to bypass the settlements of Sükösd and Érsekcsanád) to an axle load of 11.5 tonnes and the construction of a parallel cycle path with independent lines (partly a mixed-traffic road designated for cycling). Implementation of a 2x1 lane main road on a new route bypassing the settlements of Sükösd and Érsekcsanád from the eastern side.

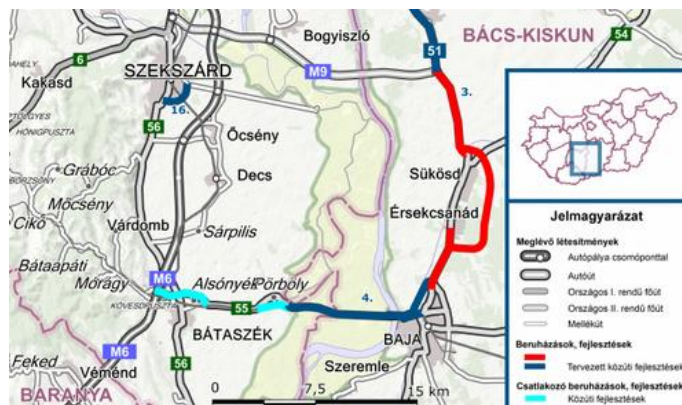


Figure 11: Development of main road 51 between M9 expressway and Baja, with the Sükösd and Érsekcsanád bypass (source: archivum.nif.hu)

- **Baja, southern bypass** (under preparation) - implementation of a 2x1 lane bypass on a new route between the main road No. 51 Budapest-Baja-Hercegszántó and the Kelebia-Baja connecting road No. 5501.



Figure 12: Baja, Southern bypass road (source: beruhazas.gov.hu)

- **Upgrading the Baja – Hercegszántó – state border section of main road No. 51 into a main road** (under preparation) - Development of the section of main road No. 51 between Baja, southern bypass – Hercegszántó – national border into a 2x2 lane high-speed main road bypassing Bátmonostor, Csátalja, Dávod and Hercegszántó, in parallel with the construction of bicycle facilities.

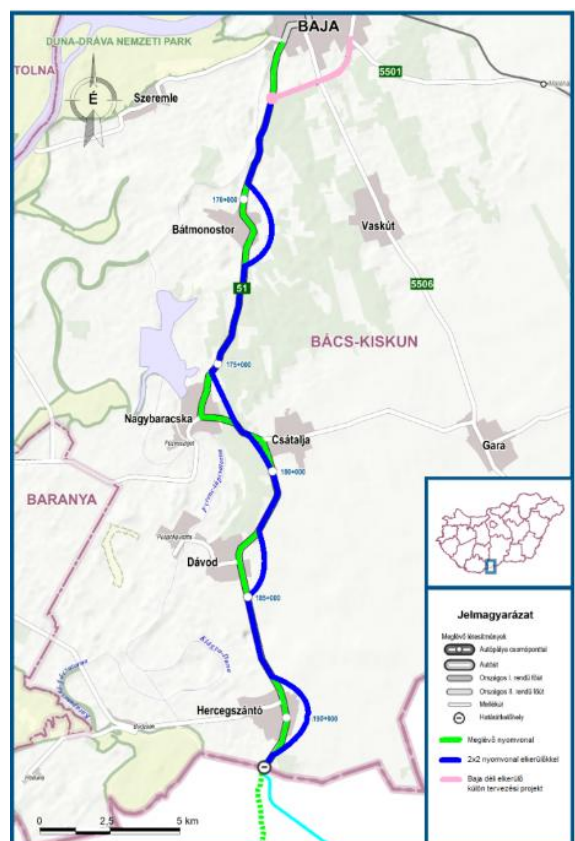


Figure 13. Upgrading the Baja – Hercegszántó – state border section of main road No. 51 into a main road (source: beruhazas.gov.hu.)

- Backi Breg - Srpska Crnja Expressway** (under construction) – the 186 km long expressway called "Smile of Vojvodina" starts from the border crossing Hercegszántó – Backi Breg, passing through the settlements of Sombor, Kula, Srbobran, Becej, Novi Becej, Kikinda, and reaches the Serbian-Romanian border through the village of Srpska Crnja. The first section of the investment, between Backi Breg and Sombor, is expected to be completed by 2026, while the entire route is expected to be completed by 2028.

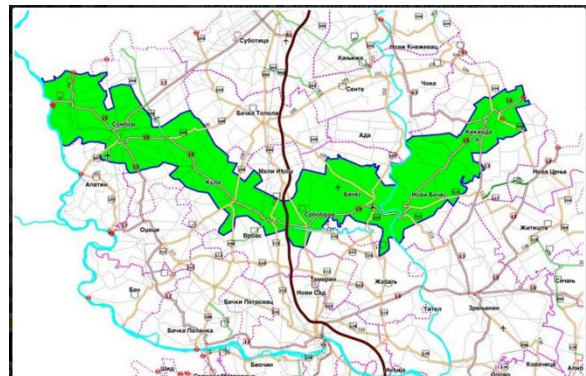


Figure 14. "The Smile of Vojvodina" (source: vajma.info)

- Development of Subotica bypass (Y-junction)** (under preparation) – the expressway section connects the Tompa-Kelebija border crossing with the Horgos-Novi Sad motorway. The capacity expansion of the previously commissioned bypass with the construction of a motorway profile (construction of two additional lanes) is on the agenda, and the call for proposals for the performance of design tasks was published in 2024.

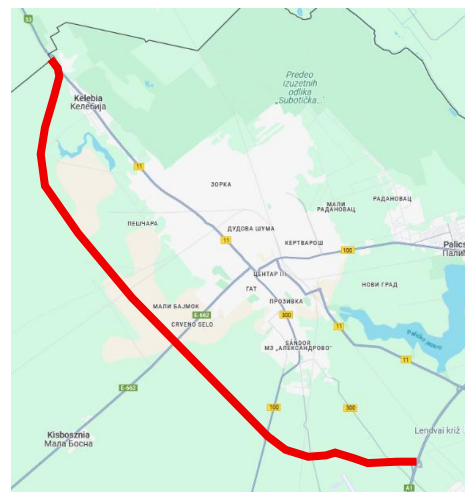


Figure 15: Subotica Y-junction

- Szeged - Röske cycle path** (under preparation) – Construction of a bicycle infrastructure between Röske and Szeged in order to connect the Hungarian and Serbian tourism networks, as part of which the reconstruction of an existing bicycle path, the construction of a new bicycle path and the traffic engineering marking of the bicycle infrastructure are planned.

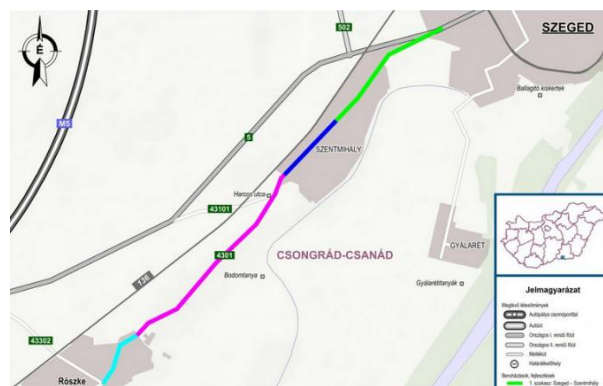


Figure 16: Szeged – Röske cycle path (source: beruhazas.gov.hu)

- **Ásotthalom Cycle Path** (under construction) – construction of an independent cycle path along the connecting road 5511 to the already completed cycle path coming from the direction of Mórahalom and road 55126 connecting to road 5511 leading to the Ásotthalom-Backi Breg border crossing. In connection with the bicycle path, a bicycle rest area with toilets will also be established along the bicycle path leading to the border station (source: palyazat.gov.hu).

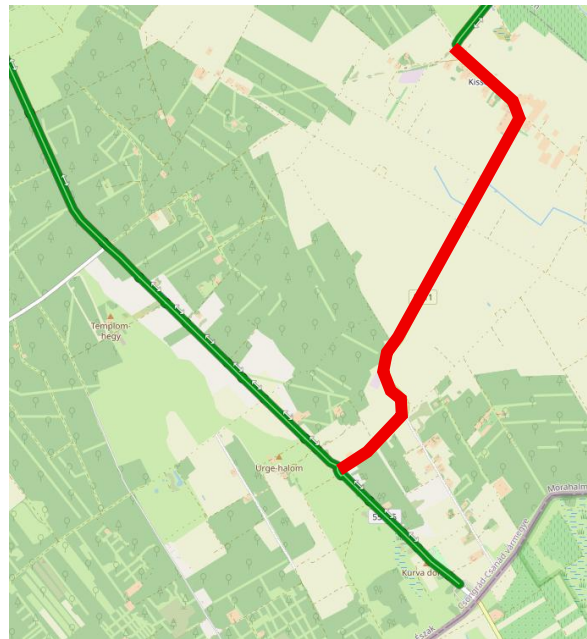


Figure 17: bicycle path along the connecting road 5511 at Ásotthalom

- **Development of the bicycle path between Tompa and Subotica** – the development is being carried out on schedule within the framework of the OPTI-BIKE 3 IPA project. In Serbia, 4.2 km of new cycle paths and a bridge will be built, and in Hungary, 1.5 km of cycle paths will be built along road 53, all of which are connected to EuroVelo 13. In addition to the infrastructure, bicycle storage, service points and an interactive tourist pole will also be established.

2.3.2 Railway border crossings

There are two railway border crossing points on the Hungarian-Serbian border, the Röske-Horgos border station and the Kelebia-Subotica border station under development, of which only the former is in operation. Long-distance passenger and freight traffic between the two countries is normally provided by the Kelebia border crossing on the Budapest-Belgrade railway line. However, during its renovation, this role will be transferred to the Szeged-Subotica line. Crossing the border in Kelebia is currently not possible due to construction works. The characteristics and restrictions of passenger and freight traffic are summarised in the table below.

Name of border crossing	Passenger traffic offer	Freight traffic demand	Opening hours (hours)
Röszke-Horgos (Hu 136-RS No. 201)	5 pairs of passenger trains per day between Szeged and Subotica	6 pairs of freight trains per day	0:00-24:00
Kelebia-Subotica (HU 150-RS 105)	Traffic is suspended due to reconstruction	Traffic is suspended due to reconstruction	Traffic is suspended

Table 3: Railway border crossings on the Hungarian-Serbian border (source: police.hu; purple background: restricted use)

From the point of view of rail crossing, the main developments under preparation or construction of border crossings are as follows.

- **Upgrading the Budapest-Beograd railway line**

The capacity-expansion upgrade of the Budapest-Belgrade railway line will play a major role in making the two countries the freight, logistics and distribution centres of Central Europe and the Balkans. The comprehensive development will provide goods arriving at Greek ports a faster route to the interior of the continent than any other. The investment is still in progress, some parts of it have already been handed over to traffic. In addition to all this, it is not a negligible goal to half the time of rail travel between the two capitals. The railway line is currently completed on the Serbian section and will soon be handed over on the Hungarian side as well.



Figure 18: Budapest-Beograd railway line (source: wikipedia.org)

The **Hungarian section** (No. 150) will be a double-track, fully electrified railway line with a speed of 160 km/h. During the work, stations and stops will be renovated, and new stops will also be established. By 2025, the track will be basically completed, but there are still many tasks to be completed. The border crossing on the track is not ensured and has not yet been opened for rail traffic. It is expected to be commissioned in late early 2026.

The **Serbian section** (No. 30), similarly to the Hungarian section, is a double-track, electrified railway line, but on some sections, it allows traffic at a speed of 200 km/h. The section between Beograd and Novi Sad with a maximum speed of 200 km/h has already been completed and opened to traffic. The Novi Sad-Subotica section was also put into service in 2025.

- **Development of the Szeged-Subotica railway line**

Due to the development of railway line 150, traffic on the line is suspended, the traffic of which was temporarily diverted to the Szeged-Subotica railway line. Thus, the renovation of the railway line, which was previously unused and in poor technical condition, became necessary. The maximum speed allowed is 120 km/h. The line was electrified, and train control, remote control and interlocking equipment were also installed. The stations were renovated as needed. Electrification will reduce travel time, thereby improving the quality of the service. In addition, operational issues that increase travel time (e.g. on the Hungarian side, in the border gate area, where the lack of connection between the level crossing light signals and the signalling system necessitates a 10 km/h speed restriction during the vegetation period due to obscured visibility) still need to be resolved.

The Szeged wye track (also known as the "Szeged Triangle Junction") is one of the key elements in the development of the Szeged-Röszke-Subotica railway line. The aim of the track is to rationalize the flow of international and freight traffic and to provide direct connections to Hungary's internal railway network, primarily in the direction of Budapest-Cegléd-Szeged. Until now, international freight trains arriving from Subotica could only continue their journey towards Cegléd (at Szeged-Rendező station) with a change of direction. With the help of the wye track, they can continue towards the interior of the country without direction change - this reduces travel time and turnaround time, reduces the environmental load and congestion at the Szabadkai út railway crossing. Construction works are currently underway on the Hungarian side, and they are expected to be completed by the end of 2025.

On the Serbian side, the technical handover of the entire section has taken place. Freight and passenger traffic - albeit with restrictions, - has opened.

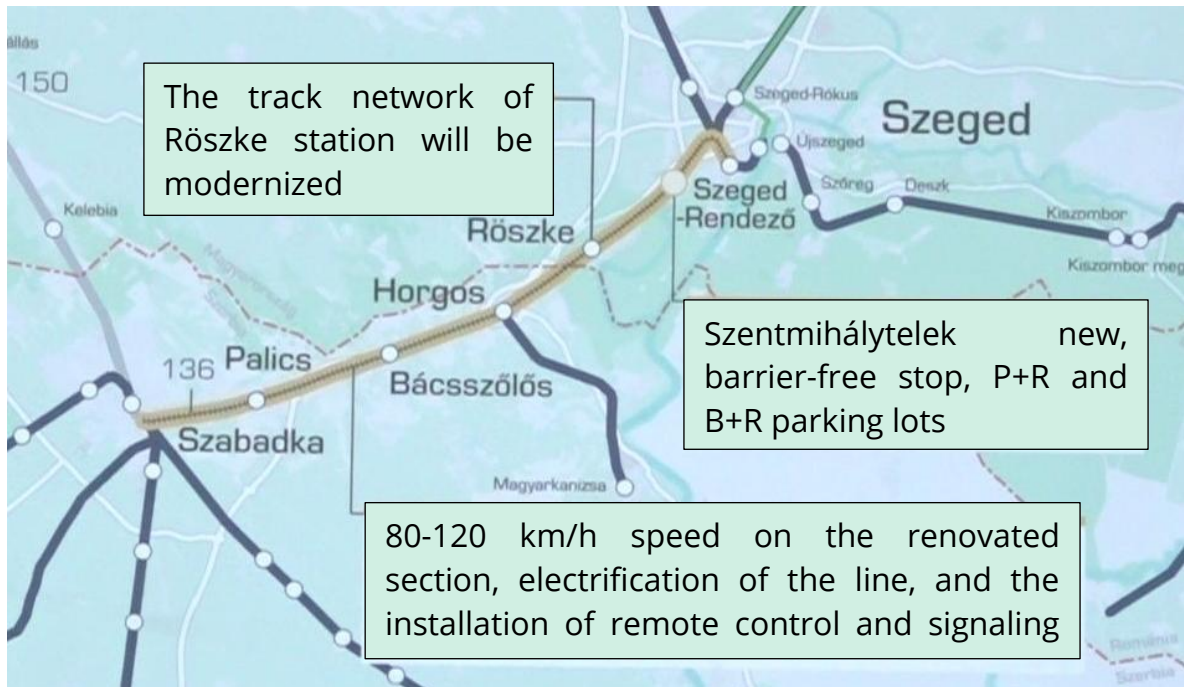


Figure 19: Development of the Szeged-Subotica railway line (source: pannonrtv.hu)

2.3.3 Waterway border crossings

The "first port" principle also applies to shipping, according to which a person or goods must fulfil a procedural obligation when moving within the Schengen area (or other similar unified area) where they first entered the zone. According to this, the relevant primary ports in terms of border crossings are the Hungarian and Serbian border ports closest to the border.

On the Tisza international waterway, the closest to the border is the Port of Szeged, while its counterpart in Serbia is the Port of Kanjiza. On the Danube, the Mohács International Port and its counterpart, the Port of Bezdan are the primary border crossing points.

Of course, there are other important ports that play a role in water transport:

- The port of Baja is located on the left bank of the Danube, the second most important port in Hungary on the Danube-Main-Rhine waterway system. It is a national public port, a border port, where Ro-Ro and Green Terminal operate. The development goals include the creation of a base for combined transport in Southern Hungary.
- On the Serbian side, the port of Apatin on the left bank of the Danube is also of paramount importance. It can be grasped primarily in its regional logistics, industrial and tourism role, especially in the western region of

Vojvodina and due to its proximity to the Hungarian border. It is an important logistical base for the surrounding industrial parks, free trade zones (Free Zone Apatin) and agricultural production (e.g. grain export). The port offers the possibility of multimodal transport (water-road-rail integration), although its development is not yet complete.

The main characteristics of the Tisza border ports are shown in the following table.

Name of border crossing	Traffic restrictions	Opening hours (hours)
Szeged Huszár Mátyás rakpart border crossing point, passenger port	passenger boats, small boats for sports and pleasure purposes, boats, border crossing possible with prior notification	7:00-19:00
Szeged Waterway Border Crossing Point Pool Port Border Crossing Point, Freight Port	cargo ships and passenger ships, small boats for sports and recreational purposes, boats, if the floating structure on the Huszár M. quay cannot be used due to high water level, but the Tisza is navigable, border crossing is possible with prior notification	7:00-19:00
Kanjiza Water International Border Crossing	Smaller passenger boats, sports boats, small boats, motorboats, border crossing is possible with prior notification	7:00-19:00

Table 4: Tisza waterway border crossings on the Hungarian-Serbian border (purple background: restricted use, source: police.hu; Act IV of 2012.)

The main characteristics of the Danube border ports are shown in the table below.

Name of border crossing	Traffic restrictions	Opening hours (hours)
Mohács Water Border Crossing	passenger ships, small boats for sports and recreation, boats, cargo ships	0:00-24:00
Bezdan International River Crossing	passenger ships, small boats for sports and recreation, boats, cargo ships	0:00-24:00

Table 5. Danube water border crossings on the Hungarian-Serbian border (source: police.hu; Act IV of 2012.)

In accordance with the above, crossing the border on the Tisza River is made more difficult by the fact that it is only possible to cross the border with prior notice, while in the case of the Danube there is no such problem. Note, that the floating structure of the border port of Kanjiza does not have a

superstructure, so the premises necessary for border control are not available in the port.

From the point of view of waterway crossing, the preparation and construction of the new Tisza lock planned in the area of Novi Becej is worth mentioning. The goal of the construction of the lock is to drastically increase water traffic and quadruple freight transport. It will have a capacity twice of the current one and will be able to accommodate two ships at a time. The development is not only intended to serve and generate freight traffic but also aims to increase passenger traffic and tourism traffic. The preliminary design documentation is expected to be completed by the end of 2025.

3

Summary of workshops

The Secretariat for Regional Development, Interregional Cooperation and Local Self-Government of the Autonomous Province of Vojvodina organized four thematic workshops in Serbia as follows:

- Novi Knezevac, 04.04.2025 – road transport
- Sombor, 11.04.2025 – cycling
- Subotica, 14.04.2025 – rail transport
- Kanjiza, 28.04.2025 – inland waterway transport.

Within the framework of the workshops, problems related to border crossing and their solutions were explored according to the given mode of transport with the participation of the administrative bodies, municipalities and NGOs present.

At the workshops, a questionnaire was distributed to all participants, in which the given problem and its proposed solution could be briefly recorded for each border crossing. The content of the questionnaires was processed and incorporated into the suggestions collected based on the workshops.

Memorandums were prepared about the workshops, which contain the most important findings. It should be noted that during the consultations, ideas and statements not related to the topic related were also presented which were taken into account in the summary in accordance with the content. The memorandums are included in Chapter 6 (Annexes) of the study.

Based on what was said at the workshops, the problems related to border crossings by road, rail, water and bicycle on the Hungarian-Serbian border section were summarized, taking into account their interrelations. Most of the problems were identified by representatives of local governments, speaking on behalf of the users. No other surveys were carried out during the work and the presence of stakeholders participating in the workshops was not complete, so the frequency of the emergence of certain problems and their motivation on the Serbian or Hungarian side cannot be decisive. Some of the

problems are of general nature, they cannot be linked exclusively to individual border crossings, so they are not shown in a map. The geographical location of the problems belonging to the other group is defined, and they can only be interpreted in relation to certain border posts. Based on these, the four problem maps presenting the problems according to the four modes of transport were prepared, which are supplemented by a description of the problems not related to the location or certain border crossings.

The first draft of the study prepared on the basis of these workshops was reviewed and commented by the stakeholders at four thematic workshops organised in Hungary by DKMT Nonprofit Public Benefit Ltd.:

- Szeged, 19 January 2026 – rail transport
- Szeged, 20 January 2026 – road transport
- Szeged, 20 January 2026 – inland waterway transport
- Tompa, 27 January 2026 – cycling transport

The proposals have been directly incorporated into the study. Summaries of the workshops focusing on the problems and anomalies of border crossings and their proposed solutions, as well as a summary of the problems, can be found below.

3.1 Road transport

Border traffic is hectic even on a daily basis, as a result of which congestion can occur not only during periods of high traffic, but also on weekdays, which increases waiting times.

The purpose of the local border crossings is to ensure, maintain and strengthen the social, cultural and economic relations of the neighbouring settlements. Their task is to manage local border traffic. Nevertheless, it is periodically necessary to divert more international traffic to these points. The reason for this is that the major border crossings were not designed for the current traffic, and their capacity is temporarily exhausted.

From October 2025, a new Single Border Control System (EES) was introduced. After the time-consuming pre-registration, border crossings will be fast at any external border of the EU.

In addition, a new procedure will be developed for the control of commuters on the Hungarian side, which will affect all Serbian or Hungarian citizens who

cross the border at least twice a week. Once registered, the facilitated verification (after facial recognition) will only take a few minutes.

The amendment of the Border Traffic Convention is in progress. In this case, the powers and competences of those who act in the different opening hours of border crossing points open for limited hours will probably be modified in such a way that decisions on the different opening hours of border crossings will not have to be initiated and made through diplomatic channels, but the local body would be given the decision-making power at the regional level, and even in the case of smaller border crossings. This results in faster decisions on the opening hours of the crossing points and the nationality of those who use them, which are more flexibly adapted to needs.

On behalf of the Government of the Autonomous Province of Vojvodina, a study and related surveys are currently being carried out within the framework of the project to determine the operational characteristics of the border crossings at the border posts of the Serbian-Hungarian border.

Border control is time-consuming, as the previous control based on risk analysis has been replaced – due to Schengen external border requirements – by the more time-consuming total customs control. A decision may be taken at government level to reintroduce a control method focusing on the control of groups posing a risk, which could reduce waiting times at borders.

Due to the lack of human resources at border crossings, the available lanes cannot always be opened despite traffic demands. Low capacity-utilization leads to congestion. As long as the full use of the potential capacity of the available infrastructure cannot be ensured, developments aimed at capacity expansion are questionable. In addition to providing a workforce, better work organization can help with this. Following Romania's accession to the Schengen area, part of the Hungarian personnel from the Romanian border section was deployed to the Serbian border, which is expected to alleviate the problems indicated by those affected.

The management of border traffic is sometimes unbalanced, the work of the Serbian and Hungarian authorities is not fully coordinated (e.g. there are more open lanes on one side than on the other). This reduces the operational efficiency of crossings and causes congestion. Better collaboration and coordination between the bodies of the two sides is needed.

To avoid congestion at certain border crossings, which are often unpredictable, and to make optimal travel decisions, travellers should be

aware of the actual traffic at the border crossing points. A solution to this could be if there were cameras with online access at all border stations, based on the data of which some applications could help travellers to choose the right border station most suitable for crossing the border in a given period.

It was raised whether it would be possible to introduce an accelerated border crossing with automatic checks (e.g. facial recognition, etc.) only for Hungarian and Serbian citizens, for those who regularly cross the border, after prior registration. Border crossing points dedicated to Hungarian and Serbian citizens cannot be operated. Automatic crossing for a restricted circle of citizens¹ is not possible under European legislation, because every EU citizen must be provided with the opportunity to cross the EU border.

3.1.1 Comments on the operation of border crossings

Kübekháza-Rabe

The new building of the border station was handed over at the end of 2024, no further development intentions are known. However, the road leading from Szeged to Kübekháza has not yet been renovated. There are also no available development funds, although the design documentation has been completed.

It was suggested that new financing opportunities like the previous IPA program should be sought for the renovation of the road leading to Kübekháza. It was a major help to those crossing the border if they were informed of the current traffic situation at the border station which can be easily implemented with live cameras (e.g. online via the BorderWatcher application) installed at the border stations (not only at the Kübekháza-Rabe border crossing).

Tizasziget-Djala

In the region, the road network on the Serbian side is satisfactory, but on the Hungarian side of Tizasziget, the urban sections are narrow, the condition of the road surface is inadequate, and it is difficult to approach and leave the

¹ Legal background: REGULATION 2016/399 on the Union Code on the rules governing the movement of persons across borders (Schengen Borders Code); Regulation (EC) No 1931/2006 laying down rules for small border movements at the external land borders of the Member States and amending the provisions of the Schengen Agreement

border crossing point. The development of the road is not in the pipeline. There is no dedicated bicycle crossing at the border, although bicycle infrastructure reaches the border crossing point on both sides.

The need to build a bypass or widen the existing road at Tizzasziget was raised, as well as the possibility of introducing a common control system. The extension of the opening hours of the crossing and the development of the bicycle crossing is also among the recommendations.

Röszke–Horgos 2 (main road) border crossing

The border crossing point is of paramount importance for commuters in the area. The opening hours are currently 04:00 to 23:00, but cars are lined up from the morning so that commuters can get to their workplace on time. This results in congestion in the morning, and vehicles waiting along the road obstruct traffic. The control area for pedestrians and cyclists having priority is not separated from vehicle traffic, which slows down the control (e.g. when the border bus arrives, about 35 people are checked, interrupting the control of cars), and in addition, on the Hungarian side, the public lighting does not work between the bus stop near the border and the crossing point. This creates a risk of accidents in the winter months, especially since there is no pavement leading to the border. On the Serbian side, on the other hand, the bus only runs as far as Horgos.

The operating rules of the border post are not known to everyone, so there are also unsuccessful border crossings, which cause congestion and at the same time a significant loss of time for the affected passengers.

To reduce the poor capacity utilisation experienced, the border guards promised to provide a sufficient number of staff in the future and to open and group the lanes in a way that is better adapted to the traffic.

The development of the border crossing is under preparation, during which the opening hours will be extended, and the bus traffic will be secured.

The permanent extension of opening hours, the creation of a bus lane, the separation of bicycle and pedestrian crossings from vehicle traffic, as well as the implementation of sidewalk with appropriate street lighting and the establishment of parking spaces are among the proposed solutions. In order to help commuters, the launch of Serbian bus service along the border should also be considered, especially since a bus lane is expected to be established on the Hungarian side, which also needs to be continued on the Serbian side.

There is also a need for extensive information on the operating procedures at the border crossing point and for easy access to information.

Röszke-Horgos 1 (motorway) border crossing

At the crossing with the highest traffic, the infrastructure has recently been developed, which primarily affected traffic management. The misclassification of EU and non-EU citizens in front of the border post causes problems in the operation, which results in control procedures that are a hindrance for those who are correctly classified.

The solution to the problem is the development of the traffic management system, and the targeted and efficient provision of information to passengers in order to ensure short and smooth conduct of border crossing procedures.

Ásotthalom-Backi Vinogradi

The crossing is used to a significant extent for commuting, especially during the summer and holiday periods. Most of the people here would cross by bicycle or motorbike early in the morning, but the crossing only opens at 07:00. Nevertheless, all available lanes will only be opened in the event of significant congestion. The operating regime of the border station is not widely known to everyone here either, so it happens that the traveller has to be turned back, which means congestion and, last but not least, a significant loss of time for the person concerned.

Road 5511 between Ásotthalom and Mórahalom is outdated, the road surface is in poor condition. The road renovation plan has been completed, but the planned bus service that may start in the future has not yet been taken into account. Road 5509 j., which is often used by foreigners and provides access to Tompa from the direction of Ásotthalom, is in poor condition and needs to be renovated and developed. Parking lots do not operate in connection with the border stations, so cars waiting to cross the side of the road from Ásotthalom often obstruct road traffic 5511 j. towards Mórahalom. The crowd waiting can cause public safety and public health problems.

It is not possible to reach the border directly by bus either on the Serbian or the Hungarian side, it is only possible from the remote bus stop at the cost of a long walk. On the Hungarian side, the cycle path is not lit, which can cause public safety problems in the winter period. Pedestrians and cyclists have the right of way when crossing the border, but as a result, this may temporarily slow down the border crossing by vehicle: mass checks of pedestrians and cyclists in the common control lane hinder border crossing by vehicle.

Proposed solutions include the permanent extension of the opening hours of the border crossing, at least from 05:00 to 23:00, the establishment of a control lane reserved for EU citizens, the reconstruction and development of roads 5511 and 5509, the establishment of parking lots, the launch of a direct bus service reaching and possibly passing through the border station with the implementation of the necessary bus stops, turnarounds, etc., the provision of public lighting between the current bus stop and the border crossing point and the installation of a camera system for public security purposes in the vicinity of a border station. The hygiene needs of waiting travellers are met by the rest area built alongside the cycle path.

Tompa-Kelebija

The crossing point manages extensive international freight traffic, with hundreds of trucks parked in the surrounding public areas on weekends, with no official parking space. The infrastructure of the border crossing is outdated, although some of the improvements have already been made (NAV X-ray, checkpoints, parking system). The environment of the border crossing is neglected, and the municipality does not have enough resources to properly handle the problems arising from the traffic at the border crossing point.

The preparation for the new Tompa-Kelebija 2 border crossing point is underway which will result in a significant increase in capacity and will also relieve the existing border crossing point (Tompa-Kelebija 1). The city **lacks** relevant information and details. As a result of the development, the number of lanes will be increased to 5 and it will also enable buses to cross the border. The significance of the new border station will be increased by the construction of the Subotica Y-branch bypass with a motorway profile, which will end in the area of Kelebija. In Hungary, the development of the M9 expressway and the Mohács Danube bridge, which will create a connection between the M6 expressway and main road 51, will also increase the importance of the construction of the Tompa-Kelebija 2 border crossing.

Bácsalmás-Bajmok

The opening hours of the crossing are short, and it does not fully satisfy the demand. Today, verification is underway on both sides, which is a time-consuming process. On the Serbian side, the state of the infrastructure is poor, so joint control could be established on the Hungarian side in order to speed up the crossings. In the long run, the border station could be developed by building another lane.

The above investments, together with the expansion of the opening hours may reduce the time required for border crossings.

Bácsszentgyörgy-Rastina

The crossing has little traffic, where congestion has rarely been experienced so far. The station is working well, but in the future, it is expected to manage more traffic during the development of the Hercegszántó–Backi Breg.

Hercegszántó–Backi Breg

The permit designs of the border crossing point under major development have been completed, and the next step is to launch the public procurement procedures. The place of the border intersection has already been defined. The joint control will not be implemented here, but its capacity will be comparable to the Tompa border crossing. At international and regional level, it will be accessible via the M6 and M9 motorways. It will play a significant role in managing freight traffic. Due to its network connections, a traffic reduction effect is expected not only at Tompa but also at Rösztke. The new transit route planned in Vojvodina will also be connected here, which will increase its importance.

The development is expected to provide significant freight traffic capacity, thus relieving other crossings as well.

3.1.2 Summary of the problems of motor vehicle border crossing

Border crossing is a slow, cumbersome and unpredictable process with uncertain time requirements, which is a nuisance for commuters and tourists as well. Border crossing traffic is hectic, not only during busy periods (vacations, holidays, etc.), but congestion can occur at any time, on an average day. The situation can be traced back to several reasons.

The control procedures applied during the crossing are lengthy and require substantial time in themselves. Accordingly, the work schedule of the border station is determined in a way that the full-capacity opening of the border crossing can only take place alongside the emergence of significantly longer waiting times, which are already difficult for travellers to accept.

Experience shows that part of the lengthy waiting can be traced back to the internal working regime and organization of the given border station, which is not sufficiently adapted to the situation, as well as to the inadequate coordination by the Serbian and Hungarian bodies.

At most border crossing points, the limited opening hours that are not adapted to the needs alone reduce the throughput capacity and, in addition to causing daily problems for a significant number of travellers, also contribute to increasing congestion.

The shortage of staff at border stations can also be a problem during periods of average traffic, but in the event of an increase in traffic, the overload resulting from the lack of manpower and the increase in waiting times are exponentially experienced.

The level of service at border crossing points and border crossings is fundamentally determined not only by the waiting time and the condition of the infrastructure, but also by the behaviour, helpfulness, politeness, the service provider's approach in short, which needs to be developed.

The volume of border crossings due to commuting has increased across the Serbian-Hungarian border and this is expected to further increase as a result of significant job-creating investments (e.g. BYD) on the Hungarian side. The current service at the border crossing points is not satisfactory for commuters, it does not provide sufficient guarantees that they will be able to get to their workplace and get back to their homes with the least possible loss of time.

The previously frequent errors in the IT system essential for the operation of border police have been significantly reduced by the introduction of the Entry/Exit System (EES), and consequences of potential failures are being mitigated by temporary IT solutions applied by the border authorities.

Only two of the border crossing points – Röszke-Horgos 1 and Tompa-Kelebija – allow border crossing without restrictions. Due to regular congestion, many people are looking for an alternative route to cross, but they are often not aware of the conditions, the rules for the targeted crossing are not well known, and sometimes they are not entitled to cross. The lack of information forces travellers to make unnecessary and time-wasting trips.

The problems identified for each location - not affected by the preparations or ongoing developments - are illustrated in the figure below.

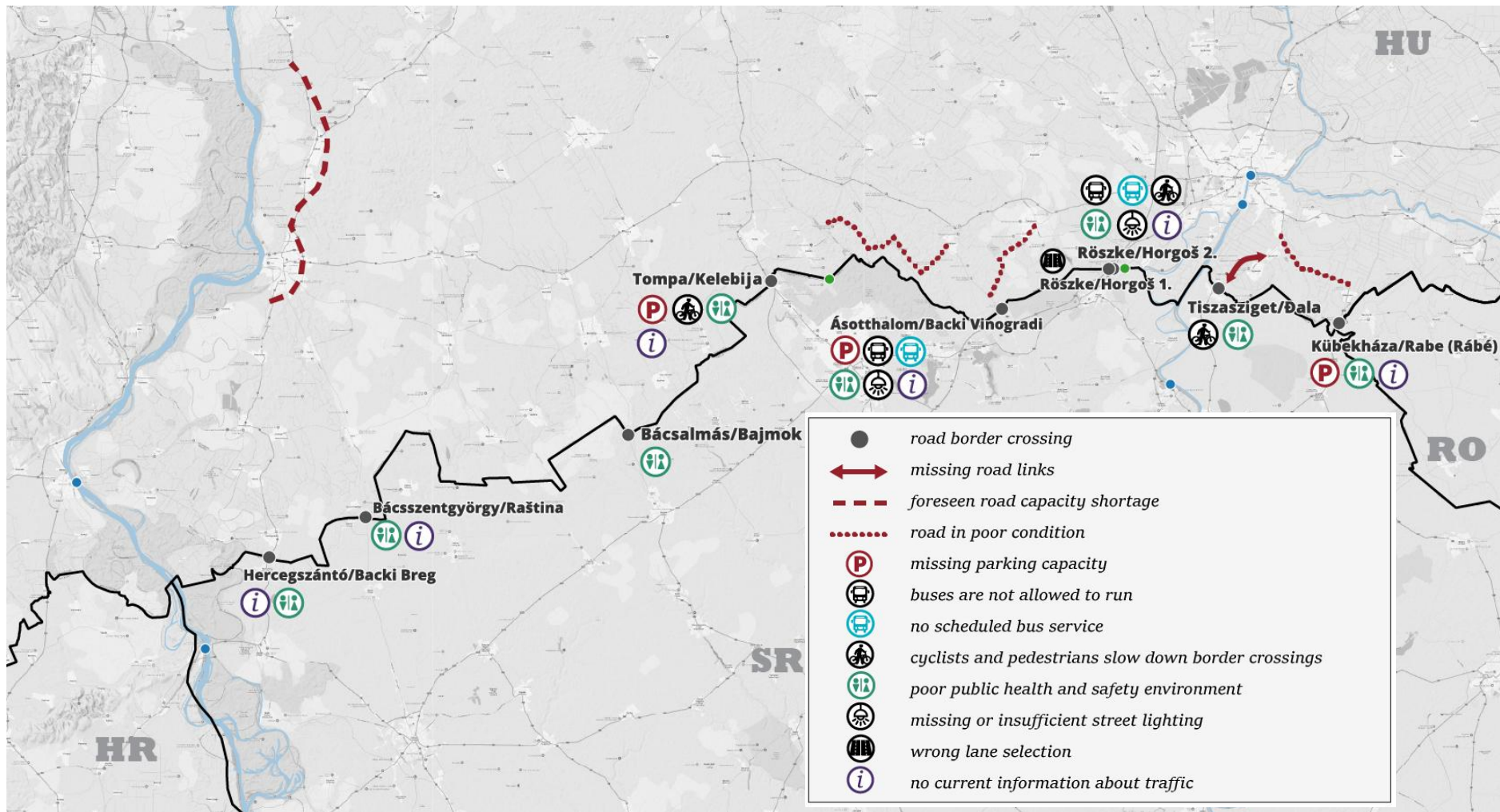


Figure 20: Problem map of road border crossing based on the workshop

3.2 Rail transport

Adequate railway connections create opportunities to develop cultural, tourism and economic relations between the two countries. Therefore, the role and operation of the national railway organisations is crucial. The organizational transformation of MÁV Zrt. meant a decisive change in the development and operation of the Hungarian railway. The central organization of MÁV Zrt. was established and MÁV Pályaüzemeltetési Zrt. (infrastructure management) has been separated from it including six directorates with regional competencies. They are responsible for the management of rail transport, through the organizations responsible for track operation and infrastructure investments. The Hungarian Ministry of Construction and Transport is responsible for the policy decisions.

The development of the railway connection between the two countries is not without precedent, as the reconstruction of the Szeged-Subotica railway line was carried out years earlier by the designs prepared for DKMT and the Government of the Autonomous Province of Vojvodina.

The European border registration system, the Entry/Exit System (EES) virtual passport introduced this fall will affect the entirety of cross-border railway transport by eliminating the relevance of physical passport. It implies the introduction of additional control obligations, due to which the current 30-minute downtime cannot be reduced. It is connected to citizens in a biometric way. When a third-country national enters the EU for the first time, his biometric (facial image, fingerprint) and written data must be recorded. In the first period, this process can increase the waiting time by an average of 2.5-3 times. The Entry/Exit System (EES) is an EU-wide IT system that records the entry and exit data and certain biometric data of third-country nationals. It does not replace passports. After the check, a virtual stamp is recorded by the central server allowing the citizen to cross the border. The pilot use of the system proves viability and expedience. The check will not be automatic, the human assisted check will be maintained.

The determining factor of the competitiveness of rail transport is the loss of time at the border. This can be mitigated by reducing the number or time of border checks.

3.2.1 Comments on the operation of individual border crossing points

Újszentiván-Djula planned

The revival of the Szeged-Timisoara railway connection would be useful from a touristic and other social and economic point of view. A study will be carried out to elaborate possible railway route alternatives. The planning is a key strategic project of the Hungary-Romania Interreg Programme. DKMT NK Kft. is the project leader, while the project partners include the Timis County Council and the Municipality of Csongrád-Csanád County. The connection is basically possible by direct Hungarian-Romanian border crossing or on the old Szeged-Kikinda-Timisoara route. The latter would also affect Vojvodina. Based on the study, the countries concerned will jointly decide for which option the detailed technical designs shall be developed.

The construction of the Baja-Dombóvár railway line connecting to the Szeged-Subotica-Bácsalmás-Baja railway line was considered as a related development outside the Euroregion, reaching Pécs and then running up to Rijeka. From Timisoara, a railway line could be built to Resica to Constanța. This would create the Timisoara-Kikinda-Szeged-Subotica-Baja railway line, a railway axis connecting the DKMT areas, a Romania-Serbia-Hungary-Croatia axis between the Black Sea and the Adriatic Sea.

Röszke-Horgos

As a result of the reconstruction, freight transport was launched in 2022 and passenger transport in 2023 at the Röszke-Horgos railway border crossing – mitigating the effects of the restrictions imposed on the Budapest-Beograd railway line and due to the development of the Békéscsaba-Lökösháza line, as well as that of the traffic restrictions introduced at Biharkeresztes. This also strengthened regional relations.

The development of the Röszke-Szeged railway line on the Hungarian side of the border crossing includes the construction of a wye track between Kiskundorozsma station and Röszke in order to avoid congestion at the city's road crossings, which is expected to be completed by the end of 2025. The travel time between Szeged and Subotica station is 94 minutes. Currently, 6 pairs of freight trains are running on the wye track until midnight.

As a result of the coordination of the work of the Serbian and Hungarian authorities, the downtime of each train is now 30 minutes, which cannot be shortened any further, especially with regard to the checks imposed at the Schengen border. Although the authority can only handle one train at a time,

due to its free capacity, it is possible to receive more trains than at present. There is no problem during the check, there is no need to worry about the appearance of migrants.

The completed technical design of the Szeged-Subotica railway line is currently below the previously planned (electrified track with a track speed of 120 km/h and the corresponding safety equipment). There is no railway operation, technical obstacle to achieve higher technical standards, a policy decision is required.

Compared to the travel time between Subotica and Szeged stations, the time required for border control is significant, which makes the railway less competitive compared to road transport. However, due to the Schengen border, border control cannot be abandoned. The situation is made more difficult by the fact that, according to Serbian expectations, it is also a task to provide suburban railway services up to Subotica. This is especially difficult in the case of passengers departing from Hungary, passing through Serbia and arriving in Hungary at the new Csikéria-Subotica railway border crossing, where two border crossings would take place. In order to save time, several proposals and solutions have emerged to reduce travel time on the Szeged-Subotica-Bácsalmás-Baja railway line:

- the duration of the procedure can be shortened by introducing a joint Hungarian-Serbian control;
- inspection on the train, which, according to the expert opinion, is not feasible from an IT point of view;
- Launch of an express train between Szeged and Subotica, which does not stop at any other places;
- in Szeged and Subotica, the establishment of a terminal at the station, where control could take place through automated gates;
- launching trains with closed and open carriages to meet the needs of the suburbs, where passengers in closed carriages could only get on and off in Hungary, and launching a closed train to serve long-distance transport, which can be left for passengers departing from Hungary, passing through intermediate stations without stopping, only arriving in Hungary. This would save one check.

- In Serbia, feeder service to the Subotica–Szeged railway line for passengers living in the region could be ensured by the reconstruction of the Becej–Ada–Senta–Kanjiza–Horgos railway line

Csikéria-Subotica planned new border crossing

As part of the Szeged – Subotica – Bácsalmás – Baja railway line, the permit designs for the Subotica-Bácsalmás-Baja railway line and the amendment of the related urban zoning plans of the affected settlements were completed a few years ago. The design of the new Csikéria-Kelebija railway border station, which is part of the line, has a building permit. The funds thus available would provide an opportunity for the Subotica-Bácsalmás-Baja railway line to be completed building first the still missing Subotica-Csikéria-Bácsalmás section together with the border crossing. The Ministry of Construction, Transport and Infrastructure of the Autonomous Province of Vojvodina is responsible for the preparation of the Cikeria-Subotica railway line, within the framework of which the study plan for the Cikeria-Subotica railway border station is currently being developed. There are currently no funds for the implementation of the railway line, the priority is to complete the development of the Beograd-Budapest railway line in Vojvodina.

Kelebia-Subotica

The development of the Budapest-Beograd railway line began in 2022, as a result of which travel time between the two capitals will be halved. In Serbia, the design speed is 200 km/h, while in Hungary it is 160 km/h. On the Hungarian side, the railway track has already been completed, and completion is expected in mid-2025. On the Serbian side, the section between Beograd and Novi Sad-Subotica is already in operation and carries significant passenger traffic. From Beograd, Subotica can be reached in about 80 minutes, while Budapest will be reached in less than 3 hours. The rolling stock has been ordered, and new, modern trains are already running between Beograd and Novi Sad. The Governments of Serbia and Hungary are working on a common standard for border controls, which envisages permanent controls. At the new border crossing, the new border registration system will already be operational, people will be checked together, while freight trains will be in Beograd and Budapest. The expected inspection time will be 30-30 minutes here as well.

3.2.2 Summary of the problems of border crossing by rail

In addition to nine road border crossing points, there are only two railway border crossing points on the Serbian-Hungarian border, of which only the Röske-Horgos border station is currently in operation. The availability of rail services is limited at the border.

Compared to the individual train journey times, the time required for border crossings and border controls is significant. As a result of the cooperation between the Serbian and Hungarian authorities, the duration of the control procedures at the Schengen border has been reduced to a minimum of 30 minutes, which is not expected to be reduced further. However, this is too long, especially if we take into account the 2 border crossings on the Szeged-Subotica-Baja line and the four border crossing points on the Timisoara-Kikinda-Szeged-Subotica-Baja line. The loss in travel time, together with other constraints (timetable, non-door-to-door travel, comfort, etc.), further reduce the competitiveness of rail transport.

Border control on train could save time, but the suitable and reliable technical conditions (e.g. internet connection) are not yet available.

The problems identified locally but not targeted by current preparations or ongoing developments are illustrated in the figure below.

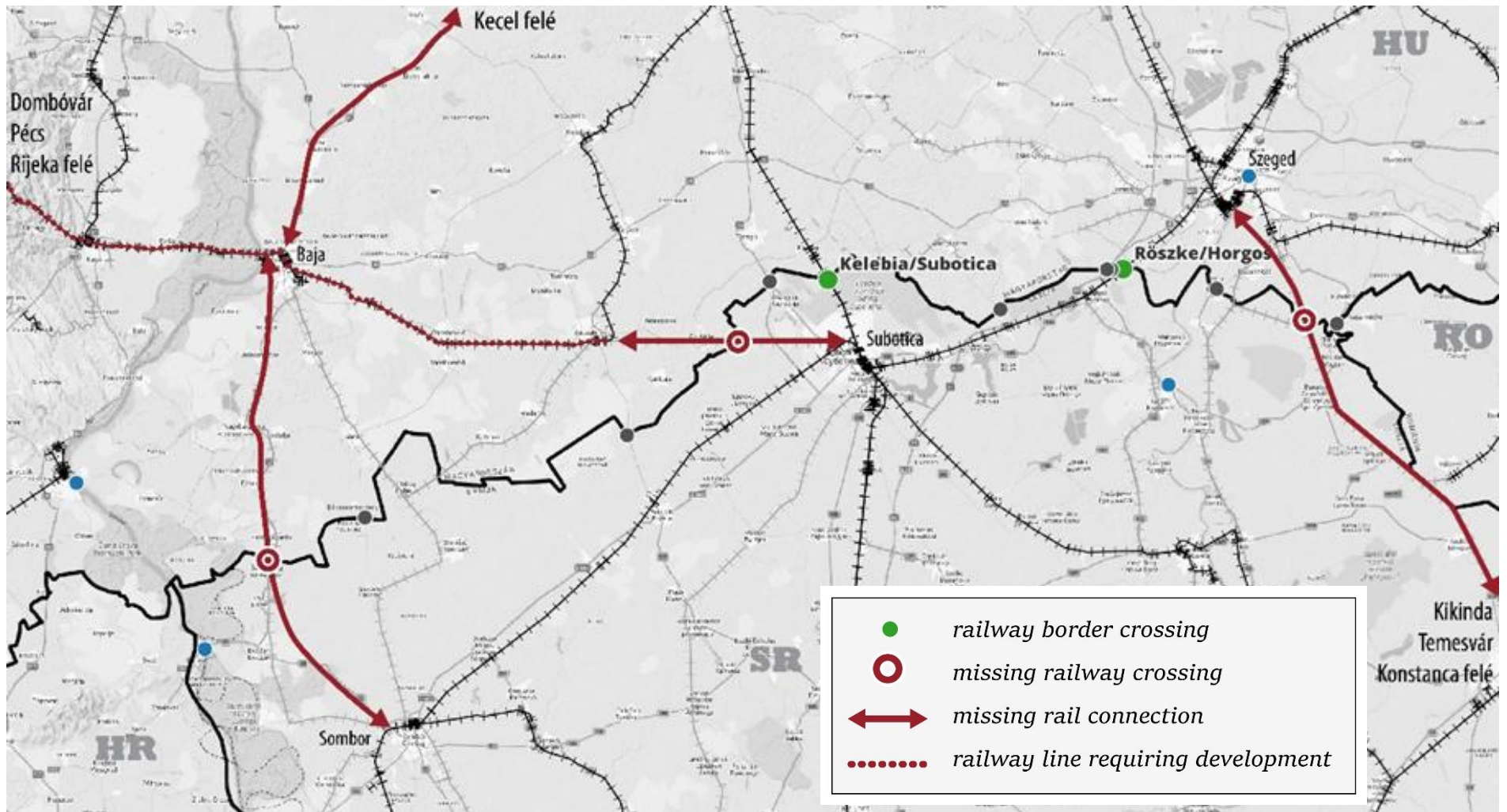


Figure 21: Problem map of railway border crossing points based on the workshop

3.3 Waterway transport

In the development of Serbian-Hungarian waterway transport relations, many challenges still await the two countries. The launch of regular passenger and freight traffic on the Tisza and the Danube is of paramount importance, the key element of which is the infrastructure and service level of the border ports. The result of the joint work of the past years is the implementation of the ports of Szeged and Novi Knezevac on the Tisza (Across the Tisa, lead partner of the project, project partners: Government of the Autonomous Province of Vojvodina, ATIVIZIG, CSMRFK and Kanjiza) and the declaration of the Tisza as an international waterway.

On rivers, vessels are inspected at the "first port" site. If they want to dock further away, e.g. on Novi Sad, the ships will be turned back. On the Serbian side, there is limited staff available at the water border crossings, which reduces the time of availability and the level of service at the crossing.

Tisza River

The touristic potential of the Tisza is not being exploited, which can be improved with further developments. On the Hungarian side of the river, with the support of local governments, further connected bicycle paths, pontoons, boat launching points, etc. are expected.

The joint strategic project "Make River Tisza Great Again" was submitted by ATIVIZIG together with the Autonomous Province of Vojvodina and DKMT NK Kft., which aims to develop cross-border water tourism attractions in Szeged, Kanjiza, Becej and Novi Becej, the project is currently under evaluation.

The implementation of a new lock in the area of Novi Becej is under preparation. The current lock can only accommodate one ship at a time, which reduces the efficiency of freight traffic, while the planned new lock will allow the passage of two ships at the same time. Ship traffic is small, currently only 23 boats pass through the lock every day, of which a negligible number continue in the direction of Hungary. The development is expected to not only serve the transport of goods but would also contribute to the launch of passenger traffic and tourist boat services, which would also help to strengthen tourism in the region. The preliminary design documentation is expected to be completed by the end of 2025. In addition to the lock, the development of ports suitable for the reception of cargo ships, passenger ships and tourist boats is also necessary.

Crossing the Hungarian-Serbian border is only possible with prior notice, so that the competent authorities can check the ship, the travelling persons and their documents. This makes border crossing by water difficult and bureaucratic, e.g. compared to border crossing by road or rail. However, the procedural rules are not clear (e.g. to whom and how to submit the notification), which creates uncertain situations for border crossers. Navigational information is not well known, especially in the field of leisure shipping, so promoting it and ensuring its easy accessibility is essential for smooth and increasing border crossings.

As long as border crossing is only possible with prior notice, no significant traffic can be expected. It is recommended to ensure the possibility of crossing the border from sunrise to sunset continuously, without prior notice. After that, it is worth making only the developments that generate river traffic.

In Serbia, according to the regulations in force, all floating vehicles, except rowing boats, must be registered. The Hungarian practice is more permissive, only the vehicle needs to be registered above certain parameters and insurance is not mandatory in the case of smaller boats. As a consequence, the Serbian authorities sometimes turn back the ship arriving from Hungary. The different registration and insurance practices between Serbia and Hungary are a significant problem when crossing the border.

It would be useful to have a common overview, clear definition, harmonisation and public publication of all procedures related to waterway border crossings.

Danube River

Waterway traffic on the Danube is significantly more intensive than on the Tisza, but in the vicinity of the border, tourism traffic is negligible. The Schengen border port operates in Mohács, where border crossing is managed smoothly.

There is no exact data on cruise ships, that represent the vast majority of tourist traffic. At low water levels, it happens that they dock in Kalocsa, while Baja is only considered a mooring option.

Port authorities presumably have data on cruise ships that occasionally dock at local ports. According to the practice, passengers spend the night on the Serbian side on the spot, then continue their journey by yachts, sailboats or smaller motorboats. The details of the short-distance cruises are not known, while the longer routes along the Danube are registered.

Ferenc Canal

The Ferenc Canal along the Danube, which also crosses the border, provides a water surface mostly suitable for rowing, kayaking. In line with this, the Municipality of Bács-Kiskun County in cooperation with a few municipalities submitted an application for tourism-type development involving the canals. Within the framework of the project the goal is to build new piers offering advanced rowing opportunities on the affected canals.

On the relevant section of the feeder canal between the Sebesfok lock near Bezdan and the Deák Ferenc lock in Baja, it would not be a problem to allow cross-border water transport. On the Hungarian side, the canal is not navigable for larger boats except rowing vessels. On the Serbian side (Bajski kanal) a motorboat can also navigate but only with an electric drive due to nature conservation requirements. On the Serbian side, the Baja Canal (Serbian name for the Ferenc Canal) is connected to the Serbian Velká Backa Canal, as a lock has been built, so in theory it is possible to navigate up to the border from the direction of Bezdan. However, there is no border crossing point where the canal crosses the border and there is no road link to it, so border crossing on the Ferenc Feed Canal is not possible disabling the implementation of any cross-border tourism project.

3.3.1 Comments on the operation of border ports

Szeged

The port authority operates a freight and a passenger border crossing point at Szeged on the downtown section of the Tisza and at the Szeged Basin Port. Traffic is moderate, with 185 vessels crossing the state border in 2024. Border crossing is possible after prior notification by telephone then the port authorities notify each other. In the case of freight traffic, the Border Police Authority shall carry out the document checks, the Customs and Finance Guard checks on the goods, and the Police and Water Police shall carry out the checks on the vessels and their drivers and crew jointly at the same time on board. In the case of passenger traffic, the inspection is carried out at the border crossing point in the city centre of Szeged, where several vessels of different sizes may dock.

From 2015, the border crossing will operate from 7 a.m. to 7 p.m. In the winter period, due to the early darkness, the opening hours does not support the implementation of checking. Freight traffic has been adapted to the circumstances.

The problem is that communication is difficult and the flow of information between the authorities is often delayed. It happens that Serbia does not accept boats, they turn them back because they have not been registered.

The Port of Szeged, which is connected to freight transport, is currently operational and with its direct railway connection, it can manage significant freight traffic if required.

The introduction of a scheduled boat service on the Senta-Kanjiza-Szeged route has been raised, which could be useful for tourists, commuters and students as well. Based on the assessment of user needs, it is worth clarifying the feasibility of the boat service in a study.

Kanjiza

There are four border crossings in the area of Kanjiza, one of which is the Tisza border port. The maintenance and operation of the pontoon of the border port is uncertain, it is the responsibility of the local government, whose budget does not provide adequate financing. There is no higher-level regional body that would actually perform the tasks and take on responsibilities related to the operation of the facility.

The river border port does not have a permanent superstructure that could accommodate the functions necessary for the operation of the border crossing point. It has no lighting, so it was necessary to limit the opening hours from 7:00 to 19:00. In case of development, a facility must be built that meets all the legal requirements and at the same time fits the infrastructure on the Hungarian side. An applicable model could be the border station in downtown Szeged.

On the Serbian side, the port master first checks the arriving ships, followed by the customs and police controls. The entry of unregistered Hungarian vessels are rejected by the port authority.

Mohács

The Schengen border port operates in Mohács, where border crossing is managed smoothly. Serbian and Hungarian bodies closely cooperate to ensure efficient border traffic handling.

Bezdan

On the Bezdan section of the Danube, tourist boat traffic is negligible with an average of 2-3 tourist boats passing through the port every year. The

Hungarian and Serbian authorities will mutually inform each other about the requests for border crossing in order to ensure smooth control procedures.

The Danube section already belongs to the Croatian Regional Centre, where the loaded barges arrive. The passenger list is kept by the Serbian authorities, but the ships do not approach the pontoons. Smaller boats will transport passengers to the shore and carry out document checks. Romanian ships also transport goods in the region towards the Black Sea.

There has been talk of launching a regular boat service on the Danube between Bezdan and Baja, but the current demand does not justify the introduction thereof as land transport is significantly faster than waterborne transport.

3.3.2 Summary of the problems of border crossing by water.

Two pairs of border ports on the Danube and the Tisza serve to cross the Hungarian-Serbian border by waterway. Border crossing is possible after prior notification, which makes border crossing difficult and bureaucratic, especially in the case of regional tourist shipping.

The Hungarian and Serbian regulations on river border crossing are not well known, unclear and not coordinated, which can lead to abandoned or unsuccessful river border crossings.

The insurance obligation for ships differs between the two countries. In Serbia, compulsory insurance must be taken out for the vehicle, while in Hungary it is only required for larger ships. This can be an additional obstacle when crossing the border.

The problems identified territorially, but not affected by the preparations or ongoing developments to solve them, are illustrated in the figure below.

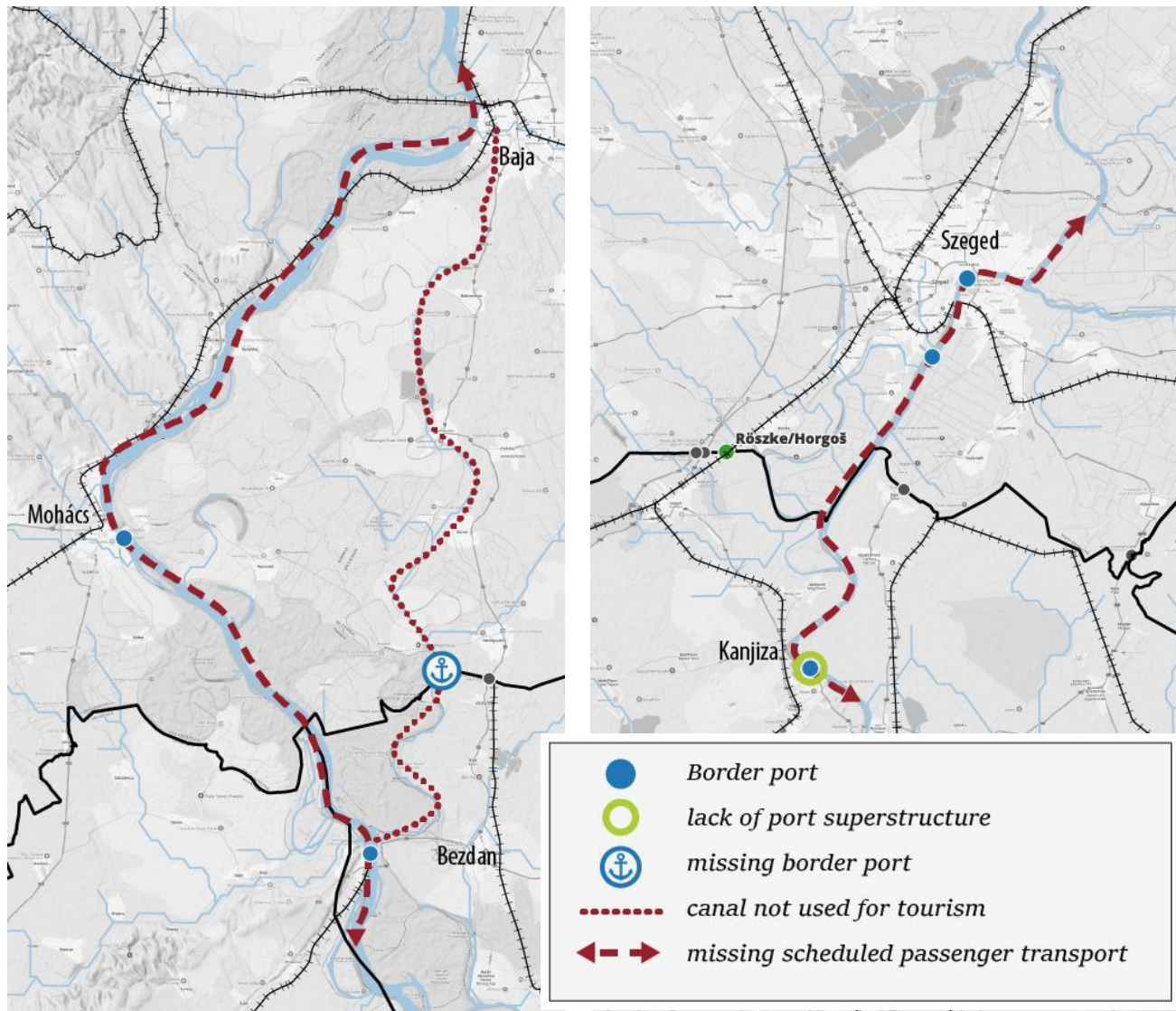


Figure 22: Problem map of waterway border crossing based on the workshop

3.4 Cycling

The topography, natural values and transport traditions of the Great Plain create favourable opportunities for cycling. By connecting and developing infrastructure networks across borders, it is possible to create a supply in the region that has a traffic generating power in itself.

Typically, there are bicycle paths along the Danube and the Tisza in Serbia, but they have not been combined into a network, just as the denser Hungarian network has also been interrupted.

For the effective development of cross-border cycling infrastructures, it is essential to develop a joint development plan and programme of the two countries – Hungary and Serbia – on the basis of which the proposed network and its related facilities could be implemented in a coordinated and scheduled manner.

From the point of view of cycling between the two countries, the possibility and quality of border crossing is decisive, with the aim of speed and simplicity. Although infrastructure deficiencies make cycling difficult, there are typically no problems in the field of traffic safety. In some places, safe access to border crossings is inadequate and the movement of agricultural machinery can also make it difficult for cyclists to get around. In addition, border crossings by bicycle are undisturbed at border posts, where the majority of tourists with EU citizens cross the border by bicycle. Commuters prefer to cross it by car or on foot.

From the point of view of the development of cycling transport, it would be important to have a public awareness of the cycling infrastructure network. To this end, it would be expedient to display the networks of the two countries on public, easily accessible online portals.

In general, cycling and its spread are hampered by the weakness of cycling culture and the low willingness to cooperate between people using different means.

In recent years, within the framework of the Danube Programme, cycling developments have affected the nature conservation area of the "Upper Danube Floodplain" in Serbia. From the Croatian-Serbian border crossing Bezdan-Batina to the border of the town of Sombor and the village of Apatini cycling routes and bicycle rest areas have been established as part of the EuroVelo 6 route in Sombor. At present, front-end engineering and design for the construction of 6 bicycle paths is underway that will be implemented by

the Municipality of Sombor in cooperation with the Regional Ministry. This creates an urban network of about 30 km long biking route.

Failure of aligning the border crossing of the EuroVelo 11 route on the Serbian and Hungarian sides creates considerable uncertainty regarding the implementation of developments ensuring the conditions for bicycle border crossing.

3.4.1 Comments on the operation of border crossing points

Kübekháza–Rabe

There is no bike path on the Szeged-Kübekháza-Kübekháza-Rabe border crossing route which would be justified by the triple border. With Romania joining the Schengen area, the Romanian direction has gained importance. The bicycle connection is strengthened by the planned bike path from Novi Knezevac to the border crossing point.

Tiszasziget–Djala

No comments were received.

Röszke–Horgos 2 (main road) border crossing point

Cycling infrastructure is lacking on both the Hungarian and Serbian sides of the border crossing point. The designs for the bicycle path between Szeged and the Röszke-Horgos 2 border station are ready and the building permit has been issued but the designs on the Serbian side have not yet been completed.

Between Röszke-Horgos 2 border station and Mórahalom, the bicycle path along road 5512 is discontinued on the overpass crossing the M5 motorway, where bicycle passage is not ensured. The elimination of the network interruption is necessary for the establishment of the bicycle connection between Mórahalom and the Szeged-Röszke 2 border station.

After the implementation of the bicycle path to Horgos, it would also be important to create a safe cycling connection between Szeged and Palic, which would serve not only tourism but commuting traffic. The long-term goal would be to establish a continuous bike connection between Szeged and Novi Sad.

It is recommended to deploy a covered, camera-protected bicycle storage and service point in front of the Röszke-Horgos 2 border station, so that as part of the change of means of transport that has become a practice, those arriving by bicycle can leave their bicycles in a safe and protected place and continue their journey by public transport or other means.

From Horgos, it would be advisable to continue the cycle path in the direction of Kanjiza.

Röszke-Horgos 1 (motorway) border crossing

There were no comments. Röszke-Horgos 1 motorway border crossing, where cycling is not relevant.

Ásotthalom-Backi Vinogradi

The Subotica-Ásotthalom-Tompa cycle path section has been built. A section of the bicycle path along road 5511 to the border is missing from Kissori Road. By the spring of 2026, the municipality of Ásotthalom is expected to build the missing bicycle path from the administrative border of Mórahalom to the access road to the border crossing point and will also establish a bicycle rest area in front of the border crossing, providing a solution to the sanitation problems of waiting.

New bicycle border crossing in Kelebia-Subotica

The need for the opening of the new bicycle border crossing between Kelebia and Subotica, partly in line with the content of the precursive study on the development of the Hungarian-Serbian border intersection has been confirmed.

Tompa-Kelebija

With the construction of the planned Tompa-Kelebija 2 border station, the current border station is expected to handle the bicycle traffic across the border. This is greatly supported by the fact that a bicycle path leads from Tompa to the border station. The establishment of a bicycle connection between Tompa and Subotica is under preparation, which will connect to the Baja-Szeged bicycle path along main road 55 and to the route of EuroVelo 13.

Bácsalmás-Bajmok

No comment was received.

Bácsszentgyörgy-Rastina

The project idea for the development of a proposed cycling route on the Sombor-Gakovo-Rastina-Bácsszentgyörgy-Gara route is the pipeline. It is a joint project of the settlements of Baja, Gara and Sombor. The upgrade of the existing bicycle path between Baja-Gara and the Nedanic-Sombor, Somboled factory is also part of the project. The implementation of the bicycle path in

the direction of Sombor via Gara could also provide access to the EuroVelo 13 bicycle route crossing the settlement in an east-west direction.

Hercegszántó-Backi Breg

The capacity expansion of the border crossing is on the agenda, the plans of which do not include the possibility of independent bicycle crossing, but cyclists, as elsewhere, have priority during the crossing. In this context, preparations are underway to provide an independent bicycle crossing, which would allow cyclists to cross the border separated from significant freight traffic. The aim is to incorporate this amendment into the plans of the border crossing.

Hercegszántó-Backi Breg new bicycle border crossing

Several proposals concerned the development of a Baja-Mohács-Bezdan bicycle route beside the existing Hercegszántó-Backi Breg road border crossing, providing the possibility of border crossing next to the Danube levee serving bicycle and, of course, pedestrian traffic.

3.4.2 Summary of the problems of border crossing by bicycle

The key problem of cross-border cycling is the missing elements, the "breaks" of cycling infrastructure networks typical to national and transnational networks alike.

For those commuting by bicycle, similarly to those travelling by car, the crossing of the border is often a slow, unpredictable process even though pedestrians and cyclists have priority over those arriving by car. Consequently, the arrival of larger groups of cyclists and pedestrians noticeably slows down the crossing of the border by vehicles. The establishment of an independent bicycle and pedestrian entry lane would reduce the waiting time of motorists the most.

Border crossing by car cannot be separated from border crossing by bicycle, as only the Rösztke-Horgos 1 motorway border station is the one that does not receive cyclists. Therefore, some of the comments made for road transport can be relevant to cross-border bicycle traffic. The issue of short opening hours at many border crossing points have been raised which also restricts cycling.

In addition to the deficiencies of the infrastructure, the poor awareness of the available network and related services as well as accessibility of information

are considered issues to be handled. They impact travel decisions and route planning.

The cooperation of organizations engaged in cross-border bike tourism is not satisfactory, they are unable to further comprehensive development and operation of cross-border cycling tourism.

The weakness of the cycling culture interferes with spreading of cycling and impairs the cooperation of those involved in transport, both on the part of cyclists and motorists.

The problems identified locally and not targeted recently by preparatory efforts or ongoing developments are illustrated in the figure below.

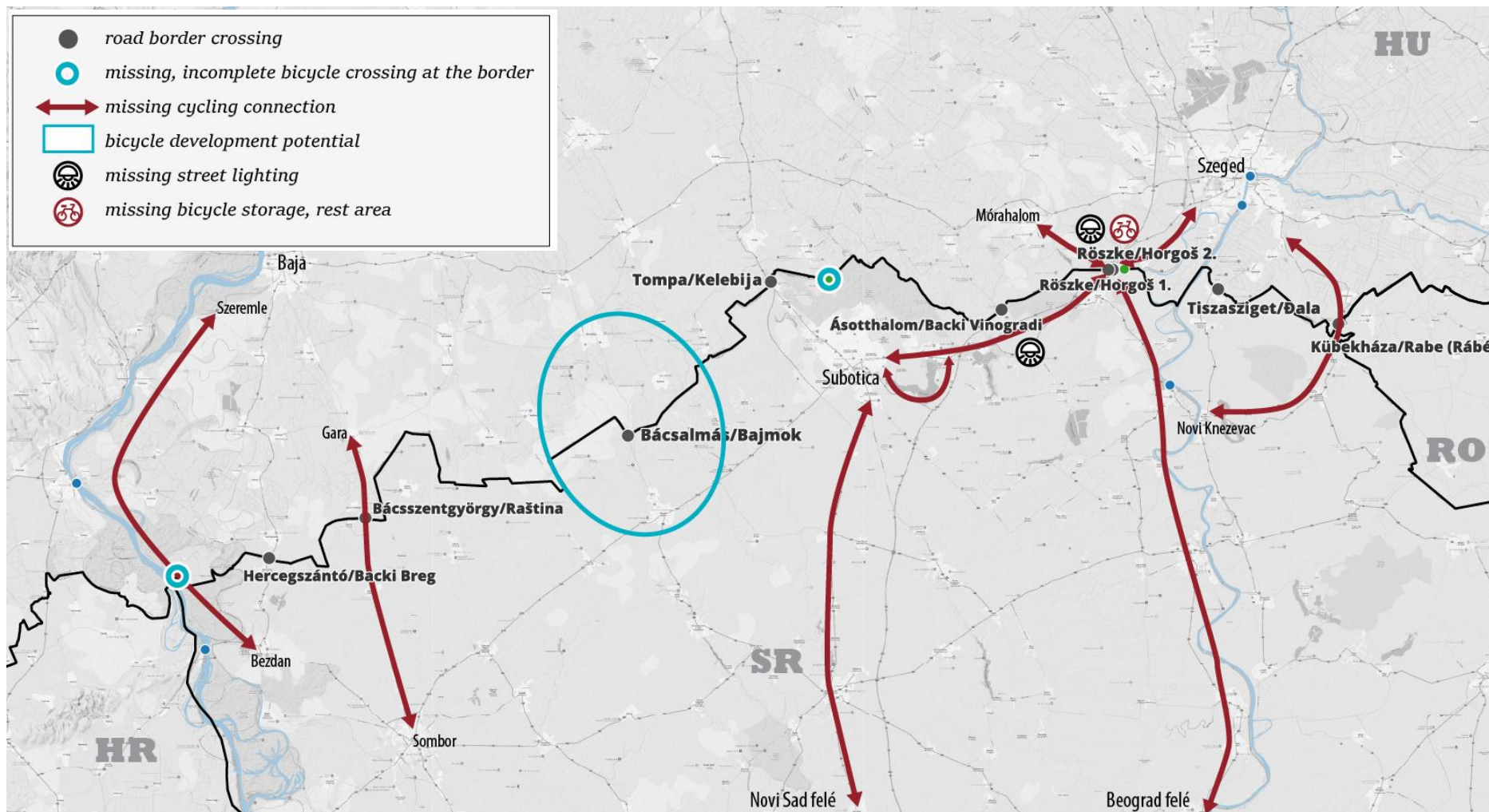


Figure 23: Problem map of bicycle border crossing based on the workshop

4 Measures and recommendations for the development of the Hungarian-Serbian border crossing

The operational efficiency of border crossing points is currently strongly influenced not only by the current infrastructure, but also by organisational, staffing and regulatory issues. Comprehensive developments and common Serbian-Hungarian decisions are necessary to ensure efficient and fast border traffic flow. The problems identified and solutions proposed suggest a common direction: towards the development of a predictable, humane and technologically advanced border crossing system.

4.1 Compiling a list of project ideas

The sources for compiling the initial list of project ideas were the following:

- Recommendations from stakeholders addressed by DKMT back in 2024
- Issues raised at the four-four workshops held in Serbia and in Hungary
- Questionnaires completed at workshops
- Proposals received by DKMT in the meantime.
- First, the collected project ideas were sorted out based on several aspects.

Project ideas were grouped according to the field of the proposed interventions, whether they aimed at the development of road, rail, waterway and bicycle transport. Based on the problems encountered and the task description, the intervention proposals were basically divided into two further groups according to their nature:

- **Development interventions** – typically developments involving construction interventions affecting infrastructure, which obviously include the performance of the necessary preparatory tasks.
- **Management interventions** – mostly interventions concerning the regulatory environment of border crossing, the operating regime, the

supply of human resources, the quality of service, the training, cooperation and information of the staff and passengers involved in the process, which also include the performance of the necessary preparatory tasks.

In the case of one intervention, based on the available knowledge, the rating was not unambiguous, because it covered both types of interventions, so it was identified as a "complex" intervention. With the clarification of the content of the intervention, its categorisation can also become more precise.

The border crossing points directly or indirectly affected have been identified. The project ideas for the individual border crossing points were received from both the Serbian and Hungarian sides without bilateral consultations. Such consultations, coordination, matching and mutual acceptance of these project ideas are strongly recommended on the basis of the results of the project development phase. Both countries are affected by the recommended design and operation of border crossing points.

Some of the proposals have been cancelled or merged. The workshops revealed that the implementation of some interventions was already underway, so those did not need to be included. Projects with the same content, which are part of each other or belong together and have been merged.

As a result of the above, 144 project proposals were collected in the first round, of which a total of 75 clear-cut project proposals remained. As a result of the second round of workshops, a total of 80 project proposals were identified.

4.2 Content of the project ideas

Of the remaining project proposals, 32 were related to road, 11 to railway, 9 to waterway and 28 to bicycle traffic and border crossing. Of these, 56 were development interventions, i.e. affecting infrastructure, and 23 were of a management nature, i.e. interventions affecting border crossing regulations, work schedule or personnel. There was a proposal in which both development and management interventions were proposed to achieve the goal.

The development interventions included elimination of the deficiencies of the linear transport infrastructures leading to the border crossing points and the improvement and development of their technical condition. In addition, the construction of new border crossing points and the development of the infrastructure of the existing border crossing points and their immediate surroundings were the most numerous groups.

Some of the management-type interventions are of general nature, call for the modernization, development and adaptation of the procedure, control order to be responsive to the needs, while the other group recommends the development of the operation of the individual border crossing points together with the capacity building of personnel.

The main groups of proposed measures by mode of transport are summarised in the following chapters.

4.2.1 Road transport

Development interventions:

- road developments, interventions to help accessibility (renovation and development of national roads and construction of bypass roads)
- increasing the throughput capacity of border crossing points (creating new and separate control lanes for certain users, helping the correct choice of lanes)
- Construction of parking lots and their service facilities (truck and car parking)
- improving the comfort of those waiting (public toilets, water supply facilities), taking into account the specific usage patterns
- ensuring the conditions of transport of scheduled buses (launching a new service, modifying an existing one, ensuring cross-border transport, establishing bus turnarounds and stops, etc.)
- IT and digital developments (border control infrastructure, installation of traffic monitoring and other security cameras).

Management interventions:

- simplification of regulation, acceleration of procedures
- service organization and human resource development (coordination of the operation of organisations, provision of staff, strengthening the service provider approach)
- extension of opening hours (0-24 hour opening hours, establishment of a more flexible operational regime adapted to traffic)
- application of traffic control measures in case of congestion (local control, organized diversion of traffic to other border crossing points).

4.2.2 Rail transport

Development interventions:

- Introducing technologies to reduce time wasted when crossing borders
- construction of new railway lines
- modernisation of existing railway lines
- the construction of new railway border crossings.

Management interventions:

- updating of available permit designs

4.2.3 Waterway transport

Development interventions:

- launching and developing regular passenger and tourist shipping by providing the necessary infrastructures
- Development of the cross-border waterway tourism infrastructure of the Ferenc and Baja Canals by providing a new border crossing opportunity
- Development of the Kanjiza border port (building or superstructure).

Management interventions:

- simplification and harmonization of regulations on inland navigation
- from sunrise to sunset, ensuring unannounced border crossing on the Tisza
- Examination of the possibilities and conditions of launching a scheduled boat service on the Tisza.

4.2.4 Cycling

Development interventions:

- the development of new bicycle paths and bicycle routes, the upgrade of existing ones in order to make border crossing points accessible on both sides of the border
- bicycle-friendly development of existing border crossing points (establishment of independent control lanes)
- Establishment of new pedestrian and bicycle border crossing points

- Traffic safety and service-expanding developments (public lighting, sidewalks, storages, charging points, information points, etc.)

Management interventions:

- establishment of institutional collaborations (design, development, use, programs, etc.)
- creation of a joint Hungarian-Serbian cycling database and information platforms (infrastructure bike tourism routes, services, sights, etc.)
- organizing events, campaigns, actions (awareness-raising, test tours, site visits, etc.).

4.3 Project development potentials

Based on what was said at the workshops, the maturity of the individual project ideas varies greatly. Some have technical designs with building permits, while others are just intervention ideas that can be formulated directly from the problem.

With the proposals developed into projects within under **a feasibility study it is possible to make responsible development decisions**. During the development of the project idea into a fully-fledged project, the technical content, the nature and elements of preparatory efforts, the estimated costs, benefits and implementation timeline can be determined.

In many cases, the proposals made at the workshops were formulated only for a single border crossing point directly affecting the given settlement, which does not mean that the issue or the solution raised is not applicable to any other border crossing point. As a result of subsequent investigations, narrowing or expanding the areas of intervention as required, these proposals can be transformed into a project package. During the detailed elaboration of the interventions, it will also be possible to coordinate the projects – road and bicycle – affecting the same border crossings.

Some of the proposed interventions seek short-term solutions, while others mean long-term solutions. The set time frame for improving the interoperability of border crossings determines the ratio of short-term and long-term solutions applied, which is intended to be fixed in the development strategy formulated by the stakeholders.

For example, currently, due to the road congestion of border crossing points a significant number of passengers arriving by car and taking advantage of the

priority provided for pedestrians, continue their journey on foot. They can cross the border sooner than the others by car. Therefore, there is currently a need for the establishment of parking lots and toilets at certain border stations. If the daily throughput of border crossings can be increased in the short term by improving management (increasing opening hours, developing control technologies, organization, coordination, efficiency or increasing the number of staff), then the situation that brought the current distorted travel practice to life will cease and there will be no need for parking lots. So, it may happen that the implementation of certain developments makes the implementation of other interventions unnecessary.

The due and timely publication of the measures suggested in the current project ideas provides an appropriate basis for the revision of the proposals that can be considered as antecedents for determining the interventions aimed at facilitating border crossings on the Serbian-Hungarian border, and for the preparation of the smaller-scale, even operational interventions.

4.4 Proposals for measures

The proposal, which appears regardless of the modes of transport, is the establishment of border crossing points at certain border crossings that could only be used by the citizens of the neighbouring countries, namely Hungary and Serbia or Hungary and Romania, even by applying a simplified control regime facilitating and reconsidering the social and economic relations of the past. There are many examples that show that this is a proven and applied method in other parts of the world.

The revised list of projects for the four transport modes is presented in the following chapters.

4.4.1 Road transport

DEVELOPMENT INTERVENTIONS

No.	Project idea title	Name of border crossing	Intervention content
1.	Construction of parking lots for the Kübekháza-Rabe border crossing	Kübekháza-Rabe	Construction of parking lots to ensure the waiting of vehicles at the border crossing in the summer and on weekends, according to the technical designs substantiated by study plan.
2.	Improvement of the accessibility of the Kübekháza-Rabe border station, upgrading road 4302 between Szeged-Szőreg and Kübekháza	Kübekháza-Rabe	Upgrading the national secondary road 4302 between Szeged-Szőreg and Kübekháza, based on the plans of Hungarian Public Road.
3.	Increasing the capacity of the Tiszasziget-Djala border crossing	Tiszasziget-Djala	Establishment of the conditions for joint Hungarian-Serbian control at the Tiszasziget-Djala border crossing and the establishment of a new control lane on the Hungarian side, according to the technical designs substantiated by jointly prepared previous surveys.
4.	Development of the Tiszasziget crossing of road 43104 leading to the Tiszasziget-Djala border crossing point	Tiszasziget-Djala	In line with the border traffic, the development of the urban section of road 43104 or the construction of a bypass section. To determine the technical content, a study plan and a technical design must be prepared.

No.	Project idea title	Name of border crossing	Intervention content
5.	Construction of a traffic lane reserved for buses on the Serbian side of the Röszke-Horgos 2 border crossing point	Röszke-Horgos 2	At the Röszke-Horgos 2 border crossing point, the construction of the bus lane on the Serbian side (about 2-300 m) as have been planned on the Hungarian side for the seamless border crossing of buses. The technical designs are to be worked out.
6.	Provision of a regular bus service on the Serbian side of the Röszke-Horgos 2 border crossing point	Röszke-Horgos 2	Launching bus service reaching the Horgos side of the Röszke-Horgos 2 border crossing point and the construction of the necessary infrastructure primarily in connection with the border station (bus turnaround, bus stop, passenger lounge, etc.). The development must be based on a study plan agreed with the organizations responsible for passenger transport (customer, service provider), and then, if necessary, technical designs must be prepared for the implementation.
7.	Supporting the correct lane selection at the Röszke-Horgos 1 border crossing point	Röszke-Horgos 1	In order to correctly distribute EU, EEA, CH and other citizens, cars and trucks to their respective lanes, active traffic management and effective information signs will be placed. Technical designs according to the previous study plan must be prepared for the intervention.
8.	Ensuring the transit of buses at the Ásotthalom-Backi Vinograd border station	Ásotthalom-Backi Vinogradi	Carrying out developments ensuring the entry and exit of buses at the border station (e.g. the establishment of independent bus lanes with other related infrastructures) in accordance with the technical designs to be prepared with the study plan.
9.	Renovation of road 5511 (Kis sori road) between Mórahalom and road 55126	Ásotthalom-Backi Vinogradi	Based on the plan of Hungarian Public Road, the renovation of national secondary road 5511 between Mórahalom and the junction of road 55126 leading to the border station, in a manner that is also appropriate for the bus traffic projections, with the modification of the plans as necessary.

No.	Project idea title	Name of border crossing	Intervention content
10.	Construction of a parking lot for vehicles on both sides of the Ásotthalom-Backi Vinograd border station	Ásotthalom-Backi Vinogradi	Construction of car parking lots in connection with the Ásotthalom-Backi Vinograd border station according to the technical designs based on the study plan to be developed.
11.	Provision of scheduled bus service to and through the Ásotthalom Backi Vinograd border station	Ásotthalom-Backi Vinogradi	Based on the study to be prepared and the necessary technical designs, in consultation with the relevant passenger transport service provider, the establishment of a bus route to the Ásotthalom-Backi Vinograd border station, the launch of a scheduled bus service passing through and the development of the necessary infrastructure on both sides of the border.
12.	Improvement of public safety in the vicinity of the Ásotthalom-Backi Vinograd border station	Ásotthalom-Backi Vinogradi	Construction of the infrastructure (cameras, room, etc.) necessary for the 0-24 hour monitoring of the border station and surroundings and establish the necessary operational conditions based on the technical design to be prepared, in cooperation with the stakeholders.
13.	Construction of a truck parking lot in connection with the Tompa-Kelebija border station	Tompa-Kelebija	Establishment of a truck parking lot in connection with the Tompa-Kelebija border crossing, along with the necessary other services, in order to provide a decent solution for the waiting of trucks on weekends. Prior to the investment, a study plan must be prepared taking into account the construction of the new Tompa 2 and the development of the existing Tompa (1) border crossing point on the basis of which the technical designs of the parking lot will be elaborated as necessary.
14.	Increasing the throughput capacity of the Bácsalmás-Bajmok border crossing	Bácsalmás-Bajmok	According to the technical designs to be prepared on the basis of the joint survey by the Hungarian and Serbian parties, a cost-effective capacity expansion is carried out: the construction of an additional lane totalling to 3 lanes available.

No.	Project idea title	Name of border crossing	Intervention content
15.	Modernisation and development of the western bypass of Baja and main road 51 between Baja and the M9 expressway	Hercegszántó-Backi Breg	Carry on with the upgrade of main road 51 to 2x2 lanes with axle load of 11.5 t under by the ÉKM, on the route of roads 5511, 511 and 51 bypassing Érsekcsanád and Sükösd up to M9 expressway. A study plan and technical designs are be prepared for the development.
16.	Construction of the southern bypass of main road No. 51 of Baja	Hercegszántó-Backi Breg	Preparatory efforts by ÉKM are underway for the construction between main road 51 and 5501. Upgrading the 2x1 lane southern bypass sections between the Kelebia-Baja connecting road to 2x2 lanes suitable for an axle load of 11.5 t, according to the study plan and technical designs to be prepared using the available plans.
17.	Renovation and reconstruction of road 5509 between road 5511 and road 5501	Ásotthalom-Backi Vinogradi, Tompa-Kelebija	Renovation and reconstruction of road 5509 (sections of Csongrád-Csanád and Bács-Kiskun counties) between Ásotthalom and Kelebia, between roads 5511 and 5501, and between Tompa-Kelebija and Ásotthalom-Backi Vinograd border stations, using the plans of Hungarian Public Road.
18.	Construction of separate lanes for EU citizens at the Tompa-Kelebija and Ásotthalom-Backi Vinograd border crossing points	Tompa-Kelebija, Ásotthalom-Backi Vinogradi	Construction road traffic lanes ensuring faster border crossing of EU citizens at the Tompa-Kelebija and Ásotthalom-Backi Vinograd border crossing points according to the technical designs to be prepared substantiated by a study plan.
19.	Installation of traffic monitoring cameras at the border stations	Kübekháza-Rabe, Tiszasziget-Djala, Röske-Horgos 1, Röske-Horgos 2, Ásotthalom-Backi Vinogradi, Tompa-Kelebija, Bácsalmás-Bajmok, Bácsszentgyörgy-Rastina, Hercegszántó-Backi Breg	Installation traffic monitoring cameras with public access providing online information (e.g. for BorderWatcher) at border crossing points, and—through the cooperation of the authorities of the two countries—the publication of expected border crossing times based on plans by the jointly elaborated methodology (e.g. using license plate recognition cameras on both sides of the border, with anonymised matching of plates travelling in the same direction to accurately measure crossing times).

No.	Project idea title	Name of border crossing	Intervention content
20.	Improvement of hygiene conditions in the vicinity of the road border crossing points on the Serbian-Hungarian border	Hercegszántó-Backi Breg, Bácsszentgyörgy-Rastina, Bácsalmás-Bajmok, Tompa-Kelebija, Ásotthalom- Backi Vinogradi, Röske-Horgos 2, Tiszasziget-Djala, Kübekháza-Rabe	Construction of public (possibly automated) toilets and water supply facilities on both sides of the border at Hercegszántó-Backi Breg, Bácsszentgyörgy-Rastina, Bácsalmás-Bajmok, Tompa-Kelebija, Ásotthalom-Backi Vinogradi, Röske-Horgos 2, Tiszasziget-Djala, Kübekháza-Rabe border crossing points according to the technical designs based on needs assessment. At Ásotthalom, the ongoing construction of a bicycle path and rest area must be taken into account.
21.	Installing intelligent traffic signs to manage and direct traffic ahead of the road border crossing points	Hercegszántó-Backi Breg, Bácsszentgyörgy-Rastina, Bácsalmás-Bajmok, Tompa-Kelebija, Ásotthalom-Backi Vinogradi, Röske-Horgos 1, Röske-Horgos 2, Tiszasziget-Djala, Kübekháza-Rabe	Installing intelligent signs displaying border crossing information, both permanent and dynamically changing messages on actual traffic conditions (e.g. at the junction of Main Roads No. 55 and 53).

MANAGEMENT INTERVENTIONS

No.	Project idea title	Name of border crossing	Intervention content
1.	Extension of the opening hours of the Tiszasziget-Djala border station	Tiszasziget-Djala	Based on the consultation and agreement of the bodies involved on both sides of the border, the extension of the opening hours of the border crossing point with a focus on the labour needs and working schedule of the BYD factory in Szeged.
2.	Handling traffic congestion with traffic control measures at the Hungarian side of the Ásotthalom-Backi Vinograd border station	Ásotthalom-Backi Vinogradi	In agreement with the road manager in the absence of any other intervention, traffic control is applied to reduce congestion and to ensure traffic flow on road no. 5511.
3.	Ensuring the 0-24 hour opening hours of the Ásotthalom-Backi Vinograd border station	Ásotthalom-Backi Vinogradi	Based on the agreement of the organizations concerned providing 0-24 hour opening hours of the border crossing point at the Ásotthalom-Backi Vinograd border station together with the necessary infrastructure.
4.	Extending the opening hours of the Bácsalmás-Bajmok border crossing point	Bácsalmás-Bajmok	Extending the opening hours of the border station based on the consultation and agreement of the bodies involved on both sides of the border.
5.	Ensuring around the clock opening of the Bácsszentgyörgy-Rastina border crossing point	Bácsszentgyörgy-Rastina	Based on the consultation and agreement of the bodies involved on both sides of the border, the border crossing point is to be open 7/24.

No.	Project idea title	Name of border crossing	Intervention content
6.	In case of congestion on the Serbian-Hungarian border, diverting traffic to Serbian-Romanian border crossings	Röszke-Horgos 2, Tiszasziget-Djala, Kübekháza-Rabe, (Vrbica-Vama Valcani Ro)	Following consultation between the Serbian and Romanian authorities, the traffic congested on the Serbian-Hungarian border will be diverted to nearby border crossings on the Serbian-Romanian border (e.g. the Vrbica-Vama Valcani border crossing point).
7.	Providing information nationwide on the terms and conditions of use for each border crossing point	Kübekháza-Rabe, Tiszasziget-Djala, Röszke-Horgos 1, Röszke-Horgos 2, Ásotthalom-Backi Vinogradi, Bácsalmás-Bajmok, Bácsszentgyörgy-Rastina and Hercegszántó-Backi Breg	In order to ensure the efficient operation of border crossing points and ease border crossings, the necessary information on border crossing points with restricted entry rules should be published in an easily accessible and understandable manner in cooperation with the relevant organizations of the two countries.
8.	Optimisation of service provision of the organisations carrying out border control and strengthening harmonisation thereof	Hercegszántó-Backi Breg, Bácsszentgyörgy-Rastina, Bácsalmás-Bajmok, Tompa-Kelebija, Ásotthalom-Backi Vinogradi, Röszke-Horgos 1, Röszke-Horgos 2, Tiszasziget-Djala, Kübekháza-Rabe	As a result of the consultation of the relevant organizations, the development of work organization and cooperation on the Hungarian and Serbian sides in order to improve the performance and utilization of border crossing capacities (e.g. in the case of Kübekháza-Rabe, Ásotthalom-Backi Vinogradi).
9.	Reducing the time spent on road border checks	Hercegszántó-Backi Breg, Bácsszentgyörgy-Rastina, Bácsalmás-Bajmok, Tompa-Kelebija, Ásotthalom-Backi Vinogradi, Röszke-Horgos 1, Röszke-Horgos 2, Tiszasziget-Djala, Kübekháza-Rabe	Through the cooperation of the Serbian and Hungarian bodies concerned, the current control and other procedures will be reviewed and modified as necessary in order to reduce the waiting time at road border crossings (including the waiting times still accepted by the authorities) (e.g. the introduction of customs controls based on risk analysis instead of the time-consuming full-scale checks and establish optimal regulatory, organisational or other conditions).

No.	Project idea title	Name of border crossing	Intervention content
10.	Strengthening the service provider attitude of the border police staff	Hercegszántó-Backi Breg, Bácsszentgyörgy-Rastina, Bácsalmás-Bajmok, Tompa-Kelebija, Ásotthalom-Backi Vinogradi, Rösztke-Horgos 1, Rösztke-Horgos 2, Tiszasziget-Djala, Kübekháza-Rabe	Regular training of border station staff in cooperation with Serbian and Hungarian bodies to enhance their servicing conduct, motivation and attitude in order to improve the satisfaction of border crossers.
11.	Securing the human resources necessary for border control and customs performance	Hercegszántó-Backi Breg, Bácsszentgyörgy-Rastina, Bácsalmás-Bajmok, Tompa-Kelebija, Ásotthalom-Backi Vinogradi, Rösztke-Horgos 1, Rösztke-Horgos 2, Tiszasziget-Djala, Kübekháza-Rabe	Following surveys carried out in cooperation with the organisations concerned, in the light of the shortage of staff, the number of personnel required to operate the border control at full capacity is to be ensured at all times.

4.4.2 Railway transport

DEVELOPMENT INTERVENTIONS

No.	Project idea title	Name of border crossing	Intervention content
1.	Reconstruction of the Szeged-Kikinda-Timisoara railway line	Szeged-Banatsko Arandelovo new	Preparation and implementation of the reconstruction of the Szeged-Kikinda-Timisoara railway line in cooperation with the countries concerned. The decision shall be made on the basis of studies and additional surveys. Technical designs must be prepared for implementation.
2.	Implementation of the Subotica-Bácsalmás-Baja railway line, Phase I: construction of the planned section between Subotica-Bácsalmás, with a new border crossing point under common Hungarian-Serbian border control	Csikéria-Subotica new	Construction of a railway line between Subotica and Bácsalmás with a new railway border station in Csikéria-Subotica, connecting to the existing railway line No. 154 Bácsalmás-Baja and railway line No. 34 in Subotica, according to the designs with renewed construction permits. The new Csikéri-Kelebija railway border station will be built in a way that is suitable for the introduction of common Hungarian-Serbian border control.
3.	Implementation of the Subotica-Bácsalmás-Baja railway line, Phase II: modernisation of the Bácsalmás-Baja section of railway line 154	Csikéria-Subotica new	Between Bácsalmás and Baja, the modernisation of railway line 154 according to the current designs with renewed permits.
4.	Development of the Baja-Dombóvár-Pécs railway connection	Csikéria-Subotica new	Assess and establish the infrastructural conditions for the Baja-Dombóvár-Pécs direct, modern railway connection according to the supporting study plan to be prepared and the technical designs developed.

No.	Project idea title	Name of border crossing	Intervention content
5.	Minimizing the time lost at crossing the border on the Szeged-Subotica-Bácsalmás-Baja railway line	Röszke-Horgos, Csikéri-Subotica new	A study will be prepared on the Szeged-Subotica-Bácsalmás-Baja railway line in order to minimise the time losses associated with border crossing, which will examine, among other things, the possibility and expected results of reducing the time required and/or the number of checks (e.g. launching closed carriages or trains between Röszke and Csikéria in the case of departure and destination in Hungary in order to avoid double border controls); the establishment of passenger terminals at the stations of the two cities, so that the control procedures can take place before the journey; the establishment of a broadband internet connection in accordance with police requirements on the Szeged-Subotica railway line in order to introduce on-board control. Based on the study, according to the decision made by the authorities of the two countries, the developments will be implemented after the development of the necessary technical designs.
6.	Implementation of the Baja-Sombor railway line	Hercegszántó-Backi Breg area, new	Preparation and implementation of a railway connection from Baja-Hercegszántó and Backi Breg to Sombor as part of the planned national railway branch line included in the TRT of Bács-Kiskun County.
7.	Implementation of the Baja-Kecel railway line	Hercegszántó-Backi Breg area, new	Implementation of the Baja-Kecel railway connection as part of the Kecel-Baja-(Serbia) national railway branch line as identified in the Bács-Kiskun County Regional Spatial Plan (TRT) following the substantiating study and the development of the technical designs.

MANAGEMENT INTERVENTIONS

No.	Project idea title	Name of border crossing	Intervention content
1.	Renewal of the construction permit for the designs on the reconstruction and modernization of the existing sections of the Baja - Csikéria-Subotica planned border crossing point - Subotica railway line	Csikéria-Subotica new	Review of the plans for the reconstruction of the state border-Csikéria-Bácsalmás railway line and the modernisation of the existing Bácsalmás-Baja railway line and the renewal of its building permit in collaboration with the relevant bodies.
2.	Preparation of plans for the first-phase implementation of the Subotica-Bácsalmás-Baja railway line	Csikéri-Subotica new	The Subotica-Bácsalmás-Baja railway line will be implemented along its entire length with phased technical configuration. The objective of Phase I is to deliver the necessary and sufficient railway developments required to launch services at an acceptable level. To this end, a reduced technical scope—aligned with the existing approved permitting designs—will be defined, and the corresponding construction and permitting documentation for Phase I will be prepared.
3.	Preparation of a feasibility study underpinning the reconstruction of the Becej-Ada-Senta-Kanjiza-Horgos railway line	Röszke-Horgos	Preparation of a preliminary study examining the feeder role of the Becej-Ada-Senta-Kanjiza-Horgos railway line to the Subotica-Szeged line, in order to support the reconstruction of the line, and—based on its findings—the development of technical plans as required.

No.	Project idea title	Name of border crossing	Intervention content
4.	Preparation of a study examining the establishment of a railway connection of the Banat railway towards Zrenjanin-Pancevo-Belgrade	Röszke-Horgos	A study plan will be prepared to support the revival of the Banat railway connection towards Zrenjanin-Pancevo-Belgrade, assessing several possible route alignment options (e.g. via Szeged-Horgos-Senta-Coka, Szeged-Novi Knezevac-Coka, and Szeged-Kikinda corridors).

4.4.3 Waterway transport

DEVELOPMENT INTERVENTIONS

No.	Project idea title	Name of border crossing	Intervention content
1.	Development of Kanjiza Tisza Border Port	Kanjiza	Within the framework of the development of the Kanjiza border port, the construction of a permanent building or superstructure that complies with the regulations with lighting, which can perform the functions necessary for the operation of the border station and can serve the needs of the staff and passengers. The development fits into the infrastructure of the already operating border port of Szeged. A study plan and technical design must be prepared for the implementation. The project will contribute to safe operating conditions of the Kanjiza port facility.
2.	Ferenc Feed Canal and Baja Canal Border Crossing and Cross-Border Water Tourism Development	Hercegszántó-Backi Breg, new	Ensuring the conditions for crossing the border between Hercegszántó and Backi Breg on the Ferenc Canal and the Baja Canal, as well as the implementation of interventions facilitating kayak-canoe tours and fishing (infrastructure, services) along the canal (e.g. visiting the Deák Ferenc Lock Museum during the water tours). Technical designs based on a study plan will be prepared for the intervention.
3.	Launch of regular passenger boat service on the Danube between Hungary and Serbia	Mohács and Bezdan	Preparation of a feasibility study on the launch of regular passenger boat service on the Danube between Hungary and Serbia, examining e.g. potential travel demand, the development of the related infrastructures, the vessels (light and high-speed catamarans), the routes (e.g. Belgrade-Budapest-Bratislava-Vienna, including Bezdan-Baja-Kalocsa-Dunaújváros-Budapest-Érd-Esztergom-Győr with stopping options). The development will be carried out according to the technical designs to be prepared based on the findings of the study.

No.	Project idea title	Name of border crossing	Intervention content
4.	Development of cross-border waterway transport for tourism on the Danube	Mohács and Bezdan	Ensuring the conditions for the crossing and use of motorboats, small boats and yachts between Baja and Bezdan and Apatin on the Danube. The intervention is based on a study plan, which e.g. clarifies the control and infrastructural conditions. The intervention will be implemented according to the technical designs to be prepared on the basis of the study.
5.	Launch of regular passenger boat service on the Tisza River between Hungary and Serbia	Szeged and Kanjiza	Preparation of a feasibility study on the introduction of regular waterborne passenger transport the Tisza River between Hungary and Serbia, examining, for example, potential travel demand, the development of related infrastructure, vessels (e.g. lightweight, high-speed catamarans), and routes (e.g. Csongrád–Algyő–Szeged–Kanjiza). The vehicle procurement and related developments shall be implemented by the technical plans to be prepared based on the finding of the study.

MANAGEMENT INTERVENTIONS

No.	Project idea title	Name of border crossing	Intervention content
1.	Ensuring river border crossing from sunrise to sunset at the Tisza border ports without prior notification	Szeged and Kanjiza	On the basis of the consultation of the competent bodies on both sides of the border, the personnel conditions for river border crossing from sunrise to sunset are to be ensured.
2.	Exploring the possibilities of launching a boat service on the Tisza crossing the Hungarian-Serbian border on a regular basis	Szeged and Kanjiza	Preparation of a joint Hungarian-Serbian study to explore the possibilities of launching a scheduled boat service across the border, which will clarify the feasibility: infrastructural, economic, financial and regulatory options and preconditions.

No.	Project idea title	Name of border crossing	Intervention content
3.	<p>Simplification, harmonization and development of Serbian and Hungarian navigation regulations within the framework of a review, and then its unrestricted publication including navigation and border crossing information.</p>	<p>Szeged and Kanjiza, Mohács and Bezdan</p>	<p>Evaluating the regulatory differences and interpretation thereof (procedural rules, registration of ships, right to drive, compulsory insurance, etc.), conducting consultations to overcome the differences and, if necessary, initiating the amendment of the legal regulations on the Serbian and Hungarian sides. Within that, the procedure will be simplified and digitized (e.g. ensuring the possibility of common online registration and authorisation on the Serbian and Hungarian sides that will provide one-stop-shop information sharing for the relevant Serbian and Hungarian authorities and the border crosser). Publication—by the Hungarian and Serbian authorities jointly—of clear and easily accessible information to support border crossing at Tisza and Danube Rivers border ports, in Hungarian, Serbian, and English (e.g. which phone number is to notify when crossing, what documents must be carried, and which types of watercraft are permitted for crossing).</p> <p>Installation of information boards in the vicinity of water border crossing points outlining the crossing requirements, including access to a website (e.g. via QR code) providing more detailed information. The availability of this information should also be ensured on the official platforms of both countries as well as on relevant civil platforms.</p> <p>In order to clarify and finalise the regulations, a joint regatta will be organised on the Danube and the Tisza by the relevant organisations (e.g. Voda Vojvodine, ADUVIZIG, ATIVIZIG), and the regulatory framework will be harmonised based on the experiences of border crossings.</p>

No.	Project idea title	Name of border crossing	Intervention content
4.	Development of cross-border waterborne tourism transport on the Tisza River	Szeged and Kanjiza	As part of the tourism development of the Tisza River, the introduction of houseboat tourism—already operational in Hungary with positive feedback from both authorities and users—should be introduced in the Szeged-Csongrád (Tisza-Körös rivers) section and in the Kanjiza area. As a proven solution, it is to be introduced on this section of the Tisza as well, including the possibility of cross-border navigation, with a review of Serbian navigation regulations as necessary (vessels with registration and insurance).

4.4.4 Cycling

DEVELOPMENT INTERVENTIONS

No.	Project idea title	Name of border crossing	Intervention content
1.	Construction of a bicycle path from Novi Knezevac to Kübekháza-Rabe border station	Kübekháza-Rabe	Construction of a bicycle path between Novi Knezevac and Rabe along road 302 to the border according to the technical designs to be prepared.
2.	Construction of a cycling route between Szeged - Kübekháza-Rabe border crossing	Kübekháza-Rabe	Along roads 4302 and 43112, based on the technical plans to be prepared, the development of a bicycle route from Szeged-Szőreg to the Kübekháza-Rabe border crossing.
3.	Establishment of a bicycle information point at the Kübekháza-Rabe border crossing	Kübekháza-Rabe	Based on the technical designs to be prepared after the setting up the Hungarian-Serbian cycling information base, the establishment of information points for sharing cycling information at the Kübekháza-Rabe border crossing point, where, in addition to cycling information, the attention of cycling tourists will also be drawn to the sights of Kübekháza, Szeged, Temerin and Rabe.
4.	Development of the bicycle crossing at the Tiszasziget-Djala border crossing point	Tiszasziget-Djala	Establishment of an independent bicycle crossing at the Tiszasziget-Djala border crossing according to the technical plans supported by the study to be prepared, in line with the provisions of Project Idea No. 1 of the complex intervention.
5.	Ensuring the independent entry of pedestrians and cyclists at the Röske-Horgos 2 border crossing	Röske-Horgos 2	To provide pedestrians and cyclists with independent crossing points and border controls on both sides of the border according to the technical designs supported by the study to be prepared, in line with the provisions of Project Idea No. 1 of the complex intervention.

No.	Project idea title	Name of border crossing	Intervention content
6.	Implementation of safe pedestrian access to the Rösztke-Horgos 2 border station	Rösztke-Horgos 2	In Rösztke, the construction of a sidewalk between the bus stop and the border station, and the renovation of the currently non-functioning public lighting as necessary based on the technical designs to be prepared, as well as the provision of public lighting.
7.	Ensuring the cycling accessibility of the Rösztke-Horgos 2 border crossing point from Mórahalom	Rösztke-Horgos 2	Construction of a short bicycle connection between the bicycle path along road 5512 and ending in front of the road overpass above the M5 motorway and the Rösztke-Horgos 2 border crossing (e.g. road next to road 5512 - road 55125 - pedestrian overpass over M5 motorway - east side of M5 motorway - main road 5 - national border) between EuroVelo 13 and 11.- EuroVelo 13 cycling route from the bicycle path along road 5512 in a northeasterly direction, on the dirt road running along the M5 motorway, it reaches the road overpass built in the line of road 43302, crosses main road 5 and then reaches Rösztke. Black-top paving of the currently gravel road on the western side of the motorway for bicycle traffic. Technical designs based on a study plan must be prepared for the developments.
8.	Establishment of bicycle rest areas, a safe bicycle storage facility near the Rösztke-Horgos 2 border station	Rösztke-Horgos 2	Creating safe bike racks for commuters. Establishment of bicycle rest areas: covered rest area, toilets, electric connection possibility, electric bicycle charging possibility, WIFI service, map, information point, bicycle repair station, according to the technical designs to be prepared in advance.
9.	Construction of the bicycle path between Szeged and Rösztke-Horgos 2 border crossing	Rösztke-Horgos 2	Construction of a bicycle path between Szeged-Szentmihály and Rösztke-Horgos 2 based on the available technical designs.

No.	Project idea title	Name of border crossing	Intervention content
10.	Implementation of the missing cycling infrastructure between Röszke-Horgos 2 border station and Subotica	Röszke-Horgos 2	Construction of the missing bicycle path between the Röszke-Horgos 2 border station and Palic according to the technical designs to be developed.
11.	Implementation of the missing cycling infrastructure between Horgos and Kanjiza	Röszke-Horgos 2	Alignment of the Hungarian-Serbian border crossing section of the EuroVelo 11 cycling route, and, accordingly, construction of a bicycle path between Horgos and Kanjiza along road no. 13 on the Serbian EuroVelo line 11 according to the technical designs to be prepared.
12.	Construction of cycling infrastructure between Subotica and Novi Sad	Röszke-Horgos 2	The section between Subotica and Novi Sad will be implemented as part of the cycling route between Szeged and Novi Sad. A study must be prepared to determine the route, and then the technical designs must be prepared based on the findings. (The Serbian EuroVelo network bypasses the region on two sides. The spatial plan showing the draft of the national network does not contain a direct link between the two cities either.)
13.	Construction and renovation of the EuroVelo 11 cycle path along the Tisza between Szeged and Stari Slankamen	Röszke-Horgos 2	Construction of the EuroVelo 11 Tisza cycle path between Szeged and Röszke in Hungary and Kanjiza and Stari Slankamen in Vojvodina. The development will be carried out according to the study to be prepared to identify the Hungarian and Serbian connection points and the route, and then according to technical plans.
14.	Provision of street lighting for pedestrians along road 55126	Ásotthalom-Backi Vinogradi	Construction of public lighting next to the bicycle path along road no. 55126 between road no. 5511 and the Ásotthalom-Backi Vinograd border station in order to ensure the safety of pedestrian traffic if the regular bus service does not serve the border crossing point. Its implementation depends on the bus service to the border crossing point, which is part of another project. Technical designs must be prepared.

No.	Project idea title	Name of border crossing	Intervention content
15.	Ensuring the cycling accessibility of the Ásotthalmom-Backi Vinograd border crossing point from Mórahalom	Ásotthalmom-Backi Vinogradi	Construction of a bicycle path between the urban area of Mórahalom and the Széksós Tourist Center (buffalo reserve) along road no. 5512 according to the technical designs to be prepared.
16.	Implementation of the accessibility and cycling around of Lake Palic from Ásotthalmom	Ásotthalmom-Backi Vinogradi	On the route of EuroVelo 13, the establishment of a connection in Hungary between Lake Palic and the Ásotthalmom-Backi Vinograd border crossing, along roads no. 101 and 100, as well as along Lake Palic on the north and west sides, in order to make cycling around the lake, based on the technical designs to be developed.
17.	Construction of a new Kelebia-Subotica pedestrian and bicycle border crossing point	Kelebia-Subotica, new	The construction of a new border crossing point between Kelebia and Subotica, along railway line no. 150, ensuring the passage of pedestrians and cyclists, together with the related road and public utility infrastructures. It should be based on the technical designs to be prepared according to the previous study plan.
18.	Development of the bicycle border crossing at the Tompa-Kelebija border crossing point	Tompa-Kelebija	With the implementation of the Tompa-Kelebija 2 border crossing point and the diversion of freight traffic, the significance of the existing Tompa-Kelebija 1 border crossing point is expected to have increased value for bicycle border traffic, so an independent bicycle control lane will be established on both sides in order to facilitate the crossing of the border by cyclists. A study and a technical plan must be prepared for the development in line with the provisions of Project Idea No. 1 of the complex intervention.

No.	Project idea title	Name of border crossing	Intervention content
19.	Development of the cross-border cycling network in the area of the Bácsalmás-Bajmök border crossing point	Bácsalmás-Bajmök	Preparation and implementation of a complex project: - assessment of the state-of-play (infrastructures, demand, tourism potential) - development of the road network: establishment of new bicycle routes between Bácsalmás and the surrounding Hungarian and Serbian settlements, establishment of Serbian-Hungarian cooperation in the development of the bicycle path network, placement of traffic and information signs to improve traffic safety. - development of services: establishment of bicycle rest areas, establishment of bicycle rentals, construction of service points. A study plan and technical designs for the implementation of the individual development elements must be prepared within the framework of the project.
20.	Construction of cycling infrastructure between Bácsszentgyörgyn and Rastina border crossing points, Sombor	Bácsszentgyörgy-Rastina	Development of cycling infrastructure between the border crossing points Bácsszentgyörgy-Rastina and Sombor in Gakovo, with the renovation of the existing Nedanic-Sombor cycle path based on the technical designs to be prepared.
21	Construction and renovation of the bicycle path between the Baja - Gara - Bácsszentgyörgy-Rastina border crossing	Bácsszentgyörgy-Rastina	Implementation of the missing bicycle infrastructure (bicycle path) along road no. 5506 between Gara and the Bácsszentgyörgy-Rastina border crossing point and renovation of the existing Baja-Gara bicycle path based on the technical plans to be prepared.

No.	Project idea title	Name of border crossing	Intervention content
22.	Construction of a cross-border Danube cycling route between Baja and Bezdan	Hercegszántó-Kendija new	UP to Mohács, following the official route of EuroVelo 6, on the Danube embankment, and along the route of Baja - Szeremle - Dunafalva - Újmohács - Homorúd - Dávod - Hercegszántó - Hercegszántó-Kendija new border station - Bezdan. The implementation will be carried out according to the technical designs to be developed on the basis of the revision of the earlier plans, which include the construction of the missing section in Szeremle and between the national border and Bezdan, together with the related cycling rest areas. The part of Kendija south of the border is a disputed area between Croats and Serbs. The possibility of border crossings must be clarified during negotiations between three countries.
23.	Provision of rail-to-bicycle intermodality at the Serbian-Hungarian border	Röszke-Horgos, Kelebia-Subotica	In the cross-border catchment areas of the Budapest-Belgrade (Lines 150 and 105), Subotica-Szeged-Cegléd, and Szeged-Békéscsaba (Lines 201, 140 and 135) railway lines, providing the conditions for intermodality between rail and bicycle transport based on technical plans substantiated by a study (including the identification of potential demand, affected stations, and proposed developments), such as the establishment of B+R facilities and storage, and the operation of railway rolling stock suitable for carrying bicycles.

MANAGEMENT INTERVENTIONS

No.	Project idea title	Name of border crossing	Intervention content
1.	Creation of a Hungarian-Serbian cycling information base	Hercegszántó-Backi Breg, Bácsszentgyörgy-Rastina, Bácsalmás-Bajmok, Tompa-Kelebija, Ásotthalom-Backi Vinogradi, Röske-Horgos 2, Tiszasziget-Djala, Kübekháza-Rabe	In cooperation with the Hungarian and Serbian stakeholders, the creation of a Hungarian-Serbian cycling tourism database and ensuring its accessibility on public online portals in order to promote cycling, including individual and organized cross-border cycling tours (e.g. infrastructures, cycling routes, thematic tours, gastronomic or folk heritage routes, accommodation, services, attractions).
2.	Implementation of Hungarian-Serbian bicycle tourism pilot projects	Hercegszántó-Backi Breg, Bácsszentgyörgy-Rastina, Bácsalmás-Bajmok, Tompa-Kelebija, Ásotthalom-Backi Vinogradi, Röske-Horgos 2, Tiszasziget-Djala, Kübekháza-Rabe	Initiating and institutionalizing the collaboration of the relevant organizations operating on both sides of the border, then testing and developing the use of the cycling infrastructure and cooperation system, e.g. by organizing cross-border cycling events and tours.
3.	Organising information and education campaigns to strengthen cycling culture.	Hercegszántó-Backi Breg, Bácsszentgyörgy-Rastina, Bácsalmás-Bajmok, Tompa-Kelebija, Ásotthalom-Backi Vinogradi, Röske-Horgos 2, Tiszasziget-Djala, Kübekháza-Rabe	As a result of the Serbian-Hungarian collaboration, the organization of events and campaigns for the purpose of informing, educating and awareness raising of cyclists and transport partners, with special attention to young people and car users in the settlements along the border.

No.	Project idea title	Name of border crossing	Intervention content
4.	Definition of the Hungarian-Serbian cross-border cycling infrastructure network and the schedule of its implementation	Hercegszántó-Backi Breg, Bácsszentgyörgy-Rastina, Bácsalmás-Bajmok, Tompa-Kelebija, Ásotthalom-Backi Vinogradi, Rösztke-Horgos 2, Tiszasziget-Djala, Kübekháza-Rabe	Joint planning of the cycling infrastructure network in the Hungarian-Serbian border strip and preparation of its implementation program in cooperation with the competent organizations operating on both sides of the border.

COMPLEX INTERVENTION

1.	Ensuring flexible and safe border crossing by bicycle	Hercegszántó-Backi Breg, Bácsszentgyörgy-Rastina, Bácsalmás-Bajmok, Tompa-Kelebija, Ásotthalom-Backi Vinogradi, Rösztke-Horgos 2, Tiszasziget-Dala, Kübekháza-Rabe	Facilitating bicycle border crossing by introducing harmonised marking of cycling routes on low-traffic roads (less than 2,000 PCU/day) connecting to border crossing points on both the Hungarian and Serbian sides. Enhancing the safety and speed of crossing by cyclists at border stations by granting priority, through development and management measures defined in a feasibility study, with the preparation of technical plans as necessary and amendments to the regulatory framework (e.g. designation of dedicated lanes or paths, modification of National Police Headquarters (ORFK) regulations to ensure cyclist priority, and the introduction of time intervals providing preferential treatment).
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References

References:

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Attachments, memorandums of road, rail, waterway and cycling infrastructure workshops

MEMORANDUM

Subject: Preparation of a study entitled "Improvement possibilities of HU-SRB cross border infrastructure", **road passenger transport workshop between Serbia and Hungary**

Location: Novi Knezevac, Restaurant "Lovac" Cara Dusana 7

Date: 4 April 2025, 11:00 a.m.

Participants:

<i>name</i>	<i>organization</i>
Bodor László	Bács-Kiskun County Police Headquarters Border Police Service
Szécsényi Gábor	Border Police Service of the Csongrád-Csanád County Police Headquarters
Szilágyi Róbert	Police Education and Training Centre
Szabó Sándor	Hungarian Public Road
Nagy Zoltán	Hungarian Public Road
Dr. Binszki József	Municipality of Szeged City of County Rank
Sziveri Klára	Municipality of Mórahalom
Kovács Gábor	Municipality of Tompa
Papp Renáta	Municipality of Ásotthalom
Nyerges Zsolt	Municipality of Ásotthalom
Bálint László	Municipality of Ásotthalom
Csókási Eszter	DKMT Nonprofit Public Benefit Ltd.
Körtvélyesi Csaba	TRENECON Ltd.
Emeše Lalić Urban	Provincial Ministry of Construction, Transport and Infrastructure
Branka Banjac	Serbian Public Road Management Company
Hristina Stojčić	Central Administration of the Asset Management of the Republic of Serbia

Marina Kadić Filipović	Central Administration of the Asset Management of the Republic of Serbia
Aleksandar Bilic	Kikinda Border Police Station
Dragan Žarkov	Dalai Border Police Station
Miloš Gagić	Regional Border Control Centre Unit Responsible for Hungary
Nemanja Garunovic	Pyramid Ing Ltd.
Aleks Mihok Kocova	Maidan-Rabe Local Community
Chile Oros Urban	Municipality of Novi Kneževac
Nandor Ujhelji	Municipality of Novi Kneževac
Marija Fenjac	Provincial Secretariat for Reg. Development, Interregional Cooperation and Local Self-Government
Slobodanka Vićentijević	Provincial Secretariat for Reg. Development, Interregional Cooperation and Local Self-Government

At the workshop, a questionnaire was presented on the problems and proposed solutions of border crossing. The results are not part of the memorandum. At the workshop, the following most important general statements and suggestions were made by the participating organizations.

Provincial Secretariat for Regional Development, Interregional Cooperation and Local Self-Government, Marija Fenjac

She welcomed the participants and presented the project "Light Borders in DKMT", which was inspired by the current situation of border crossings between the Republic of Serbia and the Republic of Hungary. She also introduced the project's lead partner, the DKMT Development Agency.

DKMT Nonprofit Public Benefit Ltd., Csókási Eszter

She said that the aim of the project is to bring together the actors along the border from a regional development and transport point of view. Questions have arisen at the level of the Euroregion about what current developments would be needed along the border in order to improve interoperability. Instead of ad hoc suggestions for ad hoc questions, they would like to bring stakeholders together within the framework of this project. The aim is to collect development ideas, ideas and proposals from regional actors and experts, and to prepare a unified Serbian-Hungarian summary of what is needed, what the needs of the settlements are, what plans and what proposals are out there.

She highlighted some problems: the regularization of the traffic on the Tisza, the expansion of certain border crossings, the public lighting problems of the Röske-Horgos 2 border station, and the challenges arising in the summer months. She asked the participants to fill out a questionnaire, which would be

analysed by experts and then they can make recommendations to the decision-makers.

It is necessary to involve experts and collect suggestions and ideas. Within the framework of the four workshops in the autumn, the stakeholders can make comments and clarify the summary sent in advance, and then the final proposals will be sent to the ministries of Hungary and Serbia for further use.

Provincial Ministry of Construction, Transport and Infrastructure, Emese Lalic Urban

She emphasized that the topic of the workshop is closely related to her ministry's competence, which is responsible for the development and operation of border crossing points. She explained that there were nine road border crossing points between Serbia and Hungary, two of which were also capable of managing freight traffic. She reported on current activities and suggested opening new crossings and extending opening hours.

She also informed the participants about the project of an electric car factory to be launched in Szeged, where Serbian workers would be employed along the border, which could cause a significant increase in border traffic. The two governments are already in talks and have also proposed to discuss the topic.

Pyramid Ing Ltd., Nemanja Garunović

He presented his study for DKMT's "Light Borders" project. He said that the research was in the preparation phase, and data from public institutions were currently being collected, followed by field surveys. Due to the increase in traffic during the summer period, seasonal and local congestion would also be examined, with particular attention to time deviations and the measurement of waiting times. Economic analyses are also made based on the data collected.

DKMT Nonprofit Public Benefit Ltd., Csókási Eszter

She explained that it would be advantageous if, as in Western Europe, there were border crossing points at every 3-4 km, but on the edge of the Schengen area, the possibility is limited. If there is any idea for the establishment or development of a new border crossing, it may also be important: the establishment of a new bicycle or bus lane across the border, the extension of the opening hours of the border crossing, or the renovation of the road leading to the border, etc. She drew attention to the opinion of the Hungarian

and Serbian police on whether it was possible to simplify and shorten the control procedures during border crossings.

Provincial Ministry of Construction, Transport and Infrastructure, Emese Lalic Urban

The State Secretary detailed the ongoing short-term developments:

- Development of Röszke-Horgos 2: the current opening hours from 04:00 to 23:00 will be extended, buses will also be able to drive through the crossing, and lanes will be expanded.
- The border crossing infrastructure of the Röszke-Horgos 1st motorway will be expanded, primarily from the point of view of traffic management. 2+2+2 lanes will serve passenger cars, freight traffic and buses.
- Tompa-Kelebija: the Hungarian side will be redesigned, as a result of which an independent bus lane will be built.
- Verification software is also being developed to speed up the crossing.

New border crossing points under preparation:

- Röszke-Horgos 3rd expressway border crossing: The new border crossing is being sought in the vicinity of Subotica, which will have a larger capacity than the existing ones.
- A new border crossing point will be built in Tompa-Kelebija 2, which will also be open to freight traffic.

Regional Border Control Centre for Hungary, Miloš Gagić

Regarding the examination of the traffic at border posts, he confirmed that the measurement of waiting times does not cause any problem but indicated that the accuracy of the measurements may be limited upon the opening and closing of the lanes.

Bács-Kiskun County Police Headquarters Border Police Service, Bodor László

In connection with the survey, he explained that if they turn to the Border Police Department of the National Police Headquarters, the police will provide the necessary assistance.

He agrees with his Serbian colleague: border traffic is completely hectic even on a daily basis, as a result of which congestion can occur not only during peak

hours but also on weekdays, which increases the waiting time. Therefore, the counting, survey must be carried out with a larger sample from which usable data can be obtained.

The time of stay will be measured from the time of arrival at the Serbian control area until the departure of the Hungarian control area. This is also affected by the opening of the lanes and the composition of passengers: how many beneficiary citizens or third country citizens are coming. In view of the importance of the topic, he proposes that the Border Police Department of the National Police Headquarters also participate at the next thematic consultation.

Pyramid Ing Ltd., Nemanja Garunović

In his reply, he said that Hungarian experts will also be involved, but a Hungarian police presence is not required for field counting.

Municipality of Szeged City of County Rank, dr. Binszki József

He highlighted that a fundamental problem in the case of road border crossings is that while **border control used to be based on risk analysis**, i.e. the practice of checking vehicles that were considered risky according to some characteristic then gradually **shifted to total customs control**. Therefore, all vehicles are thoroughly inspected. This is a time-consuming activity generating long waiting times. Until a decision is made to change this routine at the government level in both countries, the border crossing remains to be a longer process.

Another problem is that you can open any number of new border crossings, you can expand the number of lanes of existing crossings, as long as all the lanes that are already available are not opened, this is an unnecessary waste of money. The many crossing points look good on the map, but if e.g. at the Röske-Horgos border crossing point only 1-2 lanes are open, then it necessarily generates waiting times. As long as the **border guards and customs authorities do not have enough human capacity** to open all the traffic lanes at disposal, it is useless to build new ones or expand border crossing points.

The question is if it is possible to open a new lane, where was the staff who is now delegated here before. If he had worked at the border crossing point in the closed lane the line of cars would not have been congested. In his view **work organisation problems are frequent that should be dealt with at the management level.**

At **the border port of Tisza**, as long as border crossing is only possible with prior notice, there will be no significant traffic. The proposal is that the conditions **must be created for the continuous border crossing from sunrise to sunset without prior notice**. Next, it is worth talking about how to generate higher traffic in the port.

Municipality of Novi Kneževac, Újhelyi Nándor

In connection with the operation of the Kübekháza-Rabe and Tiszasziget-Djala border stations, he explained that the operation of the two border crossing points is of paramount importance for local communities. He highlighted **the need for better accessibility and longer opening hours of the Tiszasziget-Djala crossing point**, especially with regard to the expected increase in commuter traffic after the opening of the car factory. The road through Tiszasziget is narrow in the urban area, it **needs to be widened or a bypass built**.

It has been concluded that infrastructure development is necessary at a network level to ensure regular and daily crossings beyond the summer months, especially for commuters. He highlighted the development of bicycle crossings at the Tiszasziget-Djala border crossing **in view of the fact that the appropriate infrastructure is already available on both sides of the Djala area**.

Ujhelyi also raised the issue of the modernization of the Szeged-Kikinda-Timișoara railway line as a possible measure to strengthen regional relations. In the case of the two crossing points, the use of the lanes on the two sides is not harmonised (e.g. there are several exit lanes from the Hungarian side, but only one receiving lane receives travellers on the Serbian side), better border coordination and organization are necessary.

Municipality of Novi Kneževac, Čila Oros Urban

He drew the attention to the importance of developing cycling infrastructure under the IPA programme. He said that the bicycle path leading to Szeged has already been built, and a similar **cycling route is planned for the Kübekháza-Rabe border station**.

He highlighted that **small municipalities do not have sufficient budgets for such investments**, although they would not only serve the facilitation of border crossings, but they also enhance tourism and traffic safety. He stressed that progress could be made without significant investment – for example by

using the BorderWatcher app – and noted that **some border crossing points still lack cameras, which reduces security and the flow of information.**

Municipality of Mórahalom, Sziveri Klára

She thanked the Hungarian and Serbian authorities for the positive reception of the municipality's applications for the extension of the opening hours of the Ásotthalom-Backi Vinograd border crossing point. In the summer and during the holidays, the border crossing is allowed to operate from 7:00 am to 10:00 pm.

In connection with the **Ásotthalom-Backi Vinograd border crossing** point they had the following problems and development proposals:

- There are many commuters at the border, many commute from Serbia to Ásotthalom and Mórahalom to work. The border opens at 7:00 AM. At several jobs (e.g. in baths) there are several shifts where you should start work at 6:00 in the morning while the border opens later.

A significant number of commuters travel by bicycle and motorcycle from spring to autumn. Rösztke 1 cannot be used so early in the morning, and cyclists and motorcyclists can only use the Rösztke 2 border crossing point as it is the one open from 5:00 a.m. The opening hours of Rösztke 2 between 5:00 and 23:00 somewhat help, but it requires a significant detour, especially from Subotica, Hajdújárás and settlements close to Ásotthalom. The extended opening hours in the summer, on holidays and weekends serve tourists rather than offering a permanent solution for commuters. It would be necessary **to extend the opening hours** on a permanent basis. **It should be open at least between 5:00 a.m. and 11:00 p.m.**

- The border crossing operates at full capacity (**two lanes for exit and entry alike**) only in the event of significant congestion, when all lanes are opened. **EU citizens and other citizens** could be treated **separately**. This would speed up the crossing.
- The bicycle path between Ásotthalom and the border is available, but **the bicycle path from Kissori út (road no. 5511) to the border has not been built**, and **road no. 5511 itself needs to be renovated**.

In the case of **Röszke-Horgos border station 1:**

- At the Röszke 1 border crossing point, the EU and other citizens have been separately handled which means a great relief at most of the crossing instances. But due to poor or incorrect information sharing, it happens that the vehicles of non-EU citizens also reach the border in the lane reserved for EU citizens when the full control procedure must be carried out significantly slowing down the crossing there. **Either a prior control for efficient traffic control should be introduced or clearer information of travellers should be needed.**

In the case of the **Röszke-Horgos 2 and Ásotthalom-Backi Vinograd border posts:**

- In the case of Röszke 2 and Ásotthalom, citizens outside Serbia who are not entitled to cross the border here also appear (from Bosnia-Herzegovina, Montenegro etc.), who must be turned back and directed to the correct border crossing. This means that both the traveller and those authorised to cross the border lose a significant amount of time. **At national level**, travellers from both countries should be provided with comprehensive and transparent **information**, so that they are aware of the **conditions of use for each border crossing** before travel.
- There is no **separate entry for pedestrians and cyclists at the Röszke 2 and Ásotthalom border crossing points**, which slows down the passage of cars. For example, with the operation of one lane, when the border bus arrives and 35 people are checked at the same time the control of cars is interrupted. It is a routine today that commuters by car are awaiting in front of the border as early as 5 a.m. before the border opens, so that they can be the first to cross the border and arrive at their workplace by 7:30 a.m.
- The **bus stops about 3 km from the border crossing point in Ásotthalom** and the situation is no better in Serbia. There is **only a single bus stop in Királyhalom**. In the case of **Röszke 2**, **bus traffic already reaches the Hungarian side, but on the Serbian side buses only run in the city of Horgos**. In Ásotthalom, you have to walk a lot on the shoulder of the road to get to the border crossing point from the bus stop.

On the Hungarian side, you have to walk along road no. 55126 branching off from road no. 5511 to the border from the stops at the junction to the border, where **there is no public lighting**.

- Adequate parking arrangements, capacity for cars are also not ensured next to the Ásotthalom and Rösztke 2 border stations. The cars are compelled to park on the shoulder along the road, which often hinders access to the surrounding real estates. In the summer, the regular routine of crossing the border is as follows: they park the car, walk across the border where someone is waiting for them by car or bicycle. **There is no parking lot serving the border station on either side.**

Municipality of Ásotthalom, Papp Renáta

The operation of the **Ásotthalom-Backi Vinograd border station** has a direct interconnection with the city. The **reconstruction design for road no. 5511** between Ásotthalom and Mórahalom has been completed by Hungarian Public Road, but it does not consider that buses may also run here. This must be taken into account during the preparation of plans and the reconstruction of the road, as **buses should run up to the border station and they should even cross the border to meet existing demand**.

At the Ásotthalom border crossing point, congestion in the summer can be so bad that the vehicles line up on road no. 55126 leading to the border **obstructing the traffic on road no. 5511**, especially from the direction of Mórahalom, which also impairs the accessibility of Ásotthalom. **A minimal solution** during these periods could be that the **border police take charge of traffic control on the critical road sections**.

The **EuroVelo 13 cycle route** passes through Ásotthalom. The Subotica-Ásotthalom-Tompa section was built with EU support. **The missing 4.2 km long bicycle path section** will be built by **the municipality of Ásotthalom from the administrative territory of Mórahalom to the access road to the border crossing** with grant money. The project **must be completed by the spring of 2026** at the latest.

Another project will **include a bicycle rest area with toilets before the border crossing point**. As the toilets at the border crossing point are not available to passengers, they have to solve the hygiene problems of long waiting somehow (that applies not only to bicycle passengers, but to other traffic).

Illegal parking is a normal practice, and it is tolerated. Commuting foreign workers, who are forced to store cars on both sides of the border, park in urban area like in Királyhalom. **Parking lots should be established on both sides**, which could also be used by tourists during cultural events.

From the point of view of public safety and sanitation, **camera surveillance of the border area is also recommended.**

In order to avoid congestion, it is recommended to ensure longer **opening hours** of the border crossing point at Ásotthalom in holiday and weekday operation alike.

Route planning applications often direct road users falsely to the Tompa-Kelebija border crossing point from the direction of Ásotthalom unreasonably increasing foreign traffic. **Road no. 5509** that gives a direct link to the border is in bad shape, requires renovation. Hungarian Public Road has **a pavement renovation plan, but its implementation** is only possible with Hungarian state support.

Municipality of Tompa, Kovács Gábor

The **Tompa-Kelebija border station** fundamentally determines the life of the city. Tompa is the other settlement next to Röske that has significant international traffic.

The city has little means to facilitate border crossing. The city receives a minimum subsidy from the state for the traffic that crosses the border. It is used to maintain the conditions around the border crossing point and the roads leading to the border. The **environment of the border crossing is neglected**, and the city cannot allocate more to improve it.

The border crossing carries a significant amount of freight traffic. During peak periods, up to **300-1000 trucks are waiting in the village** from Friday to Sunday. The drivers park the vehicle in Tompa, go home for the weekend, and then arrive on Sunday afternoon and start their journey and use the city's public spaces. In extreme situations, vehicles can be parked as far as Kiskunhalas without **an official parking lot for this purpose in the city, i.e. they park anywhere in public areas where they can.**

Two years ago, the city of Tompa received a request for the expansion of the freight lane. The city agreed to this minor modification and it took 5 months to amend the urban zoning plan.

The Hungarian Government has decided that in the next 5-6 years, a motorway will be built from the M6 motorway through the Danube bridge in Szekszárd to Subotica, which will divert further traffic to this section of the border. A border crossing point of nearly 90 hectares will be built, where common Hungarian - Serbian one-touch border control will be implemented. This will affect several local governments, but **they have not yet received any information from the government**, even though the urban spatial plans also need to be modified accordingly. The designs of the border crossing point and facilities are expected to be completed by the end of September.

Police Education and Training Centre, Szilágyi Róbert

You want to respond to the comments and the question and share new information with the participants.

The Hungarian Police **intend to develop a new procedure for the control of commuters**, which will affect Serbian or Hungarian citizens who cross the Serbian-Hungarian border section at least twice a week. This **will mean a facilitated control**, which is expected to speed up border controls. As part of this, border crossing would take a few seconds for commuters, so they could get to their workplace by the time they start work. This only affects the checking process but the number of lanes and the number of opened lanes still determine the time required to cross the border.

In addition, a new Single Border Control System (EES – Entry/Exit System) will be introduced from October 2025. At the beginning the waiting time will increase, but hopefully there will be no major disruptions as a result of the phased introduction. However, when all citizens obliged to register are in the system, **the crossing will be very fast** both at the common border section and at any external border of the EU.

The amendment of the Border Traffic Convention is in progress. The amendment will change the powers and competences of those in charge of introducing different opening hours of border crossings with limited hours are expected to be modified in such a way that the decisions on **the different opening hours of border crossings** will not have to be initiated and made through diplomatic channels, but **the decision-making powers would be transferred to regional level and in the case of smaller border crossing points even to the local body.** As a result, regional police chiefs can initiate modifications to the opening hours. In other words, the application and evaluation procedure for different opening hours would take place at the

regional or local police level. This competency applies to the nationality of citizens. On the part of the Hungarian Police, this is already the practice.

The purpose of the small border crossing points is to ensure, maintain and strengthen the social, cultural and economic relations of the neighbouring settlements. Unfortunately, they are periodically forced to handle more international traffic. The reason for this is that the larger border crossing points are not designed for the current traffic, so their capacity is temporarily exhausted. The **development of the Hercegszántó border crossing point and the construction of the Tompa 2 border crossing** point could be a workable solution. In the case of the latter, the location of the location of border crossing has been determined by geodetic surveys.

To open the existing but closed lanes, colleagues from the green border are ordered to share the tasks of inspection. Half an hour before the surge in traffic, colleagues are already called in to open up the closed lanes. So, all colleagues are busy working and they are regrouped according to the needs.

DKMT Nonprofit Public Benefit Ltd., Csókási Eszter

She has reinforced the emergence of hectic nature of congestions, which is a nuisance to everyone. As the relationships, tights are getting stronger, the locals visit the neighbouring settlement beyond the border even on a weekly basis. She raises the question of whether there could be a small border crossing point between Bács-Kiskun, Csongrád-Csanád counties and Vojvodina, what only Hungarian and Serbian citizens can use. They would register in advance in a database as applicants crossing this border regularly. **They would be able to cross the border** with automatic border control, **e.g. with the help of a facial recognition system.**

Csongrád-Csanád County Police Headquarters, Szeged Border Police Branch (HRK Szeged), Széchenyi Gábor

Automatic crossing of citizens for a restricted circle of citizens is not possible under European legislation, because every EU citizen must be provided with the opportunity to cross the EU borders.

At the Röske-Horgos border station 2, to avoid congestion, in consultation with the Serbian partner, a sufficient number of personnel will be provided at the border station on both sides. The lanes will be regrouped according to needs, even by changing functions between the exit and entry lanes.

The staff of the Szeged Branch Office is complete, and after Romania's accession to the Schengen Area, a part of the freed staff will work at the branch offices. At the same time, he confirmed that **a new control method will be introduced**, the success of which will also require the effective work of the NAV (finance guards).

DKMT Nonprofit Public Benefit Ltd., Csókási Eszter

The efficient work of the National Tax and Customs Administration (NAV) is also necessary to speed up border crossings So, **operation of a border crossing point exclusively dedicated to Hungarian and Serbian citizens is not possible.**

At the Bácsalmás-Bajmok border station, the mayor indicated that they **would like to have extended opening hours** at the border station.

Police Education and Training Centre, Szilágyi Róbert

He added that the **Bácsalmás-Bajmok border station's operation** had previously been assessed with Serbian partners in order to speed up border crossing by establishing common control at the Serbian border. The infrastructure in Bajmok is poor, it is not suitable for this. It would be possible to do so at Bácsalmás, but the related costs may not justify the intervention (estimated amount HUF 135 million). The lowest cost option would be **to build an extra lane in the long run**, which would allow a total of 3 lanes to operate.

Here, 70% of the passengers are Hungarian, EU, EEA citizens and 30% Serbian citizens. During peak periods, it takes a significant burden off the Tompa-Kelebija border crossing station.

Bácsszentgyörgy-Rastina border station is a small crossing point, 1+1 lanes are in operation. **There is rarely a half-hour congestion** at the crossing. It works with adequate capacity. Its importance will increase during the reconstruction of the Hercegszántó-Backi Breg border crossing point.

The reconstruction of the Hercegszántó-Backi Breg border crossing point is foreseen. The permit designs have been completed, and public procurement procedures have to be conducted. No joint control is planned both sides will carry out the control procedures separately. After reconstruction, **its size will be comparable to that of the Tompa crossing point.** It will be accessible via the M6, M9 motorways. It will play a significant role in the management of freight traffic, and due to its network connections, it is expected to have a positive effect not only in Tompa, but also in Rösztke.

The new transit route planned in Vojvodina (Smile of Vojvodina) will also connect here, which will further increase its importance.

Municipality of Szeged City of County Rank, dr. Binszki József

Previously, the authorities considered over 2 hours to be the official waiting time. This discussion will achieve its goal if a fraction of that duration is determined as normal, and this will encourage everyone on both sides of the border to use all means to speed up the border crossing process.

At the customs, that attitude was ubiquitous: "He who travels is not in a hurry." So long as this approach pertains, today's discussion is in vain.

DKMT Nonprofit Public Benefit Ltd., Csókási Eszter

This approach is no longer experienced. There is good cooperation, and the stakeholders are creative based on the experience so far.

Bács-Kiskun County Police Headquarters Border Police Service, Bodor László

This approach no longer exists in border policing. The methods are different, and the colleagues are different too. The Ministry of Interior pays great attention to waiting times. Meanwhile, traffic has increased enormously and is developing rapidly, which is a serious challenge for the authorities. For example, the annual traffic volume in Tompa is 3.7 million. Both parties do their best, even together, to manage traffic in an acceptable way. For example, in connection with the Easter holidays, the Minister of the Interior set the strict objective of keeping waiting time under 1 hour. According to Mr. Szécsényi, **a new control method will be introduced**, the pilot systems of which are already in operation. You can follow the expectations exactly on police.hu or social media.

DKMT Nonprofit Public Benefit Ltd., Csókási Eszter

With regard to **the Röske-Horgos border crossing 2**, she indicated that on **the Röske side between the bus stop and the border crossing point, there is no public lighting**, which is dangerous for commuting students in Vojvodina. **This should be solved by the Municipality of Röske**, because the problem occurs in the administrative area of the village, but already outside the area of the border station.

Csongrád-Csanád County Police Headquarters, Szeged Border Police Branch (HRK Szeged), Széchenyi Gábor

He added that **at the Rösztke-Horgos 2nd border crossing point**, the plan is to **expand the border crossing point with a bus lane**. The surveys and the cost calculations have been carried out for both the Serbian and Hungarian sides. The documents were forwarded from the regional level to the National Police Headquarters.

The new building of the **Kübekháza-Rabe border station** was commissioned to traffic as of 3 December 2024. **There is no intention for additional improvement.**

Hungarian Public Road, Nagy Zoltán

At the Kübekháza-Rabe border station, the road leading to the border has reconstruction designs, but there is no information or financial source about its implementation.

DKMT Nonprofit Public Benefit Ltd., Csókási Eszter

She is asking the required funds **for the renovation of the road to Kübekháza-Rabe border station**, because in the past, Hungarian Public Road had designs under the IPA program (e.g. Tiszasziget-Djala) for the renovation of the road leading to the border crossing and for the IPA-Interreg subsidy. Hungarian Public Road agreed to share the documents.

Border Police Service of the Csongrád-Csanád County Police Headquarters (HRK Szeged), Széchenyi Gábor

He said that in the case of the **Tiszasziget-Djala border crossing point**, the costs of introducing common inspection has been assessed and the proposal is submitted to the government. According to the plan, **Serbian colleagues will conduct joint inspections** with Hungarian bodies on Hungarian territory.

Municipality of Novi Kneževac, Cila Oros Urban

He added that the road leading to the **Tiszasziget-Djala** border crossing on the Serbian side is in a satisfactory condition, but the **road no. 43104, which goes through Tiszasziget, is narrow, especially in the urban area**. Is there any idea to build a bypass? **The bypass of the village and the development of the urban area section are required.**

Hungarian Public Road, Nagy Zoltán

In his reply, he indicated that **there are no plans for** such an intervention.

Bács-Kiskun County Police Headquarters Border Police Service, Bodor László

In connection with the development **of the Tompa-Kelebija border crossing**, he thanked Hungarian Public Road for its work during the **renovation of the freight terminal and the change of technology**. The X-ray equipment of the National Tax and Customs Administration (NAV) has been relocated in accordance with the regulations, the two police checkpoints have been definitively established, a new parking system has been built, and the number of duty stations for customs officers has increased. These will also help freight transport in border crossing. **Lane expansion designs at the road border crossing are available**. If the Ministry of Construction and Transport (ÉKM) launches the mature development and the necessary short section is completed on the Serbian side, the throughput of the Tompa border crossing point will significantly improve: **the current 2.5-3 lanes will be expanded to 5 lanes**.

Provincial Ministry of Construction, Transport and Infrastructure, Emese Lalic Urban

She emphasized that **the construction of the Subotica Y-branch, a bypass with a motorway profile is under preparation for the Tompa-Kelebija border station**, which will run to the Tompa-Kelebija border crossing and to Tompa-Kelebija 2. On the Hungarian side, **the M9 expressway is being planned, while the Mohács Danube bridge is under construction**, which will create connection in the short-term between the M6 and the main road no. 51. As a result, the capacity of the **planned high-capacity Tompa-Kelebija 2 border crossing point** will be necessary to carry out the increased border traffic.

Provincial Secretariat for Regional Development, Interregional Cooperation and Local Self-Government, Marija Fenjac

She thanked for the participation and indicated that three more workshops will be held in the near future.

Memorandum

Subject: "Preparation of a study entitled "Improvement possibilities of HU-SRB cross border infrastructure", **workshop on rail passenger transport between Serbia and Hungary**

Location: Subotica, Jelen salas Palic, Lopudska 7

Date: 14 April 2025, 11:00 a.m.

Participants:

<i>name</i>	<i>organization</i>
Baukó Levente	Border Police Service of the Csongrád-Csanád County Police Headquarters
Szilágyi Gábor	Bács-Kiskun County Police Headquarters Border Police Service
Mondi Miklós	MÁV Track Operation Ltd.
Vári Tamás	MÁV Track Operation Ltd.
Csókási Eszter	DKMT Nonprofit Public Benefit Ltd.
Körtvélyesi Csaba	TRENECON Ltd.
Emeše Lalić Urban	Provincial Ministry of Construction, Transport and Infrastructure
Radoslav Vukelić	Provincial Ministry of Construction, Transport and Infrastructure
Zoran Novak	Subotica Border Police Station
Miloš Gagić	Regional Border Control Centre Unit Responsible for Hungary
Petar Pantelinac	Subotica Town Hall
Slobodanka Vićentijević	Subotica Town Hall
Slobodan Milović	Mediaplay Communications Kft.
Marija Fenjac	Provincial Secretariat for Regional Development, Interregional Cooperation and Local Self-Government

At the workshop, a questionnaire was distributed on the problems and proposed solutions of border crossing. The results of these are not part of the Memorandum. At the workshop, the following most important general statements and suggestions were made by the participating organizations.

Provincial Secretariat for Regional Development, Interregional Cooperation and Local Self-Government, Marija Fenjac

She greeted those present and opened the workshop. She gave general information about the content and objectives of the project, the primary objective of which is the development of border control posts and investments related to their equipment.

DKMT Nonprofit Public Benefit Ltd., Csókási Eszter

The development of rail transport between the two countries is not without precedents for DKMT, as the Autonomous Government of Vojvodina prepared the permit designs for the Szeged-Subotica railway line 10 years ago under the Hungarian-Serbian INTEREG IPA program, based on which the line was rebuilt and railway trains are already running on it. 4 years ago, the project was completed, which prepared the permit designs for the Subotica-Bácsalmás-Baja railway line and the Urban Spatial Plans. She hopes that this project will be implemented soon. It is proposed that **the Subotica-Csikéria-Bácsalmás section be built in the first phase**, which will connect to the existing Bácsalmás-Baja railway line. This shorter section has a better chance of being realised in terms of fundraising than the construction of the entire line. **The aim is also to declare the Subotica-Bácsalmás-Baja railway line part of the TEN-T network of Serbia and Hungary**, so that EU funds can also be made available. If this is successful, it would be possible to apply for the funds necessary for the construction from CEF. Regular train traffic has been launched on the Szeged-Subotica railway line. It would be important to talk about the situation and development opportunities of the Szeged-Subotica, Subotica-Bácsalmás-Baja and Budapest-Beograd railway lines.

A new development is, that DKMT NK Kft. has recently signed a grant contract for the planning of the Szeged-Timisoara railway line, which is a key strategic project of the Hungary-Romania Interreg Programme. DKMT NK Kft. is the project leader, the project partners are the Timis County Council and the Municipality of Csongrád-Csanád County.

Countless comments and suggestions were received from commuters, tourists and municipalities regarding the quality of border crossings and development proposals. The aim of the thematic workshops organized within the framework of this project is to clarify these questions and to assess the needs. The list of project ideas compiled in this way will be submitted to the two Governments after it has been finalised by the professional actors within the framework of the workshops to be held in the autumn. She recommends that

railway connections, the current situation of border crossings and their development opportunities be examined by railway line in order to make border crossing as smooth and fast as possible.

Provincial Ministry of Construction, Transport and Infrastructure, Emese Lalic Urban

She emphasized that these workshops, like the project itself, are extremely valuable. There are also notable examples in the field of rail transport. Such cooperation also gave rise to the idea of the **Subotica-Szeged railway line**, which creates an opportunity for the development of culture, tourism and economy. Previously, only freight transport was carried out on this line, but now passenger transport has also started. Passengers have welcomed this opportunity, which is beneficial not only for employees, but also for regional relations in general. In 2023, more than 100 thousand passengers used the line. The development of the Csikéria-Subotica railway line and the **new border station at Csikéria-Subotica** within is the competence of the Ministry. They are waiting for the **results of the study under development**.

MÁV Track Operation Ltd., Mondi Miklós

Regarding the Szeged-Subotica railway line and the Röske-Horgos border station operating there, he said that the project was launched in 2019. The reconstruction of the Budapest-Beograd railway line and the development of the Békéscsaba-Lökösháza line began in August 2022, and then the restrictions imposed in Biharkeresztes closed the Balkan railway connection, to which the response was the development of the Szeged-Subotica railway line. Due to urgent needs, **rail freight** transport on the line started as early as 1 August 2022 - **unfortunately still with 20th century traffic control signalling technology** - and then **at the end of November 2023, rail passenger transport commenced** with 5 pairs of passenger trains per day.

He informed those present that an organizational transformation has taken place at MÁV Zrt., with which the central organization of MÁV Zrt. was established, and MÁV Track Operation Zrt. was separated from it, in which there are 6 regional directorates that are responsible for the management of rail transport. The units responsible for track operation and investment operate in the organization. The essential part of the decisions is made by the Ministry of Economic Affairs.

The final deadline for the development of the Szeged-Röske line is 31 December 2025., which includes the construction of a wye track between

Kiskundorozsma station and Rösztke, which will facilitate freight train traffic crossing the Serbian-Hungarian border. Due to a train accident in January, which resulted in damage to the signalling system, the trains are only used temporarily. Professional negotiations are underway between the Serbian and Hungarian parties, for which they are asking for the help of the Provincial Ministry.

MÁV Pályaüzemeltetési Zrt., Vári Tamás

From 2022, rail freight transport started with a night restriction on the Szeged-Subotica railway line. In the first period, 5 pairs of freight trains were already running per day. From November 2023, **passenger transport also started with 5 pairs of passenger trains per day**, with 250-300 people currently travelling on a daily basis. The **journey time is 94 minutes from Szeged station to Subotica station. Currently, 6 pairs of freight trains run daily on the delta track until midnight.** He thanked Serbian Railways for their daily contact and successful cooperation.

Csongrád-Csanád County Police Headquarters Border Police Service, Baukó Levente

He informed those present about Szeged-Subotica railway line, including the **Rösztke-Horgos border station's** current operation. At the Rösztke-Horgos border station, 2 Hungarian and Serbian authorities (border police and customs) work with a 30-minute downtime. At the beginning, there were 30-30 minutes of standstill in Horgos and Rösztke separately. **Currently, the downtime has been reduced to a total of 30 minutes** thanks to the cooperation of the Hungarian and Serbian authorities. This is a good result, especially since the schedule delay did not really occur due to the authorities. **The official procedure developed in this way cannot be shortened any further, especially since the colleagues work at the Schengen external border.**

The authority receives as many trains as it arrives but can handle one train at a time. It is also possible to receive additional trains between two trains. Through the cooperation, there is no waiting for freight trains on either side.

The new European Entry/Exit System (EES) **is expected to be launched in October 2025.** This means the introduction of additional control obligations, due to which the current 30-minute downtime cannot be reduced.

Subotica Border Police Station, Zoran Novak

He confirms that **it is not possible to check freight trains at the Rösztke-Horgos border station for less than 30 minutes**. This 30-minute period is also required for the inspection on the Belgrade-Budapest line. **There is no problem with the control of freight trains and no longer with migrants**.

Finally, he added that experiences related to the work of the border police can be shared in the continuation of the conversation.

DKMT Nonprofit Public Benefit Ltd., Csókási Eszter

In connection with the **Szeged-Subotica railway line**, she drew the attention to the fact that during the planning process, a line with a track **speed of 120 km/h, electrified and equipped with appropriate interlocking equipment, was calculated**. The question arises as to when this can be achieved.

The other question is whether **it is possible to carry out the checking on board**. On the one hand, there could be trains operating as suburban railways, which would stop at several places in Hungary and Serbia, and on the other hand, there could be a few express trains that would run non-stop between Szeged and Subotica, with the control taking place on the train.

MÁV Track Operation Ltd., Mondi Miklós

On the Szeged-Subotica railway line, there is no railway technical obstacle to the fulfilment of the technical requirements. The clear travel time between the two cities is 45 minutes. He pointed out that the only real obstacle is that **Serbia is not a member of the Schengen area, so it is not possible to cross without controls. It depends on the agreement between the two states** whether the train runs without a stop or with a stop. He drew attention to the fact that the Serbian side expects the train to stop **as far as Subotica** and to **ensure rail transport around the city**.

Csongrád-Csanád County Police Headquarters Border Police Service, Baukó Levente

In his opinion, on the Szeged-Subotica railway line, on-board inspection is not supported, and it cannot be implemented and supported from an IT point of view. A solution could be to **build** a terminal at the railway station **in Szeged and Subotica**, where **control could be provided even through automated gates**.

DKMT Nonprofit Public Benefit Ltd., Csókási Eszter

The trains running here on the planned **Szeged-Subotica-Bácsalmás-Baja railway line** between Szeged and Baja could be used as a domestic service. The train, on the other hand, **would cross the border twice, the existing Röske-Horgos and the planned Csikéria-Subotica new railway border crossing**. This would mean two checks, which would significantly **slow down traffic**. What good solution could be developed for this?

Bács-Kiskun County Police Headquarters Border Police Service, Szilágyi Gábor

The Csikéria-Subotica railway station planned for the Subotica-Bácsalmás-Baja railway line **proposes the introduction of joint Hungarian-Serbian controls** at the new border station, similar to the Budapest-Beograd railway line. In addition, since the train crosses two borders, **two checks are necessary. An exception may be if the train does not stop in Serbia**, then there is no need for a new check.

DKMT Nonprofit Public Benefit Ltd., Csókási Eszter

Several **options** have emerged to solve the problem of crossing the two borders: **closed carriages, which cannot be opened in Serbia**, and it is also possible **to start a closed train between Szeged and Baja, which does not stop on the way**.

She indicated that a regional consultation on this topic is expected soon, in which DKMT Nk Kft. will propose that the two countries request **the integration of the railway line into the TEN-T network in a joint letter**.

She drew attention to the fact that **the plan for the Subotica-Bácsalmás-Baja railway line and the new border station Csikéria-Subotica within it received the construction permit in 2020**. Therefore, **it is necessary that funds are available for the implementation of the section that has not yet been completed**. The question is whether there is an intention to implement the planned section on either the Serbian or the Hungarian side.

MÁV Track Operation Ltd., Mondy Miklós

He said that there is a **Construction Directorate** that is responsible **for such projects**, and their institution only plays a consultative role in these issues. With regard to permits, he highlighted that Serbia's accession to the Schengen area would significantly shorten the travel time between Szeged and Baja, as double border crossing could be eliminated.

Provincial Ministry of Construction, Transport and Infrastructure, Tale Lalic Urban

With regard to the implementation of the Subotica-Bácsalmás-Baja railway line, he indicated that there are currently **no financial resources available for this**. Although the line is important and a priority, financing is currently being raised, while priority is given to the Beograd-Budapest high-speed railway.

MÁV Track Operation Ltd., Mondri Miklós

Regarding the development of the Budapest-Beograd railway line and the Kelebia-Subotica border station **ensuring border crossing**, he said that the development began in 2022 as a result of which travel time will be reduced by half. In Serbia, the design speed is 200 km/h, while in Hungary it is 160 km/h. The southern section: Kelebia-Kunszentmiklós-Tas, the northern section: Kunszentmiklós-Tas-Soroksár. A Chinese - Hungarian joint venture is acting in the implementation of the project. The **railway track has already been completed on the Hungarian section**. Further investments will be made in the areas of interlocking equipment, energy supply and traffic management. The technical design and human resource development of the traffic control centre are under preparation. The work is continuous, accompanied by professional cooperation between the two states. The latest known official date for **completion is July 6, 2025**.

Provincial Ministry of Construction, Transport and Infrastructure, Emese Lalic Urban

She informed the participants about the Serbian section of the Budapest-Beograd railway line and the development of the Kelebia-Subotica border station. **The section between Beograd and Novi Sad is already in operation**, with trains running at a speed of 200 km/h in some places. Many people from Novi Sad commute to work in Beograd, which is also reflected in the traffic: **2 million passengers** travelled on passenger trains in the first year.

The second section **includes the Novi Sad-Subotica** section. The works carried out here have been completed, and the supervisory observations are currently being terminated. If the **supervisory checks** are also positive, rail transport can start. According to the original plans, the works should have been completed by November 26 last year. However, due to a tragic event, additional tests were ordered. At the moment, it seems that **traffic may recover as early as July**. The **journey time from Beograd to Subotica will**

be about 1 hour and 45 minutes, and to Budapest it will be less than 3 hours.

The rolling stock has already been ordered – state-of-the-art trains run between Beograd and Novi Sad.

The governments of Serbia and Hungary are currently working on a joint text on border controls, which also envisages permanent rail controls. **Where possible, joint checks will be introduced** at all types of border crossings.

Bács-Kiskun County Police Headquarters Border Police Service, Szilágyi Gábor

Freight traffic on the Budapest-Beograd railway line is scheduled to start on 7 July 2025 and passenger traffic will start from December. Passenger traffic at the **Kelebia-Subotica border post will already use the new European Border Registration System.** The Border Police is preparing for the management of passenger traffic by taking into account the needs of equipment and persons. A **Serbian-Hungarian joint control will be introduced** in passenger traffic. The building to be renovated to accommodate Hungarian and Serbian colleagues is already available. The investment is under preparation.

Wi-Fi coverage, which is important from a border traffic point of view, will be provided in both freight and passenger traffic areas. In the event of a Wi-Fi malfunction, colleagues will use internal SIM cards, and the verification will not be suspended. Here, too, **a 30-minute inspection time can be expected.**

He informed the participants about the main features of the new EES. The **European Entry/Exit System (EES)**, which will be introduced in the autumn, **will be a virtual passport**, which will eliminate the importance of the physical passport. It will be connected to citizens in a biometric way. When a third-country national enters the EU for the first time, **his biometric** (facial image, fingerprint) **and written data must be** recorded. **In the first period**, this process **can increase** the waiting time **by an average of 2.5-3 times. After 180 days**, private passports can be abandoned, **virtual passports will work.** After the check, a virtual stamp is recorded on the central server, and this is how the citizen can cross the border. The experience of the system used in practice mode is favourable. **The check will not be automatic, and the manpower check will still be maintained.**

Subotica Border Police Station, Zoran Novak

He pointed out that the joint audit has already started. In the case of freight transport, however, the inspections will be carried out separately, they will not be carried out jointly. **Border control of freight trains running on the Budapest-Beograd line will take place in Beograd and Budapest.**

He noted that the verification process largely depends on the composition of the passengers and the time of year, so it is not possible to determine all the details in advance.

Returning to the Szeged-Subotica railway border crossing **in Szeged and Subotica, the opening of new gates** would not have any **practical advantage, based on the analysis made.** Passengers would have to arrive at railway stations earlier, and the quality of security checks would be reduced.

DKMT Nonprofit Public Benefit Ltd., Csókási Eszter

She suggested that the Szeged-Kikinda-Timisoara railway line, with a new border station in the Szőreg-Rabe area, is an old idea in the Euroregion. **The establishment of a railway connection between Szeged and Timisoara** is possible in two ways:

- **By crossing the Hungarian-Romanian border directly**, we will save ourselves from the problems arising from crossing the two borders discussed earlier.
- **Szeged-Kikinda-Timisoara on the old route**, which involves crossing the two borders, but from a regional development point of view, it is served by three countries.

She said that a preparatory study will be prepared in a project partnership **for the route versions of the restoration of the Szeged-Timisoara railway connection.** Then the countries will choose together which route the plans will be prepared for.

The **Timisoara-Kikinda-Szeged-Subotica-Baja railway line can be the unified railway line of the DKMT region**, because it promotes the relationship between the three countries and thus the development of the Euroregion. However, **if the citizen wanted to travel** from Timisoara to Baja, he/she **would have to cross four borders.**

In addition, the construction of a railway line between **Baja and Dombóvár has emerged as a development outside the Euroregion.** With this it would

be possible to reach Pécs, and then moving on, it would be possible to reach Rijeka. From Timisoara to Resica, a railway line could be formed to Constanța. In other words, **a Romania-Serbia-Hungary-Croatia railway axis** could be established **between Constanța and Rijeka**. One of its sections would cross the Euroregion. He is waiting for proposals to simplify the crossings.

Csongrád-Csanád County Police Headquarters Border Police Service, Baukó Levente

In response, he explained that the control at the Hungarian-Romanian border had been abolished because Romania had joined the Schengen area. **At the Schengen external border, controls cannot be spared.**

Provincial Ministry of Construction, Transport and Infrastructure, Emese Lalic Urban

She welcomed the initiative aimed at the reconstruction of the Szeged-Timisoara railway line. She pointed out that it would be extremely useful to revive this route, which was once part of the route of the famous "Orient Express". She added that this is also of paramount importance from the point of view of the development of tourism.

Csongrád-Csanád County Police Headquarters Border Police Service, Baukó Levente

Moving on to the development of the Rösztke-Horgos road border station 2, he indicated that a lane expansion will be implemented on the Hungarian side of the border crossing. This will work well if there is development on the Serbian side as well. This will help the transport of cross-border commuters.

He announced that **from September this year, the registration of cross-border commuters will begin, based on which these persons will be able to enter the country with an accelerated crossing** (after facial recognition).

Provincial Ministry of Construction, Transport and Infrastructure, Emese Lalic Urban

She explained that the Hungarian developments of the Rösztke-Horgos 2 road border station are known, but so far there has been no demand for the developments that will become necessary on the Serbian side. She inquired about what kind of development should be implemented in Serbia.

Csongrád-Csanád County Police Headquarters Border Police Service, Baukó Levente

He explained that in the Hungarian territory of **the Rösztke-Horgos 2nd road border station**, for example, for buses transporting commuters, a separate bus lane will be built up to the state border line in order to ensure that the buses reach the border ahead of the line of cars. In order for this to work **in Serbia, it is necessary to create a 2-300 m long traffic lane for buses.**

Provincial Secretariat for Regional Development, Interregional Cooperation and Local Self-Government, Marija Fenjac

She thanked all participants for their active participation, their time and their constructive contribution to the discussion. She noted that the meeting was extremely useful and informative, took place in a spirit of partnership, and a lot of important information and ideas were shared, which are important for the further development of joint activities.

Memorandum

Subject: Preparation of a study entitled "Improvement possibilities of HU-SRB cross border infrastructure", **workshop on inland waterway passenger transport between Serbia and Hungary**

Location: Art Garni Hotel, Kanjiza

Date: 28 April 2025, 11:00 a.m.

Participants:

<i>name</i>	<i>organization</i>
Telkes Róbert	Lower Danube Valley Water Management Directorate
Dukai Dávid	Lower Danube Valley Water Management Directorate
Dr. Kozák Péter	Lower Tisza Region Water Management Directorate
Fischer Gábor	Tisza Water Police Station / Water Police Station Szeged
Dr. Terbe Roland	Border Police Service of the Csongrád-Csanád County Police Headquarters
Dr. Binszki József	Municipality of Szeged City of County Rank
Csókási Eszter	DKMT Nonprofit Public Benefit Ltd.
Körtvélyesi Csaba	TRENECON Ltd.
Emeše Lalić Urban	Provincial Ministry of Construction, Transport and Infrastructure
Miloš Gagić	Regional Border Control Centre Unit Responsible for Hungary
Dragan Lazić	Horgos Border Guard
Mirjana Živković	Vojvodina Public Water Company
Kosta Lalošević	Vojvodina Public Water Company
Predrag Živadinović	PLOVPUT Waterway Directorate
Robert Fejstamer	Municipality of Kanjiža
Nemanja Garunovic	Pyramid Ing Ltd.
Marija Fenjac	Provincial Secretariat for Regional Development, Interregional Cooperation and Local Self-Government

At the workshop, a questionnaire was distributed on the problems and proposed solutions of border crossing. The results of these are not part of the Memorandum. At the workshop, the following most important general statements and suggestions were made by the participating organizations regarding certain ports and river and canal sections.

Provincial Secretariat for Regional Development, Interregional Cooperation and Local Self-Government, Marija Fenjac

She greeted those present and gave general information about the content and goals of the project.

DKMT Nonprofit Public Benefit Ltd., Csókási Eszter

She emphasized the excellent cooperation in the border region between Hungary and Serbia, especially between cultural, sports, educational and other institutions. She emphasized that the border between the two countries should gradually lose its significance so that crossing would not cause problems. So far, three workshops have been held, which were attended by a number of representatives of municipalities and institutions. The main findings will be summarised in a single document. If further data is needed, the participants will also be contacted individually. The documentation will be available to all participants. Further workshops are also planned to be developed jointly to develop recommendations that will be presented to the governments of the two countries. She drew attention to the questionnaire distributed about the problems and suggestions and asked the participants to fill it out.

Provincial Ministry of Construction, Transport and Infrastructure, Emese Lalic Urban

She explained that the aim of the work is to map the weak points and to explore the development opportunities of cooperation. The project can mainly help to address bottlenecks at border crossings and other traffic barriers. In addition to the successful development of rail connections, there are still many challenges to be solved in the field of water transport. The launch of regular passenger and freight transport traffic on the Tisza and Danube is a priority. Specific problem exploration and suggestions for solutions are particularly useful.

The Provincial Ministry of Construction, Transport and Infrastructure is currently working on the design of a **new lock** on the Tisza **in the area of Novi Becej**. This would make it much easier to pass through, as the current

lock can only allow one ship to pass through at a time, which hinders efficient freight traffic, while the planned new lock already allows two ships to pass through at the same time. The documentation of the new lock is under preparation. The implementation of the project would bring significant improvement in the field of water transport on the Tisza.

The preliminary design documentation is expected to be completed by the end of the year with the cooperation of the ministry with a loan provided by the World Bank. After that, the provision of financing can begin. It is also important to develop tourism in the settlements along the rivers. It is necessary to build ports suitable for receiving not only cargo ships, but also tourist boats, in order to develop water tourism and improve the accessibility of the region.

Vojvodina Public Water Company, Mirjana Živković,

Their institution is responsible for the management of the dam along the Tisza River, but not for the operation of the border crossing. At present, the crossing is carried out on the basis of prior notification, which requires the presence of the port authority, customs and police. The lock of Novi Becej is currently underused. Although operational, the average traffic is only 23 boats per day, of which only a small number of ships pass through to Hungary. Navigational **information should be better promoted, especially in the field of leisure shipping**. The notification procedure is unclear – it is unclear to whom and how the notification should be submitted. **It would be useful to clearly define all the procedures and communicate them publicly**, so that citizens wishing to travel on the river know exactly what steps they need to take.

Regional Border Control Centre for Hungary, Miloš Gagić

He explained that the Ministry of Interior does not participate in traffic development but only performs control tasks. The number of staff on duty at the crossings is low, as there is little traffic for both people and ships. For example, **pontoons and adequate lighting are required for smooth operation**. The lack of lighting creates poor visibility, which poses a safety risk. Therefore, it was proposed that the operating conditions include that the crossing should operate from 7 a.m. to 7 p.m., depending on weather and light conditions. The police only get involved at the end of the procedure they do not take on a technical or organisational role at the river border crossing points.

Municipality of Kanjiža, Robert Fejstamer

With **regard to the Kanjiza border port**, he explained that there are four border crossing points in the territory of the village. The existing pontoon of the border port **has not been used for years**, which significantly hinders water traffic.

Although the municipality is not officially responsible for the construction and operation of such infrastructure, in practice the municipality bears the burdens. A recurring problem is the issue of costs and responsibility for maintenance. As an example, he noted that the municipality had already built and handed over certain facilities to the Ministry of Interior, which were later closed. They also renovated a building that could have been used by the police. However, the main problem is not whether the building will be painted, but who will undertake the construction and maintenance of the entire infrastructure – for example, at a functional point.

He emphasized that Kanjiza's budget is very limited, making it impossible to finance large-scale projects on its own. All developments are welcome, but the local government is often left without support. If there is a problem or incident, the control authorities contact the municipality directly, as **there is no regional body that can take over some of the responsibility**.

DKMT Nonprofit Public Benefit Ltd., Csókási Eszter

As a result of a project carried out 10 years ago – with the participation of CSMRFK, ATIVIZIG, the Municipality of Kanjiza, the Provincial Government of Vojvodina, DKMT NK Kft. – the river border crossing was established, and the Tisza was declared an international waterway. The practical problem is that compared to the Tisza border crossing in Szeged, **the Kanjiza river border port does not have a permanent superstructure that could accommodate the functions necessary for operation** (mooring, control, production, restroom, etc.). If someone wants to get to the neighbouring country on the Tisza, they **must notify the police and customs authorities in advance so that they can check the ship and the documents**. This system is cumbersome and complicated, especially for tourists and recreational boaters.

The question is whether there is a plan to build an official border crossing facility with a permanent superstructure in accordance with the Schengen rules. She expressed his hope that a functional facility will be created that is

clearly visible to travellers, which will facilitate control procedures and improve services for tourists – for example, in the case of visitors coming from Szeged.

Provincial Ministry of Construction, Transport and Infrastructure, Emese Lalic Urban

In the field of border crossing infrastructure, formal competence lies with the Ministry, but the maintenance of real estate and related decisions fall within the competence of the Property Directorate of the Republic. This body should be contacted in the matter of the construction and installation of the new facility. **A facility must be built that meets all standards and fits into the existing infrastructure on the Hungarian side**, thus ensuring balanced and efficient operation. This was already discussed at a previous meeting with Levente Baukó (Border Police Service of the Csongrád-Csanád County Police Headquarters). Eszter Csókási (DKMT NK Kft.): “Your planned visit to Szeged would be a good opportunity to visit the facility on the Hungarian side in person, which could serve as a good example.”

Tisza Water Police Station / Water Police Station Szeged, Fischer Gábor

He presented the traffic on the Hungarian side of the Tisza and the procedure for border crossing.

The port authority operates a freight and a passenger border crossing point at Szeged. Traffic is low, in 2024, out of 395 vehicles entering the border, about 135 were pushers or tugboats, carrying 205 barges and in addition, 55 recreational vessels crossed the border. A total of 185 vessels crossed the state border. Under constant supervision, border crossing is only possible by prior telephone appointment. The communication works in such a way that the Serbian port authority notifies the Hungarian, and vice versa, thus helping coordination.

In the case of freight traffic, border control is carried out jointly by the Border Police Authority in respect of documents, the Customs and Finance Guard in respect of goods and the Police, and the Water Police in respect of the watercraft, their drivers and crew jointly, at the same time, on board the vessel.

In the case of passenger traffic, a notification will be received when the ship will arrive. The border crossing is suitable for one 85 m long passenger boat and 2 small boats up to 20 m long. In the case of water sports equipment and boats, it is possible to serve six pieces together. The data on port capacities

are available on the website of the port authority. Passenger ships are checked at the border crossing point.

Passenger and crew lists are reviewed, and in the case of freight transport, transport documents must be presented.

Since 2015, the crossing has been operating from 7 a.m. to 7 p.m. In the summer, the duration is adequate, but **in the winter, visibility deteriorates after 4 p.m.** Freight traffic was adapted to this circumstance. At the same time, **communication is difficult, and there is often a delay in the flow of information.**

It happened that **Serbia did not accept Hungarian boats**, only water sports equipment. The boats were turned back by the Serbian authorities **because they were not registered.** In Serbia, boats are registered, but in Hungary these devices do not need to be registered.

Regional Border Control Centre for Hungary, Miloš Gagić

Regarding the border crossing at the Kanjiza border port, he said that the turning back of ships after crossing is first carried out by the port authority before the ship reaches the control of the Ministry of Interior. First, the port master checks the ship, followed by customs and police checks. The border guard did not refuse any checks and did not send back any boats.

Vojvodina Public Water Company, Mirjana Živković

She inquired about the rules of registration and use of Hungarian ships, as well as the mandatory insurance of ships. She said that all floating vessels in Serbia – except rowing boats – must be registered. Boats under three meters if they have an engine are subject to an examination, while vessels equipped with engines over 20 horsepower are also subject to insurance.

Tisza Water Police Station / Water Police Station Szeged, Fischer Gábor

Upon inquiry, he explained that in Hungary, ships are to be divided into two categories in this regard. Hand-propelled boats can be up to 20 m long. A power-driven boat that can be driven without qualification or registration can be a boat with a maximum length of 7 m and an engine power of less than 20 horsepower. You don't need a special driver's license for them, but the driver must be at least 17 years old, be able to swim and know the peculiarities of the river and the rules that apply to it. All vessels larger than this, require registration and the appropriate permit.

He confirmed that insurance is not mandatory for smaller boats in Hungary, this obligation occurs for large ships. In the event of any material damage, the case is closed with an agreement between the parties, and as a last resort, in the framework of a court case. A case involving personal injury is already a criminal law category.

Both agreed that **the different registration and insurance practices between Serbia and Hungary are a significant problem. The introduction of the insurance obligation would facilitate smoother border crossing.** The Hungarian shipping regulation called "Black Tank" was also raised.

Vojvodina Public Water Company, Mirjana Živković,

Although the border police are competent in this, in his opinion, if the Hungarian small motorboat has a registration but not insurance, there is no obstacle to crossing the border at Kanjiza.

Lower Tisza Region Water Management Directorate, dr. Kozák Péter

With regard to the planned developments on the Tisza, he stressed that the Tisza River is of common interest to Hungary and Serbia. Together with the representatives of the Autonomous Province of Vojvodina, they consider it important to maintain the Tisza, including irrigation, water transport and flood protection. He noted that the Tisza in Hungary, especially in the Lower Tisza region, is not fully exploited. In the field of tourism, the construction of smaller ports and piers is underway. There are several dams along the Tisza, and there is an opportunity to develop bicycle transport especially at Lake Tisza, where a bicycle path already leads around the lake. Using **municipal funds, additional bicycle paths, smaller mooring points, boat embarkation points are planned**, if the infrastructure allows it. The embankment crown between Csongrád and Szeged is paved, which is suitable for the development of cycling tourism with the involvement of existing facilities and dam guard houses. This is a new field of activity for ATIVIZIG.

The joint strategic project "Make River Tisza Great Again" was submitted jointly with the Autonomous Province of Vojvodina and DKMT NK Kft., which would serve the approach to a memorial site and museum near the Tisza in Szeged within the framework of the development of cross-border water tourism attractions. The goal is to make the Tisza visible from the point of view of tourism. The project is currently under evaluation.

Regarding freight transport, he said that the **port of Szeged Basin is continuously operational.** It is expected to carry a significant amount of

traffic through its connection to the railway infrastructure. Through the dam in Novi Becej, shipping is possible to Csongrád.

DKMT Nonprofit Public Benefit Ltd., Csókási Eszter

Within the framework of the former application, **the project will affect Kanjiza, Becej and Novi Becej on the Serbian side.**

She also recalled a joint project ten years ago, which aimed to map the traffic and tourism opportunities of the Tisza and the Danube. The question arose whether it is possible to introduce permanent passenger transport on the Tisza, following the example of foreign examples.

The previously 2-2.5 hour boat trip was also organized between Szeged and Kanjiža. However, the travel time is too long to **launch a scheduled boat service between Senta-Kanjiza-Szeged**, which could be useful for tourists, employees and students as well. Would there be such a need, and is there a possibility to implement it? Although the project may seem too ambitious, the question must still be asked: is it feasible or will it remain just an idea?

Provincial Ministry of Construction, Transport and Infrastructure, Emese Lalic Urban

The idea is interesting. It is worth focusing on the actual user needs, which **require targeted investigations.**

DKMT Nonprofit Public Benefit Ltd., Csókási Eszter

Dealing with the Danube after the Tisza, she pointed out that the boat traffic on the Danube is significantly more intensive and larger than on the Tisza. She was interested in current ideas and projects, especially in cross-border cooperation with Bács-Kiskun County and the Autonomous Province of Vojvodina. She recalled the project aimed at revitalizing the Ferenc Canal, which was implemented seven years ago and which received positive feedback at the time. He noted that the connections between Bács-Kiskun County almost always arise in the context of the development of the Danube and the Ferenc Feed Canal for tourism purposes.

Lower Danube Valley Water Management Directorate, Telkes Róbert

Similarly to ATIVIZIG, the asset manager is in charge of flood protection, river regulation, setting and maintaining a shipping route, etc. It cooperates with Serbia and Croatia in the area of icebreaking. Crossing the border does not

affect their duties. **The Schengen border port is in Mohács, where border crossing is going smoothly with relatively significant boat traffic.**

The Ferenc Feed Canal project has been completed, but another project is in preparation.

He also reported that a ship was renovated and educational sessions were held for schoolchildren while the ship was anchored at Sugovica. Similar programs are planned on the Serbian side.

He also emphasized that there is a paved cycling route from the Serbian border to Szekszárd, which is part of the EuroVelo network, given the significant traffic on this section. ADUVIZIG does not have current information about the development of the tourist, but Baja and Mohács certainly have specific development plans and intentions.

Regional Border Control Centre for Hungary, Miloš Gagić

Regarding **the operation of the Bezdan Danube border port**, he said that the Bezdan boat inspections were previously directed from Mohács. The Hungarian port authority announces the ships to the Serbian party in advance, and this also works the other way around. He emphasized that **tourist traffic is negligible on this section**, with an average of 2-3 tourist boats passing through this section every year. Freight transport is more significant.

At present, this section belongs to the Croatian Regional Centre, and barges loaded with grain, coal and other commodities arrive here. He added that although the passenger list is kept, the ships do not approach the pontoons; Smaller ships take passengers there and carry out the necessary documentation procedures.

Romanian ships also transport various goods – such as timber, coal, gravel and grain – to the Black Sea. Smaller boats can only approach the area with a special permit or after a longer wait.

In conclusion, he said that in the past, passenger transport was not significant, compared to the average of 10-15 cargo ships.

Vojvodina Public Water Company, Mirjana Živković,

It is unfortunate that there is no more boat traffic on the Danube and that there are also problems at crossings.

Ship inspections are carried out at the "first port", which is standard practice. However, it happened that some ships tried to dock in Novi Sad but were

turned back. The human resources required to carry out the **control procedures are limited**, which is a further problem in terms of the efficiency of the procedures.

Lower Danube Valley Water Management Directorate, Telkes Róbert

There is no exact data on hotel boats on the Danube, but low water levels often occur – especially in the area of Bács-Kiskun – which restricts navigation. Sometimes they dock at Kalocsa, and Baja is considered a possible port, although no ships have anchored there so far.

There is also a RORO port in Baja, which can be suitable for several purposes. The question, however, is whether there is a real demand and interest in more frequent moorings – and this is related to the availability and attractiveness of tourist destinations.

In his opinion, there is currently no need for regular boat services between Bezdan and Baja, as land transport is faster than water transport.

Vojvodina Public Water Company, Mirjana Živković,

The port authority must have the data on hotel ships. These sometimes dock at local ports, and their owners – such as German and Hungarian citizens – often spend the night in the ports, and the next day they continue their journey in yachts, sailboats or small motorboats. The details of the short-distance cruises are not known, while the longer routes along the Danube are registered.

DKMT Nonprofit Public Benefit Ltd., Csókási Eszter

The question arose whether the Ferenc Canal would be suitable for tourism use, and whether it would make sense to initiate such development projects.

Lower Danube Valley Water Management Directorate, Telkes Róbert

The **Ferenc Feed Canal** and its surroundings are more suitable for rowing sports. The Municipality of Bács-Kiskun County, in cooperation with a few settlements, submitted an application for a tourist-type development affecting the canals. If the project is granted, new piers will be built in the settlements, offering rowing opportunities on the affected canals.

No such initiative has yet been made for the Ferenc Canal, but if there is a demand, the licensing of water transport would not be an obstacle. He also emphasized that the ships should stop at several points and lift the boats out, as this would only ensure the passage of a section of the canal.

Vojvodina Public Water Company, Mirjana Živković,

He asked exactly which "Nagy-Backa Canal" it was about – the Hungarian or the Serbian section. According to the reply, the Hungarian side was talking about the Hungarian part of the canal running from Baja to Bezdan, which is called the "Baja Canal" in Hungary.

In Serbia, the same section is called "Bajski kanal", while the name Velká Backa Canal refers to the section from Bezdan to Vrbas.

Lower Danube Valley Water Management Directorate, Telkes Róbert

He clarified that this is the Hungarian section of the canal stretching from the Sebesfok lock near Bezdan to Baja and the Deák Ferenc lock. **The canal is not navigable for other larger vessels other than rowing vehicles**, especially because of the bridges.

Vojvodina Public Water Company, Mirjana Živković,

In Serbia, only electrically powered boats can sail on the "Bajski kanal" as motorboats, as the area is located in a nature reserve.

DKMT Nonprofit Public Benefit Ltd., Csókási Eszter

She clarified that the Ferenc Canal in Hungary is essentially equivalent to the Baja Canal. In Hungary, only rowing vehicles can travel on it, while in Serbia it can also be used by electric boats. However, as **there is no border crossing between** the two sections, it **is currently not possible to implement a cross-border tourism project**. He raised the question of whether it is possible to physically pass from one country to another at all.

Lower Danube Valley Water Management Directorate, Telkes Róbert

At the border, along the Ferenc Feed Canal, the forest is dense, and other obstacles make it difficult to get around, there **is no road leading to the border intersection**. The lock on the Hungarian side of the Ferenc Feed Canal is located about 35 km from the border.

Vojvodina Public Water Company, Mirjana Živković,

On the Serbian side, the Baja Canal (Serbian name for the Ferenc Canal) is connected to the Serbian Velká Backa Canal, as a lock has been built, so in **theory it is possible to sail from the direction of Bezdan to the border**.

DKMT Nonprofit Public Benefit Ltd., Csókási Eszter

In the absence of further comments, she thanked for participation and closed the workshop.

Memorandum

Subject: Preparation of a study entitled "Improvement possibilities of HU-SRB cross border infrastructure", **workshop on cycling transport between Serbia and Hungary**

Location: Sombor, Green Town Apartments/ Trg Republike 1.

Date: 11 April 2025, 11:00 a.m.

Participants:

<i>name</i>	<i>organization</i>
Dr. Terbe Roland	Border Police Service of the Csongrád-Csanád County Police Headquarters
Bodor László	Bács-Kiskun County Police Headquarters Border Police Service
Kovács Gábor	Municipality of Tompa
Brindza Ágnes	Municipality of Mórahalom
Felső Róbert	Municipality of Érsekcsanád
Dr. Szász Balázs	Gara Municipality
Faa Béla Róbert	Gara Municipality
Sindel János	Municipality of Szeged City of County Rank
Varga Gábor	Municipality of Hercegszántó
Illi Ferenc	Municipality of Bácsszentgyörgy
Nagy Mariann	DKMT Nonprofit Public Benefit Ltd.
Körtvélyesi Csaba	TRENECON Ltd.
Emeše Lalić Urban	Provincial Ministry of Construction, Transport and Infrastructure
Miloš Gagić	Regional Border Control Centre Unit Responsible for Hungary
Aleksandar Jež	Bački Breg Border Police Station
Tamaš Kanjižai	Municipality of Sombor
Branislav Svrocán	Municipality of Sombor
Mihael Plac	Municipality of Sombor
Marija Fenjac	Provincial Secretariat for Regional Development, Interregional Cooperation and Local Self-Government
Slobodanka Vićentijević	Provincial Secretariat for Regional Development, Interregional Cooperation and Local Self-Government
Igor Vapenski	Federation of Cycling Clubs of Vojvodina

At the workshop, a questionnaire was distributed on the problems and proposed solutions of border crossing. The results of these are not part of the Memorandum. At the workshop, the following most important general statements and suggestions were made by the participating organizations.

Provincial Secretariat for Regional Development, Interregional Cooperation and Local Self-Government, Marija Fenjac

She greeted those present and gave general information about the content and goals of the project.

DKMT Nonprofit Public Benefit Ltd., Nagy Mariann

She greeted those present and asked them to fill out the questionnaires distributed about cycling problems and their proposed solutions.

Provincial Ministry of Construction, Transport and Infrastructure, Emese Lalic Urban

She stressed that it is of paramount importance to strengthen tourism relations between Hungary and Serbia. On the Great Plain, due to the favourable topography, this can be achieved by connecting and developing cycling connections and cross-border cycling infrastructure networks, which could provide a supply in the region that has a traffic generating impact in itself.

He summarised the current situation of the Hungarian-Serbian border with regard to bicycle traffic. He said that there are a few bicycle paths along the Danube, but their connections are incomplete. There are also bicycle paths next to the Tisza and Maros, but they have not yet been formed into a network. The **most important issue in the case of cross-border cycle paths is the possibility of crossing the border itself and its quality**. The aim is to improve the speed and simplicity of bicycle border crossings.

Municipality of Sombor, Branislav Svrocان

In the answer to the previous question, he said that the planned route of the EuroVelo 6 bicycle route is Mohács-Pálmonostor-Batina-Bezdan. He then spoke about the lessons learnt from the previous cross-border projects and the developments planned for the near future.

In recent years (in the two application cycles of the Danube Program), cycling projects have been implemented, primarily within the "Upper Danube Floodplain" special nature reserve. Bicycle paths along the main branch,

tributaries and tributaries of the Danube from the Croatian-Serbian border crossing Bezdan-Batina to the administrative border of the city of Sombor and the municipality of Apatin have been mapped. The cycling routes were also marked with signs and online displays, and rest areas were set up at several locations. Two rest areas were also built in the area of the town of Sombor. The entire route network is part of the EuroVelo 6 international cycling route.

The "Amazing Amazon" project focused on mapping cycle paths, while the "Amazing Europe" focused on creating more. They are currently in the final stages of implementing the project "Inclusive Bicycling", which aims to involve groups living on the margins of society in open space activities – including on these very cycling routes.

Currently, 6 bicycle paths are being built in the area of the city of Sombor within the framework of the LIID project, which is being implemented in cooperation with the Ministry of Construction, Transport and Infrastructure. These 6 new routes will complement the existing system and connect cycle paths in different parts of the city into a single network of about 30 kilometres.

The **Sombor-Gakovo-Rastina-Bácszentgyörgy-Gara route via the border crossing of Bácszentgyörgy-Rastina** is currently being developed and prepared for the next call of the Hungary-Serbia IPA Programme, as a joint project with the settlements of Baja, Gara and Sombor. The project would also include the renovation of the **Gara-Baja** and **the bicycle path sections from the settlement of Nenadic to the entrance to the town of Sombor** (around the Somboled factory).

The expansion of the **Hercegszántó-Backi Breg border crossing is also under preparation**, where in addition to the full management of freight traffic, **an independent bicycle crossing would be established at the border station**. As the construction of a separate bicycle crossing is not yet included in the development plans of the border crossing, they intend to incorporate it into the plans.

Municipality of Hercegszántó, Varga Gábor

He proposed the **development of bicycle infrastructure in the vicinity of the Hercegszántó-Backi Breg border station, from Mohács in the direction of Baja and Bezdan**.

Regional Border Control Centre Unit responsible for Hungary, Milos Gagic

In summary, he stated that **there are infrastructure problems**, but **no traffic safety problems**. There is no problem in crossing the border by cyclists, there is no waiting. When crossing the border, bikers are usually EU citizens, tourists. Commuters prefer to travel on foot or by car.

Municipality of Gara, Faa Béla Róbert

Border crossings are safe for cyclists while **access conditions are unfavourable**. Basically, bicycle paths are missing, therefore traffic of agricultural machinery, vehicles jeopardize bikers.

Through **the Bácsszentgyörgy-Rastina border station**, the connection to the EuroVelo13 cycle **path** would be ensured by **the Gara-Ivanic** (Bácskeresztúr) cycle path.

Bács-Kiskun County Police Headquarters Border Police Service, Bodor László

He drew the attention to the fact that the previous plan of TRENCON Kft. included bicycle border crossings:

- on the **Danube levee with a new border crossing in the vicinity of Hercegszántó-Backi Breg**,
- **new bicycle crossing from Kelebia at the new road border crossing Kelebia-Subotica**, and
- on the **Baja-Gara-Rastina route, passing through the Bácsszentgyörgy-Rastina border station**.

He noted that cyclists have priority when crossing the border on the road.

Municipality of Hercegszántó, Varga Gábor

It has been confirmed that **the Hercegszántó-Bracki Breg border station** will be rebuilt, but the plans do not indicate the creation of an independent lane for cyclists at the checkpoint, but **the priority of cyclists in the control procedure will be ensured**.

Municipality of Tompa, Kovács Gábor

With regard to the **Tompa-Kelebija border station**, he drew attention to the fact that **there is a bicycle path from Tompa to the current Tompa-Kelebija border station**. If Tompa 2 border station is built, **in the future**,

bicycle traffic could be received in its entirety by Tompa 1 border station. The border police are ready to receive cyclists.

The development of a bicycle path between Tompa and Subotica, which will be connected to the Baja-Szeged bicycle path, is under preparation.

Municipality of Mórahalom, Brindza Ágnes

She confirmed that the bicycle border crossing is safe, but the infrastructure leading to the border crossing point is missing.

She proposes that the missing **bicycle path be built between the Ásotthalmom-Backi Vinograd border station and Mórahalom.**

At the **Röszke-Horgos 2 border station, there is a lack of cycling infrastructure on both the Hungarian and Serbian sides. These also need to be built.** Between Röszke-Horgos 2 border station and Mórahalom, the bicycle path along road no. 5512 is discontinued on the **overpass crossing the M5 motorway**, where bicycle passage is not ensured. **The network break must be eliminated.**

Municipality of Szeged City of County Rank, Sindel János

Regarding the **Röszke-Horgos border station 2**, he drew attention to the fact that **there is no bicycle path between Röszke and Horgos.**

The **plans for the cycling infrastructure of the Szeged-Röszke border have been completed**, but **the plans are not ready on the Serbian side.** The plans between Szeged and Szentmihály have a final building permit. Resources are scarce, so the entire section cannot be financed in one phase. 5 km of cycle paths are missing between the border and Szentmihály.

It would be important **to build a cycling infrastructure between Szeged and Palic**, because this is a touristic and commuter traffic axis at the same time.

The goal is to establish a covered, camera-protected bicycle storage facility at the Röszke-Horgos border station 2 in order to allow those arriving by bicycle to continue their journey by public transport or other means. A service point is also required.

From Horgos, **the cycle path should be continued in the direction of Kanjiza.**

There is no bicycle path **between the Szeged - Kübekháza - Kübekháza-Rabe border crossing, so a bicycle path must be built here.** With Romania's

entry into the Schengen area, the traffic at the border crossing will increase, and with it the traffic of cyclists will also increase, which will also require the infra construction in the Obeba direction in Romania.

He noted that on the outskirts, bicycle paths are already being built with curbs on the Hungarian side, which is a more expensive but more durable solution.

Federation of Cycling Clubs of Vojvodina, Igor Vapenski

He explained that the association wants to help cyclists cross the border, which **requires the preparation of joint plans with the neighbouring countries**. He proposes that bicycle paths between settlements be established along the canals. The bicycle path network is not marked. **The experiences are bad; there is no cycling culture.**

Touching upon the **Röszke-Horgos 2nd border station**, the long-term goal **would be to establish a connection between Novi Sad and Szeged**.

Provincial Ministry of Construction, Transport and Infrastructure, Emese Lalic Urban

He drew attention to the importance of **displaying the Hungarian and Serbian cycling networks on public online portals** (e.g. GoogleMaps) so that those who want to cycle and others have adequate information.

Provincial Secretariat for Regional Development, Interregional Cooperation and Local Self-Government, Marija Fenjac

She thanked those present for their work and closed the workshop.

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This document has been produced with the financial assistance of the European Union through the Interreg VI-A IPA Hungary-Serbia programme. The content of the document is the sole responsibility of DKMT Danube-Kris-Mures-Tisa Euroregional Development Agency – Nonprofit Public Benefit Limited and can under no circumstances be regarded as reflecting the position of the European Union and/or the Managing Authority of the Programme.