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Európske štrukturálne a investičné fondy
OP Integrovaná infraštruktúra 2014 – 2020



MINISTERSTVO
DOPRAVY A VÝSTAVBY
SLOVENSKEJ REPUBLIKY



Amendment to the Integrated Infrastructure Operational Programme (Version 6.0)

Overview of changes of the Strategy Paper

Comprehensive guidance on implementing the Integrated
Infrastructure OP 2014-2020

28 June 2019

I. Basic information about the strategy paper

I.1 The content and main objectives of the strategy paper and relationship with other strategy paper

I.1.1 Nature of the strategy paper

The Integrated Infrastructure Operational Programme is a programming document of the Slovak Republic for drawing aid from EU funds in 2014-2020 for the transport sector and for enhancing access to information and communication technologies and improving their use and quality. The OPII was approved in European Commission Decision C(2014) 8045, dated 28 October 2014.

The Managing Authority ("MA") is responsible for preparing, managing, monitoring and evaluating the OPII and this is done by the Ministry of Transportation and Construction of the Slovak Republic ("MTC"). The Intermediate Body ("IB") for the OPII is the Office of the Deputy Prime Minister of the Slovak Republic for Investments and Informatization.¹ In the OPII, the IB is the authority responsible for meeting the objectives of Priority Axis 7 - Information society, where the scope of authorization for some of the MA's tasks is defined in the Agreement No. Z 58/2016 on assumption by the Intermediate Body of some of the Managing Authority's OPII Priority Axis 7 duties of 29 October 2016, as amended by Addendum 1, effective 3 May 2018.

The OPII impact assessment was handled in 2013 and 2014 by the Ministry of Transport, Construction and Regional Development of the Slovak Republic ("MTCRD"), in cooperation with the Ministry of Environment of the Slovak Republic ("MOE"), in accordance with Directive 2001/42/EC of the European Parliament and of the Council of 27 June 2001 on the assessment of the effects of certain plans and programmes on the environment and with Act No. 24/2006 Coll. on environmental impact assessments and on amendment of certain laws, as amended ("Act 24/2006 Coll."). The process was published on the MTCRD's, Ministry of Finance's and MOE's websites. Based on the outcome of the OPII environment impact assessment process provided in the Act and in Directive 2001/42/EC of the European Parliament and of the Council of 27 June 2001, an opinion was issued on 4 March 2014 that recommended approval of the OPII, subject to compliance with the conditions laid down therein.

Regulation (EU) No 30 of the European Parliament and of the Council of 1303/2013 laying down common provisions on the European Regional Development Fund, the European Social Fund, the Cohesion Fund, the European Agricultural Fund for Rural Development and the European Maritime and Fisheries Fund and laying down general provisions on the European Regional Development Fund, the European Social Fund, the Cohesion Fund and the European Maritime and Fisheries Fund and repealing Council Regulation (EC) No 1083/2006 vests the MA with the power to propose amendments to the Operational Programme. Requests for the amendment of programmes must be duly justified and, in particular, contain the expected effects of the amendments to the programme on achieving Union strategy for smart, sustainable and inclusive growth and the specific objectives defined in the programme.

¹ Passage of Act 171/2016 Coll., amending Act 575/2001 Coll. on organization of government and central state administration authority activities and on the amendment of certain laws, transferred on 1 June 2016 the powers vested in the Ministry of Finance to the Information Society Section at the Office of the Deputy Prime Minister of the Slovak Republic for Investments and Informatization. Following the change in the determination of competencies, the Slovak Government approved the Office of the Deputy Prime Minister of the Slovak Republic for Investments and Informatization to be the Intermediary Body for Priority Axis 7 - Information society. The Intermediate Body for OPII Priority Axis 7 had been the Ministry of Finance prior to 1 June 2016.

Changes in the strategy paper that are subject to preparation and approval at the national level and which could have an impact on the environment need to be reconsidered in the environmental assessment.

Initiatives to amend the OPII relate, in particular, to the current state of implementing Priority Axes 4, 5, 6 and 7,² which either have not achieved adequate progress or have the potential to increase allocations. The Managing Authority for the OPII proposed new activities and changes to existing activities within Priority Axes 4, 5, 6 and 7, to raise their absorption potential. They form the prerequisites for a possible increase in the financial framework of these priority axes in 2019, either within internal reallocation or from other operational programmes. Amendments to the OPII accordingly include adopting or adding content to selected priority axes in the Operational Programme.

I.1.2 Content of the strategy paper

The amendment to the OPII version 6.0 aims toward adapting and adding content of the selected priority axes to the Operational Programme. Since the adoptions and additions to the OPII are formulated in rather general terms, proposals for specific activities exist to implement the amendment to the OPII. In assessing the possible impact of the OPII amendment, these specific activities are taken into account (see Chapter IV - Evaluation reports), so a brief description of them is presented below as part of the description of the adoptions and additions. It should also be noted that, despite specific activities currently subject to the processing of project documentation and/or related supports (e.g. feasibility studies), it is presumed, in the case of approval of prepared documents and studies, that implementation of these activities will also be financed from the OPII.

The diagram below provides an overview of the change in the OPII involving the territorially specified OPII intentions in water transport infrastructure (Priority Axis 4),³ railway infrastructure (Priority Axis 5) and road infrastructure (Priority Axis 6).

² Changes in PA 7 are the outcome of consultations in the SEA process. See the minutes of the negotiations of 26 April 2019 (Appendix 1).

³There is no new intention at the new location in the Port of Bratislava, but there are changes in the scope and type of activities at the port.

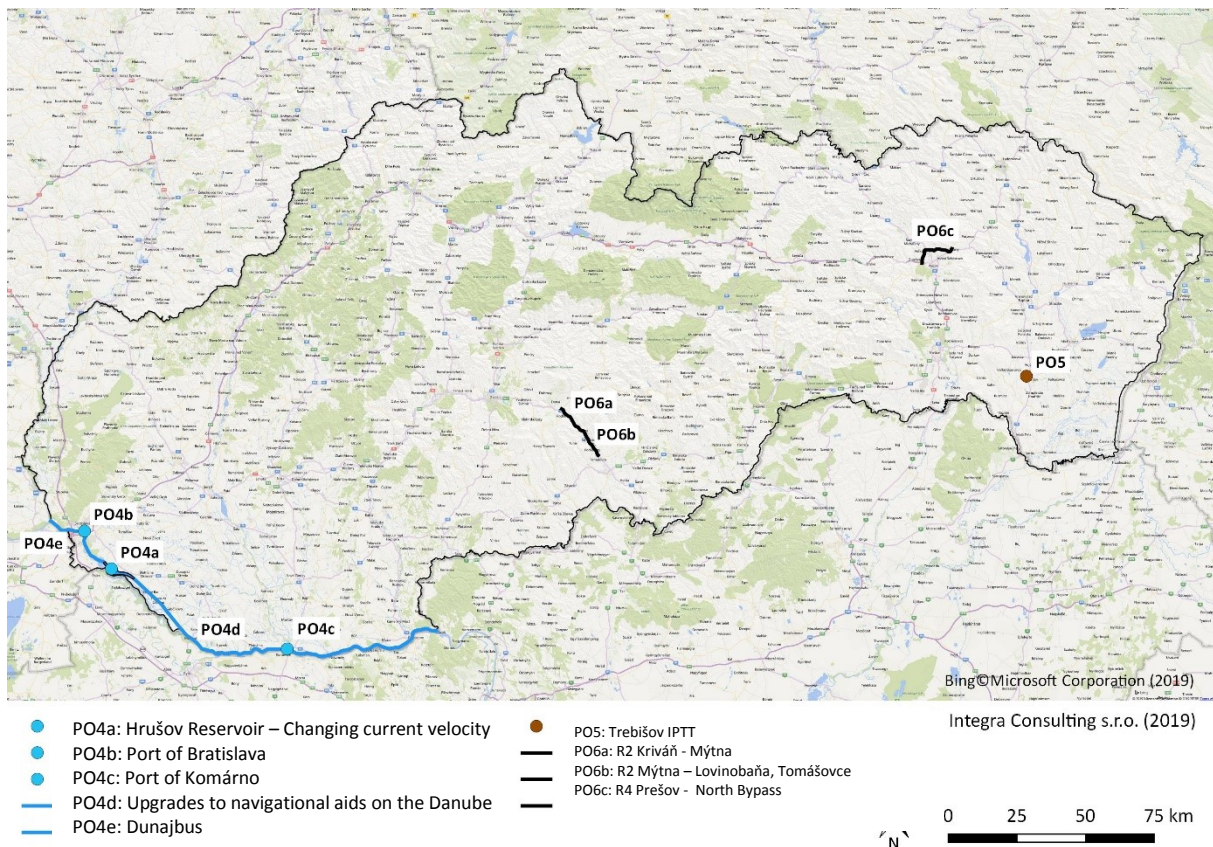


Figure I-1 Territorially specified intentions in the OPII

Summary of proposed amendments to the OPII:

- 1. Adaption and addition to the content of Priority Axis 4;**
- 2. Adaption and addition to the content of Priority Axis 5;**
- 3. Adaption and addition to the content of Priority Axis 6;**
- 4. Adaption and addition to the content of Priority Axis 7;**

1. Priority Axis 4 - Water transport infrastructure (TEN-T CORE)

- **Changing the name of Specific Objective 4.1 including adapting and expanding its content**

The amendment to the OPII to version 6.0 includes a proposal by the OPII MA to change the name of Specific Objective 4.1. The new name would be "Specific Objective 4.1. Improving the quality of services provided on the Danube Waterway." As part of the Specific Objective, the OPII MA is creating space for the implementation of activities prioritizing pre-project and project preparation, as well as implementation of specific projects to improve the navigability of the Danube Waterway. Intervention in the Danube Waterway includes projects that cover the upgrade and construction of public ports in Bratislava and Komárno.

- **Additions to the Komárno public port financed from OPII funds**

Even though the standing of the public port in Bratislava as the main port in Slovakia remains undisputed and its upgrade is one of the main priorities for inland waterway transport, the MTC is accordingly directing its resources toward upgrading the public port at Komárno. The Komárno public port is the second largest port in Slovakia and is located at the confluence of the Váh River and the

international waterway on the Danube, which is part of the Rhine-Danube TEN-T Corridor. The Komárno public port plays an important role in moving goods originating from Great Schütt Island (Žitný Ostrov). Planned interventions from the OPII in the Komárno public port are the addition of projects financed from the Connecting Europe Facility - Port Master Plan and Feasibility Study, whose objective is to assess alternatives for upgrading the public port. Following a summarization of development possibilities, procurement of project documentation and the actual upgrade of the port infrastructure in the recommended variant is envisaged.

- **Change in eligible beneficiaries**

Adaption and addition to the content of PA 4 requires adaption of the recipients in the list of eligible beneficiaries for the Priority Axis. It is expected that involvement of new entrants and, in particular, implementation of the draft project charter will improve navigation parameters on the Danube international waterway, making water transport more attractive to potential carriers and forwarders and increasing water transport and transport operations in Slovakia. Entrants whose addition as PA 4 eligible beneficiaries have been proposed by the OPII MA:

- Slovenský vodohospodársky podnik, štátny podnik
- Vodohospodárska výstavba, štátny podnik
- Slovak University of Technology in Bratislava
- Pro-Danubia - Association of Municipalities for Local Transport on the Danube
- Transport Authority

Concurrently and following passage of Act 284/2018, amending Act 338/2000 Coll. on inland navigation and on the amendment of certain laws, as amended, which changed a number of laws, it was proposed to drop the Waterborne Transport Development Agency from the list of PA 4 eligible beneficiaries. Adoption of the new act on 1 November 2018 abolished the Waterborne Transport Development Agency, whose role was taken over by the Ministry of Transport and Construction as its legal successor.

- **Changing the name of "A" including adapting and expanding its content**

Following the intention to procure appropriate stages of the project documentation, as well as implementing projects aimed at ensuring the required parameters on the Danube Waterway's fairway, the OPII MA proposes to change the name of "A" to "A: *Improving navigability on the Danube Waterway*". Should the EC have a negative opinion of the feasibility study for the projects in this activity, construction of the infrastructure will not be financed from the OPII.

To implement this adoption, the project charter *Changing current velocity in the lower Hrušov Reservoir - pre-project and project preparation* was drafted. The main objective of this national project is to design a technical solution to increase the velocity of the current in the lower Hrušov Reservoir, thereby preventing it from silting, improving water transport safety and creating the conditions both for removing choke points in the TEN-T water transport infrastructure and making this transport method attractive for water transport carriers and operators. Results to date from monitoring the natural environment with respect to the impact of the Gabčíkovo Dam indicate continuing deterioration of navigation conditions in the lower Hrušov Reservoir. Intensive silting in the water ducts located in the lower Hrušov Reservoir expose it to risk mainly from its impact on navigation and is causing the water depth to sink to the minimum level required for operations at this stretch. Assessments from available monitoring and measurement and of ongoing sedimentation and clogging at the bottom imply the measures taken to date to dredge sediments have not been enough and need to be supplemented by new measures focused on increasing current velocity at the lower Hrušov Reservoir to reduce sedimentary deposits.

An analysis of the costs and benefits (CBA), feasibility study and subsequent documentation of the construction project will be drafted for a technical solution and these will be the supporting documents for the environmental impact assessment provided in Act 24/2006 Coll. on Environmental Impact Assessments.

- **Changing the name of "B" including adapting and expanding its content**

Along with the addition of the public port at Komárno to OPII funding, the OPII MA proposes changing the name of “B” to “*B: Upgrades and public port construction in Bratislava and Komárno*”.

Considering the existing state of safety and security at the public ports, it is desirable to take appropriate action (implementing port monitoring systems) in order to rapidly identify emergencies and shorten response time for rescue and intervention units. Simultaneously, there is a need to implement appropriate emergency measures which would minimize damage and rescue in emergency situations. Implementation of these safety and security measures is planned for both public ports (Bratislava, Komárno).⁴

After adapting Activity B, intervention in the Bratislava public port will be accordingly eligible for alternative fuel development support leading to the greening of water transport as recommended by the EC (construction of an LNG terminal), creating the conditions for ecologically replenishing operating fluids into river vessels and effectively managing operating and disposing of water transport wastes (constructing vessel facilities). Concurrently and in the context of the existing OPII text, activities concentrating on upgrading applicable port infrastructure were dropped, involving mooring elements, quay walls, walkways along the banks, berths and warning signs, with no plans to implement these interventions.

To implement this adoption, drafts of the following project charters were prepared:

- Facilities for vessels (Bratislava)

The project objective is to produce a technical and economic study: “*Building vessel facilities at the Bratislava public port - pre-project preparation*” identifies the most appropriate technology for refueling services, loading drinking water, collecting waste, (pumping out fecal and drainage water, collecting waste oil, municipal waste and both collecting and removing hazardous waste) and treating waste (cleaning/processing), removing it and discharging purified wastewater.

- Building an LNG terminal at the Bratislava public port – pre-project preparation

The LNG terminal is planned to follow a broader distribution chain relationship where a natural gas supplier will deliver gas through a pipeline to a terminal in the Port of Bratislava, which would then refine and distribute it by water to end users - other ports on the Danube, etc. Since LNG is both a traded commodity and a fuel, the LNG terminal is envisaged to be also an LNG refueling station. The feasibility study aims to identify technologies for producing and distributing LNG, compare them in terms of environmental, economic and security considerations and recommend a technology that would be the most advantageous in view of the Bratislava public port’s specificities. The feasibility study will cover the following:

- Technical study
- Documented safety of the selected technology
- CBA
- EIA

- Port security - pre-project preparation

The objective is to design a system for shortening reaction time in an emergency, which an installed monitoring system would identify. Installation of the system envisages for the entire demarcated public port area in the basic TEN-T Core network. The monitoring system would be required to provide information about cargo dock emergencies and vessels navigating to and from the port during an emergency and also exchange information about safety conditions which

⁴ Overall development of both public ports is addressed in the Master Plan. Master Plan II, the second phase of the strategy for developing the Bratislava public port, is the subject of an SEA assessment, with the decision issued in January 2019 <https://www.enviroportal.sk/sk/eia/detail/strategia-rozvoja-verejneho-pristavu-bratislava-faza-ii-master-plan-ii>. Communication from the Strategy Paper for the Master Plan (the strategic plan for development of the Komárno public port) was filed in December 2018.

would protect the port, vessels and port facilities in the event of an emergency. The system would also rapidly identify emergencies and, where necessary, call rescue and intervention units, thereby contributing toward mitigating the adverse impacts of emergency situations on the environment at public ports in the basic TEN-T Core network. The monitoring system will function with already available navigation data from individual systems, such as the River Information System (RIS).

- **Broadening the focus of "C. Introducing modern technology into the management of maritime and port operations"**

The original focus of the activity in question was directed only toward supporting the RIS. Since these activities are to be co-financed from the Connecting Europe Facility (CEF), the OPII MA proposes to broaden the focus toward upgrading navigational aids to synergistically complement RIS. The RIS application and implementation of related technical measures on the Danube Waterway will enable increased infrastructure capacity, optimal use of existing infrastructure and improved safety in maritime and port operations. Concurrently, this section proposes the option of purchasing a buoy tender to operate along the stretch of the Danube Waterway between Gabčíkovo Dam and Štúrovo, if a feasibility study supports it.

To implement this adoption, a project charter was drafted entitled "*Feasibility study for the upgrade of buoy technology and navigational aids in the Danube waterway of international importance.*" The project would focus on upgrading buoy technology and navigational aids along the Danube in the stretch from the Austro-Slovak border (km 1,880.26) to the Slovak-Hungarian border (km 1,708.20). The study will include an assessment of existing navigational signs and the technology they use, a design for installing and upgrading signaling navigational signs and buoys, for the upgrade of signaling devices (intelligent AIS AtoNs Beacons and a system for monitoring and operating them), for integrating intelligent and virtual buoys into the River Information Service system and for an optimal fairway buoy system with regard for the existing fleet operated by Slovenský vodohospodársky podnik, š. p.

- **Adding a new eligible activity "D. Introducing regular passenger navigation on the Danube (Dunajbus)"**

The objective of the activity is to use the inland waterways as a means to improve traffic handling in the greater Bratislava region. It involves implementing the comprehensive intention to construct a regular passenger navigation system on the stretch of the Danube Waterway between Šamorín and Bratislava. The project aims to establish a passenger river shuttle service covering the 50 kilometers between Bratislava-Devín and the village of Vojka nad Dunajom by constructing new port marinas (to become stops with a shelter and some as stops with snack bars) which will incorporate existing marinas, creating eight stops for ships along the Danube. Continuous traffic flow would be ensured by seven (7) catamarans with a displacement of 40 tonnes with no load and 50 tonnes with a full load. A depot and winter port will be established not far from the Hamuliakovo marina. The proposal includes expanding the original parking area and constructing a new parking area.⁵

⁵ The intention was submitted in January 2019, see <https://www.enviroportal.sk/sk/eia/detail/-pravidelna-osobna-vodna-doprava-po-dunaji-dunajbus->

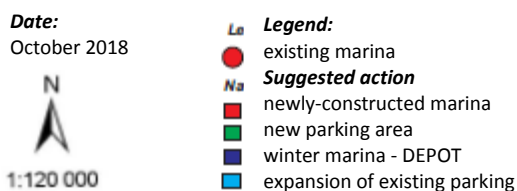
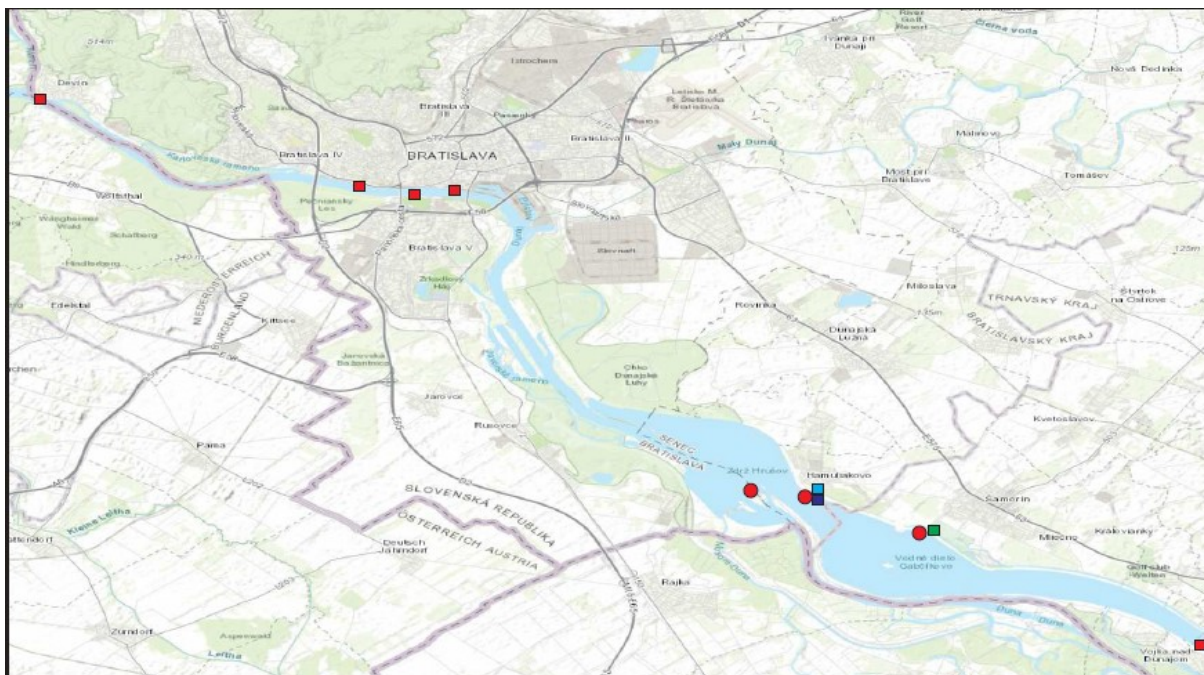


Figure I-2: Map of the expanded Dunajbus network

Source: EIA, October 2018, EKOJET, s.r.o., Industrial and landscape ecology

PA 4 resources would be preferably channeled toward drafting a feasibility study to identify the potential for introducing regular passenger navigation in the greater Bratislava region and, if the project were feasible, to procure design documentation. It is envisaged that the project's implementation phase would require, in particular, the construction of berths for river vessels, a Park & Ride lot and bulwarks to protect them, as well as the purchase of the vessels themselves to transport passengers. Should the EC have a negative opinion of the feasibility study, neither construction of the infrastructure nor purchase of the vessels would be financed from the OPII.

2. Priority Axis 5 - Railway infrastructure and upgrading of rolling stock

The OPII MA for PA 5 proposes adding new activities and specifying the existing priority axis text in greater detail, specifically:

- **Changing the name of Priority Axis 5 and adding a new specific objective 5.3**

The OPII MA proposes changing the name of PA 5 to "*Railway infrastructure and upgrading of rolling stock*". Simultaneously, it proposes adding thereto a new specific objective "*Specific objective 5.3: Enhancing the attractiveness and quality of public rail passenger transport by upgrading rolling stock.*" The aim of this modification is to create space for upgrading rolling stock providing public passenger transport by rail.

- **Adding a new activity "I. Upgrading public rail passenger transport rolling stock"**

Because of increasing interest among passengers in rail passenger transit, the MTC sees the scope for broadening projects of this type also to other regions in Slovakia. Therefore, it proposes to support the suburban and regional transport segment by adding the option to acquire new trainsets, primarily in Prešov Region, to PA 5.

- **Adding an activity to construct checkpoints on the Slovak Railways (ŽSR) network**

OPII MA proposes as part of “B: Reducing rail transport safety risks (e.g. eliminating level railway crossings in road infrastructure and upgrading railway crossings)” to specify with greater detail the intention to construct infrastructure manager checkpoints. Building these points may constitute a significant contribution toward reducing the number of safety incidents and traffic accidents in the ŽSR network. Specific points would be located along the ŽSR network and furnished with technical installations in accordance with the feasibility study of constructing network checkpoints and would include the method for integrating data into the ŽSR network.

- **Changing the name of “C” including adapting and expanding its content**

Following the intention to construct an intermodal terminal in Trebišov from PA 5 funds, the OPII MA proposes changing the name of “C” to “C: Construction and upgrading of intermodal terminals for rail passenger transport and for integrated passenger transport and connecting them to the road network.” The OPII MA proposes adoption so the main characteristic of the Trebišov structure is to integrate transport systems in building an integrated transport system (ITS) as part of the KSGR’s integration of individual passenger transport (automobile and bicycle) and public passenger transport (bus and rail) and also pooling facilities on a commercial basis for ITS passengers.

3. Priority Axis 6 - Road infrastructure (outside the TEN-T CORE)

The OPII MA proposes more detailed specification of the existing PA 6 wording, namely:

- **Adding the R2 and R4 expressways**

The OPII MA proposes for expressway construction to add further stretches of the R2 and R4 which, in the event of an increase in the OPII financial framework, can be funded from resources in the operational programme. The stretches to be added to PA 6 by the OPII MA are:

- R2 Kriváň - Mýtňa; and
- R2 Mýtňa – Lovinobaňa, Tomášovce.

The present construction (including both stretches above) were assessed by the MOE in accordance with National Council of the Slovak Republic Act 127/1994 Coll. on Environmental Impact Assessments, as amended by Act 391/2000 Coll., amending the earlier mentioned law on assessing environmental impact. The EIA process was completed with the final opinions for the R2 Expressway Zvolen – Lovinobaňa from the environmental impact assessment issued by the MOE on 17 February 2006 (4366/04-1.6) and for the R2 Expressway Lovinobaňa – Ožďany from the environmental impact assessment issued by the MOE on 18 December 2007 (2329/07-3.4/ml.).

Subsequently, Communication of changes in the proposed R2 Expressway Kriváň - Lovinobaňa, Tomášovce was drafted at the construction authorization documentation (CAD) stage and this was submitted to the MOE, which on 13 February 2017 decided from the communication that no substantial adverse impact on the environment was envisaged and so there was no assessment under Sec. 18 (1) (e) of Act 24/2006 Coll. on Environmental Impact Assessments, as amended. On 7 June 2017, Národná diaľničná spoločnosť, a.s. (National Highway Company) filed the second Communication of changes in the R2 Expressway Kriváň – Lovinobaňa, Tomášovce, Stretch I Kriváň – Mýtňa. The MOE initiated action in the investigation procedure. On 23 August 2017, the MOE issued its decision (No. 6260/2017-1.7/dj R) not to require further assessment of the proposed project changes. On 25 September 2017, an appeal against the MOE’s decision in No. 6260/2017-1.7/dj R was filed with the Ministry by a party to the proceedings. Nothing has yet been decided regarding the appeal.

A joint communication of changes was drafted for both stretches in 2018, although each stretch is located in a different phase of project preparation. For the stretch between Kriváň and Mýtňa, technical requirements for construction work have been prepared (in the form of tender

documentation), while for the stretch from Mýtňa to Lovinobaňa and Tomášovce construction authorization documentation has been drafted.



Figure I-3: R2 route for the stretch between Kriváň and Lovinobaňa.

Source: Communication of changes in the proposed activity in Annex 8a to Act 24/2006 Coll. Integra Consulting, s.r.o., 2018.

Another stretch whose addition to PA 6 has been proposed is:

- R4 Prešov – North Bypass.

This is the stretch of construction of the R4 Expressway bypassing Prešov to the north in the proposed category R 24.5/100, functioning to address transit traffic currently creeping through Prešov. The construction aims to link the D1 Motorway and R4 Expressway between Kapušany and Giraltovce to relieve traffic on the existing Prešov road and to insert interchanges to reallocate source and destination traffic. This would result in improved driver safety with smoother and more comfortable driving. The Prešov-North interchange will shift transit traffic away from Route I/68 in the central city and the direct connection of I/68 to the D1 and R4.

In 2004, *R4 Expressway Prešov- North Bypass* was drafted by Dopravoprojekt, a.s. Bratislava as an assessment report which was subsequently submitted to the MOE as the competent authority under Act 24/2006 Coll. The MOE issued its final opinion on the environmental impact assessment on 17 February 2006. In 2009, planning authorization documentation was drafted which essentially factored significant changes from tunnels, bridges, protection walls and size of land to be appropriated into the environmental impact assessment. As construction was prepared, further changes were made, which in 2014 were reflected in design drawings from construction authorization documentation and subsequently in two communications of changes in proposed activities (2015 and 2017).

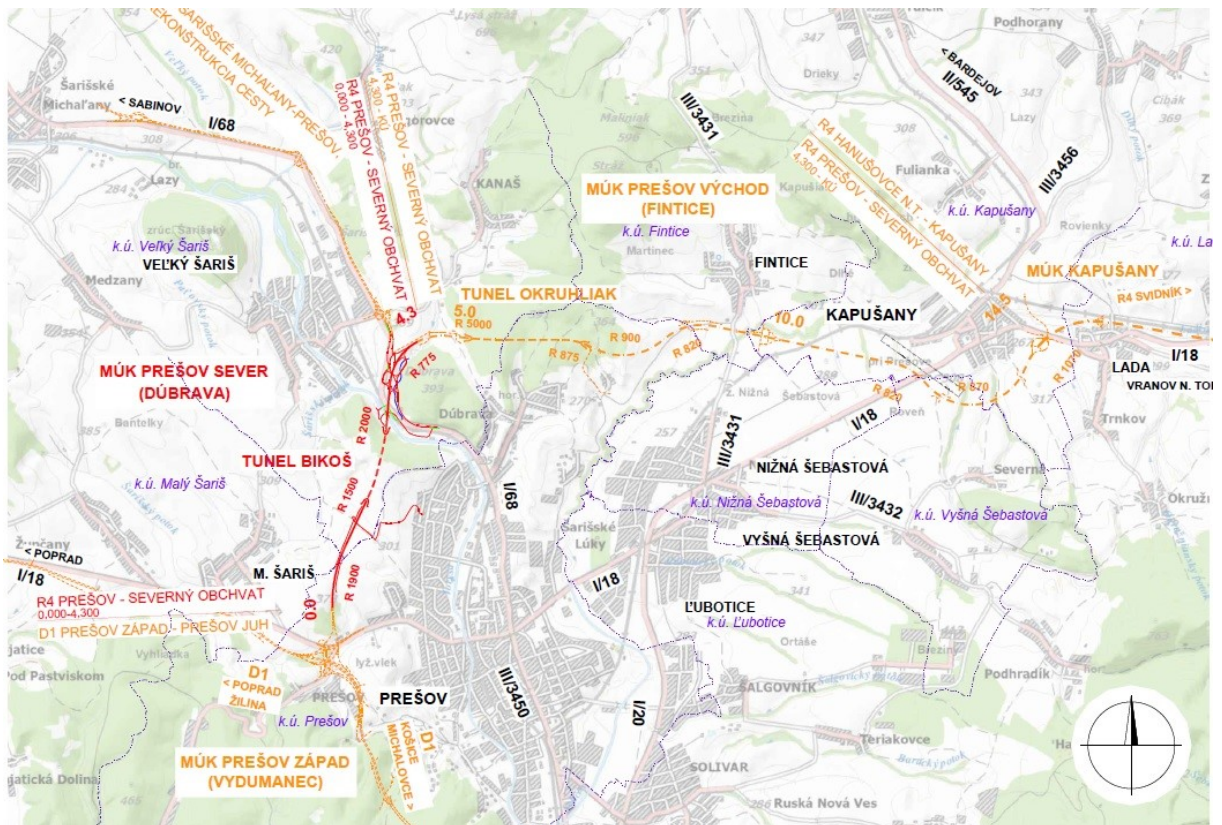


Figure: I-4: Transparent situation of the R4 Prešov – North Bypass.

Source: R4 Prešov – North Bypass, Detailed construction design. HBH Projekt, s.r.o., 2017.

- **Supporting the introduction of alternative fuels in road transport**

This new activity aims to promote market development of alternative fuels in road transport, including development of the relevant infrastructure. The relevant measures for promoting alternative fuels will be implemented through financial instruments which have been set up at the national level and are included in the OPII. Selected measures will respect the national policy framework and the national policy for introducing an alternative fuel infrastructure, which was approved by the Slovak Government in 2016 following the provisions of Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure. The most promising area of support from the OPII, in line with the action plan for the development of e-mobility in the Slovak Republic, appears to promote an electric car charging infrastructure.

4. **Priority Axis 7: Information society**

- **Supporting the construction of smart cities and regions through ICT (adding an activity to specific objective 7.4)**

Information and communication technologies (ICT) play an important role in urban change, carbon footprint reduction, more effective use of energy sources and providing residents with better services. ICT is an integral part and base for smart cities concepts since they enable integration of diverse urban systems and processes. The objective of this new activity is to promote ICT introduction in cities. The beneficiaries of the national projects will be pilot cities, with significant involvement from the European Commission and World Bank, which are already working together with the Prešov and Banská Bystrica self-governing regions under the Catching-Up Regions initiative.

- **Promoting innovative SME solutions using public administration data and services (adding an activity to specific objective 7.2)**

The objective of this new activity is to create a Small Project Fund, which would encourage innovative small and medium-sized enterprises (SMEs) through a voucher mechanism to use open public administration data to create new applications and services. In practice, the Small Project Fund will be implemented through a national project whose beneficiaries will be subsequently appropriated aid through vouchers to finance the emergence of innovative applications using open public administration data. Beneficiaries of the national project will be the Office of the Deputy Prime Minister of the Slovak Republic for Investments and Informatization. Beneficiaries of aid will be individuals and legal entities as defined by Sec. 2 (2) of the Commercial Code, which are established and pursue economic activities in Slovakia.