



ACCESS2MOUNTAIN

**Sustainable Mobility and Tourism in Sensitive Areas of the
Alps and the Carpathians:
Summary of the Hungarian and the Slovakian feasibility
studies.**

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**English Version is a summary of the Hungarian and the Slovakian feasibility studies
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Feasibility study

For foundation of ACCESS2MOUNTAIN (SEE/B/0007/3.1/X) project
5.2 metier*

Establishment of intermodal routes over the border in order to access the local touristic destinations in
an environmentally friendly way



**The project implements through the South-East European trans-national program (SEE) with the co-financing of Hungary.*

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1 MANAGERIAL SUMMARY

This feasibility study is made within the Hungarian and Slovakian project parts of ACCESS2MOUNTAIN project, implemented under the auspices of the South-East European Program of the European Union. The consortium of the project seeks to improve the environmentally sustainable accessibility of the sensitive mountain regions of the Alps and the Carpathians Mountains through several local actions and through an intervention planned with transboundary cooperation.

One of the common tasks of the national (Miskolc Holding Municipality Asset Management Corporation) and of the Slovakian (Development Agency of Kosice Region) parties of the consortium is to coordinate the investigation and development of the possibility to access certain mountain areas in the region- especially tourist areas located close to the country border like the surroundings of the Zemplén Mountains and the Aggtelek Karst- in an environmentally friendly way.

This study has dual purpose: first, to give an overall picture about the environmental, infrastructural, traffic and touristic conditions and possibilities of the highlighted geographical areas; secondly, to formulate development proposals based on the accurate analysis of the areas. Accordingly, the study-based on the information within- serves as a suitable base for the further tasks to be done by the Hungarian and Slovakian beneficiaries of the project within the ACCESS2MOUNTAIN project.

The study covers the areas located on Hungarian territory of three transboundary routes. The endpoints of the routes accessible by many environmentally friendly traffic ways and walk through access will be the central settlements – Kosice and Miskolc – of the two neighboring regions in all cases. Thus, four areas were designated altogether, two of which are located in the immediate agglomeration of the region centers (mountain areas located northwest from Kosice and west from Miskolc). After the suitable preparations detailed in the text, the mountain area located on the easternmost part of the common border section between Kosice district and Borsod-Abaúj-Zemplén county, northeast from Aggtelek and the mountain ranges of the Zemplén Mountains close to the country border, within this, the surroundings of the Nagy-Milic Mountain were designated.

1.1 Goal of the feasibility study

The feasibility study should base realistic developments that should contribute to

increase the accessibility of mountain regions in the Alps and the Carpathians by sustainable transport and support the development of a high potential for sustainable tourism. Access2Mountain aims at setting up pilot projects to access tourist areas and to ensure sustainable local mobility at destinations. Furthermore, the experiences gained in this exercise and the experiences from other mountain tourist regions will be shared in order to enhance the regional and local knowledge and introduce further sustainable mobility services.

The feasibility study covers three scopes of geographical territories of the Hungarian and Slovakian settlements. The examined geographical units border the following settlements and its direct areas

- Silická Jablonica (SK) / Szögliget-Bódvaszilás (HU)
- Košice (SK) / Miskolc (HU)
- Izra-Slánska huta (SK) / Pusztafalu-Fűzér (HU)

The feasibility study must point out how the tourist attractions founded in the mountainous regions could be approached and linked by intermodal routes.

There must be suggestions oriented for local opportunities and capabilities for three sustainable – from environmental point of view - to set up crossborder intermodal routes. Besides there must be relevant complementary elements of the settlement locations.

The study serves a base for those development decisions by which the regions will be able to offer desirable – environmentally maintainable- free time activities, complex tourism products for the potential excursionists.

The possibility of crossing between the two countries – with use of different means of transport (train, vehicle, bicycle)- is ensured altogether at 20 border crossing points on the common border section of Borsod-Abaúj-Zemplén county and Kosice region. However, only a fraction of the potential points is known for the public and in most of the border crossing points there is no suitable reference information for the people aiming to travel.

It was stated during the analysis of the highlighted geographical areas that the environmentally friendly approach of the touristic destinations located on the target areas can be ensured most typically on railway (if possible with narrow gauge) and through bicycle transportation facilities able to be connected to this. The combination combines the quick approach of the target area and the satisfaction of the sport and movement's needs (active tourism), as well.

2 INTRODUCTION

Access2Mountain aims at developing appropriate conditions to increase the accessibility of mountain regions in the Alps and the Carpathians by sustainable transport and support the development of a high potential for sustainable tourism. Access2Mountain aims at setting up pilot projects to access tourist areas and to ensure sustainable local mobility at destinations. Furthermore, the experiences gained in this exercise and the experiences from other mountain tourist regions will be shared in order to enhance the regional and local knowledge and introduce further sustainable mobility services.

Financed under the SEE Programme, Access2Mountain is a transnational project with more than 30 partners and observers from 17 countries in the Alps and the Carpathians at the regional and (inter)national level, having on board players from transport, tourism and environment. It is led by the Austrian Environmental Agency .

The partnership is geographically balanced with a multi-level approach. Coming from the Alpine and the Carpathian regions, the 12 project partners are acquainted with and prepared for meeting the stated project challenges and have a common basis for activities aimed at the same objectives. Partner institutions are protected area regions, tourism or regional development associations are project partners, which serve as platforms for information exchange and have the capacity to integrate the cross-cutting project approach, coordinate implementation with transport/providers, tourism and environment stakeholders and further manage the results of the project.

Tourism increasingly involves the use of private cars which cause negative ecological effects – especially in sensitive mountain areas. Accessibility to and within these areas by sustainable public transport and non-motorized mobility is often limited. Therefore, there is room for further enhancing the tourist potential of these regions by improving sustainable accessibility to mountain destinations

Both the major European regional mountain agreements, the Alpine and the Carpathian Convention, recognize that sustainable tourism, growing together with sustainable mobility services, is a key-element for regional economic development and a source of income and wellbeing.

The overall objective of the project is to increase sustainable accessibility and connections to, between and within sensitive mountain regions, which should benefit all users. Specific objectives include:

- Raising knowledge and awareness of, and developing capacities for mountain mobility challenges, as well as designing soft mobility schemes in mountain regions, on different levels
- Developing soft tourist mobility in sensitive pilot regions through competitive small railways and intermodal transport, mainly aimed at tourist development
- Strengthening peripheral regions through innovative tourist offers, increased accessibility, new investment

- Improving the quality of the environment, reducing greenhouse gases and polluting emissions from transport in sensitive areas
- Strengthening policy dialogue at transnational and EU level, developing novel policies for the Carpathians, strengthening the strategic cooperation between the Alpine and Carpathian regions and Conventions

3 IDENTIFICATION OF THE SUGGESTED ROUTES – FACTS

1. Hrhov-Jablonov nad Turňou- Hrušov -Silická Jablonica (SK) / Szögliget-Bódvászilás (HU) – touristic attractions on the SK side – Slovak Karst National Park (Hrhov ponds – bathing, fishing, Zádielska tiesňava, Hájske vodopády – Háj’s waterfalls, Turniansky hrad - ruins of a medieval castle, in the vicinity Domica/Aggtelek caves, Krásna Hôrka Castle and Betliar Castle). There is an abandoned railway line not far away from Moldava nad Bodvou (Szepsi) to Medzev which could be reused as a scenic trip into the history of Iron route (Jasov, Medzev). Cycling routes: route 14 (No. 8715 – green – from Hrušov to border crossing with HU) – yellow cycling route starts as turning from red main cycling route 2km behind Hrušov village. It goes on the reinforced forest road in direction to Szögliget (HU). On the SK side the route is 3km long.
2. Košice (SK) / Miskolc (HU) - touristic attractions on the SK side – Košice city and its location at the easternmost reaches of the Slovak Ore Mountains (sights in the city: Main Street, the 14th century Gothic St. Elisabeth Cathedral, St. Michael's Chapel, the Neo-baroque Košice State Theater, the East Slovak Museum, The Slovak Technical Museum, The East Slovak Gallery, the State Philharmonic Košice, the Košice Peace Marathon). Alpinka is the recreational area for the inhabitants of the Košice city. A narrow-gauge railway called “Detská železnica” (Children’s railway) runs from Košice to the area of Alpinka where are playgrounds for children and other attractions. The area is suitable for mountain bike cycling in the Slovak Ore Mountains.
3. Izra-Slánska huta-Byšta (SK) / Pusztafalu-Fűzér (HU) – touristic attractions on the SK side – ruins of the Slanec castle, Izra lake, forested mountain areas of the Slánske vrchy, in the vicinity Byšta village with potential to restore the abandoned bath. The area of Veľká Izra with natural lake in the middle of forests of Slánske vrchy can be used for bathing, fishing but also for pleasant cup of coffee or beer in the local buffet which is opened nearly all the time during the summer season. There are also accommodation possibilities in the nearby cottages. There is also a border crossing for cyclists and pedestrians to Hungary – Pusztafalu. The area falls under NATURA2000 as Protected Birds Area of International Significance so it is necessary to ask for permission to lead/mark cycling route on the forest road. Cycling routes: route 11 – main cycling route Hornád No. 039 – overall length on the SK side is 22km. The route starts in Košice and ends in Skároš from where it continues to Holóháza in Hungary. The overall length of the route is 25km

and in Hungary is connected to the network of regional cycling routes. Another connection in the region is proposed from Veľká Izra where end resp. start 2 important East Slovakian main cycling routes – MTB Alžbeta and Dolnozemplínska main cycling route. Connected section to the borders is around 2km on the forest road. Behind the borders starts the network of local cycling routes

Currently, there are three cross – border cycle routes within the entire territory:

1. Hrušov – Szogliget – a yellow blazed cycle route on the Slovak side
2. Turňa nad Bodvou – Josvafó – a yellow blazed cycle route on the Slovak side
3. Skároš – Holloháza – a red blazed cycle route on the Slovak side

Planned routes:

- Trstené pri Hornáde – Kéked
- Izra Lake – Pusztafallu
- Slanec – Füzér

The suggested environmentally friendly transport ways are the railway and the bicycle on all three target areas. Regarding Miskolc and the surrounding mountain area, the interconnection possibilities are supplemented with the narrow gauge railway. The narrow gauge railway travels in the Zemplén Mountains 7 km long – with the destination Pálháza- despite that it is relatively close to the target area, the line of the narrow gauge train is not part of the suggested route.

It was described in the previous part of the study that the travel occurs primarily on the properly built railway line between the region centers accordingly the commonly accepted conception. The access to the sensitive mountain areas located in the agglomeration of Miskolc is achieved primarily by bicycle on a route touching the main tourist points of interest. The suggested route in case of the other two mountain target areas starts also from the region center, thus we consider the Miskolc-Tiszai Railway Station as starting point all the time. The train travelling between Miskolc and Jósavfó- Aggtelek stations can be used to the direction of the designated area on the Aggtelek Karst . The way can be continued by bicycle from the station to the direction of Szögliget.

3.1 WHY THESE ROUTES HAVE BEEN SELECTED

The consortium working on the implementation of the ACCESS2MOUNTAIN project focuses on the improvement of the environmentally friendly accessibility of the sensitive mountain regions of the Alps and Carpathians. The Hungarian (Miskolc Holding Municipal Asset Management Ltd) and the Slovakian (Development Agency of Kosice Region/ Agentúra na podporu regionálneho rozvoja Kosice/) partners

made commitments for the investigation and the development of certain areas of mountain sites located in the areas of Borsod_Abaúj-Zemplén County and of Kosice Region within the large target area of the project in a way that efforts will be directed primarily the discovery and connection of the transboundary intermodal transportation options.

Regarding the common border section of these two area units being around 170 km and that there is no possibility for the detailed review and examination of it within the project, the parties decided about the priority target areas of the interventions through a bilateral negotiation. During the bilateral negotiation with the representation of the involved colleagues of the Miskolc Holding and the Kosicei RFÜ as well as the representatives of the consultants involved by the two parties, the parties agreed on the studied areas to be studied on the two sides – that can be considered as complementary of each other- of the border. Accordingly, the end points of the three transboundary routes accessible and passable by many environmentally friendly means of transport will be in all cases the central settlements -Kosice and Miskolc- of the two neighboring regions.

Altogether four areas were assigned out of which two are located in the immediate agglomeration of region centers (the mountain areas located northwest of Kosice and west of Miskolc). At the selection and geographical delineation of the other two areas, their transboundary nature was an important aspect together with that there should be suitable number of tourist destinations with proper attractive force in the given area. Regarding this latter aspect, the number of castles on the certain areas had priority significance, since this fact greatly influences the attractiveness of the area i.e. it has decisive influence for the trends of the number of the tourists.

Accordingly, – during a bilateral negotiation, considering the preliminary decision criteria– the mountain area north-west of Aggtelek, on the easternmost part of common border of Kosice region and Borsod-Abaúj-Zemplén county, as well as the ridges of the Zemplén mountains close to the country border, especially the surroundings of the Nagy-Milic mountain were designated.

The railway traffic between the two municipality centers –by express trains even if they may go less frequent than needed- is traditionally solved. The access of areas located close to the border from Kosice and Miskolc is also ensured by train (except Füzér located at the foot of the Nagy-Milic situated 25 km from the Sátoraljaújhely railway station). The picture below (made by Google Earth) shows the schematic connections of the accessibilities and pathway possibilities of the designated areas:

The first route concentrates on the region centers and on the mountain areas surrounding them. The recommended transportation means, primarily the train and the bicycle as well as the narrow gauge train were pointed out. The essence of the mutually accepted concept is, as both settlements are well accessible by express train going between the region centers, the seamless access of the mountain areas

should be ensured- with the right fitting of rails in a way that the accessibility of tourist destinations located here should be properly ensured. In this approach the two possible points where the tourist representing the target group successfully reached gets off the train are the railway stations of Kosice (Zeleznicna stanica Kosice) and Miskolc (Tiszai railway station). The tourist changes for bike on the station and continues his way to the mountain areas from here where (besides the sites visited on his way) other attractive destinations are waiting for him. It is important to ensure the adequate information from the station to the farthest mountain destination. For this purpose there is a proposal for placing additional elements. Regarding these routes, besides the bicycle, the subject of investigation could be other means of public transport like the so called small-trains using narrow gauge rails and mountain buses.

The second route should be implemented on the easternmost areas of the common border of the neighboring administrative units. Primarily the named Bódvaszilás and Szögliget settlements and their immediate- close to the border- agglomerations are involved in the investigation on the Hungarian side. Silicka Jabonica (Jablonca), Hrusov (Körtvélyes), Jablonov Nad Tournu (Szádalmás) and Hrhov (Tornagörgő) settlements located north of the Hungarian settlements were marked on the Slovakian side. The settlements named on both side of the border are villages having less than 1200 inhabitants. The tourist route suggested in these feasibility studies are intended to allow the environmentally friendly accessibility of tourist destinations located in these villages and their vicinity in way that the region centers were assigned as starting sites in this case, as well. Regarding the Hungarian side it means that travelling between the Miskolc- Tiszai Railway Station and Bódvaszilás or Jósvafő-Aggtelek is performed by train (Annex No. 10.) and from there it can be continued by bicycle to the settlements designated on the Hungarian or on the Slovakian side. Within the framework of this study, a proposal was made for the route, the locations of bicycle storages, points of placing bicycle route signs and for implementing a rain protected biker resting place equipped with a map.

The third route aims the environmentally friendly accessibility of the vicinity of the Nagy- Milic Mountain belonging to the Szalánci Mountains. The members of the consortium marked Füzér and Pusztafalu settlements on the Hungarian side and Slanská Huta (Szalánchuta) settlement on the Slovakian side. The environmentally friendly transport possibilities should be investigated among tourist destinations located in these settlements and in their vicinity. During the personal consultations, the inclusion of the Izra Lake and of Slanec (Nagyszalánc) settlement into the investigation affected areas was arisen. Although, the Izra lake has a significant tourist potential by itself, its accessibility by bicycle from both sides is properly ensured, furthermore, the suitable additional elements (bicycle route signs, resting places) are already available among the bicycle routes leading to here, moreover, other developments are under preparation. Besides these, even smaller developments are conceivable on this route, however, it was

assessed as one of the results of the personal consultations that it is more advisable to devote the resources to study the (potential) routes of lower development level. Consequently, the investigation of bicycle transportation facilities to the North of Füzér came into the foreground. Based on ideas for the route guidance of this third route, the tourist getting on the Miskolc-Sátoraljaújhely line should get to Sátoraljaújhely or Sárospatak by train. The aim is that he should be able to get from the place of getting off to the named settlements and to tourist destinations and their vicinity on a properly marked bike path. Thus, a proposal will be made for the route, for the locations of the bike storages, for the placement points of bike path signs and for installation of a rain protected biker resting place equipped with map (with designation of the location. as well).

As it is seen from the short description connected to the routes above, it is an important part of the envisaged development for the parties to place additional elements along the designated routes -as well as on other places frequently visited by the target group-, which provide proper information on developments, on other things to know connected to offered leisure-time options, furthermore to help the more seamless travel between the starting places and the certain tourist destinations, as well as to be able to improve the attractiveness of leisure-time options among the population using more tourist-friendly solutions. Within the framework of the feasibility study, there is a proposal made for the implementation places of these additional elements, as well.

In total, the approach accepted with the agreement of the partners is intended to make possible that the regions should be able to offer complex tourism products meaning attractive -environmentally sustainable- leisure-time options for the potential excursionists.

To sum up, it can be stated that the environmentally friendly, environmentally sound access of the tourist destinations located on the target areas can most typically be ensured by railway (narrow gauge, if possible) and via bicycle travelling possibilities connected to it. The combinations combine the fast access of the target area and the satisfaction of sport- and movement needs (active tourism), as well. Based on these points of view it can be stated that in all three target areas- of course, besides the smaller developments needed in this area and mentioned in this study- the already existing railway infrastructure could ensure the connection of the transport means and the access of the target areas.

4 DEFINITION , BACKGROUND, METHOD OF THE TASK

Short introduction of the task

The task is connected to activities of the responsibilities of the Hungarian Beneficiary, implementing in ACCESS2MOUNTAIN project co-financed by South-East European Transnational Program of the European Union.

The establishment of such three transboundary intermodal route starts within the project on the area of Kosice Region and North Hungary, which makes possible to reach the touristic destinations on the target areas in an environmentally friendly way. The Miskolc Holding Municipality Asset Management Corporation acting as the Hungarian Beneficiary in the project is responsible to accomplish the tasks of the Hungarian party and gave a commission to make this study.

The study includes the Hungarian territory areas of the immediate catchments of three geographical units. The studied geographical units are bounded by the settlements and their immediate agglomerations as below:

Kosiče – Silická Jablonica (SK) / Szögliget – Bódvaszilás – Miskolc (HU)

Kosiče – Izra-Slánska huta (SK) / Pusztafalu – Füzér –Miskolc (HU)

Košice (SK) / Miskolc (HU)

The third route targets the environmentally friendly way to access the immediate surroundings of the Nagy-Milic Mountain belonging to the Szalánci Mountains. The analysis of possibilities of travelling by bicycle to the north from Füzér came into view from the national side. The tourist getting on the railway line Miskolc-Sátoraljaújhely (Annex No.1 and No. 10) has to get to Sátoraljaújhely or to Sárospatak by train on the Hungarian side based on concepts regarding route guidance of this third route. The proposals listed in the study are intended to help getting from the place of getting off to the municipalities concerned and to the surrounding touristic destinations on a properly marked bicycle path on both sides of the border.

On the Hungarian side there are green – blazed cycle routes and directions and information can be found on traffic and information signage boards.

The hiking routes in the cross – border zone are situated at the border crossing point Hrušov – Szogliget (green route) and in the mountain of Veľký Milič (red and yellow routes).

In terms of the development of cross – border tourism we recommend that the emphasis should be given on developing cycle routes because the territory is more accessible to cyclists than hikers.

The investigation carries out regarding the Hungarian side of the studied areas (settlements and their agglomerations including the close mountain areas) bounded/straddled by the settlement-networks listed in items 1 and 2 within the framework of the study. The investigation regarding the Hungarian area between the settlements listed in item 3 occurs with taking into consideration the already available railway infrastructure focusing on its expansion options. Accordingly, the investigation of exclusively environmentally friendly transport means available/developable on the area between the two regions centers is not part of this study.

The study points out how to reach the touristic attractions located on the mountain area by environmentally friendly transport means among the areas mentioned above.

There was an overall analysis of the geographic, natural, infrastructural and touristic situation within the frame of the study, furthermore, the tracks of the possible route directing to the target areas and suitable for the sustainability criteria are also be introduced.

This document contains proposals adapted to the local needs, conditions and possibilities to establish three specific transboundary and environmentally maintainable transportation routes and to install sites of connected additional elements. The range of proposals regarding the installation sites of the specific supplementary elements in connection with the routes (at least): outdoor boards (10 pcs); interactive digital screens (5 pcs); rain protected bicycle resting places equipped with maps (5 pcs); outdoor bicycle storages (3 pcs); railway bicycle storage or bicycle carrier tool mounted on a bus travelling to mountain area.

The study consists of a map of the studied geographical areas, the professional photo documentation of existing/potential routes located there and of touristic destinations affected by them, as well as GPS coordinates regarding the suggested outdoor installation sites.

5 APPLIED METHOD

We collected and looked through the relevant literature connected to the topic (the regional and local statistics, studies, touristic brochures, maps, infrastructural and touristic development concepts, train timetables etc.) in order to accomplish the task.

During the examination, we treated the existing capabilities and the new, ongoing and implementing in the future development concepts separately.

We made coordinations with the representatives of the local organizations about the alternatives of implementation and about the local needs. Based on them, the conceptions and recommendations were made. We informed about the specific installation of the additional elements with on-site inspection in each location.

5.1 COORDINATION WITH THE LOCAL PARTNERS IN NORTH HUNGARY

In order to confirm the study- besides the review of the existing studies and professional materials- we made coordination with the players of the local society, regarding partly the introduction of the situation, partly the implementation of the concept, partly the proposals for the specific site developments.

Individuals and organizations involved into the consultation- besides marking the substantive aspects of the coordination and the introduction of their specific proposals- were the followings:

1. Local Government of Szögliget

We made a conversation with Mayor Mrs. Katalin Mihalik Tóth regarding the agglomeration of the settlement, her development concepts and settlement plan. The mayor made a proposal regarding whom

and what kind of organizations are worth involving and should be involved into the examination and coordination. Furthermore, we made discussion about the types of additional elements to be installed along the proposed route and about installation locations, as well. Afterwards, we contacted the Agteleki National Park, the Polish Minority Government of B-A-Z County regarding Derenk, the Ring of Friends for Szádvár, the Karst Nature- and Environmental Protection Association suggested by the Mayor among others.

2. Aggtelek National Park

We went around the affected area with the help of the ranger Mr. Imre Mihalik. He made a proposal regarding the route.

3. Polish Minority Government of B-A-Z County

President Mrs. András Poros informed us about the history Derenk settlement inhabited by the liquidated Polish settlers, about the Fair of Derenk organized every year being a cultural- and touristic attraction.

4. Ring of Friends for Szádvár civilian association

We received information materials from the Association about the activities having been performed by the association and about Szádvár.

5. Kosice Regional Development Agency

During the bilateral coordination conducted with the participation of affected colleagues of the Miskolc Holding and of the Kosice Regional Development Agency and representatives of external experts involved by the two parties, the Parties agreed on the constructional structure of the parallel studies in the two sides of the border, furthermore, they mutually accepted that the depth of analysis done along the examination dimensions could be occasionally different on the Hungarian and on the Slovakian side. Proposals were made during the coordination regarding the preferred border crossing points, as well. The commonly accepted structure and the suggestions regarding the preferred border crossing points give a direction in a way for the topic and area-specific focus of the parallel work that the proper fitting of the studies could be ensured, i.e. the two studies have to be the complements of each other.

6. Local Government of Füzér

Mayor Mr. Jenő Horváth made a proposal for the installation site and the type of the digital screen and he informed us by representing the local publications about the possible routes. A common decision was made about the most justifiable route. The employees of the Local Government helped to clarify the GPS coordinates regarding the devices to install.

7. Miskolc Association of Cyclists

We conducted a consultation with Mr. Zoltán Kunhalmi, president of the association regarding the suggested optimal bicycle routes towards the city. The president made exact proposals for the route, for the types of the digital and information boards and for their implementation.

8. Mr. László Rostás, Chief Architect of Miskolc city

The Chief Architect noted that the implementation of the bicycle development concept of Miskolc city is in progress and they sought the opinion of the Association of Cyclists. He reviewed our proposals made with the help of the Association – and included in this document, as well- and considered them good and he noted that the finalization of the suggested GPS coordinates based on the licensing procedures applied at the Local Government will take place later.

9. City Development Ltd of Miskolc

They sent information materials about the ongoing, topic-related touristic- and traffic development projects and plans in the city.

10. Tourist Ltd. of Miskolc; MIDMAR (Miskolc Tourist Marketing Non-profit Ltd.)

The companies sent information materials about the touristic data of Miskolc city, introduced the attractions and the tourist situation.

5.2 COORDINATION WITH THE LOCAL PARTNERS IN EASTERN SLOVAKIA – KOSICE REGION

Individuals and organizations involved into the consultation- besides marking the substantive aspects of the coordination and the introduction of their specific proposals- were the followings:

municipalities united in the micro-region the Slanske Mountains (Ruskov, Slanec, Slanska

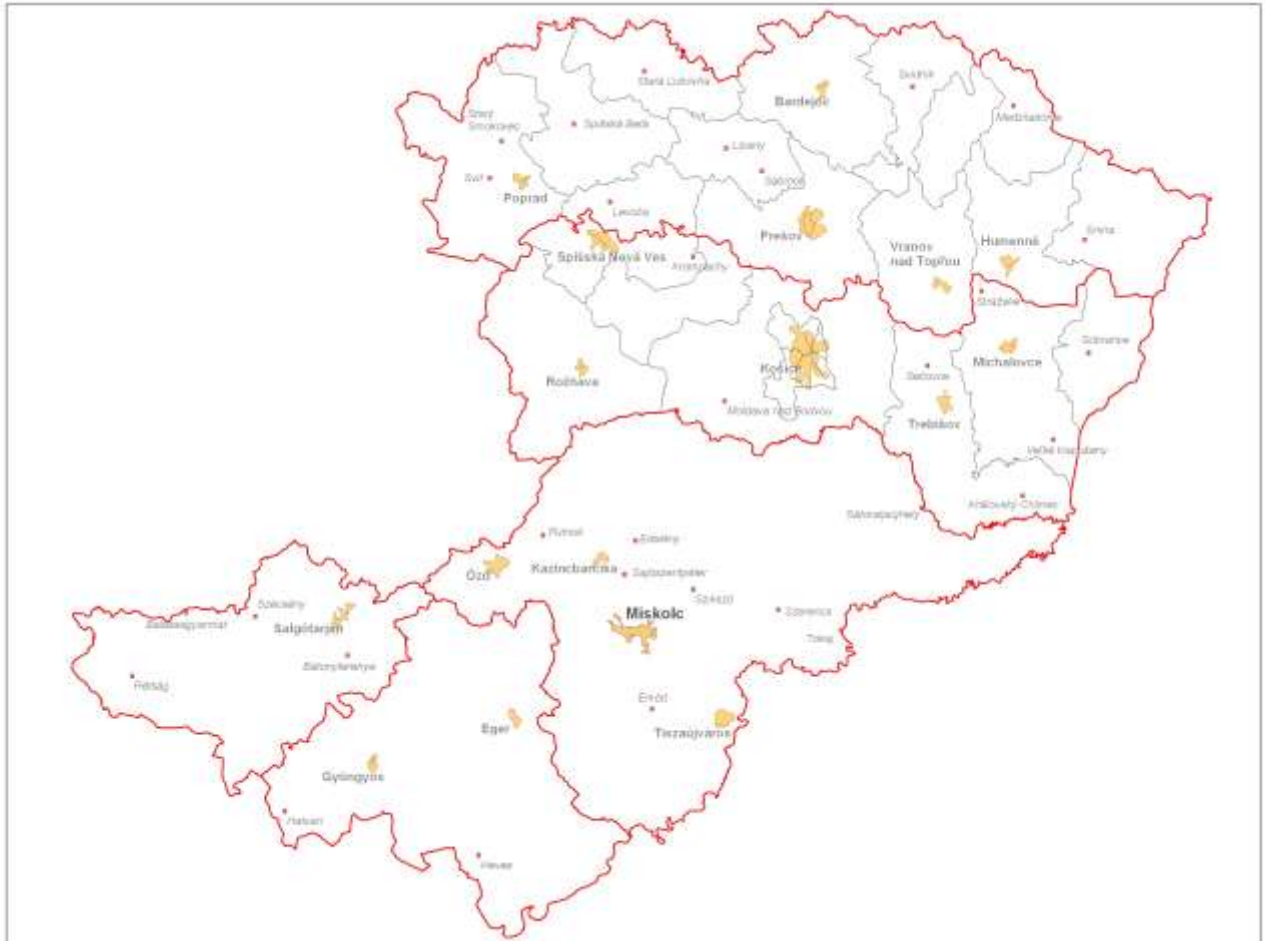
Huta, Novy Salas, Slancik, Vysny Caj, Bohdanovce, Kalsa)

municipalities united in the micro-region Hornad (Vysna Mysla, Nizna Mysla, Trstene, Cana, Koksov-Baksa, Nizna Hutka)

KRASTURIST civic association (<http://krasturist.webnode.sk>) and ALMA centrum civic association (<http://alma-centrum.webnode.sk>)

The companies sent information materials about the touristic data of Kosice city and the surroundings, introduced the attractions and the tourist situation.

5.3 COMPARISON OF THE SLOVAKIAN AND HUNGARIAN SIDE



5.4 LANDSCAPE

Northern Hungary is located in the North-eastern part of Hungary. The region is created from three counties: Borsod-Abaúj-Zemplén, Heves and Nógrád, the administrative centre of the region is Miskolc. The region borders on Slovakia in the north, on the region of Central-Hungary in the west, and on the region of the North Great Plain in the south and east. Northern Hungary extends over 14% of the territory of Hungary which makes it the 4th largest region.

The density of road network of the Northern Hungary is relatively high (higher than the national average) due to a large number of small villages what makes the cost of roads maintenance rather high. Completion of M3 motorway up to Miskolc has improved the transport situation but has not basically changed access to the peripheral areas in the north of the region. Poor quality and structure of transport network is one of reasons of social-economic inequalities among regions. The most

important trunk line of railway network in the region is the Budapest-Miskolc line which has the heaviest traffic and provides connection to Slovakia. But only approximately 30% of region's settlements have their own railway station. That is why in personal transport the importance of bus lines is greater than of railway. It is intended to transform the former Soviet basis at Mezőkövesd to a regional cargo airport which might gain importance for the regional economy. The Tisza river is an important line of a waterway system of the region as well as the whole country. The situation of air pollution of the region of Northern Hungary is slightly better than in Eastern Slovakia. Due to decline in industrial production the quality of has improved and it has been also advanced by building a gas pipe network and technological upgrading. The key source of air pollution is the road transport and it causes problems especially in the large cities (as elsewhere in the world). Another consequence of industrial production decline is also surface waters improvement. Water pollution from newly established firms is usually under the limits. One of the risks of water pollution is pollution from plants from bordering countries. Eastern Slovakia area extends almost one third of the territory of Slovakia counting 29% of the total number of inhabitants of the country. The regional self-government of Eastern Slovakia is exercised by two self-governing regions: the Prešovský Region and the Košický Region. In the past the area used to be divided into a number of counties that would delimit the existing traditional cultural characteristics of single areas. It borders on three countries: Hungary in the south, Ukraine in the east and Poland in the north. The border with Ukraine is also border of the European Union.

5.5 TRANSPORT

The road network of Eastern Slovakia is relatively dense (it reaches the average EU values), but there is a lack of roads of higher category (speedways). The total length of speedways and speedway feeders in Eastern Slovakia is about 36 km which is inappropriate compared to the neighbouring countries. Also first-class roads are important in national as well as international transport and the total length is about 990 km. The geographic position of Slovakia is also important for railway transport infrastructure in Europe. The main international railway tracks are directly connected with the railway tracks in Slovakia. The railroad infrastructure is relatively dense, but on the other side, the technology is out-of-date. There is also a wide-gauge railway in Eastern Slovakia on the track leading from Ukraine and is used for import of raw

materials. There are two international airports in the region of Eastern Slovakia – Košice and Poprad. Both the airports provide regular as well as charter flights services and provide aircraft dispatch services for civil aviation. The airport in Poprad safeguards also observation flights within the field of tourism.

The environment of Eastern Slovakia is one of the most polluted in the whole Slovakia. Three out of eight most polluted areas of Slovakia are located in the eastern part of the country. The unfavourable quality of air in the burdened area of Košice and Prešov is influenced especially by industrial stationary pollution sources located in area of the city of Košice. Region of Košice is the most contaminated region in Slovakia showing the most extensive area of risk soil, contaminated soil and seriously contaminated soil.

6 SIMILARITIES OF THE TWO REGIONS

Some lack of attractive settlement environment can be realized in both regions however not at the exactly same level.

The external appearance and look of the majority of settlements is improper; town and settlement centres are not properly taken care of and do not meet current requirements of quality of life. In recent years EU support programs and private investments mainly aimed at developing commercial functions have produced good results in improving the settlement environment but the accumulated lack of investments and renovation in the past decades and the low level of funds allocated to local governments in view of their duties make it necessary to give further support for renewing settlement environment. In addition to the basic demand for giving an orderly look of public domain, dwelling houses, and facades, the purpose of improving the settlement environment is to create favourable conditions for residential, commercial and economic functions. The improvement of the settlement environment is especially justified in settlement centres accommodating daily services and commercial activities.

6.1 TOURISM

Tourism is a key asset of the region of North Hungary and Kosice Region that has not been fully exploited up to now.

Several holiday resorts can be found in the region: Mátra-Bükk, Tisza Lake, Aggtelek and its surroundings, the upper reach of the Tisza, the Cserhát and its surroundings, and Zemplén.

The determining points of attraction in the region are as follows:

- The region of Miskolc and Kosice with its internationally acknowledged events, valuable natural territories, e.g., Lillafüred, Ómassa, Miskolc-Tapolca, the cave bath with its unique medicinal water;
 - The three world heritage sites manifesting the harmony of the values of nature and cultural heritage: Hollókő preserving cultural traditions and values of folk architecture, the Aggtelek-Jósvafő karstic cave – História Valley famous for its stalactite cave, and Tokaj-hegyalja with its world famous wine-growing;
 - Both region abounds in castles, the most in the country, including operating castles, ruins of castles, and significant manor houses
 - Mountainous areas and hilly countries with their fresh air and unparalleled natural values and hiking routes (e.g., the ancient find – geopark at Ipolytarnóc, the region of Karancs-Medvesalja and the Mátra with the highest peak of the country, Kékes-tető in the Slovakian part:)
 - The medicinal and thermal baths, medicinal caves of the region offer favourable services for people looking for health tourism and modern recreational services;
 - Besides the key attractions, local supply is enriched by internationally acknowledged cultural events (e.g., Opera Festival of Miskolc, triathlon week at Tiszaújváros, “Border Fortress Merriments” and Bulls Blood Festival in Eger, Castle Re-enactment Days in Hollókő, Kosice the cultural capital of Europe in 2013.) and folk customs
- In spite of the wonderful natural environment and towns offering cultural and sports programs in the region, tourism is lagging far behind the opportunities it offers. Some of the reasons include the partly neglected state of services, without any spectacular presentation elements or target orientation, offered by attractions, the relatively low number of accommodations providing good quality services as well as the lack of connections between tourist programs despite recent theme route initiatives (e.g., the wine route, the Castle Association, the Palóc route, the Iron route, the Baroque route). All of this results in low utilisation of tourist attractions in comparison to their potential, and thus the comparatively low number of visitors.

6.2 ECONOMY

Rather high level of unemployment –how it affects regional development

The change of the economic regime has brought sudden growth of unemployment: the rate of unemployment in the entire region is higher than the national average. Simultaneously, people living in the region have a significantly lower average income than the national

average. Employees with lower income and the great number of the unemployed living in the territory represent poor consumption demand, which negatively affects the main branch, the services sector, which is not directly afflicted by the disintegration of industry. Decline can always be felt to a greater extent in underdeveloped areas with lower employment levels where businesses in the key branch, the services and repair sectors, live from day to day. Further problems are caused by the fact that the labour force does not have proper training or qualification; therefore, their chances on the labour market continuously worsen; and the qualified work force and young people with higher education degrees migrate. This tendency leads to the proportion of poorer people with lower level of schooling growing on the supply side of the labour market. These unfavourable tendencies of the labour market may change if sustainable tourism might increase.

Besides areas having considerable economic potential, the renewal of central settlements of socially-economically underdeveloped areas must be urged to ensure job creation and to increase the capacity to retain the population.

Kosice region and North Hungary being a region abounding in natural values and cultural heritage, having numerous small villages and a considerable number of under-utilised industrial areas, it is especially important for both regions to keep the principle of sustainable development in view.

During the implementation of the programme, efforts must be made to ensure reasonable use of areas, so exploiting existing built up areas by new functions, to ensure sustainable utilisation of natural values, cultural heritage taking their own limits of bearing burdens into account. In specific development projects, there is a need to ensure harmonisation with the environment, more specifically the protection of natural values, the improvement of the state of the environment, and in the event of unavoidable burdens on the environment, to counterbalance negative interventions.

7 DIFFERENCES OF THE TWO REGIONS

7.1 FOCUS ON SLOVAK SIDE

The main rail corridor of the Slovak Republic runs in the direction Žilina – Košice – Čierna nad Tisou and partially crosses the territory in the section between Košice – Kalša. In terms of major roads the main pan – European corridor in the direction Žilina – Košice – Michalovce – Uzhhorod closely touches the territory, and its branch includes the section from the junction of Road I/50 and Road I/68 in Košice to the SK/H national border, the border crossing point of Milhošť.

It follows that a part of the territory marginally touches Branch A of the multimodal Pan – European Corridor V that does not have a great influence on traffic congestion of the mountainous areas of the Slovak Karst and Slanské Hills and is not conducive to their transport links.

Transport links to the mountainous areas in the region are provided by public transport services. Bus transport services are primarily provided by Eurobus a.s. with their branches in Košice and Rožňava and rail transport by Železničná spoločnosť Slovakia, a.s., a passenger rail transport company.

Tourism (excluding the city of Košice as the regional centre) in mountainous areas has only local or regional importance, which is also demonstrated by the number of accommodation establishments and their capacity.

In terms of tourism the most attractive locations with the highest number of tourists include Zádielská tiesňava (Zádiel Ravine) and Jasov Cave. Apart from these popular natural attractions there is a number of less known attractions in the region that are waiting to be discovered and may catch visitor interest. This especially includes the bicycle route network that is currently in the pipeline in the cross – border zone of Veľký Milič in the Slánske Hills that will interconnect the castles of Füzér (HU) and Slanec (SK) as well as rural tourism activities in the form of events held in the area of the Slovak Karst in the villages of Jablonov nad Turňou , Hrušov and Turňa nad Bodvou.

The most common recreational physical activities focus on hiking (45 routes), bicycle touring, rock climbing (19 routes) and fishing (4 ponds).

The capacity of the territory :

Area	Number of caterers	Number of seats	Number of accommodation establishments	Number of bed places
Slovak Karst	8	596	23	397
Slanské Hills	1	30	3	45
Košice Basin	3	125	8	142
Total	12	751	34	584

Number of hiking trails

Area	Red	Blue	Green	Yellow	Total
Slovak Karst	4	6	3	7	20
Slanské Hills	4	3	4	6	17
Košice Basin	2	3	1	2	8
Total	10	12	8	15	45

Cycle routes within the relevant territory in km

Slovak Karst	99.5
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Košice - Hornád – Miskolc	155.5
Slanské Hills	65
Total	320

7.2 FOCUS ON HUNGARIAN SIDE

Each of the three area designated on the Hungarian territory has exceptional and unique natural values and high tourism potential. Szögliget and Bódvaszilvas, hidden among the mountains on the area of the Aggteleki National Park on the Hungarian part of the Gömör-Tornai-Karst provide an unforgettable experience for the visitors. Besides the active recreation in the untouched nature- hiking and cycling- you can visit the monuments of folk architecture characteristic of the countryside as well as the ruins of the castle having the biggest floor area in Hungary.

Füzér and Pusztafalu located in the Hegyköz subregion in the Zemplén Mountains have also exceptional natural and historical values. The biggest attraction of the areas is not only the undisturbed and very impressive landscape and nature, but the historical and cultural monuments, as well, for the preservation of which the local inhabitants did extremely much. Visiting the Füzér Castle and the Várhegy declared to be the natural wonder of Hungary is an unmissable part of staying on the area.

The city of Miskolc and the natural values of the surrounding Bükk Mountains offer plenty of programs and experience opportunities for the tourists arriving here. Besides the historical monuments and monument buildings located in the downtown, the Diósgyőr castle built in the XIV. century can also be visited. In the suburban areas around the city- among others- you can visit such unique values like the karst-water cave bath unique in Europe or the waterfall with the highest gradient in Hungary.

An important part of the further developments prevented with the feasibility study is that along the designated routes- and on other, frequently visited places by the targeted group –additional elements should be installed, which make the focused traffic easier, provide suitable information about the developments, attractions and about other information regarding offered spare time activity possibilities. During the designation of places to install the specific equipment, the way for cyclists to obtain information and the local specialties were also considered. The submission of relevant information together with the demand for full range services (possibilities, spectacles, related services) were considered also to be important.

7.3 VALUE ADDING OF CROSS BORDER AFFECT OF HU-SK

In particular, the core objectives of this SEE programme and Access2mountain project is cross-border cooperation are to support sustainable development along both sides of the EU's external borders, to help decrease differences in living standards across these borders

In particular, this project is intended to help to promote sustainable tourism, economic and social development in regions on both sides of common borders; address common challenges, in fields such as environment, tourism and transport.

Beside it may affect to promote and strengthen local cross-border “people-to-people” actions.

Within these overall programme priorities, detailed programming will be the task of the programme partners themselves, at the local, regional and national level. These partners will be responsible for preparing and presenting to the Commission for approval a “joint programme” including a specific set of priorities and measures, taking all four of the above themes into consideration, but reflecting the specific circumstances and requirements of their particular area.

Another essential characteristic to take into account in the context of Access2mountain and especially the two regions : North Hungary and Kosice Region is as follows. The deep-seated and long-standing historical and cultural links which have been established over the centuries across what are today the external borders of the European Union. The border regions in these areas often have a long common history, as is the case with Miskolc and Kosice. A key objective of the EU in general is to enhance the EU's relations with its neighbours on the basis of shared values and provide opportunities to share the benefits of the EU enlargement, while help avoid any sense of exclusion which might have arisen from the latter.

SEE programmes can be an important means of addressing this, helping enhance economic and social links over borders as they now exist, by supporting co-operation and economic integration between regions.

- importance of local ownership, while assuring national-level support: local and regional authorities in the border regions have been shown to be enthusiastic in working together in addressing common opportunities and challenges. A bottom-up approach, with full local ownership, is essential, as seen under especially the Interreg programmes. Projects tend to be relatively small, and thus administratively costly, but can have a very high impact.

Nevertheless, smooth cooperation at the regional and local level also requires political and administrative support at the national level, and the lack of such support has on occasions been an obstacle. While major efforts have been put into addressing these issues, this will certainly require close attention in the ongoing implementation of this programme;

- importance of the shared experience of programme partners in working together, and of relevant capacity-building: working together in identifying and addressing jointly-agreed priorities, and this has also been hindered by the separate funding-sources with which they have been working.

Strengthening tourist potential in order for the programme to further the

improvement of businesses’ competitiveness, job creation and sustainable utilisation

of resources – through improving the quality of products and services based on natural and cultural values and structured product mix, on the one hand; and by developing network cooperation on the other.

7.4 FITTING TO EU, NATIONAL AND REGIONAL INTENTIONS

The importance of environmental protection- including the responsible natural resource management and the conscious taking back of nature depleting activities of humans-increasingly came to the foreground worldwide, especially during the last two decades. The limitation of worldwide stock of the fossil energy resources, increasing costs of their extraction, the adverse effects during the extraction and consumption on the nature and mostly the fact of global warming attributed to this, as well as their consequences even perceptible nowadays, draws the attention of the humanity for the serious risks inherent in the unsustainable management processes.

In a long run, the holding back and the elimination of the activities threatening the survival of human life forms, as well as the change to replace them with more sustainable solutions, are the interest of all of us. The concept of eco-conscious thinking coming into the foreground on a global level identifies an approach aiming to rationalize political, strategic, social and economic directions and processes in a way that aims the conscious creation of an environmentally long-term-sustainable world and its consistent protection. Accordingly, environmental concerns became a determinative part of development policy decisions of the nations and federations, at the same time- fortunately- they also appear more and more often at local level.

The essence of the European energy politics is to ensure the coherence between the member state and the Union decision levels, particularly regarding the effectiveness, the transparency and the coordination of the energy sector. Beyond the energy sector, several individual intervention target areas appear, i.e. the travel, energetic optimalization of existing and new buildings or even the application of energy awareness approach in the business development area.

8 LINKS TO CROSS BORDER PROGRAMMES

The Hungary-Slovakia European Territorial Cooperation Programme (2007-2013) sets the overall objective of improving the social integration of the border area. This covers the following priorities and specific objectives:

- o Increasing the economic competitiveness of the area along the border
- o Strengthening the social and cultural cohesion of the population and social communities
- o Improving the accessibility and communications of the border region
- o Protection of natural assets

The region borders on Slovakia only, therefore the programme affects all the countries of the region, more specifically their areas along the border. It is important for the region to improve its transport connections along the border, e.g. by building bridges across the river Ipoly or, after the implementation of Schengen, the opening of new border sections. In addition to improving the physical proximity of connections, it is also important to assure that businesses and workers in the area have sufficient information to create a single labour market and to exploit the mutual economic benefits. The cooperation of the higher education and research and development institutions in the area, in particular in Miskolc and Kosice, may be a key driver of economic relations. The tourism development of the shared areas rich in natural resources along the Ipoly and in the Aggtelek area and the establishment of crossborder nature parks may also be important for the economy. Even though native Hungarian speakers live along the Slovak border in large numbers, it is important to strengthen the links between persons, NGOs and institutions with an eye to creating long-term cooperation and exchange of experience. Furthermore, the border region lends itself to environmental and infrastructure arrangements to reap the benefits of economies of scale because of the common health, prevention and natural conditions.

The principle of sustainable development requires that the joint effect of the priorities and interventions to be supported by the related OPs (regional Operative Programmes) produced on each other must produce a positive impact on the environment in the aggregate.

In general, Partners and beneficiaries from both Slovakia and Hungary are required to enforce the above points of consideration during public procurement procedures too, in harmony with EU recommendations on green public procurements. To enhance environmental awareness, it is indispensable to urge dissemination of information on environmental protection. In order to offset the increase of individual motorised transport, efforts should be made to develop public transport, in particular in the course of designing the accessibility of the developed industrial sites or tourist attractions.

In development projects that promote services provided for the local population, it is a must to ensure cooperation between settlements on the merits, to express and discuss local needs and wants. The formulation of development programs for deteriorated settlement districts or settlement districts threatened by deterioration must be carried out with the involvement of the local community. Incentive actions must be taken to improve the conditions of community transport systems with a view to better inhabitants' transport within microregions and towns.

The ACCESS2MOUNTAIN project is relevant from the community energy policy and environmental protection objectives' point of view, as it contributes to their accomplishment: it facilitates to access places that have been available only by car meaning a serious load to the environment by the use of environmentally friendly travel means contributing in this way to decrease the pollutant emission from fuel combustion. Certain parts of the project function as example projects facilitating the implementation of a common traffic protocol, which mean examples to follow for the next similar developments.

9 PROPOSAL FOR THE ROUTES AND FOR THE INSTALLATION SITES OF THE CONCERNING SUPPLEMENTARY ELEMENTS

At the identification of installation sites of the certain tools, the starting point was that the visitors- mainly cyclists considered as a target group- should receive the suitable information- in which direction they have to move. Further point of view was to ensure the whole range access to information on the justifiable places giving adequate information about the elements (accommodation, meal, attraction and resting place) of the bicycle service chain.

We coordinated with two rural local governments about the concrete sites, as well. They indicated even during the coordination that before the concrete installations – in order to avoid other possible technical problems- they think justifiable a further clarification. The Mayor of the village of Füzér and his colleagues noted during the coordination that all of the information- and route signs placed in the village were made to have a unified image. Regarding the elements to be settled within the framework of the project, they ask to consider the developed image. They recommended installing the interactive screen placed in the inner space in a way that it should be accessible even if the building is closed (on the inner part of the window surface). Furthermore, they made a proposal for the type of the screen, as well: Samsung 320 Mxn-3 3.

The Chief Architect of Miskolc indicated that the proposals written in the study – within the framework of an official procedure- will be examined by the experts of the local government, as well, and afterwards the clarification of the exact place could be performed. He also suggested that he would support placing information devices able to ensure wild range of information (for example local transport timetable, services in the vicinity, attractions) not for only people arriving by bicycle but for other tourists staying in the city, as well. He would also be delighted to use informatics and solar cells in case of these devices.

Taking the above mentioned into consideration and the related remarks and proposals of the association of cyclists, the following specifications of the supplementary elements to be installed were considered to be justified:

- rain protected cyclist waiting spaces -shelter

- interactive, digital screens in the Hungarian side
- off route signs showing into more directions
- Pictogram route signs for tourists
- map information board

The two possible points in case of the first route where tourists representing the successfully reached target group getting off the train are the railway stations of Kosice (Železničná stanica Košice) and of Miskolc (Tiszai railway station). The tourist changes for bicycle on the railway station and continues his way from here to the mountain areas, where (besides the places of interest to be visited on the way) other attractive destinations are waiting for him. It is important to ensure the proper information from the station to the farthest mountain destination. For this purpose, there is a proposal to install additional elements.

The travel should be by train in case of the second route between railway stations Miskolc-Tiszai and Bódvaszilvas or Jósvafő-Aggtelek, and from here you can get on by bicycle to the settlements designated on the Hungarian or on the Slovakian side. For the way of crossing the border the bicycle and for the route of this the bike path located north-west of Szögliget and leading to the neighboring Silická Jablonica and Hrusov is suggested.

Taking into consideration the ones above and according to the remarks and suggestions of the Association of Cyclists, we think the specification of the supplementary elements to be installed to NORTH HUNGARY:

- rain protected bicycle waiting place (rest place, with seats- mainly on areas out of the settlements.)
- placing of interactive, digital screen (within locations conducting other tourist organization, as well)
- route sign showing into more directions, as well (at more significant junctions with distance data)

Alternatively:

- route sign (gives information about the two end points, at crossings)
- Map guiding board (outdoor, in the vicinity of tourist attraction, should contain complex information next to the routes, accordingly to the expectations suggested by the Chief Architect)

The approach of two settlements of the Zemplén Mountains and their immediate vicinity occurs via the railway line Miskolc-Sátoraljaújhely, and from there, the visitor can continue his way by bicycle on the already available cycle path until the village of Füzér

9.1 INTERMODAL ROUTE NUMBER I



INTERMODAL ROUTE NUMBER I



Slovak Karst area

Košice – Moldava nad Bodvou – Jasov – Turňa nad Bodvou – Zádiel – Hrušov – Szogliget (HU) – Tornanádaska

Turňa nad Bodvou – Moldava nad Bodvou – Košice.

Cross border affect : The intermodal route is proposed as an interconnection of the territory of the Slovak Karst National Park and Aggtelek National Park (HU) with the city of Košice.

Total length of the intermodal route: 182 kilometres.

Expected time to be spent: 1 – 2 days

Proposed transport modes: train, bus, bicycle, walking

Destinations:

Jasov, Jasov Cave, Jasov ponds, Jasovské dubiny (Jasov Oak Forests, a national nature reserve), Jasov monastery

Debraď – Church of St. Ladislaus

Turňa nad Bodvou – Turňa Castle Hill National, hiking routes

Zádielská tiesňava – Zádielská tiesňava (Zádiel Ravine, a national nature reserve), hiking

Hrhov – Hrhov waterfall, Hrhov ponds

Jablonov nad Turňou – a granary and wine cellar, rural tourist events

Hrušov – Hrušov ponds and fishing, hiking routes

Major problems:

Interconnection of the tourist destinations of Jasov and Zádiel with regular tourist transport and the cities of Košice and Moldava nad Bodvou.

Insufficient infrastructure for non – motorised transport.

Insufficient complementary services – information, hire of bicycles and sports equipment.

Insufficient complementary tourist amenities.

Proposal for improving accessibility lies in:

- implementing the approved plan of Košice integrated regional transport and a new terminal of passenger rail transport in Moldava nad Bodvou, responsibility: MdaRR (Ministry of Transport and Regional Development), ŽSR (Railways of the Slovak Republic), establishing tourist trains running in summer season on the route Moldava nad Bodvou – Jasov – Turňa nad Bodvou, Dvorníky – Včeláre – Moldava nad Bodvou, responsibility: Košice historic rail vehicles,
- implementing approved cycle routes – Moldava nad Bodvou – Jasov, responsibility: the town of Moldava nad Bodvou, a grant from the HUSK programme,
- implementing the cycling route from Moldava nad Bodvou to Turňa nad Bodvou, the route is part of the Košice Self – governing Region (KSK) project– the cycle route on the Wine Route, preliminary plan prepared, implementation: the association of involved municipalities, cooperation with representatives of the Slovak Cycling Club for Eastern Slovakia,
- preparing and implementing the cycle route from Moldava nad Bodvou to Zádiel through the village of Drienovec – the association of involved municipalities, cooperation with representatives of the Slovak Cycling Club for Eastern Slovakia,
- preparing and implementing the cycling route from Hrhov to Jablonov nad Turňou along the old route the association of involved municipalities, cooperation with representatives of the Slovak Cycling Club for Eastern Slovakia
- preparing and implementing the cycling route from Jablonov nad Turňou to Hrušov across ponds – the association of involved municipalities, cooperation with representatives of the Slovak Cycling Club for Eastern Slovakia – part of the KSK project – cycle routes on the Wine Route, preliminary plan prepared,
- establishing complementary services such as hire service of bicycles and sports equipment in the locations of Moldava nad Bodvou, Turňa nad Bodvou, Jasov,
- preparing and implementing complementary services such as servicing bicycles and sports equipment in one location – specified according to the interest of the local residents,
- implementing minor infrastructure such as bicycle parking racks – locations Zádiel (sheltered racks) –

before entry to Zádiel Ravine, Moldava nad Bodvou – town centre location near the information centre, Jasov Cave (sheltered racks)

- implementing minor infrastructure such as sheltered rest facilities, benches – locations and near water areas according to local needs and possibilities. Recommended locations: Hrhov ponds (benches), Hrušov ponds (benches and a gazebo), national border location Starý les – towards Hrušov,
- implementing and improving blazing and signage on walking routes and cycle routes – within the entire territory
- adding directional signs for local attractions and the information centre to the local signage system in the town of Moldava nad Bodvou,
- adding stationary information boards with maps that will include locations of all activities in the region in all municipalities,
- adjusting office hours of the information centre, at least during the summer season, after measures for intermodal routes have been implemented.

Available bicycle routes: The border crossing point Hollóháza-Skaros was settled on the Slovakian-Hungarian border recently where the accessibility of both Hungarian and Slovakian target areas was boarded properly for people travelling by bicycle. It coincides with the EuroVelo® bike path signed 11 and with the route of North East border bicycle route No 2.

An 11.9 km long bicycle route was recently developed in the area of Füzér connected to this, which is connected with a bicycle route network of 220 m in Hollóháza, 6.6 km on the area of Slanec in the Slovakian side and 12.8 km in the village of Vyšná Myšľa.

The starting point from North Hungary was assigned to be the Miskolc- Tiszai Railway Station in the case of Szögliget village, as well. The relevant information, i.e. railway timetable of Miskolc- Tornaádaska would already be available on the interactive screen mentioned earlier.

Pictures from Slovakian side:



Picnic spot near educational hiking path in the Jasov Mountain meadows after steep climb on rocky unpaved forest road - state border Slovakia/Hungary (Hrušov / Szögliget)

The potential 6-7 trains a day and the 2 hours frequency of them can be said as suitable from the point of view of the tourism starting to Tornanádaska's direction. Bicycles are allowed to be transported (less than 10 people) on the trains, above 10 persons, a wagon suitable for bicycle transportation should be requested from the Hungarian State Railways. The relevant station from the point of view of the study is the Jósavafő-Aggtelek one (Annex 1). It should be mentioned that the station does not function now (buying tickets is possible on the train) and there is no route sign to the direction of Szögliget either. This lack is justifiable to be corrected in the future.

Szögliget village can be accessed from the Aggtelek-Jósavafő station cycling about 4 km by using public road signed 26115 connecting to the main road No. 27. The surface of the roads to access is currently in the suitable condition for cycling, the amount of the traffic of the affected road sections can be stated as low (788 Unit/day on the second-class main road No. 27, 466 Unit/day on the road signed 26115).

Picture: Jósavafő-Aggtelek Railway Station



The proposed route arrives to the Kossuth Street, the main street of the village. Installing an information board is justifiable here by all means.

Location	Coordinates	Proposed instrument
Szögliget village center	E 770 335 N 354 459	information board

The route continues to the northern direction of the Kossuth Street after the bus stop and reaches the

building of the Csillagkapu Information- and Program House with an ongoing implementation. The building will be an eco-touristic visitor center¹, on the courtyard of which we suggest to place the interactive digital screen. Based on the plans, the building will offer not only information, but programs including performances, interactive sessions, exhibitions, conferences, courses for the visitors, as well.

Location	Coordinates	Proposed instrument
Szögliget village Inner courtyard of the Csillagkapu eco-touristic information and program house	E 770 147 N 354 573	interactive digital screen



Picture : Csillagkapu eco-touristic information- and program house

The assigned inner roads of the settlement serving its accessibility are covered with solid surface, the quality of the periphery roads is sufficient, the condition of the cover of the inner roads are deteriorated after the bus stop and has quite many boreholes. The periphery section of the Kossuth street, which continues into the tourist routes/ education paths established on the area of the National Park is partly covered with crushed stone, partly covered with asphalt pavement and can be stated as deteriorated due to the lack of maintenance. The altitude sketching of the education paths sometimes exceeds the level of altitude increase suitable for hobby cycling because of the morphologic facilities of the area, however, it provides possibility for appointing routes suitable for pleasant cycling recreation in case of proper maintenance of the pavement and with installing the suggested resting places.



The route continues from here to the Szalamandra house, where we recommend placing an information board at the entrance in order to reach the appropriate level of service.

Location	Coordinates	Proposed instrument
Szalamandra house	E 769 610 N 356 409	route sign/information board



The education path starts from the Szalamandra house to Szádvár on foot, further the road goes into the direction of Vidomá-puszta. The bicycles could be placed into the bicycle storage placed at the Szalamandra house. It is suggested to install a route sign and a rain protected bike resting place at the road crossing of Vidomáj-puszta (Derenk). It is possible to get off the road here by bicycle, as well, and to visit the ruin settlement located not far from here.

Location	Coordinates	Proposed instrument
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Forrest path Vidomáj-puszta (junction of Derenk)	E 768 441 N 357 123	two direction route sign (Derenk, border crossing)
Forrest path Vidomáj-puszta (junction of Derenk)	E 768 441 N 357 123	rain protected bike waiting place (rest place)

The road treated by the Északerdő Ltd. and equipped with signs in some places continues from the Vidomáj-puszta to the border crossing. It could be reasonable to place a rain protected resting place and an information board at the Hágó-dűlő close to the border crossing.



So the proposed route ensures accessibility by bicycle throughout from the inner border of Szögliget to the country border continuing on the area of Slovakia and it gives possibility to connect to other routes beyond the border.

9.2 INTERMODAL ROUTE NUMBER II



Hornád Area – Košice/Miskolc



Košice – Nižná Myšľa – Ždaňa – Čaňa – Trstené nad Hornádom – national border – Kéked – Hidasnémeti

Brief description:

The intermodal route lies in the multimodal transport corridor in the direction Košice – Miskolc that is currently used especially by motorised transport. On the Slovak side of the territory there is no regular passenger rail transport apart from four fast trains running in the direction Košice – Miskolc – Budapest and back. We suggest that train formations should include a unit for bicycle carriage and the offer of train tickets should be extended and the population should be better informed of it. Intermodality in the regional context is again connected to implementation of the Košice – okolie integrated transport system within which a terminal in Čaňa should be built. The intended cycle route EuroVelo 11 will be the main transport axis for non – motorized transport, especially, cyclists commuting to work and school.

The cycle route should also form the main access axis to the mountainous areas of the Slanské Hills for recreational purposes.

Total length of the route is 35 km with possible variations, train links allow returning to Košice or continuing in the direction to Miskolc.

Expected time to be spent: 1 day

Proposed transport modes: train, bicycle

Tourist destinations:

Nižná Myšľa – a local museum of archaeological site from Bronze Age

Hornád meanders, Košice, Miskolc as regional and tourist centres

Major problems:

bicycle carriage by train – few trains offer bicycle carriage facilities

bicycle carriage by bus – no bus line has any bicycle carriers

relatively large investment needed – close cooperation with Košice Self – governing Region and Košice city council necessary.

Proposal for improving accessibility lies in:

- implementing the approved plan of Košice integrated regional transport line Košice – Čaňa, responsibility:MDaRR, ŽSR,
- securing the possibility of bicycle carriage in existing links,
- implementing the EuroVelo 11 project – building routes suitable for cyclists along the Hornád river from the municipality of Ždaňa to the city of Košice, responsibility: Košice Self – governing Region, project coordinator,
- repairing the blazing and signage of the educational path Hornád meanders, Hornád Microregion NGO, Sosna NGO as the founder of the path,
- adding cycle route signage with texts about existing cycle routes,
- establishing complementary services such as servicing bicycles and sports equipment in one location specified according to the interest of the local residents, expansion of the offer of a local tire shop, e.g. in Čaňa.
- implementing minor infrastructure such as bicycle parking racks – locations: Čaňa , Ždaňa,
- implementing minor infrastructure such as sheltered rest facilities, benches – locations on cycle routes and walking routes and near water areas – according to local needs and possibilities . Recommended locations: near the bridge for cyclists in the territory of the municipalities of Trstené pri Hornáde, Nižná Myšľa – near the old bridge, Čaňa – near the new cycle path.

Pictures from the route number II:



Abandon part of cycle tourist trail CM039 – in future high cross border connection

priority for new cycle path between villages

Nížná Myšľa – Čaňa – planned as a part of EuroVelo route 11

New cycle path built in 2012 –

villages Gyňov – Trstené pri Hornáde

There have been initiatives to connect the travelling by bicycle with the rail transport in Miskolc. The most conspicuous example and an important part from the project's point of view is the Tiszai Railway Station:



The Miskolc-Tiszai railway Station is a railway station playing central role in the rail transport. The railway station is located on the national core network, furthermore, it and the feeder railway network is planned to be developed/renovated within the framework of the KÖZOP.

There is direct (without transfer) train connection between the two regional centers (Miskolc- Kosice), so cycling tourists departing from both cities can get to the target area.



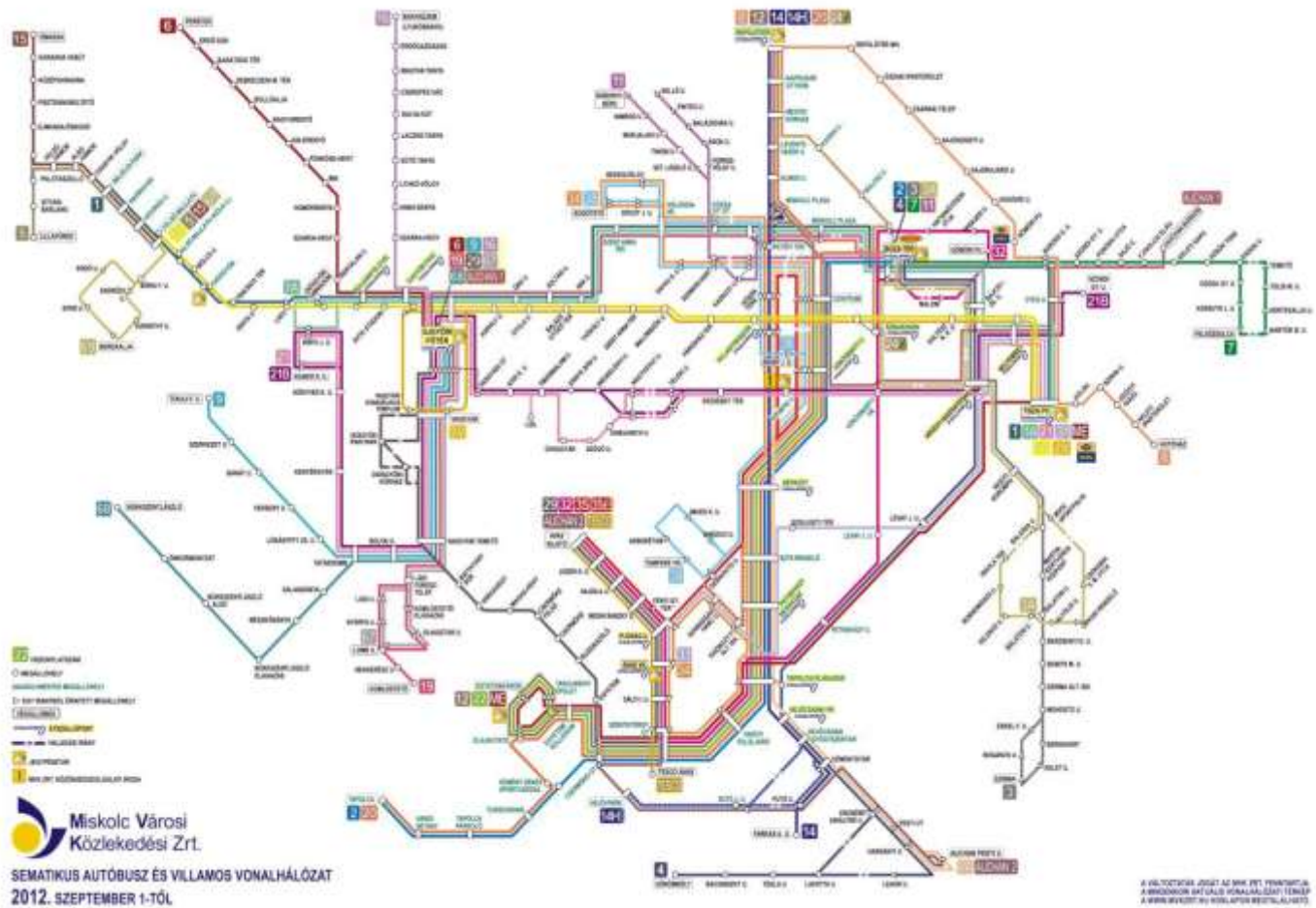
It is strikingly noticeable from the train timetable (Annex 1), that despite that the two cities are close to each other both in distance (80 km) and time (1,5 hours), the number of possibilities to travel is extremely low (2 trains there and back a day). If we consider besides this that in case of one of the trains – Hernád IC- wagon suitable for transporting bicycles are available only upon special request, it can be stated that the conditions make possible only more days stay here being favorable from the point of view of tourism. (It differs in case of people starting from Miskolc, as there is a solution in which the departure would occur at 8:33 AM and the starting back at 6:02 PM, so it would be feasible a one day tour among the given destinations in this way).

It has to be mentioned that the bicycle groups above 10 persons can request of putting separated wagons suitable for transportation of bicycles from the Hungarian State Railways (via the phone number +36-30/984-7157). Anyway, this opportunity is given in case of railway connection accessing the two previous target areas, as well.

The people arriving by bicycle receive information on the interactive digital board placed on the Miskolc-Tiszai railway station about the tourist attractions of Miskolc and of the other two preferred location, as well, and about their access possibilities. Bicycle storages were placed at the main entrance of the railway station and next to the newspaper stand next to the stairs of the underpass in front of the main entrance where the bicycles can be stored safe for the time of using the interactive board.

The Miskolc bicycle route starts on the bank of the Szinva creek close to the railway station. It is suggested to complete and connect in an efficient way the formed bicycle network with the existing communal and railway transportation system implementing the criteria of intermodal transportation. It is also advisable to establish cycling connection points on the existing stations of the public transportation means suitable for transporting bicycle, which are possible to access by bicycle.

The routes designated for cycling are covered with solid surface in 100% in Miskolc. The tourist targets of Miskolc, Miskolctapolca and the Diósgyőri castle are accessible on a built and signed bike path from the Tiszai railway station. The altitude and site plan sketching of the developed network is adequate to the regulations in force.



The end point of the current bike path is located at the Diósgyőr castle. Nevertheless, the western end of the city is a popular cyclist target- the Bükk Mountains - where there are more attractive tourist targets, as well. The Bükk is accessible currently in living streets from the Diósgyőr castle and on the road linking Miskolc and Eger signed 2505.

As an option for roaming by bicycle in the Bükk, the National Forest Train of Lilafüred, which currently performs passenger transport, as well, can also be used and it is also suitable for bicycle transportation. In this way, the stations located in the inner area of the Bükk are accessible with taking a bicycle at the terminal Dorottya street in the inner area of Miskolc, from where the journey can be continued by bicycle and after the bicycle tour, the accommodation in the downtown or even the Tisza railway station are accessible safe by the small train

It is seen in the timetable of the small train (Annex 2) it travels quite often with gaps of 1 and ¼ hours, 8 times a day.

The bike path does not touch the departing station of the small train, however, goes in its vicinity. Due to this, we would call the attention in our proposal for the transport connection with placing a route sign.

We propose the heading of the bicycle route designated on the Kilián housing estate to the terminal of

the narrow gauge train, which could be implemented with painting new bike trails and placing route signs. For the easier orientation, we suggest placing information boards or interactive digital screens at the departing station and at Lilafüred station, and information board (with map, route options) at Újmassa station.

The other intermodal solution is the use of the tram 1V if the mounting of the bicycle transporting adapter for the trams will be realized. This case it will be possible to get from the railway station or from any intermediary stations to the recently completed terminal in the Majlát part of the city, from where the roads running across the Bükk Mountains are accessible in living streets or using the road linking Miskolc- Eger signed 2505 (Árpád Street- Hegyalja Street). We also suggest placing the suitable information surfaces for bikers at the terminal (new loop) of the city railway (tram line).

The proposed instrument placing in Miskolc and their exact locations are the following ones:

Location	Coordinates	Proposed instrument
Tiszai Railway Station	E 781 267.37 N 307 602.18	Interactive digital screen



Location	Coordinates	Proposed instrument
Szinva terrace (Corner of Arany J. Street)	E 779 466.73 N 307 933.65	more direction route sign (Diósgyőr, Tapolca, Tourinform)



Location	Coordinates	Proposed instrument
Touinform Office (Széchenyi street)	designated later	interactive digital screen



Location	Coordinates	Proposed instrument
Diósgyőr castle (guardianship)	E 772 190.2 N 307 368.6	interactive digital screen



Location	Coordinates	Proposed instrument
Lillafüred junction	E 767 331 N 308 057	two way route sign (Ómassa, Bükkszentkereszt)





Location	Coordinates	Proposed instrument
Ómassa (Ancient Smelter LÁÉV station)	E 764 736.51 N 308 945.8	rain protected cycling waiting place

9.3 INTERMODAL ROUTE NUMBER III



The area of the Slanské Hills

Košice – Slanec – around the Slanec Castle Hill – Veľká Márovka – Veľký Milič – Füzér Castle – Puztafalu – Izra Lake – Kalša – Košice

Brief description:

The intermodal route is proposed as the interconnection of the territory of the Slanské Hills and the Veľký Milič nature reserve with the city of Košice. At present the area is especially accessible by bus transport. Passenger rail transport can be used to/from Slanec and Kalša stations.

The length of the route is 94.5 kilometres, out of which 56 km may be completed by train.

Proposed transport modes: train, bicycle, walking

Tourist destinations:

Slanec – a local museum , Slanec – a castle , Füzér – a castle ,Izra Mountain Lake

Major problems:

- bicycle carriage by train – few trains offer bicycle carriage facilities,
- bicycle carriage by bus – no bus line has any bicycle carriers,
- the distance between the Slanec railway station and the starting point of hiking routes,
- highly frequent Road No. 552 with a high share of large goods vehicles passing directly through the village of Slanec,
- minimum public transport links to surrounding municipalities,
- insufficient information and signage system in the villages,
- insufficient complementary services – restaurants and accommodation establishments, hire service of bicycles and sports equipment,
- low complementary tourist amenities in the villages of Nový Salaš and Slanská Huta that have a potential for development of bicycle touring.

Proposal for improving accessibility lies in:

- implementing the approved plan of Košice integrated regional transport line Košice – Trebišov, responsibility: MDaRR, ŽSR,
- adding a possibility of bicycle carriage to trains in the beginning especially during weekends – inclusion of a „bicycle unit“,
- e – taxi on – call service – transport to the Slanec railway station within a radius of 10 km – municipalities: Slanec, Slančík, Nová Salaš, Slanská Huta, Slanské Nové mesto, for the local residents and tourists.
- implementing approved cycle routes – Vyšná Myšľa – Slanec, national border Veľký Milič in the direction to Füzér, responsibility: Košice Self – governing Region, a grant from the HUSK programme.
- blazing the local cycling route along the educational path – Slanec railway station – around the castle – Veľká Márovka, national border Veľký Milič, It is required to develop a simplified project for placing bicycle signage, implementation: the association of involved municipalities, cooperation with representatives of the Slovak Cycling Club for Eastern Slovakia
- blazing the local cycling route from the Slanec railway station to Nový Salaš – Slanská Huta – Izra Lake. It is required to develop a simplified project for placing bicycle signage, implementation: the association of involved municipalities, cooperation with representatives of the Slovak Cycling Club for Eastern Slovakia

- establishing complementary services such as servicing bicycles and sports equipment in one location specified according to the interest of the local residents, expansion of the offer of the local tire shop,
- implementing minor infrastructure such as bicycle parking racks – locations Slanec railway station (sheltered racks).

Slanec on the educational path under the castle as part of the area with a rest place – the design adopted to the forest environment, the location in Slanec near the information centre.

- implementing minor infrastructure such as sheltered rest facilities, benches – locations on cycle routes and walking routes and near water areas – according to local needs and possibilities. Recommended locations: on new local cycle routes – Nový Salaš and Slanská Huta.
- implementing and improving blazing and signage on walking routes and cycle routes – within the entire territory,
- improving the local signage system in the village of Slanec and Slanská Huta, directional signs for local attractions and the information centre.
- adding stationary information boards with maps that will include locations of all activities in the region – in all municipalities.
- adjusting office hours of the information centre, at least during the summer season, after measures for intermodal routes have been implemented.

Pictures from the route of the Slovakian side:



Railway station Slanec



A new cycling route from Slanská Huta to the lake Izra

The route:

Füzér municipality in North Hungary is quite easy accessible with combined- by train and bicycle- transportation. The starting point is the Miskolc-Tiszai Railway Station. In case of combined travelling by train, the cycling tourists can receive the first information on the interactive digital board placed on the Tiszai Railway Station.

The trains depart on the Miskolc- Sátoraljaújhely railway line each hour, the travelling time is 1.5 hours. Bicycle can be transported on each train. However, it is a problem that the bike path is not boarded on the Sátoraljaújhely railway station, hence it should be developed in the future.

We used the possibility of bike path EuroVelo® signed 11 arriving from the direction of Füzérkömlös on a bicycle route built on an independent path to the southern end of Dózsa György Street in the inner area of Füzér along the Bisó creek, during the designation of the suggested route. It is justifiable to place a route sign in the junction located here:

Location	Coordinates	Proposed instrument
Inner area of Füzér municipality (Junction of Dózsa György Street-Kossuth L. Street)	E 827 656 N 357 861	route sign



From here, the proposed route goes in the Dózsa György Street until the Szabadság Street where the municipality center and the Nagy-Milic Nature Park Visitor Center and Castle Management can be found. We propose the installation of a digital interactive screen in the building of the Youth Club of the municipality in the center of the settlement based on local suggestion. We think justified to place rain protected bicycle storage at the same place. The bicycle would be placed in the storage and the Country House and the Protestant –and Catholic Churches can be accessed on foot, as well.

Location	Coordinates	Proposed instrument
Füzér village Youth Club	E 827 838 N 357 912	interactive digital screen
Füzér village Youth Club	E 827 838 N 357 912	rain protected bicycle storage



Therefore, the further information elements installed in the center would inform about the access routes of certain targets (for example Country House, interactive screen, Castle, churches):

Location	Coordinates	Proposed instrument
Inner area of Füzér village (Junction of Dózsa György Street-Petőfi Street)	E 827 867 N 357 885	information board (with map)



The route continues in the Szabadság Street till the parking place of the Füzér castle. Considering that the road section belonging to the parking place of the castle is not visibly signed, we propose to place one more route sign.

Location	Coordinates	Proposed instrument
Inner area of Füzér village (Junction of Rákóczi Street-Szabadság Street)	E 827 928 N 357 883	route sign

We think justifiable to place one more route sign at the junction of Árpád Street of the road section.

Location	Coordinates	Proposed instrument
Inner area of Füzér village (Junction of Szabadság Street-Árpád Street)	E 827 851 N 358 154	route sign



The routes of the proposed bicycle directions are covered with asphalt coating on the inner area of Füzér and the tourist routes starting from the parking place of the castle are stabilized with crushed stone scattering.

Bicycle storages will be established in the parking place of the castle as the result of an ongoing development program within a year. After placing the bicycles into the storage, the castle and its exhibitions would be passable on foot, as well as the Sziklagyep walkway is under construction, as well.

Location	Coordinates	Proposed instrument
Parking place of Füzér Castle	E 828 284 N 358 570	information board (with map)

The route continues to North West after the Füzér castle. It reaches the Lászlótanya located in an attractive environment before the border crossing, and on the other side of the border it would hook to the Slanska huta. (The bike path touches the roads below: Füzér roads parcel No. 023/1, 0178 - Bodó meadow Grófi road; Hollóháza-Lászlótanya Füzér road parcel No. 0175/1; Oláhrét-Country border Füzér road parcel No. 0164).



It should be mentioned that one of the routes leads from the center through Pusztafalu to Slovakia; from there towards the direction of the Izra Lake and of Slánska huta (Szalánchuta). Towards this way, a well implemented bicycle route can be found (to the east) in the Hungarian side with proper boarding, thus, we make a proposal for the development of the further section- also leading to Slovakia- of the route within the framework of this study. Therefore, considering the whole section, we can talk about a route embracing the Szalánci Mountains.

10 TIME HORIZON OF THE PROPOSED MEASUREMENT

- Out of the measures that are feasible in the short term and within the project ACCESS2MOUNTAINS we recommend the following plans at the NORTH HUNGARY:

Plan	Potential project partner:	Implementation (proposal)	Estimated budget	Time horizon of the proposed measurement
rain protected bicycle waiting place (rest place, with seats-mainly on areas out of the settlements.)	Miskolc Holding Plc	Miskolc, Tapolca, Diósgyőr, Pusztafalu, Fűzér	9 000 EUR	2013. 1-st half of the year
Pictogrammed route signs for tourists	Miskolc Holding Plc	North Hungary – all the intermodal routes	5 000 EUR	2013. 1-st half of the year
placing of interactive, digital screen (within locations conducting other tourist	Miskolc Holding Plc	Miskolc, Szögliget, Fűzér	21 000 EUR	2013. 1-st half of the year

organization, as well)				
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- Out of the measures that are feasible in the short term and within the project ACCESS2MOUNTAINS we recommend the following plans at the KOSICE REGION:

Plan	Municipalities	Implementation (proposal)	Estimated budget	Time horizon of the proposed measurement
Blazing of cycle routes and complementary tourist amenities along the cycle route, about 10 km in length	Slanec - Nový Salaš – Slanská Huta – Izra	Municipality of Nový Salaš	9,000 EUR	2013.
Establishing a sheltered bicycle parking facility before entry to Zádiel Valley	Zádiel	Zádiel Association	5,000 EUR	2013.
Implementation of elements of tourist and cycle route signage, (on the cycle route in preparation in the length of about 12 km)	Moldava – Debrad' - Jasov	The town of Moldava nad Bodvou	3,000 EUR	2013.
Establishing a bicycle parking facility (racks) outside the Jasov Cave – 10-12 pieces	Jasov	Municipality of Jasov	1,500 EUR	2013.

11 CONCLUSIONS – CLOSING WORDS

Access2Mountain aims at developing appropriate conditions to increase the accessibility of mountain regions in the Alps and the Carpathians by sustainable transport and support the development of a high potential for sustainable tourism.

In the frame of this feasibility study 3 intermodal routes in the cross-border region of North Hungary and Kosice region have been studied and configured. This is in order to specify the sustainable tourism and mobility and enable the environmental friendly approach of the intermodal routes like narrow gauge forest railway, bicycle routes, walking and nordic walking routes.

Last but not least, Košice is the first Slovak city to be awarded the title of the European Capital of Culture which it will share with Marseille in 2013. Thanks to this prestigious European initiative the second largest city in Slovakia is now on the verge of a new era of its development.

Miskolc and Kosice are sister cities and have declared cooperation activities, it relates strongly not only for cultural programmes but of course it focuses very much to transnational tourism as well.

Non-profit organization Kosice – European Capital of Culture 2013 has prepared a photographic exhibition in order to show a rich cultural background of Kosice and the surrounding region with its historical monuments and renowned personalities as well as its current transformation into a vibrant place welcoming artists and creative people, focusing tourism.



This has a real value adding transnational affect, transnationality in the context of ACCESS2MOUNTAIN encourages highly integrated partnerships that work across borders, supports sustainable mobility, accessibility in order to develop sustainable tourism in sensitive areas of the Alps and Carpathians. Hungarian and Slovakian Partners will reach the transnational impact by identifying common international aims and implementing cross-border activities.

11.1 CONCLUDING REMARKS

1. The comparison of the national business environment of Slovakia and Hungary underlines that the two countries are similar in most aspects; they are direct neighbours of each other in most of the international business survey rankings. However, there are also certain differences, mostly in favour of Slovakia. Although Hungary started the creation of attractive business environment earlier, in 2006 Slovakia already offered more promising business prospects, thanks to the more stable macroeconomic environment, markedly lower labour costs and more important corporate activity in the tourism and transport sector.
2. Compared to the national average, both Northern Hungary and Eastern Slovakia are in a definitely unfavorable position: high unemployment rate, weak entrepreneurial activity and a sluggish FDI inflow are among the key factors of the backwardness.

3. This feasibility study reveals that most of the subregions of the intermodal routes in Eastern Slovakia and Northern Hungary are backward; there are only two exceptions: Miskolc, in Northern Hungary, Košice, in Eastern Slovakia. An additional problem is that the regional and county centers (Košice, Prešov and Miskolc, Eger, Salgótarján) can offer a markedly less favorable business environment than other major cities in the two countries.

5. In this context, it seems that EU projects like SEE projects can generate an important value-added in the region by supporting sustainable tourism programs, as well as by encouraging the practically nonexistent corporate social responsibility projects, especially in the field of tourism and transport.

11.2 TWO BORDER REGIONS – TWO FUTURES?

Eastern Slovakia and Northern Hungary have much in common.

They have a tradition of heavy industry, located on the peripheries of their countries, inflow of investments is lower than desired. The positive economic development of the western parts and metropolitan regions in Hungary and Slovakia has at the same time a negative side caused by continuing deflection of the centre of economic gravity to its geographic west part. Since Slovakia and Hungary joined the EU, borders in international transportation have lost their former meaning. Increasing level of cooperation should be then one of the aims on both sides. The border can be considered as a strong barrier, multiplying the real geographical distance by a high coefficient. Political and financial support is on the side of cross-border intertwining – there exist programmes such as Hungary-Slovakia Territorial Co-operation Programme 2007- 2013 and there exist positive development reached by the creation and implementation of cross-border regional innovation strategy, that has started a number of vital movements and activities within both regions and cross them as well. As it is on occasion said, “changing times are challenging times”.

Northern Hungary and Eastern Slovakia, although often complaining about their situation, have a clear vision, what should be done and how to use this “fresh breeze” or “wind of change” for reaching challenging strategic development goals, based on wise political, managerial and economic decisions and regional community *partnership building*

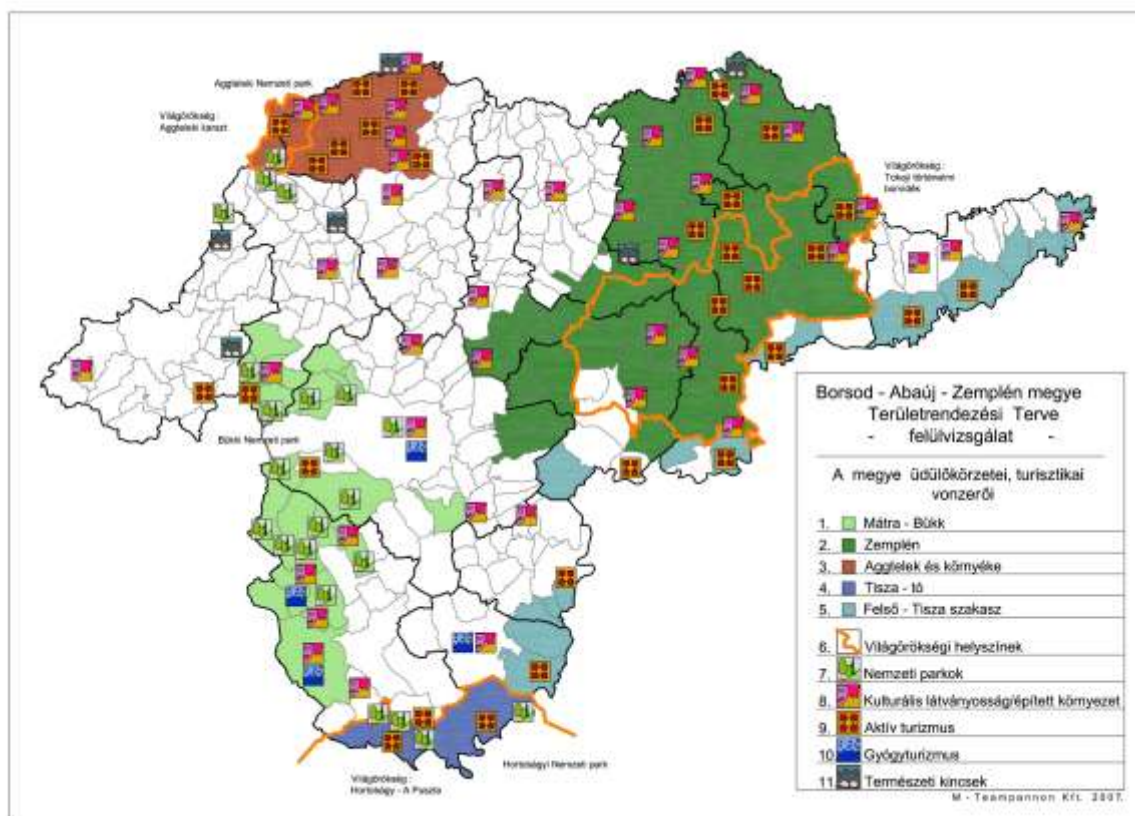
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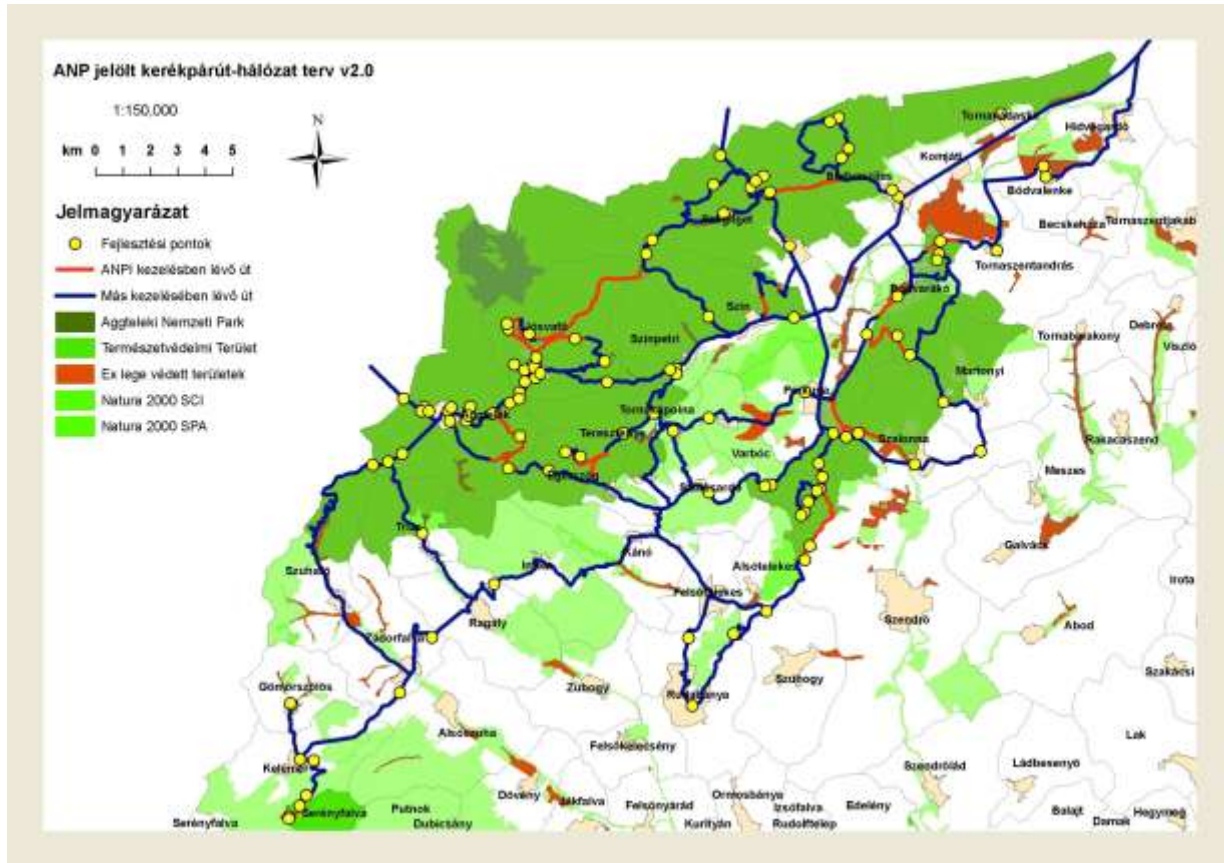
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13 ANNEX

Plan of territorial arrangement of Borsod-Abaúj-Zemplén county. Verification



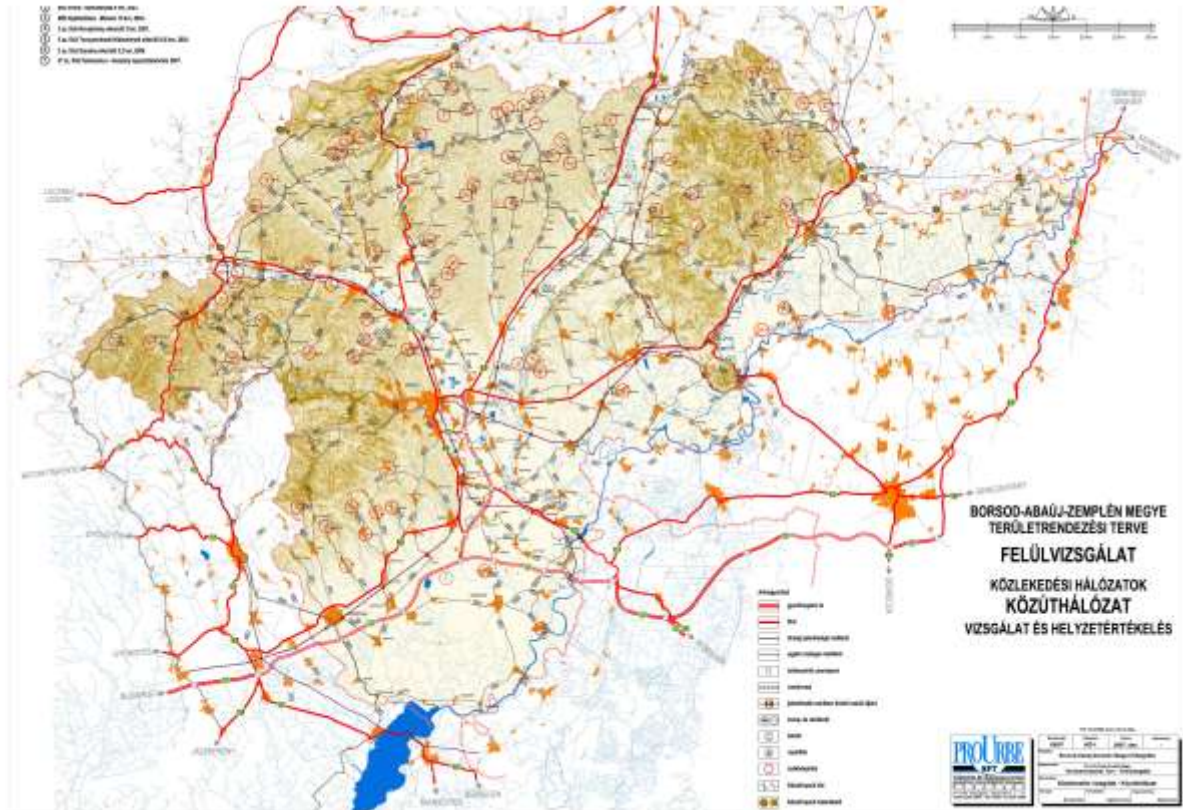
Bicycle routes plan version 2.0, ANP indicated



Plan of traffic and road networks of North Hungary: Borsod-Abaúj-Zemplén county

Examination and evaluation

Verification



Project Partners

Lead partner

U-AT - Environment Agency Austria, AT

ERDF partner

bmvit - Federal Ministry of Transport, Innovation and Technology, AT

ERDF partner

Gesäuse - National Park Gesäuse, AT

ERDF partner

Mostviertel - Mostviertel-Tourism Ltd., AT

ERDF partner

Miskolc Holding - Miskolc Holding Local Government Asset Management Corporation, HUN

ERDF partner

UNICAM - University of Camerino, IT

ERDF partner

EURAC research – European Academy of Bozen/Bolzano, IT

ERDF partner

CJIT Maramures - County Center for Tourism Information, RO

ERDF partner

ARR-KE - Agency for the Support of Regional Development Kosice, SK

20% ERDF partner

RARR-PL - Rzeszow Regional Development Agency, PL

10% partner

TIMOK - Timok Club, RS

10% partner

CFUA - Carpathian Foundation Ukraine, UA

The project enjoys widespread support at transnational, national and regional level: the Permanent Secretariat of the Alpine Convention, Focal Points of the Carpathian Convention, European Federation of Museum and Tourist Railways, Ministries of Environment (AT, IT), Ministries of Transport (SI, PL) and other observers at the regional level of the project partners.

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