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EU Strategy for the  
Adriatic and Ionian Region  
**EUSAIR**

## ***Pillar 2 - Transport***

**THE DANUBE REGION TRANSPORT DAYS 2024**  
Ljubljana, 03 December 2024



## ***on behalf of the Coordinators of EUSAIR Pillar 2: TSG on Transport***

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# ***Outline***

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- ▶ A brief description of the Pillar
- ▶ How these actions are implemented
  - ▶ EUSAIR labelling
  - ▶ Flagship initiatives (the EUSAIR Master Plan of Transport)
- ▶ Main topics of the Pillar
- ▶ Actions of the Pillar



# *Short description of the Pillar*

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- The thematic Steering Group (TSG) of Pillar 2-Transport includes representatives from the **Ministries of Transport and infrastructure** of 4 EU (Italy, Greece, Croatia, Slovenia) and 6 IPA Countries (Bosnia-Herzegovina, Albania, Montenegro, North Macedonia, Serbia, S. Marino)
- **Two TSG meetings** organized in the year in order to:
  - ensure an effective **implementation** of actions and activities included in the Yearly Working Program, in consultation with the EU Commission, relevant EU agencies and regional bodies (e.g. Ports Managing authorities, Transport Infrastructure Managers,...)
  - ensure **dialogue** between project promoters, programmes and funding sources (e.g. “Embedding”)
  - **monitor** and evaluate progresses achieved



## ***Short description of the Pillar***

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In accordance with the EUSAIR Action Plan TSG has to identify key processes leading to fulfilment of the Strategy's goals through different activities and through selecting how to best implement solutions, including use of potential proper funds.

TSG provides Governing Board (GB) with useful information for:

- ▶ Raise awareness and understanding of problems
- ▶ developing successful strategies to achieve goals/targets
- ▶ identifying and selecting priority projects (“EUSAIR Labelling”) and actions (“flagships”)



# EUSAIR Labelling

## Example of TSG2-Transport labelled projects

### INFRASTRUCTURAL PROJECTS

- 1 Upgrading of Trieste Port (railway infrastructures)
- 2 Heavy vehicle road, connecting the TEN-T Port of Bari, Interporto (intermodal terminal) and the main road system
- 7 Hydro-technical and dredge excavation on critical sectors on the Sava river
- 9 Improving Motorways of the sea Venice Patras (MoS Venice-Patras)
- 10 Preparation of project documentation for construction of highway E-761 Pozega-Užice-Kotroman (Bosnia and Herzegovina Border)
- 11 Feasibility study for Adriatic-Ionian Highway/expressway
- 12 Reconstruction and modernization of railway line Beograd-Bar (E79)
- 13 Technical studies on railway missing link between Greece - Albania (section Florina -Pogradec)
- 14 Second Railway track Divača - Port of Koper
- 15 Upgrading of Rijeka Port
- 16 Reconstruction and upgrading of functional facilities in the Port of Brčko
- 17 Motorway section Križišće - Žuta Lokva 56 km
- 18 Lika and Dalmatian Railway
- 19 MOBILITY ON THE IONIAN COAST (COMOBILION)
- 20 MOBILITY ON THE IONIAN COAST+ (COMOBILION+)
- 21 ADRIETA – Adriatic/Ionian Multimodal Corridor
- 24 Improvement of port capacity and port services for Cruise Shipping
- 25 Construction of new passenger terminals in the Port of Corfu
- 26 Upgrading of freight infrastructure and services at the Port of Patras
- 27 Completion of Igoumenitsa Freight Village infrastructure and services
- 28 Multimodal Northern Adriatic Corridor
- 29 Multimodal Central Adriatic Corridor
- 30 Upgrading Palermo - Catania - Messina railways on the ScanMed Corridor
- 31 Improvement of the connections between the Po River navigation network and the Adriatic Sea
- 37 Preparation of project documentation for construction of highway E-763 Pozega-Boljare (Montenegro Border) –Bar
- 38 Reconstruction and modernization of railway line Beograd-Zagreb
- 39 Construction of motorway Niš-Merdere-Priština
- 40 Port of Koper. Pier I – core network: accessibility and intermodality
- 41 Port of Koper. Basin III – MoS: accessibility and intermodality
- 42 Port of Koper. Basin II – core network: maritime accessibility

### SOFT MEASURES

|                      |    |  |
|----------------------|----|--|
| Soft-Active Mobility | 32 | ADRIATIC-IONIAN Cycle Route (ADRIOCYRO)      |
| Studies and Pilots   | 8  | AWATRIN                                      |
|                      | 3  | ADRIPASS                                     |
|                      | 45 | NEWBRAIN                                     |
|                      | 6  | LNG NET MED                                  |
|                      | 22 | ADRIATIC/IONIAN SMALL PORTS NETWORK          |
|                      | 35 | Sea Lighthouse (Fari di Mare)                |
|                      | 46 | SUSPORT                                      |
|                      | 34 | DNA Link                                     |
|                      | 47 | PROMARES                                     |
|                      | 48 | INTESA                                       |
| Services/ Facilities | 49 | MIMOSA                                       |
|                      | 50 | ICARUS                                       |
|                      | 23 | ADRIATIC-IONIAN PORT OBSERVATORY             |
|                      | 43 | SMA Vessel traffic monitoring centre upgrade |
|                      | 5  | EUREKA                                       |
|                      | 9  | Motorways of the sea Venice – Patras         |
| Studies and design   | 33 | CROSSMOBY                                    |
|                      | 36 | ECO-ROUTES                                   |
|                      | 21 | ADRIETA– Adriatic/Ionian Multimodal Corridor |
|                      | 19 | COMOBILION                                   |
|                      | 20 | COMOBILION+                                  |
|                      | 4  | MULTIAPPRO                                   |

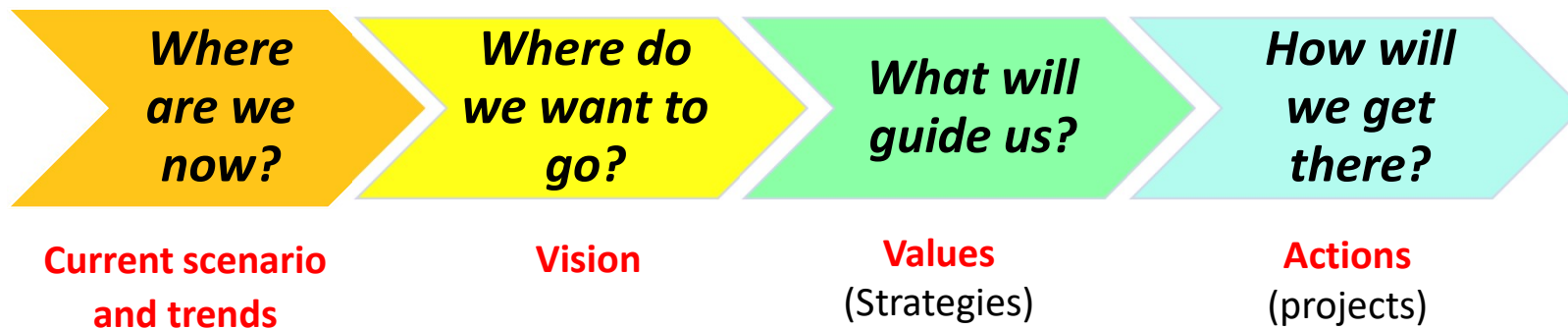
50 projects



# *Flagship initiatives*

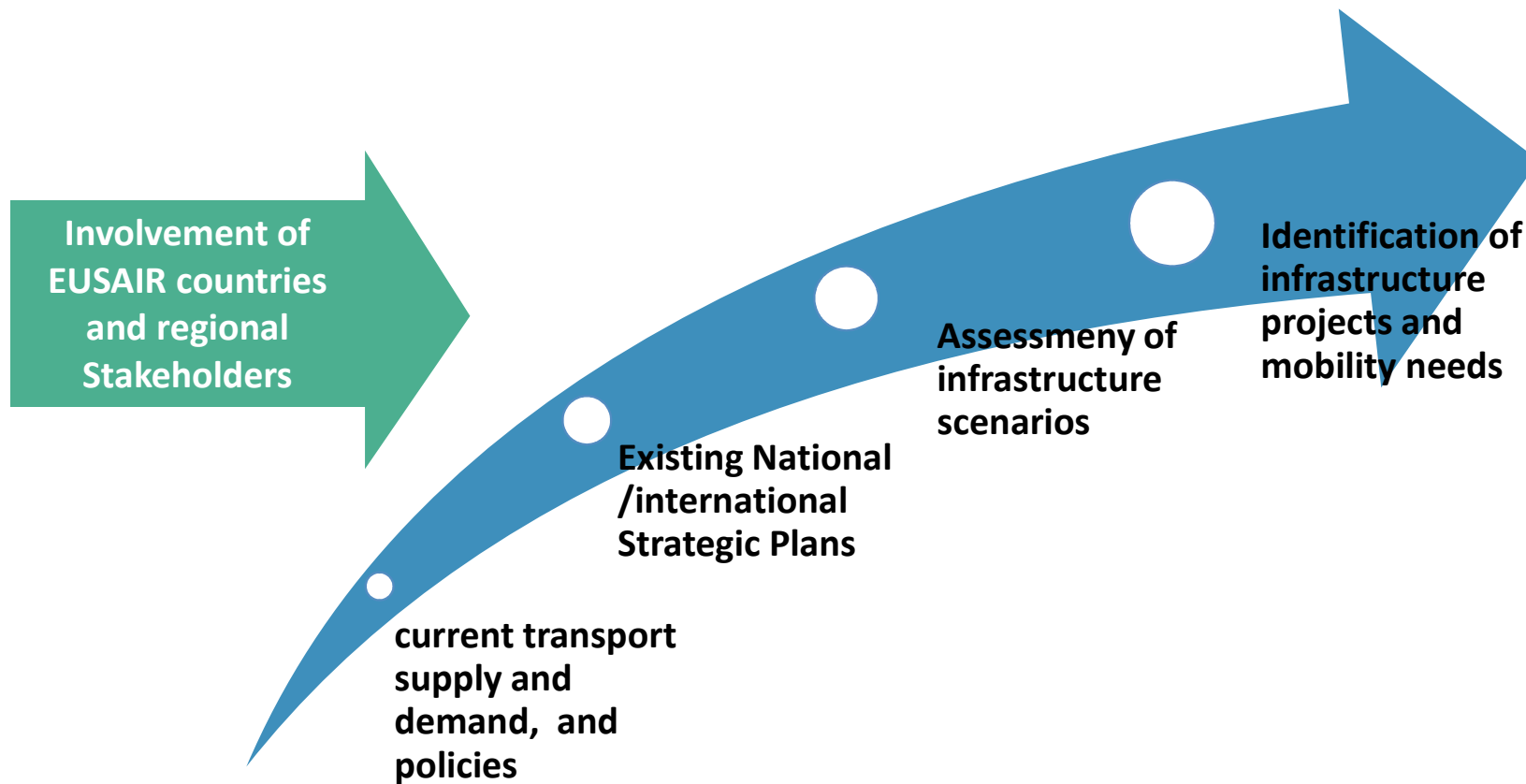
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## The EUSAIR Master Plan of Transport



# ***The EUSAIR Master Plan of Transport***

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# *The EUSAIR Master Plan of Transport*

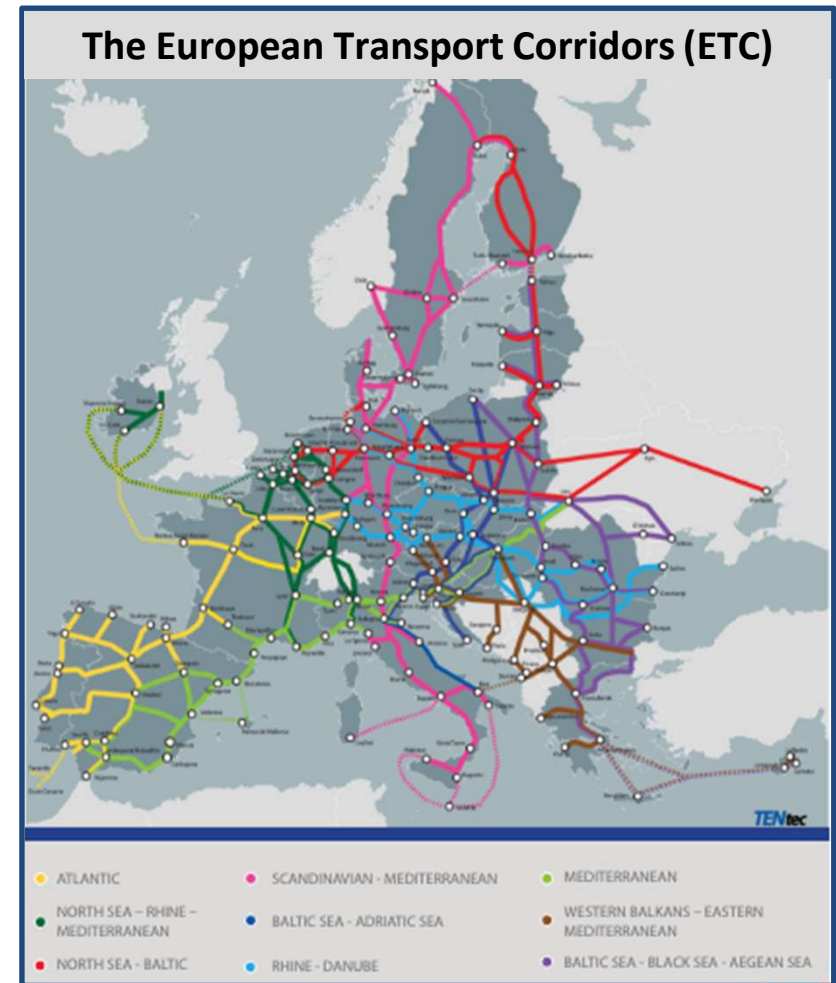
on-going and planned projects in the AI Region



# *The EUSAIR Master Plan of Transport*

## Scenarios

- the Regulation EU/2024/1679 sets out the requirements for the Core, Extended Core and Comprehensive networks, and identifies the new European Transport Corridors (ETC)
- European Transport Corridors integrate Core Network Corridors and Rail Freight Corridors, encompassing strategic sections of the core and extended core networks
- Three steps are foreseen: 2030 (core network), 2040 (extended core), and 2050 (comprehensive networks)



# *The EUSAIR Master Plan of Transport*

## Scenarios

- The Western Balkans - Eastern Mediterranean (WBEM) and the Baltic Sea - Adriatic Sea Corridor aim at bridging up gaps in electrification and infrastructure development in the AI Region; interoperability and ERTMS deployment; commercial speeds and border crossing time; safety standards and maintenance

### Western Balkans-Eastern Mediterranean Corridor

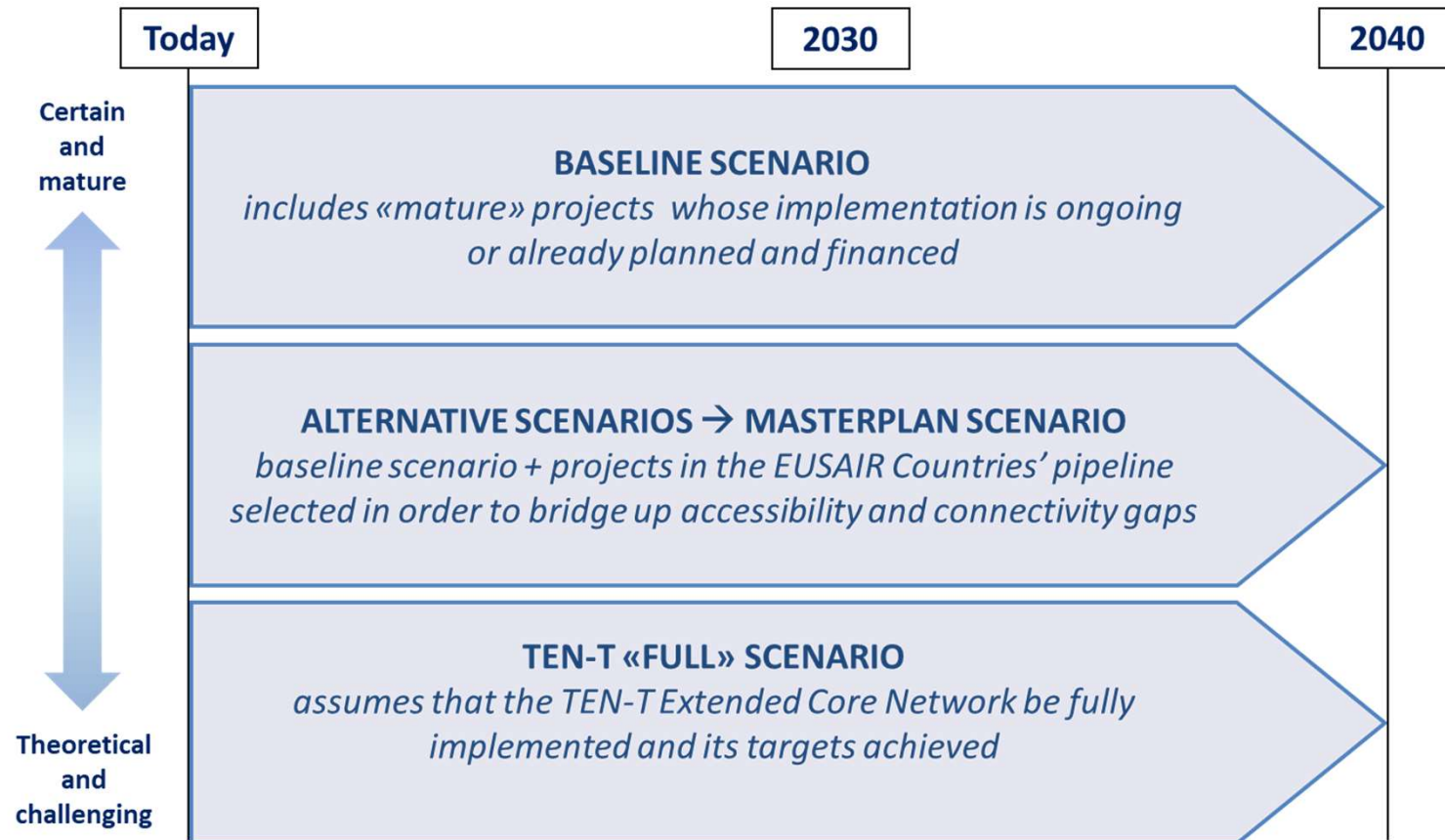
### Baltic Sea - Adriatic Sea Corridor





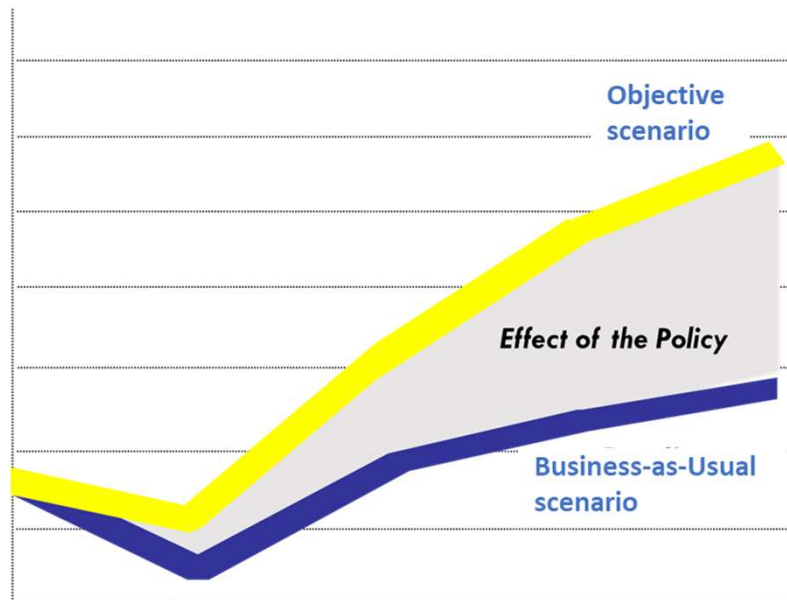
# *The EUSAIR Master Plan of Transport*

## Scenarios

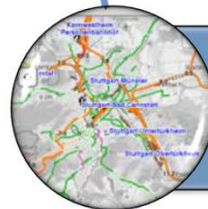


# *The EUSAIR Master Plan of Transport*

## Assessment of the identified scenarios: EUSAIR Multimodal- Transport Model (EMTM)



The EMTM has been developed between 2019 and 2020 and it is now available for use to TSG Members to represent the regional transport rail and road system, analyse and assess the impact of transport infrastructure and policies on mobility and on the environment



The EMTM was already used to simulate traffic at the base year (2017) and assess the impact of the implementation of the TEN-T policy, assuming completion of the European Transport Corridors at 2040

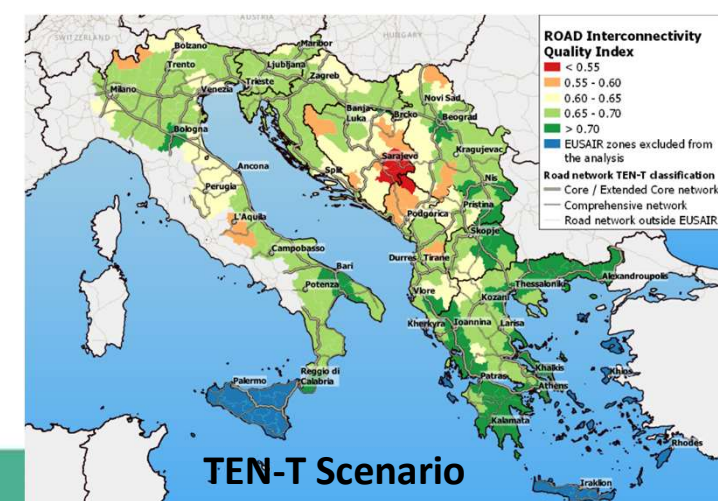
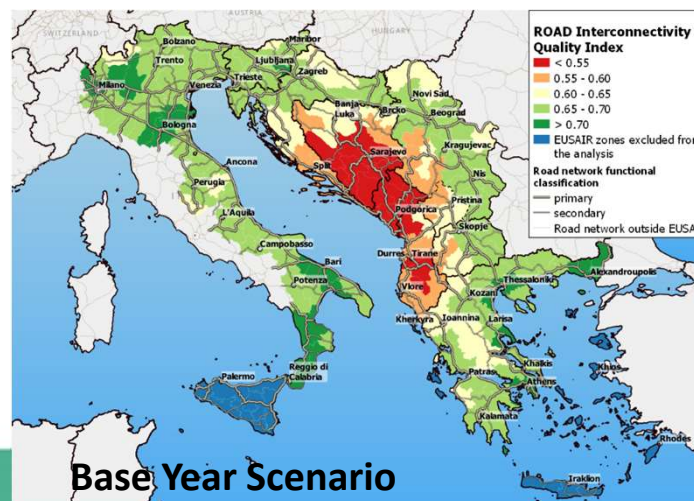
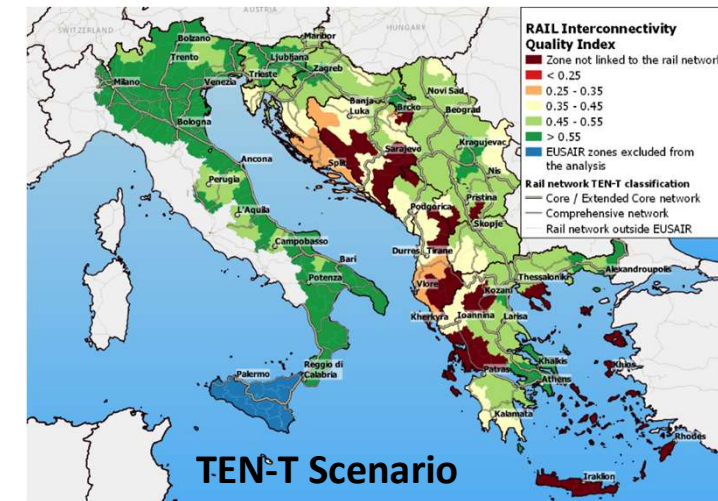
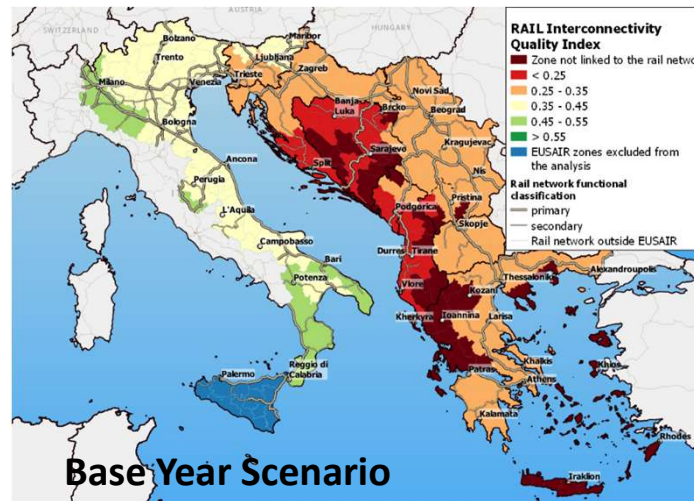


The EMTM is going to be used to analyse the Masterplan reference and project scenarios, aimed at assessing the effectiveness of planned projects, and identify possible infrastructure gaps



# *The EUSAIR Master Plan of Transport*

Example of maps of the **level of connectivity** in the AI Region for the assessment of the scenarios using



# ***The main Topics of the Pillar***

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## **Topic 1: Maritime Transport**

- Improving and harmonizing traffic monitoring and management
- Developing ports, optimizing port interfaces, infrastructures and procedures/operations

## **Topic 2: Multimodal Connectivity**

- Developing the Western Balkans comprehensive network
- Developing motorways of the sea
- Cross-border facilitation

## **Topic 3: Urban nodes**

- Improvement of Local Public Transit networks and services
- Development of cycling solutions for local and tourist mobility
- Uptake technological and sustainable urban mobility solutions





# The Actions in the Pillar

## Topic 1: Maritime Transport

| Challenge  | Actions  |
|--|--|
| Need to increase safety and security of port operations and resilience of infrastructure   | <ul style="list-style-type: none"><li>• Increase the resilience of maritime port infrastructure and IWW infrastructure to <b>extreme weather events</b></li><li>• Improving and harmonising <b>traffic monitoring and management</b> by expanding the use of vessel traffic monitoring and information system (VTMIS)</li><li>• Deploy telematic applications to improve <b>safety and security within ports</b> and for monitoring the status of infrastructure</li></ul>   |
| Need to improve the effectiveness of port infrastructure and equipment, hence the competitiveness of maritime transport services | <ul style="list-style-type: none"><li>• Improvement of the interoperability of IT systems and solutions in ports including the development and/or improvement of <b>Port Community System (PCS)</b></li><li>• Improve <b>port infrastructures and equipment</b> for specific traffic types, developing the ports and port terminals in order to boost maritime transport, short-sea shipping capacity, ferry connectivity and access to/from the city centres</li></ul>  |
| Greening ports and maritime transport  | <ul style="list-style-type: none"><li>• Improve sustainability and <b>energy efficiency within ports</b>, including circular economy initiatives, waste management, optimisation of energy consumption, and green and smart logistics operations deployment for integrated port-hinterland connections,</li><li>• <b>Monitoring emissions</b>, water quality and air quality</li><li>• Boosting the uptake of <b>alternative fuels and low carbon vessels</b> in ports</li><li>• Develop <b>cold ironing</b> solutions</li></ul> |





# *The Actions in the Pillar*

## Topic 2: Multimodal connectivity

| Challenge  | Actions   |
|--|---|
| Improve multimodal connections to transport nodes                        | <ul style="list-style-type: none"><li>• Increase ports connection to national railway lines with construction (or upgrading if existing) of <b>rail connections to ports</b> and rail infrastructure inside ports</li><li>• Support the implementation of ICT infrastructure at nodes and along logistics chains, as well as systems <b>interoperability</b> in the Adriatic-Ionian Region.</li><li>• Improve <b>intermodal connections of Urban nodes</b> to/from airports</li></ul>   |
| Increase rail transport capacity, quality and Road safety and resilience | <ul style="list-style-type: none"><li>• Increase <b>rail transport capacity and quality</b> (solve missing links and bottlenecks; complete rail reforms) in Western Balkan countries and upgrade the rail network of the region to TEN-T standards</li><li>• Define National and Cross-Country Transport Plans in Western Balkans to support seamless multimodal railways services</li><li>• <b>Upgrade existing road network</b> in the WB to improve road safety</li><li>• Upgrade <b>infrastructure resilience</b> to extreme weather events</li></ul> |
| Harmonisation and interoperability among all EUSAIR countries            | <ul style="list-style-type: none"><li>• Upgrade of the network to provide continued and <b>interoperable international rail</b> links between countries, also by elaborating integrated planning for infrastructure developments and defining joint roadmaps for investments.</li><li>• Avoid Cumbersome procedures that are still leading to excessive delays for freight transport at <b>border-crossing points</b></li></ul>   |



# The Actions in the Pillar

## Topic 3: Urban Nodes

| Challenge   | Actions  |
|---|--|
| Improvement of Local Public Transit networks and services       | <ul style="list-style-type: none"><li>• Support the extension of <b>public transport network</b> via urban rail</li><li>• Promote the diffusion of <b>integrated fare and single ticketing solutions</b> within urban and interurban areas, especially in Western Balkan countries</li><li>• Boost the renewal, electrification and the use of alternative fuels in <b>public transport fleet</b></li></ul>  |
| Development of cycling solutions for local and tourist mobility | <ul style="list-style-type: none"><li>• Support the realization of cycling lanes and networks and other measures for the promotion of <b>cycling mobility</b></li><li>• Support the connection of bicycle paths to railway stations to enhance the use of bicycle for tourism on medium and long distance ranges</li><li>• Support urban design practices aimed at the <b>safety of cycling and pedestrian</b></li></ul>   |
| Uptake technological and sustainable urban mobility solutions   | <ul style="list-style-type: none"><li>• Boost the uptake of <b>Sustainable Urban Mobility Plans (SUMP)</b> initiatives especially in urban nodes with strong urbanization trends, including co-design of solutions for local mobility</li><li>• Improve the availability of sustainable and innovative <b>urban logistics solutions</b></li><li>• Support the improvement of <b>safety standards for road</b> infrastructures</li><li>• Support the diffusion of sustainable private and/or shared transport modes and promote the diffusion of <b>MaaS platforms</b> to integrate traditional and innovative mobility solutions</li></ul> |





Thank you for the  
attention!

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