

The Danube Strategy – PA1b

“Two years after”

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THE DANUBE REGION TRANSPORT DAYS

Towards integrated transport system in the Danube region

3 October 2013 | Belgrade, Serbia

The Danube Region



- **14 States:** Germany, Austria, Czech Republic, Slovakia, Hungary, Slovenia, Romania, Bulgaria, Croatia, Bosnia and Herzegovina, Serbia, Montenegro, Moldova, Ukraine
- **Population:** 115 mio (EU27: 502 mio) **Area:** 1,092.591 km² (EU27: 4,324,782)

... and the Danube Strategy:

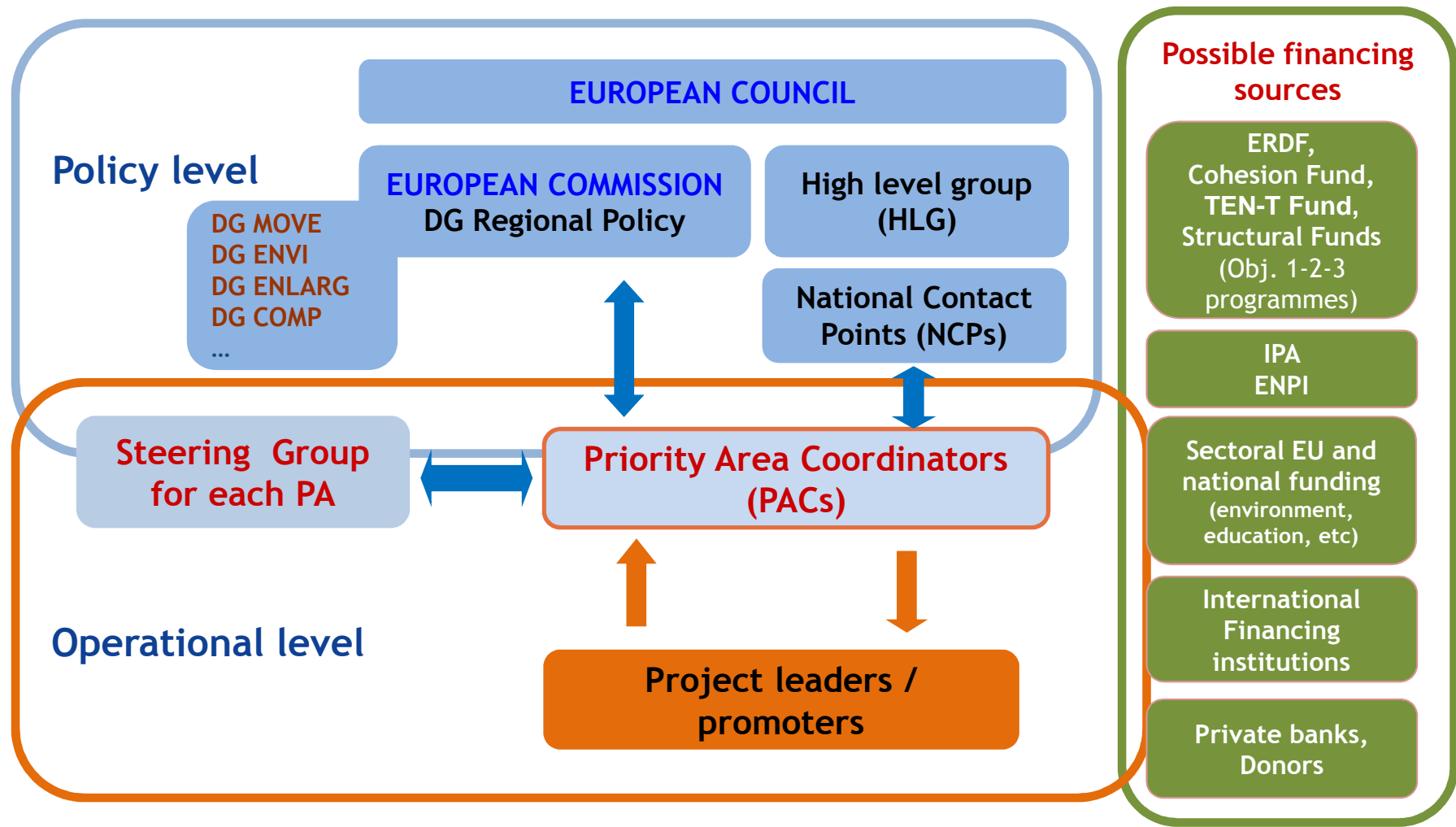


- ✓ **First macro-region endorsed by the EU is the EU Strategy for the Baltic Sea Region (EUSBR)**
- ✓ **Second macro-region endorsed by the EU is the EU Strategy for the Danube Region (EUSDR)**
 - **8 December 2010:** Adoption by the Commission (Two documents: Communication on Strategy and Action plan)
 - **24 June 2011:** endorsed by the **European Council!**
 - **30 June / 1 July 2011:** the end of preparation / **start of implementation**
- ✓ **Third (planned in second half of 2014): the Adriatic-Ionian Macro-Region**
- ✓ **Fourth (initiatives started): the Alpine Macro-Region**
- ✓ **Sixth ???**

EUSDR - 11 Priority areas:

- ✓ **PA1: To improve Mobility and Multimodality**
 - ✓ **PA 1a: inland waterways - Austria and Romania**
 - ✓ **PA 1b : rail, road and air links - Slovenia and Serbia**

Governance model



PA1b and Targets



- **Strategy** (Communication by the Commission; COM(2010) 715 final)

(Only) **Three exemplary targets** for EUSDR Pillar 1 (Connecting the Danube Region) which are of relevance for EUSDR Priority Area 1b as amended:

- ✓ Improved travel times for **competitive railway passenger connections** between **major cities**;
- ✓ Implementation of the 4 **Rail Freight Corridors** crossing the Danube Region as planned within 3 or 5 years and possible inclusion of a new corridor with added value of linking together the EU and non-EU member states' railway systems;
- ✓ Development of **efficient multimodal terminals** at Danube river ports and dry ports to connect inland waterways with rail and road transport by 2020.

PA1b and Actions



Action Plan (SEC(2010) 1489 final, dated 8.12.2010)

Action (1) - “To bring to **completion the TEN-T** (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections”.

Action (2) - “To implement **the Rail Freight Corridors** forming part of the European rail network for competitive freight”.

Action (3) - “To enhance **cooperation between air traffic stakeholders** in order to prepare a plan to implement **shorter plane routes**”.

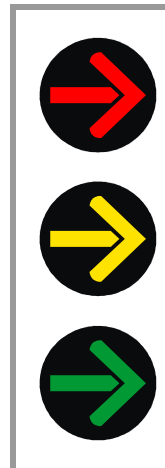
Action (4) - “To ensure **sustainable metropolitan transport systems and mobility**”.

Action (5) - “To improve **the regional/ local cross-border infrastructure** and the access to rural areas”.

Action (6) - “To develop further **nodal planning for multimodality**”.

Action (7) - “To develop further **Intelligent Traffic Systems** by using environmental friendly technologies, especially in urban regions”.

2 years after



... PA1b Events



- **6 Steering Group meetings**

(Kick off (the first) on 22 June 2011 in Ljubljana; Second on 20 October 2011 in Belgrade; Third on 20 February 2012 in Ljubljana, Fourth on 20 June 2012 in Belgrade, Fifth on 18 December 2012 in Belgrade and Sixth on 24-25 April 2013 Ljubljana)

- Joint meeting Pa1a and PA1b; 3 May 2012, Bratislava
- Ad hoc Working Group on projects; 9 - 10 February 2011, Belgrade
- **3 Workshops / Seminars:**
 - on the **Common Transport Vision for the Danube Region**; 27 September 2012, Belgrade
 - on **Rail Freight Corridors**, 27 June 2013; Ljubljana
 - on **Air Transport Development**, 5 September 2013; Belgrade
- **2 Stakeholder Conferences:**
 - First entitled „The Danube Region Transport Days 2012“; 18-19 November 2012, Ljubljana
 - Second „The Danube Region Transport Days 2013“, 3 October 2013: Belgrade
- **Planned before end of 2013:**
 - 7th Steering Group meeting

... and Tangible Results

- **Governance structure put into place** - HLG, NCPs, PACs and SG
- **Maps** (transport infrastructure) - all modes (regularly updated)
- **Projects** (on-going, prepared, planned, project ideas)
 - Over 130 (150) projects received! Rail 51%, road 27%, air 6%, intermodal 8%, horizontal 8 %
 - Newly created project database: available at our web site
- **Letter of Recommendation**
 - 34 awarded (mostly for rail and road infrastructure)
- **Roadmaps** (actions linked to targets)
 - milestones, tasks, responsible, financing, projects
- **Promotion:** Web site, events/conferences



Danube Region: TEN-T, SEETO and ENP

Roads, ports and RRT's



Danube Region: TEN-T, SEETO and ENP

Rail (freight), ports and RRT's



Challenges?



Challenges that remain



- **Short history of cooperation!**
 - Region historically divided by political circumstances
 - Large differences in development
- **External dimension remains particularly important**
 - EU Member States (9: Austria, Bulgaria, Croatia, Czech Rep., Germany, Hungary, Romania, Slovakia, Slovenia), Candidate and potential candidate countries (3: BiH, Montenegro, Serbia), Neighbouring countries (2: Moldova, Ukraine)
 - Non-EU countries to be formally recognized as equal partner (legal obstacle!)
- **The absence of (new) funding has proven to hinder activities!**
 - In New Multiannual Financial Framework 2014-2020 the decisions to be based also on recommendations provided by PACs and SG - YES or NO?
 - New transnational programmes (Danube programme, South-East Gateway/Adriatic-Ionian programme)

Challenges that remain (2)



- **Enhanced confidence-building on issues of common interest**
 - To tackle common trans-national and cross-border problems and contribute to mobility, accessibility and cooperation
 - Lack of projects with added value for the macro-region (national versus regional)
- **Sense of ownership to be developed**
 - Only if partners feels equal
- **Lack of sufficient resources and institutional capacity** in extremely heterogeneous region are disadvantages for obtaining results faster

Challenges that remain (3)



- **Political support to continue and need to be less rhetorical**
 - involvements of all 14 States of the Region and all relevant DGs (DG REGIO, DG MOVE, DG ENVI, DG COMP) of the Commission
 - From debate to concrete results, from forum to projects implementation
- **Governance structure need to be strengthen**
 - HLG Members, NCPs, PACs and SG members
 - Bottom up approach as basis, supported by strong Commission's coordination
- **The absence of stakeholders interest, in particular to take a lead partner role is worrying**
 - To tackle common trans-national and cross-border problems and contribute to mobility, accessibility and cooperation
 - Project lead partners - Upper Danube versus Lower Danube

Thank you very much!

Please visit:

www.danube-region.eu

<http://groupspaces.com/MobilityRail-Road-Air/>



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