

Central European Initiative



THE DANUBE REGION TRANSPORT DAYS 2012

Towards coordinated efforts for efficient transport in the Danube Region
Presentation by

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Towards coordinated efforts for efficient transport in the Danube Region
18th and 19th November 2012, Ljubljana / Slovenia

Central European Initiative

- Meeting of the Heads of Government (CEI Summit)
- Meeting of the Ministers of Foreign Affairs (MFA Meeting)
- Annually rotating CEI Presidency; held by Ukraine in 2012
- Committee of National Co-ordinators (CNC)
- Working bodies (Networks of Focal Points, Project Implementation Groups, ad hoc Task Forces, etc.)
- Role: political and economic orientation; decisions on organisational and financial matters

Headquarters in Trieste
UN Observer Status (2011)



Office of the CEI Fund at the EBRD located both at the CEI Headquarters in Trieste and at the EBRD in London

CEI and the DANUBE Region

“The Danube strategy is seen as a strong commitment of the regional organisations towards the aim of achieving a sustainable development of the transport sector” - CEI

This implies to take into consideration

- **Need of clear vision of Danube area and its place in the EU transport system**
- **The Eastward shift of the European economy barycenter**
- **Due to the restructuring of the global economy Danube region should find quickly a place in the Russia-Europe and Asia-Europe relations**
- **Political will and strong market oriented approach on transport will support economic recovery**
- **New TEN T and CEF**

Objectives and actions

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".



Towards a common transport vision

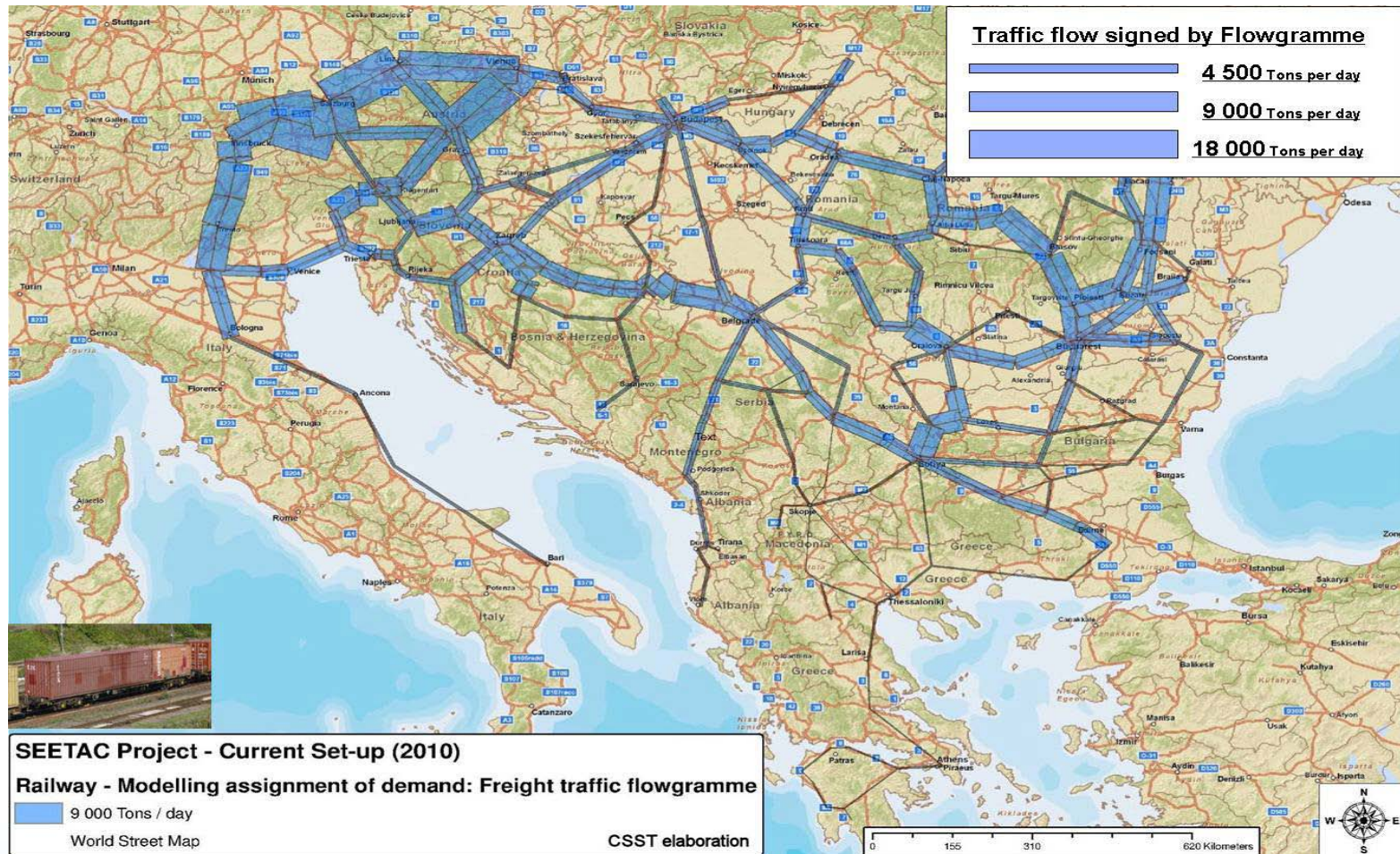
- Upper Danube capital's area
- Central and southern Danube Basin
- Western Balkans



➤ **14 States:** Germany, Austria, Czech Republic, Slovakia, Hungary, Slovenia, Romania, Bulgaria, Croatia, Bosnia and Herzegovina, Serbia, Montenegro, Moldova, Ukraine

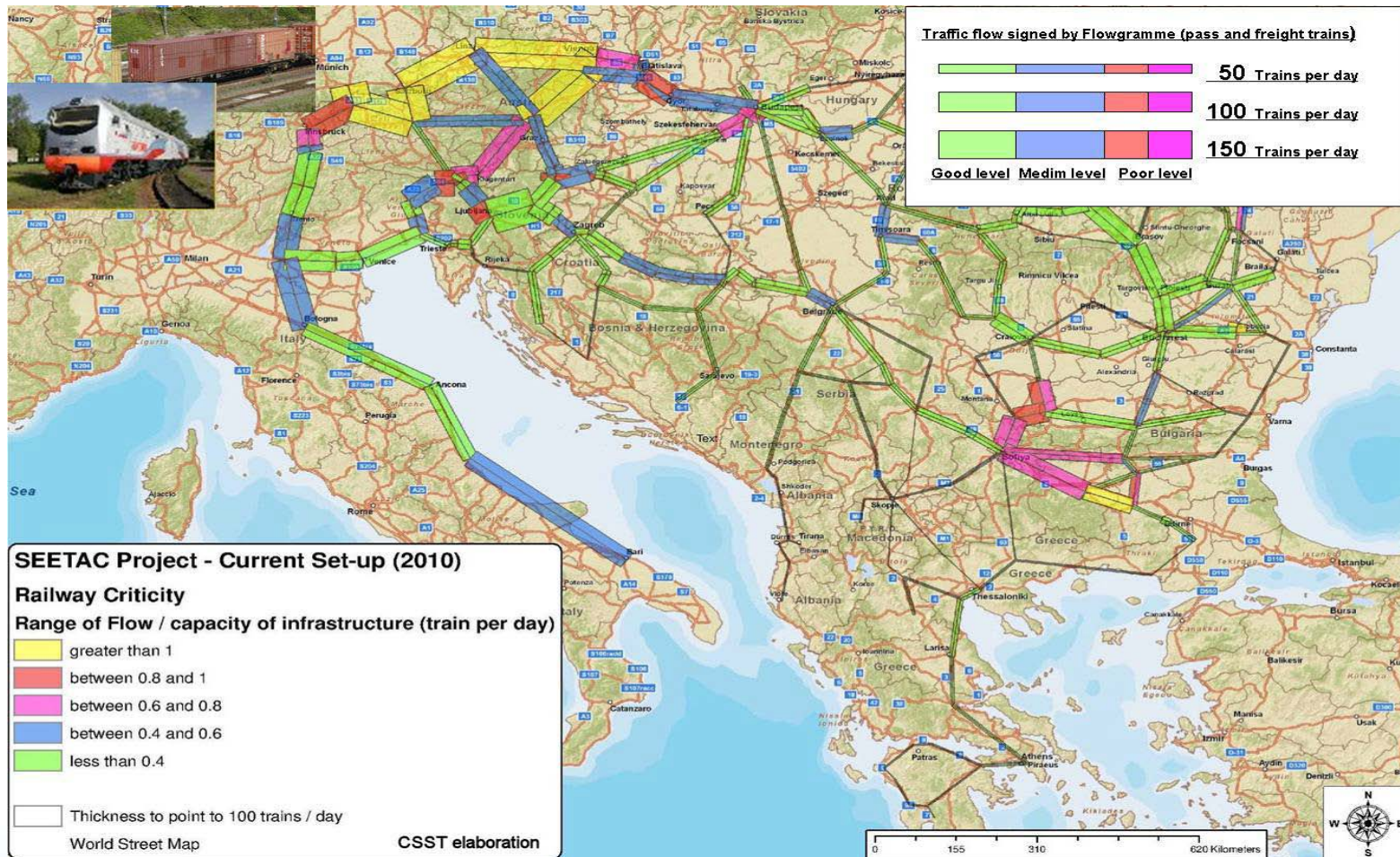
Transnational freight rail traffic 2010

Seetac project 2012 (EU SEE programme)



An evaluation of the main criticities

Seetac project 2012 (EU SEE programme)



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.

KEY REASONS

- 1) Full integration of the TEN T e SEETO network in a coherent planning form
- 2) Need to speed up and to identify more clearly the European added value of some projects
- 3) Excessive fragmentations or not co-ordinated approach on cross-border issues

KEY MESSAGES

- 1) Within a long term vision, specific targets and milestones referred to the main transport issues connected to rail road and river transport should be established.
- 2) Establish a mechanism to promote equally projects (Cross-border) in a balanced way (east-west north south)
- 2) Based on a corridor’s approach participants may agree a common short-term plan focused on attracting demand by addressing short term investment on traffic generators (ports, nodes and bottlenecks) in relation to international traffic nodes, metropolitan area, cross border)

The stakeholder's contribution (CEI)

Taking into account that:

Major challenge of the guidelines is to reach a clearance between the network scope and its instruments for the implementation and to optimize the network.

- Strengthen regional cooperation platform to coordinate the work on transport issues in the Danube region with a view to accelerate the implementation of projects.
- Sharing existing and on-going analysis to define the evolution of market needs, the existing study on the demand and promote new studies.
- Promote multi modal platform (rail/river/ port) to assess specific short term and long term needs among relevant transport stakeholders, freight forwards, associations, rail and road undertakings, intermodal operators and business community

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

KEY REASONS

Transport efficiency has to cope with three-fold drivers:

- 1) Internal and international trade
- 2) Agglomeration of economic activities
- 3) Need to create an integrated market

KEY MESSAGES

- 1) Focus on the nodes of the network and not only on linear infrastructure
- 2) Create bias for a functioning corridor’s structure for each corridor addressing specific operational problems
- 3) Adopt business oriented approach

The stakeholder's contribution (CEI)

Stakeholders Role:

- Help to investigate the customer' needs using existing projects and platforms among relevant Transport stakeholders, freight forwards, associations, rail and road undertakings, intermodal operators and business community to realistically address the three level of success of a Rail Freight corridors



investments
services
administration

- Provide documents and analysis on: medium-term investment plan on Danube area, cross-border analysis (ACROSEE) and recommendation on infrastructure and administrative bottlenecks (SEETAC)

Stakeholders' role

- According to EBRD's evaluation there is an inherent problem of using debt as an instrument to emerge from a debt-fuelled crisis
- Critical focus on economic evaluation: a project should not be taken "as given": options need to be reviewed and more economical ways sought to achieve project objectives
- It is important to encourage member states to select a number of promising routes, financially respecting a balance criteria between north south and east west routes.
- Give priority on cross-border issue (infrastructure, interoperability, and bureaucracy) ex: To promote One-Stop-Shops together with the infrastructure managers located along a given route. This will allow a stronger effort



Action 3 and 4 and 5- “To ensure sustainable metropolitan transport systems and mobility”. And “To improve the regional/ local cross-border infrastructure and the access to rural areas

KEY REASONS

- 1) No efficient network is in place for all the capitals (WB) and majors regional cities.
- 2) Need to improve the national passengers rail service model harmonising timetable and services.
- 3) Need to address problems in the nodes.

KEY MESSAGES

- 1) Focus on the nodes of the network and not only on linear infrastructure
- 2) On linear infrastructure, electrification should remain the priority
- 3) Create a interregional passengers masterplan to identify all the technical elements to activate new services between capitals and major cities
- 4) Exploit pilot project and adopt regulations for passengers transit on EU-non EU

Action 3 and 4 and 5- “To ensure sustainable metropolitan transport systems and mobility”. And “To improve the regional/ local cross-border infrastructure and the access to rural areas

- Building upon the Adria-A (It-Slo) experience. To ensure the implementation of sustainable metropolitan system cities and regional administration should be integrated in the process.
- A joint local administration Forum could be a good opportunity to identify needs, constraints and solution both in terms of hard and soft measures. Promotion of a Danube Master-plan on the local infrastructure
- CEI has extensive experience in setting up Cross-Border forums for the exchange of experience, best practices and relevant project identification
- Possible implementation plans for increasing the connections the operational speed of passengers trains together with the administrative barriers could represent a pilot project

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

KEY REASONS

- 1) Nodes and bottlenecks (admin. and infra.) remain a problem to develop freight and passengers traffic
- 2) Investing in the transport generators (infrastructure facilities)
- 3) No clear prioritization of main gateways.

KEY MESSAGES

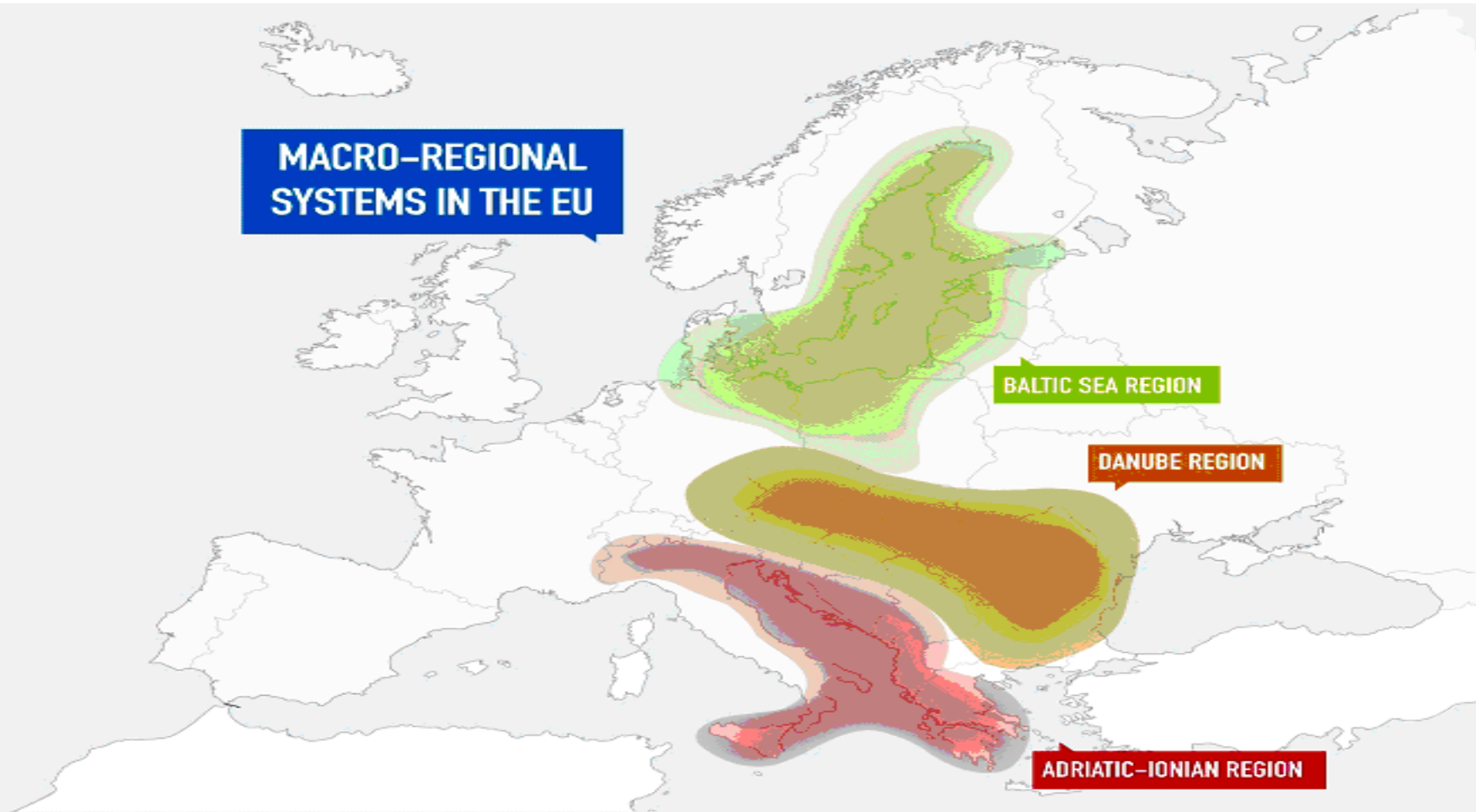
- 1) Starting from a corridor’s approach, a joint programme for assuring continuity is needed providing operational solutions at administrative level and identifying last mile and missing links in the different transport relation (port, rail, interport) (airport, rail) and (urban nodes, airport and rail)

The stakeholder's contribution (CEI)

- Exploit the stakeholder's potential of past and on-going projects (SEETAC ACROSSEE- ADRIA A)
- A possible set-up of a joint platform to propose activities and to accelerate the implementation of the project can probably represent an highly appreciated tool as describe by the Commission Documents including the action plan SEC(2010)1489.



EU regional strategies evolving..



Thank you for your attention



Mr. Carlo Fortuna

– CENTRAL EUROPEAN INITIATIVE - Head of Unit -

