

EUSDR Priority area 1b:

To improve mobility and multimodality: road, rail and air links

MINUTES of the 17th STEERING GROUP meeting

Thursday, 11 October 2018

Building of the Public Enterprise "Roads of Serbia", Belgrade, Serbia

Participants: AT, BG, CRO, CZ, HU, SI, SK, SRB, DG REGIO, CEI, DSP, EIB, World Bank, SEETO, UNIVERSITY OF BELGRADE and INTERREG DTP projects: CITYWALK, TRANSGREEN, EGUTS, RADAR, LINKING DANUBE, CHESTNUT, TRANSDANUBE.PEARL (see List of Participants)

Non-participating: BiH, DE, ME, MD, RO, UA, DG MOVE, DG NEAR, DTP

Chairman: Mr. Miodrag Poledica, PAC (Serbia)

Co-chairman: Mr. Franc Žepič, PAC (Slovenia)

Items 1-2) Welcome and introductory topics

Item 1: Welcome and introduction

The Chairman, Mr. Poledica and the Co-chairman, Mr. Žepič, welcomed the participants of the 17th Steering Group meeting. The Chairman expressed his gratitude to all present members and organizations and in particular representatives from the World Bank and European Investment Bank. The Co-chairman indicated the presence of Danube Strategy Point, its role and importance for the work of PA, as well as high expectations of support and cooperation with the PA1b SG.

Item 2: Approval of Agenda and Minutes of the 17th SG meeting

Next the Chairman reviewed the agenda and explained the course of the meeting. He invited for any comments on the agenda and minutes of the 16th SG meeting held in Belgrade on 29 September 2017. There were a few comments on the minutes that were duly taken into account. The Agenda and the 16th SG meeting minutes were then unanimously approved.

Items 3-8) EU Transport policies, the Danube Strategy and PA1b

Item3: European Commission mobility related activities with focus on EUSDR

The European Commission – DG REGIO, Mr. Cesare Bernabei welcomed all. He informed the participants that in May 2019 there are elections for the European Commission and that there will be less activities until the election process finishes. In addition, he informed all participants that CEF 2 is underway and that EC is discussing ways for non-EU candidate countries to be financed. The budget for the transport is 30.6 billion euros, which is substantially more than the budget for the energy sector (8.6 billion) and digitalization (3 billion). The importance is coherent EU and EC in the coming period.

EC is still discussing the possibility of extending Corridors to the Balkans even though all preconditions are fulfilled. For WB6 region, it is very important to solve the problem of long waiting time on border crossings. Another very important topic is Transport community. Its headquarters will be in Belgrade and current discussion is undergoing regarding the interim director of the Transport community Secretariat. Hopefully the interim director will be introduced before March 2019. The forecasted budget for 2019 is 1.5 million euros; total staff will be approximately 18 persons.

After the presentation, the chairman Mr. Poledica also emphasised the importance of increasing the efficiency of border crossings, because it's hard to be competitive with long border waiting times. For instance, many times trucks wait at border crossings for approximately 15 hours. Mr. Poledica stated:

“We shouldn’t only invest in infrastructure but also in soft measures to decrease waiting time at border crossings.”

Item 4: The South East Europe Transport Observatory (SEETO) activities

General Manager of the South East Europe Transport Observatory Mr. Dejan Lasica has presented the work of SEETO and the importance of the transport infrastructure. From 2004 to 2016 around 13,5 billion euros have been invested in transport infrastructure in WB6 Region. Mr. Lasica has also presented the projects that are ongoing and ones that are planned for realization. In the previous four years, about 600 million euros have been invested in SEETO Region.

Also, regarding the railway market opening, it was mentioned that the Serbia is the leader in this sphere with most private railway operators which have about 2% of market share. Mr. Lasica informed about the importance of the Strategy for railways, implementation of ITS and Five year maintenance plan of both rail and road.

Mr. Poledica has added that SEETO is helping the region to get closer to the EU. It would be very useful to have integrated plan for infrastructure development in order to synchronise construction. Also, the budget for infrastructure is used for about 50%, which means that there is lack of mature projects and that documentation needs to be completed. Regarding the railway market share, Mr. Poledica has informed that market share is higher in Serbia, about 7-8%.

Item 5: IFIs and regional connectivity

The EIB (The European Investment Bank)

Ms. Dubravka Negre, Head of Regional Representation for the Western Balkans, European Investment Bank has presented the EIB and the field of work of mentioned institution. EIB is the bank of EU, and for the Western Balkan Region it has separate framework, which is a part of the EIB - WBIF (Western Balkan Investment Framework) (Note: The WBIF is a joint initiative of the EU, International Financial institutions, bilateral donors, and the governments of the Western Balkans.) In 2017 there has been 735 million passengers more as a result of the projects that were financed by EIB. They prepare blend mechanisms, which are in fact a combination of different type of financing. They provide grants for transport infrastructure projects. Also, they have assistance from JASPERS for support. Ms. Negre has listed some of the most important projects which are completed, and future potential projects. So far the EIB has invested approximately 1.5 billion euros in the region. As an example of blend mechanism type of project financing the Project of reconstruction and modernization of railway line Nis-Dimitrovgrad (Serbia) was mentioned. Regarding other projects, about 200 million euros has been invested in IWW in Serbia, while in Bosnia and Herzegovina the primary goal is to improve the Pan-European Corridor Vc. Construction of bridges between Bosnia and Hercegovina and Croatia is also supported, while in Montenegro the most important is the improvement of road safety and in North Macedonia 120 million euros has been invested in Pan-European Corridor X, as well as currently in Corridor VIII from the capital Skoplje to border with Bulgaria. Taken everything into account, it is of high importance for projects to be on time and according to defined schedule. Patience is needed when it comes to infrastructure projects in order to avoid unnecessary risks and to improve the quality of realization process.

Contributing to the presentation, Mr. Bernabei added that it is expected from the EIB to be the main financier. In his opinion it is needed on a political level to agree upon a combined investment loans with other institutions from outside or Europe. Ms. Negre commented that combination of financing is already possible however it has to be in accord with the EIB standards and in line with their rules and procedures. Mr. Poledica pointed out that it is of high importance for every project to be in line with EU standards and TSI (Technical Specifications for Interoperability) in order to create an interoperable transport system.

The WB (World Bank)

Ms. Karla Gonzales Carvajal, Transport Practice Manager for Europe at the World Bank has pointed out the importance of the resilience of transport infrastructure and that its improvement. Among

others, she underlined that while the corridor approach is good and new projects are important, the rehabilitation of the existing infrastructure is crucial as well. Ms. Gonzales Carvajal mentioned resilience to natural disasters as one of the challenges and is one of the two main topics on WB agenda together with the gender equality.

In addition, representatives of World Bank have drawn our attention to Sava River, and the potential it has for navigation. Another important issue is the air quality, which needs to be addressed. Besides mentioned, main task of WB6 Region should be improvement of the border crossings in a way to shorten the waiting time - WB's Trade and Transport Program.

Item 6: The DSP (Danube Strategy Point)

Mr. Robert Lichner, Pillar officer at DSP, has introduced a newly opened DSP office, which is a body for the support of all EUSDR governing bodies and priority areas. He has informed all present of the coming activities of DSP, and the visit of IMF. Also, he announced that in the coming two or three months special activities for the non EU countries will be prepared. Among the most important issues for the DSP is the increase of visibility of the EUSDR, its activities and whole macro region.

Mr. Poledica added that coordination of priority areas is a very demanding yet important job, because there are 9 EU and 5 non-EU countries and has agreed with the importance of the visibility and promotion of the EUSDR.

Mr. Žepič said that expectations of priority area coordinators and SG members are high and that DSP should not just monitor but to find a way to support coordination and active engagement of all countries of the macro-region. He also welcomed planned organization of a meeting of coordinators and DSP on December 7, in Vienna.

Item 7: Revision of PA1b Actions (Revision of the EUSDR Action plan)

Mr. Fedor Černe (Slovenian Ministry of Infrastructure) presented process of the EUSDR PA1b revision of Actions i.e. Action Plan. After a brief overview of the work done since 2016 (six new revised targets have been adopted by the SG and endorsed by the National coordinators in March 2016), he focused on the revision of the Action plan and presented this task in a context of the overall set of goals - targets - actions - activities and projects. Revision of the Action plan after eight years of work is much needed. He stated that it is important to make clear what is badly defined or/and what is based only on good wishes with no real ground. Changes should be done in the way to motivate a joint action towards commonly agreed and realistic objectives. He then described the main challenges which occurred during past work. Action plan should give an answer to two crucial questions, first what are the objectives (goals) of the work and by what means those objectives are intended to be achieved. Suggestion is to decrease the number of activities and that they should be more comprehensive. Clear hierarchy between all used categories must be set (strategy goals, actions, targets, activities, projects). Some new topics have been identified and they might be included, such as digitalization and automatization of the transport, climate changes and their impact on transport infrastructure. In addition, this revision should give a special focus on faster development of the infrastructure, which is a vital prerequisite to enable closing the gap in development within the Danube region.

Item 8: Strategy implementation by PA1b-Are we making progress?

On proposal by Chair and co-chair this discussion was removed from the agenda due to time constraints.

9-10) Studies and Member states activities

Item 9: Study of Intermodal transport Users' Needs in Danube region

Prof. Snežana Tadić has presented the latest transport study for the Danube Region entitled "Intermodal transport in the Danube Region - Study of intermodal transport users' needs in the

Danube Region". The purpose of the study is defining recommendations and guidelines based on user needs in order to establish adequate decision making system concerning intermodal transport development in the Danube Region. In order to analyse the current situation, the study included the questionnaires for users and service providers in intermodal transport chains. The study was carried out in 5 phases, from December 2017 until Jun 2018. The phases included activities from forming a team, creating a methodology, questionnaires, carrying out the survey, statistical analysis, expert assessment, to giving recommendations and issuing reports.

Basic characteristics of the countries such as area, population and gross domestic product were taken into account, together with intensity of intermodal transport, network density and terminal status, level of importance, coverage of intermodal transport subsystems, objectives, defined measures and Logistic Performance Index (LPI). Ms. Tadić pointed out that data on intermodal transport intensity is not available. Two questionnaires for each country were defined, one for intermodal transport users and the other for intermodal transport service providers. Pre-defined minimum sample for the survey: 70 providers and 70 users, at least 2 per country, the survey was based on non-probability sample. The survey lasted for three months and questionnaires have been sent to over 800 mail addresses. There were some problems with the realization of the survey because of the limited support. Statistical analysis of responses was done at three levels, for both groups i.e. users and service providers, at national level, level of the micro region and level of the Danube region.

By analysing the questionnaires, the problem, quality of service, quality of system and overall rating of intermodal transport quality were determined. Ms. Tadić has pointed out that within the study four groups of recommendations and actions are proposed. Those are institutional (organizational), design and planning, technical, financial and legal. The importance of recommendations varies by micro-regions of the macro-region.

In order to improve intermodal transport in the Danube Region, intermodal transport strategy for the Danube region and national intermodal transport strategies in accordance with the Danube region strategy should be drafted (adopted). The key issues in each country should be identified and problems should be solved in accordance with the financial capabilities and goals of the intermodal transport strategies. She has pointed out that from an institutional aspect, intermodal transport should be separated from the railways transport.

Paolo Dileno from CEI has added that the Intermodal Strategy for the Danube macro region would be very helpful document.

Mr. Bernabei has addressed the issue of questionnaire and suggested for the debate to be held in order to hear the operators about their expectations and needs for the intermodal transport. He suggested for the debate to be held on the next meeting of Adriatic-Ionian Initiative, and added that now PA1a and PA1b should cooperate more closely.

Item 10: Member states activities

Austria: Mr. Maximilian Bauernfeind stated that the main project in railway sector is Koralm railway line. Within 130 km of new high speed line between Graz and Klagenfurt, the core section is Koralm tunnel (33 km) and 12 new stations. The line is to be completed by 2026.

Currently ongoing projects are also:

- a) *Semmering Base Tunnel* (27 km high speed tunnel, completion is expected by 2026),
- b) *Vienna – Bratislava* (37 km long (AT section) high performance upgrade of existing single track, non-electrified railway line, completion expected by 2023),
- c) *Safety upgrade of Karavanke tunnel* (implementation of safety-related measures and modernisation, completion expected by 2021),
- d) *Vienna – Bernhardsthal* (high performance upgrade of existing two track „northern line“ between Vienna and AT/CZ border, completion expected by 2027).

Mr. Bauernfeind has also presented projects in road sector, and they are as following:

- 2nd tube for *Karavanke tunnel* (8 km long, completion expected by 2024),

- S1 motorway Schwechat – Süßenbrunn (19 km of remaining section, core section is Lobau tunnel which is 8 kilometers and crossing below the Danube, completion expected by 2025) and
- A5 motorway: Poysbrunn – border AT/CZ (9 km of final remaining section).

In addition, to projects in rail and road sector there is one planned aviation project which is construction of 3rd runway of Vienna Int. Airport (VIE). This project will contribute to a significant capacity increase in line with growing demand.

Bulgaria: Mr. Petar Benov presented the activities of railway and motorway works. Projects in the railway sector are:

- modernization of Voluyak – Septemvri railway line,
- rehabilitation of railway line Plovdiv – Burgas (Phase 2) and
- technical assistance for modernization of railway line Voluyak – Dragoman – Serbian border.

Regarding the road sector two projects are of high importance: Struma Motorway (Lot 3 Blagoevgrad – Sandanski) and Kalotina – Sofia Motorway.

Czech Republic: Mr. Jaromír Volf gave an overview of railway and road projects in Czech Republic. In railway transport is underway the modernisation of main lines and planning of new high-speed rail (HSR), are underway activities on continuation of development of motorways and modernization of current network (incl. clean mobility, ITS). Mr. Volf has pointed that the Corridors I and II are mostly completed, currently under construction are sections around Plzeň and Beroun and several sections along the Corridor IV. One of the largest infrastructure projects in the Czech Republic is new main station in Brno approved by government with approximated costs of 1,8 bn. euros and the realisation is planned in 2020. Also, underway is modernisation of Plzeň main railway station and modernisation of section Plzeň – Rokycany. Feasibility study on Prague-Beroun (poss. HSR) and Plzeň-Domažlice-state borders (D) are pending.

Mr. Bernabei has commented that this railway line should be developed on the German side also. The real question is the need of high-speed railway line.

Mr. Volf has also presented the main projects in road sector, which are as following. Development of Prague ring road, modernization of Prague – Brno motorway, Prague – České Budějovice – Austria, Hradec Králové – Poland, Hradec Králové – Olomouc, Hulín – Přerov – Frýdek-Místek and Brno – Austria.

Hungary: Mr. Gergely Gacse presented main projects in Hungary, in rail and road sector are:

- Hungarian section of Budapest – Belgrade: development of 160 km long single-track section to double-track, 120-160 km/h, 225 kN, ETCS2 railway line (planned finish: 2022)
- Budapest – Pusztaszabolcs: development of 44 km long double-track section to 160 km/h, 225 kN, ETCS2
- Budapest – Hatvan: development of 55 km long double-track section to 120-160 km/h, 225 kN, ETCS2, accessibility
- Püspökladány – Debrecen: development of 49 km long double-track section to 120-160 km/h, 225 kN, ETCS2, accessibility
- Budapest Southern Danube Railway bridge: 2 old 3 new superstructures M30 2x2 new motorway between Miskolc and HU/SK border towards Kosice (Komarom road bridge 2x1 lanes (planned finish: 2020)
- M15 expressway between M1 motorway and HU/SK border towards Bratislava
- M85 new 2x2 lanes expressway Csorna – Sopron – HU/AT M8 new 2x1 lanes expressway Körmend – HU/AT border towards Graz
- M70 expressway between M7 motorway and HU/SI border
- M6 new 2x2 lanes new expressway Bóly – HU/HR border towards Osijek
- Main road 48. (2x1 lanes) between Debrecen and HU/RO border
- M35-M4 2x2 lanes new motorway – HU/RO border (towards Oradea).

Slovakia: Mr. Ľuboš Ďurič has presented the Operational programme Integrated Infrastructure 2014 – 2020, where he said that the global goal of this programme is to support sustainable mobility, economic growth, creation of work opportunities and to improve the business environment by means of development of the transport infrastructure, development of personal transport and development of the information society. Allocation of funds for this program is around 4.6 billion euros.

Road projects in implementation are following:

- D1 Hričovské Podhradie – Lietavská Lúčka, phase II
- D3 Žilina Strážov – Žilina Brodno, phase II
- D1 Lietavská Lúčka – Višňové – Dubná Skala, phase II
- D3 Svrčinovec – Skalité, phase II
- D3 Čadca Bukov – Svrčinovec
- I/65 Turčianske Teplice – Příbovce
- I/76 Štúrovo - Nánška
- Komárno – Komárom, new bridge
- Modernisation and reconstruction of bridges on first-class roads – phase II
- I/20 a III/3450 Prešov, Street Rusínska – Arm. gen. Svobodu
- I/68 (I/20) Prešov Solivarská okružná
- I/18 Prešov, Levočská – Obrancov mieru, bridge.

In preparation are the following projects in road sector:

- D1 Budimír – Bidovce (*IQR ongoing*)
- D1 Prešov západ – Prešov juh (*ACN acquired*)
- D1 Hubová Ivachnová, phase II
- D3 Zelený most Svrčinovec – ecoduct
- R2 Košice, Šaca – Košické Oľšany
- I/66 Ždiar, road safety and surface drainage
- I/75 Šaľa - bypass
- I/66 Brezno – bypass, phase II
- I/51 Holíč – bypass, stage II (part 1)
- I/64 Prievidza bypass – stage I, structure 2
- I/9 Chocholná – Mníchova Lehota.

In addition there are also projects in railway sector. Under implementation are:

- Modernisation of railway Púchov – Považská Teplá (15.9 km section)
- Renovation of rolling stock of ZSSK, part 1 (diesel units)
- Renovation of rolling stock of ZSSK, part 2 (electric units)
- Financial tools (Slovak investments holding)
- Development of infrastructure for control and preparation of the rolling stock for railway personal transport.

Railway projects in preparation are:

- Modernisation of the railway node - Žilina
- Electrification of the railway track Devínska Nová Ves – state border SVK/AUT, implementation
- Electrification of the railway track Haniska – Moldava nad Bodvou
- Centralization of safety systems management of the Slovak railway structures and securing of standards for railway stations (CCTV systems)
- Modernisation of the corridor state border CZE/SVK – Čadca – Krásno nad Kysucou, section state border CZE/SVK - Čadca (outside).

Also, CEF is determined for support of the investments in the Trans-European Networks – transport, energy and digital networks. In relation to transport the CEF's intent is to contribute to completion of the both levels of the Trans-European network (TEN-T): the core network, by 2030, and comprehensive network, by 2050. CEF supports implementation of European systems of transport

management for all transport modes, especially the air transport and railway transport, and it helps the process of transformation to intelligent and sustainable mobility.

Serbia: Ms. Mirjana Jovanović gave an overview of the transport sector projects. Among many ongoing projects, she pointed out:

- efforts to complete Pan-european corridor X and Corridor XI (E 763, Belgrade – South Adriatic),
- road Niš – Merdare (direction Priština),
- railway projects Belgrade-Budapest,
- modernization of railway line Niš- Dimitrovgrad,
- Belgrade – Vrbnica (Bar) road.

The progress on project of construction of intermodal terminal in Belgrade (Batajnica) was described.

Item 11: Initiatives and Projects

a) The “RADAR” project

Ms. Olivera Đorđević (EuroRAP-EIRA) presented the activities of RADAR and important statistics on road safety in the Danube Region. RADAR is implementing learning and transnational cooperation activities to help the responsible road safety organizations in the Danube area identify risk on their road networks and it helps them reduce risk systematically by improving infrastructure and road layout. RADAR, meaning Risk Assessment on Danube Area Roads, has a goal to improve the road infrastructure safety in the region by raising capacity and enhancing transnational cooperation in the sector for all road users. Project objectives are to identify risk on road network and define cost-effective solutions to reduce risk by improving road infrastructure; enhance transnational cooperation between stakeholders to build strategy that will save lives on roads and establish training courses and implement study visits for road safety professionals. Outputs are development of Road Safety Procedures Training Concept, deliver Training Courses and perform Study Visits, establish Road Safety Expert Group that will work on the following Road Safety Thematic Areas, and deliver Danube Infrastructure Road Safety Improvement Strategy and Action Plan that will be adopted by ASPs.

b) The project “Linking DANUBE”

Ms. Bettina Neuhäuser (Austriatech) made a presentation about Linking multimodal travel information services in the Danube Region. Firstly, she has introduced the AustriaTech GmbH which is Agency of the Austrian Ministry for Transport, Innovation and Technology (BMVIT) which is 100% Subsidiary.

Priority of the project is better connected and energy responsible Danube region and specific objective is to support environmentally-friendly and safe transport systems and balanced accessibility of urban and rural areas. She also pointed out that there is no Danube Region wide travel information system (for public transport and alternative modes of transport). Benefits of later for the traveller are simplified access to travel information, received information is of highest quality and up-to-date, while for the service provider extension of the coverage of the own system and keeping sovereignty over the data; and for the mobility system increased acceptance of public transport and fostered changes of mobility behaviour.

c) The “TRANSGREEN” project

Ms. Hildegard Meyer presented the Transgreen Project. The focus of the project is on the Carpathian mountain range. The project is reaching out to other countries of the EUSDR. It is based on the needs to overcome the conflicts between nature and transport infrastructure. Transgreen means better

connected Carpathian region with transport infrastructure that takes nature conservation into account and it aims to contribute to safer and environmentally-friendly road and rail networks in the Czech Republic, Hungary, Romania, Slovakia, and Ukraine. Specific objectives and activities are: a) to improve cooperation among relevant partners from transport, spatial planning and environmental sector, b) to create scientific knowledge base for sound decision-making and c) to minimise conflicts between transport planning and Green Infrastructure objectives. While expected outputs are: Guidelines on integrated transport infrastructure & workshops, Catalogue of measures for each pilot area, Actions focusing on conflict minimisation, EIA training package & events, Web-based database – CCIBIS and Draft text of Carpathian Convention Strategic Action Plan.

d) The “Citywalk” project

Mr. Danilo Čeh (Scientific Research Centre “Bistra”, Ptuj) introduced the Project City Walk. Increasing greenhouse gas emissions and congestions are negative side effects of urbanization, resulting from inefficient and unsustainable local transport systems. A key challenge in cities is to improve transport systems and accessibility in an environmentally friendly manner. The common challenge is related to the wider use of environmentally-friendly (including low-noise), low-carbon and safe transport systems, in order to contribute to sustainable regional and local mobility. The appropriate response to this challenge is to reduce mobility needs on the one hand, and to gradually channel urban mobility towards more sustainable forms of transport, on the other. Purpose of this project is to improve the urban mobility while reducing emissions, noise levels and congestions, increasing safety and making cities more livable places (and also contributing to a healthier population). So project aims to improve transport systems and accessibility in an environmentally friendly manner. Also, it aims to make urban transport systems efficient, with an emphasis on active forms of transport, especially walking have various conditions. It will help cities in the DTP Region to identify the obstacles, develop and implement a plan to address those obstacles. Expected result from Citywalk are increasing the safety of urban transport networks and liveability of urban areas; enhancing the integrated use of sustainable transport modes; and reducing transport related CO emissions in urban areas.

e) The “CHESTNUT” project

Mr. Ante Vekić presented the CHESTNUT project. The main objective of the project is to contribute to reduction of private motorized traffic by 2-3% within next 5 years by helping development of better connected and interoperable environmentally friendly transport solutions based on integration of more sustainable means, like public transport, cycling, walking and electrical vehicles. CHESTNUT specific objectives are harmonized mobility scenarios, mobility planning focused on people, not roads and joint mobility pilot actions.

f) The “ADRIPASS” project

Mr. Paolo Dileno presented integrating multimodal connections in the Adriatic-Ionian region within the project ADRIPASS. It aims at improving the efficiency of maritime – hinterland connections to boost the growth and economic development of the freight transport sector in the Adriatic-Ionian macro-region. Specific objectives aim to improve the planning capacities of transport stakeholders and policy makers facing the same challenges concerning the multimodal transport accessibility and network efficiency in the region, from both a strategic and operational perspective, through the increased cooperation among them. Also, to increase planning competences of policy makers for improved multimodal transport on the TEN-T Corridors in the EUSAIR, to enhance capacities of Adriatic-Ionian transport stakeholders to streamline freight flows at Corridor/BCP level through the use of ICT and to establish a multilevel and multidisciplinary cooperation network of transport stakeholders and policy makers for transport facilitation in the region.

Adriatic-Ionian challenges are imbalanced level of infrastructural development, referring to last mile bottlenecks, missing links along the main networks; fragmentation of legislative framework, referring to border crossing procedures at maritime and hinterland level; fragmentation of institutional framework between EU and non-EU countries and within each country; and insufficient communication & coordination between freight operators at corridor level.

g) The DSPF project “initCOSEERAIL”

Mr. Žepič made a brief presentation on project “initCOSEERAIL” i.e. Challenges in improved Organizations in South Eastern European RAILways. Also due to historical, in most of SEE countries, important role of railways for both passenger & freight transport, the project “initCOSEERAIL” aims at improving the railway infrastructure in the SEE region. Integrated with other sustainable means (local PT, cycling, walking, e-mobility), railways should become the pillar of a low carbon mobility also within the SEE. It was pointed out how through the past years number of trains in the region decreased, while their travel times increased because of the various factors, including new border crossings.

12-13) Events 2018 and AOB

Item 12: The Chairman gave brief information on main events at which PACs contributed by giving a presentation or speech. All presentations were aimed to present work of the PA1b and raise awareness on macro-regional Strategy.

Several events where Danube strategy was promoted were mentioned, among them also:

- High level conference on multimodal freight transport, 20 March, Sofia;
- 5th conference “Transport and logistics in the Danube region – TIL2018”, 22 March, Belgrade;
- TEN-T days 2018 #Connecting Europe”, 25-27 April, Ljubljana;
- EUSAIR Annual forum, 24-25 May, Catania, Italy;
- Special meeting of NCs and PACs with Corina Cretu, 26 June, Brussels;
- Conference “Transgreen project”, 5-6 September, Bratislava.

Before the end of 2018 participation is planned in several events, such as:

- Third Meeting of Ministers of Transport of China and CEEC (16+1) 16-17 October, Belgrade;
- 7th EUSDR Annual Forum, 18-19 October, Sofia;
- European road conference “Corridors for shared prosperity & Sustainable mobility”, 22-24 October, Dubrovnik;
- Conference “Transport & Research in the Danube Region – batteries between today and tomorrow”, 13-14 November, Ljubljana.

Next (18th) PA1b SG meeting is planned in March 2019 tentatively in Ljubljana.

SHORT WORKSHOP ON CAPITALISATION

Item 14: Capitalisation of thematic pole 6: Sustainable mobility

The WS was organised as a side event at the end of the SG meeting. Danilo Čeh was the last presenter who gave an overview on Capitalization. The process consists of four steps: identification and assessment; documentation and capitalization; sharing/dissemination; and adoption, adaptation and application.

Good practices are needed for step of identification and assessment. For an organization to progress and adapt to change, it must become a learning organization which draws lessons from experiences (own and other) in order to identify and understand good practices. These good practices will improve the way the organization works. An organization can turn knowledge into action through knowledge sharing and capitalization of experiences.

Second step is documentation and capitalization. Capitalize is to transform the experience into shareable knowledge. Experience is the knowledge that project teams and organizations gather when doing their work. Experience capitalization, or “systematization” is an iterative process through which an experience (with its successes and failures) is identified, valued and documented in various media. This systematic process will allow learning of lessons and identification of good practices. Thanks to this approach, the practice can change and improve and may thereafter be adopted by others. By documenting and capitalizing of good practices, an organization can respond more quickly and effectively to different types of crises and changes that may arise.

Sharing of knowledge is made possible through database of deliverables/good practices and contacts, organize capitalization events, networking sessions and forums, B2B sessions, articles and publications, organization of thematic events, policies comparison, lobby activities, etc.

At the final should apply learnings from failure and good practices in their project; monitor, if experiences and good practices have been adopted by other (partner) organizations, and, if they had been adapted and applied. This is necessary in order to learn from the whole learning and sharing process. Integrate good practices and lessons learn in new project planning, policy papers (policy recommendations).

Main goals are community building and creation of synergies and connection bridges among the project, diffusion and dissemination of project results, capitalization of project results in EU area and enlargement of thematic networks and creation of new networks.

At the end of the meeting Mr. Poledica and Mr. Žepič, thanked all participants, and pointed out that mutual cooperation is of great importance for achieving efficiency, together with visibility of EUSDR projects and capitalization.

The 17th SG meeting started on 11 October 2018 at 9.00 and ended at 17.30.

Place, Date

Chairman:

Belgrade, 11 October 2018

Mr. Miodrag Poledica, PAC 1b

Annex:

- List of participants