

# Challenges and solutions for Air transport in the Danube region

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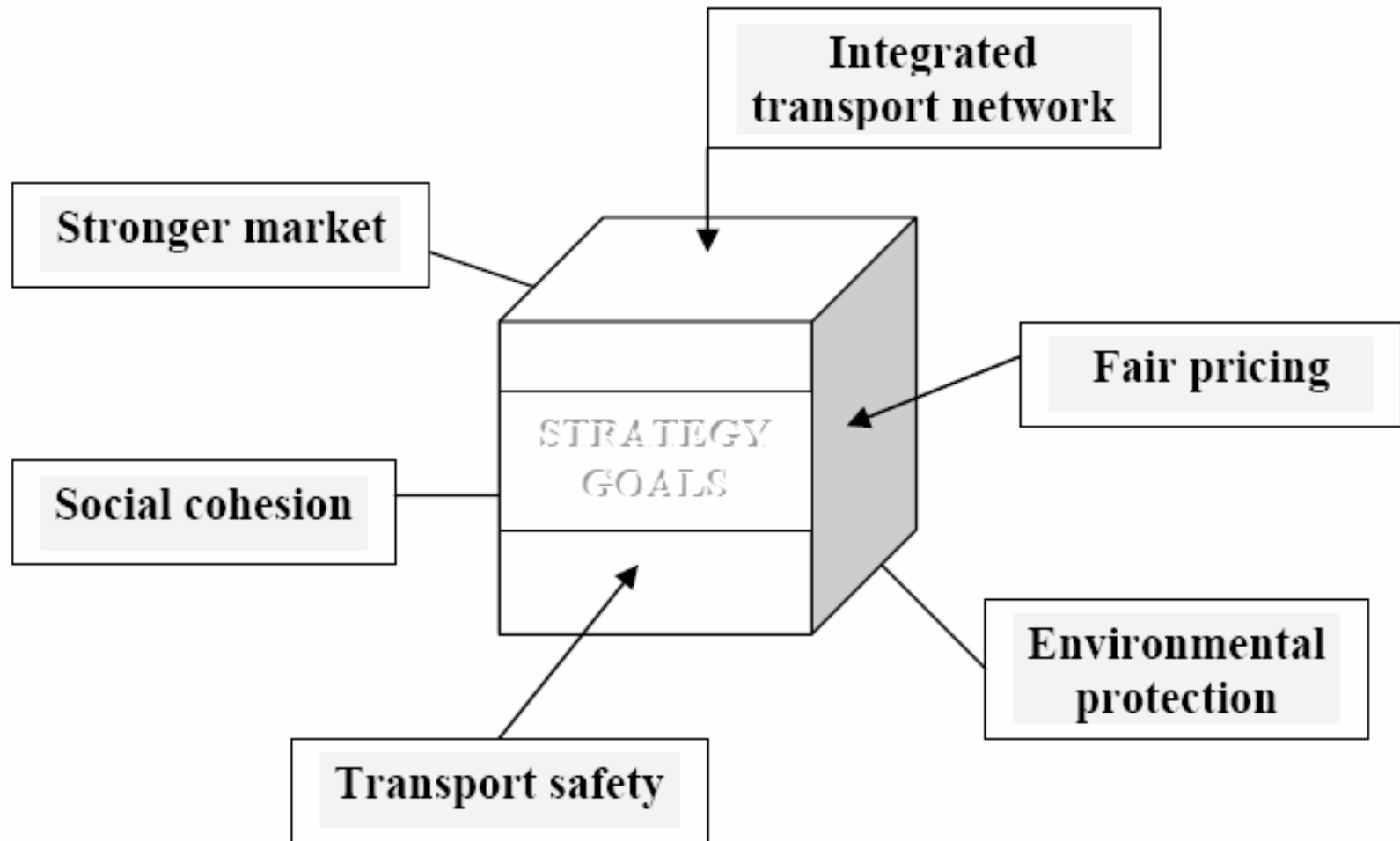
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**THE DANUBE REGION TRANSPORT DAYS 2012**

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

# Strategic objectives of transport development



# Europe 2020: 3 interlinked priorities

1. **Smart growth**: developing an economy based on knowledge and innovation
2. **Sustainable growth**: promoting a more efficient, greener and more competitive economy
3. **Inclusive growth**: fostering a high-employment economy delivering social and territorial cohesion



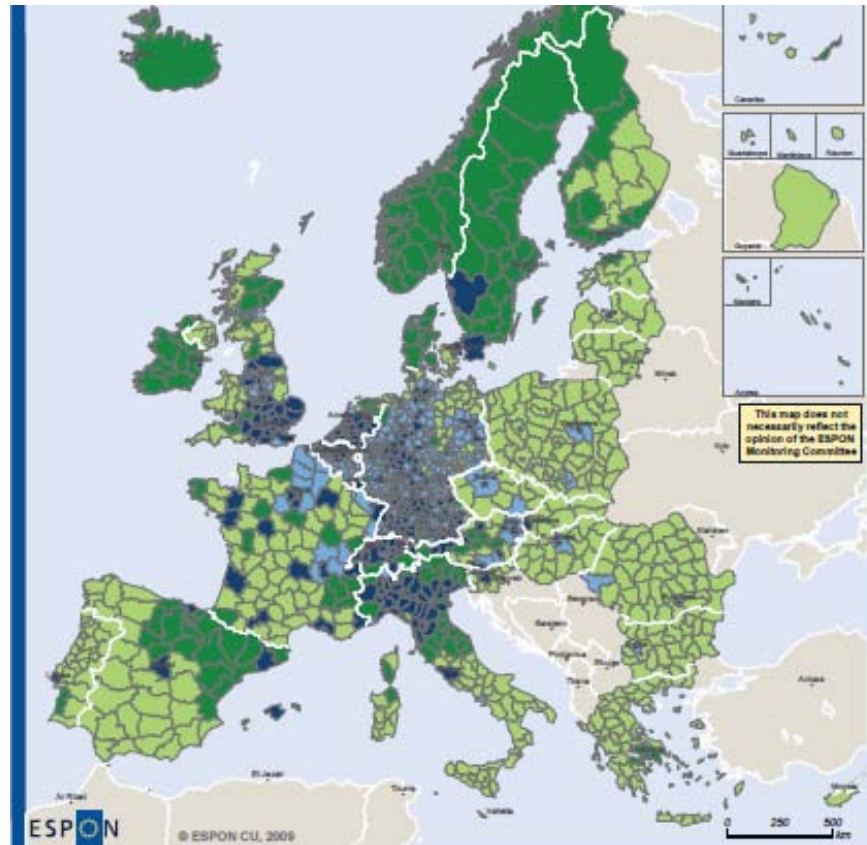
# The 2011 White Paper

- WP 1992 → Opening the transport market
- WP 2001 → Rebalancing modes to fight capacity constraints
- WP 2011 → Putting transport in the wider 'EU 2020' perspective:

An agenda for promoting growth and jobs through greater resource efficiency



# GDP versus potential multimodal accessibility



ESPON  
© ESPON CUI, 2009

Regional level: NUTS 3

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Sources:  
GDP-pps per capita: EUROSTAT, 2008  
Accessibility: S&W Accessibility model, 2008

Origin data:  
GDP-pps per capita: ESPON Database, 2009  
Accessibility: ESPON Accessibility update, 2009

© EuroGeographics Association for administrative boundaries

**GDP-pps per capita (2006)**  
(compared to ESPON average)

		above
		below

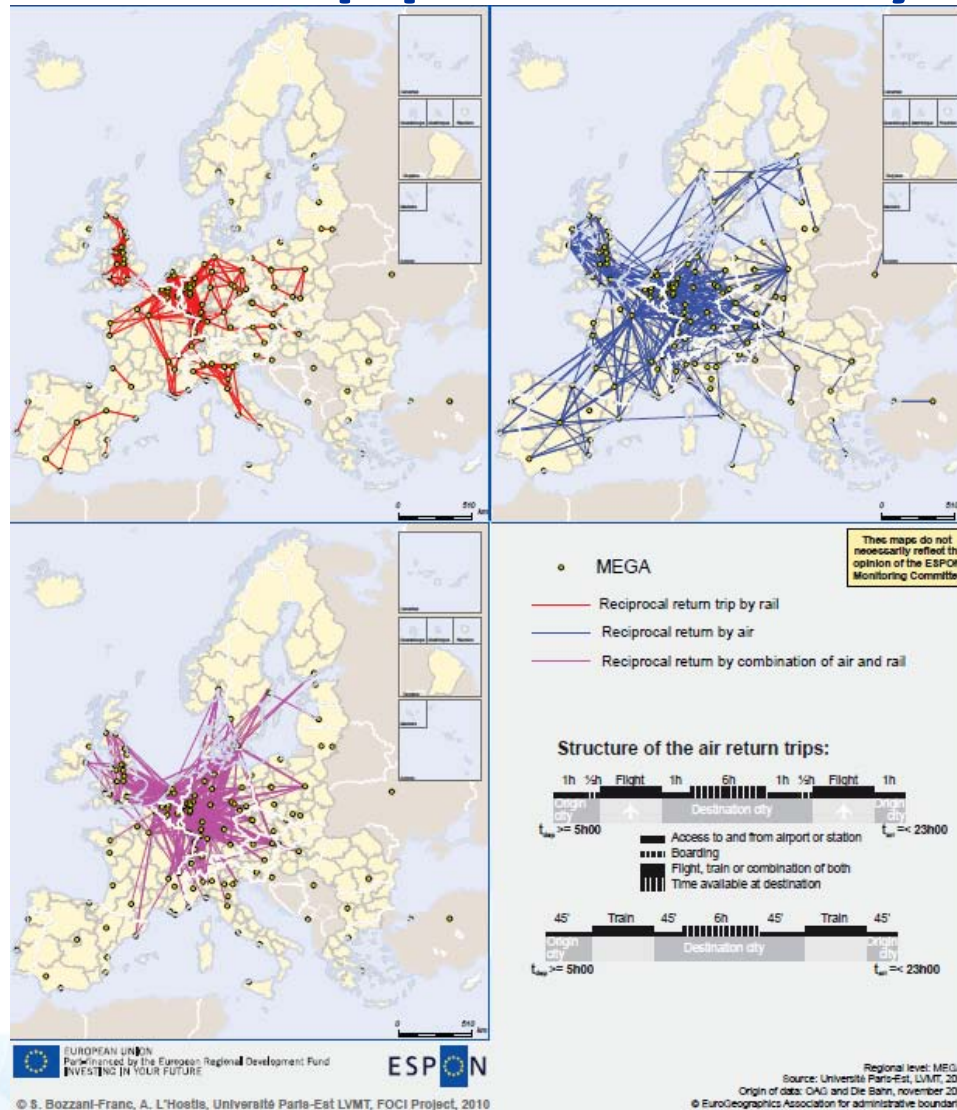
**Potential accessibility multimodal (2006)**  
(compared to ESPON average)

	no data
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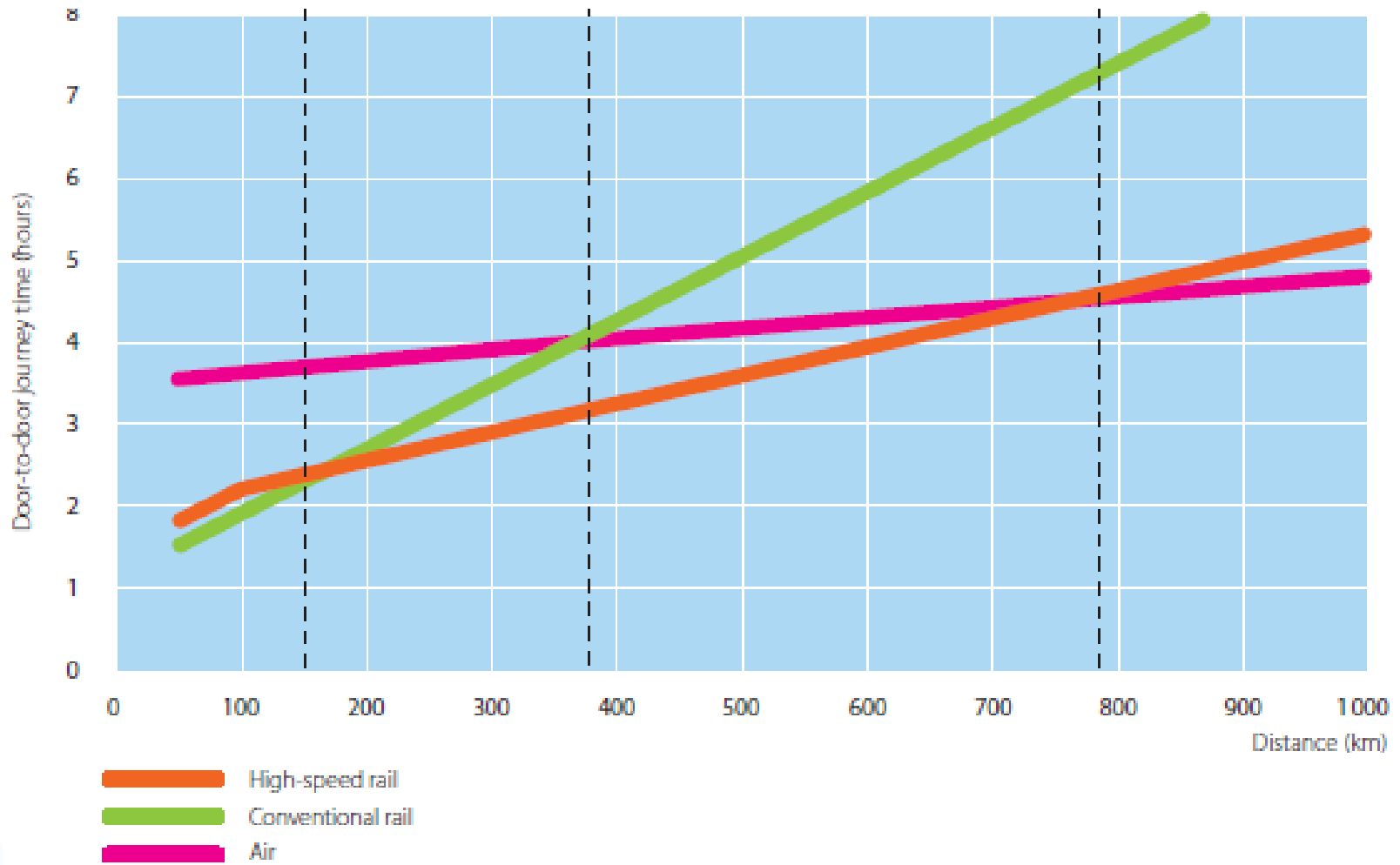
# Danube Region



# One day return trip possibilities by rail and air



# Rail to Air competitiveness

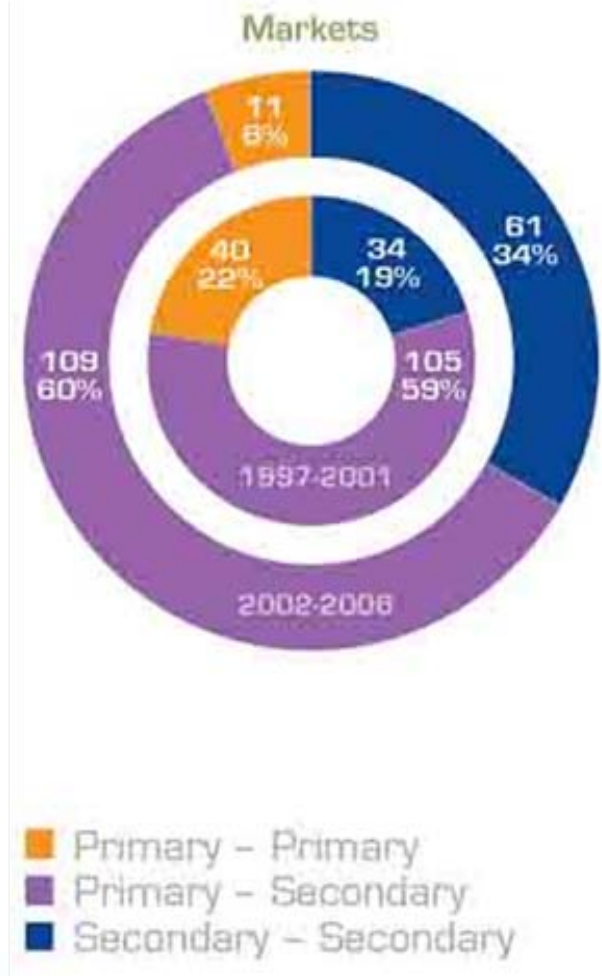




# SEE (Western Balkan) region



# Segmentation of air transport routes



## Air transport indicators in SEE (2008)

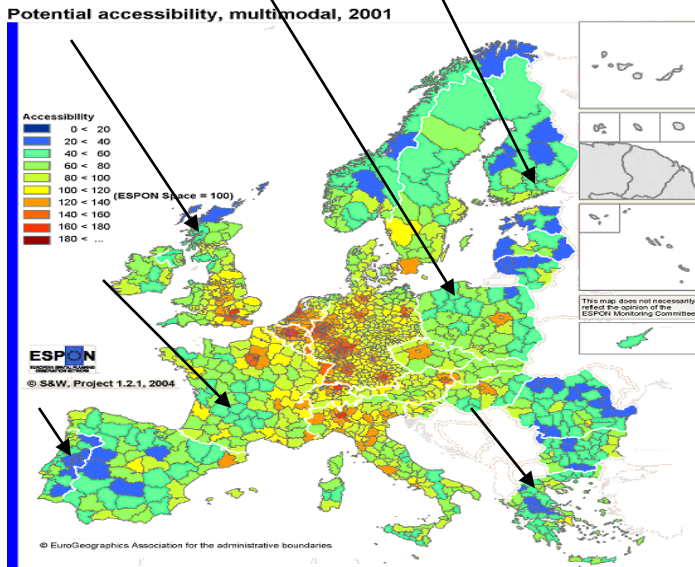
Country	Passengers (000)			Cargo 000 t	Airports	Airlines	Passengers per Capita
	International	Domestic	Total				
Albania	1,267	0	1,267	3,5	1	4	0,4
Bosnia& Herzegovina	550	0	550	1,5	3	1	0.15
Croatia	4,610	554	5,164	13,9	8	4	1,15
FYROM	697	0	697	2,8	2	1	0.34
Montenegro	1,109	0	1,109	0.8	2	1	1,85
Serbia	2,680	0	2,680	7,2	2	2	0,36
Kosovo	1,131	0	1,131	1,0	1		0,6
Total/Average	12,470	554	13,024	29,9	19	13	0,87

# Innovative solution - EPATS

- personal air transport system
- driven by personal needs, preference and resources of the population
- improving current transport infrastructure
- with economic efficiency
- and ecological sustainability
- in 20 years time horizon



# EPATS fundamentals



- c.a. 2500 landing facilities in Europe
- Uneven existing infrastructure quality (accessibility)
- Single European Sky (SESAR research)
- New techs
- Small carrier and private owner friendly environment

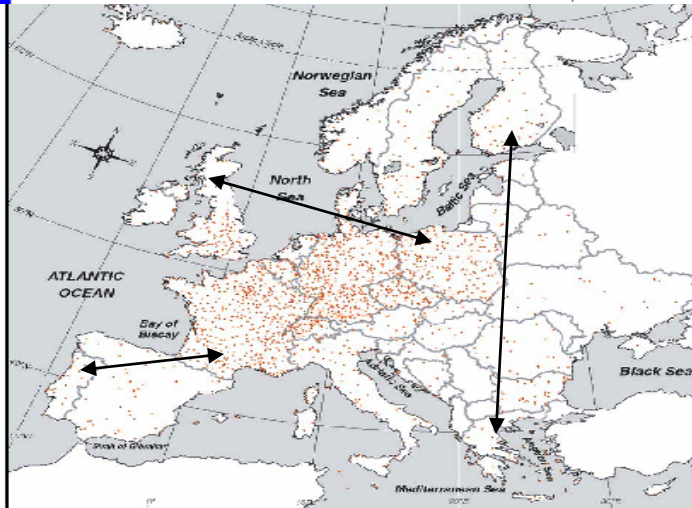
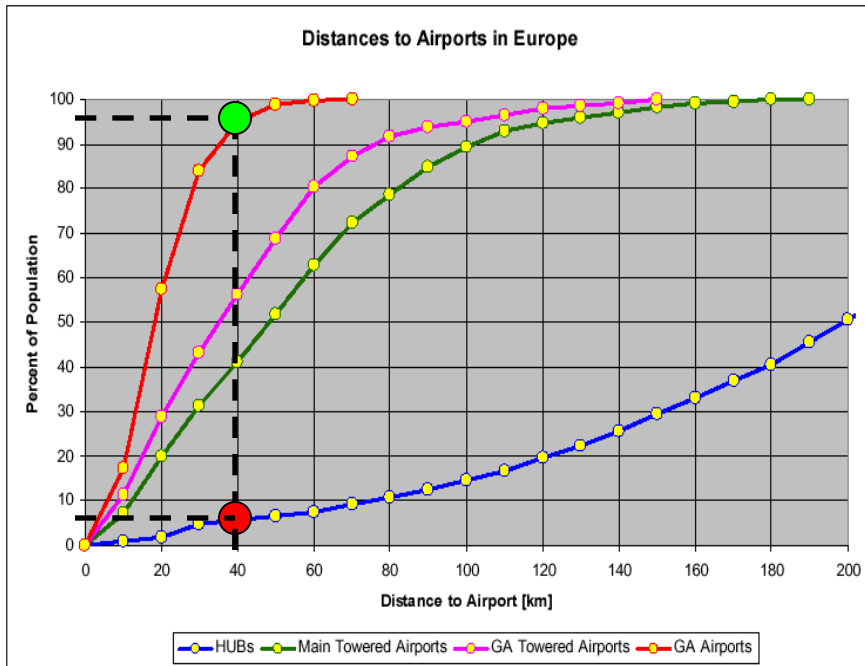


Fig. 4.2. All European landing fields location (airports are included)

# EPATS fundamentals



- Only **5%** of European population lives in a distance of 40km of the nearest HUB
- c.a. **95%** of European population lives in a distance of 40km of the nearest GA airport

- dense network of airports
- especially located in remote regions
- enables filling the communication gap
- in interregional domestic and European transport

# EPATS-SATS differences



- **Reduction:** inequality of chances, EU regions remoteness, door-to-door travel time
  - **Increase:** accessibility to hi-speed modes for remote European regions
  - **Vehicle:** 4-19-seat piston turboprop and jet aircraft (operating at small regional and local airports)
  - **Operating:** low flow interregional on-demand and scheduled services
- **Reduction:** door-to-door travel time
  - **Increase:** daily range of activity from large agglomerations
  - **Vehicle:** 4-7-seat, piston and jet aircraft (operating at small and large airports)
  - **Operating:** private or corporate transport system on-demand service

# Conclusions

- New air connections within the SEE region could considerably improve mobility and accelerate economic integrations and cooperation processes
- Small aircraft transport system in Europe/Danube Region/SEE is a solution to improve transport infrastructure (accessibility)
- GA revitalization in Europe needs cooperation and support from ACARE, SESAR, FP7/Horizon 2020 funding



**Thanks for Attention!**

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