

Transnational Cooperation for improvement of accessibility
in **SEE 2007-2013**:
experiences and characteristics of a successful project

The Danube Region Transport Days 2012

Towards coordinated efforts for efficient transport in the Danube Region
Ljubljana, 19th October 2012

Jointly for our common future





**SOUTH EAST
EUROPE**

Transnational Cooperation Programme

The SEE Programme in a nutshell



Programme co-funded by the
EUROPEAN UNION

**7 years
(2007-2013)**

16 countries

4 priorities

**228M€ ERDF
>20M€ IPA
2M€ ENPI**



The SEE initial objective on *“Improvement of accessibility”*

The initial conditions (SEE ex ante evaluation - 2007)

- ✓ A highly fragmented region, with many small countries presenting nationally centred development dynamics (by recent historical events but also different status regarding the accession process to the EU)
- ✓ Scarcity and poor conditions of infrastructure, but most striking lack of real coordination in procedures among the countries, causing impediments and long waiting time at border crossing
- ✓ Car-centred development trends pushing prioritization of road infrastructure along the Corridors
- ✓ TEN-T network as a backbone

The SEE initial objective on *“Improvement of accessibility”*

(or when is transnational cooperation needed ?)

- ✓ General “Improvement of Accessibility” to/for/across the SEE region
- ✓ Specific task: IMPROVE dialogue FIRST (and the regional perspective) and sense of “Regional Ownership”
- ✓ Organisation among the countries requires *taking common decisions*
- ✓ Of course, NO INFRASTRUCTURE (limited budget, wrong focus), but *“let’s start with what we have”* – the SEE region cannot wait for decades to see first improvements.
- ✓ Countries to become a “proactive team” vs. EU policies

Transnational Cooperation

definition of future scenarios and reduction of cross border bottlenecks

- ✓ The project **SEETAC** has involved **15** countries of the SEE Programme with the aim of collection and harmonisation of transport data, common management of databases, the definition of common strategies in the development of infrastructure;
- ✓ SEETAC has identified road and rail priority projects, belonging to the TEN-T network and SEETO core network, and has defined scenarios for 2020 and 2030; **full involvement of the SEETO (for the IPA countries) and the DG MOVE as members of the steering committee of the project;**
- ✓ **4** Ministerial Conferences along the project have enabled “awareness” and “adoption” of project’s results by the **15** involved countries and follow up with **ACROSSEE**.



SEETAC

South East European
Transport Axis Cooperation

Transnational Cooperation in improvement of organizational framework conditions

- ✓ Transport connection from central Europe to the northern Adriatic ports and further on to the Western Balkans is the topic of project **SETA**
- ✓ **11 partners from 6 countries** between Vienna/Bratislava and the northern Adriatic ports of Rijeka, Koper and Monfalcone are working to overcoming of different regulations, standards and working procedures
- ✓ **SETA DEMO TRAIN** between Zagreb and Vienna (via Hungary) – 28th September 2012 - was the first step to overcome existing organisational bottlenecks along the 371km long route between the two capitals.

Wien

Bratislava

Eisenstadt

Sopron

Szombathely

Zagreb

Rijeka
Koper
Monfalcone

Western Balkans



Transnational Cooperation in the connection of main Railway Hubs

- ✓ **12 City Rail Hubs** are connected in this project to coordinate to offer seamless accessibility to citizens along the SEE Regions (**RAIL4SEE**)
- ✓ Bologna, Venice, Trieste, Ljubljana, Vienna, Bratislava, Budapest, Zagreb, Belgrade, Bucharest, Sofia and Thessaloniki: participate with their municipalities and regional administrations, but also 7 railway operators are involved.
- ✓ The project alleviates the barriers between the main railway hubs and within the single hub integrating the regional to the transnational transport system in a cross-cutting perspective. Planning at national level takes into consideration the need raised in the transnational dialogue



RAIL4SEE

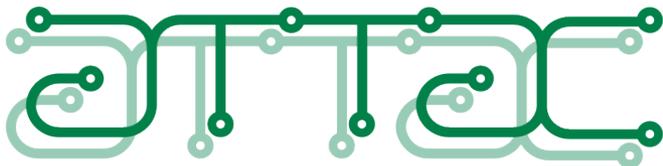
Rail Hub Cities for South East Europe

Transnational Cooperation for improving Multimodality and Green Freight Corridors

- ✓ Through the project **WATERMODE**, **ADB Multiplatform** and **GIFT**, the improvement of multimodality to optimise freight transport AND reduce its territorial and environmental impact in the region (taking into account the condition of infrastructures and the traffic flows type, origin and destination) is pursued
- ✓ The three project overall benefit of the involvement of the Ministries of Transport of all countries of the SEE region, the Railways Companies of 10+ Countries, almost all Ports and main transport institutes. Their cooperative approach has been ensured.
- ✓ Roadmap for intermodal transport sustainability but also identification and feasibility of missing connections which would be beneficial for optimising flows while reducing the environmental impact in a perspective of increasing flows

Transnational cooperation for sustainable mobility of tourists and citizens

- ✓ Public Transport and in general the improvement of sustainable mobility is one of the most urgent aims of the SEE Programme to ensure seamless accessibility to, from and across the region. Projects **ATTAC** and **SEE MMS** strongly focus on this towards different target groups, in particular concentrating on the last mile of accessibility of a transnational mobility
- ✓ The specific accessibility of sensitive regions of naturalistic and tourist relevance in the Danube region (**TRANSDANUBE**) in the Carpathian Mountain region (**ACCESS2MOUNTAIN**) and along the Eurovelo Cycle Path 13 (**Iron Curtain Trail**) are being tackled by combination of organisation and awareness raising measures, joining forces between territorial administrations, transport operators and the tourist sector



ATttractive Urban Public **T**ransport
for **A**ccessible **C**ities



Transnational cooperation for inland navigation in the Danube and its impact

- ✓ From different perspectives, navigation on the Danube has been tackled into detail within the SEE Programme.
- ✓ Projects **NEWADA** and **NEWADAduo** have involved all Danube Waterways Administrations to harmonise and improve procedures ensuring a fairway
- ✓ Project **NELI** and **HINT** are working on common concepts shared with all Danube countries for training ship captains of vessels
- ✓ Project **DaHar** concentrates on improvement of the port facilities and their diversification
- ✓ The project **WANDA** and follow up **CO-WANDA** are setting up a convention for the common management of waste produced by inland navigation, to control the impact of inland navigation



Successful feature of the approved projects

- ✓ Responding to a transnational need which can be solved only (or much better) by means of a transnational approach (NOT as sum of national needs)
- ✓ Implementation oriented (not development, not research)
- ✓ Relevance for all or major part of the countries of the SEE programme area (which are financing the projects with common funds)
- ✓ The proposed mix of partners is exactly what is needed to solve the problems (think about the result you want to reach!) and they all participate on an equal foot
- ✓ The proposed aim is well described, connected to the activities to be performed, the budget allocated to each single partner and the results to be achieved
- ✓ The stakeholders are involved, the target groups are addressed, sustainability is ensured

My project does not fit to transnational requirements?

- ✓ Only activities between two bordering countries are proposed? Scientific and research activities are your main aim? Do you plan mere transfer of knowledge? Your scope is building infrastructure primarily? ...What about searching for other sources of grants or loans? [CBC](#) Programmes, FP7, ROPs, IEE, etc...(or combination of these)
- ✓ You are not member state, yet? Check the availability of funds for IPA and ENPI countries and what are their aims and requirements for the projects they will fund
- ✓ You regularly fail for quality? Generally, JTS staff is fully supportive in the phase of development of proposals (before the call is open): contact them **WELL IN ADVANCE**
- ✓ Hard to get the competent administrations/decision makers on board? A project is not successful if not supported substantially: try harder!
- ✓ Your idea was evaluated as outdated and/or not fitting the Programme? Did you check how all other projects on the same topic are doing? Are you sure that recycling ideas of other regions could bring to comparable result in your area?

Just one slide on the legacy of the SEE for the *EUDRS*

- ✓ Stakeholders of the different countries have higher awareness on each other's standards, procedures, requirements...
- ✓ Information on opportunities of funding – for infrastructure, but also for other activities, included cooperation – is improved substantially
- ✓ Studies have been carried out, data have been collected, agreements have been signed: these are all PUBLIC and AVAILABLE for future capitalisation
- ✓ Neighbouring approaches have been learned, to strengthen visibility and position where decisions are taken

For Information on the SEE Programme and the projects:

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