

The EU Strategy for the Danube Region
Priority Area 1b: To improve mobility and Multimodality – road, rail and air links

Projects Left Behind: Are they completely forgotten?

Item 9

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**21st SG meeting
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Virtual (online tool ZOOM):

Ljubljana (SI), Vienna (AT), Sarajevo (B&H), Sofia (BG), Zagreb (CRO),
Prague (CZ), Munich and Stuttgart (DE), Budapest (HU), Podgorica
(ME), Chişinău (MD), Bucharest (RO), Bratislava (SK), Kiev (UA),
Belgrade (SRB) & Brussels (BE)

Projects left behind: Completely forgotten?

❖ **VISTRA** (Common Vision for the Danube Region transport)



❖ **DRIS** (Danube Region Intermodal Strategy)



Source: all photos from internet

❖ **DAirNet** (Danube Region Air Network Development)



❖ **TRAIANUS Corridor**

(Black Sea – Northern Adriatic Sea Rail Freight Corridor)

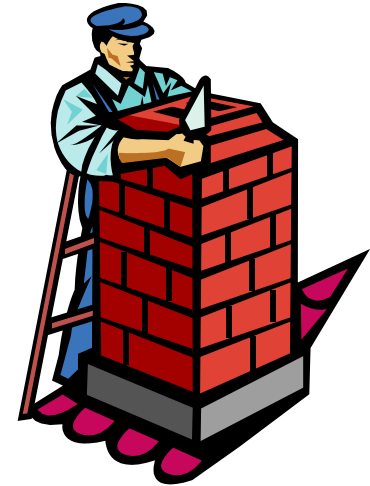


(1.1) **VISTRA** (Common Vision for the Danube Region Transport)

What was clear at the very beginning of the EUSDR coordination (PA1b) – we are building a house, with no foundation.

What was done:

- Slovenia proposed a project “Scenarios and transition pathways to sustainable mobility in Danube region” (in cooperation with the EEA)
- PACs 1b prepared a document “A COMMON TRANSPORT VISION” (ToR)
- Discussed at the Steering group meetings (since Belgrade - June, 2012)
- Workshop (Belgrade – September 2012) on how to realize the project
- Workshop (Brussels, 15 March 2013) on financing opportunities (with financial institutions)
- Efforts to implement the project almost vanish in 2018!



(1.2) **VISTRA** (Common Vision for the Danube Region Transport)

- ✓ **The challenges for transport in the region encompass a wide range of issues, including:**
 - Where are the important transport links that need to be established to prepare the region for tomorrow's opportunities? How do these transport links need to look like?
 - Could the region be served with one or several major hubs for air traffic? Where would such hub best be developed?
 - Are high speed train connections through the region desirable, e.g. between Vienna and Sofia, and/or between Dubrovnik and Kiev? How about the feasibility and economic profitability of these connections?
 - Modern motorway connections within the region are largely absent. Are these a viable option to connect major cities in the region? If yes, how could these best be developed, where and how?

(1.3) **VISTRA** (Common Vision for the Danube Region transport)

- What need to be done in order to achieve full integration of transport modes, in particular in relation to inland waterways ports, seaports and airports?
- Are new intermodal nodes needed to better integrate land, air and waterborne transport?
- How does transport needs within the macro-region link-up to the EU as a whole and to the neighbouring countries of the macro-region outside the EU?
- How can the macro-region make use of new technological developments in the transport sector - already preparing for the transport of the foreseeable future?
- What are the innovative technologies that need to be planned for and applied?
- How can the financing and economic, environmental and social viability of the transport links be ensured?
- How could decision-making on the myriad of transport options within the region be supported by a rational and shared set of instruments?

(1.4) **VISTRA** (Common Vision for the Danube Region transport)

IN BRIEF



- ✓ **VISTRA** is meant as a project to answer:
 - **What is the present situation of transport infrastructure of the region?**
 - **What are the future transport needs?**
 - **How to narrow (erase) gaps between the countries of the macro-region?**
 - **How to take into account number of different policies (e.g. spatial planning, environment, agriculture, ...).**

The magnitude of challenges for transport in the Danube macro-region is requiring broad engagement for consensus-finding and implementation.

(2.1) DRIS (Danube Region Intermodal Strategy)

LPI (Logistics Performance Index) measures logistics efficiency.

Six component indicators:

- 1) The efficiency of the **clearance process** (e.g. speed, simplicity)
- 2) **Quality of infrastructure** (roads, rail, ports, RRT, ITS)
- 3) The ease of arranging **competitively priced shipments**
- 4) The competence and **quality of logistics services** (transport operators, customs brokers)
- 5) The **ability to track and trace** consignments
- 6) The frequency with which **shipments reach the consignee** within the **scheduled or expected delivery time**

Danube macro-region countries:

LPI ranking and scores **2012**, **2014**, **2016** and **2018** (of 160 countries)

Country	Rank	Country	Rank
Germany	(4) (1) (1) 1	Bulgaria	(36) (47) (72) 52
Austria	(11) (22) (7) 4	Slovakia	(51) (43) (41) 53
Czech Republic	(44) (32) (26) 22	Serbia	(75) (63) (76) 65
Hungary	(40) (33) (31) 31	Ukraine	(66) (61) (80) 66
Slovenia	(34) (38) (50) 35	Bosnia & Herzegovina	(55) (81) (97) 72
Romania	(54) (40) (60) 48	Montenegro	(120) (67) (123) 77
Croatia	(42) (55) (51) 49	Moldova	(132) (94) (93) 116

Source: World Bank (Connecting to compete 2016: Trade logistics in the global Economy
<http://lpi.worldbank.org/international/global/2016>)

(2.2) **DRIS** (Danube Region Intermodal Strategy)

The goal: **to contribute to the long-term sustainable development of the logistics infrastructure and multimodal transport in the Danube region.**

The overall objective: to develop a **common sustainable strategy for intermodal transport** in the whole Danube region.

A common strategy is a basic pre-condition for:

- Coordinated improvement of infrastructure and management
- Investors to mobilize the long-term financing needs to create a contemporary network of intermodal gateways/intermodal terminals, handling equipment, specialized trains, wagons and information systems that will service the logistic chain comprehensively and effectively.
- Reduction of logistic costs in transport chains in order to make intermodal transport more attractive for the market
- Reduction of environmental impact of transport activities

(2.3) **DRIS** (Danube Region Intermodal Strategy)

In order to achieve this objective the project will:

- Develop operative strategies and action plans
- Implement pilot actions and solutions to increase intermodal capacities and highlight feasibility of solutions and good practices
- Improve the institutional capacity of ministries and other relevant institutions

Proposed Work Packages for the project (DTP 1st Call)

- WP1 – Project management
- WP2 – Communication activities
- WP3 – Intermodal transport market and bottlenecks identification
- WP4 – Common strategy for intermodal transport
- WP5 – Common strategy measures and implementation preparation (includes 3 Pilot Actions)
- WP6 – Cooperation platform and capacity building

(2.4) **DRIS** (Danube Region Intermodal Strategy)

Intermodal Transport Terminals (preliminary study)



(3) Regional Air Network Development

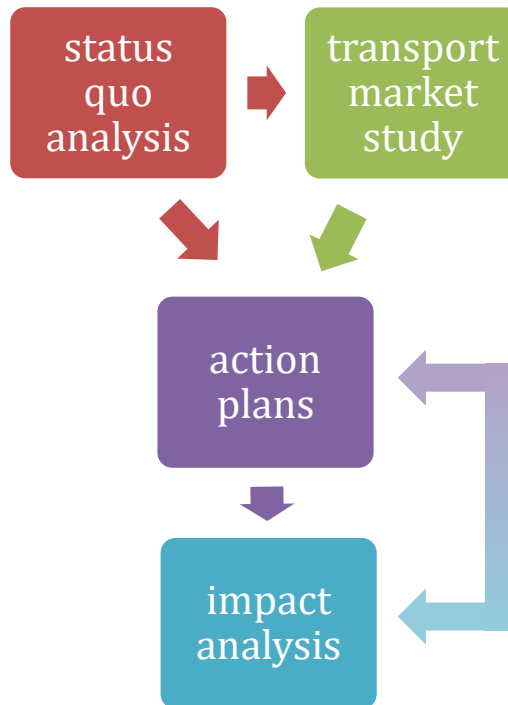


(3.1) **DAirNet** (Danube region Air Network Development)

- **DAirNet** builds upon the assessment that the current state of **air transport connectivity in the Danube Region is underdeveloped and thus poses a major constraint for the Region to fully utilize its full potential**. This evaluation of the current situation gradually emerged from a series of meetings and conferences held in the Region, with relevant stakeholders attending.
- In a nutshell **DAirNet** aims **at improving the air network connectivity in the Danube Region**. The objective of the Project is development of Danube Region Air Transport Network Strategy that will comprise elaboration of a new air transport connections within the Danube region that could considerably improve mobility and accelerate economic integrations and cooperation processes.
- Specific aim of the Project is **definition of a short, medium and long term action plan for the improvement of air transport connectivity**, including other possibilities such as **heliport network** and **general aviation** development within the region.

(3.2) DAirNet (Danube region Air Network Development)

DAirNet key project elements & workflow



(3.3) DAirNet (open questions)

- Unlike rail and road transport, air transport is highly based on commercial markets and profit seeking:
 - how do we handle the (likely) case that the costs of running a new air connection can not be fully covered by its (direct) monetary revenues?
 - likewise: benefits accruing to the general public (e.g. upgrading of urban areas, positive structural economic effects, etc.) cannot be directly forwarded to the providers of the service?
 - i.e. there might be mismatches in terms of who will enjoy costs and benefits related to new services (possibly resulting in financial gaps)
 - is there any examples that illustrate the interplay between private and public actors required when pursuing DAirNet's objectives?
- Questions relating to DAirNet's base hypothesis:
 - is DAirNet based on the concept that the provision of additional new air connections will automatically create additional transport demand?
 - if yes, what actually prevents the current players in this field (air carriers) to provide new connections? (this is crucial, since here's exactly where DAirNet needs to set off)

(3.4) DAirNet (open questions – cont'd)

- Who will be the primary users of the DAirNet study's results?
- Who will be in charge of implementing it? How is this going to be handled?
- What's the current state regarding the project partnership?
- What will be the roles of each project partner?

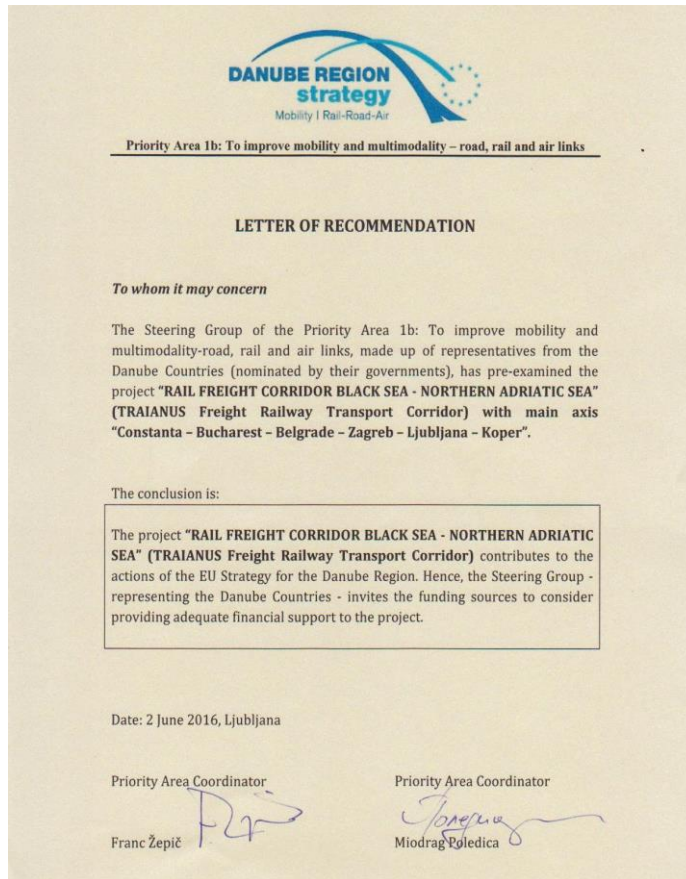
Project should:

- **Contribute to understanding airport infrastructure needs,**
- **Contribute to categorizing airports,**
- **Contribute to explaining fleet needs and potential for regional air business,**
- **Show the need for the Danube macro-region Air transport strategy.**

(4.1) **TRAIANUS RFC (Black Sea – Northern Adriatic Sea Rail Freight Corridor)**

RFC Black sea – Northern Adriatic Sea (Railway line: Port of Constanta – Bucharest – Belgrade – Zagreb – Ljubljana – Port of Koper, with agreed branches)

Length of the corridor is approximately 1.400 km.



Legend: **red** – Traianus RFC Corridor
yellow – Alpine – Western Balkans Corridor

(4.2) **TRAIANUS RFC (Black Sea – Northern Adriatic Sea Rail Freight Corridor)**

PLANNED STUDY / PROJECT (proposed by Consortium: 15 Project partners and 6 ASP)

- the establishment of TRAIANUS RFC linking the Adriatic to the Black Sea, crossing 4 countries: HR, SI, RS and RO. It's establishment will contribute to the **improvement of intermodality** since market players in the vicinity of RFC can have better access to transport services and contribute to shifting cargo from road to rail.
- The establishment of the corridor stems from a **common need not only of the involved countries but also of the surrounding ones and a significant transnational impact is expected.**
- The macro-regional added value of the transnational cooperation is undeniable.

Project activities (study phase) are determined within ToR and should include at least:

- ✓ Alignment of corridor
- ✓ Assessment of infrastructure needs,
- ✓ Present traffic/transport of goods and forecast until 2020, 2030
- ✓ State-of- play of cross-border services
- ✓ Identification of main bottlenecks and proposals for removal of bottlenecks
- ✓ Identification of missing links (if any) and proposal on improvements (if/where needed)
- ✓ Summary, Next steps and Conclusions.

(4.3) **TRAIANUS RFC** (Black Sea – Northern Adriatic Sea Rail Freight Corridor)

- ❑ **At the 2nd DTP Call (period 2014-2020) the project proposal was rejected (at the first step):**

University POLITEHNICA of Bucharest

Budapest, **13.04.2018**

DTP Second Call for Proposals: DTP2-124-3.1- TRAIANUS

„Dear Lead Applicant,

With reference to the above application, on behalf of the Managing Authority (MA), I regret to inform you that the Monitoring Committee (MC) of the Danube Transnational Programme (DTP) has not selected your application for co-financing under the 2nd Call for proposals.

In the name of the MC, I would like to thank you for handing in your interesting project application. Regrettably, following the careful quality assessment of the proposals, only a limited number of applications could be selected.“

- ❑ **EU DTP 3rd Call: Priority Axis 3 - Better connected and energy responsible Danube Region**

- **Specific Objective 3.1 - Support environmentally-friendly and safe transport systems and balanced accessibility of urban and rural areas**
 - supported projects: **Transport corridors crossing the Danube region**
 - **Inter- and multi-modality, including development of ports' connections to road and rail transport for the improvement of transport chains.**

The project proposal didn't apply for the 3rd call (opened from 28th January to 8th March 2019).

Financing Transport Projects

Potential funding instruments:

- The Connecting Europe Facility (CEF)
- The European Fund for Strategic Investment (EFSI)
- The European Structural and Investment Funds (ESIFs), including notably:
 - The Cohesion Fund (CF)
 - The European Regional Development Fund (ERDF)
- The Instrument for Pre-Accession Assistance (IPA III)
- The Neighbourhood, Development and International Cooperation Instrument (NDICI)

- (Interreg DTP)
- CBC Programmes,
- Horizon Europe
- IFIs (EIB, EIB-WBIF, ERDF, WB)

- **National budgets!**

... and instead conclusion!

- **How can strategically important projects be implemented?**
- **Are own resources /self-financing needed?**
- **Who has energy and power to support them?**
- **Who can implement them?**

Thank you very much!

Please visit:

<https://transport.danube-region.eu/>



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