

EUSDR Report June 2012

Priority Area PA1b

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

by

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Approved by the SG

1. OVERALL PROGRESS

1.1. State of play

Since the start of the implementation of the EU Strategy for Danube Region work has been concentrated on two main objectives:

- to establish the needed structure to run the coordination and
- to identify all the relevant projects which are important for the Danube region.

All the main structures in order to facilitate the coordination have been put in place. Already prior to start of implementation the Steering group (SG) has been established on 22 June 2011 and later in February 2012 also Ad-hoc Working group met to discuss and analyze projects. All formal decisions to start the work on the implementation of the Strategy have been taken.

Since organization of the first Steering Group priority area Coordinators (PACs) made great efforts that all countries of the Region would attend the meetings and would take an active role in decision making. It has to be recognized that for various reasons this aim was not achieved yet. (See Table 1)

Start of the work on implementation of the Strategy was marked by great enthusiasm to fulfil the expectations in relation to exemplary targets¹ and actions² as soon as possible. For this reason exemplary targets have been reviewed by the Steering Group and amended in order to strengthen transnational cooperation between EU and non-EU states of the Danube region. As work continues it looks like an effort has to be made by all SG members to define additional “work targets”. Some of these targets might be proposed to be added as exemplary to revised Action plan at the end of 2012 or later. Need for new additional targets gets clearer when trying to link them with seven actions that serve as guide for the most important work to be carried out. It becomes immediately obvious that at least two actions have no corresponding target and that several actions would require an additional target. When over 130 received projects are taken into account the missing

¹ Communication on European Union Strategy for Danube Region COM/2010/0715 final

² Action Plan Action Plan SEC(2010) 1489 final 8.12.2010

targets and too “narrow” actions cause additional obstacles to acknowledge all the hard work of Danube states to improve connectivity, mobility and multimodality within the region.

As an example only challenges related to 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” are briefly explained below. This action takes into account road and rail and thus could not be linked to any target since only partially (rail component) contribute to target that asks for improved travel times between major cities. On the other hand there is a lot to be done in several states of Danube region on better roads if the Region wants to achieve the level of road network very well known in “old EU Member States”. Thirdly it is without doubt that priority projects have the greatest added value for the Region, as well as for the EU. Yet reference to only priority projects excludes a great number of received road and rail projects that are not part of any of the TEN-T priority projects. It would be the task of PAC and the SG to look if and how actions could be modified in order to embrace all the projects that states deem important to improve transport conditions of the Region.

A large number (133) of projects have been received from nine countries of the Region. All these projects were grouped in order to estimate the need for support by SG. It is the opinion of SG that all these projects contribute to the improvement of the connectivity and mobility in the Region, wider in the EU and with neighbouring countries to the Region.

The most important lesson so far is a general understanding of the contribution of the EUSDR. It is important to coordinate activities beyond the actual activities on the ground which has been initiated within different national policies. As a critical element for the further work a need for the common picture on the transport system in the region (common transport vision) was identified. This picture should give a basis to the group to identify critical projects for the region and to assure coordination with other priority areas.

The following results could be seen as main ones since start of the implementation:

- Establishment of the organisational structure for PA1b;
- Project collection and decision made by PACs and the SG on selected projects to receive Letter of Recommendation (LoR);
- Roadmaps for all seven actions specified in the Action plan that include tasks, milestones, responsible institutions or organisations, funding possibilities and time frame for the implementation of the Strategy;
- Maps³ of transport infrastructure system of the Danube region (EU and non-EU Member States) were created. The maps should be updated with data from Moldova and Ukraine. The main purpose of these maps should be to present single

³ Important: Maps were created by the Commission, DG MOVE, TENtec team. The PA 1b SG acknowledge the great support received from DG MOVE in this respect.

transport infrastructure system of the Danube region and to enable overview of bottlenecks and missing links identified by all States of the Region.

- Creation of Web site that should present the PA 1b work to public, in particular to all interested stakeholders.

Challenges ahead are linked mainly to:

A) Overall level of strategy

- 1) Could political support stay at the same level or, if possible, be increased?
- 2) Could the Commission and National contact points (NCPs) assist PACs and SG to establish cooperation with Managing authorities so that alignment of financial resources could be made possible? When / if established this link should be kept alive.
- 3) How to incorporate the existing macro-regional strategies to the future financial perspectives 2014-2020? Would the existing transnational programmes be changed to the extent to cover entire Danube region? Is a new “Danube programme” possible solution?

B) Priority area 1b level:

- 1) Could a solid basis in terms of common transport vision be agreed before the end of the starting phase of implementation?
- 2) How could PACs attract all countries of the Region to take an active part in implementation?
- 3) How to stimulate stakeholders to take over challenging role of leaders of projects that contribute to whole region?

1.2. Process

Since the start of the implementation of the Danube Strategy it was evident that a coherent framework for strategic development of the transport within the Danube region is needed.

The Danube Strategy provides an opportunity to streamline the cooperation in terms of taking stock of existing projects and focusing them towards the targets described in the Strategy’s Action plan.

Starting from mid 2011 priority area coordinators prepared the coordination structure, which consists of establishment the Steering Group as well as Ad hoc Working group on projects. The PA1b SG consists of the representatives from the transport related ministries of all involved countries.

Four meetings of SG took place since its establishment: 22 June 2011 in Ljubljana, 20 October 2011 in Belgrade, 20 February 2012 in Ljubljana and 14 June 2012 in Belgrade. Since the start of organization of the kick off (the first meeting) in Ljubljana a lot of efforts have been put in participation of Danube countries at SG meetings. Table 1 shows participation by the Danube macro-region States at individual SG meeting. The Commission (DG REGIO and DG MOVE) supported the work of the SG and made

valuable contributions at three meetings, while at the fourth SG meeting their absence was noted.

Table 1: Participation of the Danube region countries at the Steering Group meetings

Table 1:															
	AT	BG	BiH	CRO	CZ	DE	HU	MD	ME	RO	SK	SI	SRB	UA	
1st	+	-	-	+	+	+ ^E	+	-	-	-	+	+	+	-	8
2nd	+	+	-	-	-	+ ¹	+	-	-	+	+	+	+	-	8
3rd	+	+	-	+	-	-	+	-	-	+	+	+	+	+	9
4th	+	+	-	+	-	-	+	-	-	+	+	+	+	+	9
Note: +E - DE was represented by the Embassy +1 – DE represented by Baden Württemberg															

During these meetings discussions were held around targets, actions, projects and work program. The agreement was reached on need for common transport vision which aim should be solid grounds for bringing decisions on joint projects that are to serve all macro-region.

A large number (133⁴) of projects has been received from nine countries of the Region i.e. Austria, Bulgaria, Croatia, Hungary, Romania, Serbia, Slovakia, Slovenia and Ukraine. All the received projects were grouped in order to estimate the need for support by SG. It is the opinion of SG that all these projects contribute to the improvement of the connectivity and mobility in the Region and hence, wider, in EU. It should be mentioned that with aim to get insight in all received projects and to analyse them Ad hoc Working Group met in Belgrade on 9 to 10 February. Since then new projects have been added to the list of projects.

It is very important to underline a very wide diversity of received projects as: a) they are representing three transport modes (road, rail and air), b) some projects are of very high value while others of relatively low value, c) some projects are soft and many others are infrastructure projects, d) projects are national, cross-border and transnational, e) projects are ongoing, prepared, planned or represent a project idea and e) involvement in projects and support for projects could be seen from many stakeholders.

Trying to obtain more proactive role and to promote the implementation of the transport related agenda of the Danube Strategy priority area coordinators get approval by SG to organize the Workshops / Round tables for each action and to strive to organize Annual Stakeholders Conference as well as ministerial conference of the priority area 1b. Workshops should start in the second half of 2012. While Stakeholders Conference could be organized before end 2012 it is clear that ministerial event could be organized only in 2013. Stakeholders conference, tentatively planned on September/October 2012 in

⁴ Number of projects: 133 projects were received. However several projects are composed of sub-projects so that total number would be over 160.

Slovenia, should gather together project leaders, authorities, regional organizations and the European Commission to discuss the progress of the priority area as well as challenges for the implementation of projects and last but not least overall status of the Danube Strategy.

In addition workshops related to each of seven actions are planned in 2012 and 2013. The aim of these workshops is in the first place to bring together all key players and stakeholders to discuss best ways to fasten the implementation of the Danube strategy.

The links with Priority Area 1a was established. Profound discussion started at the first joint meeting between PA 1a & PA 1b in Bratislava on 3 May 2012. Both parties agreed to enhance cooperation. As for the projects strong cooperation is needed on the following two projects proposed by PA 1b:

1. Common Transport Vision for the Danube region (CTV)
2. Danube Region Intermodal Strategy (DRIS).

The reasons for cooperation are the logical approach to develop a unique transport system and viable projects of transnational importance.

The next possible cooperation seems likely with the PA 5 (To manage environmental risks). The start could be through the above mentioned projects.

Promotion has been carried out mainly by newly created Websites, such as:

1. <http://groupspaces.com/MobilityRail-Road-Air/>
2. <http://www.dunavskastrategija.rs/> (SRB)

In addition PAC participated and took active role in several events to promote the Danube strategy, such as MEP DANUBE FORUM on 28th March 2012 at the European Parliament in Brussels.

1.3. Funding

No new funding opportunities were identified.

However, PAC-s have identified existing funds opportunity for regional and national projects, as well, such as: EIB, WBIF, IPA 2013, CBC-IPA, SEE, JJI, etc. These existing funds opportunity would be available especially for the non-EU countries.

For financing much more need to be done to develop additional funding opportunities or mechanisms. Present work is targeted to involve financial institutions (such as EIB) into the work of the Steering Group. The idea is to elaborate how to involve all interested financial institutions in all Danube relevant projects.

For selected projects (such as Common transport vision for the Danube region) ToR will be prepared in order to start fund raising procedures.

Of utmost importance at this stage is to bring together PACs and Managing authorities as planned by the Commission as soon as possible.

With regard to the projects received by PA1b roughly one third have secured funding, about one third still need to close the financial construction while the remaining projects have not secured funding yet. The impression is that national budget restrictions in

countries of the Danube region are causing obstacles for faster implementation or start of many projects. In particular for common projects and start of small and medium sized projects dedicated fund (or budget line) would support realization of projects with potentially great added value for the Danube region.

1.4. Next steps

According to the Work Program approved by the SG at 3rd meeting on 20 February 2012 main work load should be organization of:

- Seven workshops related to PA1b actions (2012 and 2013),
- Stakeholders conference (2012),
- Tentatively Ministerial Conference (2013),
- Collection of new projects, monitoring the progress of received projects and identification of projects relevant to the whole Danube region (such as CTVDR, DRIS) and
- Increased cooperation with other priority areas, such as PA 1a.

In addition strong emphasis should be on the implementation of roadmaps, reviewing targets and actions in order to increase efficiency and streamline work of PACs and the SG.

2. PROGRESS BY TARGET

2.1. Target: Development of efficient multimodal terminals at Danube river ports and dry ports to connect inland waterways with rail and road transport by 2020

2.1.1. Action (6)⁵: To develop further nodal planning for multimodality

- Progress in the implementation of the action:

Countries should identify multimodal nodes (projects) to be developed into logistics centres. To be based on the existing plans such as the revised TEN-T guidelines and if possible, to be based on developing transnational plans, studies and strategies. For instance, result would be to have a transnational project or national on intermodal transport and from the other hand construction of a brand new logistic centre in the Danube region.

⁵ Actions are numbered with regard to the order in the Action Plan (SEC(2010) 1489 final, 8.12.2010) with regards to the chapter 1) To improve mobility and multimodality Rail, road and air transport (p.14 -17)

23 projects have been received that can be developed under this action. Two of them received Letter of Recommendation. This action analysis shows that realization of projects is spread in time period from 2004 to 2027.

- List of projects associated with the action:
 - *Multimodal Hot Spot (Lead: CRO)*
 - *Development of Hungarian Sections of CETC (Lead: HU)*
 - *Modernisation of Tulcea “Danube Delta” Airport (Lead: RO)*
 - *Danube Region Intermodal Strategy (DRIS) (Lead: SRB)*
 - *Public terminals of intermodal transport in Žilina, Košice, Bratislava and Leopoldov (lead: SK)*

Note: See also Annex 3!

2.1.2. Action (7): To develop further Intelligent Traffic Systems by using environmental-friendly technologies, especially in urban regions

- Progress in the implementation of the action:

Little progress was noticed for this action as only one project was received. It is hard to believe no activities are ongoing or planned in this field in the Region. This action analysis is probably misleading as it shows that realization of projects is spread in time period from 2012 to 2014.

Workshop is planned to bring together all interested parties,

- List of projects associated with the action:
 - *EDITS European Digital Traffic Infrastructure Network for Intelligent Transport System (AT)*

Note: See also Annex 3!

2.2. Target: Improved travel times for competitive railway passenger connections between major cities

2.2.1. 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

- Progress in the implementation of the action:

It seems a key action so far, since over 100 projects received are related to infrastructure improvements. Out of these 8 have received Letter of Recommendation. All the projects are to be implemented in the time span 2002-2030.

While many projects represent improvements on TEN-T it is clear that several go beyond and represent an important link between different modes and main transport arteries i.e. TEN-T.

In the opinion of PACs and SG it might be justified to revise this action in order to widen its scope to embrace all relevant infrastructure projects. The new wording of the action should be incorporated in modified Action plan.

- List of projects associated with the action:

→ *Priority project No. 17, sections: Construction of High Speed Line Vienna – St. Poelten and Closing of missing links for High Capacity /High Speed Line St. Poelten – Wels (Lead: AT)*

→ *Vienna Main Railway Station (Lead : AT)*

→ *The construction of Corridor Vc, motorway section: Beli manastir – Osijek (Lead: CRO)*

→ *Development of Hungarian section of PP6 (Lyon-Venice-Trieste-Ljubljana-Budapest-Uzhgorod-Lemberg-Kiev) (Lead: HU)*

→ *Priority Project 22 South branch: Arad-Timisoara-Craivo-Calafat (Lead: RO)*

→ *High-speed Railway line, a component of the route Vienna-Buapest-Bucharesti-Constanta (Lead: RO)*

→ *Construction of road-rail bridge over the Danube at Vinca (Lead: SRB)*

→ *Construction of the Zemun-Borca Bridge (Lead: SRB)*

→ *Rehabilitation of Niš-Preševo rail line (Lead: SRB)*

→ *Motorway D1: Bratislava – Vysne Nemecke (Slovakia)/Uzgorod(Ukraine) (Lead: SK)*

→ *Rail Infrastructure for Integrated Public Transport System in Bratislava Region (Lead: SK)*

→ *Reconstruction, Electrification and upgrading of the railway line Pragersko-Hodoš (Priority project no.6) (Lead: SI)*

Note: For complete list of projects see Annex 3!

2.3. Target: Implementation of the 4 Rail Freight Corridors crossing the Danube Region as planned within 3 or 5 years and possible inclusion of a new corridor with added value of linking together the EU and non-EU member states' railway systems

2.3.1. Action (2): To implement the Rail Freight Corridors forming part of the European rail network for competitive freight

- Progress in the implementation of the action:

The main purpose of the implementation of this action through roadmap is to implement Rail Freight Corridors in order to be competitive with other modes of transport, international and national rail freight services, developed under good conditions in terms of commercial speed and transit times and to be reliable. Added value of the Strategy and corresponding target is inclusion of a new corridor with added value of linking together the EU and non-EU member states' railway systems, but previously to be carried out a Railway Transport Market Study in Danube Region.

Four projects were received that supposed to be implemented between 2012 and 2016.

- List of projects associated with the action:

→ Inclusion of the New Balkan Corridor into the EU Railway System (Lead: SRB)

Note: See also Annex 3!

2.3.2. Action (5): To improve the regional / local cross-border infrastructure and the access to rural areas

- Progress in the implementation of the action:

In relation to this action 18 projects were received. Letter of Recommendation was given to six of them. All the projects could be implemented in the time period 2010-2019.

However a systematic approach to identify the need for improvements of selected regional/local cross-border infrastructure is yet to be done. A planned workshop on this action is hopefully to bring initial view of situation in the Region.

- List of projects associated with the action:

→ *BRAWISIMO (Lead: AT)*

→ *TRANSDANUBE (Lead: AT)*

- *Construction of new bridge connection over Danube River at Silistra-Calarasi (Lead: BG)*
- *Srijem Border Transfersal: Section Ilok-Lipovac (Lead: CRO)*
- *Highway Hungarian Border-Virovitica-Okučani-BiH Border, section Okučani – BiH Border: Construction of the bridge over the Sava River near Gradiška, with connection road (Lead: CRO)*
- *Development of Hungarian section of Eurovelo 6 (Bicycle Route from the Atlantic to the Black Sea) (Lead: HU)*
- *Speedway R4: Barwinek (Poland) / Vysny Komarnik (Slovakia) – Svidnik – Presov – Kosice – Milhost (Slovakia) / Tornyosnemeti (Hungary) (Lead: SK)*
- *Construction of railway branch from port Reni to railway “Odessa-Izmail” (Lead: UA)*

Note: See also Annex 3!

2.4. Target: (Actions without corresponding targets)

2.4.1. Action (3): To enhance cooperation between air traffic stakeholders in order to prepare a plan to implement shorter plane routes

- Progress in the implementation of the action:

Small number (11) of received project proposals does not affect the need of the region for air traffic improvements. It is noted that the main activities, like in the rest of EU, have been on FAB implementation. However it has to be clearly indicated that there was little contribution from Strategy!

On the other hand projects show that there is a need for better cooperation between the countries of the Region to improve air transport services within the Region and beyond.

Workshop is foreseen in coming months in order to bring together key players and stakeholders to jointly look for common activities for improvement of air services in the Region.

- List of projects associated with the action:

- *Construction of terminal building “C” Airport Dubrovnik (Lead: CRO)*
- *DANUBE FAB Project (Lead: RO)*
- *SAIRNet Project (Lead: SRB)*
- *South-East Europe Heliport Network System Plan within a Framework of “Single European Sky” (Lead: SRB)*

→ *Establishing International MRO Civil Aviation Center in Danube Region (Lead: SRB)*

Note: See also Annex 3!

2.4.2. Action (4): To ensure sustainable metropolitan transport systems and mobility

- Progress in the implementation of the action:

It is difficult to believe that only eight projects were received that could be linked to sustainable metropolitan (urban) transport systems. Search for new projects in the Danube region by the SG members, as well as the Commission (DG REGIO and DG MOVE) is ongoing task.

Workshop is foreseen in coming months in order to bring together key players and stakeholders to jointly look for best practices and common activities.

- List of projects associated with the action:

→ *TRANSDANUBE (Lead: AT)*

→ *Rail Infrastructure for Integrated Public Transport System in Bratislava Region (Lead: SK)*

→ *Construction of the Zemun-Borca Bridge (Lead: SRB)*

Note: See also Annex 3!

3. ANNEXES

- Annex 1: Roadmaps to implement each action
- Annex 2: Projects approved by the Steering Group
- Annex 3: List of all projects received
- Annex 4: Maps of Danube region transport infrastructure
- Annex 5: Minutes of the SG meetings
- Annex 6: Common transport vision for the Danube region (non-paper)
- Annex 7: List of PA1b Steering Group members

Roadmaps to implement each action

See documents:

- Annex1 Roadmaps v18-6-2012.pdf and
- Annex1.1 Roadmaps Charts June 2012.pdf

Projects approved by the Steering Group

See document: Annex2 Projects Approved by SG v22-6-2012.pdf

Annex 3:

List of all projects received

See document: Annex3 LIST Projects Received_v14-6-2012.pdf

Maps of Danube region transport infrastructure

See document: Annex4 MAPS Danube Region_20-2-2012.pdf

Annex 5:

Minutes of the SG meetings

See document: Annex5 MINUTES PA1b_June 2012.pdf

**Common transport vision for the Danube region
(non-paper)**

See document: Annex6 CTV_Reasons_v14-6-2012.pdf

List of PA1b Steering Group members

See document: Annex7 List SG Members PA1b_June 2012.pdf