



**EUSDR**  
**ANNUAL REPORT**  
**July 2014 - June 2015**

**Priority Area 1b**

*To improve mobility and multimodality – road, rail and air links*

Co-ordinated by Serbia and Slovenia

Prepared by  
PACs: Miodrag Poledica and Franc Žepič  
Date: 30 June 2015

Approved by  
PA1b SG Members

## CONTENTS

1.	OVERALL PROGRESS .....	4
1.1.	State of play.....	4
1.1.1.	Progress made since last report on policies, actions and projects .....	4
1.1.2.	Outline on the future .....	9
1.1.3.	Lessons learned .....	9
1.2.	Process .....	10
1.3.	Funding .....	11
1.3.2.	Example of key PA1b project funding:.....	11
1.3.3.	Next steps.....	12
2.	PROGRESS BY TARGET .....	12
2.1.	Target: Improved travel times for competitive railway passenger connections between major cities.....	12
2.1.1.	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.....	12
2.2.	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 .....	13
2.2.1.	Action (2): To implement the Rail Freight Corridors forming part of the European rail network for competitive freight.....	13
2.2.2.	Action (5): To improve the regional / local cross-border infrastructure and the access to rural areas .....	13
2.3.	Target: Development of efficient multimodal terminals at Danube river ports and dry ports to connect inland waterways with rail and road transport by 2020..	14
2.3.1.	Action (6): To develop further nodal planning for multimodality....	14
2.3.2.	Action (7): To develop further Intelligent Traffic Systems by using environmental-friendly technologies, especially in urban regions....	14
2.4.	Target: (Actions without corresponding targets) .....	15
2.4.1.	Action (3): To enhance cooperation between air traffic stakeholders in order to prepare a plan to implement shorter plane routes.....	15
2.4.2.	Action (4): To ensure sustainable metropolitan transport systems and mobility .....	15
3.	ANNEXES .....	16
3.1.	Annex 1: <i>ROADMAPS TO IMPLEMENT ACTIONS</i> .....	16
3.2.	Annex 2: <i>PROJECTS APPROVED BY THE STEERING GROUP (Period July 2013 – June 2014) and NEW PROJECT PROPOSALS RECEIVED</i> .....	33
3.3.	Annex 3: <i>STEERING GROUP Meeting(s) - Agenda and Minutes</i> .....	37

3.4.	<i>Annex 4: The First conference “Road Safety in the Danube Region – Minutes and Report</i> .....	44
3.5.	<i>Annex 5: Symposium Sustainable Mobility and Green Economy in the Danube Region</i> .....	49
3.6.	<i>Annex 6: TEN-T corridors, TEN-T Days 2015 and the Danube Region</i> .....	50
3.7.	<i>Annex 7: The EU TA for priority area coordinators</i> .....	52

## 1. OVERALL PROGRESS

### 1.1. State of play

#### *1.1.1. Progress made since last report on policies, actions and projects*

In **the first year** (June 2011 - June 2012) of the implementation of the Danube Strategy work has been concentrated on two main objectives:

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

All the main structures in order to facilitate the coordination have been put in place. A large number (150) of projects have been received from ten countries of the Region. Received projects were grouped in order to estimate the need for support by SG and 17 Letters of Recommendation (LoR) were approved. Four Steering Group (SG) meetings were organized and working group on projects met once. The first year (July 2011- June 2012) of implementation of the Danube Strategy was successful according to all defined targets.

In **the second year** (July 2012 – June 2013) of the implementation of the Danube Strategy focus was on:

- Building sustainable environment for Strategy execution;
- Monitoring all the relevant projects that are important for the Danube region;
- Improving efficiency and effectiveness of the Strategy;
- Promotion of the Strategy and actions defined in the Action Plan.

While several new projects were received, no request for LoR was received since end June 2013. As a consequence number of approved LoRs after almost three years remain equal to 34 i.e. same as after two years of implementation.

In **the third year** (July 2013 – June 2014) of the implementation of the Danube Strategy focus continued on:

- Building sustainable environment for Strategy implementation,
- Monitoring all projects received, in particular those with added value to the whole Region
- Improving efficiency and effectiveness of the Strategy
- Promotion of the Strategy and actions defined in the Action Plan.

Again no request for LoR was received and it looks like countries see no added value to be awarded a LoR.

Events: In order to build sustainability in terms of knowledge, skills, values and common beliefs several important events were organized in the third year, among others:

- Second Stakeholder conference entitled “The Danube Region Transport Days 2013” was organized on 3 October in Belgrade. The Stakeholder Conference was excellent opportunity to 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. At the Conference 19 distinguished speakers deliver valuable information on stay-of-play and views on future transport needs in the macro-region. Over 100 participants were attending the event. Their discussion gave an important added value to the speeches and presentations.
- “Seminar on Air Transport Development in the Danube region” was organized in Belgrade on 5 September 2013 and “Workshop on ITS” was held in Timisoara on 27 March 2014. Outputs and outcomes from these events were according to defined targets and mainly

oriented towards common understanding of coordination efforts to improve transport policies and full modal integration in the Danube region. In addition, one of the main achievements is building informal transnational structures as a starting point to establishing mutual trust among all involved parties.

In **the fourth year** (July 2014 – June 2015) of the implementation of the Danube Strategy focus continued on:

- Stimulating countries of the Region to keep the enthusiasm to collaborate and cooperate in efforts to look at common challenges in the field of transport;
- Improving efficiency and effectiveness of the Strategy;
- Promotion of the Strategy and actions defined in the Action Plan continued by organisation of PA1b stakeholder events and participation as invited in number of events organized by stakeholders interested in the implementation of the Strategy.

Events: Events organized in the fourth year of utmost importance for stakeholders are, among others:

- Third Stakeholder conference entitled “The Danube Region Transport Days 2014: From concepts to projects” was organized on 21-22 October in Ljubljana. The Stakeholder Conference was excellent opportunity to 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. Distinguished speakers deliver valuable information on stay-of-play and views on future transport needs in the macro-region. Over 100 participants were attending the event. Their discussion gave an important added value to the speeches and presentations. Second conference day was dedicated to workshop with content that brings added value to the whole macro-region.
- The first conference on “Road safety in the Danube region” was organized in Ljubljana on 20 May 2015. Outputs and outcomes from this event were according to defined targets mainly oriented towards exchange of best practices and coordination efforts to improve road safety in the Danube region. Over 100 participants were attending the event. Speakers were from the Danube region and the EU. An important input was made by the European Parliament.
- 2nd Business Conference “Transport & Logistics of South East Europe and the Danube Region – TIL 2015” took place in Belgrade on the 26th March 2015. Over 400 participants were present: senior representatives of relevant government institutions and professional associations in South-Eastern Europe and the Danube region, EU, Turkey, Russia and even China. International experts in the field of sustainable development and operations in freight forwarding, transportation and logistics, decision makers from leading companies in the field of freight forwarding, logistics and road, rail, air and water transport, representatives of financial institutions and associations, insurance companies, media representatives have been given opportunity to meet many potential clients in the region during B2B meetings.

Projects: The process of monitoring all the relevant projects arrived at stagnation stage. Main reason could be great number of projects to be followed and lack of joint technical support. Regardless of above said PA1b believes that basic tools for improving efficiency and effectiveness of the Strategy remain to be mostly projects with significant impact on at least several countries and the projects of great transnational and institutional impact, such as:

- The Common Transport Vision for the Danube Region (Transdanuvios),
- The Danube Region Intermodal Strategy development (DRIS),

- The Danube Region Air Transport Development (DAirNet),
- Inclusion of a new multimodal rail freight corridor connecting EU and non-EU countries (Western Balkans Corridor - WBC) and
- The Transport Analysis for the Danube Region (TAD).

Short introduction to project proposals to be implemented as priority:

**DRIS (The Danube Region Intermodal Strategy)**: Since 1990s the EU has been promoting greater interoperability on its inland rail freight, yet these measures are highly criticized as insufficient. Poor interoperability is still a major obstacle for efficient and competitive intermodal freight transport services.

The three main problems with intermodal transport are: quality, price and coverage - intermodal transport is often slower, less reliable and more expensive than truck-only transport, and furthermore it is only offered in selected corridors. Addressing these problems is the key to increasing intermodal transport<sup>1</sup>.

Higher quality of intermodal transport mainly can be achieved by infrastructure investments and better management. As door-to-door services (similar to trucks) are practically impossible, intermodal transport will only be competitive for long distances. In order to increase quality, a single responsible party must manage all transport chain partners. Furthermore information flows have to be improved, quality improvement strategies should be implemented, and all partners must share the same objectives.

In order to widen coverage and thereby raise its share of the freight market, intermodal transport infrastructure must be improved. Besides investments to increase the capacity of existing rail tracks, the terminal infrastructure has to be modernized or even new terminals built. Although supported by the European institutions, the main responsibility for planning and financing these infrastructure investments is with the national governments. Unfortunately governments still reflect national and even local thinking when investing in transport infrastructure - lack of investments' co-ordination is the result. In order to guarantee door-to-door service, road transport has to be part of the strategy, too, and included in the service chain.

When working on these issues in the Danube region, one has to take into account the huge differences in transport logistic performance between the different Danube region countries.

Coordinated improvements of infrastructure on the transnational level and better management along the whole transport chain would reduce costs for intermodal transport, reduce the environmental impact of transport and contribute to narrow the gap of logistic performance in between the Danube countries and within the EU.

The overall objective of the project is to develop a common sustainable strategy for intermodal transport in the whole Danube region.

A common transnational 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

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 realisability of solutions

---

<sup>1</sup>Wichser, Weidmann, Fries, Nash: STRATEGIES FOR INCREASING INTERMODAL FREIGHT TRANSPORT BETWEEN EASTERN AND WESTERN EUROPE, ETH Zürich 2007

- Improve the institutional capacity of ministries and other relevant institutions

**Transdanubios (The Common Transport Vision for the Danube Region):** Having in mind that EUSDR is being implemented by 14 countries (EU and non- EU) that in past have no common basic transport “frame document” a necessity for the common transport vision is obvious. It should represent a single, shared point of reference for strategies and planning of future transport needs and assist to establish coherent and innovative transport system, ensure accessibility, cohesion and sustainable mobility, as well as to introduce co-modality and full modal integration as basis for further development of the Region.

In parallel other transport projects, such as DRIS, WBC, DAirNet and DRINA should contribute to better understand transport needs and to more efficient and sustainable transport of goods and people.

**TAD (Transport Analysis for the Danube region):** This study aims at providing consistent information about existing and future transport flows, transport infrastructure and related technical and administrative bottlenecks in the region under Priority Area 1b (land and air transport). On this basis it aims to support the evaluation of “Danube Region” land and air projects.

On PACs initiative and because the EIB has profound understanding of macro-regional transport needs, the project is supported by the EIB and is planned to be implemented in 2015/2016.

**WBC (Western Balkans Corridor)<sup>2</sup>:** Multimodal Corridor linking EU and non-EU Countries in the Danube Region gain the political recognition already in 1997 in Helsinki. Later its role was once more confirmed by the HLG on neighbouring countries and the European Commission Communication<sup>3</sup> in 2005.

The prosperity of a region greatly depends on good, inter-linked and sustainable transport systems. The EU infrastructure policy has therefore defined a transport network (TEN-T) across the EU member states to promote growth and competitiveness. Generally, the TEN network does not include transport connections between the EU and the neighbouring countries or other trade partners. However, the new TEN-T regulation<sup>4</sup> includes the Balkan rail network in Annex iii for further consideration. Additionally, the European Neighbourhood Policy (ENP) and the Memorandum of Understanding signed between the countries of the Western Balkans and the European Commission confirmed the importance of a joint comprehensive network. Furthermore, the EU aims to shift the modal split from road freight to other means of transport.

Despite these declarations the state of the infrastructure in the Balkan region is still in poor condition and, with significant non-infrastructure bottlenecks, results in limited competitive ability in comparison with roads and therefore prevents the desired modal split. The cross-border rail freight varies considerably in the individual countries within the region and is not at the desired level. Neither is the potential for multimodal transport fully tapped.

In order to keep up with the demand and not to slow down economic development the improvement of today’s transport service is of key importance. Looking on a larger scale the big emerging markets in Asia, in particular in China, are connecting themselves with Europe via the Russian Trans-Siberian Railroad. The fact that both China and Turkey are fast-growing economic centres suggests for an alternative route of the “Silk Road” connecting those two big markets with the EU whilst diminishing the current dependency on Russia. This new Silk Road directly feeds into the West Balkan Corridor addressed by this project.

---

<sup>2</sup> In 2015 the name of the corridor in relation to rail freight corridors (RFC) has been changed into “Alpine-Balkan Corridor”.

<sup>3</sup> COMMUNICATION FROM THE COMMISSION TO THE COUNCIL AND THE EUROPEAN PARLIAMENT Extension of the major trans-European transport axes to the neighbouring countries, Guidelines for transport in Europe and neighbouring regions; COM(2007)32 final; dated 31.1.2007

<sup>4</sup> Regulation 1315/2013 on Union guidelines for the development of the trans-European transport network and Regulation 1316/2013 establishing the CEF

The main objective of the project "West Balkan Corridor (WBC)" is to contribute to the competitiveness of the Danube region by developing a new multimodal freight corridor along the axis München-Salzburg-Ljubljana-Zagreb-Belgrade-Sofia-Istanbul. The project will also take branches into consideration that feed the main line, such as Graz-Ljubljana-Zagreb, Rijeka-Zagreb, Ploče-Sarajevo-Slavonski Brod, Novi Sad-Belgrade, etc. The corridor alignment best corresponds to the RNE Corridor No.11. It covers the main axis of the Pan-European Transport Corridor No. X through Austria, Slovenia, Croatia and Serbia (until Niš) and continues along branch Xc towards Sofia.

Despite various ongoing studies and initiatives, the project will take the next consequent step towards a comprehensive view of the whole axis important to the international transport to, from and across the Union. At the same time it will contribute to the competitiveness of the Danube region by improving the connectivity within the region and with the rest of Europe. The cooperation within the project will ensure the joint backing and synchronized approach of all countries along the axis. WBC will start from the existing infrastructure assuring to most effectively use what is already there. The Corridor's attractiveness and efficiency will be driven by the freight transport demands in the region of the Balkans as well as the through traffic from Turkey to the EU. This will ensure that the corridor works on regional as well as on international level.

**DAirNet (The Danube Region Air Transport Development):** 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. The action plans are to establish a fully connected transport network in the Danube Region.

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. The finding resembles the main impetus to start DAirNet and to develop appropriate actions to improve the situation.

**Academy for sustainable mobility in the Danube region** ("Akademie für nachhaltige Mobilität im Donaauraum"): The project aims to promote sustainable mobility awareness and implementation in the Danube Region. Stakeholders of all fields concerning sustainable mobility are brought together regularly under the roof of the Academy. The Academy for Sustainable Mobility supports training of practitioners and exchange of experience dealing with transport and mobility and spatial planning at public authorities in the Region. The practitioners integrate the experience gained in their local/regional concepts and projects and ensure its implementation, while the concepts and projects implemented feed in turn the pool of experience and are further spread by the Academy.

Out of the manifold fields of sustainable mobility, the Academy concentrates in its first 2 years on spatial and regional mobility planning in functional urban and rural areas.

The permanent structure of the Academy is planned to be established during project implementation. After the project implementation the Academy shall continue its activities and have a leverage effect on further projects on sustainable mobility in the Danube Region.

**Targets and actions:** Specified targets and actions of the Strategy and the Action plan have been linked by means of roadmaps already in the first year. The issue of roadmaps is going to remain under consideration also in the future in order to arrive at the best applicable solution.

**Promotion:** Due to extremely demanding and broad scope of activities related to implementation and monitoring of road, rail and air transport projects, efforts to make work of PACs and SG

members visible promotion is often a topic of discussion between the Steering Group members. Upon invitation by various organizers of transport events priority area coordinators (PACs) were active participants (speakers) at several conferences and forums. Benefits of participation of PACs in such events is at least two folded: on one hand it enables PAC to explain the implementation of the EUSDR and on the other it enables PACs to keep in touch with latest activities of stakeholders.

### *1.1.2. Outline on the future*

Trying to obtain more proactive role and to promote the implementation of the transport related agenda of the Danube Strategy priority area coordinators strive to improve work programme and in particular to get representatives from all countries in the region participating at SG meetings. Organization of workshops, seminars or/and round tables for each action remains high on the agenda. While the fourth Annual Stakeholders Conference “The Danube Region Transport Days 2015” planned in Serbia was postponed to 2016 mainly due to lack of funding, several equally important stakeholder events are in preparation, such as: Second Conference “Transport & Research in the Danube region” and conference on “Development and Maintenance of Roads in the Danube Region”. Both are to be organized before end of 2015 in Slovenia. In order to keep political support on highest possible level PACs would also like to organize ministerial conference of the priority area 1b, preferably with active involvement of the priority area 1a. Although ministerial conference was planned in the first half of 2015 PACs were not able to get adequate level of assurance that ministers will take part. Ways to get ministers attend and to predict best time for the planned conference are continuing.

In spite of achievements made so far, there is still space for improvement at policy and operational level. Preconditions for that at policy level are:

- all countries should take part in implementation (so far ten are active);
- a ministers meeting to be organized, in particular to show political commitment and indicate guidelines for future work,
- joint technical secretariat to support work of PAC is established,
- Common Transport Vision for the Danube Region is developed, promoted and used as basis for sectorial regional projects, as well as several other projects covering the whole macro-region,
- strategic approach is promoted and strategic position of EUSDR PA1b towards external financial sources is defined.

Preconditions for improvement at operational level are:

- more stakeholders are attracted in implementation process, organization of meetings, workshops, conferences and project implementation,
- financial sources are found for ready to be implemented projects, in particular those that involve engagement of several countries of the region,
- potentially seminars regarding the project appraisal are organized, such as cost-benefit and cost-effectiveness analysis.

### *1.1.3. Lessons learned*

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 Steering group and interested stakeholders to identify crucial projects for the region and to assure coordination with other priority areas.

There are some lessons learned based on overall experience and impressions:

- Throughout the SG meetings all participants took an active part in discussion which enabled them to express and share their opinions as well as to ask questions and discuss topics
- SG members became aware of importance of strategic approach in transport system planning

- SG members understand the principles of strategic management and the stages involved in the strategic planning process
- Developing common vision is iterative and challenging process which comprises a lot of different ideas and priorities, so it need to be guided in a uniform manner (uniform methodology)
- Vision communication strategy should be recognized as very important managing tool
- Specificities of various national transport systems must be taken into account
- Project Cycle Management is one of the most important topics in project preparation phase
- Lessons from other EUSDR PAs should be learnt
- Balanced methodological approach and adequate content enabled efficient reaching of the meeting/workshop/conference objectives.

It is understood from work done that value of a “Letter of Recommendation” (LoR) depends primarily on influence it could have on funding of the projects. Since managing authorities, as well as financial institutions involved in transport projects in the region could not take LoR into consideration when bringing decisions on funding of projects interest for LoR has diminished and finally vanished in 2015.

## 1.2. Process

In almost four years of the implementation of Strategy ten (10) Steering Group (SG) meetings were organized: 22 June 2011 in Ljubljana, 20 October 2011 in Belgrade, 20 February 2012 in Ljubljana, 14 June 2012 in Belgrade, 5<sup>th</sup> meeting on 18 December 2012 in Belgrade, 6<sup>th</sup> meeting on 24-25 April in Ljubljana, 7<sup>th</sup> meeting on 11-12 December 2013 in Belgrade, 8<sup>th</sup> meeting on 1-2 April 2014 in Ljubljana, 9<sup>th</sup> meeting on 10-11 September 2014 in Belgrade and 10<sup>th</sup> meeting on 1-2 July 2015 in Ljubljana.

The fact is that priority area Coordinators (PACs) are making great efforts that all countries of the Region would attend the meetings and would take an active role in work and decision making. It is obvious that the solution how to involve all countries to participate at the implementation of the Strategy at all levels is an arduous task.

Yet all Steering Group meetings were held on extremely high level, which enabled profound and constructive discussions. There is a strong cooperation between PACs, both on the operational and management level. In this report period PAC-s met several times, had frequent communication almost on a daily bases by phone and e-mails and in addition, PACs have a very frequent communication directed towards SG members and other stakeholders interested in PA 1b.

During the SG meetings discussions were held around targets, actions, projects, work program and promotion of PA1b activities.

Concrete outputs and key activities in the last year as the following:

Involvement of PAC in 2014:

- participation at the meeting with Mr. Kurt Bodewig, EU coordinator for the Baltic-Adriatic TEN-T Core Corridor, Ljubljana (2 July);
- participation at Symposium on Sustainable Mobility and Green Economy in the Danube Region, Ulm, Germany (4-5 July);
- participation at “START practical workshop” organized by PA10, Vienna (11 July);
- participation on “SMARTRAIL project final conference”, Ljubljana (25 August);
- participation on “TRANSDANUBE final conference”, Belgrade (9 September);
- 9<sup>th</sup> PA1b SG meeting; Belgrade (10-11 September);
- 4<sup>th</sup> Danube eRegion Conference (Panel: e-silk and e-amber route), Ljubljana (22-23 September);
- participation on “ITS Conference 2014 “Bridging Boundaries”, Vienna (25 September);
- participation on “Workshop on ITS with countries from the Danube Region, Vienna (26 September);

- participation on “Baltic-Adriatic TEN-T Core Corridor Forum”, Brussels (3 October);
- Third Stakeholder conference “The Danube Region Transport Days 2014: From concepts to projects”, Ljubljana (21-22 October);
- participation on conference “Rail Investment South East Europe”, Belgrade (28 October);
- DG REGIO “programme & Prolongation of Contract, DG REGIO, Brussels (19 November);
- BA Core Corridor – Working Group on regions, DG MOVE, Brussels (20 November);
- 4<sup>th</sup> BA core Corridor forum, DG MOVE, Brussels (21 November);
- PAC participation, “ACROSSEE final conference”, Vienna (5 December 2014);

2015:

- Participation Regional meeting: Connect to Europe to Connect Europe (CECE): Upgrading railway as growth engine for SEE, Tirana (10 February 2015);
- EUSDR PACs meeting, Stuttgart, 13 February;
- TEN-T in Action, Innsbruck, (19-20 March);
- Conference Transport & Logistics in the SEE and in the Danube region, Belgrade, 26 March;
- Conference “The Role of EU in the WB”, Trieste, 21 April 2015;
- Meeting “Criteria Danube Programme & Targets”, EUSDR PACS, DG REGIO, Brussels, 8 May;
- The First Danube region Road Safety Conference: “Towards an Increased Road Safety in the Danube Region, towards Zero Vision”; Ljubljana (20-21 May);
- TEN-T Days 2015: Ministerial meeting with WB ministers and Meetings on Core Corridors; Riga, Latvia (22-23 June).

### **1.3. Funding**

#### *1.3.1. Progress made*

PACs have identified existing funds opportunity for regional and national projects from national and EU funds or/and financial institutions e.g: ERDF, Cohesion fund, Connecting Europe facility (CEF), IPA II, CBC-IPA, EIB, WBIF, etc. No other innovative financial solutions or opportunities were identified.

Seen from the PA1b PAC perspective desired alignment of funds in the financial perspective (2007-2013) did not bring expected results. Main reason could be lack of joint efforts between Managing Authorities and the Strategy “leaders/promoters”. Start of the financial perspective 2014-2020 is far more promising. Of utmost importance to funding opportunities for projects with greatest added value for the Danube region is close cooperation and dialogue between the Commission Services and each Member State during preparation of the partnership agreement and operational programmes which form the basis for delivery of the EU Structural and Investment Funds

While main source of funding for transport infrastructure in the coming financial period 2014-2020 should remain cohesion fund, CEF and ERDF (EU countries), IPA (candidate countries) and ENPI grants (for Eastern neighbouring countries), a lot is also expected from newly proposed transnational “Danube programme”. The Danube programme should assist soft projects, such as studies that would in particular embrace future transport challenges of the entire Danube region. The role of PACs in project proposals and selection is under discussion on EUSDR governance level.

#### *1.3.2. Example of key PA1b project funding:*

It is extremely sad and frustrating that none of project proposals identified by the Steering Group and PACs obtained financial support and is under implementation. Yet search for funding opportunities is continuing for several projects, including “Transport Vision”!

An effort to support projects with seed money continued. TAF-DRP start-up funding was approved for three projects:

- DANUBE Region Intermodal Strategy (DRIS)
- Study on inclusion of a new rail corridor linking together the EU and Non-EU member states („Western Balkans Corridor” - WBC)
- The Danube region Air Transport Development (DAirNet).

Consultants selected by Managing Authority (PA10 – City of Vienna) worked on project proposals to be submitted to the most appropriate funding programme. It looks like the outcome of consultants assistance is to wait for Danube programme calls.

Two PA1b projects are receiving seed money from START programme managed by PA10. These are: RADAR (Risk Assessment on Danube Area Roads) and TLC\_VUKA (Transport Logistic Centre "VUKA").

### 1.3.3. Next steps

Efforts will be made that activities related to actions described in Action Plan will continue. These include modification of targets and roadmaps if appropriate, exchange of best practices, promotion and awareness rising and support to projects with added value to the macro-region. During the process of selection of projects for funding criteria of macro-regional importance should be added to various EU financing programmes.

## 2. PROGRESS BY TARGET

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

2.1.1. 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. 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 EU Member states).

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.

- Examples 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)*
- *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-Budapest-Bucharesti-Constanta (Lead: RO)*
- *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 (Mediterranean Corridor – TEN-T Core Corridor) (Lead: SI)*
- *Establishing International MRO Civil Aviation Center in Danube Region (Lead: SRB)*

**2.2. 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**

2.2.1. 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. Four projects were received that supposed to be implemented between 2012 and 2016. Workshop was held in Ljubljana in June 2013 that clearly showed the need for further discussion on improvements of rail freight in the macro-region.

- Example of projects associated with the action:

→ Inclusion of the “New Western Balkans Corridor - WBC” into the EU Railway System (Lead: SI)

2.2.2. 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.

- Examples of projects associated with the action:

→ *BRAWISIMO (Lead: AT)*

→ *TRANSDANUBE (Lead: AT) Completed!*

→ *Transdanube.Pearls (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)*

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

#### 2.3.1. Action (6)<sup>5</sup>: 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 Regulation on TEN-T and if possible on developing transnational plans, studies and strategies. Result could be a transnational project or national on intermodal transport and from the other hand construction of a brand new logistic centre in the Danube region.

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.

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

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

- Progress in the implementation of the action:

Progress was noticed for this action in the last year as national ITS associations show great interest for ITS deployment in the Danube region. This action analysis shows that realization of projects is spread in time period to 2020. Two Workshops organized in 2014 brought together number of interested parties.

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

---

<sup>5</sup> 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)

→ *Traffic system of the City of Zadar: Intelligent Traffic System (ITS) and the road reconstruction in Zadar*

## **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:

It is noted that the main activities, like in the rest of EU, have been on FAB implementation. Prepared and planned 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 in 2013 brought together key players and stakeholders to jointly look for common activities for improvement of air services and in particular better connectivity in the Danube region.

- Examples 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)*

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

- Progress in the implementation of the action:

Number of 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 on-going 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.

- Examples of projects associated with the action:
  - *Transdanube.Pearls (Lead: AT)*
  - *Academy for sustainable mobility in the Danube region (Lead: DE)*
  - *Rail Infrastructure for Integrated Public Transport System in Bratislava Region (Lead: SK)*
  - *Construction of the Zemun-Borča Bridge (Lead: SRB); Completed!*

### 3. ANNEXES

#### 3.1. Annex 1: ROADMAPS TO IMPLEMENT ACTIONS

Comprised are the roadmaps for the implementation of the EUSDR Action Plan<sup>6</sup> in the field of road, rail and air links, which is referenced in the Communication from the European Commission on the EUSDR<sup>7</sup> as "Priority Area 1b" (PA1b).

Roadmaps for individual action give a general overview on planned activities in the starting phase of the implementation of the Danube Strategy.

It is important to stress that the roadmaps in this document should be understood as a »rolling ones« and they should be checked and updated on a regular basis (at least once a year) in order to constantly monitor the implementation of the actions. Improvements of the procedures and methodology are based on feedback and comments of users and other stakeholders. In general, even if this is not expressed explicitly, Milestone 1 for all Actions includes a fine-tuning for each action.

The milestones identified in the roadmaps should help to make significant progress towards the targets to improve mobility and multimodality in the field of road, rail and air transport in line with the Action plan and coordinated work of the PA1b Steering Group members and all other relevant actors.

In order to ensure realization of the Roadmaps responsibilities should be shared by all relevant actors. Only close cooperation of all responsible for the implementation of actions and related projects could bring visible results.

The main purpose of each individual Roadmap is to present basic information on the process of coordinating projects for PA 1b with special emphasizes on stakeholders, roles of PAC and SG, and key milestones. On the other hand, the roadmaps serve as managerial tool for planning and tracking operational activities in the process of coordinating activities in PA 1b.

The Roadmaps are followed by the projects that have been received by the Danube region countries and corresponding to the related Actions. The projects are periodically updated and steered by the SG members.

---

<sup>6</sup> The Action Plan (SEC(2010) 1489 final) dated 8.12.2010

<sup>7</sup> The Communication of the European Commission on the European Union Strategy for the Danube Region (CQM(2010) 715 final) of 8.12.2010

## ***„Connecting the Actions via the Roadmaps to the Targets“***

1. Improved travel times for competitive railway passenger connections between major cities

*Action: "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".*

2. 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

*Action: "To implement the Rail Freight Corridors forming part of the European rail network for competitive freight".*

*Action: "To improve the regional/ local cross-border infrastructure and the access to rural areas".*

3. Highlighted target for PA1b: Development of efficient multimodal terminals at Danube river ports and dry ports to connect inland waterways with rail and road transport by 2020.

*Action: "To develop further nodal planning for multimodality".*

*Action: "To develop further Intelligent Traffic Systems by using environmental-friendly technologies, especially in urban regions".*

4. Actions without corresponding targets

*Action: "To enhance cooperation between air traffic stakeholders in order to prepare a plan to implement shorter plane routes".*

*Action: "To ensure sustainable metropolitan transport systems and mobility".*

**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"

**Milestone n°1: Determine the common network in the Region**

- *Work:* A Danube region common transport network is to be created. Particular attention is to be paid to connections between EU and non-EU transport systems. Each country to identify rail and road sections to be included into the map. Creation of common transport (rail and road, airports) network is to be based on criteria for new comprehensive and core trans-European transport network (TEN-T, taking into account the latest status of the proposal for the TEN-T comprehensive and core network).
- *Output:* map of rail, road and airport network
- *Responsible:* SG members + The Commission (DG MOVE);
- *Deadline:* 30/09/13; status: partially carried out (core network for non-EU countries is missing) ; 12/12/13 (for EU Member States), 21/04/2015 and 21/06/2015 for non-EU Member States (candidate countries), 12/06/2016 (all macro-region)

**Milestone n°2: Identify the bottlenecks and missing links**

- *Work:* Each country to identify rail and road sections to be developed in order to eliminate bottlenecks (such as natural barriers) and build missing links. To be based on the existing plans, such as the new TEN-T guidelines and national documents on infrastructure development. Countries may wish to stress the importance of missing links between the TEN-T network and river/sea ports or cross-border low level infrastructure.
- *Output:* list of rail and road bottlenecks and missing links; map of bottlenecks and missing links, including airports
- *Responsible:* SG members;
- *Deadline:* 30/01/13, postponed 30/01/15, 31/12/15
  
- *Projects:* e.g. Workshop on bottlenecks and missing links with key decision-makers on transport infrastructure or stock taking of national concepts.  
*Output:* overview of bottlenecks and missing links  
*Funding:* TA of the PA and/or host country; *Responsible:* SG members; *Deadline:* 30/11/14, postponed 31/12/15

**Milestone n°3: Selection of relevant rail and road sections to be up-graded or newly constructed**

- *Work:* The countries agree on the rail and road infrastructure to be up-graded or constructed (a selection of those identified in milestone n°2) to be shown and monitored as flagship projects within the framework of EUSDR. Regulation adopted by the EP and the Council on TEN-T to be taken into account. Decision made by SEETO for the Danube region countries (Croatia, Bosnia and Herzegovina, Montenegro and Serbia) to be taken into account. Transport network planned by Moldova and Ukraine to be incorporated in line with agreed international agreements or national plans.

*Output:* list of agreed rail and road projects of key importance for the Danube region transport infrastructure

*Responsible:* SG members + Ministry of Transport or the responsible institution on national level; *Deadline:* 30/06/15, postponed 31/12/15

#### **Milestone n°4: Monitor design of the projects**

- *Work:* Each country which has a rail and/or road on the list of agreed bottlenecks and/or missing links to design a project (including the hinterland links to the multimodal logistics centres to river/ rail/ road/air links). To check the project from the list of projects that have been submitted by the SG members, related to this Action and develop project applications for funding.

*Output:* project application

*Responsible:* Ministry of transport or the responsible institution on national level; *Deadline:* Deadline as stipulated in the Regulation on TEN-T or/and national plans and in non-EU members national plans to be respected.

- *Projects:* Several - Key projects to be agreed
  1. Feasibility study (on up-grading or contraction) - deadline: Deadline stipulated in the Regulation on TEN-T and non-EU members national plans to be respected.
  2. Impact Assessment study (including environmental) - deadline: Deadline stipulated in the Regulation on TEN-T and non-EU members national plans to be respected.
  3. Consultant to draft the project - deadline: Deadline stipulated in the Regulation on TEN-T and non-EU members national plans to be respected.

*Output:* project application

*Funding:* TEN-T budget / Connecting Europe Facility/ Cohesion fund / National budget /loans; *Responsible:* Ministry of transport or the responsible institution on national level (i.e. Rail/road companies as Investors); *Deadline:* 31/12/2015, postponed 30/06/16

#### **Milestone n°5: Identify and find the possible funding options**

- *Work:* Each country to identify the financing for the rail and road infrastructure projects on its territory. Funding sources to be the EU budget (TEN-T, CEF, Cohesion Fund or ERDF), as well as national / regional programmes. Loans also to be considered to complement the financing.

*Output:* grant/ loans to finance the project

*Responsible:* Ministry of Transport + Infrastructure Managers + Motorway Companies + other responsible intuitions on national level; *Deadline:* Deadline stipulated in national plans to be respected.

*Deadline:* Pending on CEF calls for TEN-T Core Network (since 30/06/15) and 31/12/2016 for Comprehensive network

#### **Milestone n°6: Promote and monitor the projects defined as relevant for EUSDR**

- *Work:* To promote and to monitor the implementation of the projects defined in milestone Nr. 3

*Output:* identification of problems and delays in the implementation of the projects in order set measures on a political level aiming to support overcoming existing problems.

*Responsible:* SG Members, SG Coordinators in cooperation with Commission and European Corridor Coordinators.

*Deadline:* on-going

**Action (2):** "To implement the Rail Freight Corridors forming part of the European rail network for competitive freight (Reg. 913/2010)"

**Milestone n°1: Identify the Rail Freight Corridors which could be established**

- *Work:* Each country in the Region to examine need and possibility for the extension of existing rail freight corridors or for a new rail freight corridor to be developed. To be based on the existing legislation, such as the Regulation 913/2010

*Output:* Workshop on Rail Freight Corridors (Ljubljana); list of existing rail freight corridors crossing the Danube region, possible corridors to be extended and proposal for new corridor(s) to be established

*Responsible:* SG members; *Deadline:* 30/06/13, status: finished

**Milestone n°2: Agree on the rail freight corridors to be proposed for extension or inclusion in the list of freight corridors**

- *Work:* The countries agree on the extensions to existing or proposals of new rail freight corridors in the Region (a selection of those identified in milestone n°1).

*Output:* Project application of a new rail freight corridor connecting EU and non EU countries to the TAF-DRP (Western Balkans Corridor)

*Responsible:* SG members; *Deadline:* 30/11/13, status: finished

- *Projects:* Coordination between countries concerned by an extended / new corridor, defining formal steps (e.g. amendment of regulation)

*Output:* Letter of Intent (to check the status of the Slovenian initiative) political agreement on extended and/or new rail freight corridors

*Responsible:* different countries, SG members coordinating; *Deadline:* 30/11/15

**Milestone n°2a: Coordinate between the rail freight corridors in Danube Region**

- *Work:* Presentation of best practices on the different rail freight corridors, identifying possible common approaches between corridors.
- *Projects:* Workshop on rail freight corridors (best practice)

*Output:* recommendations for harmonised approach between corridors

*Responsible:* European Commission, SG members coordinating; *Deadline:* 30/11/15

**Milestone n°3: Setting-up the Executive Board and the Management Board**

- *Work (to be carried out independently from the work of PA1b):* To set-up the Executive Board in which each corridor country (member State Authority) nominates a representative. The Management Board composed of the Infrastructure Managers is to be established. The Management Board can be, at the same time, an independent legal entity (which can be an EEIG (European Economic Interest Group)). This Milestone should be aligned to the Handbook on the regulation concerning a European rail network for competitive freight (Regulation 913/2010).

*Output:* governance structure of all parties concerned is established

*Responsible:* Ministry of Transport, Infrastructure Managers; *Deadline:* 30/06/16

**Milestone n°4: The Transport Market Study for new rail freight corridor connecting EU and non EU countries**

- *Work (to be carried out independently from the work of PA1b):* : In order to show a clear rail freight corridor perspective, such as improved journey time and average speeds, punctuality, interoperability, simplified procedures, traffic forecast the Management Board has to carry out a Transport Market Study.

*Output:* joint proposal of extended or new corridor(s) to be added in the list of rail freight corridors by several Member States to the Commission

*Responsible:* *The Management Board of Rail freight corridor; Deadline:* 31/12/16

- *Projects:* The Corridor Study
  1. The Transport Market Study - deadline: 31/12/16

*Output:* the study

*Funding:* TEN-T, ERDF/ Cohesion Fund; *Responsible:* The Management Board + another responsible institutions on nation level; *Deadline:* 31/12/16

**Milestone n°5: The Implementation Plan**

- *Work (to be carried out independently from the work of PA1b):* The results of the Transport Market Study should present the main market elements of the corridor and contribute to the preparation of the Implementation Plan. .

*Output:* joint proposal of extended or new corridor(s) to be added in the list of rail freight corridors by several Member States to the Commission

*Responsible:* The Management Board; *Deadline:* 31/12/16

- *Projects:* The Implementation Plan
  2. Preparation of the Plan - deadline: 30/04/16
  3. Submission of the Plan to the Executive Board - deadline: 30/06/16
  4. Approval and publication of the Implementation Plan by the Executive Board - deadline: 30/06/16

*Output:* The Implementation Plan

*Funding:* ERDF/ Cohesion Fund; *Responsible:* The Management Board; *Deadline:* 31/03/16

**Milestone n°6: Find the funds**

- *Work (to be carried out independently from the work of PA1b):* Each country to find the financing for the rail freight corridor on its territory. Funding sources to be the TEN-T (for ERTMS), CEF, ERDF or Cohesion Fund, IPA as well as national/ regional programmes. Loans also to be considered to complement the financing.

*Output:* grant/ loans to finance the project

*Responsible:* Ministry of Transport + the Management Board; *Deadline:* 30/06/16

**Milestone n°7: Implement the projects**

- *Work (to be carried out independently from the work of PA1b):* Constructors and supervisors to do the works to develop the rail freight corridor.

*Output:* new/ renovated railway sections and terminals

*Responsible:* Project Manager + Ministry of transport + the Management Board + Contractor;  
*Deadline:* start of the work 30/06/17

**Milestone n°8: Promote and monitor the rail freight corridors**

- *Work:* To promote and to monitor the implementation of the rail freight corridors in Danube Regions
- *Output:* identification of problems and delays in the implementation of the projects in order to set measures on a political level aiming to support overcoming existing problems.
- *Responsible:* SG Members, SG Coordinators in cooperation with Commission and European Corridor Coordinators. *Deadline:* on-going

Action (2) - Annex:

**RAIL FREIGHT CORRIDORS IN THE DANUBE REGION ACCORDING TO ANNEX II of Regulation 1316/2013 “establishing CEF”, amending Reg. 913/2010 AND POSSIBLE NEW CORRIDORS:**

	<b>CORRIDOR (Working Name) / TEN-T Mode</b>	<b>Member States</b>	<b>Principal Routes</b>	<b>Latest date of implementation</b>
(No.5)	<b>“Baltic-Adriatic”</b>  (Multi-modal)	PL, CZ, SK, AT, IT, SI	Swinoujscie ( + ) / Gdynia -Katowice- Ostrava/Zilina- Bratislava/Vienna- /Klagenfurt - Udine- Venice/Trieste/ •/  •/Bologna/Ravenna/  •/Graz-Maribor-Ljubljana- Koper/Trieste	10 Nov 2015
(No.6)	<b>“Mediterranean”</b>  (Multi-modal)	ES, FR, IT, SI, HU	Almena-Valencia / Algeciras/ Madrid- Zaragoza / Barcelona-Marseille- Lyon-Turin-Milano-Verona – Padova / Venice – Trieste / Koper - Ljubljana- Budapest  •/ Ljubljana / Rijeka – Zagreb – Budapest - Zahony (Hungarian-Ukrainian border)	10 Nov 2013
(No.7)	<b>“Orient/East-Med”</b>  (Multi-modal)	CZ, AT, SK, HU, RO, BG, EL, DE	- Bucharest-Constanta /  Bremerhaven / Wilhemshaven / Rostock / Hamburg - Prague-Vienna / Bratislava-Budapest  - Vidin-Sofia- Burgas / Svilengrad (BG-TR border) / Promachonas - Thessaloniki- Athens- Patras	10 Nov 2013
(No.9)	<b>“Rhine-Danube”</b>  (Multi-modal)	FR, DE, AT, SK, HU, RO, CZ	Strasbourg-Mannheim-Frankfurt-Nürnberg-Wels  Strasbourg-Mannheim-Frankfurt-Nürnberg-Wels Strasbourg-Stuttgart-München-Salzburg-Wels- Wien- Bratislava-Budapest-Arad-Braşov/Craiova- Bucureşti-Constanţa  Čierna and Tisou (Slovak/ Ukrainian border)- Košice-Žilina- Horní Lideč-Praha- München/Nürnberg	10 Nov 2020
(No.10)	(new) <b>“Alpine- Western Balkan Corridor”</b>  (Multi-modal)	DE, AT, SI, CRO, SRB, BG, TR	München - Salzburg - Ljubljana - Zagreb - Belgrade - Sofia - Istanbul (plus additional branches to be proposed and agreed)	Approved by the SG; Letter of Intent prepared for signature (RFC only!)

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

**Milestone n°1: Identify the air traffic stakeholders which could prepare a plan to implement shorter plane routes**

- Work:* Each country in the Region to identify air traffic stakeholders which could contribute to prepare a plan to implement shorter plane routes (at least one stakeholder by country).

*Output:* list of possible air traffic stakeholders

*Responsible:* SG members; *Deadline:* 30/06/13, postponed 30/09/14, 30/06/16

**Milestone n°2: Identify the routes, which could be developed**

- Work:* Air traffic stakeholders to identify potential shorter plane routes to be developed according to their operational needs. To be based on the existing Safety Policy using a network approach through the forecasting of traffic flows and a pan-network data management capability.

*Output:* Workshop on Air transport development; list of possible routes

*Responsible:* SG members + Civil Aviation Authorities (CAA) and the National Supervisory Authorities (NSA) + Civil-military Air Traffic Management (ATM) coordination + AIR operators; *Deadline:* 30/11/14, postponed 30/09/16

- Projects:* An independent study to identify potential shorter routes (in average 1 route per country) and to prepare a plan for implementation - deadline: 31/12/15, postponed 30/12/16

*Output:* list of possible routes

*Funding:* EU Programmes + National budget; *Responsible:* Civil Aviation Authorities (CAA) and the National Supervisory Authorities (NSA) + Air Navigation Service Providers (ANSPs) + AIR operators + Air Traffic Management; *Deadline:* 30/01/16, postponed 30/12/16

**Milestone n°3: Agree on the routes to be developed**

- *Work:* The countries agree on the routes to be developed (a selection of those identified in milestone n°2).

*Output:* list of agreed routes

*Responsible:* SG members + Civil Aviation Authority (CAA) and the National Supervisory Authorities (NSA) + Air Navigation Service Providers (ANSPs) + Ministry of transport + Air Traffic Management; *Deadline:* 30/06/16, postponed 30/04/17

**Milestone n°4: Design the common project on implementation of shorter routes**

- Work:* All countries jointly design a project

*Output:* project application

*Responsible:* Civil Aviation Authority (CAA) and the National Supervisory Authorities (NSA) + Ministry of transport; *Deadline:* 30/11/16, postponed 30/06/17

- Projects:* common project to be agreed between stakeholders  
— Feasibility study - deadline: 30/09/16, postponed 30/06/17

- Impact Assessment study (including environmental) - deadline: 31/09/16, postponed 30/6/17
- Consultant to draft the project - deadline: 31/10/16, postponed 30/06/17

*Output:* project application

*Funding:* ERDF/ CF, other programmes; *Responsible:* Civil Aviation Authority (CAA) and the National Supervisory Authorities (NSA) + Ministry of transport; *Deadline:* 30/11/16, postponed 30/06/17

#### **Milestone n°5: Find the funds**

- Work:* Each country to find the financing for the common project, possibly pending on influence of its territory. Funding sources to be also the ERDF or Cohesion Fund as well as national/regional programmes. Loans also to be considered to complement the financing.

*Output:* grant / loans to finance the project

*Responsible:* Civil Aviation Authority (CAA) and the National Supervisory Authorities (NSA) + Ministry of Transport; *Deadline:* 31/12/16, postponed 31/12/17

#### **Milestone n°6: Implement the projects**

- Work:* Civil Aviation Authority (CAA) and the National Supervisory Authorities (NSA) + Air Navigation Service Providers (ANSPs) to do the works to develop the routes.

*Output:* new / improved plane routes

*Responsible:* Civil Aviation Authorities (CAA) and the National Supervisory Authorities (NSA) + Air Navigation Service Providers (ANSPs) + Ministry of transport + contractor; *Deadline:* start of the work 30/06/17, postponed 30/06/18

#### **Milestone n°7: Start and promote the routes**

- Work:* To promote the routes so that they are used.

*Output:* agreed growth targets in terms of shorter plane routes and sustainable air traffic reached  
*Responsible:* Air Navigation Service Providers (ANSPs) + Airport authority + Airlines companies; *Deadline:* on-going

## **Action (4): "To ensure sustainable metropolitan transport systems and mobility"**

### **Milestone n°1: Identify the best practices to ensure sustainable metropolitan transport systems and mobility**

- Work:* Each country prepares a summary of national activities for sustainable transport in capital cities and major conurbations.

*Output:* list of activities by States

*Responsible:* SG members; *Deadline:* 30/11/12, postponed 30/11/2014, 30/11/15

### **Milestone n°2: Agree on the general principles for sustainable transport systems and define relevant flagship projects to be developed**

- Work:* The countries agree on general principles for the sustainable metropolitan transport systems to be developed (based on output in Milestone n°1 and define best practices and flagship projects).

*Output:* list of agreed best practices

*Responsible:* SG members; *Deadline:* 30/06/15, postponed 30/06/16

- Projects:* Workshop to identify best practices for sustainable metropolitan transport

*Output:* list of best practices

*Funding:* TA of the PA; *Responsible:* SG members; *Deadline:* 30/04/15, postponed 30/04/16

### **Milestone n°3: Design the projects**

- Work:* Each country permanently work on project design to ensure sustainable metropolitan transport systems and mobility. To check the projects from the list of projects submitted by the SG members, related to this Action and develop project applications for funding.

*Output:* project application(s)

*Responsible:* Municipalities / Local / National authorities; *Deadline:* on-going

### **Milestone n°4: Identify the funds for projects submitted for LoR to the SG**

- Work:* Each country to find the financing for sustainable metropolitan transport on its territory. Funding sources to be the ERDF or Cohesion Fund as well as national/ regional programmes. Loans also to be considered to complement the financing. PA1b SG should contribute to projects eligible for LoR (Letter of Recommendation).

*Output:* grant/ loans to finance the project

*Responsible:* Municipalities / Local / National authorities + SG members;

*Deadline:* ongoing

### **Milestone n°5: Promote and monitor flagship projects for sustainable metropolitan Transport**

- *Work:* To promote the sustainable transport. To monitor the implementation of flagship projects.

*Output:* promotion of achievements

*Responsible:* City / town / local authority + SG members; *Deadline:* periodically

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

**Milestone n°1: Identify the regional/local cross-border infrastructure that needs to be improved**

- Work:* Each country, based on municipalities or provinces plans, to identify the regional / local cross-border infrastructure that needs to be improved (e.g. in average 1 cross border infrastructure every 50 km, and/or according to the needs). To be based on the existing national/regional/local plans. Countries may wish to have specialised border crossing (for passengers, goods, livestock, etc.).

*Output:* list of existing and possible new local border-crossings; check the status and results of ACROSEE project

*Responsible:* SG members; *Deadline:* 30/11/13, postponed 30/11/14, 30/01/16

**Milestone n°2: Attract the stakeholders (Ministry of Transport and other authorities (such as Ministry of Interior affairs, Customs authority, Inspections authority, Rail/Road companies, Local authorities, etc.) for cross-borders to be developed**

- Work:* The countries invite border authorities to support cross-border to be developed (based on output in Milestone n°1).

*Output:* Letter of support/intent

*Responsible:* SG members; *Deadline:* 30/04/15, postponed 30/06/16

- Projects:* Workshop to introduce the needs on cross-border to be developed

*Output:* list of best practices

*Funding:* TA of the PA; *Responsible:* SG members; *Deadline:* 30/05/15, postponed 30/11/16

**Milestone n°3: Agree on the border crossing infrastructure to be developed**

- Work:* The countries agree on the border crossing infrastructure to be developed (a selection of those identified in milestone n°1). Starting the internal procedure for bilateral agreements to be agreed.

*Output:* list of agreed local border crossings

*Responsible:* Ministry of Transport and other stakeholders and border authorities, *Deadline:* 31/01/17

- *Projects:* An independent study to identify cross-border infrastructure to enable better mobility and accessibility on local level **S** *Output:* list of possible road and/or rail border crossings

*Funding:* EU programmes and national budget; *Responsible:* SG members + Ministry of Transport (or the responsible institution on national level); *Deadline:* 30/06/15, postponed 30/06/17

#### **Milestone n°4: Design the projects**

- Work:* Each country which has a need for up-graded or new border-crossing on the list of agreed border crossings to design a project (including the link to the main rail/road network).

*Output:* project application

*Responsible:* Ministries of transport; *Deadline:* 30/06/15, postponed 31/12/17

- Projects:* Several - to be agreed on bilateral basis (bilateral agreements)

1. Feasibility study - deadline: 30/01/15, 30/09/17

2. Impact Assessment study (including environmental) - deadline: 30/05/15, 30/11/17

3. Consultant to draft the project - deadline: 30/06/15, 31/12/17

*Output:* project application

*Funding:* ERDF/ CF; *Responsible:* Ministry of transport; *Deadline:* 30/06/15, 31/12/17

#### **Milestone n°5: Find the funds**

- Work:* Each country to find the financing for the border-crossing on its territory. Funding sources to be the ERDF, CEF or Cohesion Fund, as well as national / regional programmes. Loans also to be considered to complement the financing.

*Output:* grant / loans to finance the project

*Responsible:* Ministry of Transport or the responsible institution on national level + Local Authorities; *Deadline:* 30/06/15, 30/06/18

#### **Milestone n°6: Call for tender to find the constructors and supervisors**

- Work:* Public procurement to find constructors and supervisors to develop the border- crossing.

*Output:* contracts with constructors and supervisors

*Responsible:* Ministry of Transport (or the responsible institution on national level) + Local Authority; *Deadline:* 31/03/16, 30/11/18

#### **Milestone n°7: Implement the projects**

- Work:* Constructors and supervisors to do the works to develop the border-crossing.

*Output:* new / renovated / modernised border-crossing

*Responsible:* Ministry of transport (or the responsible institution on national level) + contractor(or Project Manager); *Deadline:* start of the work 30/09/16, postponed 30/01/19

#### **Milestone n°8: Promote the border-crossing**

- Work:* To promote the border-crossings so that they are used.

*Output:* agreed growth targets in terms of traffic reached

*Responsible:* State / Regional / Local authority; *Deadline:* ongoing

Note - General Comment: The question of regional / local cross border infrastructure has to be dealt on a bilateral level between countries / regions / communities. The SG could be responsible for the following tasks: Develop guidelines and common goals; Initiating bilateral platforms; Monitoring the development and possibly in the case there are different opinions of neighbouring countries on the development of the local cross border infrastructure giving non-binding recommendations.

**Action (6): "To develop further nodal planning for multimodality"**

**Milestone n°1: Identify the need for new multimodal nodes**

- *Work:* Each country to identify multimodal nodes to be developed. To be based on the existing plans such as the revised TEN-T guidelines. Countries may wish to have specialised logistic centres. Future projects, if possible, to be based on developing transnational plans, studies and strategies. To check the projects from the list of projects that have been submitted by the SG members, related to this Action.

*Output:* DRIS project application to the TAF-DRP (DRIS-Danube Region Intermodal Strategy), list of possible logistic centres and intermodal terminals.

*Responsible:* PA1b SG members, PA10; *Deadline:* 30/09/13, *status:* finished

**Milestone n°2: Agree on the multimodal nodes to be monitored and labelled as flagship projects and/or regional/transnational study on intermodal transport**

- *Work:* The countries agree on the multimodal logistics centres to be monitored and labelled as flagship projects (a selection of those identified in milestone n°1). Drafting a regional/transnational project proposal on intermodal transport.

*Output:* list of agreed logistics centres in Danube region

*Responsible:* SG members; *Deadline:* 30/09/14

- *Projects:* Workshop on multimodal nodes to be developed into logistics centres.

*Output:* list of proposed need for logistics centres

*Funding:* TA of the PA, or host country; *Responsible:* SG members+ Ministry of transports (or responsible institution on national level); *Deadline:* 30/11/14

**Milestone n°3: Design the projects**

- *Work:* Each country which has a logistics centre on the list of agreed multimodal nodes to design a project (including the links of the logistics centres to river/ rail/ road/air links and growth targets in terms of traffic).

*Output:* project application

*Responsible:* Ministry of transport; *Deadline:* 31/03/16

- *Projects:* several according to the list of agreed logistics centres in Danube region

4. Feasibility study - deadline: 31/01/16

5. Impact Assessment study (including environmental) - deadline: 31/01/16

6. Consultant to draft the project - deadline: 31/03/16

*Output:* project application

*Funding:* ERDF/CF/IPA;

*Responsible:* Ministry of transport (or responsible institution on national level), Investor;

*Deadline:* 31/03/16

#### Milestone n°4: Find the funds

- Work:* Each country to find the financing for the multimodal logistics centres on its territory. Funding sources to be the ERDF or Cohesion Fund as well as national/ regional programmes. Loans also to be considered to complement the financing.  
*Output:* grant/ loans to finance the project  
*Responsible:* SG members, Ministry of Transport, Investor; *Deadline:* 30/06/16

#### Milestone n°5: Call for tender to find the constructors and supervisors

- Work:* Public procurement to find constructors and supervisors to develop the multimodal logistics centres.  
*Output:* contracts with constructors and supervisors  
*Responsible:*( Ministry of Transport), Investor; *Deadline:* 31/10/16

#### Milestone n°6: Implement the projects

- Work:* Constructors and supervisors to do the works to develop the multimodal logistics centres.  
  
*Output:* new/ reconstruction multimodal centres  
*Responsible:* Consultant for supervision of works+ Contractor, Investor; *Deadline:* start of the work 30/04/17

#### Milestone n°7: Promote and monitor the development of the multimodal centres (flagship projects)

- Work:* To promote the multimodal logistics centres so that they are used.  
*Output:* agreed growth targets in terms of goods handled  
*Responsible:* Logistics centre / Terminal operator, SG members;  
  
*Deadline:* ongoing

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

**Milestone n°1: Identify the need for use of ITS**

- *Work:* Each country to identify its potential to develop Intelligent Transport Systems. To be based on the existing plans (in accordance with Directive 2010/40/EU and related Action Plan for the Deployment of Intelligent Transport Systems in Europe) and national plans and strategies of non-EU States ).

*Output:* list of consolidated priorities and information on best practices in the region *Responsible:* SG members; *Deadline:* 30/11/13, postponed: 30/09/2014; completed

**Milestone n°2: Agree on ITS to be deployed**

- *Work:* The countries agree on the ITS services to be deployed (a selection of those identified in milestone n°1).

*Output:* list of agreed ITS applications based on harmonized services relevant to all the Region  
*Responsible:* SG members, National Experts on ITS + Municipalities/Local/ National authorities; *Deadline:* 30/09/15; completed

- *Projects:* Workshop on ITS deployment in the Danube region.

*Output:* list of possible ITS measures

*Funding:* TA of the PA; *Deadline:* 30/11/15, completed

**Milestone n°3: Design the projects**

- *Work:* Each country which has an ITS on the list of agreed ITS applications to design a project , respecting the Action plan of ITS for Europe

*Output:* project application

*Responsible:* Ministry of transport, Municipalities, Local authorities, Road Authorities;  
*Deadline:* 31/03/16,

- *Projects:* several

7. Feasibility study - deadline: 30/11/16

8. Impact Assessment study (including environmental) - deadline: 31/01/17

9. Consultant to draft the project - deadline: 31/03/14 S *Output:* project application

*Funding:* ERDF/ CF, IPA, CEF; *Responsible:* Ministry of transport, Road Authorities;  
*Deadline:* 31/03/17

**Milestone n°4: Find the funds**

- *Work:* Each country to find the financing for the ITS on its territory. Funding sources to be the ERDF or Cohesion Fund as well as national/ regional programmes. Loans also to be considered to complement the financing.

*Output:* grant/ loans to finance the project

*Responsible:* Ministry of Transport, Road Authorities, other responsible institutions on national level/Municipalities/Local authorities; *Deadline:* 30/06/17

**Milestone n°5: Call for tender to find the constructors and supervisors**

- Work:* Public procurement to find constructors and supervisors to deploy the ITS.

*Output:* contracts with constructors and supervisors

*Responsible:* Ministry of Transport, Municipalities/Local authorities, Road Authorities;

*Deadline :* 31/10/17

**Milestone n°6: Implement the projects**

- Work:* Constructors and supervisors to do the works to deploy the ITS.

*Output:* new ITS implemented for use on transport network

*Responsible:* Ministry of transport + Investors / Contractors (or Project Manager); *Deadline:*

start of the work 30/04/18

**Milestone n°7: Promote the ITS**

- Work:* To promote the ITS.

*Output:* agreed growth targets in terms of smooth traffic flow and safety improvements

*Responsible:* Motorway / Road authority, SG Members, Municipalities/Local authorities;

*Deadline:* ongoing

**IMPORTANT NOTE:**

*Workshop on ITS in the Danube region held in Timisoara, Romania on 27 March 2014 showed that the “ITS Roadmap” needs a significant changes. It was agreed that it is going to be modified/updated by ITS Austria and ITS Romania with support of other ITS Associations of the Danube region countries.*

*Roadmap on ITS was further discussed during second Workshop on ITS with countries from the Danube region on 26 September 2014 in Vienna, Austria.*

*As a result of the Workshop it was agreed that stakeholder survey will be made. Based on the results obtained a New roadmap is proposed in the beginning of 2015. It is planned that at the 9<sup>th</sup> Steering Group meeting to be held in Ljubljana the Roadmap would be presented, discussed and possibly approved by the SG members.*

*Summary of the Stakeholder Survey carried out by ITS Austria is as follows:*

*ITS Roadmap for the Danube Region*  
 Based on the Results of the EUSDR Stakeholder Survey

## SUMMARY

A stakeholder survey was launched in November 2014 to allow a prioritisation of ITS topics by all Danube Region countries. The objective was to *capture the opinion of the ITS community in the Danube Region* countries. Representatives from public administration, authorities (like Ministries), public transport operators or associations, motorway, road or railway operators, transport related service providers and ITS associations (e.g. ITS Nationals) have been addressed. They were asked to assess a set of ITS services/measures according to the national plans and strategies. In total 8 (SI, AT, CZ, DE, MD, RO, HR, HU) of the 14 EUSDR countries participated in the stakeholder survey. The results of the survey are the basis of the EUSDR ITS roadmap, which is intended to support the Action No. 7 of the EUSDR Action Plan through tangible ITS deployment topics that are agreed with a wide range of stakeholders in the EUSDR countries.

Setting priorities was achieved by means of a standardised questionnaire. The survey participants assessed the priority and deployment risk for each of the ITS services/measures. In order to get a national perspective a priority-risk analysis was conducted country-wise. The common ITS roadmap is then derived from the priority-risk classifications per country. The ranking of the ITS services/measures is done according to the frequency of the priority-risk classes. Therefore the ranking shows the degree of consensus of the prioritisation in the countries.

The following priority areas include ITS services/measures that are assessed by the majority of the countries with high priority and define therefore the most important deployment topics for the Danube Region. The full version of the ITS Roadmap for the Danube Region is available [here](#).

### ITS Deployment Priorities in the Danube Region

Priority Area 1	Access to dynamic road data (real-time traffic data)	making available and accessible existing and accurate real-time road data (e.g. real-time traffic condition, incidents, events)
	Access to public transport data via an harmonised interface	provision and/or exchange of public transport data (e.g. timetables, transport graphs, fare products, dynamic real-time service status information) in a format that enables interoperability
	Provision of multimodal traveller information services	door-to-door information allowing for well-informed travel decisions integrating information for different modes
Priority Area 2	Access to static road data	provision of static road or transportation data (e.g. transportation network/ graphs, road type, road condition, traffic regulations, speed limits, accident hotspots, etc.) also to third parties.
	Intelligent truck parking	gives truck drivers access to information on the availability of secure parking places for their trucks
	Probe vehicle data	like floating car data or floating cellular data (from private car, taxis or transport fleets) are the basis for real-time travel time data collection, real-time traffic operations monitoring, incident detection, route guidance on other applications
Priority Area 3	Integrated, electronic fare management (local, national or trans-national)	enables a traveller to make a journey that involves transfers within or between different transport modes with a single ticket that is valid for the complete journey.
	Electronic consignment notes (Improving customs as well as access to data for 3rd parties)	Introduction of electronic consignment notes in road transport, as well as integrated new services using electronic consignment notes for improved and fast customs. In order to provide new services the access to third parties (like ITS service developers) is required

3.2. **Annex 2: PROJECTS APPROVED BY THE STEERING GROUP (Period July 2013 – June 2014) and NEW PROJECT PROPOSALS RECEIVED**

**a) Project approved:**

NO project was proposed and supported by “Letter of Recommendation (LoR)” in the period July 2013 to end June 2014.

Four (4) projects supported by the PA1b Steering Group were submitted for TAF-DRP (Technical Assistance Facility for the Danube region projects). These are:

- DRIS phase 1 (the Danube region Intermodal Strategy- phase 1)
- WBC (the Western Balkans Corridor)
- DAirNet (the Danube Region Air Development)
- DanubeMobility (Danube - European Model Region for Sustainable Mobility in Tourism)

Three of them were selected for technical assistance (DRIS, WBC and DAirNet).

On the other hand STAT Seed money facility received 11 project proposals in the first call linked to PA1b (<http://www.danube-capacitycooperation.eu/pages/start>). After selection procedure two PA1b projects were selected for support: Radar and TLC\_VUKA.

**b) Project proposals received in 2014/15:**

- **Academy for sustainable mobility in the Danube region:** The project aims to promote sustainable mobility awareness and implementation in the Danube Region. Stakeholders of all fields concerning sustainable mobility are brought together regularly under the roof of the Academy. The Academy for Sustainable Mobility supports training of practitioners and exchange of experience dealing with transport and mobility and spatial planning at public authorities in the Region. The need for training is identified by the local partners themselves; The practitioners integrate the experience gained in their local/regional concepts and projects and ensure its implementation; The concepts and projects implemented feed in turn the pool of experience and are further spread by the Academy.

Out of the manifold fields of sustainable mobility, the Academy concentrates in its first 2 years on spatial and regional mobility planning in functional urban and rural areas. This was also identified as a crucial intervention need in the regional analysis with SWOT analysis done for the Danube Region.

The permanent structure of the Academy is planned to be established during project implementation. After the project implementation the Academy shall continue its activities and have a leverage effect on further projects on sustainable mobility in the Danube Region.

*Partners:*

*The ideal partnership consists of local/regional/national authorities that intend to set up a concept or a project for sustainable mobility as well as research/training institutes. The current partnership reflects this and consists of*

*Authorities:*

- *Ministry for Transport and Infrastructure of Baden-Wuerttemberg, Germany (Lead Partner)*
- *Regionalverband Ostwürttemberg in Germany,*
- *Ministry of Regional Development in Bulgaria,*
- *Budapest Főváros Városépítési Társaság in Hungary*
- *Vysocina Region in the Czech Republic,*
- *Municipality of Cluj in Romania,*

*As well as institutes and intermediary organisations:*

- *Urban Planning Institute of Slovenia,*
- *Club Sustainable Development of Civil Society in Bulgaria,*
- *Institute for Transport Sciences in Hungary,*
- *Donauuniversität Krems and Austrian Mobile Power,*
- *Urbasofia in Romania.*

*A number of further organisations expressed their interest to collaborate with the Academy and shall be involved in the activities.*

- **"Transdanube.Pearls"**: Network of regions along the Danube to be reached with sustainable means of transport, connected with each other by sustainable means of transport offering sustainable mobility offers to get around the region and the destination integrated in sustainable tourist packages, providing integrated information on tourism and mobility for tourists and inhabitants.

*Partners:*

- **LP:** *Environment Agency Austria, AT*
- **PP1:** *Donaubüro Ulm, DE*
- **PP2:** *WGD Donau Oberösterreich, AT*
- **PP3:** *Burgenland Region, AT*
- **PP4:** *Bratislava Self-Governing Region, SK*
- **PP5:** *Westpannon Regional Development Agency / GYSEV, HU*
- **PP6:** *South Transdanubian Regional Development Agency, HU*
- **PP7:** *City of Vukovar, CRO*
- **PP8:** *Regional Development agency Sinergija Ltd., SI*
- **PP9:** *Danube Competence Center, RS*
- **PP10:** *RARIS, RS*
- **PP11:** *Regional Administration of Vidin, BG*
- **PP12:** *Club Sustainable Development of Civil Society, BG*
- **PP13:** *National Institute for Research and Development in Tourism / Caras Severin County, RO*
- **PP14:** *South-East Regional Development Agency, RO*
- **PP15:** *Association of Tourism Development in Moldova, MD*

- **Cycling Mobility Management Strategy in the Danube Region (DrCycleNet) - 1<sup>st</sup> Phase** (Planned project): The all-over multimodal cycling European project should involve as many interested member countries of the Danube Region. The project is based on the collection of good practices on:
  - Mobility Management Strategies for cycling,
  - Compatibility of bicycle traffic with other public traffic systems,
  - Spatial Planning,
  - Cycling tourism, business perspective and related entrepreneurial opportunities,
  - Environment friendly solutions
  - The main purpose of the project is transfer of knowledge and experiences between the Danube Region countries for common progress of quality of living.
 The key essential steps of joint cooperation are:
  - to help the less developed countries with improving the Technical Regulations for designing and implementing cycling infrastructure that enable connectivity and safety of cycling connections (to recognize the professional approach of planning, designing and implementation of the cycling infrastructure)
  - to make the cross checking overview of already implemented scope of EuroVelo – European cycling connections in Danube Region and to provide the plan of implementing the missing links,
  - to set the opportunity for various bike sharing system (opportunity of long-distance networking tourist-related places),
  - to provide uniform logo of marking the cycling connections in the Danube Region,
  - to unify the cross-border compatibility of bicycle traffic in combination with other public traffic systems (train, bus, ferry and inland waterways)
  - to create areas for relaxation and recreation by reducing motor vehicle traffic and enable cycling to the largest extent possible.
  - to promote and develop cycling tourism (cycling network must be connected to the tourist attractive points such as sport centres and places with rich natural and cultural heritage, e.g. rivers, waterfalls, lakes, museums, churches, botanical gardens, mountain farms and cottages, hotels, health resorts, spas and camping sites, the nautical tourism and rafting is perfect complement to cycling)
  - to develop and promote business and new entrepreneurial opportunities relating cycling, job creation and tackling unemployment (organizing support activities which should stimulate people from different professions to seek new opportunities for earnings, like industry of bicycles, cycling

- watchman's cabins, bicycle rentals, service workshops, stands for bicycles and other equipment, clothing, additional services, maps and guides, culinary and tourism),
- to organise cycling events and campaigns (to stimulate cycling and to make it recognizable)
- to support rural development by revival of old traditions and natural, cultural, historical or architectural heritage landscape (wine, gold, amber or emerald cycling route or route of the fruit, sun, wind and energy),
- to protect the environment (to restrict access to the natural points of interest for motor traffic and to stimulate bicycle traffic).

The project base on the collection of good practices in form of above Work packages and the main purpose of the project is transfer of knowledge and experiences between the Danube Region countries for common progress. Less developed countries should learn from more developed and the latter will progress in terms of better safety and international connectivity and by improving socio-economic and social conditions. The overall goal is to obtain greater cross-border territorial, transport, economic and political cohesion between the countries in the Danube Region and to improve the international competitiveness in the tourist market tendering to provide new jobs.

*Partners:*

- *LP: Cisum ltd, Slovenia,*
- *PPs: Partners will be determined during the validation of the project (till now first talks with Serbia and Croatia were held).*

- **Infrastructure Treatments and Solutions for Sustainable Road Safety on Regional Road Network within Danube Countries** (Planned project): Transition between rural and urban network requests change in driving conditions in terms of roadside equipment and road layout. Drivers' awareness must be enhanced since urban road users are more diverse and include cyclists, pedestrians and vulnerable road users. Urban road design elements incorporate interdisciplinary approach.

*Partners:*

- *LP: University of Ljubljana, Faculty of Civil and Geodetic Engineering, Slovenia*
- *PPs: To be defined, partners-expert and/or users groups from Germany, Austria, Czech Republic, Slovakia, Hungary, Slovenia, Croatia, Serbia, Romania, Bosnia and Herzegovina, Montenegro, Bulgaria, Moldova, Ukraine.*

- **InfraITS** (planned project): Road transport is still growing and related problems, which are known as "congestion-costs-safety-carbon footprint", are results of economic development and the increasing desire of people for mobility. Intelligent transport systems (ITS) and services are seen as key for increased travel speeds, significant increase in the number of travellers/freights with the same number of vehicles, and increased demand for precise and timely information by travellers (users).

Last decade transport policy is dealing with how to motivate people to use buses, trains, bicycles, and in order to eliminate short distances on foot. As long as the alternatives to the car does not achieve the desired results, we must look for solutions elsewhere, and one of them is to occupy the empty seats in vehicles or in frequently use of transit (mass) transport with the same or nearby destination. In such a way, we could reduce the number of vehicles in circulation, especially those which are daily migrants using highway system. Within the tasks common guidelines for the further development and implementation of measures to meet the needs of sustainable mobility on highways are proposed. It is proposed to connect the basic highway infrastructure with other transport modes including mass transportation. We could suggest and prepare the demo service to connect travellers with mass transport at special collecting points nearby or within highways.

*Partners:*

- *LP: University of Ljubljana, Faculty of Civil and Geodetic Engineering, Slovenia*
- *PPs: To be defined.*

- **C-ITS Road Show** (planned project): Over recent years many Field-of-Test (FOT) of Cooperative ITS (C-ITS) in which the vehicles communicate with each other and/or with the transport

infrastructure were prepared. Main task of this project is to prepare Road show to revive these FOTs in the countries of Danube region which were not involved in mentioned demonstrations.

*Partners:*

- *LP: University of Ljubljana, Faculty of Civil and Geodetic Engineering,*
- *PPs: to be defined at later stage.*

- **Safe roadside design** (planned project): Forgiving Roads principles, especially in rural areas, need new approach in road design. Design elements and roadside equipment must be redesigned and upgraded in order to protect users in case of conflicts and must either allow adequate correction or must provide suitable level of safety, avoiding severe and fatal injury. Experts and users are to be connected to study and develop common solutions and proposals, including legal grounds.

*Partners:*

- *LP: University of Ljubljana, Faculty of Civil and Geodetic Engineering,*
- *PPs: To be defined, partners-expert and/or users groups from Germany, Austria, Czech Republic, Slovakia, Hungary, Slovenia, Croatia, Serbia, Romania, Bosnia and Herzegovina, Montenegro, Bulgaria, Moldova, Ukraine.*

-----

3.3. Annex 3: STEERING GROUP Meeting(s) - Agenda and Minutes

**AGENDA**  
**9<sup>th</sup> STEERING GROUP MEETING**  
**Wednesday and Thursday, 10 - 11 September 2014**  
**Belgrade / Serbia**  
 Venue: Hotel Palace, Topličin venac 23, Belgrade

<b>Day 1: Wednesday, 10 September 2014</b>	
12.30 – 13.00	<i>Registration</i>
<b>13.00 – 13.05</b>	<b>Welcome and introductory remarks</b> <i>Chairman and co-chairman, Miodrag Poledica and Franc Žepić</i>
<b>13.05 – 13.20</b>	<b>Approval of the agenda and of the minutes of the 8<sup>th</sup> SG meeting</b> <i>SG members</i>
<b>13.20 – 13.40</b>	<b>Overview on three years of the implementation of the Strategy</b> <ul style="list-style-type: none"> <li>• Are changes in governance and operational work needed? <i>DG REGIO – Irina Cruceru</i></li> </ul>
<b>13.40 – 15.30</b>	<b>State of play: Projects, New project ideas and initiatives</b> <ul style="list-style-type: none"> <li>• Transport Analysis for the Danube region (TAD) <i>Information by EIB - Jochen Schneider</i></li> <li>• Danube Region Intermodal Strategy (DRIS phase 1) <i>Information by Uni. Belgrade – prof. Mladen Krstić</i></li> <li>• Danube Region Air Network (DAirNet) <i>Information by Uni. Belgrade – prof. Olja Čokorilo and dr. Ana Šimecki</i></li> <li>• Western Balkans Corridor (WBC) <i>Information by PACs</i></li> <li>• New Corridor Initiative: TRAIANUS Rail Corridor (Black Sea – North Adriatic Sea) <i>Information by RO delegation: Valentin Berca and Monica Patrichi (tbc)</i></li> <li>• New Initiative: Cycling Mobility Management Strategy in the Danube Region (DrCycleNet) <i>Information by SI delegation</i></li> <li>• SEETO Flagship Axes Initiative <i>Information by SEETO – Mate Grigorjevski and Nedim Begović</i></li> </ul> <p>Discussion</p>
<b>15.30 – 16.00</b>	<i>Coffee break</i>
<b>16.00 – 17.00</b>	<b>Financing opportunities for small projects</b> <ul style="list-style-type: none"> <li>• <b>1<sup>st</sup> CALL: “START” facility</b> <i>Chairman and co-chairman</i> <i>(by Serbian European Integration Office- SEIO, tbc)</i></li> </ul>
<b>17.00 – 17.05</b>	<b>Closing of the first day meeting</b> <i>Chairman</i>
20.00 – 22.00	<i>Working Dinner</i>
<b>Day 2: Thursday, 11 September 2014</b>	
<b>8.45 – 9.00</b>	<i>Coffee</i>

<b>9.00 – 10.30</b>	<b>LIST OF PA1b PROJECTS:</b> <ul style="list-style-type: none"> <li>• Exchange of views on finished projects, updates, new proposals and monitoring <i>SG members</i></li> </ul>
<b>10.30 – 11.00</b>	<i>Coffee break</i>
<b>11.00 – 12.30</b>	<b>ACTION PLAN, ACTIONS and ROADMAPS:</b> <ul style="list-style-type: none"> <li>- <b>Sustainable metropolitan transport systems and mobility</b> <i>Lilijana Madjar, RRA LUR, Slovenia</i></li> <li>- <b>Market Condition of the Railways in the Danube Region</b> <i>-Croatian experience- Danijel Krakić, President of Management Bord, HŽ Cargo, Croatia</i></li> </ul>
<b>12.30 – 13.00</b>	<b>AOB:</b> Passed events: <ul style="list-style-type: none"> <li>- <b>The first conference “Transport and Research in the Danube Region”, 2 - 3 April, Ljubljana:</b> Brief report by SI delegation</li> <li>- <b>3rd EUSDR Annual Forum, 26-27 June, Vienna:</b> Brief report by AT delegation and DG REGIO</li> <li>- <b>Symposium on Sustainable Mobility and Green Economy in the Danube Region, 4-5 July, Ulm, Baden-Württemberg:</b> Brief report by PAC</li> </ul> Planned events: <ul style="list-style-type: none"> <li>- <b>4<sup>th</sup> Danube eRegion Conference (DeRC), 22 – 23 September 2014, Ljubljana:</b> Information by SI delegation</li> <li>- <b>ITS Conference “Bridging Boundaries” and Second Workshop on ITS in the Danube Region, Vienna (25 and 26 September):</b> Information by AT delegation and PACs</li> <li>- <b>Preparation of 3<sup>rd</sup> Stakeholder Conference “The Danube Region Transport Days 2014”, Ljubljana (21 – 22 October):</b> Information by SI delegation</li> </ul>
<b>13.00 – 13.15</b>	<b>Next steps and Closing of the meeting</b> <i>Chairman and co-chairman</i>

**Important Note:** The meeting will be held in English. No interpretation available.

**MINUTES**  
**of the 9<sup>th</sup> STEERING GROUP meeting**  
**Wednesday 10 September 2014 and Thursday 11 September 2014**  
**Belgrade / Serbia**

**Participants: AT, BG, CRO, HU, RO, SRB, SI, DG REGIO, SEETO, EIB**

**Non-participating / Absent:** B&H, CZ, DE, MD, MN, SK, UA

**Chairman:** Mr Miodrag Poledica, PAC 1b (Serbia)

**Co-chairman:** Mr Franc Žepič, PAC 1b (Slovenia)

**1. Welcome and introductory remarks**

The Chairman, Mr. Miodrag Poledica, State secretary welcomed the participants to the 9<sup>th</sup> meeting of the EUSDR Priority Area 1b Steering Group (PA1b SG).

**2. Approval of the agenda**

The Chairman said that main focus of the agenda is on work done so far (overall strategy implementation) and on projects.

*Conclusion: The Agenda for the 9<sup>th</sup> SG PA1b meeting is unanimously approved.*

**3. Approval of the minutes of the 9<sup>th</sup> SG meeting**

The Co-Chairman made an overview of 8<sup>th</sup> SG meeting conclusions. No comments were introduced.

*Conclusion: The Minutes of the eight meeting held in Ljubljana on 1 and 2 April 2014 are unanimously approved.*

**4. Overview on three years of the implementation of the Strategy - "Changes in governance and operational work"**

Ms Irina Cuceru (DG REGIO) explained changes in governance and operational work by reporting Council conclusions concerning the governance of macro-regional strategies and new initiatives as follows:

1. Macro-regional strategies showed to be successful approach for comprehensive development of a larger region by addressing common challenges and potential in regions of Baltic Sea, Danube and Adriatic-Ionian Region.
2. Even though good practice examples of successful macro-regional actions already exist in the EU Strategy for the Baltic Sea Region and the EU Strategy for the Danube Region there are still implementation obstacles that should be addressed through changes and improvement of governance. The improvements are especially required at the level of coordination and implementation.
3. The National Co-ordinators (former National Contact Points) and PACs (Priority Area Coordinators) will have new tasks creating link between the political level and the Priority Areas in order to improve coordination and implementation processes.
4. Non EU countries and regions are officially fully involved. However, their active participation is often limited, due to capacity and resources. It is proposed to provide support by organising SG (Steering Group) meetings every time in different country and via all instruments possible, including the Danube transnational programme.
5. In order to enhance co-operation and strengthen synergies between the Strategy and programme structures Secretariat for the Danube Strategy - Danube Strategy Point (DSP) is to be established based in Brussels. Start of the DSP may be expected in January 2015. The main tasks will include:
  - a. Support to implementation through activities of horizontal coordination between PA,
  - b. Organising joint meetings of PA Coordinators and National Coordinators.

- c. Communication responsibility – making more visible results of implementation
- d. Support PA in evaluating processes by providing evaluation tools like on-line reporting tool. On-line reporting tool will contain the reports of all PA, PA Coordinators and National Coordinators and it will be suitable for extracting information for Annual reports.
- e. Provide information on DR programme, organising joint meetings for selection of project proposals, coordination of communication.

In first two years the DSP will be financed by EC, and after that by the Danube Regional Programme.

- 6. Danube Operational Programme will be adopted by the end of January and First Call will be launched in May 2015. Funds will be allocated for PA Coordinators, Administration capacity building etc.

*Conclusion: Information was given on Council conclusions concerning the governance of macro-regional strategies and new initiatives, establishment of Danube Region Strategy Point, recommendation to increase involvement of non-member countries and 1<sup>st</sup> call for Danube Operational Programme that is expected to happen in May 2015. SG should be prepared for this call with selected project proposals to seek funding.*

## **5. State of play: Projects, New project ideas and initiatives**

Mr Jochen Schneider (The EIB) gave an insight on development of Macro regional transport study:

- The purpose of such a study is to get so called "snapshot" on the regional transport system, future development of transport flows, and impact of infrastructure and transport flows on development. Some of the task of the study are:
  - Data gap analysis,
  - Description of transport flows,
  - Analysis of existing weakness and bottlenecks with regard to both infrastructure and administrative,
  - Estimation of future traffic development and impact of bottlenecks removal.
- ToR is under preparation – SG members will receive it to give their comments,
- After the finalization of ToR next step will be development of criteria for selection of the projects.
- EIB will coordinate these actions with SG members. SG member will have role of contact points on national level.
- Important dates:
  - Tender will be launched in November 2014
  - Start of implementation is planned in first half of 2015

*Conclusion: the SG members should expect communication from the EIB to develop ToR and selection criteria for the projects, and later for evaluation of project proposals. SEETO already developed databases, so it is suggested to EIB to cooperate with SEETO in order to avoid unnecessary actions and get quality data.*

Mr Mladen Krstić (University of Belgrade) gave information on the project proposal "Danube Region Intermodal Strategy" (DRIS). It is highlighted that project has regional and transnational significance. Lead Partner is the University of Belgrade, with support of the Ministry of Transport of the Republic of Serbia and the Ministries of other countries. Several research institutions, private companies and consulting firms from the Danube Region countries, also support it. Significance of the project comes from contribution to economic development of the countries and the region itself, closer cooperation between the countries of the region, integration of the region into the global goods and transport flows, etc. This significance will be achieved by creating an integrated intermodal transport strategy for the entire Danube region. Integrated intermodal transport system will be achieved through combination and improvement of different modes of transport. For Danube Region the focus is on combination of waterways (inland and sea), railways and roads transport.

Ms Olja Čokorilo (University of Belgrade) and Ms Ana Šimecki (SEETO) informed SG members about project proposal titled "the Danube Region Air Transport Network Strategy" (DAirNet). It addresses the challenge of underdeveloped airport connectivity in Danube Region. Objectives are to improve the air network connectivity in the Danube Region, identifying new air transport

connections in the Region in order to improve mobility, accelerate economic integration and cooperation as well as to develop a set of dedicated action plans. Large improvement potential is identified with multiple positive effects on improvement of economic, social and territorial cohesion in the Region.

Mr Žepič (PAC) informed SG members about key points on project Western Balkan Corridor (WBC). Mr Žepič stated that WBC is an important corridor linking EU and non-EU Member States. Project proposal for a study was part of TAF-DRP program. Further discussion is planned at the stakeholder conference "The Danube region Transport Days" on 22th October in Ljubljana, where dedicated workshop will take place.

Mr Valentin Berca (Romania) promoted new corridor initiative with working title «*TRAIANUS Railway Freight Corridor*». Mr Berca elaborated the potential benefits of integration of TRAINUS railway corridor into wider EU network. The underlying idea of integration of following sections: Trieste/Koper (Adriatic Sea) – Divaca – Ljubljana (5<sup>th</sup> corridor) – Zidani Most – Sevnica – Dobova – Zagreb – Belgrade (10<sup>th</sup> corridor) – Timisoara – Craiova – Bucuresti – Constantza (Black Sea) ("Imperator TRAIANUS" corridor). To support the project proposal idea the different strategic documents, initiatives and projects are discussed: Euro – Med Transport Projects, Regional transport action plan for the Mediterranean region (2014-2020), TRACECA – Transport Corridor Europe-Caucasus-Asia and UN ECE – UNESCAP Euro-Asian Transport Links project (EATL), etc.

Mr Žepič (Slovenian delegation) informed SG members about project initiative: »*Cycling Mobility Management Strategy in the Danube Region*« (DrCycleNet). He stressed the importance of this project as contribution to efforts of sustainable transport initiatives in the Danube region. SG members will receive the project proposal with other SGs materials and the further and more in detail discussion is planned for conference in Ljubljana.

Mr Begović (SEETO) gave short overview of the SEETO Flagship Axes Initiative: objectives, pillars, phasing and outputs. Flagship Axes Initiative was initiated in 2012 and is supported by Ministries of Transport from the SEE region. The first phase consisted of assessment of transport modes characteristics, existing infrastructure and ongoing and future projects. Phase 2 is expected to deliver in depth analysis on the three remaining pillars: Market access assessment, Performance indicator analysis and Border-crossings analysis. The result of this phase will be List of measures and it will be finished by the end of December 2014. List of measures will give guidance how to cope with following topics:

- what could be achieved at "zero cost"?
- what could be achieved through a resource efficient programme of maintenance/upgrading/reconstruction?
- what should ideally be achieved and at what costs to reach TEN-T standards?
- what is needed to cut time travel from point A to point B by 10% (on road and rail), 25% on road and rail, 50% (on rail only)?

The start of implementation is planned in January 2015. Mr Begović concluded that the main objective is regional cooperation and standardisation.

## **6. Financing opportunities for small projects**

Mr Žepič briefly presented key objectives and principles of the new START program initiative, basic eligibility criteria, START governance, management structure and calendar. It was noted that PACs and their Steering Groups are going to play a central role in selection and implementation of projects with regard to the project content.

## **7. List of PA1b projects**

Exchange of views on finished projects, updates, new proposals and monitoring

Mr Žepič:

- Proposed organising a Workshop to overview the finished, ongoing and future projects. One of the main reasons for profound discussion about projects on the PA1b list is lack of information on projects that are ongoing or planned. Revision of present list and exchange of information about projects is much needed.
- Stressed the issue of eligibility criteria of EU funds for planned projects, particularly road road projects in Operational Programme. Fact is that roads that are not planned on TEN-

TEN-T maps could not receive support (co-financing) from EU programmes. Yet many roads in the Danube region that are crucial for linking core / main corridors are in need for modernization, upgrading or even building a missing link. It is proposed to try to find the solution for this problem.

Mr Poledica:

- Agreed with the proposal, reminding about Workshop held in 2012 that resulted with List of projects and proposed revision of database with ongoing, planned and completed projects.
- Proposed organising Workshop in two or three months period, to have enough time for preparation and in the meantime to exchange information on projects via e-mail.

Mrs Irina Cuceru:

- Regarding Mr Žepič remark on roads projects that are not eligible for EU funds: the role of SG should be to connect projects in beneficial way. Roads projects should be financed through National Programme and Transnational programme could serve only as planning tool.
- Regarding Workshop: Recommended to invite staff from Technical Secretariat or Managing Authority who directly work on Programmes to help SG members to understand the way projects are selected. Also to invite the experts for project management to consult on project planning and applying for Transnational Programme.
- Recommended for SG members to decide on priorities, first on national level and then to decide on common regional priorities.
- Suggested creation of two lists of projects, one with all projects and other the shorter list (5-10 projects) that are actively supported.

Mr Fedor Černe:

- Supported the idea to have Workshop on projects to discuss the whole issue. He drew attention that it is useful to have register of projects but it is just a tool. On the other hand there are projects designed to be beneficial for whole Danube Region and these should be supported by the whole group.
- Proposed to design the List of projects supported by all SG members and list of recommendations for funding opportunities based on feedback from the European Commission or the EIB.
- Concluded that list should be more than "just a list". It should mean that project has support from the whole region and once the priorities are agreed upon the projects should be pushed forward.

Ms Šimecki:

- Proposed after updating the list of projects to put all the projects on the Map to visualise it and to make it easier to see the possible ways of connecting projects into bigger projects.

Conclusions: An event (Workshop) should be organised to only discuss projects. The List of projects should be updated. It is proposed to create one list with all projects and second list with projects that are really transnational. SG should try to involve experts and stakeholders who could help to find financing opportunities. Planned workshop should result in selection of projects and recommendations for funding opportunities.

## **7. Action plans, actions and roadmaps**

Mrs Mađar (RRA LUR, Slovenia) addressed the topic "*Sustainable metropolitan transport systems and mobility*" by presenting the strategy for achieving the objectives of the project "Sustainable mobility in Ljubljana urban region" and its positive developments. The key lessons learned from this process are:

- Develop a common strategy for all initiatives
- Coordinate actions with all related institutions
- Involve the key stakeholders through Board structure participation
- Apply for funds through different funding schemes: EIB, ERDF, etc.
- Cooperation on horizontal level (transnational, regional and local)
- Coordination of all initiatives
- Integration of soft projects and big infrastructure projects

Mr Berca briefly presented the *Standardisation platform for Smart Cities* by presenting:

- the EU politic perspective
- activities of European Standards Organizations (CENELEC - European regional standards organization, CEN - the European Committee for Standardization, and ETSI - the European Telecommunications Standards Institute)

- activities of International Electrotechnical Commission (IEC), International Organization for Standardization (ISO) and International Telecommunication Union (ITU)
- activities of ASRO - Romanian Standards Association and
- A possible Action Plan for Bucurest:
  - Introduction - the target to reduce co2 emissions
  - Emissions inventory of reference
  - Vision and action plan

## 12. AOB:

Information was given on the following events:

- Passed events
  - The first conference "Transport and Research in the Danube Region", 2-3 April 2014, Ljubljana
  - 3<sup>rd</sup> EUSDR Annual Forum (26-27 June), Vienna
  - Symposium on Sustainable Mobility and Green Economy in the Danube Region, 4-5 July, Ulm
- Planned events:
  - 4th Danube eRegion Conference (DeRC), 22 – 23 September 2014, Ljubljana
  - ITS Conference "Bridging Boundaries" and Second Workshop on ITS in the Danube Region, Vienna (25 and 26 September)
  - Preparation of 3rd Stakeholder Conference "The Danube Region Transport Days 2014", Ljubljana (21 – 22 October)

## 13. Closure of the meeting

The Chairman thanked participants for valuable contributions and active participation.

The 9<sup>th</sup> SG meeting started at 12.30 on 10<sup>st</sup> September 2014 and ended at 12.00 on 11<sup>nd</sup> September 2014.

\_\_\_\_\_  
Place, Date

Belgrade, 11 September 2014

\_\_\_\_\_  
Chairman:

\_\_\_\_\_  
Miodrag Poledica, PAC 1b

### Annex:

- List of participants

-----

3.4. **Annex 4:** *The First conference “Road Safety in the Danube Region – Minutes and Report*

EU Strategy for the Danube Region (EUSDR)  
Priority area 1b: To improve mobility and multimodality - rail, road and air links

The First Scientific and Expert Conference on

## ROAD SAFETY IN THE DANUBE REGION

*Towards “zero vision” in the Danube Region*

20<sup>th</sup> and 21<sup>st</sup> May 2015  
Ljubljana /Slovenia

Venue: CANKARJEV DOM, Culture and Congress Centre

### AGENDA

Wednesday, 20 May 2015

---

08.30 – 09.00 *Registration*

---

09.00 – 10.00 **Welcome address and keynote speeches**

*Welcome addresses:*

Mr. **Franc Žepič**, Priority Area Coordinator 1b, Ministry of Infrastructure, Slovenia

*Keynote speeches:*

Mr. **Peter Gašperšič**, Ph.D., Minister, Ministry of Infrastructure of the Republic of Slovenia

Mr. **Miodrag Poledica**, State Secretary, Ministry of Construction, Transport and Infrastructure, Serbia

Mr. **Michael Cramer**, Chairman, TRAN Committee, European Parliament

Mr. **Igor Velov**, Director, Traffic Safety Agency, Slovenia

---

10.00 – 10.40 **INTRODUCTORY SESSION: The EU Road Safety Policy – State of Play and Financing**

*Speakers:*

Mr **Szabolcs Schmidt**, Head of Unit, DG MOVE, The European Commission  
“Road Safety in the Danube Region”

Mr **Per Mathiasen**, EIB (European Investment Bank), Luxembourg  
“Funding of road safety – the EIB’s approach”

---

10.40 – 11.25 **SESSION I: Human behaviour (Driver)**

*Speakers:*

Ms **Mateja Markl**, Psychologist, Slovenian Traffic Safety Agency, Slovenia  
“Preventive activities and road safety education – Slovene experience”

Mr **Joop Goos**, president of “La Prevention Routiere Internationale”-PRI, The Netherlands

“Distraction in Traffic: The Dutch Case”

Prof. **Marko Polič**, PhD, University of Ljubljana, Faculty of Arts, Slovenia “Old Trends And New Emphasizes: From Description to Understanding”

---

---

*Discussion*

---

11.25 – 11.45 *Coffee break*

---

11.45 – 13.00 **SESSION II: Road Infrastructure**

*Speakers:*

Prof. **Tomaž Tollazzi**, PhD, University of Maribor, Faculty of Civil Engineering, Slovenia

“Opinion on the Development of Road infrastructure in Slovenia – from the standpoint of traffic safety”

Mr. **Peter Lipar**, PhD, University of Ljubljana, Faculty of Civil and Geodetic Engineering, Slovenia

“State roads in Slovenia – status and look into the Future”

Mr. **Marko Ševrović**, Faculty of transport and traffic Sciences Zagreb and Mr. **Krešimir Viduka**, HAK, Croatia

“Working with the road safety stakeholders in Croatia”

Mr. **Jose Diez**, Director, ERF-European Union Road Federation,

“Towards Safer Work Zones”

*Discussion*

---

13.00 – 14.15 *Buffet Lunch*

---

14.15 – 15.45 **SESSION III: Road Safety Management**

*Speakers:*

Mr **Antonio Avenoso**, Executive Director of ETSC, Belgium

“Road Safety Management – 6<sup>th</sup> PIN Report”

Mr. **Stephen Stacey**, Managing director, EuroRAP, Belgium

“Implementation Saves Lives”

Mr. **Martin Winkelbauer**, KFV, Austria

“Managing Motorcycle safety”

Prof. **George Yannis**, PhD and Mr. **Stergios Mavromatis**, Ph.D., NTUA, Greece

“Monitoring Road safety Policies and Performance”

Mr. **Milan Tešić**, M.Sc., Traffic Safety Agency, Republic of Srpska, Bosnia & Herzegovina

“Strengthening Road Safety Capacity at the Local Community in Republic of Srpska”

*Discussion*

---

15.45 – 16.45 **SESSION IV: Challenges and solutions for road safety in the Danube region**

*Speakers:*

Mr. **Milija Radović**, Director, Road Traffic Safety Agency, Republic of Srpska, Bosnia & Herzegovina

“Road Safety Agency’s Experiences and Present Challenges”

Dr **Dragoslav Kukić**, Road Traffic Safety Agency, Serbia

“Facts about road safety in the Republic of Serbia”

Ms **Olivera Djordjevic**, Senior Project Manager, EuroRAP, Danube Strategy Action Committee,

“Demanding Danube Region free of high risk roads”

*Discussion*

---

16.45 – 17.00 Conclusions by the European Commission and Closure of the conference by PACs.

---

19.00 – 21.00 *Networking Dinner*

---

## Thursday, 21 May 2015

---

08.30 - *Registration*  
09.00

---

09.00 - *Bus transfer to Vransko*  
10.00

---

10.00 - 14.00 *TECHNICAL VISIT:*  
*Road Safety Training Centre Vransko*

---

14.00 - *Light buffet lunch*  
15.00

---

15:00 - 16:00 *Bus transfer to Ljubljana*

---

Conference language: **English**. Only Slovenian interpretation will be made available.

## SHORT NOTES AND CONCLUSIONS

### **Conference “Road Safety in the Danube Region” Ljubljana, 20-21 May 2015**

Lead experts, policy makers, high level industry representatives and international academia will gather in Ljubljana for a two-day conference to discuss Road Safety in the Danube region.

It is expected that present and future road safety relevant challenges, solutions and best practices for the Danube macro-region and beyond will be presented and discussed.

The conference entitled "Road Safety in the Danube Region: towards zero vision" was organized by EUSDR PA1b coordinators, the Slovenian Ministry of Infrastructure with support of the Slovenian Agency for traffic safety and the AMZS (Automobile Association of Slovenia). Presentations on road safety were given by eminent speakers from speakers from Danube region, EU, including eminent speakers from the European Parliament and the European Commission, DG MOVE. The Conference was attended by 100 participants from public and private sector who discussed best practices, looked at the present situation and search ways to improve road safety in the Danube region.



Picture: Participants “Road safety conference”, 20 May 2015

The Conference focused on:

- Road safety in 14 countries of the Danube region,
- Road safety soft measures (Culture of drivers and education)
- Road safety hard measures (Sanctions),
- Infrastructure and Vehicles (Roads to forgive and safety of vehicles),
- ITS role in the road safety and
- Safety in urban areas (Safe cities for pedestrians, bicyclists, motorcycles, four-wheel drivers and public transport.

Informal conference conclusions can be summarized as follows:

- 1) Road safety in the Danube region is challenging and efforts to be improved should be high on agenda of every Danube region country;
- 2) The communication from the European Commission: “Towards a European road safety area: policy orientation on road safety 2011 – 2020” represent valuable guidelines that should help implement necessary measures;
- 3) While number of fatalities on the roads of the Danube region has decreased in the last decade, efforts of reducing accident victims by at least 50% until 2020 should continue;

On the second day participants visited Road Safety Centre Vransko () where they were able to hear about safety training and to test their driving skills. The training part of the Centre consists of 9 modules, each designed to perform certain types of exercises to accommodate the highest possible number of situations and driving conditions.



Picture: Road Safety Centre, Vransko, Slovenia

### 3.5. **Annex 5:** *Symposium Sustainable Mobility and Green Economy in the Danube Region*

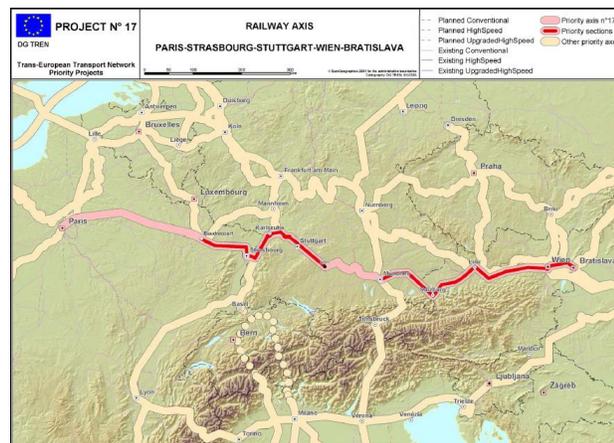
The Symposium Sustainable Mobility and Green Economy in the Danube Region was held on 4th and 5th July in Ulm/Neu-Ulm<sup>8</sup>

The Symposium was opened Baden-Württemberg European Minister Peter Friedrich who stressed cooperation between the Danube countries has intensified within the framework of the Danube Region Strategy and added that mobility is a key issue which has hindered the development of the region for decades. Minister of Infrastructure and Transport Winfried Hermann explained that the state government of Baden-Württemberg want to be a pioneer region for sustainable mobility in the Region. To reach this goal a lot need to be done to improve transport by using advanced transport technology (such as electric mobility / public transport), shift goods from road to rail and/or water, avoid unnecessary traffic and improve transport network. Since the Danube region is “fragmented” it poses a big challenge for transport systems.

PA1b PAC participated at Workshop 2: Transport in the Danube Region – The „Magistrale for Europe“. Among key speakers was Karla Peijs, EU TEN-T Core corridor coordinator. Participants of the workshop get familiar with: "The EU TEN policy and “Magistrale for Europe”, "Danube Region: state of development and development opportunities", get informed at German and Austrian sections and in addition with transport connection to the Black Sea Region.

Discussions were held on the following topics: Revision of TEN –T after EU enlargement, multimodal approach, gaps along the corridor "Rhine-Danube" and what are prospects for infrastructure improvements East of Budapest.

The main results of WS discussion were: 1. From Ulm to Vienna several sections are under construction while there is a need for action East of Vienna; 2. High concentration of technology and innovation in the German section is essential for economic development and should be widely used in all Danube region countries and 3. For transport of goods ports and terminals are needed, hence attention should be paid to intermodality and logistics.



Maps: “Magistrale for Europe” has an alignment of Priority project No.17 in TEN-T guidelines from 2004 (source: Internet and European commission)

<sup>8</sup> An example of event attended by PAC in order to keep track of ongoing activities, to promote work of PA1b and to explain macro-regional position on transport infrastructure.

### 3.6. **Annex 6:** TEN-T corridors, TEN-T Days 2015 and the Danube Region

**TEN-T Corridors<sup>9</sup>:** The TEN-T has two layers: the “core network”, which carries the most important passenger and goods flows; and the “comprehensive network”, which ensures access to the core network. The “core network corridors” facilitate the development of the core network.

The Trans-European Transport Networks (TEN-T) are multimodal (rail, road, air and sea) transport links that enhance mobility and are seen as key drivers for closer integration between Member States and their peoples, as well as facilitator for increasing economic competitiveness.

The main building block comprises the core network linking all capitals, main economic centres and major ports. The core network therefore involves focusing on the most important inter-connectors and ensuring that the countries have the necessary fiscal and budgetary means to complete them on time.

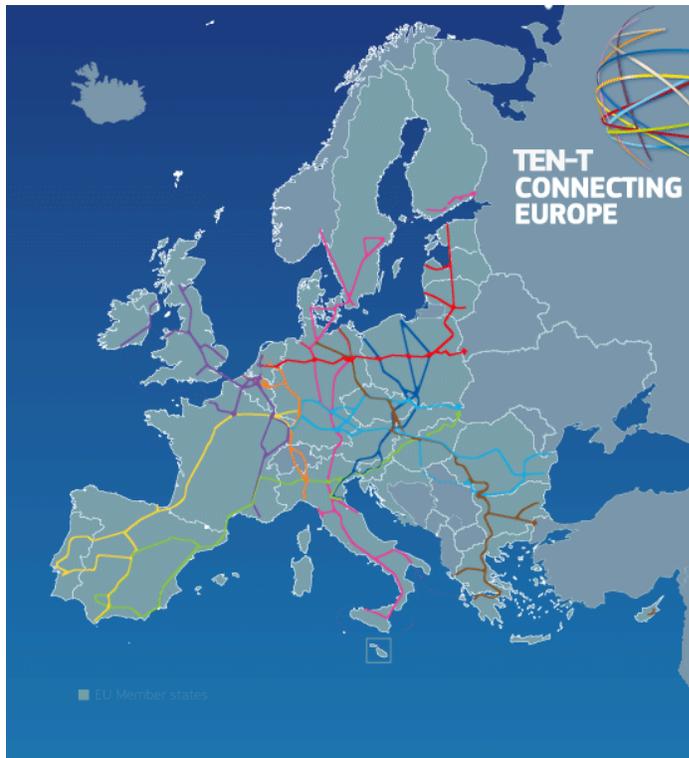
**Core Network Corridors** of the Trans-European Transport Network (TEN-T):

Five (5) out of nine (9) Core corridors are crossing also the Danube Region. These are:

1. Baltic-Adriatic Corridor (PL, SK, CZ, AT, SI, IT)
2. Orient/East-Med Corridor (DE, CZ, SK, AT, HU, RO, BG, GR, CY)
3. Rhine-Danube Corridor (FR, DE, AT, CZ, SK, HU, HR, RO, BG)
4. Mediterranean Corridor (ES, FR, IT, SI, HR, HU)
5. Scandinavian-Mediterranean Corridor (FI, SE, DK, DE, AT, IT, MT)

The remaining four (4) are bypassing the Danube Region: a) North Sea-Baltic Corridor (NL, BE, DE, PL, LT, LV, EE, FI), b) North Sea-Mediterranean Corridor (IE, UK, FR, NL, BE, LU), c) Rhine-Alpine Corridor (NL, BE, DE, FR, IT) and d) Atlantic Corridor (PT, ES, FR, DE).

The core network corridors, once completed, will provide quality transport services for citizens and businesses, with seamless integration within the region as well as with the EU. The priority projects will help remove bottlenecks, promote interoperability and build missing cross-border connections.



Map: TEN-T (Source: Internet; CION)

<sup>9</sup> TEN-T guidelines and CEF (Regulation(EU) No1316/2013 & No1315/2013 O.J. L348-20/12/2013)

## TEN-T Days 2015 and Extension of the TEN-T in Western Balkans

TEN-T days 2015 were organized on 20-21 June 2015 in Riga, Lithuania. From the point of the Danube region a key event at the conference was the Western Balkans Ministerial meeting. Hosted by the Commissioner for Transport, Mrs. Violeta Bulc, the Western Balkans Ministerial meeting took place on the first conference day. The meeting was attended by the Transport Ministers of the Western Balkans partners, the services of DG MOVE and DG NEAR, as well as the SEETO structures. Several ministers and high level official from EU Member States took part as observers.

Following the WB6 Ministerial meeting on 21 April 2015 in Brussels the Commissioner for Transport and Ministers of the Western Balkan States agreed on the indicative extension of the Core network and the Core Corridors in the Western Balkan countries.

On the meeting, it was agreed that the mandate of the EU Corridor Coordinators will also be extended into the region. The coordinators would help organize discussions where all relevant stakeholders work towards identifying short term regulatory and operational improvements as well as priority investments in cross border connections and bottlenecks for each extended corridor.

Three TEN-T Core corridors and Indicative Extension of the Core Network Corridors in the Western Balkans:

- 1) **Mediterranean Corridor** (extended: Rijeka – Zagreb – Belgrade/Sarajevo – Ploce || Rijeka – Ploce – Bar – Tirana/Dürres – Igoumenitsa)
- 2) **Orient / East-Med Corridor** (extended: Budapest – Belgrade – Podgorica – Bar || Belgrade – Niš – Kumanovo / Pristina – Skopje – Thessaloniki)
- 3) **Rhine/Danube Corridor** (Vukovar – Novi Sad – Belgrade – Drobeta-Turnu Severin/Brčko – Sisak)

Extension of TEN-T corridors to non-EU (candidate countries) is an important action also from the point to bring back, once already established political commitment to better link all European countries by establishing ten (10) Pan-European Multi-modal Corridors (Crete 1994 and Helsinki 1997).



Map: PAN-European Corridor No.X (Source: Internet)

PA1b PACs are closely following work of the EU Coordinators with regard to core corridors crossing the Danube Region, in particular work programmes.

([http://ec.europa.eu/transport/themes/infrastructure/ten-t-guidelines/european-coordinators/index\\_en.htm](http://ec.europa.eu/transport/themes/infrastructure/ten-t-guidelines/european-coordinators/index_en.htm))

### 3.7. Annex 7: *The EU TA for priority area coordinators*

The EU Technical Assistance (TA) that started on 1 January 2012 is a crucial contribution to the satisfactory implementation of coordination of the Priority Area. The European Commission has decided to award a grant to all EUSDR (the EU Strategy for the Danube region) priority areas, including for the action entitled "To facilitate the starting phase of the implementation of Priority Area 1b: "To improve mobility and multimodality - rail, road and air".

The recipient of the TA source in the Priority Area 1b are coordinating ministries from Slovenia and Serbia i.e. the Ministry of Infrastructure of the Republic of Slovenia and the Ministry of Construction, Transport and Infrastructure of the Republic of Slovenia. At the start of TA both ministries decided to evenly split available TA. The use of public funding is guaranteed by strict internal rules of both beneficiary institutions. Both coordinating countries have used the Grant for covering the cost of personnel and implementation of the coordination role.

In the period 2012-2015 the TA has been used mainly to cover costs of:

- PACs participation at the events organised by the European Commission (EUSDR meetings e.g. Annual Forum, National Coordinators / Priority Area Coordinators joint meetings, Priority Area Coordinators meetings);
- Meetings related to the governance of the PA1b (Steering Group meetings, PA1b PAC meetings, etc.);
- Events organised by PA1b (stakeholder conferences, workshops and/or seminars);
- Strengthening visibility of the EUSDR PA1b - road, rail and air links and promotion of the PA1b (e.g. PAC participation as invited speaker at events organised by the Danube region stakeholders, promo materials, etc.).

A new Call of interest for the EU Technical Assistance support (2015-2016) to PAC activities is expected to be soon published on the EUSDR web site. It is planned that the TA will be administrated by the Danube Strategy Point (DSP)<sup>10</sup> located in Brussels.

-----

---

<sup>10</sup> <http://www.danube-region.eu/contact/danube-strategy-point>