

Interreg Programme
Danube Region



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2nd EUSDR Embedding Week

12 - 16 June 2023 | online session

A MORE CONNECTED DANUBE REGION

PA1b and the Embedding process: Looking ahead

Mr. Franc Žepič, Secretary
Ministry of Infrastructure, Slovenia

12th June 2023 (10:00 -12:00 CET)





Embedding: What are our expectations?

TO:

- support Completed TEN-T road network and adequate links with secondary network
- enhance Improved attractiveness and competitiveness of railways
- contribute to Improved regional air connectivity
- Facilitate resistance of transport infrastructure
- support Energy Efficiency in Transport
- contribute to Sustainable mobility in rural and urban areas
- raise awareness for Road Safety



Embedding: How we do it?

By addressing transport and mobility topics of:

- Key importance for functioning of transport at macro-regional level
- New topics that need to be addressed





Case 1: Transport system merged EU and non-EU

ROADS:

- Total lengths **880.000 km**,
- Motorways **12.592 km**; main or national roads **105.593 km**
- **No common categorisation!**



Case 2.1: Energy efficiency in transport

PRIMARY and SECONDARY ENERGY SOURCES:

PRIMARY ENERGY sources:

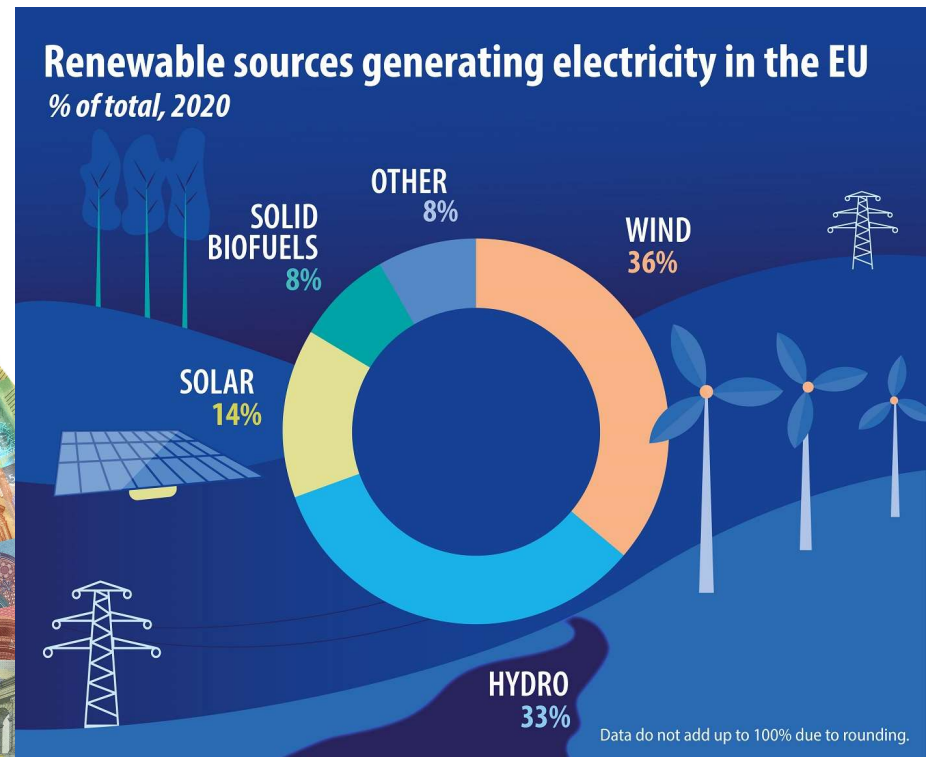
- fossil energy (like oil, coal and natural gas),
- nuclear energy and
- renewable sources (like wind, solar, geothermal and hydropower).

SECONDARY ENERGY sources:

- **ELECTRICITY** generated by the conversion of primary sources of energy and
- **HYDROGEN**

The challenge is to extract and use this energy effectively! **COSTS!**

Renewable energy: 37% of EU's electricity





Case 2.2: Energy efficiency in transport

BOOSTING ENERGY EFFICIENCY IN THE TRANSPORT SECTOR and FUTURE EXPECTATIONS

Focus on new and innovative technologies to make transport more efficient such as:

- energy-efficient air transport and airplanes
- Sustainable railway network and eco friendly trains
- Energy-efficient road transport and electric truck
- and hydrogen corridors in the EU





Case 3: First and Last Mile

Best Practice(s):



DELIVERY ROUTE OPTIMISATION

Vienna case: an intelligent system to optimize vehicle driving around the city was developed

The pilot project achieved

60% savings in time,

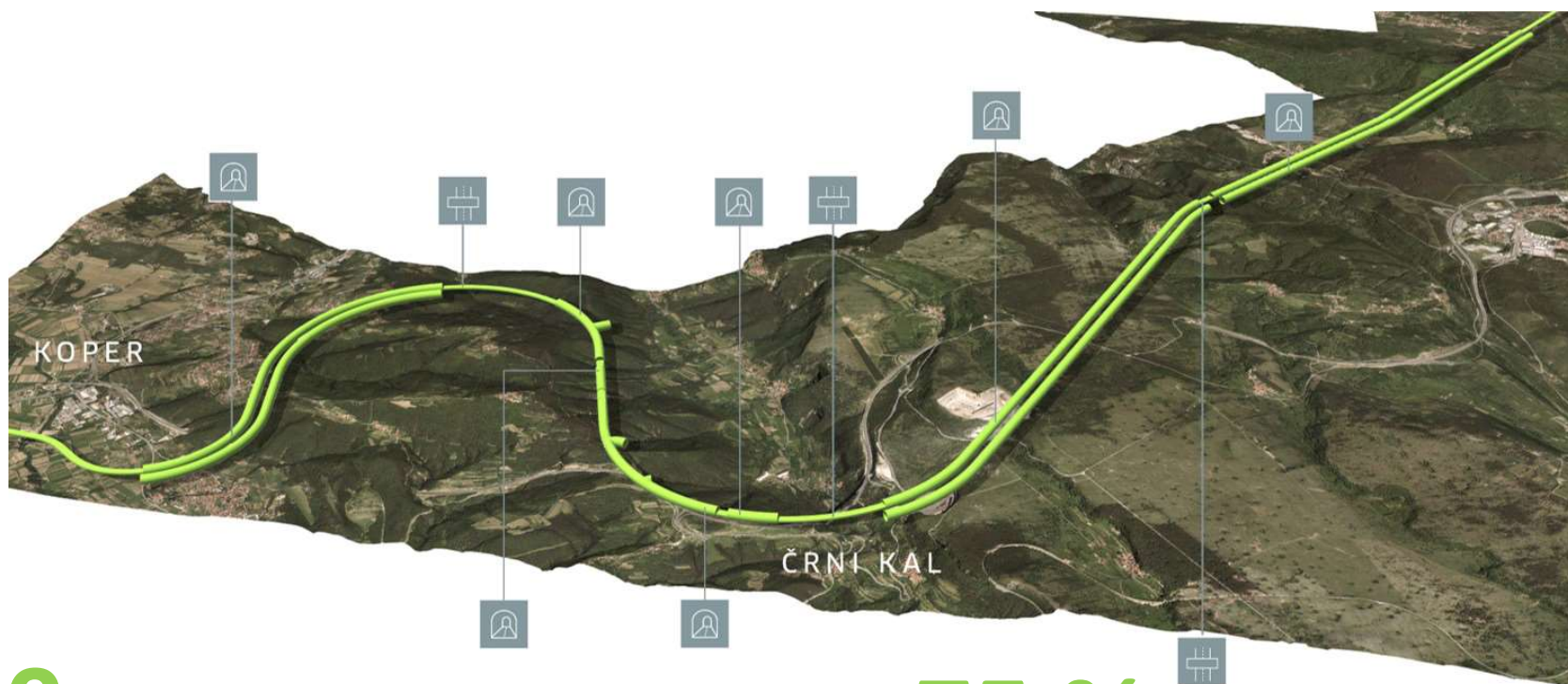
15% savings in mileage,

20% savings in fuel and emissions, and

30% reduction in delivery costs to the city centre.



Case 4: Second Track DIVAČA-KOPER



430m track elevation at a distance of 27 km

75 % track inside tunnels



Case 4.1: Second Track DIVAČA-KOPER

160 km/h
max speed of passenger trains

120 km/h
max speed of cargo trains



17 min

Current travel time

45 min

25–35 min

Current travel time

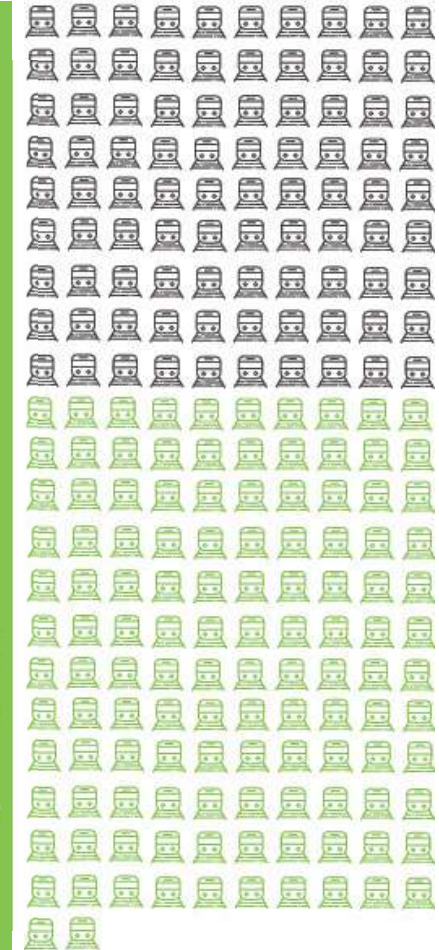
110 min

90



212

Increased
number of
trains on
track



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Case 4.2: Second Track DIVAČA-KOPER



Case 4.3: Second Track DIVAČA-KOPER

Investment

A. Implementation

A.1 Lot 1

A.2 Lot 2

A.3 Lot 3

A.4. Other

B. Purchases and other

C. Services

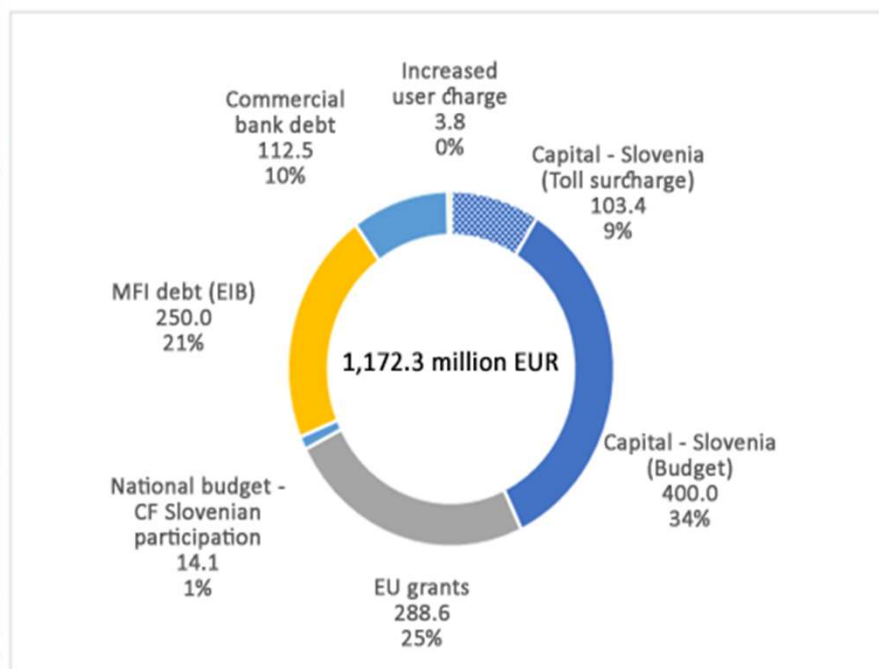
D. TOTAL (A+B+C)

E. Contingency reserves

F. Total investment costs with contingency reserves

G. Cost of services already consumed (before 1.1.2018)

H. Total future investment costs



	Constant prices	Current prices
	916	932
	404	404
	228	228
	240	256
	45	45
	15	15
	127	127
	1.058	1.075
	83	90
F. Total investment costs with contingency reserves	1.140	1.165
G. Cost of services already consumed (before 1.1.2018)	-55	-55
H. Total future investment costs	1.085	1.109

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Case 5: Flagship projects

Certificate

DANUBE STRATEGY FLAGSHIP

This certificate is proudly awarded to

SUSTANCE - Sustainable public transport solutions and innovative governance schemes for improving connectivity in Central Europe

Danube Strategy Flagships are projects or processes that contribute to the implementation of the EU Strategy for the Danube Region (EUSDR), have a clear macro-regional dimension and a multi-level governance approach. They are of high importance for the Danube Region's economic, social and territorial cohesion and for improving the quality of life in the Danube Region.

Danube Strategy Flagships strengthen internal and external communication of the Strategy and the visibility of the topics, initiatives and prospects in the Danube Region. They illustrate the progress achieved in implementing the EUSDR and demonstrate exemplarily significant improvement in the Region that is induced by cooperation.

EUSDR National Coordinators and Priority Area Coordinators with the respective Steering Groups, in their capacity as representatives and key implementers of the EUSDR, as well as the Danube Strategy Point, are committed to contribute to and promote Danube Strategy Flagships in accordance with the Guidance Paper for identifying and listing Danube Strategy Flagships.

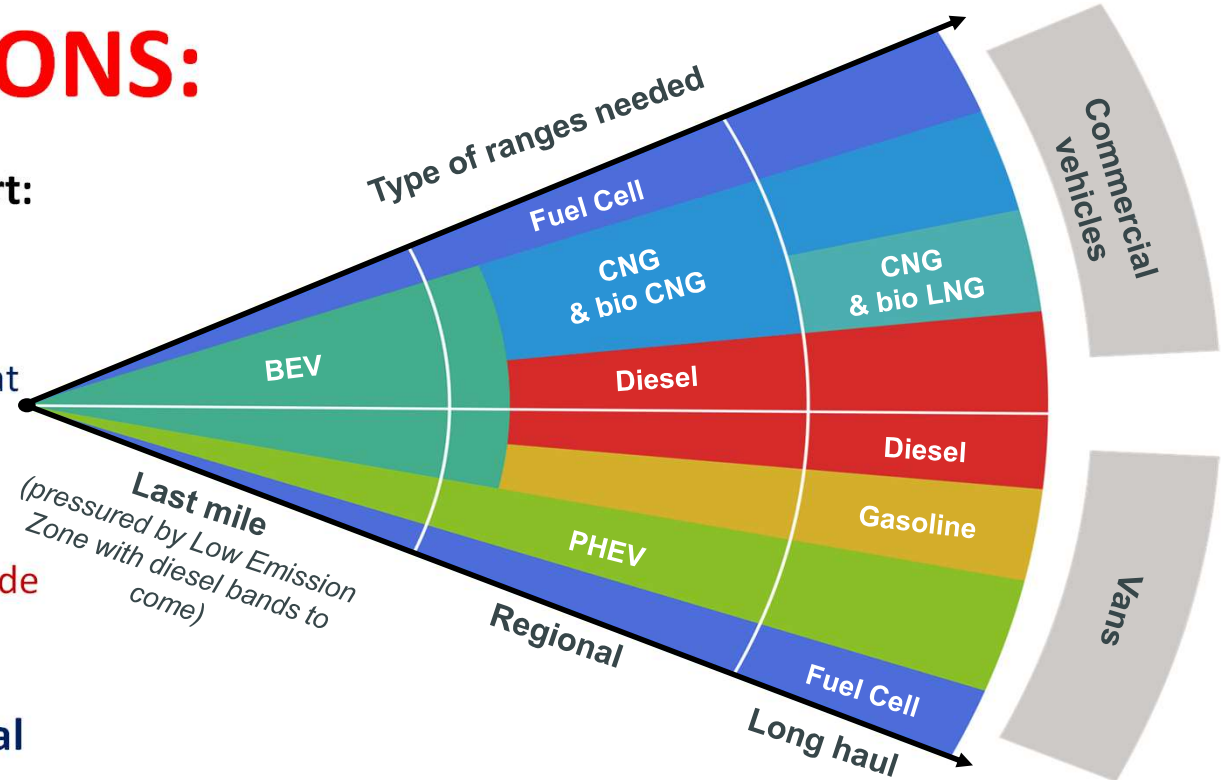
Date: 14 September 2022

EUSDR Priority Area(s): PA 1b Rail-Road-Air Mobility
PA 10 Institutional Capacity & Cooperation

INSTEAD CONCLUSIONS:

PA1b SG members will continue to support:

- **INNOVATION & RESEARCH** (alternative fuels),
- **REGIONAL & INTERNATIONAL COOPERATION,**
- **INTEGRATED APPROACH** to transport policy that incorporates social and environmental solutions, that
 - multimodality and
 - availability of „**multi-fuel**“ use in each mode of transport.
 - contribute to **full modal integration**
- **INVESTMENTS** (from EU Funds, national budget, loans from IFIs, private investments)





Thank you very much!

Please visit:

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



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