



Transport in the Balkan and Black Sea region

Policies framework in the area

EU Strategy for the Adriatic and Ionian Region (EUSAIR) Pillar 2 (Connecting the Region) and EU Strategy for the Danube Region (EUSDR) Priority Area 1B (Rail-Road-Air Mobility)

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Participating countries:

EUSAIR: 9 participating countries

4 EU MS: Italy, Croatia, Greece, Slovenia

5 Non-EU countries: Albania, Bosnia and Herzegovina, Montenegro, North Macedonia, Serbia

EUSDR: 14 participating countries

9 EU MS: Austria, Bulgaria, Croatia, Czech Republic, Germany, Hungary, Romania, Slovakia, Slovenia,

5 Non-EU countries: Bosnia and Herzegovina, Moldova, Montenegro, Serbia, Ukraine





Shared overall objectives:

- to improve connectivity within the Region and with the rest of Europe in terms of transport infrastructure and improved operation of transport systems between the countries in the Region.
- merging the EU and non-EU transport systems and bridging the transport gap between the EU and Non-EU countries, as well as between upper Danube and lower Danube countries, such as quality of transport infrastructure, quality of services (e.g. logistics), road safety, etc.

EUSAIR Pillar 2 (Transport) specific objectives:

- To strengthen maritime safety and security and develop a competitive regional intermodal port system;
- To develop reliable transport networks and intermodal connections with the hinterland, both for freight and passengers;

EUSDR PA1b targets:

- Support efficient freight railway services and improved travel times for competitive railway passenger connections between major cities in the Danube Region (DR) by 2030.
- Support fully functional multi-modal TEN-T Core Network Corridors by 2030.
- Support the development of efficient multimodal terminals at sea, river and dry ports in the Danube Region and ensure their connectivity and access through the integration of all modes of transport and efficient logistics services by 2030.
- Support improvement of the regional air connectivity and the implementation of the Single European Sky initiative.
- Facilitate the improvement of secondary and tertiary roads in the DR.
- Support safe and sustainable transport and mobility in the Danube Region.

Shared challenges

Ownership

ensuring a **full involvement and decision making capacity** of all the Countries of the Region.

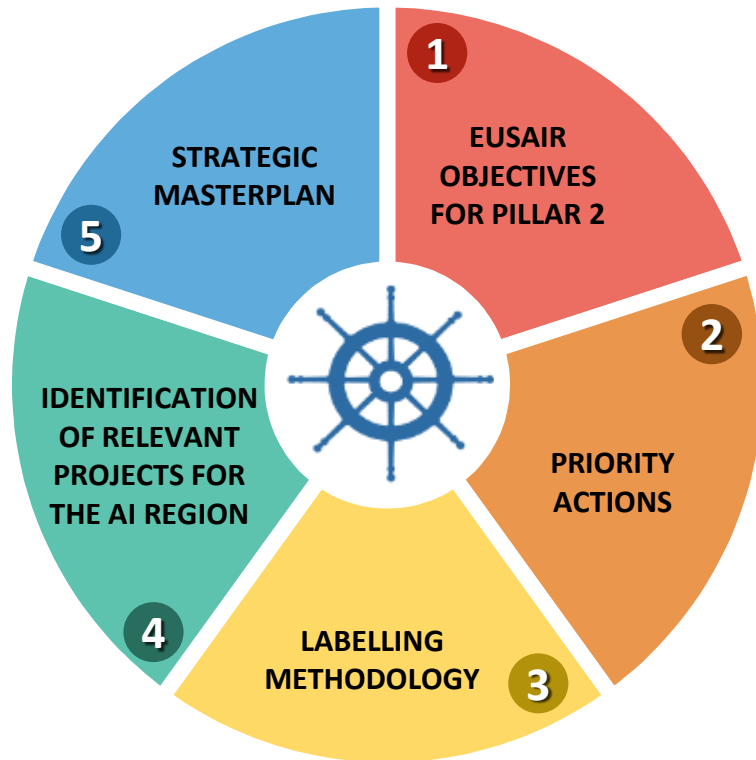
Harmonisation

combining **national priorities** in a **coherent and jointly agreed framework** to support the implementation of interventions of **added value for Region** and to promote interoperability

Alignment

guaranteeing **availability of financial instruments** for measures and projects by means of cooperation within the existing **intergovernmental processes and organisations** in the Region

EUSAIR Pillar 2 ACTION PLAN



Priority Actions

MARITIME TRANSPORT

- Improving and harmonising traffic monitoring and management
- Developing ports, optimising port interfaces, infrastructures and procedures/operations

INTERMODAL CONNECTIONS

- Developing the Western Balkans comprehensive network
- Developing motorways of the sea
- Cross-border facilitation

Labelling Methodology - Projects selection according to:

- **GENERAL CRITERIA**, identified in the EUSAIR Action Plan
- **SPECIFIC CRITERIA**, identified by the Transport Subgroup
- **GUIDING PRINCIPLES**, defined by the EUSAIR Governing Board (Feb. 2018)

EUSAIR Pillar 2 ACTION PLAN



Identification of relevant projects for the AI region

50 Labelled transport projects clustered in infrastructure projects (27) and soft measures (23)

Strategic Masterplan

A dynamic tool for joint planning transport infrastructures in the AI Region, upgrading and disseminating our Vision, facilitating activation of adequate resources for innovative up-to-date projects and mobility policies.

The preparation of the Masterplan is ongoing. So far the data collection on supply and demand of multimodal services, and supply model have been completed. The next steps are the development of the demand model and the definition of the reference scenarios to be assessed.



PA1b: “Rail-Road-Air Links” – REVISED ACTIONS 2020

- ACTION 1: To bring to **completion the TEN-T (rail and road) core network crossing the Danube Region**, overcoming the difficulties and the bottlenecks, and taking into account environmental, economic and political challenges, particularly in the cross-border sections
- ACTION 2: To support the **implementation of the Rail Freight Corridors (RFC)** forming part of the European rail network for competitive freight (Reg. 913/2010) with extension to candidate and neighbouring countries
- ACTION 3: To enhance **cooperation between air traffic stakeholders** in order to **improve regional connectivity** and prepare a plan to implement shorter plane routes
- ACTION 4: To ensure **sustainable metropolitan transport systems and mobility**
- ACTION 5: To improve the **regional/ local cross-border infrastructure** and the **access to rural areas** by facilitating secondary and tertiary transport infrastructure
- ACTION 6: To develop further **nodal planning for multimodality**
- ACTION 7: To develop further **Intelligent Traffic Systems** by using environmental-friendly technologies, especially in urban regions
- ACTION 8: To raise awareness for **road safety** and encourage exchange of best practices



PRIORITY TOPICS PA1b after 2019

❖ *for RAIL LINKS and RAILWAY SERVICES*

- Railway infrastructure – missing links, bottlenecks (also other bottlenecks - technical and operational), Upgrading railway infrastructure and operation in the region, Modernisation of railway, including electrification and digitalisation,
- Rail - Cross border improvements, Upgrading rail lines and service (cross border tickets),
- Railway interoperability
- Digitalisation of railways
- Freight rail transport – competitiveness,
- Multimodal freight transport (long distance)
- Passenger rail transport – competitiveness and attractiveness, Travel time in rail transport,
- Sustainable rail: Environment friendly transport, Inter modality, Reduction of emissions caused by transport (e.g. more RO-LA transport and other combined transport services).



PRIORITY TOPICS PA1b after 2019

❖ *for ROAD LINKS and ROAD TRANSPORT SERVICES*

- Road infrastructure,
- Road Safety,
- Road Maintenance, in particular of secondary networks,
- Road - Cross border improvements,
- Issues related to transit transport, including cross-border (a topic of utmost importance for Europe in the future).

❖ *for AIR LINKS and AIR TRANSPORT DEVELOPMENT*

- Air infrastructure – missing links, bottlenecks
- Capacity improvements of airports
- Aviation safety and security,
- PSO in Aviation Sector (initiate a study to analyse potential for the Danube macro-region regional air sector)

❖ *for SUSTAINABLE URBAN TRANSPORT*

- Urban logistics,
- Micro-mobility,
- Improving public transport at cross borders for improved connectivity.

❖ *for SUSTAINABLE URBAN TRANSPORT*

- Support TEN-T corridors, including extension of TEN-T with non-EU Danube region countries, network and special attention to improved cross border connectivity,
- New RFC (rail freight corridors) to better link with non-EU countries, including monitoring of the new corridor (Alpine-WB corridor)
- Multimodal freight transport and intermodality (focus on higher harmonisation with inland and maritime transport)
- Budget for non-EU countries and Synchronisation of resources,
- Financing issue: Prioritisation of investments by Macro-region.



Basic STUDIES for the Danube macro-region initiated, supported and facilitated by PA1b:

- 1) Transport Analysis for the Danube Region (TAD);**
completed June 2017
- 2) Transport Infrastructure – Road links;**
completed March 2018
- 3) Study of Intermodal transport Users' Needs in the Danube Region;**
completed June 2018

The key transport documents for the Danube region still missing:

- the “Common Transport Vision for the Danube Region” (planned since 2012),
- the Danube region transport Master Plan (or Action Plan for Transport).



EMBEDDING PROCESS

An opportunity for addressing territorial challenges in macro-regional strategies (MRS) more strategically in the preparation process of post-2020 programming within all European Structural and Investment Funds (ESIF) and others such as IPA and NDICI (former ENI).

The aims of the process is coordinating the implementation of the MRSs Action Plans with the EU's priorities as well as the priorities of the involved pre-accession and neighbouring countries for the next financing period 2021 – 2027. In this regard, IPA funds are relevant for EU pre-accession countries (Albania, Bosnia & Herzegovina, Montenegro, North Macedonia and Serbia) and NDICI funds are relevant for EU neighbouring countries (Moldova and Ukraine).

EMBEDDING PROCESS

EUSAIR Pillar 2 (Transport) state of the embedding process:

- Flagship topic defined:
 - The Adriatic-Ionian Multi-modal corridors
- During the last GB meeting (held on September 17th, 2020) the EUSAIR flagship projects have been approved.
 - The Adriatic-Ionian cycle route
 - The Adriatic-Ionian green/smart port hubs concept
- EUSAIR priorities are being shared with the Managing Authorities of ETC and the mainstream funding programs in the Countries of the Region.
- A meeting organised by the Italian Ministerial Department for Cohesion Policies with the Interreg Managing Authorities, aimed at strengthening and coordinating the contribution of ETC programmes to EUSAIR priorities and flagships, was held on October 16th.

EUSDR PA1b state of the embedding process:

- Priority topics selected:
 - To improve the regional / local cross-border infrastructure and the access to rural areas by facilitating secondary and tertiary transport infrastructure
 - To develop further nodal planning for multimodality
 - To enhance cooperation between air traffic stakeholders in order to improve regional connectivity
- Creation of MA-Networks

The aim is to establish a process in each country where national and regional authorities responsible for ESI and IPA/NDICI funds coordinate their 2021-2027 programming exercise to support the implementation of the Strategy.

Such network should then become a permanent tool for coordinating/monitoring the implementation of macro-regional actions (and then projects) included in operational programmes (OPs) and APs.



The way forward

- Further strengthening of cooperation between the MRSs
- Establishing and strengthening of cooperation with other relevant organizations/initiatives with special attention to the Transport Community
- Fostering and supporting synergy of the actions to better connected regions and safe mobility
- Further coordination of the implementation of EU Green Deal and MRSs priorities
- Further development of embedding tool and innovative solutions for new challenges (COVID-19)



Thank you!

Please visit:

<https://www.adriatic-ionian.eu>

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

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