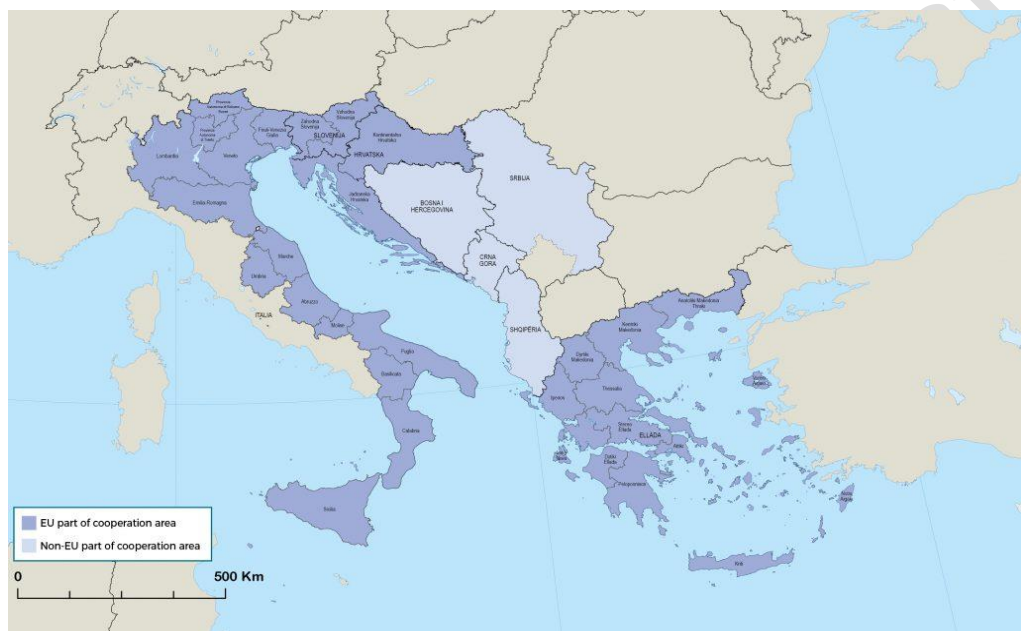


**Inter-Connect Project**  
**Adriatic-Ionian Programme INTERREG V-B Transnational 2014-2020**

**Activity T1.1**  
**Policies supporting, intermodality and rail use,**  
**Duration: Jan-2018 Jun-2018,**  
**Name: HZ Passenger Transport Ltd.**



July, 2018

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## **1. Introduction**

This Working Paper constitutes an attempt of definition of the approach to be followed for the Action T1.1 elaboration. This includes summarizing and reviewing of relevant pre-existing under formulation strategies and policies in the EU and specifically in the regions of Adriatic-Ionian area, defining the scope and content of Action 1.1 and developing an approach and step-by-step elaboration of the required ADRION strategy paper in the framework of the project.

Hinterland connectivity and intermodal solutions facilitating land connections, as identified in EUSAIR, are issues of common strong interest for all ADRION Region, however, different and fragmental planning cultures are met across it. Common territorial challenges in passengers transportation are linked to badly managed urban development (especially in coastal areas), low level of transnational connectivity, low level of low carbon systems penetration, low level of intermodality etc.

What ADRION needs to achieve is a common understanding of inherent barriers impeding mobility boost and therefore economic growth, since transport is assumed to be a principle component of development. Furthermore, competent Authorities and stakeholders in the area need to find ways; to increase efficiency and reduce environmental impact of transport systems, notably by providing alternative, sustainable and environmentally friendly, combined solutions to improve public transport competitive profile to facilitate the creation of synergies among transport operators to create more and better integrated rail services at local and transnational level to reduce the declining modal share of railways to support port – hinterland connections by rail. Passenger transportation is by definition concept that goes beyond strict local/regional borders. Cities / Regions in ADRION area although facing the common challenge of developing a sustainable intermodal background, they also present particularities. For these reasons, a sound transnational approach is the key to guarantee Inter-Connect's success. Inter-Connect adopted a transnational perspective in the proposal phase (common vision, objectives, desired outputs) and intend to enhance it along project's lifecycle. Seamless accessibility of passengers to efficiently operating and highly integrated intermodal transport services which will maintain safe, secured, highly qualitative and sustainable door-to-door trips will be supported through local/regional cases in Inter-Connect project. The neutral character of transport makes it a system that cannot be examined only at the micro level of local communities but needs additionally a macro examination (transnational approach – local networks as subcomponents of a global network). The "micro" level examination (involved cities/regions/port areas) is expected to enhance also ADRION as a "macro" area; it intends to trigger whole Region's transformation in a smart, sustainable and integrated zone (transnational level) consisting of active subcomponents (local/regional level).

Inter-connect examined in depth intermodality & rail promotion issues in SEE Region and gave the idea to the partners to continue this examination also in ADRION. RAIL4SEE examined in depth intermodality & rail promotion issues in SEE Region and gave the idea to the partners to continue this examination also in ADRION.

## **2. Scope of Action 1.1**

The report summarizes regional/national and EU strategic and policy documents supporting both rail use and interventions towards passengers intermodal transport. Deliverable will combine all policies and documents each partner region but foremost the ones at EU level.

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The activity aims to summarize the guidelines of the main political/strategic documents in intermodal and rail promotion. Report's structure follows the rationale of 3 level approach; regional, national, transnational. Apart from the main part in each of the 3 levels that will cover passengers' intermodal transport policies, a special section will be dedicated to rail promotion for inland transportation. Among the documents to be reviewed, EUSAIR, EC Guidelines for the Trans-European Networks, EU 2020 Strategy with focus on Western Balkans, the 4 railways packages, the SEECP initiative are included. The report will also provide a dedicated simplified synopsis section, acting as a handbook for authorities that need to gain a good understanding of existing policies in a quick look. Policies at the synopsis will be clustered in one of the following structures; organization/decision making processes, technical, procedural/operational and legislative options.

According to the Application Form, Action 1.1 presents first steps of the project, with the elaboration of documents with recommendations – guidelines for future activities for the promotion of railways in ADRION through the specific outputs defined in the Application Form. Strategic document and documents that follows should contribute to the EU regional strategies.

**2.1 How does the project contribute to wider strategies and policies?**

Project's contribution to relevant EU/national/regional policies and/or strategies other than EUSAIR in the thematic domain(s) is addressed by the EU and multilateral policies:

- EU 2020 Strategy for smart, sustainable and inclusive growth
- Trans-European Transport Networks Regulation
- Urban Mobility Action Plan and Package
- White paper 2001- European transport policy for 2010: time to decide
- The South East European (SEE) - SEE 2020 strategy
- Directive 2008/50/EC on ambient air quality and cleaner air for Europe
- South-East Europe Cooperation Process (SEECP)
- A Roadmap for moving to a competitive low carbon economy in 2050
- European Union Strategy for the Alpine Region (EUSALP)
- European Union Strategy for Danube Region (EUSDR)
- Four rail packages
- CEI Plan of Actions 2018-2020

The project is aligned to the EUSDR Strategy, Priority Area 1B "To improve mobility and intermodality - rail, road and air" (SL, HR, ME) and with Pillar 2 of EUSALP – aiming at ensure accessibility and connectivity for all the inhabitants of the Alpine Region (IT). Furthermore, Inter-Connect's objectives and expected results are coherent with the following local, regional and national strategies (Epirus Strategy & ROP, RSI3, Transport Development Strategy of Croatia 2014 – 2030“, Master Plan – strategic programme for 2015 – 2020 of Croatian Railways, National Strategy for Development and Integration 2015-2020 and National Sector Strategy for Transport 2016-2020 of Albania, FVG Regional Development strategy, RER Integrated Regional Transport Plan 2020).

Following the successful example of signing of agreements (MoUs – Memoranda of Understanding) in Rail4See project among key stakeholders on different subjects that were considered as of high priority for Rail4See hubs, each Inter-Connect case is committed to present at least one MoU expressing mutual accordance on the



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intermodality issue examined which will be presented at national decision makers as a success story able to be transferred and integrated to other cases too. Institutional relations and project partner's contacts /networks will be mobilized in order to reach national level decision makers; LP as a local authority, part of the institutional decision making procedure will incorporate Inter-Connect principles to the measures selected in its SUMP and show the way to other Greek cities.

**2.2 Partners involvement**

**LP** as a local authority, part of the institutional decision making procedure will incorporate Inter-Connect principles to the measures selected in its SUMP and show the way to other Greek cities.

**PP2** will mobilize previous and ongoing cooperation schemes; as participant of the National Commission for the development of SUMP specifications (organized by Ministry of Transport) while in parallel as technical supporter to the Green Fund (Ministry of Environment) in Greek Municipalities financing for developing SUMPs will capitalize Inter-Connect results at national level. PP2 will also inform UITP, POLIS, CIVITAS and ECTRI.

**PP3**, holding the presidency of Open ENLoCC will promote Inter-Connect results through its members.

**PP4** as a significant Region at ADRION with institutional governing role will promote the take up of results and exploitation at regional (PRIT – Integrated Regional Transport Plan) level.

**PP5** will capitalize the results to its 18 Member States from Central, Eastern and South-Eastern Europe.

**PP6** will diffuse Inter-Connect outputs in networks where it participates; EUROPEAN ASSOCIATION OF MUTUAL GUARANTEE SOCIETIES, BEDA, SDSN, SBRA, TII, CIVINET SLOVENIA-CROATIA.

**PP7** as a transport operator will diffuse Inter-Connect results at operational bodies through its cooperation with other railway operators and will also inform national decision makers for intermodality challenges and ways to face them.

**PP8** being a central port of Montenegro with local and national significance will exchange the knowledge of Inter-Connect project with national decision makers and will communicate the results to the rest partnerships with a view to enhance and enlarge Inter-Connect results.

**PP9** being a national decision maker commits to exploit and integrate project's results in the forthcoming strategic plans regarding intermodality. **PP10** will communicate the results at national and local level where it has direct access (City of Belgrade, Ministry of Transport).

**PP10** will inform relevant companies, such as Serbian Railways, Serbian Roads, Airway Serbia, Belgrade City transport, Belgrade Rail Transport Company with a view to influence their business models and take the feedback for continuing its role as supporter in drafting of Belgrade strategic documents.

Inter-Connect is very coherent with the EUSAIR Action Plan, in particular with the second specific objective of Pillar 2 "Connectivity": "To develop reliable transport networks and intermodal connections with the hinterland, both for freight and passengers". More specifically, Inter-Connect is in line with the following actions and goals foreseen in the EUSAIR Action Plan:

- Improving the accessibility of the coastal areas and islands;
- Re-launch cross-border bus or train connections for passengers.

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### **2.3 Measures undertaken**

Improving, through a mutual learning and experience exchange process, the diffusion of soft interventions for intermodality and rail promotion is required. Assisted by the cross-sectorial cooperation platform developed in WP1, Inter-Connect partners will examine in specific cases (Igoumenitsa, Bologna, Friuli-Venezia Giulia, Zagreb, Ljubljana, Bar, Durres, Belgrade) soft interventions for intermodality/rail promotion (intermodal changes optimization, integrated solutions e.g. information, cooperation schemes, services' optimization, new services, harmonized procedure/management structures and funding enablers' mobilization). The mutual learning procedure to be achieved via discussions on the efficiency and transferability of actions that will take place during the technical meetings and workshops will open the path for mainstreaming project's proposals into policy making (linked to WP2 cases).

### **3. Strategic and policy documents – Level 1**

A 'macro-regional strategy' is an integrated framework endorsed by the European council, which may be supported by the European structural and investment funds among others, to address common challenges faced by a defined geographical area relating to member states and third countries located in the same geographical area which thereby benefit from strengthened cooperation contributing to achievement of economic, social and territorial cohesion.

Four EU macro-regional strategies, covering several policies, have been adopted so far:

- The EU Strategy for the Baltic Sea Region (2009)
- The EU Strategy for the Danube Region (2010)
- The EU Strategy for the Adriatic and Ionian Region (2014)
- The EU Strategy for the Alpine Region (2015)

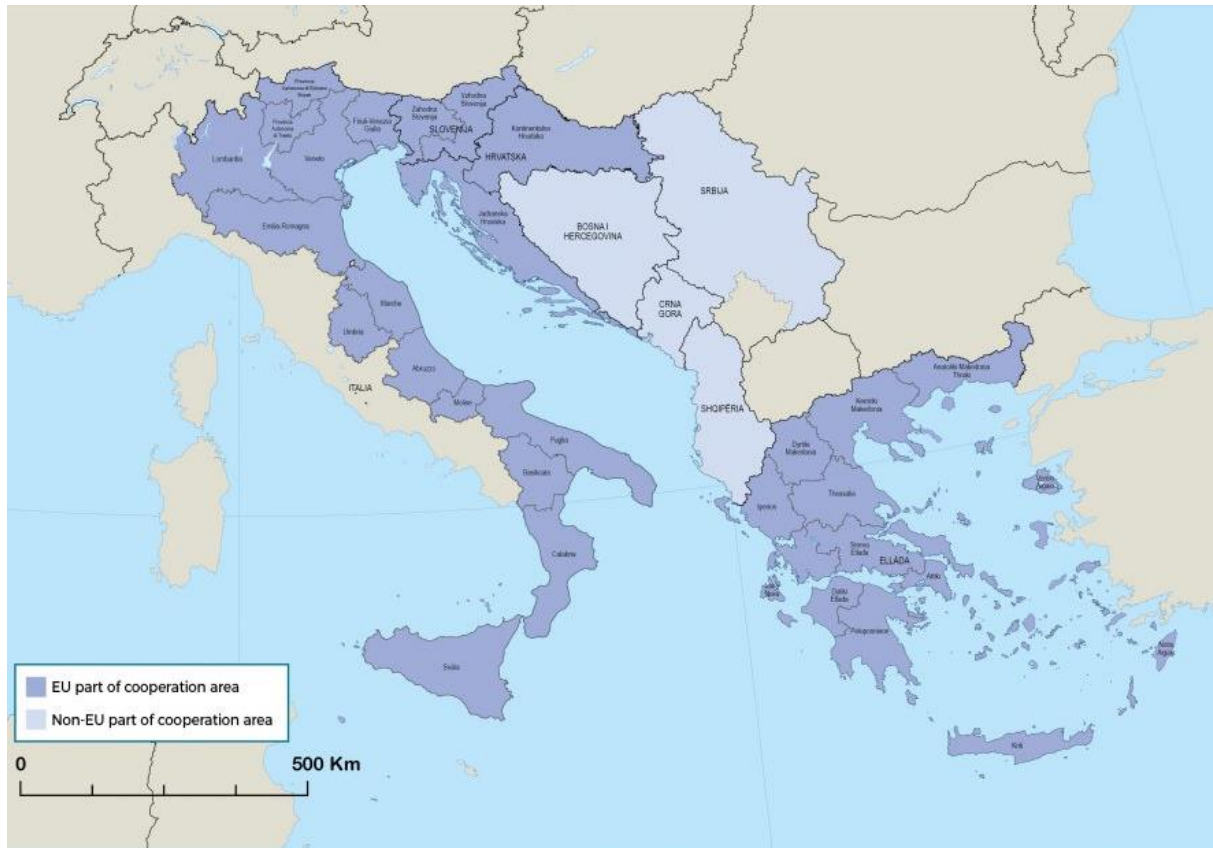
All adopted macro-regional strategies are also accompanied by a rolling action plan to be regularly updated in light of new, emerging needs and changing contexts. The four macro-regional strategies concern 19 EU member-states and 8 non-EU countries.

#### **3.1 EU Strategy for the Adriatic and Ionian Region – based document**





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**Figure 1: Cooperation area**

The European Council of December 2012 requested the Commission to present an EU Strategy for the Adriatic and Ionian Region (EUSAIR) by end 2014. The adopted Communication from European Commission on June 17<sup>th</sup>, 2014 (COM (2014) 357 final) sets out the needs and potential for smart, sustainable and inclusive growth in the Adriatic and Ionian Region. It provides a framework for a coherent macro-regional strategy and Action Plan, to address those challenges and opportunities, through cooperation between the participating countries.

The strategy for Railways under definition in the framework of the project goes in hand with the overall transport strategy in the region of ADRION, with focus on Railways. Therefore it should be built on the basis of previous and existing strategies and in line with the current strategic frameworks (EUSDR) or under formulation (EUSAIR), i.e. those which comprise four EU macro-regional strategies covering the Baltic Sea Region, Danube Region, Adriatic and Ionian Region and the Alpine Region. Each strategy is supported by a transnational cooperation programme operating in the same cooperation area.

The EU Strategy for the Adriatic and Ionian Region is an innovative concept concerning territorial development when dealing with the challenges and opportunities of a specific geographical area. It is built on four thematic pillars that have been identified as crucial for the Adriatic and Ionian region. Each pillar consists of topics, which represent the main areas where the macro-regional strategy can contribute to considerable improvements. ADRION goals and objectives are directly linked with those of EUSAIR. Additionally, its priority axis No 4 supports the EUSAIR governance, however thematic objective promoting sustainable transport and removing bottlenecks in key network infrastructures includes friendly (including low-noise) and low-carbon transport systems including inland waterways and maritime transport, ports, multimodal links and airport infrastructure, in order to promote

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sustainable regional and local mobility. Therefore specific objective is to enhance capacity for integrated transport and mobility services and multimodality in the ADRION area. This could be done by containing a territorial dimension per se by addressing connectivity in the context of the disparities in space between West and East but also across the dominating Adriatic and Ionian seas in the core of the ADRION area.

Supporting real implementation of sustainable interventions as posed by EUSAIR, the ADRION Programme was built. As stated in the Cooperation Programme 2014-2020, the ADRION overall objective is to act as a policy driver and governance innovator fostering European integration among Partner States (Albania, Bosnia and Herzegovina, Croatia, Greece, Italy, Montenegro, Serbia, Slovenia), taking advantage from the rich natural, cultural and human resources surrounding the Adriatic and Ionian seas and enhancing economic, social and territorial cohesion in the Programme area.

The Programme is focusing on multimodality, logistics and environmental friendly and low carbon transport and mobility, contributing thus to the conciliation of the different uses and needs among regions and users.

The geographical area covered by the ADRION Programme coincides with the one encompassed by the EU macro regional strategy for the Adriatic Ionian Region (EUSAIR), which offers a framework for policy coordination reflected in a joint action plan shared between several countries or regions. The EUSAIR covers Greece, Croatia, Slovenia, Bosnia Herzegovina, Montenegro and Albania and regions of Italy and Serbia. Thus, the former Yugoslav Republic of Macedonia and Kosovo (under UNSCR/1244 of 1999) are not included in none of the two macro-regional strategies, despite that EUSAIR makes a reference to landlocked countries (as Serbia is and is included in EUSAIR) and even FYRoM is an EU candidate country and Kosovo a potential one.

The general objective of EUSAIR is to promote the socioeconomic prosperity of the region through growth and jobs creation, by improving its attractiveness, competitiveness and connectivity, preserving at the same time the environment and ensuring healthy marine and coastal ecosystems.

Developing efficient transport systems in urban areas has become an increasingly complex task with both congested cities and greater urban sprawl. Public authorities have an essential role in providing the planning, the funding and the regulatory framework. The EU can stimulate authorities at local, regional and national level to adopt the long-term integrated policies that are very much needed in complex environments.

### **3.1.1. Special reference to intermodal transportation**

The ADRION Region has significant infrastructure deficits, notably between long-established EU Member States and the other countries, resulting in poor accessibility. The Western Balkan road and rail network, in particular, needs urgent rehabilitation, removal of bottlenecks and missing links, intermodal connections, traffic management systems and upgrading of capacity. Maritime traffic congestion is increasing, while surveillance and coordination capacity needs upgrading. Excessive waiting times and procedures at borders further impede movement. Multi-modal transport is little developed.

The ADRION Region is located at a major European cross-roads. The Adriatic-Ionian sea basin is a natural waterway penetrating deep into the EU. This provides the cheapest sea route from the Far East via Suez, making travel distance to markets of Central Europe 3,000 km shorter than via northern ports. There is potential for improved land-sea connectivity and intermodal transportation, increasing the competitiveness of hinterland economies. Safe maritime traffic depends on harmonised surveillance systems and creation of modern intermodal ports, working in clusters. Cooperation among countries and ports is required to upgrade traffic management in the face of congestion and to compete globally, especially with ports in Northern Europe. To

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support increase in the maritime transport of goods, intermodal connections to hinterlands must be upgraded. Development of nodes and hubs combining maritime, rail, road, air and inland waterways must build on sustainable transport schemes linked inter alia to local and regional air quality plans. Joint measures, both physical and non-physical, should reduce bottlenecks at borders.

**3.1.2 Stakeholders involvement**

The Commission recommended that new macro-regional strategies concentrate on a limited number of well-defined objectives, matching particular needs for improved and high-level cooperation. Using a bottom-up approach, extensive consultations of stakeholders were therefore conducted to identify clear objectives specific to the Region.

More measures are needed for sustainable and responsible development among tourism stakeholders. They include common standards and rules, reducing the environmental impact of mass tourism, improving skills and involving all stakeholders (public, private, visitors) in promoting the sustainable and responsible tourism concept.

**3.1.3. Indicators and targets**

Examples of targets by 2020 could include:

- 50% increase in off-season tourist arrivals;
- 5 new macro-regional tourist routes created;
- Double the current Adriatic-Ionian market share of container traffic, while limiting environmental impacts;
- Reduce the time at regional border crossings by 50 %.

Evaluation will be based on the work of the pillar Coordinators, who will report progress towards targets. To fill gaps in available data needed to establish baseline situations, notably in non-EU countries, data collection will be promoted as a cross-cutting capacity issue via the Adriatic-Ionian transnational cooperation programme. While the prime indicator of success is implementation of the Action Plan, more refined indicators must be developed as a first step.

Examples of targets could include:

- Establishment of a common platform of all countries for data collection, research and analysis;
- Enhancement of the NATURA 2000 and Emerald networks and establishment of a coherent network of Marine Protected Areas under the Marine Strategy Framework Directive by 2020;
- 10% surface coverage by 2020 of the Adriatic and Ionian Seas by Marine Protected areas, in line with international commitments.

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### **3.2 EU Policies and Strategies in force**

Regulation (EU) No 1302/2013 of the European Parliament and of the Council of 17 December 2013 amending Regulation (EC) No 1082/2006 on a European grouping of territorial cooperation (EGTC) as regards the clarification, simplification and improvement of the establishment and functioning of such groupings is main directive which need to be followed and according to which Strategic document will be created.

Main political and strategic documents to be taken into consideration are published Regulation for the Trans-European Networks based on the White Paper of 2011, the EU 2020 Strategy and the EC Strategy of 2001 for transport and energy.

Further to the Maritime Strategy for the Adriatic and Ionian Seas [COM (2012)713], the European Commission promotes a Strategy for the Adriatic – Ionian Region (EUSAIR), with the target to present it to the European Council before the end of 2014. Before that, extensive consultations, technical analysis, impact analysis and drafting of a Communication on EUSAIR and an Action Plan are foreseen, as for EUSDR, to be completed by the first semester of 2014.

#### **3.2.1 EU 2020 Strategy for smart, sustainable and inclusive growth**

With COM (2010)2020 the Commission put forward a growth strategy in response to the economic crisis and global challenges, setting five quantified targets and seven flagship initiatives. One of these flagship initiatives, entitled “Resource efficient Europe” would help decouple economic growth from the use of resources, support the shift towards low carbon economy, increase the use of renewable energy sources, modernize the transport sector and promote energy efficiency. The related quantified target is to reduce greenhouse gas emissions by at least 20% or by 30% compared to 1990 levels, increase the share of renewable energy sources in energy consumption to 20% and increase in energy efficiency by 20% (“20-20-20 objective”).

Managing authority for EU 2020 Strategy is European Commission, and Strategy was adopted on March 3rd, 2010 in Brussels.

##### **3.2.1.1. Special reference to intermodal transportation**

The aim is to support the shift towards a resource efficient and low-carbon economy that is efficient in the way it uses all resources. The aim is to decouple our economic growth from resource and energy use, reduce CO<sub>2</sub> emissions, enhance competitiveness and promote greater energy security. At EU level, the Commission will work to accelerate the implementation of strategic projects with high European added value to address critical bottlenecks, in particular cross border sections and inter modal nodes (cities, ports, logistic platforms). At national level, Member States will need to develop smart, upgraded and fully interconnected transport and energy infrastructures and make full use of ICT.

There is no special reference to rail promotion, however stakeholder’s involved in different sectors (business, trade unions, academics, NGOs, consumer organisations) will work closely with Commission and will draw up a framework for a modern industrial policy, to support entrepreneurship, to guide and help industry to become fit to meet challenges, to promote the competitiveness of Europe’s primary, manufacturing and service industries and help them seize the opportunities of globalisation and of the green economy. The framework will address all elements of the increasingly international value chain from access to raw materials to after-sales service. Stakeholders will comprehend e.g. national/regional parliaments, regional and/or local authorities, social partners and civil society, and last but not least the citizens of Europe.

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**3.2.1.2. Indicators and targets to be reached:**

The Commission is proposing five measurable EU targets for 2020 that will steer the process and be translated into national targets: for employment; for research and innovation; for climate change and energy; for education; and for combating poverty. They represent the direction we should take and will mean we can measure our success.

- ✓ 75 % of the population aged 20-64 should be employed.
- ✓ 3% of the EU's GDP should be invested in R&D.
- ✓ The "20/20/20" climate/energy targets should be met (including an increase to 30% of emissions reduction if the conditions are right).
- ✓ The share of early school leavers should be under 10% and at least 40% of the younger generation should have a tertiary degree.
- ✓ 20 million less people should be at risk of poverty.

These targets are interrelated and critical to overall success of each Member State. To ensure that each Member State tailors the Europe 2020 strategy to its particular situation, the Commission proposes that EU goals are translated into national targets and trajectories.

The European Commission will monitor annually the situation based on a set of indicators showing overall progress towards the objective of smart, green and inclusive economy delivering high levels of employment, productivity and social cohesion.

It will issue a yearly report on the delivery of the Europe 2020 strategy focusing on progress towards meeting the agreed headline targets, and assess country reports and stability and convergence programs. As part of this process, the Commission will present policy recommendations or warnings, make policy proposals to attain the objectives of the strategy and will present a specific assessment of progress achieved within the euro-area.

Towards these goals, and specifically referring to transport related issues, actions to be taken at EU level include:

- a) The mobilization of EU financial instruments as part of a consistent funding strategy, using EU and national public and private funding,
- b) The presentation of proposals for modernization and decarbonisation of the transport sector towards increased competitiveness, that indicatively could include electrical mobility, intelligent traffic management, better logistics etc., and
- c) The acceleration of implementation of strategic projects with EU importance to address critical bottlenecks, in particular cross border sections and intermodal nodes (cities, ports, logistic platforms), in non-EU regions included.

According to the strategy, at national level Member states should:

- a) Develop smart, upgraded and fully interconnected transport and energy infrastructures and make full use of ICT,
- b) Ensure coordinated implementation of infrastructure projects within TEN-T Core that critically contribute the effectiveness the overall EU transport system,
- c) Focus on the urban dimension of transport where much of the congestion and emissions are generated.



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**3.2.1.3. Useful link**

[https://ec.europa.eu/info/business-economy-euro/economic-and-fiscal-policy-coordination/eu-economic-governance-monitoring-prevention-correction/european-semester/framework/europe-2020-strategy\\_en](https://ec.europa.eu/info/business-economy-euro/economic-and-fiscal-policy-coordination/eu-economic-governance-monitoring-prevention-correction/european-semester/framework/europe-2020-strategy_en)

**3.2.2 Trans-European Transport Networks Regulation**

In December 2013 the European Parliament and Council published the EU Regulation 1315/2013 on the Union guidelines for the development of the trans-European transport network and repealing Decision 661/2010/EU, the latter being the recast of the initial Decision on TEN-T 1692/96, which was amended in the meantime by Decision 884/2004 after the EU enlargement of 2004.

This Regulation establishes guidelines for the development of a trans-European transport network comprising a dual-layer structure consisting of the comprehensive network and of the core network, the latter being established based on the comprehensive network.

The Trans-European Networks (TENs) in Transport, Energy and Telecommunications have existed as an EU policy since 1993. They are based on Title XVI, Articles 170 – 172, of the Treaty on the Functioning of the European Union. TENs support the functions of the internal market, linking European regions and connecting Europe with other parts of the world. The ultimate aim of the TENs is to interconnect national infrastructure networks and ensure their interoperability, setting standards for the removal of technical barriers.

The first guidelines for the transport sector were adopted by the European Parliament and Council in 1996. The enlargements of 2004 and 2007—combined with serious delays and financing problems, prompted a thorough review of TEN-T policy in 2009. This led to the adoption of new Union guidelines for the development of the Trans-European Transport Network in 2013, which outline plans for the nine strategically important corridors of the Core Network and targets for the implementation of a Comprehensive Network, accessible to citizens and businesses across Europe in no more than 30 minutes travel time.

The main instruments of EU TEN-T policy are:

- Union guidelines: These outline objectives, priorities, and measures for the establishment of frameworks for the continued identification of projects of common interest
- The Connecting Europe Facility (CEF): An EU funding instrument devised to facilitate the realization of European transport infrastructure policy, focused on projects of common interest that aim at removing bottlenecks and bridging missing links in the Core and Comprehensive Networks and Horizontal Priorities. These projects are prepared and implemented using the EU's Principle of Subsidiarity, in compliance with the relevant rules and procedures of the Member States within whose territories projects are located.

This Regulation applies to the trans-European transport network as shown on the maps contained in *Conclusion* of this document. The trans-European transport network comprises transport infrastructure and telematic applications as well as measures promoting the efficient management and use of such infrastructure and permitting the establishment and operation of sustainable and efficient transport services.

**3.2.2.1. Engagement with public and private stakeholders**

Projects of common interest relate to all directly concerned stakeholders. These may be entities other than Member States, which may include regional and local authorities, managers and users of infrastructure as well as industry and civil society.

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The European and national frameworks for transport infrastructure planning and implementation, as well as for the provision of transport services, offer opportunities for stakeholders to contribute to the achievement of the objectives of this Regulation. The new instrument for the implementation of the trans-European transport network, i.e. core network corridors, is a strong means of realizing the respective potential of stakeholders, of promoting cooperation between them and of strengthening complementarity with actions by Member States. The role of the European Coordinators is of major importance for the development of, and cooperation along, the corridors.



**Figure 2: Trans European transport network**





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**Dark blue corridor: Baltic-Adriatic**

Gdynia – Gdańsk – Katowice/Sławków  
 Gdańsk – Warszawa – Katowice  
 Katowice – Ostrava – Brno – Wien  
 Szczecin/Świnoujście – Poznań – Wrocław – Ostrava  
 Katowice – Žilina – Bratislava – Wien  
 Wien – Graz – Villach – Udine – Trieste  
 Udine – Venezia – Padova – Bologna – Ravenna  
 Graz – Maribor – Ljubljana – Koper/Trieste

**Red corridor: North Sea – Baltic**

Helsinki – Tallinn – Rīga  
 Ventspils – Rīga  
 Rīga – Kaunas  
 Klaipėda – Kaunas – Vilnius  
 Kaunas – Warszawa  
 BY border – Warszawa – Poznań – Frankfurt/Oder –  
 Berlin – Hamburg  
 Berlin – Magdeburg – Braunschweig – Hannover  
 Hannover – Bremen – Bremerhaven/Wilhelmshaven  
 Hannover – Osnabrück – Hengelo – Almelo – Deventer  
 – Utrecht  
 Utrecht – Amsterdam  
 Utrecht – Rotterdam – Antwerpen  
 Hannover – Köln – Antwerpen

**Pink corridor: Scandinavian – Mediterranean**

RU border – Hamina/Kotka – Helsinki – Turku/Naantali  
 – Stockholm – Malmö  
 Oslo – Göteborg – Malmö – Trelleborg  
 Malmö – København – Kolding/Lübeck – Hamburg –  
 Hannover  
 Bremen – Hannover – Nürnberg  
 Rostock – Berlin – Leipzig -München  
 Nürnberg – München – Innsbruck – Verona – Bologna –  
 Ancona/Firenze  
 Livorno/La Spezia - Firenze – Roma – Napoli – Bari –  
 Taranto – Valletta  
 Napoli – Gioia Tauro – Palermo/Augusta – Valletta

**Violet corridor: North Sea – Mediterranean**

Belfast – Baile Átha Cliath/Dublin – Corcaigh/Cork  
 Glasgow/Edinburgh – Liverpool/Manchester –

**Green corridor: Mediterranean**

Algeciras – Bobadilla –Madrid – Zaragoza –  
 Tarragona  
 Sevilla – Bobadilla – Murcia  
 Cartagena – Murcia – Valencia – Tarragona  
 Tarragona – Barcelona – Perpignan – Marseille/Lyon  
 – Torino – Novara – Milano – Verona – Padova –  
 Venezia – Ravenna/Trieste/Koper - Ljubljana –  
 Budapest  
 Ljubljana/Rijeka – Zagreb – Budapest – UA border

**Brown corridor: Orient/East – Med**

Hamburg – Berlin  
 Rostock – Berlin – Dresden  
 Bremerhaven/Wilhelmshaven – Magdeburg –  
 Dresden  
 Dresden – Ústí nad Labem – Mělník/Praha - Kolín  
 Kolín – Pardubice – Brno – Wien/Bratislava –  
 Budapest – Arad – Timișoara – Craiova – Calafat –  
 Vidin – Sofia  
 Sofia – Plovdiv – Burgas  
 Plovdiv – TR border  
 Sofia – Thessaloniki – Athína – Piraeus – Lemesos –  
 Lefkosia  
 Athína – Patras/Igoumenitsa

**Orange corridor: Rhine- Alpine**

Genova – Milano – Lugano – Basel  
 Genova –Novara – Brig – Bern – Basel – Karlsruhe –  
 Mannheim – Mainz – Koblenz – Köln  
 Köln – Düsseldorf – Duisburg – Nijmegen/Arnhem –  
 Utrecht – Amsterdam  
 Nijmegen – Rotterdam – Vlissingen  
 Köln – Liège – Bruxelles/Brussel – Gent  
 Liège – Antwerpen – Gent – Zeebrugge

**Light blue corridor: Rhine – Danube**

Strasbourg – Stuttgart – München – Wels/Linz  
 Strasbourg – Mannheim – Frankfurt – Würzburg –



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Birmingham	Nürnberg – Regensburg – Passau – Wels/Linz
Birmingham – Felixstowe/London /Southampton	München/Nürnberg – Praha – Ostrava/Přerov –
London – Lille – Brussel/Bruxelles	Žilina – Košice – UA border
Amsterdam – Rotterdam – Antwerpen –	Wels/Linz – Wien – Bratislava – Budapest – Vukovar
Brussel/Bruxelles – Luxembourg	Wien/Bratislava – Budapest – Arad – Braşov/Craiova
Luxembourg – Metz – Dijon – Macon – Lyon – Marseille	– Bucureşti – Constanţa – Sulina
Luxembourg – Metz – Strasbourg – Basel	
Antwerpen/Zeebrugge – Gent – Dunkerque/Lille – Paris	

**Yellow corridor: Atlantic**

Algeciras – Bobadilla – Madrid  
 Sines / Lisboa – Madrid – Valladolid  
 Lisboa – Aveiro – Leixões/Porto  
 Aveiro – Valladolid – Vitoria – Bergara – Bilbao/Bordeaux – Paris – Le Havre/Metz – Mannheim/Strasbourg

**3.2.2.2. Reference to rail promotion**

According to Regulation, Rail interoperability could be enhanced by innovative solutions aimed at improving compatibility between systems, such as on-board equipment and multi-gauge rail tracks. The trans-European transport network should be developed through the creation of new transport infrastructure, through the rehabilitation and upgrading of existing infrastructure and through measures promoting its resource-efficient use. In specific cases, due to the absence of regular maintenance in the past, rehabilitation of rail infrastructure is necessary. Rehabilitation is a process resulting in the achievement of the original construction parameters of existing railway infrastructure facilities combined with the long-term improvement of its quality compared to its current state, in line with the application of the requirements and provisions of this Regulation.

The core network corridors should be in line with the rail freight corridors set up in accordance with Regulation (EU) No 913/2010 of the European Parliament and of the Council as well as the European Deployment Plan for the European Rail Traffic Management System (ERTMS) provided for in Commission Decision 2009/561/EC. The infrastructure of the trans-European transport network consists of the infrastructure for railway transport, inland waterway transport, road transport, maritime transport, air transport and multimodal transport. Considering rail promotion within this document, the priorities for railway is development of railway infrastructure.

**3.2.2.3. Indicators and targets to be reached**

In order to contribute to the climate reduction targets of the Transport White Paper of a 60 % cut in greenhouse gas emissions below 1990 levels by 2050, the greenhouse gas impacts of projects of common interest in the form of new, extended or upgraded transport infrastructures should be assessed. Thanks to its large scale, the trans-European transport network should provide the basis for the large-scale deployment of new technologies and innovation, which, for example, can help to enhance the overall efficiency of the European transport sector and reduce its carbon footprint. This will contribute towards the objectives of the Europe 2020 Strategy and the White Paper's target of a 60 % cut in greenhouse gas emissions by 2050 (based on 1990 levels) and at the same time contribute to the objective of increasing fuel security for the Union. In order to achieve those objectives, the availability of alternative clean fuels should be improved throughout the trans-European transport network.

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The availability of alternative clean fuels should be based on demand for those fuels and there should not be any requirement to provide access to each alternative clean fuel at each fuel station.

The efficiency and effectiveness of transport can be significantly enhanced by ensuring a better modal integration across the network, in terms of infrastructure, information flows and procedures. The trans-European transport network must ensure efficient multi-modality in order to allow better and more sustainable modal choices to be made for passengers and freight and in order to enable large volumes to be consolidated for transfers over long distances. This will make multimodality economically more attractive for passengers, users and freight forwarders.

#### **3.2.2.4. Useful links**

Maps

[http://ec.europa.eu/transport/infrastructure/tentec/tentec-portal/site/maps\\_upload/SchematicAO\\_EUcorridor\\_map.pdf](http://ec.europa.eu/transport/infrastructure/tentec/tentec-portal/site/maps_upload/SchematicAO_EUcorridor_map.pdf)

[http://ec.europa.eu/transport/infrastructure/tentec/tentec-portal/site/maps\\_upload/AnnexI\\_2017web.pdf](http://ec.europa.eu/transport/infrastructure/tentec/tentec-portal/site/maps_upload/AnnexI_2017web.pdf)

Regulation

<http://eur-lex.europa.eu/legal-content/EN/TXT/HTML/?uri=CELEX:32013R1315&from=EN>

#### **3.2.3 Urban Mobility Action Plan and Package**

Commission of the European Communities has in Brussels on September 9<sup>th</sup>, 2009 adopted Action plan on Urban Mobility (COM (2009) 490 final).

Urban transport systems are integral elements of the European transport system and as such an integral part of the Common Transport Policy under Articles 70 to 80 EC Treaty. In addition, other EU policies (cohesion policy, environment policy, health policy, etc.) cannot achieve their objectives without considering urban specificities, including urban mobility. European citizens and economic actors need a transport system which provides them with seamless, high-quality door-to-door mobility. At the same time, the adverse effects of transport on the climate, the environment and human health need to be reduced. Many European towns and cities suffer from severe traffic congestion. The total cost of congestion in the EU is estimated at €80 billion annually. Urban areas account for a high share — some 23% — of all CO<sub>2</sub> emissions from transport. Cities need to make more efforts to turn past trends around and contribute to achieving the 60% reduction in greenhouse gas emissions called for by the Commission's white paper "Roadmap to a single European transport area – towards a competitive and resource-efficient transport system".

EU legislation on air quality and increasingly stringent emission standards for road vehicles seek to protect citizens from harmful exposure to airborne pollutants and particulate matter. However, cities in virtually all Member States are still struggling to comply with the legal requirements. The number of road fatalities in the EU remains very high — some 28,000 in 2012. Urban areas account for 38% of Europe's road fatalities, with vulnerable users such as pedestrians being particularly exposed. Progress in reducing road fatalities has been below average in urban areas.

In COM(2009) 490 final, the Action Plan on Urban Mobility it is stated that the modal split is essential for the EU "20-20-20 objective" (as reflected also in EU 2020 strategy). It is also made clear that urban mobility is a central component of long-distance transport and that urban areas should provide efficient interconnection points for TEN-T and offer efficient last-mile transport, contributing to competitiveness and sustainability of the overall

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European transport system. Developing efficient transport systems in urban areas has become an increasingly complex task with both congested cities and greater urban sprawl. Public authorities have an essential role in providing the planning, the funding and the regulatory framework and EU can stimulate authorities at local, regional and national level to adopt the long-term integrated policies that are very much needed in complex environments. Urban mobility is intimately linked to achieving EU policy objectives for a competitive and resource-efficient European transport system, but the organization of urban mobility is primarily a responsibility of the competent authorities at the local level. The urban mobility package sets out how the Commission will reinforce this support in the new financial planning period, 2014–20. The urban mobility package calls on Member States to create the right framework conditions that allow local authorities to implement local urban mobility strategies successfully.

Specifically, the urban mobility package invites Member States to:

- conduct a careful analysis of the present and future performance of urban mobility in their territory, also in view of key EU policy goals;
- ensure that sustainable urban mobility plans are developed and implemented in their urban areas; and
- review the technical, policy-based, legal, financial, and other tools at the disposal of urban planning authorities.

Urban areas are becoming laboratories for technological and organisational innovation, changing patterns of mobility and new funding solutions and the EU has an interest in sharing innovative solutions of local policies for the benefit of transport operators and citizens alike and to ensure the efficiency of the European transport system through effective integration, interoperability and interconnection. In this context, industry has a key contribution to make to the solution of the future challenges.

Finally, sustainable urban mobility is of growing importance for the relationships with EU neighbors and for the global society, which is becoming increasingly concentrated in urban agglomerations. Successful action under the Action Plan for Urban Mobility can help all actors in the EU and its industry to actively shape a future global society focused on citizens' needs, harmonious living, quality of life and sustainability. Sustainable Urban Mobility Plans (PDU) are promoted in COM (2013) 913 towards competitive and resource efficient urban mobility. On 17 December 2013, the European Commission published its "Urban Mobility Package". The core element is the Communication "Together towards competitive and resource-efficient urban mobility". It is complemented by an annex on the concept of Sustainable Urban Mobility Plans, and four staff working documents on urban logistics, urban access regulations, deployment of Intelligent Transport System (ITS) solutions in urban areas, and urban road safety.

The Council of European Municipalities and Regions (CEMR) and its members participated in the public consultation which led to this urban mobility package. The consultation was launched in 2012 by the European Commission on the urban dimension of European transport policy. At an early stage of the legislative process, CEMR could thus feed in the European Commission's reflections on urban mobility and areas where the EU could have an added value for actions at local level. The urban mobility package is not a binding strategy. It will only serve as a guidance for municipalities to implement sustainable mobility plans, and for Member States and the EU to create good conditions for the local action. High level of flexibility will be left to local authorities to respond with appropriate solutions to local mobility challenges, as each city is unique and requires unique solutions. New EU non-binding guidelines are very welcomed to help local authorities develop and implement Sustainable Urban Mobility Plans.

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**3.2.3.1. Special reference to intermodal transportation**

Mobility cannot be reduced to transportation and transport infrastructure and services. The concept of mobility has to be placed in a holistic context and consider the social, economic, political, and physical constraints of mobility, and in particular follow a long-term, sustainable perspective. Such an integrated approach needs to take into account the societal and environmental challenges like demographic change, accessibility for all, specific needs for different citizens, air quality, CO2 emissions, use of renewable energy, etc. Local mobility is also integrated into a wider territorial development strategy.

Furthermore, sustainable local mobility plans are important for cities of all sizes and the issue does not only concern major cities. Mobility should not be limited to urban areas but has to be extended to functional areas and include rural and peri-urban areas. This is important for the development of integrated mobility solutions, comprising intercity transport for instance. Thus, local and regional authorities may need to create mobility bodies that set clear and measurable objectives, which can efficiently coordinate urban mobility services. Administrative boundaries don't always match the functional area, with each administration having separate mobility policies and transportation systems in place. This often leads to inefficiencies and unattractiveness due to uncoordinated operations, such as mismatching schedules or multiple fares. In large areas that are split into separate administrative zones for instance, efforts may need to be coordinated by a single body, in order to ensure efficiency through common planning and addressing the area as one, effectively cutting costs on infrastructure development. Urban mobility is also a central component of long-distance transport. Most transport, both passengers and freight, starts and ends in urban areas and passes through several urban areas on its way. Urban areas should provide efficient interconnection points for the trans-European transport network and offer efficient 'last mile' transport for both freight and passengers. They are thus vital to the competitiveness and sustainability of our future European transport system. The Commission's recent Communication on a sustainable future for transport<sup>1</sup> has identified urbanisation and its impacts on transport as one of the main challenges in making the transport system more sustainable. It calls for effective and coordinated action to address the challenge of urban mobility and suggests a framework at EU level to make it easier for local authorities to take measures.

**3.2.3.2. Special reference to rail promotion**

High quality and affordable public transport is the backbone of a sustainable urban transport system. Reliability, information, safety and ease of access are vital for attractive bus, metro, tram and trolleybus services, rail or ships. Community legislation already regulates large parts of public transport investment and operations<sup>2</sup>. Transparent contracts have widespread benefits and can stimulate innovation in services and technology. Ensuring a high level of protection of passenger rights, including of passengers with reduced mobility, is also high on the Commission's agenda. Legislation is in place for rail services<sup>3</sup> and has recently been proposed for bus and coach services<sup>4</sup> as well as for maritime and inland waterway services<sup>5</sup>.

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<sup>1</sup> COM (2009) 279.

<sup>2</sup> Regulation (EC) No 1370/2007 on public transport and Directives 2004/17/EC and 2004/18/EC on public procurement.

<sup>3</sup> Regulation (EC) No 1371/2007 of the European Parliament and of the Council of 23 October 2007 on rail passengers' rights and obligations.

<sup>4</sup> COM(2008) 817.

<sup>5</sup> COM(2008) 816.

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**3.2.3.3. Stakeholders involvement**

The Commission offers a partnership to local, regional and national authorities based on their voluntary commitment to co-operate in selected areas of mutual concern. It invites also other stakeholders in the Member States, citizens and industry, to closely co-operate, paying particular attention to the mobility needs of vulnerable groups such as elderly, low-income groups and persons with disabilities, whose mobility is reduced due to a physical, intellectual or sensory disability or impairment, or as a result of age.

The Commission will moderate a dialogue with stakeholders, including organizations representing operators, authorities, employees and user groups, to identify EU-wide best practices and conditions for strengthening passenger rights in urban public transport. Building on sectoral initiatives and complementing the Commission's regulatory approach, the aim is to put a set of ambitious voluntary commitments in place, including quality indicators, commitments to protect the rights of travelers and of persons with reduced mobility as well as commonly agreed complaint procedures, and reporting mechanisms. In the short term, the Commission can help authorities and stakeholders to explore existing funding opportunities and develop innovative public-private partnership schemes.

The Commission will help stakeholders capitalize on existing experience and support the exchange of information, in particular on model schemes developed through Community programs.

The Commission will actively lead the implementation of this Action Plan. It will continue dialogue with stakeholders and set up appropriate steering mechanisms, also involving the Member States through, for example, the Joint Expert Group on Transport and Environment.

**3.2.3.4. Useful links**

European Commission

[https://ec.europa.eu/transport/themes/urban/urban\\_mobility/action\\_plan\\_en](https://ec.europa.eu/transport/themes/urban/urban_mobility/action_plan_en)

[http://www.ccre.org/img/uploads/piecesjointe/filename/CEMR\\_opinion\\_Urban\\_mobility\\_package\\_EN.pdf](http://www.ccre.org/img/uploads/piecesjointe/filename/CEMR_opinion_Urban_mobility_package_EN.pdf)

[https://ec.europa.eu/transport/sites/transport/files/themes/urban/urban\\_mobility/doc/apum\\_state\\_of\\_play.pdf](https://ec.europa.eu/transport/sites/transport/files/themes/urban/urban_mobility/doc/apum_state_of_play.pdf)

**3.2.4 White paper on Transport:**

- i. **White Paper 2001 - European transport policy for 2010: time to decide**
- ii. **White Paper 2011 - Road Map to a Single European Transport Area – Towards a competitive and resource efficient transport system**

In 1992, the European Commission as a Managing authority published a White Paper on the common transport policy, which was essentially dedicated to market opening, in line with the priorities of the time. Almost ten years later, the 2001 White Paper emphasised the need for managing transport growth by achieving a more balanced use of all transport modes.

As the 2001 White Paper has come to the end of the ten-year period it covered, it was time to define a new vision for the future of transport. The first step in this process was when the European Commission adopted a Communication on the Future of Transport on 17 June 2009. The Communication summarised the results of two



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studies, a debate with three focus groups, and a consultation with stakeholders. At the same time, it also identified policy options to be tested and eventually included in the 2011 White Paper.

In line with the Treaty of Amsterdam (which introduced sustainable development as an objective for the Community) and the Gothenburg European Council (which agreed on a strategy for sustainable development), EU published the White paper – ‘European transport policy for 2010: time to decide’. In this paper, the EC proposes some 60 measures aimed at developing a European transport system capable of modal shift towards friendlier modes of transport than private car, revitalising railways, promoting sea and inland waterways based transport and controlling air transport growth. The starting point of the 2001 White Paper on Transport Policy is that a modern transport system must be sustainable from an economic and social as well as from an environmental viewpoint.

*Among the main directions given in the White Paper were:*

- ✓ the “decoupling” of economic growth from transport growth to make transport more dynamic and less dependent on market factors
- ✓ the decrease of road transport share by revitalising rail and water travel
- ✓ a tax system able to reflect transport externalities - the actual cost of transport in terms of environmental damage, network congestion and accidents
- ✓ the development of a safer and more efficient transport system

In 2001, the Commission issued a White Paper setting an agenda for the European transport policy throughout 2010. This programme was updated in the mid-term review of 2006. Approaching the end of the 10-year period, it was time to look further ahead and prepare the ground for later policy developments. Transport is a complex system that depends on multiple factors, including the pattern of human settlements and consumption, the organisation of production and the availability of infrastructure. Owing to this complexity, any intervention in the transport sector must be based on a long-term vision for the sustainable mobility of people and goods, not least because policies of a structural character take a long time to implement and must be planned well in advance. That is why transport policies for the next 10 years must be based on a reflection on the future of the transport system that embraces also the following decades. The Commission has launched such a reflection, comprising an evaluation study on the European transport policy (ETP); a debate within three ‘focus groups’; a study ‘Transvisions’ identifying possible low-carbon scenarios for transport and a consultation of stakeholders, notably through a high-level stakeholders’ conference on 9 and 10 March 2009. The 2001 White Paper did not refer to security. After the attacks of 11 September 2001, however, a security policy was developed. Nowadays there are EU legislative measures on transport security for most transport modes and for critical infrastructures. The EU also cooperates with the international community to improve security therefore EU naval operations have been launched to fight piracy. Quality services for transport users have been promoted by strengthening passenger rights. Legislation on aviation passengers’ rights has been adopted and is now in force. In the field of rail a regulation was adopted in December 2007 which provides for extensive passenger rights. In December 2008 two proposals were adopted on passenger rights in the field of buses and coaches and in the maritime sector. On the other hand, public transport (bus and rail) has been identified as one of the sectors where consumer satisfaction is the lowest. The energy efficiency of transport is increasing, but the gains in efficiency have not been entirely devoted to reducing overall fuel consumption and have not been enough to outweigh the larger transport volumes. Legislation setting emission performance standards for new passenger cars was adopted in April 2009 in response to the insufficient pace of improvement. There has also been limited progress in shifting transport to more efficient modes, including through the development of short sea shipping, although





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a certain rebalancing has taken place and the relative decline of rail transport appears to have stopped. Thanks to Europe's long coastline and large number of ports, the maritime sector is a valuable alternative to land transport. The full implementation of the European maritime space without barriers and the maritime transport strategy for 2018 can make the 'motorways of the sea' a reality and exploit the potential of intra-European short sea shipping. Logistics operations using synergies between sea and rail and/or river also have great potential for development.

- A. Optimisation of existing transport modes**
- An internal market review of road transport to ensure the proper functioning of the market, determine the role of SME's, and provide an analysis of the social elements involved (2006)
  - Launch European ports policy (2007)
  - Removal of technical barriers in rail transport to ensure interoperability between companies. Programme to promote rail freight corridors and prepare a review of the internal market in rail transport (2006), with a scoreboard for market performance of rail (2007)
  - A review of air transport liberalisation measures, airport charges and capacity (2006)
  - A mobilisation of all sources of infrastructure financing; multi-annual investment programme up to 2013 for Trans-European networks
- B. Mobility for the citizen**
- Publication of a Green Paper on Urban Transport (2007)
  - Development of a strategy for critical infrastructure (2006), land and public transport security (2007), and review air and maritime security rules (2008)
  - Passenger rights: proposal on minimum standards for coach transport, notably for people with limited mobility (2007)
  - A first European road safety day (2007); promotion of road safety through vehicle design and technology, infrastructure and drive behaviour (on a continuing basis)
  - Review legislation on working conditions in road sector (2007)
- C. Better transport solutions through new technologies**
- Development of a freight transport logistics strategy, as well as the launch of a broad debate on possible preparation of an EU action plan for 2007
  - Energy and transport: strategic technology plan for energy in 2007 and green propulsion programme for 2009
  - Technology: RTD and support to market penetration, including big technology projects such as Galileo and European Rail Traffic Management System (ERTMS) which should be implemented on certain corridors from 2009 onwards.
  - Smart charging (basis for methodology by 2008)
  - Major programme to bring intelligent road transport systems to market (2008)

Source: European Commission, 2006

Among others, the mid-term review refers to the following critical points:

- The overall objectives of transport policy remain the same: a competitive, secure, safe, and environmentally friendly mobility, fully in line with the revised Lisbon agenda for jobs and growth and with the revised Sustainable Development Strategy.
- The context of transport policy changed because of the accession of the EU-10 in 2004, the acceleration of the global economy and competition, the rise in oil prices, the enactment of the Kyoto Protocol and the advent of global terrorism. There is a clear need to manage risks so as to continue on the growth path
- Integrated transport planning is necessary as well as the cooperation among different levels of decision making and different identified stakeholders; national, regional and local levels of government as well as by citizens and industry themselves.

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- “intermodality” was suppressed in favor of a “modal shift,” to reflect the shift away from integration of different forms of transport to interconnectivity
- Energy efficiency is stressed as a key requirement for a prosperous future
- “Intelligent Transport Systems” are mentioned as one of the most promising priority areas
- Public Private Partnerships are welcomed as a key to promote mobility interventions
- An improved EU framework combining regional and cohesion policies, an adapted framework for better and smarter charging for the use of infrastructure and differentiated solutions to deal with particular problems in certain cities, regions or along certain corridors could be the way forward.
- ‘need to re-adjust policy measures’ and the need for ‘a broader, more flexible, transport policy toolbox’

Now, the 2011 White Paper “Roadmap to a Single European Transport Area - Towards a competitive and resource efficient transport system” takes again a global look at developments in the transport sector, at its future challenges and at the policy initiatives that need to be considered. The present White Paper takes on the challenge of seeking a deep transformation of the transport system, promoting independence from oil, the creation of modern infrastructure and multimodal mobility assisted by smart management and information systems. It takes forward together with a Communication a roadmap to a low-carbon economy by 2050 and a new Energy Efficiency Plan 2011 and forms an integral part of the ‘Resource Efficiency’ initiative of the Commission.

**3.2.4.1. Special reference to intermodal transportation**

*“[...] Intermodality for people*

In passenger transport, there is considerable scope for improvements to make travelling conditions easier and facilitate modal transfers, which are still highly problematic. Far too often passengers are put off using different modes of transport for a single journey. They have problems obtaining information and ordering tickets when the journey involves several transport companies or different means of transport, and transferring from one mode to another can be complicated by inadequate infrastructure (lack of parking space for cars or bicycles, for example);

1. Integrated ticketing [...]
2. Baggage handling [...]
3. Continuity of journeys[...]" \_ COM(2001)370

*“[...] co-modality, i.e. the efficient use of different modes on their own and in combination will result in an optimal and sustainable utilization of resources. This approach offers the best guarantees to achieve at the same time a high level of both mobility and of environmental protection.” \_ COM (2006) 314 final*

**3.2.4.2. Special reference to rail promotion**

[...] What is needed is, therefore, a veritable cultural revolution to make rail transport, once again, competitive enough to remain one of the leading players in the transport system in the enlarged Europe. [...]

1. Integrating rail transport into the internal market
  - a. Creating a genuine internal market in rail transport
  - b. Guaranteeing rail safety

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2. Making optimum use of the infrastructure
3. Modernization of services

“[...] Linking up sea, inland waterways and rail”

“[...] In the new context of sustainable development, Community cofinancing should be redirected to give priority to rail, sea and inland waterway transport.” \_ COM (2001)370

**3.2.4.3. Stakeholder's involved**

“national, regional and local levels of government as well as by citizens and industry” have to cooperate \_ COM(2006) 314 final

**3.2.4.4. Indicators and targets to be reached**

**Table 1: Objectives and proposed measures**

Objective	Measures proposed
To improve quality, apply existing regulations more effectively by tightening up controls and penalties for road transport.	<ul style="list-style-type: none"> <li>• to harmonise driving times, national weekend bans on lorries;</li> <li>• to introduce a driver attestation making it possible to check that the driver is lawfully employed;</li> <li>• to develop vocational training;</li> <li>• to promote uniform road transport legislation;</li> <li>• to harmonise penalties and the conditions for immobilising vehicles;</li> <li>• to increase the number of checks;</li> <li>• to encourage exchanges of information;</li> <li>• to improve road safety and halve the number of road deaths by 2010;</li> <li>• to harmonise fuel taxes for commercial road users in order to reduce distortion of competition on the liberalised road transport market.</li> </ul>
To revitalise the railways by creating an integrated, efficient, competitive and safe railway area and to set up a network dedicated to freight services.	<ul style="list-style-type: none"> <li>• to develop a common approach to rail safety with the objective of gradually integrating the national safety systems;</li> <li>• to bolster the measures of interoperability in order to operate trans frontier services and cut costs on the high-speed network;</li> <li>• to set up an effective steering body - the European Railway Agency - responsible for safety and interoperability;</li> <li>• to extend and speed up opening of the rail freight market in order to open up the national freight markets;</li> <li>• to join the Intergovernmental Organisation for International Carriage by Rail (OTIF).</li> <li>• ensuring high-quality rail services;</li> <li>• removing barriers to entry to the rail freight market;</li> <li>• improving the environmental performance of rail freight services;</li> <li>• gradually setting up a dedicated rail freight network; progressively opening up the market in passenger services by rail;</li> <li>• improving rail passengers' rights.</li> </ul>

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<p>To control the growth in air transport, tackle saturation of the skies, maintain safety standards and protect the environment.</p>	<p>Creation of the Single European Sky:</p> <ul style="list-style-type: none"> <li>• a regulatory framework based on common rules on use of airspace;</li> <li>• joint civil/military management of air traffic;</li> <li>• dialogue with the social partners to reach agreements between the organisations concerned;</li> <li>• cooperation with Eurocontrol;</li> <li>• a surveillance, inspection and penalties system ensuring effective enforcement of the rules.</li> </ul>
<p>To develop the infrastructure, simplify the regulatory framework by creating one-stop offices and integrate the social legislation in order to build veritable "motorways of the sea".</p>	<p>For ports:</p> <ul style="list-style-type: none"> <li>• to lay down new, clearer rules on pilotage, cargo-handling, stevedoring, etc.;</li> <li>• to simplify the rules governing operation of ports themselves and bring together all the links in the logistics chain (consignors, shipowners, carriers, etc.) in a one-stop shop.</li> <li>• On the inland waterways:</li> <li>• to eliminate bottlenecks;</li> <li>• to standardise technical specifications;</li> <li>• to harmonise pilots' certificates and the rules on rest times;</li> <li>• to develop navigational aid systems.</li> </ul>
<p>To shift the balance between modes of transport by means of a pro-active policy to promote intermodality and transport by rail, sea and inland waterway</p>	<p>The "Marco Polo" intermodality programme is open to all appropriate proposals to shift freight from road to other more environmentally friendly modes. The aim is to turn intermodality into a competitive, economically viable reality, particularly by promoting motorways of the sea.</p>
<p>To construct the major infrastructure proposed in the trans-European networks (TENs) programme, identified by the 1996 guidelines, as well as the priority projects selected at the 1994 Essen European Council</p>	<p>The priority projects are:</p> <ul style="list-style-type: none"> <li>• completing the Alpine routes on grounds of safety and capacity;</li> <li>• making it easier to cross the Pyrenees, in particular, by completing the Barcelona-Perpignan rail link;</li> <li>• launching new priority projects, such as the Stuttgart-Munich-Salzburg/Linz-Vienna TGV/combined transport link, the Fehmarn Belt linking Denmark and Germany, improving navigability on the Danube between Straubing and Vilshofen, the Galileo radionavigation project, the Iberian high-speed train network and addition of the Verona-Naples and Bologna-Milan rail links plus extension of the southern European TGV network in France;</li> <li>• improving tunnel safety by having specific safety standards for both railway and road tunnels.</li> </ul> <p>On infrastructure funding and technical regulations, the Commission proposed:</p>

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	<ul style="list-style-type: none"> <li>• changes to the rules for funding the trans-European network to raise the maximum Community contribution to 20%. This would apply to cross-border rail projects crossing natural barriers, such as mountain ranges or stretches of water, as well as to projects in border areas of the candidate countries;</li> <li>• establishment of a Community framework to channel revenue from charges on competing routes (for example, from heavy goods vehicles) towards rail projects in particular;</li> <li>• a directive designed to guarantee the interoperability of toll systems on the trans-European road network.</li> </ul>
<p>To place users at the heart of transport policy, i.e. to reduce the number of accidents, harmonise penalties and develop safer, cleaner technologies.</p>	<p>On road safety:</p> <ul style="list-style-type: none"> <li>• a new road safety <u>action programme</u> covering the period 2002-2010 to halve the number of deaths on the roads;</li> <li>• harmonisation of penalties, road signs and blood-alcohol levels;</li> <li>• development of new technologies such as electronic driving licences, speed limits for cars and intelligent transport systems as part of the e-Europe programme. In this connection, progress is being made on protection of vehicle occupants, on making life safer for pedestrians and cyclists and on improving vehicle-speed management.</li> </ul> <p>On charging for use of infrastructure:</p> <ul style="list-style-type: none"> <li>• a framework directive to establish the principles of infrastructure charging and a pricing structure, including a common methodology to incorporate internal and external costs and aiming to create the conditions for fair competition between modes. <ul style="list-style-type: none"> <li>(a) In the case of road transport, charges will vary according to the vehicle's environmental performance (exhaust gas emissions and noise), the type of infrastructure (motorways, trunk and urban roads), distance covered, axle weight and degree of congestion.</li> <li>(b) In the case of rail transport, charges will be graduated according to scarcity of infrastructure capacity and adverse environmental effects.</li> <li>(c) In the case of maritime transport, the measures proposed will be linked to maritime safety;</li> </ul> </li> <li>• a directive on the interoperability of toll systems to be put in place on the trans-European road network.</li> </ul> <p>On fuel tax:</p> <ul style="list-style-type: none"> <li>• separating fuel taxes for private and commercial uses,</li> <li>• establishing harmonised taxation of fuel used for commercial purposes.</li> </ul> <p>Other measures have been proposed to improve intermodality for multimodal journeys, for those using rail and air successively, including integrated ticketing and improvements in baggage handling.</p>

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### 3.2.4.5. Useful Links

The White Paper

[https://ec.europa.eu/transport/sites/transport/files/themes/strategies/doc/2001\\_white\\_paper/lb\\_com\\_2001\\_0370\\_en.pdf](https://ec.europa.eu/transport/sites/transport/files/themes/strategies/doc/2001_white_paper/lb_com_2001_0370_en.pdf)

Communication from the Commission to the Council and the European Parliament, of 22 June 2006, on the mid-term review of the White Paper on transport published in 2001 "Keep Europe moving - Sustainable mobility for our continent" [COM(2006) 314 final - Not published in the Official Journal].

<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=celex:52006DC0314>

### 3.2.5 The South East European (SEE) - SEE 2020 strategy

Managing authority for SEE 2020 – Jobs and Prosperity in a European Perspective Strategy is Regional Cooperation Council (RCC) and it was adopted by seven economies from South East Europe at a conference of Ministers of Economy held in November 2013 in Sarajevo, Bosnia and Herzegovina. Economies are from ALB, BiH, CRO, KOS, MKD, MNE and SER.

The main goal of the South East Europe (SEE) 2020 strategy concerns the improvement of living conditions in the region and bring competitiveness and development back in focus, closely following the vision of the EU strategy Europe 2020. Its 4 pillars that depicts SEE 2020 vision refer to:

- integrated growth; deeper regional trade and investment linkages and policies enhancing the flow of goods, investment, services and persons
- smart growth; commitment to compete on value added, promoting knowledge and innovation across the board
- sustainable growth; enhancing competitiveness, entrepreneurship and a commitment to greener and more energy-efficient development
- inclusive growth; skills development, employment creation and labour market participation by all, including vulnerable groups and minorities
- governance for growth; improving the capacity of public administrations to strengthen the rule of law and reduce corruption to create a business-friendly environment

The strategy answers on the need to adjust the EU 2020 strategy to region's needs, making it more realistic and credible and poses clear targets;

- open up to 1 million new jobs by 2020, by enabling employment growth from 39% to 44%
- increase of total regional trade turnover by more than double from 94 to 210 billion euro
- the rise of the region's GDP per capita from current 36% to 44% of the EU average
- the addition of 300,000 highly qualified people to the workforce

Integrated growth is to be achieved through promotion of regional trade and investment linkages and policies and sustainable growth by raising competitiveness in the private sector, development of infrastructure and encouraging greener and more energy-efficient growth.

There are eleven "Dimensions" defined for integrated growth (Dimensions A to K), whilst Dimension I is dedicated to Transport. The actual transport related targets set within SEE 2020 must do with:

- (i) decrease of the cost of transport per unit of transport service for 20%, and decrease in TEU transport costs to meet the EU average



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- (ii) improvement of transport infrastructure utilisation rates to over 40% of designed capacity
- (iii) higher energy efficiency by decreasing energy consumption per unit of transport service by 20% and
- (iv) increase railway/waterborne share to country specific targets to be defined in the national action plans and facilitate air transport.

The transport dimension of the strategy builds on the MoU for SEE Core Network (part of the Comprehensive TEN-T) development and is aligned with the EU Strategy for the Danube Region, the work of the Sava and Danube Commissions and it envisages promoting intermodal aspects.

The aim of this dimension of the strategy in the long term is to ensure affordable, reliable and sustainable transport services, and at the same time making efficient use of resources, protecting the environment and reducing emissions. Key strategic actions for mobility improvement refer to;

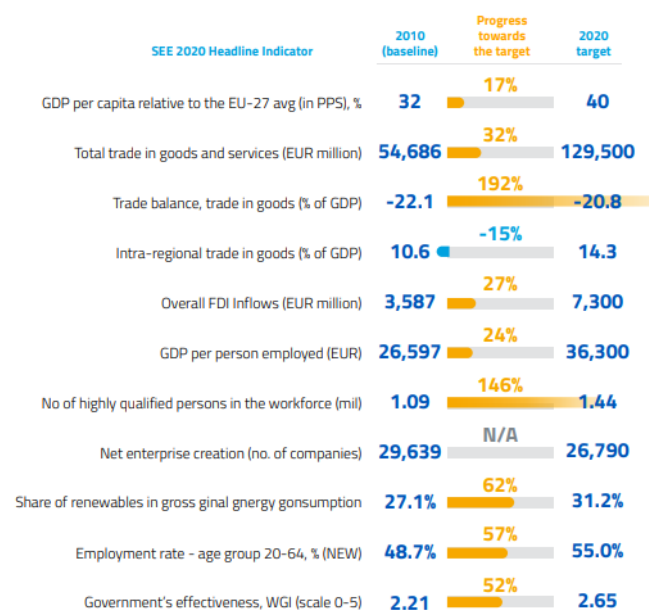
- Develop and implement measures for improving the utilization rate of transport infrastructure on the SEETO Comprehensive Network by removal of physical and non-physical bottlenecks and unnecessary technical cross border barriers in the period 2014-2016.
- Ensure harmonisation with the EU transport regulatory framework for creating common market conditions and safety standards in the region by 2020.
- Develop co-modal solutions by optimization of individual transport modes and focus on energy efficient and environmentally friendly transport modes by 2020.
- Introduce measures for reducing energy consumption and costs per unit of transport service by 2020.
- Put forward measures to improve the ratio of railway and waterborne transport, foster liberalisation of railway services and open the rail transport market to competition by 2020.
- Increase the use of ITS in the transport sector by 2016.

The SEE 2020 foresees development of at least 2 Action Plans, one immediately after its adoption and the second after 2016 and the mid-term evaluation of its implementation. In 2016 the region saw varied progress in SEE 2020 Strategy implementation as depicted in the following figure;



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**Progress towards meeting the SEE 2020 targets**



**Figure 3: Progress towards meeting the SEE 2020 targets**

The above figure shows from the one side that progress and cohesion has started however it also highlights the need for taking up urgent additional actions towards achieving the initial targets and following the desired steady growth pattern.

### 3.2.5.1. Special reference to intermodal transportation

It is mentioned that “co-modality and the integration of individual transport modes for conducting seamless transport foster the trade and competence.”

“[...] the transport strategy is framed by the work of the Danube and Sava River Commissions and the EU Strategy on the Danube Region and it also envisages further integration of inter-modal aspects.”

As a measure: “Develop co-modal solutions by optimization of individual transport modes and focus on energy-efficient and environmentally-friendly transport modes”

### 3.2.5.2. Special reference to rail promotion

Clear reference to rail increased modal share – “the increase the share of railway and waterborne transport”

“Harmonization with the EU transport regulatory framework for creating common market conditions and safety standards and liberalization of rail services; introduction of policy measures to enhance competition among multimodal, railway and port operators”

Co-modal share: Improving the percentage of rail and waterborne transport in use

### 3.2.5.3. Stakeholder's involved

Identified stakeholders for implementing interventions:

- Ministries of transport

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- Ministries of Finance
- Railway Authorities
- Professional Transport Associations
- City authorities
- SEETO
- Danube and Sava River Commissions

**Main regional platforms:**

- SEE Investment Committee
- Energy Community Secretariat (ECS)
- SEE Transport Observatory (SEETO)
- RENA/ECRAN
- Regional Environmental Center for CEE
- NALAS
- ISIS Programme Secretariat
- Intern'l Sava River Basin Commission
- RRD Standing Working Group (RRDSWG)

**National counterparts:**

- Ministries and agencies in charge of energy, environment, economy, transport and infrastructure

**Main partners:**

- World Bank
- ETF
- Regional expert networks

**3.2.5.4. Indicators and targets to be reached**

Overall Targets:

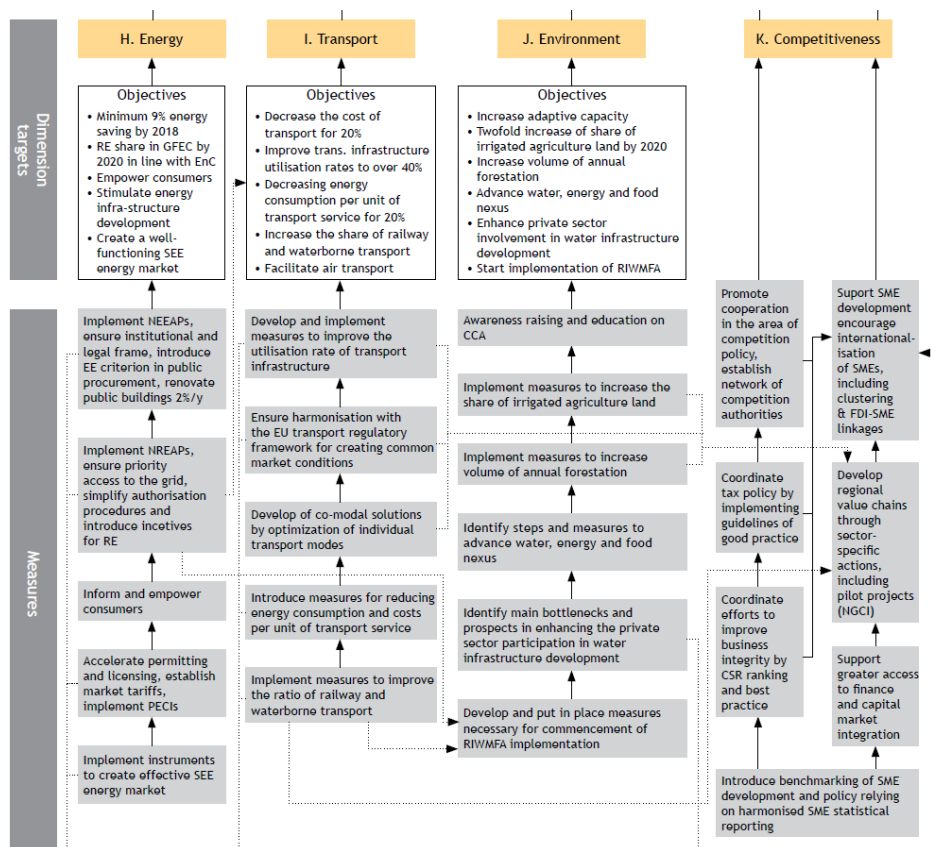
- Increase regional GDP PPP per capita from 36.4% to 44% of the EU-27 average
- Grow the region's total value of trade in goods and services by more than 120%
- Reduce the region's trade deficit from 15.7 to 12.3 per cent of regional GDP

Progress towards SEE 2020 Regional Headline Targets									Progress from baseline towards target
SEE 2020 Headline Indicator	2010 (baseline)	2011	2012	2013	2014	2015	2016	2020 (target)	
<b>Overall Strategic Goals</b>									
1. GDP per capita relative to the EU average (in PPS), %	32	33	33	34	33	34	n/a	40	<div><div></div></div> 17%
2. Total trade in goods and services (EUR million)	54.686	62.972	63.638	67.032	69.965	73.004	78.261	129.500	<div><div></div></div> 32%
3. Trade balance, trade in goods (% of GDP)*	-22,1	-23,3	-23,7	-19,5	-20,5	-19,6	n/a	-20,8	<div><div></div></div> 192%
<b>Integrated Growth</b>									
4. Intra-regional trade in goods (% of GDP)*	10,6	11,0	10,5	10,1	10,2	10,1	n/a	14,3	<div><div></div></div> -15%
5. Overall FDI Inflows (EUR million)	3.587	5.879	3.023	3.689	3.614	4.517	4.578	7.300	<div><div></div></div> 27%
<b>Smart Growth</b>									
6. GDP per person employed (EUR)	26.597	28.917	29.363	29.683	28.960	n/a	n/a	36.300	<div><div></div></div> 24%
7. No of highly qualified persons in the workforce (mil)	1,09	1,14	1,27	1,36	1,47	1,55	1,61	1,44	<div><div></div></div> 146%
<b>Sustainable Growth</b>									
8. Net enterprise creation (no. of companies)	29.639	30.927	30.579	34.416	31.958	32.622	26.872	26.790	<div><div></div></div> n/a
9. Share of Renewables in Gross Final Energy Consump	27,1	20,2	21,7	25,9	30,0	24,0	n/a	31,2	<div><div></div></div> 71%
<b>Inclusive Growth</b>									
10. Employment rate - age group 20-64, %*	4866,0%	4760,0%	4700,0%	4776,7%	4878,3%	4935,0%	5135,0%	5480%	<div><div></div></div> 57%
<b>Governance for Growth</b>									
11. Government's effectiveness, WGI (scale 0-5)	2,21	2,24	2,30	2,30	2,44	2,41	n/a	2,65	<div><div></div></div> 52%

**Figure 4: Source- SEE2020 Annual Report on Implementation 2017**

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**3.2.5.5. Transport Targets – Sustainable Growth pillar**



**Figure 5: Transport targets**

**3.2.5.6. Useful Links**

The strategy

<https://www.rcc.int/files/user/docs/reports/SEE2020-Strategy.pdf>

Implementation Results 2017:

[https://www.rcc.int/files/user/docs/brochures/SEE2020\\_ARI\\_2017-Infographics.pdf](https://www.rcc.int/files/user/docs/brochures/SEE2020_ARI_2017-Infographics.pdf)

RCC – Regional Cooperation Council

The Regional Cooperation Council serves regional cooperation and European and Euro-Atlantic integration of South East Europe in order to spark development in the region to the benefit of its people.

<https://www.rcc.int/>

RCC strategy and Work Program 2017-2019

<https://www.rcc.int/pages/92/strategy-and-work-programme>

**3.2.6. Directive 2008/50/EC on ambient air quality and cleaner air for Europe**

European Commission is managing authority for this Directive and it was adopted in June 2008.

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Air pollution is a main political issue for EU since the late 1970s and continues until today and this is the reason of the publication of a series of policy documents on air quality assessment and control. The European Union directives on air quality require from the member states to take measures for reducing pollution to levels that minimize harmful effects on human health, paying particular attention to sensitive populations, and the environment as a whole, improving the monitoring and assessment of air quality including the deposition of pollutants and providing information to the public.

For the history of air quality legislation at EU level, among main decisions and directives are:

Council Directive 80/779/EEC of 15 July 1980 on air quality limit values and guide values for Sulphur dioxide and suspended particulates, as last amended by Directive 89/427/EEC

- Council Directive 96/62/EC on ambient air quality assessment and management (Air Quality Framework Directive).
- Council Decision 97/101/EC establishing a reciprocal exchange of information and data from networks and individual stations measuring ambient air pollution within the Member States (Eol Decision)
- The four Daughter Directives
  - Council Directive 1999/30/EC relating to limit values for Sulphur dioxide, nitrogen dioxide and oxides of nitrogen, particulate matter and lead in ambient air (First Daughter Directive).
  - Directive 2000/69/EC of the European Parliament and of the Council relating to limit values for benzene and carbon monoxide in ambient air (Second Daughter Directive).
  - Directive 2002/3/EC of the European Parliament and of the Council relating to ozone in ambient air (Third Daughter Directive).
  - Directive 2004/107/EC of the European Parliament and of the Council relating to arsenic, cadmium, mercury, nickel and polycyclic aromatic hydrocarbons in ambient air (Fourth Daughter Directive).

In June 2008, the Council Directive on ambient air quality and cleaner air for Europe (2008/50/EC), which is known as the 'Air Quality Directive' (AQD) was set in force. The Directive 2008/50/EC:

- Merges the first three daughter directives and keeps the existing air quality objectives (The 4th Daughter Directive remains in force).
- Sets responsibilities: Member States shall designate at the appropriate levels the competent authorities and bodies responsible for the following: (a) assessment of ambient air quality; (b) approval of measurement systems (methods, equipment, networks and laboratories); (c) ensuring the accuracy of measurements; (d) analysis of assessment methods; (e) coordination on their territory if Community-wide quality assurance programs are being organized by the Commission; (f) cooperation with the other Member States and the Commission.
- Sets new air quality objectives for PM<sub>2.5</sub> (fine particles)
- Refers to the division of Member States territory into a number of zones and agglomerations where Member States should undertake assessments of air pollution levels using measurements, modelling and other empirical techniques – and report air quality data to the European Commission accordingly.
- Refers to the reduced number of monitoring sites required for compliance if other means of assessment, in addition to fixed monitoring sites, are available for inclusion in the annual air quality assessment.
- Discusses the possibility to discount natural sources of pollution when assessing compliance against limit values and the possibility for time extensions of three years (PM<sub>10</sub>) or up to five years (NO<sub>2</sub>, benzene) for complying with limit values.
- Asks for compliance with critical levels

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- Highlights that where levels are elevated above limit or target values, Member States should prepare an air quality plan or program to address the sources responsible and so ensure compliance with the limit value before the date when the limit value formally enters into force.
- Poses special attention on the diffusion of information on air quality to the public.

Directive 2015/1480/EC of 28 August 2015 amending several annexes to Directives 2004/107/EC and 2008/50/EC of the European Parliament and of the Council laying down the rules concerning reference methods, data validation and location of sampling points for the assessment of ambient air quality.

The most recent policy document after the AQD was launched in 2005 with the Thematic Strategy on Air Pollution designed to make substantial progress towards the long-term EU objective "to achieve levels of air quality that do not result in unacceptable impacts on, and risks to, human health and the environment".

**3.2.6.1. Special reference to intermodal transportation**

AQD makes a reference to the need of adopting measures to limit transport emissions through traffic planning and management (including congestion pricing, differentiated parking fees or other economic incentives; establishing low emission zones)

**3.2.6.2. Stakeholder's involved**

- Member States through appropriate competent authorities and bodies
- Appropriate organizations such as environmental organizations, consumer organizations, organizations representing the interests of sensitive population groups, other relevant health-care bodies and the relevant industrial federations, the wider public are mentioned as consultation bodies for action plans

**3.2.6.3. Indicators and targets to be reached**

The AQD sets limit values for the ambient concentrations to be achieved for:

- Sulphur dioxide (SO<sub>2</sub>)
- nitrogen dioxide (NO<sub>2</sub>)
- particles (PM<sub>10</sub>)
- lead (Pb)
- benzene (C<sub>6</sub>H<sub>6</sub>)
- carbon monoxide (CO)

The AQD also includes:

- critical levels for the protection of vegetation to be achieved for ambient concentrations of Sulphur dioxide (SO<sub>2</sub>) and oxides of nitrogen (NO<sub>x</sub>)
- a target value, limit values, an exposure concentration obligation and exposure reduction targets for fine particles (PM<sub>2.5</sub>)
- target values and long-term objectives for ozone (O<sub>3</sub>)

AQDD4 sets target values to be achieved for:

- arsenic (As)

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- cadmium (Cd)
  - nickel (Ni)
  - polycyclic aromatic hydrocarbons with benzo(a)pyrene (BaP) as an indicator species
- 
- ✓ Limit values for the protection of human health for SO<sub>2</sub>, NO<sub>2</sub>, PM<sub>10</sub>, Pb, C<sub>6</sub>H<sub>6</sub> and CO are defined in Annex XI of the AQD.
  - ✓ INFORMATION AND ALERT THRESHOLDS in Annex XII
  - ✓ CRITICAL LEVELS FOR THE PROTECTION OF VEGETATION in Annex XIII
  - NATIONAL EXPOSURE REDUCTION TARGET, TARGET VALUE AND LIMIT VALUE FOR PM<sub>2,5</sub> in Annex XIV

#### **3.2.6.4. Useful Links**

The Directive

<http://eur-lex.europa.eu/legal-content/en/ALL/?uri=CELEX:32008L0050>

Communication from the Commission to the Council and the European Parliament - Thematic Strategy on air pollution {SEC(2005) 1132} {SEC(2005) 1133}

<http://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:52005DC0446>

Air Quality Standards

<http://ec.europa.eu/environment/air/quality/standards.htm>

Handbook for Implementation of EU Environmental Legislation - Air Quality

<http://ec.europa.eu/environment/air/pdf/air.pdf>

European Environmental Agency Report No 13/2017 - Air quality in europe 2017

<https://www.eea.europa.eu/publications/air-quality-in-europe-2017>

#### **3.2.7. South-East Europe Cooperation Process (SEECP)**

Managing authority for this initiative is Heads of State and Government of 13 SEE countries: Albania, Bosnia and Herzegovina, Bulgaria, Greece, Republic of Macedonia, Romania, Serbia, Turkey, Croatia, Moldova, Montenegro, Slovenia and Kosovo.

The South-East Europe Cooperation Process was initiated in 1996 with a view to transforming South-East Europe into a region of stability, security and cooperation in line with the European integration processes and through promotion of mutual dialogue and cooperation at all levels and in all areas of common interest.

The main document of the SEECP is the CHARTER on Good-Neighbor Relations, Stability, Security and Cooperation in South Eastern Europe, adopted in Bucharest in 2000. The Charter was amended at the Zagreb SEECP Summit held on 11 May 2007, in order to define the relationship between the SEECP and the Regional Cooperation Council.

The **CHARTER** makes special reference on main cooperation objectives:

- Enhancement of political and security cooperation (Good-neighborly relations establishment, prevention of tensions and crisis mechanisms and views exchanges)
- Fostering economic cooperation (fostering bilateral, multilateral and regional economic cooperation and between the region and the rest of Europe, creating viable and vibrant market economy, trade and investment promotion – obstacles removal and harmonization of procedures)



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- Enlargement of cooperation in the fields of human dimension, democracy, justice and combating illegal activities

**3.2.7.1. Special reference to rail promotion**

Inside the **CHARTER** it is made a clear reference on the need for “promotion of comprehensive Programs for development of integrated regional transport infrastructure system, including projects on road, rail, air, maritime, river and lakes, as well as bridges and border-crossing infrastructure construction and development, connecting the transport system of South-Eastern Europe region to Central and Western Europe by the construction of the relevant Pan-European Corridors.”

**SEECF Multilateral Agreement on the establishment of a high-performance railway network in South East Europe**

The Ministries responsible for coordinating transport activities in the context of the SEECF (South East European Cooperation Process) signed in 2006 an Agreement for implementation in South East Europe of a High Performance Network of railways for passenger, freight and intermodal transport offering faster, higher-quality and more competitive rail connections with significantly reduced travel times between the main urban and commercial centres and specifically along sixteen transnational axes in the region.

The commercial speed on this High-Performance Network shall be at least 130 km/h for passenger trains with a minimum design speed of 160 km/h (rising to 220 km/h on certain sections where possible) for operation with the fastest trains.

Furthermore, it is agreed to identify and to execute, where appropriate through the agency of their national railway organizations and the railway undertakings operating on their territories, physical and non-physical measures to improve the general level of service quality experienced by users of the Network.

Measures and initiatives undertaken to improve service quality may involve increased service frequencies, refurbished or upgraded rolling stock and infrastructure at and around stations, simplification and improvement of the quality of any document control procedures or customs procedures required on international journeys, and the provision of high quality pre- and aftersales customer services (for example internet-enabled ticketing, electronic consignment note, door to door delivery, etc.).

It is also agreed to undertake to eliminate excessive delays to trains at border crossings by identifying and taking measures and initiatives that will reduce the time required to complete border crossing procedures and/or by implementing improvements to railway and border crossing infrastructure which facilitate the more efficient passage of trains across borders (for instance the achievement of the data transmission systems for supplying information at borders before the arrival of trains). To this end the agreement foresees to conclude/update railway border-crossing agreements for handling cross-border traffic in order to eliminate delays at border crossings.

In particular, they shall in two phases establish conditions for the elimination of requirements for trains to stop for customs and passport controls at border crossings by arranging for the appropriate controls to be conducted



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during the train journey instead. In the first phase it shall be arranged bilaterally for trains to be required to stop at only one of their juxtaposed border crossings. In the second phase it shall be arranged bilaterally to eliminate entirely all requirements for passenger trains to stop for border crossing procedures, whereas all customs and passport control procedures shall thereafter be conducted during the train journey by means of satellite or other innovative technology, always not leading to modification of any procedures performed by authorized bodies at the internal or external borders of the EU, as defined by EU or national legislation.

**3.2.7.2. Stakeholder's involved**

- Heads of State and Government, Ministers of Foreign Affairs and Political Directors of the participating countries as part of SEECF
- Representatives of the civil society, non-governmental organizations and cultural and scientific personalities to be reached
- cooperation among institutions, representing the business sector, technology transfer and marketing for small and medium size enterprises is welcomed

**3.2.7.3. Useful Links**

*CHARTER ON GOOD-NEIGHBORLY RELATIONS, STABILITY, SECURITY AND COOPERATION IN SOUTH-EASTERN EUROPE*

[https://www.rcc.int/files/user/docs/2013.10.03\\_CHARTER\\_SEECD.pdf](https://www.rcc.int/files/user/docs/2013.10.03_CHARTER_SEECD.pdf)

**3.2.8. A Roadmap for moving to a competitive low carbon economy in 2050**

"Roadmap for moving to a competitive low-carbon economy in 2050" was designed by DG Climate Action and adopted in March 2011 by the European Council.

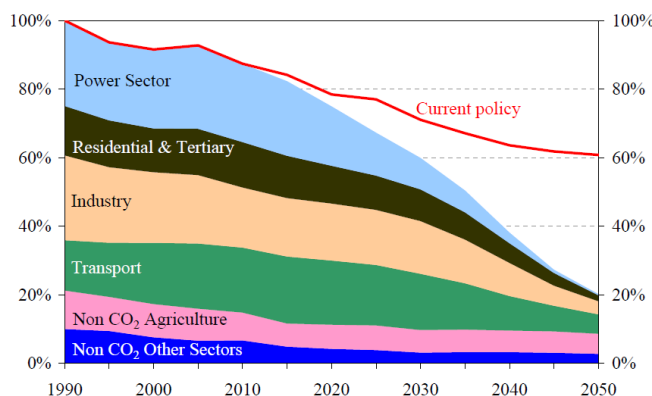
Energy 2050 roadmap is looking beyond the 2020 objectives and to keep climate change below 2°C is setting out a plan to meet the long-term target of reducing domestic emissions by 80 to 95% by mid-century compared to 1990 as agreed by European Heads of State and government. This is in line with the position endorsed by world leaders in the Copenhagen and the Cancun Agreements. These agreements include the commitment to deliver long-term low carbon development strategies. It is not a legislative document, it has no de facto power but is the most important guide in the long term.

It shows how the sectors responsible for Europe's emissions - power generation, industry, transport, buildings and construction, as well as agriculture - can make the transition to a low-carbon economy over the coming decades. It outlines milestones which would show whether the EU is on course for reaching its target, policy challenges, investment needs and opportunities in different sectors.

The key driver for this transition will be energy efficiency. By 2050, the energy sector, households and business could reduce their energy consumption by around 30% compared to 2005, while enjoying more and better energy services at the same time.

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Figure 1: EU GHG emissions towards an 80% domestic reduction (100% =1990)



**Chart 1: EU GHG emissions**

Electricity will play a central role in the low carbon economy. The analysis shows that it can almost totally eliminate CO<sub>2</sub> emissions by 2050, and offers the prospect of partially replacing fossil fuels in transport and heating. The share of low carbon technologies in the electricity mix is estimated to increase from around 45% today to nearly 100% in 2050. As a result, and without prejudging Member States' preferences for an energy mix which reflects their specific national circumstances, the EU electricity system could become more diverse and secure.

Technological innovation can help the transition to a more efficient and sustainable European transport system by acting on 3 main factors: vehicle efficiency through new engines, materials and design; cleaner energy use through new fuels and propulsion systems; better use of networks and safer and more secure operation through information and communication systems.

The White Paper on Transport – European Transport policy for 2010 has provide a comprehensive and combined set of measures to increase the sustainability of the transport system. Up until 2025, the main driver for reversing the trend of increasing greenhouse gas emissions in this sector is likely to remain improved fuel efficiency. Emissions from road, rail and inland waterways could in fact be brought back to below 1990 levels in 2030, in combination with measures such as pricing schemes to tackle congestion and air pollution, infrastructure charging, intelligent city planning and improving public transport, whilst securing affordable mobility. Improved efficiency and better demand-side management, fostered through CO<sub>2</sub> standards and smart taxation systems, should also advance the development of hybrid engine technologies and facilitate the gradual transition towards large-scale penetration of cleaner vehicles in all transport modes, including plug-in hybrids and electric vehicles (powered by batteries or fuel cells) at a later stage. Sustainable biofuels could be used as an alternative fuel especially in aviation and heavy-duty trucks, with strong growth in these sectors after 2030.

The built environment provides low-cost and short-term opportunities to reduce emissions, first and foremost through improvement of the energy performance of buildings. The Commission's analysis shows that emissions in this area could be reduced by around 90% by 2050, a larger than average contribution over the long-term. The Commission's analysis shows that GHG emissions in the industrial sector could be reduced by 83 to 87% in 2050

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by the application of more advanced resource and energy efficient industrial processes and equipment, increased recycling, as well as abatement technologies for non-CO<sub>2</sub> emissions. The Commission's analysis shows that by 2050 the agriculture sector can reduce non-CO<sub>2</sub> emissions by 49% compared to 1990. It is important to note that, by 2050, agriculture is projected to represent a third of total EU emissions, tripling its share compared to today. Various forms of low carbon energy sources, their supporting systems and infrastructure, including smart grids, passive housing, carbon capture and storage, advanced industrial processes and electrification of transport (including energy storage technologies) are key components which are starting to form the backbone of efficient, low carbon energy and transport systems after 2020. This will require major and sustained investment.

In 2050, the EU's total primary energy consumption could be about 30% below 2005 levels. More domestic energy resources would be used, in particular renewables. Imports of oil and gas would decline by half compared to today, reducing the negative impacts of potential oil and gas price shocks significantly. Investing early in the low carbon economy would stimulate a gradual structural change in the economy and can create in net terms new jobs by up to 1.5 million jobs by 2020. The combined effect of GHG reductions and air quality measures would bring about more than 65% lower levels of air pollution in 2030 compared to 2005. These developments would also reduce mortality, with benefits estimated up to € 38 billion in 2050. The EU with little more than 10% of global emissions will not be able to tackle climate change on its own. Progress internationally is the only way to solve the problem of climate change, and the EU must continue to engage its partners.

**3.2.8.1 Special reference to intermodal transportation and to rail promotion**

Only indirectly by »improving public transport«, by electrification and using domestic renewables and investments in the transport systems (electrification, efficient transport system).

Only indirectly by »improving public transport«, by electrification and using domestic renewables and investments in the transport systems (electrification, efficient transport system).

**3.2.8.2 Stakeholders involvement**

Identified stakeholders for implementing interventions:

- The Commission
- other European institutions,
- Member States,
- candidate countries as well as potential candidates,
- other stakeholders
- global partners
- countries in the EU's neighborhood.

**Involved stakeholders:**

The European Climate Foundation (ECF) initiated a study to establish a fact base behind this goal and derive the implications for European industry, particularly in the electricity sector. The result was Roadmap 2050: a practical guide to a prosperous, low-carbon Europe, a discussion of the feasibility and challenges of realizing an 80% GHG reduction objective for Europe, including urgent policy imperatives over the coming five years. A wide range of companies, consultancy firms, research centres and NGOs have provided various forms of assistance during the preparation of the report.

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### 3.2.8.3 Indicators and targets to be reached

#### Overall Targets

- i. Overall reductions of emissions: 80-90% by 2050 compared to 1990
- ii. Milestones: emissions reductions of 40% below 1990 by 2030, 60% by 2040.
- iii. Annual reductions compared to 1990 of roughly 1% in the first decade until 2020, 1.5% in the second decade from 2020 until 2030, and 2 % in the last two decades until 2050. The effort would become greater over time as a wider set of cost-effective technologies becomes available.
- iv. the Roadmap gives ranges for emissions reductions for 2030 and 2050 for key sectors.
- v. Emissions were estimated to be 16% below 1990 levels in 2009. With full implementation of current policies, the EU is on track to achieve a 20% domestic reduction in 2020 below 1990 levels, and 30% in 2030. However, with current policies, only half of the 20% energy efficiency target would be met by 2020.

**Table 2: Sectoral reductions**

GHG reductions compared to 1990	2005	2030	2050
Total	-7%	-40 to -44%	-79 to -82%
Sectors			
Power (CO <sub>2</sub> )	-7%	-54 to -68%	-93 to -99%
Industry (CO <sub>2</sub> )	-20%	-34 to -40%	-83 to -87%
Transport (incl. CO <sub>2</sub> aviation, excl. maritime)	+30%	+20 to -9%	-54 to -67%
Residential and services (CO <sub>2</sub> )	-12%	-37 to -53%	-88 to -91%
Agriculture (non-CO <sub>2</sub> )	-20%	-36 to -37%	-42 to -49%
Other non-CO <sub>2</sub> emissions	-30%	-72 to -73%	-70 to -78%

### 3.2.8.4 Useful links

Roadmap for moving to a competitive low-carbon economy in 2050

<http://eur-lex.europa.eu/legal-content/EN/ALL/?uri=CELEX:52011DC0112>

Roadmap 2050

<http://www.roadmap2050.eu/>

### 3.2.9. European Union Strategy for the Alpine Region (EUSALP)

The Commission adopted a Communication and an Action Plan on the EU Strategy for the Alpine Region on 28 July 2015.

European parliament has adopted resolution on an EU strategy for the Alpine region on 13 September 2016.

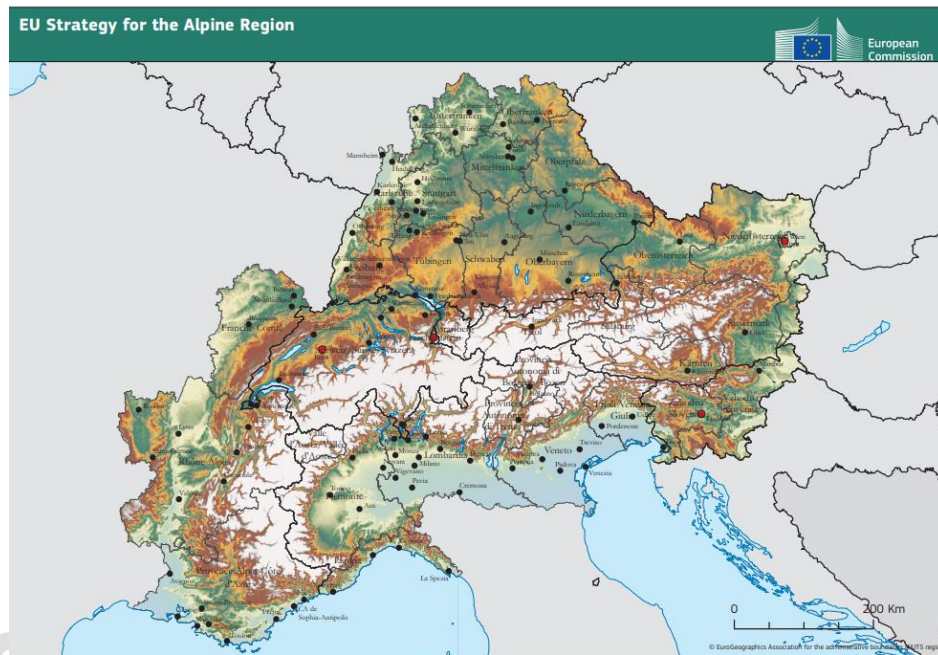
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The Alpine region is one of the largest economic and productive regions in Europe where about 80 million people live and work, as well as it is an attractive tourist destination for millions of guests every year. However, it faces several major challenges:

- Economic globalization requiring the territory to distinguish itself as competitive and innovative
- Demographic trends characterized by ageing, low population density and new migration models
- High vulnerability to climate change and its foreseeable effects on the environment, biodiversity and living conditions of the inhabitants
- Energy challenge in managing and meeting demand sustainably, securely and affordably.
- Its specific geographical position in Europe as a transit region but also as an area with unique geographical and natural features.

Better cooperation between the regions and States is needed to tackle those challenges.

The EU Strategy for the Alpine Region involves 7 countries: Austria, France, Germany, Italy, Liechtenstein, Slovenia and Switzerland.



**Figure 6: Alpine region map**

The main benefit of the Strategy for the Alpine Region will consist in a new relationship between metropolitan, peri-mountain, and mountain areas.

According to the political resolution adopted by the representatives of the 7 Alpine States and 15 Alpine Regions in Grenoble in October 2013, the new strategy will focus on the following three thematic priorities:



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- Competitiveness and Innovation,
- Environmentally friendly mobility,
- Sustainable management of energy, natural and cultural resources.

**Environmentally friendly mobility** This objective's aim is to improve the sustainability of transport connectivity within the Region and with the rest of Europe. Inter-linked, sustainable transport and broadband networks are needed to develop the Region. Better cooperation can reduce bottlenecks, and complete infrastructure networks and regulatory frameworks. Coordinated monitoring of traffic and multi-modal transport can increase competitiveness and improve the welfare of people in the area.

**Action 4: To promote inter-modality and interoperability in passenger and freight transport**

This action aims to promote inter-modality and interoperability in passenger and freight transport, in particular by removing infrastructure bottlenecks, bridging missing links, coordinating planning and timetables of public transport (including multi-modal information and planning services), modernising infrastructure, and enhancing cooperation. In this context, the term 'inter-modality' means combining several means of transport during the same journey, using different types of vehicles to get from one place to another. 'Interoperability', on the other hand, is defined as the capability to operate on any stretch of the transport network without any difference. In other words, the focus is on making the different technical systems on the EU's railways work together. Moreover, the removal of 22 bottlenecks in transport infrastructure needs to be accompanied by modernisation of customs infrastructure, equipment and systems, so that processing capacity and speed of procedures are matched with the needs of transport.

As for the **implementation**, the Strategy will be based on the key principles applied for the existing macro-regional strategies: no new EU funds, no additional EU formal structures and no EU legislation, while relying on a coordinated approach, synergy effects and a more effective use of existing EU funds and other financial instruments. The aim is to produce a clear added value based on jointly identified objectives. The Commission has encouraged Member States and regions to ensure that the Alpine Strategy is properly embedded in EU regional policy 2014-2020 programmes, as well as other relevant EU, regional and national policy frameworks.

EUSALP can play **a role** in ensuring that consistent initiatives are taken in the field of transport and mobility, avoiding possible duplications and exploiting synergies, to the benefit of increased productivity and reduced costs. This can be done by better linking the existing platforms for exchange of information and good practices, as well as facilitating the access of the existing cooperation bodies to funding instruments. One cannot say that cooperation in the field of transport in the Alpine Region has not been developed – but what appears to be necessary is a greater integration between the existing bodies and structures, for the sake of greater efficiency of expenditure and effectiveness of infrastructure.

**3.2.9.1. Special reference to intermodal transportation and to rail promotion**

One of the two main action of Sustainable internal and external accessibility is Action 4: **To promote inter-modality and interoperability in passengers and freight transport.**

The primary objective of reducing the environmental impact of transport across the Alps must be coupled with **good connectivity at local level**, to ensure the balanced economic and demographic development of the entire



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Region. In addition to facilitating the achievement of the trans-European transport network's objectives and those of similar projects to shift traffic from road to rail, complementary measures to ensure that trans-European transport network links (including cross-border links) also benefit the Region are crucial.

The Alpine Region is directly concerned by two key cross-border links related to TEN-T core networks: the Brenner Base railway tunnel in the Scandinavian-Mediterranean corridor and the Lyon-Turin railway tunnel and link in the Mediterranean corridor. Also, the new Karavanks tunnel between Austria and Slovenia and the Semmering base tunnel are relevant for the Baltic-Adriatic corridor. The Gotthard base tunnel, the Ceneri base tunnel and the 'terzo valico dei giovi', though not cross-border, are also major elements of the Rhine-Alpine corridor. Moreover, the Rhine-Danube and Mediterranean corridor affect the Alpine Region in parts of their extension and allow for a better connection of the Alpine Region. Certain 23 main rivers (e.g. the Po, the Rhône) or river stretches (the Danube and the Rhine) become relevant in relation to transport inter-modality, due to their navigability. For the complete list of relevant works, EUSALP should take as reference the corridor work plans put forward by the European Coordinators under the TEN-T guidelines (Rhine-Alpine, Scandinavian Mediterranean, Baltic-Adriatic, Mediterranean and Rhine-Danube Core Network Corridors).

The EU has made the choice to promote modal shift as part of the greening transport policy, ensuring that an increasing share of goods which today are transported by road, in particular over long distances, will be gradually shifted to rail. The development of railway links is not only aimed at a freight traffic modal shift from road to rail, but also for passenger traffic.

Within the core Alpine Region, local transport plays a major role in maintaining a balanced demographic development of the area. Local communities are keen, as it clearly appeared from the public consultation, that regional and local railways and public transport in general, are upgraded and modernised. Connections between valleys or across passes are often insufficiently coordinated to allow for a systematic use of public transport. In order to improve this situation, better coordination intervention at a sufficiently large scale is necessary. Given that remote areas in the Alps are often closer to the border than to the regional or national capitals, the transnational dimension is very important.

### **3.2.9.2. Stakeholder's involvement**

#### **Involved stakeholders in the drawing up the strategy phase:**

A very crucial role in this context was the extensive public online consultation, held from 16 July to 15 October 2014 (in English, French, German, Italian and Slovenian), which led to close to 400 contributions from individuals/private persons, public authorities, international organisations, civil society organisations, private enterprises, academic/research institutions and other stakeholders. The public consultation, as well as the large stakeholders conference in Milan on 1 and 2 December 2014, allowed stakeholders at all levels to comment on and to endorse the selected policy areas, which are: (1) economic growth and innovation, (2) mobility and connectivity, and (3) environment and energy.

#### **Stakeholders mentioned in the implementation phase:**

European Commission,  
States and Regions,  
National coordinators,  
Objective coordinators,  
Actions group leaders,  
People,  
Public-sector institutions and organizations (including academic/research institutions),  
Economic/business sector,  
Civil society organizations linked to policy area.



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The new governance model, which led to broad consultation when drawing up the Strategy, will be continued in the Strategy's implementation phase and will increase the feeling of ownership of actions and projects that support the Strategy's objectives.

**3.2.9.3. Indicators and targets to be reached**

**Table 3: Indicators and targets**

<i>Indicator</i>	<i>Unit</i>	<i>Target value</i>
Internal and external connectivity in the Region including travel time (km of railway lines complying with TEN-T criteria and guidelines)	Km	
Strengthening regional transport systems by linking peripheral regions to TEN-T networks and secondary	N° of passengers using public transport / train services Availability of last-mile infrastructure	
Streamlining of connections – n° of identified bottlenecks eliminated through small-scale	N° of identified bottlenecks (infrastructure, capacity)	
<b>interventions</b>		
Improvement of the interoperability procedures of rail public transport at transnational and cross border level	Infrastructure utilisation rate	
Promoting resource-efficient use of infrastructure	Emissions (PM, NOx, SO <sub>2</sub> ). Availability of refuelling infrastructures for alternative fuels	
Use of public transport compared to private means	Ratio and trends	
Common management, ticketing and information systems	N° of schemes developed for use of common management systems	
Optimal interconnection of national transport networks	Border waiting time	
Annual use of main networks of collective passenger transport at cross-border level	N° of users, border waiting time	
Increase potential capacity trains/day, reduction of travel time	N° of trains – % of increase mean travel time by sections	
Tons of goods loaded/unloaded in interchange nodes	Ratio out of total transported goods	
Rail passenger traffic generated by ports, logistic centres and airports		
Coverage of basic services (medical, postal, grocery) for local communities	% of the communities covered	
Quality of transport	Transport time, mean speed, frequency, parking availability for freight, road safety	

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#### **3.2.9.4. Useful links**

Political resolution towards a European Union Strategy for the Alpine region

[http://ec.europa.eu/regional\\_policy/sources/cooperate/alpine/grenoble\\_131018\\_resolution\\_fin\\_sig\\_en.pdf](http://ec.europa.eu/regional_policy/sources/cooperate/alpine/grenoble_131018_resolution_fin_sig_en.pdf)

EU strategy for the Alpine region

<https://www.alpine-region.eu/>

EUSALP Communication

[https://www.alpine-](https://www.alpine-region.eu/sites/default/files/uploads/page/24/attachments/eusalpcommunicationtioneen28072015.pdf)

[region.eu/sites/default/files/uploads/page/24/attachments/eusalpcommunicationtioneen28072015.pdf](https://www.alpine-region.eu/sites/default/files/uploads/page/24/attachments/eusalpcommunicationtioneen28072015.pdf)

EUSALP Communication - Action plan

[https://www.alpine-](https://www.alpine-region.eu/sites/default/files/uploads/page/24/attachments/eusalpactionplan28072015.pdf)

[region.eu/sites/default/files/uploads/page/24/attachments/eusalpactionplan28072015.pdf](https://www.alpine-region.eu/sites/default/files/uploads/page/24/attachments/eusalpactionplan28072015.pdf)

#### **3.2.10 European Union Strategy for Danube Region (EUSDR)**

A strategy to boost the development of the Danube Region was proposed by the European Commission on 8 December 2010 (Commission Communication - EU Strategy for the Danube Region).

Member States endorsed the EU Strategy for the Danube Region at the General Affairs Council on 13 April 2011 (Council Conclusions).

Geographically it concerns primarily but not exclusively: Germany (Baden-Württemberg and Bavaria), Austria, the Slovak Republic, the Czech Republic, Hungary, Slovenia, Romania and Bulgaria within the EU, and Croatia, Serbia, Bosnia and Herzegovina, Montenegro, the Republic of Moldova and Ukraine (the regions along the Danube) outside.

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**Figure 7: EUSDR area**

The Strategy remains open to other partners in the Region. Since the Danube flows into the Black Sea, it should be coherent with Black Sea perspectives. With over 100 million people, and a fifth of EU surface, the area is vital for Europe.

The Strategy addresses the following challenges: mobility, energy, environment, risks, socio-economic and security.

The Strategy proposes an Action Plan, to which a strong commitment from the countries and stakeholders is needed. Good links between urban and rural areas, fair access to infrastructures and services, and comparable living conditions will promote territorial cohesion, now an explicit EU objective.

The consultation identified many proposals for action. The Commission, in partnership with Member States, regions and other stakeholders has selected those which:

- Demonstrate immediate and visible benefits for the people of the Region;
- Have an impact on the macro-region (or a significant part of it).
- Are coherent and mutually supportive, creating win-win solutions;
- Are realistic (technically feasible and with credible funding).

Four Pillars address the major issues:

- Connecting the Danube Region
- Protecting the Environment in the Danube Region
- Building Prosperity in the Danube Region
- Strengthening the Danube Region

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The first pillar Connecting the Danube region focuses on transport, energy and culture/ tourism issues. The overall objective is to improve connectivity within the Danube Region and with the rest of Europe, in terms of infrastructures, systems and people. This can be done by improved coordination in infrastructure works, improved operation of transport and energy systems, exchanges of experience on clean energy, and promotion of Danube culture and tourism.

Each pillar comprises Priority Areas, distinct fields of action. There are three Priority areas within the pillar Connecting the Danube region:

- 1) To improve mobility and multimodality,
- 2) To encourage more sustainable energy,
- 3) To promote culture and tourism, people to people contacts.

Coordination of each priority area was allocated to a Priority Area Coordinator. These are at the heart of making the Strategy operational, and bear a central responsibility for its success. They work on its implementation, in close contact with the Commission, with all stakeholders involved, especially other countries, but also Regional and Local Authorities, Inter-Governmental and Non-Governmental Bodies.

Priority area To improve mobility and multimodality has two parts:

- (a) Inland Waterways.
- (b) Road, rail and air links.

Mobility goes beyond technical aspects and infrastructure. It includes organizational issues, meeting overall transport demand and seasonal/ daily traffic peaks, spatial planning, life-styles innovations, etc. Together with inland waterways, road and rail provide important international connections within the Region. Ports on the Black Sea and ports of the northern Adriatic, as well as railway lines and airports, are immediate entry points to the basin from abroad. An appropriate transport policy has to take into account all these, promoting multimodality, while also considering environmental respect, economic growth and social development.

**Priority area 1.b Rail, road and air transport - actions**

An Action is an important issue requiring intervention by the countries and stakeholders involved to meet the objective of the Priority Area. It can be a new approach, an increased coordination in policy making, a support to a process already engaged, a networking initiative, etc.

***Improvement of access to and connectivity***

- *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.*
- *To implement the Rail Freight Corridors forming part of the European rail network for competitive freight*
- *To enhance cooperation between air traffic stakeholders in order to prepare a plan to implement shorter plane routes*
- *To ensure sustainable metropolitan transport systems and mobility*
- *To improve the regional/ local cross-border infrastructure and the access to rural areas*

***Multimodal links***

- *To develop further nodal planning for multimodality*



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

### **3.2.10.1 Special reference to intermodal transportation and rail promotion**

The Danube river represents the backbone of the Region5. However, the development of waterways as navigation corridors must go hand in hand with the creation of modern and efficient intermodal ports to integrate navigation with rail and road.

Multimodal nodes need to play a more significant role not only in terms of accessibility but as optimal places for concentrating business and industry.

*Action - “To develop further nodal planning for multimodality”.* The overlap of different freight and person transport leads in many nodes to congestion and loss of productivity. Terminal infrastructure is also missing or little developed to combine the different modes. In this context air transport can play a key role in allowing access to remote regions. Beginning with corridor VII, the Danube axis, unbundling of types of transport by elimination of bottlenecks on feeder routes can lead to capacity increases in several cases. This would at the same time improve the conditions for location development on the spot and for shifting transport volumes to more energy efficient and environmentally friendly transport modes like rail and water. Networks between relevant stakeholders should be set up in order to improve the quality of the transport system and logistic chains between the nodes and within the nodes – with a focus on sustainable transport modes such as railways and waterways.

*Action - “To develop further Intelligent Traffic Systems by using environmental-friendly technologies, especially in urban regions”.* The quality of transport nodes highly depends on the capability of its transport system. Existing problems such as congestion or bottlenecks also can be solved by introducing an efficient transport management system to optimize the existing capacity. For example, the implementation of intermodal route planner in real time could be spread to larger parts of the Danube Region in particular its important nodes like capital 17 regions and major port regions.

A multidisciplinary approach for waterway infrastructure projects can ensure preservation and restoration of the valuable ecosystem of the Danube. This needs to be complemented by upgrading of the railways. Here especially the implementation of rail freight corridors as part of the European rail network for competitive freight6 play a crucial role.

*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 sections12”.* Project implementation should focus on completing existing projects, eliminating bottlenecks. It should identify the sustainable financing means, and improve the coordination, especially between the different rail companies in order to develop and modernize the rail systems.

*To implement the Rail Freight Corridors forming part of the European rail network for competitive freight13”.* Of the nine initial corridors four have direct connection with the Danube Region. The implementation should focus on ensuring sufficient capacity for rail freight services of high quality and reliability and to improve and harmonize rail infrastructure standards relevant for freight traffic, especially axle-loads, train-lengths and loading gauges, along the entire corridors. Special attention should also be given to the development of modern intermodal



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terminals connecting the Danube River with the rail network, laying the ground for efficient cooperation of two transport modes with low environmental impact.

**3.2.10.2 Stakeholder's involved**

- Priority Area Coordinator,
- Commission,
- Countries,
- Regional and Local Authorities,
- Inter-Governmental and Non-Governmental Bodies.

**3.2.10.3 Indicators and targets to be reached**

Targets as examples could be:

- Increase the cargo transport on the river by 20% by 2020 compared to 2010;
- Remove existing navigability bottlenecks on the river so as to accommodate type VIb vessels all year round by 2015
- Improved travel times for competitive railway passenger connections between major cities;
- Implementation of the 4 Rail Freight Corridors crossing the Danube Region as planned within 3 or 5 years;
- Development of efficient multimodal terminals at Danube river ports to connect inland waterways with rail and road transport by 2020;
- Achievement of national targets based on the Europe 2020 climate and energy targets.

**3.2.10.4 Useful links**

Commission Communication - EU Strategy for the Danube Region

<http://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:52010DC0715&from=EN>

EUSDR Action plan

<http://www.danube-region.eu/component/edocman/action-plan-eusdr-pdf>

Council conclusions - EU Strategy for the Danube Region

Council Conclusions

**3.2.11 Four rail packages**

Between 2001 and 2016

2001- The rail infrastructure package

2004 – The second railway package

2007 – The third rail package

2016 - The fourth rail package

On 26 February 2001, the Council adopted the three Directives known as the "rail infrastructure package".

The first railway package adopted in 2001 enabled rail operators to have access to the trans-European network on a non-discriminatory basis. To improve Europe's rail freight options, the Commission proposes the creation

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of a one-stop-shop to market freeways. It underlines the need to improve the distribution of train paths, establish a tariff structure which reflects relevant costs, reduce delays at borders and introduce quality criteria. The Commission lists the actions to be taken with a view to setting up freeways.

The assessment of the implementation of this package conducted by the European Commission mid 2006 showed that although the practical implementation of its provisions is still ongoing, the effects already visible are encouraging. The relative position of railways towards other transport modes has stabilized, the high level of rail transport safety has been safeguarded and often improved, losses in employment have been partially offset by the creation of jobs in newly established railway undertakings, and the rail traffic performance has been best in countries where the rail freight market had been open for competition relatively early. These results have been confirmed in the Commission's Communication on monitoring development of the rail market of October 2007 that clearly demonstrated that between 2000 and 2005 Member States in which non-incumbent railway undertakings have undertaken the highest market shares achieved significantly better results in terms of rail freight traffic performance than Member States in which the market was still dominated by a monopoly

On 23 January 2002, the European Commission proposed a new set of measures (known as the "second railway package") aimed at revitalising the railways through the rapid construction of an integrated European railway area. The actions presented are based on the guidelines of the transport White Paper and are aimed at improved safety, interoperability and opening up of the rail freight market. The Commission had also proposed establishing a European Railway Agency responsible for providing technical support for the safety and interoperability work.

The second railway package of 2004 has accelerated the liberalization of rail freight services by fully opening the rail freight market to competition as from 1 January 2007. In addition, the package created the European Railway Agency situated in Valenciennes (France), introduced common procedures for accident investigation and established Safety Authorities in each Member State.

On March 3rd 2004 the Commission adopted its "third rail package" containing measures to revitalise the railways in Europe. The European Commission puts forward new proposals to open up the international passenger transport market by 2010 and to regulate passenger rights and the certification of train crews. This third package should complete the European regulatory framework for the rail sector.

The third railway package adopted in October 2007 introduced open access rights for international rail passenger services including cabotage by 2010. Operators may pick up and set down passengers at any station on an international route, including at stations located in the same Member State. Furthermore, the third railway package introduced a European driver license allowing train drivers to circulate on the entire European network (the certification of cross-border drivers is foreseen as from 2009 and of all other drivers as from 2011). The drivers will have to meet basic requirements concerning their educational level, age, physical and mental health, specific knowledge and practical training of driving skills. Finally, the third railway package strengthened the rail passengers' rights. While long-distance travelers will enjoy a wider range of rights, minimum quality standards (non-discrimination of handicapped travelers or persons with reduced mobility, liability in case of accidents, availability of train tickets and personal security of passengers in stations) will have to be guaranteed to all passengers on all lines.

The 4th Railway Package is a set of 6 legislative texts designed to complete the single market for Rail services (Single European Railway Area). Its overarching goal is to revitalise the rail sector and make it more competitive vis-à-vis other modes of transport. It comprises two 'pillars' which have been negotiated largely in parallel:

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The 'technical pillar', which was adopted by the European Parliament and the Council in April 2016, includes

- Regulation on the European Union Agency for Railways,
- Directive on interoperability of the rail system within the European Union and
- Directive on railways safety.

The technical pillar is designed to boost the competitiveness of the railway sector by significantly reducing costs and administrative burden for railway undertakings wishing to operate across Europe. In particular, it will

- save firms from having to file costly multiple applications in the case of operations beyond one single Member State. ERA will issue vehicle authorizations for placing on the market and safety certificates for railway undertakings, valid throughout the EU. So far, railway undertakings and manufacturers needed to be certified separately by each relevant national safety authority
- create a "One stop shop" which will act as a single-entry point for all such applications, using easy, transparent and consistent procedures
- ensure that European Rail Traffic Management System (ERTMS) equipment is interoperable
- reduce the large number of remaining national rules, which create a risk of insufficient transparency and disguised discrimination of new operators.

The 'market pillar', which was adopted in December 2016, includes

- Regulation which deals with the award of public service contracts for domestic passenger transport services by rail ('PSO Regulation')
- 'Governance Directive' on opening of the market of domestic passenger transport services by rail and the governance of the railway infrastructure,
- Regulation on the normalisation of the accounts of railway undertakings.

The market pillar will complete the process of gradual market opening started with the 1st railway package. It establishes the general right for railway undertakings established in one Member State to operate all types of passenger services everywhere in the EU, lays down rules aimed at improving impartiality in the governance of railway infrastructure and preventing discrimination and introduces the principle of mandatory tendering for public service contracts in rail. Competition in rail passenger service markets will encourage railway operators to become more responsive to customer needs, improve the quality of their services and their cost-effectiveness. The competitive tendering of public service contracts will enable savings of public money. The market pillar is expected to deliver more choice and better quality of rail services for European citizens, these being the overriding objectives.

#### **3.2.11.1 Special reference to intermodal transportation and reference to rail promotion**

There is no special reference to intermodal transportation in Four railway packages.

All four packages are referencing to rail promotion. For the passengers' rail services, the third and the fourth packages are important. They are dealing with the following issues:

- opening up the international passenger transport market,
- regulation of passenger rights,
- the certification of train crews,
- ensuring the interoperability of European Rail Traffic Management System equipment.

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### **3.2.11.2 Stakeholder's involved**

The packages did not mention involving the stakeholders in the creation of the strategy but the following stakeholders are mentioned: railways undertakings, railway operators, passengers when referencing to rail passenger's rights, train drivers when referencing to European driver license.

With the the European Union Agency for Railways is being created within the four packages.

A stakeholder consultation in 2005 is mentioned within the third package but the document is not available.

### **3.2.11.3 Useful Links**

- Four rail packages:  
[https://ec.europa.eu/transport/modes/rail/packages/2001\\_en](https://ec.europa.eu/transport/modes/rail/packages/2001_en)  
[https://ec.europa.eu/transport/modes/rail/packages/2004\\_en](https://ec.europa.eu/transport/modes/rail/packages/2004_en)  
[https://ec.europa.eu/transport/modes/rail/packages/2007\\_en](https://ec.europa.eu/transport/modes/rail/packages/2007_en)  
[https://ec.europa.eu/transport/modes/rail/packages/2013\\_en](https://ec.europa.eu/transport/modes/rail/packages/2013_en)
- Rail packages  
[https://ec.europa.eu/transport/modes/rail/packages\\_en](https://ec.europa.eu/transport/modes/rail/packages_en)

### **3.2.12. CEI Plan of Actions 2018-2020**

The CEI Plan of Action 2018-2020 is a focused and project-oriented roadmap, aimed at promoting regional cooperation for enhancing democratic and inclusive societies and sustainable economies of CEI Member States. In its elaboration, special attention was paid to the real needs and proposals expressed by the Member States, while also taking note of the evolving environment in the Region. Efforts have been made towards prioritization and streamlining, meant for avoiding dispersion of resources and at concentrating on actions where the CEI's expertise and working methodology represent a genuine added value. The Plan of Action is complemented by a dynamic Annex listing the recent and ongoing projects and activities in the established goals and objectives. This Annex will be regularly updated.

#### **3.2.12.1 Special reference to intermodal transportation and reference to rail promotion**

Chapter 2 of the PoA 2018-2020, CONNECTIVITY

Goal 2 - Strengthening Transport Networks

The CEI will continue to focus on the rehabilitation and development of transport infrastructure as a catalyst of international trade, investments and economic development. It will also continue paying attention to actions such as the extension of the TEN-T Network to the Western Balkans and Eastern Partnership Countries, TEN-T guidelines, Motorways of the Sea Policy, green transport corridors and intermodal terminals policy, improvement of coordination in the development of trans frontier transport connections in the CEI region, One Belt One Road (OBOR) Initiative, China Central and Eastern European Countries Cooperation (16+1), etc. A well-developed and maintained transport infrastructure system linking various transport modes is essential to enhance countries'

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trade and overall competitiveness. The necessity to improve the transport infrastructure is especially valid for countries whose economic growth is trade dependent. In order to boost international trade and investments, such countries must continuously improve the links between their trade gateways and extend their connections to the region and globally. In this context, the need for improving border crossings, an often-neglected component of transport infrastructure and the weak part of TEN-T is a major concern. Long delays in transiting international borders may cause inconveniences for passengers and drivers and, more importantly, hamper the transportation of goods, thus undercutting the CEI Member States' trade and causing unfavorable effects on the environment. In this context, the CEI will support the removal of bottlenecks in order to accelerate border-crossing procedures. In addition, the CEI will work on integrating rural/ peripheral areas in main transport networks. A good connectivity network, including efficient transport nodes, ICT solutions and promotion of alternative fuels supply chain among transport modes and countries, is a precondition for carrying out commercial activities, delivering basic services such as education and health, as well as for achieving social, environmental, economic and political goals.

- Enhance transport policies of CEI Member States by including relevant national, regional and local authorities in a process oriented to improve freight and passenger transport, also taking into consideration the CEI countries' involvement in the Europe – Asia connectivity;
- Promote projects and activities to improve coordination and reduce barriers affecting CEI countries, through the development of methodologies for the analysis of physical and non-physical bottlenecks and through the promotion of ICT solutions & other soft measures, including initiatives towards the decarbonization of transport;
- Promote capitalization processes to increase accessibility of regional, peripheral and cross-border areas to the main regional/national and international networks (as TEN-T hubs) through a coordination of policies among the transport ministries of CEI Member States and relevant stakeholders;
- Promote inter-institutional cooperation among CEI Member States in order to coordinate the development of a common transport strategy also through the participation in EU project proposals.

**3.2.11.2 Stakeholder's involved**

Plan of Action is defined through a multilateral process of consultation that involves representatives of all the CEI member states

**3.2.11.3 Useful Links**

Opening [http://www.cei.int/sites/default/files/file/PoA 2018-2020 FINAL web \(006\).pdf](http://www.cei.int/sites/default/files/file/PoA%202018-2020%20FINAL%20web%20(006).pdf)

**3.2.13. An integrated maritime Policy for the European Union**

COMMISSION OF THE EUROPEAN COMMUNITIES published in Brussels on 10.10.2007 the COM(2007) 575 final. This is COMMUNICATION FROM THE COMMISSION TO THE EUROPEAN PARLIAMENT, THE COUNCIL, THE EUROPEAN ECONOMIC AND SOCIAL COMMITTEE AND THE COMMITTEE OF THE REGIONS as An Integrated Maritime Policy for the European Union.

The seas are Europe's lifeblood. Europe's maritime spaces and its coasts are central to its wellbeing and prosperity – they are Europe's trade routes, climate regulator, sources of food, energy and resources, and a

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favoured site for its citizens' residence and recreation. Our interactions with the sea are more intense, more varied, and create more value for Europe than ever before. Yet the strain is showing. We are at a crossroads in our relationship with the oceans.

On the one hand technology and know-how allow us to extract ever more value from the sea, and more and more people flow to Europe's coasts to benefit from that value. On the other hand, the cumulated effect of all this activity is leading to conflicts of use and to the deterioration of the marine environment that everything else depends on. Europe must respond to this challenge; in a context of rapid globalisation and climate change the urgency is great. The European Commission has recognised this, and launched a comprehensive consultation and analysis of how Europe relates to the sea<sup>1</sup>. It has triggered a massive response from stakeholders that reveals clearly the enormous potential of the seas, and the scale of the challenge if we are to realise that potential sustainably. It has also provided a wealth of ideas as to how Europe can rise to meet this challenge.

Building on this valuable input the Commission proposes an Integrated Maritime Policy for the European Union, based on the clear recognition that all matters relating to Europe's oceans and seas are interlinked, and that sea-related policies must develop in a joined-up way if we are to reap the desired results.

This integrated, inter-sectoral approach was strongly endorsed by all stakeholders. Applying it will require reinforced cooperation and effective coordination of all sea-related policies at the different decision-making levels.

### **3.2.13.1 Special reference to intermodal transportation and reference to rail promotion**

An Integrated Maritime Policy will enhance Europe's capacity to face the challenges of globalisation and competitiveness, climate change, degradation of the marine environment, maritime safety and security, and energy security and sustainability. It must be based on excellence in marine research, technology and innovation, and will be anchored in the Lisbon agenda for jobs and growth, and the Gothenburg agenda for sustainability.

#### **An EU Integrated Maritime Policy will:**

**Change the way we make policy and take decisions** – at every level compartmentalised policy development and decision-making are no longer adequate. Interactions must be understood and considered; common tools developed; synergies identified and exploited; and conflicts avoided or resolved.

**Develop and deliver a programme of work** – action under the different sectoral policies must develop in a coherent policy framework. The Action Plan accompanying this communication gives a clear idea of the variety and magnitude of the work ahead. The following projects are of particular importance:

- A European Maritime Transport Space without barriers
- A European Strategy for Marine Research
- National integrated maritime policies to be developed by Member States
- An European network for maritime surveillance
- A Roadmap towards maritime spatial planning by Member States
- A Strategy to mitigate the effects of Climate Change on coastal regions
- Reduction of CO<sub>2</sub> emissions and pollution by shipping
- Elimination of pirate fishing and destructive high seas bottom trawling
- An European network of maritime clusters
- A review of EU labour law exemptions for the shipping and fishing sectors

#### **Tools for Integrated policy-making**



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An integrated governance framework for maritime affairs requires horizontal planning tools that cut across sea-related sectoral policies and support joined up policy making. The following three are of major importance: maritime surveillance, which is critical for the safe and secure use of marine space; maritime spatial planning which is a key planning tool for sustainable decision-making; and a comprehensive and accessible source of data and information.

*A European network for maritime surveillance*

Maritime surveillance is of the highest importance in ensuring the safe use of the sea and in securing Europe's maritime borders. The improvement and optimisation of maritime surveillance activities, and interoperability at the European level, are important for Europe to meet the challenges and threats relating to safety of navigation, marine pollution, law enforcement, and overall security.

*Maritime Spatial Planning and Integrated Coastal Zone Management (ICZM)*

Existing planning frameworks have a largely terrestrial focus and often do not address how coastal development may affect the sea and vice-versa. We must address the challenges that emerge from the growing competing uses of the sea, ranging from maritime transport, fishing, aquaculture, leisure activities, off-shore energy production and other forms of sea bed exploitation.

Maritime spatial planning is therefore a fundamental tool for the sustainable development of marine areas and coastal regions, and for the restoration of Europe's seas to environmental health.

*Data and Information*

Availability and easy access to a wide range of natural and human-activity data on the oceans is the basis for strategic decision-making on maritime policy. Given the vast quantity of data collected and stored all over Europe for a wide variety of purposes, the establishment of an appropriate marine data and information infrastructure is of utmost importance. This data should be compiled in a comprehensive and compatible system, and made accessible as a tool for better governance, expansion of value-added services and sustainable maritime development. This is a considerable undertaking with many dimensions, and will need to be developed according to a clear and coherent plan over a period of years.

**3.2.13.2 Indicators and targets to be reached**

**Targets:**

- promote improved cooperation between Member States' Coastguards and appropriate agencies;
- take steps towards a more interoperable surveillance system to bring together existing monitoring and tracking systems used for maritime safety and security, protection of the marine environment, fisheries control, control of external borders and other law enforcement activities.
- develop a roadmap in 2008 to facilitate the development of maritime spatial planning by Member States.
- take steps in 2008 towards a European Marine Observation and Data Network, and promote the multi-dimensional mapping of Member States' waters, in order to improve access to high quality data.
- propose a European Maritime Transport Space without barriers;
- prepare a comprehensive maritime transport strategy for 2008-2018.
- propose a new ports policy, taking account of the multiple roles of ports and the wider context of European logistics;
- make proposals to reduce the levels of air pollution from ships in ports, namely by removing tax disadvantages for shore side electricity;
- issue guidelines on the application of the relevant Community environmental legislation to port development.

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**3.2.13.3 Useful link**

[http://www.maremed.eu/pub/doc\\_travail/gt/225\\_en.pdf](http://www.maremed.eu/pub/doc_travail/gt/225_en.pdf)

**3.2.14. Blue growth**

Blue Growth is the long-term strategy to support sustainable growth in the marine and maritime sectors as a whole. Seas and oceans are drivers for the European economy and have great potential for innovation and growth. It is the maritime contribution to achieving the goals of the Europe 2020 strategy for smart, sustainable and inclusive growth.

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The 'blue' economy represents roughly 5.4 million jobs and generates a gross added value of almost €500 billion a year. However, further growth is possible in a number of areas which are highlighted within the strategy.

The strategy consists of three components:

1. Develop sectors that have a high potential for sustainable jobs and growth, such as:
  - a. aquaculture (Fisheries website)
  - b. coastal tourism
  - c. marine biotechnology
  - d. ocean energy
  - e. seabed mining
2. Essential components to provide knowledge, legal certainty and security in the blue economy
  - a. marine knowledge to improve access to information about the sea;
  - b. maritime spatial planning to ensure an efficient and sustainable management of activities at sea;
  - c. integrated maritime surveillance to give authorities a better picture of what is happening at sea.
3. Sea basin strategies to ensure tailor-made measures and to foster cooperation between countries
  - a. Adriatic and Ionian Seas
  - b. Arctic Ocean
  - c. Atlantic Ocean
  - d. Baltic Sea
  - e. Black Sea
  - f. Mediterranean Sea
  - g. North Sea

**3.2.14.1. Coastal and maritime tourism**

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The extraordinary beauty, cultural wealth and great diversity of EU's coastal areas have made them the preferred destination for many holidaymakers in Europe and abroad, making coastal and maritime tourism an **important tourism sector**. Employing over 3.2 million people, this sector generates a total of **€ 183 billion** in gross value added and representing **over one third of the maritime economy**. As much as 51% of bed capacity in hotels across Europe is concentrated in regions with a sea border.

As part of EU's Blue Growth strategy, the coastal and maritime tourism sector has been identified as an area with **special potential to foster a smart, sustainable and inclusive Europe**. It is the biggest maritime sector in terms of gross value added and employment and, according to the Blue Growth StudySearch for available translations of the preceding link, is expected to grow by 2-3% by 2020. In 2012, Cruise tourism alone represents 330,000 jobs and a direct turnover of €15.5 billion and is expected to grow.

The European Maritime Day (EMD) 2013 focused on coastal and maritime tourism and was the opportunity to introduce the results of a public consultation launched to prepare a communication on coastal and maritime tourism. The EU Commission adopted a Communication on "A European Strategy for more Growth and Jobs in Coastal and Maritime Tourism" on 20 February 2014, presenting a new strategy to enhance coastal and maritime tourism in Europe in order to unlock the potential of this promising sector.

The Commission has identified 14 actions, which can help the sector grow sustainably and provide added impetus to Europe's coastal regions (including its overseas countries and territories). For example, the Commission proposes to develop an online guide to the main funding opportunities available for the sector and to support the development of trans-national and interregional partnerships, networks, clusters and smart specialisation strategies in coastal and maritime tourism. The Commission will work with Member States, regional and local authorities and the industry to implement these actions. For more information, please check Questions and Answers on the European strategy for coastal and maritime tourism.

In line with action 14 of the European Strategy for more Growth and Jobs in Coastal and Maritime Tourism (COM 2014 86), the European Commission has published an Annex to the "Guide on EU funding for the tourism sector". Search for available translations of the preceding link focusing on coastal and maritime tourism related projects. This initiative aims at providing operators with information on projects, which have been awarded EU funding in order to inspire them on possible ways to apply for financial assistance for the development of sustainable and innovative tourism projects in coastal areas.

Link: [https://ec.europa.eu/maritimeaffairs/policy/blue\\_growth\\_en](https://ec.europa.eu/maritimeaffairs/policy/blue_growth_en)  
[https://ec.europa.eu/maritimeaffairs/policy/coastal\\_tourism](https://ec.europa.eu/maritimeaffairs/policy/coastal_tourism)

### **3.2.15 Strategic goals and recommendations for the EU's maritime transport policy until 2018**

Commission Communication - Strategic goals and recommendations for the EU's maritime transport policy until 2018 [COM(2009) 008 final].

80% of international freight is carried by sea and 40% of intra-European freight uses Short Sea Shipping. European ports welcome more than 400 million passengers each year.

#### **European shipping in globalized markets**

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European flags must face ever-fiercer competition from foreign competitors who are favored by more flexible regulations, cheaper labor or government support. This imbalance, coupled with factors related to the current economic crisis, could result in maritime transport activities being relocated from Europe to third countries.

Action by the European Union (EU) should contribute to:

- supporting the development of a competitive and stable framework which will support greener shipping efforts and innovation;
- supporting fair competition rules and fair international maritime trade;
- aligning the substantive competition rules globally.

**Human resources, seamanship and maritime know-how**

In order to address the growing shortage of marine professionals and improve the image of the sector, the EU must value maritime careers and skills. Maritime training centres have been called upon to cooperate more closely. In addition, labor mobility should be encouraged, such as is the case for officers when they are trained. The EU must also work on developing better working conditions on board ships by requiring compliance with the ILO's (International Labor Organization) Maritime Labor Convention.

**Quality shipping**

'Zero-waste, zero-emission' maritime transport is a priority for the EU. To this end, the EU should continue its efforts by prioritizing the following actions:

- reducing greenhouse gas emissions from international shipping;
- improving the environmental quality of marine waters;
- managing ship-generated waste and ship dismantling;
- reducing Sulphur oxides and nitrogen oxides emissions from ships;
- promoting more ecological shipping.

The EU has a comprehensive regulatory framework. However, Member States should work on developing ever more secure maritime transport. The mandate and functioning of the European Maritime Safety Agency should be redefined so that it can provide better assistance. The EU and Member States should monitor compliance with European and international regulations. The EU should collaborate more closely with its partners in the IMO (International Maritime Organization) and contribute to a shared maritime safety culture with neighboring countries, with regard to port State inspections in particular.

The EU and its Member States should pursue the implementation of a comprehensive framework of security measures.

The actions of the EU and its Member States should foster:

- navigation area security;
- the protection of crews and passengers;
- the application of rules commensurate with those at international level;
- the promotion of a security culture within international shipping.

The EU should improve **surveillance** of vessels sailing in or near its waters by focusing its actions on:

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- the implementation of an integrated information management system in compliance with the ‘e-maritime’ initiative;
- the creation of an integrated, cross-border and cross-sectoral EU surveillance system.

**Exploiting the potential of Short Sea Shipping**

Intra-European shipping is expected to increase between now and 2018. New infrastructures should be created and existing infrastructures should be strengthened. EU action should focus on:

- the creation of a ‘European maritime transport space without barriers’;
- port policy as announced by the Commission in its Communication 2007/616/EC;
- compliance with environmental regulations on port development;
- Trans-European Transport Networks;
- making Short Sea Shipping more attractive.

**Europe – a world leader in maritime research and innovation**

EU research and development efforts should benefit maritime transport with regard to:

- creating new ship designs and equipment for safer and cleaner transport;
- technologies to maximise the efficiency of the transport chain;
- inspection and monitoring tools and advanced telecommunication systems.

Link: <http://eur-lex.europa.eu/legal-content/EN/TXT/?uri=LEGISSUM:tr0015>

**3.3 National and Regional Strategies – Level 2 & 3**

**a) Greece – Municipality of Igoumenitsa, CERTH/HIT**

**3.3.1 The Regional Operational Program of Epirus 2014-2020**

The Regional Operational Program of Epirus 2014-2020 was adopted on 18 December 2015.

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The integration of the Regional Operational Program of Epirus 2014 -2020 will contribute to the developmental vision of the region of Epirus. The context of the developmental vision of Epirus refers to the improvement of the living conditions and self-sustainability of the Region, having an extrovert development focus on productive activities, enhancement of local identity, with respect to the environment, the history and the residents of Epirus. The developmental vision of the Region of Epirus focuses on the below areas:

1. Primary Sector - agri-food - gastronomy.
2. Industry, Tourism Equality, Culture and Creative Economy.
3. Academic Institutions, ICT and youth entrepreneurship.
4. Health and Wellbeing

The Regional Operational Program of Epirus 2014-2020 complies with the EU strategy Europe 2020. Its five strategic goals to achieve the developmental vision refer to:

- Enhancement of regional competitiveness by developing innovation and Information
- Communication Technologies (ICT).
- Environmental Protection and Sustainable Development.
- Reinforcement of transport infrastructure.
- Empowerment of education, health and welfare infrastructure .
- Human Resources Development, Social Inclusion and Anti-Discrimination.

The necessity for TEN-T integration to the Region, the relevance to the Strategic Transport Investment Framework and the relevance to the priorities of the Partnership Agreement 2014 - 2020 for the TEN-Ts, justify the choice of the investment priority to support multimodal Unified European Transport Area by investing in the Trans-European Transport Network.

In addition to this, the need for interconnection of TEN-Ts which cross the Region, the insufficient connection of urban centers and areas of tourist interest with the TEN-Ts, the inadequate connection with the countries of the Adriatic Ionian macro – region (serving EUSAIR goals), justify the reinforcement of the regional mobility through the connection with secondary and tertiary nodes to the TEN-T infrastructure, including intermodal nodes. More specifically, the enhancement of transport infrastructure will lead to the interconnection of Trans – European Transport Networks (TEN – T) infrastructures with urban centers, border stations and areas of particular natural beauty and tourist interest, the upgrading of port infrastructures, which will significantly enhance the accessibility of the wider area and its position in the wider system Adriatic - Ionian transport.

Regarding to the above strategic goal the enhancement of transport infrastructure will modernize and complement transport infrastructure in order to promote spatial cohesion, competitiveness of the economy as well as the improvement of the quality of citizen's life and sustainable development.



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**Figure 8: Map of Greece**

The expected results of these interventions in the transport infrastructure is the strengthening of intra-regional mobility and accessibility, enhancement of road safety, reduction of road accidents and energy saving. Specifically, road construction interventions in the TEN-T network will reduce travel times and improve regional mobility. The improvement of the regional connection with the Kakavia border station, which is part of the national road Ioannina – Kakavia, will contribute to the reduction of time – distance from 20 mins (2014 base year) to 18mins (2023 target year).

The improvement in connectivity between Ionia Odos and Tzoumerka will achieve the reduction of time – distance from 46mins (2014 base year) to 7mins (2023 target year). The improvements in road safety can lead to the reduction of road accidents from 128 per year (2013 base year) to 100 per year (2023 target year). Furthermore, other interventions in the existing TEN-T road network (e.g. improvement of part of the road Kalapiou - Kakavia which is part of Ioannina - Kakavia Road), will take place

In the field of environmental protection and sustainable development, the promotion of low-carbon strategies for all types of regions, particularly for urban areas, including the promotion of sustainable multimodal urban mobility will lead to this direction. The interventions to be implemented are:

- the energy efficiency of medium and heavy vehicles fleets
- the widening of bicycle use and the promotion of sustainable urban mobility
- replacement of public sector vehicles with new energy-efficient and low-emission vehicles
- promotion of low-carbon strategies for all types of regions, particularly for urban areas, including promoting sustainable multimodal urban mobility
- interventions in heavy and public vehicles
- development of sustainable urban mobility plans in municipalities with a coherent urban fabric
- interventions in the context of sustainable urban mobility plans
- interventions for the construction / design / marking of bicycle routes.

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**3.3.1.1 Special reference to intermodal transportation and rail promotion**

- Importance of supporting the multimodal European Transport Area through investments in the TEN-T network
- TEN-T connection with large urban centers (e.g. Ionia Odos with Preveza)
- TEN-T connection with areas of natural beauty and tourist interest (e.g. connection of the Ionia Odos with touristic areas)
- Improvement of the TEN-T of Region of Epirus - border station of Kakavia (Albania), to increase the level of accessibility and periphery mobility and reduced travel times.

Upgrading of port infrastructures, which will significantly enhance the accessibility of the wider area and its position in the wider system Adriatic - Ionian transport, as well as the improvement of road safety and national road network.

As far as rail transport is concerned, the document mentions that there is a complete lack of railway infrastructure, which prevents the development of a multimodal transport network.

**3.3.1.2 Stakeholders involved**

- Ministry of transport
- Ministry of Finance
- Region of Ipeiros
- Ministry of Citizen Protection
- European Regional Development Fund
- National Documentation Center
- City Authorities
- Researchers
- Citizens of the Region
- Vulnerable population groups (such as unemployed, women, people with disabilities, students, etc.)
- Businesses and professionals

**3.3.1.3 Indicators and targets to be reached**

- The improvement of the regional connection with the Kakavia border station (Greek – Albanian border), which is part of the road Ioannina – Kakavia, will contribute to the reduction of time – distance at 3% by the target year 2013
- The improvements in connectivity between Ionia Odos and Tzoumerka (an area with touristic interest) will achieve the reduction of time –distance at 65% by the target year 2023
- Increase of the employment rate (ages 20 - 64) from 56.2% (2012) to 75% (2020)

Investments in Research & Development (%GDP) from 0,85% (2011) to 3% (2020)

**3.3.2 Greek Strategic Framework for Transport Investments 2014 -2025**

The Strategic Framework for Transport Investments 2014 -2025 was created to meet ex-ante conditionality as a precondition for financing the Operational Program towards the objective "Development and Employment Investment".

It refers to objectives to be achieved by 2025.

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In the context of fulfilling the above conditionality, the establishment of a Strategic Transport Investment Framework, which does not include extensive collection of data through field investigations and the design and use of transport models, is considered to be sufficient to ensure that:

- Investment in Transport System is integrated into a framework and serves the logic of improving the transport system that promotes policies and objectives compatible with EU directions.
- Is flexible enough to help the development of the national transport strategy and it is possible to make the necessary investment reorientation without significant problems.

The Strategic Framework for Transport Investments defines the Country 's Transport Development Strategy for the period 2014-2025 and covers all modes of transport (road, rail, sea, air), all types of transport (passengers, goods) and geographically all the regions of the country. It also, covers the contribution to the Single European Transport Area in accordance with Trans-European Networks, including, the priorities for investment in the core network.

The current situation of the transport system, in the field of road transport is characterized by highways which are part of the TEN-T, specifically the Egnatia Highway is linking the western part of the country and by extension the Adriatic Sea, through Igoumenitsa with the eastern part of the country and the Greek-Turkish border, Ionian Odos connects the southwestern part of the country with its northwest crossing the western side of Greece.

The maritime transport is characterized by a dense port network. The main network includes the ports of Piraeus, Thessaloniki, Igoumenitsa (area of interest), Patras and Heraklion as the main gates of entry and exit of the country. The importance of some of the Greek ports at EU level (2010) is shown from the fact that, the port of Dover (UK) is ranked first with 13.4 million passengers, Messina (IT) is the fourth with 10.7 million passengers and Calais (FR) fifth with 10.2 million passengers, Piraeus (GR) holds the 8th place with 9.6 million passengers and Igoumenitsa (GR - area of interest) is 29th with 2.7 million passengers.

The Results from Previous Financial Periods have shown that, of the total 1,835 km of the country's core trans-European road infrastructure network, the road parts that would be completed as a Highway by the end of the 2007-13 Programming Period, would be 1,767 km with the exception of the cross-border axis of the Egnatia Highway with Albania (border station of Albania is area of interest), about 68 km long.

About air transport the 2007-2013 programming period interventions would have been made in the core of the TEN-T, Athens, Thessaloniki, Heraklion, Chania, Sitia, Rhodes, Karpathos, Samos, Ikaria, Skiathos, Zakynthos as well as in Anchialos, Kastoria and Aktio (area of interest).

About Maritime Transport until the end of the programming period 2007-2013, interventions would have been undertaken to improve infrastructure and functionality in numerous ports including the port of Igoumenitsa.

The objectives of the National Transport Policy, which contribute to the formation of the Strategic Framework for Transport Investments, comply with the respective objectives of the EU 2020 and the White Paper. The National Transport Policy Objectives are:

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- Creation of a coherent Transport System, which achieves overall improvement in the accessibility of individual regions and removing isolation and traffic congestion.
- The overall transport network exploits the advantages of each mode of transport and use the possibilities of complementarity. It seeks to integrate the TEN-T, to implement what is necessary in order to ensure the consistency of overall TEN-T.
- Ensure high-quality services to the users of the Transport System and ensure safety and cost-effective operation of individual networks and systems.
- Exploiting the geopolitical position of Greece and highlighting the country in a regional transport hub. Development of multimodal transport.
- Enhancement of the environmental sustainability of the Transport System with particular emphasis within urban environment. Optimizing the use of natural resources.
- Exploit to the greatest possible extent technological developments in ITC.
- Improvement of the administrative and organizational fields, for the design, development and operation of transport networks and systems.

**Policy Priorities:**

- Supporting the multimodal Single European Transport Area by investing in TEN-T.
- Develop a secure, coherent and interoperable high quality rail transport system.
- Enhancing regional accessibility by linking secondary and tertiary nodes with TEN-T infrastructures.
- Eliminate traffic congestion
- Develop low-carbon, environmentally friendly transport systems and promote sustainable urban mobility
- Ensuring territorial coherence by enhancing equal access and mobility of all citizens.
- Ensure secure and qualitative operation of networks and infrastructures in transport and conditions of healthy competition. Improving administrative procedures in the transport sector.

**Consultation with Region of Epirus**

In the Region of Epirus lies the port of Igoumenitsa, which is an important gateway to the country along with the Adriatic Marine Corridor. Accessibility of the harbor with Egnatia Odos has already been improved and further improvement is being sought through the railway and the Ionian Odos. The Region promotes green transport with an emphasis on the creation of tramway in the city of Ioannina and the general improvement of urban infrastructure for the enhancement of pedestrian mobility and bicycle mobility. Furthermore, it is considered useful to invest in a waterway infrastructure in the lake of Ioannina. In general, it is proposed to establish and operate a seaplane transport system in the wider region of Epirus and the Ionian Islands.

**Configuration of Strategic Transport Investment Framework**

- *Base Scenario* - Achieve basic coherent transport network.
- *Scenario 1* - Achieve a more coherent transport network with satisfaction of the rail promotion criterion and specific horizontal actions.
- *Scenario 2* - meeting all Scenario 1 objectives with additional emphasis on secondary road links to achieve better intra-regional accessibility, port and airline networks to make it bigger part of the TEN-T

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network and realization of a larger number of investments in Fixed Track Means within the urban bands of Athens and Thessaloniki and implementation of more horizontal actions.

The most cost - efficient scenario (Benefit / Cost) chosen is Scenario 1.

The components of the Strategic Framework for Transport Investments 2014 -2025 referring to the Region of Epirus are summarized below:

**RAIL TRANSPORT**

Investments enhancing intermodality, with emphasis on freight transport and rational network expansion in areas near the main routes currently not served and connection to ports and airports.

Connections or improvements of links to ports and airports in order to enhance rail's contribution to the intermodality and to strengthen its role in freight transport. The port of Lavrio (in Athens) is among the ports scheduled to be improved.



**Figure 9: Rail plans map**

**ROAD TRANSPORT**



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The completion of the vertical axes of the Egnatia Highway will allow better utilization of the Greek ports of Northern Greece as ports - transit nodes of the northern neighboring countries and faster connection of the commercial and industrial centers of the country with the new potential markets in the countries of Southern Balkans. The integration of interventions in the western part of the Ionia Highway (which crosses the region of



Epirus).

**Figure 10: Road Transport Planning map**

## MARITIME TRANSPORT

The Maritime Transport Strategy concerns the upgrading of ports or construction of new ones in areas with large volumes of passengers or freight (development of multimodal freight transport).



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Completion of infrastructure projects required in key ports of the country, which are the gates of the country and are included in the Trans-European Networks Core Network. This policy refers to the upgrading of the ports of Piraeus, Thessaloniki, Igoumenitsa, Heraklion and Patras.

#### **Urban Transport Planning**

The section of urban transport planning includes actions to promote / develop / modernize urban transport and improve their accessibility by the vulnerable social groups, but also through interconnectivity with other means of transport. The development of tramways and the provision of clean buses in major urban centers such as Ioannina (prefecture of Epirus), can contribute to this direction.

#### **Combined Transport Centers**

It is planned to finance with the cooperation of the private sector some actions for the creation of specific "interconnections" of transport means and freight centers including the Freight Centers in the region of Igoumenitsa. In the Region of Epirus the port of Igoumenitsa, which is an important entry / exit gateway for Greece, as it competes with Adriatic ports, mainly for freight, the port should be attractive and the key to achieving this, is its adequate and reliable connectivity with other subsystems and, in particular, the railways. As far as, the road section is concerned, great steps have been taken with the completion of the Egnatia Motorway and the under construction Ionia Odos. Finally, the Region promotes "green" transport with emphasis on the creation of trams in the city of Ioannina and the general improvement of urban infrastructure for the enhancement of pedestrian mobility and bicycle mobility.

##### **3.3.2.1. Special reference to intermodal transportation and rail promotion**

- The policy of the Strategic Framework for Transport Investments complies with the EU and the White Paper for the necessity for intermodality.
- The policy priorities of the Strategic Framework for Transport Investments indicate support of the multimodal Single European Transport Area by investing in TEN-T.
- Maritime Transport Planning focuses on the upgrade of Igoumenitsa Port as an important connection point in the Region Adriatic – Ionian
- The ultimate result of the interventions on Rail – Road- Maritime Planning is the connection among them to complete the strategy of intermodality, cohesion and complementarity.

The geology of the Region of Epirus is a negative factor for the implementation of rail infrastructure; currently no rail infrastructures exist, however, the Strategic Framework for Transport Investments 2014 -2025 suggests the implementation of rail network in the region of Epirus in the future (Egnatia railway axis).

##### **3.3.2.2 Stakeholder's involved**

- Ministry of Transport
- Ministry of Finance
- Regions
- Municipalities
- Citizens (all groups including unemployed, women, people with disabilities, students, etc.)
- Businesses and professionals

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**3.3.3 Operational Program "Transport Infrastructure, Environment and Sustainable Development"**

The Operational Program "Transport Infrastructure, Environment and Sustainable Development" is the main tool for achieving the national Partnership Agreement objectives 2014-2020 for the two sectors, Transport and Environment.

The document is based on the principles of Transport White Paper (2011), EU 2020 strategy goals, the National Reform Program, the positions of the European Commission for Greece, the strategic objectives of the Partnership Agreement 2014-2020, the Strategic Framework for Transport Investments (2014- 2025).

The strategy for achieving country's growth vision in 2014-2020 sets out five financial priorities for the period 2014-2020. The financial priorities refer to Transport and Environment are financial priorities 3, 4:

- Financial Priority 3 "Environmental Protection - transition to an environmentally friendly economy"
  - contribution to integrated urban development, improving air quality, reducing the level of noise and promoting sustainable mobility through the development of environmentally friendly transport systems (suburban train, subway, tramway)
- Financial Priority 4 "Development, modernization and completion of infrastructure for economic and social development".
  - completing the development of the National Transport System and promoting combined transport (TEN-T).

The strategic objectives and key priorities of the Operational Program "Transport infrastructure, environment and Sustainable development" are summarized below:

Promotion of the completion of parts of the basic TEN-T infrastructure (road and rail) and further developing / upgrading the TEN-T.

- **For rail transport:**  
The completion of the main railway network (Patra – Athens – Thessaloniki – Eidomeni - PATHE/P), the interoperability of PATHE/P and its incorporation with the European Rail Traffic Management System and European Train Control System.
- **For road transport:**  
The implementation of selected sections of the TEN-T road network in synergy with the 2007-2013 period interventions, improvements in connectivity with the TEN-T of the country, enhancement in connectivity of inaccessible island regions.
- **For maritime transport:**  
Improvements in existing infrastructure, maritime safety and port security that connect with TEN -T, upgrading / modernization of the offered port services. Port of Igoumenitsa is part of this improvement plan.
- **For air transport:**  
The interventions in TEN-T airports that connect with island regions and improve connectivity / accessibility of the islands.

Promotion of intermodal transport and modernization of the transport systems through

- the upgrading of the rail network (PATH/P)

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- the completion of TEN-T road axis and
- the connection of rail and road axis with ports and airports

Improvements in transport safety

- road safety; improving road safety levels and reducing road accidents
- navigation; installing or improving maritime traffic management systems
- air; implementation of horizontal interventions by the installation of modern air traffic management systems

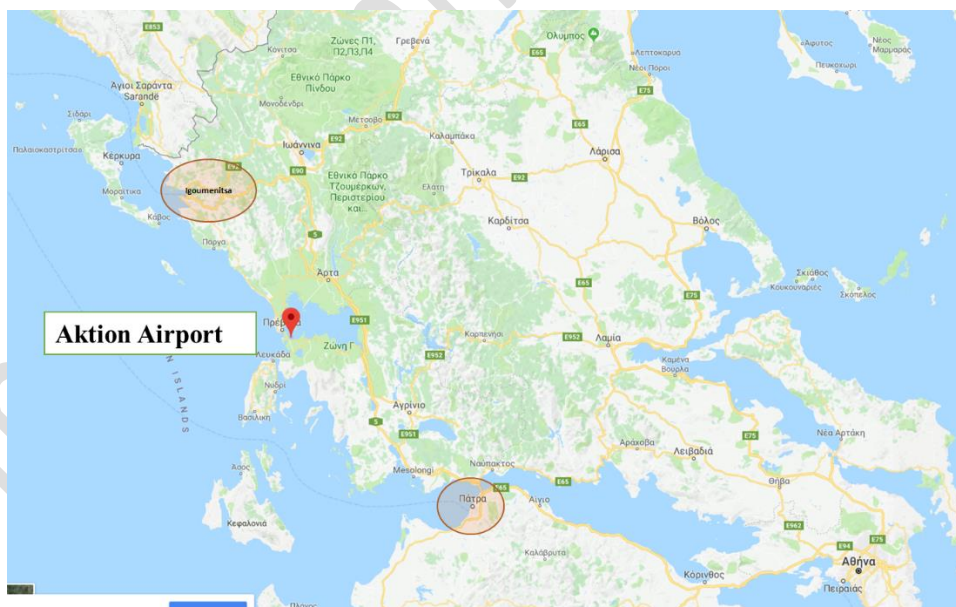
Development and extension of sustainable and ecological urban transport

The main priority is the increase in the use of environmentally friendly means of transport with the construction and completion of “cleaner” urban and suburban mobility projects.

For the Environmental sector, the strategic objectives and key priorities of the Program Environment are:

1. Meeting the requirements of the EU environmental acquis in the Water sectors.
2. Adaptation to Climate Change - Prevention and Risk Management.
3. Conservation of the natural environment and biodiversity.
4. Urban Revitalization - Sustainable Urban Mobility.

The Region of Epirus benefits from the developmental vision and the strategic objectives of the Programming Period 2014 – 2020 with the implementation of the interventions related to the connection of Aktio Airport (regional airport facility in Aktio, just 725m from Preveza, Epirus) and Aktio wider area (touristic area) with the Ionia Odos, which has a multiple transport role for Western Greece and the Ionian Islands. In addition, linking the Trans-European Transport Network of Aktio to the Western Axis strengthens the whole Epirus as well as Western Greece connectivity.



**Figure 11:**

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Investments on the Port of Igoumenitsa are also supported in the Operational Program "Transport Infrastructure, Environment and Sustainable Development" (completion of all phases A, B and C in Ports modernization and upgrade). In the Strategic Framework for Transport Investments 2014 - 2025, the port of Igoumenitsa has been evaluated as the first project in the ranking of priorities and should be taken into account in the 2014-2020 period of programming.

The better Adriatic and Ionian connectivity is also reinforced by the rail link between the port of Patras and the main PATHE/ P railways, according to the investment priority 7i- support for a multimodal single European transport area. (Ionia Odos has connected Igoumenitsa with Patra via Ioannina).

The contribution of the program's objectives and actions to the implementation of EUSAIR is significant. The Ministry of Infrastructure, Transport and Networks will cover actions aimed at achieving the objectives of EUSAIR. The plans for Igoumenitsa Port, Rio-port of Patra and the connection of Ionian coastal areas with the Ionia Odos serve EUSAIR objectives.

**3.3.3.1 Special reference to intermodal transportation and rail promotion**

Intermodality is a strategic objective and investment priority of the document. Special reference is made for port-rail connectivity.

- connection of the Patras port with the core rail network of the country(PATHE/P)
- connection of the Aktio airport with the Ionia Odos

The interventions in the basic rail and road network of the country will enhance the connectivity among main ports (Thessaloniki, Patra, Igoumenitsa ports) and facilitate passengers mobility.

- Rail promotion is one of the most important strategies of the document. The suggested actions refer to the integration of the main core rail network of the country and its connection with port / airport facilities.

As for the Region of Epirus, currently is not served by rail. Plans for Egnatia railway however exist.

**3.3.3.2 Stakeholder's involved**

- Ministry of Infrastructure Transport
- Ministry of Environment and Energy
- City Authorities
- Civil Aviation Authority
- Universities and technology institutions
- Transport Providers and Managers
- Port Authorities

**3.3.3.3 Indicators and targets to be reached**

Enhancements in accessibility through the implementation of important sections of the road network is reflected in the 35% reduction in time – distance for the target year 2023 and thus increase in accessibility by 54% km / h. This fact will lead to the increase of accessibility for the region of Epirus as well as for the port of Igoumenitsa and the airport of Aktio

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The completion of the basic Trans-European Rail Network will lead to the reduction of travel time by 22.6% (minutes)

**3.3.4 Master Plan of the Port of Igoumenitsa 2016-2019**

The Igoumenitsa Port Authority S.A. as an authority for the administration and use of the Igoumenitsa port adjusts the existing infrastructure to the new, evolved techniques and functions, reinforces and exploits the competitive advantages provided, to create a favorable environment for the attraction of further commercial and tourist traffic and therefore expand its activities.

The main goal for the Igoumenitsa Port Authority is to promote and complete the basic infrastructure required for the promotion of the port as the base port and the West Gate of the Balkans for the transport of freight and passengers.

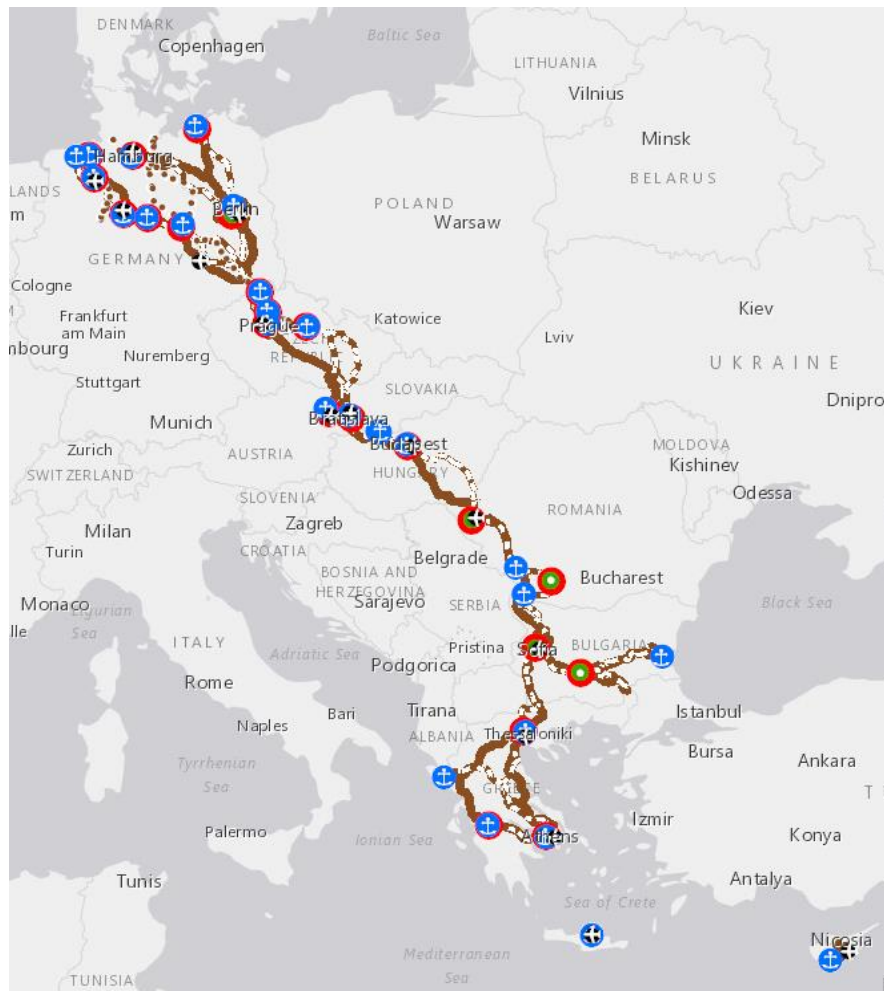
Amongst else, the strategic plan of the Port Authority of Igoumenitsa has set the following priorities:

- Completion of Phase II of the Expansion of the Port's Infrastructure
- Effective implementation of Phase II of the expansion of the New port infrastructure according to the set technical and qualitative standards.
- Development of New Services and Support and Commercial Transfers Service Infrastructure.
- Creation of an Area for Unaccompanied Cargo.
- Premises for Fuel Storage -Ship Bunkering: Creation of a Network of Marinas for Recreational Vessels.
- Creation of a Fishing Boat Shelter Network
- Regeneration of coastal areas in the jurisdiction of the Igoumenitsa Port Authority.
- Creation of Cruise Terminal premises and services at the 3rd Passenger Terminal Extra Schengen. The aim is to attract "high profile" tourism and the general growth of tourism in Thesprotia.
- Use of the Phase II Passenger Terminal and of the extra Schengen terminal.
- Development of the Old Port area.
- Certification of the Port under the ISPS International Code for the safety of ships and port premises.
- Creation of infrastructure for environmental control and protection.

**3.3.4.1 Special reference to intermodal transportation and rail promotion**

The Master Plan refers to the central role of the Port of Igoumenitsa as concerns intermodal transportation. It is also stated that the Port currently acts as a multimodal gate (sea - road) connecting central Europe and Balkans, a role that will be further promoted by the rail Egnatia axis if constructed in the future.

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**Figure 12: Future Railway axis**

The Master Plan refers to the planned railway axis Igoumenitsa – Ioannina – Kalambaka – Kozani that connects Igoumenitsa with the rest railway network and gives accessibility to Thessaloniki Railway Station, the basic transnational railway hub (connections with Sofia and Skopje).



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**Figure 13: Future Railway axis**

The project if implemented will give impetus to Igoumenitsa's growth and to national role upgrade by connecting Turkey to Central Europe via rail-sea services.

#### 3.3.4.2 Stakeholder's involved

- Ministry of Shipping and Island Policy
- Ministry of Transport
- Egnatia Odos S.A.
- Nea Odos S.A.
- Municipality of Igoumenitsa and other local and regional authorities
- Shipping Companies
- Transporters & logistics companies
- Private sector (with expertise in ports' management – cruise, investors etc) - Associations (e.g. tourist agencies, hotels etc)
- Media

#### 3.3.4.3 Indicators and targets to be reached

**Table 4: Objectives, targets & indicators**

Business Objective & targets	Indicators
Commercial Port	
Creation of an Unaccompanied Cargo Area & gradual approach on a Logistic Centre (new specialized services for the transport, storage, management and distribution of goods (logistics))	Percentage of implementation of techniques projects
Development of strategic cooperation	Networking Participation in exhibitions

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Passengers Port	
The completion of Phase II of the port's development (currently completed by 90%)	<p>Land surface of 11,800m<sup>2</sup>, part of which will host the permanent unaccompanied cargo administration service.</p> <p>Drilling of a 170,0m wide and 1800m long straight channel, with a useful depth of -10.5m</p> <p>Terminal 2 Building: 3,041.46 m<sup>2</sup></p> <p>Terminal 3 Building: 2,324.80 m<sup>2</sup>, to serve Schengen Agreement controls and shall be the cruise ships dock terminal. (under construction)</p> <p>371.0m long connecting platform with a useful depth of 10.50m</p>
Igoumenitsa's new port will be completed with phase C, according to the approved Master Plan	<ol style="list-style-type: none"> <li>1. Building one or more additional passenger terminals</li> <li>2. The south external quay and</li> <li>3. Two or more finger piers.</li> </ol>
Cruise Port	
The completion of Phase II of the development of the port, that has been completed by 85%, provides to the port the infrastructure that makes possible the thorough achievement of the goals in the cruise market	<p>Infrastructures</p> <p>Equipment</p>
Upgrade of coastal area belonging to the port authority	
Cruise Terminal Development	Studies completion, Technical works, Cruise Terminal development
Real Estate activities	
EU projects	
EU budget exploitation	Participation in EU projects
Modernization of the port	
Organizational and operational upgrade	% development of software/programmes/regulations
Human resource upgrade	<p>Capacity building</p> <p>Participation in events/seminars/info days</p>
Marketing activities	<p>Marketing Plan</p> <p>Marketing actions</p>
Upgrade of the environmental protection measures	<p>Compliance with wider strategies and codes</p> <p>Certifications</p>
Corporate social responsibility	<p>Corporate social responsibility plan development</p> <p>Corporate social responsibility implementation</p>
Business Plan implementation	Update of the plan, monitoring

### 3.3.5 Igoumenitsa's SUMP - Sustainable Mobility Plan of Igoumenitsa

The main objective of the SUMP is to promote the sustainable urban mobility and intermodality by offering

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alternative means of transport (bus, bike, e-cars) for the trips inside the city center for the citizens and the visitors. The main constructions and measures proposed by the SUMP were the following

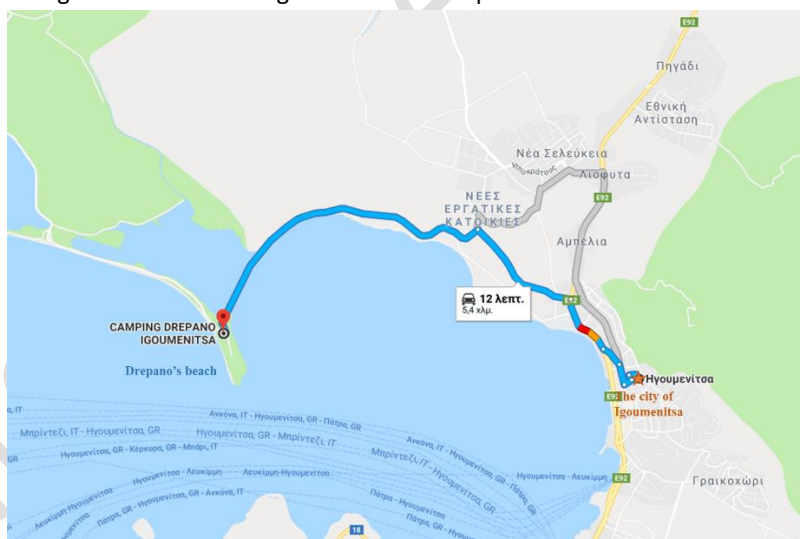
- Gradual reformation of the traffic structure of the coastal front, by creating additional open spaces and infrastructures for cycling and walking, joining the city with the sea and turning it into an attracting place.
- Upgrade the Public Transport System of the city with new fleet, frequent routes, new connections, touristic lines, information systems and apps. - converting all local roads into traffic-calm one direction roads, with frequent changes in the direction, so as to prevent inward movements through them.
- Geometric redesign of key nodes - creation of roundabouts at selected points
  - Actions to sensitize and change the culture of migrants, promote clean vehicles, actions to promote sustainable mobility, provide alternative forms of mobility, etc.
- Introduction of e-car sharing and bike sharing systems for the citizens and the visitors.

(<http://www.igoumenitsa.gr/en/grafeio-tipou/deltia-tipou/1189-dt-sv3657> )

### 3.3.5.1 Special reference to intermodal transportation

The measures that were proposed in order to promote the urban intermodality were the

- Development of a touristic bus line, which will connect the port with the main points of interest in the wider area of Igoumenitsa including the beach of Drepanos.



**Figure 14: Touristic bus line**

- Introduction of bike and ride infrastructures at the main terminals of the city (interurban bus terminal, port).
- Establishment of a cooperation plan between the Port, the Municipality and the Bus operator -KTEL to create relevant service line for passengers.

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**3.3.5.2 Stakeholders involvement**

Outputs Port Authority of Igoumenitsa  
Municipality of Igoumenitsa  
Regional Authority of Thesprotia  
Regional Authority of Epirus  
Public Transport Authority of Igoumenitsa (KTEL)  
Taxi Association of Igoumenitsa  
Police  
School Councils  
Commercial Chamber of Thesprotia  
Technical Chamber of Thesprotia  
STORGI Disabled Association.

**3.3.5.3 Indicators and targets to be reached**

The main targets that the SUMP must achieve after their full implementation are presented below.

- Improving of the multimodal connections through the construction of new road and port infrastructure
- Increase the infrastructures that make the city's point of interest more attractive to the visitors
- Reduce average trip time.
- Increase the infrastructure needed for the use of sustainable means of transport
- Achieve equal distribution of the network to pedestrians and to drivers
- Improvement of the road safety especially for vulnerable users
- Improvement of the accessibility in the different land uses of the city
- Increase the share of trips by public transport and other sustainable means of transport.
- Increase of the percentage of the areas that are covered by the PT system
- Reduce air pollutants caused by traffic
- Promote the policy 'The polluter pays'
- Increase actions to raise citizens' awareness in sustainable mobility
- Increase network coverage with smart infrastructures which monitor and manage the traffic
- Increase vehicles' sharing

**b) Italy – CEI, ITL, RER**

**3.3.6 Connettere l'Italia**

Created by Italy - Ministero delle Infrastrutture e dei Trasporti – MIT (Ministry of Infrastructures and Transport) on April 11th, 2017.

Strategic plan about implementing and funded infrastructures and policy in Italy. Its is approved by the Ministry of Economy and Finance. This document sets guidelines for the development of Piano Generale Trasporti e Logistica, which is a strategic document. Every 3 years a 3-year implementation plan (DPP - Documento Pluriennale di Pianificazione) will detail intervention that are consistent with Piano Generale Trasporti e Logistica. Development of an inter-connected network, i.e. different transport system should be seamless, safe and

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sustainable. Special reference to rail promotion is with train promotion for commuters. Incentivizing and defending the open market for passenger and freight rail transport operators.

Stakeholder consultation is foreseen before that the Piano Generale dei Trasporti e della Logistica is written, based on the "Connettere l'Italia" document.

Six technical tables within this document (one per topic: railways, roads, mass rapid transit, ports and freight villages, airports, cycleways) were carried out coordinated by the "Struttura tecnica di missione" and It refers to objectives to be achieved by 2030.

Connettere l'Italia (translation: "Connecting Italy") is a strategic plan edited and published by the Ministry of Infrastructure and Transport. In the document, which has a strategic view, every year a number of infrastructure are selected and funded through the so-called Def (acronym for Documento di economia e finanza, translated "economic and financial planning document") that is a law approved every year in which Italy set rules for budget spending and allocates funds, for example, for transport infrastructures). Four main objectives represent the directions towards which "Connettere l'Italia" should go:

- Accessibility to territories, Europe and Mediterranean Sea;
- Safe and sustainable mobility;
- Quality of life and competitiveness of urban and metropolitan areas;
- Sustain industrial commodity chain development with policies



**Figure 15. Objectives of "Connettere l'Italia"**

**3.3.6.1 Special reference to intermodal transportation:**

Modal shift in favor of sustainable transport with reduction of road transport shares (car, trucks) is pursued through subsidizing and incentivizing of measure that trigger a demand change by changing transport supply, especially quality of supply.

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Railway and maritime transport is a priority according to European strategy, both at a national and transnational level.

Regarding railway transport, “curing with iron” is the Italian strategy that aims at fully developing national railway network (improving, upgrading and maintain) and its connections with EU’s railway network. Also, looking at intermodality, one objective is to integrate the railway network with other transport infrastructures and improve multimodal accessibility.

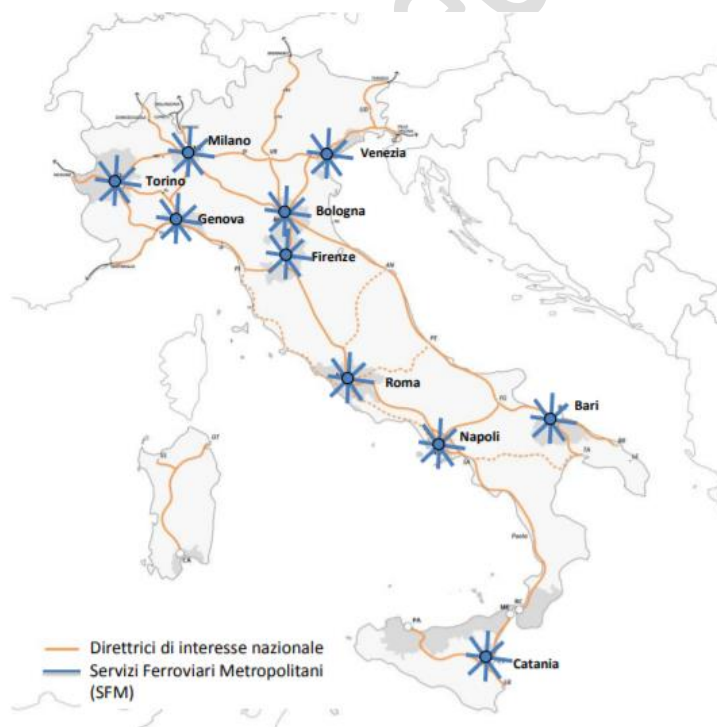
Regarding maritime transport, Connettere l’Italia includes the “cure with water” strategy that refers to the “Piano Nazionale della Portualità e della Logistica”. Regarding air transport, Connettere l’Italia includes strategies that are included within “Piano strategico degli Aeroporti”, that complies with the Single European Sky strategy.

In general, regarding intermodal transport, three broad action are set:

1. Network nodes accessibility and network inter-connection
2. Mode share shift towards sustainable modes of transport
3. Intermodality promotion

### 3.3.6.2 Special reference to rail promotion

Connettere l’Italia outlines rail promotion using two different level. Firstly, it explains the importance of railway services within metropolitan area. Taking inspiration from German S-Bahn, Connettere l’Italia suggests that the 14 italian metropolitan cities should focus their transport planning specifically including railway metropolitan/sub-urban transport construction/upgrade.



**Figure 16: Metropolitan cities in Italy with some sort of metropolitan railway service (2017)**



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Secondly, Connettere l'Italia, building on the SNIT (Sistema Integrato Nazionale dei Trasporti) sets three objectives for the development of the railway network of national relevance:

1. Diffusion of high-speed railway services so to enhance national inter-city connectivity;
2. Design high-speed services so to be integrated with regional railway services, including metropolitan railway services
3. Improve freight railway connection among ports and inland terminals.



**Figure 17: Passenger railway network of national relevance and its integration with regional (local-metropolitan) railway services.**

Furthermore, “Connettere l'Italia” outlines infrastructural needs with a 2030 horizon so to achieve aforementioned objectives.

Railway development is further explained with the following strategies (to reach objectives).

- Completion of railway alpine passes and connection with ports and High-Speed network
- High-Speed network extension

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- Improvement of inter-city railway networks so to enhance territorial accessibility
- Railway freight corridors to connect industrial areas, ports and alpine passes
- Development (by eliminating bottlenecks) of regional and metropolitan railway systems

In particular strategies top improve rail transport at a national level comprise the following actions:

- Technological development to improve railway performance and capacity. In particular, this action relates to upgrading existing train control system so to guaranteeing higher safety standards and European interoperability (ERTMS)
- Safety and environmental improvements. In particular, this action focuses on guaranteeing the safety improvements in tunnels, mitigation of acoustic and environmental impacts.
- Touristic valorization of minor railway lines. Support the implementation of touristic (seasonal) railway services on railway lines that go through spectacular and picturesque environments and that connect places with touristic attractiveness.

Regional railway network valorization. Depending on local network conditions, actions will be deployed so to improve regional railway network and upgrade it to similar standard, reducing performance and capacity differences among railway lines.

**3.3.6.3 Useful links:**

<http://www.mit.gov.it/comunicazione/news/connettere-litalia-introduzione;>  
[http://www.mit.gov.it/sites/default/files/media/notizia/2017-06/Strategie%20per%20le%20infrastrutture\\_2016.pdf](http://www.mit.gov.it/sites/default/files/media/notizia/2017-06/Strategie%20per%20le%20infrastrutture_2016.pdf)

**3.3.7 Piano straordinario mobilità turistica 2017-2022**

Italian Ministry of transport and infrastructures published document in 2017.

The Plan investigates accessibility from entry points within Italian territory (port, airports, and railway stations) so to focus on multimodal accessibility within Italy and from abroad. The Plan establishes 4 objectives:

- Increase tourists' destination accessibility so to revitalize tourism itself;
- Promoting transport infrastructures as a fundamental element of tourism,
- Digitalize touristic sector, which includes mobility;
- Promote sustainable and safe transport modes

Integrate mobility and touristic services.

Create integrated ferry-bus-rail fare system, for summer season. Create integrated bus-rail-ski pass, for winter season.

Targets: within 2022: realize 2000km of the bicycle Italian touristic cycleways; Valorize 1000km of Italian trail networks, create a connection (with transit network, either bus or rail) every 50 km of cycleways; realize "ciclo-stazioni" or "velo-stazioni", places where cyclists can stop and maintain their bicycles; 100% of touristic transit lines to be fully accessible for people of all ages and abilities.

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Link: <http://mit.gov.it/node/7368>

**3.3.8 Regional Integrated Transport Plan (PRIT 2025)**

Managing authority is Emilia-Romagna Region and transport plan will be adopted within 2018. Now it's in force PRIT 1998. Document provides the overall regional policy framework, for both infrastructures and mobility demand governance actions.



**Figure18: PRIT – logo**

The main tool for long-term planning and long-term mobility of the Emilia-Romagna Region, the Integrated Regional Transport Plan - PRIT 2025 is currently being developed and updated.

The Plan defines a design scenario characterized by several objectives including the Infrastructure System:

- Ensuring accessibility to the territories for people and goods;
- Keeping energy consumption;
- Reducing pollutant emissions and greenhouse gases.

The Plan also aims to promote an integrated mobility system where collective transport plays a key role, encouraging a rational organization of traffic, promoting a culture of sustainable mobility and the development of technological innovation.

The Plan aims to promote an integrated mobility system where collective transport plays a key role, encouraging a rational organization of traffic, promoting a culture of sustainable mobility and the development of technological innovation. By 2025 it foresees Radical renewal of the trains park about 100 trains. Promotion of freight rail transport too.

Figures for Public transport and urban mobility by 2025:

- 50% reduction in the number of deaths due to road accidents at regional level
- 20% cycle cycles
- 15% TPL shifting
- Radical renewal of the trains park about 100 trains
- 20% renewal of the bus fleet and trolleybus

For urban policy, it defines the importance of PUMS

Main objectives:

- to ensure high levels of accessibility for people and goods
- to promote public transport services
- to minimize general mobility costs
- to reduce environmental pollution levels.

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**PRIT 2025 is integrated and related with other plans, such as:**

**Agreement for air quality improvement**

Signed every year since 2002 by Emilia-Romagna Region, Provinces and over 90 Municipalities:

- to achieve the air quality clean-up and in particular
- the reduction of PM10 and NO2 concentration in the region;
- to avoid, prevent or reduce harmful effects on human health and on the environment as a whole;
- to adopt co-ordinated actions on the transport and logistics system (*harmonization of rules of access to urban centres and regulations applying to the distribution of goods, improvement of the environmental quality of local public transport, actions designed to promote pedestrian and cycling mobility and electrical mobility, etc.*).

40% of the regional surface and 60% of the population involved.

**Regional Integrated Air Plan (PAIR 2020)**

- to identify fields and measures to reduce emissions and concentrations of the most critical air pollutants
- to meet European targets on air quality
- to reconcile the objectives of improvement of air quality (at local and regional level) with those aimed at combating climate change (at global scale)

**3.3.8.1 Special reference to intermodal transportation**

PRIT 2025 states that railway transport, being a “rigid”, “non-flexible”, mode of transport must be integrated with all the other transport mode to be efficient and effective. In particular, to achieve an integrated network, hubs and nodes of transport network must be physically connected to enhance accessibility. In particular, the enhancement of the bus-train integration, also with timetables, and other ‘soft solutions’. Also, train-train integration must be pursued in relation to High-Speed train accessibility, that is not present in all cities (Bologna and Reggio Emilia).

Other measures relate to modernisation of train and bus stops, and improve train boarding comfort by raising platforms. Intermodal train-bicycle transport is improved by subsidizing folding bike purchases and by reducing bike train pass cost.

**3.3.8.2 Special reference to rail promotion**

PRIT 2025 illustrates a set of actions to be implemented, partly confirming what was planned in PRIT 1998 (but not realized)

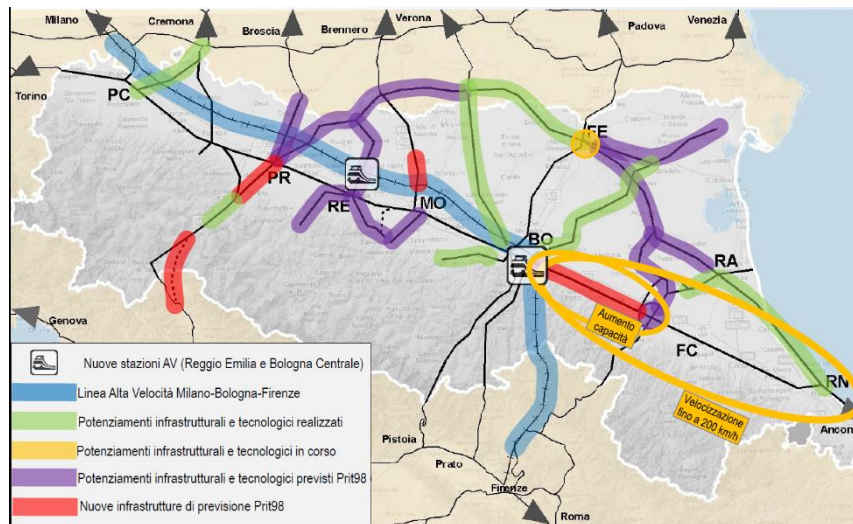
- Quadruplicating tracks (currently double tracks) between Bologna and Castel Bolognese both for passenger and rail
- Doubling tracks on the Soliera-Carpi, also related to the new opening of the Marzaglia intermodal freight hub
- Improving the TiBre (Tirreno-Brennero) railway path, which includes the doubling of the Pontremolese line

- 

**Figure 19: Current market share of the top 10 companies in the global market**



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**Figure 20: Details on railway infrastructures improvements, per railway line.**

### 3.3.8.3 Stakeholder's involved

Stakeholders and citizens have been involved in the development of PRIT 2025. In particular, three events were organized: two events, called “conferenze di pianificazione” (“planning conferences”) were invited events open to a set of relevant stakeholders; the third event, called “buona mobilità” (“good mobility”) was open to all.

The planning conferences were open to the following stakeholders, that represent local authorities, environmental associations, entrepreneurship association, transport-related bodies (transport infrastructures owners, etc.):

Regione Emilia-Romagna, Città Metropolitana di Bologna, Provincia di Ferrara, Comune di Bologna, Comune di Cervia (RA) – Porto di Cervia, Comune di Faenza (RA), Comune di Ferrara, Comune di Lugo (RA), Comune di Modena, Comune di Ravenna, Comune di Reggio Emilia, Comune di Rimini, ARPAE - Agenzia regionale per la prevenzione, l'ambiente e l'energia Emilia-Romagna, Unione dei comuni della Bassa Romagna, AUSL Bologna, Ausl Reggio Emilia-Parma, Ausl della Romagna (Rimini, Forlì-Cesena, Ravenna), Ausl Piacenza, Autostrada del Brennero S.p.A., Tper SpA (Bologna-Ferrara), TEP SpA (Parma), AMO Agenzia per la mobilità e il trasporto pubblico locale – Modena, AdB – Aeroporto “G. Marconi” Bologna, Confcooperative Emilia Romagna, CNA regionale Emilia Romagna, Confindustria regionale Emilia Romagna, Confesercenti Emilia-Romagna, A.MO Bologna, Federconsumatori Emilia-Romagna, INU Istituto Nazionale di Urbanistica sezione Emilia-Romagna, Italia Nostra Emilia Romagna, Legambiente Emilia-Romagna, WWF Emilia-Romagna, Ordine Geologi Emilia-Romagna, CGIL Emilia-Romagna, FAISA-CISAL Segretariato regionale Emilia-Romagna, UGL Emilia Romagna, USB Emilia Romagna, ENEL Italia, ENEL Energia.

The objective of the “planning conferences” is to gather feedback after the reading and understanding of the PRIT 2025 preliminary documents.

Citizens' involvement: PRIT2025 Buona mobilità:



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**Figure 21: Buona Mobilità: PRIT2025 stakeholder involvement**

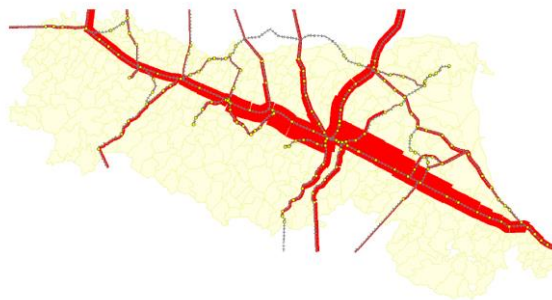
The objectives of such involvement are:

- Enhance planning activities of Emilia-Romagna region by better connecting administration and citizens
- Ensure citizens and relevant stakeholders are involved in the process
- Gather experiences and viewpoints from people who everyday experience the transport system
- Influence PRIT2025, under a priority and cultural vision standpoint
- Identify how to communicate about transport and mobility with citizens
- Identify strategies and ideas to enable modal shift towards sustainable modes of transport (active transport, public transport).

Citizen involvement took place in 3 separate dates in the cities of Faenza, Modena and Piacenza.

Figures for Public transport and urban mobility by 2025:

- + 50% train passengers
- - 50% reduction in the number of deaths due to road accidents at regional level
- - 20% cycle cycles
- - 15% TPL shifting
- - Radical renewal of the trains park about 100 trains
- - 20% renewal of the bus fleet and trolleybus



Flussogramma Ferroviario Regione Emilia Romagna – Scenario Tendenziale 2025 – Ora di punta della mattina

**Figure 22: Passenger train flows (morning peak hour) on the regional railway network. Scenario analysis - business as usual scenario 2025.**

More to be found at:

<http://mobilita.regione.emilia-romagna.it/prit-piano-regionale-integrato-dei-trasporti/sezioni/documenti-prit-2025>

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### **3.3.9 Agreement for air quality improvement**

Agreement for air quality improvement from year 2002 by managing authority Emilia-Romagna Region, Provinces and over 90 Municipalities covers 40% of the regional surface and 60% of the population involved.

Signed every year since 2002 by Emilia-Romagna Region, Provinces and over 90 Municipalities:

- to achieve the air quality clean-up and in particular
- the reduction of PM10 and NO2 concentration in the region;
- to avoid, prevent or reduce harmful effects on human health and on the environment as a whole;
- to adopt co-ordinated actions on the transport and logistics system (harmonization of rules of access to urban centres and regulations applying to the distribution of goods, improvement of the environmental quality of local public transport, actions designed to promote pedestrian and cycling mobility and electrical mobility, etc.).

### **3.3.10 Regional Integrated Air Plan (PAIR 2020)**

Objective of the plan that has a time horizon up to 2020 is:

- to identify fields and measures to reduce emissions and concentrations of the most critical air pollutants
- to meet European targets on air quality
- to reconcile the objectives of improvement of air quality (at local and regional level) with those aimed at combating climate change (at global scale).

One out of the six interventions areas that are investigated in the plan is "passenger and freight mobility". This is investigated in an integrated fashion with all other areas that affect air quality. Action to be taken in the field of transport comprises: promotion and optimization of local and regional public transport; mobility management policies; spread of zero and low-emission vehicles; regulate freight distribution in urban areas; short-haul logistics in local districts; foster intermodality in long-haul freight transport; Eco driving; sustainable transport in ports. The stakeholder consultation involves ANCI Emilia-Romagna, CAL, ARPAE, and municipalities and provinces representatives.

Reduction with respect to 2010, of 47% PM10, 36% NOx, 27% per NH3 and VOC, 7% SO2. Consequently decrease the exposed population to PM10 from 64% in 2010 to 1% in 2020 (PM10 exposition threshold is defined).

<http://ambiente.regione.emilia-romagna.it/aria-rumore-elettrosmog/temi/pair2020>

### **3.3.11 Regional law 15/2009**

By regional law 15/2009, the Emilia Romagna Region devotes funds to increase the competitiveness of rail freight transport.

In particular, it has passed from a logic focusing on grant to an incentive-centred approach, providing that just the initial impetus for activities, which are then able to stay on the market, so that freight transport can really be sustainable.

The new rail services receive up to a 3 years incentive; 9 million euro spread over a three year period, funded by the Emilia-Romagna Region.

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Economic incentive for new freight services within Emilia-Romagna territory can be found at:  
<http://mobilita.regione.emilia-romagna.it/allegati/notizie/2010/bando-attuativo-della-legge-regionale-15-2009-201cinterventi-per-il-trasporto-ferroviario-delle-merci201d>

**3.3.12 “Mi Muovo elettrico” is Emilia-Romagna regional electro mobility program.**

The Regional Energy Plan sets the strategy and targets of Emilia-Romagna Region for energy and climate up to 2030, dealing with the enhancing of green economy, energy saving and efficiency, renewable energy development, transport, research, innovation and training.

More is available at:

<http://energia.regione.emilia-romagna.it/entra-in-regione/programmazione-regionale/piano-energetico-regionale>

**3.3.13 Energy plan Emilia-Romagna**

The Regional Energy Plan sets the strategy and targets of Emilia-Romagna Region for energy and climate up to 2030, dealing with the enhancing of green economy, energy saving and efficiency, renewable energy development, transport, research, innovation and training.

More is available at:

<http://energia.regione.emilia-romagna.it/entra-in-regione/programmazione-regionale/piano-energetico-regionale>

**3.3.14 Energy plan Emilia-Romagna - implementation plan 2017-2019**

Implementation plan 2017-2019 funding

248,7 million € Renewables  
27% target value at 2030  
20% target value at 2020  
8,9% target value at 2017  
11,8% present value at 2017

Emissions

-40% target value at 2030  
-20% target value at 2020  
-10% present value at 2017

Energy efficiency

27% target value at 2030  
20% target value at 2020  
23% present value at 2017

<http://energia.regione.emilia-romagna.it/entra-in-regione/programmazione-regionale/piano-energetico-regionale>

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### **3.3.15 FVG regional strategic plan 2014-2018**

Managing authority is FVG Region, Central department for infrastructures and mobility.

It was adopted on 11 July 2014 (DGR1332/2014), updated on 17th march 2017.

The document defines the priorities and the regional strategies in each sector of competence for the period 2014 – 2018.

Chapter 3 of the plan "INFRASTRUCTURE AND COMMUNICATION NETWORKS: FROM TRANSPORT TO DIGITAL TECHNOLOGY" reserves special attention to the promotion of intermodality in the region both as concerns investments in infrastructures (as the new intermodal hub at the Trieste Airport) and soft measures (as promoting a better connectivity of the whole regional transport network)

The regional strategy stresses the importance of the infrastructural development, including, as concerns railways the finalization of the new hub at the Trieste Airport, which connects airport with the bus service and railways. This hub has been opened on the 19th of march 2018. As concerns infrastructural development, the regional strategic plan stress the importance to ensure the implementation of the Mediterranean Corridor and of the Adriatic-Baltic Corridor in the region with a special attention to integrated territorial development .

Useful links:

[http://www.regione.fvg.it/rafvfg/cms/RAFVG/GEN/piano\\_strategico/](http://www.regione.fvg.it/rafvfg/cms/RAFVG/GEN/piano_strategico/)

[http://mtom.regione.fvg.it/storage//2014\\_1332/Allegato%201%20alla%20Delibera%201332-2014.pdf](http://mtom.regione.fvg.it/storage//2014_1332/Allegato%201%20alla%20Delibera%201332-2014.pdf)

### **3.3.16 FVG Public Transport Regional Plan (2013)**

Managing authority is FVG Region, Central department for infrastructures and mobility adopted by Decree of the President of the Region n.80 (15 April 2013).

The document describes the whole public transport service managed by the region and highlights the priorities for its implementation in the future. Considering that this plan has represented the framework for launching the European tendering procedure for PT service in the whole region, its time horizon could be intended as 2030.

Intermodal transport is mentioned in the document regarding the need of timetables harmonization, integrated ticketing, enhancement of seamless solutions for promoting public transport among different public means of transport.

Thanks to the geographical position of the FVG region, the promotion of railway connections with neighbouring regions played a key role in defining the development strategies. Indeed, promotion of cross-border trains with Austria and Slovenia is a clear priority of the regional strategy. On the other hand freight railway transport, is increasing every year, thanks to the increased volume of freights managed by the Port of Trieste.

Useful link:

[http://arpebur.regione.fvg.it/newbur/visionaBUR?bnum=2013/04/24/17\\_1](http://arpebur.regione.fvg.it/newbur/visionaBUR?bnum=2013/04/24/17_1)

### **c) Croatia – HŽ PP**

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**3.3.17 Transport Development Strategy of the Republic of Croatia 2017-2030**

Transport Development Strategy of the Republic of Croatia for the period 2017 to 2030, in the following text TDS (2017), is assessing and defining the future measures (infrastructure, operation and organization) in the transport sector related to international and national transport in all transport segments independent from the funding source. The TDS (2017) provides the framework for the development of interventions and defines the interfaces to other strategies or assessments (Functional Regional Concepts-FRC, Master Plans, sectorial strategies, etc.). It takes into account the European strategies and requirements (TEN-T, ERTMS, TSI, environmental protection, climate protection etc. – general objectives) and is based on a thorough analysis of the Croatian situation. Strategy identifies the need for further data collection/generation and define the consecutive steps to be taken for the future revision of the TDS.

The Strategy is the result of a deep analysis and reflection process but also of participation and debate open to the whole of society for this purpose. A high level of social and technical consensus has been pursued for the elaboration of the Strategy, with the higher possible input and transparency.

The Transport Development Strategy has used “planning” as the tool by which to frame its medium-term objectives and measures. Planning procedures facilitate political decision-making and allow the prioritisation of actions to be developed according to certain criteria and priorities based on the outcomes of the performed analyses.

As a result, decision-makers and society as a whole will benefit of the following deliveries:

- Deep assessment of existing necessities,
- Transparent decision-making,
- Appropriate decision-making information,
- Anticipation of the effects of actions,
- On-going and flexible process,
- Synergies establishment with other policies,
- Corrective and accompanying measures identification.

**3.3.17.1. Description of the transport system in the Functional region**

**Long distance**

In the road network, the busiest motorways are the A6 and the A7. In the area of Istria, the busiest motorways are the A8 and A9. The D8 road is important for the region as it was the main arterial along the Croatian coastline before the completion of the motorways.

For the development of the North Adriatic functional region it is of extreme importance to develop the railway line on the Mediterranean corridor, the so-called Rijeka traffic route. The main feature of the Rijeka traffic route is the possibility of intermodal approach which can connect the port of Rijeka with the railway and Danube waterway representing the shortest distance from the Adriatic to the Danube region. The Northern Adriatic region transport is characterized as well by the presence of the Adriatic Sea coast and its ports, mainly Umag, Poreč, Rovinj, Pula, Rijeka and Senj.

**Regional**

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Transport is centralized in Rijeka. There are connection with Pula and Istria, the surrounding islands and the southern part of Northern Adriatic. Rijeka is also an important industrial centre not just in the region, but in Croatia.

**Suburban**

Rijeka is the largest city in the region and its suburban area includes almost the entire Kvarner bay as well as the eastern part of Istria. Currently, the public transport is based on buses but, in the past there were tram and trolley bus services.

The islands Cres, Pag and Rab are connected by ferry with the Croatia mainland. Cres and Rab have two lines and Pag has one line and it is connected with a bridge to the mainland.

**Local**

The local transport of Rijeka includes 18 local bus lines and additional 25 suburban bus lines. These altogether carry 35 million passengers per year. Local transport in the city of Rijeka implements the Energy Strategy (20x20x20 Strategy) by shifting to natural gas buses with the aim of environmental protection.

**3.3.17.2 Connection to other strategic documents**

The EU Strategy for the Danube Region (EUSDR) - The transport sector of the Republic of Croatia is especially interested and active in ensuring coordination and complementarities between ESI Funds and actions implemented in the context of EUSDR within the pillar Connecting the Danube region and Priority Areas 1A "To improve mobility and intermodality of inland waterways" which is coordinated by Austria and Romania, and 1B "To improve mobility and intermodality of rail, road, air" which is coordinated by Slovenia and Serbia.

The EU Strategy for Adriatic-Ionian Region - The transport sector in the Republic of Croatia is especially interested and active in ensuring coordination and actions implemented in the context of EUSAIR within the pillar "Connecting the Region (transport and energy)" which should focus on three strategic topics: improving maritime transport, developing intermodal links to the hinterland and, with regards to energy, improving interconnections.

TEN-T Network - The main strengths of the transport sector in Croatia come from its geostrategic position as a natural access to the Balkan region, an area of natural expansion of Europe towards East. Croatia has 2 Core Network Corridors crossing its country:

The Mediterranean Corridor which links the Iberian ports of Algeciras, Cartagena, Valencia, Tarragona and Barcelona through Southern France, with link to Marseille, and Lyon to Northern Italy, Slovenia and a branch via Croatia to Hungary and the Ukrainian border and

The Rhine-Danube Corridor connects Strasbourg and Mannheim via two parallel axes in southern Germany, one along Main and Danube, the other one via Stuttgart and Munich, and with a branch to Prague and Zilina to the Slovak-Ukrainian border, through Austria, Slovakia and Hungary to the Romanian ports of Constanta and Galati.

**3.3.17.3 Special reference to intermodal and rail transport**

At present, public transport in the Republic of Croatia is not integrated, as there are no coordinated timetables or single tickets for different modes of transport. Intermodal terminals, which enable transit from one mode of transport to another, do not exist or are extremely rare. On certain lines, bus and rail carriers have "parallel routes". The contribution of rail transport is penalized by the fact that the average age of the rolling stock is close to the end of its service life, while in the road transport the average age of buses is approximately 15 years.

In real terms, the number of passengers in all PT modes was increasing in the last years. However, the modal split has increased in favour of private traffic during the recent years since the increase of private traffic is much bigger than in PT. This trend is due to higher availability of personal cars and public transport systems that are not integrated. Poor infrastructure of certain PTs also impacts to this negative trend in modal split.



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In recent years, public transport (PT) in Croatia reported a decrease in the number of passengers in all modes of transport. In the period from January to December 2012, passenger transport registered decrease of 20.1% compared to the same period of 2011. The decrease in railway transport was 45.5%, and 0.5% in road transport. Sea and coastal transport has decreased by 3.5%, while air transport has decreased by 5.7%.

At the same time, an increase in the number of registered cars, passenger car mileage and the general use of passenger cars has been observed. The predominance of private transport is evident through the big traffic jams on access roads to urban centres, which contribute to increased pollution and noise level, lack of parking space and rising costs for citizens. At present, public transport in the Republic of Croatia is not integrated, as there are no coordinated timetables or single tickets for the different modes of transport. Intermodal terminals, which enable transit from one mode of transport to another, do not exist or are extremely rare. On certain lines, bus and rail carriers have "parallel routes". The contribution of rail transport is penalized by the fact that average age of the rolling stock is close to the end of its service life, while in road transport; the average age of buses is approximately 15 years. PT services exist in the areas of the major cities such as Zagreb, Rijeka, Osijek, Split and their agglomerations, as well as Varaždin, Karlovac, Zadar and Pula. PT by tram exists in Zagreb and Osijek, while PT by railway is operated in Zagreb and Split. In inland waterways transport, public passenger transport for the purpose of daily migrations does not exist at all, while public transport in the maritime sector is focused on connecting the islands with the mainland.

**General measure: Improvement of passenger intermodality and development of intermodal passenger hubs**

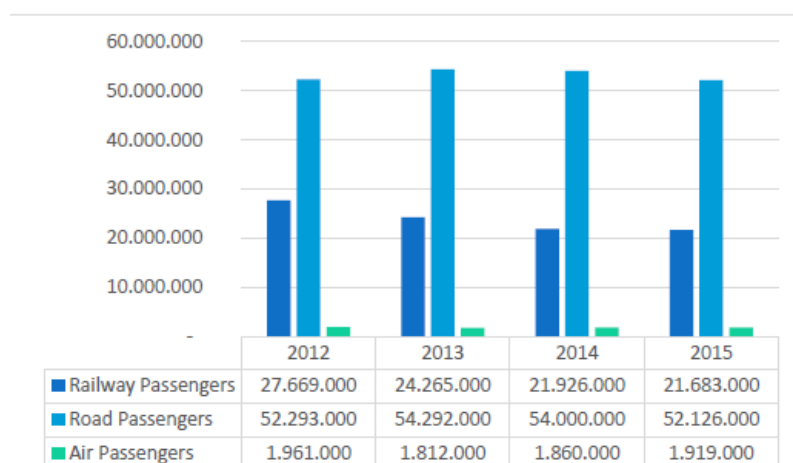
To ensure the sustainability of the transport sector as a whole, it is important to increase the interoperability to be able to use the potential of each transport mode. A network of intermodal terminals should be established to allow the passengers to easily interchange between transport modes. A well-conceived, balanced, intermodal network is key to maximizing the efficiency of the overall system, minimising nuisances to users. Location and modes of each terminal will be determined according to a specific area study (e.g. Masterplan).

In the road sector it is important to ensure the proper accessibility to demand generation/attraction nodes (such as ports, airports, railway stations, working areas, commercial zones, etc.). An increase in the number of parking spaces linked to public transport systems, port and airports will help to increase the modal shift in favour of public transport and consequently reduce the congestion on the roads.

Regarding railway and urban/suburban transport, the big fluctuations in the recent years can be explained by modification in the method of counting passengers carried by ZET and HZPP. In 2011 the City of Zagreb stopped providing financial support for a joint ZET-HZPP ticket. The passengers carried by ZET (Zagreb PT) and HZPP (railway) are now counted separately, which resulted in a sharp decline in the number of railway passengers carried in 2011. The reduction of the City and national subsidies to certain population groups for the purchase of tickets was another contributing factor to the lower number of passengers carried.

Figure 24 shows that the number of passengers carried by railway has been decreasing constantly, though the latest decline from 2014 to 2015 is very modest; from 21.92 million in 2014 to 21.68 million in 2015. During the same period road and air transport fluctuated, but remained within the 3-point margin throughout the period observed.

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**Figure 23: Number of passengers carried in Croatia for period 2012-2015 (Source: CBS)**

Figure shows the trend line of the number of passengers carried by trams and buses in urban and suburban PTs in Croatia. The reference year is 2011, and the indices are given accordingly. The number of passengers carried by trams has increased over the last years, with a surge in 2014 and 2015. Bus transport has also increased over the last three years. Table 4 shows the indices for the tram and bus PT in the period from 2011–2015.

For the time being, there is only one operator of public service transport by rail in Croatia, HZ Putnički prijevoz d.o.o. (HZ Passengers). However, according to Eurostat data, there are 44 operators involved in rail, tram and bus transport with an annual turnover in the public transport sector of approximately 47.7 million euros.

**General measure: Improvement of the public perception of the transport system in Croatia**

Promoting and creating a positive image of the public transport system as a reliable, safe and environmentally friendly mean of transport is important for encouraging the demand, and consequently the investments. For better promotion, it is necessary to have complete and up to date information and knowledge of the infrastructure, possibilities and development plans.

In the road sector is very important to inform users of the current situation of the traffic and weather conditions to reduce the amount of traffic jams and accidents by offering information's on alternative routes. It is also important to inform drivers of amendments to the existing or adoption of new laws in the sector relevant for the users and to provide instant information on the motorways of the incidental situations that might require changes in the allowable speed or restrictions to the use of lanes. For that reasons, the need to constantly revise and update the information technologies and channels is very relevant for the improvement of the sector. It is important as well to increase the involvement of the media as a crucial partner for the transmission of the information.

In the maritime transport sector, it is necessary to continuously modernize and integrate IT platform in order to ensure reliable and comprehensive data and information for all users. It is also necessary to establish network services of e-business for all users of public services, to establish a unique port information system in ports in order to improve business processes and raising the competitiveness of ports, to establish hydrographic information system, to improve services maritime meteorology, to develop ICT solutions for operation with emergencies at sea and to improve and to develop the nautical information service as public and free services of safe navigation of boats and yachts.

**3.3.18 Master plan of HŽ Putnički prijevoz d.o.o. – Strategic programme for the period 2015-2020**

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Master plan is a document created in June 2015 by external experts with purpose of analysis of exterior environment in macroeconomic, socio-economic, political and technological characteristics, which directly influence on business operations of company. This document has to strategically direct company in next time period until year 2020. The goal of research for this document was to explore profitability and stability of business, larger scale of passenger service quality and also recognizable brand of Company.

**3.3.18.1. HŽ PP Profile**

The Passenger Transport Master Plan of HŽ Putnički prijevoz d.o.o. (hereinafter: 'HŽ Putnički prijevoz d.o.o.', 'HŽ PP' or 'the Company') is prepared for the period from 2015 to 2020 and highlights the priorities and the required strategic focus of the Company in the period subsequent to 2020.

Achieving the set strategic objectives in the next period will be the Company's key task sought to be implemented by means of strategic programmes i.e. initiatives. Based on the strategic objectives, the initiatives have been grouped into four strategic pillars i.e. strategic programmes for the next period (until 2020). Therefore, the Company's key strategic priorities are as follows:

- a. Stability and continuity of operations, through strategic initiatives and projects the implementation of which will seek to set up a strategic system of monitoring and managing the Company's profitability, especially in the context of the anticipated revenue and expenses of the Company.
- b. Long-term development and revenue growth, a programme comprising several strategic initiatives i.e. projects seeking to cover all the aspects of the Company's operations on the market: through the development of a strategy and an operating model for the urban-suburban and integrated (short-term) transportation services as well as regional (long-term) transportation; prices based on initiatives aimed at developing a pricing strategy and a tariff structure as well as the accompanying technological solutions; promotion of, i.e. focus on passengers through a set of initiatives intended for retaining the current passengers and attracting new ones, sales channel strategies, implementing a loyalty programme, etc., as well as resources required to provide the services mainly by developing a system of integrated rolling stock management, mobile capacity procurement and funding, etc.
- c. Operational efficiency, a strategic programme comprising a set of initiatives aimed at increasing internal efficiency, either in the rolling stock management, energy consumption, process or activity segments related to the performance of the transport service, but also at optimising the number of employees through the implementation of a project of detailed understanding of business processes, activities and tasks by job positions at the level of regional units, as well as by implementing a system of improved deployment of employees in accordance with the Union agreement, i.e. potential full-age or early retirement incentives.
- d. Internal transformation and development of a market-oriented culture, a strategic programme comprising a set of initiatives to optimise the Company's internal efficiency, in particular in the context of improving individual processes or activities, such as the overall HR management strategy and processes, the IT system strategy, procurement and IT solution implementation processes, as well as the implementation of a risk management system, necessary internal controls and procedures.

Consequently, HŽ Putnički prijevoz d.o.o. initiated the preparation of the Master Plan for the period 2015 – 2020. The Master Plan aims at ensuring a planned and coordinated approach in the development of the Company in

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the next period by identifying the strategic priorities and projects that really meet the Company's needs and its future development vision. Another objective of the Master Plan is to ensure that future strategic projects and the related sub-projects are aligned with the EU, regional and national strategic development priorities of the railway sector and facilitate, through their implementation, the realisation of the priorities. Therefore, the Master Plan is at the same time a strategy and a guidance for obtaining the required funding through available EU funds as well as for a smooth application and implementation of the necessary projects.

The HŽ PP Master Plan was prepared in the period from November 2014 to April 2015 by Deloitte Savjetodavne Usluge d.o.o., in close cooperation with the representatives of HŽ Putnički prijevoz d.o.o. and support by the railway industry experts from the Faculty of Transport and Traffic Sciences of the University of Zagreb.

**3.3.18.2. Strategic analysis**

The strategic analysis of HŽ PP's positions in the Company's internal and external environment is aimed at providing an insight into key factors affecting the Company's operations in the analysed period and identifying specifically those factors that will affect its operations and performance in the future and therefore facilitate the identification and formulation of the Company's strategic priorities. Thus, the section contains the analyses and results of the following activities:

- **External environment analysis** observes primarily those factors that are beyond HŽ PP's control, but that need to be understood and presented for the purpose of understanding the overall operations of the Company and identifying key areas affecting the Company's operational efficiency. Therefore, the macroeconomic environment of the Company was analysed, specifically, the political-regulatory, socio-economic and technological environment as well as the competitive environment. The latter is aimed at providing an understanding of the key characteristics and impact of the service users, i.e. passengers as well as of the Company's suppliers, potential competitors and substitutes on the Company's operations;
- **Benchmarking against passenger rail operators in Europe** was carried out to identify the relative position and efficiency of the Company against comparable operators in Europe and ultimately further development areas of the Company;
- **Internal environment analysis** was performed by analysing the Company's operational efficiency comprising the efficiency of the transport service and human resources. The efficiency benchmarking was performed among the Company's regional units. The financial analysis performed aimed also at identifying key categories of the Company's income and expenses as well as gaining an understanding of the Company's overall financial performance. The analyses served as key inputs for identifying the Company's opportunities for growth and increasing its efficiency as well as defining the related strategic priorities.
- Finally, the internal and external environment analysis outputs were presented in the form of a **SWOT matrix** that summarises the potential opportunities and threats of the Company, mainly based on the understanding of its external environment, as well as the Company's weaknesses and strengths arising primarily from the internal environment analysis.

**3.3.18.3. Stakeholders involvement**

The analysis of the Company's business activity and position also requires understanding the broader ecosystem in which HŽ PP operates as well as various stakeholders. The history of the development of the Croatian railways

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played an important role, especially concerning the relationship among HŽ Infrastruktura, HŽ PP and HŽ Cargo and their respective roles on the railway market in Croatia. The impact of historical events was mostly reflected through the division of the assets of Hrvatske Željeznice in 2006, with certain assets being allocated to HŽ Cargo, HŽ Infrastruktura and HŽ Putnički prijevoz solely based on the value of the share, rather than the nature of business. On that occasion, individual key components of assets comprising the entire public passenger rail transport chain remained predominantly in the hands of HŽ Infrastruktura (e.g. railway stations) and HŽ Cargo (e.g. filling stations at points important for HŽ PP). This surely impairs the ability of HŽ PP to affect actively individual segments of its operations (e.g. the ability to adapt the railway stations easily to passengers needs and requirements, to modernise the stations), but also requires a proactive cooperation as well as pursuit of optimum solution for the cooperation among the three companies as well as with other key stakeholders, such as The Ministry of Maritime Affairs, Transport and Infrastructure, etc.

Other stakeholders in the Company's ecosystem play significant roles in the functioning of the public railway transport service itself, as they regulate the level of public investments (i.e. those from the Budget), or potentially the EU funds, and govern the strategic orientation of the market development, the level of passenger rights, etc. The impact of key service vendors is also relevant, mainly of HŽ Infrastruktura that takes care about the management, maintenance and availability of the rail infrastructure, which also involves a significant part of the IT infrastructure (e.g. time scheduling, planning system, etc.) of the company and of other suppliers, mainly those providing their services and products to the railway industry (e.g. HŽ Cargo, etc.).

#### **3.3.18.4. EU funding opportunities**

The future development strategy of HŽ PP must take into account the strategic priorities in the development of the rail sector, i.e. passenger rail transport set on the European, regional and national levels so as to ensure maximum contribution to the sector's future development objectives. Alignment with and contribution to the strategic priorities are at the same time a necessary requirement for successful funding using EU structural and infrastructural funds at the national level, as well as other financial programmes at the central EU level. Successful funding using available EU funds should be definitely a strategic priority and a new source of funds for HŽ PP. Therefore, set out below is a brief overview of the relevant strategy, together with the strategy priorities, for the railway/traffic sector in the next period (mostly up to 2020), analysed by local, national, regional and EU government levels, highlighting the priorities set at the EU and national levels.

The strategic orientation of the railway development at the EU level is mostly defined in the White Paper: Roadmap to a Single European Transport Area that seeks to establish and implement, through 40 initiatives for the period until 2020, a competitive transport system that will enhance the mobility of the transport of goods and people, reduce the burden of key European traffic nodes, stimulate growth and employment in the traffic and related sectors as well as sustainable development and environmental protection.

#### **3.3.18.5. Strategic development**

##### **Strategic priorities at the regional level**

In the context of the rail sector, the strategic development priorities at the regional level have been defined mainly through the following three strategies:

- The EU Strategy for the Danube Region (EUSDR) comprising 14 countries in the Danube Basin which places emphasis within the Priority Area: To Improve Mobility and Multimodality on, among others, reducing the



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travel time in passenger rail transport, building potentially a new rail corridor in the region and developing efficient multimodal terminals along the Danube that will connect waterways with rail and road transportation. In this context, improving intermodal traffic and connecting the Danube Region with the Adriatic Coast are particularly important.

- the EU Strategy for the Adriatic and Ionian Region (EUSAIR) comprises, in addition to Croatia, another seven Member States and highlights the development of a reliable transport network and intermodal connections for passenger and freight transportation between the coast and coastal areas. Some of the proposed indicative initiatives in the traffic segment are: developing an integrated transport network of the countries in the western part of the Balkan Peninsula, implementing railway restructuring (e.g. establishing the route lease costs focused on direct costs, a transparent and non-discriminating access to railway terminals in seaports and river ports using infrastructure concessions, etc.) and the elimination of issues at border-crossings. Surely, the representative of the Croatian railway sector is to act as required and expected.
- Central-European Initiative (CEI) is an international forum dedicated to providing support to European integrations through the cooperation among the Member States, other related public institutions or private and non-governmental organisations as well as international and regional institutions. The key priorities for the rail transport have been defined in the following segments: contribution to the overall TEN-T Network development in line with the EU 2020 Strategy and its extension in the Western Balkans through encouraged cooperation, connecting the macro regional strategy for the transport sector and improved efficiency of coordination and communication to facilitate the implementation of other regional initiatives as well as national and regional priorities.

**Strategic priorities at the national level**

The following strategic development priorities in the rail sector of the Republic of Croatia have been defined as key in the Transport Development Strategy of the Republic of Croatia for the Period 2014–2030 ('the Transport Strategy') and operationalised in the context of EU financing through the Operational Programme: 'Competitiveness and Cohesion 2014 – 2020'. ('the Operational Programme' or 'the OPCC'). One of the financing options for the Company based on the EU funds has been ensured through the Operational Programme 'Efficient Human Resources 2014 – 2020' (the funds provided by the European Social Fund, the ESF) in the total amount of EUR 1.6 billion), designated mainly for HR capacity building projects. The ESF's priorities in this respect are as follows: high employability and mobility of the labour force, social inclusion, education and life-long learning as well as smart administration.

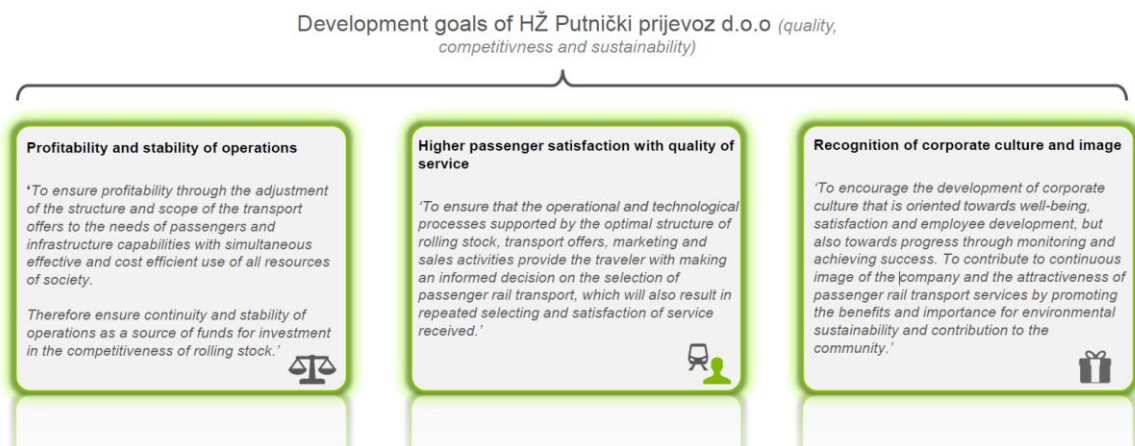
**3.3.18.6. HŽ PP strategic development goals**

Based on the challenges and opportunities highlighted above as well as the necessary prerequisites for future development, HŽ PP has defined its strategic objectives for the next period. The objectives have been identified taking account of the reasonable constraints and infrastructure development plans at the national level, as the as-is infrastructure status has been defined as a key factor determining the scope, quality and timeliness of the service. Therefore, the Company's medium-term focus (until 2020) is to change the business model and improve internal efficiencies by changing the corporate culture as well as the perception of the Company on the market. At the same time, the objectives imply the modification of the transport services offered by the Company (mainly the regional and long-distance lines of business) and the organization of the transport service, i.e. the management of the rolling stock.

In the subsequent period, as already noted, the Company will focus on those lines of business that will be the focus of the expected infrastructure modernisation (the regional and long-distance lines of business). The full market liberalisation, expected in 2019, should affect the Company's business, and this makes the Company's operational, technological and strategic readiness for a level-playing field a necessity.



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**Figure 24: Development goals of HŽ PP**

Achieving the set strategic objectives in the next period will be the Company's key task sought to be implemented by means of strategic programmes i.e. initiatives. Developing strategic initiatives represents a drill-down of the objectives, activities and responsibilities to the various parts of the organisation in order to ensure that they are implemented successfully and become a key performance indicator form measuring the progress along the path of meeting the strategic objectives.

Based on the strategic objectives, the initiatives have been grouped into four strategic pillars i.e. strategic programmes for the next period. Each strategic pillar is described in more detail below, including the details of the associated strategic initiatives, concepts and objectives and their contribution to the individual goals of the Company.

#### **d) Slovenia – RDA LUR**

##### **3.3.19. Resolution on the National Program for the Development of Transport in the Republic of Slovenia until 2030**

Government of the Republic of Slovenia has on July 29<sup>th</sup>, 2015 adopted the Resolution on the National Program for the Development of Transport in the Republic of Slovenia until 2030.

The Strategy comprehensively deals with the transport system for the first time. Thus, with the preparation and the passing of the Strategy the existing practice of partial solving of the individual transport subsystem has been exceeded. Along with the infrastructure, the strategic level now also includes the comprehensive operation of the transport system. Based on detailed analyses of infrastructure, the functioning of the system and the identified actual problems, the Strategy envisages 108 measures. Time horizon is 2030.

The Strategy and consequently the National Program also define a set of measures and activities in the field of sustainable mobility ("park and ride", single ticket, harmonised timetable, quality of services, etc.). In the short- and medium-term, the following activities need to be prepared and implemented as a matter of priority:

- to produce documentation, which will ensure an improved role of the railways in public passenger transport (chiefly in the area of Ljubljana with the rearrangement of the station and Maribor with corresponding surroundings);

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- to produce comprehensive transport strategies, to arrange safe access to stations and stops, P + R system, pavements and cycle infrastructure, to make a strategy for promoting walking;
- to produce the analysis of the situation and development potential for the improvement of intermodality including the stress on the increased use of the cycle network in connection to public passenger transport, and for the development of cycling it is necessary to make a strategic plan, too;
- to introduce an integrated ticket (introduction of the system and establishment of the operator), modernisation of public passenger transport services and to provide information on the transport;
- to coordinate and customise the timetables of individual types of transport (railway, public line interurban and urban passenger transport).

Railways represent an important segment of the transport system, both for the transportation of cargo and for providing public passenger transport. Two corridors of the core network run through Slovenia, that is the Baltic-Adriatic Corridor and the Mediterranean Corridor. The greatest derogations in meeting the requirements of the TEN-T Regulations are related to the standards for speed and axle load. Activities are envisaged which include the preparation of documentation for proper line upgrades. Along with compliance with the TEN-T standards it is necessary to prepare those projects of upgrading main and regional lines in the railway system with which more appropriate capacities of individual lines will be achieved that will enable the railway to also accept the backbone role in the public passenger transport.

The ministry of Infrastructure, Ministry of spatial development, Ministry of Agriculture Forestry and Food, the stakeholders in the transport system section, European Economic Interest Association, Slovenian railways, Public agency for rail transport, Motorway Company in the Republic of Slovenia (DARS), Directorate of the Republic of Slovenia for Infrastructure (DRSI), DRI investment management - company, which is 100% owned by the state, municipalities, investors, contracting authorities, concessionaires, Ljubljana urban region, Ministry of Labor, Family, Social Affairs and Equal Opportunities, Climate fund, Port of Koper, private investors, University of Ljubljana, Administration of the RS for Maritime Affairs, Ljubljana airport, Air traffic control of Slovenia.

Link: [http://www.mzi.gov.si/fileadmin/mzi.gov.si/pageuploads/DPR/Prometna\\_politika/17\\_11\\_21-RESOLUCIJA-E.pdf](http://www.mzi.gov.si/fileadmin/mzi.gov.si/pageuploads/DPR/Prometna_politika/17_11_21-RESOLUCIJA-E.pdf)

### **3.3.20 Regional Development Program of the Ljubljana Urban Region in the 2014–2020 period**

Regional development agency for Ljubljana urban region adopted in April 2015 Regional Development Program of the Ljubljana Urban Region in the 2014–2020 period.

The document comprises key development orientations for the Central Slovenia region (Osrednjeslovenska regija – Ljubljana urban region) for the 2014–2020 period and follows the objectives of the Europe 2020 – European strategy for smart, sustainable and inclusive growth in their entirety. LUR RDP is the fundamental regional-level strategic and programming document that harmonises the development objectives in the region and outlines the instruments and resources for their realisation. The document includes a strategic and a programming section. Based on realising its development potentials, the Ljubljana urban region will maintain and strengthen its role of the principal carrier of economic development on the national level. The region's activities will aim to build a positive, sustainable relationship with the environment that will position it as a bioregion both in Slovenia

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and internationally. The Ljubljana urban region will build sustainable development on knowledge, innovation, creativity and synergy between all relevant actors and sectors. The transport infrastructure renovation with a view to sustainable mobility will substantially improve economic flows and reduce environmental burdens in LUR. It will additionally provide for a healthy and high-quality living environment through active protection of natural features, suitable open space planning, renovation of the existing housing stock and settlements, as well as sustainable self-supply. Time horizon is 2020.

**3.3.20.1 Special reference to intermodal transportation**

It is important to provide for the construction of an intermodal transport chain that will enable transfers between personal transport, public transport and non-motorised transport (cycling and walking) – including additional transport modes and the option of transferring between such modes. It is important to ensure integration of all public transport modes in the region through mutually coordinated transport timetables of the regional railway and the system of city buses as well a joint intermodal price and payment system. The network of intermodal transfer points (P+R) needs to be completed as it enables transfers from private to public transport modes in urban centres as private transport modes will remain an important part of the population's mobility because of dispersed construction and the high-capacity motorway cross. In order to increase the speed of public transport means in urban centres, it is necessary to separate public transport from the remaining transport (at least on the main roads) by establishing express bus and tram lines in separate lanes, which should be followed by the gradual introduction of faster and more energy-efficient and environmentally-friendly vehicles. The policy for parking and the spatial limitation of the width of traffic surfaces will additionally lower the attractiveness of personal vehicles in favour of public transport, cycling and walking. The promotion and engagement of the public in the drafting of plans and the strategy can provide an additional incentive for the use of sustainable forms of mobility, and can first and foremost contribute to facilitated and faster implementation and greater acceptability of the set measures.

**3.3.20.2 Special reference to rail promotion**

In order to increase the mobility of the population, boost energy efficiency and environmental acceptability of transport, it is urgent to revitalise the railway network that will allow Slovenia and Ljubljana as part of the network of core European cities to attain economic competitiveness. It is also necessary to ensure the overhaul, additional construction and electrification of regional railway lines that will allow the introduction of regular passenger transport in all directions; a railway connection with the central Jože Pučnik Airport and the second railway track in the direction of Jesenice; a suitable solution for the Ljubljana railway hub and the Central Railway Station needs to be found for the uninterrupted flow of cargo transport so that the Station allows intermodality with other transport modes. Intermodality should be ensured through the construction of new railway stations and stops that will, in combination with the P+R intermodal point system, provide for the integration of all forms of public transport.

**3.3.20.3 Stakeholder's involved**

RRA LUR associates have used the starting points designed in the workshops and meetings organised with numerous stakeholders in the region as well as more than 300 project proposals received, and have in cooperation with the bodies of the Ljubljana Urban Region and professional institutions prepared the 1st working draft of the Regional Development Programme of the Ljubljana Urban Region (hereinafter: "LUR RDP"). The

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document was sent to the Ministry of Economic Development and Technology for an informal review and was concurrently considered at all six Committees of the LUR Development Council, the meeting of the core project group for drafting of RDP and the meeting of the Governing Board of the Chamber of Commerce and Industry of Central Slovenia. Following a call, we also received additional proposals and amendments to LUR RDP from public and private sector representatives as well as representatives of NGOs. Based on these proposals, comments, and reflections we drafted a new, upgraded version of the document that represented the 1st draft of LUR RDP. The latter was sent to line ministries for an informal review. By October 2014 we received proposals from the Ministry of Agriculture and the Environment,<sup>1</sup> Ministry of Infrastructure, Ministry of Culture and the Ministry of the Interior. We have also received several initiatives and additional project proposals. Based on the proposals received, we have amended the document and drafted the 1st proposal of LUR RDP which we sent to the Ministry of Economic Development and Technology for a formal review in December 2014. By the end of February 2015, we received official recommendations from the Ministry of Public Administration, Ministry of Agriculture, Forestry, and Food, Ministry of Culture, Ministry of Infrastructure, Ministry of Labor, Family, Social Affairs and Equal Opportunities, Ministry of the Environment and Spatial Planning and the Ministry of Education, Science and Sports. Taking into account the recommendations that had been communicated to us, we have amended the document as appropriate, thus arriving at the 2nd proposal of LUR RDP including almost 500 project proposals.

Measure Promotion of public transport use (Indicators: Number of projects aimed at the promotion of the use of public transport, Number of built P+R facilities, Number of low carbon PPT vehicles); Measure Updating and optimisation of the railway network (Indicators: Number of newly constructed railway lines (km), Length of modernised railway lines (km); Measure Promotion of non-motorised mobility (Indicators: Number of projects implemented in the area of non-motorised mobility, length of newly constructed cycling paths (km), lengths of recreational trails established (km)).

#### **3.3.20.4 Useful link**

<http://www.rralur.si/sites/default/files/rralur/RRP%20LUR%202014-2020%20english%20version.pdf>

#### **3.3.21 Sustainable mobility plan for Municipality of Ljubljana**

Municipality of Ljubljana adopted in 2017 Sustainable mobility plan for Municipality of Ljubljana.

It is a strategic document for traffic planning with an emphasis on measures to promote sustainable mobility in Ljubljana. It is the basis for obtaining European grant for measures in the area of sustainable mobility within the framework of further calls for proposals. It focuses on long-term sustainable traffic planning and highlights green urban policy, the strategic integration of electricity mobility, key objectives, and measures to achieve them. Time horizon is 2030.

#### **Strategic goals regarding the pillar**

More people using public passenger transport are:

1. Change in travel behavior and a higher proportion of passengers using public passenger transport.
2. On the roads in traffic peaks, faster travel time of buses from private cars was ensured.

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3. A faster and more comfortable trip to the destination.
4. Development of the city railway on the existing railway tracks.
5. Renewed Bus and Railway Station Ljubljana.
6. Easier to combine different types of traffic.
7. A modern and environment-friendly fleet of LPP.

Other three pillars also regarding some intermodality goals are: more people walking, more people cycling and optimization of car transport, including parking policy, green logistics, less daily migrants from the region using the car and more using the bicycle.

Development of the city railway on existing railway tracks

The role of the city railway has been neglected so far, while the Slovenian Railways are unprepared to upgrade the offer passenger transport. Ljubljana will actively strive for faster development of passenger transport in the future on the railway and assuming the role of rail in urban passenger transport. The main measures that would be for such regulation necessary are: extension of lines through the main railway station, equipping of stops with urban equipment and additional railway stations in the city area of MOL.

**3.3.21.1 Special reference to rail promotion**

Development of the city railway on existing railway tracks

The role of the city railway has been neglected so far, while the Slovenian Railways are unprepared to upgrade the offer passenger transport. Ljubljana will actively strive for faster development of passenger transport in the future on the railway and assuming the role of rail in urban passenger transport. The main measures that would be for such regulation

necessary are: extension of lines through the main railway station, equipping of stops with urban equipment and additional railway stations in the city area of MOL.

Renewed Bus and Railway Station Ljubljana

The main bus and train stations for a long time do not allow optimal development of PPPs in the city as well as wider. They are on the edge of their capacities, but do not offer the passengers the necessary comfort and services as well as quality and a pleasant walk (and bicycle) connections to the city center. Ljubljana is therefore in the past part of the project "Passenger" Center Ljubljana (PCL) actively cooperated and fulfilled all obligations within its competence. In this way it will be at managing this issue in the future.

**3.3.21.2 Stakeholder's involved**

Particular attention was paid to integrating the public in the design of the SUMP. Modern methods were used with which more than 10 different activities of inclusion and public information were carried out. Workers from the departments and services of the city administration, public institutions and MOL companies, as well as representatives of the quarterly communities and numerous residents and visitors of Ljubljana, were actively involved in the preparation. The responses were above expectations: more than 1,600 suggestions for traffic improvements were received, which were considered in the strategic document, according to the possibilities of realization.

Until 2020 the modal split is planned: 33% of all journeys - walking, cycling, 33% - public transport, 33% cars.



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**3.3.21.3 Useful link**

<https://cpsmol.projekti.si/Data/Sites/1/media/Prometna%20strategija.pdf>

**e) Montenegro – Port of Bar**

**3.3.22 Transport Development Strategy of Montenegro**

Transport Development Strategy of Montenegro is based on the realistic image of the current situation, identified problems, analysis of solutions and in accordance with such defined activities that will lead to results. The fact that this is a document, which should determine a long-term development in Montenegro for the first time, it represents, *per se*, positive development in relation to the current situation and beginning of quality new observation of transport development and transport infrastructure in particular.

According to the new sustainable development concept, financing of the infrastructure development must be provided, in a way that eliminates bottlenecks in the traffic and achieves a balance between the use of maritime and rail traffic in relation to the road traffic. Regarding the operating level, it is necessary to ensure inter-modal development and implementation of security and quality of services at the center of activity. Active participation in decision-making processes in transport-logistic chain must be provided for users of transport.

The strategy provides guidelines on how to use potentials of geo-strategic position of Montenegro for transit traffic and how to harmonize foreign direct investment with the public interest, considering the economic justification and environmental impact. In addition, the special account has been given to the plans that should be realistically feasible both in terms of financial and institutional aspect.

Stakeholders mentioned in the Strategy: maritime authorities, port operators, railway operators, road transporters, shipping companies, logistic operators, ...

They were, up to some extent, involved in the process of Strategy creation;

**3.3.22.1 Rail, road and maritime transport**

In terms of railway infrastructure, the first stage of railway Beograd-Bar rehabilitation was entirely performed from 2003 to 2007, by the loan of the European Investment Bank, in the amount of 15 million EUR. The second stage of railway infrastructure rehabilitation, which is planned for a period from 2007 to 2012, has approximately defined projects in the amount of 52 million EUR in total.

In terms of the factors that affects the safety of railway transport - condition of rolling stock, the Law on safety in railway transport, particularly defines rolling stock. The Law defines issues referring to rolling stock, facilities and equipment installed in such rolling stock, its design, production, reconstruction and maintenance with special attention paid to rolling stock intended to international traffic, commitment of certification of facilities and equipment being installed on rolling stock, and also, it defines that rolling stock must correspond to conditions stipulated by this Law, standards and technical elements, which are regulated for prototype of rolling stock.



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In terms of road infrastructure, the Ministry of Transport and Maritime Affairs at the annual level, proposes the Plan of regular and investment maintenance, reconstruction and construction of the national roads to the Government of Montenegro for adoption, which refers to protection of existing and development of the national roads, aimed at enabling seamless and safe progress of traffic thereat. Therefore, implementation of the mentioned Plan, within the regular maintenance and protection of roads, ensures undisturbed and continued works on repair of roads, repair of damaged abutments and abutment-retaining walls, repair of minor damages of road body, maintenance of drainage facilities, landslides removal, regulation of berm and road shoulders, regulation of slopes, cuts, replacement of damaged and addition of guardrails, maintenance of horizontal and vertical traffic signalization; whereas, the same Plan, through planned investment maintenance, implements works of larger scope, which may be performed according to technical documentation.

Special attention is given to the issues related to maritime transport in the Strategy (safety and security of maritime traffic, shipping industry, ports, seamen and other stakeholders of the maritime economy, as well as search and rescue, pilotage and inspection supervision).

**3.3.22.2 Special reference to intermodal transportation**

A summary of the elements of the Transport Development Strategy in Montenegro related to the intermodal transport is given.

**Strategic goal 1: Safe and secure transport**

Goal 1.3: Achieve financial sustainability, and self-sustainability of transport infrastructure, where possible

Measures for development and improvement of railway and combined transport through Montenegro under ecologically acceptable condition will be adopted. Necessary steps for development of combined transport will be undertaken. The purpose of such measures will be as follows: encouraging users and senders to use combined transport; achieving competitiveness of combined transport to road transport; encouraging use of combined transport for long distances, particularly use of replaceable boxes, containers and transport without escort; improvement of speed and safety of combined transport, and particularly: increase of convoy frequency toward needs of users and senders, reduce of waiting hours on terminals and increase of its productivity, removal, in appropriate manner, of all obstacles from approaching directions in order to improve access to combined transport; harmonization, where necessary, of weight, dimension and technical characteristics of specialized equipment, and particularly in order to ensure necessary compatibility of platforms, as well as coordinated action aimed at ordering and installing equipment required by the level of transport.

Port of Bar provides great possibilities for further development of combined transport and connection of all region, since necessary road-railroad infrastructure is located in its hinterland. In order to implement such possibilities, construction of new and reconstruction of existing terminals for combined transport at railroad stations Bar, Podgorica and Bijelo Polje is planned, which shall encourage further development of combined (truck-railway) transport on the most important transport routes.

**Strategic Goal 2: Quality maintenance of transport infrastructure**

Goal 2.1: Quality and responsible maintenance of transport infrastructure

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From the macroeconomic point of view, combined transport, mostly railway and maritime, are good alternative to road transport, but are less flexible and they need support through incentives by the state. Necessary measures will be undertaken, for stimulation of combined transport development, which will be reflected through implementation of transport policy which will direct road transport to the combined, provision of financial and economical incentives for combined transport, mostly through support to railway and line maritime transport, etc.

**Strategic Goal 3: Efficiency**

In Trans-European Transport Network, the Port of Bar is included in the list of ports of regional importance, through which, the so called IX Corridor – Motorways of the sea will be developed. European financial institutions will provide support in determination of regular ship lines and development of ports having potential for intensifying inter-modal and combined transport. In the European policy of transport, that represents one of the ways how to promote development of maritime and railway transport, compared to road transport, which is less safe, creates congestions and pollutes more the environment.

**Strategic Goal 4: Economic development**

Goal 4.1: Functional and modern transport economy capable to face with competition in the region

Activities:

- 4.1.1 (b) To increase use of logistics services, in order to promote multi-modal transport and facilitated integrations on EU market.
- 4.1.2 To introduce state and private sector in the field of transport with the term establishment of transport-logistic cluster and with activities of inter-modal support.
- 4.1.6 Upon restructuring process, by means of training by specialize institutions, to strengthen the organizational and administrative capacities of companies, particularly in the field of logistics and multi-modal implementation.
- 4.2.6 To construct terminals for combined transport at railway stations Bar, Podgorica and Bijelo Polje.

**Strategic Goal 6: Integration in the European Union**

Goal 6.1: Stimulating legal and institutional framework for the functioning and development of transport

- 6.1.4 (b) To provide financial and economic facilities for combined transport, mainly through the support to railway and line maritime transport. At the same time, to consider and exclude the mandatory tariff regulations of the beginning and closing road sections, which are part of operations in combined transport.
- 6.1.6 (a) To identify the adequate model of organisational form and human resources that would have capacities for the implementation of legal regulations and their control, with clear priority at the control of road freight traffic, as an important factor for the improvement of inter-modality.

**3.3.22.3 Special reference to rail promotion**

Railway Bar-Beograd is, in international terms, the most important infrastructure facility in Montenegro. Its traffic position in TEN-T mainly depends on conditions of the railway and its exploitation in international traffic. The improvement of its condition and serviceability would normally contribute to its greater international attractiveness and draw it nearer the importance of TEN-T corridors. Within the project of reconstruction of

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railway Bar-border with Serbia (Vrbnica)-Belgrade, it is also planned to perform the overhaul of permanent way, rehabilitation of tunnels, bridges, slopes, landslides, as well as the installation of modern safety-signaling equipment. The main reasons for this investment are the increase of safety and security of railway, reduction of travel time, i.e. the increase of average train speed, the increase of quality of service in railway traffic. Rehabilitation and modernization of railway Podgorica-Skadar is aimed at the increase of safety and security of railway, reduction of travel hours, i.e. the increase of average train speed, increase of quality of service in railway traffic, but also the valorization of capacities of the Port of Bar, and development of tourism.



**Figure 25: Railway network in Montenegro**

Port of Bar as the central port of the Montenegrin port system, provides great possibilities for further development of combined transport and connection of all region, since necessary road-railroad infrastructure is located in its hinterland. In order to implement such possibilities, construction of new and reconstruction of existing terminals for combined transport at railroad stations Bar, Podgorica and Bijelo Polje is planned.

#### **3.3.22.4 Indicators and targets to be reached**

Basic goals of strategic development of Montenegro's transport system are as follows:

1. Improvement of safety and security, in order to save human lives, material values and to preserve state resources;

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2. Integration in the European Union, through connection to TEN-T and improvement of competitiveness of national transport economy;
3. Improvement of transport services quality;
4. Stimulation of economic growth through more efficient and less expensive transport;
5. Minimization of negative impacts of transport development and traffic infrastructure on environment and society in general.

The key indicators of the strategy implementation are:

- dynamic plan of implementation,
- support of transport to the development of other industries,
- volume of transport services,
- share of transport in GDP,
- share of transport in foreign-trade balance,
- transport costs reduction,
- shortening of travel hours on the most important routes,
- level of private capital share in traffic and infrastructure, in particular,
- the amount of foreign direct investments in transport, etc.

### **3.3.23 Regional Development Strategy of Montenegro 2014 - 2020**

Managing Authority ADOPTED Strategy in June 2014.

The policy of regional development of Montenegro refers to the definition of clear processes, mechanisms and measures that will enable increase in productivity, i.e. increase in competitiveness, hence the level of development of Montenegro as a whole. In these terms, the implementation of the Regional Development Strategy was predominantly focused on contributing to a more balanced regional development through investment in infrastructure, and much less on strengthening human resources, competitiveness and innovation.

In the period by the end of 2020, in order to achieve the strategic goal of regional development of Montenegro, and that is to achieve a more balanced socio-economic development, based on competitiveness, innovation and employment, it is necessary, in parallel with investing in basic infrastructure, to implement a set of measures related to raising a level of competitiveness of the less developed region, as well as to strengthen human resources and employment.

In general, in order to reduce regional differences in Montenegro, in a period by the end of 2020, it is necessary:

- to improve the coordination system in realization of the regional development policy and strengthen inter-municipal cooperation as important for realization of development projects at the regional level, especially in the North;
- to improve the monitoring system of the Regional Development Strategy realization, as well as the production of statistical indicators at the regional level, in particular GDP;

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- to realize key capital projects of which the most important is the Motorway Bar – Boljare, and in parallel, to improve further the business environment, consider the introduction of tax incentives and develop an incentive system in the North region in order to increase investments in this region (especially in the areas of tourism, agriculture, energetics and wood processing). This in order to increase added value in production and opening new job positions, bearing in mind that unemployment is one of the key elements of the lower level of development of the North;
- to improve other elements of competitiveness and development of the region, especially of the Northern region, primarily in the area of education in accordance with the needs of the labour market, strengthening the cooperation between the public and private sector, as well as in support to the development of Ministry of Transport and Maritime Affairs in agriculture, tourism, wood processing, energetics through support to the development of Ministry of Transport and Maritime Affairs (such as networking Ministry of Transport and Maritime Affairs in clusters, support for the implementation of international business standards, increase in added value in production, export promotion, etc.).

The achievement of the goal of regional development is possible through further improvement of the priority areas of development of Montenegro, which will be significantly supported by the IPA funds in the future period. These priority areas of development at a level of Montenegro by the end of 2020, which are the most relevant for a more balanced regional development, are: (i) transport and other public infrastructure, (ii) agriculture and rural development, (iii) energetics, (iv) environmental protection, (v) competitiveness and innovation, (vi) industry, (vii) tourism and culture, (viii) education, employment and social policies.

**3.3.23.1 Indicators and targets to be reached**

The strategic goals of development at the level of three geographical regions in Montenegro are the following:

- Northern region: "Increase in competitiveness, accelerated and sustainable development of the Northern Region."
- Central region: "Achieving sustainable economic growth and development and accelerated increase in competitiveness."

Coastal region: "Sustainable economic growth and increase in competitiveness of the region based on the development of tourism and complementary sectors."

By the Strategy are foreseen projects directed to further development of the railway infrastructure in Montenegro (Project of electrification of railway line Podgorica – the border with Albania, etc.).

**3.3.24 Railway Development Strategy for the period 2017-2027**

Ministry of Transport and Maritime Affairs is Managing Authority adopted Strategy in February 2017.

Basic objectives of the Railway Development Strategy are related to defining long term strategic development directions of the Montenegrin railway System, key groups of development activities which can lead to achieving defined strategic goals, as well as to establish bases for monitoring and implementing activities.



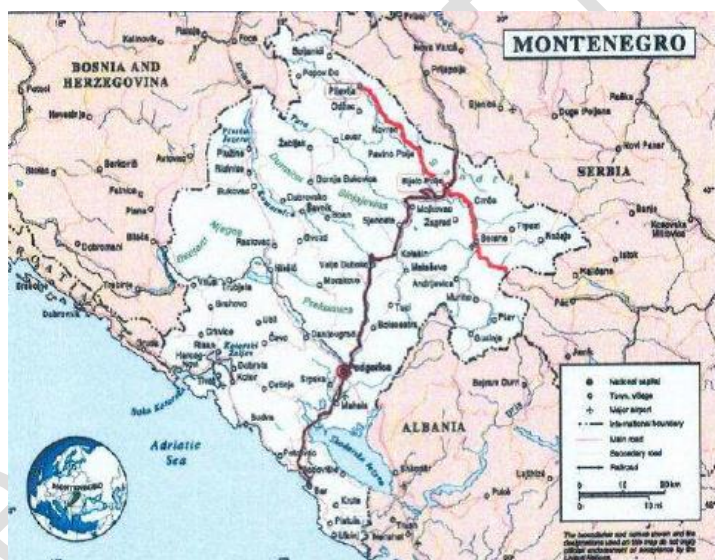
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### 3.3.24.1 Special reference to intermodal transportation

Aiming at the development of combined transport and connecting the entire region in the period by 2015, construction of 3 terminals for combined transport was envisaged within the railway stations of Podgorica, Bijelo Polje and Bar. Investments for these structures have not been provided to date. Bearing in mind the EU transport development strategy to create unique cargo corridors and connecting the Montenegrin network with TEN-T network, these investments are also envisaged for the following period.

Basic reasons for the construction of terminal for combined transport in railway stations of Bar, Podgorica and Bijelo Polje are provision of combined truck/railway transport in the most important routes in Montenegro; opening of new possibilities for Ro-Ro transport, i.e. connecting of ship ferry lines with the railway transport and unloading of terrestrial transport in relation to the railway transport.

The port of Bar, where reloading of all types of cargo is carried out, provides high opportunities for further development of intermodal and all techniques of combined transport and connecting of the entire region due to the existence of Belgrade-Bar railway. In order to valorize capacities it will be necessary to build terminals for the combined transport in railway stations Bar, Podgorica and Bijelo Polje. Further research should indicate the cost efficiency of missing links to Bosnia and Herzegovina and Kosovo, reconstruction and modernization of railway Podgorica-Tuzi-Albania, as well as connecting the town of Pljevlja to Bar railway.



**Figure 26: Railway connection with Kosovo and town of Pljevlja**

### 3.3.24.2 Special reference to rail promotion

Montenegro attains its connection to European railway network through regional network (Western Balkan) which is of uneven quality and characteristics, with missing links within one means of transport (especially railway) and between all of them. Harmonization of Western Balkan network development is therefore of extreme importance. A strong political support to European perspective of the Western Balkan region was stated in Berlin process (2014-2016). This process attained a significant advancement in linking countries in different areas, one of which is transport. Development of Regional transport network in Balkans was also intensified, and



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projects to be invested by 2020 were defined as well as future trends of linking the regional network to TEN-T network and corridors. The list of priority projects was also defined and ready to be applied.

**3.3.24.3 Indicators and targets to be reached**

At this point of time, the crucial state priority of Montenegro is completion of EU integrations that are currently under an intensive phase of the negotiation process. As for the railway sector, within the negotiation process the aspirations are to meet the requirements related to the institutional capacities (regulations and authorities), development of the railway system according to the requirements of EU regulations and transport policy, integration of railway network into the TEN-T network and functioning of the railway market in the principles of fair and nondiscriminatory competition producing effects.

**3.3.25 Business Plan of the Port of Bar 2010 – 2021**

Business Plan of the Port of Bar 2010 – 2021 is a document based on results of analyses of the current situation, results of researches of market potentials, as well as potentials for development of the principal port functions, and involves: key directions of activities related to increasing utilization rate of the existing port capacities, development projects from all important domains (port infrastructure, port superstructure, port equipment, port environmental protection system, etc.), etc. adopted in November 2009.

**3.3.25.1 Special reference to intermodal transportation**

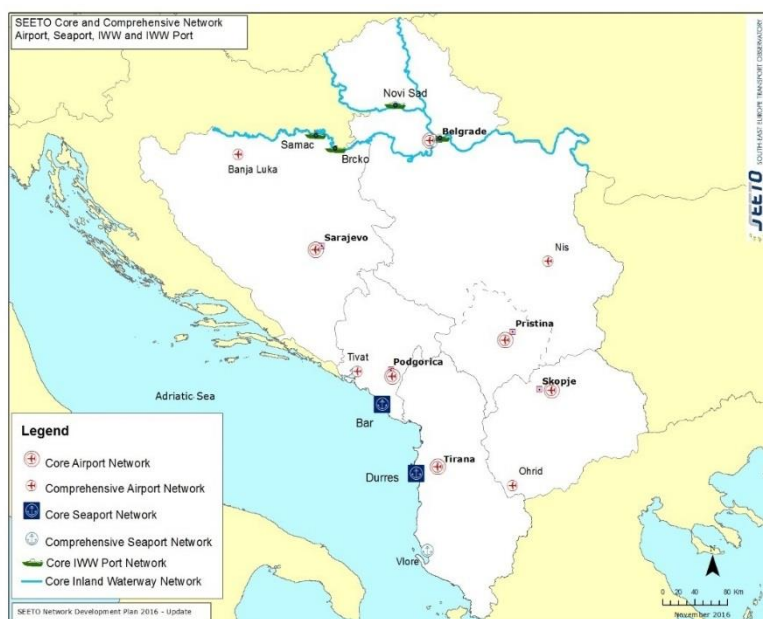
Port of Bar is one of the main hubs of intermodal transport in Montenegro. It is connected to the main centres by road and is located on the starting point of the railway line Belgrade - Bar. The main goal is to be recognized as one of the intermodal hubs in the region. In the Business Plan, a special attention is devoted to the policy of transport development in the European Union and harmonization of the Strategy of the Port of Bar and its goals with this policy. In accordance with it, chapters dealing with intermodal transport, presentation of the current state, possible improvement and adjustment to the EU policy are particularly addressed.

Chapters which refer to the intermodal transport are:

- Policy of transport development in the European Union
- Relation analysis the European Union - the Balkans

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### 3.3.25.2 Special reference to rail promotion



**Figure 27: SEETO Core and comprehensive network**

The opportunities listed in this document within the SWOT analysis are primarily reflected in modernization of the Belgrade-Bar railway line. The Port of Bar is located on the starting point of the railway line Bar – Belgrade.

The railway network in Montenegro consists of three lines:

- I. Vrbnica-Bar (part of the Belgrade-Bar railway line on the territory of Montenegro);
- II. Podgorica-Nikšić;
- III. Podgorica-Božaj (part of the international railway line Podgorica – Skadar on the territory of Montenegro);

Line Bar – Belgrade is of particular importance for the Port of Bar for development of intermodal transport, which is recognized in this document by emphasizing the need for modernization and improvement of the railway.

Based on the above mentioned data and assessments, it is important to point out that with the existing state of the railway infrastructure in direction Bar – Belgrade there is a significant area for increasing the utilization of the capacity of the Port of Bar.

### 3.3.25.3 Indicators and targets to be reached

Based on the overall goals of the development of the transport system in Montenegro, the results of the analysis of the existing state, the available spatial resources, the character of the effect of factors that determine the activities, the identified strengths and opportunities, weaknesses and threats, as well as other factors of influence, business goals of the Port of Bar for a period of 2010 – 2021 are identified:

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Goals with regard to the capacity utilization:

reaching the total volume of cargo handling of 2.21 million tons per year – in 2021;

Goals with regard to increase in capacity:

increase in the total capacity of the port, by construction of new systems for the cargo handling and storage of dry bulk cargo, liquid cargo, general cargo and gas;

**f) Serbia – CCIS-CCIBEG**

**3.3.26 Strategy of Railway, Road, Inland Waterway, Air and Intermodal transport development in the Republic of Serbia**

In 2008 Republic of Serbia adopted Strategy of Railway, Road, Inland Waterway, Air and Intermodal transport development with time horizon 2015. Even the time horizon is expired and Strategy is officially inactive, the main guidelines are still usable.

The new Strategy is being drafted but not adopted due to aligning process with EU and Western Balkan 6 participants Transport Community Treaty signed at the end of 2017.

However, existing national transport Strategy is based on the following principles:

1. the transport strategy must focus on providing life quality, environment protection, welfare and mobility of the individual;
2. active approach to transport affects transport system development and does not respond only to demand by adapting to events. A successful and active transport strategy offers interrelated solutions for all modes of transport;
3. transport strategy takes care of long term objectives of the country and harmonizes them with the goals of the individuals;
4. transport strategy is active in the areas where safety, population health or environment protection are jeopardized by uncontrolled transport system growth.

The basic concept of the Strategy has been determined by a long term goal - membership in the European Union, which Serbia has set as its strategic and national goal. It is necessary for the Republic of Serbia to define its European position; to create and implement the transport policy which will use its opportunities and concentrate on its strengths; the Republic of Serbia has to determine its position towards neighbors; and draw transport policies versus each neighboring country.

Framework for the Strategy is established through national set of Laws and Strategies of EU accession and economic development, including The Regional Infrastructure Project of the Balkans (REBIS Transport) from 2003, which was updated in September 2015 with support of IBRD, WBIF and SEETO.

Inter-Connect project related statement of the Strategy was that Railway transport of passengers share in period before 2008 was under 10 %, and increase of this share was set as one of long term goals.

In terms of intermodal transport of passengers, the Strategy defined objective of reorientation of public demand from individual (car) transport to public and non-road modes of transport at urban and sub-urban transport level.

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In terms of Railway transport of passengers, the Strategy stated future goal was: “High-quality railway passenger transport should be the alternative to road transport and particularly at distances between 200 and 500 km railway passenger transport may be very competitive to road transport, if particular standards are met. Between capital cities and major cities of the West Balkans in cooperation with railway companies of the neighboring countries, a system of fast passenger trains with market-oriented timetable should be established. Furthermore, a national system of comfortable trains connecting major cities on the Core Network should be established, with the timetable based on regular intervals, so that it can be competitive with individual transport.” Moreover: “Integrated urban and suburban public passenger transport in Belgrade and other major cities should be developed in cooperation between ministries, cities/municipalities, city transport companies and railway companies. Modern "Traveling centers" should be established as hubs between interregional and local transport and they should also be developed as trade centers.”

Important part, still aiming to be reached is focusing to main corridors in terms of infrastructural efforts and network development, connecting the region and neighboring countries by railway connections.

Even inactive, the strategy can be used on some level as a tool for new strategy development and Action plan base. The text in English is downloadable at: [http://www.seetoint.org/wp-content/uploads/downloads/2014/01/Serbia\\_Transport-Strategy-2008-2015.pdf](http://www.seetoint.org/wp-content/uploads/downloads/2014/01/Serbia_Transport-Strategy-2008-2015.pdf)

### **3.3.26.1 General Master Plan for Transport in Serbia**

The General Master Plan for Transport in Serbia was made through the European Union Programme for the Balkan Region as an EU-funded project managed by the EC Delegation, done in October 2009.

As a key findings related to Railway and intermodal transport in general, in terms of state and conditions in period before 2009 were:

- Poor tracks condition and existing bottlenecks of the whole rail mode at almost total network
- Over 500 points with temporary speed restrictions were set up on the 1047 km of track length
- Projected transport demand (passenger transported by Railway) in 2027 from 3.7 to 16.7 passenger-km, comparing to 2006 value of 2.7., or targeted goal of 7 times increase.

In terms of intermodal transport of passenger, the only point tackled was planned connection of Belgrade airport with City center by railway. In the part explaining Transport modal cooperation with Air transport, the document emphasizes the connectivity of major airports and road and railway project support in terms of integration possible future sub-surface railway station at the national airport in combination with bus-terminal.

Link:

[http://www.seetoint.org/wp-content/uploads/downloads/2014/01/Serbia\\_General-Master-Plan-for-Transport-2009.pdf](http://www.seetoint.org/wp-content/uploads/downloads/2014/01/Serbia_General-Master-Plan-for-Transport-2009.pdf)

### **3.3.26.2 Smartplan – Belgrade Transport Master Plan**

Belgrade Transport Master Plan is adopted in July 2017 and presented to the public in late 2017. The time horizon has three perspectives: 2021 / 2027 / 2033.

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Key findings of current situation analysis are:

- Modal shift is bus predominant and railway share is under 1%
- Share of tram and trolleybuses is around 3.3 %
- In total, Public Transport modal share is high, with 48% of use, against pedestrian and private car

One of the priority projects defined by Belgrade Transport Master Plan is development of Railway urban and sub-urban transport and extension of railway network (existing “BG-VOZ”), as well as introducing Belgrade metro integrated system. Mentioned extension of railway network includes connection of Belgrade airport and further development of existing network, together with moving of central railway and bus stations.

The Master Plan of Belgrade introduces not only priority infrastructure projects, but additionally requires environmental impact analysis and complementary policy measures.

One of important policy measures is parking management and integration, where co-modality such Park’n’Ride systems integrated with city railway and public transport network can be recognized.

**g) Albania - MIE**

**3.3.27 National Strategy for Development and Integration 2015-2020 (NSDI-II)**

Adoption of National Strategy was by Prime Minister Office DCoM No. 348, on May 11<sup>th</sup>, 2016 and published in Official Journal 86/2016, pg. 4795

The overall objective of the National Transport Strategy and Action Plan 2016-2020 is to

- I. Further develop Albania’s national transport system, and in addition
- II. Significantly improve its sustainability, interconnectivity, interoperability and integration with the international and European wider transport system and region.

Part dedicated to integrated and rail transport is elaborated at pages 152-160. Also in chapter 12: Pillar 4: Growth Through Sustainable Resources & Territorial Development and Transport Infrastructure at pages 168-175 is dedicated to transport infrastructure. Within the part of transport infrastructure is a special reference to the rail transport including strategic objectives for rail transport. Part IV of Strategy under title IMPLEMENTATION AND COORDINATION is explaining the overall architecture of coordination including the involvement of stakeholders. To measures, the achievements in transport sector in the document are two compound indicators:

- I. Progress made towards meeting accession criteria
- II. Logistics performance indicator (score)

Links: <https://kryeministria.al/al/newsroom/plane-pune-dhe-strategjite/strategjia-kombetare-per-zhvillim-dhe-integrim-2015-2020>

**3.3.28 The Sectorial Strategy of Transport & Action Plan 2016 – 2020**

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Adoption of Sectorial Strategy was made by MIE within document DCoM No. 811, on November 16<sup>th</sup>, 2016 in Official journal 230/2016 pg. 23877.

The overall objective of the National Transport Strategy and Action Plan 2016-2020 is to

- I. further develop Albania's national transport system, and in addition
- II. significantly improve its sustainability, interconnectivity, interoperability and integration with the international and European wider transport system and region.

The Strategy and Action Plan are in full alignment with the strategic vision of the Government of Albania and with the main concepts of the European Transport Policy. It provides for the development of an efficient, sustainable and environmentally friendly transport system, able to support the key objectives of economic and social development of Albania and the country's future integration to the European Union.

Intermodal and combined transport are mentioned in chapter 1.2.6. then Planning and policy factors in chapter 1.2.6.1., Background factors in chapter 1.2.6.2., the Technical and infrastructure factors in chapter 1.2.6.3. and finally Conclusions, achievements, challenges in chapter 1.2.6.4. Vision, strategic priorities and goals are spoken at pages 49-57 where document describes the actual situation, background factors, legal and institutional framework as well as challenges. Strategic priorities and goals of the rail sector and Strategic priorities and goals In the action plan are included all the investment for the period 2016-2020 in the rail transport funded by state budget and IFIs. In the special sub-theme are described the institutional framework each mode of transport and stakeholders involvement / Stakeholders are involved also in the public consultation of the strategy and in the approval of the monitoring report of the strategy. Indicators for all mode of transport are mentioned at the pages 219 - 229 of the document.

Link: [www.energija.gov.al](http://www.energija.gov.al)

### **3.3.29 First Five-Year Review of the Albanian National Transport Plan (ANTP)**

MIE created a document DoC of Ministers No. 817, and published at November 23<sup>rd</sup>, 2011.

The principal objective of the "First five year review of the Albanian National Transport Plan" (or ANTP 2) is to foster an efficient transport sector which will support and enhance the economic and social development of Albania. Logistics and intermodality is in chapter 12 and railways in chapter 9. Transport plan does not have a dedicated section for rail transport but is included the development of each mode of transport and the institutional changes and with stakeholder involvement. In the document the development scenario is up to the year 2030 with the obligation to be reviewed every five years. Accordingly the indicators are set to be achieved.

Link: [www.energija.gov.al](http://www.energija.gov.al)



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**3.5 Outputs and expected role/ contribution of Inter-connect Action 1.1.**

Activity has its purpose to summarize guidelines of main political/strategic documents of each project partner. Partner contribution is essential in order to gather policies at one place and further to explore possibilities to enhance them with:

- Transport priorities in the region;
- Legal aspects impeding trans-national cooperation;
- Identification of the targets in each hub;
- Identification of appropriate cooperation and governance schemes for railway promotion;
- Identification of best practices or horizontal actions at transnational level.

The outputs of Action 1.1 refer to summarized recommendations for promotion of railways.

The EU relevant Regulations and Decisions are non-exhaustive; given the interconnection between the topics of the general Transport Policy and of the Transport Policy with the other EU policies, e.g. Regional – Cohesion Policy, Environment, Economy and Finance, etc.

The European Territorial Cooperation Programmes (ETC), especially in the new period that they will be corresponsive to the macro-regional strategies in terms of geographical coverage, play a crucial role for the implementation of the strategies. As summarized in the previous paragraphs, the EUSAIR is expression of the EU general policies, such as for transport, economy and regional development. As such, the contribution to these strategies through Inter-connect would be useful for the implementation of the EU policies and an achievement of the project. This contribution would mean the incorporation of the project recommendations to each of the macro-regional strategies, in view of specializing targets and directions according to the technical results of the project that advance the implementation of EU e.g. on Transport, where the Regulation comes before the definition of the EUSAIR, i.e. ensures the update of the macro-regional strategies to the most current and targeted goals of the Transport Policy.

**3.6 Definition of the contribution requirements from Project Partners**

The input requirements from the project partners for this specific activity is to provide information regarding existing or underway cooperation at multilateral or bilateral level related to transport development and accessibility/mobility improvement, in order to identify aspects for the formulation of the strategy paper and the policy documents, in line with the already established Agreements and MoUs at international level and the EU regulations, guidelines and regional strategies.

Moreover, the Project Partners are strongly encouraged to constructively contribute to the finalization of the proposed approach for the successful elaboration of Action 1. In order to achieve this in a coordinated manner the Partners are invited to provide any suggestions and recommendations towards drafted version of working paper.

**4. Conclusion**

The summary of the existing framework provide the basis of interconnection of the project results with current strategies and policies and therefore could contribute to the documentation of the Inter-connect contribution

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to the strategies and the inclusion of its results to strategies, action plans and projects. This summary/report can serve as a general framework for the formulation of the strategic recommendations of the project and the policy documents contributing to regional and EU strategies.

Main activities and data gathered within this report could be incorporated in the Action Plans of the macro-regional strategy each partner, and more specific recommendations and/or more detailed and sound proposals could be proposed (if eligible) to the National Action Plans and Sectoral or Regional Operational Programmes of each country for ensuring financial support for their implementation.

The countries of Adriatic-Ionian Region should stimulate the take up of innovative strategies and the application of smart solutions to come closer to the sustainability vision as posed by Europe's 2020 targets. Improving Region's "accessibility", a broader term for referring to transport services, as indicated in EUSAIR strategy can be a decisive drive towards achieving this objective. What is mainly missing in the area, as proven by the failure past stories, is the capacity of key players and different decision making levels to establish strong cooperation schemes able to enable the desired growth in a territory consisting of countries presenting great differentiations (in socioeconomic terms). Based on the principles of smart specialization, that is built on regional strengths, competitive advantages and cooperation, and following a well-defined forward-looking agenda towards intermodality promotion, transportation negative side effects can be handled and environmental performance in Adriatic-Ionian Region can be improved.

#### **4.1 Proposed further activities and proposed time plan**

The idea of this particular working document was presented at the Kick of meeting in Igoumentisa (March 2018). Project Partners will be invited to review the working document and provide their comments within 15 days and approval of the concept and approach should be taken, after possible revisions.

#### **4.2 CONCLUSION FROM GATHERED STRATEGIES ON EU LEVEL**

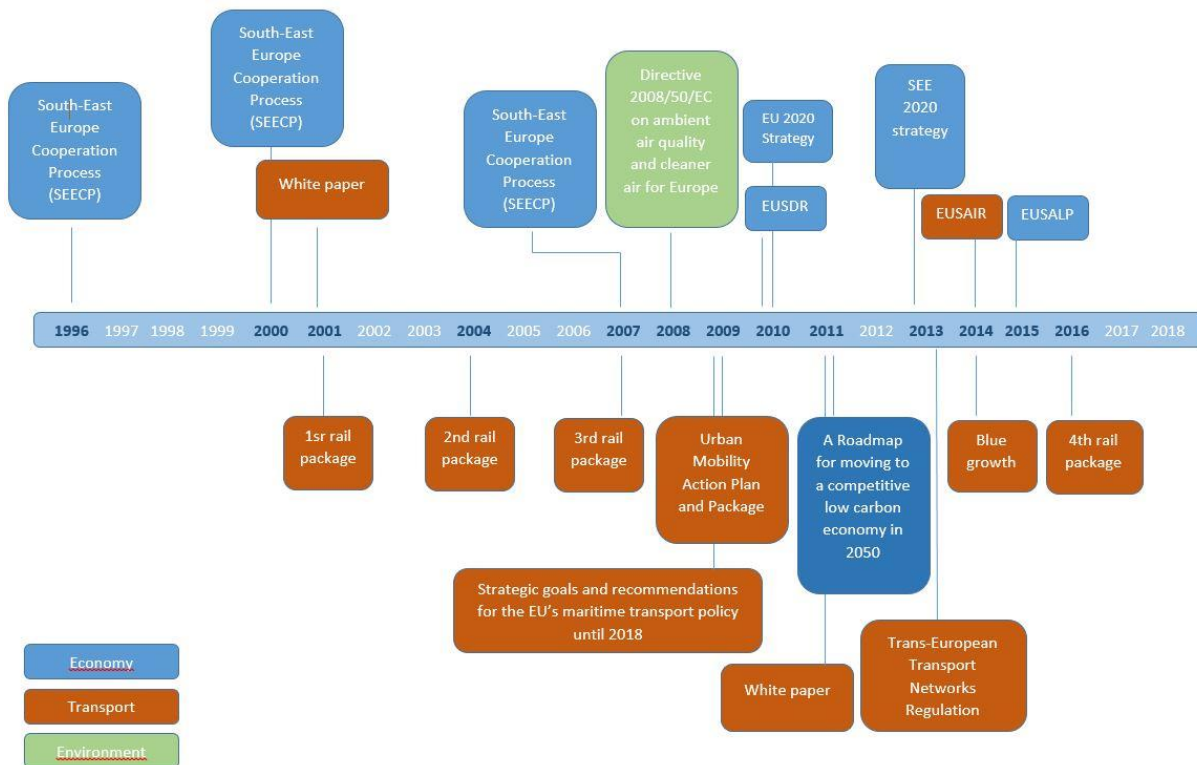
The report aims to become a useful tool that can reveal the real needs of the Inter-Connect partners in order to be transformed in powerful links of a strong rail network in ADRION area that serve passengers in the most efficient way. The following conclusions can show partners what are currently used Strategies have, in order to proceed with national ones. EU policy and existing strategies in the main transport corridor needs to be considered as enabling factors for achieving synergies in each partner region as well as focus on connections improvement by rail as already planned in each Country. In addition, governance schemes and financing of services, Public Transport Partnerships as well as future investment should be in focus of each partner region while considering conversations with own Governments and conducting pilot actions. Considering the fact that each national law or regulation of each involved partner covers only partly EU strategy/Directive/Regulation, EU legislations needs to be implemented as well as integrated within all EU Member States and further.

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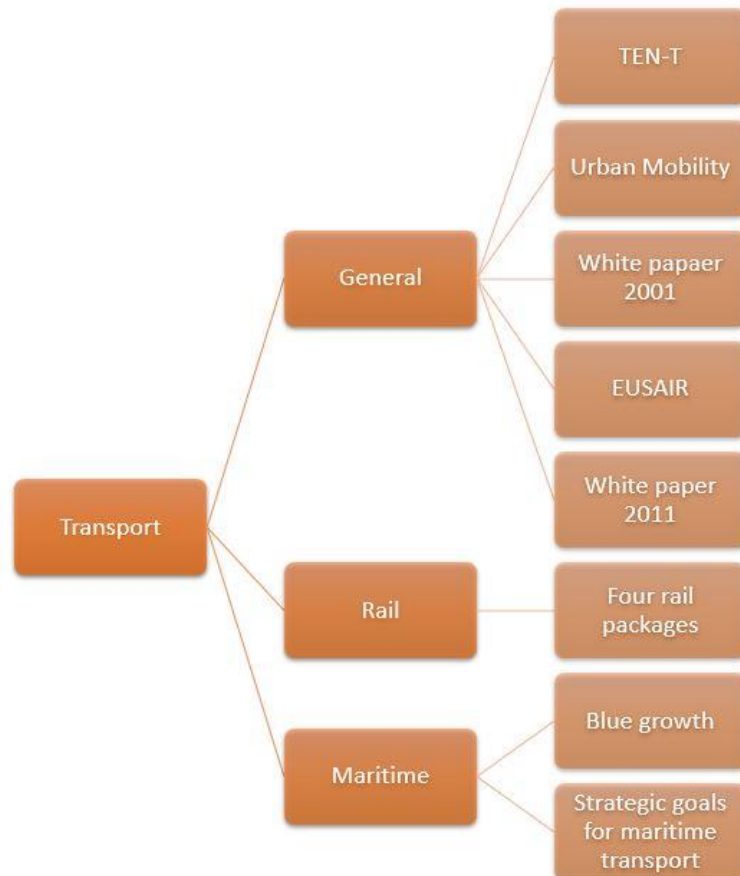


**Figure 28: Chronological ruler**

By Chronological ruler (Figure 1) all strategies concerning railway and maritime transport as well as economic issues are identified and separated to better understand the timeline of their adoption. Chronological ruler shows time scale of all EU documents with the time of adoption. Particular documents are oriented towards rail and road transport modes, but it is necessary to mention the ones concerning cooperation process at EU level as well as Directive and Strategies for air quality and maritime development. All documents are supporting each other in a way to have complementary role.

All strategies can be divided towards the ones concerning transport sector but within macro-regional integrated framework endorsed by the European Council. Strategies are separated according to Figure 2 – strategic diagram where tasks from more strategies are connected at certain level. This would consider that Integrated maritime Policy for the European Union as well as Strategic goals and recommendations for EU's maritime transport policy until 2018 have similar tasks and measures which are also contained in Strategy Blue growth.

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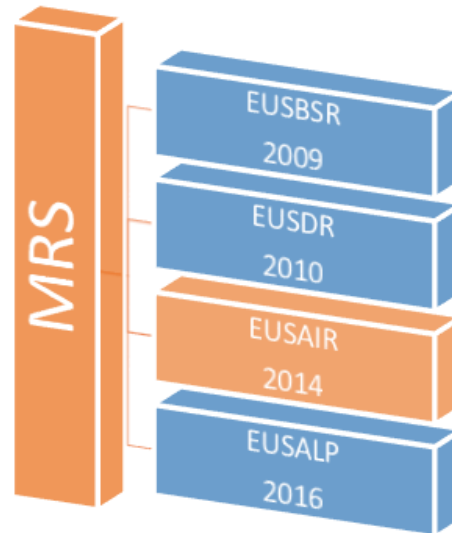


**Figure 29: Strategic diagram - Transport oriented documents**

Documents gathering all transport modes and all regulation for improvement of transport sector can be grouped under “Transport” domain. Under each of Mobility Action plan, Roadmap, White paper and TEN-T network document lies more detailed documents and strategies which are also vital for organization of transport sector and as well as managing the same.



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**Four European Union (EU) macro-regional strategies (MRS):**

- EU Strategy for the Baltic Sea Region (EUSBSR; 2009)
- EU Strategy for the Danube Region (EUSDR; 2010)
- EU Strategy for the Adriatic and Ionian Region (EUSAIR; 2014)
- EU Strategy for the Alpine Region (EUSALP; 2016)

**Figure 30: Macro - regional documents**

Macro-regional strategies are vital aspect of EU strategies due to the fact that they are on other side of transport regulations. Without general aspects that each Strategy offers towards transport sector, regional development of each EU countries would not be so successful. Starting from base strategy, EUSAIR, all other strategies are complement to the umbrella one. Therefore, the strategies are purely intergovernmental initiatives and their implementation relies heavily on the commitment and goodwill of the participating countries. Key issues identified are: mobility (movement of people and goods, corridors across Europe), energy (secure sources, diversification, especially renewable, reduction in emissions, efficiency), water (quality (pollution, ecosystems) and quantity (navigation, risk prevention and management) and biodiversity (precious natural heritage as a source of well-being and prosperity). Also there are Socio-economic development (jobs, welfare, framework for creativity and investments, IT potential), education and capacity (schools and universities, training, modern administration, inclusion of all citizens<sup>9</sup>, Culture and identity (rich cultural heritage, tourism potential) and Security (personal security and protection, fight against organised crime, corruption).

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**RECOMMENDATIONS FROM EUROPEAN COMMISSION ARE AT EU LEVEL WITH BASIC PRINCIPLES:**

**1. EUROPE 2020 STRATEGY**

The Europe 2020 strategy is the EU's agenda for growth and jobs for the current decade. It is part of economy strategies defined in figure 1. It emphasizes smart, sustainable and inclusive growth as a way to overcome the structural weaknesses in Europe's economy, improve its competitiveness and productivity and underpin a sustainable social market economy. All documents and Strategies are related to this particular strategy therefore it should have priority while implementing national and regional documents concerning international transport.

One of the targets of this strategy is "Resource efficient Europe" to help decouple economic growth from the use of resources, support the shift towards a low carbon economy, increase the use of renewable energy sources, modernize our transport sector and promote energy efficiency.

To present proposals to modernize and decarbonize the transport sector thereby contributing to increased competitiveness can be done through a mix of measures e.g. infrastructure measures such as early deployment of grid infrastructures of electrical mobility, intelligent traffic management, better logistics, pursuing the reduction of CO2 emissions for road vehicles, for the aviation and maritime sectors including the launch of a major European "green" car initiative which will help to promote new technologies including electric and hybrid cars through a mix of research, setting of common standards and developing the necessary infrastructure support. At national level, Member States will need to develop smart, upgraded and fully interconnected transport and energy infrastructures and make full use of ICT in transport sector.

**2. SEE 2020 STRATEGY**

The goal of the South East Europe (SEE) 2020 strategy of the Regional Cooperation Council (RCC), is to improve living conditions in the region and bring competitiveness and development back in focus, closely following the vision of the EU strategy Europe 2020. It stresses out the shared vision of the SEE economies to open up to 1 million new jobs by 2020, by enabling employment growth from 39% to 44%, increase of total regional trade turnover by more than double from 94 to 210 billion euro, the rise of the region's GDP per capita from current 36% to 44% of the EU average, and the addition of 300,000 highly qualified people to the workforce.

Dimension target stated within Strategy in Transport area sets some ambitious targets, including:

- Decrease the cost of transport per unit of transport service for 20%
- Improvement of transport Infrastructure utilisation rates to over 40%
- Decreasing energy consumption per unit of transport service for 20%



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- Increase the share of railway and waterborne transport
- Facilitate air transport

Goals can be achieved by measures:

- Develop and implement measures to improve the utilisation rate of transport infrastructure
- Ensure harmonisation with the EU transport regulatory framework for creating common market conditions
- Develop of co-modal solutions by optimization of individual transport modes
- Introduce measures for reducing energy consumption and costs per unit of transport service
- Implement measures to improve the ratio of railway and waterborne transport

The modal shift in transport to waterborne and railway transport (including transport of industrial wood, food, biomass and liquefied natural gas) naturally focuses on urban areas, due to the clustering of population and economic activity. The improvement in overall transport efficiency facilitates competitiveness in industries based on wood, biodiversity and food processing, as well as related industries, which constitutes a future regional competitive advantage.

### **3. SOUTH-EAST EUROPEAN COOPERATION PROCESS**

The [Southeast Europe](#) (SEE) countries laid the foundations for regional co-operation for the purposes of creating an atmosphere of trust, good neighbor relations and stability. A special characteristic of SEECP is that it is an original form of co-operation among the countries in the region launched on their own initiative, and not on the initiative of some other international organization or countries.

The basic goals of regional co-operation within SEECP include the strengthening of security and the political situation, intensification of economic relations and co-operation in the areas of human resources, democracy, justice, and battle against illegal activities.

The Ministries responsible for coordinating transport activities in the context of the SEECP (South East European Cooperation Process) signed in 2006 an Agreement for implementation in South East Europe of a High Performance Network of railways for passenger, freight and intermodal transport offering faster, higher-quality and more competitive rail connections with significantly reduced travel times between the main urban and commercial centres and specifically along sixteen transnational axes in the region.

Measures and initiatives undertaken to improve service quality may involve increased service frequencies, refurbished or upgraded rolling stock and infrastructure at and around stations, simplification and improvement of the quality of any document control procedures or customs procedures required on international journeys, and the provision of high quality pre and aftersales

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customer services (for example internet-enabled ticketing, electronic consignment note, door to door delivery, etc.).

#### **4. EUROPEAN UNION STRATEGY FOR DANUBE REGION**

Objective of EUSDR Strategy is to organise cooperation between countries or territories by mobilising local and regional actors to align policies and funding and to identify common issues, solutions and actions.

Connecting the Danube Region will improve mobility and multimodality on:

- a. Inland Waterways
- b. Road, rail and air links.

Road, rail and air infrastructure is often inefficient or simply missing, especially cross-border connections. Implementation of TEN-T priority projects and the Rail Freight Corridors according to Regulation (EC) No 913/2010 must be on time. The future Transport Community Treaty provides for better integration of the Western Balkans Regions. Multimodality and interoperability, exploiting the potential of the river as a core element in modern logistics, are crucial. North-south connections are also needed. The Danube Functional Airspace Block (FAB) is essential for flights management as well as enhancement of regional airports capacities.

Targets and examples of connecting Danube Region as part of this Strategy are to improve travel times for competitive railway passenger connections between major cities, implementation of the 4 Rail Freight Corridors crossing the Danube Region, development of efficient multimodal terminals at Danube river ports to connect inland waterways with rail and road transport and achievement of national targets based on the Europe 2020 climate and energy targets.

The Danube Strategy is based on the three basic thematic pillars:

- a. connectivity and communications – transport, navigation, related infrastructure and energy;
- b. environmental protection, risk prevention (protection against floods in the first place) and sustainable use of natural resources;
- c. social, economic and institutional development, strengthening regional cooperation.

The Strategy defines 11 priority areas within which projects will be implemented. Each priority area is managed by two countries as Priority Area Coordinators (PACs).

Priority area:

- 1) improving mobility and intermodality

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- 2) supporting sustainable energy development
- 3) promoting culture and tourism
- 4) water quality standard establishment and maintenance
- 5) risk management in the area of environmental protection
- 6) preservation of biodiversity, air and soil quality
- 7) development of the knowledge society (research, education, information and communication technologies)
- 8) supporting increased competitiveness of enterprises
- 9) investing in human resources and skills
- 10) enhancement of institutional capacities
- 11) boosting security and fight against organized crime



**Figure 31: EUSDR countries**

## 5. EU STRATEGY FOR THE ADRIATIC AND IONIAN REGION

The Strategy was jointly developed by the Commission, together with the Adriatic-Ionian Region countries and stakeholders, in order to address common challenges together. The Strategy aims at creating synergies and fostering coordination among all territories in the Adriatic-Ionian Region (Italy, Croatia, Slovenia, Greece, Albania, Montenegro, Bosnia Herzegovina and Serbia).

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The general objective of the EUSAIR is to promote economic and social prosperity and growth in the region by improving its attractiveness, competitiveness and connectivity. The Strategy plays an important role in promoting the EU integration of Western Balkans.

Second pillar of this Strategy is connecting the region. The region is in a very important geostrategic area on Europe's northern, southern, eastern and western axes. The Adriatic and Ionian seas constitute an important crossroads for goods, passengers and energy. Several European countries depend heavily on these areas for imports and exports. The Adriatic Motorways of the Sea will be a viable, reliable and competitive transport service for goods and passengers. Passenger ship crossings and oil and gas transport are increasing year on year.

The Adriatic and Ionian region is facing a number of major challenges, such as ecological and environmental issues, inefficient transport connections and inadequate cooperation for boosting cohesion, competitiveness and innovation. One key factor in dealing with this successfully is to enhance the modern business culture and development of SMEs in the region by promoting cooperation between them and the transfer of best practice.



**Figure 32: EUSAIR countries**

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**6. EUROPEAN UNION STRATEGY FOR THE ALPINE REGION:**

Following the recommendations from the report i.e. EUSAIR on the benefit of macro-regional strategies and taking into account the outcomes of the previous works in the Regions oriented towards EUSALP and the consultation process, the Commission has identified the following objectives which aim to offer:

1. Fair access to job opportunities by building on the high competitiveness of the Region;
2. Sustainable internal and external accessibility;
3. A more inclusive environmental framework and renewable and reliable energy solutions for the future;
4. A sound macro-regional governance model for the Region (to improve cooperation and the coordination of action).

Better cooperation between the regions and States is needed to tackle those objectives. Within the Strategy, each objective starts with a presentation of the background information on issues and potentials as well as their regional characteristics. Then, the added value of the objective for the Alpine Region is its contribution to the support of the Europe 2020 Strategy and the links with other objectives of the Alpine Strategy. All core objectives should receive the same level of interest and commitment from all participating countries.

Based on the experience with the other macro-regional strategies and in order to provide a more effective and efficient implementation, a two-level coordination built upon national coordination and objective coordination is highly recommended in order to prepare policy proposals and recommendations. Also Strategy is influencing only 7 countries therefore a new relationship between metropolitan, peri-mountain, and mountain areas can be achieved. As for the implementation, the Strategy is based on the key principles applied for the existing macro-regional strategies: no new EU funds, no additional EU formal structures and no EU legislation, while relying on a coordinated approach, synergy effects and a more effective use of existing EU funds and other financial instruments. The aim is to produce a clear added value based on jointly identified objectives.



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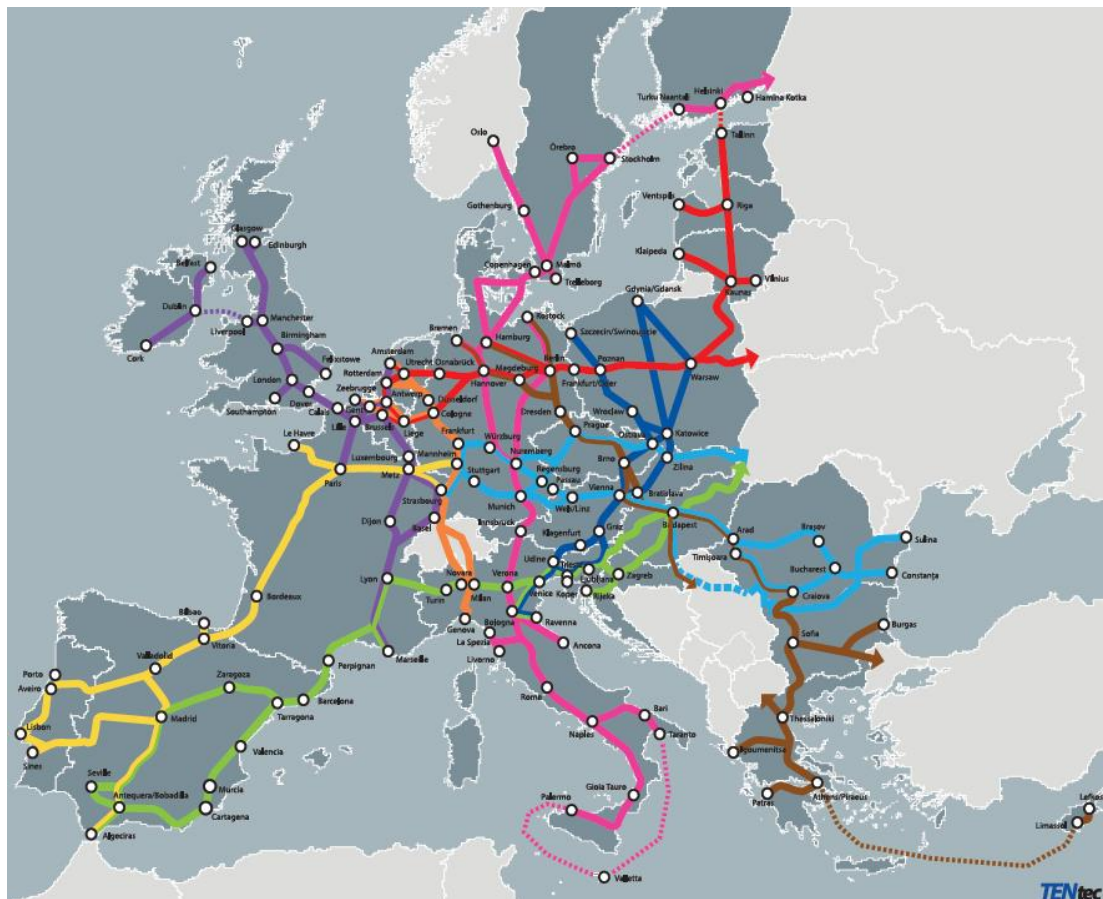
**Figure 33: EUSALP countries**

## 7. TRANS-EUROPEAN TRANSPORT NETWORKS REGULATION

The current general guidelines for the development of the Trans-European Transport Network (TEN-T) were established by Regulation 1315/2013. This Regulation establishes guidelines for the development of a trans-European transport network comprising a dual-layer structure consisting of the comprehensive network and of the core network, the latter being established on the basis of the comprehensive network. The European and national frameworks for transport infrastructure planning and implementation, as well as for the provision of transport services, offer opportunities for stakeholders to contribute to the achievement of the objectives of this Regulation. The new instrument for the implementation of the trans-European transport network, i.e. core network corridors, is a strong mean of realizing the respective potential of stakeholders, of promoting cooperation between them and of strengthening complementarity with actions by Member States. Document should be considered as a mean of collaboration extension among all partners regions. The core network of TEN-T is rail and road links, importance is on long-distance traffic by the year 2030 and connecting neighbouring main urban nodes by road and rail.



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**Figure 34: TEN-T network**

## 8. WHITE PAPER CONCLUSION

- **WHITE PAPER 2001 - EUROPEAN TRANSPORT POLICY FOR 2010: TIME TO DECIDE**
- **WHITE PAPER 2011 - ROAD MAP TO A SINGLE EUROPEAN TRANSPORT AREA – TOWARDS A COMPETITIVE AND RESOURCE EFFICIENT TRANSPORT SYSTEM**

A transformation of the European transport system will only be possible through a combination of manifold initiatives at all levels. The Commission will prepare appropriate legislative proposals in the next decade with key initiatives to be put forward and introduced with Member States. Each of its proposals will be preceded by a thorough impact assessment, considering EU added value and subsidiarity aspects. The Commission will ensure its actions increase the competitiveness of transport while delivering the minimum 60 % reduction of GHG emissions from transport needed by 2050, orienting itself along the 10 goals which should be seen as benchmarks. The Commission invites the European Parliament and the Council to endorse White paper conclusion 'Roadmap to a single

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European transport area — towards a competitive and resource-efficient transport system' and the attached list of actions.

EUSALP concerns 7 Countries, of which 5 EU Member States (Austria, France, Germany, Italy and Slovenia) and 2 non-EU countries (Liechtenstein and Switzerland), and 48 Regions.

**White paper 2001 orientation was towards** keeping with the sustainable development strategy. Strategy was adopted by the European Council in Gothenburg in June 2001. The Commission proposed some 60 measures aimed at developing a European transport system capable of shifting the balance between modes of transport, revitalising the railways, promoting transport by sea and inland waterways and controlling the growth in air transport.

**White paper 2011 - Roadmap to a Single European Transport Area - Towards a competitive and resource efficient transport system:**

The European Commission adopted a roadmap of 40 concrete initiatives for the next decade to build a competitive transport system that will increase mobility, remove major barriers in key areas and fuel growth and employment. At the same time, the proposals will dramatically reduce Europe's dependence on imported oil and cut carbon emissions in transport by 60% by 2050.

By 2050, key goals will include:

- No more conventionally-fuelled cars in cities.
- 40% use of sustainable low carbon fuels in aviation; at least 40% cut in shipping emissions.
- A 50% shift of medium distance intercity passenger and freight journeys from road to rail and waterborne transport.
- All of which will contribute to a 60% cut in transport emissions by the middle of the century.

## **9. FOUR RAILWAY PACKAGES**

On 26 February 2001, the Council adopted the three Directives known as the "**rail infrastructure package**". The first railway package adopted in 2001 enabled rail operators to have access to the trans-European network on a non-discriminatory basis.

To improve Europe's rail freight options, the Commission proposes the creation of a one-stop-shop to market freeways. It underlines the need to improve the distribution of train paths, establish a tariff structure which reflects relevant costs, reduce delays at borders and introduce quality criteria. The assessment of the implementation of this package conducted by the European Commission mid 2006 showed that relative position of railways towards other transport modes has stabilized, the high level of rail transport safety has been safeguarded and often improved, losses in employment have been partially offset by the creation of jobs in newly established railway undertakings, and the rail traffic performance has been best in countries where the rail freight market had been open for competition relatively early. These results have been confirmed in the Commission's Communication on monitoring development of the rail market of October 2007 that clearly demonstrated that between 2000 and

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2005 Member States in which non-incumbent railway undertakings have undertaken the highest market shares achieved significantly better results in terms of rail freight traffic performance than Member States in which the market was still dominated by a monopoly.

On 23 January 2002, the European Commission proposed a new set of measures (known as the **"second railway package"**) aimed at revitalising the railways through the rapid construction of an integrated European railway area. The actions presented are based on the guidelines of the transport White Paper and are aimed at improved safety, interoperability and opening up of the rail freight market. The Commission had also proposed establishing a European Railway Agency responsible for providing technical support for the safety and interoperability work.

The second railway package of 2004 has accelerated the liberalization of rail freight services by fully opening the rail freight market to competition as from 1 January 2007.

On 3 March 2004 the Commission adopted its **"third rail package"** containing measures to revitalise the railways in Europe. The European Commission puts forward new proposals to open up the international passenger transport market by 2010 and to regulate passenger rights and the certification of train crews.

The third railway package adopted in October 2007 introduced open access rights for international rail passenger services including cabotage by 2010. Operators may pick up and set down passengers at any station on an international route, including at stations located in the same Member State. Furthermore, the third railway package introduced a European driver licence allowing train drivers to circulate on the entire European network (the certification of cross-border drivers is foreseen as from 2009 and of all other drivers as from 2011). Last but not least, the third railway package strengthened the rail passengers' rights. While long-distance travellers will enjoy a wider range of rights, minimum quality standards (non-discrimination of handicapped travellers or persons with reduced mobility, liability in case of accidents, availability of train tickets and personal security of passengers in stations) will have to be guaranteed to all passengers on all lines.

**The 4th Railway Package** is a set of 6 legislative texts designed to complete the single market for Rail services (Single European Railway Area). Its overarching goal is to revitalise the rail sector and make it more competitive vis-à-vis other modes of transport. It comprises two 'pillars' which have been negotiated largely in parallel.

The market pillar will complete the process of gradual market opening started with the 1st railway package. It establishes the general right for railway undertakings established in one Member State to operate all types of passenger services everywhere in the EU, lays down rules aimed at improving impartiality in the governance of railway infrastructure and preventing discrimination and introduces the principle of mandatory tendering for public service contracts in rail.

The technical pillar is designed to boost the competitiveness of the railway sector by significantly reducing costs and administrative burden for railway undertakings wishing to operate across Europe.

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## **10. STRATEGIC GOALS FOR MARITIME TRANSPORT POLICY**

The seas are Europe's lifeblood. Europe's maritime spaces and its coasts are central to its wellbeing and prosperity – they are Europe's trade routes, climate regulator, sources of food, energy and resources, and a favoured site for its citizens' residence and recreation. Interactions with the sea are more intense, more varied, and create more value for Europe than ever before. Yet the strain is showing and a crossroads in relationship between humans and oceans. On the one hand technology and know-how allows society to extract ever more value from the sea, and more and more people flow to Europe's coasts to benefit from that value. On the other hand, the cumulated effect of all this activity is leading to conflicts of use and to the deterioration of the marine environment that everything else depends on. Europe must respond to this challenge; in a context of rapid globalisation and climate change the urgency is great. The European Commission has recognised this, and launched a comprehensive consultation and analysis of how Europe relates to the sea. It has triggered a massive response from stakeholders that reveals clearly the enormous potential of the seas. It has also provided a wealth of ideas as to how Europe can rise to meet this challenge. Building on this valuable input the Commission proposes an Integrated Maritime Policy for the European Union, based on the clear recognition that all matters relating to Europe's oceans and seas are interlinked, and that sea-related policies must develop in a joined-up way if we are to reap the desired results. This integrated, inter-sectoral approach was strongly endorsed by all stakeholders. Applying it will require reinforced cooperation and effective coordination of all sea-related policies at the different decision-making levels. An Integrated Maritime Policy will enhance Europe's capacity to face the challenges of globalisation and competitiveness, climate change, degradation of the marine environment, maritime safety and security, and energy security and sustainability. It must be based on excellence in marine research, technology and innovation, and will be anchored in the Lisbon agenda for jobs and growth, and the Gothenburg agenda for sustainability.

In January 2009, the Commission presented the main strategic objectives for the European maritime transport system up to 2018. The Strategy identified key areas where action by the EU will strengthen the competitiveness of the sector while enhancing its environmental performance.

The Document focuses on five areas:

- 1) Maritime Safety and Security;
- 2) Digitalisation and Administrative Simplification;
- 3) Environmental Sustainability and Decarbonisation;
- 4) Raising the Profile and Qualifications of Seafarers and Maritime Professions and
- 5) EU Shipping: A stronger global player.

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**11. THE EUROPEAN COMMISSION ADOPTED THE ACTION PLAN ON URBAN MOBILITY ON 30 SEPTEMBER 2009.**

The Action Plan proposed twenty measures to encourage and help local, regional and national authorities in achieving their goals for sustainable urban mobility. With the Action Plan, the European Commission presented for the first time a comprehensive support package in the field of urban mobility. The actions were launched over the three years following the Action Plan's adoption. The European Commission conducted a review of the implementation of the Action Plan, which it took into account for developing the 2013 Urban Mobility Package.

Particular Action is Action 20 — Intelligent transport systems (ITS) for urban mobility which refers to offering assistance on ITS applications for urban mobility to complement the ITS Action Plan. It will look at, for example, electronic ticketing and payment, traffic management, travel information, access regulation and demand management, and address the opportunities opened up by the European Galileo GNSS system. As a start, the Commission has launch a study on improving the interoperability of ticketing and payment systems across services and transport modes, including the use of smart cards in urban transport with a focus on major European destinations (airports, rail stations).

**12. BLUE GROWTH**

This Communication has identified five areas where additional effort at EU level could stimulate long-term growth and jobs in the blue economy, in line with the objectives of the Europe 2020 strategy. With increasing awareness of the blue economy, and further analysis, other promising areas for EU policymaking may emerge.

For each of the five activities highlighted, the Commission will analyse policy options and consider further initiatives. This will involve:

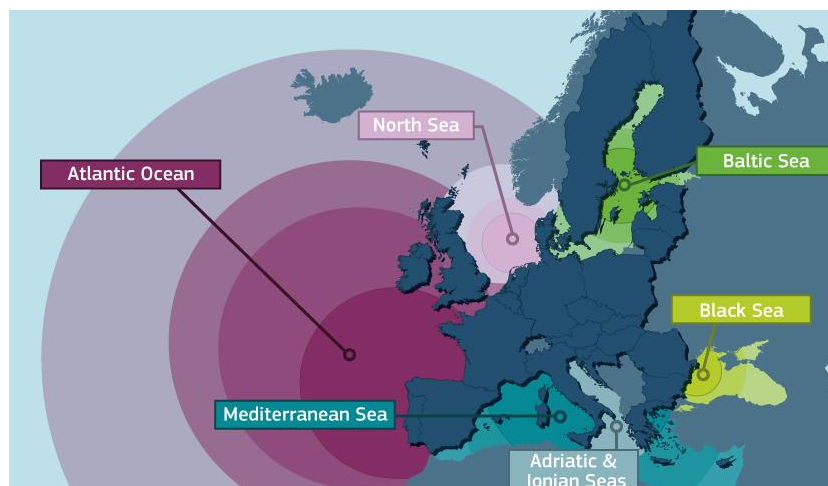
1. Assessing the options for giving industry the confidence to invest in ocean renewable energy,
2. Working collaboratively with Member States to develop best practice and agree on Strategic Guidelines on Aquaculture in the EU
3. Assessing how maritime and coastal tourism can further contribute to economic growth and provide less precarious jobs whilst improving its environmental sustainability.
4. Assessing how European industry can become competitive in extracting minerals from the seafloor and how best to ensure that this activity does not prevent future generations from benefiting from hitherto untouched ecosystems.
5. Assessing the options for blue biotechnology to harness the diversity of marine life.

In each of these areas the assessment of options will begin with consultations with Member States and industry and other relevant stakeholders in order to develop joint approaches that will provide the



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extra push that the blue economy needs in order to provide a positive contribution to Europe's economic future, while safeguarding our unique marine environment for future generations.



**Figure 35: Map of Sea Basins**

**13. DIRECTIVE 2008/50/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 21 May 2008 on ambient air quality and cleaner air for Europe**

This Directive lays down measures aimed at the following:

1. defining and establishing objectives for ambient air quality designed to avoid, prevent or reduce harmful effects on human health and the environment as a whole;
2. assessing the ambient air quality in Member States on the basis of common methods and criteria;
3. obtaining information on ambient air quality in order to help combat air pollution and nuisance and to monitor long-term trends and improvements resulting from national and Community measures;
4. ensuring that such information on ambient air quality is made available to the public;
5. maintaining air quality where it is good and improving it in other cases;
6. promoting increased cooperation between the Member States in reducing air pollution.

The main objectives of measurements within this Directive are to ensure that adequate information is made available on levels in the background. This information is essential to judge the enhanced levels in more polluted areas (such as urban background, industry related locations, traffic related locations), assess the possible contribution from long-range transport of air pollutants, support source apportionment analysis and for the understanding of specific pollutants such as particulate matter.





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The short-term action plans depends on the individual case of Member State, provide effective measures to control and, where necessary, suspend activities, which contribute to the risk of the respective limit values or target values or alert threshold being exceeded. Those action plans may include measures in relation to motor-vehicle traffic, construction works, ships at berth, and the use of industrial plants or products and domestic heating.

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**Table 5: Strategies references**

Strategies  Characteristics	General strategies							Macro - regional strategies		
	EU2020	SEE 2020 strategy (integrating SEECp)	TEN-T	Blue growth 2012	Urban Mobility Action Plan and Package	4 Railway packages	White paper 2001 2011	EUSDR	EUSAIR	EUSALP
Direct link/reference to transport sector	X		X	X	X	X	X		X	X
Clear reference to intermodality promotion			X		X	X			X	X
Clear reference to rail promotion		X	X		X	X	X	X.	X	X
Clear reference to ICT exploitation	X	X	X		X			X		X
Mobility interventions proposal (specific measures)	X.	X				X	X	X	X	
Horizon-long term TILL 2020	X	X			X	X		X		X
Strong emphasis on cooperation schemes (PPPs, cross sectorial etc)	X					X			X	
General purpose	X	X	X	X	X	X		X	X	X

According to Table 1, each EU level strategy needs to be incorporated, at least one part of it, to national, regional and local level each Member states. By gathering all relative Strategies from all project partners, a clear image and number of particular documents has been gathered. This was also a chance for partners to prepare possible interchanges within this documents as a part of future communication with national bodies and local governments in order to give those updates and advices on how to improve transport offers further. Within Table 1, readers can have a quick look on strategies and documents and their main characteristics. Each strategy offers variety of interventions, references and purposes. In order to be effective, it has to be transparent at first glance. Therefore, this table provides readers with basic information in quick way.

#### REGIONAL, NATIONAL AND LOCAL LEVEL STRATEGIES

Addressing the mobility challenge in each partner region, key documents play crucial role for sustainable local and regional development. Each Inter-connect case has to recognize different

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documents and strategies as an influence on potential work and also prepare to work alongside with regulations.

By gathering all relevant Strategies at National, regional and local level (Figure 9), it is possible for all travellers, transport consumers to have transparent insight in rights and regulations of transport system. Considering passenger's needs, local authorities and national governments must have clear image on how policies/strategies and relevant documents on EU level can influence on local and national documents implementation. Further, this particular document offers guidance on transport improving and traffic solutions as well as inputs for rising economic and ecological awareness. More important is that all strategies are interconnecting within project Inter-Connect and among partners too. Most of partner countries has obligation to obey laws and direction mentioned in EU level strategies but also conduct in order with national and local documents. For this purpose, having all strategies in one table can simplify search results for not only passenger and travellers but more important local community, regional advising bodies and national government. Main purpose of gathering all Transport strategies at one place is to determine which of them are viable for tourism promotion as well as upgrading passenger services. Cooperation between transport operators and tourist agencies is possible due to overlapping strategies and laws for providing services. To facilitate traveller's journey in general on local level is as important as within ADRION (transnational level). By connecting regions (with help of EUSAIR macro-regional strategy), a seamless travelling solution can be offered to all passengers. Connecting not only rail transport but by creating intermodal hubs and services within ADRION area is primary task of all documents created during and under Inter-Connect patronage.

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**Figure 36: Strategies at all levels**

Each strategy that European Commission recommends and also each regional, national and local document that each Government sets as a rule, will only be successful if there are tangible achievements. Although an inclusive approach is recommended through documents, there should be positive value-added for every action included in the strategy. Moreover, all documents should promote networking and tend to increase use of public transport systems according to Community policies.