

Priority Area 1b

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

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1. OVERALL PROGRESS

1.1. State of play

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

In **the first year** of the implementation of the Danube Strategy work has been concentrated on two main objectives:

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

All the main structures in order to facilitate the coordination have been put in place. A large number (133) of projects have been received from nine countries of the Region. Received projects were grouped in order to estimate the need for support by SG and 17 Letters of Recommendation (LoR) were approved. Four Steering Group (SG) meetings were organized and working group on projects met once. The first year (July 2011- June 2012) of implementation of the Danube Strategy was successful according to all defined targets.

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

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

While only a few new projects have been received, additional 17 Letters of Recommendation were approved by the SG in the first half of 2013. All together PA1b SG approved 34 LoRs in two years.

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

- The First Stakeholder conference entitled “The Danube Region Transport Days 2012: Towards coordinated efforts for efficient transport in the Danube Region” was organized in Ljubljana in November 2012. The Stakeholder Conference was excellent opportunity to gather together project leaders, authorities, regional organizations and the European Commission to discuss the progress of the priority area, as well as challenges for the implementation of projects and last but not least overall status of the Danube Strategy. At the Conference 19 distinguished speakers deliver valuable information on stay-of-play and views on future transport needs in the macro-region. Over 100 participants were attending the event. Their discussion gave an important added value to the speeches and presentations.
- In the second year three expert workshops were held: two workshops on Common Transport Vision and a Workshop on Rail Freight Corridors. Outputs and outcomes from these events were according to defined targets and mainly oriented towards common understanding of coordination efforts to improve transport policies and full modal integration in the Danube region. In addition, one of the main achievements is building informal transnational structures as a starting point to establishing mutual trust among all involved parties. Having in mind that implementation is crucial for success of EUSDR PA 1b one may conclude that transnational human relations could significantly improve implementation performances of all PA 1b projects.

Projects: The process of monitoring all the relevant projects that are important to the Danube region is improved and now is based on web solution internally developed within PA 1b. It is expected that

from September 2013 all countries of the Danube macro-region will regularly update project data using application on <http://www.ms.gov.rs/eusdr>, easy to be accessible also directly through Pa1b Web page <http://groupspaces.com/MobilityRail-Road-Air/>. This should significantly improve efficiency of monitoring and reporting and consequently the Strategy as a whole.

Basic tools for improving efficiency and effectiveness of the Strategy are mostly projects with significant impact on two or more countries and the projects of great transnational and institutional impact, such as:

- Common transport vision for the Danube Region - Transdanuvios,
- Intermodal transport strategy development (DRIS),
- Heliport network study,
- Inclusion of a new railway freight corridor connecting EU and non-EU countries,
- etc.

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

The practical effects of the Common Transport Vision for the Danube Region are to be represented on the region’s infrastructure map in the form of a Danube Region Transport Network. It will integrate EU and non-EU transport systems and complement the TEN-T, the SEETO network and the transnational routes of Moldova and Ukraine when endorsed by the ministerial Eastern Partnership transport meeting scheduled for 9 October 2013. This network will be fully multimodal, comprising road and rail links, airports, inland waterways ports, as well as sea ports of the Western part of the Black Sea and Eastern coast of Adriatic Sea. Intermodal terminals of trans-national importance should also be included. Based on thorough analysis and models, key shared goals, main bottlenecks and missing links should be clearly identified. The Common Transport Vision will define a basic philosophy for innovative future transport development in the Region, embodying the benefits of a shared approach and identifying optimal ways of eliminating bottlenecks and missing links by means of coordinated implementation of projects with added value for the Danube region.

In parallel other transport projects, such as DRIS should contribute to more efficient transport of goods and people.

Targets and actions: Specified targets and actions of the Strategy and the Action plan have been linked by means of roadmaps already in the first year. Due to extremely demanding and broad scope of activities related to implementation and monitoring of road, rail and air transport projects, efforts to make work of PACs and SG members visible and useful have been discussed at the Steering Group meetings. This issue is going to remain under consideration also in the future in order to arrive at the best applicable solution.

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

1.1.2. Outline on the future

Trying to obtain more proactive role and to promote the implementation of the transport related agenda of the Danube Strategy priority area coordinators strive to improve work programme and in particular to get representatives from all countries in the region participating at SG meetings. Organization of workshops, seminars or/and round tables for each action remains high on the agenda. Second Annual Stakeholders Conference is under preparation and will be this year organized in Serbia. In order to keep political support on highest possible level PACs would like to organize ministerial conference of the priority area 1b, preferably with active involvement of the priority area 1a. Pending on other work the ministerial conference is planned in 2014.

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

- all countries should take part in implementation (so far nine are active);
- a ministers meeting to be organized, in particular to show political commitment and indicate guidelines for future work,
- joint technical secretariat to support work of PAC is established,
- Common Transport Vision for the Danube Region is developed, promoted and used as basis for sectorial regional projects,
- strategic approach is promoted and strategic position of EUSDR PA 1b towards external financial sources is defined.

Preconditions for improvement at operational level are:

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

1.1.3. Lessons learned

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

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

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

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

It is understood from work done that value of a “Letter of Recommendation” (LoR) depends primarily on influence it could have on funding of the projects. All involved in the work of PA1b are of the opinion that managing authorities, as well as financial institutions involved in transport projects in the region should take LoR into consideration when bringing decisions on funding of projects.

1.2. Process

In the first year of the implementation of Strategy four Steering Group (SG) meetings were organized (22 June 2011 in Ljubljana, 20 October 2011 in Belgrade, 20 February 2012 in Ljubljana and 14 June 2012 in Belgrade), while in the second year of implementation two meetings of the SG took place: 5th meeting on 18 December 2012 in Belgrade and 6th meeting on 24-25 April in Ljubljana. In spite of fact that priority area Coordinators (PACs) made great efforts that all countries of the Region would attend the meetings and would take an active role in work and decision making the last two meetings were attended only by six countries of the region. It is obvious that the solution to change the negative trend of participation has to be found in order that results of work in the field of road, rail and air transport are respected by all countries of the region.

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

During the SG meetings discussions were held around targets, actions, projects, work program and promotion of PA1b activities. The agreement was reached on need for detailed specification (ToR) for TRANSDANUVIOS project (The Common Transport Vision for the Danube Region) which aim should be solid grounds for bringing decisions on joint projects that are to serve all macro-region.

Concrete outputs and key activities conducted from last report period are given in Table below.

Month	Outputs and key activities conducted
July 2012	<ul style="list-style-type: none"> • Testing new project database based on MS Excel
August 2012	<ul style="list-style-type: none"> • Testing new project database based on MS Excel • Organizational activities for workshop on Common transport vision

September 2012	<ul style="list-style-type: none"> • Workshop on “The Common Transport Vision for the Danube Region” was held on 27 September 2012. Nine Danube region countries participated and important contribution was received by the representatives of Europe Environment Agency, Volante project, Belgrade university, University of Novi Sad, Serbian government, etc.
October 2012	<ul style="list-style-type: none"> • Work on projects continued. • New project database based on MS Excel is developed and ready to use
November 2012	<ul style="list-style-type: none"> • First annual stakeholder conference organized in Ljubljana on 18-19 November; More than 100 participants took part and important contribution was received by the Commission (DG REGIO and DG MOVE).
December 2012	<ul style="list-style-type: none"> • 5th SG meeting was held on 18 December in Belgrade. Participants were members from five countries of the Region, as well as DG MOVE, SEETO and other institutions; • TA Report writing
January 2013	<ul style="list-style-type: none"> • Meeting between PAC and MoL (City of Ljubljana): preparation for “Ljubljana Forum 2013: Managing water and transport in the Danube Region”, 17-18 September, 2013, Ljubljana. Conference/forum covers in great deal Urban transport (action4 of the Action Plan) • <i>The Third Joint EUSDR NCP/PAC Meeting – Brussels (organized by the Commission, DG Region)</i>
February 2013	<ul style="list-style-type: none"> • 2nd Meeting between PAC and MoL (City of Ljubljana) on preparation of “Ljubljana Forum 2013: Managing water and transport in the Danube Region”, Ljubljana
March 2013	<ul style="list-style-type: none"> • Meeting PA1b PACs (topics: current work, next SG, 2nd stakeholder conference), Belgrade • <i>Conference „Sava river – A transport corridor and tourist destination”, Belgrade</i> • PAC Meetings in DG MOVE to discuss Research opportunities and Commission’s role and views on Workshop on Rail Freight Corridors in the Danube region, Brussels • Workshop on “Common Transport Vision for the DR” for donors, Brussels
April 2013	<ul style="list-style-type: none"> • <i>PA1a (inland waterways) Steering Group Meeting, Linz, Austria</i> • Discussion between PA1a and PA1b PACs on closer cooperation, in particular with regard to a Common Transport Vision, Linz Austria • 6th PA1b Steering Group Meeting; Slovenia (Ljubljana) • <i>The First EUSDR (PA1-11) PACs Meeting, Sofia, Bulgaria (organized by the Bulgarian authorities, PAC3)</i>

May 2013	<ul style="list-style-type: none"> • Meeting on possible financing of Common Transport Vision between PAC, BDCP and EIB, Budapest • <i>Floating Conference on the EUSDR (MEP), Belgrade</i> • <i>Danube Programming Task force Meeting, EUSDR NCPs in PACs, Ljubljana</i>
June 2013	<ul style="list-style-type: none"> • <i>Conference “South East Europe Rail & Urban Development”; Belgrade</i> • <i>Danube River Show, Novi Sad, Serbia</i> • PA1b PACs Meeting; Belgrade • PA1b PACs Meeting on preparation for Workshop on air transport development in the Danube region and organization of Second Stakeholder Conference “The Danube Region Transport Days 2013”, Belgrade

1.3. Funding

1.3.1. Progress made

PACs have identified existing funds opportunity for regional and national projects from national and EU funds or/and financial institutions e.g: ERDF, Cohesion fund, IPA 2013, CBC-IPA, EIB, WBIF, etc.

Seen from the PA1b PAC perspective desired alignment of funds in the present financial perspective (2007-2013) did not bring expected results. Main reason could be lack of joint efforts between Managing Authorities and the Strategy “leaders/promoters”. While main source of funding for transport infrastructure in the coming financial period 2014-2020 should remain cohesion fund and ERDF (EU countries), IPA (candidate countries) and ENPI grants (for Eastern neighbouring countries), a lot is also expected from newly proposed transnational “Danube programme”. The Danube programme should assist soft projects, such as studies that would in particular embrace future transport challenges of the entire Danube region. Of utmost importance to funding opportunities for projects with greatest added value for the Danube region is close cooperation and dialogue between the Commission Services and each Member State on preparation of the partnership agreement and operational programmes which will form the basis for delivery of the EU Structural and Investment Funds.

1.3.2. Example of key PA1b project funding:

The envisaged budget allocation is specified for the deliveries of the Common Transport Vision for the Danube Region project as follows:

- An estimated sum of 850 000 EUR covering the following deliveries as described above:
 1. Overall stakeholder engagement and communication plan
 2. Analytical review of strategic challenges
 3. Shared vision document and analysis for the Danube region
- An estimated sum of 950 000 EUR covering the following deliveries as described above:
 4. Set of future scenarios covering the uncertainties and trends for the development of transport in the Danube region
- An estimated sum of 550 000 EUR covering the following deliveries as described above:
 5. Strategy document describing the objectives, decision-making criteria for investments, as well as agreed measures
 6. Roadmap document laying out the strategic measures over time

7. Engagement plan for engaging diverse regional and national stakeholder groups in the implementation of the TRANSDANUVIOS vision.

- The estimated budget for the delivery of

8. Implementation of engagement plan will depend on the outcomes above and depend on the accepted Engagement Plan. A rough estimate is a minimum of 2 million EUR if activities are to reach key stakeholders in all EU Member States covered by the Danube Macro region.

Still, no funding opportunities were identified for TRANSDANUVIOS project.

Start-up funding for two projects:

- DANUBE Region Intermodal Strategy (DRIS)
- Study on inclusion of a new rail corridor linking together the EU and Non-EU member states („Western Balkans Corridor”)

is planned to be financed through Framework of Technical Assistance Facility for Danube Region Projects (TAF-DRP). Estimated budget per project is 25.000 EUR.

1.3.3. Next steps/ Recognition of LoR

Last but not least it would be very important to assign “additional points” to projects that received “Letter of Recommendation”. During the process of selection of projects for funding this should be added to selection criteria of various financing programmes.

2. PROGRESS BY TARGET

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

2.1.1. Action (6)¹: To develop further nodal planning for multimodality

- Progress in the implementation of the action:

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

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

- Examples of projects associated with the action:

→ *Multimodal Hot Spot (Lead: CRO)*

→ *Development of Hungarian Sections of CETC (Lead: HU)*

→ *Modernisation of Tulcea “Danube Delta” Airport (Lead: RO)*

→ *Danube Region Intermodal Strategy (DRIS) (Lead: SRB)*

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

→ *Public terminals of intermodal transport in Žilina, Košice, Bratislava and Leopoldov (lead: SK)*

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

- Progress in the implementation of the action:

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

Workshop is planned to bring together all interested parties,

- Examples of projects associated with the action:

→ *EDITS European Digital Traffic Infrastructure Network for Intelligent Transport System (AT)*

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

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

2.2.1. Action (1): To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections

- Progress in the implementation of the action:

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

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

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

- Examples of projects associated with the action:

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

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

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

- *Priority Project 22 South branch: Arad-Timisoara-Craivo-Calafat (Lead: RO)*
- *High-speed Railway line, a component of the route Vienna-Budapest-Bucharesti-Constanta (Lead: RO)*
- *Construction of road-rail bridge over the Danube at Vinca (Lead: SRB)*
- *Construction of the Zemun-Borca Bridge (Lead: SRB)*
- *Rehabilitation of Niš-Preševo rail line (Lead: SRB)*
- *Motorway D1: Bratislava – Vysne Nemecke (Slovakia)/Uzgorod(Ukraine) (Lead: SK)*
- *Rail Infrastructure for Integrated Public Transport System in Bratislava Region (Lead: SK)*
- *Reconstruction, Electrification and upgrading of the railway line Pragersko-Hodoš (Priority project no.6) (Lead: SI)*

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

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

- Progress in the implementation of the action:

The main purpose of the implementation of this action through roadmap is to implement Rail Freight Corridors in order to be competitive with other modes of transport, international and national rail freight services, developed under good conditions in terms of commercial speed and transit times and to be reliable. Added value of the Strategy and corresponding target is inclusion of a new corridor with added value of linking together the EU and non-EU member states' railway systems, but previously to be carried out a Railway Transport Market Study in Danube Region. Four projects were received that supposed to be implemented between 2012 and 2016. Workshop was held in Ljubljana in June 2013 that clearly show the need for further discussion on improvements of rail freight in the macro-region.

- Example of projects associated with the action:

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

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

- Progress in the implementation of the action:

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

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

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

2.4. Target: (Actions without corresponding targets)

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

- Progress in the implementation of the action:

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

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

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

- Examples of projects associated with the action:
 - *Construction of terminal building “C” Airport Dubrovnik (Lead: CRO)*
 - *DANUBE FAB Project (Lead: RO)*
 - *SAIRNet Project (Lead: SRB)*
 - *South-East Europe Heliport Network System Plan within a Framework of “Single European Sky” (Lead: SRB)*
 - *Establishing International MRO Civil Aviation Center in Danube Region (Lead: SRB)*

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

- Progress in the implementation of the action:

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

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

- Examples of projects associated with the action:

→ *TRANSDANUBE (Lead: AT)*

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

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

3. ANNEXES

Annex 1: ROADMAPS TO IMPLEMENT ACTIONS

Comprised are the roadmaps for the implementation of the EUSDR Action Plan² in the field of road, rail and air links, which is referenced in the Communication from the European Commission on the EUSDR³ as "Priority Area 1b" (PA1b).

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

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

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

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

In order to have a functional overview, the Roadmap will be presented in two parts as detailed information table and Gantt chart. The main purpose of such developed model is to present basic information on the process of coordinating projects for PA 1b with special emphasizes on stakeholders, roles of PAC and SG, and key milestones. On the other hand, the roadmaps serve as managerial tool for planning and tracking operational activities in the process of coordinating activities in PA 1b. Since, roadmaps include Gantt chart it also serves as planning and tracking tools for all projects.

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

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

³ The Communication of the European Commission on the European Union Strategy for the Danube Region (CQM(2010) 715 final) of 8.12.2010

„Connecting the Actions via the Roadmaps to the Targets“

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

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

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

- 2. Improved travel times for competitive railway passenger connections between major cities**

Action: "To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections".

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

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

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

- 4. Actions without corresponding targets**

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

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

Action (1): "To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political, particularly in the cross-border sections"

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

- *Work:* A Danube region common transport network is to be created. Particular attention is to be paid to connections between EU and non-EU transport systems. Each country to identify rail and road sections to be included into the map. Creation of common transport (rail and road, airports) network is to be based on criteria for new comprehensive and core trans-European transport network (TEN-T, taking into account the latest status of the proposal for the TEN-T comprehensive and core network).

Output: map of rail, road and airport network

Responsible: SG members + The Commission (DG MOVE); *Deadline:* 30/09/13

Milestone n°2: Identify the bottlenecks and missing links

- *Work:* Each country to identify rail and road sections to be developed in order to eliminate bottlenecks (such as natural barriers) and build missing links. To be based on the existing plans, such as the new TEN-T guidelines and national documents on infrastructure development. Countries may wish to stress the importance of missing links between the TEN-T network and river/sea ports or cross-border low level infrastructure.

Output: list of rail and road bottlenecks and missing links; map of bottlenecks and missing links, including airports

Responsible: SG members; *Deadline:* 30/01/13

- *Projects:* e.g. Workshop on bottlenecks and missing links with key decision-makers on transport infrastructure or stock taking of national concepts.

Output: overview of bottlenecks and missing links

Funding: TA of the PA and/or host country; *Responsible:* SG members; *Deadline:* 30/11/13

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

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

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

Responsible: SG members + Ministry of Transport or the responsible institution on national level; *Deadline:* 30/06/13

Milestone n°4: Monitor design of the projects

- *Work:* Each country which has a rail and/or road on the list of agreed bottlenecks and/or missing links to design a project (including the hinterland links to the multimodal logistics

centres to river/ rail/ road/air links). To check the project from the list of projects that have been submitted by the SG members, related to this Action and develop project applications for funding.

Output: project application

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

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

Output: project application

Funding: TEN-T budget / Connecting Europe Facility/ Cohesion fund / National budget /loans; *Responsible:* Ministry of transport or the responsible institution on national level (i.e. Rail/road companies as Investors); *Deadline:* Deadline stipulated at Regulation on TEN-T and non-EU members national plans to be respected.

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

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

Output: grant/ loans to finance the project

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

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

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

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

Responsible: SG Members, SG Coordinators in cooperation with Commission and European Corridor Coordinators. *Deadline:* on-going

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

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

- *Work:* Each country in the Region to examine need and possibility for the extension of existing rail freight corridors or for a new rail freight corridor to be developed. To be based on the existing legislation, such as the Regulation 913/2010
Output: Workshop on Rail Freight Corridors (Ljubljana); list of existing rail freight corridors crossing the Danube region, possible corridors to be extended and proposal for new corridor(s) to be established
Responsible: SG members; *Deadline:* 30/06/13

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

- *Work:* The countries agree on the extensions to existing or proposals of new rail freight corridors in the Region (a selection of those identified in milestone n°1).
Output: Project application of a new rail freight corridor connecting EU and non EU countries to the TAF-DRP (Western Balkans Corridor)
Responsible: SG members; *Deadline:* 30/11/13
- *Projects:* Coordination between countries concerned by an extended / new corridor, defining formal steps (e.g. amendment of regulation)
Output: Letter of Intent (to check the status of the Slovenian initiative) political agreement on extended and/or new rail freight corridors
Responsible: different countries, SG members coordinating; *Deadline:* 30/11/13

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

- *Work:* Presentation of best practices on the different rail freight corridors, identifying possible common approaches between corridors.
- *Projects:* Workshop on rail freight corridors (best practice)
Output: recommendations for harmonised approach between corridors
Responsible: European Commission, SG members coordinating; *Deadline:* 30/11/13

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

- *Work (to be carried out independently from the work of PA1b):* To set-up the Executive Board in which each corridor country (member State Authority) nominates a representative. The Management Board composed of the Infrastructure Managers is to be established. The Management Board can be, at the same time, an independent legal entity (which can be an EEIG (European Economic Interest Group)). This Milestone should be aligned to the Handbook on the regulation concerning a European rail network for competitive freight (Regulation 913/2010).
Output: governance structure of all parties concerned is established
Responsible: Ministry of Transport, Infrastructure Managers; *Deadline:* 30/06/14

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

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

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

Responsible: *The Management Board of Rail freight corridor; Deadline:* 31/12/14

- *Projects:* The Corridor Study
 1. The Transport Market Study - deadline: 31/12/14

Output: the study

Funding: TEN-T, ERDF/ Cohesion Fund; *Responsible:* The Management Board + another responsible institutions on nation level; *Deadline:* 31/12/14

Milestone n°5: The Implementation Plan

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

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

Responsible: The Management Board; *Deadline:* 31/12/14

- *Projects:* The Implementation Plan
 2. Preparation of the Plan - deadline: 30/04/14
 3. Submission of the Plan to the Executive Board - deadline: 30/06/14
 4. Approval and publication of the Implementation Plan by the Executive Board - deadline: 30/06/14

Output: The Implementation Plan

Funding: ERDF/ Cohesion Fund; *Responsible:* The Management Board; *Deadline:* 31/03/14

Milestone n°6: Find the funds

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

Output: grant/ loans to finance the project

Responsible: Ministry of Transport + the Management Board; *Deadline:* 30/06/14

Milestone n°7: Implement the projects

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

Output: new/ renovated railway sections and terminals

Responsible: Project Manager + Ministry of transport + the Management Board + Contractor;
Deadline: start of the work 30/06/16

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

Work: To promote and to monitor the implementation of the rail freight corridors in Danube Regions

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

Responsible: SG Members, SG Coordinators in cooperation with Commission and European Corridor Coordinators. *Deadline:* on-going

RAIL FREIGHT CORRIDORS IN THE DANUBE REGION ACCORDING TO Reg. 913/2010 AND POSSIBLE NEW CORRIDORS:

	CORRIDOR (Working Name)	Member States	Principal Routes	Latest date of implementation
No.5	Baltic-Adriatic Corridor (Baltic- Adriatic Corridor)	PL, CZ, SK, AT, IT, SI	Gdynia -Katowice-Ostrava/Zilina-Bratislava/Vienna- /Klagenfurt - Udine-Venice/Trieste/ •/ •/Bologna/Ravenna/ •/Graz-Maribor-Ljubljana- Koper/Trieste	10 Nov 2015 (Reg. 913/2010)
No.6	Mediterranean Corridor	ES, FR, IT, SI, HU	Almena-Valencia/Madrid-Zaragoza/Barcelona-Marseille- Lyon-Turin-Milan-Verona - Padua/Venice - Trieste/Koper - Ljubljana-Budapest-Zahony (Hungarian-Ukrainian border)	10 Nov 2013 (Reg. 913/2010)
No.7	Orient Corridor	CZ, AT, SK, HU, RO, BG, EL	Prague-Vienna/Bratislava-Budapest / - Bucharest-Constanta / - Vidin-Sofia-Thessaloniki- Athens	10 Nov 2013 (Reg. 913/2010)
No.9	Eastern Corridor (Czech-Slovak Corridor)	CZ, SK	Prague - Horni Lidec - Zilina-Kosice- Cierna nad Tisou - (Slovak/Ukrainian border)	10 Nov 2013 (Reg. 913/2010)
No.10	(new) Western Balkans Corridor	DE, AT, SI, CRO, SRB, BG, TR	Munich - Salzburg - Ljubljana - Zagreb - Belgrade - Sofia - Istanbul (plus additional branches to be discussed)	to be discussed at the Workshop on Rail Freight Corridors (Ljubljana)

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

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

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

Output: list of possible air traffic stakeholders

Responsible: SG members; *Deadline:* 30/06/13

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

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

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

Responsible: SG members + Civil Aviation Authorities (CAA) and the National Supervisory Authorities (NSA) + Civil-military Air Traffic Management (ATM) coordination + AIR operators; *Deadline:* 30/09/13

- Projects:* An independent study to identify potential shorter routes (in average 1 route per country) and to prepare a plan for implementation - deadline: 31/12/13

Output: list of possible routes

Funding: EU Programmes + National budget; *Responsible:* Civil Aviation Authorities (CAA) and the National Supervisory Authorities (NSA) + Air Navigation Service Providers (ANSPs) + AIR operators + Air Traffic Management; *Deadline:* 30/01/13

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

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

Output: list of agreed routes

Responsible: SG members + Civil Aviation Authority (CAA) and the National Supervisory Authorities (NSA) + Air Navigation Service Providers (ANSPs) + Ministry of transport + Air Traffic Management; *Deadline:* 30/06/14

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

- Work:* All countries jointly design a project

Output: project application

Responsible: Civil Aviation Authority (CAA) and the National Supervisory Authorities (NSA) + Ministry of transport; *Deadline:* 30/11/14

- Projects:* common project to be agreed between stakeholders

— Feasibility study - deadline: 30/09/14

— Impact Assessment study (including environmental) - deadline: 31/09/14

— Consultant to draft the project - deadline: 31/10/14

Output: project application

Funding: ERDF/ CF, other programmes; *Responsible:* Civil Aviation Authority (CAA) and the National Supervisory Authorities (NSA) + Ministry of transport; *Deadline:* 30/11/14

Milestone n°5: Find the funds

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

Output: grant / loans to finance the project

Responsible: Civil Aviation Authority (CAA) and the National Supervisory Authorities (NSA) + Ministry of Transport; *Deadline:* 31/12/14

Milestone n°6: Implement the projects

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

Output: new / improved plane routes

Responsible: Civil Aviation Authorities (CAA) and the National Supervisory Authorities (NSA) + Air Navigation Service Providers (ANSPs) + Ministry of transport + contractor; *Deadline:* start of the work 30/06/15

Milestone n°7: Start and promote the routes

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

Output: agreed growth targets in terms of shorter plane routes and sustainable air traffic reached

Responsible: Air Navigation Service Providers (ANSPs) + Airport authority + Airlines companies; *Deadline:* on-going

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

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

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

Output: list of activities by States

Responsible: SG members; *Deadline:* 30/11/12

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

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

Output: list of agreed best practices

Responsible: SG members; *Deadline:* 30/06/14

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

Output: list of best practices

Funding: TA of the PA; *Responsible:* SG members; *Deadline:* 30/04/14

Milestone n°3: Design the projects

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

Output: project application(s)

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

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

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

Output: grant/ loans to finance the project

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

Deadline: ongoing

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

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

Output: promotion of achievements

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

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

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

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

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

Responsible: SG members; *Deadline:* 30/11/13

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

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

Output: Letter of support/intent

Responsible: SG members; *Deadline:* 30/04/14

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

Output: list of best practices

Funding: TA of the PA; *Responsible:* SG members; *Deadline:* 30/05/14

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

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

Output: list of agreed local border crossings

Responsible: Ministry of Transport and other stakeholders and border authorities, *Deadline:* 30/09/14

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

Funding: EU programmes and national budget; *Responsible:* SG members + Ministry of Transport (or the responsible institution on national level); *Deadline:* 30/06/14

Milestone n°4: Design the projects

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

Output: project application

Responsible: Ministry of transport; *Deadline:* 30/06/14

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

1. Feasibility study - deadline: 30/01/14
2. Impact Assessment study (including environmental) - deadline: 30/05/14
3. Consultant to draft the project - deadline: 30/06/14

Output: project application

Funding: ERDF/ CF; *Responsible:* Ministry of transport; *Deadline:* 30/06/14

Milestone n°5: Find the funds

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

Output: grant / loans to finance the project

Responsible: Ministry of Transport or the responsible institution on national level + Local Authorities; *Deadline:* 30/06/14

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

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

Output: contracts with constructors and supervisors

Responsible: Ministry of Transport (or the responsible institution on national level) + Local Authority; *Deadline:* 31/03/15

Milestone n°7: Implement the projects

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

Output: new / renovated / modernised border-crossing

Responsible: Ministry of transport (or the responsible institution on national level) + contractor(or Project Manager); *Deadline:* start of the work 30/09/15

Milestone n°8: Promote the border-crossing

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

Output: agreed growth targets in terms of traffic reached

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

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

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

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

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

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

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

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

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

Output: list of agreed logistics centres in Danube region

Responsible: SG members; *Deadline:* 30/09/13

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

Output: list of proposed need for logistics centres

Funding: TA of the PA, or host country; *Responsible:* SG members+ Ministry of transports (or responsible institution on national level); *Deadline:* 30/11/13

Milestone n°3: Design the projects

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

Output: project application

Responsible: Ministry of transport; *Deadline:* 31/03/15

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

4. Feasibility study - deadline: 31/01/15

5. Impact Assessment study (including environmental) - deadline: 31/01/15

6. Consultant to draft the project - deadline: 31/03/15

Output: project application

Funding: ERDF/CF/IPA;

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

Deadline: 31/03/15

Milestone n°4: Find the funds

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

Output: grant/ loans to finance the project

Responsible: SG members, Ministry of Transport, Investor; *Deadline:* 30/06/15

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

- Work:* Public procurement to find constructors and supervisors to develop the multimodal logistics centres.
Output: contracts with constructors and supervisors
Responsible:(Ministry of Transport), Investor; *Deadline:* 31/10/15

Milestone n°6: Implement the projects

- Work:* Constructors and supervisors to do the works to develop the multimodal logistics centres.

Output: new/ reconstruction multimodal centres
Responsible: Consultant for supervision of works+ Contractor, Investor; *Deadline:* start of the work 30/04/16

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

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

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

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

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

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

Milestone n°2: Agree on ITS to be deployed

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

Output: list of agreed ITS applications based on harmonized services relevant to all the Region

Responsible: SG members, National Experts on ITS + Municipalities/Local/ National authorities; *Deadline:* 30/09/14

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

Output: list of possible ITS measures

Funding: TA of the PA; *Deadline:* 30/11/14

Milestone n°3: Design the projects

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

Output: project application

Responsible: Ministry of transport, Municipalities, Local authorities, Road Authorities;

Deadline: 31/03/15

- *Projects:* several

7. Feasibility study - deadline: 30/11/14

8. Impact Assessment study (including environmental) - deadline: 31/01/15

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

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

Deadline: 31/03/15

Milestone n°4: Find the funds

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

Output: grant/ loans to finance the project

Responsible: Ministry of Transport, Road Authorities, other responsible institutions on national level/Municipalities/Local authorities; *Deadline:* 30/06/15

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

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

Output: contracts with constructors and supervisors

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

Deadline : 31/10/15

Milestone n°6: Implement the projects

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

Output: new ITS implemented for use on transport network

Responsible: Ministry of transport + Investors / Contractors (or Project Manager); *Deadline:* start of the work 30/04/16

Milestone n°7: Promote the ITS

- Work:* To promote the ITS.

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

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

Deadline: ongoing

Annex 2 - Projects approved by the Steering Group (Period July 2012 – June 2013)

Name of the project	„UPGRADE AND CONSTRUCTION OF SECOND TRACK ON RAILWAY LINE SECTION DUGO SELO – KRIŽEVCI”, Croatia (1)
Action(s) related	Action (1): to complete TEN-T
Countries involved	Croatia
Funding	198,03 mil.€ (Calculated budget for Preparing Documentation = 5,38 mil €)
Stage of implementation	Planned
Description	<p>This project is part of a major project to establish a double track, high efficiency railway line for combined transport on corridor Vb - border Hungary / Croatia - Koprivnica - Dugo Selo - Zagreb - Karlovac - Krasica - Rijeka - State border Croatia / Slovenia.</p> <p>This project aims to meet the future requirements for traffic on corridor, increase capacity and reduce travel time between (among other benefits - Zagreb, Bjelovar, Koprivnica, Varaždin and Čakovec, the cities would be able to include commuter rail traffic in the city). This is the first step in establishing a double-track railway line along the entire length of line from the state Border - Koprivnica- Dugo Selo.</p>
Involvement of the PACs	Letter of Recommendation issued on 24 April 2013; involvement of project leader in Working Groups of PA 1b (including reporting and discussions on the project's progress), monitoring of project's progress by means of a data sheet which will be updated on a regular basis and made available online on the website of PA 1b.
Next steps	

Name of the project	„PREPARATION OF DESIGN AND OTHER PROJECT DOCUMENTATION FOR - UPGRADE AND CONSTRUCTION OF SECOND TRACK ON RAILWAY LINE SECTION KRIŽEVCI - KOPRIVNICA - NATIONAL BORDER“, Croatia (2)
Action(s) related	Action (1): to complete TEN-T and Action (5): to improve cross-border infrastructure
Countries involved	Croatia
Funding	5,30 mil. € (IPA)
Stage of implementation	Ongoing
Description	This project is part of a major project to establish a double track, high efficiency railway line for combined transport on corridor Vb

	<p>- border Hungary / Croatia - Koprivnica - Dugo Selo - Zagreb - Karlovac - Krasica - Rijeka - State border Croatia / Slovenia.</p> <p>With this rail project a single line railway track will be converted to double, track with a lot of favourable performance properties, which would meet the future requirements for traffic, mainly allow enough and significantly increase capacity and reduce travel time between Zagreb, Koprivnica, Varaždin and Čakovec so the cities could be included into Zagreb commuter rail traffic.</p>
Involvement of the PACs	Letter of Recommendation issued on 24 April 2013; involvement of project leader in Working Groups of PA 1b (including reporting and discussions on the project's progress), monitoring of project's progress by means of a data sheet which will be updated on a regular basis and made available online on the website of PA 1b.
Next steps	

Name of the project	„UPGRADE AND CONSTRUCTION OF SECOND TRACK ON RAILWAY LINE SECTION KRIŽEVCI – KOPRIVNICA - NATIONAL BORDER“, Croatia (3)
Action(s) related	Action (1): to complete TEN-T and Action (5): to improve cross-border infrastructure
Countries involved	Croatia
Funding	275 mil. €
Stage of implementation	Planned
Description	<p>This project is part of a major project to establish a double track, high efficiency railway line for combined transport on corridor Vb - border Hungary / Croatia - Koprivnica - Dugo Selo - Zagreb - Karlovac - Krasica - Rijeka - State border Croatia / Slovenia.</p> <p>With this rail project a single line railway track will be converted to double, track with a lot of favourable performance properties, which would meet the future requirements for traffic, mainly allow enough and significantly increase capacity and reduce travel time between Zagreb, Koprivnica, Varaždin and Čakovec so the cities could be included into Zagreb commuter rail traffic.</p> <p>This is the second phase in the establishment of double track railway line across the entire length from the state border with Hungary - Koprivnica - Dugo Selo.</p>
Involvement of the PACs	Letter of Recommendation issued on 24 April 2013; involvement of project leader in Working Groups of PA 1b (including reporting and discussions on the project's progress), monitoring of project's progress by means of a data sheet which will be updated on a regular basis and made available online on the website of PA 1b.
Next steps	

Name of the project	„PREPARATION OF DESIGN AND OTHER PROJECT DOCUMENTS FOR - UPGRADE, CONSTRUCTION OF SECOND TRACK AND CONSTRUCTION OF NEW DOUBLE TRACK LINE ON SUB-SECTIONS OF RAILWAY LINE SECTION HRVATSKI LESKOVAC – KARLOVAC“, Croatia (4)
Action(s) related	
Countries involved	Croatia
Funding	5.5,00 mill €
Stage of implementation	Ongoing
Description	<p>This project is part of a major project to establish a double track, high efficiency railway line for combined transport on corridor Vb - border Hungary / Croatia - Koprivnica - Dugo Selo - Zagreb - Karlovac - Krasica - Rijeka - State border Croatia / Slovenia.</p> <p>This project will achieve one of the stages of construction of double track, high efficiency railway line on the part of corridor Vb where today, performance characteristics of the existing railway are not satisfactory.</p> <p>After the implementation of this project, there will be a significant reduction in travel time between Zagreb and Rijeka and Zagreb and Split, and a significant increase in traffic capacity.</p>
Involvement of the PACs	Letter of Recommendation issued on 24 April 2013; involvement of project leader in Working Groups of PA 1b (including reporting and discussions on the project's progress), monitoring of project's progress by means of a data sheet which will be updated on a regular basis and made available online on the website of PA 1b.
Next steps	

Name of the project	„CONSTRUCTION OF NEW DOUBLE TRACK LINE ON RAILWAY LINE SECTION GOLJAK – SKRADNIK“, Croatia (5)
Action(s) related	Action (1): to complete TEN-T
Countries involved	Croatia
Funding	650 mil. € (Calculated budget for Preparing Documentation = 9.1mil. €)
Stage of implementation	Planned
Description	This project is part of a major project to establish a double track, high efficiency railway line for combined transport on corridor Vb - border Hungary / Croatia - Koprivnica - Dugo Selo - Zagreb -

	<p>Karlovac - Krasica - Rijeka - State border Croatia / Slovenia.</p> <p>This project is a part of construction of modern double track, high efficiency railway line on the part of corridor Vb where today, performance characteristics of the existing railway are not satisfactory.</p> <p>After the implementation of this project, there will be a significant reduction in travel time between Zagreb and Rijeka and Zagreb and Split, and a significant increase in traffic capacity.</p>
Involvement of the PACs	Letter of Recommendation issued on 24 April 2013; involvement of project leader in Working Groups of PA 1b (including reporting and discussions on the project's progress), monitoring of project's progress by means of a data sheet which will be updated on a regular basis and made available online on the website of PA 1b.
Next steps	

Name of the project	„CONSTRUCTION OF A NEW RAILWAY LINE FOR SUBURBAN TRAFFIC ON SECTION GRADEC - SVETI IVAN ŽABNO“, Croatia (6)
Action(s) related	Action (4): to improve sustainable urban transport and mobility
Countries involved	Croatia
Funding	48,00 mil. €
Stage of implementation	Planned
Description	<p>This project shall enable a significant shortening of travel time between Zagreb and Bjelovar as a regional centre, for the benefit of passengers who commute to Zagreb daily for work or education.</p> <p>Indirectly, with greater use of rail transport by passengers, to some extent, traffic pressure on the roads in wider Zagreb area will alleviate.</p>
Involvement of the PACs	Letter of Recommendation issued on 24 April 2013; involvement of project leader in Working Groups of PA 1b (including reporting and discussions on the project's progress), monitoring of project's progress by means of a data sheet which will be updated on a regular basis and made available online on the website of PA 1b.
Next steps	

Name of the project	„PREPARATION OF DESIGN AND OTHER PROJECT DOCUMENTS FOR “UPGRADE AND RENEWAL ON RAILWAY LINE DUGO SELO – NOVSKA, SECTION DUGO SELO - NOVOSELEC (PHASE I)“, Croatia (7)
Action(s) related	Action (1): to complete TEN-T

Countries involved	Croatia
Funding	5,4 mil. € (IPA)
Stage of implementation	Ongoing
Description	<p>This project will enable the safer and faster railway traffic on Pan European corridor X</p> <p>This rail section is an integral part of electrified single track railway line M103 Dugo Selo - Novska on X. Pan European corridor. This section is designed for axle load of 22,5 t/a, and has been renovated for the last time in the period from 1978 to 1980. Due to deterioration of the upper railway structure the maximum speed was reduced from 130 km/h to 80 km/h, and in the upcoming year's further decrease can be expected. This project is part of larger project that includes reconstruction of the existing railway line Dugo Selo – Novska.</p>
Involvement of the PACs	Letter of Recommendation issued on 24 April 2013; involvement of project leader in Working Groups of PA 1b (including reporting and discussions on the project's progress), monitoring of project's progress by means of a data sheet which will be updated on a regular basis and made available online on the website of PA 1b.
Next steps	

Name of the project	„REHABILITATION OF DUGO SELO - NOVSKA, SECTION DUGO SELO - NOVOSELEC (PHASE I)-WORKS“, Croatia (8)
Action(s) related	
Countries involved	Croatia
Funding	90, 00 mil. €
Stage of implementation	Planned
Description	<p>This project will enable the safer and faster railway traffic on Pan European corridor X</p> <p>This rail section is an integral part of electrified single track railway line M103 Dugo Selo - Novska on X. Pan European corridor. This section is designed for axle load of 22,5 t/a, and has been renovated for the last time in the period from 1978 to 1980. Due to deterioration of the upper railway structure the maximum speed was reduced from 130 km/h to 80 km/h, and in the upcoming year's further decrease can be expected. This project is part of larger project that includes reconstruction of the existing railway line Dugo Selo – Novska</p>
Involvement of the PACs	Letter of Recommendation issued on 24 April 2013; involvement of

	project leader in Working Groups of PA 1b (including reporting and discussions on the project's progress), monitoring of project's progress by means of a data sheet which will be updated on a regular basis and made available online on the website of PA 1b.
Next steps	

Name of the project	„PREPARATION OF DESIGN AND OTHER PROJECT DOCUMENTS FOR -UPGRADE AND RENEWAL ON RAILWAY LINE DUGO SELO – NOVSKA, PHASE TWO & THREE”, Croatia (9)
Action(s) related	Action (1): to complete TEN-T
Countries involved	Croatia
Funding	16,35 mil. €
Stage of implementation	Planned
Description	This project is a part of a larger project that includes reconstruction of the existing railway line Dugo Selo - Novska for the nominal design speed of 160 km / h and upgrade of the existing track on the entire length of the track to contribute to the reduction of the total travel time across the entire length of the corridor on the Croatian territory.
Involvement of the PACs	Letter of Recommendation issued on 24 April 2013; involvement of project leader in Working Groups of PA 1b (including reporting and discussions on the project's progress), monitoring of project's progress by means of a data sheet which will be updated on a regular basis and made available online on the website of PA 1b.
Next steps	

Name of the project	„UPGRADE AND RENEWAL ON RAILWAY LINE DUGO SELO – NOVSKA, SECTION NOVOSELEC-NOVSKA, PHASE II – works”, Croatia (10)
Action(s) related	Action (1): to complete TEN-T
Countries involved	Croatia
Funding	165 mil. €
Stage of implementation	Planned
Description	This project is a part of a larger project that includes reconstruction of the existing railway line Dugo Selo - Novska for the nominal design speed of 160 km / h and upgrade of the existing track on the entire length of the track to contribute to the reduction of the total travel time across the entire length of the corridor on the Croatian territory.
Involvement of the PACs	Letter of Recommendation issued on 24 April 2013; involvement of project leader in Working Groups of PA 1b (including reporting and

	discussions on the project's progress), monitoring of project's progress by means of a data sheet which will be updated on a regular basis and made available online on the website of PA 1b.
Next steps	

Name of the project	„CONSTRUCTION OF SECOND TRACK AND CONSTRUCTION OF NEW DOUBLE TRACK LINE ON SECTIONS OF RAILWAY LINE DUGO SELO – NOVSKA PHASE III”, Croatia (11)
Action(s) related	Action (1): to complete TEN-T
Countries involved	Croatia
Funding	317,50 mil. €
Stage of implementation	Planned
Description	This project is a part of a larger project that includes reconstruction of the existing railway line Dugo Selo - Novska for the nominal design speed of 160 km / h and upgrade of the existing track on the entire length of the track to contribute to the reduction of the total travel time across the entire length of the corridor on the Croatian territory.
Involvement of the PACs	Letter of Recommendation issued on 24 April 2013; involvement of project leader in Working Groups of PA 1b (including reporting and discussions on the project's progress), monitoring of project's progress by means of a data sheet which will be updated on a regular basis and made available online on the website of PA 1b.
Next steps	

Name of the project	„IMPROVING AND MODERNIZING DATA HYDROGRAPHIC ACTIVITIES THROUGH RESEARCH NEW TECHNOLOGIES AND CREATE NEW ELECTRONIC MAPS OF THE ADRIATIC SEA AND THE FORMATION OF MARITIME INFORMATION SYSTEM (MARINE CADASTRE AND MSDI)”, Croatia (12)
Action(s) related	
Countries involved	Croatia
Funding	
Stage of implementation	
Description	
Involvement of the PACs	Letter of Recommendation issued on 24 April 2013; involvement of

	project leader in Working Groups of PA 1b (including reporting and discussions on the project's progress), monitoring of project's progress by means of a data sheet which will be updated on a regular basis and made available online on the website of PA 1b.
Next steps	

Name of the project	„HIGHWAY HUNGARIAN BORDER – VIROVITICA – OKUČANI - BIH BORDER, SECTION OKUČANI – BIH BORDER: a) CONSTRUCTION OF THE BRIDGE OVER THE SAVA RIVER NEAR GRADIŠKA”, b) CONNECTION ROAD FROM BORDER BRIDGE ON SAVA RIVER (BORDER WITH BIH) -TO INTERCHANGE 2 (D5), c) CONNECTION ROAD FROM INTERCHANGE 2 (D5) TO INTERCHANGE OKUČANI”, Croatia (13)
Action(s) related	
Countries involved	Croatia
Funding	38,5 mill€
Stage of implementation	Planned
Description	The construction of the bridge over the River Sava near Gradiška will enhance mutual economic cooperation, further development and construction of infrastructure facilities to improve the connectivity of transport routes, and connect these lines with the transport network of the EU Member States
Involvement of the PACs	Letter of Recommendation issued on 24 April 2013; involvement of project leader in Working Groups of PA 1b (including reporting and discussions on the project's progress), monitoring of project's progress by means of a data sheet which will be updated on a regular basis and made available online on the website of PA 1b.
Next steps	

Name of the project	„THE CONSTRUCTION OF CORRIDOR VC, MOTORWAY SECTION: BORDER OF THE REPUBLIC OF HUNGARY - BELI MANASTIR”, Croatia (14)
Action(s) related	
Countries involved	Croatia
Funding	38,71 mil € (Calculated budget for Preparing Documentation = 1,80 mil €)
Stage of implementation	Planned
Description	Transport Corridor Vc, which stretches from Budapest to Adriatic Sea via Sarajevo is a complex link of North - Central and Southern

	<p>Europe, and it is of exceptional importance and it has great importance for economic and traffic integration of central European region.</p> <p>This section of motorway will ensure faster, safer, shorter and more comfortable way for traffic between regional countries and Adriatic Sea.</p>
Involvement of the PACs	Letter of Recommendation issued on 24 April 2013; involvement of project leader in Working Groups of PA 1b (including reporting and discussions on the project's progress), monitoring of project's progress by means of a data sheet which will be updated on a regular basis and made available online on the website of PA 1b.
Next steps	

Name of the project	„TRAFFIC SYSTEM OF THE CITY ZADAR: INTELLIGENT TRAFFIC SYSTEM (ITS) AND THE ROAD RECONSTRUCTION IN ZADAR (PHASE I)”, Croatia (15)
Action(s) related	
Countries involved	Croatia
Funding	25 mil €
Stage of implementation	Planned
Description	<p>This project will integrate different modes of transport and logistics in the city of Zadar, (land, air and sea), improve of road network through the reconstruction and upgrade with the introduction of intelligent transportation systems (ITS) traffic management and control, that will solve the problem of frequent delays, bottlenecks, pollution, timely information of drivers, and thus increase road safety and traffic flow, reduce delays and frequent traffic jams and environmental pollution in the city of Zadar, all of which will significantly increase the quality of life in the city. It will improve connection of city with the new port Gaženica and motorway A1 which will contribute to the development of the city and the wider region. The project will reduced the environmental pollution by reducing the amount of exhaust gases from vehicles and increase in traffic safety and traffic flows.</p>
Involvement of the PACs	Letter of Recommendation issued on 24 April 2013; involvement of project leader in Working Groups of PA 1b (including reporting and discussions on the project's progress), monitoring of project's progress by means of a data sheet which will be updated on a regular basis and made available online on the website of PA 1b.
Next steps	

Name of the project	„INTEGRATED TRANSPORT SYSTEM FOR THE CITY OF ZAGREB, ZAGREB COUNTY AND KRAPINA – ZAGORJE COUNTY - DOCUMENTATION” , Croatia (16)
Action(s) related	
Countries involved	Croatia
Funding	
Stage of implementation	
Description	
Involvement of the PACs	Letter of Recommendation issued on 24 April 2013; involvement of project leader in Working Groups of PA 1b (including reporting and discussions on the project's progress), monitoring of project's progress by means of a data sheet which will be updated on a regular basis and made available online on the website of PA 1b.
Next steps	

Name of the project	„DUBROVNIK AIRPORT DEVELOPMENT”, Croatia (17)
Action(s) related	
Countries involved	Croatia
Funding	200,00 mil. € (Calculated budget for Preparing Documentation = 0,42 mil. €)
Stage of implementation	Planned/Ongoing
Description	<p>This project aims to secure high quality of air transportation infrastructure in order to provide smooth development of the Dubrovnik-Neretva County and the region through better connection with mainland and increased tourism and economic opportunities.</p> <p>Modernization of this air transport infrastructure ensures better integration of this part of region with other regions due to better connection with existing TEN-T network and give us better conditions:</p> <ul style="list-style-type: none"> - to develop multimodal transport. -to handling of passengers, tourists, goods etc. - modernization of existing infrastructure through the application of energy efficient and environmentally more acceptable solutions; - attract travellers to pre-season post-season months; -provide additional jobs through increased capacity and traffic.
Involvement of the PACs	Letter of Recommendation issued on 24 April 2013; involvement of project leader in Working Groups of PA 1b (including reporting and discussions on the project's progress), monitoring of project's progress by means of a data sheet which will be updated on a regular basis and

	made available online on the website of PA 1b.
Next steps	

Annex 3 – TA Progress Report

See document : Annex IIa - budget

TRANSDANUVIOS

I. BACKGROUND

Danuvios - the Celtic name for the Danube

TRANSDANUVIOS - the name for the project establishing and implementing the Common Transport Vision for the Danube Region.

I.1. Rationale: The urgency and unique opportunity for developing and implementing a shared vision for the development of the Danube Region

The Danube macro-region can be characterised as a European region with a huge socio-economic development potential. Improvement of the extension, quality and efficiency of the transport network will enhance this development. The increased territorial cohesion resulting from this will considerably improve the stability and sustainable development of this region. Provided the region is successful in joining forces for developing and implementing a strong common transport vision, investors will be attracted to participating in this development, much to the benefit of all involved countries and to Europe as a whole. It is a fair judgement to call the development and implementation of a shared Danube macro-region Vision a tremendous opportunity for the countries, businesses, societies, peoples and individual citizens concerned.

However, due to the fragmented historical and spatial development of the region, no such common transport vision in the Danube macro-region has yet been developed. So far, activities revolve around information on already pre-existing plans for national measures or the resolving of some bilateral issues involved in these. The Steering Group of the Priority Area 1b (PA1b) of the EUSDR recognises that - without a major, focussed and urgent effort - the opportunity will not be realised.

I.2. The magnitude of challenges for transport in the Danube macro-region requiring broad engagement for consensus-finding and implementation

The challenges for transport in the region encompass a wide range of issues, including:

- Where are the important transport links that need to be established to prepare the region for tomorrow's markets? How do these transport links need to look like?
- Could the region be served with one or several major hubs for air traffic? Where would such hub best be developed?
- Are high speed train connections through the region desirable, e.g. between Vienna and Istanbul, and between Dubrovnik and Kiev? How about the feasibility and economic profitability of these connections?
- Modern motorway connections connecting within the region are largely absent. Are these a viable option to connect major cities in the region? If yes, how could these be developed the best, where and how?
- What need to be done in order to achieve full integration of transport modes, in particular in relation to inland waterways ports, seaports and airports?
- Are new intermodal nodes needed to better integrate land, air and waterborne transport?
- How does transport needs within the region link-up to the EU as a whole and to the neighbouring countries of the region outside the EU?
- What are the innovative technologies that need to be planned for and applied?
- How can the financing and economic, environmental and social viability of the transport links be ensured?

- How could decision-making on the myriad of transport options within the region be supported by a rational and shared set of instruments?

These questions point to the magnitude of the challenge - and to the potential benefits for the macro-region and the EU as a whole in case these questions find smart, sustainable and supported answers.

This magnitude of the challenge also highlights the urgent need to build consensus, support and commitment across the societies of the region, enabling key stakeholders as well as citizens to participate in creating a common vision for the region's transport of the future. The vision to be developed needs nothing less than to be an epoch-making undertaking: creating a single, shared point of reference for strategies and planning of transport and providing a key stimulus and impetus for shared decisive action.

I.3. The Common Transport Vision for the Danube Region as part of the European Union Strategy for the Danube Region (EUSDR)

The idea of the Common Transport Vision for the Danube Region was initiated by the PA1b coordinators (PACs)⁴ and adopted by the Steering Group of the European Union Strategy for the Danube Region (EUSDR, see below) Priority Area 1b (road, rail and air transport). It is expected that upon presentation it is supported also by the Priority Area 1a (water transport). The Common Transport Vision for the Danube Region covers the Danube macro-region which consists of Austria, Bosnia and Herzegovina, Bulgaria, Croatia, Czech Republic, Southern part of Germany (Baden-Württemberg and Bavaria), Hungary, Moldova, Montenegro, Romania, Slovakia, Slovenia, Serbia and South-Eastern part of Ukraine.

With this Vision the PA1b Steering Group wants to pursue the common benefits of a joint view on the transport development in the Region. The Vision should look at all transport modes and consider future increased traffic flows between the Danube States (EU and non-EU), as well as with the neighbouring countries of the Region, such as the States of the Baltic macro-region, Russia, Ukraine, Turkey and Italy.

The EU Strategy for the Danube Region (EUSDR) is a macro-regional strategy adopted by the European Commission in December 2010 and endorsed by the European Council in June 2011. The Strategy was jointly developed by the European Commission, together with the Danube Region countries and stakeholders, in order to address common challenges. The Strategy seeks to create synergies and coordination between existing policies and initiatives taking place across the Danube Region.

The EUSDR underlines the key importance of the region's development also for the EU as a whole:

“The Danube Region has changed dramatically.The world's most international river basin is now largely a European Union (EU) space. There are new opportunities to address its challenges and potential, especially to reinforce its efforts to overcome the economic crisis in a sustainable manner. Socio-economic development, competitiveness, environmental management and resource efficient growth can be improved, security and transport corridors modernised. The Danube can open the EU to its near neighbours, the Black Sea region, the South Caucasus and Central Asia. An EU Strategy for the Danube Region can contribute to EU objectives, reinforcing major EU policy initiatives, especially the Europe 2020 strategy.”⁵

The EUSDR equally recognises the vital importance of transport for the region and its future sustainable development:

⁴ PA1b PAC Serbia: Mr. Miodrag Poledica, State secretary, Ministry of Transport, Belgrade and PA1b PAC Slovenia: Mr. Franc Žepič, Secretary, Ministry of Infrastructure and Spatial planning, Ljubljana

⁵ Communication from the Commission on the European Union Strategy for Danube Region, COM(2010)715 final, dated 8.12.2010

“In the Region, there is a need to connect people, their ideas and needs. Transport interconnections must be modernised, and informatics access improved. Development can be balanced with protection of the environment, within a sustainable development approach, in line with the environmental acquis communautaire as applicable. Work together is needed to minimise risks and disasters such as floods, droughts and industrial accidents. By building on considerable research and innovation perspectives, the Region can be at the forefront of EU trade and enterprise.”⁶

This indicates at least three arguments why a Danube Strategy is needed:

- (I) There is no general agreement on what are “...opportunities to address its challenges and potential, especially to reinforce its efforts to overcome the economic crisis in a sustainable manner.” It is well defined at the level of each country, but it needed to be defined at the level of the region as well.
- (II) Transport is a key sector. It is a precondition to meet most of the EUSDR objectives. Transport is much more than the infrastructure, it needs to be understood as a precondition for sustainable development of the region. It is a challenge on how to assure a transition of present mobility towards sustainable patterns of transport which will support a competitive profile of the Region.
- (III) It is emphasised, that “.....there is a need to connect people, their ideas and needs.” This requires much more than just making several investments visible through a widespread communication campaign. It requires involvement of key stakeholders and citizens in the process of building and implementing the Common Transport Vision for the Danube Region. It will be a key to achieve a high level of ownership on the vision and its specific strategic objectives and how each citizen can contribute in order to turn it into shared sustainable progress for the region.

II. AIMS OF THE PROJECT

II.1. Establish and pursue a shared vision on a coherent and innovative transport system enabling and stimulating sustainable development in the region

Aim of the Vision is to achieve a coherent and innovative transport system for the entire region. This vision will be the focal point of a shared view on the macro-region’s transport future. It will fully respect the diversity of the region as present in its nature and cultures, fostering the well-being of its citizens and the competitiveness and sustainable development of its societies within Europe. The vision will need to be aware of the history of considerable conflict in the region, supporting the region to develop and pursue a positive, shared perspective of the future.

The practical effects of the vision are to be convincingly represented on the region’s infrastructure map in the form of a Danube Region Transport Network. Based on thorough analysis and foresight exercises, key shared goals, main bottlenecks and missing links will be clearly identified. The Common Transport Vision will define a basic philosophy for innovative future transport development in the Region, embodying the benefits of a shared approach and identifying optimal ways of eliminating bottlenecks and missing links by means of coordinated implementation of projects.

Main output of the Vision development is the Danube Region Transport Network, which will integrate into and complement the EU TEN-T (core and comprehensive network) proposed by the European Commission, the SEETO network and the transnational routes of Moldova and Ukraine. This network will be fully multimodal, comprising road and rail links, airports, inland waterways ports, as well as sea ports of the Western part of the Black Sea. Intermodal terminals of transnational importance will also be included, while the development of all transport modes will follow the principle of co-modality.

⁶ Ditto

II.2. Ensure accessibility, cohesion and sustainable mobility

The main goals of the integrated transport systems are to ensure accessibility of and within the Danube Region, and to guarantee adequate mobility and the economic prosperity of the Danube Region within the EU. Furthermore, the development of the transport system also has to take into account the protection of the population and the environment, adaptation to climate changes and has to use the natural resources of the region in a sustainable way.

An important contribution to this aim should be presented by simplification of administrative procedures related to transport of goods and passengers, due to a multitude of national regulations and trans-frontier procedures. This will enhance competitiveness and socio-economic development in the region. The project will, together with simplification of administrative procedures, improve mobility, accessibility and cohesion through a single common transport system.

II.3. Encapture co-modality as basis for development

The project aims to form a common ground for cooperation between the States of the Region in the field of transport and contribute to the development of infrastructure, transport of people and goods, safety and security in all modes and environmental protection by promoting co-modality. The use of those modes causing less external costs will be promoted. The project captures the importance of the Danube as an inland waterway, as well the need of significant improvements in the railway network. The targets of the Commission's White Paper of 2011⁷ of raising the modal share of rail and inland waterways on long distance freight and passenger transport and full integration of all transport modes to provide seamless multimodal transport are very important for Danube Region.

II.4. From Vision to Implementation

TRANSDANUVIOS encompasses the definition of a shared innovative vision of developing a coherent transport system in the Danube Region. This will include the definition of exploratory future scenarios to cope with uncertainties in internal and external socio-economic developments of the future 20 – 40 years ahead. Imaginable Visions will be confronted with these scenarios to define the bandwidth of possible solutions and the associated trade-offs. TRANSDANUVIOS will lead to a roadmap of measures to be taken, to arrive at the shared vision, including operationalization, outreach and communication. The project's results will provide a framework for assessing the relevance, adequacy, chances and conditions for success of transport infrastructure projects in the region. From the myriad of potential investment opportunities, it will identify an accepted list of priority actions - these being realistic, implementable transport and supporting measures.

II.5. National commitment

The Member-States present in the Steering Group of the Priority Area 1b (PA1b) take the initiative and support the creation of the TRANSDANUVIOS project outlined in this document. Member States representatives in the Steering Group function as key interfaces to the national governments involved. The Steering Group will be informed about and involved in all key aspects of the project's design and implementation, ensuring continued ownership for the project.

Based on this commitment, the activities listed below include a major effort to integrate the outcomes of the project in national strategies and main OP for transport through the development and implementation of the project's the engagement plan.

⁷ WHITE PAPER Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system, COM(2011)144 final, dated 28.3.2011

III. OBJECTIVES AND SCOPE OF WORK

III.1. Objectives

1. Establish and adopt a shared, substantial vision on transport in the Danube macro-region supported by directly engaging key stakeholders and incorporating citizens' views across the macro-region and its nation-states
2. Create and adopt a set of exploratory future scenarios capturing the uncertainties and trends for the development of transport in the Danube region
3. Develop on the basis of the vision and scenarios a comprehensive strategy and roadmap describing the objectives, decision-making criteria for transport development and investments, as well as agreed priority measures over time (these being realistic, implementable transport and supporting measures)
4. Define and implement an engagement plan for involving diverse regional and national stakeholder groups in the implementation of the TRANSDANUVIOS vision and strategy

III.2. Scope of work and tasks

5. Develop an overall stakeholder engagement and communication plan, which foresees direct engaging of key stakeholders and incorporating citizens' views across the macro-region and its nation-states
6. Provide an analytical review of strategic challenges, which includes a review of existing strategies, concepts and projects of relevant actors and sectors
7. Enable citizens across the region to provide input to the transport vision by use of advanced internet-based tools
8. Develop the shared transport vision with a set of key stakeholders from across the region, taking into account citizens' input
9. Identify and analyse a set of future scenarios covering the uncertainties and trends for the long-term development of transport in the Danube region (ca 40 years into the future)
10. Develop on the basis of the vision and the scenarios a strategy and roadmap describing the objectives, decision-making criteria for investments, as well as agreed measures over time - the roadmap is to include different types of measures (e.g. infrastructure, operation, organisation, etc.) and cover the full range from the local to the macro-regional dimension
11. Create an engagement plan for engaging diverse macro-regional and national stakeholder groups in the implementation of the TRANSDANUVIOS vision, including the integration in national strategies and OPs for transport
12. Implement the engagement plan

The scope of work entails engagement with stakeholders from diverse thematic backgrounds within and outside the Danube macro-region in a participatory process.

IV. SELECTION / AWARD PROCEDURE

The situation for the development the document as specified above is characterised by a series of factors that render an open procurement process ineffective:

- The development of the Vision as specified above is urgent and needs to lead to first tangible results by the end of 2013 the latest. This time pressures makes it impossible to follow an open procurement process, which would take a minimum of six months to follow through;
- The development of the Vision as specified above requires a combination of knowledge, tools, skills and insights:
 - Proven scientific excellence in the combined development of state-of-the-art vision, scenarios, strategy and roadmap in international settings;
 - Proven professional excellence in the practical development and application of a combined state-of-the-art vision, scenarios, strategy and roadmap project in relevant international settings;
 - Proven, state-of-the-art conflict management abilities;
 - Proven, excellent stakeholder engagement record;
 - Proven, relevant experience in the region;
 - Ability to deliver within the tight timeline required.
- The challenge is that presently, to the best of our knowledge, no market offer exists to answer to this need.
- The specific combination needed is, however, presently applied in one project: the VOLANTE project, a European research project in the EU 7th Framework programme. The project is running for more than 2 years and has shown concrete results.
- There is to the best of our knowledge no other currently existing project with the required characteristics to deliver the envisaged outcome. Even if the possibility to form a competing consortium were present, the lack of experience of a competing consortium would pose it a considerable risk.

Hence, the procurement for the tasks laid out in this document is to be handled via a negotiated procedure with the relevant partners from the EU FP7 VOLANTE project consortium, namely ALTERRA (The Netherlands), PROSPEX (Belgium) and the University of Edinburgh (United Kingdom).

The above named relevant partners from the EU FP7 VOLANTE project consortium will be asked to provide a comprehensive offer that takes into account a stepwise, flexible and expandable development of the tasks.

Given the specific needs outlined above, the above named relevant partners from the EU FP7 VOLANTE project consortium will be asked to include in their consortium the following additional aspects:

- An excellent expertise organisation for the development of transport modelling for the Danube macro region;
- Media organisations that are able to support the outreach to broad audiences in the region;
- An envelope for engaging research institutions from the Danube region for the delivery of information and datasets on transport aspects in the region and its countries.

V. DELIVERABLES

1. Overall stakeholder engagement and communication plan
2. Analytical review of strategic challenges, which includes a review of existing strategies, concepts and projects of relevant actors and sectors
3. Shared vision document and analysis for the Danube region
4. Set of future scenarios covering the uncertainties and trends for the development of transport in the Danube region
5. Strategy document describing the objectives, decision-making criteria for investments, as well as agreed measures
6. Roadmap document laying out the strategic measures over time

7. Engagement plan for engaging diverse regional and national stakeholder groups in the implementation of the TRANSDANUVIOS vision
8. Implementation of engagement plan

The deliverables above are based on the following definitions as applied in this document:

- **Shared vision:** An extensive description of the desired future to be reached for transport in the Danube macro-region. The vision expresses how stakeholders want transport to look like in the Danube macro-region of the future. This vision will be developed with stakeholders and experts through workshops, studies and tools, and supported by direct citizen input.
- **Scenarios:** A set of several, plausible future developments of the context for transport in the Danube region, presented in diverse formats including qualitative narratives (stories) and quantitative modelling outputs (data), partially spatially explicit (maps). The scenario covers what might happen to the region. The set of scenarios will be developed with stakeholders and experts through workshops, studies and modelling tools.
- **Strategy and roadmap:** A description of the system of concerted actions over time needed to reach the desired vision under different scenarios. The strategy and roadmap will include realistic and implementable transport and supporting measures. The strategy and roadmap will be developed with stakeholders and experts through workshops, studies and modelling tools.
- **Engagement & implementation:** Engaging stakeholders, experts, policy-makers and citizens in the nation-states and at international level for putting the strategy and roadmap into action. This includes actions to support the integration in national strategies and relevant OPs. This engagement is focussed on national authorities and relevant stakeholders, supporting the take-up across the macro-region.

VI. TIMEFRAME

Deadline April, 2013:

Contract signature following negotiated procedure

Deadline May, 2013:

10. Overall stakeholder engagement and communication plan

11. Analytical review of strategic challenges

Deadline November, 2013:

12. Shared vision document and analysis for the Danube region

Deadline March, 2014:

13. Set of future scenarios covering the uncertainties and trends for the development of transport in the Danube region

Deadline September, 2014:

14. Strategy document describing the objectives, decision-making criteria for investments, as well as agreed measures

15. Roadmap document laying out the strategic measures over time

Deadline November, 2014:

16. Engagement plan for engaging diverse regional and national stakeholder groups in the implementation of the TRANSDANUVIOS Vision

December, 2014 and following:

17. Implementation of engagement plan

VII. BUDGET

The project is to deliver the key planning tool and societal process for transport development in the Danube macro-region. The decisions influenced by the project will concern investments of billions of Euros during the next seven years alone. The current project will need to be compatible with these requirements in order to support the proper use of public funds.

The envisaged budget allocation is specified for the deliveries of the Common Transport Vision for the Danube Region project as follows:

An estimated sum of 850 000 EUR covering the following deliveries as described above:

9. Overall stakeholder engagement and communication plan
10. Analytical review of strategic challenges
11. Shared vision document and analysis for the Danube region

An estimated sum of 950 000 EUR covering the following deliveries as described above:

12. Set of future scenarios covering the uncertainties and trends for the development of transport in the Danube region

An estimated sum of 550 000 EUR covering the following deliveries as described above:

13. Strategy document describing the objectives, decision-making criteria for investments, as well as agreed measures
14. Roadmap document laying out the strategic measures over time
15. Engagement plan for engaging diverse regional and national stakeholder groups in the implementation of the TRANSDANUVIOS vision.

The estimated budget for the delivery of

16. Implementation of engagement plan
- will depend on the outcomes above and depend on the accepted Engagement Plan. A rough estimate is a minimum of 2 million EUR if activities are to reach key stakeholders in all EU Member States covered by the Danube Macro region.
-

Annex 5 – Projects planned to be financed through Framework of Technical Assistance Facility for Danube Region Projects (TAF-DRP).

PROJECT TITLE	DANUBE REGION INTERMODAL STRATEGY (DRIS)
Thematic priority	Priority Area 1b: »Rail, Road and Air Transport«
Area of Action from EUSDR Action Plan	Action no. 6: To develop further nodal planning for multimodality
Project manager (including address, phone, e-mail)	TBA
Project description (aim, objective, ...)	<p>Background and Objective</p> <p>A fragmented or national approach to the development of intermodal transport is inappropriate and may even be retrogressive. A common strategy and plan for intermodal transport in Danube region and beyond is urgently required to complete the regional and transnational planning processes. Once adopted, investors will be able to mobilize the long-term financing needed to create a contemporary network of intermodal gateways/intermodal terminals, handling equipment, specialized trains, wagons and information systems that will service the logistics chain comprehensively and effectively.</p> <p>Therefore, the overall objective is to contribute to institutional capacity building and education of people, develop operative strategies, and start the implementation of practical intermodal solutions in the Danube region.</p>
Type of project (national, cross-border, regional, transnational)	Transnational
Project duration (start, deadline)	June 2013-December 2013
Project status (ongoing, planned)	Planned
Benefits for mobility and multimodality in the Danube region	<p>The Danube region will have benefits by carried out the main tasks/packages :</p> <p>1. Legal and institutional package</p> <ol style="list-style-type: none"> 1. Review railway reforms and restructuring programmes, ensure regional consistency in promoting intermodality and recommend changes re the above 2. Recommend appropriate and regionally consistent institutional changes to support intermodal development, initiate establishing of Danube region Intermodal Development Bureaux. 3. Review current operating practices and recommend changes to permit the through operation of railway equipment, including relocation of border crossing controls to inter-modal gateways; recommend changes in procedures 4. Recommend model cross-border corporate / PPP structures to provide intermodal services. 5. Review education and resources in Danube region in contemporary transport logistics and recommend improvements 6. Ensure synchronized development of intermodal transport in Danube region. Each railway authority in the Business Plan has to have proper budget for development of intermodal transport and its common projects could be encouraged/suggested by Danube region Intermodal Development Bureaux. The Bureaux could represent them towards EU programmes, IFI-s (EIB, EBRD, WB...) <p>2. Market research package – develop concept for:</p>

	<ol style="list-style-type: none"> 1. Market research (demand and supply chain), using stated preference analysis, to determine the, price, levels of service and performance specifications for intermodal services. 2. Preparation of demand forecasts, using transnational trade flows, technical performance and pricing options, test sensitivity to political and economic scenarios. 3. Holding seminars and workshops to a) raise awareness of the requirements for intermodal transport and b) to engage the private sector; arrange for one study tour to state-of-the-art intermodal facilities/terminals. 4. Development of a comprehensive functional specification for intermodal operations. <p>3 Technical Package</p> <ol style="list-style-type: none"> 1. Identify possible locations for establishing a network of contemporary intermodal terminals and logistic centres, to recommend needed construction of the new intermodal terminals or reconstruction of existing ones. 2. Prepare a conceptual intermodal development strategy and Action Plan, 3. Draft first phase of individual investment projects, ensure projects are embedded in Danube region. 4. Initiate establishing of Intermodal Development Fund to kick start implementation of projects. 5. Using synergy of related on-going/finished project, feasibility studies and currently activities.
Funding (Total budget and shares)	TAF-DRP 25.000 EUR
Partners (including address, phone, e-mail)	Serbia, Slovenia...
Remarks (only if needed)	
Project information prepared by: Ministry of Transport of the Republic of Serbia	
Information submitted to PAC1b (franc.zepic@gov.si, poledica@mi.gov.rs) by: (country and name of Steering group member) Miodrag Poledica	
Date: April 2013	

PROJECT TITLE	<i>STUDY ON INCLUSION OF A NEW RAIL CORRIDOR LINKING TOGETHER THE EU AND NON-EU MEMBER STATES („WESTERN BALKANS CORRIDOR“)</i>
Thematic priority	Priority Area 1b: »Rail, Road and Air Transport«
Area of Action from EUSDR Action Plan	<i>To implement the Rail Freight Corridors forming part of the European rail network for competitive freight</i>
Project manager (including address, phone, e-mail)	
Project description (aim, objective, ...)	<p>The Rail Corridor X has a major role within South Eastern axis as the shortest distance and natural path in linking the EU with Balkans, Turkey and further with Southern Caucasus and Caspian Sea as well as with the Middle East up to Egypt and the Red Sea. The state of the infrastructure in the region is still in poor condition and, with significant non-infrastructure bottlenecks, results in limited competitive ability versus roads and prevents desired modal split. The cross-border rail freight varies considerably in the individual countries within the region and is not at the desired level. Demands for freight transport after the economic crisis in 2009 show constant growth and the effects of the crises are expected to be compensated in 2013.</p> <p>The aim of the study is to analyse the freight transport demands in the region and</p>

	<p>asses the Rail Corridor X attractiveness based on the available routes and transit time. Also, the study shall identify the main bottlenecks of the Corridor at different scenarios.</p> <p>MARKET ASPECT:</p> <ol style="list-style-type: none"> 1. Analyse the transport demands in the Danube Region and further along South Eastern axis 2. Analyse current cross-border rail transport and transit times, 3. Identify non-infrastructure bottlenecks, 4. Asses level of reforms of the railway companies in the Region, achieved level of interoperability and open market in individual countries, <p>Based on the results define RECOMMENDATIONS 1.</p> <p>INFRASTRUCRE ASPECT:</p> <ol style="list-style-type: none"> 1. Asses the state of the current rail network on the Corridor X 2. Define scenarios of investments (minimal and maximum) 3. Identify current infrastructure bottlenecks and potential bottlenecks due to future traffic increase 4. Identify priority projects with required investments <p>Based on the results define RECOMMENDATIONS 2.</p>
Type of project (national, cross-border, regional, transnational)	Regional- transnational, covering 6 Danube region countries +Turkey (Germany/Munich-Austria-Slovenia-Croatia-Serbia-Bulgaria-Turkey/Istanbul)
Project duration (start, deadline)	2013-2014
Project status (ongoing, planned)	Planned
Benefits for mobility and multimodality in the Danube region	<p>The study contributes to the Target: "Implementation of the 4 Rail Freight Corridors crossing the Danube Region as planned within 3 or 5 years and possible inclusion of a new corridor with added value of linking together the EU and non-EU member states' railway systems".</p> <p>Benefits: Transnational dimension, shared experience between stakeholders, Project results: Overview of current situation (operation and infrastructure)... Market demand of the Danube region countries and real needs based on interviews and questionnaires. Forecasting of rail transport flows, updated status on the development of the Rail Corridor X. Recommendations 1 and 2... Basis for a future comprehensive study of the Rail Corridors crossing the Danube Region. Based on project results, the decision makers (GMs, railway companies, MoT, MoF, IFI-s, ...) will have benefits and good ground for investment planning and forecasting</p>
Funding (Total budget and shares)	TAF-DRP 25.000 EUR
Partners (including address, phone, e-mail)	Serbia, Slovenia, etc.
Remarks (only if needed)	
Project information prepared by: (name and organisation/institution): Ministry of Transport of the Republic of Serbia	
Information submitted to PAC1b (franc.zepic@gov.si, poledica@ms.gov.rs) by: (country and name of Steering group member) Serbia, Miodrag Poledica, Ministry of transport	
Date: April 2013	