

The EU Strategy for the Danube Region  
Priority Area 1b: To improve mobility and Multimodality – road, rail and air links

# ***EUSDR & New Action Plan: Have transport topics changed?***

*(Broad range of topics of the highest importance for mobility in the  
Danube macro-region)*

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**SMACKER Conference**  
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**Virtual (online tool ZOOM):**

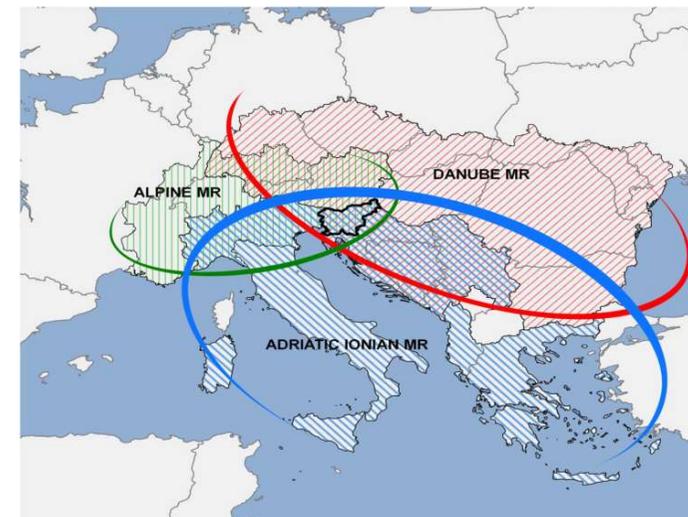
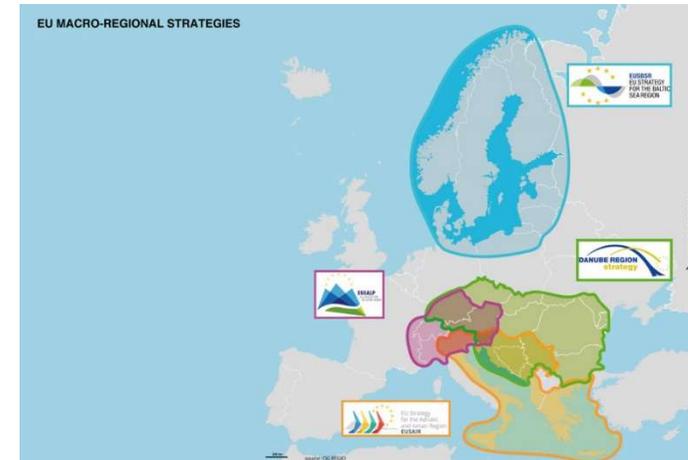
Ljubljana (Slovenia)

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# Macro-Regional Strategies

- ✓ **First: the EU Strategy for the Baltic Sea Region (EUSBR); 2009**
- ✓ **Second: the EU Strategy for the Danube Region (EUSDR): 2010**
  - 8 Dec 2010: Adoption by the CION (Two docs: Communication on Strategy and Action plan)
  - 24 June 2011: endorsed by the European Council!
- ✓ **Third: the Adriatic-Ionian Macro-Region (EUSAIR); 2014**
- ✓ **Fourth: the Alpine Macro-Region (EUSALP); 2015**



# The Danube region

**EUSDR** (The EU Strategy for the Danube region)

Communication and Action Plan:

- 8 December 2010: adopted by the European Commission
- 24 June 2011: endorsed by the European Council!

**4 thematic pillars**, backbone is „Connecting the Danube region“

**EUSDR - 11 Priority areas** (24 coordinators – PACs)

**PA 1: To improve Mobility and Multimodality**

✓ **PA 1a: inland waterways - Austria and Romania**

✓ **PA 1b : rail, road and air links - Slovenia and Serbia**



- **14 States:** Austria, Bulgaria, Croatia, Czech Republic, Germany, Hungary, Romania, Slovakia, Slovenia, Bosnia and Herzegovina, Moldova, Montenegro, Serbia, Ukraine (Odessa, Ivano Frankivska, Chernovitsi, Zakarpattia)
- **Population:** 115 million (EU28: 512 million, incl. UK 66 m) **Area:** 1,092.591 km<sup>2</sup> (EU28: 4,475,757)

# EUSDR Action Plan 2020

## PA1b: "Rail-Road-Air Links" – REVISED ACTIONS 2020

COMMISSION Staff Working Document ACTION PLAN replacing Staff Working Document SEC(2010) 1489 final accompanying the COMMUNICATION FROM THE COMMISSION TO THE EUROPEAN PARLIAMENT, THE COUNCIL, THE EUROPEAN ECONOMIC AND SOCIAL COMMITTEE AND THE COMMITTEE OF THE REGIONS European Union Strategy for Danube Region (Brussels, 6.4.2020 SWD(2020) 59 final) Page: 9

**ACTION 1:** To bring to **completion the TEN-T (rail and road) core network crossing the Danube Region**, overcoming the difficulties and the bottlenecks, and taking into account environmental, economic and political challenges, particularly in the cross-border sections

**ACTION 2:** To support the **implementation of the Rail Freight Corridors (RFC)** forming part of the European rail network for competitive freight (Reg. 913/2010) with extension to candidate and neighbouring countries

**ACTION 3:** To enhance **cooperation between air traffic stakeholders** in order to **improve regional connectivity** and prepare a plan to implement shorter plane routes

**ACTION 4:** To ensure **sustainable metropolitan transport systems and mobility**

**ACTION 5:** To improve the **regional/ local cross-border infrastructure** and the **access to rural areas** by facilitating secondary and tertiary transport infrastructure

**ACTION 6:** To develop further **nodal planning for multimodality**

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

**ACTION 8:** To raise awareness for **road safety** and encourage exchange of best practices

# State-of-play and way forward

## 1. EUSDR: Revised Action Plan (with 85 actions)

(adopted by EC 6 April 2020 / endorsed)

## 2. Embedding of the EU Strategy for the Danube Region into EU Programmes (2-3 per PA)?

(ongoing)

## 3. PA1b Steering Group (2020 and after):

- **Long list of priorities** (completed),
- **Short list of priorities** (under discussion).

## PA1b EMBEDDING into EU programmes 2021-27

Action(s) from the Action Plan	5. To improve the regional / local cross-border infrastructure and the access to rural areas by facilitating secondary and tertiary transport infrastructure
Short definition of the selected strategic topic	<p>Increase of transport by all modes is foreseen by 2030 and beyond. Adequate cross-border infrastructure and good secondary and tertiary transport infrastructure, in addition to TEN-T network, are key to efficient transport of peoples and goods in the macro-region and enabler for <b>better access to rural areas</b>.</p> <p>Actions need to be made to further improve the <b>quality and environmental sustainability of transport infrastructure and services</b> in the Danube region. New measures will enable narrowing gaps between the Danube region countries in the field of transport.</p>

# PA1b EMBEDDING into EU programmes 2021-27

<p>Action(s) from the Action Plan</p>	<p><b>6. To develop further nodal planning for multimodality</b></p>
<p>Short definition of the selected strategic topic</p>	<p><b>Sustainable transport connections</b>, in particular rail, are not sufficiently developed to fully support a carbon-friendly modal shift or the economic development of less developed regions.</p> <p>Full modal integration: Managing all modes in order to best serve require cooperation at regional level concerning <b>the harmonisation and innovative approaches for using all modes of transport sustainable way</b>, while at the same time enable enough transport capacity.</p> <p>There is also the issue of ensuring that transport is available <b>to complete the first and/or last mile of a journey</b>.</p> <p>Ensuring enough <b>transport nodes that allow for fast, efficient, safe and secure change of goods and passengers</b> is a must for future development of economy and tourism of the Danube region.</p>

## PA1b EMBEDDING into EU programmes 2021-27

Action(s) from the Action Plan	3. To enhance cooperation between air traffic stakeholders in order to improve regional connectivity
Short definition of the selected strategic topic	<p>Sustainable transport connections, in particular <b>regional air routes, are not sufficiently developed</b> to fully support mobility for business and leisure between the Danube region countries.</p> <p>To help maintain and further develop Danube macro-region's regional air network core routes for "domestic = intramacro-regional" flights should be established/opened.</p> <p>Due to <b>geography of the region</b> (three mountain ranges: Alps, Dinarides and Carpathians) new air routes represent a very good solution for better linking capitals and many tourist places.</p> <p>While many airports in the <b>Western Europe face capacity crunch</b>, there are several airports that could become regional and even international hubs.</p>

# PRIORITIES 2017 – 2019! After 2019?

Several priorities identified in past years of the implementation of the PA 1b on which work needs to continue, such as:

➤ **Road transport:**

- linking secondary and tertiary road networks to the TEN-T core and comprehensive network,
- exchange of best practices for road maintenance and
- improving the road safety ("vision zero").

➤ **Rail transport:**

- improving attractiveness and connectivity
- increasing long distance (>400km) and
- improving last mile deliveries in urban areas
- interoperability improvements, in particular

**WHAT A CHALLENGE?**  
**WHAT A TASK!**

Integration and  
railways.

➤ **Air transport:**

- improvement of air connectivity,
- better use of airports in the Danube region, in particular small airports,
- support to establish FABs (functional airspace blocks) in all 14 Danube countries.

➤ **Horizontal issues:**

- overall support to activities related to multimodal transport, facilitate network of intermodal terminals and better logistics services,
- support of digitalisation of transport sector (ITS, ERTMS, SESAR - ATM), including support of cross-border integrated timetables,
- support sustainable mobility in urban and rural areas.

## PRIORITY TOPICS PA1b after 2019

PA1b continues searching for a way to finance and implement the key transport documents for the Danube region:

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

### ***Conclusion:***

- Out of numerous topics a **short list of priorities** is going to be developed and agreed by the SG members in 2020.
- In line with the revised EUSDR Action plan activities will then **focus on measures and policy recommendations** of newly selected priorities.
- They are to be implemented in the next years and the progress depends on all involved parties (SG members & stakeholders).

# Supporting sustainable transport

## *Urban areas:*

- In 2018, **74.5%** of the European population **lived in urban areas**
- In 2050, 84% is expected
- There is need to reduce **congestion, accidents and air pollution**
- **Inefficient and ineffective urban transport** has influence on environment and health, as well as economic costs.
- Policy objectives related to **transport system, energy dependency, adaptation to climate change and socio-economic well-being depends on actions taken by national, regional and local authorities.** They are to find responses to above challenges.

***And what about rural areas?***

## **SMACKER** (in the eyes of PAC):

It is of utmost importance that mobility issues related to peripheral and rural areas, too often neglected, are addressed!

### **AIMS OF SMACKER**

- promote demand responsive public transport (DRT) and mobility services;
- connect local and regional mobility systems to main corridors and transport nodes;
- nudge people to use public transport services.

### **AND INDEED:**

- Areas, remote areas, areas with low population **matter!**
- Taking care of **sustainable infrastructure and transport services all over the Central Europe, Danube macro-region, the EU and beyond is a must!**

# Thank you very much!

Please visit:

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



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