Workshop 3:
Territorial cooperation for railway connections in South East Europe

“The Trans European Network strategy on railway accessibility in the SEE Programme area and the role of the SEE Programme in facilitating the cooperation within the region.”

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The Central European Initiative (CEI) was established in Budapest on 11 November 1989 by Austria, Italy, Hungary and ex-Yugoslavia as the first forum promoting regional cooperation among the countries of Central and Eastern Europe.
Trans-European Networks: An evolving context

- TEN-T Revision
- EU–SEE ready to establish a Transport Community
Possible freight corridors under discussion:

- N 5. PL, CZ, SK, AT, IT, SI Gdynia-Katowice-Ostrava/Zilina-Vienna -Trieste-Koper
- N 7. CZ, AT, SK, HU, RO, BG, EL-Bucarest-CostanzaPraga-Vienna/Bratislava-Budapest-Vidin-Sofia-Salonicco-Atene
- N 9. CZ, SK Prag- Horni Lideč - Žilina-Košice-Čierna nad Tisou - (Sk/Ukraine)
EU-SEE Transport Community:

- From MoU 11 June 2004 to Agreement Oct 2009:
- Non discrimination of transport operators to their access to infrastructure
- Application of SEA, EIA, Public procurement
- Parties should develop the core network (5 year programme)
- Socio-eco impact, Eu legislation (ten-t), special attention to global change and evir. sustainability
Future Objectives: Inter-modality, modal shift, logistics

Rail: unexpressed potential: lack of quality, lack of demand aggregate measures, lack of common procedure and organizational measures

Keeping in mind the core network, but...

Develop specific measures to promote rail transport (intermodal and conventional).
Define the role of Gov, regions, City in a sustainable way of managing the territory.
Objectives... Step 1: our matrix!!!?

- Infrastructure capacity development
- Modal integration
- Rail freight market opening and attractiveness of rail freight
- Improving efficiency of intermodal transport
1) **Infrastructure capacity development**

- “Level of service” and bottlenecks on infrastructure networks.

**In particular:**

An Update Assessment of road congestion and road capacity.

An Update Assessment of feeder section of a network within the same corridor.
2) Modal integration

- Lack of interoperability and functional integration of corridors/Ten system (electrification, signaling system, technical incompatibilities).
  Focus on assessment of border crossing. In particular: b.c. with technical incompatibilities and with organizational incompatibilities.

- Fragmentation of national freight traffic: real assessment needed on Regional scale on the basis of active direct services, and number of transhipments/intermediate stops required.
3) Rail freight market opening and attractiveness of rail freight

- Where are we? An evaluation of the implementation of the 1° and 2° railway package is needed together.
- Promote projects who can help to adopt safety certificates
4) Improving efficiency of intermodal transport

- Accessibility: connection to main road and main rail network
- Capacity and equipments of terminals; tracks (number and length), handling equipments (portal and mobile crane),
- Improvement of efficiency of terminal operations: opening hours, storing facilities for temporary goods, handling, capacities, handling for dangerous goods, service for containers (maintenance, repair etc)
- Improvement of information exchange: electronic document handling
Step 2: select measures and evaluate results in terms of:

1) Modal/shift and co-modality
2) Environmental performance
3) A cost/benefit analysis in terms of Polycentric dimension and territorial cohesion

concentrate on

“last-mile investments”, cross-border projects, feeder projects to ten-t corridors, Institutional co-ordination of interventions on the core network
Measures to consider:
1. Rail and terminal capacity improvement
2. Administrative rail interoperability
3. Rail quality and ICT
4. Synergies in terminal management
5. Multilevel institutional co-operation
Measure 1: “Rail and terminal capacity improvement”

- Projects for existing line upgrading, (alignment, electrification, galleries P/C80, missing links)
- Project for terminals upgrading and their connections to the existing road and railway line
- Conducting pre-investment studies for improved logistics terminals in ports and hinterland
- Project for developing conventional rail
- Infrastructure project and business plan to foster a logistic chain of a specific sector (ex: wood etc)
Measure 2: “Administrative rail interoperability”
- Projects based on administrative interoperability concept. Target : 90min less!?
- Creation of common special agency between rail operator at the border-crossings (OSS?)

Measure 3: “Rail Quality and ICT”
- Project to foster actions on developing measures for a specific corridor as integrated project
Measure 4: “Synergies in terminal management”

- Project to foster actions to promote synergies between freight terminal-rail-port.
- Project to implement efficiency in the freight terminals (i.e. best practices, freight district logic?)
- Business case analysis and business plan development for:
  - service pilot projects in ports
  - sector logistics start-up

Look at transport and transport modes as part of one logistical chain that can ensure seamless door-to-door transport and to improve the quality of service of all modes
Measure 5: “Multi level co-operation”

- EU: need to be on the field (TEN agency?)
- Member States: need to concentrate on regional development
- Region/local authorities: need to have tool to promote specific projects, Issues for transnational dialogue

Involve all relevant stakeholders in infrastructural projects at an early stage so as to avoid costly oversights and delays
Thank you for your attention
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