

South East European Transport Axis Cooperation SEETAC and the TENT revision

Dr Carlo Fortuna
Central European Initiative
Transport Focal Point for Corridor V

TERRITORIAL DIMENSION



INVOLVED COUNTRIES : Albania, Austria, Bosnia and Herzegovina, Bulgaria, Croatia, Former Yugoslav Republic of Macedonia, Greece, Hungary, Italy, Montenegro, Romania, Serbia, Slovakia, Slovenia, Ukraine

PROJECT PARTNERS

SEETAC has a wide partnership (17 partners, 4 Observers), composed by the highest level institutions in the field of transport in South-East Europe

- **EU (ERDF)** : Ministries of **Transport of Austria, Bulgaria, Greece, Italy, Romania, Slovenia**, Ministry of **Environment of Italy**, Research institutions : **EURAC research (Italy), Informest (Italy), University of Thessaloniki (Greece)**

PROJECT PARTNERS

- **Non EU (IPA)** : Ministries of Transport of **Albania, Croatia, Former Yugoslav Republic of Macedonia & Montenegro, Republic of Serbia - Office of the President** and the South East European Transport Observatory, **SEETO** (Serbia).
- **Observers** : Ministries of Transport of **Bosnia-Herzegovina, Hungary, Slovak Republic, Ukraine**

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Improve framework conditions for multi-modal platforms
Promote investments in rail infrastructure, re-enforce Trans-european networks in the light to enlarge them to SEE, promote a coordinated investment behavior
bottlenecks for freight traffic

General Objectives

Overall objective : strengthening the transnational cooperation among SEE countries

- Extension of cooperation : Axis approach/
Better co-ordinated investment behaviour
- Economic crisis : Rebalanced investments in
different modality
- Inter-modal projects : Motorway-railway-sea,
Investing in intermodal platforms, rail-river
road

Specific Objectives

- **WP1:** Institutional coordination to design an effective SEETAC framework and network in compliance with recent EU transport policies (i.e. HLG Report and COM(2008) 125 final);
- **WP2:** Establishment of an institutional and transparent communication system;
- **WP3:** Implementation of a coordinated database management system;

Specific Objectives

- **WP4:** Definition of multi-modal traffic scenarios and common mobility standards and environmental (EIA & SEA) guidelines, updated after the world economic crisis;
- **WP5:** Identification of necessary financial resources and financing mechanisms to implement some defined multi-modal pilot projects;
- **WP6:** Finalisation of SEE Spatial Planning

Why SEETAC Now?

To show that **future SEE infrastructure needs** are coherent and compatible with the Eu criteria

So.....**Focus on European add valued!!**

- cross-border projects
- Benefits analysis for the entire network in terms of modal shift, ports development, etc
- justify infrastructure with Intermodal project and support logistic chain

Future Objectives: co-modality, logistics, network issues?

Rail: unexpressed potential if we talk about intermodal projects but for the moment: lack of quality, **lack of demand aggregate measures**, lack of common procedure and organizational measures.

Keeping in mind the TEN T network but...

Develop specific measures to promote a network able to support the logistic chain of our economic sectors in a **sustainable way!**.. rail transport (intermodal and conventional).

Promote institutional tools to help in doing it. (Joint Secretariats, Permanent Transport Executive Agency)



**SOUTH EAST
EUROPE**

Jointly for our common future



SEETAC

South East European
Transport Action



Programme co-funded by the
EUROPEAN UNION

**A simple question: where is the place of SEE in the global
transport context?**



What SEETAC can offer?

- ✓ Seetac **can promote an** updated and coherent **SEE transport network based on** present and future transport relations
- ✓ Seetac **can provide the** institutional platform **in order to present the SEE as a single NETWORK .**
- **“ADRIATIC ⇔ DANUBE ⇔ BLACK SEA”** relation is to emphasized
- **SOUTHERN EUROPE/BALKAN AREA** integration is strongly to support

But Seetac can also....

- Take into account the current **Ten-T revision** and study the impact of **freight corridor network**
- Integrate our debate and in a coherent strategic analysis
- Analyse the impact of new project on Ten-t network and Analyze flows: From(Far east) Suez to Black sea and Adriatic sea and From Russia/Ukraine to central and See Europe
- **Deepen the level** of analysis of TEN T network
- Propose new projects which has an economic sound

Trans-European Networks: An evolving context

- **TEN-T Revision (30 PP plus...)**
- **Freight corridors Regulation: COM(2008) 852 final, Is the real Ten t Revision already been made?**
- **EU–SEE ready to establish a Transport Community**

Ten-t revision

- **Projects review in 2010, from 2007 EU allocated 5.1 billion euro on PP (60% of the entire EU TENT budget)**
- **EU to present a new approach to MS (info on PP, annual report and study)**
- **June 2010: Eu to present methodology for TEN T revision**
- **June 2010-Jan 2011: legislative process for new guidelines starts**

Strengthening “Multi level co-operation”... How?

- **Eu**: need to be involved in the day by day debate.
- Member States: need to promote their national projects in the “**network spirit**” and behave as a “Representants of a SEE network”
- Region/local authorities: need to be involved.
- Involve all relevant stakeholders of infrastructural and transport projects in order to understand the **market’ needs**
- Promote a Regional Multilateral Observatory to help SEE MS to define common projects.

THANK YOU CEI TEAM

Carlo Fortuna
Transport Focal Point for Corridor V
Central European Initiative
EU Project Secretariat
Via Genova, 9
34121 Trieste (Italy)

Tel.: +39-040-7786751

Fax: +39-040-7786783

E-mail: fortuna@cei-es.org

Website: <http://www.ceinet.org>