



Geneve, 11 September 2013

SETA session and the UN ECE Working Party on Transport
Trends and Economics

**“Accessibility and South East Europe cohesion:
prospects for improved institutional cooperation and
infrastructure interventions facing the economic
downturn – the ACROSSEE experience”**

Central European Initiative

CARLO FORTUNA

- The project will focus on the **implementation of common standards** across the different administrative procedure that represent together with the company discrimination's, the real hidden cost of the non integration of the SEE area.
 - Moreover it will Contribute to the **optimisation of international borders management**, that includes reducing cross-border transit time, increase regional and international trade by improving border crossings, ensuring that national trade facilitation procedures are compatible with markets and administrative procedures.
 - The project will promote **institutional and stakeholders permanent cooperation** in order to provide concrete actions and projects to contribute to the Danube strategy for Danube regional, the Adriatic strategy and the Black sea synergy: this platform will serve as a basis for the implementation of the One stop shop along the selected corridor.
- A **tree-layer approach** will be used in order to combine and interlink the institutional dimension with the transport model analysis and the contribution of the transport economic dimension on solving the cross-border issues which remain the core part of the project.
- The project will adopt a **common transport model for the entire South East Area**, integrated with the rest of Europe and compatible with the current EU system, adequate to be exploited also by public administrations and transport operator.
 - The core part of the project will be consecrated on Improving the cross-border mobility of the rail freight flows. Adopt concrete measures in order to cut the running time in the cross-border points and to ease up the existing bottlenecks in the SEE area.



- **Central European Initiative (Lead Partner, Italy);**
- **Venice International University (Italy),**
- **Aristotele University of Thessaloniki (Greece);**
- **Austria Tech (Austria);**
- **Regional Administration Smolyan (Bulgaria); Trainose sa (Greece);**
- **Federal Ministry for Transport Innovation and Technology (Austria);**
- **The association of Chamber of Commerce of Veneto Region (Italy);**
- **University Politecnica of Bucarest (Romania);**
- **Public Foundation for the Development of Industry (Hungary);**
- **Region of Epirus (Greece);**
- **Veneto Region (Italy);**
- **Institute of Traffic and Transport Ljubljana I.I.C. (Slovenia);**
- **Gea College (Slovenia);**
- **Ministry of Public Works and Transport (Albania);**
- **Prorail Alliance (Croatia);**
- **Belgrade Chamber of Commerce (Serbia);**
- **Odessa National Maritime University (Ukraine);**
- **Ministry of National Development (Hungary);**
- **Ministry of Infrastructure and Transport (Italy);**
- **Community of European Railway and Infrastructure Companies (Belgium);**
- **Italferr (Italy);**
- **Ministry of Transport and Maritime Affairs (Montenegro);**
- **Ministry of the Sea, Transport and Infrastructure (Croatia);**
- **European Union Road Federation (Belgium);**
- **European Intermodal Association (Belgium);**
- **European Road Haulers Association (Belgium).**



Why a Transport Model for Accrossee?

LIST OF REMARKABLE ADDED VALUES AND FEATURES:

1) NEWLY COLLECTED DATA FROM SURVEYS

2) WIDE GEOGRAPHICAL COVERAGE

3) HIGH LEVEL OF DETAIL

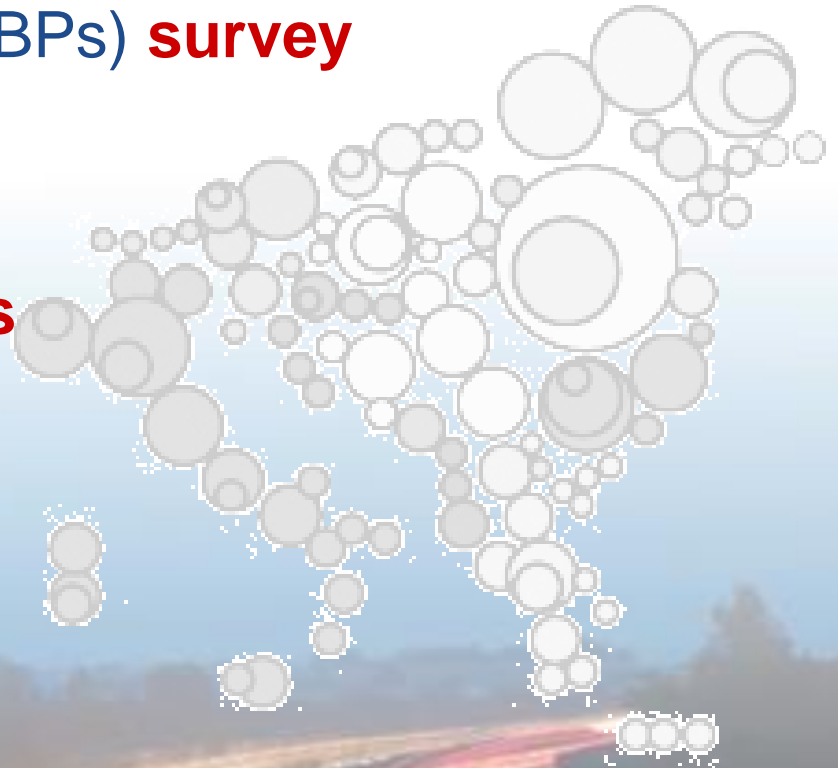
4) FOCUS ON BCPS

5) ACCURACY IN MODELLING AND SCENARIOS EVALUATION

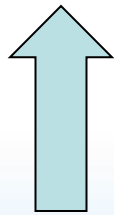
6) COMPLEMENTARITY WITH OTHER MODELS

NEWLY COLLECTED DATA FROM SURVEYS

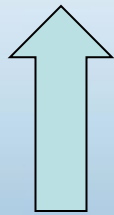
- **Cross Border Points (CBPs) survey**
- **Stakeholders interviews**
- **Traffic surveys**



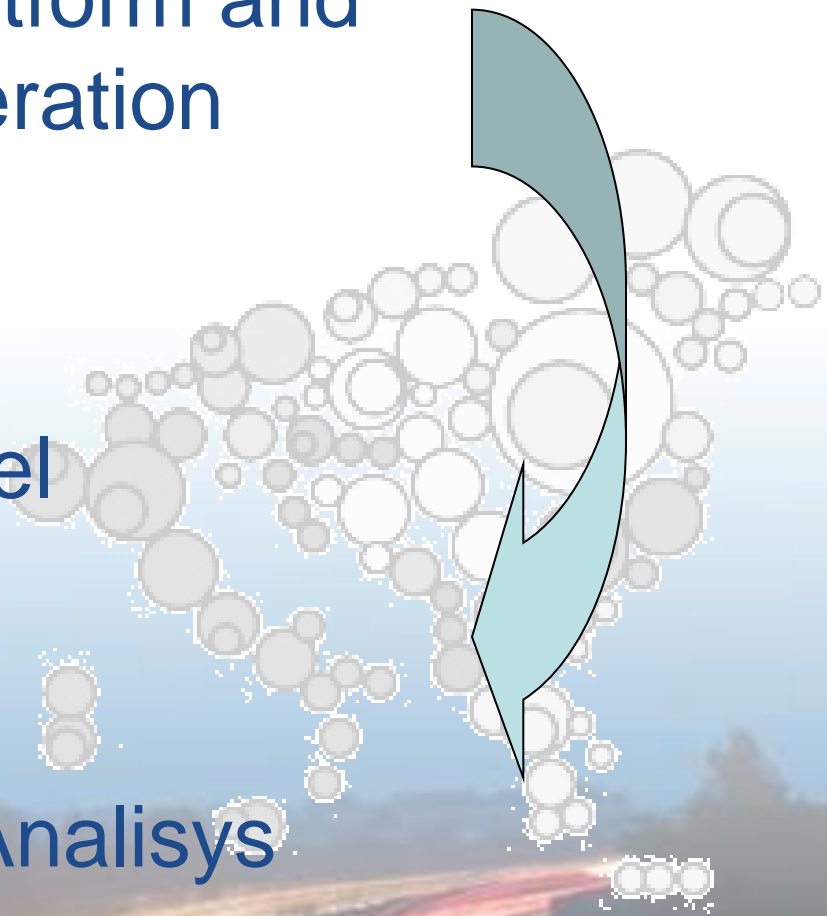
- WP 3 Institutional platform and administrative co-operation



- WP 4 Transport Model



- WP 5 Cross Border Analysis





Institutional platform

- **Optimization:** of the proposed TEN-T comprehensive and core-network based on the **current EU** regulation; enlargement of the EU; contribute to the optimization of the relevant international institution effort , in order to integrate efficiently the entire area of the SEE.
- **Action plan:** on **synergy with macro regional strategy:** Danube strategy ; elaboration of a **set of short impact projects proposal** to be implemented within the regional strategy
- **Road map:** Improve coordination in **promoting, planning and operation for infrastructure** (physical accessibility provisions tools and space for coordinated promoting)



- The cross-border will be analyzed in terms of their current and possible future management, **with reference to the various types of freight.** Therefore will be essential the collaboration with the Chambers of Commerce, associations of transporters and industrial organizations.
- In particular, **significant trade flows will be identified between old and new member countries and / or candidate countries, SEE countries,** in order to **evaluate the limitations and bottlenecks of the current supply through the cross-border points.**
- Through a joint use of the model, where the links related to cross-border are separately from the others and trade flows are analyzed, **the network of major intermodal nodes upon which develop hypotheses of improving the supply of transport will be identified,** with the dual purpose of selecting limited and effective organizational improvements and infrastructures.

ACCURACY IN MODELLING AND SCENARIOS EVALUATION

The modeling approach accounts for relevant functional aspects and performances which are usually neglected in a strategic wide area model (fully exploiting the information collected)

- Waiting time at cross border
- Costs related to operational aspects procedures (interoperability)
- Costs related to administrative procedures
- Logistic nodes performances by means of impedences associated to specific links of the network graph



- Elaborating methodology for **transport demand** analysis
- Setting up the selected **infrastructure network** layout
- Evaluating the infrastructure **network capacity and deficiencies**
- Representing the identified **transnational freight corridors**
- Evaluating the impact of BCPs on the **corridors efficiency**
- Investigating the **main intermodal terminals**: Ports, Interports
- Evaluating different **transport scenarios** in WBs and SEE
- Setting up questionnaires for **traffic inquiries and surveys**
- Selecting **representative stakeholders** in WBs: International Transport Associations – International Transport operators – International Industrial companies

WIDE GEOGRAPHICAL COVERAGE

THE BALKANS AND BEYOND

- Extending the analysis to the external areas (e.g. Italy, Austria)
- Acrossee is able to capitalise previous experiences dealing with neighbouring/partially overlapping areas , e.g.:
 - Central Europe: SONORA
 - Alpine Space: ALPCHECK2

STUDY AREA

WIEN

ODESSA

BOLOGNA
BRENNERO

IRAKLIO

RAIL GRAPH

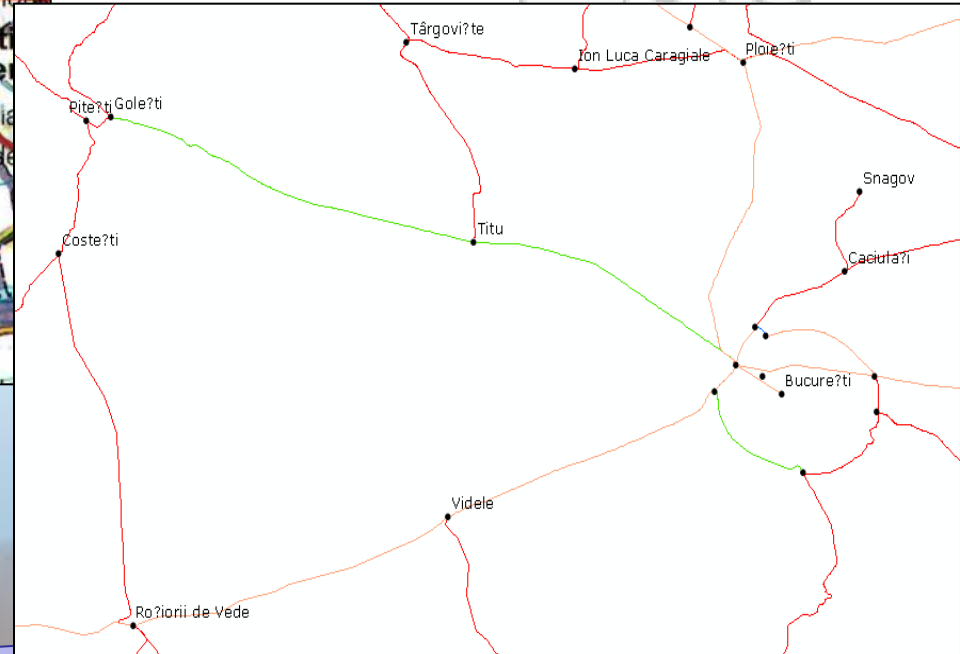
Rail network : extract of a geographical map



The graph shows existing railways in study area except turistic routes, narrow gauge, etc.

The graph is georeferenced

Each link is made by one polyline that follow the real path of existing railways.



Georeferenced railways network

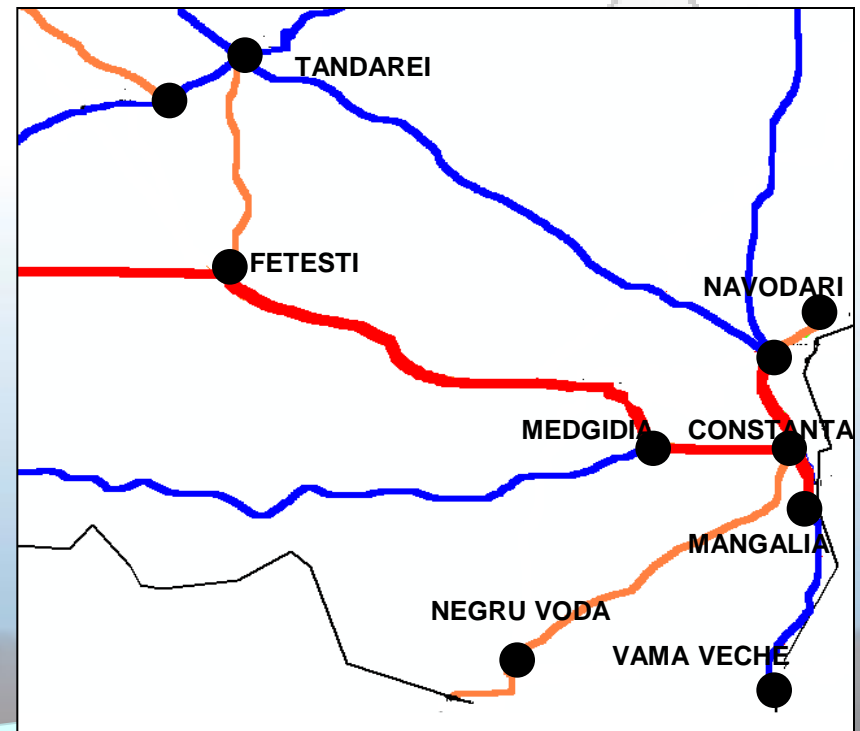
ROAD GRAPH

Road network: extract of a geographical map



The graph shows the following roads:

- motorways;
- main or primary roads;
- secondary roads.



Georeferenced roads network

ACCURACY IN MODELLING AND SCENARIOS EVALUATION/2

Consequently, after TM calibration through the **transit flows assignment** it will be allowed to evaluate:

- the **impact of future demand** and supply variations due to demographic or economic (GDP) factors
- customs **procedures rationalization** and **infrastructure improvements** at the CBPs
- **transport supply** innovation
- improvements in the **transport service**

ACCURACY IN MODELLING AND SCENARIOS EVALUATION/3

The accuracy of the analysis will allow to properly assess **a vast set of short term and limited budget improvements**

- **Specific new infrastructures** (removing bottlenecks)
- **SEE CBPs customs procedures rationalization and infrastructure improvements at the CBPs**
- **Operational solution fostering the development of new logistic solutions**
- **Management of transition phase towards TEN-T network accomplishment**

i.e. Issues still open after TEN-T revision

TRANSPORT COMMODITIES EVALUATION

- **Cross Border Points (CBPs) survey**
- **Stakeholders interviews**
- **CEFTA**



Thank you for your attention !

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