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the CENTRAL EUROPEAN

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Driving force for regions – visions for CENTRAL EUROPE.

Focus: Mobility makes European regions more competitive

People: Discussing existing networks and future visions

Feature: Building connections in harmony with cities and citizens

Profiles: Ways of connecting regions and communities

Projects: Working together on common challenges

Contact: Facilitating the success of projects

Promoting environmentally friendly transport

Profiles of two of the 12 CENTRAL EUROPE Projects targeting accessibility.

The idea of a Trans-European Transport Network (TEN-T) was created during the late 1980s, alongside the concept of a “Single Market” for Europe. It was clear that one market would make no sense unless the various regions and national networks making up that market were properly linked by modern and efficient infrastructure that allows freedom of movement for goods, persons and services. Today, the TEN-T is therefore a major element in maintaining economic competitiveness and environmentally sustainable development.

Twelve projects in the CENTRAL EUROPE Programme target improved accessibility. Here we outline two of these projects. The first, Baltic-Adriatic Transport Cooperation (BATCo), focuses on the corridor between the Baltic Sea and the Adriatic Sea. BATCo seeks to promote transport that is environmentally friendly and facilitates economic development. The second project outlined here, VIA REGIA PLUS, focuses on the corridor between Germany and Ukraine. Among other objectives, the project targets the improvement of railway connections along three sections of the “VIA REGIA” route.

BATCo: Connecting the Baltic to the Adriatic

In 2006, the ministers of transport and infrastructure of Poland, Czech Republic, Slovakia, Austria and Italy signed a Letter of Intent to conjointly develop the Baltic-Adriatic Transport Axis. The work they agreed to undertake includes the extension of the existing Pan-European Transport Corridor VI from Gdansk to Warsaw, Katowice and Zilina – with branches to Poznan and Breclav/Brno – as well as a South-Western extension to Bratislava/Vienna, Graz, Klagenfurt, Udine, Trieste/Venice and Bologna.

Parts of this axis are already included in the TEN-T policy as Priority Project 23, which connects Gdansk with Vienna. As a further step, the project was meant to ensure that the high-capacity railway that starts in Poland is connected to Upper Italy.

The Letter of Intent was endorsed by a common declaration – signed by the presidents of 19 regions along the Baltic-



Adriatic Axis in October 2009 – which supports the consequent and immediate implementation of the Baltic-Adriatic Axis.

Economic development and environmental improvements

Accessibility is a precondition for economic development. The Baltic-Adriatic Transport Cooperation (BATCo) project

is intended to contribute to the improvement of economic development along the Baltic-Adriatic Axis by facilitating the best possible integration of corresponding markets and a balanced development. Transnational cooperation is crucial to ensure the project improves the situation for every Member State and every region included on the axis.

Along with economic development, sustainable development is a key priority for BATCo. For that reason, everyone involved in the project focuses on upgrading intermodal transport connections – and particularly on accelerating the implementation of high-capacity railway connections and infrastructure along the Baltic-Adriatic Axis – as well as seeking to protect the environment via the reduction of negative transport-related effects. As a first step, BATCo will perform a transport and logistics analysis, which provides information on relevant data, such as freight and passenger flow/volume, and their possible axis-wide standardisation. Based on this data, BATCo will identify the potential for “green” transport and develop a decision-support model, which will offer the possibility to survey the effects of different scenarios, such as traffic routes, use of infrastructure and resources, travel time and costs, on the local, regional and transnational level. The decision-support model will allow a more efficient use of existing resources (financial, infrastructural, logistical, etc.) and the development of appropriate measures and strategies. A second step will involve testing concrete pilot actions that are designed to reduce air and noise pollution caused by transport, or to improve transport safety.

The project should lead to improved access in the regions along the Baltic-Adriatic Axis, with transportation that reduces costs, travel time and negative environmental effects while also improving transport safety. Furthermore, the competitiveness of the business sector as well as regional attractiveness as a tourism destination should be increased – through the identification of current transnational business potential and stimulation of transnational cooperation and through greater future potential based on improved accessibility.

Lead Partner: Regional Government of Carinthia - Department for Economic Law and Infrastructure (Kärnten, AT)

Project partners: Development Agency of Carinthia (Kärnten, AT), ICS Internationalisierungszentrum Steiermark GmbH (Steiermark, AT), Office of the state government of Styria - Department FA18A Transport planning (Steiermark, AT), Federal Ministry for Transport, Innovation and Technology (Wien, AT), Institute for Transport and Logistics Foundation (ITL) (Emilia-Romagna, IT), Aries Special Agency of the Chamber of Commerce of Trieste (Friuli-Venezia-Giulia, IT), Regional Union of Veneto Chambers of Commerce (Veneto, IT), Port Authority of Trieste (Friuli-Venezia-Giulia, IT), Ministry for the Environment, Land and Sea (Italy / other region, IT), Autonomous Region Friuli Venezia Giulia (Friuli-Venezia-Giulia, IT), Regional Development Agency (Slaskie, PL), Upper Silesian Agency for Enterprises Restructuring (Slaskie, PL), Port of Gdansk Authority (Pomorskie, PL), Maritime Institute in Gdansk (Pomorskie, PL), Central Mining Institute (Slaskie, PL), The Union for the Development of the Moravian-Silesian Region (Moravskoslezsko, CZ), Transport Research Institute, JSC. (Stredne Slovensko, SK)

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