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**Priority 2
Improving Accessibility of and
within Central Europe**

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Topics of the Presentation



- ✓ Priority 2: Accessibility
- ✓ areas of intervention
 - examples of existing and possible transnational projects
 - relevant policy documents, strategic papers, instruments etc.
- ✓ technical and practical advice based on experience
 - DOs and DON'Ts for selection of project topic, approach, partnership, pilot actions etc.;
 - methodological advice – how to organise preparatory phase, how to collect partners' contributions, where to get or up-date knowledge on relevant policies, content related regulations and existing or finished projects that should be taken into account while preparing the application etc.
- ✓ reference to project ideas



Priority 2 – Improving Accessibility of and within Central Europe

- **Accessibility** is a necessary precondition for economic development and growth. **Free movement of people, goods, services and information** increases efficiency and improves the development prospects for the regions. Transport corridors offer important opportunities such as better access to markets and increased potential for logistical functions for the regions situated in central locations of the network. Especially within the context of the enlarged European Union, the development of transport and information infrastructures is essential to achieving the **full integration of national and regional markets** as well as balanced and **sustainable development**.

Priority 2 – Improving Accessibility of and within Central Europe

Central Europe has highly accessible regions (e.g., those located in Southern Germany, Northern Italy as well as capital regions) but also large rural and peripheral areas that lack suitable access. For example, the density of the transport network tends to be lower in regions located in the eastern parts of the cooperation area. Likewise, the development of the East-West priority corridors is rather advanced while North-South priority corridors are less developed. **The interconnectivity of transport networks and hubs (e.g., ports, airports, railway stations) is in need of improvement as are (multimodal) transport logistics and the interoperability of the various operators.**

Objective

Strengthening through **innovative solutions** the **internal cohesion** of countries in Central Europe by improving the accessibility of and within the Central Europe area, fully taking into account the principles of **sustainable development**

Keywords



- 11 ICT solutions**
- 12 TEN-ICT**
- 13 ICT e-services / public services**
- 15 ICT access & economic use**
- 17 accessibility (rail)**
- 19 accessibility (rail assets)**
- 21 accessibility (motorways)**
- 25 urban transport / traffic management**
- 26 multimodal transport / logistics**
- 27 connectivity / interoperability / transport security**
- 28 integrated transport & mobility planning**
- 29 airports**
- 30 ports**
- 32 waterways**
- 52 clean urban transport**
- 81 institutional learning / policy development**



Area of Interventions



- 2.1 Improving Central Europe's Interconnectivity
- 2.2 Developing Multimodal Logistics' Cooperation
- 2.3 Promoting Sustainable and Safe Mobility
- 2.4 Promoting Information and Communication Technologies and Alternative Solutions for Enhancing Access



Priority: 2 – Examples of Approved Projects



ChemLog Chemical Logistics Cooperation in Central and Eastern Europe

Area of Interventions: 2.1 Improving Central Europe's Interconnectivity

Lead partner: Ministry for Economy and Labour of Saxony-Anhalt (Sachsen-Anhalt, DE)



SoNorA South-NORTH Axis

Area of Interventions: 2.1 Improving Central Europe's Interconnectivity

Lead partner: Veneto Region (Veneto, IT)



Via Regia + Via Regia plus - Sustainable Mobility and Regional Cooperation along the Pan-European Transport Corridor III

Area of Interventions: 2.1 Improving Central Europe's Interconnectivity

Lead partner: Municipality of Wrocław (Dolnoslaskie, PL)



KASSETTS Knowledge-enabled Access of Central Europe SMEs to Efficient Transnational Transport Solutions

Area of Interventions: 2.4 Promoting Information and Communication Technologies and Alternative Solutions for Enhancing Access

Lead partner: Institute for Transport and Logistics Foundation (ITL) (Emilia-Romagna, IT)



Priority: 2 – Examples of Approved Projects



BATCo Baltic-Adriatic Transport Cooperation

Area of Interventions: 2.1 Improving Central Europe's Interconnectivity

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

CHAMPIONS Improvement of CE regions' accessibility through air transport interconnectivity

Area of Interventions: 2.1 Improving Central Europe's Interconnectivity

Lead partner: Marshal's Office of the Wielkopolska Region (Wielkopolskie, PL)

GUTS Green Urban Transport Systems

Area of Interventions: 2.3 Promoting Sustainable and Safe Mobility

Lead partner: Municipality of Sopron (Nyugat-Dunantul, HU)

INTER-Regio-Rail Removing barriers to regional rail transport

Area of Interventions: 2.3 Promoting Sustainable and Safe Mobility

Lead partner: German Association of Regional Passenger Rail Authorities (Berlin, DE)

TROLLEY TROLLEY - Promote Clean Public Transport

Area of Interventions: 2.3 Promoting Sustainable and Safe Mobility

Lead partner: Salzburg AG for Energy, Transportation and Telecommunication (Salzburg, AT)

2.1 Improving Central Europe's interconnectivity



- ✓ Central Europe is connected to the main Transnational European transport corridors. Their expansion contributes to a better integration of the Cooperation Area and provides important potentials to the secondary networks. Activities should contribute to achieve a higher and more sustainable interconnectivity at an urban, regional and transnational level. The activities should improve transnational solutions for the interconnection of Central Europe, and at the same time consider the impacts of transport and establish an efficient and sustainable transport network.
- ✓ This Area of Intervention aims to improve interconnectivity by:
 - ✓ implementing transport solutions for the specific needs of **metropolitan, urban, rural, remote and isolated areas** **developing cooperation for the access** of landlocked countries to European sea ports
 - ✓ realising **intermodality and interoperability of transport systems** (road, rail, waterways, air) establishing strategic cooperation between and within Transeuropean transport corridors
 - ✓ assessing and optimising impacts and potentials of European **High-Priority transport corridors and their connections to national and regional networks** in the direction of sustainable and energy efficient transport modes

2.2 Developing multi-modal logistics cooperation



- ✓ Stronger economic integration leads to an increasing traffic volume in the cooperation area. This currently affects road traffic in particular. In order to avoid congestion and negative environmental impacts, it will be necessary to foster a **multimodal logistic cooperation to meet the requirements of economic development**. This Area of Intervention aims at a higher attractiveness for multimodal solutions understood as the combination of more than one transport mode. It seeks to achieve higher synergies and better solutions in the field of logistics.
- ✓ The efficiency and sustainability of transport in the cooperation area will be raised by:
 - establishing cooperation among logistic centres and networks
 - developing Information and Communication Technologies (ICT) for cooperation in logistics
 - putting **cooperation** between inter-modal and logistics platforms into practice
 - implementing **multi-modal logistic solutions**



2.3 Promoting sustainable and safe mobility



- ✓ Increasing integration leads to an intensified exchange of goods and persons. The international and regional division of labour and the transition to flexible work create new qualitative and quantitative mobility requirements. In addition, existing settlement structures, suburbanisation and tourism-induced traffic contribute to higher traffic volumes. Agglomerations are confronted with specific challenges (e.g. maintenance and financing of public transportation system) and problems (e.g. negative environmental impacts).
- ✓ This Area of Intervention aims to **reduce the environmental burdens arising from traffic, while promoting sustainable mobility and increasing awareness for safety issues** as well as contributing to the achievement of higher quality of living conditions by:
 - ✓ sharing experiences on the preparation and implementation of sustainable and safe transport solutions
 - ✓ supporting the development of advanced technological solutions for traffic-management (e.g. based on the Galileo system)
 - ✓ promoting the **quality and attractiveness of public urban transport**
 - ✓ implementing innovative and sustainable solutions to tackle transport bottlenecks (congestion management, road-pricing, internalising external costs etc.)
 - ✓ fostering applications, strategies and preparation of policy decision for more safety in transport
 - ✓ putting strategies to accompany major transport infrastructure systems with sustainability and safety assessments into practice
 - ✓ applying solutions and strategies for the mitigation of negative impacts of transport projects
 - ✓ implementing innovative transportation concepts for changing demographic situations
 - ✓ promoting actions to enhance the **quality of transport within cities**

2.4 Promoting ICT and alternative solutions for enhancing access



- ✓ Traffic volumes in Central Europe are increasing, but the expansion of the traffic network does not automatically increase mobility, as bigger capacities can also induce further increases in volumes.
- ✓ Information and Communication Technologies offer opportunities to substitute physical mobility by providing easier access to services and information. Besides technological-based solutions for enhancing efficiency in traffic, also non-technological, alternative solutions (organisational, institutional, and strategic) are capable of enhancing access.
- ✓ This Area of Intervention generally seeks to improve accessibility of information and services, while reducing traffic volumes. Better solutions (technological and alternative) for enhanced mobility will be achieved. A higher efficiency of transport and a better accessibility will be raised by:
 - promoting **ICT for access to and provision of public services**
 - using ICT as an instrument to reduce transnational traffic (e.g. video-conferencing, websites, supply-chain-management...)
 - applying ICT to develop efficient traffic management systems and traffic information systems of transnational transport flows
 - improving the access to infrastructure and services of general interest with **alternative solutions** to enhance **personal mobility**

Formal Elements of Evaluation of the Proposals



- ✓ Relevance of the project
- ✓ Implementation and methodology
- ✓ Quality of the outputs and Sustainability of the expected results
- ✓ Partnership technical and operational capacity
- ✓ Budget and cost-effectiveness



The Key Aspects for Proposals



How relevant is the proposal to the overall programme goals and objectives?

- Added value at CE level
- Portability of the results

Level of innovation of the proposal

Level of feasibility of the proposal

A clear partnership with all the needed competences (also external expertise)

A clear and detailed budget

The role of the investments

Deliverables and timeplan



DOs and DON'Ts



- 1) budget vs project plan
- 2) core outputs definition and impact on the project results
- 3) lack of indicators for evaluation of project impact
- 4) partnership: many partners have unclear role
- 5) gap between the general objectives and the project plan

DOs and DON'Ts



- 6) the reason why the project is needed
- 7) transnational approach (added value)
- 8) innovation aspects
- 9) type of action (joint strategy, transnational tools, joint management, investment preparation, pilot actions)
- 10) lack of pre-investment initiatives
- 11) equipment: many proposals with pilots without any cost in terms of equipment (how to manage the pilot ?)

Technical and practical advice based on experience



- organize and document a preparatory phase,
- collect partners' contributions,
 - Involve specific partners for contributing
- to get or up-date knowledge on relevant policies,
 - A summary of existing situation
- content related regulations and existing or finished projects that should be taken into account while preparing the application etc.
 - Justify your proposal with concrete examples



Basic Questions ...



where to find reliable partners ?

how to involve them in the project preparation phase

- whether it is better to start with a brainstorming session or
- with preparation initial proposals for each partner etc.).

R&D project results to be adopted for capitalisation



Any idea for new proposals ?



A transnational chain for dangerous goods

- Private companies ?
- Public bodies ?

Networking logistics hubs

- information about transport services
- Transport services quality

Networking using ICT and business orientation (the only way to support investments)



Thank you for your attention!



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