

# SEE Programme & Rail infrastructures and Services: Connecting Europe for Cities and People

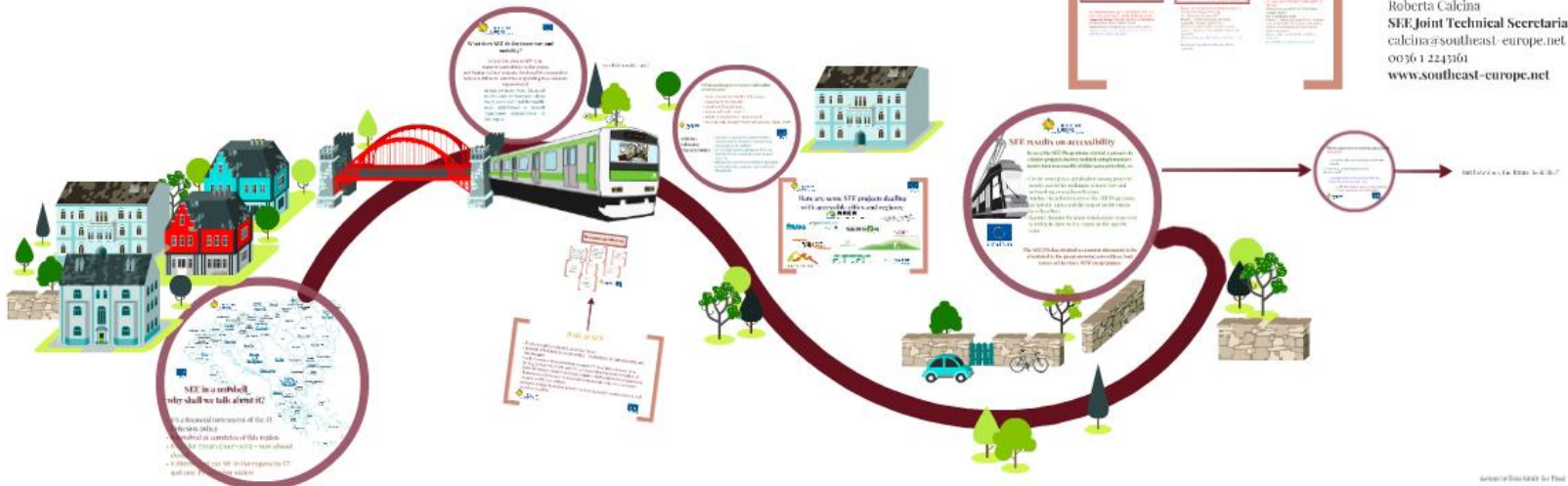
RAIL4SEE final conference

Bologna - 15th October 2014



*There, where SEE was...*

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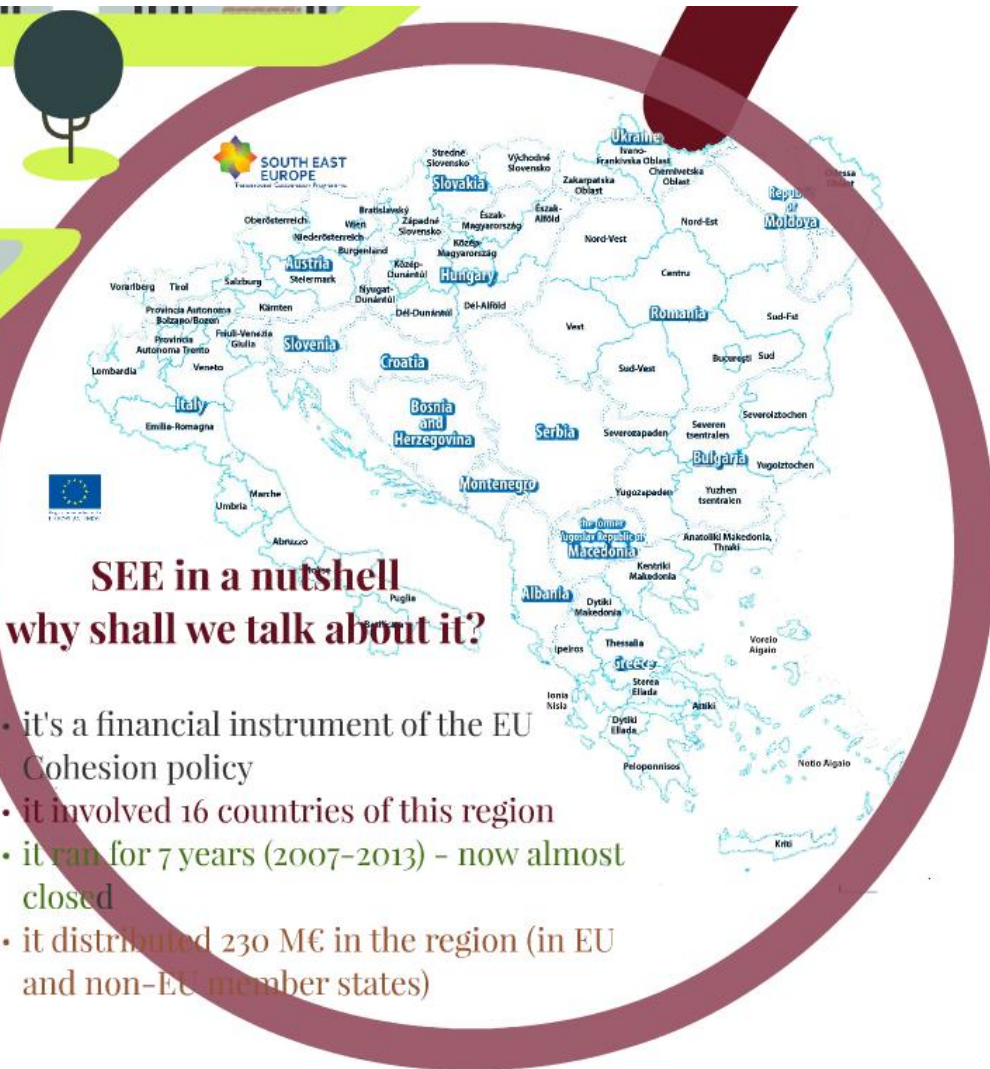




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## SEE in a nutshell why shall we talk about it?

- it's a financial instrument of the EU Cohesion policy
- it involved 16 countries of this region
- it ran for 7 years (2007-2013) - now almost closed
- it distributed 230 M€ in the region (in EU and non-EU member states)



## What does SEE do for transport and mobility?

One of the aims of SEE is to improve accessibility in the region and finance related projects developed in cooperation between different countries responding to a common regional need

**25/122** projects were financed on the topic of transport along the **7** years and **>50M€/230M€** were distributed to benefit **>350/2000** organisations in the region.

on which specific topi



on which specific topic?



n specific topic?



with the following characteristics:

### SEE financed projects on transport and mobility of various nature

- from, to and across the SEE region
- passengers and freight
- short and long distance
- mono and multi-modal
- urban, regional and transnational
- on road, rail, inland waterways and maritime ports

- respond to a need of the region which is transnational and requires transnational cooperation to be tackled
- aim at implementing solutions which are beneficial for the population (and not just research)
- improve the overall accessibility of the region
- no infrastructure projects - but small scale investments



# Here are some SEE projects dealing with accessible cities and regions:



# RAIL & SEE

- Focus on rail was pursued along the 7 years
- Analysis of bottlenecks and potential - including poor infrastructure and low demand
- Lack of interest by stakeholders towards ETC has been an issue, thus
- Strong promotion of SEE and ETC as financial instrument for Rail at all levels (briefing, bilateral meetings, support, dedicated terms of reference)
- Transnational relevance & regional needs as main objective, to ensure impact on SEE accessibility
- Stations as hubs, to ensure primary to/from secondary connections as well as urban mobility









# Key concepts for SEE & rail

Need for a set of  
efficient & low cost

Information, ICT,

low quality of  
infrastructure  
and services in  
SEE (all modes)

# Network not fitting the latest social & economic transformation and urban development



(monocentric countries,  
growth of metropolitan  
areas following migration  
from countryside, de-  
industrialisation, satellite  
residential areas...)

substantial  
decrease in use  
of trains and  
public transport  
as consequence

Network m  
economic



Roro



Borders  
...  
No transport  
demand accross  
them



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Need for a set of  
efficient & low cost  
measures with  
short term impact  
on accessibility







Information, ICT,  
Harmonisation of  
timetables, education of  
professionals, quality and  
reliability, integration of  
ticketing

....

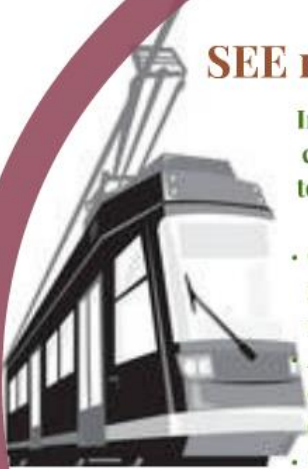


# Train stations appeared as the perfect hubs

- there, where bottlenecks could be solved
- right at infrastructure
- usually centrally located
- where everything converges
- suitable for hosting extra services
- people oriented



## SEE results on accessibility



In 2013 the SEE Programme started a process to cluster projects having tackled complementary topics (not necessarily within same priority), to:

- Create synergies/capitalisation among projects/ results and foster exchange of know how and networking among beneficiaries
- Analyse the achievements of the SEE Programme on specific topics and the impact on the region (new baseline)
- Identify through the main stakeholders (you) what is still to be done in the region on the specific topic



The SEE JTS has drafted a common document to be circulated to the programming committees/task forces of the three NEW programmes

s dealing  
regions:



ROSEE  
Regional Office for South East European region



TRANS DANUBE



## What we expect from transnational cooperation in 2014-2020?

1. of course, take your needs and results into account
2. Clearer focus and specific transnational objectives on ITS
3. Strongly tailored on the region involved (*one solution fits all does not really work!*)
4. Well defined base values, on which to build. Clearer indication to the stakeholders.



But how does the future look like?

## There, where SEE was...



- EC communication of 19/12/2013 Initiative of GR and some SEE partner states (Albania, Bulgaria, Cyprus, Greece and Former Yugoslav Republic of Macedonia)
- MA/JS location: Thessaloniki (Greece)
- Improvement of transport not specifically defined
- Budget: 13,4MC (18,1MC ERDF; 5,1MC IPA) - COP: 85%
- First half 2015; first call launch



- Support the development and implementation of Danube Macro Regional Strategy
- MA / JS location: Budapest (HU)
- Priority 3 – Better connected and energy responsible Danube region (IP 7c) – Environmentally friendly and safe transport systems and balanced accessibility of urban and rural areas
- Budget: 203MC (202,3MC ERDF; 10,8MC IPA) - COP: 85%
- Second half 2015; launch of the first call for proposals



- 4 EU and 4 non-EU members from South East Gateway
- Ensure coherence with the EUSAR macro-regional strategy
- MA / JS in Bologna (Italy)
- Priority 3 – Connected region (IP 7c) – Enhance capacity for integrated transport and mobility services and multimodality in the Adriatic-Ionian area region
- Budget: 99MC (83,4MC ERDF; 15,7MC IPA) - COP: 85%
- Second half 2015; launch of the first call



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# Transnational Cooperation areas 2014 - 2020 ADRIATIC-IONIAN



- 4 EU and 4 non-EU members from South East Gateway
- Ensure coherence with the EUSAIR macro-regional strategy
- MA / JS in Bologna (Italy)
- Priority 3 – Connected region (IP 7c) – Enhance capacity for integrated transport and mobility services and multimodality in the Adriatic-Ionian area/region
- Budget: 99M€ (83,4M€ ERDF; 15,7M€ IPA) – COF: 85%
- Second half 2015: launch of the first call



# Danube Region



- Support the development and implementation of Danube Macro Regional Strategy
- MA / JS location: Budapest (HU)
- Priority 3 – Better connected and energy responsible Danube region (IP 7c) – Environmentally friendly and safe transport systems and balanced accessibility of urban and rural areas
- Budget: 263M€ (202,3M€ ERDF; 19,8M€ IPA) – COF: 85%
- Second half 2015: launch of the first call for proposals

# Transnational Cooperation areas 2014 - 2020 Balkan-Mediterranean



© EuroGeographics Association for the administrative boundaries (NUTS regions)



- EC communication of 19/12/2013 Initiative of GR and some SEE partner states (Albania, Bulgaria, Cyprus, Greece and Former Yugoslav Republic of Macedonia)
- MA/JS location: Thessaloniki (Greece)
- Improvement of transport not specifically defined
- Budget: 33,4M€ (28,3M€ ERDF; 5,1M€ IPA); COF: 85%
- First half 2015: first call launch



co-funded by the  
EUROPEAN UNION

ple



There, where SEE was...



...as recommended in an EU Council Decision  
...with 100% of the total aid amount, covering the entire  
...and 100% of the total aid amount of the period  
...for the period 2007-2013.



...to support the development and implementation  
...of the SEE Regional Strategy  
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