



Public consultation on the extension of the major Trans-European transport axes to the neighbouring countries and regions

Building Charlemagne Room S3, rue de la Loi 170, Brussels
5th April 2005

A transnational scenario for a European spatial integration and an integrated transport development of the **North Adriatic Sea Region**

*proposed by Regione Veneto (Mr. Franco Migliorini)
and
the Central European Initiative – Transport Unit (Ms. Lara Tassan Zanin)*

Key words: TRANSPORT - ACCESSIBILITY - REGIONAL COMPETITIVENESS

What are the major axes? Which investment and how?

TEN – T existing assumptions (Quick Start List):

- North South Brenner axis (Berlin-Naples)
- Corridor V – Priority Project N6 (Turin – Trieste – Ljubljana – Budapest)
- Motorways of the sea of South East Europe (expected further definition in 2005)

Another axe, which is relevant to the region but not mentioned in the QSL, is the former Corridor X. The Adriatic-Ionian intermodal corridor mentioned in the High Level Group report (page 39) as “accessibility and interconnections of networks” should be also taken into account in a long-term horizon.

Some considerations on traffic forecast, required investment and other financial consideration will be presented and circulated during the meeting.

How to ensure seamless and efficient use of the axes?

A proposed extension of the current TENT-T work within an integrated **transnational transport** vision includes:

- Adriatic–Baltic Landbridge as a N-S Trans-European integration of maritime and inland transport demand
- The **North Adriatic Sea** as a potential Port Area Network (Rijeka-Koper-Trieste-Venice-Ravenna) of more than 100 millions ton/year

The overall Central Eastern European hinterland of old and new Member States gravitating to the North Adriatic Sea Region would consist of 50 millions inhabitants.



Needed **transport and spatial** integration policies are:

- motorways of the sea and inland corridor integration by planning coastal and inland intermodal platforms development
- ITS-ICT policy for transport safety and logistics chain efficient management
- Transport policy and regional policy collaborating in a competitive perspective of market economy diffusion and spatial growth
- Local Authorities and Transport operators business oriented cooperative attitude
- Spatial integration policies could take into account, at this stage, Earthquake Mitigation Program concerning transport Corridors in Central and Eastern Europe.