EA Sea-Way (WP4)
Assessment of the Adriatic port system and its integration with hinterland

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Guidelines for road transport

- Modernization of road connections in the port area (especially completion of the modernization of road connections in the TEN-T network according to their functionality).
- Increasing the sustainability of the road network by: reorganizing the sector, increasing the efficiency of network maintenance, reducing the impact on the environment (particularly by reducing greenhouse gases) and the implementation of measures to increase traffic safety and reduce seasonal obstacles.
- Improving access to ports, with regard to local and regional needs for transport services.

Guidelines for road transport

- Establishment of integrated transport systems in major ports and their suburban and/or regional areas.
- Establishment of adequate alternative of public transport service in smaller ports.
- Development of measures to increase the share of public transport subsystems with zero emission rate of air pollution and GH gases, "Park and Ride" facilities, limits for individual transport (passenger cars) in the narrow area of the ports, giving the priority to public transportation including the establishment of intelligent transport systems.
- Increasing the sustainability of the urban transport system by reorganizing the sector in the organization and legislative terms (in particular, implementation of public service contracts in accordance with Regulation (EC) No. 1370/2007, by improving the efficiency of system maintenance, reducing the impact on the environment and the use of measures to increase the safety in the system.

Guidelines for road transport

- Changing the structure of traffic flows by eliminating bottlenecks in other transport modes, especially in waterway and railway sector (legislative, regulatory and administrative bottlenecks, organizational bottlenecks, technical and technological bottlenecks, bottlenecks of monitoring and data collection, bottlenecks caused by inappropriate state of transport infrastructure, bottlenecks caused by lack of adequate personnel staff).
- Implementation of the measures and activities that are based on an approach to solving transport problems to the EU documents (EU strategies, policies and programs) among which the most important are: White Paper 2011 Roadmap to a Single European Transport Area-Towards a competitive and resource efficient transport system-Transport 2020; Maritime Transport Strategic goals until 2018; Europe 2020: A Digital Agenda for Europe: Intelligent Transport Systems for efficient transport and better mobility etc.

Guidelines for air transport

- “Enhancing cooperation between air traffic stakeholders in order to prepare a plan to implement shorter plane routes”. Better coordination between the ‘Functional Airspace Blocks’ can ensure a needed transition from domestic air traffic management arrangements to a more integrated European dimension.
- “Developing further nodal planning for multimodality”. The overlap of different freight and person transport leads in many nodes to congestion and loss of productivity. Terminal infrastructure is also missing or little developed to combine the different modes. In this context air transport can play a key role in allowing access to remote regions. This would at the same time improve the conditions for location development on the spot and for shifting transport volumes to more energy efficient and environmentally friendly transport modes like rail and water. Networks between relevant stakeholders should be set up in order to improve the quality of the transport system and logistic chains between the nodes and within the nodes – with a focus on sustainable transport modes such as railways and waterways.

Guidelines for air transport

- New air connections within the Adriatic region could considerably improve mobility and accelerate economic integrations and touristic potential of regional development.
- Small aircraft transport system in Europe/Adriatic region is a solution to improve transport infrastructure (accessibility).
- GA revitalization in Europe needs cooperation and support from ACARE, SESAR, FP7/Horizon 2020 funding.
- Heliports development (for SAR on sea and passenger traffic within the ports).
- Traffic with hydroplanes improvements (due to the easiest of infrastructure utilization).
- Airport connections with other transport modes and with city centers.
- Identification of highest priority airport capacity limitations.

Thank you for your attention!