

6rd Coordination Meeting
Corfu, Greece

22th of September, 2015

WP4 – Assessment of the Adriatic port system and its integration with hinterland

FB 16 - Faculty of Traffic and Communications
University of Sarajevo



The project is co-funded by the European Union, Instrument for Pre-Accession Assistance



Main research issue?

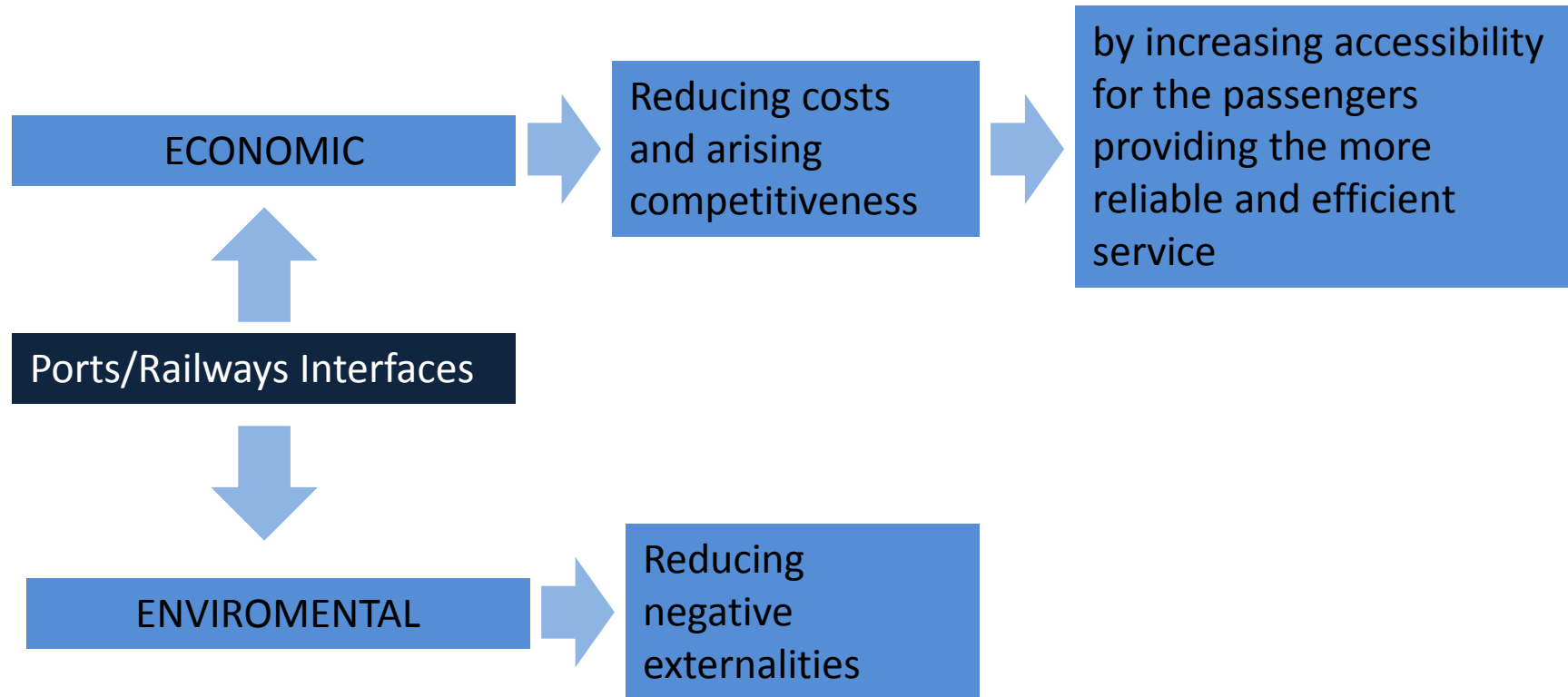


Could the railways be sustainable ports
connection with the hinterlands?



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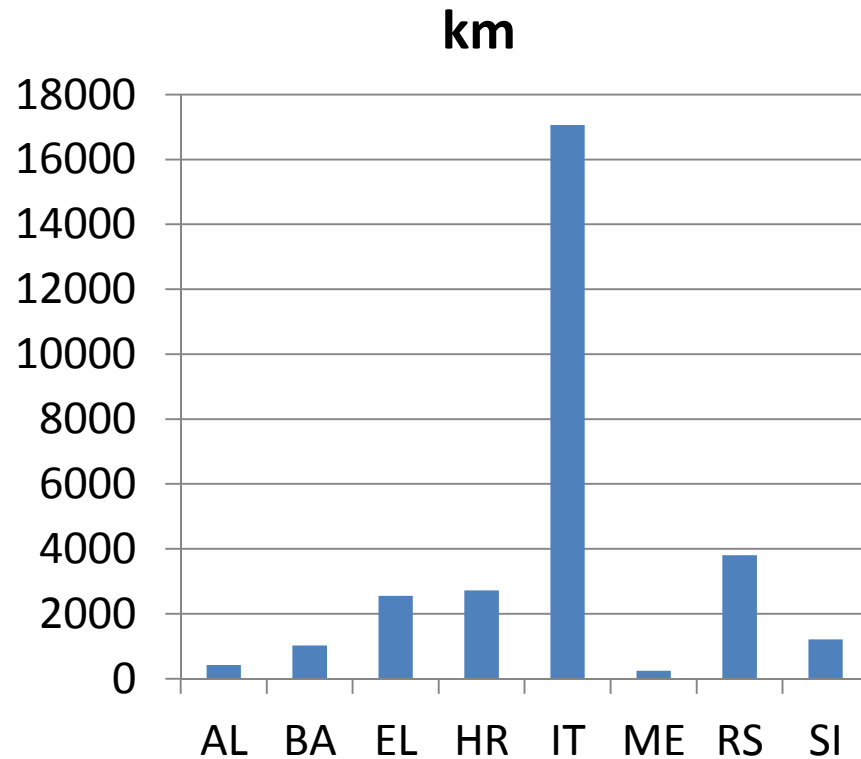


But, what is wrong with the railways in the Adriatic-Ionian region?



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Total length of railway infrastructure in Adriatic- Ionian area is about of 27593km

It is apparently that those, except Italian network (61,8%) are relatively small, particularly the railway networks of Albania and Montenegro.

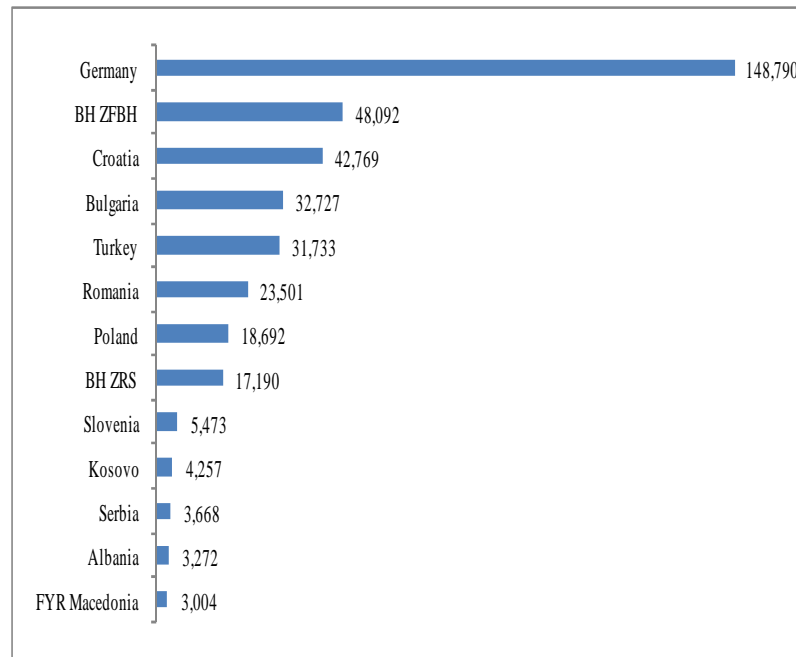
In general, one of the main obstacles facing the majority railways in the Adriatic-Ionian railways is the **low quality of rail infrastructure.**



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Average Annual Investments in Rail Infrastructure
(‘000 Euro per track-km)



4.584EUR /track km Albania
24.989EUR/track km Serbia (SEETO,
2013).

The annual volumes of track renewal works in Western Balkans have been much lower than real needs. Accumulated backlog imposes speed restrictions on many lines because of traffic safety reasons.



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Italy (2007-2013)
7.34 billion EUR

Croatia 487 mil.EUR
Serbia 458 mil.EUR
B&H 156 mil.EUR



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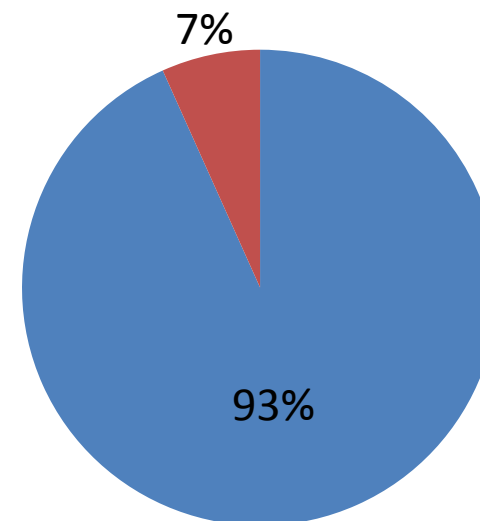
Passengers volumes



| Railways | | | | | | | | |
|-------------------|-------------|-------------|-------------|-------------|-------------|-------------|------------------------|------------------|
| | billion pkm | | | | | | % | % |
| | 1990 | 1995 | 2000 | 2005 | 2010 | 2012 | Under PSO (**) 2012 | Change '11 / '12 |
| EU | 404,1 | 351,7 | 372,0 | 379,9 | 406,8 | 418,4 | 65,2 | 0,7 |
| A-I Region | | | | | | | | |
| EL | 2,0 | 1,6 | 1,9 | 1,9 | 1,3 | 0,8 | 100,0 | -13,2 |
| HR | 3,4 | 1,1 | 1,3 | 1,3 | 1,7 | 1,1 | | -25,7 |
| IT | 44,7 | 46,7 | 49,6 | 50,1 | 47,2 | 44,6 | 52,6 | -4,8 |
| SI | 1,4 | 0,6 | 0,7 | 0,8 | 0,8 | 0,7 | 98,2 | -4,0 |
| ME | | | | | 0,1 | 0,1 | | -4,2 |
| RS | | | | | 0,5 | 0,5 | | -0,2 |
| AL* | | | | | | 0,0004 | | |
| BA* | | | | | | 0,0005 | | |
| TOTAL | 51,5 | 50,0 | 53,5 | 54,1 | 51,6 | 47,8 | | |

pkm shares

■ Italy ■ Others



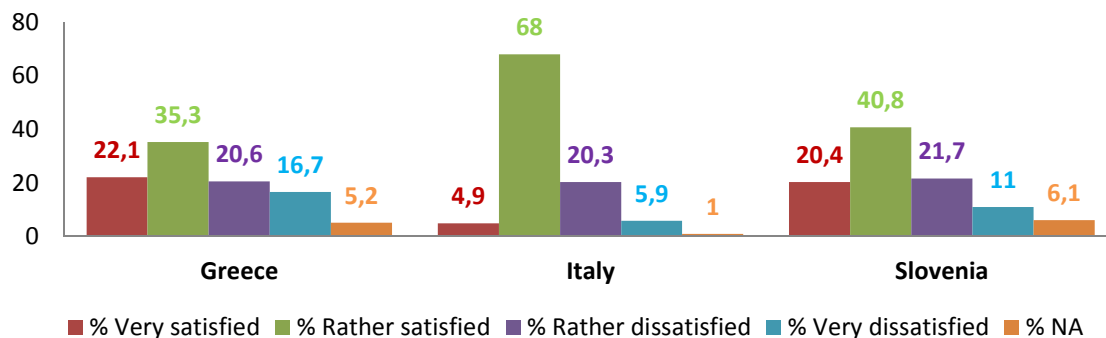
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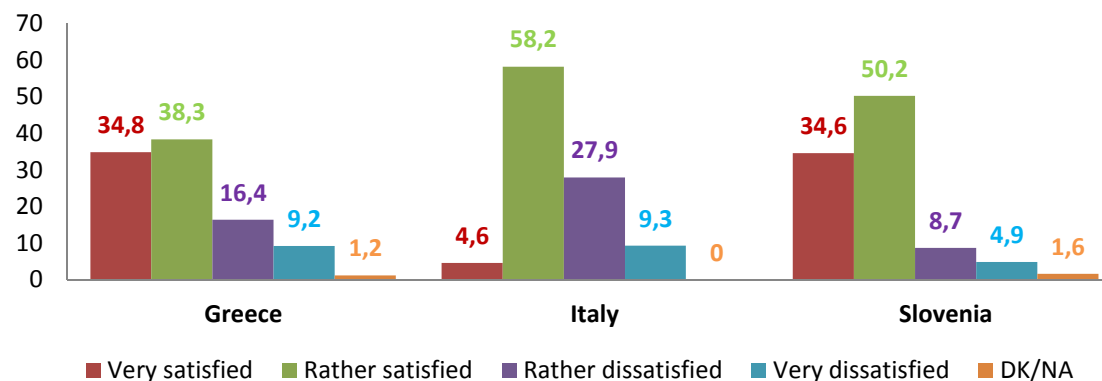
Railway service quality?



Satisfaction with frequency of the trains



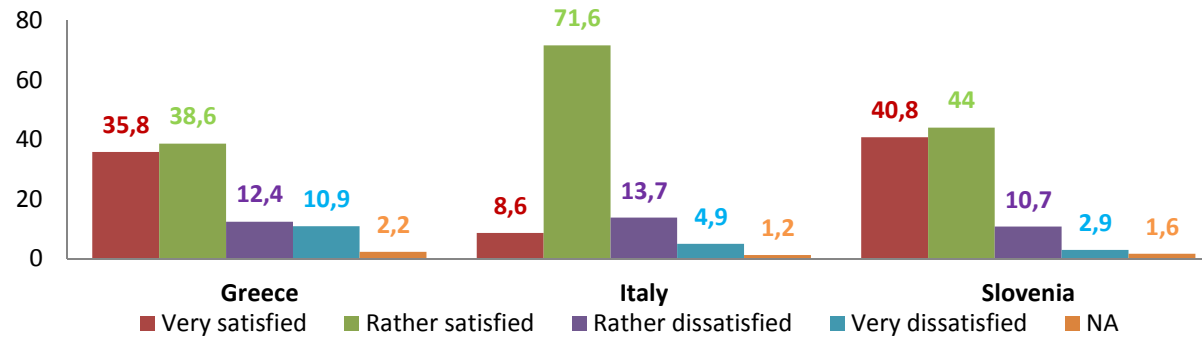
Satisfaction with punctuality and reliability



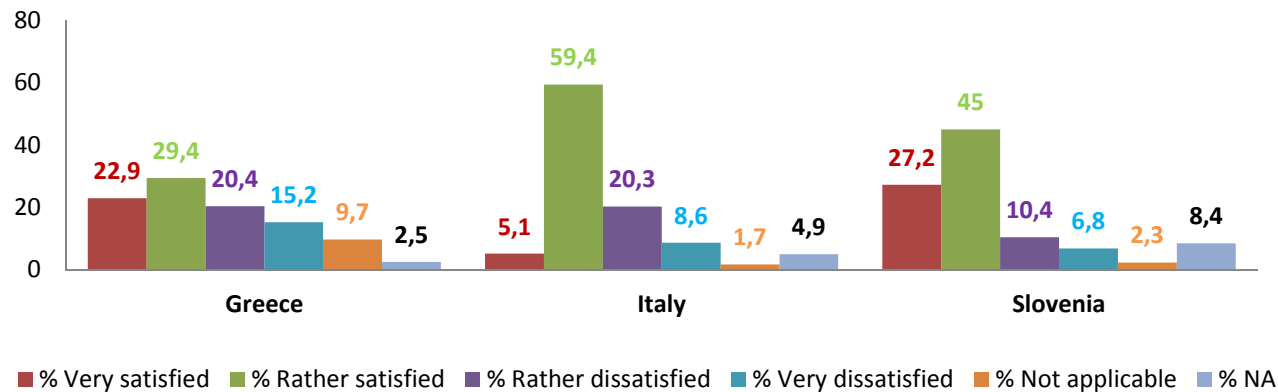
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Satisfaction with provision of information about train schedules and platforms



Satisfaction with the provision of information during the journey



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Pessimistic scenario - Worst

Decline of railways networks maintenance due to the limited public funds

Realistic scenario - Modest

Existing dynamics of railway sector reforms and maintenance funding

Optimistic scenario – Best

Modernization and harmonization of railways and better connection with the Adriatic-Ionian ports



The steps further?



Harmonized renewals and modernization of A-I railways

supported by EU instruments

Higher level of harmonisation of the access prices system

in order to prevent border-crossing barriers and to improve the efficiency of the railways

Providing new services with attractive fares and better information systems

in order to attract more passengers from the Adriatic-Ionian region

Promoting the better connection of railways with other transport modes and hinterland connections with Adriatic ports

in order to offer seamless cross-border and cross-modal transport connections on a local, national and regional level to allow end-to-end journeys within and across modes higher satisfaction levels



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Thank you for your kind attention!

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