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## **EXTR@Web Project**

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## Abbreviations and Acronyms Used

AG	High level Advisory Group (to the EXTR@Web project)
BG	Benchmark Group (associated with the EXTR@Web project)
CEEC	Central and Eastern European Country
CSFs	Community Support Frameworks
CTP	Common Transport Policy
DG TREN	EC Directorate-General for Energy and Transport
EC	European Commission
EFTA	European Free Trade Association (Norway, Iceland, Switzerland, Liechtenstein)
EIB	European Investment Bank
ERA	European Research Area (EU, EFTA and CEECs)
ERDF	European Regional Development Fund
EXTR@Web	Exploitation of Transport Research Results via the Web (DG TREN FP 5 Accompanying Measure project)
EU	European Union
FP 4 (5, etc)	EC Fourth (Fifth, etc) Framework Programme
PAG	Programme Analysis Group (part of EXTR@Web project)
RTD	Research and Technical Development
TRKC	Transport Research Knowledge Centre; TRKC website at <a href="http://ec.europa.eu/transport/extra">ec.europa.eu/transport/extra</a>

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# 1. Introduction

This paper provides a structured guide to the results of Research and Technical Development (RTD) projects relating to **Regional Transport** theme, carried out in transport research programmes throughout the European Research Area (ERA). It is one of a series of 28 papers. Two further from an original set of 30 transport themes – i.e. Long-distance Transport and Financing Tools – have been discontinued as separate reports, though all related projects will be covered elsewhere in Thematic Research Summaries.

	Paper no.	Transport theme
Dimension 1	1.1	Passenger Transport
	1.2	Freight Transport
	1.3	Urban Transport
	1.4	Rural Transport
	<b>1.5</b>	<b>Regional Transport</b>
	1.6	EU Accession Issues
Dimension 2	2.1	Air Transport
	2.2	Rail Transport
	2.3	Road Transport
	2.4	Waterborne Transport
	2.5	Other Modes
	2.6	Intermodal Transport
Dimension 3	3.1	Economic Aspects
	3.2	Efficiency
	3.3	Equity and Accessibility
	3.4	Environmental Aspects
	3.5	User Aspects (incl. ergonomics, quality, choice and rights)
	3.6	Safety and Security
Dimension 4	4.1	Decision-support Tools
	4.2	Information and Awareness
	4.3	Infrastructure Provision (incl. TENs)
	4.4	Integration
	4.5	Intelligent Transport Systems
	4.6	Regulation / Deregulation
	4.7	Land Use Planning
	4.8	Transport Management
	4.9	Pricing, Taxation and Financing Tools
	4.10	Vehicle Technology

Of the more than 5600 projects from research programmes the Transport Research Knowledge Centre (TRKC) ultimately has considered, a total of **11** projects deal partly or fully with the issues of **Regional Transport**.

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## 1.1 How to use this paper

It is recommended that you use this paper to locate RTD (Research and Technical Development) results on sub-themes where you have a particular interest, rather than reading the paper from start to finish:

- Start in Section 2 to get an overview of the scope of the particular theme.
- Read Section 4 that summarises the findings for each sub-theme of interest to you.
- Consult Annex I to identify the individual projects, be they of European or national origin, relating to a particular sub-theme.
- If this is the first time you have used one of the series of thematic research summaries, it is strongly recommended that you read Annex II. This explains the background and purpose of the EXTR@Web project, and the basis upon which information in this document was selected and analysed.

The other sections of this paper can help you to gain an overall picture of the **Regional Transport** theme, associated policy issues and the background of project EXTR@Web.

The analysis in this paper is the responsibility of the EXTR@Web project team, and does not represent the official viewpoint of the European Commission.

## 1.2 The link to the Transport Research Knowledge Centre website

Further details on individual projects can be obtained from the Transport Research Knowledge Centre (TRKC) website at: [ec.europa.eu/transport/extra](http://ec.europa.eu/transport/extra)

The TRKC website includes summaries and full final reports of individual projects, as well as a variety of analyses, and publications prepared by the EXTR@Web project.

How to best use the online resource:

- The 'Projects & Analysis' section allows the user to specify a project-wide search on 'Publication date', 'Origin', 'Document type', 'Mode', 'Sector', 'Geographic area', 'Policy objective' and 'Tool', or any combination of these criteria.
- This may be complemented, or superseded, by the flexible 'Free text search'.
- On the query result screen, free text search criteria may be refined, as appropriate. Further tick boxes here allow limiting query results according to 'Project status' (five levels).
- Query results are presented in a table, which allows for sorting by column (click on relevant column header for alphanumerical sorting).
- Project-specific summaries may include links to project websites, or provide contact details for the project, where available.

It should be noted that the online Transport Research Knowledge Centre will be updated frequently, though dependent on input from project co-ordinators.

Other parts of the TRKC website cover transport research at Programme level, and expand on transport related issues, e.g. in the 'Links', 'Events', 'Glossary' and 'FAQs' sections.

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## 2. Scope of theme

### 2.1 Definition of theme

**Regional Transport** is the movement of people or goods over medium distances, typically between 20 and 100 km (although in some larger regions and countries longer distance trips could be classified as regional). Usually this is between separate but nearby urban areas, or between an urban area and areas with low population density.

This can include a number of modes although the majority of regional transport is by road, rail and (in some regions, for freight), inland waterways. Sea and air transport are only relevant to regional transport in a small number of cases, concerning short distance links to offshore islands, etc.

Regional transport for freight is mainly understood as either distribution of in-bound goods to nearby towns and rural areas or as shipping of agricultural and industrial goods and supplies to urban centres. For passengers, regional transport caters for a wide range of trip types, from longer-distance commuting and regional business travel to leisure trips, normally by car or motorcycle, medium-distance bus and coach services, or regional train services.

Projects listed here make a contribution to regional development within the framework of EU policies such as the European Regional Development (ERDF), the cohesion fund, Trans-European Networks (TEN-T), etc. At a national level, they often have a link to investment programmes of regional and local authorities, transport providers and other key stakeholders in the transport domain.

### 2.2 Topics included in theme

The topics related to this theme are:

- **Infrastructure investment:** This includes in particular investment made within the TEN budget line, finance instruments from the EIB and investments from local and regional authorities.
- **Spatial planning and links to economic development:** Investment in transport alone will not lead to the reduction of development disparities. The success of improvements in transport depends on complementary efforts to ensure that the disadvantaged regional economies are in a better position to seize the opportunities created.
- **Hubs and spokes, Gateways and Freight distribution:** Freight distribution and related infrastructures in less developed regions are a means to contribute to economic development. While improved transport facilities generally make a less developed region more attractive for investment by increasing access to inputs and to markets for outputs, and by facilitating business travel, there are instances where improvements in transport have made it easier for firms in more developed regions to supply goods and services directly to poorer ones, with the potential to hinder the latter's economic development prospects. This possible imbalance is addressed within a number of regional development projects.

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- **Cross-border transport issues:** Mainly within the strand A of the INTERREG programme cross-border development options are addressed, some of them being in the transport domain.
- **Social and environmental impact:** A sustainable and balanced development is high on the agenda of local and regional authorities. Therefore, respective impact assessment plays a key role to ensure a long lasting contribution to strengthen the regions' competitiveness.

Regional transport issues often form part of a spatial development plan. Such spatial frameworks aim to provide a balanced development both in economic and environmental terms, and aim to realise visions such as “a high quality transport system to act as a catalyst for continued economic growth and provide for an improved quality of life for all in a sustainable and socially inclusive manner;...”.

## 2.3 Significance of theme

Regional development is a key aim of the EU's policies and those of Member States and their constituent regions. Transport plays an important role in efforts to reduce regional and social disparities in the European Union and in the strengthening of its economic and social cohesion. The relations with other policies play an increasingly high role, including transport and the TEN.

EU Regional policy provides support for transport in the Member States through:

- The ERDF (European Regional Development Fund), under development strategies prepared by the States and regions: during the previous financing period (1994/1999), around € 15 billion in ERDF funds were spent on developing transport in Europe;
- the Cohesion Fund: from 1994 to 1999, € 8 billion were invested in transport projects in the Union's least developed countries;
- the TEN-Transport budget line;
- activities of the European Investment Bank;
- the INTERREG programme, aimed at improving cohesion (in terms of transport as well as other matters) between neighbouring regions in different EU Member States; and
- in the applicant states, ISPA (Instrument for Structural Policies for Pre-accession) allocates about half its funds for transport projects.

The geographical imbalances within the European Union are considerable, with a centralisation of population and economic activity in some areas – accompanied by high costs in terms of congestion, pollution and urban sprawl – and depopulation in others. Particular accessibility problems are encountered by the Union's peripheral and island regions. The First Cohesion Report and the Communication from the Commission on “Cohesion and Transport” confirms a strong association between geographical peripherality and relatively low standards of living.

The long-term link between levels of economic development and transport is generally uncontested. An efficient European transport system is essential for economic development and to enable citizens of the Union, economic operators and regional and local communities to derive full benefit from an area without internal frontiers.

The European Regional Development Fund (ERDF) has a number of programmes within which transport issues and projects are supported. Special mention shall be made in this context of the INTERREG programme.

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### 3. Policy context

#### Introduction

The EU's Common Transport Policy (CTP) far pre-dates Community attention to problems of uneven and lagging economic performance in peripheral and declining regions. The unevenness of European development patterns and the wide economic disparities between different parts of the EU (exacerbated by the last five enlargements), have focused attention on deficiencies in transport infrastructure; and individual transport projects themselves are convenient instruments of regional aid and cohesion policy. The relationship between the two areas works both ways; as CTP issues increasingly have a spatial and structural dimension, so too is regional policy becoming more explicitly linked with transport, and its success measured in terms of development of large infrastructure projects. This synthesis is strengthened by the trans-European networks (TENs) initiative and the establishment of the Cohesion Fund alongside the existing structural funds.

Transport plays a key role in efforts to reduce regional and social disparities in the Union (and within individual countries) and in the strengthening of its economic and social cohesion.

The European Commission's Regional Directorate (DG Regio) has also been increasingly involved in transport questions. The establishment of the Cohesion Fund directly links transport infrastructure and regional development in the recipient states. Still other public bodies associated with regional development, as the European Bank for Reconstruction and Development (EBRD) or the European Investment Bank (EIB), have a more or less direct hand in transport questions.

The present document analyses the ways in which the EU, through the CTP and the Structural Policies<sup>1</sup> aims to promote a more balanced and sustainable development of the Union's territory, notably, by improving the situation of peripheral or weaker regions and disadvantaged social groups.

#### **Policies to Develop Europe's Regional Accessibility and Cohesion The Union's Structural and Cohesion Funds and the EIB**

Improving economic and social cohesion is one of the Union's central objectives. The statistical evidence shows that the weakest regions of the Union have considerable investment deficits compared with the rest of the Union, with major gaps in economic infrastructure, including transport. Infrastructure deficit appears in the peripheral regions of the more prosperous Member States too.

The EU has treated to redress the gaps through broad strategic development programmes aimed at accelerating investment in key infrastructures, supporting improvements in human resources and improving the general business environment. Since 1989, actions under the **European Regional Development Fund (ERDF)** have been co-ordinated with those other Funds in the realisation of the development programmes.<sup>2</sup>

<sup>1</sup> Financed notably by Structural Funds and Cohesion Fund.

<sup>2</sup> The ERDF participates in the financing investment in transport infrastructure in the lagging regions designated as Objective 1. Certain programmes organised at the initiative of the Commission, such as REGIS (for outermost regions) or INTERREG (Cross-border co-operation), also support investment in transport infrastructure.

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The structural funds have been of key importance to the new Member States in helping them to strengthen their competitiveness. Over the period 2000-2006, the accessing countries are receiving some EUR 3 billion a year from Instrument for Structural Policies for Pre-Accession (ISPA) for **transport and environmental** projects, SAPARD and PHARE.

The Directorate-General for Regional Policy is contributing to the Commission's political priorities in 2004<sup>3</sup>, concretely, after the accession of new countries, will contribute to stability related priorities by pursuing the following targets, which are mutually reinforcing:

- Implementation of New Neighbourhood programmes (2004-2006) and preparation of the New Neighbourhood Instrument (NNI) which will apply for the period beginning in 2007;
- implementation of Environmental and Transport Projects in Bulgaria and Romania in line with the requirements for the ISPA pre-accession instrument; and
- continuing to develop the potential of cross-border, inter-regional and trans-national co-operation programmes co-financed under the INTERREG Community Initiative.

Since 1993, the Structural Funds have been complemented by the **Cohesion Fund**, which supports investment projects in Trans-European transport networks, as well as investment in environmental infrastructure.

Considering the limited resources available, the EU will focus with the revision of the structural funds in the period 2007-2013 its co-financing from the TENs budget on the critical border crossing sections and the other main bottlenecks on the priority projects. Member states intend to optimise the use of the Structural and Cohesion Funds to support the financing of transport infrastructure. EU funds will be concentrated on those projects which offer the greatest added value for Europe and where active collaboration with national and other contributing institutions is ensured. Interoperability actions and major feasibility studies shall be financed throughout the Union.

Building the TEN-T network will cost appr. 600 Billion Euro until 2020. The Commission has proposed to raise the Community aid to the TEN-T projects considerably. The proposal for adoption by the European Parliament and Council proposes an increase of the TEN-T budget line for the next financing period from around 4.2 billion Euro (2001-2006) to just over 20 billion (2007-2013). Currently the Community aid from the TEN-T budget line may only amount to up to 20% of the costs of a project (cross-border or cross-frontier routes).

The **European Investment Bank** also contributes through its lending facility to the fulfilment of the economic and social cohesion objectives of the Community. Regional development is one of the top priorities of the EIB<sup>4</sup>.

### Spatial Planning

The regional policies of the Union contribute to overcoming the problem of uneven development in Europe. To promote a more balanced development the European Commission considers additional and complementary efforts at the trans-national level necessary. This applies in particular to transport, where the history of separate national

3 a) The smooth and successful accession of 10 new Member States; b) economic and social stability; c) the achievement of sustainable growth at a quickening rate.

4 Two thirds of the Bank's lending are directed to regional objectives, of which a large part – about one third- to financing transport infrastructure projects.

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developments has resulted in an inconsistent European network, involving incompatible systems and technical standards as well as duplication of efforts.

Transport is also an essential element in the European Spatial Development Perspective (ESDP). The ESDP reinforces Community transport and cohesion goals by identifying the need for improved accessibility and a more efficient and sustainable use of infrastructure, and providing support for the development of the Community's weaker regions. Co-operation between all levels of government and the private sector is regarded as essential to maximise the ESDP's usefulness as a tool for promoting development.

### **Cohesion and the Common Transport Policy**

The evolution of the CTP demonstrates an increasing appreciation of its role in regional and social development and in European Cohesion. The CTP was initially driven by the recognition of the fundamental role of transport in the achievement of the EU's internal market providing for the free-flow of services and goods, labour and capital across the national frontiers between the member states. With the Maastricht treaty, additional emphasis was placed on the development of a TEN, on contributing to economic and social cohesion and on the sustainability of transport systems in environmental terms.

### **Reduction of interregional disparities and the role of transport**

Transport facilities for passengers and freight are often critical for regional competitiveness and development<sup>5</sup> even in the age of the information technology. There is no doubt that an efficient European Transport system is essential for economic development and to enable citizens of the Union, economic actors and local and regional communities to derive full benefit from an area without internal frontiers.

Nevertheless, this link must be closely examined: On the one hand, in certain sectors the transport of freight accounts for a small part of total production costs and its influence on the location of economic activity may not be decisive. On the other hand, there are instances where improvements in transport have made it easier for firms in more developed regions to supply goods and services directly to poorer ones, with the potential to hinder the latter's economic development prospects.

It is clear that investment in transport alone will not automatically lead to the reduction of development disparities. The success of improvements in transport depends on complementary efforts to ensure that the lagging regions are in a better position to seize the opportunities created.

Liberalising the markets for transport, telecommunication and energy has led to increased efficiency and lower prices. It has also, however, involved a threat to particular social groups or regions of being excluded from access to essential services. Public service obligations have therefore been established to ensure that everyone can obtain essential services – or "services of general economic interest" – of reasonable quality and adequate prices, as required by EU Treaty, Art. 16.

<sup>5</sup> The First Cohesion Report confirmed a strong association between geographical peripherality and relatively low standards of living as measured by regional GDP per head. Schürmann and Talaat (2000) provide a recent ranking of EU countries and CEECs in this regard. Their index is based in a measure of travel cost between points within the overall region weighted by the purchasing power that each point represents. The most peripheral regions at present are the Baltic States, northern Sweden and Finland, and Bulgaria and Romania. Hungary, Slovenia, the Czech and Slovak Republics, and the southern corner of Poland are no more peripheral than Ireland, Portugal or Spain, and less peripheral than Greece

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The CTP aims to promote efficient and sustainable transport systems that meet the needs of both people and business, integrating into the policy, such aspects which have implications for the relative accessibility of regions and for their competitiveness and economic development prospects.

The Commission recognised the need for greater co-ordination in the future development of the CTP and EU regional policies. Taking into account this need, a concrete number of recommendations was made for the development of the European Transport System, focusing on the achievement of following objectives:

- Improving regional economic development prospects, competitiveness and employment;
- contributing to balanced development in the Member States (15 at that time); and
- promoting sustainable mobility and ensuring the availability of transport services to those without the use of private cars and those with impaired mobility.

### **Employment**

The primary objective of investment in transport infrastructure is to secure long-run gains in the form of improved competitiveness and the creation of durable employment.

Efficient transport systems are essential for the operation of the labour market, to ensure the widest access of workers to employment. There are instances of unemployment derived from the friction in the labour market which results from poorly planned transport systems which can be an obstacle to the mobility of unemployment workers even over short distances.

### **The Trans-European Transport Network Policy**

Under Maastricht Title XII, TENs aim at "promoting the interconnection and inter-operability of national networks as well as access to such networks... in particular of the need to link island, landlocked and peripheral region with the central regions of the community". An integrated single market requires a network of modern transport links across the territory.

In 1996 the European Parliament and the Council adopted Community Guidelines for the development of the TENs. These Guidelines defined the network so that it covers the whole territory of the Union. It should improve accessibility, with a focus on the links between island, landlocked and peripheral regions and the main centres, according to the provisions of the Treaty, as well as connecting the major conurbations and regions of the Community.

According to [2], two challenges are identified as outstanding for optimising Infrastructure: reducing congestion and increasing accessibility. The actions proposed to reach these challenges are: to encourage and coordinate when necessary investments in new or improvement infrastructure to eliminate bottlenecks and prepare for the introduction of cooperative systems, to enable co-modal transport solutions and to connect peripheral regions and outermost regions with the mainland and ensure a balanced approach to land use planning.

The completion of TENs in transport (TEN-T) clearly represents a necessary condition for spatial integration and raising accessibility.

### **Public Transport**

Local and regional passenger transport has an important role in the efficient operation of the labour market and in economic development, as well as a service to consumers. In many countries regional and provincial authorities have a major role in supporting regional

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public transport and strive to create an integrated and coherent network. In others however, there is sometimes a void between local urban transport and long-distance inter-city transport, which sometimes leads to poorer and uncoordinated regional services outside the boundaries of metropolitan transport authorities. There has been a trend in many European countries to devolve regional transport responsibility from the state to regions (e.g. in many countries the regions plan and fund local rail services, even if the national operator continues to operate them, whereas some years ago they were organised centrally by the state rail operator). This has led to some disparities, even between neighbouring regions in the same country, as some have embarked on dynamic plans and investment programmes resulting in significant improvements while others have not made public transport a priority.

At regional level, whether in urban, peri-urban or rural areas, public transport contributes to other policies:

- With respect to noise and air quality (particularly in urban areas) and to improve quality of life and social cohesion; and
- with respect to combating the social exclusion of people without access to private cars, including those with impaired mobility.

Investments in public transport can contribute to different policy objectives and have been given more attention, supported where appropriate by Structural Funds.

### **Public services**

The liberalisation of the European Union's transport sector, necessary to create an open and competitive market, needs an appropriate regulatory framework in order to avoid in the under provision of services to less densely populated rural or remote regions, and secondly, in the establishment of a system of preferences between transport modes which is inefficient and unsustainable over the longer-term. The market forces alone are not always sufficient by the inclusions of a reference to the importance of services of general economic interest in promoting social and territorial cohesion<sup>6</sup>.

From a cohesion point of view, it is important to ensure that the CTP creates frameworks that enable the maintenance of transport services, which are less profitable in purely financial terms but have a high socio-economic value.

The EU can promote the study and exchange of best practice across in areas such as transport infrastructure, norm-setting, congestion and transport management, public transport services, infrastructure charging, urban planning, safety, security and cooperation with the surrounding regions.

The forthcoming legislation on public transport services will provide a legal framework providing for investment in clean and efficient public transport. In addition, the EU will examine whether there are obstacles to urban transport policy at the EU level and where, while fully respecting subsidiarity, there is a consensus to develop joint solutions. The Green Paper on urban transport to identify potential European added value to action at local level is expected to be ready in 2007.

<sup>6</sup> Explicitly recognised in the Treaty of Amsterdam of 1997.

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### Transport System Integration and Intermodality

A key characteristic of a successful transport network resides in its capacity to combine different transport modes into a coherent transport system for the movement of passengers and freight.

In the Communication on Intermodal Freight transport (1997) the Commission identified opportunities for the development of intermodal transport which could offer new choices to operators and shippers and greater cost-effectiveness over long distances. Many of the bottlenecks identified in the transport system are of direct relevance to the peripheral regions of the Union. As a further measure to promote intermodal transport the Commission adopted a proposal to integrate seaports, inland ports and intermodal terminals in the TEN.

### Community Priorities

#### Transport Policy

From the Commissions point of view, is necessary to link the priorities identified in the framework of Regional Policy with the priorities identified within the Transport Policy. In [10] the Commission proposed 60 or so measures to develop a transport system capable of shifting the balance between modes of transport, revitalising the railways, promoting transport by sea and inland waterway and controlling the growth in air transport. In this way, the White Paper fits in with the sustainable development strategy adopted by the European Council in Gothenburg in June 2001.

The European Community found it difficult to implement the common transport policy provided for by the Treaty of Rome. The Treaty of Maastricht therefore reinforced the political, institutional and budgetary foundations for transport policy, *inter alia* by introducing the concept of the TEN.

The Commission's first White Paper on the future development of the CTP, published in December 1992, put the accent on opening up the transport market. Ten years later, road cabotage has become a reality, air safety standards in the European Union are now the best in the world and personal mobility has increased from 17 km a day in 1970 to 35 km in 1998.

However, the more or less rapid implementation of Community decisions according to modes of transport explains the existence of certain difficulties, such as:

- Unequal growth in the different modes of transport;
- congestion on the main road and rail routes, in cities and airports; and
- harmful effects on the environment and public health and poor road safety.

Economic development combined with enlargement of the European Union could exacerbate these trends. **The priorities identified by the Commission can be resumed in 7 categories, as follows:**

- Road transport: To improve quality, apply existing regulations more effectively by tightening up controls and penalties.
- Rail transport: To revitalise the railways by creating an integrated, efficient, competitive and safe railway area and to set up a network dedicated to freight services.
- Air transport: To control the growth in air transport, tackle saturation of the skies, maintain safety standards and protect the environment. Besides this restructuring of the airspace, the Commission wishes to harmonise the qualifications for air traffic controllers by introducing a Community licence for air traffic controllers.

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- Sea and inland waterway transport: To develop the infrastructure, simplify the regulatory framework by creating one-stop offices and integrate the social legislation in order to build veritable "motorways of the sea".
- Intermodality: To shift the balance between modes of transport by means of a proactive policy to promote intermodality and transport by rail, sea and inland waterway. In this connection, one of the major initiatives is the "Marco Polo" Community support programme to replace the current PACT (Pilot Action for Combined Transport) programme.
- Bottlenecks and trans-European networks: To construct the major infrastructure proposed in the trans-European networks (TENs) programme, identified by the 1996 guidelines, as well as the priority projects selected at the 1994 Essen European Council.
- Users: To place users at the heart of transport policy, i.e. to reduce the number of accidents, harmonise penalties and develop safer, cleaner technologies.

### A New Architecture for EU Cohesion and Regional Policy

The Commission adopted a proposal on 10 February 2004 for the budget of the enlarged European Union of 27 Member States for the period 2007-2013. It was decided that an ambitious cohesion policy should be an essential element that required strengthening.

The principal changes for the future are the four following:

- More cohesion needed in an enlarged Union;
- reinforcing the priorities of the Union;
- increasing the quality to promote more balanced and sustainable development; and
- a new partnership for cohesion.

The Commission proposes that actions supported by cohesion policy should focus on investment in a limited number of Community priorities, where Community intervention can be expected to bring about a leverage effect and significant added value. Accordingly, for the regional programmes the Commission proposes a core list, consisting of a limited number of key themes as follows: **innovation and the knowledge economy, environment and risk prevention, accessibility and services of general economic interest.**

The pursuit of the priority themes would be organised around a simplified and more transparent framework grouped under three headings: **territorial co-operation; regional competitiveness and employment**, anticipating and promoting change; **convergence**, supporting growth and job creation in the least developed Member States and Regions.

Programmes would be supported by the financial resources of the **ERDF**, the **ESF** and the **Cohesion Fund** in accordance with the principles of the Treaty.

In line with the priorities set by the financial perspective, the **Cohesion Fund** should strengthen its contribution to sustainable development. In this respect, trans-European transport networks, in particular, the projects of European interest and environmental infrastructure would remain the central priorities.

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## 4. Synthesis of findings from completed projects

Research projects contributing to the theme of **Regional Transport** can be broken down to the following sub-themes:

- Reduction of interregional disparities and the role of transport;
- employment;
- the Trans-European Transport Network policy;
- public transport;
- public services; and
- transport system integration and intermodality;

You may wish to further consult the following Thematic Research Summaries that present research findings which are complementary to those covered in this paper:

- D2.E-2.6 Intermodal transport;
- D2.E-3.4 Environmental aspects;
- D2.E-4.4 Infrastructure provision (incl. TENs); and
- D2.E-4.5 Integration.

Results from the following **11** projects have been included in this Thematic Research Summary:

Research Sub-theme	Contributing Projects
Reduction of interregional disparities and the role of transport	ALPENCORS; NMC-NSR; UG390 Regional Transport Strategies (UK); Integrated traffic, regional economic and impact models (DK)
The Trans-European Transport Network policy	SEBTRANS-LINK; Methodology and proposal of new road categorization according to regions in Slovenia (SI)
Public transport	HITRANS; COMPASS; PROPOLIS
Public services	PROPOLIS
Transport system integration and intermodality	REMARCC II

Detailed findings and policy implications for individual projects can be found in Annex I. Please refer to acronyms and project titles, respectively, listed above.

## 4.1 Reduction of Interregional Disparities and the Role of Transport

### 4.1.1 Research Objectives

Some projects establish recommendations for the future development of the CTP and EU regional policies. The main focus is on the following objectives:

- Improving regional economic development prospects, competitiveness and employment;
- contributing to a balanced (spatial) development in the Member States;
- promoting sustainable mobility and ensuring the availability of transport services to those without the use of private cars and those with impaired mobility;
- integration of urban areas distant from the centres;
- improvement of infrastructures;
- indirect contribution to create jobs via access to remote and peripheral areas strengthening their market access;
- development of new economic activities on the basis of a common cultural and environmental heritage;
- stimulation of business renewal by improved accessibility in transport networks; and
- decrease of regional disparities derived from the geographical location: more balanced development between centre and periphery.

### 4.1.2 Main Findings

Accessibility is the main concern for Regions and Member States in the periphery. The outermost regions suffer from an accessibility deficit not only in relation to the continental internal market, but also in their own hinterland. Transport policy instruments and state aids have reduced the effects of remoteness on their competitive position, improving connections with the rest of the EU and the neighbouring third countries.

Transport infrastructure investments improve the accessibility and hence economic competitiveness of regions: There is no doubt that an efficient Transport system is essential for economic development and to enable citizens of the Union, economic actors and local and regional communities to derive full benefit from an area without internal frontiers. Nevertheless, there are examples where improvements in transport have made it easier for firms in more developed regions to supply goods and services directly to less developed ones, with the potential to hinder the latter's economic development prospects. It is clear that investment in transport alone will not automatically lead to the reduction of development disparities. The success of improvements in transport depends on complementary efforts to ensure that the lagging behind regions are in a better position to seize the opportunities created.

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## 4.2 The Trans-European Transport Network Policy

### 4.2.1 Research Objectives

The analysed projects showed in their objectives the intention to contribute with the consolidation of the trans-European Transport Network to economic and social cohesion and to sustainability of transport systems in environmental terms.

Needs of peripheral regions have been taken into account, promoting air transport in remote regions (special attention was paid to small airports located on islands and in remote areas in Nordic and Southern Member States), and maritime transport in such peripheral regions with long coastlines and islands.

The completion of Transport -TEN in clearly represents a necessary condition for spatial integration and for raising accessibility.

The following issues are research objectives:

- Optimisation of existing infrastructures;
- increased efficiency of TENs in different regions;
- improvement of competence of waterborne transport and logistic networks;
- organisations and individuals;
- integration of multimodal transport in a strengthened logistic system; and
- development of sustainable transport solutions.

### 4.2.2 Main Findings

Studies confirm that to ensure the maximum benefit from the TEN their development must be integrated into a broader strategy. Among the conclusions reached on their effects are:

- The medium– sized cities in centrally located regions and located on the TEN nodes or corridors tend to obtain the major accessibility gains. Many cities on high-speed rail and motorways networks can expect a significant improvement in their physical accessibility.
- The main metropolitan areas are also major beneficiaries from TEN implementation but to a lesser extent than the medium sized cities. This reflects the already well-developed transport infrastructure in those regions.
- For peripheral and remote regions to gain the maximum benefit from the TEN, complementary investment in secondary (mainly road and rail) networks will be required.
- Transport infrastructure investments improve the accessibility and hence economic competitiveness of regions. Sometimes a minor infrastructure measure package to a relative low investment cost can reach a well functional transport, can be realised, linking the regional network and commercial tissue to the bigger European TEN-system and hence to other markets.
- The results show that also with respect to GDP or GDP per capita there are not always positive synergies between the infrastructure projects. There are even negative synergies, and although some infrastructure projects could be, at least in part, substitutable as they achieve the same gain in GDP per capita, they may have important local effects for the regions through which they pass and adjacent regions, even for environ-

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mental reasons. There is need for further research to identify imbalances and incompatibilities with wider aims of sustainable regional development.

## 4.3 Public Transport

### 4.3.1 Research Objectives

There is a very close relation between wider issues of urban planning and strategies to introduce an efficient and high quality passengers transport system in medium sized/ large cities and urban regions. Medium sized cities, where public transport tends to be based on regular bus services, very often find it difficult to motivate commuters to make use of public transport. There is a need to develop and implement more attractive modes of transport and/or to increase the attractiveness of those existing.

Local and regional passenger transport plays an important role in the following fields:

- Economic development and efficient operation of the labour market;
- contribution to environmental policies, reducing congestion, noise and CO<sub>2</sub> emissions, improving citizen's quality of life; and
- contribution to social inclusion of those who have no access to private cars or less favoured social groups or those with impaired mobility.

### 4.3.2 Main Findings

By performing an exhaustive state-of the-art survey as well as an in-depth analysis of the current situation on cross-border public transport in more than 20 urbanised European border areas, various obstacles under which cross-border public transport generally operates have been identified. These obstacles can be subdivided into three categories with respect to the likely ways of overcoming them to reach improvements:

- Some obstacles derive from **socio-economic border barriers**, i.e. the absence of certain travel motives in cross-border traffic like school transport across the border. Generally speaking, those obstacles cannot be tackled at all from a transport-related point of view.
- Some barriers are produced by **the public transport supply** itself (e.g. physical transport options are available, but there is no co-ordinated interchange between two domestic lines which both run only as far as the border). This clearly requires commitment and actions undertaken by the respective actors at the site to overcome them. However, actors need support (recommendations on how to start improvements, what to consider etc.) which have not been available so far.
- There are obviously some obstacles that derive from the overall **policy framework**. This can be only changed if the policy framework is adapted or new tools and options are available. A compilation of theses targeting this aspect are directed to policy makers on European, national and local level. Some examples are as follows:
  - There is little focus on international short distance transport! In public discussions, cross-border public transport is often thought of as long-distance services by rail, although the majority of cross-border travellers make local and regional trips. The EU is supporting the concept of trans-European networks (TENs). However, similar actions on local and regional levels are missing.

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- A cross-border public transport master plan is a useful and often necessary planning tool. Without any doubt, an integrated planning approach is a prerequisite for improvements in cross-border public transport. A cross-border public transport master plan will allow a border region to present its ideas, perspectives, and intentions for the cross-border public transport developments. It should be based on voluntary commitment (self-binding) of the region, but (co-)funded by EU programmes.
- Marketing for cross-border public transport issues needs support. There is a clear need to nominate a body in charge of lobbying and promoting cross-border public transport issues. In many border regions, cross-border organisations ('Euroregions' or 'Euregios') exist. Their neutrality and their ability to "think across the border" provide an excellent basis to encourage responsible institutions and operators to commit themselves in this field.
- Networking among practitioners is a key-issue. Professionals are all facing similar problems and are all carrying a high responsibility for European integration in their respective border regions. Consequently, it can be regarded as highly efficient to support these practitioners by loose networking or platform activities.

Concerning small to medium size cities or towns we can remark that they face special challenges when introducing high quality public transport. Towns with a relatively small population base are often part of a wider regional network of urban settlements that complicate the design of public transport services. These challenges are on top of well-known dilemmas that lie behind questions such as how far apart bus or railway stops should be and whether resources should be spread between dense network of routes, or concentrated in a few, higher frequency routes, etc.

There have been some spectacular cases of cities increasing public transport patronage and achieving a shift from car use to public transport. The gains have been made using both bus and rail-based services, in a variety of regulatory circumstances, and have sometimes been achieved without heavy expenditure.

The introduction of high quality public transport can have profound implications for a city's urban design. It may be introduced without any thought about how it will look or its impact on people's ability to move about and enjoy the city's public spaces. On the other hand, it may be carefully designed to reinforce or enhance these aspects – or to play a crucial part in the reinvention of the city's image.

The most successful cities have used high quality public transport as part of an overall strategy that has included not only land use measures, but also complementary policies to restructure and market public transport – and to limit our use of the cars.

## 4.4 Public Services

### 4.4.1 Research Objectives

Public services with a high socio - economic value to the regions, even if the services are less profitable in purely financial terms, must be maintained. The maintenance of the public services will benefit especially citizens who do not have full access to private cars. Where accessible and affordable public passenger transport is essential for full participation in community – both for work and leisure.

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The need of maintaining the efforts to allow public institutions to subsidise services which are important for regional or social reasons, without infringing state aid rules. The effectiveness of the public service rules in transport must be monitored in view of the need to achieve a balance between removing remaining impediments to competition in transport in the context of the internal market and ensuring adequate levels of service in the interest of equality of opportunity and cohesion.

#### 4.4.2 Main Findings

Accessibility is the main concern for peripheral regions and Member States. The outermost regions suffer from an accessibility deficit not only in relation to the continental internal market, but also in their own hinterland. Transport policy instruments and state aids have reduced the effects of remoteness on their competitive position, improving connections with the rest of the EU and the neighbouring third countries.

### 4.5 Transport System Integration and Intermodality

#### 4.5.1 Research Objectives

The geographical situation of some Member States is such that more than one mode of transport is often needed to ensure efficient connection with urban centres, especially for the movement of freight. A further measure to promote intermodal transport should be the integration of sea ports, inland ports and intermodal terminals in the trans-European Networks in order to achieve the opportunities for the development of intermodal transport which could offer new choices to operators and shippers and greater cost-effectiveness over long distances.

Following matters are research objectives:

- Logistical operations to transfer freight for sustainable intermodal transport;
- create a co-operative environment among competent authorities in different sectors, modes and regions;
- promotion of business networks among interested partners;
- improvement of efficiency;
- concrete economic benefit of intermodal transport within a region;
- optimisation of waterborne transport and logistical processes; and
- increase of competitiveness of freight trains.

#### 4.5.2 Main Findings

Congestion and pollution threaten economic growth, the quality of life and the environment, especially in central regions. Intelligent mobility solutions and transport demand management can alleviate congestion, but new or improved infrastructure will also be needed. Investment in viable alternatives to congested road corridors can support intelligent solutions involving co-modal logistic chains which optimise the use of transport infrastructure within and across the different modes (mountain tunnels, rail corridors and intermodal nodes for rail, sea or air transport).

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Urban land use and transport models as a platform can be used for producing urban environmental, social and economic sustainability indicators for assessing policy options. Regulating car speed policies had positive effects on traffic accidents, as intended, but they were not enough to compensate the effects of the worsening opportunity, accessibility and air pollution related indicators. The combination of public transport policies with car pricing policies produced cumulative positive results and the negative land use effects of the individual policies could be avoided or mitigated.

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## Annex I: Contributing projects

Preface This Annex lists all the projects (European and national) which belong to the **Regional Transport** theme, in alphabetical order of project acronym (for projects with acronyms), followed by projects without acronyms in alphabetical order of the project's name in English. Where results have been made available to the EXTR@Web project, a summary of key findings and policy implications relevant to this theme are given.

In 'Origin' column, use ISO 3166-1 country designators as follows:

Austria – AT; Belgium – BE; Bulgaria – BG; Cyprus – CY; Czech Republic – CZ; Denmark – DK; Estonia – EE; European – EU; Finland – FI; France – FR; Germany – DE; Greece – GR; Hungary – HU; Iceland – IS; International – INT; Ireland – IE; Italy – IT; Latvia – LV; Lithuania – LT; Luxembourg – LU; Malta – MT; Netherlands – NL; Norway – NO; Poland – PL; Portugal – PT; Romania – RO; Slovakia – SK; Slovenia – SI; Spain – ES; Sweden – SE; Switzerland – CH; United Kingdom – UK; Other countries – Oth.

Theme: <b>Regional Transport</b>			Last update: <b>01 July 2006</b>
Acronym	Project title (in English)	Origin	Research sub-theme
Key findings / Policy implications / Project website or contact			
<b>ALPENCORS</b>	Alpen Corridor South	EU	Reduction of interregional disparities and the role of transport
<u>Key findings</u>			
<ul style="list-style-type: none"> <li>• Transport infrastructure investments improve the accessibility and hence economic competitiveness of regions: all Alpencors regions experience a gain in production and affluence due to the transport infrastructure improvements examined. However, the gains are much smaller than the gains in accessibility and even in the regions close to the Brenner tunnel do not exceed one percent except in the two scenarios combining several transport infrastructure projects. The effects of the European projects outside the Alpencors area are much stronger than those of the local projects.</li> <li>• However, the regions close to the Brenner tunnel remain on the winner side. If the six transport infrastructure scenarios are compared, the effects of all six scenarios on the relative position of the regions are very similar.</li> <li>• The results show that also with respect to GDP or GDP per capita there are not always positive synergies between the infrastructure projects examined. The figures show there are even negative synergies, and the infrastructure projects analysed are, at least in part, substitutable as they achieve the same gain in GDP per capita. However, this does not imply that these projects should not be implemented. They may have important local effects for the regions through which they pass and adjacent regions, even for environmental reasons.</li> <li>• The numbers confirm that the regions north of the Alps have higher accessibility values because they are close to the large agglomerations in north-west Europe. Southern Germany and Switzerland have the highest accessibility values followed by the Austrian and Italian regions; however, there are considerable differences between urban and rural regions in each country.</li> <li>• In Scenario AS6 all these infrastructure improvements are examined together with the implementation of all presently discussed TEN and TINA road and rail project all over Europe. As expected, the effects on accessibility are larger than those of all previous scenarios. This seems to speak in favour of implementing all infrastructure projects.</li> <li>• AS6 shows the changes in accessibility that could be expected from the implementation of all TEN and TINA projects in Europe. The effects are by an order of magnitude larger than those of the regional and local projects in the other scenarios, even though the main emphasis of the TEN and TINA programmes are on the new member states in Eastern Europe. Even for the regions close to the Brenner tunnel, which benefit most from the tunnel, the effects on accessibility are about twice as</li> </ul>			

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Theme: <b>Regional Transport</b>			Last update: <b>01 July 2006</b>
Acronym	Project title (in English)	Origin	Research sub-theme
<b>Key findings / Policy implications / Project website or contact</b>			
<p>large. This demonstrates that in the long run European developments in transport infrastructure may be more important than local transport infrastructure improvements.</p> <p><u>Policy implications</u></p> <p>A Pan-European corridor is the result of a decision making process in which different actors, operating in different places and different times, act coherently for a common interest. A premise to the institution of a corridor is definition of a corridor policy shared by all the actors.</p> <p><u>Project website</u></p> <p><a href="http://www.alpencors.net">www.alpencors.net</a></p>			
<b>CONPASS</b>	Better Connections in European Cross-Border Passenger Transport	EU	Public transport
<u>Key findings</u>			
<p>By performing an exhaustive state-of the-art survey as well as an in-depth analysis of the current situation on cross-border public transport in more than 20 urbanised European border areas, CONPASS experienced various obstacles under which cross-border public transport generally operates. These obstacles can be subdivided into three categories with respect to the likely ways of overcoming them to reach improvements:</p> <ul style="list-style-type: none"> <li>• Some obstacles derive from socio-economic border barriers, i.e. the absence of certain travel motives in cross-border traffic like school transport across the border (catchment areas of schools do not usually extend across international borders, but school transport is an important share of public transport demand in many European countries). Generally speaking, those obstacles cannot be tackled at all from a transport-related point of view.</li> <li>• Some barriers are produced by the public transport supply itself (e.g. physical transport options are available, but there is no co-ordinated interchange between two domestic lines which both run only as far as the border). This clearly requires commitment and actions undertaken by the respective actors at the site to overcome them. However, actors need support (recommendations on how to start improvements, what to consider etc.) which have not been available so far. CONPASS produced a 'Toolbox' - a handbook-style document featuring supporting material. The 'Toolbox' is provided either as a web-based electronic version or as a print version for download on the Internet (<a href="http://www.conpass.org/toolbox">www.conpass.org/toolbox</a>).</li> <li>• There are obviously some obstacles that derive from the overall policy framework. This can be only changed if the policy framework is adapted or new tools and options are available.</li> </ul>			
<u>Policy implications</u>			
<ul style="list-style-type: none"> <li>• There is little focus on international short distance transport! In public discussions, cross-border public transport is often thought of as long-distance services by rail, although the majority of cross-border travellers make local and regional trips. The EU is supporting the concept of trans-European networks (TENs). However, similar actions on local and regional levels are missing.</li> <li>• A cross-border public transport master plan is a necessary planning tool! Without any doubt, an integrated or at least an agreed planning approach is a prerequisite for improvements in cross-border public transport. A cross-border public transport master plan will allow a border region to present its ideas, perspectives, and intentions for the cross-border public transport developments. It should be based on voluntary commitment (self-binding) of the region, but funded by EU programmes.</li> <li>• Cross-border public transport needs continuity! A long-standing continuity of cross-border service supply and related measures (e.g. information) is important to attain high levels of success. Existing funding practices (e.g. INTERREG) are often providing subsidies for a limited period as knock-on financing. Strategies are needed to support cross-border services on a more permanent basis.</li> </ul>			

Theme: Regional Transport			Last update: 01 July 2006
Acronym	Project title (in English)	Origin	Research sub-theme
Key findings / Policy implications / Project website or contact			
<ul style="list-style-type: none"> <li>Marketing for cross-border public transport issues needs support! There is a clear need to nominate a body in charge of lobbying and promoting cross-border public transport issues. In many border regions, cross-border organisations ('Euroregions' or 'Euregios') exist. Their neutrality and their ability to 'think across the border' provide an excellent basis to encourage responsible institutions and operators to commit themselves in this field.</li> <li>Networking among practitioners is a key-issue! Professionals are all facing similar problems and are all carrying a high responsibility for European integration in their respective border regions. Consequently, it can be regarded as highly efficient to support these practitioners by loose networking or platform activities.</li> <li>Special support for accession countries is necessary to speed up integration! Co-operation has only recently been initiated in some east European border regions. Consequently, the necessity to provide support to get things started in cross-border co-operation in general and especially in public transport is more essential at east European borders. Practical aids like translation of information tools into major east European languages could contribute to improvements in this field in future. All these can be taken from the final report of this project.</li> </ul> <p>Since cross-border public transport plays a key role for the integration of border regions, policy actions to overcome obstacles will contribute to further European integration.</p> <p>The most important policy recommendations derived from the project's analysis work are based on a couple of theses, each of which points to a specific obstacle at the policy level.</p> <p>Furthermore, future co-operation of practitioners involved in cross-border public transport planning and operation becomes more and more important for European cohesion in border regions.</p> <p>Consequently, the improvement of networking among practitioners involved in cross-border public transport issues is a key issue.</p> <p><u>Project website</u> <a href="http://www.conpass.org">www.conpass.org</a></p>			
<b>HITRANS</b>	Development of Principles and Strategies for Introducing High Quality Public Transport in Medium size cities and Urban Regions	EU	Public transport
<p><u>Key findings</u></p> <ul style="list-style-type: none"> <li>Small to medium size cities face special challenges when introducing high quality public transport. Cities with a relatively small population base are often part of a wider regional network of urban settlement that complicates the design of public transport services. These challenges are on top of well-known dilemmas that lie behind questions such as how far apart stops should be and whether resources should be spread between dense network of routes, or concentrated in a few, higher frequency routes. Illustrations and graphs demonstrate principles of network design, introducing concepts that simplify and clarify the planning public transport services.</li> <li>There have been some spectacular cases of cities increasing public transport patronage and achieving a shift from car use to public transport. The gains have been made using both bus and rail-based services, in a variety of regulatory circumstances, and have sometimes been achieved without heavy expenditure. And sometimes the gains have been won in the most unlikely circumstances. This report investigates what the citizens of medium sized cities require from the public transport system.</li> <li>The introduction of high quality public transport can have profound implications for a city's urban design. It may be introduced without any thought about how it will look or its impact on people's ability to move about and enjoy the city's public spaces. On the other hand, it may be carefully designed to reinforce or enhance these aspects — or to play a crucial part in the reinvention of the city's image. The project uses case studies to examine the variety of urban design factors that should be considered</li> </ul>			

Theme: <b>Regional Transport</b>			Last update: <b>01 July 2006</b>
Acronym	Project title (in English)	Origin	Research sub-theme
<p><b>Key findings / Policy implications / Project website or contact</b></p> <p>when introducing high quality public transport: overhead wiring, rails, signs, stations, stops, guide-ways, safety barriers, as well as the vehicles themselves. It also provides advice on advertising and preventing vandalism.</p> <ul style="list-style-type: none"> <li>From closely packed settlements that were limited by the distances that people could walk, cities have spread along “fingers” of 19th century public transport routes and, in the 20th century, to sprawl many kilometres because of increasing car use. The most successful cities have used high quality public transport as part of an overall strategy that has included not only land use measures, but also complementary policies to restructure and market public transport — and to limit our use of the car. A series of case studies provides some inspirational illustrations of what can be done — as well as some salutary lessons of what to avoid. There are examples of cities regenerating rundown areas, curtailing urban sprawl, building successful public transport oriented communities, ridding themselves of traffic-choked city streets, as well as examples of cities reinventing themselves as attractive places in which to invest and to live.</li> </ul> <p><u>Policy implications</u></p> <p>The project produces available guides to all who have an interest in using high quality public transport to help make our cities and urban regions more sustainable and better places in which to live, to work or to invest.</p> <p>The project provides many practical examples of the principles being implemented. It contains advice for planners of public transport in settlements ranging from modest towns to large cities. Also the project gives an overview of various appraisal techniques for public transport schemes. Furthermore the project gives an overview of various legislative frameworks and their effects on the provision of public transport. The de-regularisation of public transport in the UK is compared with the off road competition principle that dominates in Sweden, as well as the funding systems of France and Germany. The reader will appreciate the benefits of an analytical approach to planning public transport, whether it be for planning day-to-day operations or planning for the next 20 years.</p> <p><u>Project website</u></p> <p><a href="http://www.hitrans.org">www.hitrans.org</a></p>			
<b>NMC-NSR</b>	The Northern Maritime Corridor project for the North Sea Region	EU	Reduction of Interregional Disparities and the role of transport
<p><u>Key findings</u></p> <p>The achievements experienced by the regional partners can be summarised as follows:</p> <ul style="list-style-type: none"> <li>the established regional maritime clusters have in general been instrumental as a local arena for promoting SSS as well as for regional development;</li> <li>some regional maritime clusters will likely continue even after the project period;</li> <li>the cluster members have been connected to a broad international arena for SSS;</li> <li>the cluster members have increased knowledge about SSS and the potential for moving cargo from road to sea;</li> <li>the cargo flow analyses and market analyses have been valuable. Most regional clusters have developed scenarios and strategies for developing SSS services;</li> <li>almost all regions have been involved in one or more concrete SSS initiatives, mostly in a region-to-region cooperation;</li> </ul> <p>The envisaged direct outcomes from the NMC-project were:</p> <ul style="list-style-type: none"> <li>establishing regional maritime clusters and international networks, connecting the regional clusters as well as business relations between commercial organisations located in different regions,</li> <li>promoting Short Sea Shipping and setting up new services in the corridor,</li> <li>new concepts for seafood transport and logistics both within and between regions,</li> </ul>			

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Acronym	Project title (in English)	Origin	Research sub-theme	
Key findings / Policy implications / Project website or contact				
<ul style="list-style-type: none"> <li>maritime transport concepts in the petroleum sector investigating the present situation in the North Sea and future possibilities in the Barents region,</li> <li>implementing and harmonising risk management strategies to secure the sustainability and safety of the Northern Maritime Corridor.</li> </ul> <p><u>Policy implications</u></p> <p>The core approach of the NMC project has been to create an arena for networking. The means for this have been transnational meetings, workshops, international NMC conferences, missions to Russia as well as B2B meetings. To involve shipping companies and ports has been rather easy. To involve important industries and forwarders has been more difficult. Only within the petroleum sector the involvement of the industry has eventually been satisfactory and gained momentum the last year. One reason for the lack of involvement by the industry is the trend to outsource the logistic services, and hence the industry leaves to third parties to take logistic decisions. The lack of involvement by the forwarders may be due to limited expectations for benefits from participation in the NMC project as well as the competition within the sector. It has also been a challenge to involve the political level in the regions and to reach relevant bodies on the national level. This may be due to the fact that the Project Description did not accentuate this to any extent. The focus has been on the private sector as the main decision makers in respect to establishing and improving SSS services. However, in order for NMC initiatives to succeed and to make impacts, the support of politicians and national level authorities is important. This is especially important as to initiatives related to the European Transport Network and development of the petroleum sector in the Barents region.</p> <p><u>Project contact</u></p> <p><a href="mailto:olav.hauge@asplanviak.no">olav.hauge@asplanviak.no</a></p>				
<b>PROPOLIS</b>	Planning and Research of Policies for Land Use and Transport for Increasing Urban Sustainability	EU	Public services	
<p><u>Key findings</u></p> <p>The PROPOLIS project has shown that it is possible to use urban land use and transport models as a platform for producing urban environmental, social and economic sustainability indicators that can be used in assessing policy options. The social index deteriorates, except in Helsinki, Naples and Brussels, where the current old polluting car fleet is expected to improve, thus improving the health indicators. However, equity and accessibility indicators deteriorate in all cities. Regulating car speed policies had positive effects on traffic accidents, as intended, but they were not enough to compensate the effects of the worsening opportunity, accessibility and air pollution related indicators. The combination of public transport policies with car pricing policies produced cumulative positive results and the negative land use effects of the individual policies could be avoided or mitigated. Adopting the above line of actions leads, in the case cities, to a 15-20% reduction in CO<sub>2</sub> emissions, 8-17% reduction in traffic accidents and often to at least small reductions in exposure to noise and pollutants and the total time spent in traffic. Also accessibility to the city centre and services is improved. The socio-economic benefits vary but are typically 1,000-3,000 euro/inhabitant (net present value). It is important to note that the optimum level of the pricing actions is "city specific" and that the optimum levels should be locally defined taking into account the cumulative effects of the individual actions. Bigger, more congested cities seem to need more radical actions than smaller cities.</p> <p><u>Policy implications</u></p> <p>Urban sustainability could be improved only with the coordinated intervention of both local and national decision-making levels. The good results obtained by the combination policies emphasises the need of a</p>				

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Theme: <b>Regional Transport</b>			Last update: <b>01 July 2006</b>
Acronym	Project title (in English)	Origin	Research sub-theme
<b>Key findings / Policy implications / Project website or contact</b> close cooperation between the different levels of authorities, as local authorities cannot implement all the policy measures. A good urban policy consists of co-ordinated elements that work together to produce cumulative long-term effects that attain a balanced set of environmental, social and economic goals. These elements may include: <ul style="list-style-type: none"> <li>• Combination of pricing policies directed at car users, with differentiation between peak and other hours as well as congested and non-congested areas, with an appropriate level of pricing of public transport fares; and</li> <li>• investment programmes supporting the demand changes caused by the above policies and especially responding to the increased requirements for better public transport speed and service.</li> </ul> <p><u>Project Website</u>  <a href="http://www.ltcon.fi/propolis">www.ltcon.fi/propolis</a></p>			
<b>REMARCC II</b>	Network of REgional MARitime Competence Centres	EU	Transport system integration and intermodality
<p><u>Key findings</u></p> <ul style="list-style-type: none"> <li>• Agreed recommendations to improve North Sea Logistic Clusters;</li> <li>• demonstration and take-up measures to implement Knowledge Management processes;</li> <li>• certification measures carried out by the North Sea Quality Circle as an interregional quality management instrument;</li> <li>• enterprises and administrations participating in Knowledge Management processes (based on output report);</li> <li>• informing shippers project about possibilities to shift cargo from road to waterborne transport;</li> <li>• perform coaching and training courses/seminars;</li> <li>• staff development via coaching and training (e.g. by courses or 'Distance Learning Platform');</li> <li>• set up of an internet based platform for promoting sustainable waterborne intermodal transport and logistics in the North Sea Region;</li> <li>• increase awareness of waterborne transport alternatives through concrete queries via the website (<a href="http://www.shortsea.org">www.shortsea.org</a>); and</li> <li>• produce and distribute publications (e.g. curricula/handbooks/analysis reports/user guides, newsletters).</li> </ul> <p><u>Policy implications</u></p> <p>Cross sectoral integration is achieved through the project-involvement of all relevant stakeholders and decision makers in waterborne transports in intermodal chains within the individual regional maritime Logistic Clusters, i.e. industry, administrations/politics, education and qualification institutions, transport and logistic associations and research - but also related administrations and organisations (e.g. environmental and spatial planning administrations).</p> <p>The political and societal will have to shift transports from road transports to environmental friendly transport modes with its impact on spatial planning and Spatial development of the North Sea Region is an integral part of the project. Thus:</p> <ul style="list-style-type: none"> <li>• The modal shift will contribute to relieve congested road infrastructures and to reduce emissions;</li> <li>• the project promotes waterborne transport having a strong impact on future planning and demand for transport infrastructure within and between the regions in the North Sea Region;</li> <li>• the project developed activities on an interregional and transnational level to promote and strengthen short sea shipping and inland navigation as an environmental and economic alternative to road transport around the North Sea;</li> <li>• an analysis of the infrastructures and suprastructures and the competitiveness' situation of the regions</li> </ul>			

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Key findings / Policy implications / Project website or contact			
<p>was carried out by comparing regional logistic clusters of the participating port regions;</p> <ul style="list-style-type: none"> <li>the project supports the characteristics of maritime regions (availability of ports as nodes in transport chains, interface function for deep sea and short sea feeder services, port and ship operators, logistic and value added services) and therefore their comparative advantages for integrating waterborne transport in intermodal chains - following the objective of the European Spatial Development Perspective (ESDP); and</li> <li>contributing to the development integrated activities for the North Sea Region, the project activities consider the NORVISION aim by securing competitiveness of the participating regions, enhancing the use of environment friendly modes and by strengthening intermodal logistic centres around the North Sea.</li> </ul> <p><u>Project contact</u> <a href="mailto:kramer@isl.org">kramer@isl.org</a></p>			
<b>SEAPLANE</b>	Sustainable and Efficient Air Transport - Platform for Linked Analysis of the North Sea Air Transport Environment	EU	Reduction of interregional disparities and the role of transport
<u>Project website (or contact)</u> None			
<b>SEB TRANS-LINK</b>	South East Baltic Transport Link	EU	The Trans-European Transport Network policy
<u>Key findings</u>			
Main results within the project show that:			
<ul style="list-style-type: none"> <li>With a minor infrastructure measure package to a relative low investment cost a well functional transport in southern Sweden could be realised. This system will have good transnational links to the bigger European TEN-system and to the neighbouring countries around the Baltic Sea;</li> <li>The biggest effects are reached with measures on the railway, both regarding labour market expanding and goods transportation (Intermodality).</li> </ul>			
<u>Policy implications</u>			
The cost for realisation of a first and a very big and important step towards this view would not very high compared with the benefits obtained:			
<ul style="list-style-type: none"> <li>The Baltic Link would fulfil the EU's White Paper on Transport Policy - time to decide. A priority of the European transport policy is to develop alternatives to road transports and to relieve the transport load in congested parts of the system;</li> <li>The Baltic Link would combine the different TEN-systems in the area of the Baltic Sea, where there are still missing links;</li> <li>The Baltic Link would combine the new member states within EU with the old ones and, in a much better way, take advantage of the increasing common market;</li> <li>The Baltic Link would enlarge the existing labour markets in the region and, by that, facilitate the fulfilment of a common market in the area of Baltic Sea and the whole EU.</li> </ul>			
<u>Project website</u> <a href="http://www.sebtrans.com">www.sebtrans.com</a>			

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Acronym	Project title (in English)	Origin	Research sub-theme
<u>Key findings / Policy implications / Project website or contact</u>			
<b>STREETWISE</b>		EU	Trans-European Transport Network policy
<u>Project website (or contact)</u>			
None			
<b>UG390</b>	Regional Transport Strategies	UK	Trans-European Transport Network policy
<u>Key findings</u>			
<p>The purpose of the research was to identify how RTSs and the processes for their production can be improved. The research covered all the regions of England, excluding London. In each region a review was undertaken of relevant documentation, interviews were conducted with the Regional Planning Body and Government Office, and a seminar was held which also involved other stakeholders. The research considered the main issues, difficulties, pressures and areas of confusion faced by those producing RTSs, as well as identifying good practice examples and aspects of the RTS process that had worked well. The research was intended to be forward-looking to help inform the production of this guide. In particular, the guide focuses on:</p> <ul style="list-style-type: none"> <li>• Policy roles and linkages for the RTS;</li> <li>• the process of producing the RTS;</li> <li>• the structure for the RTS;</li> <li>• the content of the RTS; and</li> <li>• checklist of good practice.</li> </ul>			
<u>Policy implications</u>			
<p>This project constitutes guidance for policy makers in formulating consistent regional transport strategies. It has implications at a national, regional and a sub regional level. A Regional Transport Strategy (RTS) is an important element of Regional Planning Guidance (RPG). The main purpose of RPG is to provide a regional spatial strategy over a fifteen to twenty year period, and a framework for the preparation of both local authority structure and development plans and Local Transport Plans (LTPs).</p>			
<u>Project website (or contact)</u>			
None			
–	Integrated traffic, regional economic and impact models	DK	Reduction of interregional disparities and the role of transport
<u>Key findings</u>			
<p>A transport sketch model has been developed (TSM model). With the use of this, a case study of road pricing in Denmark has been carried out and evaluated.</p>			
<u>Policy implications</u>			
<p>The results of the projects have been used in the regional economic model LINE.</p>			
<u>Project contact</u>			
<a href="mailto:info@ctt.dtu.dk">info@ctt.dtu.dk</a>			

Theme: Regional Transport			Last update: 01 July 2006
Acronym	Project title (in English)	Origin	Research sub-theme
Key findings / Policy implications / Project website or contact			
–	Policy and Project Appraisal at Regional Level	DK	Reduction of Regional Disparities and the role of transport
<p><u>Key findings</u></p> <p>The subject of this project is impacts on working and residential structures, which can be used as a supplement to traditional national cost benefit analyses and national multi-criteria analyses. The project has focused on economic modelling, productivity analysis and externality analysis. Further, it has been investigated, whether the commuting distance has an impact on size of salaries.</p> <p><u>Policy implications</u></p> <p>The regional dimension is essential, as transport policy and transport projects often are regional. Therefore cost and benefits often have significantly different regional consequences. This issue is relevant for Denmark, which is currently undergoing a change in the regional and local administrative structure.</p> <p><u>Project contact</u></p> <p><a href="mailto:akf@akf.dk">akf@akf.dk</a></p>			
–	Methodology and proposal of new road categorization according to regions in Slovenia	SI	Trans-European Transport Network policy
<p><u>Key findings</u></p> <p>This study analysed in detail the present road management and the possible creation of 3, 8, 12 or 14 regions in Slovenia. As a part of this analysis, those regional roads that could be classified in higher categories according to the spatial development strategy of Slovenia, have been defined. The basic criteria for defining those parts of the state road network that could be transferred to regions were as follows:</p> <ul style="list-style-type: none"> <li>• Whether a certain road connects two neighbouring regions;</li> <li>• traffic volume on this road; and</li> <li>• and if a certain road is connected to roads of the same or higher category.</li> </ul> <p>On the basis of the aforementioned criteria it was determined that approximately 3,700 to 4,000 kilometres of state roads could be transferred to regions. Under the jurisdiction of DRSC (Directorate for Roads of the Republic Slovenia) would remain 1,800 to 2,150 kilometres of roads (30% to 36% of the existing state road network).</p> <p><u>Policy implications</u></p> <p>The main purpose of this study was to define different possible alternative numbers of regions in Slovenia as well as elaboration of consequences of this process for the state road network. More detailed implementation of competences, a list of the state road network that could be transferred to regions, categorisation of the transferred roads and categorisation of all other roads that would remain under the jurisdiction of the DRSC, can be done only after final adoption of the number of regions in Slovenia.</p> <p><u>Project contact</u></p> <p><a href="mailto:omega.consult@omegaconsult.si">omega.consult@omegaconsult.si</a></p>			
–	Fare innovations for public transport	FR	Public transport
<p><u>Project website (or contact)</u></p> <p>None</p>			

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Acronym	Project title (in English)	Origin	Research sub-theme
Key findings / Policy implications / Project website or contact			
–	Public Transport Interchange	IE	Public transport
<u>Project website (or contact)</u>			
None			

# Annex II: General information on the Transport Research Knowledge Centre and analysis process used

## The Knowledge Centre's background

The EXTR@Web project – Exploitation of Transport Research Results via the Web – attempts to collect, structure, analyse and disseminate transport research results, covering not only EU supported but also nationally financed research in the European Research Area (ERA), as well as selected global transport RTD programmes and projects.

The EXTR@Web consortium has brought together eight main contractors to combine strong and in-depth technical knowledge of transport technology and of EU and national transport RTD programmes with solid communication and dissemination experience.

The current project's direct predecessor, EXTRA (a Fourth Framework Programme Transport RTD project), co-ordinated dissemination activities on the European level for the first time. While FP4 addressed transport research on a mode-by-mode basis, the current Fifth Framework Programme (FP5) focuses on generic themes that consequently reflect transport policy objectives.

The EXTR@Web project will provide support to research at European and national levels by building up and promoting an electronic hub. The key objectives are:

- To establish a comprehensive web-based Knowledge Centre, providing structured and timely access to both detailed and user-oriented summary information on transport research programmes and their results across Europe;
- to provide an electronic hub for inter-connecting European and national programmes and individual networks concerned with transport research into an easily navigable European network;
- to establish a common best practice scheme for the structure and content of the reporting of transport research results;
- to provide high-quality analytical outputs that are structured and tailored according to the type of stakeholder and medium; and
- to raise awareness of the new service, the implications of emerging results, and the wider opportunities under national research programmes across Europe as a whole.

EXTR@Web will provide a comprehensive pool of programme, project and results related information to users, principally in electronic format via the Internet. The approach is based on three main strokes of work covering:

- Monitoring, analysis and information preparation;
- website and electronic news service, the principal dissemination channels; and
- management of knowledge transfer, including dissemination by non-electronic means, and also the maintenance of a contact database and e-mail enquiry service and evaluation of the performance of EXTR@Web.

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## Definition of transport research

For inclusion into the Transport Research Knowledge Centre, Transport research programmes and projects have to be within the definition of research and transport simultaneously. This will define the eligibility of projects.

### Definition of research

General OECD definition:

"Creative work undertaken on a systematic basis in order to increase the stock of knowledge, including knowledge of humanity, culture and society, and the use of this stock of knowledge to devise new applications."

Additional transport research criteria:

- Targeted – in line with transport policy aims, strategies and processes to solve the inherent problems for society.
- Accessible – a public activity, open to scrutiny by peers.
- Transferable – useful beyond the specific research project, applicable in principle to other researchers and research contexts as well as decision-makers in policy, industry and science.

### Definition of transport

In order to clarify expectations from the Transport Research Knowledge Centre, and to ensure a common understanding of important terms, the Programme Analysis Group of EXTR@Web has come up with the following definition of transport.

- Transport is the means by which a person or material of any kind is passed from its origin to its destination.
- Transport comprises:
  - the transport users: passenger, business, freight;
  - the transport vehicles (full life cycle issues);
  - the transport infrastructure (full life cycle issues);
  - the transport system: the interaction of users, vehicles and infrastructure;
  - the impacts of transport: contribution to objectives, and hence to overall sustainability; and
  - the transport tools: methods and instruments to help ensure an effective contribution to the objectives.

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## Three levels of analysis

### Project level analysis

For European, national and international projects the following harmonized process was agreed:

- For each eligible project, the project co-ordinator will be requested to draft a Project Profile;
- the EXTR@Web consortium identifies, for each project all relevant themes (typically up to five), and provides the project linkage;
- for each eligible project, the project co-ordinator will be requested to draft the other elements of the reporting scheme – Progress Summary and Result Summary – due to the project progress and provides the final report;
- projects with highest relevance and best available final results will be selected for analysis;
- for every such relevant theme within each project a short and concise paragraph – structured with bullet points as appropriate – will be written to present the key findings of the project in relation to the objectives of the theme; and
- this information will be searchable on the Knowledge Centre website.

### Thematic analysis

The thematic analysis has been exploiting existing project level analysis. The consolidated project wise findings have been structured and analysed along 30 themes, which are fixed for the project life time and fed into annual Thematic Research Summaries and Annual Compendia. However, for reporting purposes Thematic Research Summaries have been limited to 28 volumes (cf. Chapter 1).

The sequence of outputs has been comprising an explanation of the overall structure, and regular reports treating national, European and international research in a comprehensive way.

Deliverable number	Title	Release date (final version)
D2.A	"Thematic structure and definitions – all themes"	August 2006
D2.B	"European, national and international project database"	July 2006
D2.C	"First annual thematic research summary"; 30 vol.	December 2004
D2.D	"Second annual thematic research summary"; 10 vol.	March 2006
<b>D2.E</b>	<b>"Third annual thematic research summary"; 28 vol.</b>	<b>August 2006</b>

**Table: The sequence of deliverables**

### Policy level analysis

Whilst the 30 themes are fixed, this type of analysis should give the flexibility to provide information on ad hoc policy priorities. Hence, policy level analysis will synthesize key findings of projects across combinations of themes. As an output, policy brochures shall be prepared depending on ad hoc requirements by DG TREN or by the high-level Advisory Group (AG).

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## Annex III: Editorial team for Thematic Research Summaries

Please note that – in principle – all EXTR@Web partners and sub-contractors will be contributing to a particular Thematic Research Summary because all project level findings that are of some relevance to one of the 28 (30) individual themes are presented in the comprehensive format of these papers.

The following summary of authors and peer reviewers is presented in alphabetical order while the main author of this paper is given on page i of the document.

**Fabien Dreveton**, ISIS; France

Mr Dreveton has an electrical engineering post-MSc degree, an MBA and over 8 years experience in Intelligent Transport Systems for road transport. He has been a senior engineer with ISIS since 2001, specialising in traffic control, motorway management, ITS standards development process and system architecture.

*Co-author: Road Transport*

**Prof J Augusto Felício**, Neptune – CEGE/ISEG; Portugal

Professor Felício, holding a PhD in management, is teaching graduate and post-graduate courses such as 'Maritime transport and port management' and 'Land transport and logistic management' at ISEG, School of Economics and Management (Technical University of Lisbon). His activities include participation in transport research where he has published several related articles and books.

*Main author: Waterborne Transport, Intelligent Transport Systems*

*Peer review: Efficiency, Vehicle Technology*

**Dr Paul E Firmin**, Institute for Transport Studies, University of Leeds (ITS); UK

Dr Firmin has 30 years of experience in transport planning and engineering, including local authority, consultancy and academia. His research specialities are: traffic management, transport survey design & analysis, traveller information systems; driver route choice behaviour and transport telematics. He is currently the MSc(Eng) degree programme leader and international student adviser at ITS, University of Leeds. He teaches computing skills and traffic management, and supervises student dissertation projects.

*Main author: Information and Awareness*

*Peer review: Safety and Security*

**Dr Nils Gendner**, Neptune – University of Bremen, ISL; Germany

Dr Gendner has been working for more than four years at the University of Bremen, Institute of Shipping Economics and Logistics. His main topics include the analysis of processes, functions and data flows in shipping and within the rail sector. He contributes to ongoing efforts in intermodality by participating in several projects dealing with intermodal concepts and developments.

*Main author: Intermodal Transport, Integration*

*Peer review: Financing Tools, Pricing and Taxation*

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**Wolfgang Helmreich**, Industriebetriebe-Betriebsgesellschaft mbH (IABG); Germany  
Mr Helmreich is a civil engineer from the Technical University of Munich. He has more than 15 years experience with transport planning and infrastructure design in the rail, road and air sector, and sound knowledge of vehicle technologies. His expertise also includes project management, web publishing and dissemination skills. He joined IABG in 1999 as a senior transport consultant after working as project manager at several German engineering companies. He is principal editor of all Thematic Research Summaries.

*Main author: Air Transport, User Aspects, Safety and Security*

*Peer review: Regional Transport, Rail Transport, Waterborne Transport, Environmental Aspects, Land Use Planning*

**Cristina Ivan**, Group of Independent Experts Ltd (GIE); Romania

Ms Ivan has a law degree and has graduated a Master course in project management. Ever since 1998 she has participated in various projects financed by international donors in Romania. The main areas of her expertise cover: project management, legal approximation of the EU acquis & drafting of environmental legislation, as well as the carrying out of awareness raising and dissemination activities, including those for the transport sector.

*Main author: EU Accession Issues*

*Peer review: Economic Aspects, User Aspects, Transport Management*

**Dr Ann Jopson**, Institute for Transport Studies, University of Leeds (ITS); UK

Dr Jopson is a Research Fellow whose main interests and expertise lie in the areas of travel behaviour psychology, transport marketing and urban transport planning and policy, with particular emphasis on travel demand management through attitudinal and behavioural measures. Her PhD thesis was based on the role of psychology in reducing car use.

*Main author: Environmental Aspects*

*Peer review: Rural Transport*

**Dimitris Koryzis**, Systema; Greece

Mr Koryzis is a production & management engineer from the Technical University of Crete and holds an MSc in Decision Sciences from Athens University of Economics & Business. He has more than 8 years experience as technical and managerial consultant for 30 European programmes in the transport sector (road, maritime and intermodal) as well as in research and innovation technology EC projects.

*Co-author: Pricing, Taxation and Financing Tools*

*Peer review: Integration*

**Ulrich Leiss**, Industriebetriebe-Betriebsgesellschaft mbH (IABG); Germany

Mr Leiss is an aerospace engineer from the Technical University of Munich. His professional career includes 24 years experience with research, technical analyses, monitoring and managing national and European projects and programmes. These activities cover the areas aerospace, transport, energy and new technologies.

*Main author: Other Modes, Vehicle Technology*

**Bryan Matthews**, Institute for Transport Studies, University of Leeds (ITS); UK

Mr Matthews has 9 years experience of transport research and project management in both consultancy and university settings. His research expertise is in transport policy analysis and transport economics. He has worked on a number of EU, UK DfT and Research Council projects. He also contributes to teaching activities, lecturing on Air Transport Systems and supervising student projects.

*Main author: Rail Transport*

*Peer review: Air Transport*

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**Prof Anthony D May**, Institute for Transport Studies, University of Leeds (ITS); UK  
 Professor May has over 35 years' experience in transport planning and traffic engineering. He has been a professor at Leeds since 1977, and has served as Head of the Department of Civil Engineering, Dean of the Faculty of Engineering, Pro-Vice Chancellor for Research and Director of the Institute for Transport Studies. He also has practical experience with the MVA consultancy and the GLC in London. His research specialities include: land use planning, traffic management, road pricing, sustainable urban transport, integrated transport and environmental impacts of transport.

*Supervision of entire process of thematic reviews*

**Batool Menaz**, Institute for Transport Studies, University of Leeds (ITS); UK  
 Ms Menaz is a transport economist from the University of Leeds. She has been involved in a number of various projects including research into transport pricing reform issues in air, road and rail for the IMPRINT-Europe thematic network project, and research for the UK Rail Research Centre looking at the alternative visions for the future of the British rail system.

*Main author: Regulation/Deregulation*

*Co-author: Passenger Transport, Equity and Accessibility, Land Use Planning*

*Peer review: Road Transport*

**Christina Paschalidou**, Systema; Greece

Ms Paschalidou is a transportation engineer from Aristotle University (Thessaloniki), with a MSc in Urban and Regional Transport from Laboratory of Transport Economics in Lyon. Her field of interest is transport planning and engineering, EU and national transport policies, sustainability issues and research. She joined Systema in 2005, while her previous experience includes an internship in ISIS, traffic studies elaborated individually and research activities in the Aristotle University.

*Main author: Transport Management*

*Peer review: Information and Awareness*

**Ignacio Rada Cotera**, Neptune – IkerConsulting; Spain

Mr Rada Cotera is a lawyer from Deusto University in Bilbao, holding a diploma and certificate of European studies from Deusto and Saarland Universities, respectively. He has been working on EU projects since 2000. His main expertise is European commercial and regional policy, maritime transport and port affairs, legal aspects of international economic relations, urban planning, regional benchmarking and development.

*Main author: Regional Transport*

**Marco Valerio Salucci**, Università di Roma "La Sapienza", DITS; Italy

Mr Salucci holds a degree in mechanical engineering from the University of Rome "La Sapienza". His past research experience has focused on computer modelling of the operations of freight terminals and automatic passenger transport systems, the latter being carried out within EC funded research projects. His current research for a doctorate is in the area of transshipment and information and communication technologies for intermodal freight transport.

*Co-author: Freight Transport, Urban Transport, Rural Transport, Efficiency, Decision-support Tools*

*Peer review: Intermodal Transport*

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**Dr Karsten Seidel**, Neptune – European Networks and Cooperation; Belgium/Germany  
 Dr Seidel has graduated as economist and holds a PhD from the University of Bremen. He has been working on EU projects since 1988. His main expertise is in European industrial and regional policy, telecommunication research projects, maritime transport and port affairs, evaluation of technical aid, urban planning, regional benchmarking development.

*Co-author: Regional Transport*

**Dr Paolo Delle Site**, Università di Roma "La Sapienza", DITS; Italy  
 Dr Delle Site holds an PhD, and is a senior research fellow at DITS, Transport Area, University of Rome "La Sapienza". He combines professional experience with research activities, the latter mainly being carried out within EC funded research projects. Related activities comprise urban transport planning, urban public transport design, transport project assessment, and policy analysis. His teaching activities include courses in transport planning. Furthermore, he is author of papers in Transportation Research Part A – Policy and Practice and in the European Journal of Transport and Infrastructure Research.

*Co-author: Freight Transport, Urban Transport, Rural Transport, Economic Aspects, Infrastructure Provision, Pricing, Taxation and Financing Tools*

*Peer review: EU Accession Issues, Intelligent Transport Systems, Regulation/Deregulation*

**Damian Stantchev**, Institute for Transport Studies, University of Leeds (ITS); UK  
 Mr Stantchev holds a degree in Economics and Trade from Varna University of Economics in Bulgaria and an MA in Political Science from the Central European University in Hungary. His early research experience was in the area of small business development in transitional economies of Central and Eastern Europe. Damian has also contributed to an extensive report on the role of the logistics and transportation sector in society for the Logistics & Transportation Corporate Citizenship Initiative of the World Economic Forum. His research for a doctorate examines the role of logistics in enhancing the competitiveness of the regional economy and encompasses all aspects of original research and data collection including the design, conduct and analyses of large scale surveys as well as the collection of commercial data and development of case studies.

*Main author: Passenger Transport, Land Use Planning, Equity and Accessibility*

*Peer review: Freight Transport*

**Andrew Winder**, ISIS; France

Mr Winder is a transport planner with a BSc in transport management (Aston University, England) and over 15 years experience in consultancies and public transport authorities covering transport planning and policy, particularly at UK, French and Europe-wide levels. Since 1998 he has been a senior engineer at ISIS, responsible for a wide range of European projects focusing primarily on Trans-European Networks, ITS for road traffic management, urban and regional public transport and EU enlargement aspects.

*Main author: Road Transport*

*Peer review: Passenger Transport, Urban Transport, Other Modes, Equity and Accessibility, Infrastructure Provision*

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**Ard Wolthuis**, Università di Roma "La Sapienza", DITS; Italy

Ard Wolthuis graduated in Science & Innovation Management, in the field of Transport and Mobility, from the University of Utrecht. He has been involved in transport projects and analysed socio-economic, environmental, political and legal aspects, such as the Phileas project, the Fokker bankruptcy, and innovation policy of companies in the Netherlands. Has participated in a European project on innovation in urban public transport systems. Since spring 2005 has joined DITS as a research fellow. His main areas of activities are policy analysis and dissemination of research results.

*Co-author: Efficiency, Decision-support Tools*

**Dr Zhaomin Zhang**, ANAST – University of Liege, Neptune; Belgium

Dr Zhang has got the university degrees of Civil Engineering, Mechanical and Marine Engineering; Master of Transportation Sciences and Doctor of Philosophy. He is a senior engineer and led the important projects related to the "Establishment of a mathematical traffic model on the Belgian waterway network" (Belgian national research program "Transport and mobility"), the project called "On computerisation and management in real-time of operations relating to the exploitation of fluvial traffic to organise the waterway transport", (Belgian Regional Ministry of Public Works) and the Project related to the development of a transport cost model in the inland navigation sector. He has also been involved in numerous simulation and operation research activities.

*Peer review: Decision-support Tools*

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