

Adriatic Ionian Region Masterplan for  
Transport Interconnectivity (AIM-TI)

# Technical Assistance for the development of the Masterplan Phase 2

(part 2 di 2)

Giuseppe Siciliano, PTSCLAS  
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# Scenario A.1

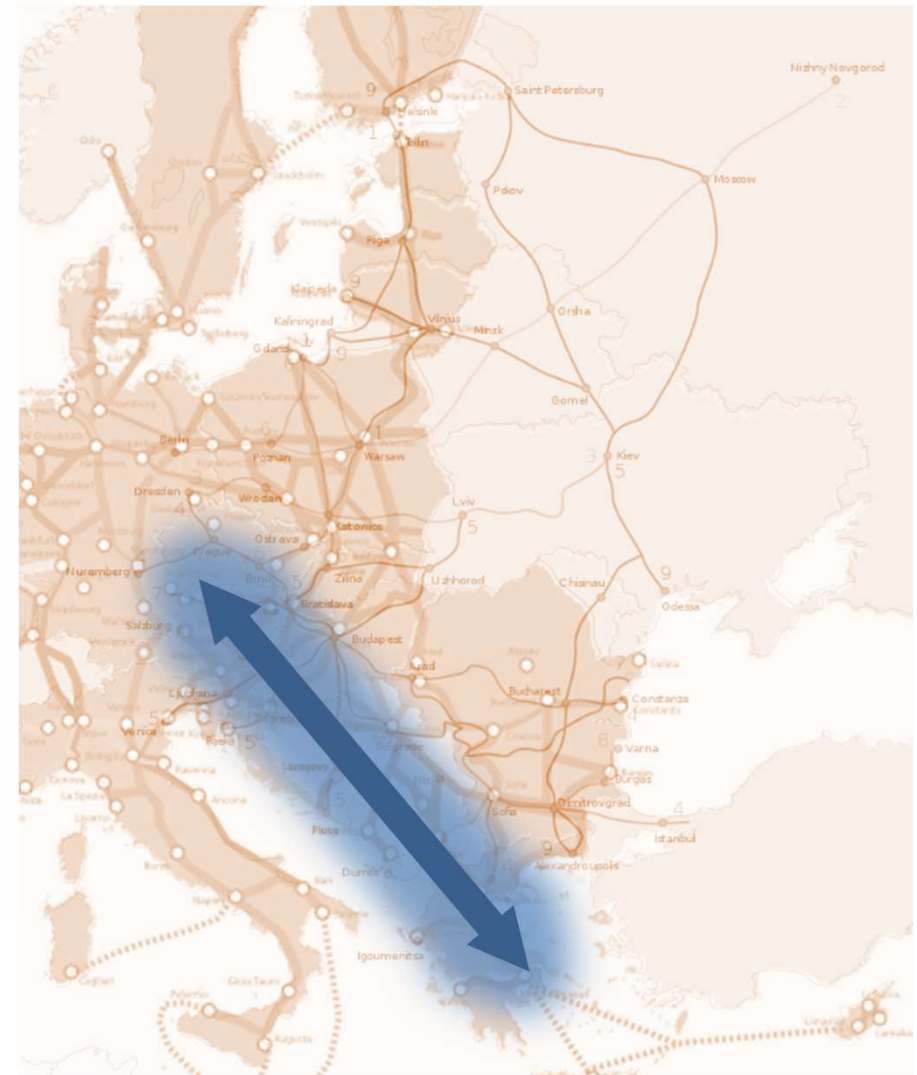
## OBJECTIVES

### Infrastructural design

Improving main North-South and internal road connections (***selected based both on the different existing corridor concepts and with a national focus***)

### Policies

- Speeding up road border crossings via one stop shops and uptake of the GREEN LANE initiative
- Boosting the uptake of alternative fuels zero-emission vehicles for freight transport, for private transport and for LPT transport
- Improving road connections to ports and airports
- Deployment of ITS
- Bringing the existing ports, rail and IWW network to minimum standards
- Improvement of road and rail safety



# Scenario A.2

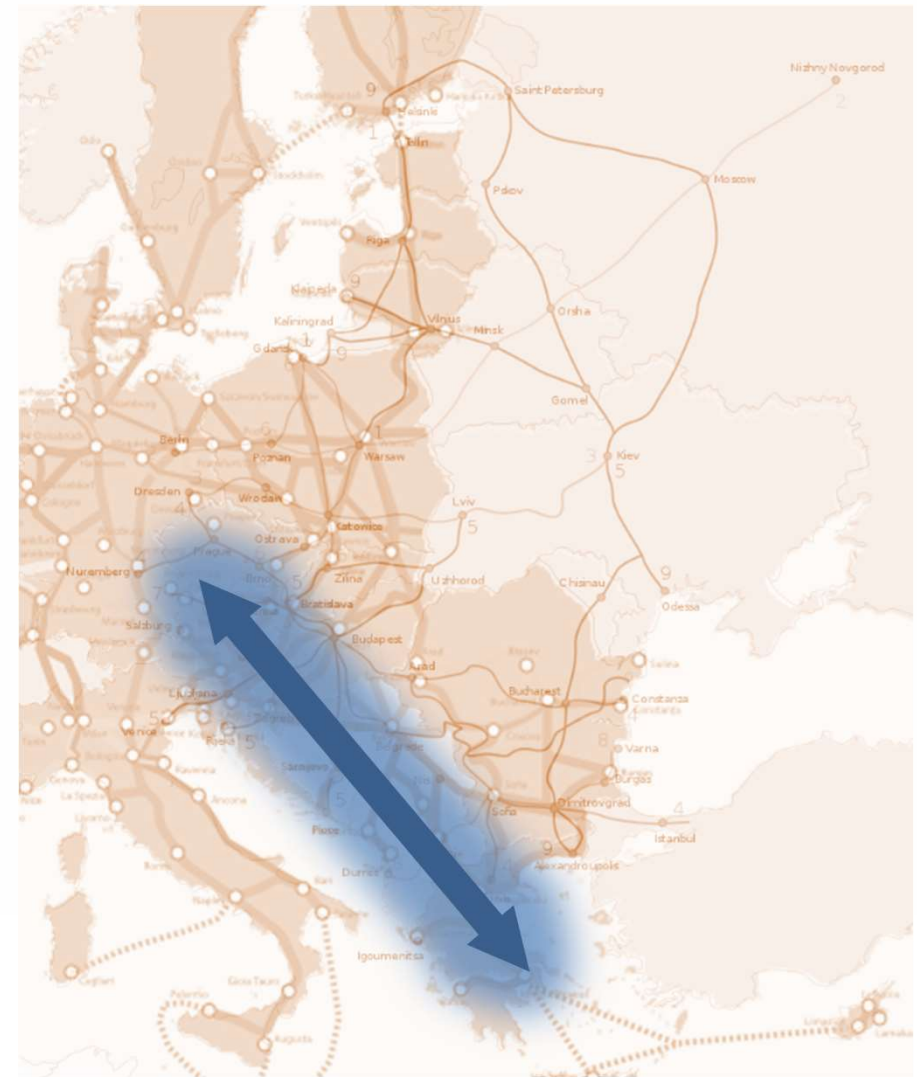
## OBJECTIVES

### Infrastructural design

Improving main North-South and internal rail connections (***selected based both on the different existing corridor concepts and with a national focus***)

### Policies

- Greening ports and airports
- Greening fleets
- Speeding up procedures in ports
- Speeding up rail border crossing via one stop shops and uptake of the GREEN LANE initiative
- Extensive deployment of ERTMS and better management and coordination of international rail traffic
- Deployment of MaaS and Multimodal ticketing
- Improving rail connections to ports and airports
- Improvement of road safety (and rail crossings safety)



# Scenario B

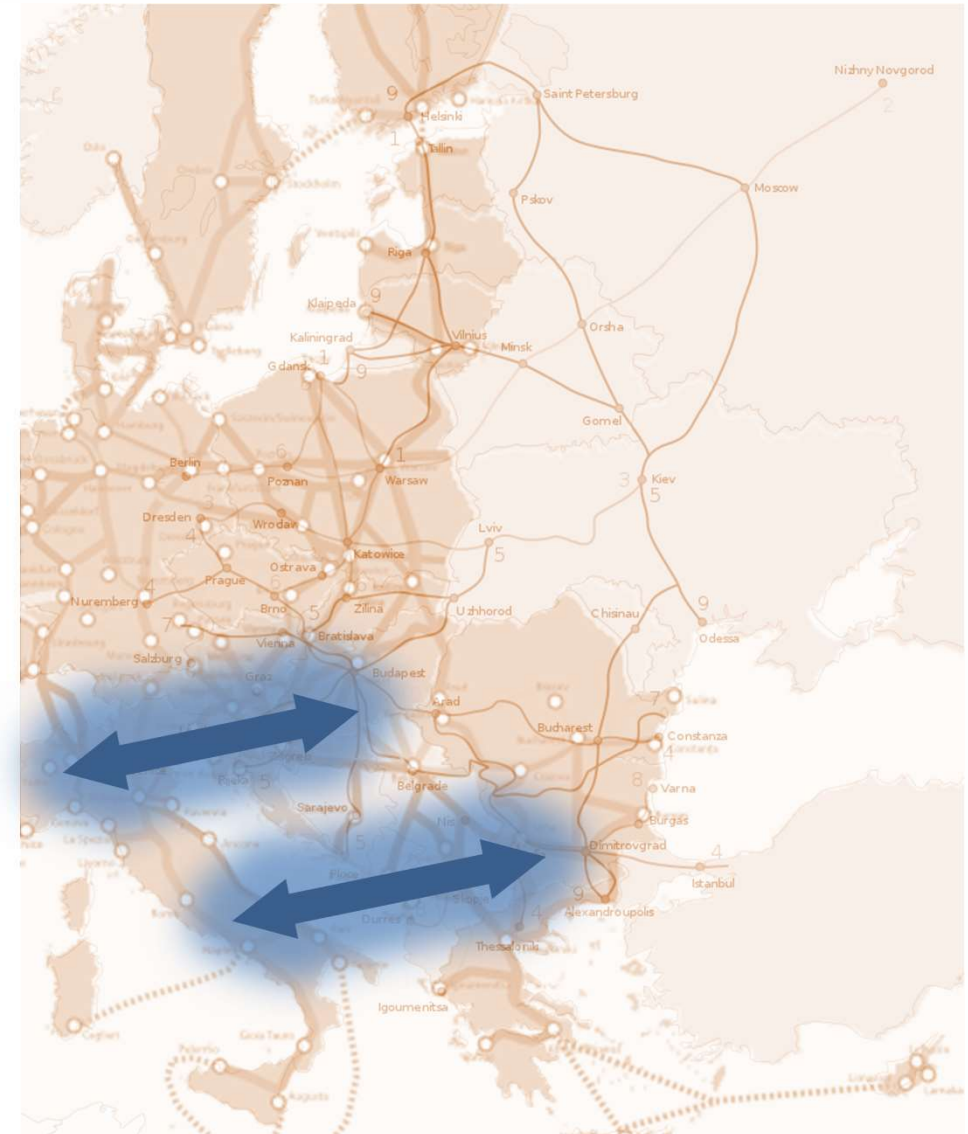
## OBJECTIVES

### Infrastructural design

Improving main East-West and internal multimodal connections (rail networks, maritime connections, IWW connections) (***selected based both on the different existing corridor concepts and with a national focus***)

### Policies

- Greening ports and airports
- Greening fleets
- Speeding up procedures in ports
- Speeding up rail border crossing via one stop shops and uptake of the GREEN LANE initiative
- Extensive deployment of ERTMS and better management and coordination of international rail traffic
- Deployment of MaaS and Multimodal ticketing
- Improving rail connections to ports and airports
- Improvement of road safety (and rail crossings safety)

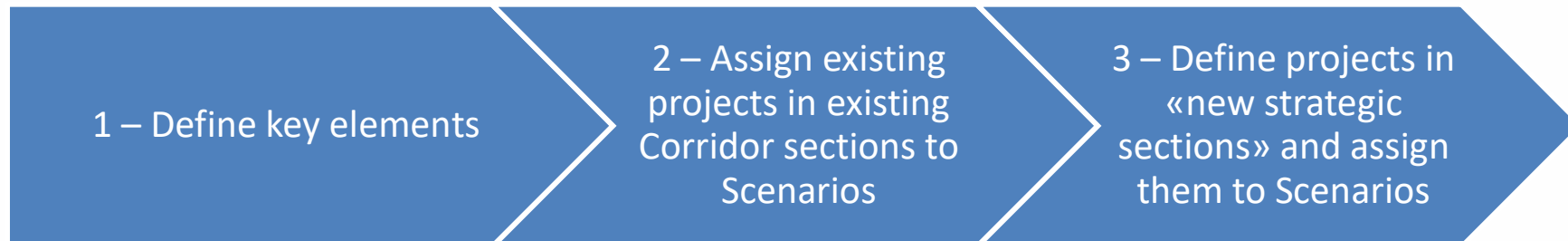


# Methodology of the Masterplan infrastructural design

## Approach

### IMPORTANT!

Infrastructural design does not - at this stage – include considerations on the expected demand. This is instead estimated by the traffic model simulations and its results will feed the overall assessments leading to the final definition of Masterplan Scenario.





# Methodology of the Masterplan infrastructural design

## Logical steps

### STEP 1 Identification of key elements

1.1

- Awareness of the geographical scope

1.2

- Identification of relevant nodes

1.3

- Identification of existing network

1.4

- Identification of strategic routes (Corridors)

1.5

- Identification of existing relevant projects

### STEP 2

2

- Assign existing projects to Scenarios A.1, A.2 and B

### STEP 3 Assign new projects to Scenarios A.1, A.2 and B

3.1

- Select potential «new strategic» sections

3.2

- Identify existing complementary sections

3.3

- Identify new complementary link

3.4

- Assign new projects to Scenarios



# Infrastructural design – STEP 2

## Definition of the transport corridor

STEP 2

2

- Assign existing projects to Scenarios A.1, A.2 and B

ID	mode	country	object	name	maturity	endyear	Scenario A S-N	Scenario A IntraR.	Scenario B E-W	Scenario B IntraR.
HR5	Road	Croatia	New construction	Construction of road A5 Osijek - HU border	planned	2023	1	1		
HR8	Road	Croatia	New construction	Construction of road road DC 10 Vrbovec - Križevci - Koprivnica - Hungarian border towards Kapo	Planned				1	1
SI1	Road	Slovenia	New construction	Construction of new interconnecting junction between the existing motorway and the regional road	Planned				1	1
SI3	Road	Slovenia	Upgrade	Upgrade road Draženci – Gruškovje	planned		1	1		
SI4	Road	Slovenia	New construction	Construction of road Postojna - Jelšane	planned	2035	1			
SI5	Road	Slovenia	New construction	TIR Truck Park Sermin	planned	2023				1

[...] 37 road interventions identified

## SCENARIO

ID	mode	country	object	name	maturity	endyear	ASISspeed	ASISaxl	Scenario A S-N	Scenario A IntraR.	Scenario B E-W	Scenario B IntraR.
AL2	Rail	Albania	New construction	Rehabilitation of Vora/Vorë - Han i Hotit Railway Line	Planned		Unselected	20 t <= m < 22,5 t	Yes			
AL3	Rail	Albania	New construction	Construction for a new railway Pogradec – Korçë border to Greece (Krystalopigi)	Planned		Unselected	Unselected	Yes			
AL4	Rail	Albania	New construction	The rehabilitation of Durrës – Pogradec – Lin railway and the construction of a new railway link Lin – border to North Macedonia (part of rail Corridor VIII)	Planned		Unselected	20 t <= m < 22,5 t	Yes		Yes	
BA1	Rail	Bosnia and Herzegovina	New construction	Route 9a (parallel to Corridor X): Banja Luka-Prijedor-Novi Grad-Dobrljin	Planned		V < 120	22,5t <= m < 25t			Yes	
BA2	Rail	Bosnia and Herzegovina	upgrade	Route 9a (parallel to Corridor X): Doboj-PetrovoNovo-Tuzla	Planned		V < 120	22,5t <= m < 25t			Yes	
BA3	Rail	Bosnia and Herzegovina	upgrade	Route 9a (parallel to Corridor X): ŽviniceCapardeZvornik (incl. tunnel Križeviči)	Planned		V < 120	22,5t <= m < 25t			Yes	
BA4	Rail	Bosnia and Herzegovina	upgrade	Route 9a (parallel to Corridor X): Brčko-Banovići	Planned		V < 120	20 t <= m < 22,5 t	Yes			
BA5	Rail	Bosnia and Herzegovina	upgrade	modernization of the signaling equipment of Sarajevo - Bradina and Doboj - Banja Luka railway lines: modernization of signaling equipment at Miljacka railway station and Stup freight station	Under construction		V < 120	22,5t <= m < 25t			Yes	
BA6	Rail	Bosnia and Herzegovina	upgrade	modernization of the signaling equipment of Sarajevo - Bradina and Doboj - Banja Luka railway lines: Banja Luka-Doboj line	Completed	2019	V < 120	22,5t <= m < 25t			Yes	
BA7	Rail	Bosnia and Herzegovina	upgrade	Sarajevo –Bradina	Completed	2016	V < 120	22,5t <= m < 25t			Yes	
BA8	Rail	Bosnia and Herzegovina	upgrade	Mediterranean Corridor (Rail CVC): Overhaul of Sarajevo - Podlugovi Railway Section	Planned		Unselected	Unselected	Yes			
BA9	Rail	Bosnia and Herzegovina	New construction	construction new rail lines (ČapljinaTrebinje-Niškić as a part of Adriatic Ionian corridor	Planned		Unselected	Unselected	Yes		Yes	

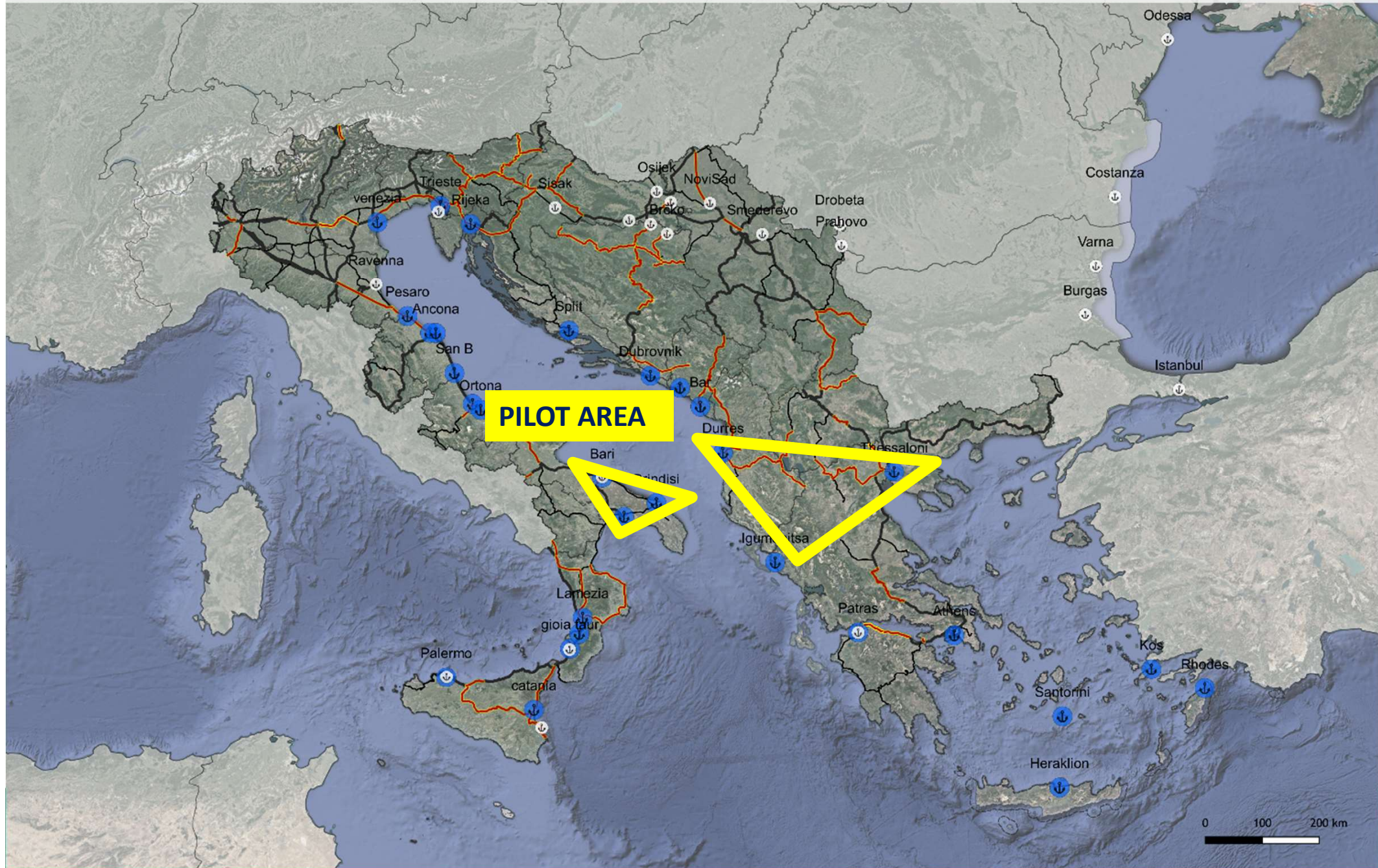
[...] 34 rail interventions identified





# Infrastructural design: Pilot application

RAIL - "Pilot" application to an area of the EUSAIR Region





# Infrastructural design – Step 3 (scenarios A.2 and B)

## RAIL - “Pilot” application to an area of the EUSAIR Region





# Infrastructural design – Step 3 (scenarios A.2 and B)

## RAIL - “Pilot” application to an area of the EUSAIR Region





# Infrastructural design – Step 3 (scenarios A.2 and B)

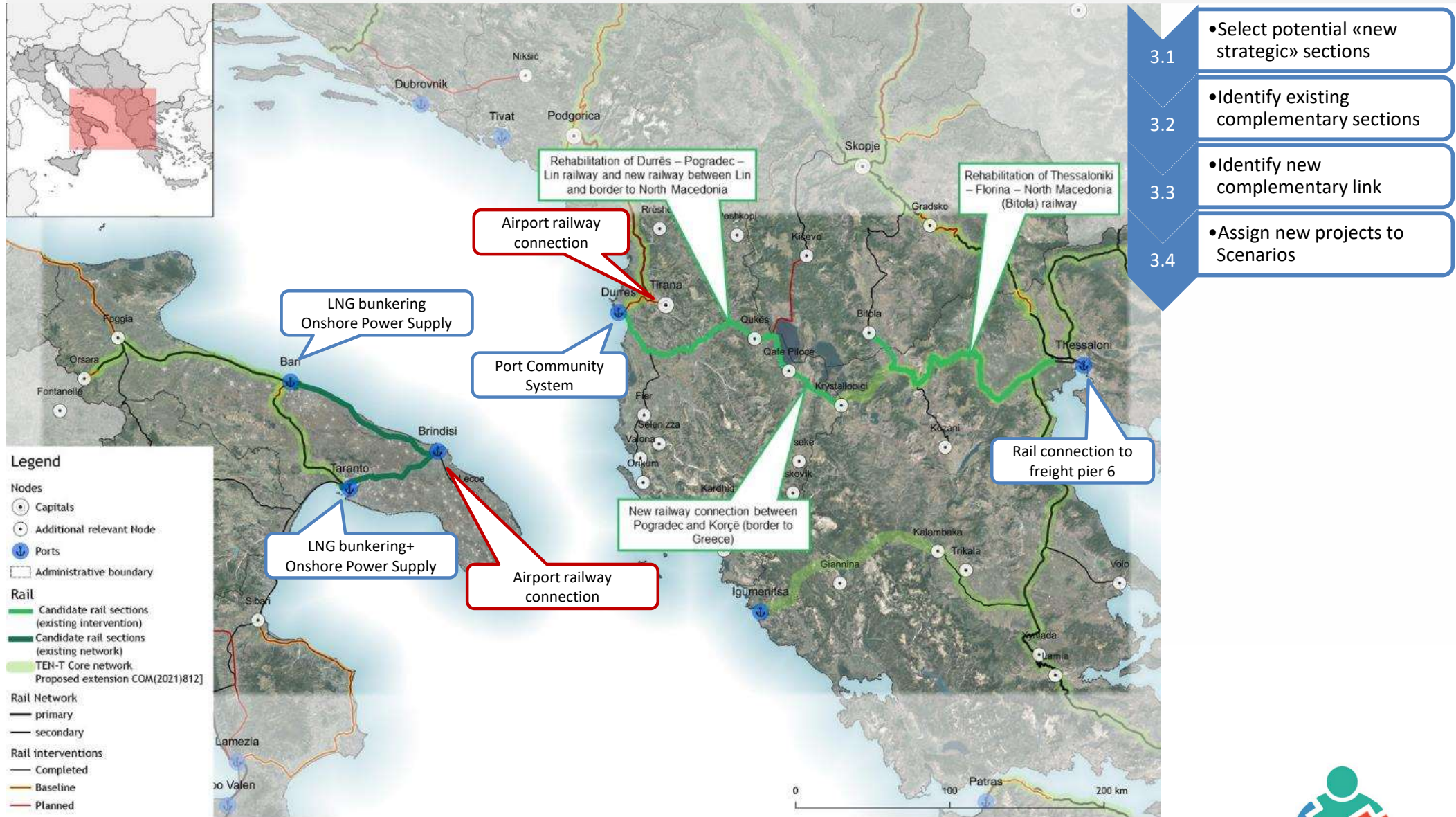
## RAIL - “Pilot” application to an area of the EUSAIR Region





# Infrastructural design – Step 3 (scenarios A.2 and B)

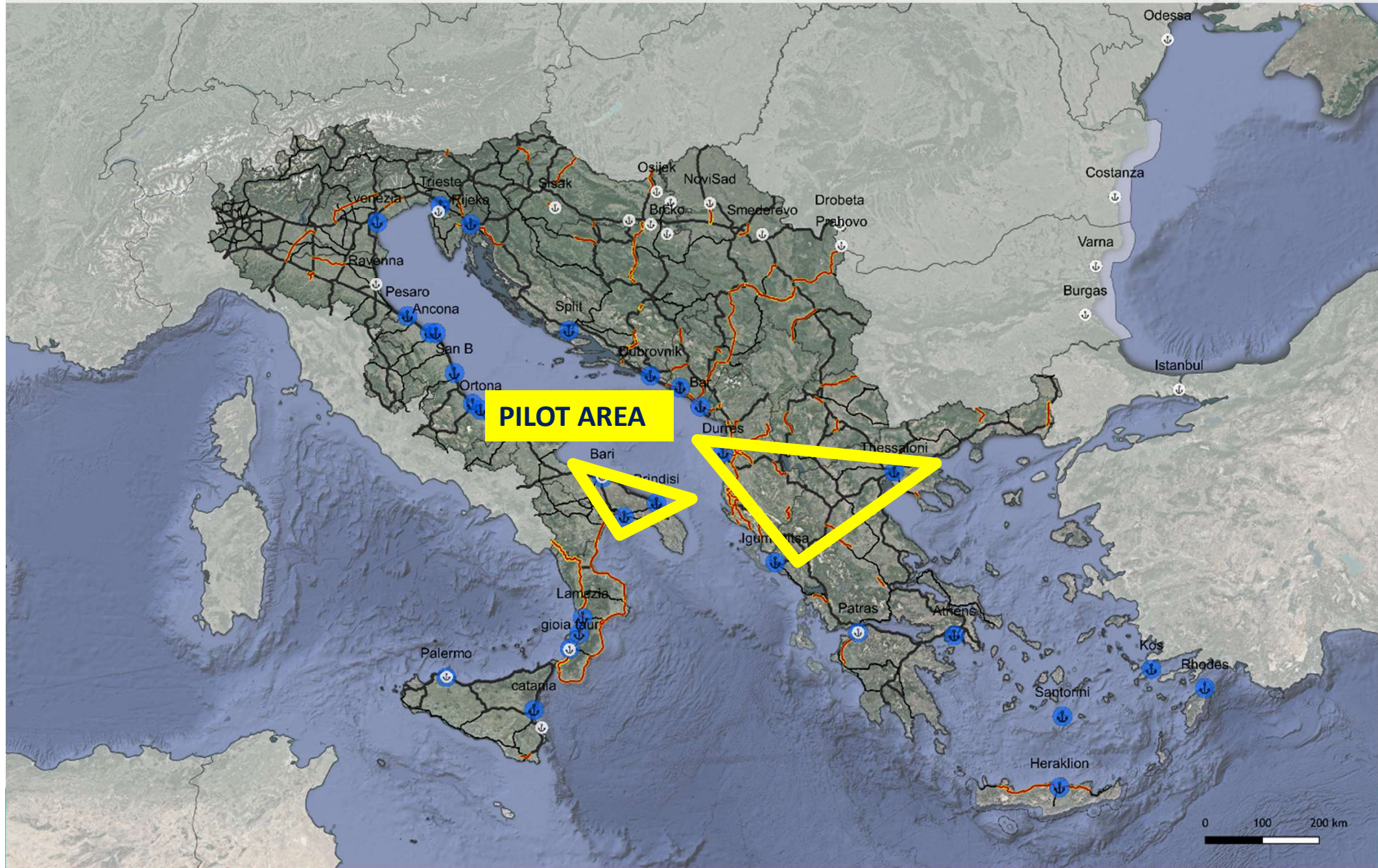
## RAIL - “Pilot” application to an area of the EUSAIR Region





# Infrastructural design – Step 3 (scenario A.1)

ROAD - “Pilot” application to an area of the EUSAIR Region





# Infrastructural design – Step 3 (scenario A.1)

## ROAD - “Pilot” application to an area of the EUSAIR Region



- 3.1 • Select potential «new strategic» sections
- 3.2 • Identify existing complementary sections
- 3.3 • Identify new complementary link
- 3.4 • Assign new projects to Scenarios





# Infrastructural design – Step 3 (scenario A.1)

## ROAD - “Pilot” application to an area of the EUSAIR Region



3.1

- Select potential «new strategic» sections

3.2

- Identify existing complementary sections

3.3

- Identify new complementary link

3.4

- Assign new projects to Scenarios





# Infrastructural design – Step 3 (scenario A.1)

## ROAD - “Pilot” application to an area of the EUSAIR Region



3.1

- Select potential «new strategic» sections

3.2

- Identify existing complementary sections

3.3

- Identify new complementary link

3.4

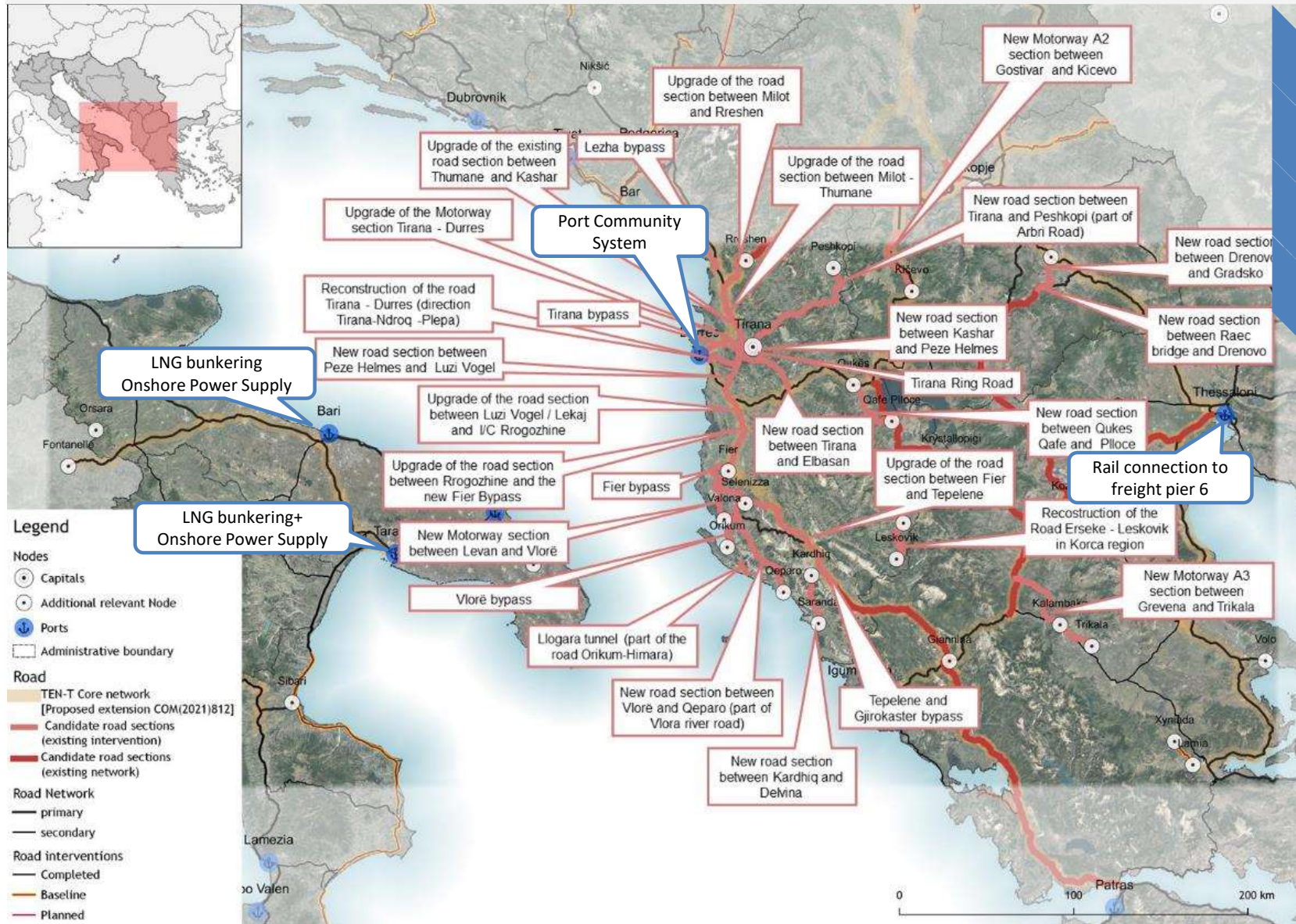
- Assign new projects to Scenarios





# Infrastructural design – Step 3 (scenario A.1)

## ROAD - “Pilot” application to an area of the EUSAIR Region



- 3.1 •Select potential «new strategic» sections
- 3.2 •Identify existing complementary sections
- 3.3 •Identify new complementary link
- 3.4 •Assign new projects to Scenarios





# Next steps

- Extension of the infrastructure design from the pilot application to the whole EUSAIR area
- Validation of infrastructure design by TSG2 members
- Simulation of the defined Scenarios in order to achieve useful indicators on their effects in terms of transport flows
- Simulation of a further theoretical «target Scenario» in which all targets for the TEN-T completion are achieved as per TEN-T Regulation
- Comparison of Scenarios in terms of costs and results in terms of strategic objectives (accessibility, safety, sustainability)

