



TEDEN SREDOZEMSKO OBALE IN MAKROREGIONALNIH STRATEGIJ

Izola, Slovenija
15. – 17. september 2026

MEDITERRANEAN COAST AND MACRO-REGIONAL STRATEGIES WEEK

Izola, Slovenia
15 – 17 September 2026



Interreg  Co-funded by
the European Union
IPA ADRION

FACILITYPOINT

Strategic project EUSAIR FACILITY POINT is co-funded by the European Union through the Interreg IPA ADRION Programme 2021-2027.



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Integrating Macro-Regional Transport Flows for a Sustainable and Resilient Europe

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Integrating Macro-Regional Transport Flows for a Sustainable and Resilient Europe

ONE TRANSPORT CHAIN

✓ Mediterranean gateways



✓ Alpine crossings



✓ Danube hinterland



Central, Eastern & South-Eastern Europe

Transport flows do not stop at borders & neither should our planning.



A CHANGING EUROPEAN TRANSPORT LANDSCAPE

2024 Revised TEN-T framework

European Transport Corridors → stronger network integration

2028 – 2034 Next EU financial perspective

New investment priorities → where can cooperation create European added value?

The 2030s New transport reality:

- Climate risks
- Digitalisation
- Changing logistics
- Growing cross-border mobility





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“Adriatic–Ionian Maritime Gateways and Regional Connectivity”

Mr. Pierluigi COPPOLA

Coordinator EUSAIR TSG2-Transport
Ministry of Infrastructures and Transport, Italy

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PILLAR2- TRANSPORT TOPICS AND PRIORITY ACTIONS

MARITIME TRANSPORT

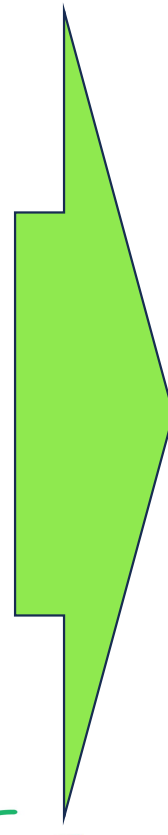
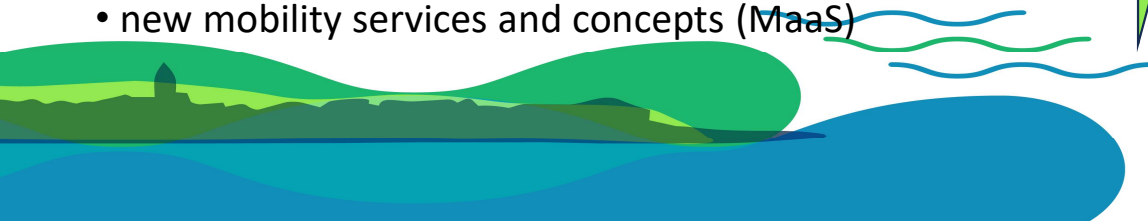
- Improving and harmonising traffic monitoring and management
- Developing ports, optimising port interfaces, infrastructures and procedures/operations

MULTIMODALITY

- Developing the Western Balkans network
- Developing intermodal connections
- Cross-border facilitation

URBAN NODES

- Sustainable transport and innovation
- new mobility services and concepts (MaaS)

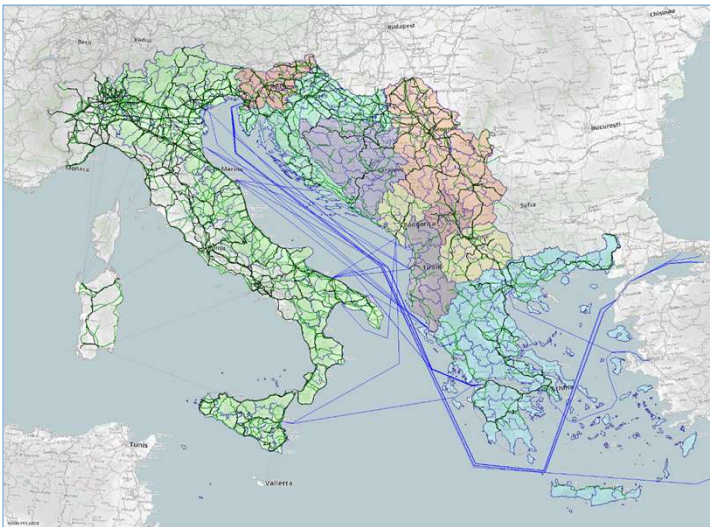


EUSAIR Master Plan of Transport

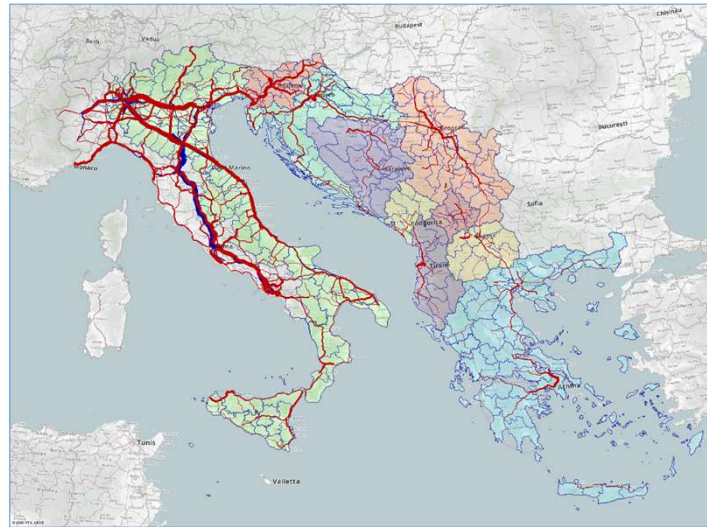
- 1. knowledge-based vision for transport development*
- 2. From shared vision to concrete actions*
- 3. Priorities for sustainable and resilient future scenarios*

A knowledge-based vision for transport development

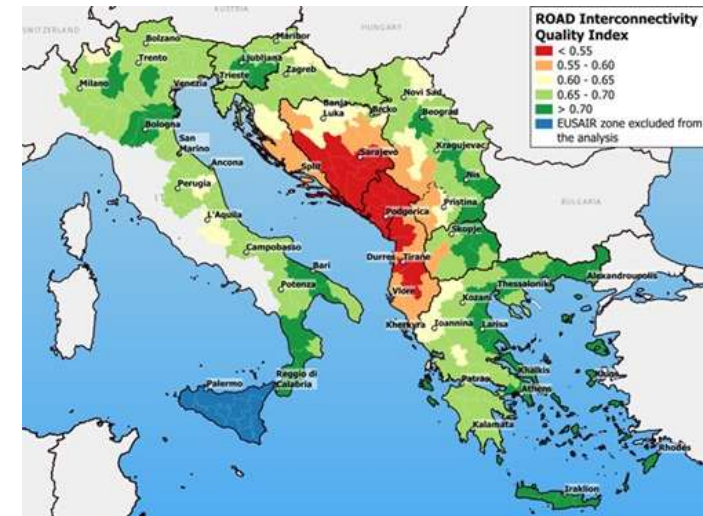
➤ **To monitor** the current **layout and characteristics** of the networks and future trends (BAU)



➤ **To assess** transport projects through specific KPI (e.g. volume/capacity and modal share)



➤ **To Identify the gaps** of transport networks (e.g. accessibility/interconnectivity)



A knowledge-based vision for transport development

The EUSAIR TRANSPORT MASTERPLAN: approach

Involvement of local stakeholders

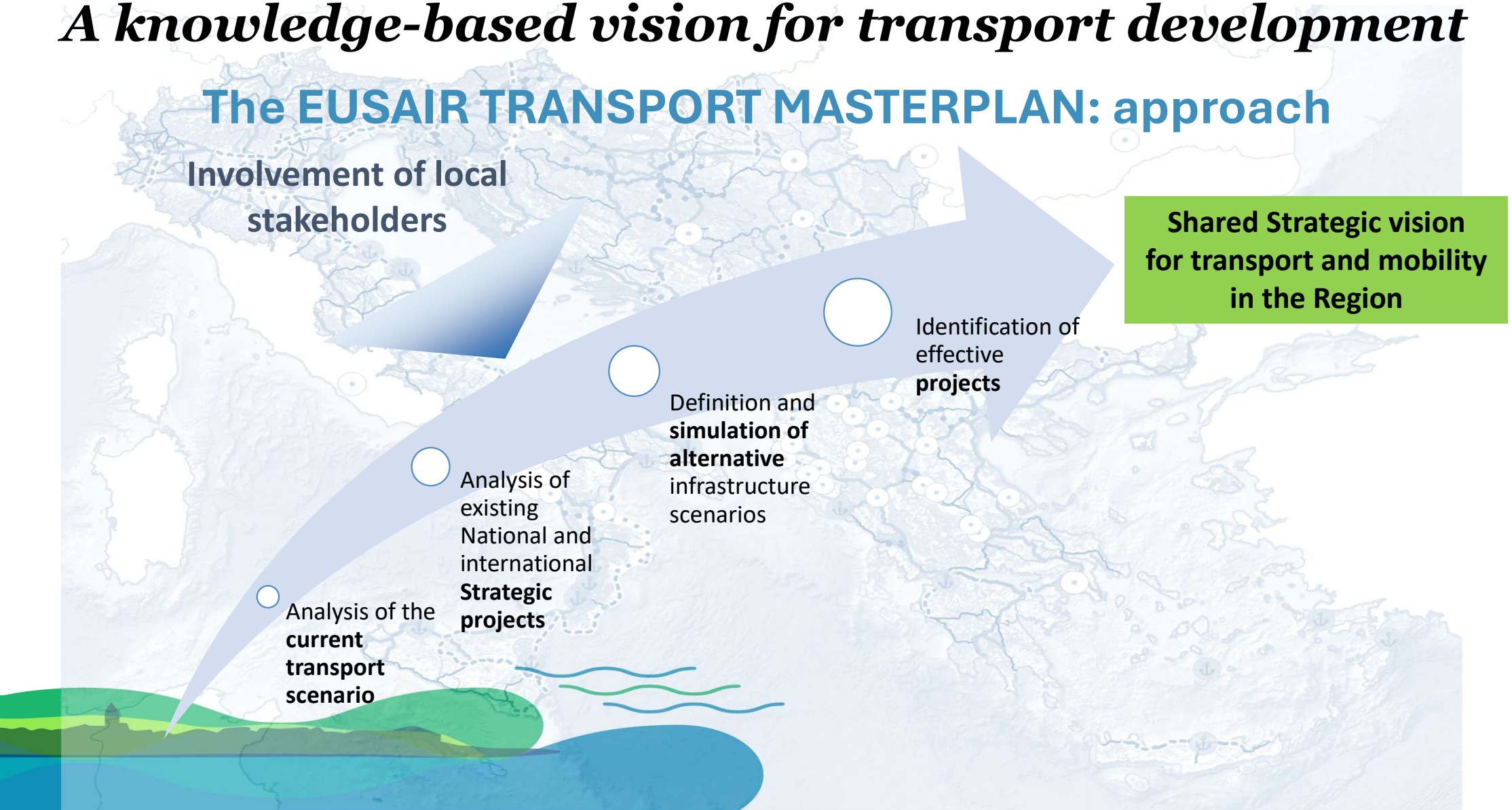
Analysis of the current transport scenario

Analysis of existing National and international **Strategic projects**

Definition and **simulation of alternative** infrastructure scenarios

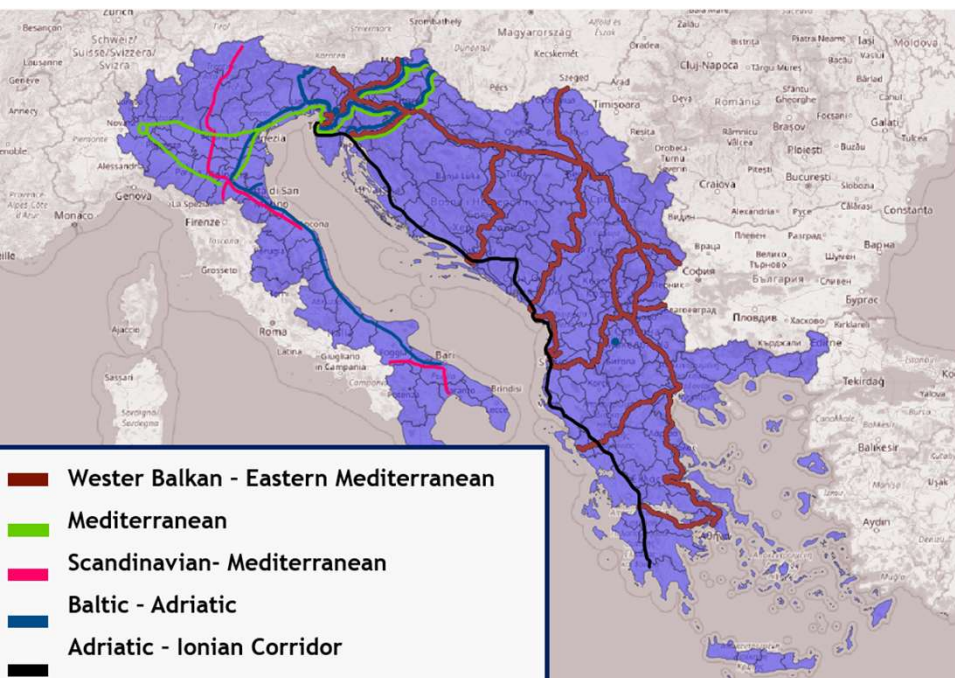
Identification of effective **projects**

Shared Strategic vision for transport and mobility in the Region

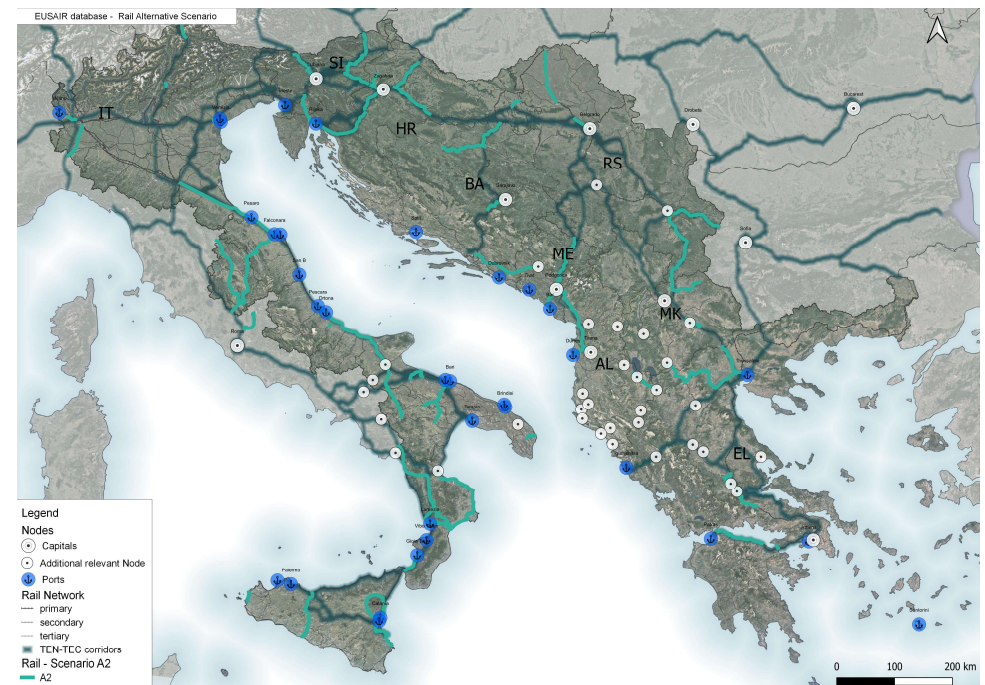


From shared vision to concrete actions

The TEN-T in the Adriatic-Ionian Region



On-going and planned projects in the Adriatic-Ionian Region



Assessing priorities for sustainable and resilient future scenarios

EUSAIR Multimodal Transport Model

Multimodal

- Passenger & freight transport
- Rail
- Road (public and private transport)

Zones covered

- Adriatic-Ionian Countries (226 zones NUTS 3 or equivalent)
- External zones (138 NUTS3/2/1/0)

Simulation Models and AI-tools

- Demand forecasting
- Exploring scenario analysis (EMA)



Assessing priorities for sustainable and resilient future scenarios

Example of assessment of priority packages focusing on:

Full Plan

Cross-border

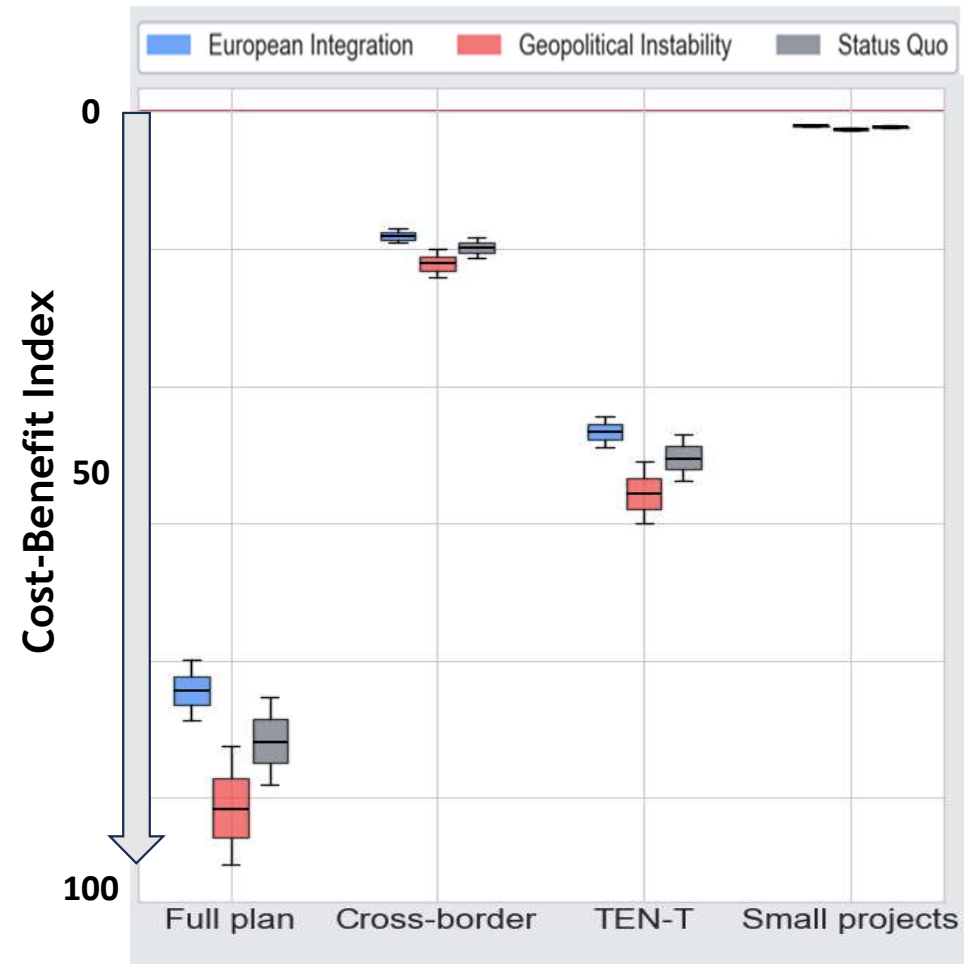
TEN-T focus

Small projects

under different geo-political future scenarios



- European Integration gives more stable results, while Geopolitical Instability leads to higher costs and worse outcomes
- Larger portfolios are also more uncertain.
- TEN-T and cross-border portfolios provide much higher and stable margins than the Full Plan.



Conclusions and key takeaways

1. A knowledge-based and shared vision for transport development

A Master Plan provides a framework for defining shared priorities and coordinated strategies to steer transport development towards common goals: environmental sustainability, territorial cohesion and economic growth.

2. From vision to concrete actions

Common objectives and values need to be translated into a strategic projects – infrastructure, services, operational and regulatory measures. This is the essential step for turning a shared vision into coordinated and concrete actions.

3. Priorities for a sustainable and resilient future scenarios

A sound understanding of the current state of transport networks and mobility patterns (“As-Is”) is the necessary starting point for defining future scenarios (“To-Be”), **identifying priorities and making robust investment decisions** in light of possible future scenarios





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The Alpine Crossings – Making trans-European Transport Sustainable and Resilient

Insights from EUSALP AG 4
„Mobility“

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The Alps: Europe's Strategic Transport Crossing

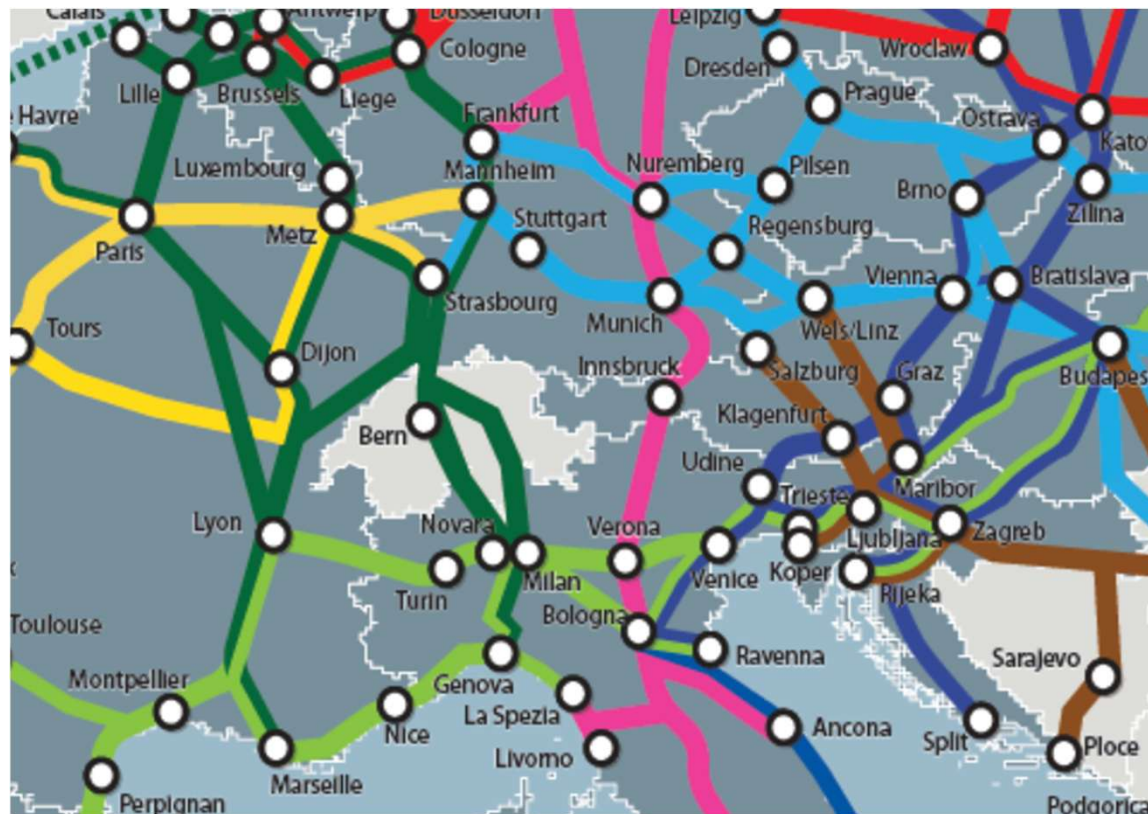
7 out of 9 European Transport Corridors cross the Alpine arch or pass through the Alpine Region, connecting Northern & Central with Southern and Southeast Europe.

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The Alpine Challenge

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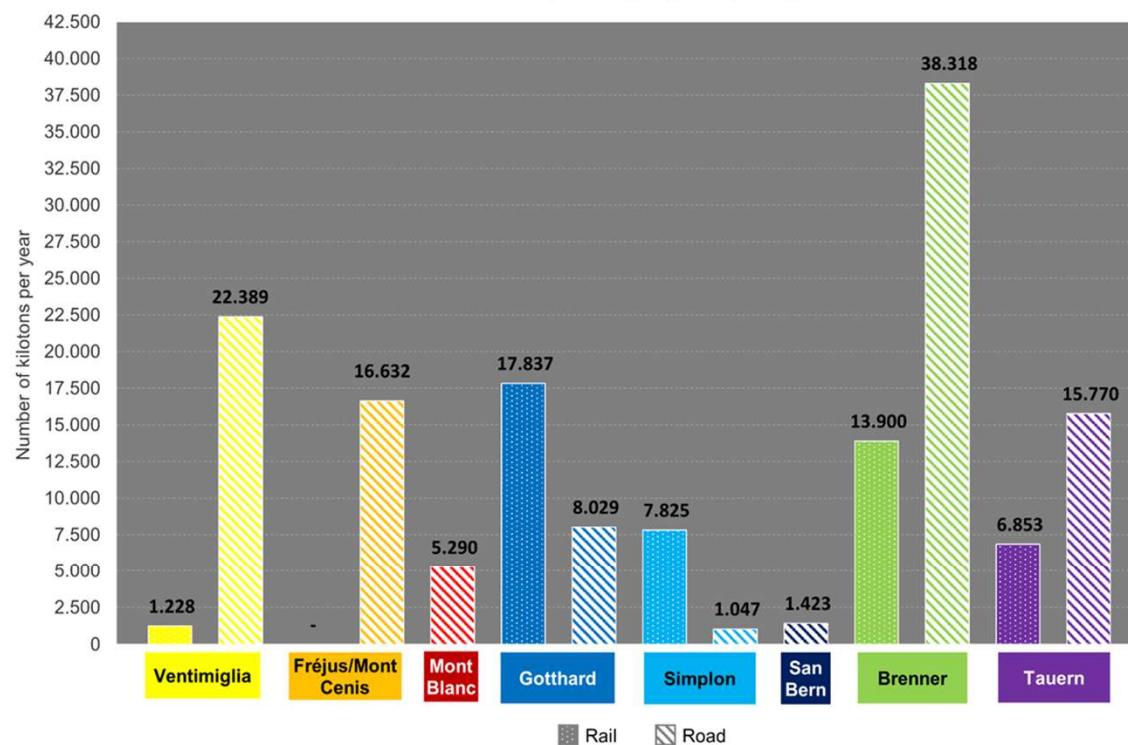
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Number of kilotons transported per year (2024): Rail and Road



Rail as the Backbone of Sustainable Alpine Transport (I)

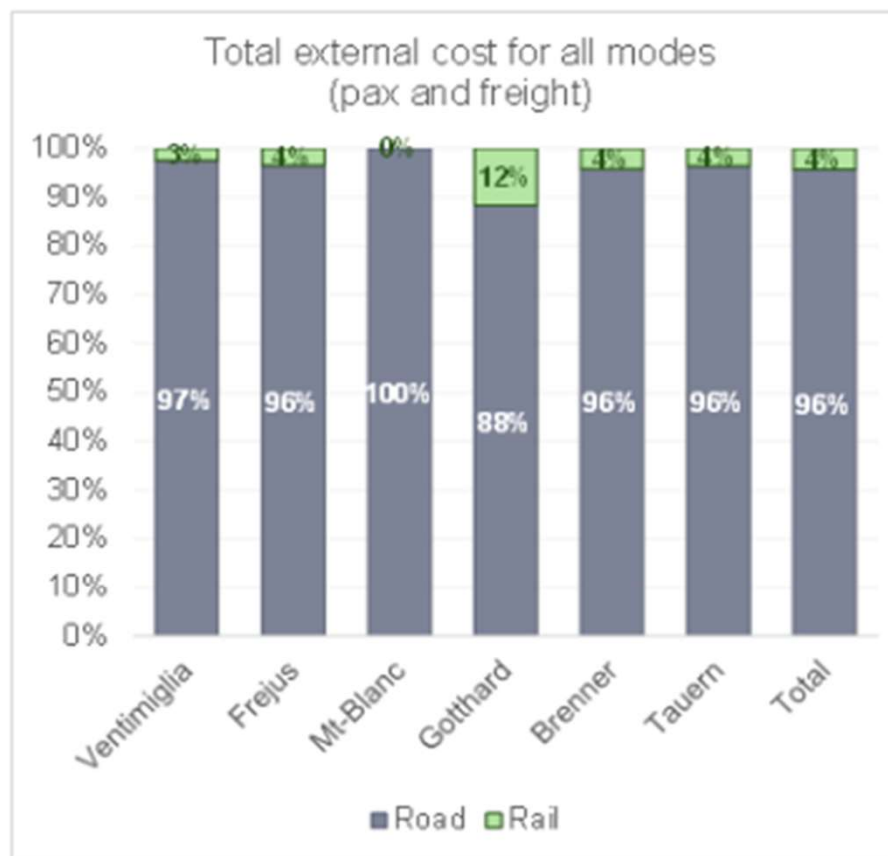
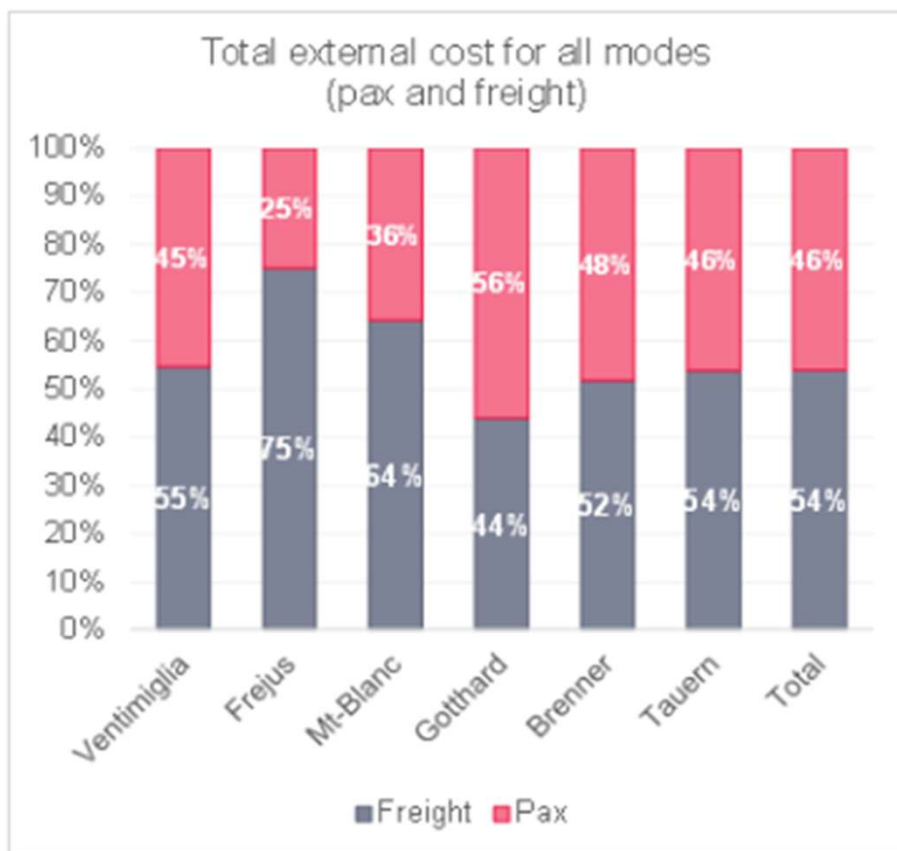
Share of external costs of road and rail on the main alpine corridors

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Rail as the Backbone of Sustainable Alpine Transport (II)

EUSALP Declaration on Rail Transport 2022 - Joining forces for a sustainable transport and mobility system

15 EUSALP regions called on the European Union

...

1) ... to create a level-playing field between transport modes as basic requirement for **an effective modal shift**

2) ... **to optimise the potential of rail** to serve as the backbone of a connected transport system

3) ... to **improve infrastructure provisions for rail transport**

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Bavarian State Ministry of
Housing, Building and Transport



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From Traffic Pressures to Coordinated Solutions (I)

LinkingAlps Beta Phase

Launched on
25.11.2025 !!!



Routing information
covering:
Austria, Switzerland,
Slovenia, South Tyrol and
Lombardy

Available at
linkingalps.eu



Interreg
Alpine Space
LinkingAlps
European Regional Development Fund

© Mapbox © OpenStreetMap Improve the

About LinkingAlps

From Traffic Pressures to Coordinated Solutions (II)

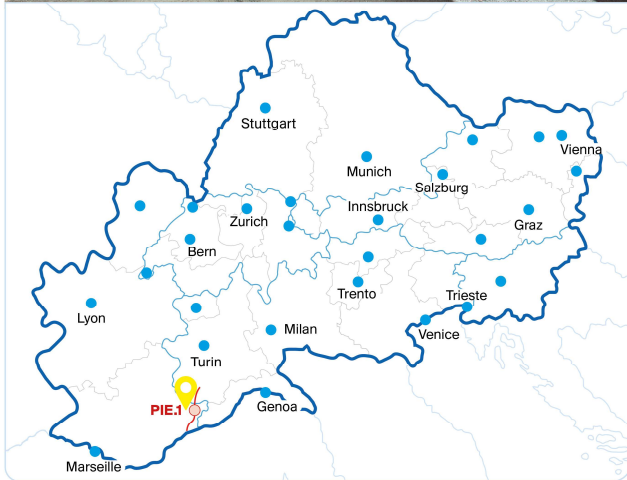
AG4 Project Labelling

The EUSALP AG4 Assessment Methodology for Individual Projects serves to identify sustainable mobility solutions in the Alpine Region with a high macroregional relevance. So far, three assessment rounds took place, in which 22 projects received the EUSALP AG4 Label.

Cooperation	PVG.2	COMODALCE
New infrastructure	PVG.4	New cross-border rail
	PVG.5	SMARTLOGI
	PVG.6	ACCESSMILE
	GRB.1	Alpine Crossrail
	STM.4	Alpine Western Balkan Corridor
	TIC.1	AlpTransit Sud
	TIR.1	Fernpass Railway
	BAV.11	Four-track expansion
	VEN.2	Treno delle Dolomiti
	VEN.3	Collegamento Ferroviario
Public transport rail	STM.2	Inter-Regio rail
	FVG.1	CROSSMOBY
	VBG.1	Bodensee-S-Bahn S7
Terminal infrastructure	KTN.2	Logistics Center Austria South
	STM.1	Cargo Center Graz (CCG)
Upgraded, electrified infrastructure	LIG.1	Parma
	LIG.2	Genoa-Marseille
	PAC.1	Multimodal axis Valence-Vai de Suze
Digitalisation, ticketing	PIE.1	Cuneo-Ventimiglia-Nice
Public transport road	BAV.2	Expansion of the MVV network
	BAV.3	Express bus Tegernsee - Jenbach



Climate Resilience of Alpine Infrastructure



Project Number: PIE.1 Category: Upgraded, electrified infrastructure

CUNEO - VENTIMIGLIA - NICE Rehabilitation and modernisation of the existing railway line



On the brink of closure in 2019 due to high maintenance costs and reduced train frequency, the Nice-Ventimiglia-Cuneo line has been given a new lease of life following storm Alex, which destroyed much of the infrastructures in the Roya valley. The labelling of the line by the AG4 and the support of successive EUSALP presidencies led to its integration in the TEN-T, which became official on 16 July 2024.

The timeline:

- 2018: Launch of a working group by AG4 to define a labelling process on a macro-regional scale.
- 2019: Alex storm in the Roya Valley
- 2020: First round of the EUSALP AG4 Project Labelling. 14 projects are selected, including the Nice-Ventimiglia-Cuneo-Turin railway line.
- 2021-22: the French and Italian presidencies of EUSALP support the request to include the line in the TEN-T, which gives access to the CEF funding.
- 2023: The European Commission accepts the request
- 2025: Third round of the EUSALP AG4 Project Labelling.

What Can Europe Learn from Alpine Cooperation?

1. **Be concrete**
 - AG4 project labelling
2. **Collect evidence**
 - iMONITRAF! Monitoring
 - Studies on external costs, energy efficiency
3. **Engage decision-makers**
 - EUSALP Rail Declaration 2022
 - EUSALP Mobility Conference

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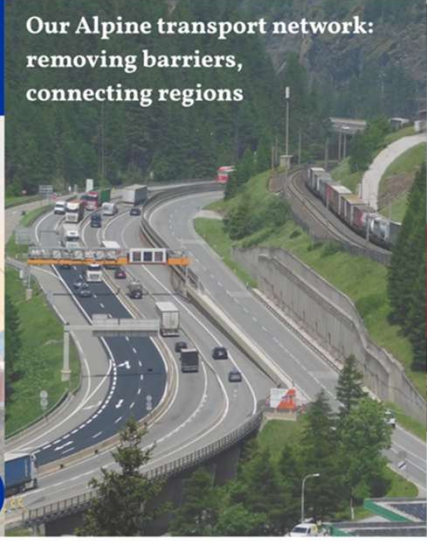
EUSALP MOBILITY CONFERENCE

8-9 October
Munich, Germany



JOIN US AT THE CONFERENCE

Our Alpine transport network:
removing barriers,
connecting regions



In cooperation with the biennial conference of the Transport Science Societies of Germany, Austria and Switzerland (DACH-Tagung), organised by DWVG.



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Bayerisches Staatsministerium für
Wohnen, Bau und Verkehr





EUSALP's Message for Izola

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1. **Focus on cross-border, multimodal networks** – this is where MRS and EU can bring added value!
2. **Prioritise** – how do we meet strategic goals of a more resilient, energy-efficient, climate-friendly Europe?
3. **Act now, don't delay** – the longer we wait, the more project costs will increase, the later systemic effects happen.



DANUBE HINTERLAND & MULTIMODAL CONNECTIVITY

From transport cooperation to European connectivity

Beno Fekonja | EUSDR PA1b Coordinator
Ministry of Infrastructure and Energy, Slovenia

Transport Panel: Integrating Macro-Regional Transport Flows for a Sustainable and Resilient Europe
Izola • 16 September 2026



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**Interreg
Danube Region**



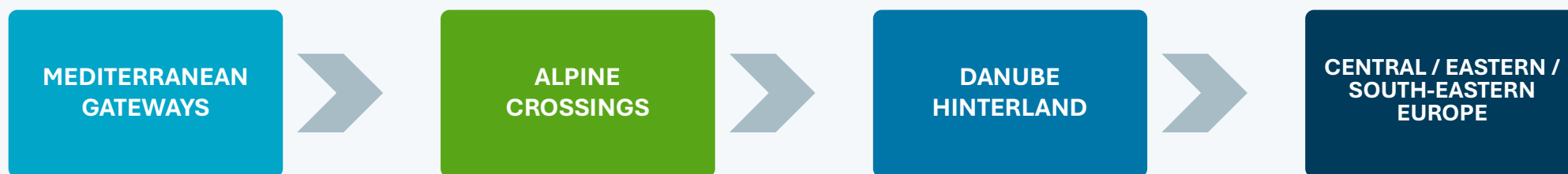
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EUSAIR → EUSALP → EUSDR

GATEWAY CROSSING HINTERLAND

The Danube Region: Europe's Inland Connector

A corridor works only when the complete transport chain works.



The European journey is only as strong as its weakest cross-border section.

Ports • rail • roads • inland waterways • airports • terminals • urban nodes

PLAN THE CHAIN — NOT THE BORDER

15 Years: From Cooperation to Delivery

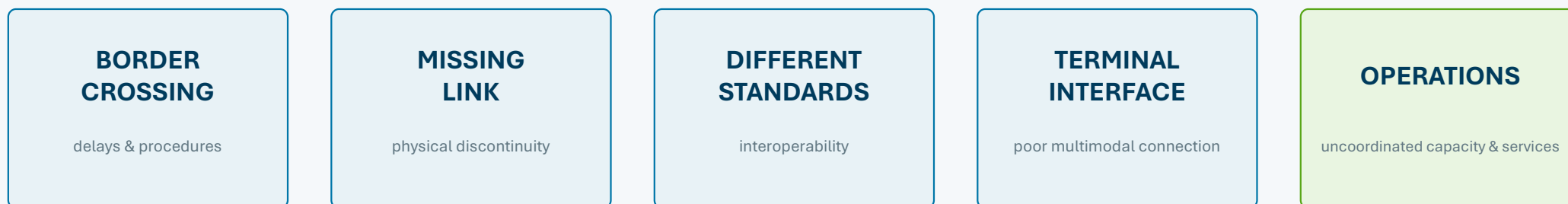
A durable platform for cross-border transport cooperation.



**The achievement is not the number of meetings.
It is the capacity to address shared transport problems together.**

The Problem Is Not the Network. It Is the Connections.

One weak interface can undermine an otherwise efficient corridor.



KARAWANKS / KARAVANKE

A shared cross-border asset: capacity, safety, maintenance and coordination must be planned together.

RAIL: INFRASTRUCTURE + OPERATIONS

Modernisation creates greater value when followed by coordinated timetables, capacity, border procedures and interoperable systems.

A corridor is only as strong as its weakest cross-border section.

Europe Is Changing the Rules of the Game

EU transport policy is becoming more corridor-based, interoperable and performance-oriented.

TEN-T 2024/1679

2030 • core
2040 • extended core
2050 • comprehensive

European Transport Corridors +
stronger cross-border governance

RAIL CAPACITY 2026/1184

Multiannual planning
Cross-border
coordination

First optimised timetable under the
new system expected in Dec 2030

eFTI

9 JULY 2027

Authorities must accept electronic
freight information via certified
platforms

AFIR

TEN-T COVERAGE

Binding deployment logic for
charging / refuelling, including cross-
border sections

Policy is moving from isolated assets → integrated corridor performance.

Our Roadmap: Six Priorities for the Danube Region

Towards a sustainable, seamless, smart, safe and resilient transport system.

- 1 **Cross-Border Integration & Reliability**
- 2 **Multimodal & Intermodal Node Development**
- 3 **Accessibility & Territorial Cohesion**
- 4 **Climate Resilience & Environmental Sustainability**
- 5 **Governance, Investment & Implementation Alignment**
- 6 **Digitalisation & Seamless Procedures**
Less paper • easier border crossings

TRANSPORT SYSTEMS MUST SERVE PEOPLE FIRST

Accessible
Reliable
Safe
Affordable
Resilient
Sustainable

Mode-neutral • system-oriented • evidence-based

2028–2034: From National Projects to European Chains

Use the next financial period to unlock European added value.

FUND THE MISSING LINK — NOT JUST THE NATIONAL SECTION

REMOVE

cross-border bottlenecks

CONNECT

ports • rail • road • waterways •
terminals

DIGITALISE

capacity • freight data • traffic
management

RESILIENT BY DESIGN

maintenance • adaptation •
redundancy

European added value = measurable improvement along the complete transport chain

Roadmap → Action Plan: actions • responsible actors • time horizons • financing • measurable results

EUSDR Message for Izola

Three priorities for one European transport chain.

01 PLAN CORRIDORS TOGETHER

Make cross-border bottlenecks joint investment priorities.

02 CONNECT MODES, NOT ONLY INFRASTRUCTURE

Make ports, rail, roads, waterways and terminals function as one chain.

03 TURN COOPERATION INTO IMPLEMENTATION

Align TEN-T, investment and 2028–2034 funding around clear European added value.

CONNECT THE GATEWAYS. MAKE THE CROSSINGS WORK. INTEGRATE THE HINTERLAND.

ONE EUROPEAN TRANSPORT CHAIN.



REGISTER NOW

CONFERENCE

“Towards Sustainable Mobility: Hydrogen and Alternative Fuel Solutions for Transport”

Joint EUSDR PA1b and PA2 coordinators event



Thursday,
24 September 2026



Budapest / Hungary



SCAN TO REGISTER
for online participation

Interreg
Danube Region



Co-funded by
the European Union

Cleaner transport.
Stronger connections.
A greener Danube Region.

THANK YOU — LET'S STAY CONNECTED

Beno Fekonja

Undersecretary • EUSDR PA1b Coordinator

Sector of Railway and Cableway Division

Ministry of Infrastructure and Energy

Directorate of Railways, Cableways and Traffic Management

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SCAN TO SAVE CONTACT

vCard • phone • email

Towards a sustainable, seamless, smart, safe and resilient transport system.

**Interreg
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Alpine-Western Balkan
rail freight corridor

 Co-financed by the European Union
Connecting Europe Facility

Integrating Macro-Regional Transport Flows for a Sustainable and Resilient Europe

Izola, Slovenia | 16 September 2026 |

Mediterranean Coast and Macro-Regions Week - Transport Panel



AWB RFC lines



WBEM lines



FROM AWB RFC TO WBEM RFC

Scaling up the railway network — scaling up cooperation

AWB RFC

2,114 km | Operational since 2020

Austria → Slovenia → Croatia → Serbia → Bulgaria

AWB RFC → WBEM RFC

2,114 → *6,201 km

5 → 13 countries

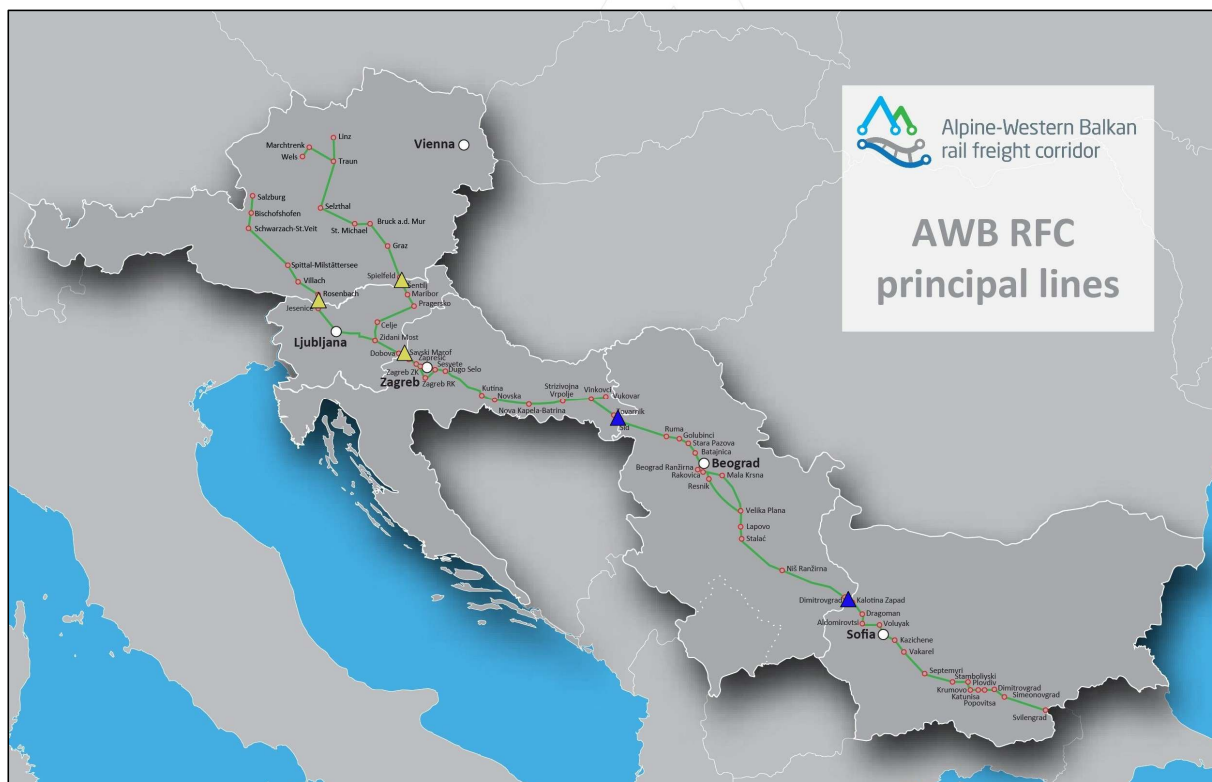
5 → 17 border crossings

	AWB RFC	WBEM ETC
Railway length	2,114 km	6,201 km
Countries	5	13
Infrastructure Managers	5	14
Border crossings	5	17
Seaports	0	11
River ports	3	6
Terminals	21	23*
Marshalling yards	12	15*

More network. More borders. More Infrastructure Managers.

*WBEM railway length: approx. 6,201 km. Terminal and marshalling-yard figures marked with * are indicative.

AWB RFC border crossings



5 border crossings:

- **3 internal**
- **2 external**

WBEM RFC border crossings



17 border crossings:

- 4 internal
- 7 external
- 6 between two non-EU Countries

- EU MS – EU MS border (internal border)
- EU Country – non-EU Country border (external border)
- Non-EU Country – non-EU Country border

WHAT HAS AWB TAUGHT US?

One corridor — very different border performance

2025 average border crossing times

Border crossing	Trains	Planned	Actual
Rosenbach–Jesenice	4,693	82 min	148 min
Spielfeld–Šentilj	7,195	24 min	32 min
Dobova–Savski Marof	6,367	91 min	238 min
Tovarnik–Šid	4,635	264 min	407 min
Dimitrovgrad–Dragoman	3,245	331 min	909 min

Border crossing performance matters.

The corridor is only as strong as its weakest cross-border section.

WHERE DOES THE CORRIDOR LOSE TIME?

The critical points are the EU external borders

TOVARNIK – ŠID

407 min actual

Main challenges:

Multiple controls
Repeated procedures
Locomotive change
Several actors involved

DIMITROVGRAD – DRAGOMAN

909 min actual

Main challenges:

Multiple control points
Repeated procedures
Locomotive change
Limited infrastructure
Fragmented coordination

Border performance is a core part of corridor performance.

AWB RFC – Concrete Improvements & Results

- **Dobova–Savski Marof:** average real dwell time reduced from **255 min (2023)** to **238 min (2025)** → **-17 min / -7%**.
- **Tovarnik–Šid:** targeted measurement and improvement project launched in 2024; analysis identified **227 min real total dwell time**, compared with **136 min planned**.
- **Dimitrovgrad–Dragoman:** systematic measurement launched in 2024; **340 min real vs. 261 min planned (W–E)**, providing a clear basis for targeted improvement measures.
- **Concrete actions:** improved communication and traffic planning at Dobova; IT communication and track-related measures identified for further reduction of dwell times.
- **Continuous monitoring** is now used to identify bottlenecks and measure the impact of improvement measures.

AWB RFC is not only monitoring dwell times – it is identifying bottlenecks, implementing measures and measuring concrete results.

What have we learned from AWB?

**Infrastructure is necessary. But infrastructure alone does not make a corridor.
The back bone of the corridor are INFRASTRUCTURE MANAGERS**

CAPACITY



TRAIN OPERATIONS



BORDER CROSSINGS



PERFORMANCE

Infrastructure Managers turn connectivity into real operations.

FROM AWB EXPERIENCE TO WBEM PRIORITIES

Three priorities for the next phase

1. MANAGE THE RFC AS ONE SYSTEM
2. PRIORITISE BORDER CROSSING BOTTLENECKS
3. LINK INVESTMENT TO PERFORMANCE

Better infrastructure + better coordination + better information = A more competitive European transport system

TOWARDS 2035

1. COORDINATE

Capacity & operations

2. DIGITALISE

Information before the border crossing

3. MEASURE

Common performance KPIs

4. REMOVE BOTTLENECKS

Targeted investment

5. BUILD RESILIENCE

Infrastructure & operations

FROM AWB RFC TO WBEM RFC

AWB RFC

2,114 km | 5 countries | 5 IMs | 5 border crossings



WBEM RFC

6,201 km | 13 countries | 14 IMs | 17 border crossings

More network. More borders. More Infrastructure Managers.

THE WIDER EUROPEAN PERSPECTIVE

EUSAIR Connect the gateways.

EUSALP Make the crossings sustainable and resilient.

EUSDR Connect and integrate the hinterland.

**TOGETHER MAKE THE EUROPEAN TRANSPORT
NETWORK WORK AS ONE SYSTEM.**

Thank you for your attention

[Visit us: https://www.rfc-awb.eu/](https://www.rfc-awb.eu/)

Session title:

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MODERATED BY



Franc Žepič



Pierluigi Coppola

EUSAIR: Coordinator of
the Pillar 2 (Transport sub-
group)



Beno Fekonja

EUSDR: PA1b
coordinator



Patrick Skonieczki

EUSALP: Co-Lead of
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Saša Jerele

Executive Manager of
the AWB RFC



Integrating Macro-Regional Transport Flows for a Sustainable and Resilient Europe

THE QUESTION FOR THE PANEL

EUSAIR: Mediterranean gateways

- *How do we connect maritime and inland transport?*



EUSALP: Alpine Crossings

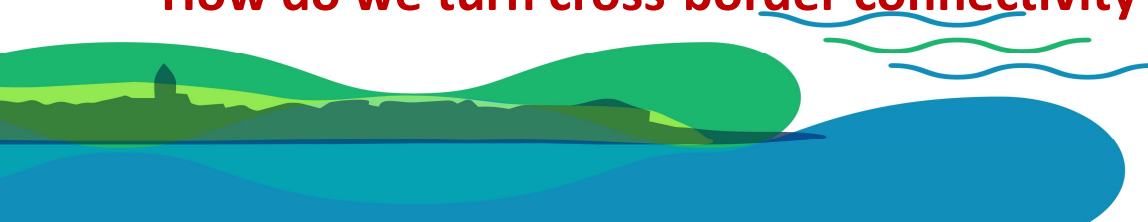
- *How do we move across the Alps sustainably and reliably?*



EUSDR: Danube Hinterland

- *How do we connect Central, Eastern and south-Eastern Europe?*

How do we turn cross-border connectivity into one functioning transport system?



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Izola, Slovenija
15. – 17. september 2026

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FROM DISCUSSION TO COMMON ACTION

What can we take forward together?

- ✓ **CONNECT**
- ✓ **COORDINATE**
- ✓ **INTEGRATE**
- ✓ **BUILD RESILIENCE**
- ✓ **BRIDGE**
- ✓ **PRIORITISE**



IZOLA STATEMENT - *Connecting Macro-Regions, Delivering European Connectivity*

WE AGREE TO:

- **CONNECT** — Mediterranean gateways, Alpine crossings and Danube hinterlands
- **COORDINATE** — planning and cooperation across borders
- **INTEGRATE** — infrastructure, modes, services and digital systems
- **BUILD RESILIENCE** — make climate resilience integral to transport planning
- **BRIDGE** — EU Member States and candidate countries
- **PRIORITISE** — projects with cross-border and European added value
- **CONTINUE** — macro-regional cooperation as a practical platform for implementation



ONE EUROPEAN TRANSPORT CHAIN

One journey → three macro-regions → different perspectives → common
challenges → Izola Statement → one European transport chain

Our geography is divided into regions.

Our transport system cannot be.

Thank you!





**TEDEN SREDOZEMSKO OBALE
IN MAKROREGIONALNIH
STRATEGIJ**

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**MEDITERRANEAN COAST
AND MACRO-REGIONAL
STRATEGIES WEEK**

Izola, Slovenia
15 – 17 September 2026

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