Challenges and solutions for Air transport in the Danube region

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Strategic objectives of transport development

- Stronger market
- Social cohesion
- Transport safety
- Fair pricing
- Environmental protection

Integrated transport network
Europe 2020: 3 interlinked priorities

1. **Smart growth**: developing an economy based on knowledge and innovation

2. **Sustainable growth**: promoting a more efficient, greener and more competitive economy

3. **Inclusive growth**: fostering a high-employment economy delivering social and territorial cohesion
The 2011 White Paper

- WP 1992 ➔ Opening the transport market
- WP 2001 ➔ Rebalancing modes to fight capacity constraints
- WP 2011 ➔ Putting transport in the wider ‘EU 2020’ perspective:
  An agenda for promoting growth and jobs through greater resource efficiency
GDP versus potential multimodal accessibility

[Map showing GDP versus potential multimodal accessibility across Europe.]

- **Sources:**
  - GDP-per-capita: EUROSTAT, 2006
  - Accessibility: S&W Accessibility model, 2006

- **Origin data:**
  - GDP-per-capita: ESPON Database, 2009
  - Accessibility: ESPON Accessibility update, 2009

- **Legend:**
  - Above average
  - Below average
  - No data

**Regions:**

- Regional level: NUTS 3

This map does not necessarily reflect the opinion of the ESPON Monitoring Committee.
Danube Region
One day return trip possibilities by rail and air
Rail to Air competitiveness
SEE (Western Balkan) region
Segmentation of air transport routes
### Air transport indicators in SEE (2008)

<table>
<thead>
<tr>
<th>Country</th>
<th>Passengers (000)</th>
<th>Cargo 000 t</th>
<th>Airports</th>
<th>Airlines</th>
<th>Passengers per Capita</th>
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<tbody>
<tr>
<td></td>
<td>International</td>
<td>Domestic</td>
<td>Total</td>
<td></td>
<td></td>
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<tr>
<td>Albania</td>
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<td>Bosnia&amp; Herzegovina</td>
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<tr>
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<td><strong>Total/Average</strong></td>
<td><strong>12,470</strong></td>
<td><strong>554</strong></td>
<td><strong>13,024</strong></td>
<td><strong>29,9</strong></td>
<td><strong>19</strong></td>
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Innovative solution - EPATS

- personal air transport system
- driven by personal needs, preference and resources of the population
- improving current transport infrastructure
- with economic efficiency
- and ecological sustainability
- in 20 years time horizon
EPATS fundamentals

- c.a. 2500 landing facilities in Europe
- Uneven existing infrastructure quality (accessibility)
- Single European Sky (SESAR research)
- New techs
- Small carrier and private owner friendly environment
EPATS fundamentals

- dense network of airports
- especially located in remote regions
- enables filling the communication gap
- in interregional domestic and European transport

- Only 5% of European population lives in a distance of 40km of the nearest HUB
- c.a. 95% of European population lives in a distance of 40km of the nearest GA airport
**EPATS-SATS differences**

- **Reduction**: inequality of chances, EU regions remoteness, door-to-door travel time
- **Increase**: accessibility to hi-speed modes for remote European regions
- **Vehicle**: 4-19-seat piston turboprop and jet aircraft (operating at small regional and local airports)
- **Operating**: low flow interregional on-demand and scheduled services

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- **Reduction**: door-to-door travel time
- **Increase**: daily range of activity from large agglomerations
- **Vehicle**: 4-7-seat, piston and jet aircraft (operating at small and large airports)
- **Operating**: private or corporate transport system on-demand service
Conclusions

• New air connections within the SEE region could considerably improve mobility and accelerate economic integrations and cooperation processes

• Small aircraft transport system in Europe/Danube Region/SEE is a solution to improve transport infrastructure (accessibility)

• GA revitalization in Europe needs cooperation and support from ACARE, SESAR, FP7/Horizon 2020 funding
Thanks for Attention!

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