

MULTI-LEVEL GOVERNANCE: CASE OF CENTROPE



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Territorial Cohesion in Europe

The 70th anniversary of the Transdanubian Research Institute

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Theoretical background

- **Regional Policy:**
 - cohesion policy of the European Union
- **Cross-border and transnational cooperation**
 - spatial integration
- **Multi-level governance**
 - institutional framework (EU regions, EGTC)

Evolution of centrope: towards multi-level governance

Common history before the World War I



Heart of Europe: Centrope - „Growing together”

- **Before 1990s:**
 - across the Iron Curtain
- **Mid 1990s:**
 - Accession of AT (2005)
 - EU regions
- **1990s/2000s**
 - JORDES, JORDES+ (**Grüne Mitte**)
 - W-Br twin city concept
- **Early 2000s**
 - Foundation of centrope (2003)
 - centrope 2013
- **2000s/2010s**
 - centrope capacity:
 - centrope strategy 2013+




Focus on spatial integration

- **Objective**  **INCREASING ACCESSIBILITY**

- within centropole:
joint small scale projects, joint management, co-operations
- of centropole :
large scale transport projects, lobbying at national governments
and the EU

!!! BY THE DEVELOPMENT OF PUBLIC TRANSPORT !!!

Needs for multi-level governance related to transport in centroe

- Transport development issues
- Dynamic economic and regional integration in centroe
- Cross-border traffic  has grown significantly above average in the border regions
- Significant European transport node
- Several transnational transport corridor  is essential the development of the transport connections - to improve competitiveness
- Significant growth of passenger and freight traffic (especially roads and railways)
- Common Strategic Framework for centroe
- centroe capacity project  „Infrastructure Needs Assessment Tool” (INAT) pilot project
- Current transport development concepts, bottlenecks, future traffic demand and supply, transport infrastructure planning tools mapping

Challenges

1. The dynamic integration of centre will lead to increasing number of cross-border interaction connections.
2. centre as a transnational and European traffic and transport node will challenge infrastructure network capacities as well as node facilities.
3. Serious bottlenecks and service deficiencies of the main infrastructure network are to be expected in the future.
4. Weak public transport supply is a threat for sustainable traffic and transport performance.
5. The responsibility for decision-making and budgets primarily lies with the national and European levels and calls for joint lobbying.

Cross-border traffic I.

Development of the cross border car traffic at the Austrian centropole border 2005 – 2025 / 2030

Austrian border crossings with other **centrope** partner regions

Trend scenario *without policy change*



Policy scenario *favouring public transport and rail*



By comparison: other Austrian border crossings

Trend scenario *without policy change*



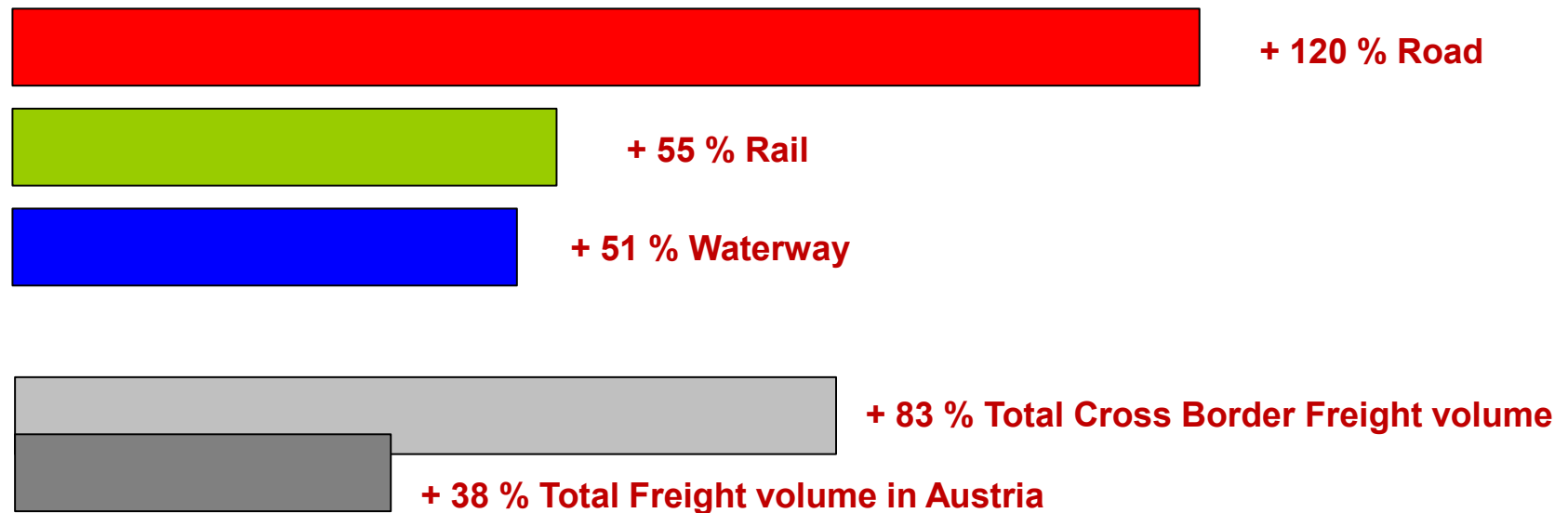
Policy scenario *favouring public transport and rail*



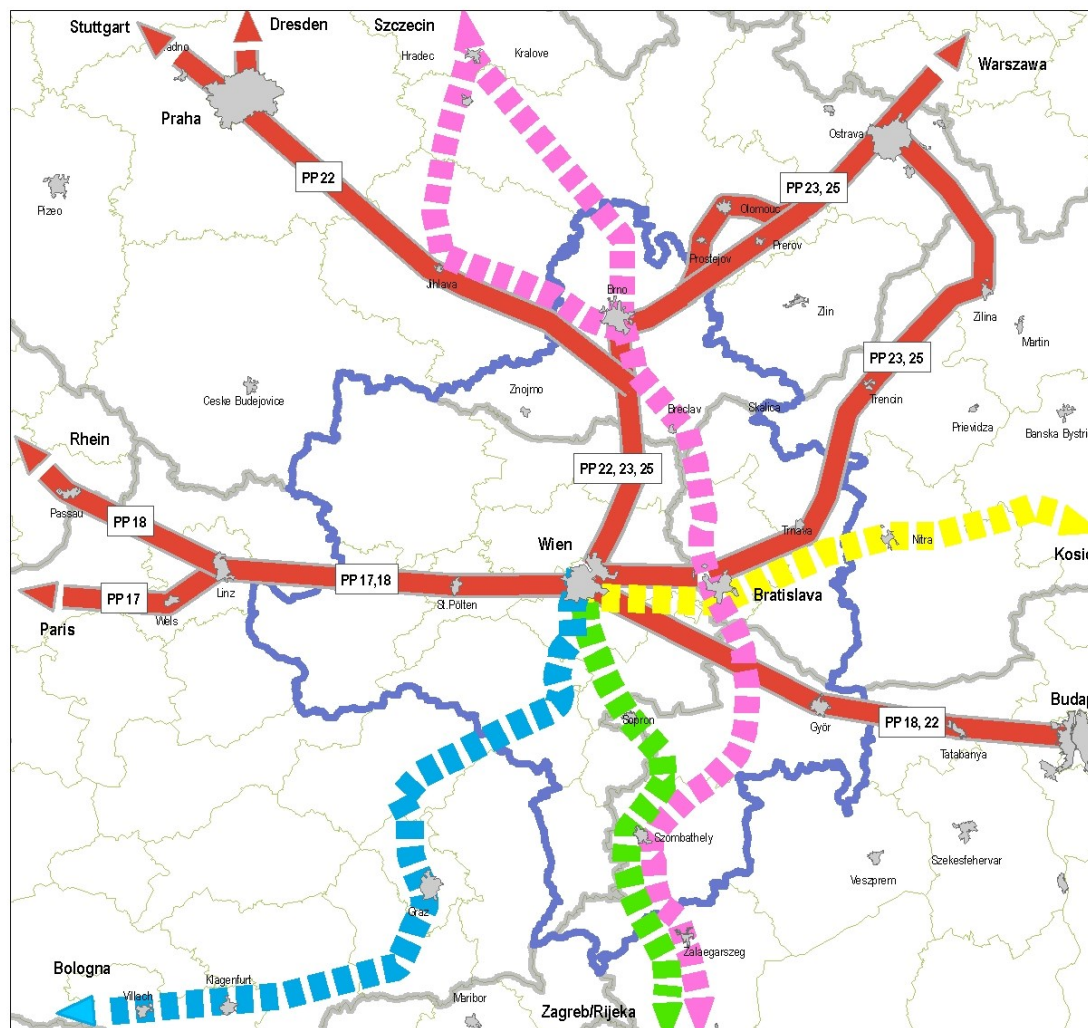
Source: Austrian Federal Ministry for Transport, Innovation and Technology (2009), Traffic Forecast for Austria 2025+

Cross-border traffic II.

Cross border freight volume (tons) 2005 – 2030 at the Austrian / South Moravian / Slovakian / Hungarian border Trend Scenario



Transnational transport regions in the centroe region



Infrastructure Needs Assessment Tool

INAT

Transnational Transport Corridors
Extension Ideas

Legende

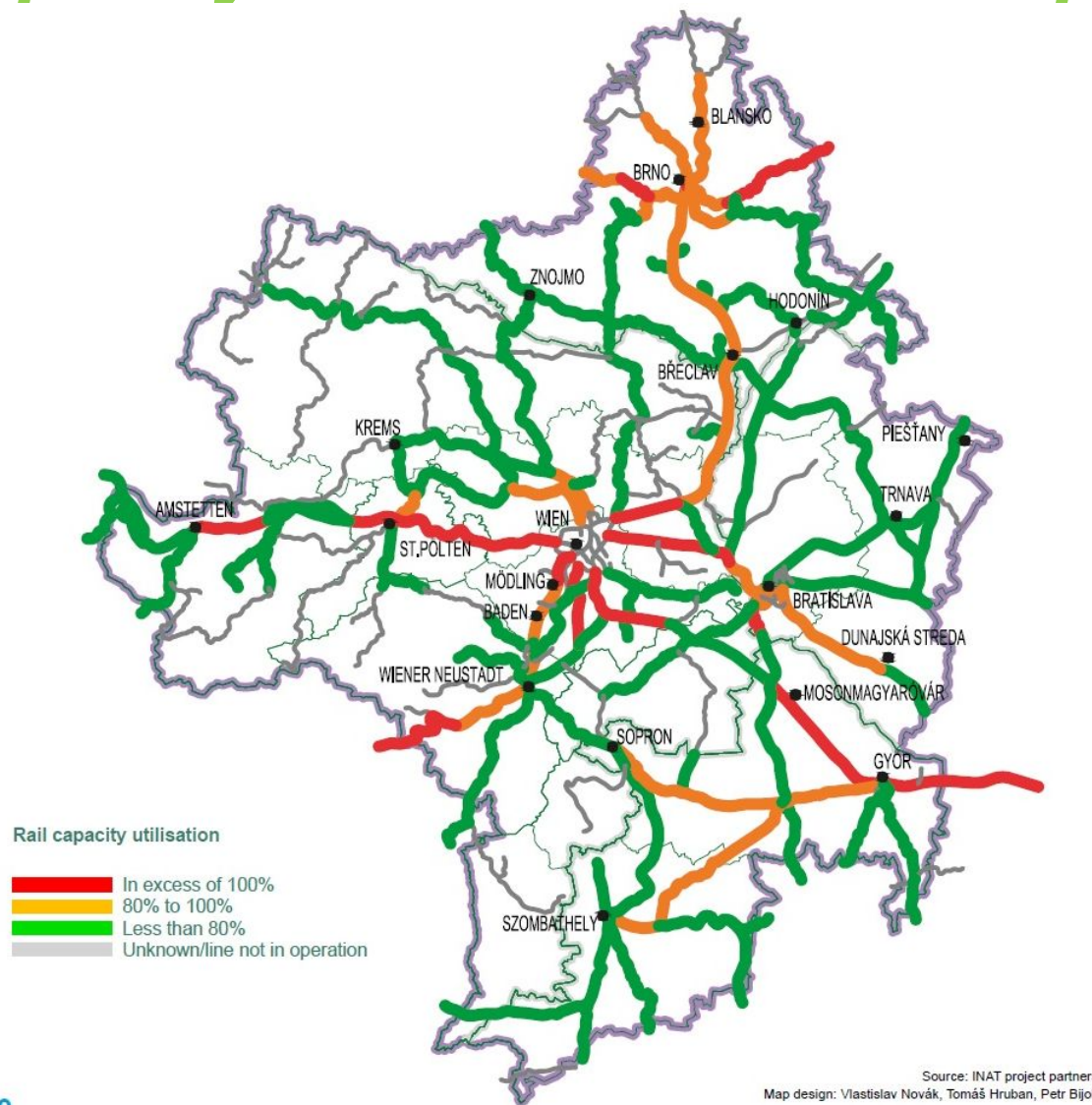
- Priority Axis of the TEN
 - Axis 17 Railway Paris-Vienna-Bratislava
 - Axis 18 Danube
 - Axis 22 Railway Athens-Vienna-Prague
 - Axis 23 Railway Gdansk-Bрно/Bratislava-Vienna
 - Axis 25 Motorway Gdansk-Bрно/Bratislava-Vienna
- Baltic Adriatic Axis
 - Railway extension of priority project 23 (Project South North Axis – SoNoRA)
 - Regions involved: South Moravia, Vienna
- Initiatives Projects of Transnational cooperation Programmes
 - Central European Transport Corridor (CETC)
 - Regions involved: Bratislava region, Trnava region, Győr-Ménfőcsanak-Sopron, Vas
 - Candidate: South Moravian region
 - South - East-Transport-Axis (SETA)
 - Regions involved: Burgenland, Lower Austria, Vienna, West Hungary, Slovakia, Czech. Rep.
- Initiatives of Railways:
 - Broad gauge – railway extension
 - Košice-Vienna
 - Regions involved: Austria, Austrian Railways Company, Russian Railways

Scale: 0 10 20 40 60 Kilometers

Source:

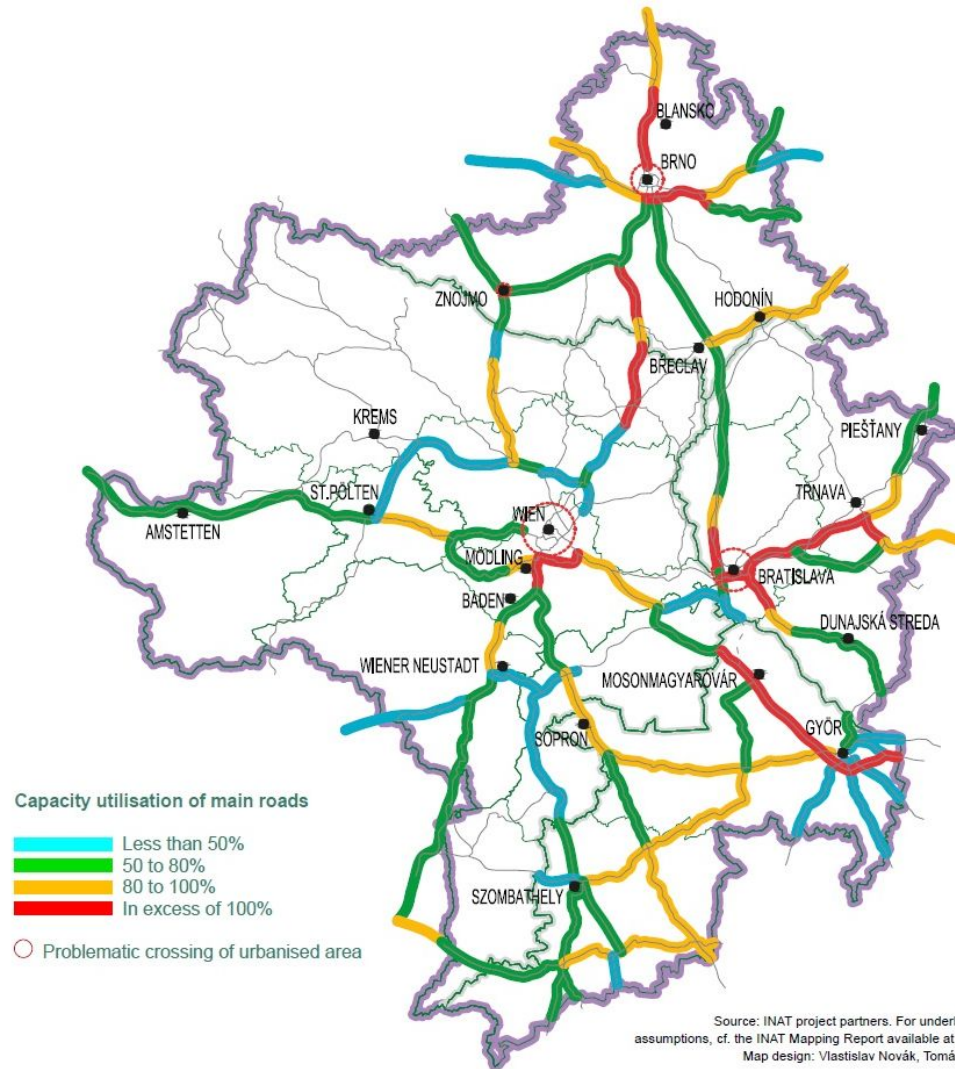
Design: Zeljka Musovic-Dobos Date: 19.09.2011
Helmut Hiess

Rail capacity utilisation in centroepe 2025



Source: INAT project partners
 Map design: Vlastislav Novák, Tomáš Hruban, Petr Bějok

Capacity utilisation of main roads in centroepe 2025

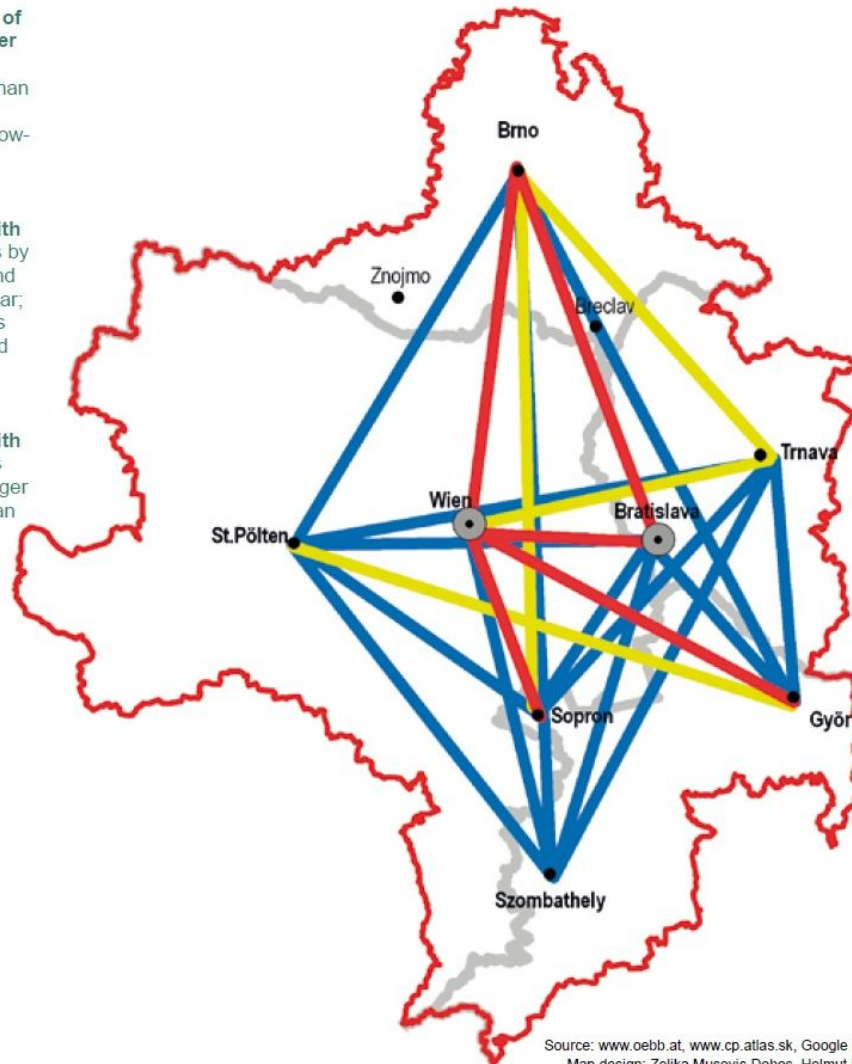


Public transport in centropoe

Competitiveness of public transport with passenger car use: travel times by public transport less than 33% longer than by passenger car; frequency: at least 10 connections per day, allowing for one required change.

Limited competitiveness of public transport with passenger car use: travel times by public transport between 33% and 50% longer than by passenger car; frequency: at least 5 connections per day, allowing for one required change.

Lack of competitiveness of public transport with passenger car use: travel times by public transport over 50% longer than by passenger car; fewer than 5 connections per day or more than one change required.



Source: www.oebb.at, www.cp.atlas.sk, Google Maps
Map design: Zeljka Musovic-Dobos, Helmut Hiess

Ship, airplane, bicycle

- **Ship:**
- Primary water corridor is the Danube
- Recent years, powerful tourism and passenger traffic growth (TWIN City Liner)
- Freight traffic stagnates, failure to develop a scheduled cargo ship transport
- Danube rehabilitation has been not realized
- **Airplane:**
- Two most important airports Bratislava, Vienna => capacity expansion plant
- Pér airport regional significant
 - Runway extension from 1450 m to 2030 m => receiving Boeing 737 and Airbus 320 airplanes
 - Significant passenger traffic growth
- **Bicycle:**
- Several international Euro Velo bike path crosses the centropo region
- The most popular is the Euro Velo 6 Rivers Route: Atlantic Ocean to Black Sea
- Euro Velo 6 crosses Győr-Moson-Sopron county and the Szigetköz => a major tourist attraction
- Web site Development of Web site (www.tourcentrope.eu) with bicycle infrastructure informations

Strategic framework for transport and infrastructure development in centropo

Objective:

- Harmonized cross-border and local transport infrastructure development
- 2030 vision, especially in rail and road development

Railways 2030 vision:

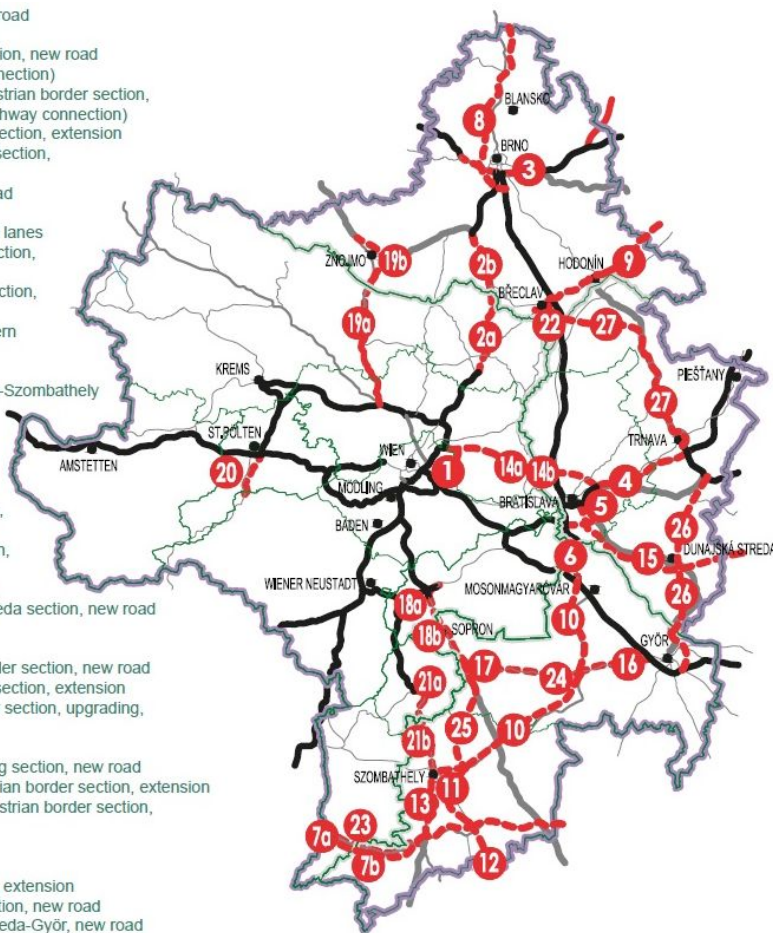
- Increasing capacity, reducing travel time
- High-speed lines , regional lines to be transformed into main lines, more efficient network nodes development

Road 2030 vision:

- Reduce capacity constraints, increasing quality of service, reduceing the environmental impacts on the settlements, eliminating traffic safety problems
- Elimination of gaps in the existing motorway and expressway network, creation of new high-level connections, construction of several bypass roads

The centroppe motorway and road network vision 2030

- 1 S1 expressway: north-east bypass, new road (completion of Vienna bypass)
- 2a A5 motorway: Schrick-Czech border section, new road (completion of Brno-Vienna highway connection)
- 2b R52 expressway: Pohofelice-Mikulov/Austrian border section, new road (completion of Brno-Vienna highway connection)
- 3 Czech D1 motorway: Kývalka-Holubice section, extension
- 4 Slovak D1 motorway: Bratislava-Trnava section, extension to 6 lanes
- 5 D4 motorway: Bratislava bypass, new road
- 6 Completion of M15 motorway: Slovak border-M1 section, extension to 4 lanes
- 7a S7 expressway: A2-Hungarian border section, new road
- 7b M8 motorway: Austrian border-Vasvár section, extension
- 8 R43 (R35-D1): south-western and southern tangential roads
- 9 R55 expressway: Olomouc-D2 section
- 10 M86 motorway: Mosonmagyaróvár/Levél-Szombathely section, extension
- 11 M9 motorway: Szombathely-Vasvár section, extension
- 12 M9 motorway: Vasvár-Zalaegerszeg section, extension
- 13 I/86 road: Szombathely-Kőrmend section, upgrading
- 14a S8 expressway: S1-Slovak border section, new road
- 14b D2 motorway-Austrian border: new road
- 15 R7 expressway: Bratislava-Dunajská Streda section, new road
- 16 M85 Csorna-Győr: extension
- 17 M85-M84 Kapuvár-Sopron: extension
- 18a A3 motorway: Eisenstadt-Hungarian border section, new road
- 18b M85 motorway: Sopron-Austrian border section, extension
- 19a S3 expressway: Stockerau-Czech border section, upgrading, partly new road
- 19b I/38: Znojmo bypass
- 20 S34 expressway: St. Pölten-Wilhelmsburg section, new road
- 21a S31 expressway: Oberpullendorf-Hungarian border section, extension
- 21b M87 motorway: Szombathely-Kőszeg-Austrian border section, extension
- 22 I/55: Břeclav bypass
- 23 I/8 road: Kőrmend-Austrian border
- 24 M85 motorway: Csorna-Kapuvár section, extension
- 25 M9 motorway: Nagycenk-Nemesbőd section, new road
- 26 R1/R7 expressway: Trnava-Dunajská Streda-Győr, new road
- 27 Expressway: Trnava-D2, new road



Existing network

- Motorways
- Expressways
- Other main roads
- Other roads

Network extensions

- New connection/upgrading of existing connection

Source: INAT project partners

Map design: Vlastislav Novák, Tomáš Hruban, Petr Bijok

Ship, airplane, bicycle

Ship:

- EU-Strategy for the Danube Region:
 - Increase cargo transport by 20 % by 2020
 - Solve the obstacles of navigation
 - Establishment of an effective waterway infrastructure management
 - Development of efficient multimodal terminals at the river ports (Gönyű harbour)
 - Implementation of a harmonised River Information System (RIS) and ensuring the international exchange of RIS data
- „Large scale river engineering project between Vienna and Bratislava”:
 - Further capacity extension of the trimodal (road, rail, waterway) freight terminal of Vienna
 - Extension and modernisation of the freight terminal Bratislava
 - Extension and modernisation of smaller ports as well (e. g. Krems)
 - Enabling the navigability of the branch of the Danube between Gönyü and Győr for passenger ships

Airplane:

- Pozsonyi, Bécsi repülőtér => kapacitásbővítés, regionális elérhetőség javítása Bratislava, Vienna airports => capacity expansion, improving regional accessibility
- Pér airport runway extension => receiving Boeing 737 and Airbus 320 airplanes
- To increase the regional importance of Pér airport => passenger traffic growth

Bicycle:

- Coordinated development of transnational routes region-wide
- Continued development of local and regional biking facilities and, in particular, finalisation of the circular route around Lake Fertő
- Joint development of a comprehensive web platform for biking in the region (www.tourcentrope.eu)

Summary

- centroe region dynamic integration ➡ significant traffic increase
- Crosses several transnational transport corridor ➡ cross-border traffic growth
- Four countries common infrastructure mapping ➡ without changing the current trends, significant capacity problems can be expected in the whole centroe
- Győr-Moson-Sopron (GYMS) and Vas County ➡ significant disadvantage in the field of transport infrastructure
- High opportunities for GYMS and Vas County ➡ Central European Transport Corridor (CETC), South-East Transport Axis (SETA)
- Effective cross-border public transport ➡ Public Transport Association!!!
- Infrastructure development ➡ joint centroe projekts in EU 2014-2020 programming period

Bottlenecks of the Hungarian centroe

- Significant backlog in the field of transport infrastructure development in comparison with other centroe member regions (highways, railways)
- Absence of Transport Association => barrier to develop cross-border public transport
- Limited competences on the regional and local level: decision-making on national level (Counties future role of regional development?)
- Low level of interest of the major Hungarian cities

Institutional framework to implement centrope strategy 2013+

- **Political Board:**
 - board meetings of governors, presidents and mayors twice a year
- **centrope management**
 - ✓ AT centrope, ✓ CZ centrope, ✓ SK centrope, **??? HU ???**
- **Thematic centrope forums & Publicity**
 - partnerships/regular meetings on the main fields of the strategy: knowledge region, human capital, **spatial integration**, culture & tourism
 - centrope observatory

Thank you for your attention!

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