Transport Master Plan of Slovak Republic – Experience and Challenges

Denisa Žiláková
Managing Authority for OP Transport
### Accessibility of Motorways and Expressways and Traffic Intensity

<table>
<thead>
<tr>
<th>Road</th>
<th>Accessibility</th>
<th>Traffic Intensity</th>
<th>Current State</th>
<th>After finalisation of Roads currently under construction</th>
<th>State after construction of planned sections</th>
</tr>
</thead>
<tbody>
<tr>
<td>Road 1</td>
<td>70%</td>
<td>50%</td>
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<td>50%</td>
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<tr>
<td>Road 2</td>
<td>80%</td>
<td>60%</td>
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<tr>
<td>Road 3</td>
<td>60%</td>
<td>40%</td>
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<tr>
<td>Road 4</td>
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<td>70%</td>
<td>90%</td>
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<tr>
<td>Road 5</td>
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<td>65%</td>
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<tr>
<td>Road 6</td>
<td>75%</td>
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<tr>
<td>Road 7</td>
<td>95%</td>
<td>80%</td>
<td>95%</td>
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</tr>
</tbody>
</table>

**Legends:**
- **Completed**
- **Under Construction**
- **Planned in 2015-16**

**Traffic Intensity**
- Accessibility
- Current State
- After finalisation of Roads currently under construction
- State after construction of planned sections
HIGHLIGHTS

• ANALYSIS is the key
• PARTNERSHIP principle
• BOTTLENECKS identification
• PRIORITISATION measures
• LONG TERM PLANS of Funds (Financial Instruments)
HIGHLIGHTS

• MASTER PLAN – EX Ante Conditionality for Operational Programme

• Cooperation with JASPERS

• SEA cautiously treated (DG ENVIRO consultation strongly recommended)
LONG RUN Procedure
(22 months)

- January – March 2013 – Development of Sectoral Analyses
- April – June 2013 – Development of first draft of MP
- 24.6.2013 – First draft of MP approved by WG for Programming
- 15.7.2013 – MP approved on Ministry level
- 25.7.2013 – First draft of Public Transport MP approved by WG for Programming
- 12.8.2013 – MP approved by Economic and Social Council of the SR Government
- **25.6.2014 – Approval by Slovak Government**
- 3.7.2014 – MP sent to COM and JASPERS
- September 2014 – JASPERS feedback to MP (related to II. phase of document)
- October 2014 – Meeting with JASPERS on incorporation of recommendation into Action Plan for Phase II
- **October 2014 – Promising Approval of OP Integrated Infrastructure (2014 -2020) – HOOOORAY!!!!!!**
SEA Master Plan

- SEA Master Plan - 14 months
  - April 2013 start of SEA process – publication of Notification
  - August 2013 – incorporation of Public Transport Strategy into assessment
  - 3.3.2014 – Document and Assessment Report Published on Enviropaortal and MTCRD Website + HN
  - 13.3.2014 - Public Hearing
  - May 2014 – Final Document and Assessment Report Completed, incorporated JASPERS feedback
  - 17.6.2014 – Final Statement of Ministry of Environment
Establishment of Horizontal Working Group – August 2012

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Working Group for Programming in Transport Sector

JASPERS

Academia

Regions

NGOs

Ministry Representatives

Beneficiaries

Socio – Economic Partners
Establishment of Technical WGs

- Technical WG for Road Transport
- Technical WG for Rail Transport
- Technical WG for Public Urban Transport
- Technical WG for Aviation Transport
- Technical WG for Water Transport

Sectoral Analysis
Sectoral Analyses
Bottom-up Principles

Master Plan

- Sectoral Analysis - Road
- Sectoral Analysis - Rail
- Sectoral Analysis - Aviation
- Sectoral Analysis – Inland Waterways
- Sectoral Analysis – Public Transport
Basic Structure of Sectoral Analyses

- Analysis of current state
- Visions and strategic objectives
- Measures and project list
Structure of Analysis – Relevant questions raised

**JASPERS played the crucial role**

### Where are we now?
- Operations, Organisation, Infrastructure
- Demand segments: who are our customers
- Impacts of transport
- Planning and implementation process?

### Situation analysis
- Key issues / priorities / scoping
- Demand forecast / market analysis
- Capacity/bottleneck analysis
- Other weak links / points
- Opportunities to solve other sectors problems

### Visions and objectives
- How should the sector work/look?
- Who are we serving and how?
- Fatal risks / barriers?
- Objectives to achieve, strategic level / per corridor... Quantify where possible

### Measures
- Operations, Organisation, Infrastructure
- Demand, objective driven, Options?
- Prioritisation of need (MCA on urgency/benefits/contribution to objectives)
- Risks / barriers?

### Projects
- GO – strong/clear strategy fit, low implementation risk
- MAYBE - strategy fit, high implementation risk
- NO - No fit OR concept not yet well developed
- Prioritisation of green by effectiveness (CBA / Other benefits / ENV)?

### Outcomes
- Priority measures, outstanding questions
- Safe compliant project list with some prioritisation if necessary
- Plan to acquire info/analysis
- Reforms?
Technical WG for Master Plan

Managing Authority

Technical WG for Master Plan

SEA Developers

Heads of Technical WG

Coordination Office for MP

JASPERS

Strategic Plan for Development of Transport Infrastructure of SR
Horizontal Strategic Objectives and Priorities

- **Strategic objective SP1:** Set-up of processes of pre-project preparation leading to the transport sustainable development
  - **Priority:** Implementation of individual stages/phases of planning within the pre-project preparation
  - **Priority:** Implementation of project management principles in processes of project preparation

- **Strategic objective SP2:** Building a quality data basis for planning the transport sector development
  - **Priority:** Implementation of the multimodal transport model of the Slovak Republic
  - **Priority:** Completion and continuous maintenance of the data basis of individual subsectors

- **Strategic objective SP3:** Setting up a plan of sustainable funding of the transport infrastructure
  - **Priority:** Setting up a sustainable structure of funding the transport sector development
  - **Priority:** Setting up a sustainable model of funding the transport infrastructure maintenance
Strategic Objectives – Road Sector

• Strategic objective SC1: Efficient development of the network of motorways, expressways and 1st class roads
• Strategic objective SC2: Modernisation and renewal of the road network
• Strategic objective SC3: Development of intelligent transport systems (ITS)
• Strategic objective SC4: Improvement of road transport safety
• Strategic objective SC5: Reduction of socioeconomic and environmental impacts of the road transport
Strategic Objectives – Rail Sector

- Strategic objective SZ1: Quality and competitive railway passenger transport
- Strategic objective SZ2: Quality and competitive freight railway transport
- Strategic objective SZ3: Modern and safe railway infrastructure
- Strategic objective SZ 4: Efficient organisation and planning of the railway development
- Strategic objective SZ5: Economically sustainable railway
Strategic Objectives and Priorities – Aviation Sector

- Strategic objective SL1: Efficient development of the air transport infrastructure
- Strategic objective SL2: Maintenance and repair of the air transport infrastructure
- Strategic objective SL3: Safe operation and security protection
- Strategic objective SL4: Reduction of socioeconomic impacts of the air transport
Strategic Objectives and Priorities – Waterway Sector

• Strategic objective SV1: Development, modernisation and reconstruction of waterways infrastructure
• Strategic objective SV2: Maintenance, renewal, modernisation and development of public ports infrastructure
• Strategic objective SV3: Implementation of new technologies
• Strategic objective SV4: Reduction of ecological impacts of the water transport
• Strategic objective SV5: Creation of education conditions for professions in water transport
Strategic Objectives and Priorities – Public Passenger Sector

• Strategic objective SD1: Provision of legislative, technical, strategic, budgetary and organisational conditions for the support of public passenger transport and non-motorised transport

• Strategic objective SD2: Provision of an attractive offer of the public passenger transport including quality and available transport information

• Strategic objective SD3: Improvement of quality of fleet and infrastructure of public and non-motorised transport
Measures

- Systemic
- Organisational
- Operational
- Infrastructural
Systemic Measures

- Development of Transport Model
- Completion and continuous maintenance of databases
- Long-term plans of funding for infrastructure (ESIF, state budget, PPP)
- Development of Phase II of Strategy
Organisational Measures

- Update of the road transport concept
- Rail / public transport synergy (avoiding duplicitous connections)
- Water transport concept
- Public Ports Master Plan
Operational Measures

- Efficient administration and maintenance of road network
- Development of intelligent transport systems
- Integrated tact timetable for rail transport
- Administration and maintenance of waterways for year long navigability
Infrastructural Measures

- Completion of D1 (ORIENT – MEDITERRANEAN) and D3 (BALTIC – ADRIATIC) motorway
- Safety measures on 1st class roads
- Modernisation of rail CORE TEN-T corridors
- Technological provision for interoperability
- Infrastructure and rolling stock for urban public transport
- Modernisation of ports on the Danube
Impact of MP on Programming

• Feasibility studies as a prerequisite for financing infrastructure projects in OP Integrated Infrastructure 2014 - 2020

• Major project list in Master Plan (priority projects identified as green) served as basis of OPII project list

• Potential of projects beyond allocation to be funded from other sources (financial instruments, PPP, etc.)
Challenges for II. Phase

• Development of comprehensive data generation plan from feasibility studies, concepts and its regular update
• Development of multimodal Transport Model of SR
• Creation of comprehensive MCA for prioritisation.
• Implementation of soft measures introduced in MP into policy
• Greater focus on environmental aspects of transport (air quality, land take, energy efficiency, sustainable mobility)
Thank you for your attention

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