

Inter-Connect Project

Activity T1.1

Policies supporting, intermodality and rail use

*Adriatic-Ionian Programme INTERREG V-B
Transnational 2014-2020
First Call for Proposal*

Scope of Action 1.1

- * Summarizes **regional/national and EU strategic and policy documents** supporting both rail use and interventions towards passengers intermodal transport.
- * Aims to summarize the guidelines of the main political/strategic documents in intermodal and rail promotion.
- * Structure follows the rationale of **3 level approach**;
 - * Level 1 - Transnational
 - * Level 2 - National
 - * Level 3 - Regional

Overview of Strategies



International and EU level:

TEN-T
URBAN MOBILITY ACTION PLAN
WHITE PAPER
SEE 2020 STRATEGY
SEECF
EUSALP
EUSDR
EUSAIR
FOUR RAILWAY PACKAGES
BLUE GROWTH

Regional Level:

1. Regional Integrated Transport Plan (PRIT 2025)
2. Regional law 15/2009
3. "Mi Nuovo elettrico" is Emilia-Romagna regional electro mobility program
4. Energy plan Emilia-Romagna
5. FVG regional strategic plan 2014-2018
6. FVG Public Transport Regional Plan (2013)
7. Regional Development Program of the Ljubljana Urban Region in the 2014–2020 period
8. Regional Development Strategy of Montenegro 2014 - 2020

National Level

1. The Regional Operational Program of Epirus 2014-2020
2. Operational Program "Transport Infrastructure, Environment and Sustainable Development"
3. Connettere l'Italia
4. Piano straordinario mobilità turistica 2017-2022
5. Transport Development Strategy of the Republic of Croatia 2017-2030
6. Master plan of HŽ Putnički prijevoz d.o.o. – Strategic programme for the period 2015-2030
7. Resolution on the National Program for the Development of Transport in the Republic of Slovenia until 2030
8. Transport Development Strategy of Montenegro
9. Railway Development Strategy for the period 2017-2027
10. Strategy of Railway, Road, Inland Waterway, Air and Intermodal transport development in the Republic of Serbia
11. General Master Plan for Transport in Serbia
12. National Strategy for Development and Integration 2015-2020 (NSDI-II) - Albania
13. The Sectorial Strategy of Transport & Action Plan 2016 – 2020
14. First Five-Year Review of the Albanian National Transport Plan (ANTP)

Local level:

1. Master Plan of the Port of Igoumenitsa 2016-2019
2. Igoumenitsa's SUMP - Sustainable Mobility Plan of Igoumenitsa
3. Sustainable mobility plan for Municipality of Ljubljana
4. Smartplan – Belgrade Transport Master Plan

Level 1

Strategic and policy documents

‘Macro-regional strategy’: an integrated framework endorsed by the European council, to address common challenges faced by a defined geographical area relating to member states and third countries

Four EU macro-regional strategies, covering several policies, have been adopted so far:

- * The EU Strategy for the Baltic Sea Region (2009)
- * The EU Strategy for the Danube Region (2010)
- * The EU Strategy for the Adriatic and Ionian Region (2014)
- * The EU Strategy for the Alpine Region (2015)

The four macro-regional strategies concern 19 EU member-states and 8 non-EU countries.

EU Strategy for the Adriatic and Ionian Region

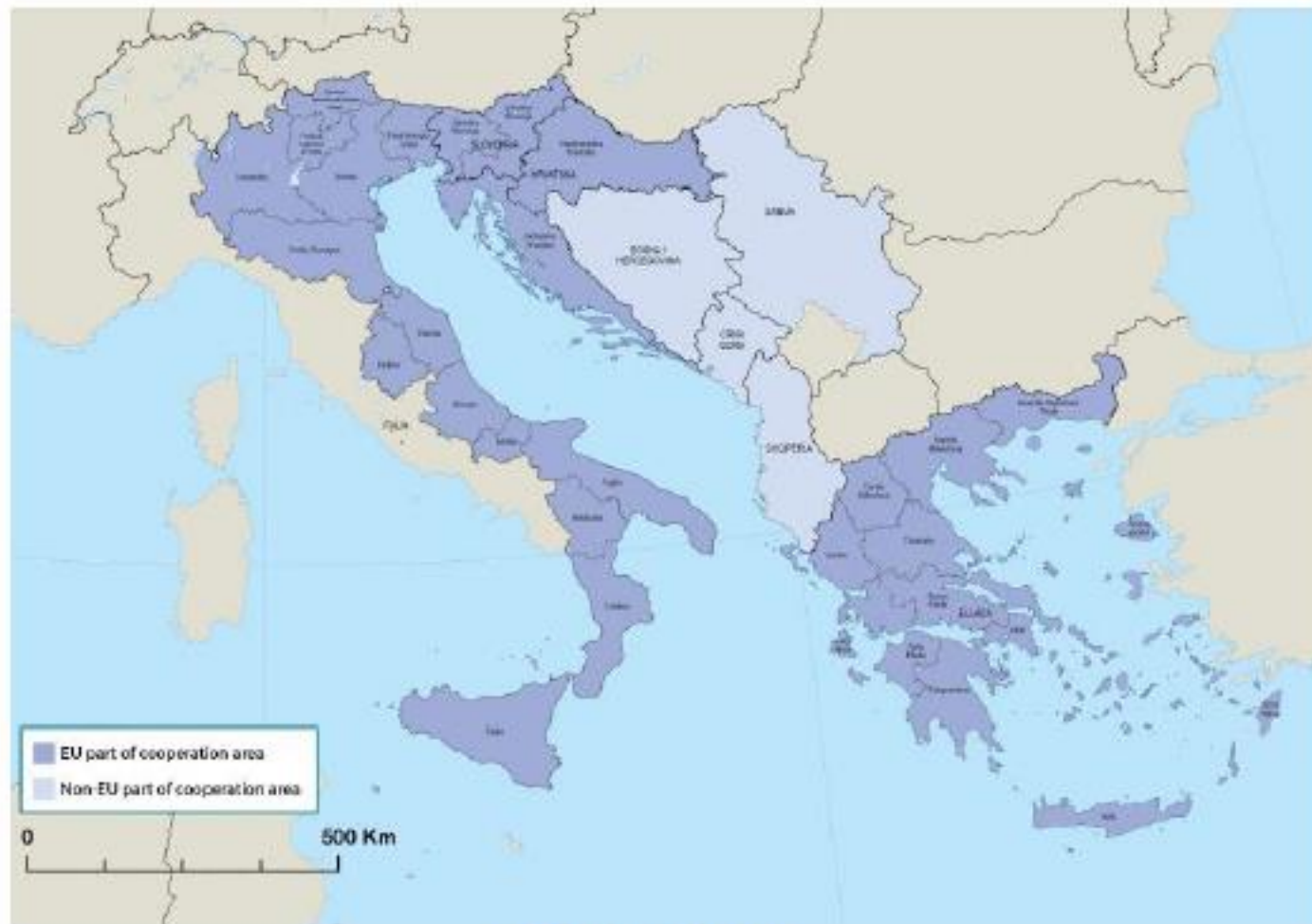


Figure 1: Cooperation area

EU Strategy for the Adriatic and Ionian Region

Communication from European Commission on June 17th, 2014 (COM (2014) 357 final)

- * Sets out the needs and potential for **smart, sustainable and inclusive growth**.
- * Provides a framework for a **coherent macro-regional strategy and Action Plan**, to address those challenges and opportunities, through cooperation between the participating countries.
- * An innovative concept concerning territorial development when dealing with the challenges and opportunities of a specific geographical area.
- * It is built on **four thematic pillars** and each pillar consists of topics, which represent the main areas where the macro-regional strategy can contribute to considerable improvements.

EU Strategy for the Adriatic and Ionian Region

Reference to intermodal transportation:

- * ADRION Region has significant infrastructure **deficits**
- * Western Balkan road and rail network needs urgent **rehabilitation**
- * Maritime traffic **congestion** is increasing, while surveillance and coordination capacity needs upgrading
- * Multi-modal transport is **little developed**

Examples of targets by 2020 could include:

- * 50% increase in off-season tourist arrivals;
- * 5 new macro-regional tourist routes created;
- * Double the current Adriatic-Ionian market share of container traffic, while limiting environmental impacts;
- * Reduce the time at regional border crossings by 50 %.

EU Policies and Strategies in force

EU 2020 Strategy for smart, sustainable and inclusive growth

- * **Growth** strategy in response to the economic crisis and global challenges
- * Set five quantified **targets** and seven flagship **initiatives**

“Resource efficient Europe”

- * Decouple economic growth from the use of resources
- * Support the shift towards low carbon economy
- * Increase the use of renewable energy sources
- * Modernize the transport sector
- * Promote energy efficiency.

EU Policies and Strategies in force

Reference to intermodal transportation

* EU level

Accelerate the **implementation of strategic projects** to address critical bottlenecks (i.e. cross border sections and inter modal nodes (cities, ports, logistic platforms)).

* National level

Member States to develop **smart, upgraded and fully interconnected** transport and energy infrastructures and make full use of ICT.

The framework will address all elements of the increasingly **international value chain** from access to raw materials to after-sales service.

EU Policies and Strategies in force

Referring to transport related issues, actions to be taken at EU level include:

- * Mobilization of EU financial instruments as part of a **consistent funding strategy**,
- * Presentation of proposals for **modernization** and **decarbonisation** of the transport sector towards increased competitiveness, that indicatively could include electrical mobility, better logistics etc.
- * **Acceleration of implementation** of strategic projects with EU importance to address critical bottlenecks, in particular cross border sections and intermodal nodes (cities, ports, logistic platforms), in non-EU regions included.

Trans-European Transport Networks Regulation

- * Establishes **guidelines** for the development of a trans-European transport network comprising a dual-layer structure, consisting of the comprehensive network and of the core network.
- * TENs support the **functions of the internal market**, linking European regions and connecting Europe with other parts of the world.
- * The ultimate aim of the TENs is to **interconnect national infrastructure networks** and ensure their interoperability, setting standards for the removal of technical barriers.

Trans-European Transport Networks Regulation



Figure 2: Trans European transport network

- * Dark blue corridor: Baltic-Adriatic
- * Green corridor: Mediterranean
- * Red corridor: North Sea – Baltic
- * Brown corridor: Orient/East – Med
- * Pink corridor: Scandinavian – Mediterranean
- * Orange corridor: Rhine- Alpine
- * Violet corridor: North Sea – Mediterranean
- * Light blue corridor: Rhine – Danube
- * Yellow corridor: Atlantic

Trans-European Transport Networks Regulation

- * Rail interoperability could be enhanced by **innovative solutions** (i.e. on-board equipment and multi-gauge rail tracks).
- * TENs should be developed through the **creation** of new transport infrastructure, the **rehabilitation** and **upgrading** of existing infrastructure and through measures promoting its resource-efficient use.
- * The infrastructure of the trans-European transport network consists of the infrastructure for
 - * railway transport,
 - * inland waterway transport,
 - * road transport,
 - * maritime transport,
 - * air transport and
 - * multimodal transport.

Trans-European Transport Networks Regulation

Targets to be reached:

- * Enhanced efficiency and effectiveness of transport by ensuring a **better modal integration** across the network, in terms of infrastructure, information flows and procedures.
- * The trans-European transport network must ensure **efficient multi-modality** in order to allow better and more **sustainable modal choices** to be made for passengers and freight and in order to enable large volumes to be consolidated for transfers over long distances.
- * Make multimodality **economically more attractive** for passengers, users and freight forwarders

Urban Mobility Action Plan and Package

- * Urban transport systems are integral elements of the European transport system.
- * Need for a transport system which provides seamless, high-quality door-to-door mobility.
- * Adverse effects of transport on the climate, the environment and human health.

Urban Mobility Action Plan and Package

- * The urban mobility package aims to create the right framework conditions that allow local authorities to implement local urban mobility strategies successfully.

Specifically, the urban mobility package invites Member States to:

- * Conduct a careful analysis of the present and future performance of urban mobility in their territory, also in view of key EU policy goals;
- * Ensure that sustainable urban mobility plans are developed and implemented in their urban areas; and
- * Review the technical, policy-based, legal, financial, and other tools at the disposal of urban planning authorities.

White paper on Transport

* White Paper 2001 - European transport policy for 2010: time to decide

Emphasised the need for **managing transport growth** by achieving a more balanced use of all transport modes.

* White Paper 2011 - Road Map to a Single European Transport Area - Towards a competitive and resource efficient transport system

Aimed at developing a European transport **system capable of modal shift** towards friendlier modes of transport, revitalising railways, promoting sea and inland waterways based transport and controlling air transport growth.

White paper on Transport

Intermodality for people - COM(2001)370

- * “Improvements in passenger transport to make travelling conditions easier and facilitate modal transfers.”
- * “Passengers are put off using different modes of transport for a single journey - problems obtaining information and ordering tickets when the journey involves several transport companies or different means of transport.”

Co-modality - COM(2006)314

- * “Efficient use of different modes on their own and in combination will result in an optimal and sustainable utilization of resources.”

White paper on Transport

Integrating rail transport into the internal market:

- * Creating a genuine internal market in rail transport
 - * Guaranteeing rail safety
 - * Making optimum use of the infrastructure
 - * Modernization of services
-
- * “In the new context of sustainable development, Community cofinancing should be redirected to give priority to rail, sea and inland waterway transport.”

The South East European (SEE)

Improvement of living conditions in the region and bring competitiveness and development back in focus

4 pillars that depict SEE 2020 vision refer to:

- * **integrated growth**; deeper regional trade and investment linkages and policies enhancing the flow of goods, investment, services and persons
- * **smart growth**; commitment to compete on value added, promoting knowledge and innovation across the board
- * **sustainable growth**; enhancing competitiveness, entrepreneurship and a commitment to greener and more energy-efficient development
- * **inclusive growth**; skills development, employment creation and labour market participation by all, including vulnerable groups and minorities
- * **governance for growth**; improving the capacity of public administrations to strengthen the rule of law and reduce corruption to create a business-friendly environment

The South East European (SEE)

The transport related targets set within SEE 2020 deal with:

- * decrease of the cost of transport per unit of transport service for 20%, and decrease in TEU transport costs to meet the EU average
- * improvement of transport infrastructure utilisation rates to over 40% of designed capacity
- * higher energy efficiency by decreasing energy consumption per unit of transport service by 20% and
- * increase railway/waterborne share to country specific targets to be defined in the national action plans and facilitate air transport.

Aim is to ensure **affordable**, **reliable** and **sustainable transport services**, and at the same time making efficient use of resources, protecting the environment and reducing emissions.

Directive 2008/50/EC on ambient air quality and cleaner air for Europe

‘Air Quality Directive’ (AQD)

- * The Council Directive on ambient air quality and cleaner air for Europe (2008/50/EC)
- * Measures for reducing pollution to levels that minimize harmful effects on human health and the environment

AQD makes a reference to the need of adopting measures to **limit transport emissions** through traffic planning and management

South-East Europe Cooperation Process (SEECP)

Transform South-East Europe into a region of stability, security and cooperation

- * in line with the European integration processes and
- * through promotion of mutual dialogue and cooperation at all levels and in all areas of common interest.

Main document is the CHARTER on *Good-Neighbor Relations, Stability, Security and Cooperation in South Eastern Europe*

- * “promotion of comprehensive Programs for development of **integrated regional transport infrastructure system**, ...connecting the transport system of South-Eastern Europe region to Central and Western Europe by the construction of the relevant Pan-European Corridors.”

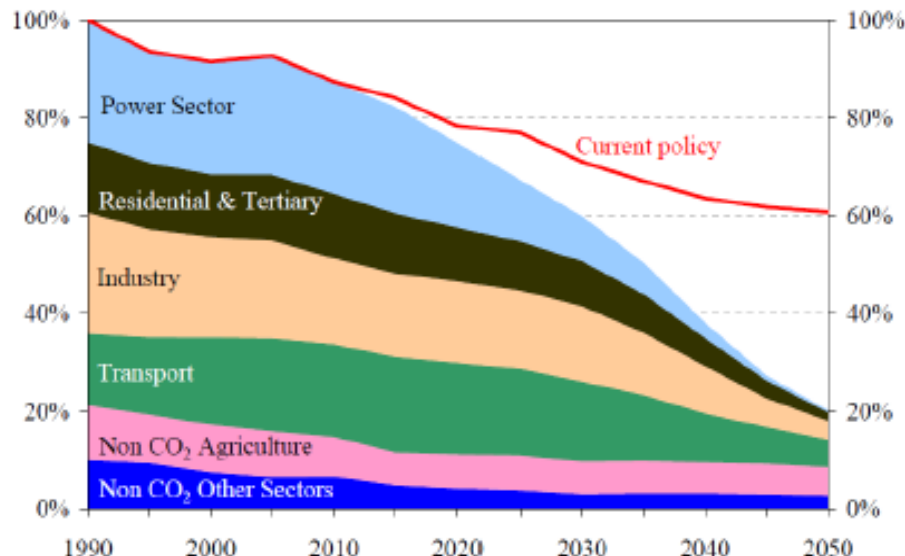
Roadmap for moving to a competitive low carbon economy in 2050

Looking beyond the 2020 objectives, to keep climate change below 2°C

- * Plan to meet the long-term target of **reducing domestic emissions** by 80 to 95% by mid-century
- * The key driver for this transition will be **energy efficiency**.

Roadmap for moving to a competitive low carbon economy in 2050

Figure 1: EU GHG emissions towards an 80% domestic reduction (100% –1990)



GHG reductions compared to 1990	2005	2030	2050
Total	-7%	-40 to -44%	-79 to -82%
Sectors			
Power (CO ₂)	-7%	-54 to -68%	-93 to -99%
Industry (CO ₂)	-20%	-34 to -40%	-83 to -87%
Transport (incl. CO ₂ aviation, excl. maritime)	+30%	+20 to -9%	-54 to -67%
Residential and services (CO ₂)	-12%	-37 to -53%	-88 to -91%
Agriculture (non-CO ₂)	-20%	-36 to -37%	-42 to -49%
Other non-CO ₂ emissions	-30%	-72 to -73%	-70 to -78%

European Union Strategy for the Alpine Region (EUSALP)

The Alpine region is one of the largest economic and productive regions in Europe.

It faces several major **challenges**:

- * Economic globalization requiring the territory to distinguish itself as competitive and innovative
- * Demographic trends characterized by ageing, low population density and new migration models
- * High vulnerability to climate change and its foreseeable effects on the environment, biodiversity and living conditions of the inhabitants
- * Energy challenge in managing and meeting demand sustainably, securely and affordably.
- * Its specific geographical position in Europe as a transit region but also as an area with unique geographical and natural features.

European Union Strategy for the Alpine Region (EUSALP)

The EUSALP will focus on the following three thematic priorities:

- * Competitiveness and innovation,
- * Environmentally friendly mobility,
- * Sustainable management of energy, natural and cultural resources.

Environmentally friendly mobility

- * Improve the **sustainability** of **transport connectivity** within the Region and with the rest of Europe
- * Inter-linked, sustainable transport and broadband networks
- * Reduce bottlenecks, and complete infrastructure networks and regulatory frameworks

European Union Strategy for Danube Region (EUSDR)



Challenges addressed:

- * Mobility
- * Energy
- * Environment
- * Risks
- * Socio-economic
- * Security

European Union Strategy for Danube Region (EUSDR)

One of four Pillars identified to address major issues is ‘Connecting the Danube region’.

Three Priority Areas are identified:

- * To improve mobility and multimodality,
- * To encourage more sustainable energy,
- * To promote culture and tourism, people to people contacts.

Priority area ‘To improve mobility and multimodality’ has two parts:

- * Inland Waterways
- * Road, rail and air links

European Union Strategy for Danube Region (EUSDR)

- * **Improvement of access to and connectivity**
 - * Complete the TEN-T (rail and road) Priority Projects
 - * Implement the Rail Freight Corridors forming part of the European rail network
 - * Enhance cooperation between air traffic stakeholders
 - * Ensure sustainable metropolitan transport systems and mobility
 - * Improve the regional/ local cross-border infrastructure

- * **Multimodal links**
 - * Develop further nodal planning for multimodality
 - * Develop further Intelligent Traffic Systems by using environmental-friendly technologies, especially in urban regions

CEI Plan of Actions 2018-2020

Aimed at promoting **regional cooperation** for enhancing democratic and inclusive societies and sustainable economies.

Chapter 2 of the PoA 2018-2020, CONNECTIVITY

Goal 2 - Strengthening Transport Networks

- * Focus on the rehabilitation and development of transport infrastructure
- * Extension of the TEN-T Network to the Western Balkans and Eastern Partnership Countries
- * Green transport corridors and intermodal terminals policy
- * Development of trans frontier transport connections

Blue Growth

- * Long-term strategy to support sustainable growth in the marine and maritime sectors
- * Maritime contribution to achieving the goals of the Europe 2020 strategy for smart, sustainable and inclusive growth.
- * The 'blue' economy represents roughly 5.4 million jobs and generates a gross added value of almost €500 billion a year.

Blue Growth

The strategy consists of three components:

- * Develop sectors that have a high potential for sustainable jobs and growth (i.e. aquaculture, coastal tourism etc.)
- * Essential components to provide knowledge, legal certainty and security in the blue economy (i.e. maritime spatial planning, integrated maritime surveillance etc.)
- * Sea basin strategies to ensure tailor-made measures and to foster cooperation between countries

The coastal and maritime tourism sector has been identified as an area with special potential to foster a **smart**, **sustainable** and **inclusive** Europe

Level 2&3 National and Regional Strategies

Greece

- * The Regional Operational Program of Epirus 2014-2020
- * Greek Strategic Framework for Transport Investments 2014 -2025
- * Operational Program "Transport Infrastructure, Environment and Sustainable Development"
- * Master Plan of the Port of Igoumenitsa 2016-2019
- * Igoumenitsa's SUMP - Sustainable Mobility Plan of Igoumenitsa

Master Plan of the Port of Igoumenitsa 2016-2019

Main goal for the IPA is the promotion of the port as the base port and the West Gate of the Balkans for the transport of freight and passengers

Examples of priorities set by the strategic plan of the Port Authority of Igoumenitsa:

- * Completion of Phase II of the Expansion of the Port's Infrastructure
- * Development of New Services and Support and Commercial Transfers Service Infrastructure.
- * Creation of Cruise Terminal premises and services
- * Certification of the Port under the ISPS International Code
- * Premises for Fuel Storage -Ship Bunkering

Master Plan of the Port of Igoumenitsa 2016-2019

Promote the role of multimodal gate (sea - road) between Europe and Balkans - the rail Egnatia axis if constructed in the future.



- * Connettere l'Italia
- * Piano straordinario mobilità turistica 2017-2022

Emilia Romagna Region

- * Regional Integrated Transport Plan (PRIT 2025)
- * Agreement for air quality improvement
- * Regional Integrated Air Plan (PAIR 2020)
- * Regional law 15/2009
- * “Mi Muovo elettrico” is Emilia-Romagna regional electro mobility program
- * Energy plan Emilia-Romagna
- * Energy plan Emilia-Romagna - implementation plan 2017-2019

Friuli Venezia Giulia

- * FVG regional strategic plan 2014-2018
- * FVG Public Transport Regional Plan (2013)

Regional Integrated Transport Plan (PRIT 2025)

Provides the overall **regional policy framework**, for both infrastructure and mobility demand governance actions.

The Plan defines a design scenario characterized by several objectives including the Infrastructure System:

- * Ensuring accessibility to the territories for people and goods;
- * Keeping energy consumption;
- * Reducing pollutant emissions and greenhouse gases.

Figures for Public transport and urban mobility by 2025:

- * 50% reduction in the number of deaths due to road accidents at regional level
- * 20% cycle cycles
- * 15% TPL shifting
- * Radical renewal of the trains park about 100 trains
- * 20% renewal of the bus fleet and trolleybus

Regional Integrated Transport Plan (PRIT 2025)

Intermodal transportation:

- * Hubs and nodes of transport network must be physically connected;
- * enhancement of the bus-train integration;
- * train-train integration must be pursued in relation to High-Speed train accessibility.

Rail promotion:

- * Quadruplicating tracks between Bologna and Castel Bolognese both for passenger and rail20% cycle cycles
- * Improving the TiBre (Tirreno-Brennero) railway path
- * Railway line upgrades to better connect Ravenna Port with central Europe
- * Reducing and automatizing railway crossings

- *Transport Development Strategy of the Republic of Croatia 2017-2030
- *Master plan of HŽ Putnički prijevoz d.o.o. - Strategic programme for the period 2015-2020

Transport Development Strategy of the Republic of Croatia 2017-2030

Framework for the development of **interventions** and defines the **interfaces** to other strategies or assessments

General Measures:

Improvement of passenger intermodality and development of intermodal passenger hubs

- * network of intermodal terminals should be established
- * ensure the proper accessibility to demand generation/attraction nodes
- * increase in the number of parking spaces linked to public transport systems, port and airports

Improvement of the public perception of the transport system in Croatia network of intermodal terminals should be established

- * complete and up to date information and knowledge of the infrastructure, possibilities and development plans.
- * constantly revise and update the information technologies and channels

Slovenia

- * Resolution on the National Program for the Development of Transport in the Republic of Slovenia until 2030
- * Regional Development Program of the Ljubljana Urban Region in the 2014-2020 period
- * Sustainable mobility plan for Municipality of Ljubljana

Resolution on the National Program for the Development of Transport in the Republic of Slovenia until 2030

The Strategy comprehensively deals with the transport system for the first time and based on detailed analyses it envisages 108 measures.

Short- and medium-term activities:

- * Documentation, which will ensure an improved role of the railways in public passenger transport
- * Produce comprehensive transport strategies
- * Introduce an integrated ticket and modernisation of public passenger transport services
- * Coordinate and customise the timetables of individual types of transport

Montenegro

- *Transport Development Strategy of Montenegro
- *Regional Development Strategy of Montenegro 2014 - 2020
- *Railway Development Strategy for the period 2017-2027
- *Business Plan of the Port of Bar 2010 - 2021

Transport Development Strategy of Montenegro

Based on the realistic image of the current situation, identified problems, analysis of solutions and in accordance with such defined activities that will lead to results

Strategic goals:

- * Safe and secure transport
- * Quality maintenance of transport infrastructure
- * Efficiency
- * Economic development
- * Integration in the European Union

Transport Development Strategy of Montenegro

Basic goals of strategic development of Montenegro's transport system are as follows:

- * Improvement of safety and security, in order to save human lives, material values and to preserve state resources;
- * Integration in the European Union, through connection to TEN-T and improvement of competitiveness of national transport economy;
- * Improvement of transport services quality;
- * Stimulation of economic growth through more efficient and less expensive transport;
- * Minimization of negative impacts of transport development and traffic infrastructure on environment and society in general.

Serbia

- * Strategy of Railway, Road, Inland Waterway, Air and Intermodal transport development in the Republic of Serbia

Strategy of Railway, Road, Inland Waterway, Air and Intermodal transport development in the Republic of Serbia

Existing national transport Strategy is based on the following principles:

- * Transport strategy must focus on providing life quality, environment protection, welfare and mobility of the individual;
- * Active approach to transport affects transport system development and does not respond only to demand by adapting to events.
- * Transport strategy takes care of long term objectives of the country and harmonizes them with the goals of the individuals;
- * Transport strategy is active in the areas where safety, population health or environment protection are jeopardized by uncontrolled transport system growth.

Albania

- * National Strategy for Development and Integration 2015-2020 (NSDI-II)
- * The Sectorial Strategy of Transport & Action Plan 2016 - 2020
- * First Five-Year Review of the Albanian National Transport Plan (ANTP)

Overview of Strategies - All Levels



International and EU level:

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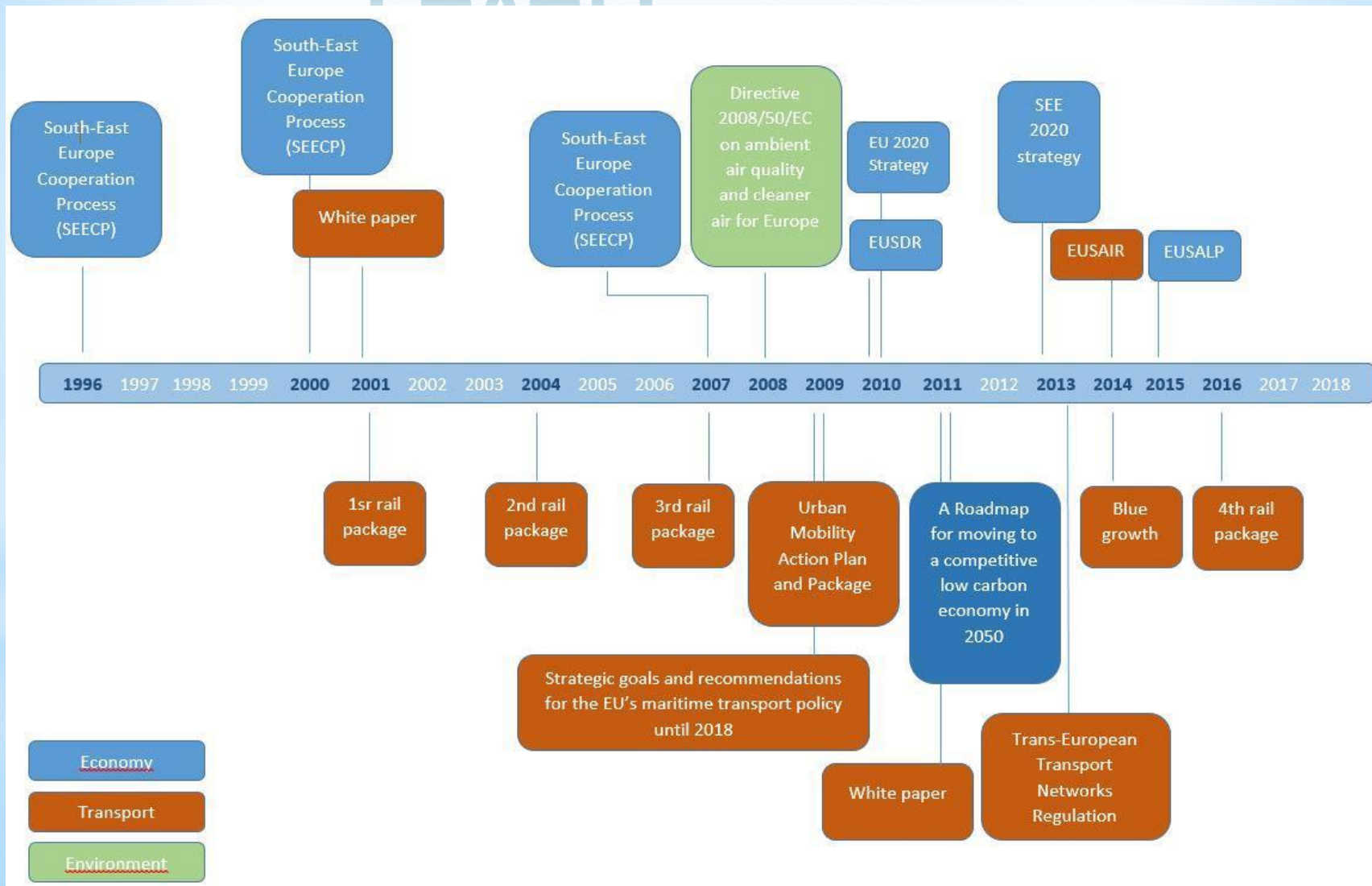
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Chronological ruler - Level 1



Characteristics of Strategies




<div>Strategies</div> <div>Characteristics</div>	General strategies							Macro - regional strategies		
	EU2020	SEE 2020 strategy (integrating SEECp)	TEN-T	Blue growth 2012	Urban Mobility Action Plan and Package	4 Railway packages	White paper 2001 2011	EUSDR	EUSAIR	EUSALP
Direct link/reference to transport sector	X		X	X	X	X	X		X	X
Clear reference to intermodality promotion			X		X	X			X	X
Clear reference to rail promotion		X	X		X	X	X	X.	X	X
Clear reference to ICT exploitation	X	X	X		X			X		X
Mobility interventions proposal (specific measures)	X.	X				X	X	X	X	
Horizon-long term TILL 2020	X	X			X	X		X		X
Strong emphasis on cooperation schemes (PPPs, cross sectorial etc)	X					X			X	
General purpose	X	X	X	X	X	X		X	X	X



Exploring and interacting with Inter-Connect toolkit

Home Page - InterConnect | interconnect.imet.gr


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Interreg  **ADRION** ADRIATIC-IONIAN
European Regional Development Fund - Instrument for Pre-Accession II Fund

Inter-Connect

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Inter-Connect Toolkit
Intermodality Promotion and Rail Renaissance in Adriatic - Ionian Region

Inter-Connect project seeks new solutions tailored to ADRION's specificities for the promotion of intermodal transport and guides the respective actors on how to turn connectivity plans into

10 Partners | **7** Countries | **8** Case Studies

The toolkit

Inter-Connect

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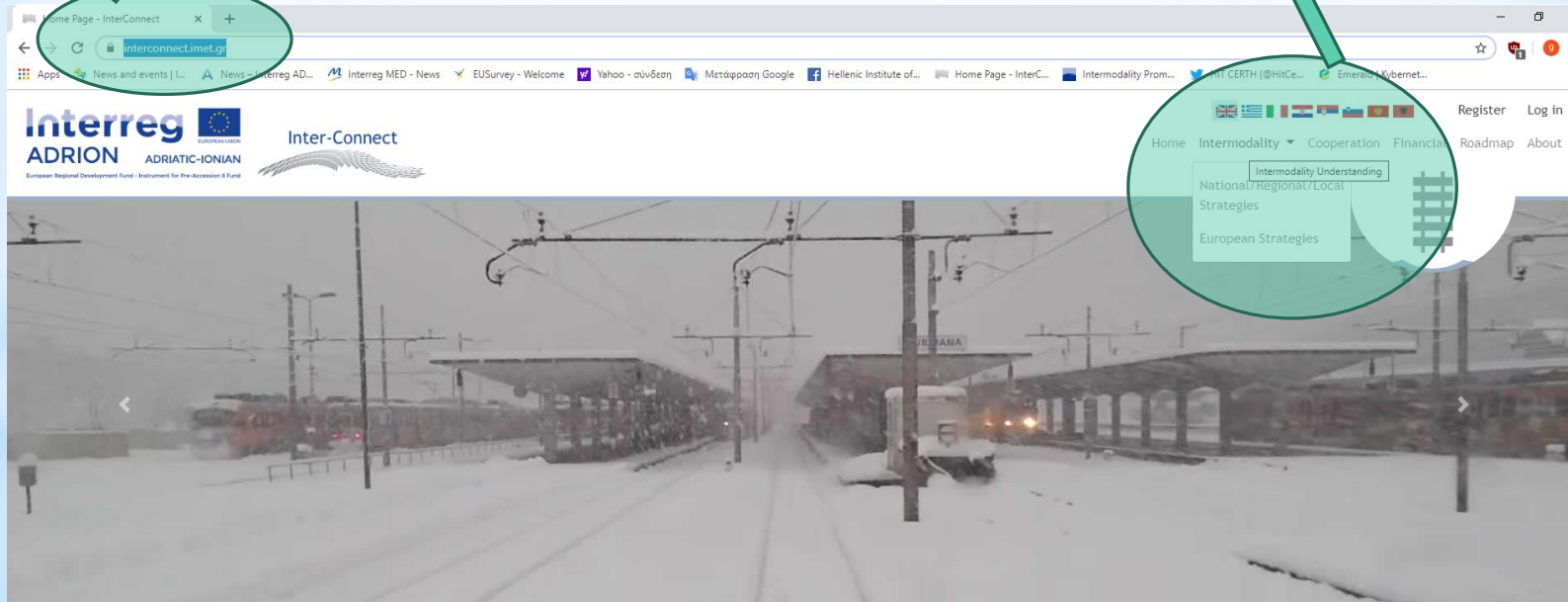
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Intermodality Understanding

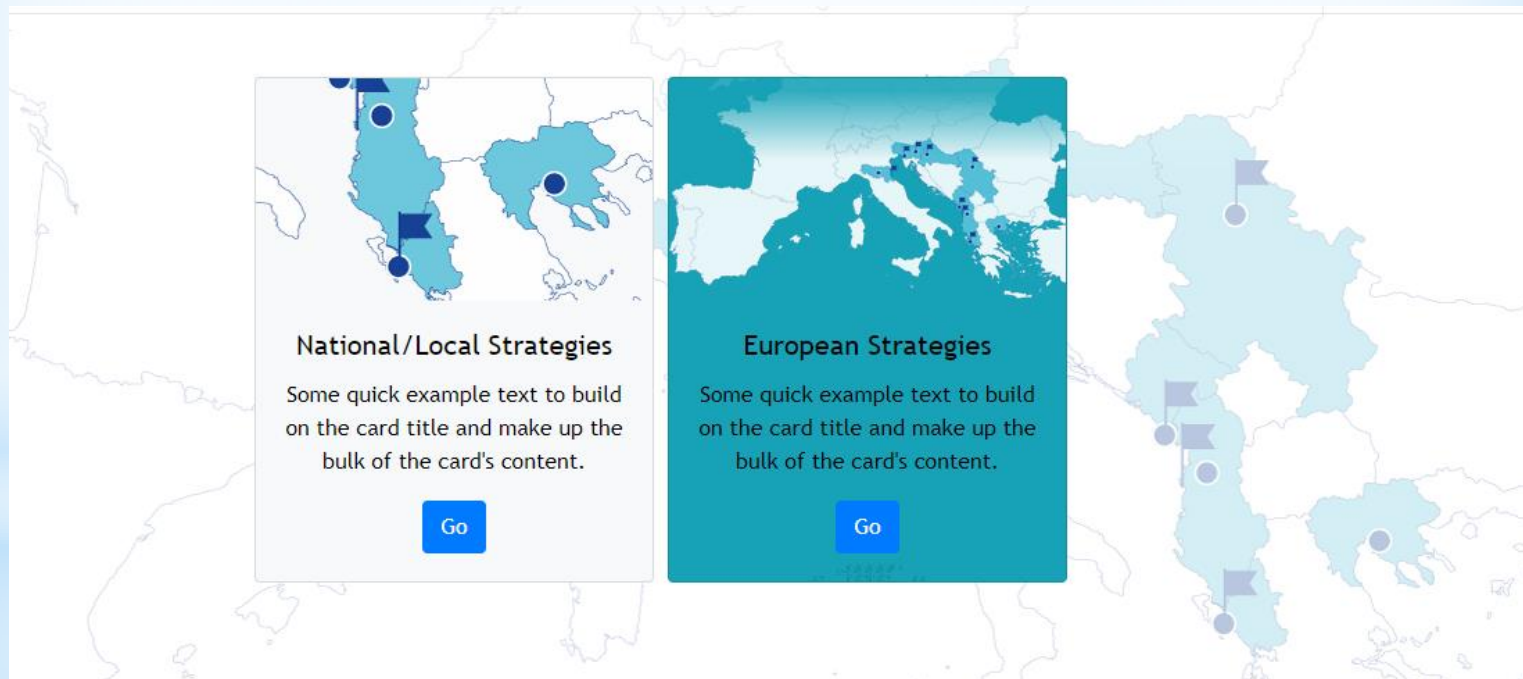
National/Regional/Local
Strategies

European Strategies

* <https://interconnect.imet.gr/>



1st functionality - intermodality understanding



EU policies

Inter-Connect



- 2002
- 2004
- 2007
- 2008
- 2009**
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- 2011
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- 2016
- 2017
- 2018

[More...](#)

Urban Mobility Action Plan

The Urban Mobility Action Plan contains twenty measures that enhance sustainable urban mobility. These measures can help local, regional and national authorities achieve their goals for sustainable urban mobility. With the Action Plan, the European Commission presented a comprehensive support package in the field of urban mobility.

[More...](#)

2010

Strategies 2

EU 2020 Strategy for smart, sustainable and inclusive growth

Umbrella strategies

Responding to the economic and social crisis of Europe and to the intensified global challenges, EU defined the strategy Europe 2020 as a framework for effective decision making with a view to reaching 2020 with having achieved major sustainability goals. Towards accomplishing this path, the EU Member States, having deepened in the strategy philosophy, translated the EU-level targets to national targets taking into account special characteristics and country needs. The five areas that need structural transformation or/and upgrade for achieving high level of competitiveness, productivity and equity (or in other words as the title of the strategy reveals; "smart, sustainable and inclusive growth") in EU and the accompanying targets as defined in EU2020 are:

Area of intervention	Target
Employment	75 % of the population aged 20-64 should be employed
Research & Development	3% of the EU's GDP should be invested in R&D
Climate change & energy	The "20/20/20" climate/energy targets should be met (greenhouse gas emissions/share of renewable energy sources/energy efficiency)
Education	share of early school leavers should be under 10% and at least 40% of the younger generation should have a tertiary degree
Poverty & social exclusion	20 million less people should be at risk of poverty

In a nutshell, the Flagship Initiatives of the EU 2020 Strategy are:

Strategies at national, regional, local

National/Regional/Local Strategies

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Thesprotia

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Master Plan of the Port of Igoumenitsa 2016-2019	2018	⌵
Igoumenitsa's SUMP - Sustainable Mobility Plan of Igoumenitsa	2018	⌵

Map Satellite OpenStreetMap

Thesprotia

Greece → Northern Greece → Ipiros

Strategies

- Master Plan of the Port of Igoumenitsa 2016-2019
- Igoumenitsa's SUMP - Sustainable Mobility Plan of Igoumenitsa