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1. Project Proposal Information

Project Proposal Title	Sustainable Balkan Intermodal Terminal NETWORK
Project Proposal Acronym	SUBITNET (S ustainable B alkan I ntermodal T erminal N ETwork)
Keywords	Intermodal transport, intermodal terminal, intermodal flows
Abstract (Max. 2000 words)	<p>Growing demands for trade in the Balkan initiate new transport solutions. In response to new demands, it is essential that countries of the Balkan Peninsula pay more attention to intermodal (IM) transport in the search for sustainable transport solutions. These solutions should satisfy the needs of users that are focused in three areas: (i) to provide security for the goods and transport equipment, (ii) to provide the expected quality of service along the entire transport chain, and (iii) to ensure the protection of the environment and cultural heritage on entire Balkan region.</p> <p>Intermodal transport system and services in its particular links are segments of complete service "from door to door". The projected positive trends of IM flows on Balkan area generate and set strict demands on the technical - technological, organizational and information - management solutions in all links of the IM transport chain. Modern IM flows due to high financial intensity are aimed at generating specific requests for customer service in the network terminal (handling, disposal, storage, etc.), and with very heterogeneous characteristics in terms of structure, scope, intensity, time of customer service, quality of service and others.</p> <p>Different national technical standards, lack of transparency and infrastructure bottlenecks are resulting in many obstacles in the implementation of transport processes in Balkan area. Faced with this reality, all countries of the Balkan Peninsula accept the intermodality as a very important factor for its reaffirmation on the transport market.</p> <p>Strategically, actually in terms of systems theory, modern system solutions in the IM transport are connecting to two main scenarios: (i) scenario "Corridor", and (ii) scenario "Network." The second scenario provides a good basis for sustainable development of IM transport system on the Balkan Peninsula. Attached to it there are thoughts of EU space planners, which set out three scenarios of further development of transport at the EU level, namely: (i)</p>

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	<p>Scenario "Open Corridor, (ii) scenario"highly efficient core network, "(iii) Scenario "European wide network". Defined development scenarios have a key orientation for the development of a wider network of IM terminal, which should contribute to better cooperation, coordination and synchronization of individual transport sub-systems: the main sea and river ports and railway on one side and railway and road on the other side of the entire Balkan Peninsula.</p> <p>Existing goods flows on the Balkan Peninsula are characterized by very low degree of implementation of IM transport technologies. Container transport system accounts for about 2.5 million TEUs, and within the Western Balkan countries around 500,000 TEUs, or 3% in the realization of total international flows in the region, while Hucke-Pack technology and Ro-Ro transport systems have a degree of representation about 0.5 %.</p> <p>Low proportion of IM transport technology is the result of many factors, among which are the most important the next ones: (i) underdeveloped infrastructure and IM transport systems, (ii) lack of technical - technological equipment of transport and economic systems, (iii) the relatively small volume of flows on certain transit routes and relations. In the Western Balkan there are a few partially built inland container terminals, while there is no Hucke-Pack and Ro-Ro terminal. Railways of the region, do not have necessary number of special rail cars for transport of IM cargo units, nither a sufficient number of trailers. At this point there is an effort for the integration of railway systems of individual countries in order to better market organization. In the market there is no still appropriate providers and operators, which may seriously organize and implement IM freight flows.</p> <p>Another important reason of a small degree of application of IM transport technologies is a relatively small share of overseas markets in the total trade flows in the Western Balkans, and it is also one of the main reasons of the low level of containerized of goods in international trade flows. However, according to the projections of research centers, the situation is changing for the better. The trend of increasing volume of traffic in the ports of the Adriatic - Ionian basin for the last ten years was averagly 24% per annum, or nearly three times more than the global trend is. This shows that significantly increase the number of containers in the Mediterranean has its repercussions on the Balkan as well. Many analysts believe</p>
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	<p>that this trend will also continue in the future. In such a constellation of lack of quality network terminals can be a limiting factor.</p> <p>Commitment to developing a sustainable network of IM transport terminals on the Balkan Peninsula should be sought between: (i) the existing economic resources, and growth of national GDPs, (iii) the existence of network ports in the Adriatic - Ionian basin and intermodal hubs in the Mediterranean, (iv) readiness of countries in the region to join the modern transport flows, (v) lack of IM network terminal on the mainland that could be a quality service to seaports of Adriatic - Ionian Basin, (vi) projection of positive trends of IM flows, especially for the region (vi) a clear commitment of Europe to more press IM transport system in which purpose it has been defined the TEN-network and high-speed railway network, as well as the network of Pan - European multimodal corridors. In addition to the process of liberalization, deregulation and harmonization, relevant attributes of development new European transport system, and in line with it also the Balkan region, are based on the grounds of "Three I" aiming at: 1. overcome the "modal split" in which the dominant contributor is road mode of transport; 2. efficient implementation of the general process of integration of supply chains; 3. development of IM network of terminals on all major transport routes in operation: (i) enhance regional economic development initiatives, (ii) development of sustainable transport solutions, (iii) the safety and quality implementation of goods flows, and so on.</p> <p>Political - economic transformation within the countries of the Balkan Peninsula, the regionalization of national markets, open borders for unrestricted flow of goods, people, technology and capital, after several years of stagnation, affect the opening of new directions for international trade, and activate the new transport axes. With this in mind, the development of a sustainable IM network of terminals is the idea which all the countries of the Balkan Peninsula should be committed to. The aim is clearly identifiable, sustainable development of IM transport on Balkan based on the new transport technologies, logistics principles and tenets and modern IT solutions and systems, and in accordance with spirit of proclaimed new European transport policy, linking up with seaports and at the same time allowing the smooth flow of goods.</p>
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<p>Project Description (Main Work Packages)</p>	<p>WP 0: Project preparation</p> <ul style="list-style-type: none"> - Definition of research methodology; - Definition of project partners; - Definition of projects goals; - Expected effects of the project; <p>WP 1: Profile of IM transport within the region (data about each participating country)</p> <ul style="list-style-type: none"> - Definition of methodology of quantity analysis; - Data collection about current state of traffic infrastructure and transport equipment; - Data collection about goods flows; - Data collection about environmental safety in each country; <p>WP 2: Analysis of trends (expert interviews, data collection about relevant institution across Europe)</p> <ul style="list-style-type: none"> - Trends of future international trade (global, regional); - Trends in development of traffic infrastructure and transport equipment; - Trends in IM transport systems; - Trends regarding future customer needs; <p>WP 3: Model of development of solution</p> <ul style="list-style-type: none"> - Proposal of possible locations of IM terminals; - SWOT analysis of locations; - Criterias for selection of locations of terminals of IM transport; - Selection of optimal locations of IM terminals – elements of multicriterias approach to making decisions. <p>WP 4: Development of scenarios (workshops of international experts)</p> <ul style="list-style-type: none"> - Instruments of development of IM transport; - Development of scenarios – strategy about adaptable IM systems and goods flows in the region; - Model of cooperation and coordination within proposed network structure; - Preliminary results and dilemmas; - Definition of profile of administrative capacity with the programme of education and recapitulation of expert knowledge; - Selection and assimilation of the best solution; <p>WP 5: Development of IT solution and proposal of network structure for accepted solution</p> <ul style="list-style-type: none"> - Trends regarding needs for ICT solutions of IM transport solutions; - Proposal of informatics networking;
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	<p>WP 6: Evaluation of effects of developed solutions</p> <ul style="list-style-type: none"> - Model for identification of the effects of development of IM network of terminals; - Spatial effects; - Effects of environmental protection; - Economic effects – economic and financial development of the region; - Transport effects – volume, relevance, cooperation.
Current Consortium (Partners, Organisation Types)	Not formed yet
Deadline for Responses	Non strictly defined yet.

2. Profile of the Partners Sought

Organisation Type	University, SME and NGO from Slovenia, Croatia, Montenegro, Serbia, Bosnia and Herzegovina, Kosovo, Hungary, Bulgaria, Rumania, Albania and Greece.
Required Skills and Expertise	<p>Experts required for:</p> <ul style="list-style-type: none"> - Project management and coordination - Transport economics for statistics and data analysis, - Transport modeler and planner, - Experts in road, rail, maritime and container terminals - Experts in surface transport logistics and freight transport infrastructures, - Cost Estimation experts, - Local Project Partner - Simulation - Environmental analyses.
Role in the project	<ul style="list-style-type: none"> - Project management and coordination (project leader), - Expert in the field of freight intermodal transport and logistics, - Estimation of efficiency for every freight transport mode, - Estimation of main parameters for efficiency growth of transport modes, - Analyses of the demands for transport and its distribution (import-export freight matrix), - Evaluation and cost estimation for implementation of intermodality, - Transport database experts to design the database for freight intermodal transport.

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Other Requirements	No
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3. Project Proposer Information

Name of the Organisation	Faculty for transport and communication management - Berane
Organisation Type	Faculty (academic institution)
Country	Montenegro
Fields of Activity	Education and research
Contact Person	Prof. dr Vujadin Vesovic
Position in the Organisation	Dean
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Previous FP Projects Participated	No so far.

Please send filled in form by 25. 3. 2011 to: fg.tec@uni-mb.si