BUILDING THE URBAN FUTURE OF THE DANUBE REGION

Why do we need municipal cooperation in the Danube Region?

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RECESSION, DEPRESSION ...

- In the USA the crisis reached its peak in 1929. In 1933 the Tennessee Valley Authority (TVA) was established, (The Tennessee Valley Act, 18 May 1933). TVA was one of the main instruments of president Theodore Roosevelt’s New Deal. Its functions were: planning and management of the Tennessee river basin, planning and construction of river dams etc. TVA is still in function.
- After the second World war USA President Truman proposed that the TVA should have a sister in the Euphrates Valley Authority; however, the president’s proposal was never adopted.
- In the year 1953 Bogumil Vošnjak, a Slovene diplomat, professor and writer of many books on European politics proposed the Danube Valley Authority. (World Affairs, Vol. 116, No.3, Fall 1953).
COHESION POLICY

- Connecting Europe Facility: In 2011 the Commission adopts plan for €50 billions boosts to European networks
- To improve Europe's transport, energy and digital networks the Commission adopted the terms for the Europe 2020 Project Bond Initiative:
  - Transport 31.7 billion (10 bn Cohesion countries, 21.7 bn all member states)
  - Energy 9.1 bn
  - Telecommunications and ICT 9.2 bn,
- Project Bond Initiative: double objective to revive project bond markets and to attract long term private sector debt investing.
- The transport problem: three competitive corridors:
  - Bratislava-Wien-Graz-Villach-Udine-Trieste; Austrian part: 9,2 bn
  - Koper-Ljubljana-Maribor-Budapest; Slovenian part: 7,6 bn
  - Rijeka-Zagreb-Budapest; Croatian part: 7,4 bn

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Trans-European Transport Network
Comprehensive Network: Railways, ports and rail-road terminals (RRT)
Core Network. Railways (freight), ports and rail-road terminals (RRT)
TEN-T Core Network including Core Network Corridors

Ljubljana and Slovenia
The Concept

In conjunction with the proposed EU Core Network and EU Core Cities projects, ideas about reindustrialising Europe have emerged. Moreover, economic growth and provision of jobs will have to be accelerated in the EU and European continent in the period 2014–2020, of course with respect to environmental safeguarding principles and conditions! This is the singular reason for a catalyst project, whose rationale lies in an upgraded extant railway network. Furthermore, reindustrialisation represents economic revitalisation in particular economic zones along the transport corridors, which facilitates increased production of goods, as well as research, development and innovation zones, both in EU Core cities.

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Conclusions

1. In May 2014 the EU will hold elections to European Parliament. Is the political agenda EU 2020 sufficient?
2. Territorial concentration on global level: North Pole – Arctic region, Three Seas-One Ocean: East Mediterranean Sea, Black Sea, Red Sea, Indian Ocean;
3. To start with the case: Mediterranean Reindustrialisation Corridor or The Mediterranean Euro-Deal Network,
4. To determine and to concentrate the function and shape, e.g.: reconstruction of the railways to high-capacity trains, (max. speed 160–200 km/h); ports, airports, RRT; plus Economic zones and Inovative/Technology/Research centres, but only in Core Cities, new jobs ...