

# [CO]HABITATION TACTICS

Imagining future spaces in architecture, city and landscape

## CONFERENCE PROCEEDINGS



**TAW2018 International Scientific Conference**

from 20<sup>th</sup> to 23<sup>rd</sup> September 2018 / POLIS University

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### organized by

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### sponsored by

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### supported by

Municipality of Tirana, Embassy of the Netherlands in Albania, Embassy of Spain in Albania, Istituto di Cultura Italiano, World Mapper, Tulla - Culture Center and Tulla-Nouvelle terrace, International Hotel Tirana, Destil Hostel.



Kingdom of the Netherlands



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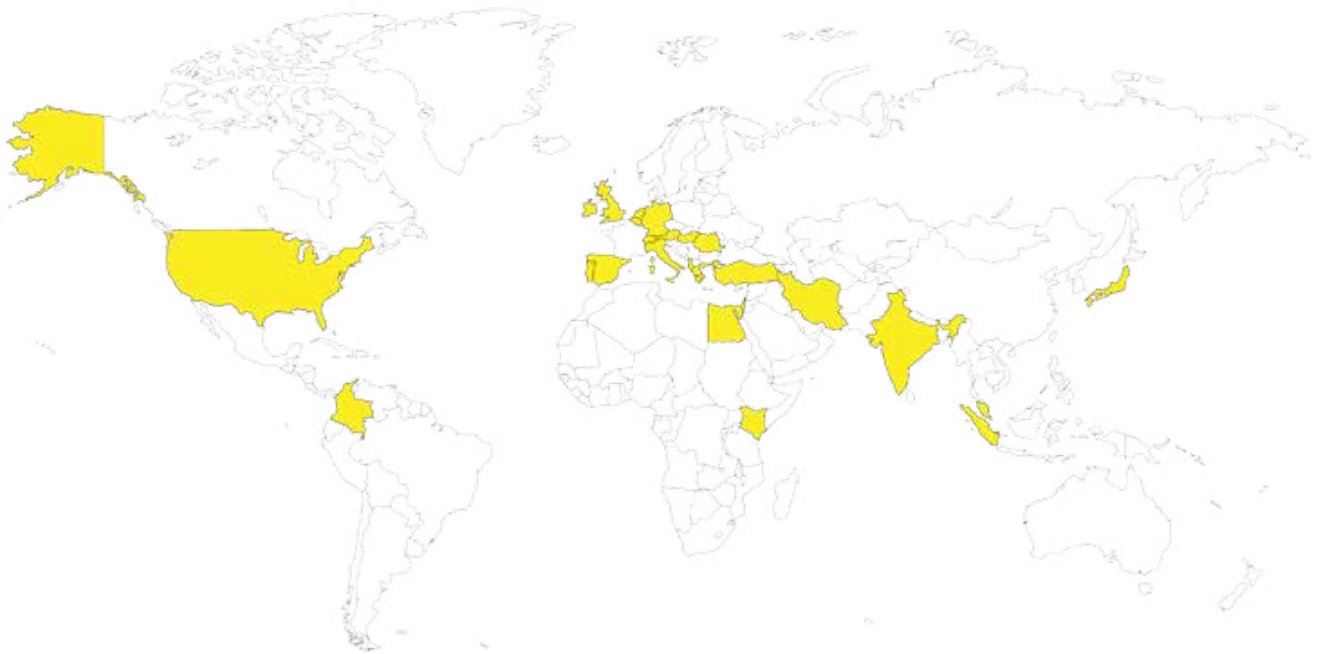


Dear participant of Tirana Architecture Week,

Thank you for joining us in TAW 2018. I strongly believe that all together we are making an historic step directly or indirectly related to Tirana's and Albanian's architecture, city and landscape. In addition, this is also a contribution for the region and wider on. At present time Europe is struggling with the instability of one of the worst recessions of its own history. Europeans are tired of the lack of flexibility and rigidity of overregulated societies where nothing happens. But here in Balkans and specifically in Albania, despite similar symptoms, things are still evolving, not because of delayed projections but because people here are very active, entrepreneurial spirit survives, and the creativity of society is in a never-ending process. In Tirana, Albania or anywhere – as they say – in Western Balkans, we are still doing fine, so we might have to learn but also to offer something to the rest of the continent, despite our endless effort to join EU. This is a land of creativity where all architects and city experts feel just great: amazed, shocked, revolted, confused, enthusiastic, inspired, etc. This is due to the fact that there are layers of a real self-generative city.

Let's not forget that Tirana is an example of creativity. So, let's use such energy in a positive way and let's open a debate that might be useful for everyone. TAW is an academic event which gives you the opportunity to come and share your professional passion or nightmare. Enjoy time with us. There is not a clear recipe but there is always a solution out there to be discovered with passion and commitment. Join POLIS University, CO-PLAN Institute and our network of creative partners. I believe we all have something in common that can help to educate the new generation of architects who can re-appropriate the city and its needs, including those of real dignitary architecture. This is the point where the architect rediscovers its own place, space and meaning within society.

Enjoy TAW 2018! Enjoy U\_POLIS and Tirana!



*The papers submitted to the conference are coming from the following countries: Albania, Italy, Spain, Greece, Turkey, USA, Hungary, Belgium, Egypt, Iran, Lebanon, India, Colombia, Romania, Switzerland, Portugal, Austria, United Kingdom, Germany and Japan.*

The turn of the 21st century has been marked by dramatic changes in the political, social and environmental panorama, which are deeply affecting the way we live today: terrorism, migration and global warming are certainly the most pressing issues, and they are putting at risk our very life on this planet. So far we have come to acknowledge that we must simply coexist with such problems and learn to live with their consequences in our everyday life. But while coexistence refers to the mere - and often imposed - action of living together without any productive interaction, co-habitation implies living together peacefully, while promoting some form of exchange. This is why we believe that in the future architecture, city, and landscape should approach such emergencies fostering interaction and productive exchanges between different disciplines and cultures.

Co-habitation can be achieved through tactics, which offer the possibility to generate new creative spaces within the fields of architecture, city and landscape. Tactics - a term, which evokes the ancient Greek expression art of arrangement - are actions undertaken by, or addressed towards, the actual consumers/users. Such actions are flexible, they can be continuously modified, reshaped and adapted to cope with external interferences.

The International Scientific Conference - organized in the framework of Tirana Architecture Week 2018 - aims at exploring contemporary research activities and design tactics that deal with the topic of co-habitation from different perspectives and within different fields of interest, directly or indirectly related to architecture, city, and landscape. Through the observation of different tactics adopted by researchers and professionals, the hope is to identify new research and design trajectories.

Within this broader framework, three contexts (architecture, city, and landscape) and eight topics related to the concept of co-habitation (climate change, ecosystem, energy transitions, memory, migration, mobility, technology, and tourism) have been identified. Contributions from the fields of sociology, architecture, urbanism, planning, leisure and cultural studies, geography, anthropology are welcome, as much as other sciences not mentioned above.



**Laura Pedata** is an Architect and researcher, her main interest lies in observation, analysis and representation of urban landscape conditions and environmental regeneration strategies. Her most recent design research initiatives are focused on residual landscapes in transitioning cities and on the reassessment of their role within the urban context, considering them as a potential ground for future urban development. Currently Laura is lecturer in Landscape Architecture and Sustainable Design at POLIS University, where she received her Doctoral degree in Architecture, University of Ferrara – POLIS University. She also works as bioclimatic and landscape design consultant and takes part in EU funded research projects. Laura holds a Master in Architecture from “La Sapienza” University, Rome and a Masters of Architecture II degree (M.Arch.II) from UCLA. She was awarded a Fulbright Scholarship in 2007. Laura is a Licensed Architect since 2007 and was co-principal of the architecture office ‘ungroup’ until 2011. From 2009 to 2011 she was an Adjunct Professor in Landscape Architecture and Architecture at University of Rome “La Sapienza”, and from 2012 to 2013 she was employed by SOM in San Francisco.



**Enrico Porfido** is a licensed architect graduated at Ferrara University. His research activity started in 2012, joining ClusterTheory - a multidisciplinary research group focused on theoretical approach in contemporary architecture practices. In 2013 he studied at Oslo School of Architecture (AHO), where he continued his research activity working on Santo Domingo grid. His working experience at landscape office PROAP in Lisbon, introduced him in the landscape design panorama. In 2014 he cofounded “pais(vi)agem”, an independent research group that aims to develop an innovative touristic model, using it as tool for regenerating and protecting the landscape. Since 2015 he is a collaborator of the departmental research unit Sealine of Ferrara University. Now he is a researcher and lecturer at POLIS University, developing a research on tourism development in Balkan countries, with a specific focus on the Albanian coastal territory. Recently he has been invited as external expert in the Landscape Master of UPC (Polytechnic University of Catalonia) in Barcelona. He is also member of the research unit Institut Habitat Turisme i Territori, UPC Barcelona and University of Malaga.



**Loris Rossi** graduated in architecture in 2004 at “La Sapienza” University of Rome, Master degree in Architecture “Ludovico Quaroni”. He was awarded a PhD scholarship in Architectural Composition and Theory at “La Sapienza” and he developed part of his PhD dissertation research at the Department of Architecture and Urban Planning of UCLA, in Los Angeles. He was an adjunct professor at the Five Year Master course in Architecture EU of “La Sapienza”. From 2005–2011 he was co-founder of the ungroup Architecture office based in Rome. Since October 2011 he is a Full time Professor at the POLIS University in Tirana, from 2012 till 2013 he was Dean of faculty in Planning and Urban Design. In January 2015 he was Visiting Faculty Member at UCLA Department of Architecture & Urban Design, Los Angeles California. Currently he is Head of the Applied Research Department. His most recent research field is centered on observation, analysis and investigation in the context of Urban expressions, where the character of spontaneous processes is a manifestation of interrupted city images.



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## International Speakers



### Opening lecture

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**Stephan Trüby** is Professor for Architecture and Cultural Theory at University of Stuttgart. After studying architecture at the AA School in London, he initially worked as an architect in firms in Zurich, Berlin, and Munich, before going on to teach architecture theory from 2001 to 2007 at the University of Stuttgart, where he was a research assistant at IGMA, and from 2007 to 2009 at the Karlsruhe University of Arts and Design (HfG) as a visiting professor. From 2009 to 2014 he ran the English-language postgraduate program MAS Scenography / Spatial Design at the Zurich University of the Arts (ZHdK) and from 2012 to 2014 he was also a lecturer in architecture theory at Harvard University's Graduate School of Design. He was head of research and development for the 2014 Venice Architecture Biennale. His best-known publications are *architektur\_theorie.doc: Texte seit 1960* (edited with Gerd de Bruyn, Birkhäuser, 2003), *5 Codes: Architektur, Paranoia und Risiko in Zeiten des Terrors* (edited by Igmade, Birkhäuser, 2006), *Exit-Architecture: Design between War and Peace* (Springer, 2008), *The World of Madelon Vriesendorp* (with Shumon Basar, AA Publications, 2008), *Hertzianismus: Elektromagnetismus in Architektur, Design und Kunst* (Fink, 2009), and *Germania, Venezia: The German Entries to the Venice Architecture Biennale since 1991* (with Verena Hartbaum, Fink, 2016).

### International Scientific Speakers

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**Sotir Dhamo** is one of the founders of POLIS University, and currently is the Administrator of the Founding Board of this university. He is an architect and urban planner with a long experience in these fields. He participated in several research studies conducted by the Institute of Architecture and Urban Planning since the early '90s, and later he contributed in other public and non-governmental organizations such as the Ministry of Public Works, Co-Plan, etc. In addition, he has earned an Executive Master degree in public administration from the Syracuse University in US, as well as other post-graduate qualifications. He taught for some years in the Polytechnic University in Tirana as a guest professor, and currently he is teaching urban design and site planning analyses in POLIS University. Among other things, he is co-founder of Metro\_POLIS, a studio acting in the field of Architecture; co-founder of Forum A+P, the scientific journal of POLIS University, the only Albanian professional periodic in the fields of architecture and urban planning, which is published only in Albanian version.



**Camillo Boano** is Professor of Urban Design and Critical Theory at The Bartlett Development Planning Unit (DPU). He is Co-Director of the UCL Urban Laboratory co-Director of the Building and Urban Design in Development MSc at the DPU. Camillo's research has centred on the complex encounters between critical theory, radical philosophy and urban design processes, specifically engaging with informal urbanisations, urban collective actions, as well as crisis-generated urbanisms. He is working on a series of interconnected research projects in Latin America, South East Asia and the Middle East on urban infrastructures, habitability and city-wide upgrade. Prior to joining UCL, Camillo worked in development and architectural practice for a number of years, became a research fellow at the Refugee Studies Centre in Oxford, joined the World Habitat Research Unit in Switzerland, and the Norwegian University of Science and Technology where he worked on a number of research and consultancy projects concerned with environmental forced migration, humanitarian urbanism, temporary shelters and post-disaster housing reconstruction. He is author *The Ethics of a Potential Urbanism: Critical Encounters Between Giorgio Agamben and Architecture* (2017), and two edited books *Urban Geopolitics. Rethinking Planning in Contested Cities* (2018) with Jonathan Rokem and *Neoliberalism and Urban Development in Latin America: The Case of Santiago* (2018) with Francisco Vergara-Perucich.



**Maria Goula** is an Associate Professor at Cornell University in the Department of Landscape Architecture. For over 20 years she taught and worked professionally in Barcelona, Spain. She develops research on coastal tourism, especially in regard to the interpretation and reinvention of leisure patterns regarding coastal dynamics. Being herself a designer, she is mainly interested in translating interdisciplinary knowledge on the coast into design protocols. The spectrum of her research covers the history of Mediterranean coastal tourism and Landscape.



**Thomas Dillinger** studied Spatial Planning at Vienna University of Technology and completed in 2003 his PhD thesis in the field of Endogenous Regional Development. From 1993 till 2005 he was lecturer at the Institute for Urban Design and Planning. Since 2005, he is head of the Centre of Regional Planning and Development at the Faculty of Architecture and Spatial Planning, Vienna University of Technology. He was visiting Professor in Gdansk, Sofia, Novi Sad, Pristina and Tirana. He organized several joint study projects in the field of urban and regional planning. Actually he is the national coordinator of the CEEPUS Urban innovations networks. He is also involved in a Smart City Project in the context of a new build regional mobility hub in Vienna. Recently he was involved in designing the Regional Framework Plan for the area north of Vienna. In the past he also was involved in designing the Regional Masterplan for the surrounding of Bratislava. Since 2013 Vice dean for Academic Affairs in Spatial Planning at Vienna University of Technology. He is the National Representative of Austria in AESOP.



**William Veerbeek** is one of the founders of the Flood Resilience Group at Unesco IHE-Delft, Institute for Water Education in Delft, The Netherlands. He has a wide experience in area of urban climate adaptation in The Netherlands as well as internationally. His work was instrumental in the refinement of national flood impact assessment tools, which were tested in Dutch paradigm shifting projects like UFM-Dordrecht and Rotterdam-based projects in the Dutch Knowledge for Climate programme. He worked extensively in megacities like Beijing, Dhaka and Mumbai where his work focussed on the development of long term urban growth projections and subsequent changes in disaster risk. Strengthening IHE's mission in capacity development, William has been training many cities in climate adaption, especially in Southeast Asia. Currently he is developing a city-to-city learning network on green-blue infrastructure in the North Sea region.



**Michelangelo Russo** is full Professor of Urban Planning and is the head of the Laboratory of Urbanism and Urban Design at the Department of Architecture, University of Naples Federico II, where he is since 2013 the Coordinator of the PhD Program in Architecture. He is a member of several national and international research groups. Since 2014 he is President of the SIU, Italian Society of Urbanists, the Academic and Scientific Society of Italian professors of Urbanism. He is carrying out financed researches of national and international interest. His research activities, design oriented, deal with themes, knowledge and the phenomena of contemporary urban design in relation to the contemporary cities changes, urbanized areas, landscapes, and the complex interaction between environment, space, ecology.

### ***Closing lecture***

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**Jason Hilgefert** is an urbanist|architect who studied at the University of British Columbia, University of Cincinnati, and is currently a PHD candidate at RMIT. His work experience includes working with Peter Calthorpe, Rahul Mehrotra, MaxwanA+U, and ZUS. He founded Land+Civilization Compositions, a Rotterdam|Hong Kong based design studio. He was a subcurator in the Shenzhen/Hong Kong Urbanism/Architecture Biennale. He is the Academic Director the Aformal Academy for urbanism|landscape|public art in Shenzhen. He was also a regular writer, contributing to assorted publications over the years including Volume, uncube, SITE and more. He recently founded the Institute for Autonomous Urbanism.

## Notes

All papers presented at this conference have undergone a process of **double blind review** by the members of the international scientific committee. The quotation system adopted is the **Harvard Referecing System**.

As stated in the call for papers, **all copyright responsibility is fully and solely on the author(s) of the text**. The coordinators, organizers and scientific committee are not legally responsible for any claims for compensation if the author(s) have included figures, tables or text which have already been published.

**conference proceedings**

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# Development Of Pan-European Road Corridor X In Last Two Decades

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## abstract

*In view of the European Union Enlargement, the Pan-European corridors it was more intensively attention especially after the stabilization and association process started in western Balkans. In the region of south east Europe, the transport strategy has been expressed for non-EU countries, notably after 1990.*

*In the context of EU enlargement, the focus of the European Commission related with the transport was the development of Pan-European corridors, it proposed five priority axes and one of them being the South East European Axis that covers the South East European region and further near to the middle east etc. The Pan-European Corridor X was considered as a strong pillar for the national network for all the countries around and especially for these that are affected by it. Over the last decades the infrastructure is insensibly improved. In particular, the SEETO (South East European Transport Observatory), categorized the criteria to five groups connecting economic and development impact, environmental and social impact, regional interest, financial sustainability and technical standards.*

*The purpose of this paper was to present these changes during the last twenty years with focus on the development of the region and especially analyzing the effect of Corridor X in transport facilities. There were analyzed the effects of the Corridor X on the environment and in social life, as well.*

**keywords** Corridors, Environment, Pan-European Transport, Strategy

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## State of arts

This article corresponds with one of the concepts of co-habitation and that is mobility. In this context, this paper presents a study of the Corridor X in Europe in the last two decades, its network with the main branches linking settlements in the region where it lies. Mobility and transport are closely related to planning and go parallel to the development of regions, their accessibility and other benefits they receive.

The planning of a core network within the territory of the EU has induced further extensions to neighboring regions, because of the EU enlargement strategy and nature of economic relations. Therefore, the corridor concept for the acceding and candidate countries have been developed, which promotes a similar structure already established by the EU. The corridor concept is designed to connect the EU with the neighboring regions and extend the planned transport network to the Caucasus and Central Asia.

The Pan-European Transport Corridors have also been used as a tool for precession strategy of the EU and the acceding and candidate countries has redefined their national transportation priorities in line with the Pan-European Transport Corridors crossing through their territories.

The European Union enlargement strategy, which essentially has economic relations, has been the cause of planning a transport network and further expansion in neighboring regions. For this reason, the concept of the corridor has been developed both for accession and candidate countries. This concept is designed with the goal of linking European Union with neighboring regions, as well as extending the planned transport network to eastern Europe (the Caucasus) and Central Asia.

Also, these projects (corridors) have served as a tool for the European Union Progress Strategy, where member and candidate countries have re-established their national priorities in the transport sector in accordance with the Pan-European transport corridors. Below is a map showing the extent of these corridors in the central and eastern parts of Europe.



Fig.1 Pan-European Road Corridors

Pan-European transport strategy in south-east Europe consist on Pan-European Corridors (PECs) and Areas (PETRAs) for the non-EU European territories were defined at the Pan-European Transport Conferences of Crete (1994) and Helsinki (1997). The Crete Corridors running the region of SEE (including Bulgaria, Romania and Slovenia) are Corridors iv, v, vii (Danube), VIII and IX. Later, at the Helsinki Conference, PECX and four PETRAs were defined (Marios Miliadiou, 2012).

The concept of Pan-European transport policy and corridors was born during the preparatory work for the 1st Pan-European Transport Conference organized by the European Union (Commission, Parliament) and the European Conference of the Ministries of Transport (ECMT) in 1991 in Prague. The purpose was to speed up the development of transport routes throughout Europe and to further contribute to smoother economic exchanges. With the enlargement process becoming a priority in Europe, the corridor concept started gaining ground. The Prague Declaration on All Europe Transport Policy (1st Pan-European Transport Conference, 1991), foresaw the indication of the most important transport routes linking the European countries and regions to be considered for improvement and modernization, while more decisively, in Crete (2nd Pan-European Transport Conference, 1994), it was declared that a starting point for future work on coherent infrastructure corridors for the various transport modes (Marios Miliadiou, 2012).

The Second Pan-European Transport Conference (1994) which hosted representatives of not only major international organizations such as the ECMT, UN and European Commission, but also those of the countries Western and Eastern Europe; many Mediterranean countries were also present.

In this contexts, giving more information about the Pan-European projects, it was developed by ETF and ITF in 2000, and had a series of goals:

1. Consolidate inter-modal working structures at national level, particularly the National Coordination Committees;
2. To expand cross-section, regional cooperation between the transport unions along the 10 pan-European Transport Corridors;
3. To stimulate the dialogue with the socio-economic interest groups in the transport industry;
4. To ensure the trade unions' stake in the consultation process in all aspects of transport policy (at both national and regional levels);
5. To deepen the joint analysis of the transport and social policies of the EU. (Federation, 2018).

After the Crete Conference, the corridor concept became more substantive by acquiring connotations of a technical, methodological and political nature:

- Technical because the aim was now not only to think in practical terms about infrastructure projects but also, and above all, to consider a series of accompanying measures designed to facilitate trade, border crossings, standardization and the harmonization of operating systems;
- Methodological through the development of a multimodal approach and the promotion of intermodal transport chains that included maritime links;
- And political because any project aimed at creating corridors in many cases called for agreements between actors and governments. The phase that followed the Crete Conference also saw efforts to generalize the use of the corridor concept in the sense of implementing a new international practice for infrastructure planning, not only in Central Europe but also in co-operation with the other countries sharing a common border with the European Union. In practice, this generalization took the form of:
  - The opening-up of areas that had not been taken into account in Crete, in particular the countries of the former Yugoslavia; one outcome of this was recognition of corridor "X", which thereby acquired a status comparable to that of the nine corridors established previously at the Helsinki Conference;
  - Discussion of the TRACECA linking Europe to Central Asia;
  - Lastly, an attempt to define corridors within the Mediterranean region on the same basis as those established for Central Europe after taking due account, obviously, of the specific geographical context of this region in terms of the importance of shipping (Federation, 2018).

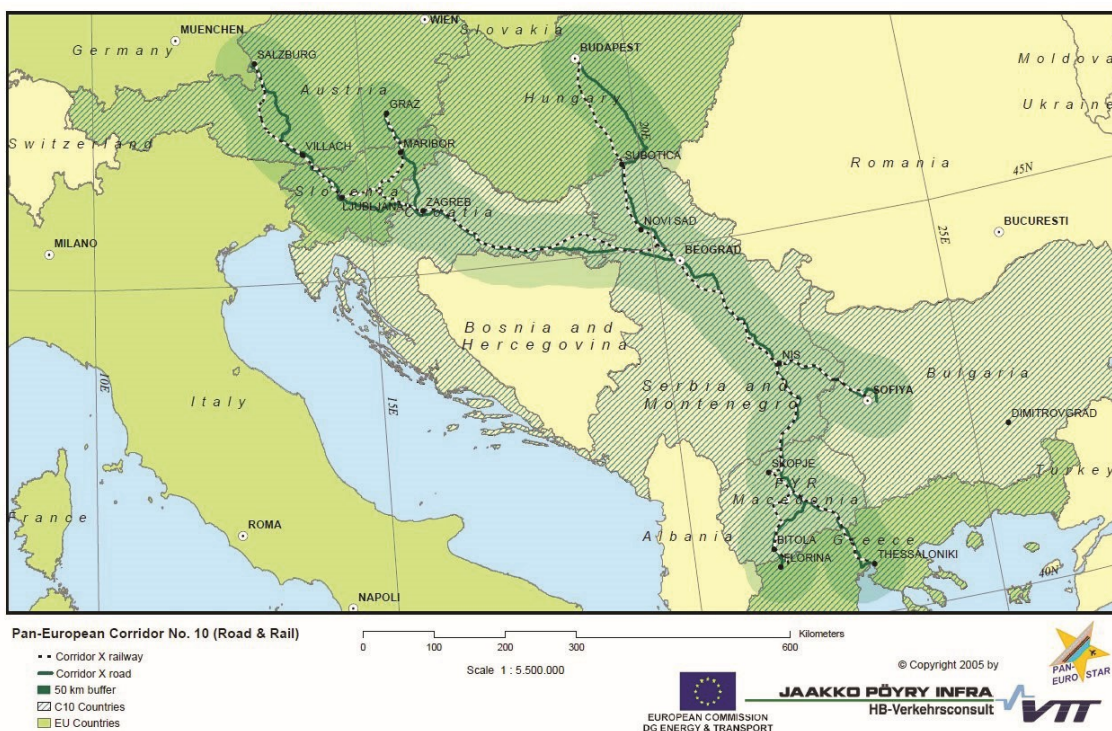


Fig.2 Pan-European Corridor No. X (Road and Rail)

Furthermore, the overall objective of the Helsinki Declaration (3rd Pan-European Transport Conference, 1997) was to promote sustainable, efficient transport systems – taking into account technical and interoperability aspects in order to facilitate movements at border crossings, which meet the economic, social, environmental and safety needs of European citizens, help to reduce regional disparities and enable European business to be competitive in the world markets (Marios Miliadiou, 2012).

Also, in addition to this in general terms, this statement stressed that a collective and coordinated effort of all stakeholders should be made to ensure appropriate investment schemes.

The presented progress on PECX (Pan-European Corridor X), a case study of realization of the European Transport Strategy, consists of a synthesis of information collected directly from the PECX participating countries, in the framework, relevant studies (TIRS, REBIS) and SEETO. The information and data, part of the detailed Database of the GIS developed for PECX, refer to the investments made per sector of transport infrastructure and type of intervention during the last decade (Tamás, 2007).

## Methodology

The study focuses on analyzing the changes of Corridor X during the last twenty years with focus on the development of the region and especially analyzing the effect of Corridor X in transport facilities. Main objective is analyzation of the region development related with transport in macro scale. The second is to analyze the growth or decrease of transport facilities in those places where the corridor passes.

In this way the realization of these objectives can give a good answer for the thesis purpose. This of course is related with historic part of conferences held for that purpose. The three conferences (Prague Declaration, 1991, Crete Declaration, 1994, Helsinki Declaration, 1997) are analyzed in the state of the art chapter.

## Results

The roads constructed in the era of the Roman Empire, were three times longer than the proposed trans-European road network. (Debra Johnson, Colin Turner, 1997).

Started from this long history nowadays generations need to plan with the same vision for the next generation and to give them a full meaning for the coexistence, in national and in regional scale.

Corridor X was identified as the tenth Corridor at the Pan-European Transport Conference in Helsinki in 1997, in order to accelerate the integration of the former Yugoslav republics with Europe. The corridor development was initiated in parallel to the stabilization process of the region. It is a multimodal Northwest-Southwest link, connecting Salzburg (Austria), Ljubljana (Slovenia), Zagreb (Croatia), Belgrade, Nis (Serbia and Montenegro), Skopje (Macedonia) and Thessaloniki (Greece). The Corridor has four branches. Road Corridor X consists of a total length of 2299,6 km, and main axis: 1451,4 km.

Branch A is Graz (Austria), Maribor (Slovenia), Zagreb (Croatia) 163,4 km; Branch B is Budapest (Hungary), Novi Sad, Belgrade (Serbia and Montenegro) 352,9 km; Branch C is Nis (Serbia), Sofia (Bulgaria) and further along Corridor IV to Istanbul, 191,8 km; Branch D is Veles, Bitola (Serbia and Montenegro), Florina, Kozani-via Egnatia and Igoumenitsa (Greece) 140,1 km.

Corridor X project is developed in different part of it and connects:

- Austria to Greece, through the Main Axis, crossing Slovenia, Croatia, Serbia, and F.Y.R.O.M. and linking Salzburg with Ljubljana, Zagreb, Belgrade, Skopje and Thessaloniki;
- Austria to Croatia through Branch A, linking Graz with Maribor and Zagreb;
- Hungary with Serbia, connecting Budapest and Belgrade through Branch B;
- Serbia with Bulgaria through Branch C, linking Nis and Sofia;
- F.Y.R.O.M with Greece through Branch D, from Veles to Florina.

It consists of 2528 km of railways, 2300 km of roads, 12 airports and 4 sea and/or river ports. For Hungary and Bulgaria, Corridor X provides an opportunity to improve the road and rail links to former Yugoslavia. For Serbia, both rail and road projects to Hungary are important.

Any developments along Corridor X are largely dependent on the stabilization of the situation in the Balkans following the Kosovo crisis. The Corridor provides Macedonia, of which transport connections with Europe have been mainly from North to South until now, with alternative transport connections in the direction of East to West.

On the governmental level, Greece took on the task to organize meetings, inviting all parties involved, in view of preparing a Memorandum of Understanding by the Ministers of Transport. Due to the politically difficult situation prevailing in the region, notably between Croatia and FR Yugoslavia, it has not yet been possible to achieve the



signing of a MoU. The first Pre-Steering Committee meeting took place in Thessaloniki, Greece, on November 19th-20th, 1998, where the participants agreed on a first draft MoU. The next meeting, which will be held on 18 March 1999, in Athens, will aim at finalizing the draft MoU to get it initialed. The Greek delegation presented a proposal for the creation of a Steering Committee Secretariat for Corridor X, which will undertake both secretarial and technical support for the work of the Committee and should be organized and financed by the Greek Government. At the Pre-Steering Committee Meeting the Chairman, Mr. Maniatis, referred to the fact that there has been a significant drop in traffic along this Corridor, influencing also the status of infrastructure. The aim of the Steering Committee is to upgrade the whole Corridor to the standards prevailing in Europe nowadays and attracting the portion of traffic, which normally belongs to it. The railway companies have organized several informal meetings under the chairmanship of the Austrian Railways (OBB), in order to prepare a Memorandum of Understanding on the level of railways. The date for signing has not been fixed yet. The last meeting took place in Bad Voslau, Austria, on 10 and 11 November 1998 (EUROPEAN COMMISSION, December 1998)



Fig. 3. Corridor X with 4 branches (A,B,C,D).

In November 2001, the FNV formally agreed to fund the Corridor Project. Five months later, in March 2002, the Opening Seminar was held, preceded by an Opening Conference.

During the discussions at the "Seminar on Transport Infrastructure Development for a Wider Europe" to which Reynaud contributes, the corridor concept is noted as: a means of developing international cooperation in transport between neighboring States in order to avoid wasting resources through the coordination between individual countries' projects. It is an approach that makes it possible to give due emphasis to projects of international interest compared to national or regional projects .

Development of a transport infrastructure across Europe and beyond, indeed, is nothing but supranational forces' endeavor to expand the market, which induces new regions to integrate with and to establish where the market forces can easily regulate economic activity. The transport branches of corridor consider in themselves as a small region and of course have different impacts. This corridor passes through countries with different economic level, Austria, Croatia, Hungary, Serbia, Macedonia and Greece. They have social and economic impacts on regions. From this point of view, the regions of branches are joined to the main line of corridor X and receive positive inputs from the movement and generation of free trade between states. In addition to the economic factor,

another very important factor is the environment. In this aspect, it is worth to discussing on many things since today the environmental issue is one of the hottest topics of debate on the world scale. Transport is one of the largest CO2 emissions in Europe and for this reason ongoing studies are being conducted to find environmentally friendly alternatives. The transport sector has not seen the same gradual decline in emissions as other sectors: emissions only started to decrease in 2007 and still remain higher than in 1990 (European Commission, 2018) The graph below gives this information.

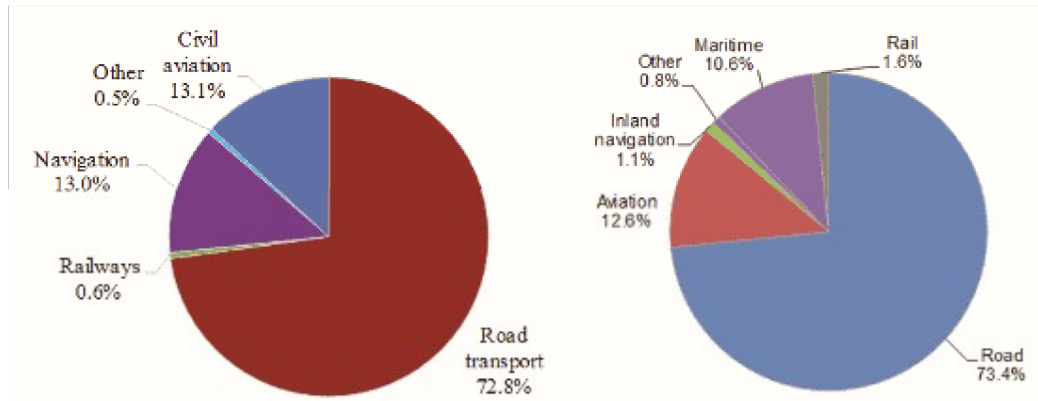


Fig. 4. CO2 Emissions in Europe

In this point of view, in order to have a reduction of the problems of the air, especially those that are caused along the main corridors, some actions should be avoided starting from the reduction of delays at the border crossings along Corridor X, which should be reduced by the Treaty AGTC (European Agreement on International Command Lines and Similar Installations), which imposes a maximum limit of 30 minutes.

Corridor X needs to be upgraded to a fully operational level through the co-operation and coordination of the countries it is going through in the framework of the stabilization process in Southeast Europe and the European Union, and to serve international transport. Co-operation in the transport sector and economic activities serve the unification of the nations, harmonize their relations and contribute to a common set of objectives for the development of the region. The common will for stability and development should open the horizon for a global use of Corridor X not only from neighboring countries but also from other continents countries. Turning the conception of connections from the regional to the continent serves the free movement and shortening the time of transport from one country to another.

In all the studies, there is no basis in the scientific theory of corridor access as there are networks in the areas of operational research, geography, or even application of the case in the transport sector.

In contrast, there are numerous examples and practical experience, with the use of a corridor approach, widely different contexts, where in most cases the goal is to solve a specific problem of co-operation between partners developing links along a particular corridor in which they have a common interest; a certain pragmatism always stands behind the initial decision to promote a corridor.

With the expansion of the European area, this practical experience with corridors took place in more formal arrangements as well as agreements between national and international institutions. The result is that experience with a given corridor has not always been helpful in the development of subsequent corridors, given the extent to which the particular context, objectives, and particular partners involved may differ from one project to another. Planning and prioritization recommendations have deviations from actual investments made. Many sections had been suggested to be rehabilitated, based mainly on the demand criterion, but there are cases of promoting motorway construction on PECX against the low demand forecasts and socioeconomic indicators (SEETO 2017).

Apart from the mature projects for motorway construction on the north-western parts of PECX in Slovenia and Croatia (Main Axis and Branch A), the only motorway projects prioritized by the regional studies were the construction of the Belgrade bypass and a Serbian part of Branch B. The rest of the motorway projects realized or under construction are examples of projects that have been promoted without the demand justifying the investments. As far as the regional impact is concerned, these projects of this magnitude have national and regional significance for the countries they pass through but also for the region to reach a higher level of access to other countries.

These projects focus on moving, communicating and transporting between countries, reducing distances and simplifying customs issues.

## Conclusion

The planning of a core network within the EU territory has prompted further expansion in neighboring regions due to the EU Enlargement Strategy and the nature of economic relations, citing also candidate countries that have redefined priorities in line with the Pan-European Transport Corridors go through their territories. The result of the conference (Prague, Crete, Helsinki) was accelerating the development of transport routes across Europe and further contributing to the slower economic exchanges.

At the Pan-European Transport Conference in Helsinki in 1997, the identification of Corridor X was the integration of the former Yugoslav republics with Europe. The development of the corridor was initiated in parallel with the process of stabilization of the region, their promotion in economic activity, This corridor passes through countries with varying levels of social and economic influence in Austria, Croatia, Hungary, Serbia, Macedonia and Greece.

Transport is one of the largest CO<sub>2</sub> emissions in Europe and therefore it is recommended to conduct ongoing studies to find environmentally friendly alternatives such as: Reducing delays at the border points along Corridor X, which should be reduced by the AGTC Treaty (European Command Line for International Command Line and similar installations), which imposes a maximum limit of 30 minutes.

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ISBN 978-9928-4459-6-4

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ISBN 978-9928-4459-6-4