



ACROSSEE Project

***ACcessibility improved at border CROSSings for the
integration of South East Europe***

Istanbul, April 29th 2015

Central European Initiative

- ✓ International inter-governmental organisation with 18 Member States with a total population of over 250 million
- ✓ Diversified socio-political evolution since 1989 (date of establishment)
- ✓ Today, different status versus European Union:
 - 10 EU members
 - 4 candidates (Albania, Macedonia, Montenegro, Serbia)
 - 1 potential candidate (Bosnia and Herzegovina)
 - 3 countries involved in European Neighbourhood Policy (Belarus, Moldova, Ukraine)
- ✓ Main EU Policies within CEI Area:
 - Enlargement Policy (Western Balkans)
 - European Neighbourhood Policy (Eastern Europe)
 - Regional/Cohesion Policy
- ✓ EU Macro-regional strategies involving CEI MS:
 - Baltic (1)
 - Danube (13)
 - Adriatic-Ionian (7)
 - Alpine (3)
- ✓ Opportunities: CEI acting as a bridge between macro-regions



Central European Initiative

- ✓ Main institutional mission: regional cooperation for European integration
- ✓ Methodology: multilateral diplomacy + project management
- ✓ Support to multilateral dialogue enhanced by a strong project-oriented approach (elaboration and project management)



Central European Initiative

Strategic Objectives

- ✓ Support CEI Member States on their path towards European integration
- ✓ Promote the alignment of CEI Member States to EU standards
- ✓ Implement small and medium-sized projects
- ✓ Convert constructive ideas into innovative results

Measures

- ✓ Structural strengthening
- ✓ Reinforce institutional links with the EU and other international and regional organisations
- ✓ Attract public and private funds
- ✓ Enhance CEI visibility and capitalization on achievements



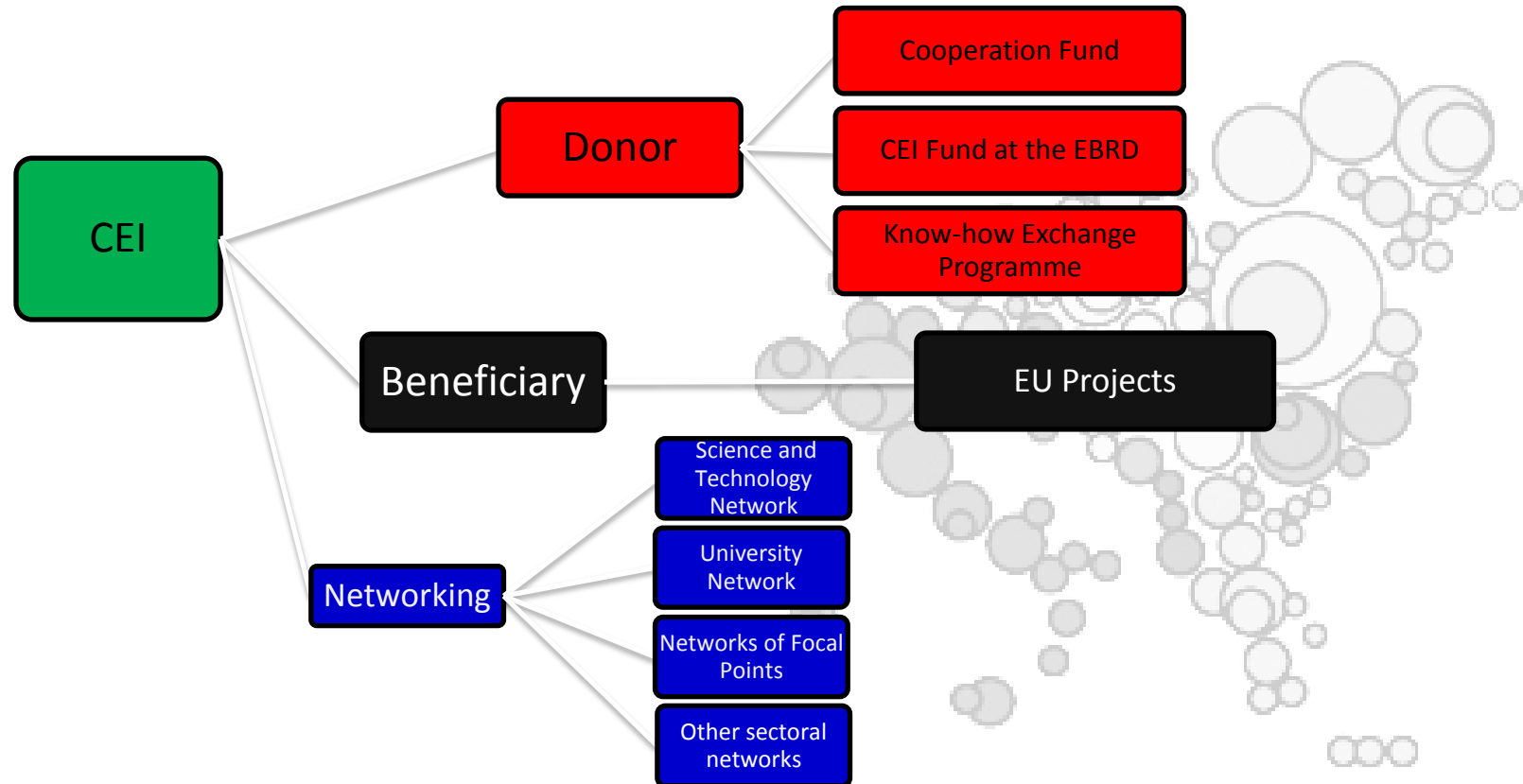
Central European Initiative

Areas of cooperation

- ✓ 10 areas of cooperation, grouped into 3 main thematic pillars in line with the Europe 2020 Strategy:
 1. Towards a Knowledge-based society (Research and Innovation; Life-long Education and Training; Information Society).
 2. Towards a Sustainable Economy and Development (Transport, Logistics and Accessibility; Energy Efficiency and Renewable Energy; Climate, Environment and Rural Development; SMEs and Business Development)
 3. Towards an Inclusive Society (Intercultural Cooperation; Media; Civil Society).
- ✓ For each area: 2/3 priorities and 4/6 concrete actions agreed upon by the 18 CEI Member States (to avoid dispersion of resources and enhance impact of activities).

Central European Initiative

The CEI is both **donor** (of its own resources mostly provided by Italy) and **beneficiary** (of EU funds). It is also a **promoter** of transnational networks (networking)



ACROSSEE project

Project's name: ACROSSEE, Accessibility improved at border CROSSings for the integration of South East Europe

Project's code: SEE/D/0093/3.3/X

Financing Eu programme: Transnational Cooperation Programme "South-East Europe"

Main objective: aiming at improving cross-border accessibility in the South -East Europe Area.

Duration: 26 months, October 2012 – December 2014

Total budget: 3,025,246.64 EUR

ERDF contribution: 2,194,768.71 EUR

IPA contribution: 219,587.30 EUR

ENPI contribution: 166,345.02 EUR



PARTNERSHIP

1. CENTRAL EUROPEAN INITIATIVE EXECUTIVE SECRETARIAT – Italy
2. ARISTOTLE UNIVERSITY OF THESSALONIKI (AUTH) – RESEARCH COMMITTEE - SPECIAL ACCOUNT FOR RESEARCH FUNDS OF AUTH - Greece
3. AUSTRIATECH - FEDERAL AGENCY FOR TECHNOLOGICAL MEASURES LTD. - Austria
4. REGIONAL ADMINISTRATION SMOLYAN - Bulgaria
5. TRAINOSE - Greece
6. FEDERAL MINISTRY FOR TRANSPORT INNOVATION AND TECHNOLOGY - Austria
7. THE ASSOCIATION OF THE CHAMBERS OF COMMERCE OF VENETO REGION - Italy
8. AUTONOMOUS REGION FRIULI VENEZIA GIULIA - Italy
9. UNIVERSITY POLITEHNICA OF BUCHAREST - Romania
10. IFKA PUBLIC BENEFIT NON-PROFIT LTD FOR THE PROGRESS OF THE INDUSTRY - Hungary
11. REGION EPIRUS/REGIONAL UNIT THESPROTIA - Greece
12. VENICE INTERNATIONAL UNIVERSITY - Italy
13. VENETO REGION - Italy
14. INSTITUTE OF TRAFFIC AND TRANSPORT LJUBLJANA L.L.C. - Slovenia
15. GEA COLLEGE - FACULTY OF ENTREPRENEURSHIP – Slovenia
16. MINISTRY OF PUBLIC WORKS AND TRANSPORT OF ALBANIA – Albania
17. PRO RAIL ALLIANCE - Croatia
18. BELGRADE CHAMBER OF COMMERCE - Serbia

ASSOCIATED INSTITUTIONS

1. MINISTRY OF NATIONAL DEVELOPMENT OF HUNGARY - Hungary
2. MINISTRY OF ECONOMIC DEVELOPMENT, TRANSPORT AND INFRASTRUCTURE OF ITALY - Italy
3. COMMUNITY OF EUROPEAN RAILWAY AND INFRASTRUCTURE (CER) -Belgium
4. ITALFERR - Italy
5. MINISTRY OF TRANSPORT AND MARITIME AFFAIRS - Montenegro
6. MINISTRY OF MARITIME AFFAIRS , TRANSPORT AND INFRASTRUCTURE - Croatia

OBSERVERS

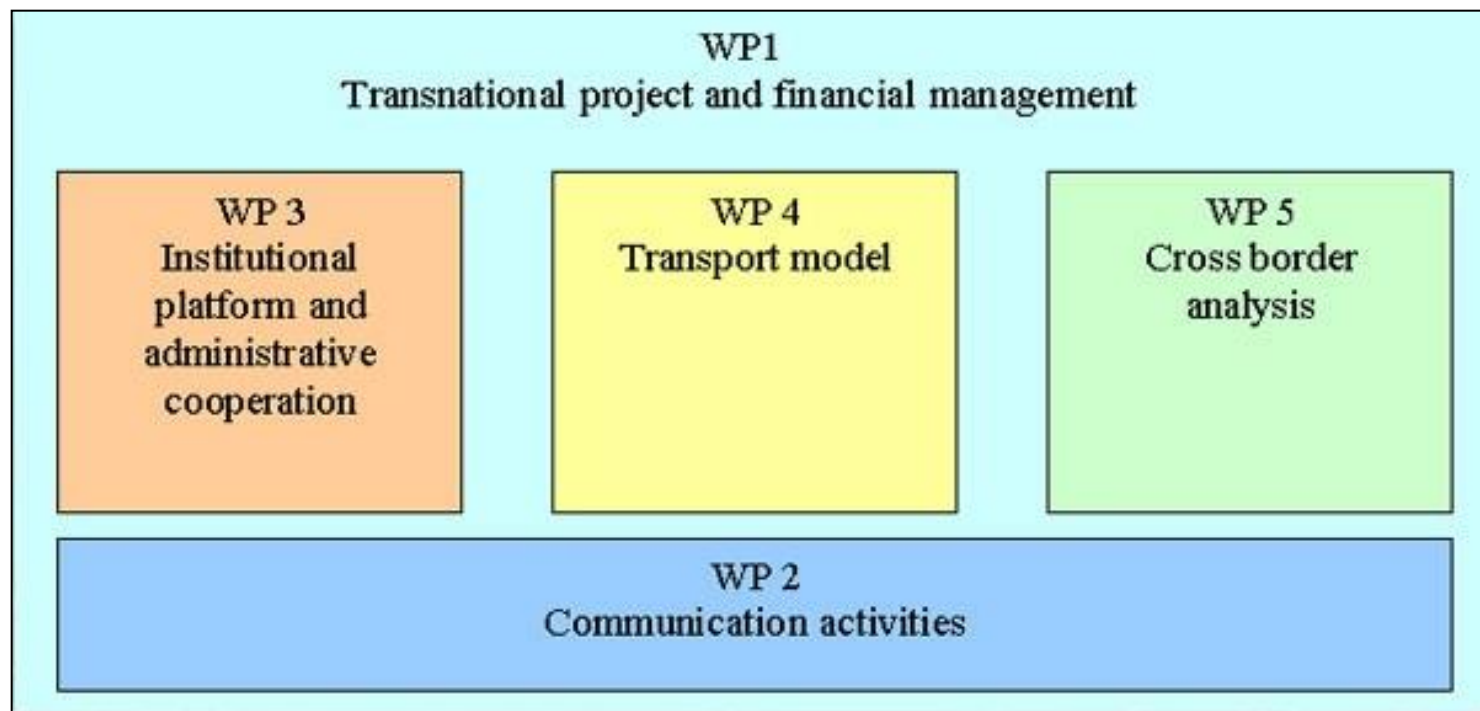
1. EUROPEAN UNION ROAD FEDERATION - Belgium
2. EUROPEAN INTERMODAL ASSOCIATION - Belgium
3. EUROPEAN ROAD HAULERS ASSOCIATION - Belgium



ACROSSEE's objectives

- *Adopt concrete measures in order to cut the running times in the cross-border points and to minimize the existing bottlenecks in the South East Europe Area;*
- *Adopt a common transport model for the entire South East Europe Area, integrated with the rest of Europe and compatible with the current EU system, adequate to be exploited also by public Administrations and transport operators;*
- *Contribute to the extension of the TEN-T network and to the optimization of the existing South East Europe Area network, fostering intermodality on transnational corridors.*

ACROSSEE's structure



WP3: Institutional platform and administrative co-operation

The WP is coordinated by a group of core partners. It promotes institutional and stakeholders cooperation to contribute with its activities to the macro-regional strategies: Danube strategy, Western Balkans integration and South East Europe.

By these actions partners wish to create an Institutional forum and promote effective multilevel governance to complete the implementation of the TEN-T network crossing the SEE area through the activation of interventions to foster administrative cooperation for the procedures standardization.

Partners established an institutional multilevel platform and promoted administrative cooperation in order to complete and extend the implementation of the TEN-T network and to enhance cooperation among relevant stakeholders with the aim of improving national and regional strategic plans.

WP3: Institutional platform and administrative co-operation – main outputs

- Report on Impact of proposed Ten-T revision
- Report on the consequences of the EU enlargement to WB
- Recommendation on EU financial perspective 2014-2020
- Working paper for the Optimization of the proposed Ten-T comprehensive and core-network
- Ministerial and stakeholders recommendations
- Action plan on synergy with macro regional strategies
- Road map improving coordination for primary and secondary infrastructure
- Report Analysis of the customs procedures
- Implementation plan for improvement of procedures and standardization
- Adoption of multi-level memorandum of understanding

WP4: Transport model

The WP was coordinated by the Central European Initiative (CEI), project lead partner. Within this WP partners elaborated an integrated transport model completed with the inclusion of local and international flows.

The WP4 foresaw activities of collection of necessary, adequate and updated data associated to the demand analysis and traffic forecasting. Then, a geo-referenced model was established, as a visualisation and analysis tool, to support the other project activities, the decision making process, as well as the web toolbox available to all interested parties (public administrations, transport operators) and to wider public.

WP4: Transport model – main outputs

- Methodology
- Survey on Selected Ports
- Survey SEE traffic flows (road, rail, waterways) international and local
- Survey on inland terminals
- Demand analysis and data collection
- Transport Model
- Report on the evaluation of Scenarios
- Data Management Centre



WP5: Cross borders analysis

The WP was coordinated by Aristotle University of Thessaloniki, that elaborated an action plan for cross-border points and bottlenecks in South East Europe Area and for the facilitation of the trans-national flows.

Thanks to the project a joint proposal for administrative standardisation and concrete plan for cutting transit time on EU corridors and Western Balkans comprehensive network was be elaborated. A Field survey on 30 selected rail border crossing points in the whole South East Europe Area and field survey on 35 road selected crossing sections will be conducted.

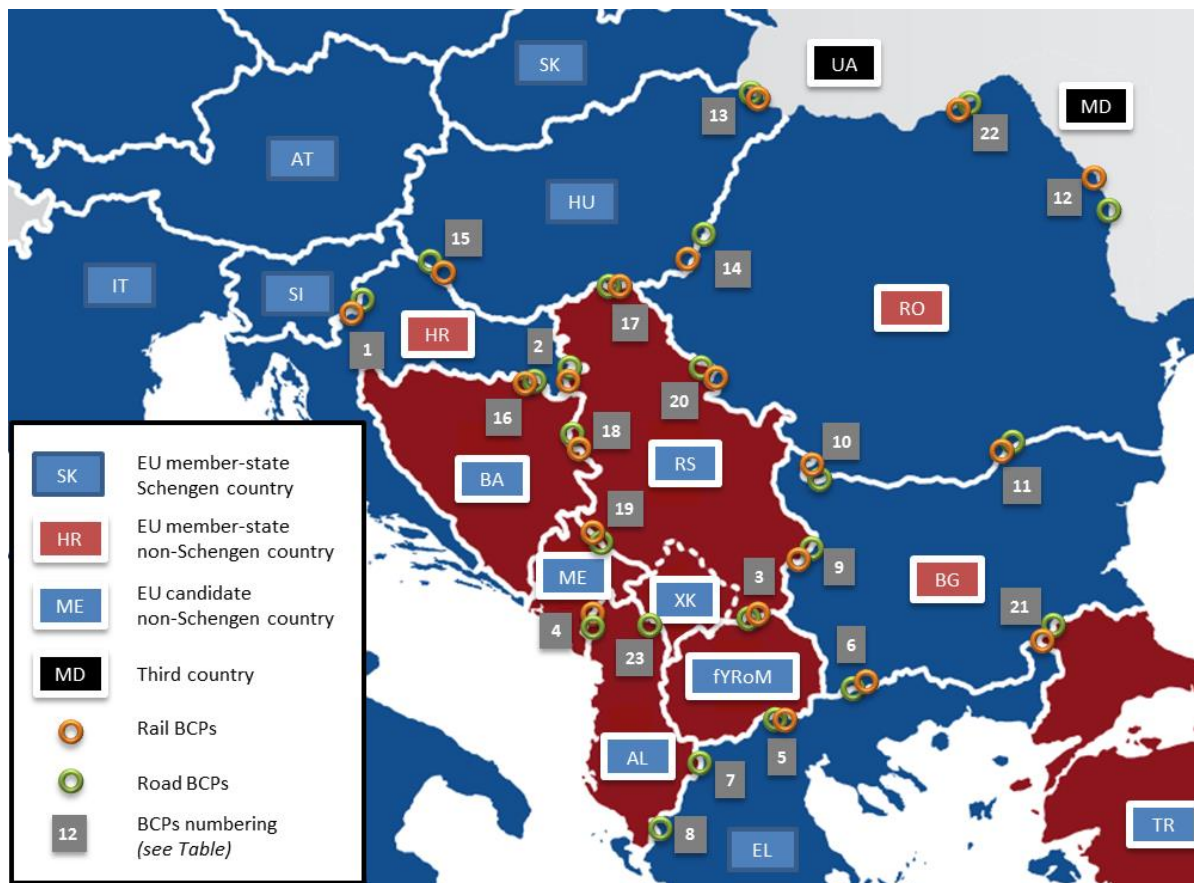
WP5: BCPs analysis – main outputs

- Report on the assessment of available infrastructure capacity (rail and road with focused on bottlenecks) and geographical presentation of bottlenecks
- Shared methodology for common standards analysis on CBP
- **Surveys at border crossings**
- Report on elimination of level crossings and on renewal of existing ICT devices
- Survey on type of transport commodities
- Report on measures for attraction of additional traffic
- Implementation Plan on shortest possible stops in border crossing rail stations

Content of WP5 “Cross Borders Analysis”

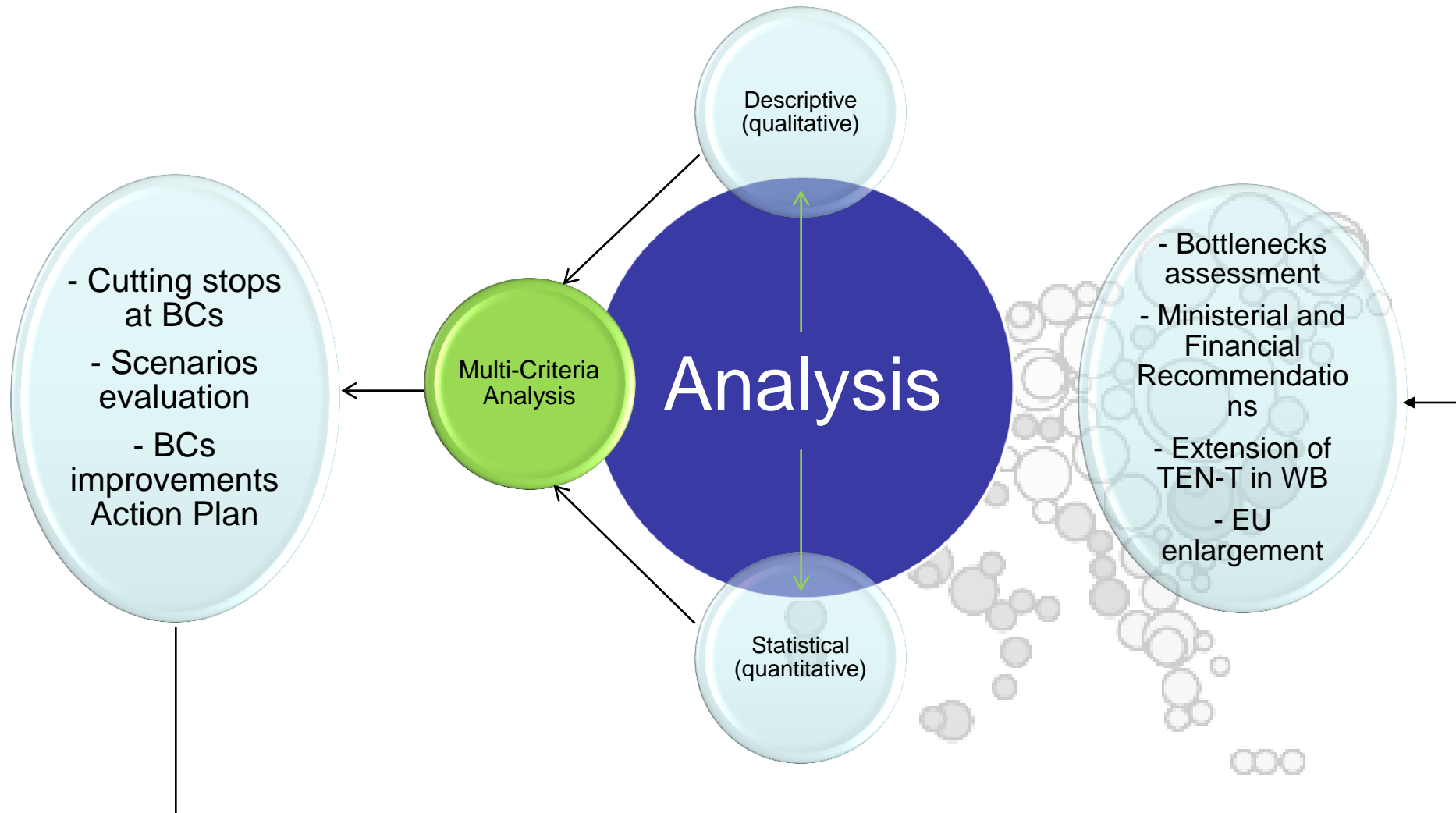
- **Analysis of border crossing stations** in terms of their current and possible future situation, with reference to the various **types of freight**.
- Identification of the **most significant international transport routes for trade flows** between the SEE countries.
- Identification of the **limitations and bottlenecks of the current supply** through the cross-border points.
- Selection of **organizational and infrastructural improvements**.
- Mobilisation of national and local authorities for the **establishment of “One Stop Shop” services** and for **better coordination and integration of competent actors on both sides of borders**.

Surveys at BCPs



No	Country/ Bordering Country	Rail BCPs	Road BCPs
1	SI/ HR	Dobova/ Savski Marof	Obrezje/ Bregana
2	HR/ RS	Tovarnik/ Sid	Lipovac/ Batrovci
3	RS/ fYRoM	Ristovac	Preševo
4	AL/ ME	Bajza	Hani Hotit
5	EL/ FYROM	Idomeni	Evzanoi
6	EL/ BG	Promachonas/ Kulata	Promachonas/ Kulata
7	EL/ AL	-	Krystallopigi/ Kapshticë
8	EL/ AL	-	Kakavia/ Kakavijë
9	RS/ BG	Dimtrovgrad/ Dragoman	Gradina/ Kalotina
10	BG/ RO	Vidin/ Calafat (not operational)	Vidin/ Calafat
11	RO/ BG	Giurgu/ Ruse	Giurgu/ Ruse
12	RO/ MD	Holboca	Varna Albita
13	HU/ UA	Záhony	Záhony
14	RO/ HU	Curtici/ Lőkösháza	Oradea-Bors/ Ártánd
15	HR/ HU	Koprivnica/ Gyékényes	Gorican/ Letenye
16	HR/ BA	Slavonski Šamac	Županja
17	RS/ HU	Subotica/ Kelebia	Horgoš/ Roszke
18	RS/ BA	Brasina	Trbusnica
19	RS/ ME	Koprovat	Vrbnica
20	RS/ RO	Vatin/ Stamora Moravița	Vatin/ Moravița
21	BG/ TR	Svilengrad	Kapetan Andreevo
22	UA/ RO	Dornești	Siret
23	AL/XK	-	Morine

Cross Borders Analysis



Main Findings of the Analysis

Problems at BCPs

- **Infrastructural problems**
- **Problems with installations and equipment**
- **Problems with staff efficiency**
- **Problems with intra-agency, inter-agency and bilateral cooperation**
- **Excessive waiting and procedural times**

Reduction of operational capacity of BCPs

Main Findings of the Analysis

Problems at BCPs

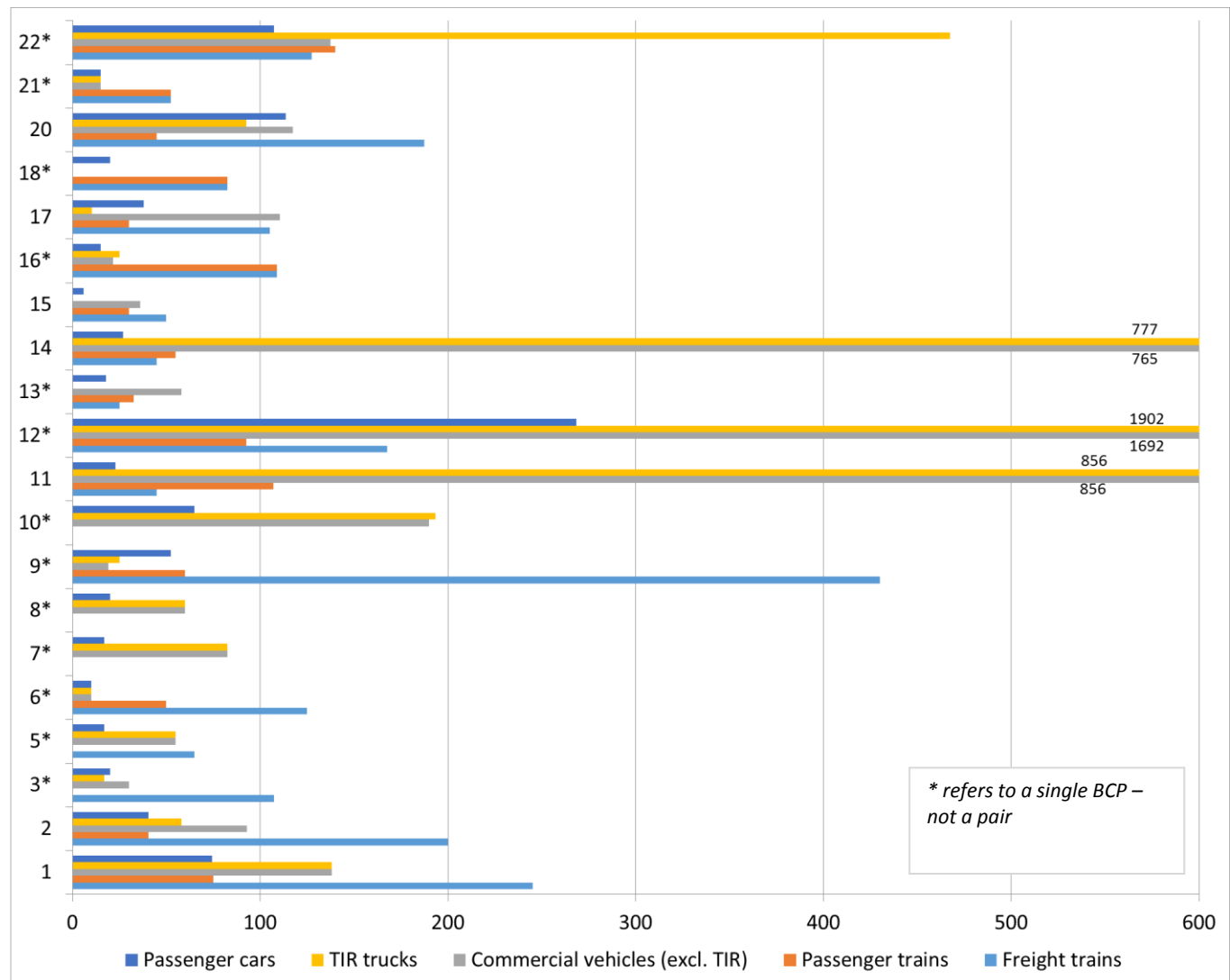
- **Road BCPs**

- 32%: facilities for working staff as well as auxiliary installations.
- 16%: electric power and water supplying networks.
- 19%: lighting of installations.
- 6%: telephone connection.
- 39%: not adequately equipped.
- 3%: understaffing and low level of computer and English language knowledge.

- **Rail BCPs**

- 40%: facilities for working staff and auxiliary installations.
- 23%: electric power and water supplying networks.
- 23%: lighting of installations.
- 16%: telephone connection.
- 23%: internet connection.
- 80%: not adequately equipped.
- 48%: understaffing and low level of computer and English language knowledge.

Total (waiting and procedural) transit times for crossing each pair of Road and Rail BCPs (average in both directions, in minutes)



Evaluation of BCPs for the definition of potential measures

- Facilities & Equipment
- Administrative
- Organizational
- Additional Services
- Communication



Multi-Criteria Analysis – Quantification of potential impact of measures

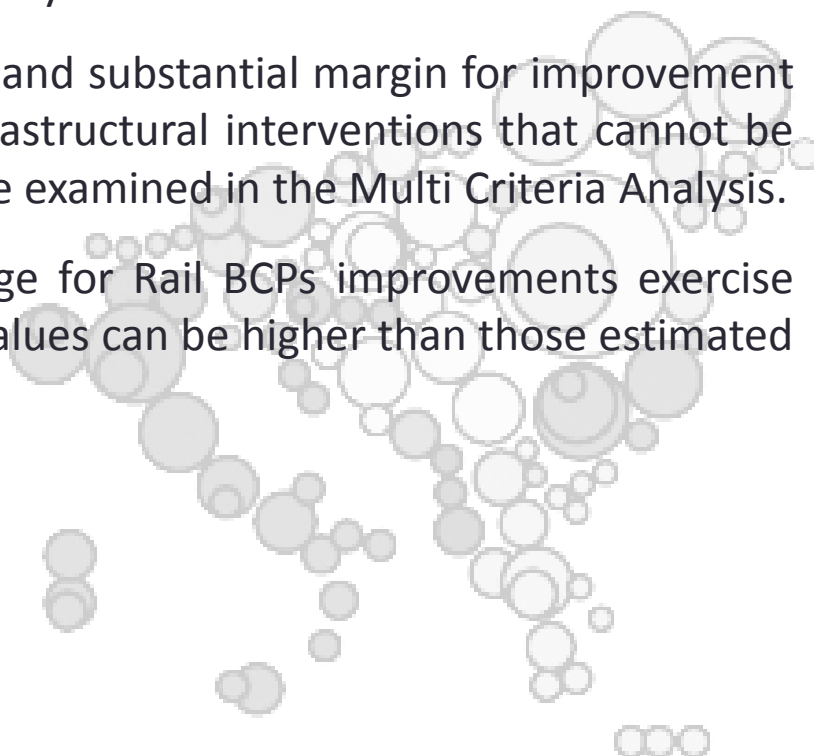
Road BCPs			Time savings					
BCP name	Country	Current Total Average time	Minimum Scenario		Mean Scenario		Maximum Scenario	
			minutes	%	minutes	%	minutes	%
Gorican	Croatia	3,3	1,3	41%	0,0	0%	0,0	0%
Ruse	Bulgaria	3,5	3,0					
Artand	Hungary	4,1	1,8					
Bregovo	Bulgaria	8,3	3,3					
Kulata	Bulgaria	10,0	2,0					
Trbusnica	Serbia	10,0	2,1					
Letenye	Hungary	8,8	1,0					
Kapetan Andreevo	Bulgaria	15,0	2,0					
Bregana	Croatia	12,5	3,3					
Zahony	Hungary	23,5	0,5					
Zupanja	Croatia	19,1	4,9					
Presevo	Serbia	21,8	4,5					
Vatin	Serbia	24,4	6,5					
Roszke	Hungary	24,9	1,6					
Horgos	Serbia	24,5	5,5					
Batrovci	Serbia	31,3	3,6					
Lipovac	Croatia	26,8	4,4					
Gradina	Serbia	37,3	2,8					
Evzanoi	Greece	36,0	2,9					
Kakavia	Greece	40,0	3,9					
Krystallopigi	Greece	49,8	7,6	15%	11,0	22%	11,7	24%
Stamora Moravita	Romania	84,9	5,0	6%	8,0	9%	8,7	10%
Obrezje	Slovenia	93,8	1,4	2%	2,1	2%	2,4	3%
Calafat	Romania	128,5	5,4	4%	8,0	6%	9,1	7%
Siret	Romania	205,0	5,0	2%	5,8	3%	8,1	4%
Bors	Romania	395,0	15,8	4%	22,8	6%	24,6	6%
Giurgiu	Romania	436,0	10,8	2%	14,9	3%	16,8	4%
Vama Albita	Romania	1,032,9	10,3	1%	14,8	1%	16,8	2%

Impacts estimated:

- For each category of vehicles/trains (freight and passenger)
- For three hypothetical scenarios of potential time savings

Potential time savings due to short-term measures

- More time savings are achievable at Road BCPs where the existing border crossing times are below 60' and especially below 30'.
- BCPs with high border crossing times – and substantial margin for improvement – need more radical measures and infrastructural interventions that cannot be implemented in the short term, as those examined in the Multi Criteria Analysis.
- Similar results as for Road BCPs emerge for Rail BCPs improvements exercise also; though, time savings in absolute values can be higher than those estimated for Road BCPs.



Results of the analysis – Recommendations (1/2)

- Improvements possible for the short term, with not significant financial resources.
- Improvement of basic facilities (electric/ water supply systems, telecommunication systems, lighting, rain canopies, hygiene, etc.).
- Modernization of BCPs with upgrade or procurement of aged/ missing equipment, including IT systems, according to their specific current and future needs.
- Investing in human resources: continuous education and training into new technologies, systems and practices.
- Preparation of Operational Manuals for working procedures for staff.
- Additional manning of BCPs for BCPs' continuous / synchronized operation of neighboring BCPs.

Results of the analysis – Recommendations (2/2)

- Update of Risk Analysis and Management systems.
- Establishment of shared risk systems between neighboring countries.
- Procurement of additional locomotives to ensure availability at borders.
- Improvement of intra-agency, inter-agency and international cooperation – conclusion of bilateral agreements on electronic exchange of data and joint controls.
- Reorganization of BCPs according to traffic characteristics (mainly for road BCPs with provision of green lanes, TIR lanes, etc.) and sequence of border procedures.
- Preparation of pilot/preparatory studies for specific pairs of BCPs for detailed assessment of operation/ performance.
- Conduction of cost benefit analyses for these BCPs in view of financing through available financial instruments, i.e. state budget, the WBIF, IPA II or CEF.

CONCLUSIONS

- Issue of BCPs envisaged in EUSDR, EUSAIR and SEE2020
- Need to move from studies to concrete implementations at BCPs
- Need for even stronger synergies between:
 - Local stakeholders: Ministries of Transport, Customs Offices, etc.
 - International stakeholders: EU Commissions, SEETO, UNECE, CEI
- ← As agreed at the Workshop at the EP in Brussels in November 2014 and at the final conference in Vienna in December 2014
- focus on small-scale and low-cost efficient solutions:

Improving infrastructure (expensive!) saves minutes

improving border crossing (low investments) saves hours!

ACROSSEE's contacts

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