Corridor planning and corridor management in the Western Balkans

Workshop on interstate coordination of maintenance work on the corridors
Istanbul, 27-30.04.2015

Nedim Begovic, Regional Railway Expert
Content

• Western Balkan regional cooperation

• Corridor coordination and corridor management

• Challenges and a way forward
SEETO

- Regional Transport organization
- 2004 - Memorandum of Understanding on the development of the South East Europe Regional Transport Network
- Governments of Albania, Bosnia and Herzegovina, Croatia, Kosovo*, the former Yugoslav Republic of Macedonia, Montenegro and Serbia and the European Commission.
- South East Europe Transport Observatory - SEETO
How the SEETO wheel is turning?

- Enables general policy environment for integration to the common EU Transport Policy on regional level
- Strong added value to the development of the SEETO CN and the national transport planning process

Strategic planning and decisions:
- SEETO Comprehensive Network is included in the TEN-T Strategic Work Programme
- Multi-annual Development Plans
- Platform for better prioritisation of projects and funds and streamlining transport reforms

Horizontal measures:
- To ensure high return of investments in transport infrastructure and strong added value to the national reforms

Active and coherent financial coordination:
- "window" to the IFI's, EC, and sector relevant stakeholders
Corridor coordination
Investments in the SEETO Comprehensive Network

Total of €9.3 billion was invested in the SEETO Comprehensive Network since 2004

- €5.1 billion disbursed in the SEETO Comprehensive Network in the period 2004–2012;

- Investments in the SEETO Comprehensive Road Network in 2004–2012 continued to be prioritised
  - 84% of investments went into the road sector;
  - 7.3% (€370 million) share of railway investments.

- Financing agreements concluded for €4.2 billion, to be disbursed in the forthcoming period
  - 82% of investments went into the road sector;
  - 16% share of railway investments
TEN – T Core Network Corridors

Western Balkan
Political initiatives

Transport community for the Western Balkans could provide a positive impetus for economic development by improving the region’s logistical connections to the European markets where demand is high.

Final Declaration of the Conference on the Western Balkans
28 August 2014, Berlin

Improving connectivity with in WB region as well as with the EU is a key factor for growth and jobs in the Western Balkans.

Berlin process
The goal of the Berlin conference was to strengthen cooperation between the regions and explore the states' perspectives for EU accession

Western Balkans 6 & Connectivity agenda
2 key priorities
• the countries should agree on the Core Network and the Corridors for the region.
• to agree on the specific investment priorities on the Core Network,

Western Balkan 6 Ministerial - Economic Governance and Connectivity
23 October 2014, Belgrade
Western Balkans 6 meeting in Brussels

• Joint Statement Western Balkan 6 Prime Ministers Core Network and Priority Projects

  “
  – Improving regional cooperation and economic stability is one of our common tools for matching European standards and fulfilling the EU accession criteria, and the process should bring clear benefits to our citizens still before accession.
  – We recognize that improving connectivity within our region as well as with the EU is a key factor for growth and jobs in the Western Balkans.
  – We note that in the European Union, the core network links all EU capitals, main economic centres and major EU ports. We acknowledge that extending it to the Western Balkans allows speeding up policy and regulatory reforms and concentrate efforts and investments on key corridors and interconnectors.
  – We have agreed the core transport network for the Western Balkans
  – We undertake to identify and address without delay all relevant measures such as regulatory issues, streamlining of border crossing procedures, which could bring about immediate connectivity benefits for the Western Balkan 6 participants and at a reasonable cost.”
Multi Annual Plan 2015

MAP - main regional transport planning document!

- Analyses of the overall transport system reflecting to date achievements of the SEETO Cooperation
- Overall assessment of investment trends in the SEETO Comprehensive Network
- Evaluation and presentation of main priority projects on the SEETO Comprehensive Network
- Horizontal measures corresponding with proposed SEETO strategic projects
MAP 2015 Priority Projects

Total required investments for implementation of priority projects - €6.7 billion

- 18 projects eligible for funding
- 13 projects for preparation

• **Modal distribution:**
  - 11 road projects
  - 11 rail projects - €2.8 Billion
  - 5 IWW projects
  - 1 seaports
  - 3 airport projects

*Average score of priority projects evaluation 78%*
REBIS Update study

Study Objectives

- Development/update of a transport demand model
- Identification of the main corridors/routes on the SCN based on the EU TEN-T criteria
- Analysis of the physical and non-physical barriers to the efficient operation of the SCN
- Development of a priority action plan for physical and non-physical improvements in the SCN

Implementation

- World Bank to lead the Project

Project completion

- Mid 2015
# Project progress overview

<table>
<thead>
<tr>
<th>Activities</th>
<th>Status</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport Demand Model Development</td>
<td>Completed</td>
<td>All transport modes covered.</td>
</tr>
<tr>
<td>Traffic Forecasts for 2030</td>
<td>Completed</td>
<td></td>
</tr>
<tr>
<td>Capacity Assessment and Physical Bottleneck Identification</td>
<td>Completed</td>
<td>Physical bottlenecks for the network are identified based on the model results and capacity assessment.</td>
</tr>
<tr>
<td>Identifications of measures and interventions to enhance capacity</td>
<td>Completed</td>
<td></td>
</tr>
<tr>
<td>Regulatory/ institutional/ procedural barriers identification</td>
<td>Completed</td>
<td>Non physical barriers assessed</td>
</tr>
<tr>
<td>Efficiency Analysis conducted</td>
<td>Ongoing</td>
<td>A preliminary economic analysis of the proposed measures has been prepared and is currently under review.</td>
</tr>
<tr>
<td>Priority Action Plan development</td>
<td>Ongoing</td>
<td>Based on the efficiency analysis</td>
</tr>
</tbody>
</table>
Rail sections that may require interventions at present
Rail sections that may require future interventions (M/H Scenario)
Flagship Axes initiative

- **The main objective:**
  - cutting the *travel time* and *logistics costs* on selected SEETO Comprehensive Network axes
  - identification of physical and non-physical barriers for selected multimodal axes (Corridors/Routes)
  - Raising their attractiveness by addressing the barriers
    - **Corridor X** (highest traffic flows + connectivity Port of Thessaloniki and Belgrade)
    - **Corridor Vc** (connectivity Port of Ploce and Sava river)
    - **Corridor VIII + Route 7** (connectivity Port of Durres, Corridor X and Black Sea)
    - **Route 4** (connectivity Port of Bar, Corridor X, Danube and Corridor IV)
    - **Danube river** (already European corridor)
Flagship axes soft measures

- Establish Transport Facilitation Working Group (TF WG)
- Establish corridor management on selected flagship corridor that have a Sub-group on a pilot basis by using the model of the corridor management for the European Corridor
- Conclude negotiations on rail BCAs between RPs based on the models for the border crossing agreements
- Ensure that the electronic transmission system of the road sector (e.g. SEED or NCTS) or rail-specific systems (e.g. RAILDATA, RNE systems, etc.) shall be applied to the railway sector
- Establish joint road border crossings with the principle of one stopping based on Sukobin-Murican BCP
- Enhancing the efficiency of rail operations and the logistics between maritime and rail transport within SEETO Flagship ports: Bar, Durres and Ploce
Main challenges and a way forward

SEETO process - benefits for coordination in infrastructure and maintenance

- Definition of common transport Network - precondition for corridor coordination and corridor management
- Common methodology for prioritization of infrastructure projects and administrative measures (cross-border dimension)
- Improved coordination with International Financial Institutions and European Commission

Main challenges

- Implementation
- Fiscal ceiling
- National capacity to absorb investments
- Better coordination/cooperation on operative level
Thank you for your attention!

nbegovic@seetoint.org

www.seetoint.org