Development of Resilient Transport Networks in Western Balkans 6

UNECE and EUSDR PA1b - Workshop
Ljubljana, Slovenia

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Memorandum of Understanding (MoU) on the development of the South East Europe Core Regional Transport Network (2004)

SEETO governance:
- Annual Meeting of Transport Ministers
- Steering Committee
- National Coordinators and Key Users
- SEETO Secretariat (Belgrade based)
- Working Groups:
  - Railways and intermodality
  - Road safety
  - Transport facilitation

SEETO role:
- Transport infrastructure planning - improvement & modernization of the extended TEN-T Network to the Western Balkans
- Transport policy - strategic and legal framework for aligning with EU standards and acquis;
- Monitoring of the Western Balkans 6 connectivity agenda
- Cooperation & information exchange: with EC, international organisations and financial institutions

More info on: www.seetoint.org
Western Balkans Transport Network

MoU - Definition of Network 2004

TEN-T Guidelines - Inclusion of Comprehensive Networks in maps 2013

TEN-T Guidelines - Core and Comprehensive Networks 2016

Signature of Transport Community Treaty 2017

Compr.: 5.463 km
Core: 3.522 km

TEN-T Guidelines - Inclusion of Comprehensive Networks in maps 2013

Compr.: 3.857 km
Core: 2.602 km
Compliance to TEN-T Requirements

- Motorways/express roads

- Availability of clean fuels*

- Availability of rest areas every 100km
  - 2014 parking facilities

* source: www.mylpg.eu/www.chargemap.com
Capacity assessment - Road sections

Low/moderate traffic growth

Moderate/high traffic growth

Source: REBIS estimates based on SEETO data (2012) and model output (forecasts)
Intervention to address capacity assessment

- **No immediate maintenance or upgrade requirements** - The current road conditions and ongoing construction are considered to provide sufficient capacity to address road traffic demands up to 2030.

- **Requirement for immediate maintenance/rehabilitation** - There appears to be a need for road maintenance, rehabilitation or possibly pavement reconstruction.

- **Requirement for future upgrading to increase capacity** - There are specific sections where the current road conditions are considered to provide adequate capacity at present but by inadequate by 2030.
Infrastructure investment overview

€13.2 BILLION - DISBURSED, COMMITTED AND SECURED INVESTMENTS (2004-2016)

TOTAL SHARE BY MODE OF TRANSPORT
- Road: 80%
- Rail: 15%
- IWW: 4%
- Seaport: 1%
- Airport: 0%

TOTAL SHARE BY SOURCE OF FUNDING
- National Budget: 40%
- Other sources/loans: 30%
- Concession: 24%
- EU Funds/Grants: 3%
- IFI Loans: 0%
Connectivity Agenda

- **Infrastructure Investments (1 billion €)**
  - Vienna Summit
    - EU Co-financed
    - €147.5 ml
  - Paris Summit
    - EU Co-financed
    - €99 ml
  - Trieste Summit
    - EU Co-financed
    - €144.5 ml

- **Connectivity Reform Measures**
- **Regional Measures**
- **National Measures**
Connectivity Reform Measures

2.4.1 Establishment of functioning maintenance system ensuring no section in poor/very poor condition by 2020.

- Assessment Report for Road Maintenance Needs in WB6
- Guidelines for pavement and structural maintenance for the whole region
- Preparation of 5 Year Road Maintenance Plan Core/Comprehensive Networks
- Analysis & Recommendations for setting up RAMS and PBMC in region

EU financed TA, Connecta started in January 2017

2.4.3 Improving Transport Network Resilience in the Western Balkan

- Carry out scoping phase of developing Network Resilience Plan
Why WB6 should act on Network Resilience?
Why we should think about Network Resilience?

- Climate change is putting at risk the lives of millions of people worldwide, and millions in investments in transport infrastructure and services.

- A transport system that cannot withstand the emerging impacts of climate change will prove burdensome, impose high costs for repair, and cause significant economic losses.

- It needs a better understanding of existing vulnerability assessment tools, cost-effective engineering measures and technologies all designed to ensure robustness, redundancy and resilience are designed into road networks.
Scoping Phase Findings – Legal framework

National Level
- Climate change policies, strategies

Transport
- Transport Resilience Strategy
- Action Plan

Implementation
- Methodology
- Vulnerability assessment
- Tools and monitoring
## Scoping Phase Findings – Legal framework

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<tr>
<th>RPs</th>
<th>National level</th>
<th>Transport Resilience strategy</th>
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<tbody>
<tr>
<td>ALB</td>
<td>UNFC on Climate change ratified, CCS under preparation</td>
<td>No Cross sectoral strategy ongoing</td>
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<tr>
<td>BIH</td>
<td>UNFC on Climate change ratified, Yes</td>
<td>No Cross sectoral strategy ongoing</td>
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<tr>
<td>MKD</td>
<td>UNFC on Climate change ratified, UN National Communications</td>
<td>No</td>
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<td>MNE</td>
<td>UNFC on Climate change ratified, UN National Communications</td>
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<td>KOS</td>
<td>UN National Communications</td>
<td>No</td>
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<tr>
<td>SER</td>
<td>UNFC on Climate change ratified, UN National Communications</td>
<td>No Cross sectoral strategy ongoing</td>
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Scoping Phase Findings – Adaptation actions

• Protection of embankments of the bridges
• The implementation of the carbon tax system in Albania
• System maintenance of transport infrastructure, preparedness in case of natural disasters in BiH
• Adaptation is regular component of National Plans in MKD.
• In the scope of the Road Rehabilitation and Safety Project, the specific component is addressed to installation of 9 Road Weather Information Systems (RWIS) stations along the state road network in Serbia.
• Air: ANTB had provided all necessary landing/take-off capacities and human resources needed during major Serbia floods catastrophe in 2014
Scoping Phase Findings - Obstacles

Main obstacles listed by the regional participants:

- Lack of knowledge
- Lack of guidelines and methodologies to assess vulnerability
- Lack of resources human, financial etc
- Lack of coordination between the ministry in charge of environment and transport ministry/institutions
Recommendations

1. Development of guidelines and methodologies to assess transport systems vulnerability to climate change

Development of Resilience Action Plan for Core/Comprehensive Networks

Carry out risk based vulnerability assessment for indicative extension of Core/Comprehensive TEN-T Networks in Western Balkans or pilot in one of the Core Corridors

Development of Transport Resilience Strategies and Action Plans;

Implementation of adaptation strategies, measures and techniques.
## Conclusions

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<thead>
<tr>
<th>Building Resilient Road Transport Network</th>
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<td>Mature projects needs €3,6 bn</td>
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<td>Project for Preparation needs €6,3 bn</td>
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<td>Establishment of efficient road</td>
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<td>maintenance system</td>
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<td>Incorporate network resilience from</td>
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<td>the early stages of project cycle</td>
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Thank you for your attention!

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