



**CHAMBER OF
COMMERCE AND
INDUSTRY OF SERBIA**

**WP.5 Informal Multidisciplinary Advisory Group Meeting on Transport
Responses to the COVID-19 Crisis**

Serbia

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Main measures in place by the relevant authorities from March 10th to May 7th

- March 10th – Decision to declare the disease COVID-19... ban on entry for foreign citizens of certain countries (later all), with exemptions of
 - Freight vehicle crews in road, rail, IWW and air Transport (foreign and domestic)
 - Transit - limited to 12 hours, forming of convoys under police escort
- March 12 – Closure of 44 Border Crossing Points (out of 89), ban of international passenger transport
- March 15 – State of emergency is declared
- March 16 – Update of Decision - truck drivers exempted from self-isolation measures
- March 20, 21 – Ban on intercity, occasional and urban domestic passenger transport
- March 21 – Exemption of truck drivers from the ban of movement (curfew exemption)
- April 8 – Cease of forming of transit convoys, determined fuel supply and rest area points
- April 13 – Measures in road traffic (enabling administration e.g. access to permits, licenses etc.)
- April 30 – Mitigation of measures on intercity, urban and suburban road passenger transport
- May 7 – All measures in passenger transport by buses are lifted

WP.5 Informal Multidisciplinary Advisory Group Meeting on Transport Responses to the COVID-19 Crisis



Main issues recognized (impact)

In the beginning of COVID-19 Crisis

- Congestion on border crossings, border closures
- Lack of updated information on conditions by countries and at borders
- Self-isolation or quarantine of truck drivers and crews in IWW and railway transport
- Lack of coordination among agencies
- Lack of basic hygienic and sanitary conditions for drivers, while waiting at borders or convoy

In the second half of Crisis period and after Covid-19

- Strong decrease of transport demand
- Transport and logistics service's price drop, disputed receivables (collection)
- Endangered company liquidity, first estimation of losses is 30-50% of annual turnover (road freight transport), leading to bankruptcy

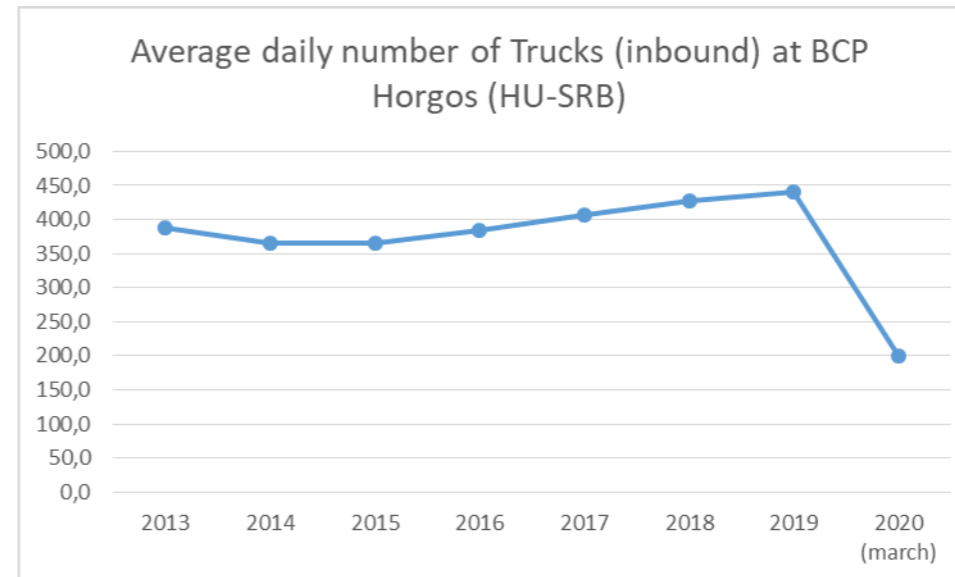
Total ban on passenger transport (all modes) – zero income

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Statistics and estimations on COVID-19 impact to transport

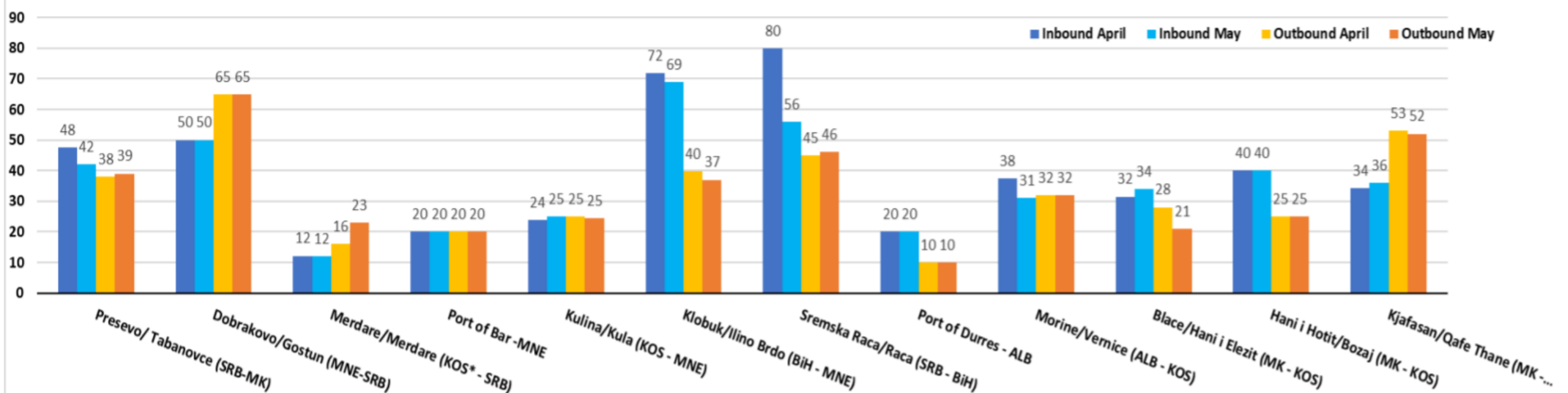
Rail freight transit drop 20%
(estimated)
Source: Serbia Cargo



Source: Border police and CCIS

BCP/CCP Western Balkans 6 - internal borders
Average Monthly Waiting Times (min) - April/May 2020

Source: Transport Community Permanent Secretariat



Information sharing challenges

Updated and accurate Information and data, Language barrier

CCIS transport dedicated web page with daily updated information and links to national and international organization's COVID-19 dedicated pages – all information at one place

- National regulations and decisions
- Serbian Government, Ministries, Agencies, Customs, Airports...
- UNECE
- European Commission
- IRU
- ITF
- WB Transport Community
- CEFTA
- ICAO

CCIS established 24/7 communication between authorities and industry (mailing list)

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Regional activities - IGOs

- April 13 – TCT/CEFTA Green Lanes system established (list of essential goods, dedicated border crossing points, trucks/goods priority)
- Monitoring of the Transport situation in Western Balkans by TCT Secretariat (border waiting time publishing)
- TCT Guidelines for Transport and Connectivity of Passengers in Post-COVID-19 Situation (re-opening of Borders)
- WB Zagreb Summit (May 6) TCT Secretariat - Working Paper, proposal of four priority pillars:
 - coordinated removal of the existing temporary transit restrictions, developing reliable cross-border traffic monitoring systems
 - The WB “Green Corridor” initiative set up and capitalization
 - EU-WB action plan to remove all unnecessary obstacles existing at EU-WB borders
 - “quick win” projects on infrastructure or soft measures with benefits within 12 to 18 months, improving the road and rail connectivity between EU and WB

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Measures to support transport system and industry

Aiming to keep companies running, to keep transport capacities and operations alive

Some examples:

- General support to all companies through minimal wage payment by government,
- Tax exemption or postponement
- Sectoral support (additional) to bus & coach transport operators in the form of subsidized loans
- Three-month moratorium on loans

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