



SEETO

SOUTH-EAST EUROPE TRANSPORT OBSERVATORY



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.
- Working Groups
- South East Europe Transport Observatory- SEETO
- National Coordinators

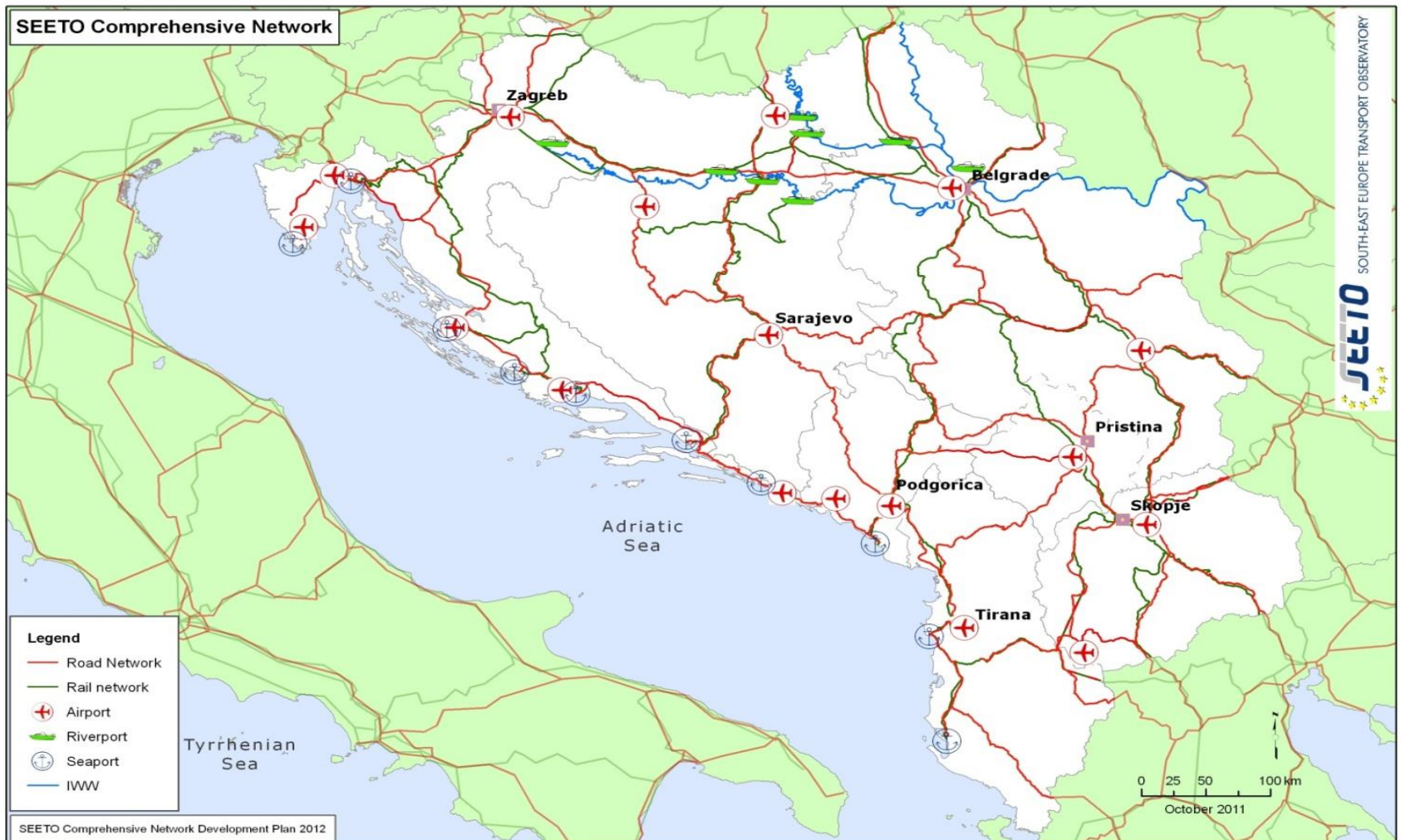
Annual Meeting of Ministers

Steering Committee

SEETO Secretariat



How the SEETO wheel is turning?

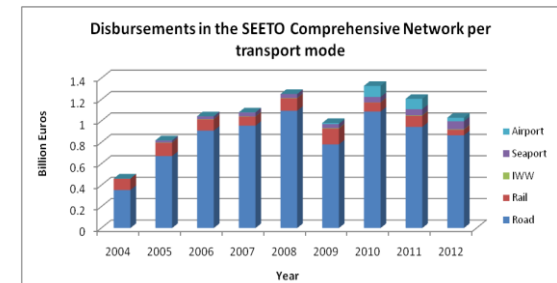


Corridor coordination

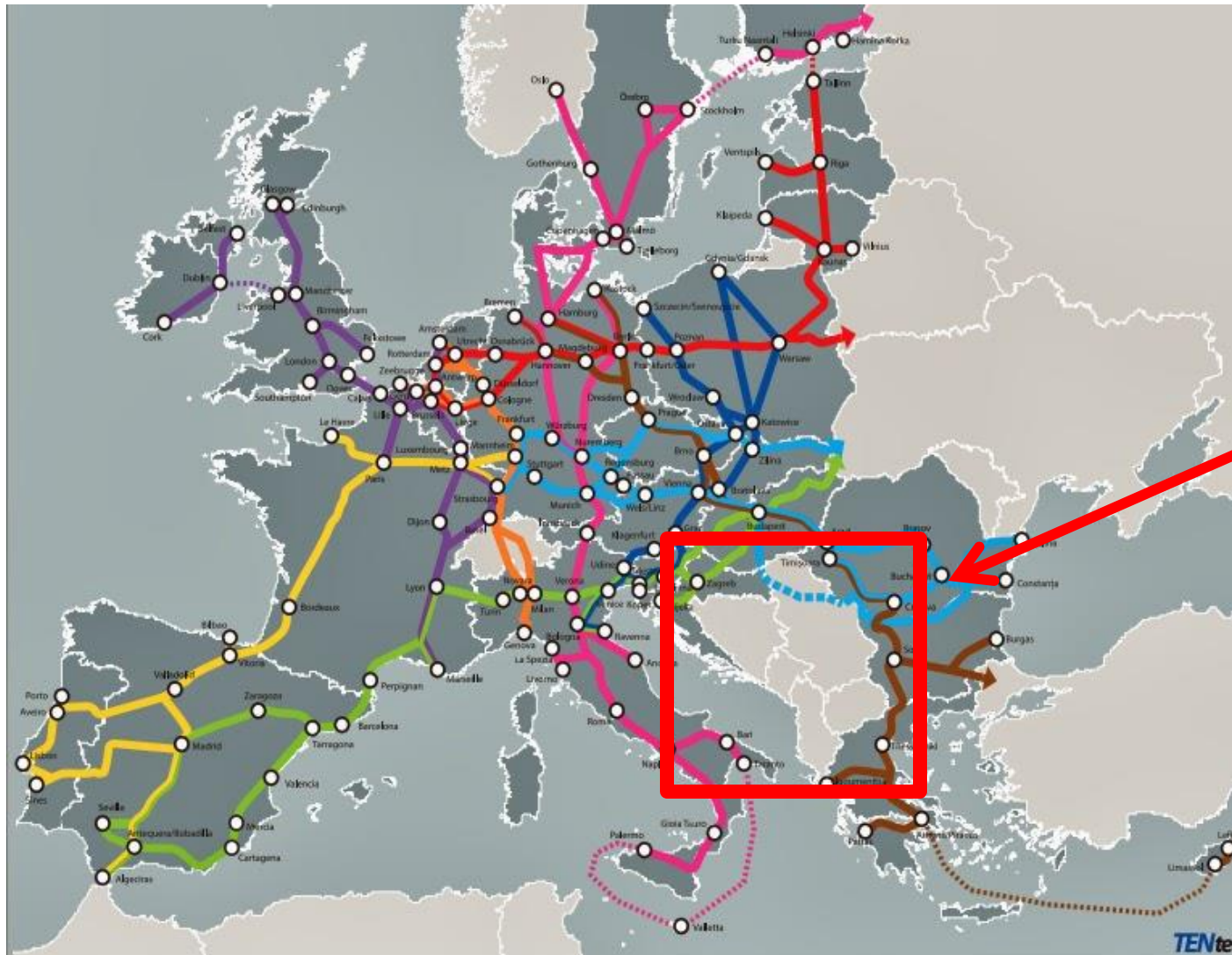
Investments in the SEETO Comprehensive Network

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

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,

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

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 transport system reflected in the achievements of Cooperation
- Overall assessment of trends in the Network
- Evaluation and identification of priority projects for Comprehensive
- Horizontal measures with proposed projects



MAP 2015 Priority Projects

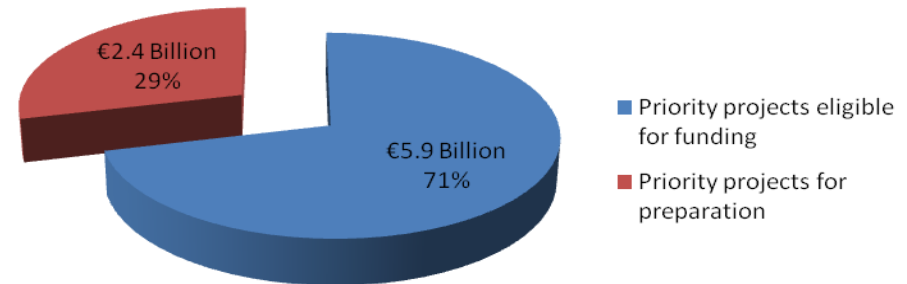
Total required investments for implementation of priority projects - €6.7 billion

- 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

Activities	Status	Remarks
Transport Demand Model Development	Completed	All transport modes covered.
Traffic Forecasts for 2030	Completed	
Capacity Assessment and Physical Bottleneck Identification	Completed	Physical bottlenecks for the network are identified based on the model results and capacity assessment.
Identifications of measures and interventions to enhance capacity	Completed	
Regulatory/ institutional/ procedural barriers identification	Completed	Non physical barriers assessed
Efficiency Analysis conducted	Ongoing	A preliminary economic analysis of the proposed measures has been prepared and is currently under review.
Priority Action Plan development	Ongoing	Based on the efficiency analysis

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