

ACTION PLANS

AND THE
EU ACQUIS
PROGRESS
REPORT

- RAIL 
- TRANSPORTATION FACILITATION 
- ROAD 
- ROAD SAFETY 
- WATERBORNE AND MULTIMODALITY 

TRANSPORT COMMUNITY
PERMANENT SECRETARIAT

ACTION PLANS AND THE EU ACQUIS PROGRESS REPORT

RAIL



**TRANSPORTATION
FACILITATION**



ROAD



ROAD SAFETY



**WATERBORNE AND
MULTIMODALITY**



**TRANSPORT COMMUNITY
PERMANENT SECRETARIAT**

November 2022

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LIST OF ABBREVIATIONS

Annex I	Annex I to the Transport Community Treaty
ATONS	Development and installation of the navigation monitoring and electronic fairway marking system on the Danube River
B2B	Business-to-Business
BCAs	Border Crossing Agreements
BCPs/CCPs	Border Crossing Points/Common Crossing Points
CADAS	Common Accident Data Set
CARE database	Community database on road accidents resulting in death or injury
CER	Community of European Railway and Infrastructure Companies
CEFTA	Central European Free Trade Agreement
CESNI	European Committee for Drawing Up Standards In The Field Of Inland Navigation
CONNECTA	Technical Assistance to Connectivity in the Western Balkans
DG MOVE	Directorate General for Mobility and Transport
DG NEAR	Directorate General for Neighbourhood and Enlargement Negotiations
DINA/RIS	Digital Inland Navigation Area/ River Information Services
ECDIS	Electronic Chart Display and Information System
EBRD	European Bank for Reconstruction and Development
EC	European Commission
eCMR	digital version of the freight document CMR
ECVVR	European Centralised Virtual Vehicle Register
EIB	European Investment Bank
EIM	European Rail Infrastructure Managers
EMSA	European Maritime Safety Agency
ERA	European Union Agency for Railways
ERTMS	European Rail Traffic Management System
eTIR	eTIR international system aims to ensure the secure exchange of data between national customs systems related to the international transit of goods, vehicles or containers according to the provisions of the TIR Convention
EU	European Union
EU DEL(s)	European Union Delegation(s)
EU Member State(s)	European Union Member State(s)
EVR	European Register of Vehicle
eQMS	Electronic Queuing Management System
FIA	Fédération Internationale de l'Automobile
FIDIC	International Federation of Consulting Engineers, Fédération Internationale des Ingénieurs-Conseils
G2G	Government-to-Government
HSH	Albanian Railways
ICT	Information and Communications Technology
IFI	International Financing Institutions
IM(s)	Infrastructure Manager(s)
IPA	the Instrument for Pre-Accession Assistance
ITS	Intelligent Transport Systems
IWW	Inland Waterways
JASPERS	Joint Assistance to Support Projects in European Regions
JBCPs	Joint Border Crossing Points
KPIs	Key Performance Indicators
LCs	Level-crossings
MoU	Memorandum of Understanding

MoT(s)	Ministry(ies) of Transport
NAIADES	EC action programme on the Promotion of Inland Waterway Transport
NIB	National Investigation Body
NS	Network Statement
NSA	National Safety Authority
NVR	National Vehicle Register
OTIF	Intergovernmental Organisation for International Carriage by Rail
PIU	Project Implementation Units
PSO	Public Service Obligation
RAMS	Road Asset Management System
RIAMS	Railway Infrastructure Asset Management System
RIMN WB	Rail Infrastructure Managers Network of the Western Balkan
RAP	Rail Action Plan
RINF	European Registers of Infrastructure
RIS	River Information Services
RISM	Road Infrastructure Safety Management
ROADPOL	European Roads Policing Network
RRA	Railway Regulatory Agency
RSC	Regional Steering Committee
ROZ	BIH Regulatory Agency
RSA	Road Safety Audit
RSI	Road Safety Inspection
RU	Railway Undertaking
S2R JU	Shift2Rail Joint Undertaking
SDG(S)	Sustainable Development Goal(s)
SEE Parties	Southeast European Parties: Albania, Bosnia and Herzegovina, Kosovo*, North Macedonia, Montenegro, Serbia
SEED	System for Electronic Exchange of Data
SLA	Service Level Agreement
TA	Technical Assistance
TAIEX	Technical Assistance and Information Exchange instrument of the European Commission
TCT Secretariat	Transport Community Permanent Secretariat
TEAMS platform	Microsoft Teams business communication platform
TEN-T	Trans-European Transport networks
ToR	Terms of Reference
TSI(s)	Technical Specification(s) of Interoperability
TTF	World Bank Trade and Transport Facilitation Project
UNDP	United Nations Development Program
USAID	United States Agency for International Development
VIAS Institute	the Virtual Institute of Applied Science
WB CIF	Western Balkans Chamber of Investment Forum
WBIF	Western Balkans Investment Framework
WBRSO	Western Balkans Road Safety Observatory
WHO	World Health Organisation

* This designation is without prejudice to positions on status, and is in line with UNSCR 1244 and the ICJ Opinion on the Kosovo Declaration of Independence.

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BACKGROUND

The main aim of the Transport Community is the integration of transport markets of the Southeast European Parties with the EU. This is achieved through the adoption and implementation of transport-related legislation, the EU *acquis Communautaire* (as stipulated in Annex I to the Transport Community Treaty, which is regularly updated), and through the support and development of connectivity projects on indicative extension of the Trans-European Network (TEN-T) that better connect not only the Western Balkans countries, but also the region with the EU. The Action Plans serve as a compendium/roadmap that will help all regional partners better plan and prioritise their work in implementing the required legislation and improve overall project planning.

The four Action Plans² endorsed by the Transport Community Ministerial Council on 26 October 2020 and the Transport Community's Action Plan on Waterborne and Multimodality³ endorsed in July 2021 comprise important steps and milestones.

The Action Plans aim to guide the region in delivering safer, smart, and sustainable roads, a reliable, modern, and interoperable rail system, and reduced queuing times at borders. These Action Plans are key documents concerning the region, by the region, for the region.

² Action Plans - Transport Community (transport-community.org)

³ Not covered under this reporting period (endorsed in July 2021)

EXECUTIVE SUMMARY

The objective of this report is to present the progress made in implementing the Transport Community Permanent Secretariat's (TCT Secretariat) Five Action Plans, and for the first time present the state of play on the transposition of ANNEX I of the Transport Community Treaty. This practice will be followed in all upcoming yearly reports in which we will present the progress made on ANNEX I of the Transport Community Treaty

Hence, this report will provide the various stakeholders, relevant regional authorities, and other international institutions with an objective view on additional efforts and concrete measures taken and necessary future measures, including timeline and coordination mechanisms. Regional partners and stakeholders have committed time and effort to deliver and progress in all five sectors covered by the Action Plans: (i) Rail, (ii) Transport Facilitation, (iii) Road, (iv) Road Safety, (v) Waterborne Transport and Multimodality⁴. More specifically, rail market opening, facilitation of border/common crossing point procedures, infrastructure maintenance, ITS strategic framework, and establishing the road safety observatory for the Western Balkans.

During this reporting period there were several activities related to capacity building, to further increasing of the understanding of the Transport Acquis (ANNEX I to the Transport Community Treaty), as well as increasing enforcement capacities. A number of technical assistances were contracted during 2022, which are financially supported through the TCT Secretariat budget, the European Commission technical assistance to connectivity "CONNECTA", the World Bank and/or European Commission IPA funding. Contracted technical assistance aims to support the implementation of the measures defined in the Transport Community Action Plans, and/or ANNEX I to the Transport Community Treaty. Measures supported through the above-named technical assistances have progressed the most. This shows that the region needs continuous further support through technical assistance related to the transposition and implementation of ANNEX I to the Transport Community Treaty.

There were several achievements during these reporting period, among which the key achievements are: the **"Declaration on Roads of the Future – Safe, Smart, and Sustainable"** signed by the Ministers in charge of transport, and the **Memorandum of Understanding** between Road Authorities and Public Enterprises on cooperation for the sustainable development of the road TEN-T network signed by road General Directors at the Road Summit held on 7 June in Tirana.

Significant progress has been achieved on the **EU – Western Balkans Green Lane Initiative**, in which **Greece** has become part of this initiative; additionally, the agreement between **Italy – Albania – Montenegro** on establishing **Blue Lanes** was signed.

This reporting period (October 2021 – October 2022) was highlighted by the endorsement of an **"Action Plan for Waterborne Transport and Multimodality"**, and the drafting and endorsement of a strategic document on a **"Smart and Sustainable Mobility Strategy for the Western Balkans"**. Moreover, all

⁴ First report

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regional partners embraced the new goals of the Second Decade of Action 2021-2030. Clear commitment and willingness have been shown in including the new goals in the new or reviewed **Road Safety Strategies** (drafting process is ongoing). In addition to this, one of the key activities and deliverables was the **Level Crossing Campaign** organised in cooperation with our regional partners (Rail Infrastructure Managers).

It is encouraging to note that the region is aiming to make the best use of the “**Safe and Sustainable Programme**”. The Programme aims to find a financial solution for small-scale projects from different transport sectors.

In general, the measures listed in the five Action Plans have not progressed much; the overall progress was slow due to several factors, *inter alia* insufficient human and financial resources, energy crises, and recent political developments. However, some regional partners should have invested more efforts and taken concrete measures in the legislation area, in particular on: (i) establishing road safety agencies, (ii) opening the rail market at the domestic and regional levels, (iii) adopting multiannual maintenance plans, (iv) improving waiting times at border/common crossing points. Therefore, all regional partners are encouraged to make further efforts and concrete measures in meeting the agreed deadlines within the five Action Plans.

A short description and the highlights of this reporting period of each regional partner in all transport modes covered by the five Action Plans are given below:

Rail: Overall slow progress.

Montenegro established an institutional framework in full capacity and granted independence to the Railway Directorate (National Safety Body and Rail Regulatory Agency). **Albania** drafted all the necessary legal documents for implementing the new institutional framework and started publishing the Network Statement for the service facility for the port of Vlore. **Serbia** has published the Network Statement 2023, and a service-facility description for ports. **North Macedonia** has done preparatory work on establishing a National Register of Vehicles. **Kosovo** has drafted a multiannual maintenance contract and given it to the relevant authorities for approval (approval is pending). **Kosovo** authorities are urged to take all necessary steps to finalise the contract. **Bosnia and Herzegovina** (entity of Republic of Srpska) has published three bylaws regarding the transposition of EU rail legislation (Rulebook on certification of drivers and centres for education, and Rulebook on passenger rights and obligations).

Bosnia and Herzegovina and **North Macedonia** have not progressed on measures for the opening of the rail market at the domestic level. However, **North Macedonia** has initiated activities (ongoing) related to the drafting of the necessary legislation.

All regional partners actively contributed to activities related to the start of operations of the Network of Infrastructure Managers (IMs). Moreover, IMs contributed to the first regional project – “**Safety Improvement of Level Crossings**”, a project supported and managed by the TCT Secretariat and JASPERS.

Transport Facilitation: Overall slow - moderate progress.

The implementation of the **EU-WB6 Green Lanes initiative** has achieved significant progress. The exchange of pre-arrival information for goods carried by road between the **Western Balkans** and **Greece** has started, and similar arrangements have been agreed upon for maritime transport between **Italy, Albania, and Montenegro**.

Negotiations between **Albania-Montenegro**, and **Kosovo-North Macedonia**, for establishing one-stop control in road transport, and between **Serbia-Bosnia and Herzegovina** in rail transport, are advancing well, although the agreements have not yet been defined. As regards the legal framework implementation, the road BCP Kjafasan/Qafe Thane between **Albania-North Macedonia**, and the joint rail BCP Hani i Elezit between **Kosovo-North Macedonia**, are yet to start operating as functional one BCP stops.

Road: Overall slow - moderate progress.

Progress was mainly reported in those actions supported by technical assistance from the European Commission (IPA Programme, CONNECTA) and TCT Secretariat and IFIs such as preparation of ITS strategies, regional plan for deployment of e-charging stations, e-tolling interoperability and setting up of Road Asset Management. There is a different pace of progress in the implementation of the Road Action Plan measures; road maintenance measures are characterised by their stagnant pace, the deployment of ITS and e-tolling interoperability have made moderate progress, and climate resilience and alternative fuels infrastructure have progressed at a slow to moderate pace.

In **Albania** and **Serbia**, progress related to road maintenance measures is stagnant due to delays in the setting up of a Road Asset Management System (RAMS) and the pending signing of Service Level Agreements (SLAs). The RAMS has gained new impetus in **Bosnia and Herzegovina**, **Kosovo** and **Montenegro**. **Kosovo** has planned a budget for RAMS in its 2022-2024 budget, and **Montenegro**, through the EBRD's grant, reached an agreement at the end of 2021 on the establishment of the RAMS; in **Bosnia and Herzegovina**, JP Autoceste FBiH is expected to have RAMS established by March 2023. Nevertheless, all regional partners need to invest more efforts and resources to achieve the targets of the Road Action Plan. **Albania** and **Serbia** should finalise establishing functional RAMS and progress further with the signing of Service Level Agreements. **Montenegro** should prepare and adopt the medium-term plan for construction and reconstruction, and maintenance of the road network without further delay.

Preparation of strategies for the deployment of ITS is progressing well for all regional partners – **Albania** has already adopted the ITS strategy in 2020. ITS Directive 2010/40/EU has partially been transposed in **Albania**, **North Macedonia**, and **Serbia**, and fully transposed in **Montenegro**. **Kosovo** is progressing with the finalisation of Administrative Instruction of the ITS Directive. Further efforts are needed by **Bosnia and Herzegovina**. **Serbia** is already constructing two Traffic Management Centres (Belgrade and Nis). **Albania** is planning to deploy ITS on 200 km of core road network and start the construction process of a Traffic Control Centre. However, the transposition of the EU Directives and ITS standards is not progressing at the same pace. **Montenegro** has progressed in the transposition of the Directives related to ITS and e-tolling. Further efforts are needed by all regional partners to reach interoperability amongst themselves. Further assistance is required to improve the administration capacities. **Albania**, **Montenegro**, and **Serbia** progressed in the preparation of the national framework on Energy Efficiency and Climate Plan. **Albania**, and **Serbia** reported progress on the deployment of e-charging stations. **Serbia** is the leader in the region in supporting its green transition with the installation of solar panels by the Public Enterprise of Roads of Serbia as well as securing funds through the issuing of Green Bonds for infrastructure projects on railways and inland waterways. CONNECTA's TA project on e-charging is expected to be finalised by March 2023 and will serve the regional partners in starting the deployment of e-charging stations. Regarding climate resilience, the TCT Secretariat contracted a TA that will support the region in assessing climate vulnerability and preparing resilience action plans that will further enhance progress on this measure.

Road Safety: Overall slow - moderate progress.

The highlight of this reporting period is that the Western Balkans Road Safety Observatory has become operational, bringing together transport, police and health sectors in a unified platform aiming to provide tailored solutions, monitor road safety targets, and improve harmonised road safety data in the region.

All regional partners have embraced the new goals of the Second Decade of Action 2021-2030 with aspirational targets of halving serious injuries and road deaths by 50%. Their vision is aligned with that of the UN and EU for introducing the Safe System approach (Vision 0) in their new Road Safety National Strategies linked to the implementation of their Action Plans. **Serbia** has finalised the draft Road Safety Strategy 2021-2030 and Action Plan. **Kosovo** is still in the process of drafting the Strategy. **Albania** has sent its request to the EU DEL for support for the new strategy under IPA Programming. In terms of improving road safety management, **Bosnia and Herzegovina** has finalised the terms of reference for developing a road traffic crash database at the state level. **Montenegro** has achieved significant progress in developing the road crash database. During this period, a number of training sessions were conducted for traffic police officers in the collection of road traffic crash data based on the CADaS Protocol. **Montenegro** has finalised the programme for the protection of vulnerable users and the methodology for collecting Key Performance Indicators. **North Macedonia** has prepared the proposal for amending the Law for the

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establishing of a new Leading Road Traffic Safety Agency. The public consultation process has ended, and the new draft Law is expected to be adopted by Q1 2023.

Waterborne Transport and Multimodality: Overall slow - moderate progress.

The Action Plan for Waterborne Transport and Multimodality was developed in consultation and cooperation with the regional partners and is in line with the already-approved Action Plans on Road, Road Safety, Rail and Transport Facilitation. The Action Plan was approved by the Regional Steering Committee members on 20 May 2021 and endorsed by the Ministerial Council at a meeting held in Brdo pri Kranju on 5 July 2021. Since the first-year progress report did not include the Action Plan for Waterborne Transport and Multimodality, the overall progress in implementing the Action Plan from July 2021 to August 2022 can be considered as **moderate in the pillars of infrastructure but slow in areas of legislation**. Measures identified in the Action Plan are divided according to legislation on the one hand, and infrastructure, digital, and green elements on the other. As landlocked economies, **Bosnia and Herzegovina, Kosovo, and North Macedonia** have not prioritized the transposition of maritime legislation and are making slow progress in this area. **Albania** assisted **Kosovo** to transpose the legislation that they had already managed to transpose (process is still ongoing). The two regional partners more related to this mode of transport, **Albania** and **Montenegro**, have reported moderate progress in maritime legislation. **Albania** transposed directives on the transfer of cargo and passenger ships between registers as well as maritime security, Flag state, Port state control, and Safety of fishing vessels.

Further efforts are needed by the regional partners to achieve the goals and deadlines; namely, in the pillar of maritime legislation, further efforts are needed to transpose the legislation related to Vessel traffic monitoring, Insurance and Ship-generated waste. Additional efforts are needed to transpose the Single Maritime Window Directive in both **Albania**, and **Montenegro**. Special attention should be given to adoption of the Law on navigation in **Bosnia and Herzegovina** as a well as transposition of directives related to River Information Services. **Serbia** needs to transpose Directive (EU) 2017/2397 on the recognition of professional qualifications in inland navigation. As for multimodality, further efforts are needed to transpose Regulation (EU) 2020/1056 on electronic freight transport information, and Council Directive 92/106/EEC on the establishment of common rules for certain types of combined transport of goods.

I. UPDATE⁵ OF ANNEX I AND ACTION PLANS

I.1. MONITORING MECHANISM

Following the update of ANNEX I, the respective changes will be reflected within each Action Plan. Furthermore, due to other technical circumstances, such as unexpected delays in getting projects off the ground, and with technical assistance expected to come on stream in the near future, there is a need to update the five (5) Action Plans in the upcoming period through a separate process, and to present them the Regional Steering Committee for a decision.

The monitoring methodology to assess the implementation of Action Plans was agreed at the 5th Regional Steering Committee meeting held in June 2019.

The objective of the monitoring mechanism is to track the progress and regress of the implementation and to provide the various stakeholders involved in implementing the Plan with an objective view as to where and by whom further efforts are needed.

The measures will not be compared with each other, but each measure will be appraised using the same scale and weighting.

I.1.1. Monitoring Mechanism rating

The monitoring mechanism enables qualitative assessments of the implementation of each measure. There are four basic progress indicators demonstrating the progress achieved in the implementation of each measure by assessing its

sub-actions, and one indicator to demonstrate the regress, as Stagnant (Pending). The overview of the indicators is provided in the diagram below, Figure 1.

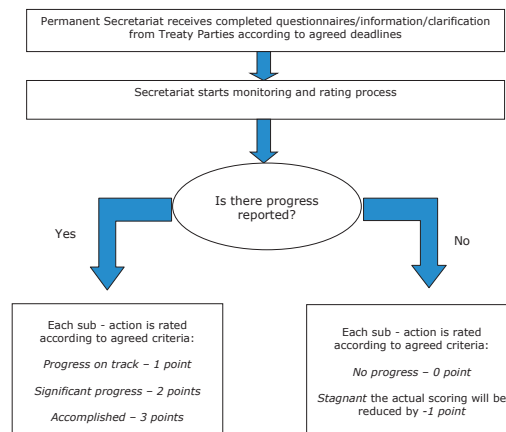


Figure 1 – Monitoring Mechanism process

⁵ The decision regarding the revision of the Annex I of the TCT was adopted by the Regional Steering Committee on 20 May 2021 (Article 20 of TCT, new legislation).

UPDATE OF ANNEX I AND ACTION PLANS

A stagnant indicator will not apply to a no-progress indicator. For the other indicators, it will mean that the progress rate will be downgraded to the previous level. In other words, if a sub-action was rated as “significant progress”, but within the stipulated timeline no activities occurred, it will be downgraded to “progress on track” with its respective scoring. **A detailed**

description of progress indicators is provided in Annex I (Definition and description of progress indicators p.140) of the report. The overall progress will be ranked based on the average scoring for each group of measures (*defined under Figure 1 – Monitoring Mechanism process*). The diagram below defines the 4 stages of progress in correlation to the scoring.



I.1.2. Reporting

The progress of each Action Plan will be assessed annually or when requested by the Technical

Committee. The flow of information for preparing the progress report is presented in Figure 2.

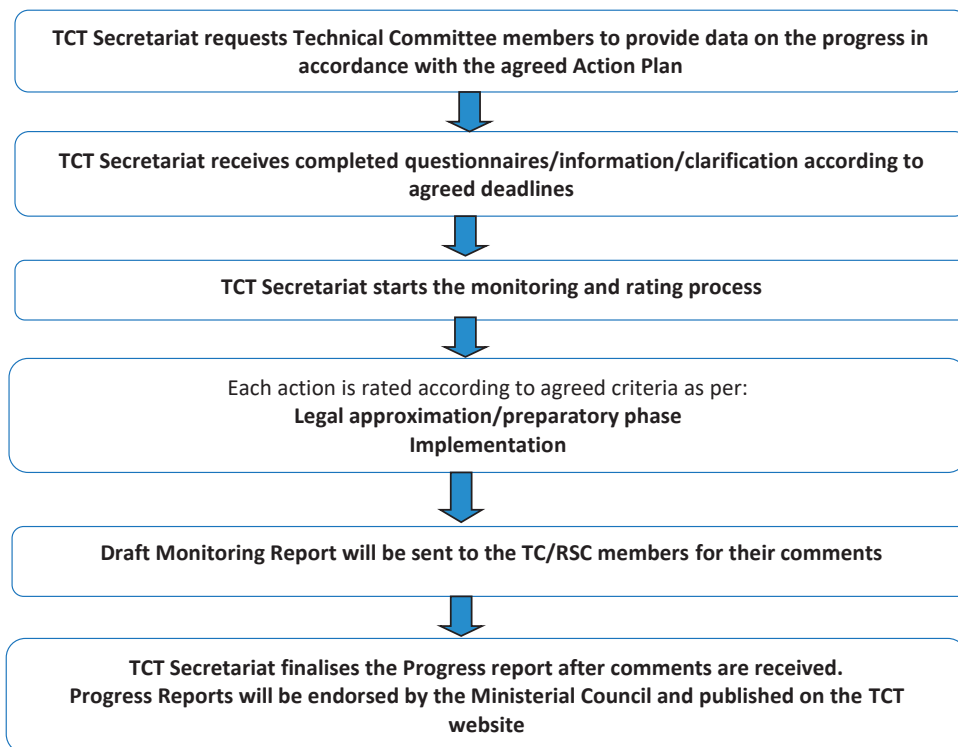


Figure 2 – Reporting flow scheme



RAIL ACTION PLAN

II. ANNUAL MONITORING REPORT OF THE RAIL ACTION PLAN

II.1. BACKGROUND INFORMATION

The Technical Committee on Railway was established in 2019. The Technical Committee's responsibility is to assist and support the activities of the Regional Steering Committee as well as all regional partners under the scope of the Transport Community Treaty. Supported by the TCT Secretariat, the Technical Committee is mandated to enhance regional cooperation in the years ahead. It reflects a common approach in policy reforms and railway projects.

Overall, the work of the Technical Committee on Railway so far was satisfactory, despite the difficulties experienced due to the pandemic, and the inability to hold regular meetings in person with all participants. The Technical Committee is a main instrument/body/tool for monitoring and reporting on the implementation of the Rail Action Plan. All members of the Technical Committee, including the EU Commission and ERA, provided significant input in the reporting period. The main achievement was establishing a Network of Infrastructure Managers. The Network was supported by the TCT Secretariat, and met twice, in February and May 2022.

Monitoring the transposition of rail legislation is a permanent process that aims to have a complete overview of the level of harmonisation of national rail legislations with the EU acquis. A general conclusion is that none of the regional partners has fully completed the transposition of EU rail legislation as stipulated in Annex I.2 to the Transport Treaty. Some of the regional partners provided partial tables of concordance on rail legislation. Details are available under "Monitoring the transposition of Annex I.2 of Transport Community Treaty".

II.2. TECHNICAL ASSISTANCE

II.2.1. Regional projects on level crossing safety improvement

Chapter VI of the Rail Action Plan is dedicated to the modernisation of railway infrastructure. Safety improvement at level crossings is recognised as a key priority for all regional partners. Based on the agreement with all regional partners, the TCT Secretariat prepared a project fiche supported by Serbia on behalf of all regional partners. This project fiche was officially submitted to JASPERS and approved in March 2021, to be completed in December 2022. The first phase of the project aimed to map level crossings throughout the network.

Within the reported period, the TCT Secretariat, together with JASPERS and all regional partners, conducted data collection, analysis, prioritisation, and prepared a final report draft. Upon receiving feedback from the regional partners, the final report will be finalised within the deadline set by the project.

Overview (Table 1) of the situation – Protection and accidents on level crossings in the Western Balkans:

	ALB	BIH	KOS	MNE	MKD	SER	WB Region	EU
Passive	74	88.3	90.2	17.4	62	81	80	45
Active	26	11.7	9.8	82.6	38	19	20	55

Table 1. Total percentage of “active” and “passive” level crossings

The current balance between “active” (20%) and “passive” (80%) level crossings by type of protection is very far from the EU average (55% “active” and 45% “passive” protection).

Western Balkans - total	2014	2015	2016	2017	2018	2019	2020	2021	total
Total number of railway accidents	722	831	633	824	786	752	488	671	5707
Accidents on LCRs	98	91	114	114	117	77	59	80	750
Percentage of accidents on LCs	13.6	11.0	18.0	13.8	14.9	7.8	11.5	13.4	12.9

Table 2. Total numbers of accidents and the number of accidents on LCs in the entire WB region

However, the most compelling insight from the above-aggregated statistics for the entire WB Region, and what is more than obvious, is that 61% of all the accidents on LCs involve fatalities or severe injuries as their direct consequences.

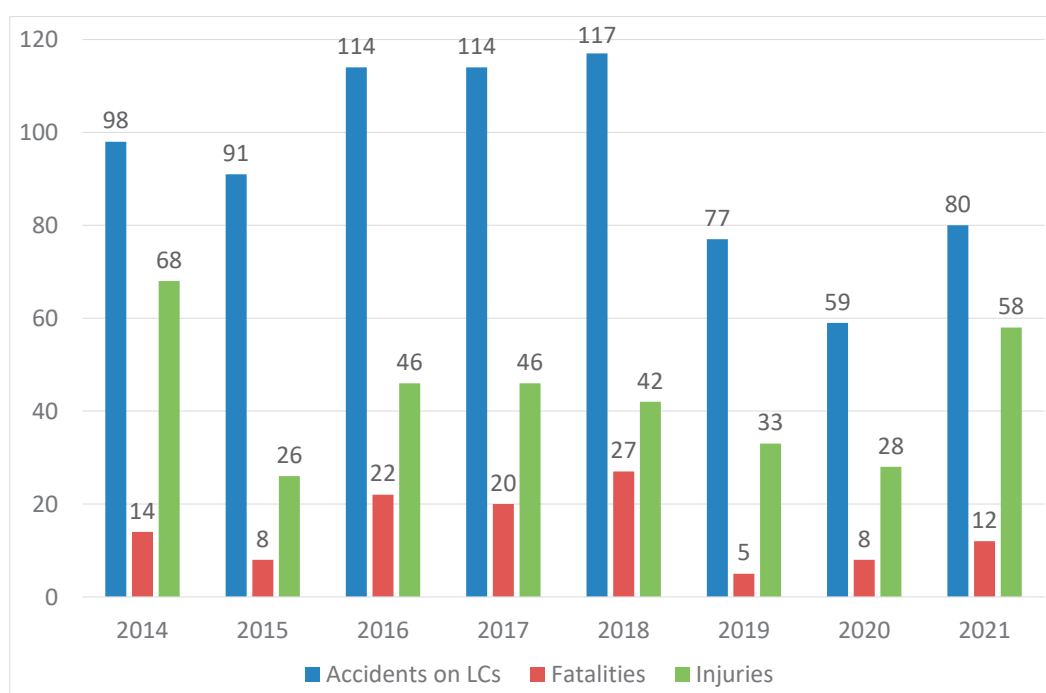


Figure 3 – Number of accidents on LCs, fatalities, and severe injuries in the entire WB Region for the period 2013-2021

In terms of the maintenance of level crossings, responsibility lies with the railway infrastructure managers. In some cases (Serbia, Montenegro, North Macedonia) maintenance costs are shared among road infrastructure managers based on the Law on Railways. However, in practice, almost all maintenance costs should be covered by the budget of the rail infrastructure manager.

Regarding the legislation and articles related to level crossings, it is worth mentioning that amendments need to be made by all regional partners. The last time legislation was amended in most of the RPs was ten years ago.

Preliminary ranking shows that in each regional partner there are few level crossings as candidates for denivelation, and a certain number of

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candidates for the upgrade of protection. More details will be available after the final Report is published (end of October).

The TCT Secretariat, as part of the activities earmarking the Year of Rail, initiated public activities dedicated to rail level crossing safety improvements. The public awareness campaign for improving rail level crossing safety targeted a wider

audience via dedicated events, TV broadcasting, social media, and other communication channels, together with print materials, videos etc. Both measures, the “campaign” and the “infrastructure interventions”, aim to bring the number of accidents on rail level crossings down to “Vision Zero” deaths by 2050.



Figure 4 – Level Crossing Safety Improvement Public Awareness Campaign poster

The TCT Secretariat prepared the content and campaign materials and adjusted them to the languages used in the whole region. The campaign was launched in 4 out of 6 regional partners (June/July 2022); the remaining two campaigns are planned to be launched until the

end of 2022. Support from relevant authorities was evident during the campaign in which all campaign materials (print material, videos etc.) were shared with the public through different means of communication (including TV).

II.3. PROGRESS BY MEASURES

II.3.1. Rail market opening

Just six years ago, the rail market in the Western Balkan was totally closed to private railway undertakings. Step by step, through the Berlin process, this connectivity reform measure has become a reality in the Western Balkan. However, additional efforts are needed to bring this sector in line with EU standards. Currently, there are nine private railway undertakings in freight operations in the whole region. However, there is not even one for passenger transport.

Looking at the market size, market opening at the domestic level cannot be stable in both financial

and human aspects. Opening of the rail market at the regional level will have more advantages.

The lack of competitiveness is a major obstacle in achieving sustainable transport and improved services, both for passengers as well as freight. Due to this, all Regional Partners agreed that the priorities should focus on removing the challenges related to the opening of the rail market, aiming to fully implement EU legislation on interoperability, and improving the overall governance of the railway sector.

Another obstacle is the lack of maintenance, so all regional partners are called on to establish a contractual relationship between their infrastructure managers and the relevant government authorities.

Progress on implementation is presented in the following figure:

RAIL MARKET OPENING

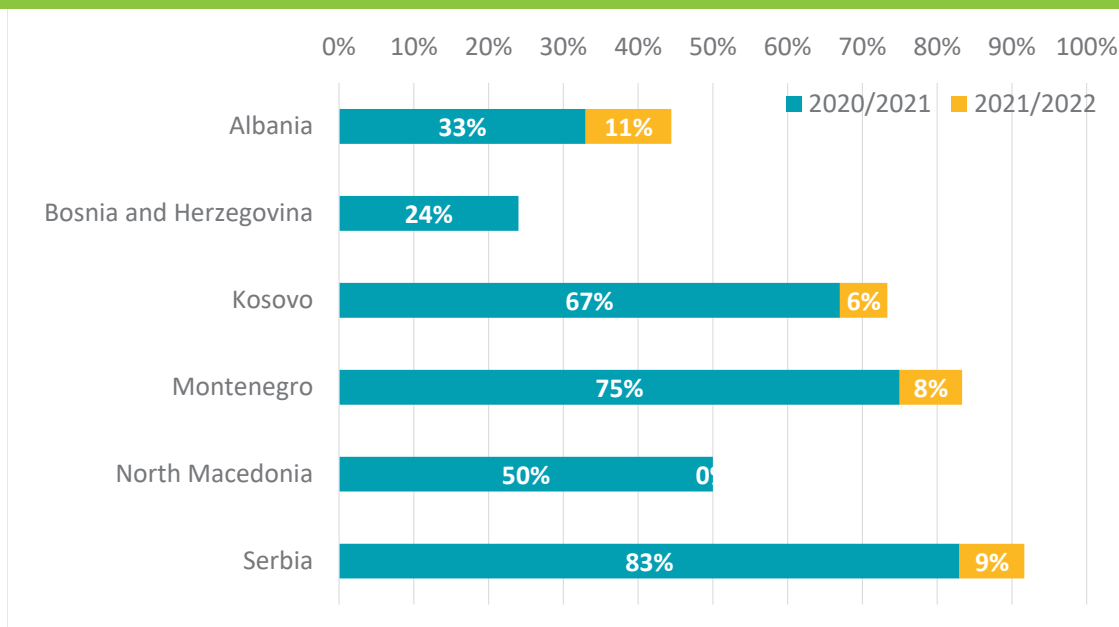


Figure 5 – Rail market opening – overall progress

The most sensitive set of measures are related to rail market opening. Despite all the challenges and the overall situation, some of the regional partners have managed to report small progress.

The major developments, progress, and pending issues during this reporting period are highlighted below:

ALBANIA – During 2021, Albania made significant progress in the transposition of EU legislation in the area of market liberalisation as well as in safety and interoperability. Albania has adopted through Parliamentary procedure four laws with the aim to complete an institutional framework:

- (i) The Law on Establishing a National Safety Authority (NSA),
- (ii) The Law on Establishing a National Investigating Body (NIB),
- (iii) The Law on Establishing a Regulatory Body (RRA), and
- (iv) The Law on the Separation of the National Rail Company (HSH) into four companies in charge of infrastructure, freight operations, passenger operations, and maintenance of vehicles.

In 2022, Albania continued with preparatory steps for the implementation of abovementioned laws. The procedure to establish the three bodies (NIB, RRA, and NSA) is still ongoing. Main challenges include the lack of the human resources as well as finance issues. The TCT Secretariat assisted Albania in drafting documents for putting into operation the RRA as well as the NSA (an overall description of body and positions). However, this process of institutional reform should be finished by mid-2023.

Also, they have prepared draft documents for the establishing of new rail companies, but these documents are still under government procedure. Due to the first ongoing projects (Tirana-Durres), the separation of the companies must be in operation as soon as possible. Otherwise, there is concern that the main infrastructure project will not be successfully completed. A future infrastructure company (as the final beneficiary) should be the carrier of all activities related to the construction works and monitoring of the project.

During this reporting period, the Albanian railways published the Network Statement. This statement is published only in the native language and should

also be published in English. For the Petrolifera Port in Vlore, fully connected with the rail line Fier-Vlore, the concessionary company Albrail periodically publishes its Network Statement in both Albanian and English.

Regarding maintenance, a direct grant contract for the maintenance and operation between the Albanian Railways (HSH) and relevant public authority has been finalised.

Pending issues – further efforts are needed to establish functional and operational NSA, NIB and Regulatory Body, finalise the restructuring of the Albanian Railways (HSH), publish the Network Statement for the ports of Durres and Vlore, as well as to establish the contractual relationship between new rail operators and the relevant public institution.

BOSNIA AND HERZEGOVINA – In December 2020, Bosnia and Herzegovina established a working group for drafting the new railway law. The new law should provide full transposition of the EU Rail acquis and define the competencies of the Railway Regulatory Body, and a legal basis for establishing the NIB. However, there is no progress in drafting the law. The working group did not convene a meeting during the reporting period.

There are ongoing activities regarding the restructuring of the railway company “Zeljeznice Republike Srpske”, aiming to establish a holding company divided into three sectors: infrastructure, passenger, and freight. During 2022, Republic of Srpska adopted the Law on changes to the law on railways and prepared the legal base for further steps in restructuring. Also, a public service obligation contract and multiannual contract for the infrastructure are under preparation. The rulebook, in line with Regulation 1370/2007 on public service obligations for passengers, was published in Republic of Srpska during 2021.

Moreover, in 2022, they adopted several bylaws: (i) the Rulebook on the certification of drivers and centres for education (Directive 1007/59), (ii) Rulebook on passenger rights and obligations (Regulation 1371/2007), and (iii) Rulebook on interoperability (Directive 2016/797).

Pending issues – further efforts are needed to finalise and adopt the new railway law on the level of Bosnia and Herzegovina, define the competencies of the regulatory agency (ROZ), complete the institutional framework, establish the NIB, and restructure the railway companies in both entities.

KOSOVO – In previous years, Kosovo finalised activities related to the institutional framework, and established the NIB, which answers to the Prime Minister’s Cabinet. During the reporting period, the RRA published several bylaws regarding safety issues. Within the new legislative plan, amendments to the Railway Law and preparation of the new Rail Safety and Interoperability Law are envisaged. “Infrakos” has prepared the draft multiannual contract between infrastructure management and the relevant authority. However, the contract is still pending in the Ministry of Finance.

Pending issues. The multiannual contract between infrastructure manager, “Infakos”, and the relevant authorities is to be finalised/signed; changes in the Railways Law should also incorporate the market pillar from 4th railway package.

NORTH MACEDONIA – has established a direct award contract between the infrastructure manager and relevant state authority. The draft of the new Railway System Law is finalised, as is the drafting of the Railway Safety Law and Interoperability Law (adoption is expected by the end of 2023). The current Law on railways recognises the driving licences of train drivers (the EU Member States and other countries), while the safety certificates and vehicle permits are recognised only for the EU Member States. The Network Statement for the terminal has been drafted and finalised.

Pending issues. Further efforts are needed to remove existing breaches with TCT provisions related to the opening of the rail market; the multiannual contract between the IM and the relevant authority should be finalised; the Railway Law should be adopted by the end of 2023; activities aimed at establishing the National Investigation Body should be continued.

MONTENEGRO – has completed the institutional framework in full capacity by added independency to the Railway Directorate (NSA and RRA). The Network Statement for the Port of Bar has been published, completed with the drafting of the new Railway Law, and the Law on safety (including 3rd package and passenger rights) is expected to be adopted.

Pending issues. Further efforts are needed for the adoption of the Railway Law as well as the Railway Safety Law.

SERBIA – has completed its institutional framework. The Directorate of Railways is a self-governing body with three separated functions: (i) NSA, (ii) Regulatory Body, (iii) and a designated body, the Railway Directorate.

Serbia has transposed the Commission Implementing Regulation (EU) 2017/2177 on access to service facilities and rail-related services.

In accordance with the abovementioned framework, in the Network Statement 2021, a Service Facility Description for “Specijalna Luka d.o.o” has been published. In the NS 2022, a Service Facility Description for “Nelt” Terminal

(siding) has been published. In addition, and in accordance with regulatory framework, service facility descriptions for “Specijalna Luka d.o.o.” and the Port of “Senta” have been published on their respective websites, with links provided in the Network Statement. In the NS 2023, a service facility description for “Nelt” Terminal (siding), and service facility descriptions for “Specijalna Luka d.o.o.” and the port of “Senta” are still published on their respective websites, with links provided in the Network Statement.

Pending issues. Further efforts are needed to adopt the Railway Law, Safety Law, and Interoperability Law.

II.3.2. Passenger rights

Passenger rights are a horizontal measure for all transport modes. All regional partners have taken concrete steps regarding specific parts of EU Regulation 1371/2007. The main purpose of these measures is the reinvigoration of passenger transport in the entire region, as well better conditions for passengers.

In the reporting period, Serbia has made good progress by adopting the Law on contracts in railway traffic. Additionally, Serbia has transposed

major parts of Regulation (EC) 1371/2007 on the rights and obligations of rail passengers, and the other provisions from Regulation 1371/2007 will be transposed through the forthcoming adoption of the Law on railways.

An Entity of Bosnia and Herzegovina – the Republic of Srpska, adopted a bylaw: the Rulebook on passenger rights and obligation (“Official Gazette” 57/21). The other five regional partners have not progressed in this area.

PASSENGER RIGHTS

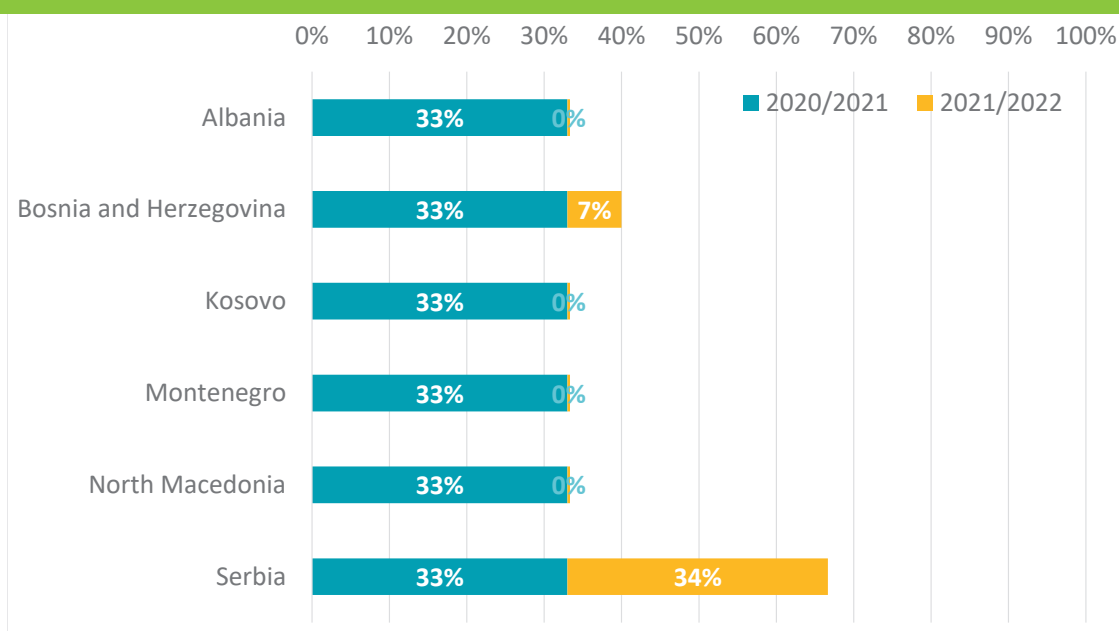


Figure 6 – Passenger rights – overall progress

II.3.3. Governance

During 2021, one of the key objectives of the TCT Secretariat was to further enhance cooperation and coordination among the various stakeholders, ERA, Network Infrastructure Managers, EU Delegations, International Financial Institutions, and other important institutions in the process of fulfilling the Rail Action Plan and the Ministerial Dedication to Rail. All regional partners have been active and engaged in all Technical Committees on railways, in which regular consultation and the exchange of information related to the reform process took place and were part of the discussed topics. Additionally, rail infrastructure managers, as per the MoU for the creation the Rail Infrastructure Managers Network of the Western Balkan – RIMN WB, supported by the Secretariat, met twice during the past year, and set the path for further cooperation and coordination amongst themselves.

The TCT Secretariat continued to develop and maintain its active communication with all Regional Partners. Better coordination and communication among all partners (Infrastructure Managers and railway undertakings) and other stakeholders will further improve overall services in the rail network through exchanging views and learning from different experiences and best practices.

II.3.4. Interoperability

Alignment with the Interoperability and Safety Standards is among the key elements that will improve future regional cooperation, regional market opening, and reduce considerably waiting times at the border/common crossing points.

The mutual recognition of operating licences, train driver licences, safety certificates, and vehicle authorisations is a precondition for rail market opening on the regional level. In this regard, the TCT Secretariat, together with DG MOVE and ERA, continued offering its assistance and support in reaching a mutual agreement among all the regional partners. During this reporting period, no concrete measures were taken (mutual recognition of licences, certificates) by any regional partner. The necessary legislative changes are crucial to improving the current situation.

Progress is presented in the following figure:

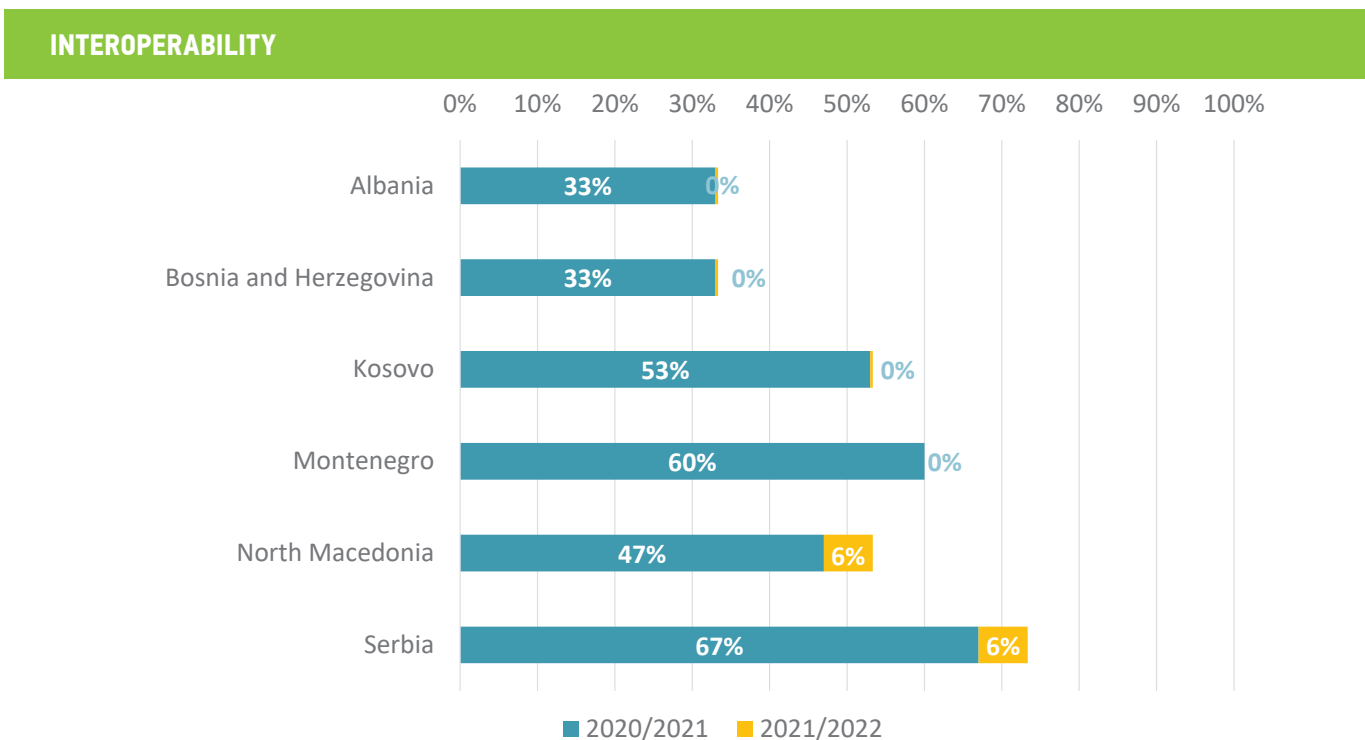


Figure 7 – Interoperability – overall progress

A common issue for all regional partners is the delay in transposition of adequate rail legislation in terms of interoperability, and publishing TSIs as a basis for future infrastructure projects and operations. During this reporting period (as shown in the chart above), the only two partners that have progressed in this measure are Serbia and North Macedonia.

Serbia – is continuing in its efforts to prepare amendments to the Interoperability Law. The law is expected to be adopted by 2023. A draft of the Law on railway safety has been finalised, and the TSIs have been published.

Amongst other developments, Serbia, with the support of the World Bank, is continuing with its activities in establishing RIAMS. The Railway Directorate shall deliver the database of the Register of Infrastructure to the European Union Agency for Railways (ERA). Specifications of this register (type, order and format of data) are given in detail in the Rulebook on Specification of the Register of Infrastructure (“Official Journal of the RS”, No 78/2021). Data about the railway lines and sidings put into operation after the date of entry into force of this Rulebook shall be entered into the RINF immediately after its operationalisation.

Moreover, Serbia has sent a letter to the Directorate-General for Mobility and Transport (DG MOVE) requesting information on the possibility of switching from a National Vehicle Register to the European Electronic Vehicle Register, including potential costs. Inclusion of all regional partners in the EEVR is a common regional objective. This objective is also supported by ERA, which has agreed to grant access to the six TC partners to the EVR free of charge. However, the transfer costs, access fee, as well as maintenance charges should be planned in advance.

North Macedonia – has made efforts in preparatory work on establishing an Electronic Vehicle Register. Once all administrative issues have been solved between ERA and non-EU member states, North Macedonia will fulfil all criteria and be ready to join to the EEVR.

Even though some regional partners do not have domestic legislation for the implementation of TSIs, they are implementing them in all ongoing infrastructure projects supported by the EU. **Albania** – TSIs are foreseen in the modernisation of the Rinas (int. airport) – Tirana – Durres railway line. **North Macedonia** will electrify and apply the ERTMS through infrastructure works on the new railway line between Kumanovo and the Bulgarian border. **Montenegro and Kosovo** plan

to implement some TSIs on Route 4 and Route 10. **Bosnia and Herzegovina** has also foreseen implementation of TSIs on the railway line Samac – Doboj – Rjecica. At the entity level, Republic of Srpska (RS) adopted several bylaws: (i) the Rulebook on certification of drivers and centres for education (Directive 1007/59), (ii) Rulebook on passenger rights and obligation (Regulation 1371/2007), (iii) Rulebook on interoperability (Directive 2016/797). Additionally, the RS authorities expressed interest in technical assistance in establishing a National Vehicle Register (NVR). **Serbia** – there are a number of projects that have foreseen the implementation of the ERTMS.

Pending issues:

ALBANIA – further efforts are needed to publish the TSIs and continue with the transposition of the 4th Railway Package and establishing of the Electronic Vehicle Register.

BOSNIA AND HERZEGOVINA – further efforts are needed to publish the TSIs, adopt the new Railway Safety and Interoperability Law, and establish the Vehicle Inventory List. Additionally, establishing the National Investigation Body and the Electronic Vehicles Register should be top priorities. The TCT Secretariat in cooperation with ERA will take all necessary steps to support the request on establishing the NVR.

KOSOVO – further efforts are needed in the adoption and publishing of the TSIs. Additionally, the new Railway Safety and Interoperability Laws should be adopted.

MONTENEGRO – further efforts are needed to draft and adopt the Railway Safety Law.

NORTH MACEDONIA – further efforts are needed to adopt the Railway Safety Law, and the Law on Interoperability. Additionally, priority should be given to the publishing of the TSIs.

SERBIA – is continuing with its efforts to prepare amendments to the Interoperability Law. Its adoption is expected by 2023. The draft of the Law on railway safety has been finalised, and TSIs are published. Amongst other developments, Serbia, with the support of the World Bank, is continuing with its activities in establishing RIAMS. This activity should be completed by 2023. The Railway Directorate shall deliver the database of the Register of Infrastructure to the European Union Agency for Railways. Specifications of these registers (type, order and format of data) are given in detail in the Rulebook on Specification of

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the Register of Infrastructure (“Official Journal of the RS”, No 78/2021).

Serbia is expecting support from DG MOVE regarding information about the possibility of switching from the National Vehicle Register to the European Electronic Vehicle Register, including all necessary conditions and possible charges. Inclusion of all regional partners in the EEVR is a

common objective, as indicated in the Dedication to Rail signed during the WB Rail Summit 2021. ERA expressed its willingness to support this objective, including agreement to grant access to the six TC partners to the EVR free of charge. Further efforts are needed to fully establish the Rail Infrastructure and Asset Management System (RIAMS).

II.3.5 Border crossing agreements

One of the most critical factors that will positively impact on improving rail services is reducing the waiting times at border/common crossing points. Joint effort (one-stop shop) by all the relevant authorities (border police, inspection, customs, and rail authorities) during checks will half the waiting time.

Further information, pending issues, and achievements related to rail border crossings is available under the [Transport Facilitation Action Plan](#) chapter of this report.

II.3.6 Modernisation of the railway infrastructure

The current average speed and the quality of offered services in the rail sector are not satisfactory; they are **slow and unreliable**. One of the key reasons is the lack of proper maintenance systems (multiannual maintenance plans). Additional focus on improving the maintenance systems by developing appropriate maintenance plans (multiannual) is crucial. In this respect, developing and adopting a multiannual maintenance plan with a clear budget structure is a solid base for ensuring more reliable, and more sustainable services in the region.

MODERNISATION OF INFRASTRUCTURE

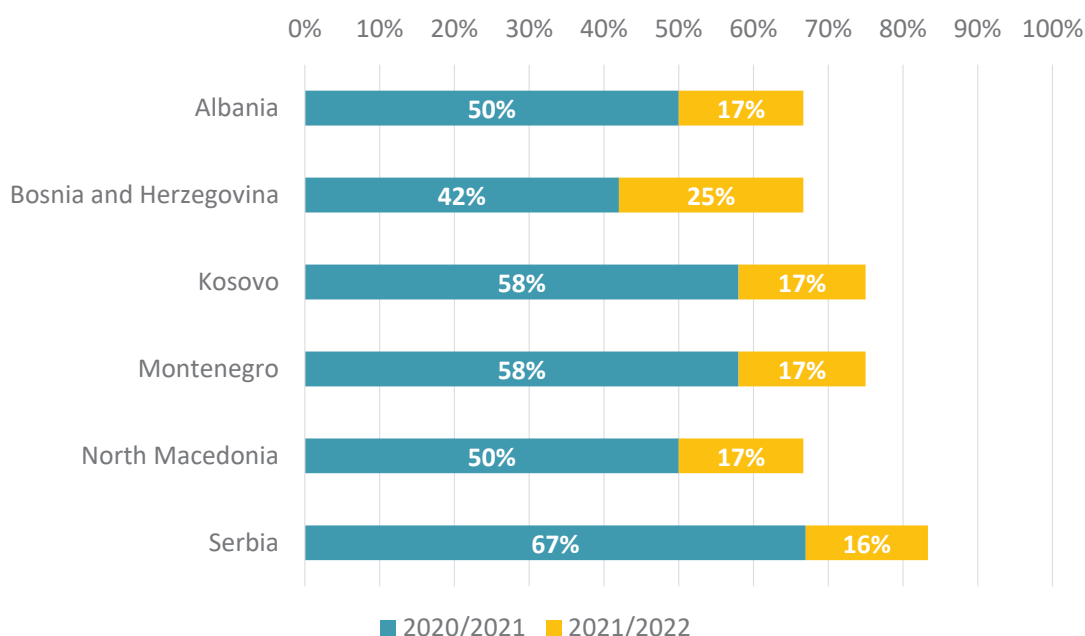


Figure 8 – Modernisation of rail infrastructure network – overall progress

Two sub-actions of the Rail Action Plan: (i) establishing the Network of IMs, and (ii) level crossing safety improvements, are in direct correlation with the regional connectivity agenda. Both are on good track because of the good cooperation and coordination amongst the regional partners.

All regional partners have achieved visible progress in this measure. They participated in establishing the Network of Infrastructure Managers. A Memorandum of Understanding between regional infrastructure managers was signed in 2021 under the umbrella of the TCT, the aim of which was to establish a Network of Railway Infrastructure Managers for regular consultations, coordination, and experience-sharing. There were two meetings in 2022, and as one of the main conclusions they expressed concern about the lack of human resources. Because of this, the TC Secretariat will endorse the idea of one Regional Centre of Excellence, whose main responsibility will be trainings and education for operational as well as industry and policy experts.

The first regional project under the umbrella of the TC Secretariat, “Safety Improvement on Level Crossings”, is in the final phase. There is a final draft. The project involved the cooperation of all regional infrastructure managers. All regional partners will have the possibility to use this report as a base for the next phase of this project through the WBIF or Smart and Sustainable program.

Within these two sub-actions, all regional partners reported on the identification of priority projects of regional interests for the upgrading/reconstruction/construction of specific railway sections.

II.3.6.1 Ongoing rail projects

There are currently 15 ongoing rail projects (ANNEX 2.2) related to the upgrading, electrification, and reconstruction of new railway lines. Investments in the rail sector are visible from all regional partners. However, it is recommended that rail investments go hand in hand with reforms.

Recently, the TCT Secretariat drafted an Annual Report on the development of the indicative extension of the TEN-T Core and Comprehensive Networks. All regional partners contributed to the data-collection process. The report covers current TEN-T compliance, ongoing/finance-secure projects, and the forecast for 2027.

Albania: reconstruction, and modernisation of the railway line Rinas (int. Airport) – Tirana – Durres started in January 2022. This line, 41 km in length, will have a direct link with Tirana airport. It will be the first rail connection with an airport in the Western Balkan Region. The deadline for the completion of works is 2025.

Bosnia and Herzegovina: there are ongoing activities on the upgrade on Corridor Vc, section Samac – Doboj (section I) – Rjecica, and Rjecica – Sarajevo (section II). For the first section, the technical documentation is finalised, ongoing negotiations with IFIs to be finalised in the coming period. For the second section, a detailed design is expected to be finalised in the coming months.

Kosovo: continued with construction works on Route X; the part from Fushe Kosove/Kosovo Polje towards North Macedonia is finished (civil works). The next step is the Fushe Kosove/Kosovo Polje – Mitrovica section, as well as works on signalisation, and telecommunication over the whole distance.

North Macedonia: concluded a contract for construction works on Kumanovo – Beljakovce and Beljakovce – Kriva Palanka sections. Commencement date is 19.10.2022, and duration of civil works 24 and 36 months respectively.

Montenegro: has been completing reconstruction of 10 critical bridges on Route 4. Reconstruction of the tunnels on Route 4 is in the project pipeline.

Serbia: achieved excellent success in 2022 by opening the railway line between Belgrade and Novi Sad for 200 km/h max travel. It is the first route in the Western Balkan with a design speed higher than 120 km/h, in which ERTMS is included. The next phase of the project includes construction of the Novi Sad – Hungarian border section, which started in 2022. A new National Program of public railway infrastructure is under preparation. This five-year plan will be adopted by Parliament during 2022.

II.4. Conclusions and recommendations

- Rail market opening, as one of the most challenging measures, did not advance significantly. However, four regional partners opened the market at the domestic level; two did not (North Macedonia, Bosnia and Herzegovina). In practice, there are fourteen private railway undertakings in **Serbia**, one in **Kosovo**, two in **Albania**. In **Montenegro**, one private RU submitted applied for a safety

certificate and licence, but this process is still ongoing. There is a strong recommendation that rail market opening procedures be finalised with the highest priority.

- The legislative rail framework is on track. However, the preparation of laws and bylaws is not satisfactory, neither is the speed of adoption by the legislation bodies. Only a few bylaws were adopted during the reported period in the entire region. There were no new laws related to railways.
- Restructuring of national rail companies is an ongoing activity among all regional partners.
- Further efforts are needed in the area of passenger rights. Most of the regional partners took actions to transpose certain parts of the Regulation related to passenger rights. However, full transposition is incomplete. Challenges are expected when it comes to implementation of the Regulation on passenger rights, particularly due to the lack of financial resources.
- Safe and interoperable national railway systems are a priority for all regional partners. To achieve interoperability at the regional level, mutual recognition of operating licences, train driver licences, safety certificates, and vehicle authorisation is crucial. In this respect, it is worth mentioning that there was limited progress in implementing the technical pillar of 4th Rail package by the regional partners.
- Besides rail reforms, the most visible improvement in rail transport efficiency can be achieved by reducing the waiting times at borders/common crossing points. This can be achieved by improving and digitalising railway services. Some progress was noted in **Serbia** with the initiating of new border crossing agreements with the neighbouring EU Member States. This model should be followed for regional partners as well.
- The lack of proper maintenance plans is the major cause of slow and unreliable services. All regional partners should make further efforts and take appropriate steps to draft and adopt adequate multiannual maintenance plans with sufficient financial resources.
- It is also important to mention that there is a need for the Rail Action Plan to be reviewed in the upcoming period through a separate process, and to present it to the Regional Steering Committee for a decision.



TRANSPORT FACILITATION

III. ANNUAL MONITORING REPORT OF THE TRANSPORT FACILITATION ACTION PLAN

III.1. BACKGROUND INFORMATION

The Transport Facilitation Action Plan envisages actions for road/rail BCPs/CCPs and ports, and multimodal facilitation. It is designed to address inefficiencies and delays and improve/modernise/digitalise operations along the indicative extension of the TEN-T Network in the Western Balkans.

By endorsing the Action Plan on Waterborne Transport and Multimodality in July 2021, the Transport Facilitation Action Plan's actions related to multimodality and port facilitation (Chapter 3) are superseded. They will no longer form part of the latter. Hence, they are not subject to assessment in this Progress Report.

Coordination for implementing the Action Plan on transport facilitation is done through the Transport Facilitation Technical Committee. It was established in 2019, with representatives from the transport ministries, custom authorities, and border police of all the regional partners and representatives from the European Commission and the neighbouring EU Member States. Other international organisations, such as the CEFTA Secretariat and Western Balkans Chamber of Investment Forum, regularly take part in the work of the Committee. The impact of COVID-19 on transport and logistic chains in the region and EU was the most prominent topic at all meetings of the Technical Committee held in 2020 and 2021, focusing on waiting times at borders and challenges to the implementation of the Transport Facilitation Action Plan.

Stronger coordination within the respective relevant authorities of the regional partners and EU Member States, and greater devotion to transport facilitation issues remain a challenge.

In the ensuing period, it is expected to further empower the Technical Committee on Transport Facilitation and fully utilise the cross-sectoral institutional cooperation needed so much for proper implementation of the Action Plan and for reaching the objectives of smooth transport operations along the extended TEN-T Network.

III.2. PROGRESS BY MEASURES DURING THE REPORTING PERIOD

This section will provide an overview of the progress achieved for each of the four groups of measures, describing the overall progress and quantitative assessment as per the monitoring mechanism described earlier in this Annual Monitoring Report.

III.2.1 Rail border crossing/common crossing measures

III.2.1.1. Signing bilateral rail agreements for joint controls, as well as implementing protocols

Little progress. The purpose of this measure is to lay the necessary legal grounds for operating common rail border crossing point (BCP) controls through the negotiation of a bilateral framework agreement between the concerned parties, and agreeing on all legal, procedural, and technical aspects of exercising joint controls at a mutually agreed-on common rail station.

The Action Plan lists all possible pairs of rail bilateral framework agreements that should be signed and/or become operational, i.e. between regional partners as well as between the Western Balkan partners and their neighbouring EU

Member States. The latter outnumber the former, and from a perspective of freight transport volume, their implementation could bring considerable added value to the overall trade facilitation, and increase the attractiveness of rail transport, given that they are located on the main TEN-T rail corridors.

With respect to rail agreements between different pairs of regional partners, the situation has not changed since last year's report. Even in cases where framework agreements are in place, like between **Serbia** and **North Macedonia**, **Montenegro** and **Serbia**, and **North Macedonia** and **Kosovo**, the final aim of functional joint controls has still not been accomplished. This is mainly due to missing infrastructure (ongoing projects for the construction of common rail stations in Bijelo Polje and Tabanovce), or missing traffic (rehabilitation works on the tracks in Kosovo).

The only joint rail BCP in the region, Tuzi, between **Albania** and **Montenegro**, and active since 2019, experienced a few challenges in its operation and actual performance of the joint controls. The proposal to move forward was for the trains to be sealed in Tuzi and for customs control to take place at some other stations in Albania (Albanian customs territory), thereby preventing long stopping hours at the Tuzi station. It is not clear if this option has been accepted and whether the challenges have been overcome in practice.

The issue was also discussed during the *regional TAIEX Rail BCP workshop*, held on 7-8 March 2022 in Podgorica, where TAIEX experts from the EU Member States noted the rather outdated infrastructure at the customs post and the lack of modern control technology, concluding that the border station Tuzi needs renovation at all levels.

The rail BCP TAIEX workshop was successful in terms of gathering together the relevant institutions in the rail sector, including customs authorities from all regional partners, and focusing on improving operations at the rail BCPs with the aim of establishing joint rail BCPs. The event took place in hybrid format, with a total of 40 registered participants, and four EUMS experts from the field (two from Romania, and one from Poland and Estonia). The national representatives present at the event had the opportunity to visit the joint rail station Tuzi (between Albania and Montenegro) and to discuss, on the spot, with the border agencies and EU experts the advantages, as well as challenges, of joint rail operations, thereby gaining some hands-on experience from the visit. The TCT prepared the overall concept

and chaired the meeting and agreed with EC (TAIEX unit) to plan this type of interactive event (a combination of workshops with study visits) in the upcoming years.

The specific situation for each rail BCP agreement is summarised below:

North Macedonia-Serbia. The Agreement from 2015 signed by **Serbia** and **North Macedonia** is ratified and in force, as well as the five protocols signed in 2016. However, practical implementation has not begun. North Macedonia is engaged in activities related to the construction of the chosen common border station Tabanovce, which is supported by the WBIF. However, there are serious delays in the project. The common station is not expected to be operational before 2024.

It is recommended that the authorities at least consider the possibilities of starting joint controls in moving passenger trains when, and if, rail passenger transport is re-established between Belgrade and Skopje.

Kosovo-North Macedonia. Upon signing all implementing agreements in 2021 (customs and border police protocols) deriving from the ratified bilateral agreement, there were many activities on the part of the transport, customs and border police authorities from both Kosovo and North Macedonia in the setting up the joint rail station at Hani i Elezit. The TCT Secretariat continued to support both partners in this process.

Kosovo authorities have completed the refurbishment of the existing station and it is now ready to accommodate the border agencies from both parties. However, the planned inauguration event, as well as the official kick-off of joint controls have been postponed as there are ongoing works on the rehabilitation of the railway line on the territory of Kosovo (from Pristina to the border with North Macedonia), affecting all rail freight traffic, which has currently shifted from rail tracks to trucks. There is no information as to when the rail freight traffic will be restored, which should provide the conditions to put the joint rail station Hani i Elezit into operation.

North Macedonia-Greece. The draft text of the Cross Border Agreement between Greece and North Macedonia authorities for regulating rail trans-border traffic includes two rail BCPs: Corridor X (rail link Skopje-Thessaloniki) and Corridor Xd (rail link Bitola-Florina). There has been no reply yet on the initiative by North Macedonia to further discuss the draft agreement.

Montenegro-Serbia. The Agreement between Serbia and Montenegro on border control of rail traffic and the respective protocols exist and have been in force since 2010. The condition for full implementation of the Agreement is that all border authorities are located at the common border station, Bijelo Polje. Montenegro is working on ensuring the functionality of the Bijelo Polje station as a joint border station. Currently, construction works are ongoing and well on track; they are expected to last until the end of 2022. Serbian authorities fully participate in the work of the Supervisory Committee through Infrastructure of Serbian Railways and the Ministry of Construction, Transport and Infrastructure.

In addition, the Montenegrin authorities initiated a proposal for joint border control in passenger rail traffic (in the moving trains) until the construction of the common station is completed. The Serbian authorities have supported the proposal. However, there has been no follow-up on this initiative.

Bosnia and Herzegovina-Croatia. The Council of Ministers approved a proposal as a basis for initiating a procedure for conducting negotiations aimed at concluding an overall agreement between Bosnia and Herzegovina and the Republic of Croatia on BCPs, and it has appointed members of the negotiating team. The aim of the new agreement, which also includes international rail transport, is to provide conditions for facilitated crossing of the state border and establishing an efficient system of control at the BCPs, to the benefit of the citizens and economy. The draft agreement stipulates the functioning of joint border crossing points, as well as the creation of inter-state commissions. The Minister of Security is assigned to lead the process and sign the agreement.

There is no information on the state of play with respect to the bilateral discussions with Croatia on the draft agreement. The implementation of this measure is at an early stage.

Bosnia and Herzegovina-Serbia. Based on conclusions from the meetings of the Technical Committee on transport facilitation, Serbia has taken on the initiative concerning a bilateral rail agreement with Bosnia and Herzegovina. The relevant authorities have drafted a proposal for a new border crossing agreement.

An official reply from Bosnia and Herzegovina has been received with an amended version of the text of the agreement. This version is considered

a pre-final harmonised draft (only the location of the future joint border station is subject to future official bilateral discussions). The continuation of the procedure is expected when the new Government of Republic of Serbia is constituted.

Serbia-Croatia. Upon the positive response of Croatia in June 2020 regarding the initiative by Serbia to negotiate an agreement regulating border control and procedures in railway traffic for the border crossing Sid-Tovarnik, the proposal of the draft agreement, which includes common border stations, was communicated.

A bilateral meeting was held in Belgrade on 10 November 2021, where both sides discussed the content of the draft agreement and agreed upon certain modifications. Croatia said it is not able to proceed with the joint border station due to regulatory obstacles related to Schengen zone candidacy. However, they agreed on the proposal to put an article in the agreement where the intention to have a joint border station is accepted by both sides.

The next steps are to obtain final official opinions internally and draft a platform for official negotiations, which in Serbia can be completed when the Government is officially formed. The final version of the draft agreement has been harmonised by the two sides. The official procedure for signing can be expected after the constitution of the Serbian Government.

Serbia-Bulgaria. The Agreement signed in 2005 has not been in force since 1 January 2010. As a result, the Serbian authorities proposed that the border control of the freight trains be performed in the common station Dimitrovgrad, and border control of passengers be performed between the stations Dimitrovgrad and Kalotina. The Bulgarian authorities did not accept this proposal.

At a bilateral ministerial meeting held in Dimitrovgrad in December 2021, the Serbian side sent an official letter, enclosing the working version of the Agreement. The Bulgarian side submitted a new version of the draft agreement in July 2022, which is currently being considered by the Serbian authorities. The new version does not contain provisions for the establishment of a joint border station but refers to the establishment of a 'Zone'.

Serbia-Hungary. On 4 July 2022, the agreement between the Government of the Republic of Serbia and the Government of Hungary on Amendments to the Agreement on border control in road, rail

and water traffic was signed. The main feature of the agreement is to enable efficient traffic and border crossing procedures on the alternative route, Subotica-Horgos-Reske, while railway traffic is halted on the route Subotica-Kelebia.

Continuation of negotiations on the improvement of procedures has been postponed until the new Serbian Government is formed.

Serbia-Romania. There have been numerous official attempts by Serbia to engage in formal

discussions on regulating the border control and procedures in railway traffic for the border crossings Vrsac-Stamora Moravita and Kikinda-Jimbolia in order to facilitate border procedures and the development of railway border traffic technology between the two countries. Up until August 2022, a response from Romanian authorities had not been received.

An overall assessment of the Rail BCP agreements is graphically provided below.

RAIL BORDER CROSSING/COMMON CROSSING MEASURES



Figure 9 – Regional partners overall progress – Rail BCP agreements

III.2.2 Road border crossings/common crossings measures

III.2.2.1-2.2.3. Improvements/upgrading of the existing ICT infrastructure to foster transport digitalisation, interoperability of communication, and data sharing systems; new construction and/or modernisation of priority BCP/CCP existing infrastructure aiming to remove physical and technical barriers or to increase actual capacity; purchase and installation of equipment for the improvement of the efficiency and effectiveness at BCPs/CCPs.

These three sub-actions (2.2.1-2.2.3) are closely linked, and are integrally reported below.

Some progress. There are continuous activities on the improvement of road BCP/CCP infrastructure, equipment, and information technology (IT) by all

regional partners; however, progress is uneven, or else there is no systematic way of reporting by national authorities on the developments of these activities because they fall under the competencies of various institutions (state property agencies, custom authorities, road authorities, border police etc.). Nevertheless, **some progress/progress on track** can be reported for all three, though capacity restraints on certain BCPs due to the lack of appropriate infrastructure, equipment, and IT, remain the biggest challenge for certain BCPs/CCPs and the main cause for delays, especially at the Western Balkans-EU Member States BCPs.

Regarding the support in infrastructure and equipment, technical assistance was mobilised through the EU-supported **CONNECTA** instrument, focusing on the *preparation of technical documentation for modernisation and improvement of the infrastructure capacity at selected road border crossing points (BCP) on the*

extended TEN-T network in the Western Balkans. Two pairs of BCPs are included: Hani i Hotit/Bozaj between **Albania** and **Montenegro** and Hani i Elezit/Blace between **Kosovo** and **North Macedonia**. This TA aims to prepare designs for construction/physical interventions and any needed specifications for equipment, and a procurement plan.

The TA kicked off in February 2022 and is expected to be completed by April 2023. The scoping stage and interim reports have been finalised with some delays, while the detailed Terms of Reference for the main design were finally approved by the authorities of Montenegro and North Macedonia in late August/early September, respectively.

There are other encouraging examples of investments in the core and ancillary infrastructure of BCPs on the extended TEN-T network in the Western Balkans, as well as on other BCPs outside this network, but most are not linked to joint border operations. The scant information on these investments is summarised below:

Albania-North Macedonia. Regarding the joint BCP Qafe Thane/Kjafasan created under the bilateral agreement signed in July 2021, the infrastructure works are supported by a World Bank loan, and the project is implemented through Project Implementation Units (PIU) for the World Bank Trade and Transport Facilitation Project (TTF) Phase 1, established in both Albania and North Macedonia. The activities of the project component related to the improvement of the BCP include installation of new booths, extra lanes for trucks, weigh scales, expanded truck facility, a terminal for passenger busses, etc.

Albania-Montenegro. Works on electrification, land expropriation, equipment, installation of IT systems and additional accompanying works at JBCP Zatrijebacka Cijevna-Grabon between Montenegro and Albania have been carried out, and operations began in July 2021. Both partners should focus on the agreements and respective investments on the two main shared BCPs: Hani i Hotit-Bozaj and Sukobin-Muriqan.

Bosnia and Herzegovina adopted new customs legislation that foresees the possibility of conducting customs formalities using electronic exchange for transit through NCTS (New Computerised Transit System), allowing the exchange of electronic data between customs authorities and economic operators, thus substituting paper documentation. NCTS is the first trans-European electronic system to be introduced in Bosnia and Herzegovina in the area

of customs, and in order to obtain an invitation to join the EU-CTC Committee and the relevant Conventions, the NCTS should be used on a national level for a period of one year. NCTS is currently in operation in North Macedonia and Serbia.

Montenegro-Serbia. Regarding the main BCP between Montenegro and Serbia, Dobrakovo-Gostun, the construction of the facility at BCP Gostun on the Serbian side is financed by the national budget from funds allocated by the Customs Administration. Works (Phase II) are underway at the BCP. The contractor was introduced to the business on 15 December 2021, and the completion of the works is expected, according to the concluded contract on the execution of works, in March 2023.

Bosnia and Herzegovina-Serbia. On the BCPs between Bosnia and Herzegovina and Serbia, the following can be reported:

Modernisation of BCP Vardiste was completed on the side of Bosnia and Herzegovina last year; the modernised BCP Kotroman (on the side of Serbia) was officially opened on 27 June 2022. It will significantly improve the quality of passenger travel, as well as the working conditions of customs officers and border police. The BCP is now arranged in accordance with the highest standards and contains everything necessary for the efficient functioning of traffic and efficient work of border services. In the new BCP, there are three traffic lanes each at the entrance and exit, which will significantly speed up the traffic; control booths were installed on the traffic lanes, a canopy was erected, as well as a public sanitary facility, and the entire crossing is covered by video surveillance. Freight traffic is also expected to improve in quality, as trucks will have a cargo terminal at their disposal, as well as a truck scale at the entrance into Serbia.

BCP Mali Zvornik/Karakaj – In the budget of the Republic of Serbia for 2022, funds are set aside for the reconstruction of the old bridge at this BCP.

BCP Ljubovija/Bratunac – This joint BCP was opened in November last year. It is important to highlight that transport of goods at this BCP is not yet possible, since no customs formalities have been established yet. At this moment, only the traffic of empty lorries is allowed.

BCP Sremska Raca/Raca – It is positive to note that this BCP is planned to operate as a joint BCP. The Republic Directorate for Property of the Republic of Serbia concluded the contract for the development of an urban project for the

construction of the joint BCP Sremska Raca, on the section of the new highway Sremska Raca-Kuzmin. The implementation of this contract is ongoing. Also, the Republic Directorate plans to call for public procurement of technical documentation for the construction of the joint BCP Sremska Raca in the coming period. The joint BCP Sremska Raca will be built on the territory of the Republic of Serbia, for users of both parties (Serbia and Bosnia and Herzegovina).

Bosnia and Herzegovina-Montenegro. The Parliament of Bosnia and Herzegovina ratified the Agreement between the Council of Ministers of Bosnia and Herzegovina and the Government of Montenegro for the construction of an inter-state bridge over the river Tara at the junction of the regional road M-18 in Hum and regional road M-3 in Scepan Polje, as well as access road sections to the border point Hum-Scepan Polje.

Bosnia and Herzegovina-Croatia. A temporary border post Svilaj is open until the end of 2022 through a Decision Act by the Ministry of Security of Bosnia and Herzegovina. Currently, freight transport is allowed to cross this BCP, but only goods that are not subject to excise duties and inspection controls. There is an ongoing procedure for a new overall agreement on BCPs between Bosnia and Herzegovina and Croatia, in which the new BCPs Svilaj and Gradiska should be included. Regarding the Gradiska BCP, works on the Gradiska bridge are progressing, so the adjoining road connection and the BCP should become operational in 2023.

North Macedonia-Serbia. The Republic Directorate for Property of the Republic of Serbia called for public procurement for the construction and modernisation of the cargo terminal at the BCP Presevo.

North Macedonia-Bulgaria. Through the mentioned World Bank TTF Project, North Macedonia will also benefit from an upgrade of BCP Deve Bair (Bulgaria). Works have not started yet, and the following improvements improvements to the administrative building, and extension of the border passage on exiting North Macedonia are planned.

Serbia-Romania. It is expected that works on the adaptation of facilities at the BCP Vatin will begin soon.

Serbia-Bulgaria. Works on the adaptation of facilities at the BCP Gradina are underway.

Serbia-Hungary. Works on the extension of BCP

Horgos started on 21 March 2022. These works will take place in three phases: the first phase envisages works on the exit side of the BCP (freight terminal), the second phase envisages works on the passenger part of the BCP (lane and cabin expansion), and the third phase envisages works on the entrance side of the BCP (freight terminal). The realization of the first phase of works on the exit side of the BCP is currently underway. Also, the public procurement procedure for professional supervision is ongoing. The completion of works is planned for the second half of 2023.

III.2.2.4. Signing bilateral agreements for one-stop shop and effectively commissioning joint border/common crossing controls

Little progress – During the reporting period, two pairs of regional partners in particular, Albania-Montenegro, and Kosovo-North Macedonia, made considerable efforts to commence and maintain bilateral negotiations for agreements on joint operations at their main BCPs (Hani i Hotit/Bozaj and Hani i Elezit/Blace). These efforts are strongly supported by the TCT Secretariat, the TCT-financed technical assistance for capacity building in transport facilitation, as well as the CONNECTA TA, which is targeting infrastructure improvements at these two pairs of BCPs, as being the most advanced in establishing one-stop controls. Even though this had not generated tangible results before the closure of the reporting period, all the efforts and activities are acknowledged, and they are continuing with the same dynamics.

Bosnia and Herzegovina and Montenegro are on track with their previous agreement for joint locations of 4 joint BCPs, one of which is on the TEN-T Network and one on the Green Lanes. In addition, Bosnia and Herzegovina and Serbia have agreed to continue with investments in a joint location for the joint BCP Sremska Raca, which is on the Green Lanes.

The other pairs of regional partners, as well as regional partners and their neighbouring EU Member States, have not shown concrete bilateral initiatives in establishing integrated border crossing points or in specific BCP agreements in the reporting period. Because these types of road transport agreements are not standard practice across the wider region and require firm political commitment, the TCT Secretariat will continue to promote and support the national authorities in bridging the long road from negotiating bilateral agreements to signing them, and then effectively rolling out joint controls.

The TCT is partnering its efforts with CEFTA, the Chamber of Investment Forum and other regional stakeholders because establishing joint customs controls in the Western Balkans is a priority stemming from the Common Regional Market plan.

Moreover, some transfer of knowledge and experience sharing in sound BCP management, as well as synchronised checks, could be expected from the recently established cooperation with CELBET (Customs Eastern and South-Eastern Land Border Expert Team)⁶.

The following is a summary of the current state of play with regards to road border crossing agreements for establishing joint BCPs or one-stop controls.

Albania-North Macedonia. Upon signing the bilateral Framework Agreement for Establishing Joint Border Crossing Points in July 2021 by the respective Prime Ministers, the Agreement was ratified by both the Albanian and Macedonian Parliaments. Albania has already established a Joint Committee of Experts. The agency-to-agency protocols between Albania and North Macedonia are not yet signed.

Albania - Montenegro. Work on the bilateral border crossing agreement is at an advanced stage. The Ministries of Interior from both parties have agreed on the model of joint controls to be enacted at the BCP Hani i Hotit/Bozaj, according to which the control of vehicles will be carried out only at the entrance (one-stop) in each direction.

However, an official draft agreement (and protocols) has not been exchanged yet. The national authorities of both parties should undergo official internal procedures and organise the initialling and signing of the bilateral agreement and subsequent protocols.

Bosnia and Herzegovina - Montenegro. On 8 June 2022, the Presidency of Bosnia and Herzegovina adopted a Decision on the ratification of the following Annexes to the Agreement between the Council of Ministers of Bosnia and Herzegovina and the Government of Montenegro for conducting border controls at JBCPs: Annex 1, for the joint location of the JBCP Deleusa-Vracenovici; Annex 2, for the joint location of the JBCP Hum-Scepan Polje; Annex 3, for the joint location of the JBCP Sitnica-Zupci; and Annex 4, for the joint location of the JBCP Klobuk-Ilino Brdo.

Kosovo - North Macedonia. The ongoing discussions on the future model of one-stop/joint controls at Hani i Elezit/Blace are taking place in parallel with the current TA to upgrade this BCP. The model has not yet been decided on, and hence, an official draft agreement (and protocols) has not been exchanged so far. The national authorities of both parties should initiate official internal procedures and organise the initialling and signing of the bilateral agreement and subsequent protocols.

North Macedonia-Serbia. As a result of the signed and ratified *Agreement on the Establishment of Joint Controls at the Presevo-Tabanovce International Border Crossing*, as well as all Protocols, an Integrated Border Crossing at the Presevo-Tabanovce BCP based on the one-stop control model was successfully established and it is now fully in place. By recently restoring the one-stop concept at the exit Serbia – entrance North Macedonia, which was temporarily interrupted, the situation is now in full compliance with the bilateral Agreement.

III.2.2.5. Implementation of the electronic queuing management system (eQMS), with an option to integrate with SEED+

No progress. As elaborated in the previous year's report, after completion of the CONNECTA technical assistance for the implementation of eQMS, none of the beneficiaries (**Serbia, North Macedonia, and the neighbouring EU Member States**) have proceeded with the implementation stage. As there are no further activities related to this measure by other regional partners either, it is proposed that this measure be substituted with a measure for *extension of the SEED system to neighbouring EU MS as a part of the EU-WB6 Green Lanes initiative*. In fact, the new measure will be reported under a separate chapter III.3 for Green Lanes initiative.

III.2.2.6. Capacity building: hiring additional/specialised personnel and providing training courses to improve staff performance

Progress on track – the regional partners are carrying out their own national capacity building programmes, which are dedicated to the individual implementing agencies – border police, customs authorities, and other border agencies.

⁶ Customs Eastern and South-Eastern Land Border Expert Team (CELBET) is an initiative of 11 EU Member States and works under the Customs 2020 Programme. More specifically, the expert team provides solutions for better targeting of risks, uniform performance of measurement standards, flexible use and sharing of resources, training of customs officers, interaction and coordination with relevant border services and last, but not least, addressing funding challenges related with control infrastructure and equipment.

In addition, since the beginning of 2022, the TCT Secretariat has rolled out a rather small capacity building programme on management and operations at border crossing points along the TEN-T Network in the Western Balkans. Different pairs of regional partners benefit from support in drafting bilateral agreements and protocols, operating manuals, rules of procedures, and training in the use of transport facilitation instruments as well as exchange of good practices with their peers from neighbouring partner agencies.

In the reporting period, eight workshops were organised for the border agencies of: Kosovo and North Macedonia (BCP Hani i Elezit/Blace), Bosnia and Herzegovina and Serbia (BCPs Karakaj/Mali Zvornik and Vardiste/Kotroman), Albania

and Montenegro (BCPs Hani i Hotit/Bozaj and Muriqan/Sukobin), Montenegro and Serbia (BCP Dobrakovo/Gostun), Bosnia and Herzegovina and Montenegro (BCP Klobuk/Ilino Brdo) and for Montenegro and Kosovo (BCP Kula-Kulla).

Under the CEFTA framework and as part of the Green Lanes initiative, recommendations for aligning the working hours of border agencies have been issued by the CEFTA Secretariat. If implemented properly, it will enable the regional partners to organise/allocate/adjust human and other resources accordingly at the border crossings.

The overall progress for the all Road BCP/CCP measures is presented in the following graph.

ROAD BORDER CROSSING/Common Crossing Measures

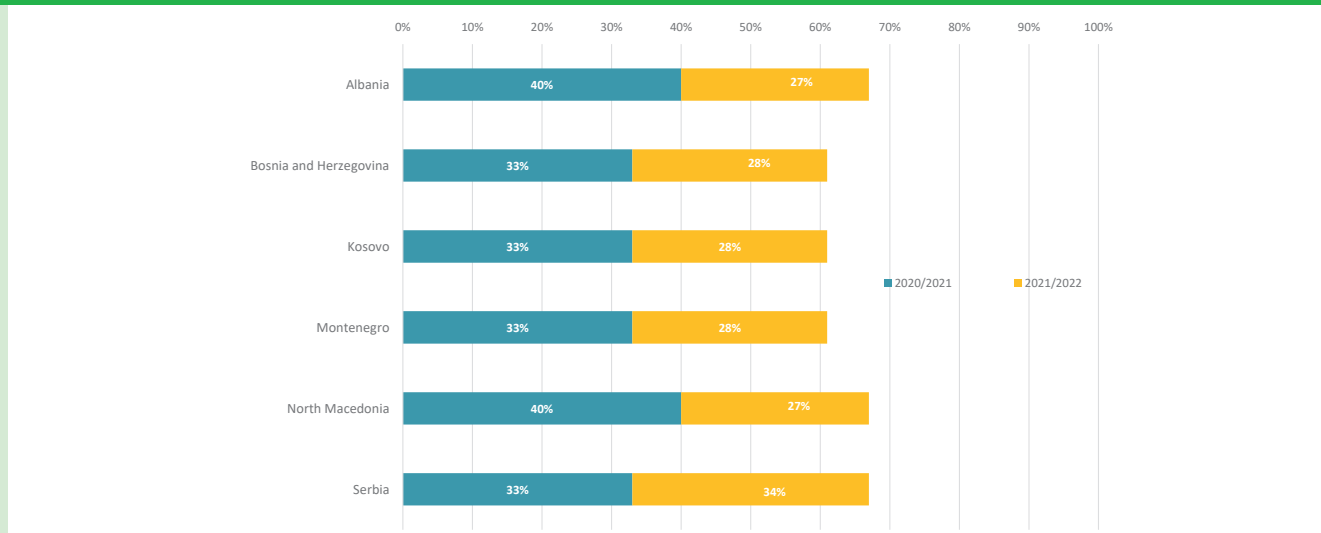


Figure 10 – Overall progress for the road BCP/CCP measures

III.3. EU – WB6 GREEN LANES INITIATIVE

Good progress. A Memorandum of Understanding (MoU) on the electronic exchange of data between the Customs Administration of North Macedonia and the Directorate General of Customs and Excise of the Independent Authority for Public Revenue of Greece was signed on 7 July 2022 in Thessaloniki. It provides the legal basis for further activities and is set as the first stage in the process of extension of Green Lanes to the EU MS. From the date of signing, North Macedonia unilaterally started to provide data to Greece through the SEED+ system.

MoUs between the Customs Administration of Albania and the Excise Customs and Monopolies Agency of Italy (ADM), and between the Revenue

and Customs Administration of Montenegro and ADM were signed in Rome on 9 September 2022. The MoUs provide the basis for facilitation of sea traffic (Blue Lanes) through electronic exchange of data on goods transported by maritime transport, including information about empty trucks via the SEED+ system.

Within the region, it is worth noting that the *first-priority truck lane* dedicated to the Green Lanes in the Western Balkans has been opened at the BCP Presevo-Tabanovce. A sign board “Green Lanes/Open Balkans/AEO” has been placed at the entry point of the border crossing Presevo-Tabanovce. This priority lane, among other things, is intended to serve as a green corridor/lane for the

CEFTA priority list of goods. Priority passage of vehicles carrying this type of goods is ensured by marking the vehicle, depending on the category applied. Also, the priority lane is intended for holders of Authorised Economic Operator (AEO) authorisations from the Republic of North Macedonia, Republic of Serbia, and Republic of Albania, as parties that have completed the full procedure under CEFTA rules.

III.3. MONITORING BORDER WAITING TIMES

The monitoring exercise of the freight transport waiting times in the selected BCPs/CCPs by the TCT Secretariat was agreed to be discontinued. The focus was instead on introducing real-time monitoring of border waiting times. Deployment of dedicated tools for tracking border waiting times, such as the Galileo app developed by the European GNSS (Global Navigation Satellite System) Agency, experienced some delays, but it is expected that the new platform will include the external BCPs of the EU, i.e. those with the Western Balkans, with a possibility to be extended to intra-WB6 BCPs, as well.

In addition, the setting up of the TCT Transport Observatory and the related data collection procedures is progressing well and is expected to be fully operational in 2023.

III.4. CONCLUSIONS AND RECOMMENDATIONS

The overall pace of progress in the implementation of the Transport Facilitation Action Plan has been **slow to moderate**.

The outcomes of the ongoing negotiation process between **Albania** and **Montenegro**, as well as **Kosovo** and **North Macedonia** for the establishment of joint border controls could significantly change this statement, should bilateral agreements be signed. Similarly, the finalisation and conclusion of agreements between **Serbia** and **Bosnia and Herzegovina**, as well as **Serbia** and **EU Member States** for joint rail border operations could considerably improve the level of completion of the needed legal framework.

In the field of implementation of the legal framework, **Albania** and **North Macedonia**, as well as **Kosovo** and **North Macedonia**, are advancing, but for the time being, they have not reached the point of having either the road BCP Kjafasan/Qafe Thane operating as a functional one stop, or the rail BCP Hani i Elezit serving functionally as a joint rail station. This confirms that the process of implementation of bilateral agreements and protocols takes a lot of time, mostly due to complex implementing activities regarding the redesign/simplification of border procedures, working-hours harmonisation, equipment/space-sharing arrangements, and the necessary infrastructure investments. In the case of infrastructure planning, perhaps the delay in the construction at the rail BCP Tabanovce (to serve as a joint station between North Macedonia and Serbia) is the most drastic one.

This demonstrates the need for national authorities to be strongly engaged in setting up sound institutional structures to enable regular cooperation and inter- and intra-agency coordination at all levels, provide efficient capacity building, and enable an effective system for monitoring and evaluating progress.

The TCT Secretariat will continue to strongly support the strengthening of the border agencies' capacities with training programmes foreseen until the end of 2022 and planned for 2023. Furthermore, the appropriate infrastructure and equipment will continue to be supported by the European Commission through the CONNECTA mechanism, the new Safe and Sustainable Transport Programme announced by the EC, as well as the World Bank's Trade and Transport Facilitation Project in some regional partners. Finally, the EU – WB6 Green Lane initiative is progressing very well, and the start of an exchange of pre-arrival information on goods carried by road between the Western Balkans and Greece, as well as in maritime transport between Italy, and Albania and Montenegro, is an encouraging step towards more integrated and facilitated transport operations in the wider region. The TCT and CEFTA Secretariats shall continue to work closely in order to have a wider outreach and effect on this initiative.



ROAD ACTION PLAN

IV. ANNUAL MONITORING REPORT OF THE ROAD ACTION PLAN

IV.1. BACKGROUND INFORMATION

The Road Action Plan provides a roadmap for the region to support the development of a climate-resilient, intelligent, and resource-efficient TEN-T road network in the Western Balkans, focusing on the deployment of green and smart elements in road transport. The final aim is to stimulate innovative, low emission, and fit-for-digital-age road transport infrastructure and operations.

The measures encompass the establishment of an efficient maintenance system coupled with the exploration of possibilities for road financing mechanisms (tolling, including e-tolling), deployment of ITS following EU Directives, and interoperability standards and decarbonisation of road transport, including resilience aspects and smart mobility.

Implementation of the Road Action Plan is coordinated through the Road Technical Committee, which was established in 2020, with representatives from all the Regional Partners. Furthermore, the Road Technical Committee is assisting the Regional Steering Committee in matters related to road transport falling under the scope of the Transport Community Treaty.

The first Monitoring Report was produced in October 2021, covering the one-year period from the endorsement of the Action Plan by the Regional Ministerial Council in October 2020. Last year's progress report showed that the overall pace of progress varied from slow to moderate. Moderate progress was reported on road maintenance, where almost all regional partners have put a three-year maintenance framework in place, but one-year maintenance contracts prevailed. A Road Asset Management

System is already in place in **North Macedonia**, progress was reported in **Albania, Bosnia and Herzegovina, and Serbia**. It is worth noting that the progress in road maintenance related measures comes as an accumulation of efforts made over the years by regional partners and strongly supported by IFIs. On the other hand, new measures like ITS deployment, climate resilience, and deployment of e-charging infrastructure progressed at a slower pace. The preparation of a strategic framework for deploying the Intelligent Transport System (ITS) and the respective legal transposition acts should have progressed further as one of the areas of major interest for the region. **Albania** adopted the strategy for ITS deployment across the road network, while **North Macedonia** and **Serbia** experienced delays in getting the preparation of their strategies off the ground. **Albania** and **Serbia**, with support from the World Bank, have prepared an initial assessment of the vulnerability of road networks. Deployment of e-charging stations is mainly located in cities across the region, while only in **Serbia** are e-charging stations located at the toll stations.

IV.2. PROGRESS BY MEASURE DURING THE REPORTING PERIOD

This section will provide an overview of the progress achieved for each of the four groups of measures, offering a description of the overall progress, and a quantitative assessment as per the monitoring mechanism described in the First Monitoring Report of 2021.

The information included in this Monitoring Report has been provided by the members of the Road Technical Committee through periodic

communications, and regular meetings of the Technical Committee.

IV.2.1. Establishing a functioning and efficient road maintenance system

This measure includes the following actions:

- Adopting a multiannual maintenance plan
- Establishing a Road Asset Management System (RAMS)
- Signing of the Service Level Agreement between the Ministry of Transport and Road Authorities/Public Enterprises
- Adopting an efficient strategy for funding sustainability for road maintenance

The implementation of the abovementioned measures has been **slow** during this reporting period. Indeed, improving road maintenance systems and practices in the region remains a long-lasting challenge. Overall, all regional partners have set in place multiannual road maintenance frameworks. Nevertheless, the duration of road maintenance contracts varies from four to one year. In **Albania** and **Kosovo**, new maintenance contracts were signed during the first half of 2022. In **Montenegro**, the medium-term plan for construction and reconstruction, and maintenance of the road network in Montenegro for the period up to 2025, **is expected to be finalised by the end of 2022**, and its preparation has been delayed due to the preparation of a new Spatial Plan of Montenegro by 2040. The medium-term plan is expected to integrate many elements from the Road Action Plan and will be shared with the TCT Secretariat before final adoption.

It is worth mentioning that **Kosovo and Montenegro** were pro-active in setting up the Road Asset Management System (RAMS). **Kosovo** has planned funds in the 2022-2024 budget and is exploring the options for technical assistance to prepare the Terms of Reference for the RAMS. **Montenegro** through the EBRD's grant reached an agreement at the end of 2021 on the establishment of the RAMS for trunk and regional roads (roads of national importance) and will include highways, after the opening of the first section Smokovac-Matsevo of the Bar-Boljare highway. Furthermore, in Bosnia and Herzegovina, setting up the RAMS at the JP Autoceste FBiH is ongoing and expected to be completed by March 2023. **Kosovo** is in the process of drafting a new Law on roads that is expected to be finalised at the end of 2022. In this law, it is planned to transfer some of the departments to a new agency, which

will include the Road Safety Department within the Kosovo Roads Agency. The agency will also cover road infrastructure planning, safety, and management.

During the reporting period, the contracts to set up RAMS in **Albania** and **Serbia** should have been finalised but projects are still ongoing. Respective RAMS units are created within the abovementioned road authorities/enterprises. **Bosnia and Herzegovina** reported to have RAMS set up in 3 out of 4 of its public road enterprises responsible for the TEN-T Core and Comprehensive Networks.

Signatures by the ministries in charge of transport of the Service Level Agreement (SLA) in **Albania** and **Serbia** are on hold due to the current energy crisis and the funding needed to overcome this crisis. In **Albania**, a new law has been drafted for the restructuring of the Albanian Road Authority (ARA) aiming to provide more financial autonomy to the ARA, and it is expected to be approved by the end of 2022. The other regional partners have emphasised the need for additional capacity building on SLAs.

The overall assessment clearly shows that despite the ongoing activities in **Albania** and **Serbia** the progress is not measurable, mainly due to delays in the completion of RAMS ongoing projects and the signing of SLAs. **Kosovo** took action to establish RAMS by allocating funds in the budget for 2022-2024 and setting up a new agency dealing with road maintenance. **Montenegro** reached an agreement with the EBRD to set up RAMS for highways, trunk and regional roads. Nevertheless, all regional partners should invest more efforts and resources to achieve the targets of the Road Action Plan. In **Bosnia and Herzegovina**, JP Autoceste FBiH is expected to have RAMS established by March 2023.

The overall assessment for establishing functioning and efficient road maintenance systems is provided in the graph in Figure 11.

ESTABLISHING FUNCTIONING AND EFFICIENT ROAD MAINTENANCE SYSTEM

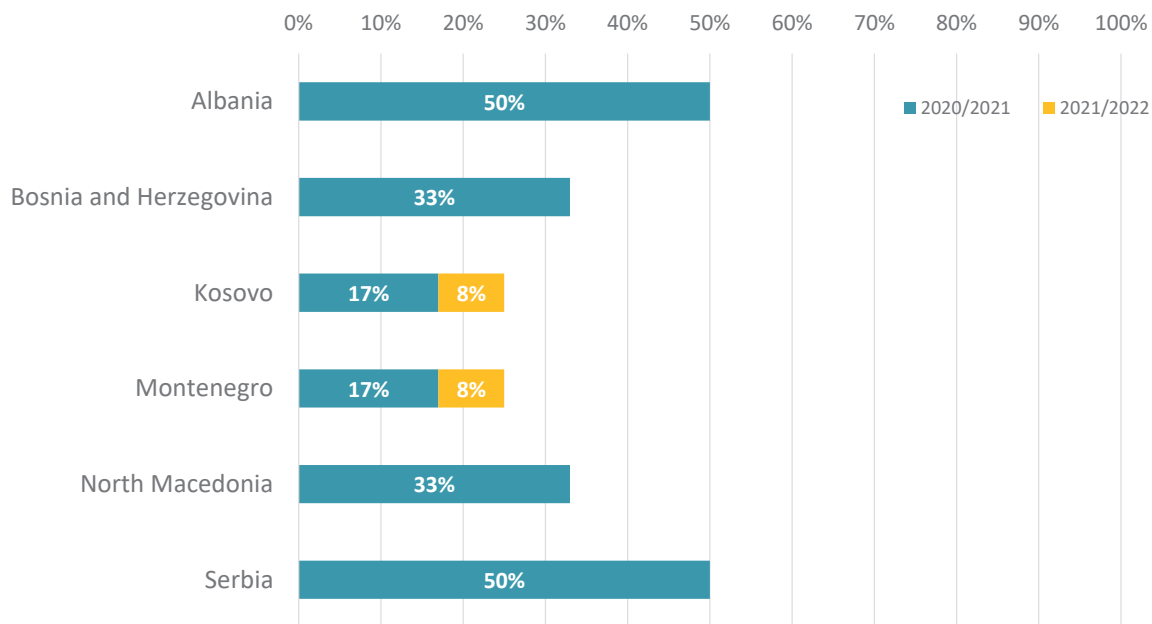


Figure 11 – Regional partners overall progress – Maintenance measure

IV.2.2. ITS Deployment on Core/ Comprehensive Road Networks

This measure includes the following actions:

- Adopting ITS Strategy and Action Plans aligned with regional ITS Vision and strategic objectives
- Transposition of Directive 2010/40/EU as per Annex I.3 of the Transport Community Treaty
- Transposition of Directive 2019/520/EC on the interoperability of electronic toll systems and facilitating the cross-border exchange of toll non-payment information in the Union, as per Annex I.3 of the Transport Community Treaty
- Adopting and implementing EU ITS standards for roads to ensure European standards and specifications for all new projects and for the upgrading of existing ones
- Adopting and implementing EU ITS Framework Architecture for roads to ensure compatibility of systems and equipment
- Adopting a regional interoperability framework aimed to establish a mechanism for the exchange of ITS data at the regional level through the TCT Information System

The implementation of the abovementioned measures has been **moderate** during this reporting period. This is attributed to the regional partners' strong interest in the deployment of ITS and the support provided by the European Commission (CONNECTA), World Bank and TCT Secretariat.

Bosnia and Herzegovina and **Kosovo** are supported by CONNECTA for the preparation of ITS Strategies and Operational Concept for a Road Traffic Management Centre. There was a delay in the start of CONNECTA's assignment, expected to start at the end of 2021, but which started on 4 April 2022 and is expected to be completed by March 2023. This means that the deadlines stipulated in the Action Plan will not be met and need to be modified accordingly during the next reporting report.

In **North Macedonia** and **Serbia**, preparation of ITS Strategies supported by the World Bank are on track and set to be finalised by Q3 2023. In **North Macedonia** the strategy is prepared and is expected to be adopted by the end of 2022. **Montenegro**, within the project "Technical Assistance for Capacity Support to the Transport Sector and EU Acquis Alignment in Montenegro", has prepared the *Programme for the Development and Introduction of Intelligent Transport Systems in Road Transport for 2022-2026* that constitutes Montenegro's ITS Strategy.

Albania completed the detailed design for the deployment of ITS on 200 km, including the Traffic Monitoring Centre. Albania is planning to apply for funds within IPA III for the implementation of this project. In **Serbia**, two regional traffic management centres are ongoing; construction of a Regional Centre for traffic management and surveillance Nis (ITS regional centre) with an

EBRD loan, and construction of Regional Centre Belgrade. Additionally, Serbia is planning to apply for funds within IPA III for the preparation of project documentation for a National Centre for traffic management and surveillance – Belgrade as well as for implementation of ITS elements along the road Core network.

As regards the transposition of ITS Directive 2010/40/EU as per Annex I.3 of the Transport Community Treaty, this is partially transposed **in Albania, North Macedonia and Serbia** and fully transposed in **Montenegro**. **Montenegro**, during the reporting period, has adopted 5 bylaws related to the transposition of the respective EU Directive 2010/40/EU and Directive 2004/52/EC as per Annex I.3 of the Transport Community Treaty. The Administrative Instruction in **Kosovo** for the transposition of the ITS Directive is still in process and is expected to be signed by the end of 2022. **Serbia** adopted the revised National Program for the Adoption of the Acquis 2022-2025, and the deadline for transposition of ITS Directive 2010/40/EU as per Annex I.3 of the Transport Community Treaty is set for Q4 2024. Furthermore, within the Transport and Trade facility, project discussions are ongoing on the further transposition of the ITS Directive 2010/40 into the Law on roads. **North Macedonia** reported that all standards related the ITS are adopted by the Institute for Standardisation.

There is no progress in the transposition of the Directive 2019/520/EC, as per Annex I.3 of the Transport Community Treaty, of the European Parliament and of the Council of 19 March 2019, on the interoperability of electronic toll systems and facilitation of cross-border exchange of toll non-payment information in the Union that entered into force in October 2021. Regarding the introduction of EETS (European Electronic Toll Service) in **Montenegro**, the Rulebook on tolling stipulates ‘that it shall apply from the day of Montenegro’s accession to the European Union’. For all the mentioned transposed Directives, Montenegro will submit to the TCT Secretariat its ITS strategy and the corresponding table of concordance. **Serbia** adopted the revised National Program for the Adoption of the Acquis 2022-2025 and the deadline for the transposition of this Directive is set for Q4 2025.

In order to assist the region in its efforts to reach e-tolling interoperability, the TCT Secretariat’s technical assistance started on 24 January 2022. The scope of this technical assistance was to carry out a baseline and financial impact assessment of electronic tolling interoperability. The deliverables/results are as follows:

- *Assessment of the current toll systems.* GAP Analysis conducted for each regional partner covering legal, technical, and operational areas (including enforcement frameworks that already exist in the region)
- *SWOT analysis of e-tolling interoperability in the Western Balkans and best practices from EU countries.*
- *Impact assessment of deployment of e-tolling interoperability.* The Consultant performed an impact assessment of e-tolling interoperability in the Western Balkans as per regional partners/economies readiness. In practice, it has prepared a common e-tolling framework for the region. The roadmap contains actions to be implemented in short term and long term period, considering recent and upcoming changes in mobility and technology in the EU.

The final Report was submitted in August 2022, and the results of the study will be disseminated at the Regional Conference on Road User Charging, which took place back-to-back with the Road Technical Committee on 5 and 6 October 2022 in Belgrade.

Overall, the progress reported is **moderate**. The preparation of the strategic framework and the legal approximation across the region are not progressing at the same pace. It is expected that by **Q3 2023** five **regional partners will have adopted the strategies for the deployment of ITS**. **Serbia** is already constructing two regional Traffic Management Centres (Belgrade and Nis) and **Albania** is planning to start soon in the deployment of ITS along 200 km and the construction of a Traffic Control Centre. Regarding the transposition of ITS Directive 2010/40/EU as per Annex I.3 of the Transport Community Treaty, it is partially transposed **in Albania, North Macedonia and Serbia**, and fully transposed in **Montenegro**. **Kosovo** is working on the Administrative Instruction to transpose the ITS Directive; the expected date for its signature is the end of 2022. The regional partners that already have electronic tolling in place are committed to moving forward to reach interoperability amongst themselves.

Nevertheless, more efforts are needed by all regional partners to transpose the EU legislation. Technical assistance support is needed across the region on the transposition of EU Directives.

The overall assessment is provided in the graphs in Figure 12.

ITS DEPLOYMENT ON CORE/COMPREHENSIVE ROAD NETWORK

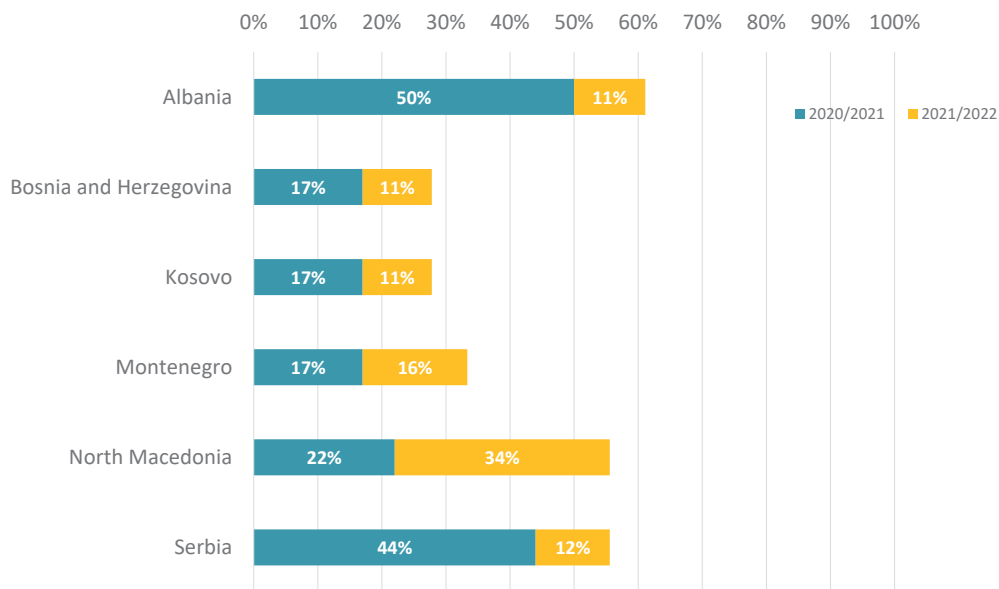


Figure 12 – Regional Partners overall progress – ITS Deployment measure

IV.2.3. Enhancing road transport climate resilience and use of alternative fuels

This measure includes the following actions:

- Adopting guidelines and methodologies for climate change and natural hazard road network vulnerability assessments
- Development of a Resilience Action Plan for Road Core/Comprehensive Networks
- Undertaking risk-based vulnerability interventions for the most vulnerable sections of the indicative extension of Core/Comprehensive TEN-T Networks in the Western Balkans
- Enhancing the use of alternative fuels (e-charging stations, etc.)

Overall progress in the implementation of these measures ranges from **slow to moderate**. These measures aim to ensure a smooth transition towards greener and more sustainable road development. **Montenegro** has adopted a series of documents to tackle climate change, such as the ‘National strategy in the field of climate change until 2030’ and Law on protection from the negative impact of climate change, and the Manual for the preparation of the low carbon development strategy until 2050 is finalised, as well as the ‘Road Map of decarbonisation of transport in montenegro’. In addition, with the support of EBRD, the “Road Infrastructure Climate Resilience Strategy for Montenegro and Action Plan” has been prepared. **Albania** adopted at the end of 2021 the National Energy and Climate

Plan 2021-2030. It comprises an integrated policy framework to steer decarbonisation efforts until 2030 and beyond, aligned with the goals of the European Green Deal. Currently, the National Energy Efficiency Action Plan as an integral part of the National Energy and Climate Plan is being revised. The **Albanian Road Authority (ARA)**, with the support of the World Bank, is working on the preparation of a Resilience Risk Map for the 100 priority bridges out of the 745 bridges of the national network. **Serbia** has adopted a series of documents to tackle climate change, such as the Law on climate change, Rulebook on availability of consumer information on fuel economy and CO₂ emissions in respect of the marketing of new passenger cars, Law on renewable energy sources, Law on energy efficiency and rational use of energy, and the Carbon Development Strategy with its Action Plan and National Energy and Climate Plan until 2030 with a vision until 2050 are in the final phases of preparation.

Concerning climate proofing of road infrastructure, the regional partners have been engaged in the regional project “Enhancing Environmental Performance and Climate Proofing of Infrastructure Investments in the Western Balkan Region from an EU Integration Perspective” (ClimaProof), implemented by UNEP and funded by Austrian Development Cooperation, aimed at adapting road infrastructure to present and future climate conditions through a broad concept of climate proofing. The TCT Secretariat will build on these results, aiming to carry out a vulnerability assessment of the road network and prepare a Road Resilience

Action Plan, using the European Commission – Technical guidance on the climate proofing of infrastructure in the period 2021-2027.

Regarding the deployment of e-charging stations, progress is reported in **Albania** and **Serbia**. **Albania** has prepared a national framework for setting up electric chargers both on national and local road networks. The Albanian Road Authority (ARA) is planning to inspect all petrol stations for the availability of e-charging points. Deployment of e-charging points will be mandatory for all new petrol stations. **Serbia** is installing 10 additional chargers and the respective tender was launched in July 2022 with expected completion by mid-2023. Furthermore, Public Enterprise Roads of Serbia (PERS) has started a pilot project for energy saving and the use of alternative forms of energy. It has already procured the construction of solar power plants and toll collection facilities, and the main construction of Serbian roads in the value of about 65,000 euros. Also in the final phase is the implementation of software and equipment for remote regulation of public lighting, through which various electricity savings can be made. **Serbia** issued a seven-year Green Bond, worth one billion euros, in September 2021. The funds collected by the Green Bond will be invested in 11 different projects with a focus on railway and waterborne transport.

In this regard, CONNECTA’s support for the preparation of the *Strategic framework for the deployment of e-charging stations in the Western Balkans*, as part of the ‘Preparation of Strategy/ Policy documents concerning Sustainable and Smart Mobility in the Western Balkans’, started on 8 March 2022, with a total duration of 12 months.

The expected deliverable of Component 2 is supporting the implementation of the Road Action Plan and will include:

- Assessment of the status of play/plans of deployment of e-charging stations along the extension of the TEN-T network to the Western Balkans
- Proposal on e-charging infrastructure on the TEN-T network to the Western Balkans needed to boost electric vehicle demand up to 2030, 2040, 2050
- Identifying the potential contractual/business models (public, private, public-private partnership) for each regional partner for the deployment of e-charging infrastructure
- Preparation of a roadmap for each regional partner on extending the e-charging stations on the TEN-T Road Core/Comprehensive networks in the Western Balkans.

The overall progress is slow to moderate. **Albania**, **Montenegro** and **Serbia** progressed in preparation of the national framework for the Energy Efficiency and Climate Plan. **Albania** and **Serbia** reported progress on the deployment of e-charging stations. **Serbia** is the leader in the region as the only regional partner to have issued a seven-year green bond, worth one billion euros, in September 2021, which it intends to use for funding infrastructure projects.

Additional efforts by regional partners and support from IFIs and the TCT Secretariat remain crucial to future progress.

The overall assessment is provided in the graphs in Figure 13.

ENHANCING ROAD TRANSPORT CLIMATE RESILIENCE AND USE OF ALTERNATIVE FUELS

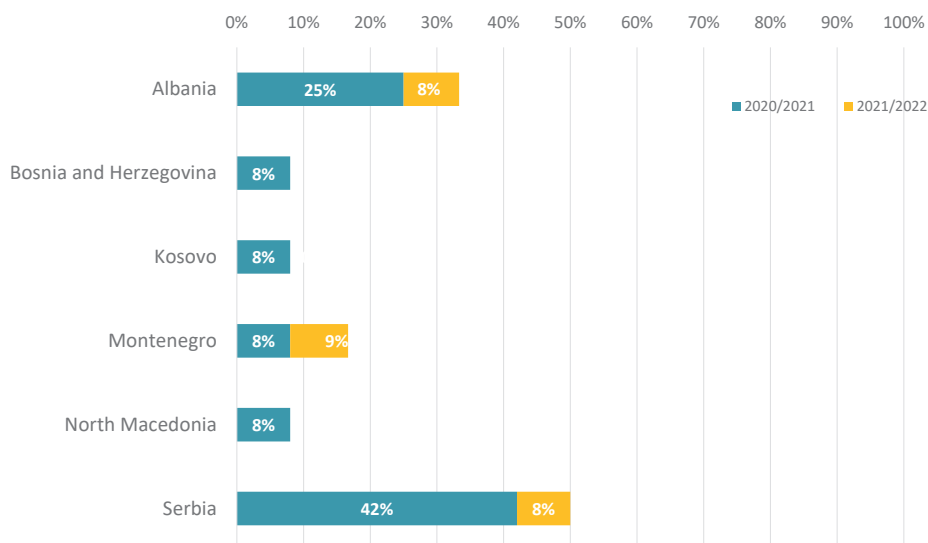


Figure 13 – Regional Partners overall progress – Climate resilience and alternative fuels

IV.2.4. Enhancing regional cooperation and experience exchange

This measure includes the following actions:

- Establishing a regional network of road authorities/public enterprises for regular consultation and coordination at the regional level before adoption of maintenance plans, deployment of ITS, etc
- Identifying the areas of capacity building needs/experience exchange/stakeholders' workshops to accommodate the broad range of technical experiences

In June 2022, two important regional events took place focusing on roads of the future: the Road Summit on 7 June 2022 in Tirana, and Summer School from 20-24 June in Sarajevo.

The TCT Secretariat, the European Investment Bank (EIB), and the European Bank for Reconstruction and Development (EBRD) organised the Western Balkan Road Summit dedicated to: **'Shaping the Future: Safe, Smart, and Sustainable Roads'** in Tirana, on 7 June 2022, hosted by Albania. More than 200 participants attended the Road Summit: Western Balkans Ministers in charge of transport, representatives of the EU Member States, high representatives from the International Financial Institutions, regional partners from relevant ministries, road authorities, researchers, and road practitioners.

The Road Summit focused on some of the most pressing issues related to road transport and was organised around three themes:

- 1) Safe roads with a focus on safe infrastructure for road users, reducing speed limits in urban areas, and the importance of road safety data
- 2) Smart roads with a focus on making Intelligent Transport Systems (ITS) a reality for the Region, data management for smarter roads, and innovative solutions towards green mobility
- 3) Sustainable roads, focussing on climate proofing of road networks (TEN-T networks and urban) and deployment of emission-zero fuels and infrastructure.

The Road Summit contributed to strengthening further the Western Balkans' commitment to safe, smart, and sustainable roads, culminating in the signing of the following documents:

- **Declaration on Roads of the Future – Safe, Smart, and Sustainable**, signed by the Ministers in charge of transport from the Western Balkans. The Ministers reconfirmed their commitment to developing the TEN-T road network in the Western Balkans in

compliance with TEN-T guidelines, including the deployment of ITS, climate-proofing of road infrastructure, commitment to Vision 0 on road safety, and boosting the use of alternative fuels.

- **Memorandum of Understanding between Road Authorities/Public Enterprises** on cooperation for the sustainable development of the road TEN-T network in the Western Balkans signed by Road General Directors. The main objective of this MoU is to establish a Network of Road Authorities/Public Enterprises General Directors for regular consultation, coordination, and experience-sharing of all road-related activities at the regional level. Following the signing of the MoU, the 1st meeting of Road General Directors is planned to take place during 2023.

Furthermore, within the framework of continued capacity building and experience sharing, the TCT Secretariat in partnership with the Regional School of Public Administration (ReSPA) and the International Road Federation (IRF) with the support of the European Commission (DG MOVE and DG NEAR), organised a Capacity Building – Summer School 2022 in Sarajevo. The Summer School's focus was on safe, smart, and sustainable roads. There were 18 participants in person (7 female and 11 male) from five Southeast European parties as signatories of the Transport Community Treaty, with a range of speakers from the European Commission, experts in the areas of road safety, ITS deployment, climate proofing, etc. The Summer School was a successful capacity-building event that reached its goals of improving the understanding and knowledge of safe, smart, and sustainable roads. All the participants expressed the need for frequent and shorter trainings that are thematic oriented.

IV.3. CONCLUSIONS AND RECOMMENDATIONS

The pace of progress in the implementation of the Road Action Plan ranges from **slow to moderate**. Progress in the implementation of road maintenance measures is characterised by stagnation, deployment of ITS and e-tolling interoperability have moderate progress, and climate resilience and alternative fuels infrastructure progressed at a slow to moderate pace.

It is noticeable that progress was mainly reported in the actions supported by technical assistance from the European Commission (IPA Programme, CONNECTA), World Bank and TCT Secretariat.

Setting up Road Asset Management Systems (RAMS) gained new impetus in **Bosnia and Herzegovina, Kosovo and Montenegro. Albania and Serbia** did not progress as planned and there are accumulated delays in the completion of ongoing RAMS projects and the signing of Service Level Agreements. In order to improve the current pace of progress in this group of measures, **Albania and Serbia** should finalise establishing functional RAMS. **Montenegro** should finalise its medium-term plan for construction and reconstruction, and maintenance of the road network for the period up to 2025 without further delays.

Due to the considerable differences among regional partners in the approach towards road maintenance, the TCT Secretariat will continue to support all regional partners during 2023 with targeted training on RAMS and SLAs.

Deployment of ITS is the group of measures that progressed the most during the reporting period. It is expected that by Q3 2023 all the regional partners will adopt the ITS Strategies.

Regarding the transposition of ITS Directive 2010/40/EU as per Annex I.3 of the Transport Community Treaty, it is partially transposed in **Albania, Serbia and North Macedonia**, and fully transposed in **Montenegro**. Unfortunately, the transposition of ITS standards is not progressing at the desired pace, and further assistance will be needed to improve the capacity of the administrations. In order to improve the current pace of progress, **Kosovo** should finalise the signing of the Administrative Instruction of the ITS Directive by end of 2022. The TCT Secretariat will continue to work closely with the regional partners to assist them in experience-sharing amongst themselves but also in exploring the options of TAIEX training on transposition and implementation of the ITS Directive and standards.

Despite the lack of progress in the transposition of the Directive 2019/520/EC, as per Annex I.3 of the Transport Community Treaty, of the European Parliament and of the Council of 19 March 2019 on the interoperability of electronic toll systems, the regional partners are engaged, and committed to reaching e-tolling interoperability. The TCT Secretariat, in close cooperation with regional stakeholders, prepared a roadmap for the region on how to move forward to achieve interoperability in the coming period.

Improving road transport climate resilience continues to be challenging, and it is reflected in the slow progress, while moderate progress is

reported in building the e-charging infrastructure (in 2 out of 6 regional partners). Regarding the preparation of national plans for energy efficiency and climate, progress has been made in **Albania, Montenegro and Serbia. Albania and Serbia** have reported progress on the deployment of e-charging stations. **Serbia** remains the most advanced in efforts towards decarbonisation of road transport and is the only Regional Partner that has issued a Green Bond, committing the collected funds into transport projects for less polluted modes of travel, like railways and inland waterways.

Nevertheless, the areas of climate resilience and deployment of alternative fuels will need greater support from all the stakeholders, the TCT Secretariat and the European Commission. The CONNECTA project on e-charging is expected to be finalised by March 2023, and should assist the regional partners in starting the deployment of e-charging stations. The Safe and Sustainable programme expected to be launched by European Commission should be exploited as an opportunity to apply for funds to build a network of e-charging stations across the region.

Furthermore, the TCT Secretariat will support the region in its efforts to improve road climate resilience. It is planned that technical assistance will include a capacity-building component for the involved institutions on how to assess climate vulnerability and prepare Resilience Plans. It is worth mentioning that due to its nature, climate resilience is in the domain of several authorities and as such it is crucial to the continuous coordination between different stakeholders, the TCT Secretariat and IFIs.

The Dedication to Roads of the Future signed by the WB Ministers in charge of transport during the Road Summit that took place on 7 June 2022 in Tirana reaffirmed the commitment of the region to developing the road network in full compliance with TEN-T guidelines. It is expected that it will provide a boost to deliver on the Road Action Plan measures.

Following the signing of the Memorandum of Understanding between Road Authorities/Public Enterprises at the Road Summit, the 1st meeting to establish a network of the Road Authorities/Public Enterprises General Directors of each Transport Community Treaty Southeast European Party is planned for June 2023. These meetings are aimed to take place annually to ensure cooperation at the highest management level for better planning of the indicative TEN-T extension of Road Core/Comprehensive Networks to the Western

ANNUAL MONITORING REPORT OF THE ROAD ACTION PLAN

Balkans, improving road network maintenance, deployment of Intelligent Transport Systems (ITS) and e-tolling, ensuring interoperability, deployment of alternative fuels with a specific focus on building a network of electric vehicle charging points, improve climate resilience, and exchanging of best practices.

It is also important to mention that due to late start of technical assistance projects supporting some of the measures of the Action Plan, there is a need to review the deadlines in the upcoming period through a separate process and by decision of the Regional Steering Committee.





ROAD SAFETY ACTION PLAN

V. ANNUAL MONITORING REPORT OF THE ROAD SAFETY ACTION PLAN

V.1. BACKGROUND INFORMATION

The Road Safety Action Plan promotes safety management, safer infrastructure, and road user safety. It supports the “zero deaths” objective and encourages the exchange of regional best practices.

The Road Safety Action Plan is a rolling plan, and it will assist the members of the Technical Committee on Road Safety in their efforts to align the regional partners’ agendas with Transport Community priorities for road safety. The actions are divided into four groups that correspond to the agreed measures listed in the Road Safety Declaration of 25 April 2018. They are in line with the objectives of the Transport Community Treaty. Some of the proposed measures are commitments undertaken earlier by the relevant authorities of the SEE parties under the Western Balkans 6 process. Hence, they have a sound basis in the already-established legal and coordination mechanisms.

The aim of the Technical Committee is to elaborate, under the guidance of the TCT Secretariat, a coherent set of concrete actions to be implemented by the regional partners in a coordinated and timely manner. This section will provide an overview of the activities of the Technical Committee on Road Safety during the period 2021-2022. It will also highlight the technical assistance needs and the necessary support to our regional partners related to the implementation of the measures defined in the Road Safety Action Plan. The Technical Committee on Road Safety was established in 2019 and aims to assist the Regional Steering Committee in aspects related to road safety in the scope of the Transport Community Treaty.

The Road Safety Action Plan was thus conceived to address issues related to infrastructure safety, road user behaviour, measures to enhance road safety management and encourage the exchange of best practices.

The activities of the Technical Committee are focused on the implementation of the Road Safety Action Plan, on challenges faced by regional partners and the sharing of best practices of the Member States. In addition, Road Summer School 2022 dedicated one full day to the road safety agenda that was focused on the principles of the Safe System Approach and Vision 0.

V.2. PROGRESS BY MEASURE DURING THE REPORTING PERIOD

This section will provide an overview of the progress achieved in each of the group measures, offering a description of the overall progress and a quantitative assessment based on the monitoring mechanism described earlier in this report. This is the second report on the measures defined in the Road Safety Action Plan.

The year 2021 marks the start of the Second Decade of Action in Road Safety 2021-2030, and all regional partners have embraced the new ambitious goals for this decade: the reduction of fatalities and serious injuries by 50% by 2030. The figures for 2021⁷ show a 7% increase in the number of fatalities in comparison with 2020. Lower traffic volumes, as the result of the Covid-19 pandemic, had a clear, though unmeasurable, impact on the number of road fatalities. That said, the baseline year for the Second Decade of Action 2021-2030 will be 2019. The table below shows that the rate of fatalities per million has decreased from 2019 to 2020, then it is followed by a significant

increase from 2020 to 2021. **North Macedonia** is the only regional partner with a reduced number of fatalities in 2021 in comparison with 2020. The

change in percentage for 2020/2021 varies from an 8% increase in **Bosnia and Herzegovina** to the highest value of 37% in **Kosovo**.

Regional Partner	Fatalities per million 2019	Fatalities per million 2020	Fatalities per million 2021	% change 2019/2021	% change 2020/2021
Albania	80	63	69	-13%	8.8%
Bosnia and Herzegovina	74	69	74	0%	8%
North Macedonia	63	60	56	-12%	-7%
Kosovo	60	43	59	-1.8%	37%
Montenegro	76	77	88	17%	15%
Serbia	77	71	75	-2.4%	5.9%
Western Balkans	73	66	70	-4%	8%

Table 3. Number of fatalities per million inhabitants

Note: The percentage changes in the table are based on the rate per million inhabitants.

V.2.1. Enhancing road safety management

V.2.1.1. Sub-action – Improve the capacity of the coordination body for road safety and ensure its proper functioning

Road safety is the shared responsibility of several administrations: transport, health, police, justice, education, finance. It is difficult to achieve the appropriate coordination and fulfil the full potential of individual sectoral responsibilities unless special institutional structures are put in place.

For this reporting period, there is no proactive approach from the road safety coordination bodies in the region and no meetings have been held. **Serbia** is planning to establish its Road Safety Coordination Body in the coming months (once the Ministers are appointed). In **North Macedonia**, the situation remains stagnant. In addition, the remaining regional partners will need to further revise and strengthen the structure of the High-Level Coordination body following the best examples.

Overall progress on this measure is stagnant. Regular meetings of the High-Level Coordination body, with a defined multisectoral agenda, are not being held. Additional political support is required to initiate the work of the High-Level Coordination Body and make road safety a priority in the common agendas of high-level officials.

V.2.1.2 Sub-action – Set up a coordination mechanism between police and judiciary to ensure the full implementation and strict enforcement of road safety legislation, including offences by non-resident drivers

The relationship between the Ministries of Interior and Ministries of Justice plays a crucial role as it leads to the improvement of road user behaviour, increase in enforcement efficiency, improvement of speed management, and increase in safety of road users.

The Ministry of Interior of Serbia has received a positive reply to its TAIEX application for a study visit in support of the implementation of Directive (EU) 2015/413 on facilitating cross-border exchange of information on road-safety-related traffic offences. The study visit will take place on 10-11 October 2022 in Vienna, with the participation of representatives of the Ministry of Interior of Serbia.

There is no established coordination mechanism between the police and the judiciary to enforce road safety legislation in the region. In that respect, the TCT Secretariat has invited representatives of the Ministries of Interior to participate actively and contribute to technical committee activities. However, it is reported that the Directive (EU) 2015/413 on facilitating cross-border exchange of information on road safety-related traffic has not been transposed. At the Technical Committee meeting held in October 2022, members proposed using the TAIEX mechanism for exchanging with the Member States best practice examples for this measure.

V.2.1.3 Sub-action – Develop a plan to establish/ strengthen the lead Road Safety Agency

Coordination mechanisms and structures are essential to developing successful road safety policies. The lead Road Safety Agency that manages this area at the national level, and which is used as a platform for agreeing and reviewing national road safety targets, also plays a key role in mobilising resources in coordinating multisectoral partnerships in the pursuit of agreed targets, and consulting with a wider group of stakeholders.⁸

There are two road traffic safety agencies in the region: one in **Serbia** and the other one in **Bosnia and Herzegovina** (at the entity level in Republika Srpska⁹).

North Macedonia has prepared a proposal to amend the Law for establishing a new road safety agency. The public consultation process for a single national legislation register has ended. The draft Law on establishing a road safety agency was sent again to all the relevant stakeholders. Most of the institutions replied with negative opinions for which joint clarification meetings are held aiming to resolve the issues and make final adjustments of the draft law. The adoption of the draft law is expected by Q1 2023.

The World Health Organisation carried out a study in “*Leadership, Coordination and Cooperation Mechanisms for Road Safety*” in **Bosnia and Herzegovina**, which makes recommendations on how to improve coordination mechanisms among road safety stakeholders. At the request of the authorities of **Kosovo**, the TCT Secretariat drafted a document suggesting the best models used in the region and EU MS for establishing an agency. Implementing the recommendations for the suggested actions should ensure progress in this measure in **Kosovo**. Moreover, **Kosovo** is in the process of drafting the new Law on roads, expected to be completed at the end of 2022. The transfer of some of the existing departments in the Ministry to a new Agency will be proposed in the law. With the support of the EU Office Kosovo, it is engaged an international expertise to identify the need for establishing a road safety agency and give recommendations for implementing it. The report shall be completed by end of October 2022.

Other regional partners have not taken any actions for reviewing their institutional structure. It is important to mention that the establishment of such agencies should have high political support from all stakeholders to achieve success.

DEVELOP A PLAN FOR THE ESTABLISHING THE LEAD ROAD SAFETY AGENCY

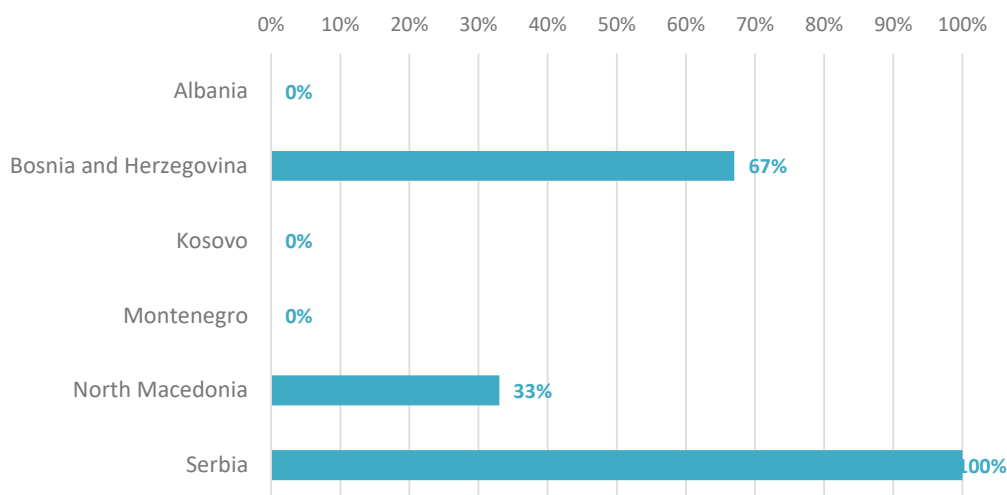


Figure 14 – Develop a plan for the establishment of the lead road safety agency

Overall progress is stagnant. Regional partners' attempts to improve the coordination mechanism remain high. The measure itself is affected by

several factors related to human resources, financial, amendments to road safety law and political support for its adoption.

⁸ https://ec.europa.eu/transport/road_safety/specialist/knowledge/rsm/the_road_safety_management_system/multi_sectoral_co_ordination_en
⁹ https://www.absrs.org/index.php?id_jezik=2&pismo=en

V.2.1.4. Sub-action – Establishing a tool for monitoring road safety performance under TCS umbrella – Western Balkans Road Safety Observatory¹⁰

Evidence-based approaches lie at the heart of the most successful road safety policies. Improved knowledge of road safety performance is a crucial element in the design of road safety strategies, and for measuring progress made in reducing road casualties.

The Western Balkans Road Safety Observatory became operational after its establishment at the Ministerial Council of Transport community held in Brdo pri Kranju in July 2021 in Slovenia.

A Regional Road Safety Conference and the Second Meeting of WB Road Safety Observatory were held on 6-7 December 2021 in Skopje, **North Macedonia**. The second meeting aimed to build capacity in road safety management, and to improve road safety data and the exchange of good practice examples from the EU Member States and the Eastern Partnership region. This brought to the attention of road safety professionals the main factors that play the role of having good data. These factors include the lack of data on seatbelt usage, lack of data on the use of alcohol/drugs, and lack of information on speed and crash locations. The counting of fatalities and the discrepancies that exist between the reporting of regional partners and the World Health Organisation (WHO) was elaborated in details, and included the experience of the health sector in **North Macedonia**.

The TCT Secretariat is supporting the regional partners through its contracted technical assistance on the “*Design, implementation and maintenance of the Information System for the Western Balkans Road Safety Observatory (WBRSO)*”. The information system will provide a set of analyses of yearly indicators for road safety that will enable

all regional partners to identify the challenges and take the appropriate measures to improve road safety. The development of the information system is foreseen to be finalised by the end of 2022, and the testing period will be at the beginning of 2023.

Significant progress has been achieved in this reporting period. The regional partners are assisting and contributing to this measure by completing their profiles (feeding the system with data/statistics) with last year’s data (2021).

V.2.1.5. Sub-action – Improve the quality of systematic and consolidated data collection on road traffic deaths and serious road injuries in line with existing EU standards and definitions (CARE data model)

After finalizing the Terms of Reference (supported by the World Bank) for establishing a road crash data system, neither **Albania** or **Bosnia and Herzegovina** has progressed in developing the database system due to lack of funding.

Montenegro has progressed significantly during this reporting period. The development of the road crash database is finalised. In May 2022, the Ministry of Capital Investments conducted training for a second group of traffic police officers for collecting road crash data based on CADaS protocol. The process of collecting data on road traffic crashes in line with CADaS started as of 1 June 2022. By the end of 2022, the Ministry of Health should start applying the Maximum Abbreviated Injury Scale (MAIS) 3+. In **North Macedonia** there is a need for a further upgrade of the road crash database system to bring it in line with CADaS protocol.

Serbia is continuing the improvement of MAIS3+ in the framework of the IPA project financed by the EU DEL in Belgrade.

IMPROVE THE QUALITY OF SYSTEMATIC AND CONSOLIDATED DATA COLLECTION

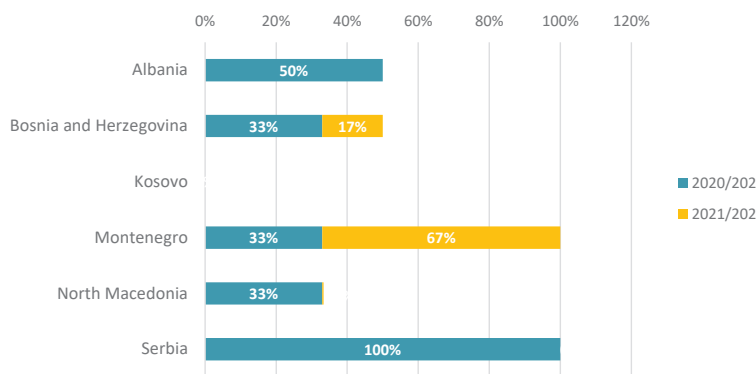


Figure 15 – Improve the quality of systematic and consolidated data collection

¹⁰ <https://www.transport-community.org/wbrso/>

V.2.1.6. Sub-action – Develop key performance indicators including unique and harmonised methodology for monitoring, and their evaluation

Serbia and **Bosnia Herzegovina** (entity level: Republika Srpska) are the only two partners who have developed KPIs.

Following the study on measuring the key performance indicators that was finalised in 2021, the Ministry of Capital Investments of **Montenegro**, in cooperation with the University of Montenegro, has started measuring the Traffic Safety Indicators, as well as road users’ attitudes. Both documents to be completed by Q2 2022. Field work is completed, and data processing is in progress. Results are expected at the latest by Q3 2022.

For this reporting period, Serbia has collected KPIs based on the SafetyNet methodology, and from Autumn 2022 is using the new methodology¹¹

released by the European Commission in May 2021. Additionally, Serbia is the only regional partner participating in the ESRA 3 (E-Survey of Road Users’ Attitudes) project. This will ensure complementary information to KPIs and provide insights in evidence-based policy making on road users’ attitudes. Financing is secured from the Road Traffic Safety Agency.

In this regard, the TCT Secretariat has held bilateral and trilateral meetings among the regional partners, VIAS Research Institute, EU DEL/Office, WHO and World Bank for finding financing solutions. The outcome of these discussions has not yet been successful, showing the need for a more sustainable funding programme of ESRA, or advanced budget planning. The results of ESRA3 will be ready by Summer 2023.

All other regional partners are encouraged to develop the Key Performance Indicators and align them with the new EU methodology.

DEVELOP KPI (BASED IN EU METHODOLOGY)

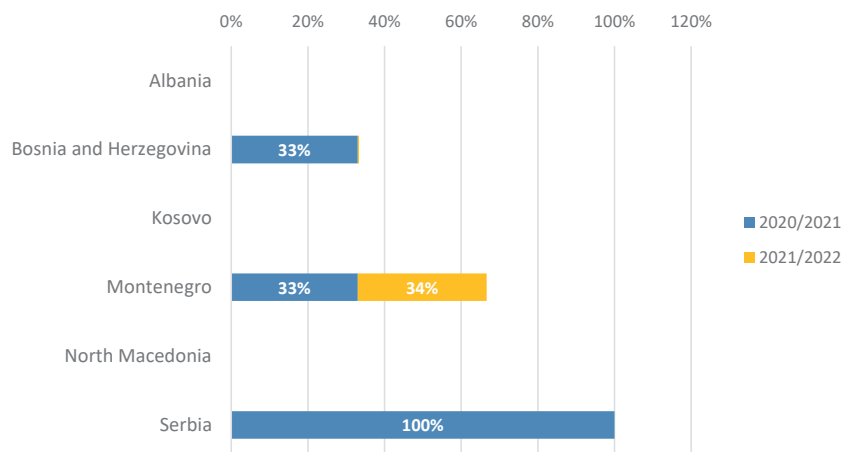


Figure 16 – Develop KPIs (EU methodology)

V.2.1.7. Sub-action – Develop the Road Safety Strategy and Action Plan with the aspirational targets of halving the number of fatal and serious road traffic injuries from 2021 to 2030, in line with the fatality and injury targets applied at the EU and UN level

Regional partners are making efforts in the process of finding solutions for developing a new road safety strategy for the period 2021-2030.

The strategy shall be in line with the fatality and injury targets applied by the EU and UN.

The new strategy is recommended to be based on the Safe System approach to improving road safety. This involves a holistic view of the road transport system and the interactions among roads and roadsides, travel speeds, vehicles, and road users.

Albania is in process of finalizing the Terms of Reference for drafting the Road Safety Strategy.

¹¹ <https://www.baseline.vias.be/>

The Technical Assistance is supported by EU DEL in Albania. In the same project is foreseen the restructure of the Authority of Roads of Albania. **Bosnia and Herzegovina** has shown progress in this regard. The draft Road Safety Framework Strategy and Action Plan for 2021-2025 is pending and is currently under the review of the Road Safety Council. **Kosovo** has established an expert working group and has engaged short-term consultancy work for drafting the Multimodal Transport Strategy. This work is supported by inputs from the TCT Secretariat too. The Multimodal Transport Strategy will include, in a separate chapter, the Road Safety Strategy. The timeline for completion of the draft strategy is the end of 2022.

For **North Macedonia**, there are no reported developments. Drafting of the Road Safety Strategy is planned under the tasks assigned to the new Leading Road Safety Agency. **Montenegro** has already in place a Road Safety Improvement Programme and Road Action Plan for the period 2020-2022. Drafting of the Road Traffic Safety Strategy (2023-2030) with a 2-year action plan (2023-2024) is currently ongoing. The new strategy is expected to be completed and adopted later in 2022. **Serbia** has drafted the Road Safety Strategy for 2022-2030. However, progress in the process of its adoption depends on the establishment of a new Road Safety Coordination Body.

Overall progress for this measure is progress on track.

DEVELOP THE RS STRATEGY AND ACTION PLAN WITH THE ASPIRATIONAL TARGETS FOR 2021 TO 2030

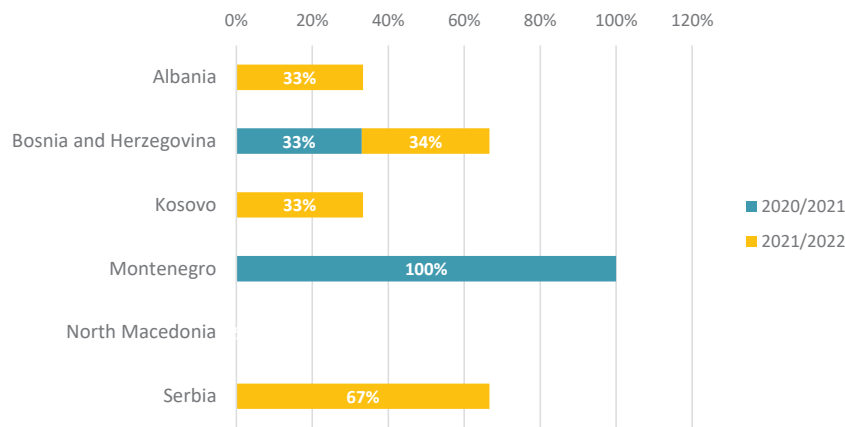


Figure 17 – Develop the RS Strategy and Action Plan with the aspirational targets for 2021 to 2030

V.2.2. Promote safe infrastructure

V.2.2.1. Sub-action – Identify the most dangerous sections of the extended Trans- European Road network to the Western Balkans, where most fatal and serious accidents happen

Improving infrastructure is a cornerstone of road safety and will play an important role in achieving the EU’s new road safety targets for the year 2030.

In February 2021, ten Detail Designs (DD) for identified high-risk road sections with a total length of 300 km have been finalised. The projects have reached maturity level and are ready for investments. **Montenegro** has started the tender procedures for traffic signalling on the road section Podgorica-Mioska (54 km). In addition,

regional partners are regularly conducting road safety inspections; the biggest challenge remains the financial part.

Progress in improving the policy and level of road infrastructure in the region is as follows:

Albanian and **Serbian** authorities continue with regular training and certification of Road Safety Inspectors (RSI) and Road Safety Auditors (RSA) in line with the EU Directive 2008/96/EC on Road Infrastructure Safety Management. Other regional partners should follow the same example.

Bosnia and Herzegovina reported that the project “Road Safety Inspection on selected roads and Road Safety Inspection and Road Safety Audit Training Course have successfully finished. The beneficiary of the project is the Public Company “Roads of Federation of Bosnia and Herzegovina”.

As a result of the project, 446 km of roads in the Federation of Bosnia and Herzegovina was subject to road safety inspections and 20 experts passed the training course related to conducting Road Safety Inspection and Audits.

In **Montenegro**, a working group has been formed, and expert assistance is being provided through the project “*Technical assistance for Capacity Support to the Transport Sector and EU Acquis Alignment in Montenegro*”. In November 2021, the Rulebook on the manner of assessing the impact of state roads on traffic safety, auditing and verification of state road safety was adopted. Preparations for conducting training and certification for RSA and RSI are ongoing. The EBRD agreed to finance a project that covers training for RSI and RSA for 30 participants. The first licensing certificates will be given on 20 October 2022, and the Ministry of Capital and Investments will be the authorised institution for issuing certificates. The outcome of this 9-month project has also provided new guidelines for RSI and RSA. There were plans to organize training for road traffic signalling and protective fences, to meet road designers and auditors with design standards in this area and avoid the installation of substandard road equipment. The training that was foreseen for July 2021 is postponed for a later stage.

Based on the new bylaws drafted during this period, Montenegro submitted an updated Table of Concordance to the Transport Community Secretariat in July 2022.

Serbia, after adoption of the new Law on roads, has adopted five bylaws that ensure full transposition of Directive 2008/96/EC. Other regional partners are in the process of proposing the necessary changes to the law.

Overall progress is slow. The region is lacking proper financial planning to improve current road infrastructure conditions in those sections identified as high-risk. Regional partners should continue in their efforts to fully transpose and implement Directive 2008/96/EC on Road Infrastructure Safety Management.

V.2.3. Promote the protection of vulnerable road users

V.2.3.1 Sub-action – Develop specific (regional/national) programmes for the safety of vulnerable road users and in particular for motorised two-wheel vehicles

Serbia and **Montenegro** are the only two regional partners who have developed a specific vulnerable road user safety programme.

Montenegro, after finalising a study on vulnerable road user safety in 2021, started with the development and implementation of a programme for the protection of vulnerable road users. The Auto-Moto Club organised road safety education for primary school children. In June 2022, there was an ongoing public call for 10-15 locations of school zones on the main roads network.

For this reporting period, Serbia has adopted two rulebooks related to children’s safety in school zones: 1) the Rulebook on measures to protect the safety of children on the road in school zones, and 2) the Rulebook on the determination of school zones. In May 2022, four safety campaigns started. Two campaigns, “Do not drive in the emergency lane” and “Traffic signs mean life” were launched by Roads of Serbia, and two other campaigns, “Slow down” and “You have a choice, you have no excuse” were launched by the Road Traffic Safety Agency. The topics of the campaigns aim to change driver behaviour with a focus on speeding and driving under the influence of alcohol. Also, increasing awareness is done through participation in international youth days and festivals organized in the summer season to educate young people on the risk of being involved in traffic accidents and the importance of understanding that risk. In addition, the Ministry of Construction, Transport and Infrastructure drafted the proposal of a Regulation on the conditions and manners of implementing subsidized allocation of protective frames for used tractors, which was adopted in September 2022. It is planned that the subsidized allocation of frames will last for 3 years.

The other regional partners have not progressed on this measure. More attention must be given to vulnerable road users as they are most affected by road crashes. Overall progress for this measure is slow.

DEVELOP A SPECIFIC PROGRAMME FOR THE PROTECTION OF VULNERABLE ROAD USERS

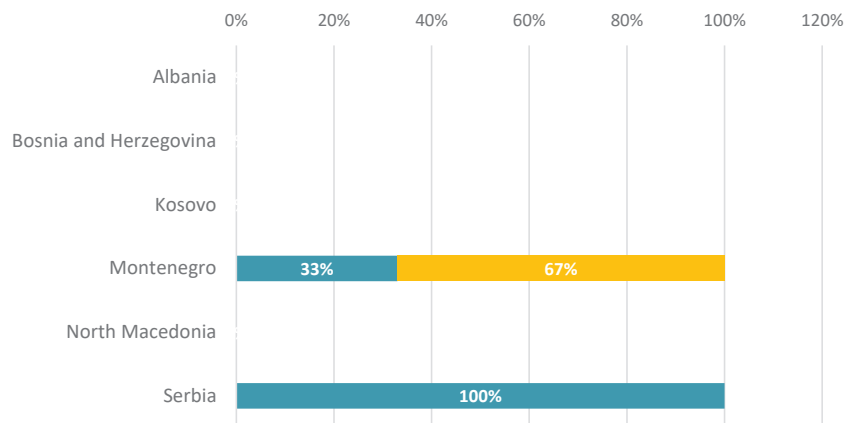


Figure 18 – Develop a specific programme for vulnerable road user safety

V.2.4. Enhance cooperation and exchange of experience

In view of best practice examples and the exchange of know-how, the TCT Secretariat has invited several key speakers attending the technical committee meetings to present topics related to cooperation and the exchange of experience with the EU Member States. The Road Safety Strategy 2021-2030 and Action Plan – case study of Czechia and Croatia, were presented to the members of the Technical Committee.

With the establishment of the WBRSO, the TCT Secretariat organised a Road Safety Conference for WBRSO members. The event aimed to enhance and develop further the relevant stakeholders' understanding of the topic and to improve data collection and fatality counts. The workshop narrowed the gap in existing data discrepancies between the RPs' reports and WHO calculations (data).

Road safety was brought to the agenda of the Ministerial Council of Transport Community held in May 2022 with the presentation of the Global Plan for the Decade of Action for Road Safety 2021-2030¹².

TAIEX Regional Workshop on Safety Requirements for Tunnels, took place on 18-19 October in Sarajevo, Bosnia and Herzegovina. The workshop was led by Italian, Dutch and French experts with a focus on the implementation of Directive 2004/54 on the minimum requirements for tunnel safety.

During the reporting period, several events where road safety was a core part of the agenda, such as the Road Summit and Road Summer School 2022, were organised. The latter has enhanced the development of smart, sustainable, and safe roads; moreover, it has further strengthened human resources capacities.

V.3. CONCLUSIONS AND RECOMMENDATIONS

All regional partners have embraced the new goals of the Second Decade of Action 2021-2030 with aspirational targets of halving serious injuries and road deaths by 50%. Their vision is in line with that of the UN and EU for introducing the Safe System approach (Vision 0) in their new road safety strategies linked to the implementation of the Action Plan.

For maximum impact, safe system implementation needs to be steered by a lead agency, preferably composed of trained and skilled staff, and involve cooperation or partnership.

Road safety is a shared responsibility among all road safety actors. Collaboration with the Ministries of the Interior is highlighted as crucial. It has been recognised that furthering cooperation with other road safety stakeholders, in particular with the Ministries of Health and Ministries of Education and Science, will pave the path towards implementation of the safe system principles.

All road safety experts have acknowledged the importance of further collaboration with the WHO in lowering the level of road trauma and the

12 <https://www.who.int/publications/m/item/global-plan-for-the-decade-of-action-for-road-safety-2021-2030>

number of serious injuries. Increasing capacities and knowledge in this matter is identified as a necessity in the region.

The TCT Secretariat will continue to organise dedicated session(s) under the Technical Committee agenda, and place greater emphasis on discussions around parts of the safe system, such as enforcement, speed management, road policing and road trauma.

There is a need to set ambitious and achievable targets that can be measured and evaluated so that performance tracking is possible. Monitoring of both crash data and key performance indicators is crucial, and regional partners are encouraged to include them in their Road Safety Action Plans. Improving road safety infrastructure is proving to be a challenging process, mainly due to the lack of financing and poor planning. Western Balkan authorities will need further support from all stakeholders, the European Commission, and IFIs to improve road conditions and ensure safe roads for all road users.

Aligning legislation with Directive 2008/96/EC on Road Infrastructure Safety Management is still an ongoing process for most of the regional partners. Furthermore, the relevant authorities need to continue identifying the high-risk road sections as well as adopt and start implementing the three-year Road Safety Inspections and Road Safety Audit Plans.

Capacity building remains a challenge throughout the region. In that respect, with the support of the TAIEX programme and TCT Secretariat, a regional workshop took place on 18-19 October 2022 in Sarajevo for sharing knowledge on the implementation of Directive 2004/54/EC on minimum safety requirements for tunnels in the Trans-European Road Network. Technical Committee decided¹³ (conclusion 9) that TAIEX mechanism shall be used more and opening of the regional partner's initiatives at a regional scope shall become common.

¹³ https://www.transport-community.org/wp-content/uploads/2022/10/Conclusions-11th-Technical-Committee-on-Road-Safety_Final-2.pdf



ACTION PLAN FOR WATERBORNE TRANSPORT AND MULTIMODALITY

VI. ANNUAL MONITORING REPORT OF THE ACTION PLAN FOR WATERBORNE TRANSPORT AND MULTIMODALITY

VI.1. BACKGROUND INFORMATION

The Action Plan for Waterborne Transport and Multimodality was developed in consultation and cooperation with the regional partners. The action plan was approved by the Regional Steering Committee in May 2021, which was followed by the endorsement of the Ministerial Council in July 2021. The Waterborne Transport and Multimodality Action Plan covers the period 2021-2025.

The waterborne transport and multimodality action plan is somewhat different from the other action plans as its implementation requires a custom-made approach for each regional partner, and different integral parts (inland waterways, maritime multimodality). Apart from this, the measures identified in the action plan are divided according to legislation on the one hand and infrastructure, digital, and green elements on the other.

The purpose of this document is to provide a list of short- and medium-term activities aiming to address critical issues in waterborne transport (maritime affairs, inland waterways, and ports) as well as multimodality aspects, and to promote their efficient use by targeting the appropriate measures. This is in line with the already-approved Action Plans on Road, Road Safety, Rail, and Transport Facilitation. The action plan was developed in parallel with the Sustainable and Smart Mobility Strategy for the Western Balkans and the related roadmap. Proper alignment and harmonisation of the two documents and the actions contained therein were ensured in the process. The Action Plan for Waterborne Transport and Multimodality refers to the following documents:

- Transport Community Treaty, Articles 13 and 14
- Transport Community Treaty, ANNEX I.4, ANNEX I.5
- Strategic Framework for Implementation of ITS on the TEN-T Core/Comprehensive Networks in the Western Balkans
- Economic and Investment Plan for the Western Balkans
- Guidelines for the Implementation of the Green Agenda for the Western Balkans
- Sustainable and Smart Mobility Strategy – putting European transport on track for the future
- Sustainable and Smart Mobility Strategy for the Western Balkans and the corresponding roadmap

This action plan identifies actions with clear benefits in terms of greater usage of waterborne and multimodal transport in order to increase the efficiency of transport operations and achieve a lower environmental impact, reduced congestion, and lower transport costs. It covers the sections of maritime and inland waterways, ports, and multimodality. The Action plan for Waterborne Transport and Multimodality was structured in two pillars. The first pillar relates to ANNEX I of the TCT Treaty in terms of all legislative acts mentioned therein as per the respective regulatory area in both maritime and inland waterway transport. The second pillar relates to concrete actions and interventions related to infrastructure, social, digital, and green elements.

A methodology for monitoring the progress of the action plan and ANNEX I implementation was developed and accepted by all the regional partners.

VI.2. TECHNICAL ASSISTANCE

As multimodality is an integral part of the action plan, the TCT Secretariat decided to initiate a project which will be focused on Regulation (EU) 2020/1056 of the European Parliament and of the Council of 15 July 2020 on electronic freight transport information (OJ L 249, 31.7.2020, p. 33), and the best practices of its implementation in the EU. The general objective is to fulfil the obligations deriving from the Transport Community Treaty signed by the regional parties related to electronic freight transport information, which is part of the “*Sustainable and Smart Mobility Strategy in the Western Balkans*” and “*Waterborne and Multimodal Action Plan*”. The specific objective of this assignment is to enable an interoperable electronic freight information exchange system in the region, reducing the administrative burden for logistics operators, and facilitating multimodal transport. Special provisions will be made for this to be expandable to the neighbouring EU Member States. The TA encompasses the following deliverables:

- The European Union’s institutional and legal framework and best-practice examples
- State of play and GAP analysis by the regional partners
- Impact assessment of the Regulation
- Implementation plan and pilot projects.

The project on electronic freight transport information exchange and the implementation of Regulation (EU) 2020/1056 financed by the TCT budget started in February 2021 and should be completed by the end of 2022. A coordination group was formed consisting of representatives of the regional partners to assist and streamline the work of consultants. Additionally, the consultants continue to carry out a series of awareness sessions to provide more information to the RPs on the benefits of digitalisation of transport.

VI.3. PROGRESS ON MEASURES DURING THE REPORTING PERIOD

VI.3.1. Legislation applicable to maritime transport

The obligation of all regional partners is to align their legal systems with Annex 1 in maritime transport. Results in the reporting period are very diverse. Serbia, for example, has achieved a major part of transposition and alignment, to be followed by implementation.

As landlocked economies, **Bosnia and Herzegovina**, **Kosovo**, and **North Macedonia** have not prioritized the transposition of maritime legislation. **Albania** has assisted **Kosovo** in transposing the maritime legislation that they have already successfully managed to transpose (the process is still ongoing).

Bosnia and Herzegovina made slow progress in the transposition of the Maritime Acquis and structuring the legal framework for transposition on the state level.

Albania and **Montenegro**, as coastal economies, have gone the farthest in aligning their systems with the maritime acquis and reported regularly on the progress.

Albania reported that it transposed directives on the transfer of cargo and passenger ships between registers as well as maritime security, training of seafarers and incident/accident investigation body, Flag state, Port state control, and Safety of fishing vessels. Albania mainly focused on legal alignment with Directive 2009/21/EC of the European Parliament and of the Council of 23 April 2009 on compliance with flag state requirements (OJ EU L 131, 28.5.2009, p. 132) as well as Directive 2009/16/EC of the European Parliament and of the Council of 23 April 2009 on Port State control (OJ EU L 131, 28.5.2009, p. 57), which was done in accordance with the roadmap measures for improving Albanian flag status in relation to the Paris MoU done in cooperation with the TCT Secretariat and EMSA. The full implementation of the roadmap will also include further harmonisation with Regulation (EC) No 391/2009 of the European Parliament and of the Council of 23 April 2009 on common rules and standards for ship inspection and survey organisations after the Albanian administration decides on the future of the Albanian Registry of Shipping.

Montenegro fully transposed Directive 2009/16/EC on port state control, while it partially transposed Directive 98/41/EC on the registration of persons travelling on passenger ships, Directive 2009/45/EC on safety rules and standards for passenger ships, Directive 2002/59/ on community vessel traffic monitoring, Regulation (EU) No 530/2012 on oil tankers, and Directive 2008/106/EC on the minimum level of training of seafarers. Additional efforts are needed to transpose the Single Maritime Window Directive in both Albania and Montenegro.

VI.3.2. Infrastructure, digital, and green elements of maritime ports

As these measures are applicable only to **Montenegro** and **Albania**, these two regional partners reported on technical committees on the progress in their ports: **Bar** for **Montenegro** and **Durres** for **Albania**. **Albania** established a Centre of Excellence in maritime affairs in September 2021, and therefore this measure is considered completed. CEMA contributed to the roadmap for improving Albanian flag performance through a study that covers part of the second pillar.

Albania continued its plan for the relocation of the Port of Durres to Porto Romano. Given that Albania's desire is for the new port to become a Core Network Port, the Core TEN-T compliance indicators should be kept in the new port (rail connection, road connection, facilities for ship-generated waste, availability of clean fuels).

The **Port of Durres** is considering investing in the construction of solar panel sites in the port area, to shift part of the energy consumption. Air quality, energy consumption, and waste management are considered the most critical issues in the Port of Durres. An important initiative will be the development of an internal mobility plan within the port area in line with the deliverables of INTERREG projects. The aim will be to motivate employees to use bicycles and avoid the daily use of cars, and to build a bicycle parking lot together with the construction of bike lanes in the port facilities. The redesign of Durres Port parking spaces is also one of the initiatives that the port intends to undertake. The plan of greening the

Port of Durres must be followed in parallel with the new plans of the Albanian authorities to move the existing port to a new location, as envisaged by the new Port of Durres Masterplan 2030. This will involve the relocation of cargo operations to a new modern facility to be built north of the bay, in Porto Romano, while the Old City Harbour will be dedicated to passengers, cruises, and an integrated marina and real estate development. The relocation of the port can be seen as a total reset, which should benefit both the maritime and tourism industries. The identified sustainability measures for Durres Port can also be applicable to the new port at Porto Romano.

Port of Bar in Montenegro. In the reporting period, there was active participation in various EU-funded projects aimed at improving the Port Community System as well as the greening of ports, such as the projects Sustainable Mobility in the Port Cities of the Southern Adriatic Area (SuMo), Smart and Sustainable Energy Ports (SMARTPORT), Enhancing Efficiency of the Intermodal Transport Flows by Improved ICT Systems (EFINTIS), and Mediterranean Interregional Electromobility Networks for intermodal and interurban low carbon transport systems (EnerNETMob). The majority of these projects is still ongoing and with their implementation the Port of Bar will contribute considerably to the implementation of the action plan for waterborne transport and multimodality.

The chart below shows the overall progress of implementation of the measure related to infrastructure, digital and green elements of seaports per regional partner in the reporting period.

ACTIONS RELATED TO INFRASTRUCTURE, DIGITAL, AND GREEN ELEMENTS OF SEAPORTS

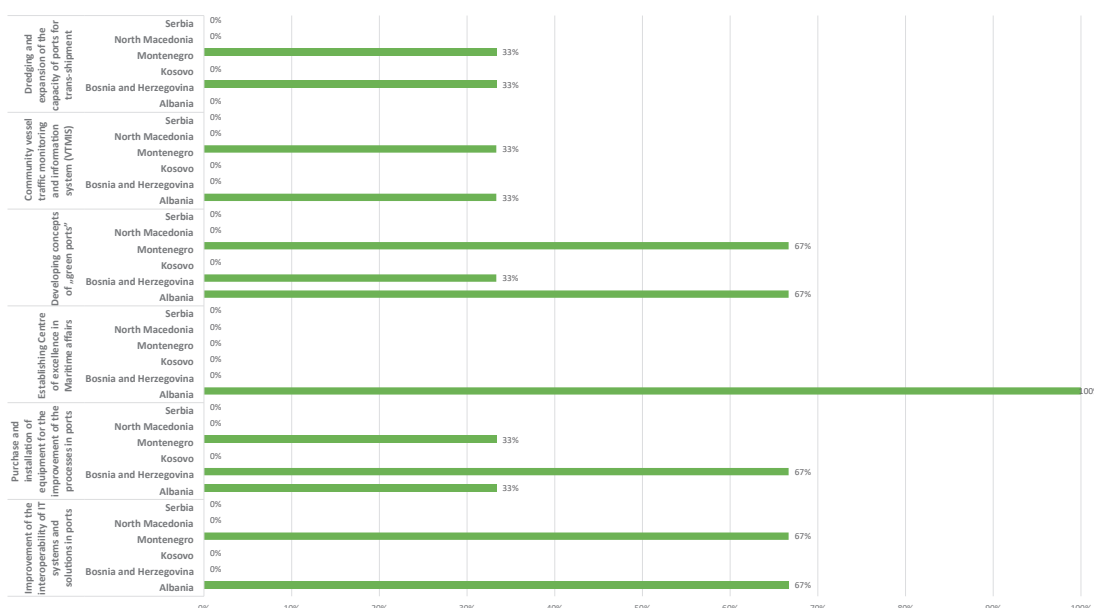


Figure 19 – Actions related to infrastructure, digital, and green elements of seaports

VI.3.3. Legislation applicable to inland waterways

The obligation of all regional partners is to align their legal systems with Annex 1 in maritime transport. The results in the reporting period are very diverse. Serbia managed to align over 90% of its legislation, while the other regional partners are significantly lagging behind.

North Macedonia is working on aligning the legislation on certificates and technical requirements for boats, but lacks training centres. EMSA urged North Macedonia to organise a meeting to agree on the possibilities of technical assistance within the currently ongoing IPA project for WB6, if needed.

Kosovo and Albania are in the very early stages of acquis alignment as regards inland waterways. Albania clearly indicated that acquis alignment in maritime transport is a priority for them, and they plan to deal with inland waterways at a later stage. Kosovo also indicated that since they do not have any navigable waterways, they will focus on other areas of acquis alignment, such as road and rail.

For **Bosnia and Herzegovina**, the key factor behind its very low level of alignment with the acquis remains the non-existence of a Law on inland waterways on the national level. Further steps will need to be taken to create the prerequisite for other Directives and Regulations to be harmonised in the future.

Serbia has harmonised crucial Directives that touch on navigability, such as Directive 2005/44/EC of the European Parliament and of the Council of 7 September 2005 on harmonised river information services (RIS) on inland waterways in the Community. **Serbia** also harmonised all 5 corresponding implementing regulations (RIS Guidelines, Notices to skippers, Inland ECDIS, electronic ship reporting, vessel tracking and tracing systems). **Serbia** plans to fully harmonise its legal system with Directive (EU) 2017/2397 of the European Parliament and the Council of 12 December 2017 on the recognition of professional qualifications in inland navigation and repealing of Council Directives 91/672/EEC and 96/50/EC.

Additional efforts are needed to adopt the Law on navigation in **Bosnia and Herzegovina** as well as transpose directives related to river information services, while **Serbia** needs to transpose Directive (EU) 2017/2397 on the recognition of professional qualifications in inland navigation.

VI.3.4. Infrastructure, navigability, digital, and green elements of inland waterway ports

As this part is relevant only to Serbia and Bosnia and Herzegovina, these two regional partners provided updates during the reporting period on the progress of this measure.

Serbia reported very good results on projects, such as launching tenders for works at the ports of Prahovo, Bogojevo and Sremska Mitrovica. Preparation of the project for a new Port of Belgrade is in the early stage. A tender for hydrometeorological stations is ongoing and should be finalised by mid-2023. In the area of intelligent transport systems and digitalisation, the ATONS project for the Danube is being implemented, and is in preparation for the Sava River and for a vessel traffic monitoring system. Preparation of an infrastructure project on the river Tisa to become part of the TEN-T Core network is ongoing.

Bosnia and Herzegovina reported progress on the project of rehabilitation and upgrade of facilities at the Port of Brcko. This project aims to improve operational efficiency of the port and increase the cargo-handling capacity of the port, which is currently limited by difficult rail access and outdated infrastructure. The project is expected to induce a change in transport mode from road to primarily rail for the port's traffic, thereby providing a cost-effective and environmentally friendly transport route for local traders of commodities. In addition, the project is expected to improve the efficiency and safety of rail operations in the city of Brcko by enabling the relocation of the existing railway line, which currently passes through the central urban area. The project will also allow for the redevelopment of freed-up land.

As far as the works are concerned, they are progressing according to the expected dynamics, and the reconstruction of the operating platform will be completed by the end of March 2022. The procurement and installation of a new crane has been contracted and should be completed by mid-2022.

The chart below shows the overall progress of implementation of the measure related to infrastructure and digital, social, and green elements of inland waterways per regional partner in the reporting period.

ACTIONS RELATED TO INFRASTRUCTURE, DIGITAL, AND GREEN ELEMENTS OF INLAND WATERWAYS

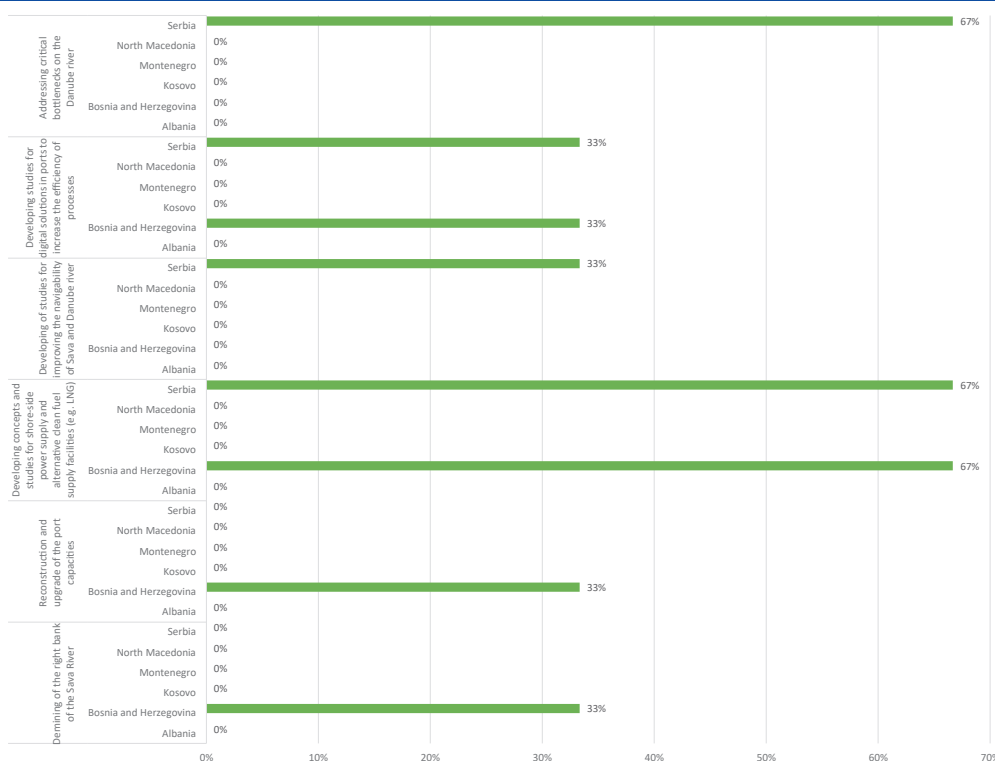


Figure 20 – Actions related to infrastructure, digital, and green elements of inland waterways

VI.3.5. Legislation applicable to multimodal transport

Apart from the mentioned technical assistance related to Regulation (EU) 2020/1056 of the European Parliament and of the Council of 15 July 2020 on electronic freight transport information (OJ L 249, 31.7.2020, p. 33), no significant progress could be reported except from the abovementioned TCT TA on the deployment of e-freight.

As regards Council Directive 92/106/EEC of 7 December 1992 on the establishment of common rules for certain types of combined transport of goods between Member States, certain regional partners, such as **Serbia** and **Montenegro**, transposed some provisions of the combined transport directive (33% progress); however, full transposition is yet to be achieved.

VI.3.6. Infrastructural investments in multimodality

No significant progress by any of the partners can be recorded in the reporting period, although some projects are ongoing, such as those in the

Port of Brcko in Bosnia and Herzegovina, and the Batajnica intermodal terminal in Serbia. Progress will be monitored in the upcoming period.

The overall progress of implementation of the measures related to infrastructure interventions in multimodality per regional partner in the reporting period has been slow. Namely, within the three sub-measures: a) infrastructure improvement or expansion of the road and rail last-mile connections within and outside the node areas; b) construction of intermodal terminals and purchase of related equipment; c) introduction of digital solutions to improve multimodality, all regional partners recorded 33% progress. The exception is Albania, with 67% progress reported thanks to the project in the Port of Durres (Rehabilitation of Quays 1 and 2 on the Western Terminal of the Port of Durres), which is financed by the WBIF.

VI.4. CONCLUSIONS AND RECOMMENDATIONS

Considering the nature of the Action Plan and the diverse areas it covers, as well as the very different levels of progress among the regional partners, a custom-made approach is definitely the right way to follow progress; however, some of the good practices of those regional partners that took the lead in certain areas (e.g. Serbia in inland waterways) could be beneficial to other regional partners who could learn from the experiences of the better-performing regional partners. Using the experiences of EU Member States, ports, and administrations is also an area that needs to be kept and further developed. The workshops held for regional partners in the reporting period (Rijeka – Croatia, Piraeus – Greece, Slavonski Brod – Croatia) were very well received and welcomed by the participants. The discussions and in-depth analyses during these custom-made workshops on how actions were taken and which obstacles had to be overcome in certain processes are of crucial importance for regional partners in mirroring some of these processes in their own legal systems, administrations, structures, etc.

In the upcoming period, online custom-made workshops for specific parts of inland waterways or maritime acquis could be done with EU member states (Croatia, Greece, Romania, Bulgaria), where experts from the

members states could describe in detail how they transposed and implemented the acquis and what lessons were learnt.

It is also important to mention that some of the deadlines indicated for measures in the action plan have already expired and will therefore need to be reviewed in the upcoming period through a separate process and presented to the Regional Steering Committee for a decision. Additional efforts are needed by the regional partners, especially in the legislative pillars. Namely, in the pillar of maritime legislation, further efforts are needed to transpose legislation related to Vessel traffic monitoring, passenger ships, Insurance and Ship-generated waste.

In the pillar of inland waterway legislation, more needs to be done to transpose legislation related to the regulatory areas of access to the profession, river information services, and sea and inland waterways. Additionally, RPs should ensure active involvement in EC expert and working groups such as NAIADES, DINA/RIS, CESNI etc.

Special attention needs to be given to multimodality, both in terms of legislation and concrete projects, especially in the landlocked regional partners without navigable waterways (Kosovo and North Macedonia).

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RULES APPLICABLE TO ROAD TRANSPORT

Annex I.3 of the Transport Community Treaty includes the EU legislation for all regulatory areas relevant to road transport. The table below shows the current state of play (fully transposed, partially transposed, not transposed) of EU acquis transposition per regulatory area. It is clear from this overview that more efforts should be invested by all regional partners in the transposition

process. The TCT Secretariat, through different technical committees, will assess each regulatory area and, jointly with the RPs, plan the needed support in the form of technical assistance, TAIEX trainings, topic-specific trainings, experience sharing with EU Member States, and so on.

Note: Information presented within the tables below is based on the feedback received from each regional partner.

No	ANNEX I.3. RULES APPLICABLE TO ROAD TRANSPORT Relevant EU ACQUIS	Regulatory Area	Level of compliance					
			Fully Transposed		Not transposed		Partially transposed	
			Albania	Bosnia and Herzegovina	Kosovo	North Macedonia	Montenegro	Serbia
1	Directive 2004/52/EC of the European Parliament and of the Council of 29 April 2004 on the interoperability of electronic road toll systems in the Community (OJ L 166, 30.4.2004, p. 124).	Road toll	Not transposed	Not transposed	Not transposed	Partially transposed	Fully transposed	Partially transposed
2	Directive (EU) 2019/520 of the European Parliament and of the Council of 19 March 2019 on the interoperability of electronic road toll systems and facilitating cross-border exchange of information on the failure to pay road fees in the Union (OJ L 91, 29.3.2019, p. 45).	Road toll	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
3	Commission Decision 2009/750/EC of 6 October 2009 on the definition of the European electronic toll service and its technical elements (OJ L268, 13.10.2009, p. 11).	Road toll	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Partially transposed
4	Directive 1999/62/EC of the European Parliament and of the Council of 17 June 1999 on the charging of heavy goods vehicles for the use of certain infrastructures (OJ L 187, 20.7.1999, p. 42).	Road charging infrastructure – annual vehicle taxes	Not transposed	No	Not transposed	Partially transposed	Not transposed	Partially transposed
5	Regulation (EC) No 1071/2009 of the European Parliament and of the Council of 21 October 2009 establishing common rules concerning the conditions to be complied with to pursue the occupation of road transport operator and repealing Council Directive 96/26/EC	Admission to the occupation of road operator	Partially transposed	Not transposed	Partially transposed	Fully transposed	Fully transposed	Partially transposed

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6	Regulation (EU) No 2020/1055 of the European Parliament and of the Council of 15 July 2020 amending Regulations (EC) No 1071/2009, (EC) No 1072/2009 and (EU) No 1024/2012 with a view to adapting them to developments in the road transport sector	Admission to the occupation of road operator	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
7	Directive 2010/40/EU of the European Parliament and of the Council of 7 July 2010 on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport (OJ L 207, 6.8.2010, p. 1).	Intelligent Transport Systems	Partially transposed	Not transposed	Not transposed	Partially transposed	Fully transposed	Partially transposed
8	Commission Implementing Decision 2011/453/EU of 13 July 2011 adopting guidelines for reporting by the Member States under Directive 2010/40/EU of the European Parliament and of the Council (OJ L 193, 23.7.2011, p. 48).	Intelligent Transport Systems	Not transposed	Not transposed	Not transposed	Partially transposed	Not transposed	Not transposed
9	Commission Implementing Decision (EU) 2016/209 of 12 February 2016 on a standardisation request to the European standardisation organisations as regards Intelligent Transport Systems (ITS) in urban areas in support of Directive 2010/40/EU of the European Parliament and of the Council on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport (OJ L 39, 16.2.2016, p. 48).	Intelligent Transport Systems	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
10	Commission Delegated Regulation (EU) No 305/2013 of 26 November 2012 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to the harmonised provision for an interoperable EU-wide eCall (OJ L 91, 3.4.2013, p. 1).	Intelligent Transport Systems	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
11	Commission Delegated Regulation (EU) No 885/2013 of 15 May 2013 supplementing ITS Directive 2010/40/EU of the European Parliament and of the Council with regard to the provision of information services for safe and secure parking places for trucks and commercial vehicles (OJ L 247, 18.9.2013, p. 1).	Intelligent Transport Systems	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
12	Commission Delegated Regulation (EU) No 886/2013 of 15 May 2013 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to data and procedures for the provision, where possible, of road safety-related minimum universal traffic information free of charge to users (OJ L 247, 18.9.2013, p. 6).	Intelligent Transport Systems	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
13	Commission Delegated Regulation (EU) 2015/962 of 18 December 2014 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to the provision of EU-wide real-time traffic information services (OJ L 157, 23.6.2015, p. 21).	Intelligent Transport Systems	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed

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14	Decision No 585/2014/EU of the European Parliament and of the Council of 15 May 2014 on the deployment of the interoperable EU-wide eCall service (OJ L 164, 3.6.2014, p. 6).	Intelligent Transport Systems	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
15	Directive 2009/33/EC of the European Parliament and of the Council of 23 April 2009 on the promotion of clean road transport vehicles in support of low-emission mobility (OJ L 120, 15.5.2009, p. 5).	Clean vehicles and/or alternative fuels infrastructure	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
16	Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure (OJ L 307, 28.10.2014, p. 1).	Clean vehicles and/or alternative fuels infrastructure	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
17	Directive 2008/68/EC of the European Parliament and of the Council of 24 September 2008 on the inland transport of dangerous goods (OJ L 14 goods L 260, 30.9.2008, p. 13).	Inland transport of dangerous goods	Partially transposed	Not transposed	Partially transposed	Partially transposed	Partially transposed	Fully transposed
18	Council Directive 95/50/EC of 6 October 1995 on uniform procedures for checks on the transport of dangerous goods by road (OJ L 249, 17.10.1995, p. 35–40)	Inland transport of dangerous	Partially transposed	Not transposed	Partially transposed	Partially transposed	Partially transposed	Fully transposed
19	Directive 2010/35/EU of the European Parliament and of the Council of 16 June 2010 on transportable pressure equipment and repealing Council Directives 76/767/EEC, 84/525/EEC, 84/526/EEC, 84/527/EEC and 1999/36/EC (OJ L 165, 30.6.2010, p. 1).	Inland transport of dangerous goods	Partially transposed	Not transposed	Partially transposed	Partially transposed	Partially transposed	Fully transposed
ROAD SAFETY								
1	Directive 2014/45/EU of the European Parliament and of the Council of 3 April 2014 on periodic roadworthiness tests for motor vehicles and their trailers and repealing Directive 2009/40/EC (OJ L 127, 29.4.2014, p. 51).	Roadworthiness	Fully transposed	Not transposed	Fully transposed	Fully transposed	Fully transposed	Fully transposed
2	Directive 2014/47/EU of the European Parliament and of the Council of 3 April 2014 on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union and repealing Directive 2000/30/EC (OJ L 127, 29.4.2014, p. 134).	Roadside inspection	Fully transposed	Not transposed	Fully transposed	Not transposed	Fully transposed	Partially transposed
3	Directive 2004/54/EC of the European Parliament and of the Council of 29 April 2004 on minimum safety requirements for tunnels in the trans-European road network (OJ EU L 167, 30.4.2004, p. 39).	Tunnels	Fully transposed	Not transposed	Not transposed	Not transposed	Fully transposed	Partially transposed
4	Directive 2008/96/EC of the European Parliament and of the Council of 19 November 2008 on road infrastructure safety management (OJ EU L 319, 29.11.2008, p. 59).	Road infrastructure safety management	Partially transposed	Partially transposed	Not transposed	Not transposed	Fully transposed	Fully transposed
5	Council Directive 92/6/EEC of 10 February 1992 on the installation and use of speed limitation devices for certain categories of motor vehicles in the Community (OJ L 57, 2.3.1992, p. 27).	Speed limitation devices	Not transposed	Not transposed	Not transposed	Not transposed	Fully transposed	Fully transposed

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6	Council Directive 91/671/EEC of 16 December 1991 relating to the compulsory use of safety belts and child-restraint systems in vehicles (OJ L 373, 31.12.1991, p. 26).	Safety belts	Partially transposed	Partially transposed	Fully transposed	Not transposed	Fully transposed	Partially transposed
7	Directive 2007/38/EC of the European Parliament and of the Council of 11 July 2007 on the retrofitting of mirrors to heavy goods vehicles registered in the Community (OJ L 184, 14.7.2007, p. 25).	Mirrors	Not transposed	Not transposed	Fully transposed	Not transposed	Fully transposed	Partially transposed
8	Council Directive 1999/37/EC of 29 April 1999 on the registration documents for vehicles (OJ L 138, 1.6.1999, p. 57). Council Directive 2006/103/EC of 20 November 2006 adapting certain Directives in the field of transport policy, by reason of the accession of Bulgaria and Romania (OJ L 363, 20.12.2006, p. 344).	Registration documents	Not transposed	Not transposed	Fully transposed	Not transposed	Fully transposed	Fully transposed
9	Directive 2003/59/EC of the Parliament and of the Council of 15 July 2003 on the initial qualification and periodic training of drivers of certain road vehicles for the carriage of goods or passengers, amending Council Regulation (EEC) 3820/85 and Council Directive 91/439/EEC and repealing Council Directive 76/914/EEC (OJ L 226, 10.9.2003, p. 4).	Training of drivers	Fully transposed	Not transposed	Fully transposed	Not transposed	Fully transposed	Fully transposed
10	Directive 2006/126/EC of the European Parliament and of the Council of 20 December 2006 on driving licences (OJ L 403, 30.12.2006, p. 18).	Driving licences	Fully transposed	Partially transposed	Fully transposed	Not transposed	Fully transposed	Fully transposed
11	Directive (EU) 2015/413 of the European Parliament and of the Council of 11 March 2015 facilitating cross-border exchange of information on road-safety-related traffic offences (OJ L 68, 13.3.2015, p. 9).	Cross-border exchange of information	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
12	Council Directive 2006/103/EC of 20 November 2006 adapting certain Directives in the field of transport policy, by reason of the accession of Bulgaria and Romania (OJ L 363, 20.12.2006, p. 344).	Registration documents	Not transposed	Not transposed	Not transposed	Not transposed	Fully transposed	Fully transposed
SOCIAL ACQUIS AND PASSENGER RIGHTS								
1	Regulation (EC) No 561/2006 of the European Parliament and of the Council of 15 March 2006 on the harmonisation of certain social legislation relating to road transport and amending Council Regulations (EEC) No 3821/85 and (EC) No 2135/98 and repealing Council Regulation (EEC) No 3820/85	Road – driving time and rest periods	Fully transposed	Partially transposed	Not transposed	Fully transposed	Fully transposed	Partially transposed
2	Commission Regulation (EU) No 581/2010 of 1 July 2010 on the maximum periods for the downloading of relevant data from vehicle units and from driver cards (OJ L 168, 2.7.2010, p. 16).	Road – driving time and rest periods Tachographs	Not transposed	Not transposed	Not transposed	Fully transposed	Fully transposed	Fully transposed

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3	Directive (EU) 2020/1057 of the European Parliament and of the Council of 15 July 2020 laying down specific rules with respect to Directive 96/71/EC and Directive 2014/67/EU for posting drivers in the road transport sector and amending Directive 2006/22/EC as regards enforcement requirements and Regulation (EU) No 1024/2012 (OJ L 249, 31.7.2020, p. 49).	Road	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
4	Regulation (EU) 2020/1054 of the European Parliament and of the Council of 15 July 2020 amending Regulation (EC) No 561/2006 as regards minimum requirements on maximum daily and weekly driving times, minimum breaks and daily and weekly rest periods and Regulation (EU) No 165/2014 as regards positioning by means of tachographs	Road – driving time and rest periods Tachographs	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
5	Directive (EU) 2020/1057 of the European Parliament and of the Council of 15 July 2020 laying down specific rules with respect to Directive 96/71/EC and Directive 2014/67/EU for posting drivers in the road transport sector and amending Directive 2006/22/EC as regards enforcement requirements and Regulation (EU) No 1024/2012 (OJ L 249, 31.7.2020, p. 49).	Road	Not transposed	Partially transposed	Not transposed	Fully transposed	Fully transposed	Fully transposed
6	Commission Decision 2007/230/EC of 12 April 2007 on a form concerning social legislation relating to road transport activities (OJ L 99, 14.4.2007, p. 14).	Road	Not transposed	Not transposed	Not transposed	Not transposed	Fully transposed	Fully transposed
7	Directive 2002/15/EC of the European Parliament and of the Council of 11 March 2002 on the organisation of the working time of persons performing mobile road transport activities (OJ L 80, 23.3.2002, p. 35).	Road	Not transposed	Not transposed	Not transposed	Not transposed	Fully transposed	Fully transposed
8	Regulation (EU) No 181/2011 of the European Parliament and of the Council of 16 February 2011 concerning the rights of passengers in bus and coach transport and amending Regulation (EC) No 2006/2004 (OJ L 55, 28.2.2011, p. 1).	Road – passenger rights	Partially transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed

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RULES APPLICABLE TO RAIL TRANSPORT

No	ANNEX I.2. RULES APPLICABLE TO RAIL TRANSPORT Relevant EU ACQUIS	Regulatory area	Level of compliance:					
			Fully Transposed		Not transposed		Partially transposed	
			Albania	Bosnia and Herzegovina	North Macedonia	Kosovo	Montenegro	Serbia
	Market access							
1	Regulation No 11 concerning the abolition of discrimination in transport rates and conditions, in implementation of Article 79 (3) of the Treaty establishing the European Economic Community.	Market access	Not transposed	Not transposed	Not transposed	Partially transposed	Not transposed	Not transposed
2	Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 establishing a single European railway area.	Market access	Partially transposed	Not transposed	Not transposed	Partially transposed	Partially transposed	Partially transposed
3	Directive (EU) 2016/2370 of the European Parliament and of the Council of 14 December 2016 amending Directive 2012/34/EU as regards the opening of the market for domestic passenger transport services by rail and the governance of the railway infrastructure.	Market access	Not transposed	Not transposed	Not transposed	Partially transposed	Not transposed	Not transposed
4	Commission Delegated Decision (EU) 2017/2075 of 4 September 2017 replacing Annex VII to Directive 2012/34/EU of the European Parliament and of the Council establishing a single European railway area.	Market access	Partially transposed	Partially transposed	Partially transposed	Partially transposed	Partially transposed	Partially transposed
5	Commission Implementing Regulation (EU) No 869/2014 of 11 August 2014 on new rail passenger services. (Not in force - replaced by (EU) 2018/1795)	Market access	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
6	Commission Implementing Regulation (EU) 2015/10 of 6 January 2015 on criteria for applicants for rail infrastructure capacity and repealing Implementing Regulation (EU) No 870/2014.	Market access	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Fully transposed
7	Commission Implementing Regulation (EU) 2015/171 of 4 February 2015 on certain aspects of the procedure of licensing railway undertakings.	Market access	Not transposed	Not transposed	Not transposed	Partially transposed	Not transposed	Fully transposed

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8	Commission Implementing Regulation (EU) 2015/429 of 13 March 2015 setting out the modalities to be followed for the application of the charging for the cost of noise effects.	Market access	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
9	Commission Implementing Regulation (EU) 2015/909 of 12 June 2015 on the modalities for the calculation of the cost that is directly incurred as a result of operating the train service.	Market access	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Fully transposed
10	Commission Implementing Regulation (EU) 2015/1100 of 7 July 2015 on the reporting obligations of the Member States in the framework of rail market monitoring.	Market access	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
11	Commission Implementing Regulation (EU) 2016/545 of 7 April 2016 on procedures and criteria concerning framework agreements for the allocation of rail infrastructure capacity.	Market access	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Fully transposed
12	Commission Implementing Regulation (EU) 2017/2177 of 22 November 2017 on access to service facilities and rail-related services.	Market access	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Fully transposed
13	Commission Implementing Regulation (EU) 2018/1795 of 20 November 2018 laying down procedure and criteria for the application of the economic equilibrium test pursuant to Article 11 of Directive 2012/34/EU of the European Parliament and of the Council.	Market access	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
14	Regulation (EU) No 913/2010 of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight.	Market access	Not transposed	Not transposed	Not transposed	Not transposed	Partially transposed	Fully transposed
15	Commission Implementing Decision (EU) 2018/500 of 22 March 2018 on the compliance of the proposal to establish the Alpine-Western Balkan rail freight corridor with Article 5 of Regulation (EU) No 913/2010 of the European Parliament and of the Council.	Market access	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Fully transposed
16	Commission Implementing Decision (EU) 2018/491 of 21 March 2018 on the compliance of the joint proposal submitted by the Member States concerned for the extension of the North Sea Mediterranean rail freight corridor with Article 5 of Regulation (EU) No 913/2010 of the European Parliament and of the Council.	Market access	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
17	Commission Implementing Decision (EU) 2018/300 of 11 January 2018 on the compliance of the joint proposal submitted by the Member States concerned for the extension of the Atlantic rail freight corridor with Article 5 of Regulation (EU) No 913/2010 of the European Parliament and of the Council.	Market access	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed

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18	Commission Implementing Decision (EU) 2017/178 of 31 January 2017 amending Implementing Decision (EU) 2015/1111 on the compliance of the joint proposal of the Member States concerned to extend the North Sea-Baltic rail freight corridor with Article 5 of Regulation (EU) No 913/2010 of the European Parliament and of the Council concerning a European rail network for competitive freight.	Market access	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
19	Commission Implementing Decision (EU) 2017/177 of 31 January 2017 on the compliance with Article 5 of Regulation (EU) No 913/2010 of the European Parliament and of the Council of the joint proposal to establish the 'Amber' rail freight corridor.	Market access	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
20	Commission Implementing Decision (EU) 2015/1111 of 7 July 2015 on the compliance of the joint proposal submitted by the Member States concerned for the extension of the North Sea-Baltic rail freight corridor with Article 5 of Regulation (EU) No 913/2010 of the European Parliament and of the Council concerning a European rail network for competitive freight.	Market access	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
21	Train driver licensing:							
22	Directive 2007/59/EC of the European Parliament and of the Council of 23 October 2007 on the certification of train drivers operating locomotives and trains on the railway system in the Community.	Train driver licensing	Partially transposed	Partially transposed	Partially transposed	Partially transposed	Partially transposed	Fully transposed
23	Commission Regulation (EU) 2019/554 of 5 April 2019 amending Annex VI to Directive 2007/59/EC of the European Parliament and of the Council on the certification of train drivers operating locomotives and trains on the railway system in the Community.	Train driver licensing	Partially transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
24	Commission Regulation (EU) No 36/2010 of 3 December 2009 on Community models for train driving licences, complementary certificates, certified copies of complementary certificates and application forms for train driving licences, under Directive 2007/59/EC of the European Parliament and the Council.	Train driver licensing	Partially transposed	Not transposed	Not transposed	Partially transposed	Fully transposed	Fully transposed
25	Commission Decision 2010/17/EC of 29 October 2009 on the adoption of basic parameters for registers of train driving licences and complementary certificates provided for under Directive 2007/59/EC of the European Parliament and of the Council.	Train driver licensing	Partially transposed	Not transposed	Not transposed	Partially transposed	Fully transposed	Fully transposed
26	Commission Decision 2011/765/EU of 22 November 2011 on criteria for the recognition of training centres involved in the training of train drivers, on criteria for the recognition of examiners of train drivers and on criteria for the organisation of examinations in accordance with Directive 2007/59/EC of the European Parliament and of the Council.	Train driver licensing	Partially transposed	Not transposed	Not transposed	Not transposed	Fully transposed	Fully transposed

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27	Interoperability:							
28	Directive (EU) 2016/797 of the European Parliament and of the Council of 11 May 2016 on the interoperability of the rail system within the European Union.	Interoperability	Partially transposed	Not transposed	Partially transposed	Partially transposed	Not transposed	Partially transposed
29	Commission Implementing Regulation (EU) 2018/545 of 4 April 2018 establishing practical arrangements for the railway vehicle authorisation and railway vehicle type authorisation process pursuant to Directive (EU) 2016/797 of the European Parliament and of the Council (OJ L 90, 6.4.2018, p. 66).	Interoperability	Partially transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
30	Commission Delegated Decision (EU) 2017/1474 of 8 June 2017 supplementing Directive (EU) 2016/797 of the European Parliament and of the Council with regard to specific objectives for the drafting, adoption and review of technical specifications for interoperability (OJ L 210, 15.8.2017, p. 5).	Interoperability	Partially transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
31	Commission Implementing Decision (EU) 2018/1614 of 25 October 2018 laying down specifications for the vehicle registers referred to in Article 47 of Directive (EU) 2016/797 of the European Parliament and of the Council and amending and repealing Commission Decision 2007/756/EC (OJ L 268, 26.10.2018, p. 53).	Interoperability	Partially transposed	Not transposed	Not transposed	Not transposed	Not transposed	Fully transposed
32	Commission Decision 2009/965/EC of 30 November 2009 on the reference document referred to in Article 27(4) of Directive 2008/57/EC of the European Parliament and of the Council on the interoperability of the rail system within the Community.	Interoperability	Not transposed	Not transposed	Partially transposed	Partially transposed	Partially transposed	Not transposed
33	Commission Regulation (EU) No 1299/2014 of 18 November 2014 on the technical specifications for interoperability relating to the 'infrastructure' subsystem of the rail system in the European Union.	Interoperability	Not transposed	Not transposed	Not transposed	Not transposed	Fully transposed	Fully transposed
34	Commission Regulation (EU) No 1300/2014 of 18 November 2014 on the technical specifications for interoperability relating to accessibility of the Union's rail system for persons with disabilities and persons with reduced mobility.	Interoperability	Not transposed	Not transposed	Not transposed	Not transposed	Fully transposed	Fully transposed
35	Commission Implementing Regulation (EU) 2019/772 of 16 May 2019 amending Regulation (EU) No 1300/2014 as regards inventory of assets with a view to identifying barriers to accessibility, providing information to users and monitoring and evaluating progress on accessibility (OJ L 139I, 27.5.2019, p. 1).	Interoperability	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
36	Commission Regulation (EU) No 1301/2014 of 18 November 2014 on the technical specifications for interoperability relating to the 'energy' subsystem of the rail system in the Union.	Interoperability	Not transposed	Not transposed	Not transposed	Not transposed	Fully transposed	Fully transposed

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37	Commission Implementing Regulation (EU) 2018/868 of 13 June 2018 amending Regulation (EU) No 1301/2014 and Regulation (EU) No 1302/2014 as regards provisions on energy measuring system and data collecting system (OJ L 149, 14.6.2018, p. 16).	Interoperability	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
38	Commission Regulation (EU) No 1302/2014 of 18 November 2014 concerning a technical specification for interoperability relating to the 'rolling stock — locomotives and passenger rolling stock' subsystem of the rail system in the European Union.	Interoperability	Not transposed	Not transposed	Not transposed	Fully transposed	Fully transposed	Fully transposed
39	Commission Regulation (EU) No 1303/2014 of 18 November 2014 concerning the technical specification for interoperability relating to 'safety in railway tunnels' of the rail system of the European Union.	Interoperability	Not transposed	Not transposed	Not transposed	Not transposed	Fully transposed	Fully transposed
40	Commission Regulation (EU) No 1304/2014 of 26 November 2014 on the technical specification for interoperability relating to the subsystem 'rolling stock — noise' amending Decision 2008/232/EC and repealing Decision 2011/229/EU.	Interoperability	Not transposed	Not transposed	Not transposed	Not transposed	Fully transposed	Fully transposed
41	Commission Implementing Regulation (EU) 2019/774 of 16 May 2019 amending Regulation (EU) No 1304/2014 as regards application of the technical specification for interoperability relating to the subsystem 'rolling stock — noise' to the existing freight wagons (OJ L 139I, 27.5.2019, p. 89).	Interoperability	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
42	Commission Regulation (EU) No 1305/2014 of 11 December 2014 on the technical specification for interoperability relating to the telematics applications for freight subsystem of the rail system in the European Union and repealing Regulation (EC) No 62/2006.	Interoperability	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Partially transposed
43	Commission Implementing Regulation (EU) 2018/278 of 23 February 2018 amending the Annex to Regulation (EU) No 1305/2014 as regards the structure of the messages, data and message model, Wagon and Intermodal Unit Operating Database, and to adopt an IT standard for 9 the communication layer of the Common Interface (OJ L 54, 24.2.2018, p. 11).	Interoperability	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
44	Commission Implementing Regulation (EU) 2019/778 of 16 May 2019 amending Regulation (EU) No 1305/2014 as regards Change Control Management (OJ L 139I, 27.5.2019, p. 356).	Interoperability	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
45	Commission Implementing Decision 2011/665/EU of 4 October 2011 on the European register of authorised types of railway vehicles.	Interoperability	Not transposed	Not transposed	Not transposed	Not transposed	Fully transposed	Not transposed
46	Commission Implementing Regulation (EU) 2019/777 of 16 May 2019 on the common specifications for the register of railway infrastructure and repealing Implementing Decision 2014/880/EU (OJ L 139I, 27.5.2019, p. 312).	Interoperability	Partially transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed

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47	Commission Decision 2012/757/EU of 14 November 2012 concerning the technical specification for interoperability relating to the 'operation and traffic management' subsystem of the rail system in the European Union and amending Decision 2007/756/EC.	Interoperability	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Fully transposed
48	Commission Implementing Regulation (EU) 2019/773 of 16 May 2019 on the technical specification for interoperability relating to the operation and traffic management subsystem of the rail system within the European Union and repealing Decision 2012/757/EU (OJ L 1391, 27.5.2019, p. 5)	Interoperability	Partially transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
49	Commission Regulation (EU) No 454/2011 of 5 May 2011 on the technical specification for interoperability relating to the subsystem 'telematics applications for passenger services' of the trans-European rail system.	Interoperability	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Fully transposed
50	Commission Implementing Regulation (EU) 2019/250 of 12 February 2019 on the templates for 'EC' declarations and certificates for railway interoperability constituents and subsystems, on the model of declaration of conformity to an authorised railway vehicle type and on the 'EC' verification procedures for subsystems in accordance with Directive (EU) 2016/797 of the European Parliament and of the Council and repealing Commission Regulation (EU) No 201/2011 (OJ L 42, 13.2.2019, p. 9)	Interoperability	Partially transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
51	Commission Regulation (EU) 2016/919 of 27 May 2016 on the technical specification for interoperability relating to the 'control-command and signaling' subsystems of the rail system in the European Union (OJ L 158, 15.6.2016, p. 1).	Interoperability	Partially transposed	Not transposed	Not transposed	Fully transposed	Not transposed	Not transposed	Fully transposed
52	Commission Regulation (EU) No 321/2013 of 13 March 2013 concerning the technical specification for interoperability relating to the subsystem 'rolling stock — freight wagons' of the rail system in the European Union and repealing Decision 2006/861/EC (OJ L 104, 12.4.2013, p. 1).	Interoperability	Partially transposed	Not transposed	Not transposed	Fully transposed	Fully transposed	Fully transposed	Fully transposed
53	Commission Decision 2010/713/EU of 9 November 2010 on modules for the procedures for assessment of conformity, suitability for use and EC verification to be used in the technical specifications for interoperability adopted under Directive 2008/57/EC of the European Parliament and of the Council (OJ L 319, 4.12.2010, p.1).	Interoperability	Partially transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Fully transposed

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54	Commission Implementing Regulation (EU) 2019/776 of 16 May 2019 amending Commission Regulations (EU) No 321/2013, (EU) No 1299/2014, (EU) No 1301/2014, (EU) No 1302/2014, (EU) No 1303/2014 and (EU) 2016/919 and Commission Implementing Decision 2011/665/EU as regards the alignment with Directive (EU) 2016/797 of the European Parliament and of the Council and the implementation of specific objectives set out in Commission Delegated Decision (EU) 2017/1474 (OJ L 139I, 27.5.2019, p. 108).	Interoperability	Partially transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
55	Commission Implementing Regulation (EU) 2020/387 of 9 March 2020 amending Regulations (EU) No 321/2013, (EU) No 1302/2014 and (EU) 2016/919 as regards the extension of the area of use and transition phases (OJ L 73, 10.3.2020, p. 6).	Interoperability	Partially transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
56	Commission Implementing Regulation (EU) 2020/424 of 19 March 2020 on submitting information to the Commission as regards nonapplication of technical specifications for interoperability in accordance with Directive (EU) 2016/797 (OJ L 84, 20.3.2020, p. 20).	Interoperability	Partially transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
57	European Union Agency for Railways							
58	Regulation (EU) 2016/796 of the European Parliament and of the Council of 11 May 2016 on the European Union Agency for Railways and repealing Regulation (EC) No 881/2004 (OJ L 138, 26.5.2016, p. 1).	European Union Agency for Railways	Partially transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
59	Commission Implementing Regulation (EU) 2018/867 of 13 June 2018 laying down the rules of procedure of the Board(s) of Appeal of the European Union Agency for Railways (OJ L 149, 14.6.2018, p. 3).	European Union Agency for Railways	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
60	Commission Implementing Regulation (EU) 2018/764 of 2 May 2018 on the fees and charges payable to the European Union Agency for Railways and their conditions of payment (OJ L 129, 25.5.2018, p. 68).	European Union Agency for Railways	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
61	Railway safety							
62	Directive (EU) 2016/798 of the European Parliament and of the Council of 11 May 2016 on railway safety (OJ L 138, 26.5.2016, p. 102).	Railway safety	Partially transposed	Not transposed	Not transposed	Not transposed	Not transposed	Partially transposed
63	Commission implementing Regulation (EU) 2018/763 of 9 April 2018 establishing practical arrangements for issuing single safety certificates to railway undertakings pursuant to Directive (EU) 2016/798 of the European Parliament and of the Council, and repealing Commission Regulation (EC) No 653/2007 (OJ L 129, 25.5.2018, p. 49).	Railway safety	Partially transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed

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64	Commission implementing Regulation (EU) 2019/779 of 16 May 2019 laying down detailed provisions on a system of certification of entities in charge of maintenance of vehicles pursuant to Directive (EU) 2016/798 of the European Parliament and of the Council and repealing Commission Regulation (EU) No 445/2011 (OJ L 1391, 27.5.2019, p. 360).	Railway safety	Partially transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
65	Commission Regulation (EU) No 1158/2010 of 9 December 2010 on a common safety method for assessing conformity with the requirements for obtaining railway safety certificates (OJ L 326, 10.12.2010, p. 11).	Railway safety	Partially transposed	Not transposed	Not transposed	Partially transposed	Not transposed	Fully transposed
66	Commission delegated Regulation (EU) 2018/762 of 8 March 2018 establishing common safety management system requirements pursuant to Directive (EU) 2016/798 of the European Parliament and of the Council and repealing Commission Regulations (EU) No 1158/2010 and (EU) No 1169/2010 (OJ L 129, 25.5.2018, p. 26).	Railway safety	Partially transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
67	Commission Regulation (EU) No 1169/2010 of 10 December 2010 on a common safety method for assessing conformity with the requirements for obtaining a railway safety authorisation (OJ L 327, 11.12.2010, p. 13). Commission Regulation (EU) No 1078/2012 of 16 November 2012 on a common safety method for monitoring to be applied by railway undertakings, infrastructure managers after receiving a safety certificate or safety authorisation and by entities in charge of maintenance (OJ L 320, 17.11.2012, p. 8).	Railway safety	Partially transposed	Not transposed	Not transposed	Partially transposed	Not transposed	Fully transposed
68	Commission delegated Regulation (EU) 2018/761 of 16 February 2018 establishing common safety methods for supervision by national safety authorities after the issue of a single safety certificate or a safety authorisation pursuant to Directive (EU) 2016/798 of the European Parliament and of the Council and repealing Commission Regulation (EU) No 1077/2012 (OJ L 129, 25.5.2018, p. 16).	Railway safety	Partially transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
69	Commission Decision 2009/460/EC of 5 June 2009 on the adoption of a common safety method for assessment of achievement of safety targets, as referred to in Article 6 of Directive 2004/49/EC of the 13 European Parliament and of the Council (OJ L 150, 13.6.2009, p. 11).	Railway safety	Partially transposed	Not transposed	Not transposed	Partially transposed	Not transposed	Not transposed
70	Commission recommendation (EU) 2019/780 of 16 May 2019 on practical arrangements for issuing safety authorisations to infrastructure managers (OJ L 1391, 27.5.2019, p. 390).	Railway safety	Partially transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed

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71	Inland transport of dangerous							
72	Directive 2008/68/EC of the European Parliament and of the Council of 24 September 2008 on the inland transport of dangerous goods (OJ L 260, 30.9.2008, p. 13).	Inland transport of dangerous goods	Partially transposed	Not transposed	Not transposed	Partially transposed	Not transposed	Fully transposed
73	Transportable pressure equipment							
74	Directive 2010/35/EU of the European Parliament and of the Council of 16 June 2010 on transportable pressure equipment and repealing Council Directives 76/767/EEC, 84/525/EEC, 84/526/EEC, 84/527/EEC and 1999/36/EC (OJ L 165, 30.6.2010, p. 1).	Transportable pressure equipment	Fully Transposed	Not transposed	Not transposed	Partially transposed	Partially transposed	Fully transposed
75	Social field – working time / hours							
76	Directive 2003/88/EC of the European Parliament and of the Council of 4 November 2003 concerning certain aspects of the organisation of working time (OJ L 299, 18.11.2003, p. 9).	Social field – working time / hours	Partially transposed	Not transposed	Not transposed	Not transposed	Not transposed	Fully transposed
77	Council Directive 2005/47/EC of 18 July 2005 on the Agreement between the Community of European Railways (CER) and the European Transport Workers' Federation (ETF) on certain aspects of the working conditions of mobile workers engaged in interoperable cross-border services in the railway sector – Agreement concluded by the European Transport Workers' Federation (ETF) and the Community of European Railways (CER) on certain aspects of the working conditions of mobile workers engaged in interoperable cross-border services (OJ L 195, 27.7.2005 p. 15).	Social field – working time / hours	Partially transposed	Not transposed	Not transposed	Not transposed	Not transposed	Fully transposed
78	Passenger rights:							
79	Regulation (EC) No 1371/2007 of the European Parliament and of the Council of 23 October 2007 on rail passengers' rights and obligations.	Passenger rights	Partially transposed	Partially transposed	Partially transposed	Partially transposed	Partially transposed	Partially transposed
80	Electronic freight transport information							
81	Regulation (EU) 2020/1056 of the European Parliament and of the Council of 15 July 2020 on electronic freight transport information (OJ L 249, 31.7.2020, p. 33).	Electronic freight transport information	Partially transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed

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RULES APPLICABLE TO MARITIME TRANSPORT

ANNEX I.4 RULES APPLICABLE TO MARITIME TRANSPORT	Regulatory area	Albania	Bosnia and Herzegovina	North Macedonia	Kosovo	Montenegro	Serbia
Regulation (EU) No 1255/2011 of the European Parliament and of the Council of 30 November 2011 establishing a Programme to support the further development of an Integrated Maritime Policy (OJ EU L 132 5.12.2011, p. 1).	Maritime policy	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Partially transposed
Council Regulation (EEC) No 3577/92 of 7 December 1992 applying the principle of freedom to provide services to maritime transport within Member States (maritime cabotage) (OJ EC L 364, 12.12.1992, p. 7).	Market access	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
Council Regulation (EEC) No 4055/86 of 22 December 1986 applying the principle of freedom to provide services to maritime transport between Member States and between Member States and third countries (OJ EC L 378, 31.12.1986, p. 1).	Market access	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
Regulation (EC) No 789/2004 of the European Parliament and of the Council of 21 April 2004 on the transfer of cargo and passenger ships between registers within the Community and repealing Council Regulation (EEC) No 613/91 (OJ EU L 138, 30.4.2004, p. 19).	Market access	Partially transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
Council Regulation (EEC) No 4058/86 of 22 December 1986 concerning coordinated action to safeguard free access to cargoes in ocean trades (OJ EC L 378, 31.12.1986, p. 21).	Market access	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
Council Regulation (EEC) No 4057/86 of 22 December 1986 on unfair pricing practices in maritime transport (OJ EC L 378, 31.12.1986, p. 14).	International relations	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
Council Decision 2012/22/EU of 12 December 2011 concerning the accession of the European Union to the Protocol of 2002 to the Athens Convention relating to the Carriage of Passengers and their Luggage by Sea, 1974, with the exception of Articles 10 and 11 thereof (OJ EU L 8, 12.1.2012, p. 1).	International agreements	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Fully transposed

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Council Decision 2012/23/EU of 12 December 2011 concerning the accession of the European Union to the Protocol of 2002 to the Athens Convention relating to the Carriage of Passengers and their Luggage by Sea, 1974, as regards Articles 10 and 11 thereof (OJ EU L 8, 12.1.2012, p. 13).	International agreements	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Fully transposed
Directive 2009/15/EC of the European Parliament and of the Council of 23 April 2009 on common rules and standards for ship inspection and survey organisations and for the relevant activities of maritime administrations (OJ EU L 131, 28.5.2009, p. 47).	Ship inspection and survey organisations – recognised organisations	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Partially transposed	Not transposed
Commission Decision 2009/491/EC of 16 June 2009 on criteria to be followed in order to decide when the performance of an organisation acting on behalf of a flag State can be considered an unacceptable threat to safety and the environment (OJ EU L 162, 25.6.2009, p. 6).	Ship inspection and survey organisations – recognised organisations	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
Regulation (EC) No 391/2009 of the European Parliament and of the Council of 23 April 2009 on common rules and standards for ship inspection and survey organisations (OJ EU L 131, 28.5.2009, p. 11).	Ship inspection and survey organisations – recognised organisations	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Partially transposed	Not transposed
Commission Regulation (EU) No 788/2014 of 18 July 2014 laying down detailed rules for the imposition of fines and periodic penalty payments and the withdrawal of recognition of ship inspection and survey organisations pursuant to Articles 6 and 7 of Regulation (EC) No 391/2009 of the European Parliament and of the Council (OJ EU L 214, 19.7.2014, p. 12).	Ship inspection and survey organisations – recognised organisations	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
Directive 2009/21/EC of the European Parliament and of the Council of 23 April 2009 on compliance with flag State requirements (OJ EU L 131, 28.5.2009, p. 132).	Flag State	Fully transposed	Not transposed	Not transposed	Not transposed	Not transposed	Partially transposed	Not transposed
Directive 2009/16/EC of the European Parliament and of the Council of 23 April 2009 on port State control (OJ EU L 131, 28.5.2009, p. 57).	Port State control	Fully transposed	Not transposed	Not transposed	Not transposed	Not transposed	Fully transposed	Not transposed
Directive 2002/59/EC of the European Parliament and of the Council of 27 June 2002 establishing a Community vessel traffic monitoring and information system and repealing Council Directive 93/75/EEC (OJ EC L 208, 5.8.2002, p. 10).	Vessel traffic monitoring	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Partially transposed	Partially transposed
Regulation (EC) 336/2006 of the European Parliament and of the Council of 15 February 2006 on the implementation of the International Safety Management Code within the Community and repealing Council Regulation (EC) No 3051/95 (OJ EU L 64, 4.3.2006, p. 1).	International Safety Management Code	Fully transposed	Not transposed	Not transposed	Not transposed	Not transposed	Partially transposed	Not transposed
Directive 2010/65/EU of the European Parliament and of the Council of 20 October 2010 on reporting formalities for ships arriving in and/or departing from ports of the Member States and repealing Directive 2002/6/EC (OJ EU L 283, 29.10.2010, p. 1).	Reporting formalities	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Partially transposed	Not transposed
Directive 2014/90/EU of the European Parliament and of the Council of 23 July 2014 on marine equipment and repealing Council Directive 96/98/EC (OJ EU L 257, 28.8.2014, p. 146).	Marine equipment	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Partially transposed	Not transposed

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Directive 2003/25/EC of the European Parliament and of the Council of 14 April 2003 on specific stability requirements for ro-ro passenger ships (OJ EU L 123, 17.5.2003, p. 22).	Passenger ships	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Fully transposed
Regulation (EC) No 392/2009 of the European Parliament and of the Council of 23 April 2009 on the liability of carriers of passengers by sea in the event of accidents (OJ EU L 131, 28.5.2009, p. 24).	Passenger ships	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Fully transposed
Council Directive 98/41/EC of 18 June 1998 on the registration of persons sailing on board passenger ships operating to or from ports of the Member States of the Community (OJ EC L 188, 2.7.1998, p. 35).	Passenger ships	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Partially transposed
Directive 2009/45/EC of the European Parliament and of the Council of 6 May 2009 on safety rules and standards for passenger ships (OJ EU L 163, 5.6.2009, p. 1).	Passenger ships	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Partially transposed	Fully transposed
Council Directive 1999/35/EC of 29 April 1999 on a system of mandatory surveys for the safe operation of regular ro-ro ferry and high-speed passenger craft services (OJ EC L 138, 1.6.1999, p. 1).	Passenger ships	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Partially transposed
Council Directive 97/70/EC of 11 December 1997 setting up a harmonised safety regime for fishing vessels of 24 metres in length and over (OJ EC L 34, 9.2.1998, p. 1).	Safety of fishing vessels	Fully transposed	Not transposed	Not transposed	Not transposed	Not transposed	Partially transposed	Not transposed
Regulation (EU) No 530/2012 of the European Parliament and of the Council of 13 June 2012 on the accelerated phasing-in of double-hull or equivalent design requirements for single-hull oil tankers (OJ EU L 172, 30.6.2012, p. 3).	Oil tankers	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Partially transposed	Fully Transposed
Directive 2001/96/EC of the European Parliament and of the Council of 4 December 2001 establishing harmonised requirements and procedures for the safe loading and unloading of bulk carriers (OJ EC L 13, 16.1.2002, p. 9).	Bulk carriers	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Partially transposed	Not transposed
Directive 2009/18/EC of the European Parliament and of the Council of 23 April 2009 establishing the fundamental principles governing the investigation of accidents in the maritime transport sector and amending Council Directive 1999/35/EC and Directive 2002/59/EC of the European Parliament and of the Council (OJ EU L 131, 28.5.2009, p. 114).	Accident investigation	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Partially transposed	Not transposed
Commission Implementing Regulation (EU) No 651/2011 of 5 July 2011 adopting the rules of procedure of the permanent cooperation framework established by Member States in cooperation with the Commission pursuant to Article 10 of Directive 2009/18/EC of the European Parliament and of the Council (OJ EU L 177, 6.7.2011, p. 18).	Accident investigation	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
Commission Regulation (EU) No 1286/2011 of 9 December 2011 adopting a common methodology for investigating marine casualties and incidents developed pursuant to Article 5(4) of Directive 2009/18/EC of the European Parliament and of the Council (OJ EU L 328, 10.12.2011, p. 36).	Accident investigation	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
Directive 2009/20/EC of the European Parliament and of the Council of 23 April 2009 on the insurance of shipowners for maritime claims (OJ EU L 131, 28.5.2009, p. 128).	Insurance	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Partially transposed	Fully Transposed

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Directive 2005/35/EC of the European Parliament and of the Council of 7 September 2005 on ship-source pollution and on the introduction of penalties, including criminal penalties, for pollution offences (OJ EU L 255, 30.9.2005, p. 11).	Ship-source pollution	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
Directive 2000/59/EC of the European Parliament and of the Council of 27 November 2000 on port reception facilities for ship-generated waste and cargo residues (OJ EC L 332, 28.12.2000, p. 81).	Ship-generated waste	Not transposed	Not transposed	Not transposed	Not transposed	Partially transposed	Not transposed
Regulation (EC) No 782/2003 of the European Parliament and of the Council of 14 April 2003 on the prohibition of organotin compounds on ships (OJ EU L 115, 9.5.2003, p. 1)	Organotin compounds	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
Regulation (EC) No 725/2004 of the European Parliament and of the Council of 31 March 2004 on enhancing ship and port facility security (OJ EU L 129, 29.4.2004, p. 6).	Maritime security	Fully transposed	Not transposed	Not transposed	Not transposed	Fully transposed	Not transposed
Directive 2005/65/EC of the European Parliament and of the Council of 26 October 2005 on enhancing port security (OJ EU L 310, 25.11.2005, p. 28).	Maritime security	Fully transposed	Not transposed	Not transposed	Not transposed	Partially transposed	Not transposed
Commission Regulation (EC) No 324/2008 of 9 April 2008 laying down revised procedures for conducting Commission inspections in the field of maritime security (OJ EU L 98, 10.4.2008, p. 5).	Maritime security	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
Directive 2008/106/EC of the European Parliament and of the Council of 19 November 2008 on the minimum level of training of seafarers (OJ EU L 323, 3.12.2008, p. 33).	Training of seafarers	Fully transposed	Not transposed	Not transposed	Not transposed	Partially transposed	Fully transposed
Directive 2005/45/EC of the European Parliament and of the Council of 7 September 2005 on the mutual recognition of seafarers' certificates issued by the Member States (OJ EU L 255, 30.9.2005, p. 160).	Training of seafarers	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Fully transposed
Directive 2013/54/EU of the European Parliament and of the Council of 20 November 2013 concerning certain flag State responsibilities for compliance with and enforcement of the Maritime Labour Convention, 2006 (OJ EU L 329, 10.12.2013, p. 1).	Social aspects	Fully transposed	Not transposed	Not transposed	Not transposed	Partially transposed	Not transposed
Council Directive 1999/63/EC of 21 June 1999 concerning the Agreement on the organisation of working time of seafarers concluded by the European Community Shipowners' Association (ECSA) and the Federation of Transport Workers' Unions in the European Union (FST) (OJ EC L 167, 2.7.1999, p. 33).	Social aspects	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
Directive 1999/95/EC of the European Parliament and of the Council of 13 December 1999 concerning the enforcement of provisions in respect of seafarers' hours of work on board ships calling at Community ports (OJ EC L 14, 20.1.2000, p. 29).	Social aspects	Not transposed	Not transposed	Not transposed	Not transposed	Partially transposed	Not transposed
Council Directive 2009/13/EC of 16 February 2009 implementing the Agreement concluded by the European Community Shipowners' Associations (ECSA) and the European Transport Workers' Federation (ETF) on the Maritime Labour Convention, 2006, and amending Directive 1999/63/EC (OJ EU L 124, 20.5.2009, p. 30).	Social aspects	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed

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Council Directive 92/29/EEC of 31 March 1992 on the minimum safety and health requirements for improved medical treatment on board vessels (OJ EC L 113, 30.4.1992, p. 19).	Social aspects	Fully transposed	Not transposed	Not transposed	Not transposed	Fully transposed	Not transposed
Regulation (EU) No 1177/2010 of the European Parliament and of the Council of 24 November 2010 concerning the rights of passengers when travelling by sea and inland waterways and amending Regulation (EC) No 2006/2004 (OJ EU L 334, 17.12.2010, p. 1).	Sea and inland waterways	Not transposed	Not transposed	Not transposed	Not transposed	Fully transposed	Not transposed
Directive 2010/35/EU of the European Parliament and of the Council of 16 June 2010 on transportable pressure equipment and repealing Council Directives 76/767/EEC, 84/525/EEC, 84/526/EEC, 84/527/EEC and 1999/36/EC (OJ EU L 165, 30.6.2010, p. 1).	Transportable pressure equipment	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
Regulation (EC) No 1406/2002 of the European Parliament and of the Council of 27 June 2002 establishing a European Maritime Safety Agency (OJ EC L 208, 5.8.2002, p. 1).	European Maritime Safety Agency	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
Regulation (EC) No 2099/2002 of the European Parliament and of the Council of 5 November 2002 establishing a Committee on Safe Seas and the Prevention of Pollution from Ships (COSS) and amending the Regulations on maritime safety and the prevention of pollution from ships (OJ EC L 324, 29.11.2002, p. 1).	Committee on Safe Seas and the Prevention of Pollution from Ships	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed

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RULES APPLICABLE TO INLAND WATERWAY TRANSPORT

ANNEX I.5 RULES APPLICABLE TO INLAND WATERWAY TRANSPORT	Regulatory area	Albania	Bosnia and Herzegovina	North Macedonia	Kosovo	Montenegro	Serbia
Council Regulation (EC) No 1356/96 of 8 July 1996 on common rules applicable to the transport of goods or passengers by inland waterway between Member States with a view to establishing freedom to provide such transport services (OJ EC L 175, 13.7.1996, p. 7).	Market access	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
Council Regulation (EEC) No 3921/91 of 16 December 1991 laying down the conditions under which non-resident carriers may transport goods or passengers by inland waterway within a Member State (OJ EC L 373, 31.12.1991, p. 1).	Market access	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
Council Regulation (EC) No 718/99 of 29 March 1999 on a Community fleet capacity policy to promote inland waterway transport (OJ EC L 90, 2.4.1999, p. 1).	Market access	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
Council Directive (EC) No 96/75 of 19 November 1996 on the systems of chartering and pricing in national and international inland waterway transport in the Community (OJ EC L 304, 27.11.1996, p. 12).	Market access	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
Council Regulation (EEC) No 2919/85 of 17 October 1985 laying down the conditions for access to the arrangements under the Revised Convention for the navigation of the Rhine relating to vessels belonging to the Rhine Navigation (OJ EC L 280, 22.10.1985, p. 4).	Market access	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
Council Directive No 87/540/EEC of 9 November 1987 on access to the occupation of carrier of goods by waterway in national and international transport and on the mutual recognition of diplomas, certificates and other evidence of formal qualifications for this occupation (OJ EC L 322, 12.11.1987, p. 20).	Access to the profession	Not transposed	Not transposed	Fully transposed	Not transposed	Not transposed	Fully transposed
Council Directive 91/672/EEC of 16 December 1991 on the reciprocal recognition of national boatmasters' certificates for the carriage of goods and passengers by inland waterways (OJ EC L 373, 31.12.1991, p. 29).	Boatmasters' certificates	Not transposed	Not transposed	Fully transposed	Not transposed	Not transposed	Not transposed

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Council Directive (EC) 96/50 of 23 July 1996 on the harmonisation of the conditions for obtaining national boatmasters' certificates for the carriage of goods and passengers by inland waterway in the Community (OJ EC L 235, 17.9.1996, p. 31).	Boatmasters' certificates	Not transposed	Not transposed	Fully transposed	Not transposed	Not transposed	Not transposed
Directive 2009/100/EC of the European Parliament and of the Council of 16 September 2009 on reciprocal recognition of navigability licences for inland waterway vessels (OJ EU L 259, 2.10.2009, p. 8).	Safety / technical requirements	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
Directive (EU) 2016/1629 of the European Parliament and of the Council of 14 September 2016 laying down technical requirements for inland waterway vessels, amending Directive 2009/100/EC and repealing Directive 2006/87/EC (OJ EU L 252, 16.9.2016, p. 118).	Safety / technical requirements	Not transposed	Not transposed	Fully transposed	Not transposed	Not transposed	Not transposed
Directive 2006/87/EC of the European Parliament and of the Council of 12 December 2006 laying down technical requirements for inland waterway vessels and repealing Council Directive 82/714/EEC (OJ EU L 389, 30.12.2006, p. 1); (See however Article 38 of Directive (EU) 2016/1629).	Safety / technical requirements	Not transposed	Not transposed	Fully transposed	Not transposed	Not transposed	Not transposed
Directive 2008/68/EC of the European Parliament and of the Council of 24 September 2008 on the inland transport of dangerous goods (OJ EU L 260, 30.9.2008, p. 13).	Inland transport of dangerous goods	Not transposed	Not transposed	Not transposed	Partially transposed	Not transposed	Not transposed
Directive 2005/44/EC of the European Parliament and of the Council of 7 September 2005 on harmonised river information services (RIS) on inland waterways in the Community (OJ EU L 255, 30.9.2005, p. 152).	River information services	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Partially transposed
Commission Implementing Regulation (EU) No 909/2013 of 10 September 2013 on the technical specifications for the electronic chart display and information system for inland navigation (Inland ECDIS) referred to in Directive 2005/44/EC of the European Parliament and of the Council (OJ EU L 258, 28.9.2013, p. 1).	River information services	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Partially transposed
Commission Regulation (EU) No 164/2010 of 25 January 2010 on the technical specifications for electronic ship reporting in inland navigation referred to in Article 5 of Directive 2005/44/EC of the European Parliament and of the Council on harmonised river information services (RIS) on inland waterways in the Community (OJ EU L 57, 6.3.2010, p. 1).	River information services	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Partially transposed
Commission Regulation (EC) No 416/2007 of 22 March 2007 concerning the technical specifications for Notices to Skippers as referred to in Article 5 of Directive 2005/44/EC of the European Parliament and of the Council on harmonised river information services (RIS) on inland waterways in the Community (OJ EU L 105, 23.4.2007, p. 88).	River information services	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Partially transposed
Commission Regulation (EC) No 415/2007 of 13 March 2007 concerning the technical specifications for vessel tracking and tracing systems referred to in Article 5 of Directive 2005/44/EC of the European Parliament and of the Council on harmonised river information services (RIS) on inland waterways in the Community (OJ EU L 105, 23.4.2007, p. 35).	River information services	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Partially transposed

MONITORING THE TRANSPOSITION OF ANNEX I.5 OF THE TRANSPORT COMMUNITY TREATY

Commission Regulation (EC) No 414/2007 of 13 March 2007 concerning the technical guidelines for the planning, implementation and operational use of river information services (RIS) referred to in Article 5 of Directive 2005/44/EC of the European Parliament and of the Council on harmonised river information services (RIS) on inland waterways in the Community (OJ EU L 105, 23.4.2007, p. 1).	River information services	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Fully transposed
Directive 2009/30/EC of the European Parliament and of the Council of 23 April 2009 amending Directive 98/70/EC as regards the specification of petrol, diesel and gas-oil and introducing a mechanism to monitor and reduce greenhouse gas emissions and amending Council Directive 1999/32/EC as regards the specifications of fuel used by inland waterway vessels and repealing Directive 93/12/EEC (OJ EU L 140, 5.6.2009, p. 88).	Environment	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
Regulation (EU) 2016/1628 of the European Parliament and of the Council of 14 September 2016 on requirements relating to gaseous and particulate pollutant emission limits and type-approval for internal combustion engines for non-road mobile machinery, amending Regulations (EU) No 1024/2012 and (EU) No 167/2013, and amending and repealing Directive 97/68/EC (OJ EU L 252, 16.9.2016, p. 53).	Environment	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
Directive 97/68/EC of the European Parliament and of the Council of 16 December 1997 on the approximation of the laws of the Member States relating to measures against the emission of gaseous and particulate pollutants from internal combustion engines to be installed in non-road mobile machinery (OJ EC L 59, 27.2.1998, p. 1). (See however Article 64 of Regulation (EU) 2016/1628).	Environment	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
Directive 2004/26/EC of the European Parliament and of the Council of 21 April 2004 amending Directive 97/68/EC on the approximation of the laws of the Member states relating to measures against the emission of gaseous and particulate pollutants from internal combustion engines to be installed in non-road mobile machinery (OJ EU L 146, 30.4.2004, p. 1).	Environment	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
Regulation (EU) No 1177/2010 of the European Parliament and of the Council of 24 November 2010 concerning the rights of passengers when travelling by sea and inland waterway and amending Regulation (EC) No 2006/2004 (OJ EU L 334, 17.12.2010, p. 1).	Sea and inland waterways	Not transposed	Not transposed	Not transposed	Not transposed	Fully transposed	Fully transposed

ANNEX 1: DEFINITION AND DESCRIPTION OF PROGRESS INDICATORS

INDICATOR	DEFINITION
No progress <i>(scoring 0 points)</i>	No steps have been taken by the respective authorities in relation to: Preparation of laws, bylaws, maintenance plans, strategies, TORs, tender documents, etc.; providing information, data as per request.
Progress on track (scoring 1 point)	Clearly demonstrated steps have been taken by the respective authorities, as per the timeline agreed in the Action Plan, in relation to: Laws, bylaws, maintenance plans, strategies, guidelines, etc. are <u>drafted</u> ; all the necessary <u>data</u> are <u>submitted</u> to interested parties;
Significant progress (scoring 2 points)	Clearly demonstrated steps have been taken by the respective authorities, as per or in advance of the timeline agreed in the Action Plan, in relation to: Laws, bylaws are <u>in Governmental/Parliamentary procedure</u> ; guidelines, maintenance plans, studies recommendations by relevant stakeholders <u>formally adopted</u> ; project documentation/studies <u>completed</u> .
Accomplished <i>(scoring 3 points)</i>	Clearly demonstrated steps have been taken by the respective authorities in relation to: Laws, bylaws being <u>approved</u> by the parliaments and <u>entered into force</u> ; maintenance plans, strategies <u>being implemented</u> ;
Stagnant <i>(scoring 1 point)</i>	It has been clearly demonstrated by the respective authorities that the process is <u>stagnant</u> , that there have been <u>no further developments</u> , or that implementation <u>has stopped</u> , as per timelines agreed in the Action Plan.

ANNEX 2: RAIL – MONITORING MECHANISM – IMPLEMENTATION SCORING

RAIL MARKET OPENING

MEASURE 2019/2020	SUB-ACTIONS	IMPLEMENTING BODY (Stakeholders)	Regional Partners						Deadline for implementation
			ALB	BIH	KOS	MNE	MK	SER	
1. Rail market opening	SA. 1 Amend national law to remove potential breaches of TCT provisions in regard to opening up the market at national level (phase 1)	Ministries of Transport supported by the Railway Regulatory bodies	n/a	1	n/a	n/a	1	n/a	Q4 2021 – MK Q4 2022 – BIH
	SA. 2. Establish functioning institutions (regulatory body, licensing body, national safety authority, national investigation body, designated body) – including legal, administrative, and budgetary actions	Ministries of Transport supported by the Railway Regulatory bodies and TCT Secretariat	2	1	3	3	2	3	Q4 2022
	SA. 3. Publish Network Statement for railway infrastructure	Infrastructure managers supported by the TCT Secretariat	2	0	n/a	n/a	n/a	n/a	Q2 2021 – ALB Q4 2021 – BIH
	SA. 4. Publish Network Statement for service facilities (sea and river ports, terminals)		1	0	3	3	2	3	Q1 2021
	SA. 5. Take legislative and/or regulatory measures to achieve mutual recognition at the regional level in respect of operating licences, train driver licences, safety certificates, vehicle authorisation	Ministries of Transport supported by the Railway Regulatory bodies and TCT Secretariat	1	1	2	2	1	2	Q1 2022
SA. 6. Modernise rules on public procurement in the rail sector, including through transposition and implementation of Regulation 1370/2007 concerning public transport services by rail	Ministries of Transport supported by the Ministries of Finance and TCT Secretariat	1	1	2	2	2	3	Q1 2022	
	SA 7. Establishing of Contractual relationship between IM and state for the maintenance and operations on public infrastructure	Infrastructure managers, Ministries of Transport and Ministries of Finance	1	1	1	n/a	1	n/a	Q2 2021 – KOS, Q2 2021 – ALB, MK Q2 2022 – BIH
Total score			44%	24%	73%	83%	50%	92%	

1. PASSENGER RIGHTS

MEASURE 2019/2020	SUB-ACTIONS	IMPLEMENTING BODY (Stakeholders)	Regional partners						Deadline for implementation
			ALB	BIH	KOS	MNE	MK	SER	
2. Passenger rights	SA. 1 Transpose and implement Regulation (EC) No 1371/2007	Ministries of Transport supported by the Railway Regulatory bodies	1	1	1	1	1	2	Q1 2022
Total score			33%	40%	33%	33%	33%	67%	

ANNEX 2: RAIL – MONITORING MECHANISM – IMPLEMENTATION SCORING

2. INTEROPERABILITY

MEASURE 2019/2020	SUB-ACTIONS	IMPLEMENTING BODY (Stakeholders)	Regional partners						Deadline for implementation
			ALB	BIH	KOS	MNE	MK	SER	
3. Interoperability	SA. 1 Transpose and implement the Interoperability Directive 2008/57/EC (valid until June 2020) and its new version Directive (EU) 2016/797 (4th railway package)	Ministries of Transport supported by the Railway Regulatory bodies and TCT Secretariat	2	1	2	2	2	2	Q2 2021
	SA. 2 Transpose and implement all EU Technical Specifications for Interoperability	Ministries of Transport supported by the Railway Regulatory bodies and TCT Secretariat	0	1	2	2	1	3	Q4 2021
	SA. 3 Prepare a detailed plan for the review and cleaning up of national rail technical and safety rules in line with the EU rail acquis and the prerogatives of ERA	Ministries of Transport supported by the Railway Regulatory bodies and ERA	1	1	1	1	1	1	Q4 2022
	SA. 4: Establish an electronic register of vehicles, taking into account the OTIF National Vehicle Registers' specifications 'NVR 2015' and the European Centralised Virtual Vehicle Register (ECVVR)	Railway Regulatory bodies supported by ERA and OTIF	1	1	1	3	2	3	Q1 2022
	SA. 5 Establish an electronic register and management system of railway infrastructure, taking into account the existence of the European Registers of Infrastructure (RINF)	Infrastructure Managers supported by the ERA and DG Move	1	1	2	1	2	2	Q2 2022
Total score			33%	33%	53%	60%	53%	73%	

3. GOVERNANCE

MEASURE 2019/2020	SUB-ACTIONS	IMPLEMENTING BODY (Stakeholders)	Regional partners						Deadline
			ALB	BIH	KOS	MNE	MK	SER	
4. Governance	SA. 1 Create a network of EU DEL rail correspondents in the region to assist in the implementation and monitoring of the TCT Rail Action Plan.	DG NEAR/ TCT Secretariat to set up and maintain the EU DEL network	n/a	n/a	n/a	n/a	n/a	n/a	Q2 2021
	SA. 2 Organise stakeholder workshop on the streamlining of technical assistance and financing of the reform of the rail sector and rail infrastructure projects in the Western Balkans	TCT Secretariat to organise the event, in liaison with DG NEAR and DG MOVE	n/a	n/a	n/a	n/a	n/a	n/a	Q2 2021
Total score			100%						

4. MODERNISATION OF RAIL NETWORK INFRASTRUCTURE

MEASURE 2019/2020	SUB-ACTIONS	IMPLEMENTING BODY (Stakeholders)	Regional partners						Deadline
			ALB	BIH	KOS	MNE	MK	SER	
6. Modernisation of rail network infrastructure	SA. 1. Establishing a regional network of infrastructure managers for regular consultation and coordination at the regional level before adoption of maintenance plans for railway infrastructure and for the schedule of work, and other relevant activities.	Infrastructure managers supported by Ministries of Transport and TCT Secretariat	3	3	3	3	3	3	Q3 2021
	SA. 2. Identification of priority projects of regional interests for the upgrading/reconstruction/construction of specific railway sections;	Ministries of Transport supported by the infrastructure managers and TCT Secretariat	2	2	2	2	2	2	permanent task
	SA. 3. Level-crossings safety improvement (mapping the most critical LCRs within the WB region)	Ministries of Transport supported by the Railway Regulatory bodies, ERA and TCT Secretariat	2	2	2	2	2	2	Q1 2022
	SA. 4. Adoption of five-year maintenance plan	Infrastructure Managers supported by the ERA, DG Move and TCT Secretariat	1	1	2	2	1	3	Q1 2022
Total score			67%	67%	75%	75%	67%	83%	
OVERALL SCORING			44%	41%	59%	63%	51%	79%	

ANNEX 2.1: RAIL TCT ACTIVITIES – MEETINGS OF THE RAIL INFRASTRUCTURE MANAGERS NETWORK OF THE WESTERN BALKAN – RIMN WB

During 2022, two meetings of the Rail Infrastructure Managers Network of the Western Balkan (RIMN WB) were organised and the main achievements were the following: the RIMN WB kicked off with meetings and elected the first Chair of the Network, Mr Hari Lokvenec, Director General of the Macedonian infrastructure company.

The TCT Secretariat drafted the final Rules of Procedure of the Railway Infrastructure Managers Network of the Western Balkans – RIMN WB. The Rules envisage the mandate and scope of action of the Network, membership, appointment process, observers, operation of the network, plenary meetings – chairing and coordination, establishment of subgroups, joint meetings with other bodies, correspondence, and coordination with the TC Technical Committee on Railways. The Rules were adopted without comments. According to the abovementioned rules, a Deputy Chair, Mr Gentian Liko, the CEO of Albanian Railways was elected. In addition, as support to the RIMN WB, the TC Secretariat will take into consideration the question of financing two meetings of the RIMN WB for the next year, 2023.

Based on the conclusions from both meetings regarding the lack of human resources (ageing staff, rapid digitalisation that requires IT skilled staff, maintenance) and the IMs' suggestion to establish regional training centres, the TCT Secretariat prepared and presented a draft concept for the establishing of such centres. After the discussion, the following was agreed:

- All members of the Network supported the idea
- The TCT Secretariat will prepare an updated Concept Paper and template for current educational needs analysis
- All members will send feedback based on the updated Concept Paper

Since the improvement of regional connectivity is the main priority for all IMs in the region, all IMs presented the current situation regarding railway infrastructure, the main ongoing projects and challenges.

ANNEX 2.2: RAILWAY PROJECTS PER REGIONAL PARTNER

Regional partner	Project name	Targeted TEN-T Network (Core/ Comprehensive)	Type of foreseen intervention	Length (if lineal)	Total cost (€ million)	Estimated implementation deadline
ALB	Durres- Tirana	Core Network	Reconstruction/ rehabilitation	41	90.45	2023
SRB	Subotica-Palic-Horgos	Core Network	Reconstruction/ rehabilitation	27	60	2025
SRB	Novi Sad-Subotica-Kelebija	Core Network	Construction	108	1021	2024
SRB	Nis-Dimitrovgrad	Core Network	New infrastructure, Reconstruction/ rehabilitation,	108	268	2024
MKD	Kumanovo-Beljakovce	Core Network	Reconstruction/ rehabilitation	30.8	48.9	2023
MKD	Beljakovce-Kriva Palanka	Core Network	New infrastructure, Reconstruction/ rehabilitation,	34	145	2025
MKD	Nogaevci-Negotino	Core Network	Reconstruction/ rehabilitation	31	9.6	2023
MNE	Kolasin-Podgorica	Core Network	Reconstruction/ rehabilitation	64		2024
MNE	Podgorica-Virpazar	Core Network	Reconstruction/ rehabilitation	29		2024
MNE	Virpazar-Bar	Core Network	Reconstruction/ rehabilitation	21		2024
MNE	Vrbnica-Bar bridges	Core Network	Reconstruction/ rehabilitation		7.5	2023
MNE	Vrbnica-Bar tunnels	Core Network	Reconstruction/ rehabilitation		6.7	2022
KOS	Leshak-Hani I Elezit	Core Network	Reconstruction/ rehabilitation	149	245	2025
BIH	Šamac-Doboj-Rječica	Core Network	Reconstruction/ rehabilitation	85	162.5	2025

ANNEX 3: TRANSPORT FACILITATION – MONITORING MECHANISM – IMPLEMENTATION SCORING

MEASURE	SUBACTION	IMPLEMENTATION DEADLINE	IMPLEMENTING BODY (Stakeholders)	Regional Partners					
				Albania	Bosnia and Herzegovina	Kosovo	Montenegro	North Macedonia	Serbia
Road border crossing/ common crossing measures	Improvement/upgrade of the existing ICT infrastructure to foster transport digitalisation, interoperability of communication and data sharing system	Q2 2022	MoT, Customs, Border Police	2	2	2	2	2	2
	New constructions and/or modernisation of priority BCPs/CCPs existing infrastructure aiming to remove physical and technical barriers or to increase actual capacity	Q4 2023	MoT, Customs, Border Police	1	1	1	1	1	1
	Signing bilateral agreements for one stop shop and effectively putting into operation joint border/common crossing controls	Q4 2022	MoT, Customs, Border Police	2	1	1	1	2	2
	Purchase and installation of equipment for the improvement of the efficiency and effectiveness at BCPs/CCPs	Q1 2022	MoT, Customs, Border Police	1	1	1	1	1	1
	Capacity building: hiring of additional /specialised personnel and provision of training courses to increase the quality of the working staff performance	Q4 2022	MoT, Customs, Border Police	2	2	2	2	2	2
Total scoring				67%	58%	58%	58%	67%	67%
Rail border crossing/ common crossing measures	Signing/upgrading all bilateral BCAs and their implementation	Q4 2023	MoT, Customs, Border Police	2	1	2	2	1	2
Total scoring				67%	33%	67%	67%	33%	67%
OVERALL SCORING				57%	40%	37%	39%	43%	57%

ANNEX 4: ROAD – MONITORING MECHANISM – IMPLEMENTATION SCORING

MEASURE	SUBACTION	PREPARATION DEADLINE	IMPLEMENTATION DEADLINE	IMPLEMENTING BODY (Stakeholders)	Regional Partners					
					Albania	Bosnia and Herzegovina	Kosovo	Montenegro	North Macedonia	Serbia
Establishing functioning and efficient road maintenance system	Adopt multiannual maintenance plan	All RPs Q3 2020	All RPs Q1 2021	Road Authorities/ Public Road Enterprises	2	1	1	1	1	2
	Establishing Road Asset Management System (RAMS)	ALB, BIH, SRB Q2 2021	ALB, BIH, SRB Q3 2021	Road Authorities/ Public Road Enterprises	2	2	1	1	3	2
		KOS*, MNE Q4 2021	KOS, MNE Q1 2022							
	Signing of Service Level Agreement between Ministry of Transport and Road Authorities/ Public Enterprises	ALB, BIH, SRB Q1 2021	ALB, BIH, SRB Q2 2021	MoT, Road Authorities,	1	0	0	0	0	2
Adopt an efficient strategy on the funding sustainability for road maintenance	All RPs Q4 2021	All RPs Q2 2022	MoT, Road Authorities,	1	1	1	1	0	0	
Total scoring					50%	33%	25%	25%	33%	50%
ITS Deployment on Core/ Comprehensive Road Network	Adoption of ITS strategy together with an Action/ implementation plan	ALB completed MKD – Q4 2021 SRB- Q1 2022	ALB – Q4 2020 MKD – Q1 2022 SRB - Q2 2022	MoT	3	1	1	3	2	1
	Transposition of the Directive 2010/40/ EU into the national legislation	All RPs Q4 2021	All RPs Q1 2022	MoT	2	0	2	1	2	2
	Transposition of Directive 2004/52/ EC - Interoperability of electronic road toll systems (amended)	All RPs Q4 2021	All RPs Q1 2023	MoT	0	2	0	0	2	2
	Adopt and implement EU ITS Framework Architecture for roads to ensure compatibility of system and equipment	All RPs Q4 2021	All RPs Q1 2022	MoT, Road Authorities,	2	0	0	0	0	1
Adopt and implement EU ITS standards for roads to ensure European standards and specifications for all new projects and for the upgrading of existing ones	ALB, MKD, SRB Q4 2021	ALB, MKD, SRB Q1 2022	MoT, Road Authorities,	2	0	0	0	2	2	
	BiH, KOS, MNE Q2 2022	BiH, KOS, MNE Q3 2022								

ANNEX 4: ROAD – MONITORING MECHANISM – IMPLEMENTATION SCORING

	Adopt a regional interoperability framework aimed to establish a mechanism for the exchange of ITS data	All RPs Q4 2021	All RPs Q4 2022	MoT, Road Authorities,	2	2	2	2	2	2
Total scoring					61%	28%	28%	33%	56%	56%
Enhancing road transport climate resilience and use of alternative fuels	Adopt guidelines and methodologies for climate change and natural hazard road network vulnerability assessment	All RPs Q3 2021	All RPs Q1 2022	MoT, Road Authorities,	1	0	0	0	0	1
	Development of Resilience Action Plan for Road Core/ Comprehensive Network	All RPs Q4 2021	All RPs Q4 2022	MoT, Road Authorities,	1	0	0	0	0	1
	Undertake risk-based vulnerability interventions for the most vulnerable sections of the indicative extension of Core/Comprehensive TEN-T Networks in Western Balkans	All RPs Q1 2022	All RPs Q1 2024	MoT, Road Authorities,	0	0	0	0	0	1
	Enhance use of alternative fuels (e-charging stations etc)	All RPs Q2 2021	All RPs Q2 2023	MoT, Road Authorities, TCT, RCC	2	1	1	2	1	3
Total scoring					33%	8%	8%	17%	8%	50%

ANNEX 5: ROAD SAFETY – MONITORING MECHANISM – IMPLEMENTATION SCORING

MEASURE	SUBACTION	IMPLEMENTATION DEADLINE	IMPLEMENTING BODY (Stakeholders)	Regional Partners					
				Albania	Bosnia and Herzegovina	Kosovo	Montenegro	North Macedonia	Serbia
Improve functionality of the coordination body under the supervision of the Competent Authorities and ensure its functionality.	Screening of the current structure; -Best practice examples	Q4 2021	1. TCT Permanent Secretariat 2. All RPs	n/a	n/a	n/a	n/a	n/a	n/a
	Improve/Ensure functionality of the coordination body based on the recommendations and best practice examples (provided under 1.)			1	2	1	1	1	2
Total scoring				33%	67%	33%	33%	33%	67%
Set up in parallel a coordination mechanism between police and justice ensuring the full implementation and strict enforcement of road safety legislation at in each of the South East European Parties, including offences committed by non-resident drivers;	Screening of the current channels of communications; best practice examples	Q2 2021	TCT Permanent Secretariat	0	0	0	0	0	0
	Setting up a coordination mechanism	Q4 2021	All Regional Participants	1	0	0	0	0	0
Total scoring				17%	0%	0%	0%	0%	0%
Develop a plan for the establishing/strengthening the lead Road Safety Agency	Assistance and recommendation for each Regional Participant	By 2021 Q1 2021	TA needs	n/a	n/a	n/a	n/a	n/a	n/a
	Plan for establishing/strengthening of a Road Safety Agency -best examples in the region or in EU Member States	Q4 2021	Serbia - Completed RPs	0	2	0	0	1	3
Total scoring				0%	67%	0%	0%	33%	100%
Improve the quality of systematic and consolidated data collection on road traffic deaths and serious road injuries in line with existing EU standards and definitions (CARE data model)	Draft a ToR for developing a data collection system	By 2021	All RPs	3	3	0	3	2	3
	Implementation - Development of the database	By 2022	All RPs	0	0	0	3	0	3
Total scoring				50%	50%	0%	100%	33%	100%

ANNEX 5: ROAD SAFETY – MONITORING MECHANISM – IMPLEMENTATION SCORING

Develop KPIs including unique and harmonized methodology for monitoring and evaluation of safety performance (at regional level)	Develop KPIs with a methodology for monitoring and evaluation of them (regional one)	Q3 2021	EC	n/a	n/a	n/a	n/a	n/a	n/a
	Develop KPIs in national level based in the methodology under	Q4 2022	All RPs	0	1	0	2	0	2
Total scoring				0%	33%	0%	67%	0%	67%
Develop the RS Strategy and Action Plan with the aspirational targets for halving the number of fatal and serious road traffic injuries from 2021 to 2030, in line with the fatality and injury targets applied at the EU and UN level.	Screening based on the previous strategy and Action plans. Define the needs for renewing the strategy (capacity and financial needs)	Q4 2021	TCT Permanent Secretariat	n/a	n/a	n/a	n/a	n/a	n/a
	Drafting and adopting new strategy and Action Plan in compliance with the new goals set for the 2021-2030 (based on Safe System Approach and introduce KPIs)		All RPs	1	2	1	3	0	2
Total scoring				33%	67%	33%	100%	0%	67%
Actions to promote the protection of the road users									
Develop specific (regional/national) programme for the protection of vulnerable road users and in particular for powered-two-wheelers.	Current state/ screening of the programme for the protection of vulnerable road users and for powered-two-wheelers.	Q4 2021	TCT Permanent Secretariat through Technical Committee Meetings	n/a	n/a	n/a	n/a	n/a	n/a
	Draft/Develop a programme for the protection of vulnerable road users and for powered-two-wheelers.		RPs	0	0	0	3	0	3
Total scoring				0%	0%	0%	100%	0%	100%
Actions to enhance cooperation and exchange of experience									
Mobilise all partners at national, regional and local levels to strengthen the focus on road safety and support the exchange of experience and best practices; – Capacity building, training, twinning, sharing best practice examples	Identify the main key issues in a road safety system and bring at least one as a priority on which the exchange of the best practice is needed (refer to the principle of EU Road Safety Exchange project)			3	3	3	3	3	3
	Mapping with another Country/Member State on the same issue – Proposal for Twinning/ Exchange of the Best practice			1	1	1	1	1	1
Total scoring				67%	67%	67%	67%	67%	67%
OVERALL SCORING				19%	40%	10%	57%	14%	71%

ANNEX 6: WATERBORNE – MONITORING MECHANISM – IMPLEMENTATION SCORING

MEASURE	SUBMEASURES	IMPLEMENTATION DEADLINE	Regional Partners					
			Albania	Bosnia and Herzegovina	Kosovo	Montenegro	North Macedonia	Serbia
LEGISLATION APPLICABLE TO MARITIME TRANSPORT	Legislation related to the regulatory area Maritime policy as per Annex I.4. of the Treaty establishing the Transport community	Q1 2023	1	0	0	2	0	3
	Legislation related to the regulatory area Access Legislation related to the regulatory area Access to the market as per Annex I.4. of the Treaty establishing the Transport community	Q2 2023	1	0	0	2	0	3
	Legislation related to the regulatory area International Agreements as per Annex I.4. of the Treaty establishing the Transport community	Q1 2023	1	1	0	2	0	3
	Legislation related to the regulatory area Ship inspection and survey organisations - recognised organisations as per Annex I.4. of the Treaty establishing the Transport community.	Q2 2023	1	0	0	2	0	2
	Legislation related to the regulatory area Port State control as per Annex I.4. of the Treaty establishing the Transport community.	Q2 2022	1	1	0	2	0	2
	Legislation related to the regulatory area Vessel traffic monitoring as per Annex I.4. of the Treaty establishing the Transport community	Q3 2022	1	1	0	2	0	2
	Legislation related to the regulatory area Marine equipment as per Annex I.4. of the Treaty establishing the Transport community.	Q2 2023	1	1	0	2	0	2
	Legislation related to the regulatory area Passenger ships as per Annex I.4. of the Treaty establishing the Transport community).	Q3 2022	1	1	0	2	0	2
	Legislation related to the regulatory area Oil tankers as per Annex I.4. of the Treaty establishing the Transport community.	Q2 2022	1	0	0	2	0	2
	Legislation related to the regulatory area Bulk carriers as per Annex I.4. of the Treaty establishing the Transport community.	Q3 2023	1	0	0	2	0	2
	Legislation related to the regulatory area Insurance as per Annex I.4. of the Treaty establishing the Transport community.	Q2 2022	1	1	0	2	0	2
	Legislation related to the regulatory area Ship-source pollution as per Annex I.4. of the Treaty establishing the Transport community.	Q2 2023	1	1	0	2	0	2
	Legislation related to the regulatory area Organotin compounds as per Annex I.4. of the Treaty establishing the Transport community	Q2 2023	1	1	0	2	0	2
	Legislation related to the regulatory area Maritime Security as per Annex I.4. of the Treaty establishing the Transport community	Q2 2023	1	1	0	2	0	2
	Legislation related to the regulatory area Training of seafarers as per Annex I.4. of the Treaty establishing the Transport community	Q2 2022	2	1	0	2	0	2
	Legislation related to the regulatory area Social aspects as per Annex I.4. of the Treaty establishing the Transport community	Q1 2023	1	1	0	2	0	2
	Legislation related to the regulatory area Sea and inland waterway as per Annex I.4. of the Treaty establishing the Transport community	Q2 2023	1	1	0	1	0	2
Legislation related to the regulatory area Transportable pressure equipment as per Annex I.4. of the Treaty establishing the Transport community.	Q3 2023	1	1	0	2	0	2	
Legislation related to the regulatory area Port services (This Regulation is not part of the Annex I.4. of the Treaty establishing the Transport community) (Regulation (EU) 2017/352 of the European Parliament and of the Council of 15 February 2017 establishing a framework for the provision of port services and common rules on the financial transparency of ports	Q4 2024	1	1	0	2	0	2	

ANNEX 6: WATERBORNE – MONITORING MECHANISM – IMPLEMENTATION SCORING

LEGISLATION APPLICABLE TO MARITIME TRANSPORT	Legislation related to the regulatory area Reporting formalities (Directive 2010/65/EU of the European Parliament and of the Council of 20 October 2010 on reporting formalities for ships arriving in and/or departing from ports of the Member States and repealing Directive 2002/6/EC (OJ EU L 283, 29.10.2010, p. 1) as per Annex I.4. of the Treaty establishing the Transport community.	Q4 2025	1	1	0	2	0	1
	Total scoring		35%	25%	0%	65%	0%	70%
ACTIONS RELATED TO INFRASTRUCTURE, DIGITAL, AND GREEN ELEMENTS OF SEA PORTS	Improvement of the interoperability of IT systems and solutions in ports including the development and/or improvement of Port Community System (PCS) as a continuation of the deliverables of finished INTERREG projects	Q2 2022	2	0	0	2	0	0
	Purchase and installation of equipment for the improvement of the process efficiency and effectiveness in ports	Q4 2023	1	2	0	1	0	0
	Strengthening human resources and institutional capacities of port operators by establishing Centre of excellence in Maritime affairs	Q4 2021	3	0	0	0	0	0
	Developing concepts of „green ports“ to improve the environmental sustainability of the ports including availability of alternative fuels	Q4 2022	2	1	0	2	0	0
	Establishment and/or upgrading of the current community vessel traffic monitoring and information system (VTMIS)	Q4 2023	1	0	0	1	0	0
	Dredging and expansion of the capacity of ports for trans-shipment	Q4 2022	0	1	0	1	0	0
	Total scoring		50%	22%	0%	39%	0%	0%
	LEGISLATION APPLICABLE TO INLAND WATERWAYS GREEN ELEMENTS OF SEA PORTS	Legislation related to the regulatory area Access to the market as per Annex I.5. of the Treaty establishing the Transport community.	Q4 2023	0	1	0	0	0
Legislation related to the regulatory area Access to the profession as per Annex I.5. of the Treaty establishing the Transport community.		Q4 2022	0	1	0	0	0	3
Legislation related to the regulatory area Boatmasters' certificates ¹¹ (Directive (EU) 2017/2397 of the European Parliament and of the Council of 12 December 2017 on the recognition of professional qualifications in inland navigation and repealing Council Directives 91/672/EEC and 96/50/EC as per Annex I.5. of the Treaty establishing the Transport community.		Q2 2023	0	1	0	0	0	3
Legislation related to the regulatory area Safety/technical requirements as per Annex I.5. of the Treaty establishing the Transport community.		Q4 2023	0	1	0	0	0	3
Legislation related to the regulatory area River information services as per Annex I.5. of the Treaty establishing the Transport community.		Q4 2022	0	1	0	0	0	3
Legislation related to the regulatory area Environment as per Annex I.5. of the Treaty establishing the Transport community		Q4 2023	0	1	0	0	0	3
Legislation related to the regulatory area Sea and inland waterways as per Annex I.5. of the Treaty establishing the Transport community		Q4 2022	0	1	0	0	0	3
Obtain observer status in the EC Expert groups for NAI/DES, social matters, Technical requirements for vessels, DINA/RIS		Q2 2021	0	2	0	0	0	2
Obtain observer status in the working groups of CESNI-European Committee for drawing up standards in the field of inland navigation - 3 working groups on CESNI/PT (technical requirements), CESNI/QP (professional qualifications) and CESNI/TI (information technology)		Q2 2021	0	1	0	0	0	3
Formal request by the relevant Regional Partners to EC for recognition of their systems, in order to get formal recognition of professional certificates issued		Q2 2021	0	1	0	0	0	3
Prepare overview of status of IWW by country: size of the market (number of vessels, number of professional crew members, competent authorities; status of preparations for the request for recognition under Directive /2017/2397)		Q2 2021	0	1	0	0	0	3
Prepare overview of the status of the alignment of the national legislation with the latest legislation on the technical requirements for inland vessels, Directive 2016/1629		Q232021	0	1	0	0	0	3
Prepare overview of the actual institutional framework and administrative capacities for the inland waterway sector with planned actions to overcome the identified obstacles		Q2320231	0	1	0	0	0	3
Total scoring			0%	36%	0%	0%	0%	97%

ANNEX 6: WATERBORNE – MONITORING MECHANISM – IMPLEMENTATION SCORING

ACTIONS RELATED TO INFRASTRUCTURE AND DIGITAL, SOCIAL AND GREEN ELEMENTS OF INLAND WATERWAYS	Demining of the potential worksites at the right bank of the Sava River (WBIF grant)	Q4 2022	0	1	0	0	0	0
	Reconstruction and upgrade of the port capacities and purchasing of related equipment Reconstruction and upgrade of the port capacities and purchasing of related equipment	Q1 2025	0	2	0	0	0	2
	Developing concepts and studies for shore-side power supply and alternative clean fuel supply facilities (e.g. LNG)	Q2 2023	0	0	0	0	0	1
	Developing of studies for improving the navigability of Sava and Danube river	Q3 2023	0	1	0	0	0	1
	Developing studies for digital solutions in ports to increase the efficiency of processes	Q2 2024	0	1	0	0	0	1
	Addressing critical bottlenecks on the Danube river with appropriate measures (dredging) in line with the Flagship 1- CONNECTING EAST TO WEST of the Economic and Investment plan for the Western Balkans	Q4 2022	0	0	0	0	0	2
	Total scoring		0%	28%	0%	0%	0%	39%
LEGISLATION APPLICABLE TO MULTIMODAL TRANSPORT	COUNCIL DIRECTIVE 92/106/EEC of 7 December 1992 on the establishment of common rules for certain types of combined transport of goods between Member States (Taking into account that in the ANNEX to the COMMUNICATION FROM THE COMMISSION TO THE EUROPEAN PARLIAMENT, THE EUROPEAN COUNCIL, THE COUNCIL, THE EUROPEAN ECONOMIC AND SOCIAL COMMITTEE AND THE COMMITTEE OF THE REGIONS on the European Green Deal it is mentioned that the Revised proposal for a Directive on Combined transport will be presented in 2021, the regional partners can choose to transpose the current Directive, or to transpose the Revised Directive once it will be adopted	Q4 2025	0	0	0	1	0	1
	Regulation (EU) 2020/1056 of the European Parliament and of the Council of 15 July 2020 on electronic freight transport information (OJ L 249, 31.7.2020, p. 33).	Q4 2025	0	0	0	0	0	0
	Total scoring		0%	0%	0%	17%	0%	17%
DEFINITION OF ACTIONS RELATED TO INFRASTRUCTURE INTERVENTIONS RELATED TO MULTIMODALITY	Infrastructure improvement or expansion of the road and rail lastmile connections within and outside the node areas	Q4 2023	1	1	1	1	1	1
	Construction of the Intermodal terminals and purchase of related equipment (This action may not apply to terminals owned by private companies).	Q3 2023	2	1	1	1	1	1
	Introduction of digital solutions to improve multimodality	Q1 2022	1	1	1	1	1	1
	Total scoring		44%	33%	33%	33%	33%	33%

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