MODIFICATION OF THE CORE REGIONAL TRANSPORT NETWORK OF SOUTH EAST EUROPE

A. EXTRACT FROM REFERENCE DOCUMENT[1]

PRINCIPLES

The definition of the strategic infrastructure network is based on the following principles:

1) A strategic network for the transport of passengers and goods consists of multimodal links and their nodes, at which efficient interchange of goods and passengers between transport modes can be accomplished. Connections with the network within the region and with the Pan-European transport corridors outside South East Europe or to the TEN-T and TINA networks are considered as part of the network.
2) Priority is given to the use of existing infrastructure, by repairing and rehabilitating it. Upgrading or new infrastructure components should be kept to a minimum.
3) The network design uses the principles of the EU transport policy in aspects such as the development of competition and co-operation between transport modes and privileging those modes of transport which pollute less over those which pollute more.
4) An investment programme for the execution of the transport infrastructure plan must be based on the economic viability of projects. The density of the network must reflect the financial strength and capacity for implementing large projects in the countries concerned. Experience in other regions shows, that this capacity is reached at an investment level of 1-2 % of the expected GDP of each country.

CRITERIA

The selection of the priority networks and priority projects can be based on the following criteria:

Criteria for the selection of network sections

1) The network definition will take account of the infrastructure planning of the UN-ECE European agreements, the E-routes for the land transport to which South East Europe countries agreed to.
2) The network definition will take account of the declarations of the Pan-European transport conference of Helsinki in 1997. The relevant sections of corridors IV, V, VII, VIII and X will be included in the backbone network.
3) The network should interconnect all capitals inside the region as well as ensuring their connection to the capitals of the neighboring countries.
4) The network should concentrate accessibility to only a few Adriatic ports, with the aim to support short sea shipping, which requires the convergence of substantial traffic flows. These ports should be adequately linked to the land transport network and equipped for combined transport.
5) The network should concentrate air transport development in a few international airports in the region able to guarantee sufficient services. Adequate land accesses should be provided to ensure sufficient accessibility to air transport services to the whole region.
6) The network should include connections to and with cities of major regional importance. The following cities are considered: Banja Luca, Nis, Novi Sad, Podgorica and Pristina.

[1] *Transport and Energy infrastructure in South East Europe, (Brussels – 15 October 2001)*

7) The regional air traffic control system should be upgraded, according to the "Air Traffic Infrastructure Regional Study", to cope with increasing traffic at regional and international levels.
8) The general principles and rules governing the TEN-T network of the European Union should guide the revision process

B. TYPES OF MODIFICATION OF CORE NETWORK

Three categories are envisaged.

Category 1
Existing alignment according reference document (Principal and criteria) = no change

Category 2
Minor change of alignments of a transport route in country/region or relocation of a terminal or node due to environnemental assessments, cost benefit analysis etc.
According to the MoU, such changes are deemed as automatically acceptable provided that they meet the same socio-economic objectives. However, in the interest of regional cooperation, the border crossings points cannot be changed and the original alignment has not been financed yet by the EC or the IFI's = no modification of MoU needed, but notification of SEETO requested within 1 month of the decision

Category 3
Major deviation in route alignment or location of terminal or new transport route.
A major deviation in an existing route or location or terminal affects the distribution of traffic on the network like a new transport route = modification of the MOU necessary through an addendum, signed by all signatories.

C. PROCEDURES FOR MODIFYING THE CORE REGIONAL TRANSPORT NETWORK – Category 3

Indicative procedures for modification of the Core Network

1. Proposals should be submitted to SEETO until the end of 2008 , accompanied by detailled technical documents (feasibility studies, national transport plan, traffic forecast, agreement of neighboring country/Region etc.);
2. SEETO prepare technical analysis within the first part of 2009;
3. Proposal for modification of Core Network discussed in steering Committee in September 2009
4. Signature of the modification at the 2009 Annual Meeting of Ministers