

**NON-PHYSICAL BARRIERS IN THE AREA OF  
C8 & SEE COUNTRIES**

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**1994-Paneuropean Crete Corridor 8.Rail**  
physical barrier-missing links with Albania and Bulgaria

**CORRIDOR VIII RAIL NETWORK**

- Corridor VIII
- Corridor VIII Rail Present Alignment
- Pan-European Transport Networks (TEN-T, Trans-European)
- Class I (7 from 100 000 inhabitants)
- Class II (from 50 000 inhabitants)
- National boundaries
- Corridor VIII Countries
- Other Countries

**1994-Paneuropean Crete Corridor 8.Road**  
First non-physical barrier:origin east-destination east

**CORRIDOR VIII ROAD NETWORK**

- Corridor VIII
- Corridor VIII Road Present Alignment
- Pan-European Transport Networks (TEN-T, Trans-European)
- Class I (7 from 100 000 inhabitants)
- Class II (from 50 000 inhabitants)
- National boundaries
- Corridor VIII Countries
- Other Countries

**Bari MoU. Corridor 8 becomes a paneuropean artery**  
New Links Added:Bari&Brindisi Ports

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**C8:from paneuropean to transnational area.Corridor VIII is part of transnational traffic flows**

The integration of Corridor VIII with HLG South Eastern European Transnational axis, will make it part of the transnational trade traffic between Mediterranean, Adriatic and Black Sea transport Areas, Caucasic regions and Far East

**CORRIDOR VIII**  
CORRIDOR VIII  
MOTORWAYS OF THE SEA  
MARITIME ROUTES  
PAN-EUROPEAN TRANSPORT AREAS

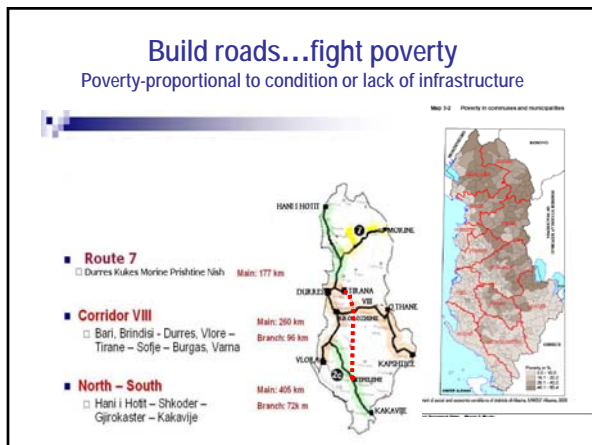
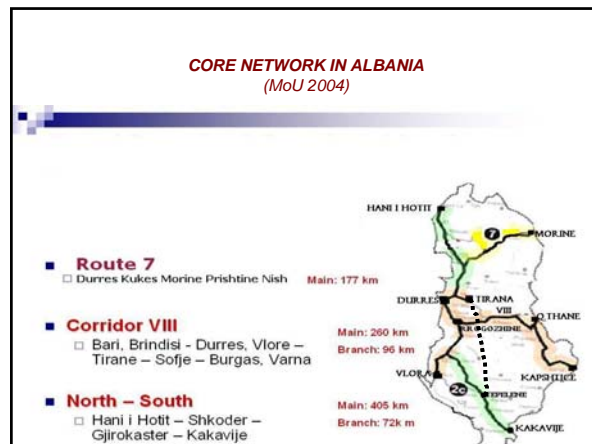
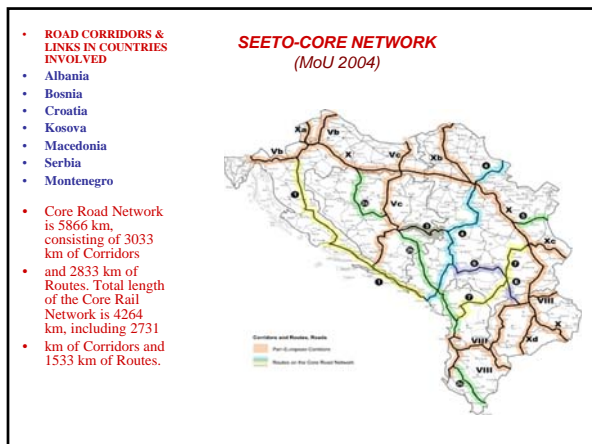
**SOUTH EAST EUROPE TRANSNATIONAL AXIS**  
**BLACK SEA PAN-EUROPEAN TRANSNATIONAL AXIS**

**SEETO area-surrounded by EU countries.Too many borders within SEE.**

**SOUTH EAST EUROPE Core network**

- Member States core network
- Other countries
- Trans-European Transport Networks
- Member States not in core network
- Other countries
- Sea Transport area
- Other countries
- Other countries
- Other countries
- Other countries
- Other countries

Albania, Bosnia and Herzegovina, Croatia, FYR Macedonia, Serbia, Montenegro, and the United Nations Mission in Kosovo



**NON-PHYSICAL BARRIERS IN WESTERN BALKANS**

- 1992-2000-Conflicts in Balkans affected severely on mobility of people and goods exchange in the area.
- The origin of non physical barriers at that period of time were:
  - Political, Social, ethnic
- But still some political barriers exist.
  - Regional impact of Kosovo - Serbia situation.
  - Traffic between countries in the region is growing but still low.

**New Border Crossings -new barriers**

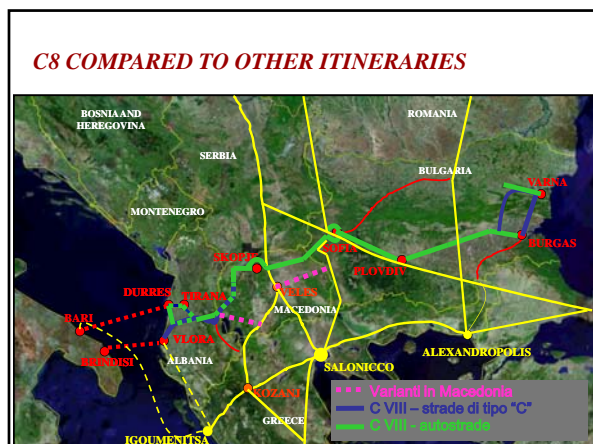
- With the emergence of new states since 1991, the number of border crossings in South-East Europe has increased sharply.
- With the accession of Romania and Bulgaria there will be 55 'external' road border crossings between the Western Balkans and EU member states, and a further 60 'internal' crossings within the Western Balkans region itself. Of these 13 external and 18 internal crossings lie on the Core Network, including 15 on the Corridors, and 16 on the Routes

- New crossings - potential sources of delay and increased transport cost, and thus act against the goal of seamless transport which is an essential requirement of the future integrated European market.

Most of the traffic from/to Greece belong to the hauliers of C8 countries .Reason: non -physical barriers

- 39,5% of vehicles from Bari and Brindisi are from South Italy.
- 60% of them have as final destinations Bulgaria or Romania
- 96,5% of traffic to Bulgaria passes through Igoumenitsa

Fonte: Elaborazioni PRT 2008 su dati Tecnopolis (indagine ai porti anno 2007)



**C8 COMPARED TO OTHER ITINERARIES**

TRANSPORT MODE	ROUTE	DIST. Km	COST Eur/Truck	TRAVEL TIME/h
SEA+LAND	BARI-IGUMENTSA-SKOPJE	635	1600	64
SEA+LAND	BARI-DURRES-SKOPJE	330	1200	54

**NON-PHYSICAL BARRIERS FOR COUNTRIES ALONG C8**

Results from the questionnaires carried out within Motorway Working Group show that the main reason of avoiding c8 itinerary are mainly problem relating to **transport policy** and not conditions of physical infrastructure. According to the study of Min of Economy the losses only for Italian operators are **1 bill eur.**

Question: Why you refuse to cross the C8 itinerary?  
 Answers:

Custom system efficiency	36%
Ports service efficiency	12%
Trip comfort	14%
Trip security	14%
Service regularity	9%
Safety of the trip	8%
Users information	6%
Naval connection to Italy	4%

15

**Border crossing barriers**

**I. Procedures**

- Insufficient or often over-complex control procedures
- Insufficient computerization of control procedures
- Systematic control of all vehicles instead of controls based on risk management techniques
- Lack of coordination between the customs administrations of the various countries
- Insufficient cooperation between the authorities responsible for controls
- Changes without notice of the procedures

**Non-compliance with TIR procedures**

**Border crossing barriers**

**Infrastructure**

- Unsuitability and insufficient capacity of border posts
- Obsolete and poor quality facilities
- Inadequate equipment
- Absence of separate lanes for transit traffic and empty vehicles
- Under-sized access roads to border posts and insufficient parking space at borders

**Soft meuseures.**

**Improvements at national border-crossings**

**I. Infrastructure**

- Improving facilities at borders
- Providing a sufficient number of queues and windows
- Improving access to border crossings by widening roads and creating additional lanes

### Soft meuseures

#### II.Procedures

- Introducing common customs posts and controls carried out jointly. One stop shop with Montenegro
- Transferring of control procedures to sites inside the country (especially for transit) or at the place of destination
- Introducing new, simplified control procedures
- Simplification and harmonization of procedures for weighing vehicles
- Improving coordination between the customs authorities of neighboring countries
- Creating cooperation between national administrations
- Simplifying and, if possible, reducing of taxes, fees and duties charged at border crossings
- Facilitating the issuance of visas to professional drivers
- Improving communication with the private sector

•Complying strictly with the provisions of the TIR Convention

### Soft meuseures

#### III.Staff

- Increasing the number of personnel
- Failing 24/24 opening, alignment of border post opening times
- Training of control personnel
- Motivating of control officials
- Fighting against corruption

### Soft meuseures

#### UNECE international Agreements and Conventions

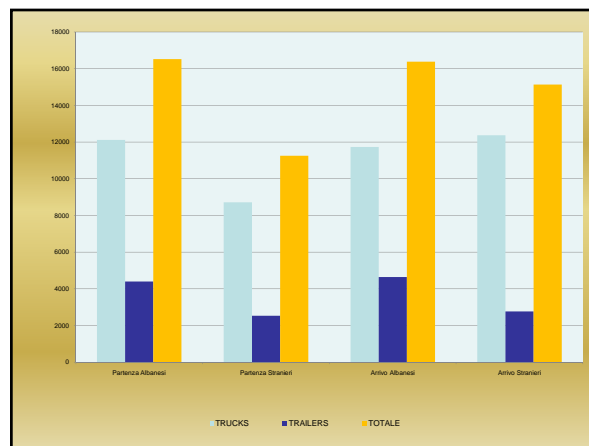
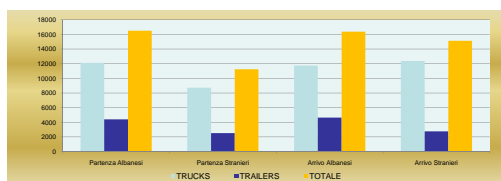
- UNECE has developed a number of on border crossing facilitation, which provide a common legal and technical platform for both EU and non-EU countries for achieving a harmonized and efficient performance of border crossing controls.
- Accession to and implementation of these Agreements and Conventions has been in the focus of the transport policy of Albanian Government.
- Albania is active on implementation of MoU 2004 for development of regional Core Network

#### NON-PHYSICAL BARRIERS ITALY-ALBANIA

- Diritto fisso
- Tasso di circolazione-tasso per 120 giorni
- Foglio di prescrizione-Itinerario fisso
- Disciplinare di viaggio-decreti 1-giugno1990
- Insuficenza delle autorizzazioni bilaterali-I dati dimostrano equilibrio assoluta parita dei numero dei vetori
- Visti

#### Partenza e arrivo ALBANIA (Durazzo+Valona)

Partenza	TRUCKS	TRAILERS	TOTALE
Partenza Albania	12114	4398	16512
Partenza Stranieri	8718	2833	11551
Arrivo			
Arrivo Albania	11724	4662	16386
Arrivo Stranieri	12967	2768	15735



**TRAFFIC OF HAULIERS BETWEEN ITALY AND ALBANIA  
(FOR THE YEAR 1993-500 TRUCKS)**

MOVIMENTAZIONE TRUCKS E TRAILERS ANNO 2009 NEI PORTI DI ANCONA, BARI, BRINDISI, TRIESTE IN COLLEGAMENTO MARITTIMO CON I PORTI ALBANESE

	TRUCKS ALBANESE	TRUCKS ITALIANI	TRUCKS TOTALI	TRAILERS ALBANESE	TRAILERS ITALIANI	TRAILERS TOTALI	ROTABILI TRUCKS+TRAILERS
ANCONA-DURAZZO	361	316	677	1.378	398	1.776	2.453
BARI-DURAZZO	7.341	8.871	16.212	635	2.077	2.712	19.524
BRINDISI-VALONA	1.000	2.075	3.075	1.056	1.000	2.056	5.131
TRIESTE-DURAZZO	1.000	91	1.189	4.698	641	5.339	6.528
TOTALE	9.802	11.353	21.155	7.767	4.116	11.883	33.424
Totale escluso Trieste	8.702	11.262	19.964	3.063	4.075	7.138	27.102
Mezzi Tot. italiani escl. Trieste		15.331					
Mezzi Tot. albanesi escl. Trieste	11.763						

	TRUCKS ALBANESE	TRUCKS ITALIANI	TRUCKS TOTALI	TRAILERS ALBANESE	TRAILERS ITALIANI	TRAILERS TOTALI	ROTABILI TRUCKS+TRAILERS
DURAZZO-ANCONA	26	26	52	1.458	309	1.767	2.064
DURAZZO-BARI	8.871	7.541	16.412	635	2.446	3.081	19.527
VALONA-BRINDISI	1.000	2.075	3.075	1.056	1.000	2.056	5.131
DURAZZO-TRIESTE	470	34	504	4.061	428	4.489	5.002
TOTALE	10.658	9.940	20.598	7.001	4.083	11.084	31.684
Totale escluso Trieste	10.179	9.906	20.085	2.944	3.655	6.601	26.686
Mezzi Tot. italiani escl. Trieste		13.561					
Mezzi Tot. albanesi escl. Trieste	13.129						

**Movimentazione trucks e trailers trasportati tramite i navi trageti  
ALBANIA - ITALIA**

*per anno 2009 (Gennaio - Settembre, 10 mesi)*

partenza	DURAZZO					TOTALE	VALONA		TOTALE
	BARI	TRIESTE	ANCONA	KOPER	OTRANTO		BRINDISI	OTRANTO	
<b>Totale</b>	<b>16.217</b>	<b>353</b>	<b>744</b>	<b>6</b>	<b>0</b>	<b>17.320</b>			
trucks albanesi	8.272	296	511	3	0	9.072	3026	0	3026
trucks stranieri	7.945	57	243	3	0	8248	470	0	470
<b>Totale</b>	<b>3.298</b>	<b>2.430</b>	<b>587</b>	<b>125</b>	<b>0</b>	<b>6.440</b>	<b>490</b>	<b>0</b>	<b>490</b>
trailers albanesi	1.804	2.056	362	31	0	4.253	195	0	195
trailers stranieri	1.494	424	225	94	0	2.237	295	0	295

partenza	DURAZZO					TOTALE	VALONA		TOTALE
	BARI	TRIESTE	ANCONA	KOPER	OTRANTO		BRINDISI	OTRANTO	
<b>Totale</b>	<b>16.532</b>	<b>1.863</b>	<b>1.694</b>	<b>19</b>	<b>0</b>	<b>20.108</b>			
trucks albanesi	7.533	537	364	2	0	8.437	3297	0	3297
trucks stranieri	8.999	1.326	1.330	17	0	11.672	696	0	696
<b>Totale</b>	<b>3.810</b>	<b>2.648</b>	<b>622</b>	<b>19</b>	<b>0</b>	<b>6.999</b>	<b>511</b>	<b>0</b>	<b>511</b>
trailers albanesi	1.956	2.175	301	10	0	4.452	190	0	190
trailers stranieri	1.644	473	321	9	0	2.447	321	0	321

**DURAZZO + VALONA**

partenza	ALBANESE		STRANIERI		Totale
	TRUCKS	TRAILERS	TRUCKS	TRAILERS	
<b>TOTALE: PARTENZA + ARRIVO</b>					
(Durrazzo + Valona, Trucks + Trailers)	TRUCKS	12119	8718	20837	
	TRAILERS	4398	2537	6935	
	<b>TOTALE</b>	<b>16517</b>	<b>11285</b>	<b>27802</b>	

partenza	ALBANESE		STRANIERI		Totale
	TRUCKS	TRAILERS	TRUCKS	TRAILERS	
<b>27767 + 31511 = 59278</b>					
	TRUCKS	11734	12387	24121	
	TRAILERS	4542	2763	7305	
	<b>TOTALE</b>	<b>16276</b>	<b>15150</b>	<b>31426</b>	

**THANK YOU !**