



Support for implementing measures for the South East Europe Core  
Regional Transport Network Multi Annual Plan 2008-2012  
EuropeAid/125783/C/SER/MULTI



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# **ACTION PLAN**

## **FOR IMPLEMENTATING**

### **RECOMMENDATIONS OF REGIONAL PLAN**

#### **TO IMPROVE REGIONAL OPERATIONS,**

##### **BORDER CONTROLS ON MOVING TRAINS**

###### **AND THE EDI SYSTEM**

**Final**

**Specific Project Result No. 9**

**November, 2009**

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**ACTION PLAN FOR IMPLEMENTATING RECOMMENDATIONS OF REGIONAL PLAN  
TO IMPROVE REGIONAL OPERATIONS,  
BORDER CONTROLS ON MOVING TRAINS  
AND THE EDI SYSTEM  
(Final)**

**Specific Project Result No. 9**

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## Acronyms

ALB	Albania
BC	Border Crossing
BCP	Border Crossing Point
BCA	Border Crossing Agreement
BPA	Border Police Agreement
BiH	Bosnia and Herzegovina
BG	Bulgaria
CUU/AVV	Standard usage contract (C.U.U.) of UIC/ERFA/UIP
EU	European Union
EC	European Commission
GR	Greece
H	Hungary
HeK/KR	Kosovo Railways
HR	Croatia
HSH	Albanian Railways
HZ/CR	Croatian Railways
IM	Infrastructure Manager
KOS	Kosovo (under UNSCR 1244/1999) - as mentioned in the ToR
MK	former Yugoslav Republic of Macedonia
MAP	Multi–Annual Plan
MON	Montenegro
MoT	Ministry of Transport
MoTC	Ministry of Transport and Communications
MoF	Ministry of Finance
MoIA	Ministry of Internal Affairs
MoFA	Ministry of Foreign Affairs
MZ/MR	Macedonian Railways
NS	Network Statement (for Railways)
RU	Railway Undertaking
RWWG	Railway Working Group
SEE	South East Europe
SEETO	South East Europe Transport Observatory
SRB	Serbia
TEN-T	Trans European Networks (Transport)
WG	Working Group
ZCG/RM	Railways of Montenegro
ZFBH/BHR	Bosnia and Herzegovina Federal Railways
ZRS/RSR	Republic of Srpska Railways
ZS/SR	Serbian Railways

## 1. The Objective of the Action Plan

### Scope of Work

Activity A.2.4 of the project requires the proposal of an Action Plan.

*According to the TOR "the Action Plan should be proposed for implementing the Regional Plan, Border controls of passengers on moving trains and the EDI system, identifying the specific steps and resources necessary to achieve these activities"*

According to the Technical Proposal, the Consultant *"proposes a comprehensive Action Plan for implementing the Regional Plan, border controls of passengers on moving trains and the EDI system, identifying the specific steps and resources necessary to achieve these activities. The Action Plan presents in a consistent way the steps, actions and priorities that need to be taken in the Regional context and in the National context for the achievement of the Regional Plan, border controls of passengers on moving trains and of the EDI system. The Action Plan will include the above actions in yearly steps for each of the next 2-3 years identifying the specific resources that are necessary. The Action Plan will allow the Consultant to contribute to the updating of the MAP for 2009-2013 and of MAP 2010-2014"*.

The Action Plan takes into consideration all the work done throughout the project including the results of the most recent

- 4<sup>th</sup> Railway Reform Workshop and
- 10<sup>th</sup> RW WG meeting

both held in Becici, Montenegro between September 23-25, 2009.

## 2. Content and implementation of Action Plan

### 2.1 Specific activities that have to be planned and time frame (what?)

The components of the Action Plan centre on the proposed agreements and two specific project results:

#### Proposed agreements:

- Framework Border-Crossing Agreement (BCA)
- Framework Border Police Agreement (BPA)
- Agreement between Infrastructure Managers on the Interconnection of Networks
- Agreement among Railway Undertakings concerning the Transfer of Wagons
- Regional Agreement for the Mutual Recognition of Train Driver Training Certificates

#### Specific results:

- Regional Approach for Implementing Passenger Border Control on Moving Trains (Specific Project Result 7).
- Regional Approach for Electronic Data Interchange (EDI) Systems (Specific Project Result 8).

The *Addendum to the Memorandum of Understanding on the Development of the South East Europe Core Regional Transport Network for a South East European Railway Transport Area* sets out the major objectives and measures concerning border crossings in the Region.

#### **Objectives:**

*To establish and implement the legal and institutional framework for a gradual market-opening of rail transport in South East Europe, named South East European Railway Transport Area, based on gradual achievement on the following targets:*

#### **Target 5: Facilitate border crossing**

*To reduce delays at borders involving all actors (mainly the railways, but also the various public authorities); to revise bilateral border-crossing agreements, bringing them into line with Community legislation, and learning from good examples. To remove discriminatory practice with regard to foreign or new-entrant railway undertakings.*

#### **Measures to be implemented: 2.5 Border crossing**

*The existing bilateral border-crossing agreements will be brought into line with the requirements of Community law by applying best practice. To that effect, the Regional Participants are ready to establish bilateral groups involving the different experts from both sides of the border with a view to streamlining and shortening border-crossing procedures. They will encourage railways to streamline the handover of trains on borders based on mutual trust.*

The time frame of the Action Plan takes as starting point into consideration the time frame given in the *Conclusions of MoU until the end of 2008, IV Annual Ministerial meeting, December 4<sup>th</sup>, 2008, Becici* (Montenegro). The Table below shows an excerpt from the "Summary Time Table" that concerns Measure 2.5 which is relevant to this Action Plan

**Table. 1.1 Excerpt of the summary time table<sup>1</sup> of Addendum Items to be implemented by SEETO Participants related to implementing the BC**

Measures	Albania	Bosnia and Herzegovina	Croatia	the former Yugoslav Republic of Macedonia	Montenegro	Serbia	Kosovo (under UNSCR 1244/99)	Region
Addendum item 2.5: Border Crossing	NA	2009	-	Jun-09	Dec-08	2010	Jun-09	<b>2010</b>

This timetable was approved in the Becici Annual ministerial Meeting 2008. During the 10th RW WG meeting in Becici, September 24-25, 2009, the representatives of some SEETO Participants, expressed concerns about the fulfillment of the time schedule and asked for its revision. The new deadlines proposed by Participants are shown in the footnote below.

The Action Plan also provides the necessary input to updating future MAPs to be produced by SEETO.

## 2.2. Stakeholders responsible for these activities (who?)

The stakeholders for the individual activities differ according to the competencies:

### Framework Border-Crossing Agreement (BCA):

- Ministry competent for Transport (MoT),
- Ministry competent for Border Police (MoIA),
- Ministry competent for Customs (MoF),
- Ministries competent for Sanitary and Phytosanitary issues.

The relevant ministries will negotiate the BCA in the bilateral negotiation commission, usually appointed by the Governments of any two states.

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**Albania:** Add. 2.5: no change proposed

**Bosnia and Herzegovina:** Add. 2.5: no change proposed

**Croatia:** Add. 2.5: beginning 2011.

**the former Yugoslav Republic of Macedonia:** Add. 2.5: to be implemented by 2010.,

**Montenegro:** Add. 2.5: 2011 instead of Dec. 2008.

**Serbia:** Add. 2.5: no change proposed

**Kosovo (under UNSCR 1244/99):** Add 2.5: no change proposed.

**Framework Border Police Agreement (BPA):**

- Ministries competent for Border Police of the two countries.

Since the BPA is a subsequent agreement of the BCA, the competent ministries of the two states will negotiate.

**Agreement between Infrastructure Managers on the Interconnection of Networks**

- IMs of the two railway networks.

Since the IMs agreement is subsequent agreement of the BCA, the competent IMs of the two states will negotiate.

**Agreement among Railway Undertakings concerning the Transfer of Wagons:**

- RUs using at least two networks.

These agreements are independent from the above-mentioned agreements and can be negotiated at any time.

**Regional Agreement for the Mutual Recognition of Train Driver Training Certificates:**

- The Ministers in charge of railway matters of the SEETO Participants
- RUs concerned,
- IMs concerned.

The regional agreement is independent from the above-mentioned border crossing agreements and can be negotiated at any time.

It can also be negotiated bi-laterally between states.

**Joint border control of passengers on moving trains:**

- Ministry competent for Border Police,
- Ministry competent for Customs,
- RUs using at least two railway networks.

The implementation of the joint border control depends on the conclusion of the BCA, BPA and the Customs Agreement mentioned earlier.

**Regional approach for Electronic Data Interchange systems** (for the pilot project proposed in the Specific Project Result 8):

- IMs of networks on which the pilots will run,
- RUs using the networks on which the pilots will run.

The implementation of the proposed pilot is independent from the above-mentioned border crossing agreements and can be negotiated at any time.

It can also be negotiated bi-laterally.

In summary, the above actions and the responsible stakeholders are presented in Table 2 that follows.



**Table 2. Actions to be pursued and responsible stakeholders with direct involvement**

Actions to be pursued	MoT	MoIA (border police)	MoF (customs)	Other border authorities	RUs	IMs
<b>Proposed agreements:</b>						
Framework Border-Crossing Agreement (BCA)						
Framework Border Police Agreement (BPA)						
Agreement between IM on the Interconnection of Networks						
Agreement among RU concerning the Transfer of Wagons						
Regional Agreement for Mutual Recognition of Train Driver Training Certificates						
<b>Specific results:</b>						
Joint border control of passengers on moving trains						
Regional approach for Electronic Data Interchange systems						

**2.3 Time scheduling of actions and priorities (when?)**

**Proposed agreements:**

The time schedule is detailed in Tables 3 to 9.

During the Becici Workshop of Sept. 23-24, the attendants emphasised that the time schedule presented in the tables - which were discussed in detail - should be considered as **indicative** since neither the attendants had any mandate to commit their governments, nor was the Consultant in a position to commit any side to the proposed time deadlines.

The same applies for border police.

For easier reading, the Consultant has used the abbreviations that are listed in the Acronyms presented in the start of this report.

**Table 3. Regional Action Plan for Corridor X**

Action		Corridor X				Corridor Xb	Corridor Xc
		SLO – CRO	CRO – SER	SER – MK	MK – GRE	HU – SER	SER – BUL
<b>Framework border agreement</b>	<b>Who is the initiator of the process?</b>	CRO	CRO	MK	MK	HU initiated process	SER
	<b>Collaboration with whom?</b>	SLO	SER	SER	GRE	SER	BUL
<b>Stakeholders: MoT, MoF, MoIA, MoFA</b>	<b>Till when?</b>	6/2010	6/2010	3/2010	6/2010	3/2010	6/2010
	First draft	9/2010	9/2010	6/2010	9/2010	6/2010	9/2010
	Negotiation opened	3/2011	3/2011	12/2010	3/2011	12/2010	3/2011
	Negotiation finished Ready for signature	6/2011	6/2011	3/2011	6/2011	3/2011	6/2011
<b>Framework border police agreement</b>	<b>Which relevant ministry is the initiator?</b>	CRO (MoIA)	CRO (MoIA)	MK(MoIA)	MK (MoIA)	SER (MoIA)	SER (MoIA)
	<b>Collaboration with whom?</b>	SLO	SER	SER	GRE	HU	BUL
<b>Stakeholders: MoIA</b>	<b>Till when?</b>	6/2010	6/2010	3/2010	6/2010	3/2010	6/2010
	First draft	9/2010	9/2010	6/2010	9/2010	6/2010	9/2010
	Negotiation opened	3/2011	3/2011	12/2010	3/2011	12/2010	3/2011
	Negotiation finished Ready for signature	6/2011	6/2011	3/2011	6/2011	3/2011	6/2011

**Table 4. Regional Action Plan for Corridor V**

Action		Corridor Vb	Corridor Vc		
		HU-CRO	HU-CRO	CRO-BIH	BIH-CRO
<b>Framework border agreement</b>	<b>Who is the initiator of the process?</b>	HU initiated process <sup>2</sup>	HU initiated process <sup>3</sup>	CRO	CRO
	<b>Collaboration with whom?</b>	CRO	CRO	BiH	BiH
<b>Stakeholders: MoT, MoF, MoIA, MoFA</b>	<b>Till when?</b>	6/2010	6/2010	6/2010	6/2010
	First draft	9/2010	9/2010	9/2010	9/2010
	Negotiation opened	3/2011	3/2011	3/2011	3/2011
	Negotiation finished Ready for signature	6/2011	6/2011	6/2011	6/2011
<b>Framework border police agreement</b>	<b>Which relevant ministry is the initiator?</b>	CRO (MoIA)	HU (MoIA)	BiH (MoIA)	BiH (MoIA)
	<b>Collaboration with whom?</b>	HU	CRO	CRO	CRO
<b>Stakeholders: MoIA</b>	<b>Till when?</b>	6/2010	6/2010	6/2010	6/2010
	First draft	9/2010	9/2010	9/2010	9/2010
	Negotiation opened	3/2011	3/2011	3/2011	3/2011
	Negotiation finished Ready for signature	6/2011	6/2011	6/2011	6/2011

<sup>2</sup> Information received from Hungarian Ministry of Transport, Telecommunication and Energy

<sup>3</sup> Information received from Hungarian Ministry of Transport, Telecommunication and Energy

**Table 5. Regional Action Plan Routes 2, 4, 10**

Action		Route 2	Route 4	Route 10	
		MNE-ALB	SER-MNE	SER-KOS	KOS - MK
Framework border agreement	Who is the initiator of the process?	ALB	MNE	?	MK
	Collaboration with whom?	MNE	SER	?	KOS
Stakeholders: MoT, MoF, MoIA, MoFA	Till when?				
	First draft	3/2010	9/2010		1/2010
	Negotiation opened	6/2010	12/2010		2/2010
	Negotiation finished	12/2010	6/2011		3/2010
	Ready for signature	3/2011	9/2011		5/2010
Framework border police agreement	Which relevant ministry is the initiator?	ALB	MNE	?	MK
	Collaboration with whom?	MNE	SER	?	KOS
Stakeholders: MoIA	Till when?				
	First draft	3/2010	9/2010		1/2010
	Negotiation opened	6/2010	12/2010		2/2010
	Negotiation finished	12/2010	6/2011		3/2010
	Ready for signature	3/2011	9/2011		5/2010

**Table 6. Regional Action Plan for Interconnection and Transfer of wagons- Corridor X**

Action		Corridor X				Corridor Xb	Corridor Xc
		SLO – CRO	CRO – SER	SER – MK	MK - GRE	HU – SER	SER – BUL
Agreement between infrastructure managers on the interconnection of networks	Who is responsible?	HZ Infra	HZ Infra	ZS	MZ Infra	ZS	ZS
	Interested parties	SZ (ZS, MZ Infra)	ZS (MZ Infra, SZ)	MZ Infra (HZ Infra)	EDISY (ZS)	MAV Infra	NRIC
	Till when?	6 months after the signing of BCA	6 months after the signing of BCA	6 months after the signing of BCA	6 months after the signing of BCA	6 months after the signing of BCA	6 months after the signing of BCA
Stakeholders: IMs							
	Who is responsible?	HZ Cargo	HZ Cargo	ZS	MZ Cargo	ZS	ZS
	Collaboration with whom?	SZ (ZS, MZ Operations)	ZS (MZ Operations)	MZ Operations	TRAINOSE (ZS)	MAV Operations	BDZ
Stakeholders: RUs	Till when?	6/2010	6/2010	6/2010	6/2010	6/2010	6/2010

**Table 7. Regional Action Plan for Interconnection and Transfer of wagons- Corridor V**

Action		Corridor Vb	Corridor Vc		
		HU-CRO	HU-CRO	CRO-BIH	BIH-CRO
Agreement between infrastructure managers on the interconnection of networks	Who is responsible?	HZ Infra	HZ Infra	HZ Infra	HR Infra
	Collaboration with whom?	MAV AG (ZFBiH, ZRS)	MAV AG (ZFBiH, ZRS)	ZFBiH, ZRS (MAV AG)	ZFBiH, ZRS (MAV AG)
	Till when?	6 months after the signing of BCA	6 months after the signing of BCA	6 months after the signing of BCA	6 months after the signing of BCA
Stakeholders: IMs					
	Who is responsible?	HZ Cargo	HZ Cargo	HZ Cargo	HZ Cargo
	Collaboration with whom?	MAV Cargo (ZFBiH, ZRS)	MAV Cargo (ZFBiH, ZRS)	ZFBiH, ZRS (MAV Cargo)	ZFBiH, ZRS (MAV Cargo)
Stakeholders: RUs	Till when?	6/2010	6/2010	6/2010	6/2010

**Table 8. Regional Action Plan for Interconnection and Transfer of wagons - Routes 2, 4, 10**

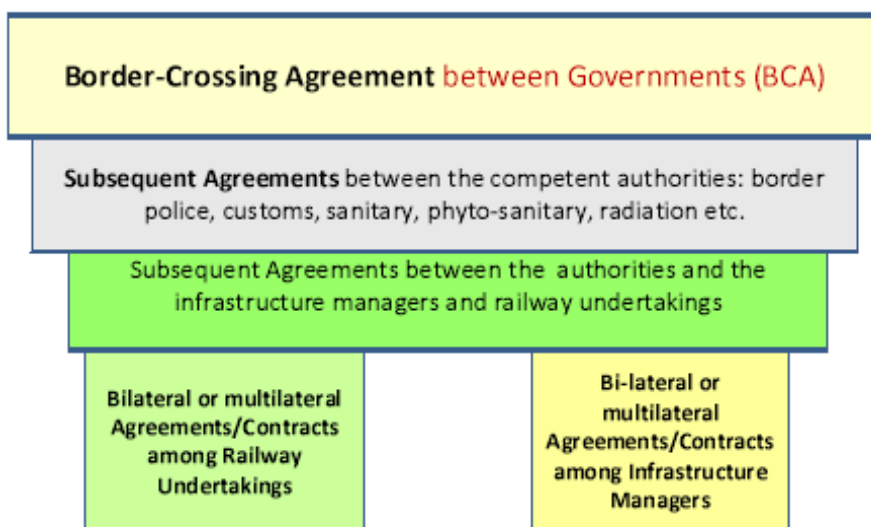
Action		Route 2	Route 4	Route 10	
		MNE-ALB	SER-MNE	SER-KOS	KOS -MK
Agreement between infrastructure managers on the interconnection of networks Stakeholders: IMs	Who is responsible?	MNE Infra	ZS	?	MZ Infra
	Collaboration with whom?	HSH	MNE Infra	?	KR (Infrakos)
	Till when?	6 months after the signing of BCA	6 months after the signing of BCA	6 months after the signing of BCA	6 months after the signing of BCA
Agreement among RUs concerning the transfer of wagons Stakeholders: RUs	Who is responsible?	MNE CARGO	ZS	ZS	MZ Operations
	Collaboration with whom?	HSH	MNE CARGO	KR (Trainkos)	KR (Trainkos)
	Till when?	6/2010	6/2010	6/2010	6/2010

**Table 9. Regional Agreement for Train Driver Training**

Action		ALB	BIH	CRO	MK	MNE	SER	KOS
Regional agreement for the mutual recognition of training certificates Stakeholders: RUs, IMs	Who is the initiator ?	Steering Committee (SC)	SC	SC	SC	SC	SC	SC
	Collaboration with whom?	SEETO Participants	SEETO Participants	SEETO Participants	SEETO Participants	SEETO Participants	SEETO Participants	SEETO Participants
	Till when?	6/2010	6/2010	6/2010	6/2010	6/2010	6/2010	6/2010

The order of priorities of the proposed agreements is shown in the following tables. This priority of Actions/agreements comes from the hierarchy of the border crossing agreements.

**Table 10. Hierarchy of the border crossing agreements**



Without the implementation of the BCA it is very difficult to conclude the subsequent agreements.

### **Specific results:**

**Joint border control of passengers on moving trains** can only be implemented after the following agreements have come into force:

- Framework Border-Crossing Agreement (BCA)
- Framework Border Police Agreement (BPA)
- Framework Customs agreement (this agreement is very similar to the Border Police agreement)

The time schedule therefore depends on the schedule for the implementation of the respective border agreements.

**The pilot project proposed in the Specific Project Result 8: Regional approach for Electronic Data Interchange Systems** can be applied any time irrespective of the proposed agreements.

A pilot could be carried out to evaluate the functionality of the following issues:

- Check procedures
- Test equipment
- Test data communication
- Convince personnel to the EDI
- Train and prove usability

The pilot can be carried out along a selected part of any international railway line, preferably on one of the main corridors/routes crossing the SEETO Participants.

At least 2 SEETO Participants need to be involved in the pilot with 2 BCPs, 4 IM's and 3 RU's.

Taking into consideration the existing and, in all likelihood, potential future freight and passenger volumes, the following Corridors might be "candidates", in order of priority:

- Corridor X between Slovenia – Croatia – Serbia - Bulgaria, including the most advanced BCP at Dimitrovgrad, involving 2 SEETO Participants, 3 BCPs, 4 IMs and 4 RUs.
- Corridor X between Hungary – Serbia – the former Yugoslav Republic of Macedonia - Greece, involving 2 SEETO Participants, 3 BCPs, 4 IMs and 4 RUs

However, a smaller pilot may be more feasible from a point of view of pilot organisation. In this respect, the Corridor Vb and Route 4 might be a good solution since the major traffic flows would cross one BCP only to reach their destinations:

- Corridor Vb: Rijeka-Budapest
- Route 4. Bar - Belgrade

The pilot, lasting not longer than 14 months, could be installed under a controlled environment with 4 phases:

**Phase 1: Preplanning of pilot:**

- Planning of equipment and locations to be used for carrying out the pilot.
- Evaluation of costs and planned effort.
- Definition of milestones.
- Duration: 3 months

**Phase 2: Implementation:**

- Implementation of equipment and applications planned in phase 2
- Training of people
- Duration: included in the pilot phase 3

**Phase 3: PILOT:**

- Duration of Pilot phase is 9 months to carry our tasks and gather knowledge about technologies and useability by using the following rolling stock:
  - 200 wagons are already equipped and presently operate on the Corridor X
  - 100 additional wagons and some traction operating on the Corridor X shall be equipped with hardware material
  - Rail-side equipement (readers)
  - Appropriate linking with the monitoring system installed in railway staions.

**Phase 4: Result and Final Report:**

- In this phase the results and experiences gathered during the pilot are analysed and presented in the final report.
- Duration: 2 months

**2.4 Means to implement the activities (how?)****Proposed agreements:**

The below-mentioned implementation steps have been taken over from in the Regional Plan (Specific Project Result 6):

- **Step 1:** To be initiated by the competent stakeholder or even stakeholders of at least 2 SEETO Participants.
- **Step 2:** First draft presented by the initiating party from Step 1
- **Step 3:** Negotiations opened either bilaterally or multilaterally, depending on the intentions of the initiating parties.
- **Step 4:** Negotiations finished, draft approved by the relevant stakeholders.
- **Step 5:** Ready for signature. The last step might sometimes be a rather lengthy activity, since in some countries, it is the task of the parliaments to decide, in others the Prime Minister and/or the Governments.

The steps can be applied for all activities. It is obvious that the decision-making procedures vary from Participant to Participant according to the national laws.

In the specific case of mutual acceptance of transfer of wagons, the agreement is based on an international private – law agreement, the General Contract for the Use of Wagons (CUU/AVV) and rules derived from the international convention COTIF.

**Specific results:**

The implementation of joint border control of passengers on moving trains depends on the implementation activities for the BCAs and BPAs.

Once the BCAs and BCPs are in force, specific agreements have to be concluded which detail the integration of the deployment of police and customs on the trains.

Implementation of the Regional approach for Electronic Data Interchange systems depends on the willingness of actors to invest in low cost equipment.

The four implementation steps are detailed in Chapter 2.3.

The project could start as soon as the conditions in chapter 2.3 are fulfilled and the finance resources are ensured (See Chapter 3).

### 3. Resources necessary to implement the Action Plan

#### Proposed border crossing agreements:

CAPEX: Resources for capital expenditure:

As has been shown in the analysis of all railway border crossing activities, there are no new investment resources necessary. The following table demonstrates it again.

**Table 11. Major challenges for border crossing**

**According to the results of quality circles the main problems causing delays are similar for all analysed border crossing points in SEEurope:**

<b>Legal basis</b>	⇒ The legal basis setting up the rules and relationship between railway administrations needs actualisation and harmonisation. It does not correspond with market requirements.
<b>Technology</b>	⇒ The technology for train processing does not correspond with the characteristics and requirements of today's international railway traffic.
<b>Information flows</b>	⇒ Information flows are inadequate and too slow with regards to the requirements for faster and more efficient train processing.
<b>Inaccurate documents</b>	⇒ Irregular or incomplete documents are identified as a significant problem for delays.
<b>Investment is not the biggest problem</b>	⇒ Some limited investment in new equipment (e.g. computers, copying machines etc.) is needed, but existing capacities and equipment of border stations are no major cause for delays.

OPEX: Resources for operational expenditure:

Existing resources predominantly consist in the personnel of the stakeholders who is involved in border crossing.

Since the existing personnel, at present mostly state civil servants or employees of state-owned enterprises, have already been incorporated in the various state budgets or budgets of the actors in the railway sector, they will not require any immediate financial resources.

With the implementation of the agreements, there is a possibility to reduce personnel or divert them in "revenue generating activities" which are mostly in the realm of customer service.

#### Specific results:

A particular aspect may be control on moving trains. In this case the Consultant received information that more border police and customs officers are required depending on the number of cross border trains.

#### The pilot project proposed in the Specific Project Result 8: Regional approach for Electronic Data Interchange Systems:



The cost of the pilot project would amount to approximately 200.000 € for the two states involved.

It is recommended that the pilot is carried out on BCPs located on the Trans-European Corridors or on Routes of the Core Network in order to ensure a commercial feasibility.

It would therefore require funds from:

- bi-lateral funds from the participating IMs and RUs of the two states involved.
- European/international funding from specialised financial institutions (World Bank, European investment banks)
- Project funds of the European Union (DG Enlargement).

#### 4. Monitoring of the Action Plan

An efficient and transparent monitoring is the key to a successful implementation of the Action Plan. The monitoring plan will include:

- those who monitor,
- those who are monitored
- the financial means of monitoring
- the timing of monitoring. .

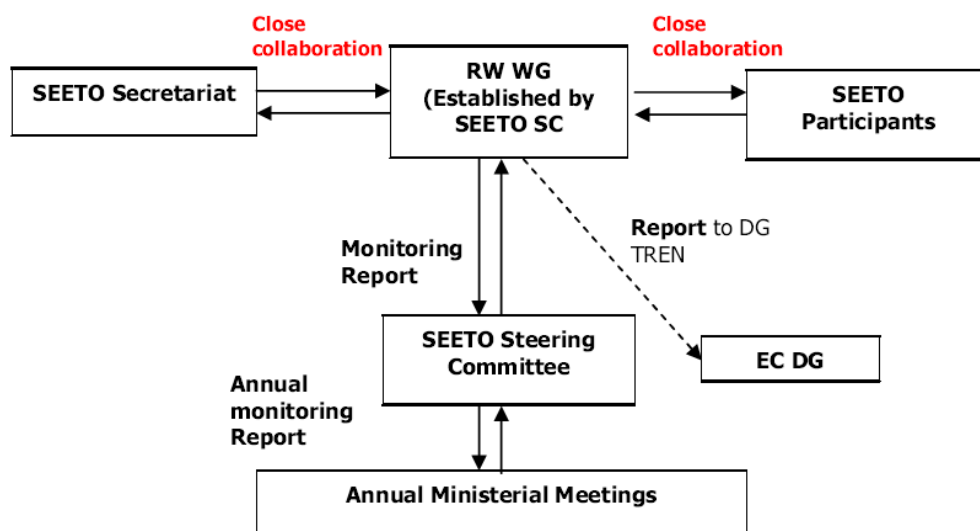
Since this project aims at **improving international train services in the Region**, the monitoring is proposed to be carried out at Regional level. The most suitable organisation for the monitoring of the Action Plan is the **Railway Working Group (RW WG)** supported by the SEETO Secretariat. The members of the RW WG are representatives of the relevant Ministries in charge of railway matters in each SEETO Participant. The Chairman is from DG TREN. In this way, a direct link between the SEETO Participants and EU DG TREN is established.

No additional manpower and financial resources are envisaged for the RW WG.

Depending on the meeting schedule of the RW WG, the members will report the latest status in the RW WG. The Chairman of the RW WG will report, in close cooperation with the SEETO Secretariat to the Steering Committee.

In addition, RW WG will prepare a comprehensive **Annual Report** on the progress of the implementation of the two Action Plans (A1, A2), which will be sent to SEETO Steering Committee, to the AMM, to EC and IFI's for their due consideration.

The following flow chart schematically presents the process of monitoring of the Action Plan and the reporting process.



Periodic and Annual Reports shall be published for transparency reasons on the SEETO internet site in order to inform all stakeholders and interested parties.

In the case that the next SEETO Annual Ministerial Meeting in Zagreb, in December 2009, adopts the Action Plan, the Ministers can give the mandate to the RW WG in order to propose remedial actions to the Ministers at future Annual Ministerial Meetings in case of deviations and delays.

## 5. Conclusions

This Action Plan tries to create the framework for the implementation of the outputs and measures suggested by this project in order to achieve the overall goal of the project which is:

*“to continue to pursue joint efforts for fostering a harmonized reform and integration process in the transport sector across the South East Europe Region and to support the improvement in the efficiency of the SEE Core Regional Transport Network”.*

The Action Plan prepared for Task A2 serves to this overall goal, the following specific objective:

*“the Action Plan should be proposed for implementing the Regional Plan, Border controls of passengers on moving trains and the EDI system, identifying the specific steps and resources necessary to achieve these activities”*

The Action Plan comprehensively answers to the questions “what to do, who does it, with whom, till when and how” to implement the proposed actions.

But it goes one step further by suggesting the monitoring methods, which are necessary in order to attain the specific objective.

The Action Plan shall be accomplished until September 2011.

The RW WG shall be responsible for the monitoring of its implementation in close collaboration with the SEETO Secretariat.

The resources needed are minimal and totally manageable for the SEETO Participants and for the SEETO Secretariat.

For the EDI pilot requiring approximately 200.000 € financial assistance may be requested in the scope of an EC financed project.

Finally, what is needed is the commitment of SEETO Participants to the common goal that this project has tried to serve and a vision for the quickest possible integration of SEETO Region into the European Transport Community and eventually into the European Union.

## 6. References

- a. Draft Regional Plan to improve regional operations (Specific Project Result 6, Annex 1 "Structure of a bilateral agreement for the border crossing points – including the legal bases of the European Union -
- b. Regional approach for implementing passenger border control on moving trains (Specific project result 7).
- c. Regional approach for Electronic Data Interchange (EDI) systems (Specific project result 8).
- d. EU Directives 2001/12/13/14/EC. 2007/59/EC
- e. Results of the 4<sup>th</sup> Project Workshop
- f. Results of the 10<sup>th</sup> RW WG SEETO meeting