



The European Union's 2003 Regional CARDS Programme

Albania, Bosnia & Herzegovina, Croatia, The Former Yugoslav Republic of Macedonia, Serbia, Montenegro and UNMIK/Kosovo

South-East Europe Transport
Observatory
(SEETO)

SEETO Technical Note 1:
Review of Planning

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SEETO Technical Note: Review of Planning

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Introductory side remark

SEETO prepares technical notes on issues and components of its works. They generally aim at supporting the establishment of certain procedures for the MoU (the MoU on SEE core network development) implementation on regional level. The technical note in hand is the first one which will lead to a code of practise for the preparation of the 5 year work plan. The next note will be on "Development Specification for the SEETO Transport Information System".

SEETO Technical note: Review of Planning

1 Introduction

1.1 Regional Planning as key component of the MoU on the SEE transport network

The purpose of the regional planning process introduced herein is to elaborate a multi annual action plan (work plan). Implementation of the plan shall **support efforts in increasing regional transport efficiency** as well as actions for the **development of the regional infrastructure**. The action plan shall be a rolling plan i.e. a plan to be updated regularly implying a regular repetition of the regional planning process. The political commitment out of the region to carry out a regional planning process is stated in the June 2004 **MoU on the development of the South East Europe Core Regional Transport Network**. This MoU was signed by the Ministers of Transport of Albania, Bosnia and Herzegovina, Croatia, UNMIK Kosovo, Former Yugoslav Republic of Macedonia, Serbia and Montenegro as well as of the Vice president of the European Commission in charge of energy and transport. The MoU is saying that “*The Memorandum also commits the participants jointly to develop and implement an ...multi-annual rolling action plan*” (participants meaning signatories of the MoU).

The **participation of the European Commission** derives from the EU’s as well as the countries longterm vision on accession of all countries to the EU which requires to work towards the adoption of EU’s goals and strategies as well as to satisfy its *acquis communautaire* in the transport sector. Event though the accession will de facto be subject to bilateral processes between the respective country and the EU, a regional approach for supporting activities within this process was chosen by the EU and the West Balkan countries making regional cooperation even a conditionality for the ongoing Stability and Association Process (see e.g. [5], p.4,5) and its succeeding accession processes.

In addition to the general political/socio-economic context there are essential technical and sector specific reasons for introducing a regional perspective. For example the SEE core network will be of considerable **importance for transit traffic** between countries beyond the region as well as within the region; this is particularly significant because of the **limited size of the individual countries** and their expected growing participation in the international economic circuit.

The desired internationally and multilaterally, i.e. regionally, coordinated actions in the field of transport infrastructure development and of transport operation efficiency require an agreement on the strategy and the practicalities of its implementation. Part of these efforts as described in the MoU, can be summarized under the **umbrella wording “regional planning process”**: i.e. to **elaborate a multi-annual action plan/work plan**, the other parts being as laid down in the MoU as the **systematic**

exchange of information, the work towards a **common set of technical standards** needed to secure optimum interoperability, **ministerial meetings**, the work of a MoU **steering committee** etc.

1.2 The grounds for desired regional cooperation

The general grounds for the desired regional cooperation are generally accepted and obvious and are repeated here in key words only:

- Assurance of “competitiveness” of smaller national economies need mutual safeguarding of easy, economic access/transit
- Widening the basis and opportunities for economic growth and welfare
- Reflecting the needs for open and free (i.e. regional) markets in the transport sector
- Preparing for EU accession
- Harmonising standards for enabling efficient cross border transport services
- Easing international (private) investment in infrastructure
- Optimising spending in and operations of infrastructure
- Streamlining/focusing IFIs support where urgently/mostly needed
- Overcoming of obstacles to market access into and out of the region
- Approaching solutions to typical problems with supra-national character (e.g. safety, environment, customs, inter-operability throughout longer geographical distances)

1.3 The need for establishing agreed procedures at a regional level

So far intrinsic regionally coordinated activities in the transport sector did not cover the entire region and were not systematic. Participation was shaped around the bilaterality or multilaterality of specific projects such as pan-European corridors, bilateral linkages which often affect many countries but hardly ever all countries at once. However from the end 1990s the IFIs expedited region-wide studies in the field of transport in which regional approaches to network understanding, project prioritisation and procedures were employed. The pan-European corridors form a wider network and are therefore rather of a supranational than of a regional nature but nevertheless are overlapping to a considerable extent with the core regional transport network¹. So it can be stated that **a consistent regional planning process born and driven by the countries in the region does not exist so far** and consequently an outline of this envisaged process is provided with this paper, to

¹ “core regional transport network” is defined and mapped in the MoU, it is the infrastructure which is subject of the MoU

serve as a source of information and as a guideline for all involved in the process, which is led by the participants of the MoU and supported operatively by its secretariat SEETO.

1.4 Interface to planning on national and other levels

Various levels of planning or cooperation with direct effect to the region can be seen in the transport sector:

- Supranational or pan-European (e.g. pan-European corridors, international convention of navigation on the Danube, etc)
- EU (TEN-T, EU legislation)
- **Cooperation under the MoU for SEE core network** (regional planning process as discussed in this paper)
- National (e.g. national network planning for main roads and railways, technical standards)
- Sub-national/regional (e.g. planning for important secondary roads, urban conglomerates etc.)

Therefore, the **SEETO regional planning process is not isolated**, since other programme planning and policy defining exercises in the region are pursued; in addition to the above listing, the emerging policy on “Transport Infrastructure Development for a Wider Europe” aiming at main transport connections between the enlarged EU and its (new) neighbours, will play a prominent role in this context. The regional planning process is also embedded in national transport policies pursued by each country, even though these differ throughout the region in how far and how detailed they are formulated. National planning cycles on specific projects, which are regionally important links, are pursued at the same time and elaborated in various stages. The interplay on regional level of various national project planning efforts, politics, policies and their preparatory processes, is of iterative and interdependent nature.

Even though the interdependency is not allowing for one single “lead process” at the regional level, **the regional planning process is required to subsume all relevant planned measures in the core network under its umbrella**. The main requirement is, as mentioned, to provide for regionally optimised/coordinated implementation programming and delivering of a regionwide work plan for development of the core network. Vice versa, coordinated development will be required to feed back at national level the results from the regional planning process.

Also, the **supporting tasks** that are part of the regional planning process such as maintaining a network inventory have to be embedded in national exercises (**compatibility**). The foregoing reflects the general principle of subsidiarity in overlapping geographical and technical spheres.

2 Purpose of the Technical note

SEETO prepares technical notes on issues and components of its works. The notes generally aim at supporting the establishment of certain procedures for MoU implementation at regional level. The technical note in hand is the first one.

This technical note summarises the proposed planning procedures of the envisaged regional planning process to be carried out under the guidance of the Steering Committee by SEETO. It is intended to lead to a code of practise for the preparation of the 5 year work plan. The described procedures and results will be subject of monitoring and approval by the Steering Committee according to the agreed scope of work for SEETO² and the approved memo on the five year multi-annual action plan³. The proposed procedures will be subject of revision if needed and are therefore regarded to be open for future stepwise refinement.

The note

- defines the starting point and framework with respect to strategic aims and objectives as well as the programming of projects
- reviews present procedures/processes in programming
- outlines the SEETO planning process for elaboration of the work plan
- establishes the general outline of planning and monitoring procedures for SEETO.

3 Review of strategic aims and objectives in and for regional transport

National transport strategies, as laid down in transport master plans or related political statements in general include statements that (regional) transport is understood as a sine-qua-non condition for economic development and rising standards of living; the national transport system shall therefore be enabled to efficiently serve not only national but also regional transport demand. This encompasses not only sufficient network coverage, a well enough built infrastructure and high standard infrastructure operations. It also encompasses easy enough options for performance of cross border traffic including transit traffic (the latter being subject of ongoing regional cooperation in the harmonisation and improvement of customs and border procedures most prominently under the TTFSE⁴ programme).

² The inaugural Steering Committee meeting took place in April 2005

³ Steering Committee meeting in June 2005, point 4 of the minutes of meeting

⁴ Transport and Trade Facilitation in SEE is a programme with World Bank support and started in 2000/1, now entering in a new phase TTFSE II

Besides the above, nearly all national governments supported explicitly the development of the pan-European corridors on their respective territory and aimed at the implementation of investment projects in corridor infrastructure (further to already ongoing projects).

The concept of a pan-European transport infrastructure investment partnership was established through three pan-European transport conferences. It promoted the establishment of all the necessary components for a future pan-European Transport Network on the territory of the European Union, in the then (for 2004/2007) candidate countries for accession, the then New Independent States (NIS) and beyond.

Following the 2004 accession to the EU by the 10 new member states and the inclusion of the respective transport networks into the TEN-T, the Western Balkan countries are now -in addition to their activities under the MoU- actively participating in the High Level Group. This group was established 2004 by the EC to identify priority transport axes to connect the major trans-European axes with the different neighbouring regions.

Bilateral declarations and protocols on specific goals and objectives (see e.g. [9], [11]) can also be taken as an indication for the already ongoing international collaboration in the region.

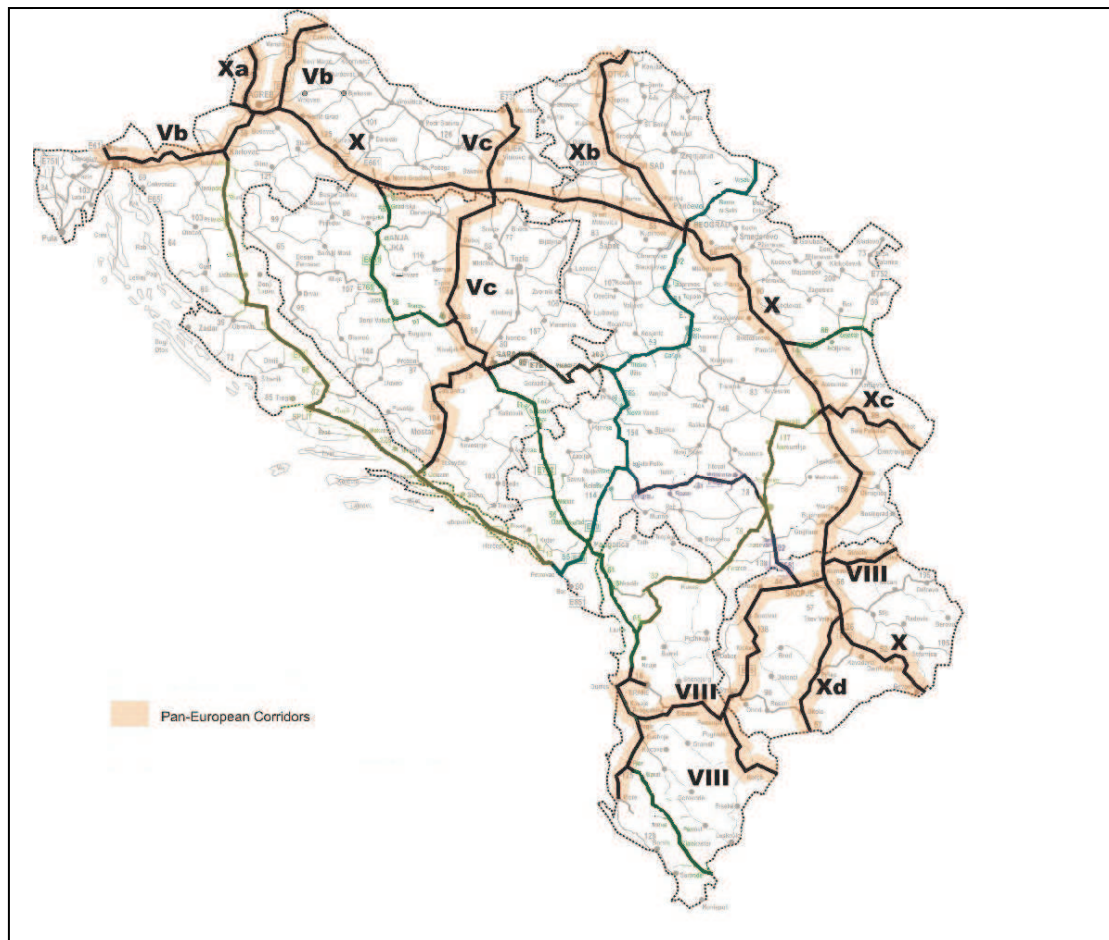


Fig. 1: Map-graph of pan-TEN corridors (roads) in SEETO area and regional core network, roads, (bold lines)

Source of base map: REBIS 2003 (Croatia core network route to coast to be corrected)

With respect to legislative frameworks, a strategy of regional harmonization can be observed, as governments are preparing to adapt their respective national legislations to the requirements of the EU's *acquis communautaire* which implies harmonization at an EU equivalent level. However the SAp and in case of Croatia the possibly soon starting accession negotiations will certainly point to remaining anomalies. The question here could be, if the transport sector could or should progress earlier and faster than that wherever possible. For technical issues included in the *acquis communautaire*, such as interoperability of railway systems or road safety standards, it is desirable due to long lead times for implementation and the obvious expedience to take this into consideration, when making new investment in infrastructure.

The preparations for EU accession lead to the stepwise adoption of principle EU ideals and objectives in the respective national political agenda. These include objectives which directly or indirectly pre-define main objectives in the transport sector, such as the free flow of goods and free movement of people, the free access to markets, fair competition in a market economy as well as mutual cooperation in strengthening economic development.

A more specific regionwide set of strategic main objectives for regional transport is so far defined mainly by the MoU on the development of the South East Europe Core Regional Transport Network.

The MoU draws on the European Commission's 2001 infrastructure development paper (see below). It also takes into account the various studies carried out, and in particular the findings of the REBIS study (see below) and its definition of the core network layout and of selected key interoperability standards for road and rail links in the network.

According to the MoU the main objectives for regional transport are:

- Promoting regional and international transport of goods and passengers in South East Europe
- Development of the main and ancillary infrastructure on the multimodal South East Europe Core Regional Transport Network (as defined in the MoU by the maps in its annex)⁵
- Fostering the most efficient and environmentally friendly transport modes on the regional level
- Harmonising and standardising, wherever feasible, technical standards and regulatory or administrative provisions affecting the flow of transport in and across the region, in accordance with EU standards and directives.
- Harmonising customs and border control procedures

⁵ Croatia in the meantime introduced a correction/replacement for one segment on its territory by a corrected/new routing

European Commission strategy paper: Transport and Energy infrastructure in South East Europe

“The EC finalised on 15 October 2001 its strategy paper “Transport and Energy Infrastructure for South Eastern Europe”. This strategy, which has been discussed and agreed with the countries of the region and with relevant international agencies and IFIs, constitutes the framework of an ongoing process to promote regional cooperation among the countries of the Region, facilitate coordination between donors and allow adequate prioritisation of the regional infrastructure investments in Southeast Europe.” (quote from SEETO TA ToR).

The strategy paper stresses the need for regional cooperation in the process, the application of European technical and planning standards and already identified preferred network solutions of regional importance.

In terms of assessing quality of actions needed it stated that “overall, however, the capacity of existing infrastructure - under normal operating conditions - is well adapted to the present traffic and its foreseeable medium-term development, except for some links in the neighbourhood of the large cities of the region. Given the outstanding needs, investments to increase capacity should be considered, in general, of low priority with regards to reconstruction and renewal works of the existing infrastructure, needed to provide the required quality of service in terms of speed and or bringing it back to design quality”, (p. 7).

4 Regional cooperation in programming for transport sector development

A SEE regional programme for infrastructure development in the sense of a mutually concerted and specifically target-oriented agreement does not exist so far. The REBIS project outputs come close to that in having delivered a proposal for a short-term and long-term investment programme but it omits approval or explicit endorsement by relevant authorities in the region. Regional cooperation to elaborate this proposal was limited to providing access to information thus leaving it to the evaluation carried out by the study to prioritise investment projects according to the two categories short-/long-term.

Regional Balkans Infrastructure Study Transport (REBIS Transport)

This study was finalized in July 2003. It aimed at preparing investment plans for transport infrastructures and at preparing pre-feasibility studies for selected project proposals, prior to investment decisions. Institutional problems hindering project implementation were also addressed.

The REBIS Transport focused on the development of the Core Network based on an earlier study (TIRS). It is broadly composed of the pan-European Transport Corridors and of the links between capitals of the Region and to capitals of the neighbouring states. The study focused on the parts of the network which were expected to bear sufficient traffic to justify investments for upgrading them to acceptable standards.

The network analysis has shown that current traffic in some sections of the network is relatively high, although it is mainly local traffic.

An assessment of the Core Network was made through TINA methodology, which provided the current status of completed sections, ongoing and future projects, missing links and bottlenecks including those of administrative and technical nature. Estimates were prepared for upgrading the network to EU standards. The estimated cost for road rehabilitation being € 3 billion and that for railways € 12 billion.

The REBIS project also produced 20 pre-feasibility studies of selected projects towards alleviating bottlenecks and upgrading the Core network to "EU-standards". As a first important step towards meeting the demands of the Core Network, a short-term investment plan of 3.7 billion Euro was proposed to be implemented during the period 2004-09. The implementation of this plan was found to require dedicated efforts by the countries to be supported by international donors and financing institutions, e.g. through SEETO.

Cooperation in programming sector activities in the region can to some extent be found so far in the pan-European corridor steering committees and corridor related activities such as the implementation of the Sava river convention or the Danube cooperation process.

The MoU covers this field explicitly and the participants committed themselves to a rather deepened regional cooperation in the promotion of the regional transport objectives. The participants agreed to

- Co-operate on studies needed to put the Memorandum of Understanding into effect
- Coordinate Terms of Reference for studies between the MoU Participants as far as criteria, methodology and other relevant aspects are concerned
- Inventory and compile existing studies concerning the network and make available to all conclusions of these studies
- Commission jointly or in a coordinated manner further studies with involvement of SEETO
- Develop and implement a rolling action plan ("The Core Network Action Plan" covering a period of 4-5 years) agreed by all participants
- Systemise compilation of study results and exchanges of information and disseminate these to Participants in the steering committee and to other institutions or organisations which have substantial interest in contributing to the development of the Network (IFIs)

The Stability Pact prepared the field for regional cooperation in programming projects in the sector, by addressing regional infrastructure development under its working table II (economic reconstruction, cooperation and development) and following up numerous regionally important transport infrastructure rehabilitation/up-grading projects. Its Infrastructure Steering Group for South-East Europe (ISG) takes the operative role in project appraisal and progress monitoring and will use in future the SEETO outcomes as an essential component.

5 Review of analysis of weaknesses on the regional core network and of regional transport operations

Homogenously detailed analytical data on performed/implemented (design) standards on the core network are hardly easily at hand. The various studies of the recent years delivered overview assessments since data are apparently not completely routine-wise collected/up-dated and made available for all sections in the needed reliable status (shortcomings in availability of basic data on networks and networks performance are a weak point in itself). However the analyses available give the general picture that -with respect to infrastructure facilities for the dominant land transport-, the core network mostly needs rehabilitation/upgrading rather than construction of new linkages. The apparently limited network density can largely be seen as a consequence of an in average lower population density and the still relative high importance of the rural sector even though a reliable assessment confirming the above is still outstanding.

The following main weaknesses with respect to infrastructure in road and rail are identified (see [8]):

- 13 % of the roads need to be upgraded because they are too narrow
- some portions of the network need 2 instead of 1 carriageway
- 50 % of the roads need repair or strengthening of existing pavements (new wearing or pavement rehabilitation)
- 86% of the railway network has only single track alignment
- only 11% of the railway network is classified as being in good enough condition
- low level of intermodality

The technical performance/design standards defining the benchmark to be achieved are so far defined rather roughly

- for roads in accordance with the European Agreement on Main International Traffic Arteries (AGR)
E.g. the design speed is, in general, expected to be 80 km/h for all express and ordinary roads and 120 km/h for motorways (the design speed may be reduced in exceptional cases such as a limited length of road and in areas with difficult topographic conditions).
- for railways in accordance with the "European Agreement on Main International Railway Lines" (AGC), and "European Agreement on Important International Combined Transport Lines and Related Installations" (AGTC).
However, these standards are rather ambitious and only pan-European Corridor X has been proposed for upgrading to 160 km/h while the other lines may have lower travel speeds.

It goes without saying that sustaining standards throughout the lifetime of the infrastructure through proper network operations, i.e. regular inspection, maintenance

and repair as well as rehabilitation, should be included in the above. Nevertheless it has to be stated that for at least some regions, appropriate maintenance is not performed.

The consequences of infrastructure weaknesses such as low average travel speed and high accident rates in road traffic, unreliable and costly operation of services etc. can be found across the region and add to the negative effects from an ageing vehicle fleet, gaps in framework conditions etc.

With view to transport operations on the regional level across borders weaknesses are visible in both land transport modes, road and rail. Railway operations are reportedly of poor standard throughout the region for both passenger and freight transport, if existing at all. Freight traffic on the road is reportedly impeded by various issues such as time consuming visa application for drivers, high road taxes for transit traffic, tenacious customs procedures⁶ etc. Operational constraints for private car traffic have so far not been subject to regionwide analysis but avoidance of using private cars for cross border traffic can often be observed.

The other transport modes of importance for inner regional transport (air traffic and inland waterways) are hampered likewise by weaknesses with respect to facilities and operations (for air traffic sees e.g. ATIRS, [7]).

6 Project status update

The starting point for SEETO with respect to projects, is the investment programme proposed in the REBIS Transport study. In order to bring the listed information per project up-to-date, SEETO asked the MoU participants for an update with respect to the current project status (project finished or not). The incoming comments are listed in annex 1 REBIS project list up-date. Many projects are not advanced so that the new SEETO project data base will use that listing as its starting point with respect to infrastructure projects. Some (appr. 5) new projects have also been reported and are, for information purposes, included in the annexed listing.

With respect to “soft projects” i.e. activities, measures supporting the development of regional transport beyond the pure implementation of physical infrastructure (“hard projects”) a starting point is yet to be defined. The recent World Bank report “Reducing the ‘Economic Distance’ to Market - A Framework for the Development of the Transport System in South East Europe” [12] provides an overview on activities recommended by the World Bank and could certainly serve as a basis for approaching “soft” projects to be included in the SEETO project data base.

⁶ The World Bank TTFSE project addresses some of these issues

7 SEETO Planning/Methods/Procedures

7.1 Planning tasks

The main planning outputs can be summarised as follows:

- Establishing short-term investment plans for priority projects suitable for international financing
- Defining a list of medium- and long-term projects suitable for international financing
- Suggesting modifications to the strategic transport networks if required
- Establishing a methodology and procedures to monitor implementation

(The MoU Steering Committee approved a full listing of SEETO objectives and key activities on its inaugural meeting in April 2005).

To achieve these outputs planning processes in transportation planning in general follow a staged approach as shown in the graph in annex 2; this recursive exercise may be called planning circle. In the case of SEETO this planning circle, as mentioned earlier, cannot be seen as an isolated process, but is partially already progressed in one form or another by each country. The issue for the proposed regional planning process is how national and regional planning shall relate. E.g. the projects are mostly proposed and analysed from the respective MoTs⁷, the process's underlying data are to be provided by the national administrations. So the overall process is highly iterative and based on feeding-in/feeding back from/to MoU participants. SEETO is also prepared to assist the national administrations in identifying and establishing possibly needed add-ons/changes/adjustments in their respective national parts of the process, which is hindered considerably by shortage of planning capacity⁸. The process will be carried out repeatedly ("rolling action plan") in 1 to 2 year cycles and may be improved in its effectiveness with each repetition. The workplan may also contain instructions for the respective next planning cycle.

⁷ Other proponents could be the EC as participant to the MoU or the Steering Committee's chair as representative of the overall regional interest

⁸ This situation is evidenced by various TA activities to establish strengthen capacity in administrations in the region

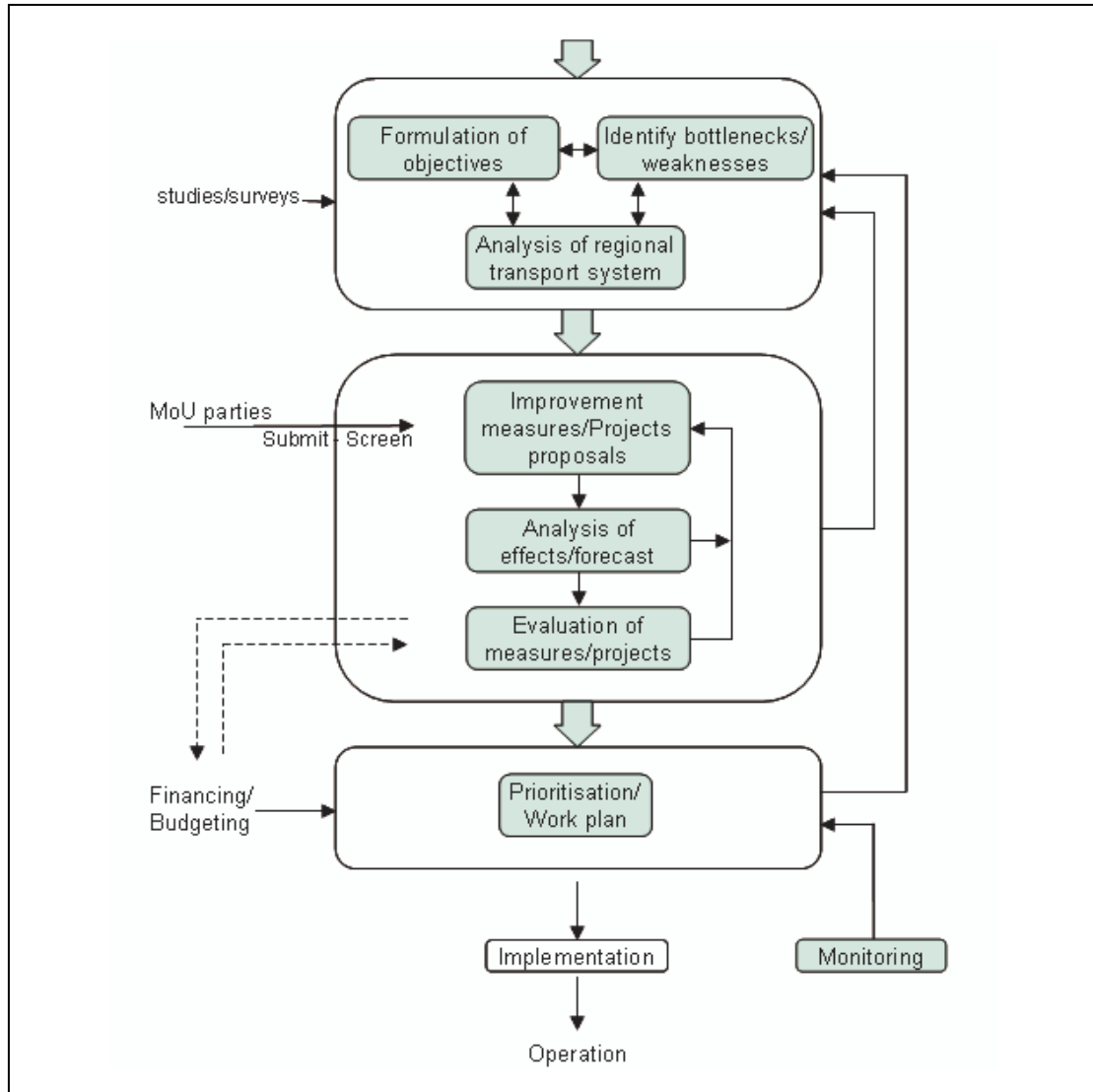


Fig.2: Planning circle

On the above graph: The planning circle starts with the identification of weaknesses in the network. Weaknesses can only be identified after benchmarks/objectives are defined against which the existing situation is compared (see chapter 5). The given situation and conditions have to be surveyed/analysed for that. Countermeasures to the weaknesses have to be developed usually by detailed investigations of proposed ideas and alternative technical possibilities for realisation. The analysis of these alternatives generally requires a set of studies on their expected fields of impact. Typical studies on that are traffic forecasts, CBA and EIA which require also preparatory surveys such as mapping and data collection in case these are not readily available. The evaluation of projects brings together the various study results for a single project to allow rational identification of the best solution. In the case of SEETO the evaluation stage mainly considers the proposed projects with view to their incorporation in the regional work plan. In principle “hard” and “soft” projects follow the same procedure.

In addition to expediting the literal planning circle, SEETO is, as also defined in the MoU, carrying out various supporting tasks needed to make the planning process worked through in an efficient way; this is especially the case with view to the planned continuous up-date and refreshed elaboration of the planning outputs in the future. These basal tasks are mainly

- Developing of an inventory/database of physical conditions on the Core Network, which will be flexible, up to date and interactive with the countries; encompassing both the current status of the core network as well as the planned projects
- Assessing the strategic transport networks of the Region
- Developing and continuous updating of traffic analysis and possibly forecast
- Developing and maintaining of a GIS based system containing the above data sets
- Inventory of existing studies concerning the Network, with conclusions of these studies be made available to all
- Co-ordinatinate of Terms of Reference for these studies as far as criteria, methodology and other relevant aspects are concerned
- Implement systemised mechanisms for mutual exchange of study results and information

The above tasks are continuous tasks.

7.2 Screening Criteria

Projects to be included in the planning process are to be nominated/ proposed by the MoTs. SEETO will screen proposals with respect to their eligibility for being part of the regional planning process. It is proposed to combine formal submission of project proposals with explanatory and describing documentation of project key features. For screening the submitted proposals the following set of criteria is proposed:

For infrastructure projects (civil works, E&M equipment, rolling stock, maintenance equipment, IT equipment):

- Is the proposed project part of the core networks/the core networks operations or related facilities
- Is the project rehabilitation, upgrading or new erection/purchase
- Does the existing situation or the foreseeable future indicate need for action as proposed
- Does the proposal fit the level of (technical) standards foreseen for that part of the network/network operation
- Does the intended ratio of financing portions include a substantial national share

The supporting documentation which comes together with the submission of the proposal should contain sufficient and verifiable information to allow above scrutiny (description of the proposed works/purchase, investment cost estimate, location, including map in case of works, current situation and problems, assessment of expected effects/benefits, environmental issues, estimated time schedule, etc.).

For “soft”/non-investment projects⁹

- Does the project improve or create the basis for improvement in services/public administration/framework conditions for regional transport operations/services/markets; does it advance reform, build capacity, leverage investment
- Does the project aim at data collection and analysis, elaboration of improvement measures or implementation of improvement measure
- Does the existing situation or the foreseeable future indicate need for action as proposed
- Does the proposal meet the level of standards foreseen for that service/administration/market
- Does the intended ratio of financing portions include a substantial national share

The supporting documentation which comes together with the submission of the proposal should contain sufficient and verifiable information to allow above scrutiny (description of the proposed study or measure, cost estimates, assessment of expected effects/benefits, location, current situation and problems, environmental issues, estimated time schedule etc.).

7.3 Evaluation of Proposed Projects

Subject of evaluation on SEETO level will be the submitted project proposals, which are well prepared (see subchapter on screening) and for which an implementation in the relevant time horizon of up to 5 or 7 years is envisaged. The aim of the evaluation is to make information on the set of projects more concise, transparent and easier accessible for rational decision making on whether or not to include a project into the work plan for implementation. This evaluation systematically compares the main forecasted project effects with predefined criteria as listed below and assesses in a summarising manner the respective parameter value reached by a project proposal (it should be noted that this aim differs from evaluations on individual project level and implies an aggregated level of assessments, many of them dependent on the findings at project level).

⁹ surveys, studies (e.g. on improvements in operations of networks or services, changes in framework conditions -legal, institutional, procedural- ...), institutional strengthening, training, equipment for administrations, privatisation, technical assistance

In addition to the pure planning criteria, issues such as limitations set by national planning capacity, national budgets, differing access to international financing etc. will have to be taken into consideration for positioning project activities into the work plan.

The evaluation procedure includes the preparation of a proposal for prioritisation/league table based on an appropriate standard MCA procedure using key criteria out of the below. The league table will be subject of discussion and approval by the MoU Steering Committee.

The following criteria will be used for project evaluation of infrastructure projects, the desired measure of performance for (continued) inclusion in the work plan is indicated in the right column:

	Criterion	Measure of performance
1	Cost (one-off costs)	For infrastructure investment projects > 10 Mio € and < 100 Mio €, for preparatory studies > 0,5 Mio €
2	Technical feasibility including optimisation with respect to costs and operations	Proven
3	Technical standards (specified according to mode/type of facility)	As defined for the core network, yes
4	Financial sustainability of operations	Proven
5	Environmental impact	Impact assessment result is positive, mitigation measures incorporated
6	Economic Feasibility	Projects with ERR >10% (preferably) or >5% (as a minimum)
7	Developmental impact	Provides improvement in accessibility of (a) region(s) by a transport mode (creating access, increasing travel speed, improving reliability, safety)
8	Amount of international traffic affected	Share on total traffic >5 %, >20% (minimum/preferably)
9	Reaching EU standards	Yes/No
10	Promoting sustainable mobility	Yes/No
11	Interoperability	Contributes Yes/Contributes No/Not applicable
12	Intermodality	Contributes Yes/Contributes No/Not applicable
13	Wider economic and policy impact	Yes/No
14	Coherence with respective national transport sector strategy	Yes/No
15	Coherence with overall long-term national budget planning	Meets national budget allocations and priorities within the budgetary framework Yes/No

Table 1: Criteria for inclusion of infrastructure projects in the work plan

It is expected that most information is provided to SEETO through project studies/ investigation, reports etc. In case information is not obtainable the project will be included as preliminary in the work plan with its preparatory tasks to be carried out first and with final inclusion in the plan pending investigations enabling assessment of above criteria. SEETO may develop proposals for further studies needed resulting from its screening of submitted projects.

excursus

Data and information on projects	
In general, to be specified and completed per mode and project, the information needed for project evaluation comprises:	
•	Traffic study for the affected network portion/sector
	Traffic analysis for the current situation
	Traffic load
	Traffic demand (O-D)
	Travel times and costs
	Traffic forecast (for all variants)
	(Revenue forecast)
•	Technical feasibility study
	Alignment
	Technical features (e.g. civil works design, E&M outlines) and main structures (tunnels, bridges)
	Operational/Operations concept
	Investment cost estimate
	Operation costs estimate
	Schedule of implementation
•	EIA
•	Economic and financial investigation

Criteria for soft/horizontal projects can be formulated at that of point of time in a less stringent way since the possible variety of projects is large. A general frame for criteria is given in the following table.

	Criterion	Measure of performance
1	Feasibility	Proven
2	Positive effects for regional transport or core network development	Proven
3	Benefit-cost ratio	>1 (if quantifiable)
4	Overall time frame	< 2 years
5	Number of countries directly involved	> 1
6	National cofinancing	Yes
7	Costs	>1 Mio €
	Others to be defined	

Table 2: Outlook on criteria for inclusion of soft/horizontal projects in the work plan

7.4 Compilation of the work plan/Project phases in the work plan

A multi-annual rolling action plan for the implementation of network projects and priorities, i.e. a prioritised work plan will be compiled based on the project evaluation and the discussions of the Steering Committee.

The work plan will cover a 5 year period starting with e.g. 2006 to 2010.

The format for the work plan, will include:

- introduction, stating programme objectives, rationale and expected results
- league table of projects according to achievement of criteria
- programme that defines a sequencing of projects and project activities in logical and rational ways. (milestones, sequence of activities, timelines, expected outputs responsibilities)
- organisation of plan/programme by country and mode
- project fiche for each project – with input data being endorsed by respective country, including status of each project – especially financing
- summary of plan by mode and country

Especially with view to infrastructure projects, preparatory steps before implementation as well as the possibly phased implementation requires continued coordination before commissioning. It is therefore proposed to enclose all project phases in the workplan/programme including study and design phases and possibly even related preparatory measures. That would mean a project might occur for the first time in the workplan while it is still under investigation. That would also create the option to include necessary supporting activities e.g. horizontal issues or preparatory achievements on national side. A project could also again be excluded from the workplan if and when study results are negative.

7.5 Implementation Monitoring

Owing to the complexity of issues (modes, technical barriers, administrative barriers, operations, economics) and the wish for transparency a monitoring mechanism shall constitute an integrated part of the regional planning process. Subject of monitoring is the progress made in work plan implementation i.e. the project milestones and activities included in the work plan. The monitoring shall follow-up in how far the work plan is realised by the respective parties, indicating thus possible needs for countermeasures and “lessons learnt” for the formulation and implementation of the following work plan.

For that purpose SEETO will liaise with the respective administration on a e.g. 6 monthly basis to discuss achievements and problems. The work plan will have to include practical indicators for achievement/milestones as basis for monitoring. This regional monitoring does not aim to duplicate or replace the much more detailed project progress monitoring in the respective PIU/PMU but will draw on it. At the same time it does not replace the project monitoring carried out by IFIs with their much wider monitoring objectives.

7.6 Technicalities of work plan preparation

The geographic extension of the SEETO area as well as the fact, that the work plan is prepared on the basis of information received from numerous sources in a highly dynamic environment make the preparational work and information flow complex. Therefore, the preparational work can only be carried out in a sufficiently speedy manner with a systematic work approach which allows to make use of modern standard management and planning tools such as DBMS and GIS. In addition, the systematic work and information flow depends on the acceptance and usage of formats, procedures etc. by the involved institutions as basically agreed upon in the MoU.

For details on the GIS to be implemented by SEETO see the SEETO technical notes "Data collection formats and procedures" and "SEE Transport Information System development specifications" (publication planned for September 2005).

SEETO GIS will provide data at levels of aggregation as are appropriate for planning purposes at regional level. The advantages of being able to retrieve reliable and verified regionwide information will thus be widely available and benefit regional activities in the transport sector in terms of efficiency of data collection and compilation throughout all modes.

Abbreviations

appr.	approximately
CARDS	Community Assistance for Reconstruction, Development and Stabilisation
CBA	Cost-Benefit Analysis
DBMS	Data base management system/software
EC	Commission of the European Communities (or short European Commission)
e.g.	for example/exempli gratia
EIA	Environmental Impact Assessment
ERR	Economic rate of return
EU	European Union
FRR	Financial rate of return
fYROM	the former Yugoslav Republic of Macedonia
IFI	International financing institution
ISG	Infrastructure steering group (of the Stability pact and the European Commission)
GIS	Geographical Information System
MCA	Multi-criteria Analysis
MoU	here: Memorandum of Understanding on the development of the South East Europe Core Regional Transport Network
MoT	Ministry of Transport
p.	Page
PIU	Project Implementation Unit
PMU	Project Management Unit
REBIS	Regional Balkans Infrastructure Study - Transport
SAA	Stabilisation and Association Agreement
SAP	Stabilisation and Association Process
SCSP	Stability Pact for South Eastern Europe (also short Stability Pact)
SEE	South East Europe
SEETO	South East Europe Transport Observatory
TA	Technical Assistance
TEN-T	Trans-European Network Transport
TINA	Transport Infrastructure Needs Assessment
TIRS	Transport Infrastructure Regional Study in the Balkans
TTFSE	Transport and Trade Facilitation in South East Europe
ToR	Terms of Reference
UNMIK	United Nations Interim Administration Mission in Kosovo
UNMIK Kosovo	UNMIK and the provisional self-government
appr.	approximately

Glossary

evaluation	to determine the significance of a proposed solution/project, usually by careful appraisal and study, in a planning process often in a formalised/structure way to make conclusions traceable
memorandum of understanding	a written document executed by the parties which establishes policies or procedures of mutual concern. It does not require either party to obligate funds and does not create a legally binding commitment
monitoring	to watch, keep track of, or check usually for a special purpose such as measuring progress or checking fulfilment of agreed actions
project	in general: a planned undertaking. In transport planning it refers also often exclusive to infrastructure construction projects (planned or ongoing, mostly for distinct sections/links)
plan	1. a drawing or diagram 2. a detailed program
work plan	programm to carry out tasks dependent on each other to reach a goal/prepare a output; defines task, responsibilities, time frame, budgets, takes into consideration end/start dependencies between tasks
action plan	similar to work plan (see there) but simpler and more ad hoc prepared
policy	a high-level overall plan embracing the general goals and acceptable procedures especially of a governmental body
strategy	a careful plan or method
transport master plan	defines objectives for the (sub)sector, defines vision on the shape and technical standards of the future network based on expected demand or intended spatial/economic development
region	in general: a broad geographical area distinguished by similar features, here often used equivalent to Western Balkans region
regional	in general related or limited to a particular region, here equivalent to international, but related to or limited to the area of the Western Balkans
Western Balkans	general geographic term with various definitions, here equivalent to SEETO area (Albania, Bosnia & Herzegovina, Croatia, The Former Yugoslav Republic of Macedonia, Serbia, Montenegro and UNMIK/Kosovo)
investment project	a project (see there) that involves investing in durable physical assets (infrastructure, facilities, rolling stock)
soft project	IFI terminology for a project, that is not an investment project, but implements trainings, new procedures, new standards and similar

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Annex 1

REBIS Transport project list draft up-date on status per project

South East Europe Core Transport Network
(SEETN)

February 2005 Draft up-date of Projects Inventory Short-term projects

Listing per country

No***	Country	Mode	Pan TEN, core netw. Route	Project Name	Cost Estimate*	Status in 2003 (REBIS)	Status changes 2005**	Comments
1	Albania	Air		Tirana Airport New Terminal	40,00	Committed	3	Concession Contract signed, new cost estimate 82,00
2	Albania	Air		Tirana Airport ATS improvements	27,00	Ongoing	2	Project started with GoA funds, new cost estimate 29,00
3	Albania	Road	VIII	Upgrading of Durres-Pepla road VIII	5,00	New	1	Phare funding for ongoing design
4	Albania	Road	VIII	Construction of Rrogozhine Bypass VIII	3,00	New	1	Phare funding for ongoing design
5	Albania	Road	VIII	Upgrading Qafe Thanës - Pogradec road	46,00	New	1	Phare funding for ongoing design
6	Albania	Road	VIII	Upgrading Pogradec - Korca road	30,00	New	1	Phare funded completed design, new cost estimate 44,00
7	Albania	Road	2b	Upgrading Hani Hotit - Shkoder road	29,00	New	3	Italian funding, study complete
8	Albania	Road	2b	Upgrading Milot - Shkoder road	15,00	Ongoing	6	renamed to Lezhe-Shkoder
9	Albania	Road	VIII	Upgrading Lushnje - Fier road	23,50	Committed	4	Italian funding, tender ongoing
10	Albania	Road	VIII	Upgrading Fier - Vlore road	20,00	Committed	2	EIB/Italian funding, exclusion of Fieri bypass, cost estimate 94,00
11	Albania	Road	2c	Upgrading Fier - Tepelene road (excluding bypasses)	53,00	New	1	EIB/EBRD cofunding, renamed to Levan-Tepelene, new cost estimate 68,00
12	Albania	Road	2c	Upgrading Tepelene - Gjirokastrë road	20,50	Committed	4	Tender ongoing
13	Albania	Road	7	Upgrading Milot - Morinë road	200,00	New	2	new cost estimate 425,00, concessioning envisaged
14	Albania	Road	VIII	Construction road link to Tirana Airport	5,00	Committed	3	EBRD funding under negotiation
15	Albania	Road	2b	Upgrading Vore Fushe - Kruja Spur road	10,00	Committed	4	Tender ongoing
16	Albania	Road	VIII	Upgrading Elbasan - Libradz road	20,00	Ongoing	5	2005 end of civil works envisaged
17	Albania	Maritime		Upgrade Port of Durres	4,00	Ongoing	6	Completed in 2004
18	Albania	Maritime		Dredging Port of Durres	4,00	Committed	5	New cost estimate 17,00
19	BiH	Air		Reconstruction and modernisation of Sarajevo International Airport	4,00	Ongoing	6	

20	BiH	Road	3	Upgrade border crossing at Vardiste	3,50	New	4	
21	BiH	Road	Vc	Upgrade border crossing at Samac	4,00	New	4	
22	BiH	Road	Vc	Construction of border crossing at Doljani	4,50	New	-	
23	BiH	Road	2a	Construction of a new motorway Banja Luka - Gradiška	125,00	Ongoing	5	Construction started in 2004
24	BiH	Road	Vc	Reconstruction of Šešlije - Šamac road	18,10	New	6	
25	BiH	Road	Vc	Reconstruction of Šešlije - Doboj road	1,00	Ongoing	6	
26	BiH	Road	Vc	Upgrading Tar_in - Konjic road	20,50	New	6	Corrected cost estimate 2,50
27	BiH	Road	Vc	Construction of a motorway on Zenica - Visoko	155,50	New	4	For one section ongoing design
28	BiH	Road	Vc	Mostar By-pass	71,00	New	4	Design ongoing
29	BiH	Road	Vc	Strategy for Environment Protection on Corridor Vc	9,80	Ongoing	-	
30	BiH	Rail	Vc	Signalling on rail Corridor Vc and line parallel to Corridor X	114,00	Ongoing	1	
31	Croatia	Air		Zagreb Air Traffic Control	31,00	Ongoing	6	95% completed, ends in 2005
32	Croatia	Air		Split Airport: New Aircraft Platform i.e. apron	5,00	New	1	planned for 2006-2010
33	Croatia	Road	Xa	Upgrading of Macelj border crossing	3,50	New	5	Phase 1 completed, phase 2 ongoing
34	Croatia	Road	Vb	Construction of Section 6,7,8 of Zagreb-Rijeka Motorway	141,00	Ongoing	3	55 of 146 km completed
35	Croatia	Road	Xa	Completion of Zagreb - Macelj Motorway i.e. missing section between Krapina & Macelj	na	Committed	5	Cost estimate 260,00; construction works started 2004

36	Croatia	Road	X	Completion of Corridor X motorway (Lipovac & Zupanja)	76,90	New	5	New cost estimate 90,00; construction ongoing
37	Croatia	Road	X	Rehabilitation Zagreb-Slavonski Brod-Lipovac Motorway	57,00	Committed	-	
38	Croatia	Maritime		Rijeka Port: rehabilitation and environmental improvement	68,50	Committed	3	
39	Croatia	Maritime		Port of Rijeka: construction of final phase of container terminal - Brajdica	7,00	New	1	
40	Croatia	Maritime		Ploce Container Terminal	17,00	New	1	
41	Croatia	Maritime		Port of Dubrovnik: construction of international passenger terminal	18,00	New	1	Infrastructure finished; BOT for superstructure envisaged
42	Croatia	Maritime		Port of Dubrovnik: Construction of passenger Terminal - Domestic transport	6,00	New	1	Infrastructure finished; BOT for superstructure envisaged
43	Croatia	Maritime		Port of Dubrovnik: Development of the operative coast - Kantafig	12,00	New	1	
44	Croatia	Maritime		Port of Dubrovnik: Expansion of the operative coast - Gruž	17,00	New	5	Infrastructure finished; superstructure tendered
45	Croatia	Rail	Vc	Reconstruction of Railway section of Corridor Vc	61,40	Ongoing	5	Various phases
46	Croatia	Rail	Vc	Electrification on north section (Beli Manastir - Vr. Polje)	20,60	New	1	Preliminary preparations
47	Croatia	Rail	Vb	Track overhaul of railway section of Corridor Vb	28,10	Ongoing	5	Part 1 completed
48	Croatia	Rail	Vb	Construction of 2nd rail track on 36 km Dugo Selo - Krizevci section	56,10	New	1	
49	Croatia	Rail	Vb	Modification of the electrical traction system on rail line Moravice-Rijeka-Sapjane (Skriljevo-Bakar)	56,20	New	3	Implementation planned for 2006
50	Croatia	Rail	Vb	Remote control system on rail line Botovo-Zagreb-Rijeka (329 km) section	3,20	New	1	
51	Croatia	Rail	X	Reconstruction of Zagreb Main Railway Station	54,70	New	2	
52	Croatia	Rail	1	Ostarije-Knin-Split: Track reconstruction on Kosovo (Knin)-Split section	29,90	Ongoing	5	End of works envisaged in 2006

53	Croatia	Rail	1	Reconstruction of stations on rail line Ostarije - Knin - Split	6,00	New	2	planned for 2005-2007
54	Croatia	Rail	Vb	Construction of 2nd rail track on 53 km Zagreb-Karlovac section	54,70	New	1	planned beginning in 2007
55	Croatia	Rail	Vb	Rail track overhaul Ostarije-Ogulin (6,2 km), Skrad-Drivenik (32,2 km) & Skriljevo-Rijeka, 11.4km sections, Total 54.8km Zagreb-Karlovac section	27,90	New	4	Preparatory design in 2005
56	Croatia	Rail	Vb	Construction of 2nd track on section Zagreb-V.Gorica	20,00	New	1	
57	Croatia	Rail	X	Remote rail control traffic system Savski Marof-Zagreb-Tovarnik (319 km)	23,40	New	1	Envisaged for 2007
58	Croatia	Rail	X	Rail track overhaul Savski Marof-Zagreb & Ivankovo-Tovarnik sections, total 92.8 km.	47,10	New	1	
59	Croatia	Rail		Project of optical telecommunication rail network (whole HZ network)	30,70	New	5	Phase 1 completed
60	Croatia	Rail	X	Ro - La Terminal Spacva (road/rail)	1,00	New	3	Beginning end of 2005
61	Macedonia	Air		Up-grading of Skopje airport	20,50	New	1	new cost estimate 37,50-60,00
62	Macedonia	Road	X	Upgrading of border crossing at Tabanovce	1,40	New	4	new cost estimate 4,00
63	Macedonia	Road	Xd	Improvement of border crossing at Medzilidja	0,30	New	6	End in 2000
64	Macedonia	Road	6	Modernisation of Blace border crossing passenger	1,00	Committed	1	
65	Macedonia	Road	X	Improvement of border crossing at Gevgilja	0,50	New	6	End in 2000
66	Macedonia	Road	6	Up-grading of Skopje-Blace road	24,00	New	1	
67	Macedonia	Road	X	Up-grading of Smokvica-Gevgelija road	10,00	Committed	5	
68	Macedonia	Road	X	Up-grading of Demir Kapija-Smokvica (ph1) road	58,00	New	1	
69	Macedonia	Road	Xd	Construction Veles - Prilep	116,00	New	1	
70	Macedonia	Road	VIII	Up-grading of Stracin-Kriva Palanka road	30,70	New	1	

71	Macedonia	Road	X	Rehabilitation Kumanovo-Veles road	20,00	New	1	
72	Macedonia	Road	X	Kumanovo-Tabanovce (corridor X) road	5,70	New	1	
73	Macedonia	Road	X	Up-grading of Nigotino-Demir Kapija (II) road	6,00	Ongoing	6	
74	Macedonia	Road	X	Up-grading of Nigotino-Demir Kapija (III) road	16,00	Committed	5	
75	Macedonia	Road	VIII	Skopje by-pass phase I	50,00	Ongoing	5	
76	Macedonia	Road	VIII	Skopje by-pass phase II	70,00	Committed	4	Tender ongoing
77	Macedonia	Rail	VIII	Construction Kumanonvo - Debil Bair	25,00	Ongoing	5	
78	Macedonia	Rail	Xd	Upgrading Veles - Kremnica (ph1)	5,80	New	1	
79	Macedonia	Rail	X	Rehabilitation rail line Tabanovce-Gevgelija	15,00	New	1	
80	Macedonia	Rail	X	Up-grading rail signaling and telecommunications along corridor X	5,80	New	1	
81	Serbia	Air		Functional improvements of Terminal building and landside at Belgrade airport	27,00	Ongoing	-	
82	Serbia	Air		Ramp handling and Safety Equipment Modernization at Belgrade airport	2,70	Ongoing	-	
83	Serbia	Air		Functional improvements of airside at Belgrade airport	7,20	Ongoing	-	
84	Serbia	Air		Cargo hub development in Belgrade airport	48,00	New	-	
85	Montenegro	Air		Extension of facilities at Podgorica airport	40,00	Committed	-	
86	Serbia	Air		Extension facilities of the airport of Nis	1,20	Ongoing	-	
87	Serbia	Road	3	Upgrading of border crossing at Kotroman	2,00	New	-	
88	Serbia	Road	X	Upgrading of border crossing at Presevo	7,00	New	-	
90	Serbia	Road	Xc	Upgrading of border crossing at Gradina	10,00	New	-	
91	Montenegro	Road	1	Upgrading of border crossing at Debeli Brijeg	4,00	New	-	
92	Montenegro	Road	2b	Upgrading of border crossing at Bozaj	4,00	New	-	
93	Serbia	Road	X	Rehabilitation of Bujanovac - Presevo road	14,30	Ongoing	-	
94	Serbia	Road	X	Rehabilitation on Leskovac-Bujanovac	5,80	Ongoing	-	
95	Serbia	Road	Xb	Rehabilitation of Liberty bridge in Novi Sad	20,00	Ongoing	-	
96	Serbia	Road	X	Rehabilitation of Belgrade-Nis road	27,90	Ongoing	-	
97	Serbia	Road	4	Improvement Rzav Nova Varos road	9,90	Committed	-	
98	Serbia	Road	Xb	Completion of Motorway Novi Sad -Horgos	92,00	New	-	
99	Serbia	Road	Xb	Completion of motorway Belgrade - Novi Sad	20,00	Ongoing	-	

100	Serbia	Road	Xc	Upgrading Nis - Pirot - Gradina road	5,00	Ongoing	-	
101	Serbia	Road	X	Completion of Belgrade by pass	172,50	Committed	-	
102	Serbia	Road	4	Rehabilitation of Pancevo - Romanian border road	3,80	Ongoing	-	
103	Serbia	Road	4	Removal of bottlenecks on roads in Ovcar Banja	6,00	Committed	-	
104	Montenegro	Road	4	Sozina Tunnel, access roads	14,50	New	-	
105	Montenegro	Road	4	Eastern mini bypass of Podgorica	15,00	New	-	
106	Montenegro	Road	4	Rehabilitation of road Podgorica- Bjelo Polje	56,00	New	-	
107	Montenegro	Road	4	Rehabilitation of road Podgorica Bjelo Polje	10,00	Ongoing	-	
108	Serbia	Road	4	Rehabilitation of Cacak-Pozega road	14,00	Committed	-	
109	Serbia	Road		Cacak bypass, Phase 1	25,00	Committed	-	
110	Montenegro	Road	2b	Bypass Niksic	11,00	New	-	
111	Montenegro	Road	1	Rehabilitation of Petrovac Budva road	10,00	New	-	
112	Kosovo	Air		Rehabilitation of Pristina Airport	15,70	New	-	
113	Kosovo	Air		Up-grading air traffic control at Pristina airport	5,60	New	-	
114	Kosovo	Road	7	Construction of Border crossing Merdare	1,50	New	-	
115	Kosovo	Road	6	Construction of passenger terminal at Djernal Jankovic border crossing	1,00	New	-	Blace instead of Djernal Jankovic
116	Kosovo	Road	7	Construction of Border crossing Vrbnica/Vrmica	1,50	New	-	Vrmica instead of Vrbnica/Vrmica
117	Kosovo	Road	6	Repaving of road M2 Kacanik - Blace (Macedonian border)	1,30	Ongoing	-	
118	Kosovo	Road	6	Repairing of 9 bridges on road M2	5,00	Ongoing	-	
119	Kosovo	Road	6	Repairing remaining 8 of bridges on road M2	10,00	New	-	
120	Kosovo	Road	6	Upgrading Pristina-Mitrovica road New	4,00			new cost estimate 8,00
121	Kosovo	Road	7	Upgrading Pristina-Prizren-Vrbnica road	18,50	New		
122	Kosovo	Road	6	West ring Pristina	31,00	New		Renamed to Prishtina bypass road, new cost estimate 87,00
123	Kosovo	Rail	10	Rehabilitation of North South rail line	9,50	New	-	
124	Montenegro	Maritime		Ro Ro Berths on passenger terminal (Port of Bar) 3,8	3,80	New	-	
125	Montenegro	Maritime		Volujic quay (Port of Bar)	4,30	New	-	
126	Serbia	Rail	X	Priority rehabilitation works Belgrade-S.Pazova Tovarnik rail line	71,00	New	-	

127	Serbia	Rail	X	Priority rehabilitation on Belgrade - Nis - Presevo rail line	14,00	New	-	
128	Serbia	Rail	X	Widening of rail tunnels Ripanj and Ralja	8,00	New	-	
129	Serbia	Rail	Xb	Priority rehabilitation works on S.Pazova Kelebia-section Petrovaradin Cortanovci rail line	11,20	Ongoing	-	
130	Serbia	Rail	Xb	Priority rehabilitation of Stara Pazova - Kelebia rail line	42,00	New	-	
131	Serbia	Rail	Xc	Priority rehabilitation on Nis - Pirot – Dimitrovgrad	60,00	Committed	-	
132	Serbia	Rail	4	Upgrading of Valjevo - Pozega rail line	27,00	New	-	
133	Montenegro	Rail	4	Rehabilitation of Vrbnica - Podgorica - Bar rail line	7,00	Ongoing	-	
134	Montenegro	Rail	4	Rehabilitation of Vrbnica - Podgorica - Bar	25,00	New	-	
135	Serbia	Rail	X	Repair of Danube and Ostruznica rail bridges at Belgrade	11,90	New	-	
136	Serbia	Rail	Xb	Reconstruction of Zezelj rail bridge at Novi Sad	30,00	New	-	
137	Serbia	Rail	X	Completion of Belgrade railway junction	133,00	New	-	
138	Serbia	Rail	4	Electrification of rail lines	25,00	New	-	
139	Serbia	IWL	VII	Clearance of the Danube waterway	5,70	Committed	-	

* cost estimate 2003

** up-date on project status per February 2005

*** listing sequence as in REBIS report for easier reference

Reported changes in status up to **2005**
spring

New, identified but no financing in place

1

Committed, partial funding secured 2

Committed, fully funded 3

Ongoing, preparatory design, tender 4

Construction, works ongoing 5

Completed, % 6

South East Europe Core Transport Network
(SEETN)

February 2005 Draft up-date of Projects Inventory Long-term projects

Listing per country

No***	Country	Mode	Pan TEN, core netw. Route	Project Name	Cost Estimate*	Status in 2003 (REBIS)	Status changes 2005**	Comments
1	Albania	Maritime		Upgrade Port of Vlore	15,00	New		
2	Albania	Maritime		Ferry Terminal Port of Durres	20,00	New		
3	Albania	Rail	VII	Corridor VIII Missing railway link	6,00	New		
4	BiH	Rail	Vc	Upgrade border crossing at Samac	4,00	New		Preparatory design
5	BiH	Road	Vc	Reconstruction of Doboj - Zenica	47,50	New		
6	BiH	Road	Vc	Construction of Jablanica detour	9,00	New		
7	BiH	Road		Foča/Srbinje - Hum improvement	88,00	New		
8	BiH	Road		Construction of a new 2-lane road Lašva - Travnik to widen up to a 4-lane road	51,00	New		Conceptual design
9	BiH	Road	Vc	Doboj By-pass	55,00	New		
10	BiH	Rail	Vc	Track overhaul/reconstruction of Bosanski Šamac/Šamac – Doboj	42,00	New		
11	BiH	Rail	Vc	Reconstruction of Konjic - Mostar	26,00	New		New cost estimate 31,00
12	BiH	Rail	Vc	Track overhaul/reconstruction of Doboj – Sarajevo	45,00	New		New cost estimate 41,00
13	BiH	Rail	Vc	Track overhaul on Sarajevo - Bradina and Mostar-Čapljina	43,00	New		
14	BiH	Rail	Vc	Telecommunication systems on C Vc and parallel to Corridor 10	25,00	New		
15	BiH	Rail	Vc	Information system on Corridor Vc	1,80	New		New cost estimate 3,00
-	BiH			ATM Airspace BiH			proposal	Cost estimate 12,00
-	BiH		Vc	Motorway through Corridor Vc			proposal	Cost estimate 2,5 billion
-	BiH			Purchase of track maintenance machinery			proposal	cost estimate 10,5
16	Croatia	Air		Zagreb Airport: New Passenger Terminal	130,00	New	-	

17	Croatia	Road	Vb	Upgrade semimotorway to full motorway: Kikovica-Ostrovica on Corridor Vb	33,40	New	-	
18	Croatia	Road	Vb	Upgrade semimotorway to full motorway: Ostrovica-Vrata section on Corridor Vb	69,40	New	-	
19	Croatia	Road	Vb	Upgrade semimotorway to full motorway: Vrata-Delnice-Kupjak section on Corridor Vb	85,70	New	-	
20	Croatia	Road	Vc	Construction of a motorway on Corridor Vc	470,00	New	-	
21	Croatia	Road		Split-Metkovic-Ploce-Dubrovnik Motorway	560,00	New	3	Split - Ploče 97 km
22	Croatia	Maritime		Port of Rijeka: extension of Zagreb berth (length extra 250m)	100,00	New	-	
23	Croatia	Maritime		Port of Rijeka: Covered warehouse on DeFranceschy's pier	3,00	New	-	
24	Croatia	Maritime		Port of Rijeka: Warehouse for iron products	6,00	New	-	
25	Croatia	Maritime		Port Zadar: Zadar Car Ferry Terminal	35,00	New	-	
26	Croatia	Rail		Electrification of Ostarije-Knin-Split/Sibenik	75,60	New	-	
27	Macedonia	Rail	X	Up-grading Tabanovce-Skopje	-	New	-	
28	Serbia	Road	X	Leskovac Bujanovac	270,00	New	-	
29	Montenegro	Road		Verige bridge at Kotor	57,00	New	-	
30	Montenegro	Road		Bypass Bijelo Polje	15,10	New	-	
31	Montenegro	Road		Podgorica-Niksic Bosnian border	32,00	New	-	
32	Kosovo	Road		Mitrovica - Serbia border	12,00	New	-	
33	Kosovo	Road		Electrification Kosovo railway	37,00	New	-	
-	Kosovo			Construction of road Dečani-Kozhnjer-Montenegro			proposal	
-	Kosovo			Motorway Morina-Prishtina-Merdare (Route 7)			proposal	
-	Kosovo			Up-grade M2 Pristina-Blace Border (Route 6)			proposal	
34	Serbia	IWL	VII	Improvement of Belgrade port	10,60	New	-	
35	Serbia	IWL	VII	YURIS	2,10	New	-	

* cost estimate 2003

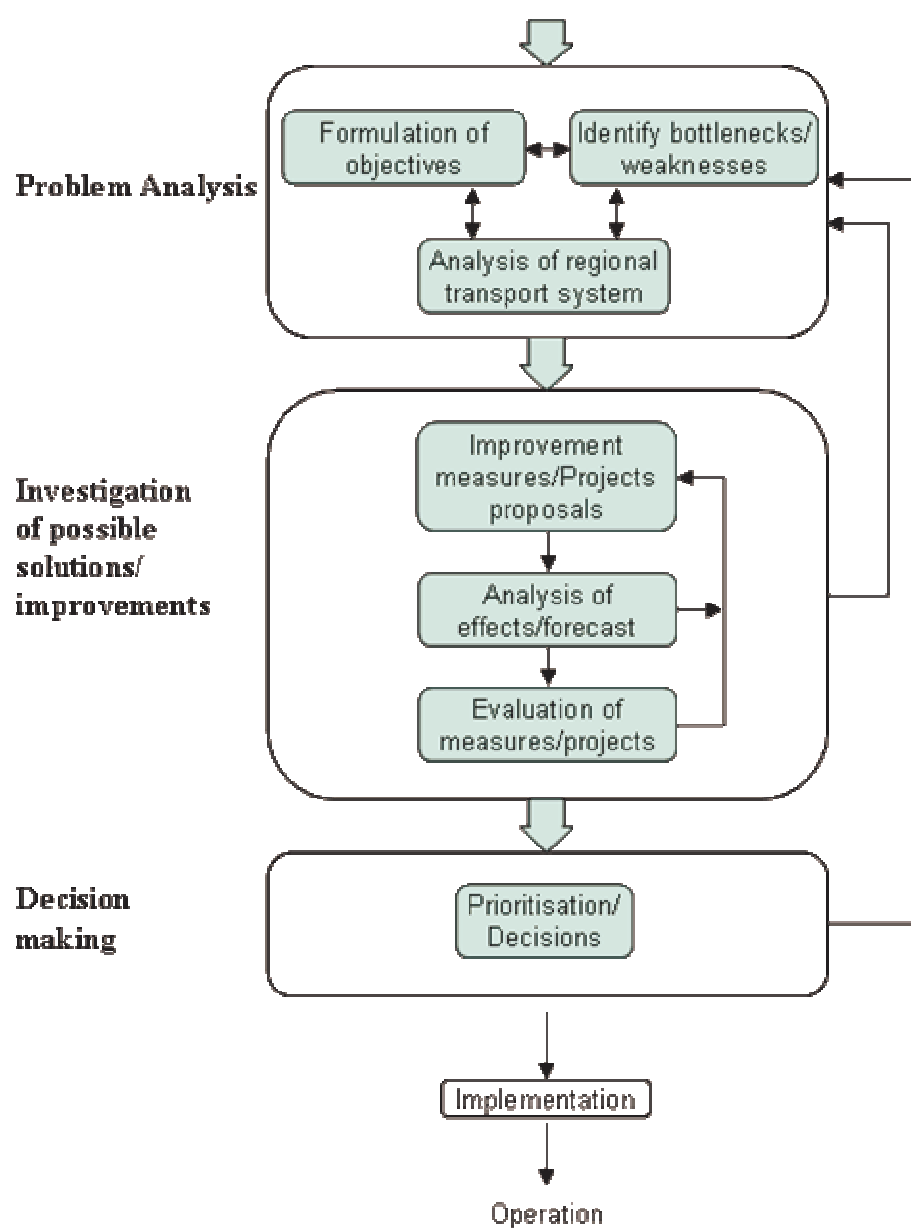
** up-date on project status per February 2005

*** listing sequence as in REBIS report for easier reference

Reported changes in status up to **2005**
spring

New, identified but no financing in place 1
Committed, partial funding secured 2
Committed, fully funded 3
Ongoing, preparatory design, tender 4
Construction, works ongoing 5
Completed, % 6

Annex 2 Standard Transport Planning Process



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