



Flagship axes initiative

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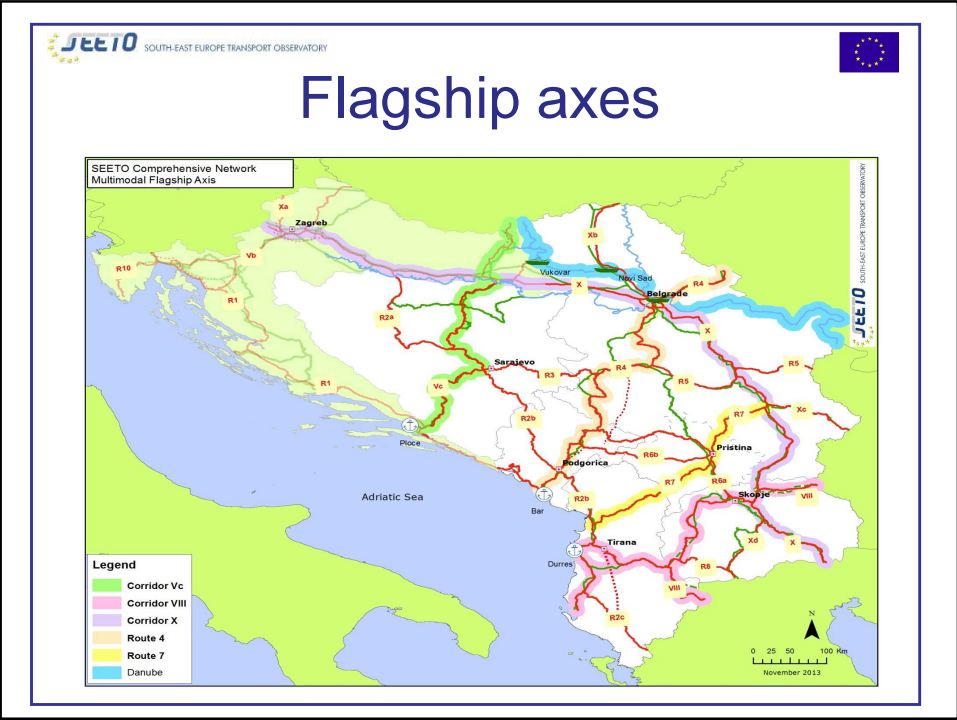
Objective

- *The main objective is cutting the **travel time** and **transport costs** on selected SEETO Comprehensive Network axes by performing in depth analysis of the overall transport issues and problems on axis and identification/implementation of remedial measures.*
- Launched at the 8th AMM 2012 in Zagreb, elaborated during 2013 and adopted by SC, to be endorsed by 9th AMM 2013 in Brussels



Flagship axes

- On the basis of the principles adopted on the 38th SC, the following SEETO CN axes have been selected:
 - **Corridor X** (highest traffic flows + connectivity Port of Thessaloniki and Belgrade)
 - **Corridor Vc** (connectivity Port of Ploce and Sava river)
 - **Corridor VIII + Route 7** (connectivity Port of Durres, Corridor X and Black Sea)
 - **Route 4** (connectivity Port of Bar, Corridor X, Danube and Corridor IV)
 - **Danube river** (already European corridor – proposed by EC)



SEETO SOUTH-EAST EUROPE TRANSPORT OBSERVATORY

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Pillars

Infrastructure	Market access	Performance	Border crossing
Road characteristics	Level of fees and charges	Journey Time	Pre-border process
Rail characteristics	Administrative costs	Punctuality	Transport documents process
Ports and terminal facilities characteristic	Transnational flows	Average commercial speed	Vehicle operating process
Information and communication technology	Traffic – volumes and type of goods	Information flow	Customs/Authorities process
		Safety	Electronic exchange data
		Security	Border facilities
		Terminal processing time	



Phasing

- Due to complexity, the flagship initiative will be done in two phases:
 - *Phase 1* performed by SEETO Secretariat consisting of infrastructure and traffic data collection and bottleneck identification
 - *Phase 2* will include technical assistance to work on elaboration of administrative bottlenecks, assessment of their impact on the corridors performance, and identification of remedial measures



Phase 1

Infrastructure

- Identify the causes for limitation of the transport along the axis on the side of infrastructure
- **2 categories of factors** will be taken into consideration during the analysis of data:
 - **Restricting factors**- main factors which directly affect the transport and the travel time, by creating infrastructure bottlenecks
 - **Additional factors**- factors which influence is more on the performance of the Network and could contribute to creation of bottlenecks



Phase 1

- Restricting and additional factors determined

- Questionnaires prepared

Restricting factors →
Additional factors →

Main source : SEETIS III
Alternative sources: if necessary

Attributes	Definition by SEETO	Submitted by RP <input type="checkbox"/> Yes <input type="checkbox"/> No If yes, which institution is collecting the given attribute?
Infrastructure		
Length[km]	Total Length of the section in km	Yes, Roads Authority
Category	1= motorways, 2=Rural road with separate directions (Roads outside the boundaries of a built-up area), 3=Rural two-lane road (Roads outside the boundaries of a built-up area), 4=urban roads (Road within the boundaries of a built-up area)	Yes, Roads Authority
Pavement	Asphalt	Yes, Roads Authority
Condition	1. Very Good, describes the road without problems and completely comply with Standards – mainly new constructions, [RI (0 - 1.24)] 2. Good, means that is a road without problems, [RI (1.24 - 2.84)] 3. Medium W/C, means that the road needs a New Wearing Course (NWC) [RI (2.84 - 5.09)], or Medium PRH, describes a road which needs Pavement Rehabilitation (PRH) [RI (2.84 - 5.09)], 4. Poor, means that the road needs a new Overlay and Wearing Course (OWC) [RI (5.09 - 8.94)] and 5. Very Poor, describes a road which needs a Completely New Pavement (CNP) [RI (8.94 - 11)]	Yes, Roads Authority
Nr of lanes	Number of lanes in both directions	Yes, Roads Authority
Total Capacity	Lane hour capacity for both direction – Use minimum in case of different capacities on different parts of the section	Yes, Roads Authority
Maximum Allowed Speed	Maximum Allowed Speed of the section Km/h	Yes, Roads Authority
Intelligent Transport System	Yes/No	N/A
Traffic		
AADT	Annual Average Daily Traffic	Yes, Roads Authority
Percentage of heavy good vehicles	%	Yes, Roads Authority
International traffic %	Percentage from total yearly traffic	



Phase 2

- Phase 2 will include:
 - Market access
 - focuses on the customer needs, and multimodal competitive analysis
 - Performance
 - elaborates the quality, competitiveness and consistency of services
 - Border crossing
 - elaboration of the legal, technical and organisational backgrounds for the time delays
- Conducting surveys/development of questionnaires targeting operators & logistic companies



Phase 2

EC Technical Assistance for:

- Reinforced implementation of the Railway reforms
 - Transport and border-crossing facilitation
- Flagship axes initiative**
- TA projects should deliver the results through 2014 and beginning of 2015.
 - These two tasks and the Regional Transport Study are main elements of Multimodal Flagship axes initiative
 - use of recommendations from IFC Trade Logistic Project/CEFTA, ACROSEE and possibility to use best practices from other similar initiatives



Technical output

- Final output of the project should give guidance how to cope with following topics:
 - what could be achieved at “zero cost”?
 - what could be achieved through a resource efficient programme of maintenance/upgrading/reconstruction?
 - what should ideally be achieved and at what costs to reach TEN-T standards?
 - what is needed to cut time travel from point A to point B by 10% (on road and rail), 25% on road and rail, 50% (on rail only)?



Strategic output

- The Axes will provide the basis for modal integration, interoperability and coordinated development and management of infrastructure
- Added value to the transport investments and political weight to the transport planning process
- Improved cooperation across borders
- Increased visibility of SEETO CN and its attractiveness for users
- Support possible inclusion of WB Corridor/Routes in the EU Corridor Initiatives
- Pave the ground for monitoring Corridor performance and possible Corridor management



Thank you for your attention !

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