

12th National Coordinators Meeting

Crown Plaza
Belgrade

Summary and Conclusions

Item 1: Overview of SEETO activities

- **Regional visits: Topics and participation**

In terms of the enhancing the visibility of SEETO in the SEE and the improvement of the data collection in the front of the participants was presented the main focus of this year Regional Visits.

In the presentation was highlighted the special focus on the:

- mutual exchange of the information in the on-going SEETO activities,
- planned Priority Projects as well as those with finance secured, ongoing and implemented status
- horizontal policy issues

Like previous years visits will be organized with the participants from different transport departments/sectors in the Ministries of Transport and EU delegations.

Expectations and goals of this year visits will be introduction of all participants in SEETO activities and expected results to be potentially applied in relevant Ministries and increased visibility of SEETO cooperation, to better establish the information sharing channels and improve the quality of the collection and dissemination of the data/information on the SEETO Comprehensive Network.

The participants were informed with the latest time schedule of the visits and are expected from SEETO to provide the drafted agenda.

Conclusion: *Regional Visits are seen with a high importance from the Regional Participants and in contrast with previous years, for a better efficiency from the participants was proposed that a separate meeting should be held with representatives of EU Delegation, while Ministries of Finance, National IPA Coordinators, and Custom departments should be invited to the main meeting.*

- **Strategic working program**

- Technical Assistance – Data collection mechanism

An overview of the main four tasks covered under the Technical Assistance was given to the participants following it with a detailed explanation about the future steps that are going to

be undertaken under the Task A, regarding the Data Collection Mechanism which is directly connected with the duties of the National Coordinators.

Result that SEETO wants to achieve when the task A will be finalized will be the prioritization of the data collected and additional data from other fields that are connected with transport development such as Economic/social data. Hence, SEETO will be able through the new analysis to produce slightly changes and predictions for the future developments in transport.

Conclusion: The Technical Assistance, Task A will revise and propose New Transport Analysis Mechanism including possible changes in the actual questionnaires used by SEETO and will provide a prioritization of the data that will be collected based on the analysis that will be undertaken.

- Technical Assistance – Flagship Initiative Corridor - Data

SEETO has started to work on the first phase of the Flagship Axes Initiative adopted in the 9th AMM meeting in Brussels. The main objectives of the initiative are 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.

The Flagship Initiative is covering four Pillars: Infrastructure, Market Access, Performance and Border Crossing. A detailed table with the parameters which take part in each of the pillars was provided in the presentation.

As a final output of the project is expected to find answer to the following questions like: "what could be achieved at "zero cost"? "or "through a resource efficient programme of maintenance/upgrading/reconstruction?". Findings on what costs are needed to achieve the TEN-T standards and the way how to cut travel times will be under the scope of the initiative as well.

Conclusion: *The main role of the National Coordinators in this process is to verify and double check the data which are going to be used for the selected Corridors/Routes in the selected modes of transport for this Initiative and, if necessary, to provide support and guidance to the TA consultants in field visits (by providing necessary contacts and facilitation of access to BCP and port area) and collection of the new data.*

- REBIS (update)

The role of the NC was and it is important in the data collected and the necessary confirmations that are needed for the REBIS modeling. The participants are notified for the start of the REBIS (update) and were made them known the main objectives.

Looking on the topics that the scope of study is covering:

1. Development of a transport demand model

2. Identification of the main corridors/routes on the SEETO Comprehensive Network
3. Analysis of the physical and non-physical barriers on the Network
4. Identification of potential efficiency enhancing investments and measures; and
5. Development of a priority action plan form physical and non-physical improvements

Easily can be said that the results will be affected on the data that are provided from participants. Hence, additional verifications are done from the NC for the specific data that are asked from the REBIS experts that are working on the development of the model.

Conclusions: 1) - Participants has given their input in the verification of the data submitted in SEETO for the 2012 year asked from REBIS Expert.

2) - Out coming results of the REBIS update study will bring, among other recommendations, some additional data to be collected like: AADT for lanes forward/backward, decreasing of the section length etc. which will be considered for the next year data collection process.

Item 2: Data collection process

This year data collection process will not have changes related to the year before in terms of the application and the questionnaires used but what it can be asked from the participants may be are additional data to complete some of the request of SEETO secretariat that can be used in the reports of this year.

New information questionnaires in terms of overall legislative compliance and regulatory framework monitoring should be developed. This is to be done in cooperation with EC (and with the existing TA), as they concern mostly the EU transport acquis, but they also might go beyond, to areas mentioned in the SEE2020 or EU White Paper on Transport. In any case, SEETO Secretariat cannot replace the existing assessment methods established by the EC and the Regional Participants (SAA Subcommittees, negotiations screening, High-level dialogues, EC Progress reports etc.), but this progress monitoring mechanism to be exercised by the SEETO can certainly contribute to it.

A detailed list of the data that cannot be collected from the participants was given in the presentation and specific questions on the issues that lead to the missing data were addressed.

The list of the data relates to the Capacity field in Road and Railway mode, maintenance cost in Road and Railway mode, Operating Speed and Capacity used in Railway, limited data in IWW, IWW Ports and Seaports.

Special attention was drawn in the data submissions to the NC as they are the one that confirm them as reliable and for more the SEETIS III lately is open for the Read Users, which are representative of the IFIs, EU delegations, DG- MOVE, DG Enlargement, WBIF etc.

The timetable for this year process has just one deadline, June 2014, which makes the timeline more impermeable for the NC job.

Conclusions: *NC and the Key Users should give more importance and attention to the data submitted in SEETO as now the Data Collection Process is in a higher level, that of data quality and reliability which is pointed as a crucial point from the SC members and IFIs.*

Item 3: Infrastructure Projects on SEETO Comprehensive Network

SEETO is trying to have an up to date database of all the projects on the Comprehensive Network and this is facilitated only from the moment that the system was upgraded to SEETIS III. Having said that, through the system is possible to carry several analyses that can help on making an overview of the past, current and future actions.

Anyhow, just the general information on the Priority Projects can be submitted in SEETIS III as per the evaluation process of the priorities and detailed data in infrastructure investments and their status (Finance secured, Ongoing and Implemented), SEETO is offering other questionnaires separately via email.

National Coordinators were informed for the new rating methodology that SEETO is undertaking and applying to the list of the Priority Projects submitted. Minimum requirements that a project can be classified are: a) to be located on the SEETO Comprehensive Network and b) to be a project for implementation

Item 4: Technical Assistance

Data Collection issues by each Regional Participant were part of the one-to-one discussions with the Team Leader of the team of the Technical Assistance, Mr. Jose Laffond. This approach was seen with a particular interest and was given additional input from the part of the NC for specific cases and obstacles on the overall data collection process.