

SEETO SOUTH-EAST EUROPE TRANSPORT OBSERVATORY

New questionnaires and enhanced analysis - transport policy-

SEETO key users meeting
16th September, 2014

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SEETO SOUTH-EAST EUROPE TRANSPORT OBSERVATORY

SEETO and Transport policy

- SEETO – enables general policy environment for integration to the common EU Transport Policy on regional level;
- strong added value to the development of the SEETO Comprehensive Network and the national transport planning process, but also integration processes in related fields (trade, competitiveness, environment, energy, research & development...)
- SEETO sustainability- serious commitment by the Regional Participants; EC places SEETO process in the core of the accession process for TEN-T and Transport Policy (*EC Progress Reports*)
- Integrated approach in economic development and growth of the SEE region and other macroeconomic regions (*SEE2020 Strategy, Danube Strategy, Adriatic-Ionian, Balkan-Mediterranean*)

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SEETO and Transport policy

- SEETO – according to the MoU, it is a comprehensive observatory: over viewing the infrastructure development and transport policy development along the SEETO CN
- SEETO Strategic Work Programme (2012-2014)- puts strong focus on transport system development
 - *Data Analysis*-currently harmonised data collection system-SEETIS III; upgrade needed in accordance to the new demands for analysis
 - *Railway Reform*-Screening the progress in railway reforms and reinforced implementation of Railway Addendum
 - *Transport/Border crossing facilitation* – common actions to be developed for enabling smooth transportation of goods (in cooperation with CEFTA/IFC Trade Logistic Project)
 - *Road safety auditing*-training programme to be developed and training for trainers to be carried out

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Transport and Infrastructure in the SEETO region

- Current state-of-the-art of the **physical infrastructure** in the region- identified as one of the significant bottlenecks to the seamless transport and free trade in many reports;
- the **administrative and BCP related barriers** stated as the major obstacle in others (e.g. "The EU and its neighbouring regions: A renewed approach to transport cooperation"- 40% of total transportation time on average is lost at the borders

➡ **the answer is- an integrated approach!**

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How do we address the transport policy issues (bottlenecks)?

- **Strategic planning and decisions:**
 - SEETO CN is included in the TEN-T (to create efficient and functional network which integrates the region in the global transport flows)
 - Regional Transport Study– priority investment action plan for removal of physical and non-physical barriers
 - **flagship" model** of cross-border policy cooperation-address bottlenecks that hamper the smooth traffic flows across specific trans-national transport axis
- **SWP 2015-2017**- Core and Project Tasks –continuity with previous programme and assistance
- **Multi-annual Development Plans**- platform for better prioritisation of projects and funds and streamlining transport reforms
- **Regional transport policy monitoring mechanism**
- **horizontal (soft) measures**- complement the national reforms to ensure high return of investments in transport infrastructure
- Active and coherent **financial coordination** - "window" to the IFI's, EC, and sector relevant stakeholders

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What should we facilitate?

- the process of alignment with the relevant EU acquis communautaire relating to: access to the transport market in different transport modes, transport and infrastructure safety as well as customs procedures
- harmonization of the information and data exchange systems
- giving priority to transport interconnection projects on the SEETO Comprehensive Network pipelines of projects that promote regional integration and better connections with the EU
- liberalization of transport services and additional permits allowing road market access (*Transport Community Treaty*) until full market integration
- alleviation of the transport-related costs of the trade& logistics: professional operators in the region which comply with the EU set of safety, security and environmental standards, including technical skills, accounting and financial standing, as well as the liberalisation of intra-regional transport/transit permits
- development of wide intelligent transport systems services

Regional Transport Study (REBIS update)

- **Financed and conducted under the World Bank (Western Balkans Investment Framework)**
- **Commenced - October 2013, expected finalization – end of 2014**
- **Objective:**
 - **Development of forecasting transport model and projections (including trade flows)**
 - **Identification of key transport corridors/routes/links**
 - **Priority Action Plan for investments in physical and non-physical measures for enhancing Network efficiency**

SEE2020 Strategy Dimension Transport

- **Coordinated under the umbrella of RCC**
- Key Strategy actions in the Transport sector**
 - **Develop and implement measures to improve the utilization rate of transport infrastructure on the SEETO Comprehensive Network by removing of physical and non-physical bottlenecks and border-crossing barriers**
 - **Ensuring harmonisation with the EU transport regulatory framework for creating common market conditions and safety standards in the region**
 - **Develop and introduce measures for reducing energy consumption and costs per unit of transport service.**
 - **Co-modal solutions: develop and implement measures to improving the ratio of railway and waterborne transport, fostering liberalisation of railway services and opening of the rail transport market to competition**
 - **Enhance aviation transport activities and air traffic cooperation in the region**
 - **Enhance the use of Intelligent Transport System in the transport sector**

SEE 2020 Scoreboard

SEE2020 policy grid

Multimodal Flagship Axes initiative

- **identification of physical and non-physical barriers for selected multimodal axes (Corridors/Routes):**
 - **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)
- **analysis and proposal of plausible remedial measures for reducing travel times and transport costs**
- **Increased attractiveness of axes**

Regional transport policy monitoring mechanism

- **Elements of the RTPMM:**
 - **Creation of matrix of pertinent principles and regulations of the EU Transport policy**
 - **Narrative reporting (filling the matrix)**
 - **Submission of strategies, legal acts and evidence based (track record)**
 - **Regional data base supported by software (SEETIS III update)**
 - **Advising on assistance & networking with regards to the identified gaps**
 - **Participation to different dialogues/platforms involving RPs, EU and other organisations for verifying the findings/reports**
 - **Putting the RTPMM at service for all assistance instruments and coordination mechanisms: SEETO Working Groups/workshops, WBIF, TAIEX, CEF, TAFs allocated for SEE2020&Danube Strategy....**

Regional transport policy monitoring mechanism

- **Need for streamlining the various reporting systems**
 - ❑ EC Annual Progress Reports
 - ❑ SEE 2020 Annual Reports
 - ❑ SEETO thematic reports* - (available on www.seetoint.org):
 - SEETO Regional field visits reports
 - Border Crossing Facilitation Report
 - SEE Rail Reform Progress Report on the basis of Railway addendum questionnaires
 - SEETO CN Investment Report
 - SEETO Road Safety Audit Report
 - Flagship Axes Action Plan
- To be managed by SEETO and used by RPs, EC, IFIs and institutional stakeholders upon request
 - ❑ SEETO National Coordinators and Key Users role shall drastically be reinforced
- **Policy questionnaires for every transport mode and cross-cutting issues incorporated into the updated SEETIS**
 - ❑ To be launched by SEETO in close cooperation with EC
 - ❑ To integrate the SEETO2020 indicators
 - ❑ To use the best practises from ITF

Railway sector policy questionnaire

The screenshot shows a Microsoft Word document with the following content:

Annex Table for the Implementation of 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

Regional framework: Core Regional Transport Network for a South East European Railway Transport Area
 Country: Bulgaria
 Contact person: Vasilena Zheleva, Head of Railway Department
 E-mail: VZheleva@seetoint.org
 Date: 12.02.2020

Progress in the implementation of the Addendum measured according to the following six steps (if applicable):

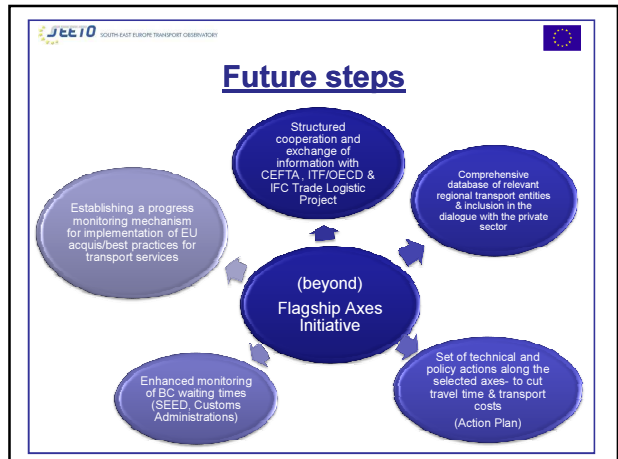
- 1) Member State national legislation
- 2) Institutional and organisational arrangements established
- 3) Budgetary arrangements established
- 4) Staff - training and competence
- 5) Operational decisions issued/Published Measures in operation

Note: Describe the manner that each field (e.g. financing body, management independence of RTO etc.) is described according to the administrative data.

| Measures | Measures in progress | Progress in the implementation of the Addendum measures according to the six steps |
|-------------------|----------------------|---|
| 1. Licensing body | Yes | Primary law adopted, amended and in effect. Law on railway system published in the Official Gazette No. 46/10.01.2010, 2010 and 2013. According to the law the Licensing body in the Agency for regulation of the railway sector (Agency law published and for the example of access for public railway transport for the rail and bus/motor for management of the railway infrastructure. The funds for the LR are provided from annual fee for the regulation of railway transport services paid for the use of the railway infrastructure and other assets. The base for calculating the annual fee is 1.2% of the revenue which is realized of the track access charge for using the railway infrastructure, and the minimum package charged by RTO for rail and access to service facilities as well. |

Regional transport policy monitoring mechanism

- **Advantages of a unified policy monitoring mechanism**
 - ❑ Regional coherence (harmonising & synchronising the transport policy actions on regional level)
 - ❑ Common ground for better quality assessment of the institutional and regulatory framework
 - ❑ Integrating the different reporting systems-clear visibility (*SEETIS III update*)
 - ❑ Identifying and instigating further actions for compliance with the EU Transport policy
 - ❑ Generate potential synergies (among RPs, and between different sectors/areas of intervention)
 - ❑ Give right signal to international community & investors
 - ❑ (Basis for implementation of the Transport Community Treaty)



Thank you for your attention !

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