

SEETO SOUTH-EAST EUROPE TRANSPORT OBSERVATORY

**Flagship axes initiative**

2<sup>nd</sup> Flagship axes workshop  
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**Content**

- Objective
- Pillars
- Phasing
- Outputs

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**TEN –T Core Network Corridors**

Western Balkan

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**Objective**

- *The main objective is cutting the **travel time** and **logistics 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 8<sup>th</sup> AMM 2012 in Zagreb, elaborated during 2013 and adopted by SC, to be endorsed by 9<sup>th</sup> AMM 2013 in Brussels

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**Flagship axes**

- On the basis of the principles adopted on the 38<sup>th</sup> 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 Dures, 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)

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**Flagship axes**

Legend

- Corridor Vc
- Corridor VIII
- Corridor X
- Route 4
- Route 7
- Danube

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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 data exchange
		Security	Border facilities
		Terminal processing time	

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- ## Phasing
- Phase 1:
    - Infrastructure
      - Identify the causes for limitation of the transport along the axis on the side of infrastructure
  - Phase 2:
    - 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

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- ## Phase 2
- EC Technical Assistance for:
- Reinforced implementation of the Railway reforms → **Flagship axes initiative**
  - 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

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- ## 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)?

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

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## Thank you for your attention !

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