

Support to the implementation of the Strategic Work Programme of the South East Europe Transport Observatory (SEETO)
(EuropeAid/127054/C/SER/MULTI) Lot 2

PRESENTATION OF THE DRAFT ACTION PLAN RELATED TO RAILWAYS

**RWWG SEETO,
7 May 2015, Podgorica**

prepared by

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TA: Atkins, Typsa, egisbceom, GOPA, COWI

Expected results of the project

- ▶ **Determination of non-physical and physical barriers which affect the continuity of transport flows in SEETO Flagship Corridors.**
- ▶ **Detailed action plan for horizontal actions in the region and for flagship corridors.**

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Status of Border Crossing Agreements

- ▶ Rail border crossing operations have not been improved since 2008 when the same expert TEAM had already visited the border crossing points (BCPs), proposed a model Border Crossing Agreement (BCA) which is, even today, five years later, in full conformity with the EU legislation 2012/34/EU.

TA: Atkins, Typsa, egisbceom, GOPA, COWI

Status of Border Crossing Agreements

- ▶ Some SEETO participants have signed border agreements using the SEETO model BCA
- ▶ The practical implementation in the rail sector does not seem to have been successful
- ▶ The transposition has not taken place or simply does not function

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Rail freight performance

- ▶ International freight rail performance has significantly diminished since 2009, in some cases, up to 70% in freight according to persons interviewed at the rail BCP
- ▶ while border authorities at the road BCPs showed that international road transport has increased, sometimes, doubled and trebled.

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Number of trains per BCPs 2009/2014

	CRO/SRB	SRB/MKD	MKD/CRO	HU/SE	SRB/BG	SRB/MNE	CRO/BH (Samac)	CRO/BH (Ploce)	MKD/KOS
Number of trains/day (in 24h) in 2014 (source: Missions Report)	14	6	6	6	8	6	4	6	4
Number of trains/day (in 24h) in 2009 (source: TA SEETO 2008-2009)	24-32	10-15	20	29	15	8	14	10-15	6

The number of trains as counted on the BH side. "Bosnian" trains can operate with a maximum of 1050 gross tonnes while "Croatian" train can operate more than 2000 gross-tonnes. In other words, "Croatian" trains are split up at the border. In "Croatian" terms, there are 2-3 trains per day.

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Rail services

- ▶ International passenger trains have become almost non-existent with the odd passenger train, offering old, dirty or neglected rail cars, transporting the rail-fanatic tourists and some local people that are too young, too poor or too old to drive their own car or take the bus.

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Rail services

- ▶ Interesting is that fewer trains have not led to shorter dispatching times at the borders, since the rules and regulations have not changed.
- ▶ According to the “technologia” of the “oulden” times, normal freight dispatching lasts between 90 and 180 minutes but in reality it can take longer

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Rail services

- ▶ The “IT revolution” with electronic interchange of data among railways and with the customs has not yet reached the railways in the Balkans.
- ▶ Manual handling with low capacity photo-copying machines and outdated computer hardware in the railway stations does not speed up the process.
- ▶ This is even sadder since their colleagues from the customs and border police are fully equipped with modern IT.

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Road border crossings

- ▶ Road border crossing showed significant increases in lorry and bus movements, not to mention the use of individual cars leading to bottlenecks although the dispatching time has decreased to 5 – 20 minutes per lorry or individual cars in normal times.
- ▶ The traffic volume is constantly growing and the number of border lanes is not sufficient thus leading to long waiting times in non-existing parking lots, i.e. emergency lanes or simply on the road blocking the remaining mostly individual traffic.

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Road border crossings

- ▶ This situation leads to hygienic and other sanitary problems.
- ▶ For busses, it takes longer since border police does not yet uses portable electronic data transmission to check passengers in the bus.

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An important result of the field missions

- ▶ **Rail BCPs do not need any investment in rail infrastructure.** Enough rail infrastructure exists.
- ▶ Rail BCPs need **a better infrastructure for the electronic transmission of data alongside the corridors among the railways** (Infrastructure managers, railway undertakings, transport operators/freight forwarders)

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An important result of the field missions

- › EC/SEETO decision-makers need support to eliminate the NON-PHYSICAL BARRIERS that are the real causes of delays.
- › **Their removal does not require high amounts of investment.**
- › In most cases, the removal needs the implementation of the laws already in force!
- › The mental barrier of state-owned monopolistic enterprises expresses itself in the inherent lack of confidence in the other mostly state-owned railway company across the border, a feature well-known inside the EU state-owned railways too.

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Action Plan (structure)

- › **Activities: What to do?** (measures to be undertaken)?
- › **Actors: Who does it? Who does it with whom?**
- › **Timeline: Until when ?**
- › **Cost: Cost estimates** for the actions if available
- › **Justification: What is the best practice/** are the benchmarks (examples from the region or from the European Union)?
- › **Expected results: What are the expected results** (what will the benefits be to improve the international transport in the region)?

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Overview of the proposed actions

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HORIZONTAL ACTIONS (1)

- › Action No. 1 **Establish the Transport Facilitation Working Group (TF WG)**
- › Action No. 2 **Establish corridor management on selected flagship corridor that have a Sub-group on a pilot basis by using the model of the corridor management for the European Corridor**
- › Action No. 3 **Introduce Rail Market opening for the SEETO region**

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HORIZONTAL ACTIONS (2)

- › Action No. 4 **Ensure that the electronic transmission system of the road sector (e.g. SEED or NCTS) or rail-specific systems (e.g. RAILDATA, RNE systems, etc.) shall be applied to the railway sector**
- › Action No. 5 **Establish joint road border crossings with the principle of one stopping based on Sukobin-Murican BCP**

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Best practice: Joint road BCP Sukobin-Murican



Single window for border police and customs

HORIZONTAL ACTIONS (3)

- ▶ Action No. 6 **Harmonise the axle load taxes between the SEETO participants and the EU member states**
- ▶ Action No. 7 **Study the possibility of division of labour between geographically close road BCPs in order to reduce queuing and procedure times at the borders**
- ▶ Action No. 8 **Adopt the Regulation 913/2010/EU requests Member States to establish international market-oriented Rail Freight Corridors (RFCs)**

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HORIZONTAL ACTIONS (4)

- ▶ Action No. 9 **Prepare the application and become a member of RNE and join RNE international Working Groups**
- ▶ Action No. 10 **Enhance rail operations in the entire port operations of the ports on SEETO Flagship Corridors Bar, Durres and Ploce by improving the railway infrastructure, the efficiency of rail operations and the logistics between maritime and rail transport**
- ▶ Action No. 11 **Actively involve the ports (authorities and operators) of the SEETO Flagship Corridors in the promotion and management of the respective flagship corridors where they are located**

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Corridor X (1)

- ▶ Action No. 12 **Conclude negotiations on all rail BCAs between Hungary and Serbia based on the models for the border crossing agreements**
- ▶ Action No. 13 **Conclude negotiations between Croatia and Serbia based on the model for the rail BCAs**
- ▶ Action No. 14 **Find a solution to render possible the signature of the border crossing agreement between the former Yugoslav Republic of Macedonia and Greece according to the model agreement of SEETO**

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Corridor X (2)

- ▶ Action No. 15 **Initiate activities with the support of the European Commission and SEETO to open up technical discussions on the various border crossing agreements according to the SEETO model for the new border crossing point (BCP) between Bitola and Florina.**

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Planned rail BCP Kremenica-Florina



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Corridor X (3)

- ▶ Action No. 16 **Initiate meetings with the competent EC DG Customs to discuss the possibilities of simplifying the transit procedures for goods to and from EU member states to and from Greece, based on model agreements Switzerland/EU, Norway/Sweden or EU/Russia for the corridor Königsberg (Kaliningrad) – Lithuania**
- ▶ Action No. 17 **Install a fully functional border police office at the Greek border station (BCP – Corridor X) to shorten delays for international passenger trains**

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Abandoned office of Border police office at rail BCP Idomeni



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Corridor X (4)

- ▶ Action No. 18 **Support the competent Ministries in Serbia and the former Yugoslav Republic of Macedonia to implement the border crossing agreement**
- ▶ Action No. 19 **Adapt the BCA between Bulgaria and Serbia to the EU legislation, use as model the BCA Rouse (already notified by EC) or the SEETO model**
- ▶ Action No. 20 **Build new parking space for lorries on E 70 motorways that enter into Croatia to avoid blocking the motorway by waiting lorries**

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Corridor X (5)

- ▶ Action No. 21 **Establish joint border control, customs and border police on the motorway E-70 of Serbian border point Batrovci and the Croatian border point Bajakovo for border police and customs**
- ▶ Action No. 22 **Find solution to render possible the signature of the border crossing agreement between The former Yugoslav Republic of Macedonia and Greece according to the model agreement of SEETO**
- ▶ Action No. 23 **Initiate research on the present legal status of the terminal in Serbia at the Serbia-former Yugoslav Republic of Macedonia border in order to find out why the terminal has not been used for its original purpose**

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Corridor Vc

- ▶ Action No. 24 **Conclude negotiations between Bosnia and Herzegovina and Croatia for all BCA, based on the SEETO model for the BCA**
- ▶ Action No. 25 **Find out the legal, operational and technical demands of the market participants that shall act on the Corridor Vc to ensure an increasing competitiveness and attractiveness of Corridor Vc to and from the port of Ploce**

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CORRIDOR VIII + Route 7 (1)

- ▶ Action No. 26 **Find out the legal, operational and technical demands of the market participants that shall act on the Corridor VIII to ensure an increasing competitiveness and attractiveness of Corridor VIII to and from the port of Durres**
- ▶ Action No. 27 **Study the possibility/feasibility of reopening respectively rehabilitating the railway line between Pristina and Nis and build a new joint railway border crossing point station at Merdare/Podujevo**

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CORRIDOR VIII + Route 7 (2)

- ▶ Action No. 28 **Provide one parking lane on each side of joint crossing point Merdare in order to avoid the occupation of the normal road by waiting lorries and busses and to increase the safety**
- ▶ Action No. 29 **Build new parking space for lorries to avoid blocking the motorway by waiting lorries at the BCP Albania- Kosovo***

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Route 4 (1)

- ▶ Action No. 30 **Improve competitiveness and attractiveness of the flagship Corridor Bar – Belgrade and Eastern Europe by improving the communication among the border authorities/railways by means of electronic transmission**
- ▶ Action No. 31 **SEETO initiates the respective steps with both Montenegro and Serbia border police and customs authorities to render possible the installation of the respective office space at the rail border stations in order to enable joint controls on moving trains between the two countries**

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Route 4 (2)

- ▶ Action No. 32 **Adapt the existing rail BCA between Serbia and Montenegro based on the model for the border crossing agreement**
- ▶ Action No. 33 **Provide joint border infrastructure (single window) installations at the road border control on Route 4 between Serbia and Montenegro**
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Thank you for your attention!

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