
SEETO Working Group on Transport Facilitation (TFWG) 2nd meeting

**16 March 2016
Brussels**

Draft Conclusions

- The TFWG took note of the progress made in the implementation of the soft measures presented within the SEETO Interim Progress report on the soft measures management plan, and especially on their own and on SEETO's role in the monitoring mechanism
- The TFWG members are made fully aware of the shortcomings and bottlenecks in the process, particularly regarding the coordination within the national administrations and between the respective authorities of neighbouring countries. The national authorities are committed to appoint one contact person (one communication channel) by country and the contact details to be provided to SEETO.
- National authorities are urged to take all necessary steps to meet the agreed deadlines by the Paris Summit and to reach the objectives set by the specific actions and sub-actions. The monitoring exercise continues beyond Paris summit for new sub-actions which aim to fulfil the 2020 objectives
- It is well understood that even though the final aim is to accomplish all measures, the dynamics of the process is equally important, too; hence, the countries which performed better along the process and reached higher in achieving the various elements of the measures, are going to be accordingly considered by the EC for the future financing, based on these individual merits.
- It is recognized that only timely, concise and relevant information provided by the national authorities to SEETO can be properly assessed.
- The next version of the progress report including all new information on the progress will be prepared and circulated before the next TFWG meeting in June 2016.
- The implementation of soft measures is a pre-condition (but not the only condition) for EC co-financing infrastructure investments under the Connectivity agenda

Road safety inspections- to adopt the RSI Guidelines in the national legislations in line with the SEETO RSI guidelines (cross-checking how far the transposition is done). Trainings for RS inspectors should be provided once the guidelines are adopted.

Rail market opening and Rail Freight corridors

National administrations should finalize their reports on these two measures and SEETO together with DG MOVE shall include the most important and relevant achievements in the bullet points of the Report

ITS and maintenance

To prepare/revise national strategies and legislation to include the elements of ITS per modes; deployment should be done, where needed, in the coming years, and the measure implemented by 2020.

Maintenance- to have the overview of the current status of road and rail maintenance in terms of legal framework and budget allocations, as a basis for the CONNECTA assistance

National measures

The signing of respective protocols between Serbia and the former Yugoslav Republic of Macedonia to be completed by end of April 2016.

BiH to start immediately with coordination on national level for BCP agreement which will be applied in the first place on the Svilaj and Capljina border crossings and in the same time to liaise with Croatian counterparts. In case it is needed, to involve the EC in order to speed up the process

Negotiations between Montenegro and Albania on the BCP protocols to start within March 2016 and all the protocols to be signed within June 2016. To use the former Yugoslav Republic of Macedonia-Serbia template on Rail BCP, to be sent to the SEETO Secretariat who will forward it to Albania.

Kosovo* to start working on the preparation of the necessary elements and instruments for the IBM functioning. Serbia will support the implementation of the IBM on Merdare.

¹ This designation is without prejudice to positions on status, and is in line with UNSCR 1244 and the ICJ Opinion on the Kosovo declaration of independence.