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## Soft Measures monitoring Progress Report (September 2015 - June 2016)

### Common problems – Shared solutions



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## 1. Introduction

Addressing the non-physical barriers is critical for enhancing connectivity in Southeast Europe and for better integrating SEETO Regional Participants into the EU. In addition to requiring significantly lower financial resources to alleviate, the economic returns to removing non-physical obstacles are relatively high. Moreover, the economic development benefits expected from investment in costly transport infrastructure will not be fully realized if non-physical barriers and regulatory and procedural constraints at the borders and along the corridors are not removed.

Therefore, at the Western Balkan 6 summit in August 2015 in Vienna, the countries in the region have committed to implement several policy measures until 2020, and consequently they agreed on ***soft measures management plan*** prepared by SEETO, with sub-actions to be realised by 2016, expected results and milestones.

Ever since the adoption of the Plan, SEETO Secretariat carried out a continuous monitoring over its implementation, which included close and intensive liaising with various national authorities, EC and international stakeholders, questionnaires design and collection of information, guiding the national administrations on the tasks to be performed, providing written elaborations, interpretations and clarifications, assuring smooth communication and periodic reporting and alerting to the EC, etc.

In this role, SEETO brought a closer coordination between all mentioned stakeholders through the establishment of the *Transport Facilitation Working Group* (TFWG) which had met twice in the reporting period with support of TAIEX and had managed to enable a dialogue among the countries in the region and between them and EC, as well as with some key international players on policy reform issues. Nevertheless, the role of the TFWG should be even strengthened as the Group should act as a real platform for sustainable dialogue between the administrations and the private sector in improving transport efficiency and services along the extended TEN-T network for the Western Balkans.

On top of that, SEETO Secretariat carried out 6 *regional visits* in each capital in the region, meeting directly the persons involved in the process of soft measures implementation and coordination, which proved to be successful in further understanding of the remaining tasks to be completed by them.

The purpose of this report is to present the progress of the soft measure management plan, as well as the dynamic of that process (activities which were concluded or are on-going) and accordingly to provide objective view on the current situation but also on the future steps beyond WB 6 Summit in France.

The Report is prepared based on the agreed approach and common criteria that SEETO Secretariat used for tracking, assessing and scoring the, i.e in accordance to the SEETO Soft Measures Monitoring mechanism endorsed by the Steering Committee and European Commission. This is an overall Report that provides an overview of the progress from the beginning of the monitoring exercise upon the Vienna summit in 2015 until beginning of June 2016.

It will serve as a basis for European Commission co-financing decision on the infrastructure investments under the Western Balkans 6 process. More specifically, the EC will give higher priority for co-financing of the infrastructure projects to those Regional Participants which have progressed the most in implementation of the soft measures.

## 2. Progress Report

### 2.1 Soft measures management plan

The soft measures are divided into two types of measures:

- **regional measures-** measures with regional importance which implementation affects the region as a whole and can bring higher results if conducted and guided with common efforts and using SEETO as a regional platform. The results of the regional measures can be easily shared between regional participants as best practices
- **national measures-** measures with a predominantly national/bilateral component, whose implementation would remove certain non physical bottleneck and facilitate transport and trade flows. They should be enforced by the national authorities and/or in cooperation with the authorities of the neighbouring countries (*National/Bilateral actions*), but still with an important impact on the entire Core Network, given the corridor-based approach.

There are six regional and four national measures.

#### **Regional**

- Rail market opening on the pilot basis on the Orient/East Med Corridor
- Definition of a framework for implementation of EU Freight Corridors, extended to the Western Balkans
- Adoption of Road Safety Inspection (RSI) guidelines and curriculum and delivering of trainings
- Development and implementation of SEED+ to support the CEFTA Framework Agreement on exchange of data and simplification of inspections
- Definition of strategic framework for implementation of ITS on the Core Network
- Adoption of Maintenance plan for 2016-2020 for the entire Core Network

#### **National**

- Implementation of the rail border crossing agreement between Serbia and the former Yugoslav Republic of Macedonia
- Conclusion of negotiations between Bosnia and Herzegovina and Croatia for rail border-crossing points on Corridor Vc (BCPs)

- Implementation of the rail border crossing agreement between Montenegro and Albania as a part of Adriatic – Ionian Initiative project
- Implementation of IBM at Common Crossing Points (CCPs) between Serbia and Kosovo\*<sup>1</sup>
  - Provide one parking lane on each side of the Common Crossing Point of Merdare/Merdarë

## 2.2 Progress made by measures

There is generally a steady pace of implementation of the transport soft measures, however progress varies from measure to measure and from each Regional Participant. It has to be noted that the scope and aim of the measures is different, too; the level of devising the measures to various sub-actions is also quite different, and consequently the weight of each measure is different. In spite of that, a single unified monitoring system has been applied for assessing all measures. For more reference, check the section *2.3.1 Monitoring mechanism and Weighting of Criteria for Evaluation* from the document SEETO Soft measures monitoring mechanism.

It should be noted that no single measure has remained non tackled, which means that at least some activities can be tracked and reported for all of them. However, in many cases due to the rigid timeline (until Paris summit and not until end of 2016) and *due to circumstances to which the countries could not affect by any means, many sub-actions are accredited non-applicability and are not considered within the final percentage of the measure*. That said, the final scores for those measures should be carefully perceived, as it might be misleading when having in perspective the overall objective of the measure.

### • **Rail market opening on the pilot basis on the Orient/East Med Corridor**

It is one of the most complex policy reforms in the transport sector for which the Western Balkans countries' efforts started way before the WB 6 process. In fact, it is one of the regular sectoral priorities within SEETO and a commitment taken by the Regional Participants for creating a regional rail market since the signing of the Railway Addendum to the SEETO MoU in 2008.

Consequently, it is one of the most difficult measures to achieve, encompassing currently 6 sub-actions. Despite the fact that good dynamics can be tracked in the reporting period, the region as a whole is not sufficiently ready to open the rail market, with the exception of Serbia where there is tangible likelihood of a new private entrant to the market, Montenegro where the legal and institutional preconditions are in place and Kosovo where the new entrant is in the process of receiving the Safety Certificate. In its entirety (100%), this measure is not achieved by any of the Regional Participants.

Pending issues: Further efforts are requested by all the regional participants for the preparation of all the legal framework and its implementation.

Further recommendations: The measure should be extended to Albania and Bosnia and Herzegovina, in order to create equal footing to all six Western Balkans partners and

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<sup>1</sup> 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.

necessary conditions for a market opening on a regional level, as well as for improving the attractiveness and competitiveness on the Mediterranean corridor, too. The measure also needs to be devised to make distinction of the situations where there is and where there isn't a potentially interested new entrant and perhaps to accommodate some rail safety aspects, too.

- **Definition of a framework for implementation of EU Freight Corridors, extended to the Western Balkans**

After the initial various interpretation of this soft measure which delayed the implementation of the sub-actions, it can be confirmed that the understanding on which steps should be undertaken by the countries is now at much higher level. Even though initial consultations are ongoing or carried out on national level, still the countries are lagging behind in fulfilling the regional consultations and in adhering to a joint letter of intent for a Rail Freight Corridor, with exception of Serbia which concluded these tasks.

Pending issues: The Regional Participants are not sufficiently engaged in the implementation of the measure, but are made sufficiently aware of what exactly is expected from their authorities. It is further expected they express clearly their willingness rather than to stay passive.

Further recommendations: It is also recommendable that EC and SEETO facilitate the communication with the Member States, as they should finally accept the participation of the Western Balkans partners

- **Adoption of Road Safety Inspection (RSI) guidelines and curriculum and delivering of trainings**

Based on the inputs from the SEETO Working Group on Road Safety and the SEETO-World Bank collection of information, a joint assessment of the current legislation and practises is performed. This completes the background sub-action as a road map for carrying out the trainings and adoption of the RSI in the national legislation. Pending issues: Without performance of the trainings for RSI and without having adopted compulsory RSI guidelines in the legislative systems of the Regional Participants, this measure could not be completed. Further technical assistance is needed.

Further recommendations: The sub-actions should be revised to reflect the main goal-adoption of the RSI in the legislation, but also to endorse the actions developed jointly by SEETO and World Bank that are aiming towards the 2020 target- reduction of fatalities by 20%.

- **Development and implementation of SEED+ to support the CEFTA Framework Agreement on exchange of data and simplification of inspections**

The region has made a sufficient progress in implementing this measure. Through the CEFTA structures, the Framework Agreement has been nearly negotiated and the official declaration of the successful conclusion of the negotiations is aimed to be made during the meetings of CEFTA Structures scheduled for June 23, 2016.

- **Definition of strategic framework for implementation of ITS on the Core Network**

The region is in preparatory stage for putting a strategic framework for implementation of ITS on the Core Network. SEETO and the World Bank assisted the countries in identifying the underlying issues in the field and prepared a comprehensive report with recommendations for policy setting and further deployment. Due to circumstances to which the countries could not affect by any means, many sub-actions are accredited non-applicability and are not considered within the final percentage of this measure. That said, the final scores for this measure should be carefully perceived, as it might be misleading when having in perspective the overall objective of the measure.

Pending issues: Further Technical Assistance is needed.

Further recommendations: The sub-actions of the measure should be revised according to the ITS Report findings and recommendations.

- **Adoption of Maintenance plan for 2016-2020 for the entire Core Network**

The region is in first stage for the preparation of the Maintenance plan for 2016-2020 for the entire Core Network. SEETO Secretariat and the World Bank assisted the countries in identifying the underlying issues in the field and prepared a report with recommendations for legal & institutional changes and introduction of best asset management and maintenance practices. Due to circumstances to which the countries could not affect by any means, many sub-actions are accredited non-applicability and are not considered within the final percentage of this measure. That said, the final scores for this measure should be carefully perceived, as it might be misleading when having in perspective the overall objective of the measure.

Pending issues: Further Technical Assistance is needed to complete the measure.

Further recommendations: The sub-actions of the measure should be revised according to the Maintenance Report findings and recommendations.

- **Implementation of the rail border crossing agreement between Serbia and the former Yugoslav Republic of Macedonia**

The measure has advanced since the Vienna Summit, as all Protocols have been negotiated between the two countries. However, they are still not signed. In addition, the preparation of technical documentation for the joint border station is ongoing, but further efforts are needed by all parties, including the WBIF consultants in order to meet the deadlines.

- **Conclusion of negotiations between Bosnia and Herzegovina and Croatia for rail border-crossing points on Corridor Vc (BCPs)**

The measure is not sufficiently advanced. Following the establishment of a Working Group in Bosnia and Herzegovina, a bilateral agreement has been drafted, which has been pending an official procedure. Further efforts are needed to finalize the Agreement and conclude negotiations with Croatia.

- **Implementation of the rail border crossing agreement between Montenegro and Albania as part of Adriatic-Ionian Initiative project**

The measure has advanced since the Vienna Summit, as Custom and Phyto-sanitary and Veterinary agreements and Rail Authorities agreements have been negotiated while the Border Police is expected to be finalised within mid-June 2016. Both countries expressed their commitment to sign the 4 protocols before Paris Summit.

- **Implementation of IBM at Common Crossing Points (CCPs) between Serbia and Kosovo\*<sup>2</sup>**
  - **Provide one parking lane on each side of the Common Crossing Point of Merdare/Merdarë**

The measure is not sufficiently advanced. Even though Kosovo has approved all necessary decisions on expropriation issue and submitted to the Implementing Agency (UNOPS), the detailed design has not been completed in the reporting period, thus construction of the parking lane has not started.

Further recommendations: The measure currently deals with the parking lane at CCP Merdare only, whereas the IBM has not been monitored. The revised soft measures management plan should address this gap.

## 2.3 Progress made by the Regional Participants

### Albania

Albania have made some progress in the implementation of soft measure and the following can be highlighted

- Consultation on the national level, between the IM and MoT on the willingness for inclusion in EU Rai Freight Corridor have been completed and incorporated within the new Transport Strategy to be approved by July 2016;
- Guidelines for RSI have been adopted through government procedure since 2012 but lacking implementation;
- Cooperation with the SEETO Secretariat in preparation of the overview report on Road/Rail Maintenance and ITS Deployment;
- Within the framework of border crossing agreements with Montenegro, three protocols have been finalised.

Overall, further efforts towards full implementation of soft measures are needed and the following can be highlighted:

- Albania should finalize National transport strategy by July 2016;
- All Border Crossing Protocols (BCP) with the Montenegro should be signed within June 2016
- The new Railway Code should be approved.

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<sup>2</sup> 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.

## Bosnia and Herzegovina

Bosnia and Herzegovina have made little progress in the implementation of soft measure and the following can be highlighted

- Consultation on the national level, between the IM and MoT on the willingness for inclusion in EU Rai Freight Corridor have been completed and is stated its readiness to be engaged in the rail freight corridors;
- Cooperation with the SEETO Secretariat in preparation of the overview report on the adoption of RSI Guidelines, Road/Rail Maintenance and ITS Deployment;

Overall, further efforts towards full implementation of soft measures are needed and the following can be highlighted:

- Bosnia and Herzegovina should finalise the National Transport Strategy and include in the Strategy the elements of ITS per modes and application of affective maintenance system;
- Bosnia and Herzegovina should redouble the efforts and contacts with Croatian counterparts to conclude the negotiations between Bosnia and Herzegovina and Croatia for all border crossing points. The European Commission assistance might be needed to organise a joint meeting of BiH, Croatia, and the European Commission.

## Kosovo

Kosovo has made some progress in the implementation of the soft measures and the following can be highlighted:

- A new railway entrant in Kosovo is in the process of receiving the Safety Certificate, after which the market opening will be fully effective.
- Network Statement has been published.
- Cooperation with the SEETO Secretariat in preparation of the overview report on the adoption of RSI Guidelines, Road/Rail Maintenance and ITS Deployment
- Kosovo has approved all necessary documents on expropriation of land and environmental issues and submitted to the Implementing Agency (UNOPS).

Overall, further efforts towards full implementation of soft measures are needed and the following can be highlighted:

- Further efforts are needed in the mutual recognition of train driver licences, consultation platforms and in implementing technical and safety rules

- Design phase of the parking lot for the CPC Merdare is to be completed by the beginning of July 2016 by UNOPS (implementing partner of EC). Expected commencement of the works in Merdare CCP is by September 2016, with the implementation period of 18 months.

#### former Yugoslav Republic of Macedonia

The former Yugoslav Republic of Macedonia has made some progress in the implementation of the soft measures and the following can be highlighted:

- Regular consultation platforms between Infrastructure Managers and forwarders and shippers is established.
- Cooperation with the SEETO Secretariat in preparation of the overview report on the adoption of RSI Guidelines, Road/Rail Maintenance and ITS Deployment
- Corresponding protocols on the relevant rail BCA agreement have been drafted and negotiated between Macedonian and Serbian authorities.

Overall, further efforts towards full implementation of soft measures are needed and the following can be highlighted:

- The national legislation does not allow for an effective opening of the market to domestic carriers.
- The signature of the Protocols for the rail BC Agreement with Serbia is pending.
- The ongoing TA for preparation of the design documentation for the border crossing building in the joint station Tabanovce is still pending to be finalised by the IPF 4 Consultants. This TA were secured through grant funds (€ 0.2mill) allocated by WBIF.

#### Montenegro

Montenegro have made some progress in the implementation of soft measure and the following can be highlighted

- There has been a steady progress in liberalization of the railway sector in Montenegro. Rail market has been opened since 2014 and capacity allocation process has been implemented.
- Consultation on the national level, between the IM and MoT on the willingness for inclusion in EU Rai Freight Corridor have been completed and have started consultation with Serbia;
- Cooperation with the SEETO Secretariat in preparation of the overview report on the adoption of RSI Guidelines, Road/Rail Maintenance and ITS Deployment;
- Within the framework of border crossing agreements with Montenegro, three protocols have been finalised.

Overall, further efforts towards full implementation of soft measures are needed, and the following can be highlighted:

- All Border Crossing Protocols (BCP) with the Montenegro should be signed within June 2016
- Network statement for the port of Bar needs to be prepared

## Serbia

Serbia has made good progress in implementation of the soft measures and the following can be highlighted:

- Rail market has been opened for domestic transport and a contract has been signed with a private operator which is a great achievement.
- Serbia has completed the national and regional consultations for Rail Freight Corridor platform and a joint letter for establishment of the Alpine Western Balkans Rail Freight Corridors has been sent to the EC; reply is pending
- Cooperation with the SEETO Secretariat in preparation of the overview report on the adoption of RSI Guidelines, Road/Rail Maintenance and ITS Deployment
- Corresponding protocols on the relevant rail BCA agreement have been drafted and negotiated between Macedonian and Serbian authorities.

Overall, further efforts towards full implementation of soft measures are needed, and the following can be highlighted:

- Further efforts are needed for the mutual recognition of train driver licences and establishing consultation platforms
- The signature of the Protocols for the rail BC Agreement with former Yugoslav Republic of Macedonia is pending.

## 2.4 Concluding remarks and observations

1. SEETO as a regional transport organisation remains the body in charge for monitoring the implementation of the soft measures endorsed by the WB 6 and continues to prepare subsequent progress reports
2. It is an opinion of the SEETO Secretariat based on the experience with the monitoring exercise that the soft measures management plan should be revised in some of its sub-actions to better address the ways to achieve the final objective of the measures, as well as to identify some actions for 2017 which will better reflect the 2020 goals based on how they have evolved thus far.

3. The role of the TFWG in coordination of the activities for the soft measures implementation, but also as a platform for sustainable dialogue between the administrations and the private sector in improving transport efficiency and services along the extended TEN-T network for the Western Balkans, should be strengthened and finances should be secured for its functioning.

#### Monitoring mechanism for the implementation of the soft measures by sub-actions

Monitoring mechanism enables qualitative assessments of soft measures implementation. The monitoring mechanism has been applied to sub-actions of the proposed soft measures management plan, where each sub-action has been given grades according to the adopted SEETO methodology. Based on the grades for each sub-action, progress in the implementation of one regional/national measure has been assessed. Percentage of implementation of one measure has been calculated based on the scores for each sub-action.

In order to simplify the evaluation process, within the SEETO methodology it was accepted to use only four basic progress indicators:

1. no progress in implementation of the measure (0),
2. progress on track (1),
3. significant progress (2),
4. measure accomplished (3);

Taking into consideration that soft measures need to be implemented either by 2020 (Medium-term Regional actions-2020 goals) or in 2016 (Short-term Regional Actions-2016 goals) and due to the fact that implementation of certain sub-actions follow sequential steps, some scores for the regional measures do not entirely reflect the actual level of realisation of the measure.

## Annex 1: Monitoring mechanism

### Regional measures

#### 1.1 Implementation of the rail reform strategy

MEASURE 2016	SUB-ACTIONS 2016	IMPLEMENTING BODY	WB 6 partners					
			ALB	BIH	MKD	MNE	SER	KOS
<b>1.1.1 Rail market opening on the pilot basis on the Orient/East Med Corridor</b>	SA. 1 Legislative changes to allow market opening to domestic carriers	SA.1 Ministries of Transport supported by the Railway Regulatory bodies	NA	NA	1	3	3	2
	SA. 2 Regular consultation platforms with forwarders and shippers established	SA 2: Infrastructure managers consulting their users			3	1	1	1
	SA. 3 Mutual recognition of train driver license	SA 3 and 4: Safety authorities			1	2	1	1
	SA. 4: Review of national technical rules and safety rules for elimination or later reporting to ERA				1	1	2	1
	SA. 5 Network statement for the main infrastructure manager published	SA.5 Infrastructure managers			3	3	2	3
	SA. 6 Networks statements for rail freight terminals, including in sea ports and river ports published	SA.6 Terminal operators			0	1	1	1
<b>Total scoring</b>					50%	61%	56%	50%

MEASURE 2016	SUB-ACTIONS 2016	IMPLEMENTING BODY	WB 6 partners					
			ALB	BIH	MKD	MNE	SER	KOS
<b>1.1.2 Definition of a framework for implementation of EU Freight Corridors, extended to the Western Balkans</b>	SA.1 Consultation on the national level, between the IM and MoT on the willingness for inclusion in Rail Freight Corridors	SA. 1 MoT, IM	3	3	1	3	3	3
	SA.2 Consultation between the regional participants and the EU neighboring countries on the Rail Freight Corridor passing through Western Balkans	SA.2 Regional MoT, IM, EU neighboring countries MoT and IM	1	0	0	1	3	0
	SA. 3 Joint letter of intent sent to the EC	SA. 3 Regional MoT, IM, EU neighboring countries Mo and IM	0	0	0	0	3	0
	SA.4 Consultant contracted	SA.4-7 Consultants	na	na	na	na	na	na
	SA.5 Rail Freight implementation plan drafted		na	na	na	na	na	na
	SA.6 Inventory of rail facilities along the rail freight corridor prepared		na	na	na	na	na	na
	SA.7 Market study in accordance with Regulation EU No 913/2010 drafted		na	na	na	na	na	na
SA.8 Finalization of TA services and decision on next activities based on the results and recommendations	SA. 5 DG NEAR and DG MOVE, Ministries of Transport	na	na	na	na	na	na	
<b>Total scoring</b>			<b>44%*</b>	<b>33%*</b>	<b>11%*</b>	<b>44%*</b>	<b>100%*</b>	<b>33%*</b>

\*In cases of non-applicability of the sub-actions due to circumstances to which the countries could not affect with any means, those sub-actions are not considered within the final percentage of the measure

## 2.1 Improvement of road safety-targeting the reduction of fatalities by 20% compared to reference year 2014

MEASURE 2016	SUB-ACTIONS 2016	IMPLEMENTING BODY	WB 6 partners					
			ALB	BIH	MKD	MNE	SER	KOS
<b>2.1.1 Adoption of Road Safety Inspection (RSI) guidelines and curriculum and delivering of trainings</b>	SA. 1 Assess the current legislation and practices including existing capacity and resources for the implementation of Road safety Inspection	SEETO Secretariat, SEETO Road Safety Working Group, Experts from the MoT and National Road Authorities	3	3	3	3	3	3
	SA. 2 Prepare the ToR for CONNECTA		3	3	3	3	3	3
	SA. 3 Contract the consultants for providing the updated version of RSI Guidelines for SEETO Region	DG NEAR	3	3	3	3	3	3
	SA. 4 Develop a training curricula based on the common RSI Guidelines delivered under SA.3 subaction	Consultants	3	3	3	3	3	3
	SA.5 Organize and deliver training of the RS Experts of all regional participants	SEETO Road Safety Working Group, Experts from the MoT National Road Authorities SEETO	2	2	2	2	2	2
	SA.6 Finalization of the TA services and decision on the next activities based on the results – trained experts and curricula:	DG MOVE and Ministries of Transport	1	1	1	1	1	1
<b>Total scoring</b>			<b>83%*</b>	<b>83%*</b>	<b>83%*</b>	<b>83%*</b>	<b>83%*</b>	<b>83%*</b>

\*In cases of non-applicability of the sub-actions due to circumstances to which the countries could not affect with any means, those sub-actions are not considered within the final percentage of the measure

## 2.2 Trade and Transport Facilitation

MEASURE 2016	SUB-ACTIONS 2016	IMPLEMENTING BODY	WB 6 partners					
			ALB	BIH	MKD	MNE	SER	KOS
<b>2.2.1 Development and implementation of SEED+ to support the CEFTA Framework Agreement on exchange of data and simplification of inspections</b>	SA.1 Nov 2015- meeting of TTFWG- SEED+ First phase ToR finalised	CEFTA – Parties	3	3	3	3	3	3
	SA.2 <u>Dec 2015</u> - financing agreement on SEED+ project 1st phase concluded	CEFTA Trade	3	3	3	3	3	3
	SA.3 <u>Jun 2016</u> <u>Signed CEFTA Framework Agreement</u>	the European Commission and CEFTA Parties (Ministries for Trade, Customs, Transport, SPS and TBT authorities)- SEED+	2	2	2	2	2	2
<b>Total scoring</b>			89%	89%	89%	89%	89%	89%

### 2.3 Intelligent Transport System (ITS) deployment on the Core Network

MEASURE 2016	SUB-ACTIONS 2016	IMPLEMENTING BODY	WB 6 partners					
			ALB	BIH	MKD	MNE	SER	KOS
<b>2.3.1 Definition of strategic framework for implementation of ITS on the Core Network</b>	SA.1 Mapping of the transposition of legislative framework and current ITS deployment	SA.1 MoT , SEETO	3	3	3	3	3	3
	SA. 2 Current status of ITS (ITS,ERTMS,RIS,VTMIS) implementation on the Core Network	SA.2 MoT , SEETO	3	3	3	3	3	3
	SA.3 Prepare ToR for CONNECTA	SA.3 SEETO	3	3	3	3	3	3
	SA.4 Secure funding and contract Consultants	SA.4DG NEAR and DG MOVE (CONNECTA)	na	na	na	na	na	na
	SA. 5 Finalization of TA services and decision on next activities based on the results and recommendations	SA. 5 DG NEAR and DG MOVE Ministries of Transport	na	na	na	na	na	na
<b>Total scoring</b>			100%*	100%*	100%*	100%*	100%*	100%*

\*In cases of non-applicability of the sub-actions due to circumstances to which the countries could not affect with any means, those sub-actions are not considered within the final percentage of the measure

## 2.4 Establishment of functioning maintenance system ensuring no section in poor/very poor condition by 2020

MEASURE 2016	SUB-ACTIONS 2016	IMPLEMENTING BODY (Stakeholders)	WB 6 partners					
			ALB	BIH	MKD	MNE	SER	KOS
<b>2.4.1 Adoption of Maintenance plan for 2016-2020 for the entire Core Network</b>	SA. 1 Review of national maintenance plans and methodology	SA. 1 MoT	3	3	3	3	3	3
	SA.2 Mapping of gaps and challenges of road and rail maintenance on regional level	SA.2 MoT, SEETO	3	3	3	3	3	3
	SA. 3 Prepare ToR for CONNECTA	SA.3 SEETO	3	3	3	3	3	3
	SA.4 Secure funding and contract Consultants	SA4 DG NEAR and DG MOVE (CONNECTA)	na	na	na	na	na	na
	SA. 5 finalization of TA services and decision on next activities based on the results and recommendations	SA. 5 DG NEAR and DG MOVE, Ministries of Transport	na	na	na	na	na	na
<b>Total scoring</b>			100%*	100%*	100%*	100%*	100%*	100%*

\*In cases of non-applicability of the sub-actions due to circumstances to which the countries could not affect with any means, those sub-actions are not considered within the final percentage of the measure

## National measures

MEASURE 2016	SUB-ACTION 2016	IMPLEMENTING BODY 2016	MKD	SER
<b>3.1 Effective Border Crossing Agreements</b>				
<b>3.1.1 Implementation of the rail border crossing agreement between Serbia and the former Yugoslav Republic of Macedonia</b>	SA.1 Prepare and sign Border police agreement	SA. 1 Ministry of Interior	2	2
	SA.2 Prepare and sign Customs agreement	SA. 2 Customs	2	2
	SA.3 Prepare and sign Phyto-sanitary and Veterinary agreement	SA. 3 Ministry of Agriculture	2	2
	SA.4 Prepare and sign agreements between rail authorities	SA. 4 Ministries of Transport, Infrastructure Managers, RUs	2	2
	SA.5 Contracting the consultants under WBIF for preparation of project documentation for joint station Tabanovce	SA. 5 WBIF, MoT	3	3
	SA. 6 Finalizing the project documentation	SA.6 WBIF consultants	1	1
	SA.7 Preparation of WBIF application for construction of the Tabanovce station	SA.7 Ministry of Transport	na	na
	SA.8 Staff education	SA. 8 Border Authorities	na	na
<b>Total scoring</b>			67%*	67%*

\*In cases of non-applicability of the sub-actions due to circumstances to which the countries could not affect with any means, those sub-actions are not considered within the final percentage of the measure

MEASURE 2016	SUB-ACTION 2016	IMPLEMENTING BODY 2016	BIH	CRO
<b>3.1.2 Conclusion of negotiations between Bosnia and Herzegovina and Croatia for rail border-crossing points (BCPs) on Corridor Vc</b>	SA.1 Prepare and ratify the international border crossing agreement	SA.1 Croatian and Bosnian Governments, Parliament and MoTs	1	na
	SA.2 Prepare and sign Border police agreement	SA. 2 Ministry of Interior	0	na
	SA.3 Prepare and sign Customs agreement	SA. 3 Customs	0	na
	SA.4 Prepare and sign Phyto-sanitary and Veterinary agreement	SA. 4 Ministry of Agriculture and Health	0	na
	SA.5 Prepare and sign agreements between transport authorities	SA. 5 Ministries of Transport	na	na
<b>Total scoring</b>			7%*	

\*In cases of non-applicability of the sub-actions due to circumstances to which the countries could not affect with any means, those sub-actions are not considered within the final percentage of the measure

MEASURE 2016	SUB-ACTION 2016	IMPLEMENTING BODY 2016	ALB	MNE
<b>3.1.3 Implementation of the rail border crossing agreement between Montenegro and Albania as a part of Adriatic – Ionian Initiative project</b>	SA.1 Prepare and sign Border police agreement	SA. 1 Ministry of Interior	1	1
	SA.2 Prepare and sign Customs agreement	SA. 2 Customs	2	2
	SA.3 Prepare and sign Phyto-sanitary and Veterinary agreement	SA. 3 Ministry of Agriculture	2	2
	SA.4 Prepare and sign agreements between rail authorities	SA. 4 Ministries of Transport, Infrastructure Managers, railway undertakings	2	2
	SA.5 Staff education	SA. 5 Border Authorities	na	na
<b>Total scoring</b>			<b>58%*</b>	<b>58%*</b>

\*In cases of non-applicability of the sub-actions due to circumstances to which the countries could not affect with any means, those sub-actions are not considered within the final percentage of the measure

<b>3.2 Implementation of Integrated Border Management (IBM) strategy</b>				
MEASURE 2016	SUB-ACTION 2016	IMPLEMENTING BODY (Stakeholders) 2016	KOS	SER
<b>3.2.1 Implementation of IBM at Common Crossing Points (CCPs) between Serbia and Kosovo</b>	SA.1 Development of Detail Design	The United Nations Office for Project Services (UNOPS)	1	na
<b>o Provide one parking lane on each side of the Common Crossing Point of Merdare/Merdarë</b>	SA.2 Tender for works	DG NEAR	currently na	na
	SA.3 Beginning of construction		currently na	na
<b>Total scoring</b>			<b>33%</b>	<b>0%</b>

