

<p><b>Action No. 30 Improve the competitiveness and attractiveness of the flagship Corridor Bar – Belgrade and Eastern Europe by improving the communication among the border stakeholders/railways by means of electronic transmission</b></p>	
<p><b>Activities</b></p> <p>30.1. SEETO together with CEFTA propose meetings of the customs authorities nationally and bilaterally to discuss the installation of electronic data transmission or in the framework of TF WG (rail).  30.2. Negotiate to install electronic transmission bilaterally between the customs authorities of Montenegro and Serbia.  30.3. The Serbian railway infrastructure as owner of the railway station Prijepolje installs the necessary communication lines in a way that the customs, police authorities and railways can employ their national data transmission systems.  30.4. Install electronic data transmission systems between the Serbian and Montenegrin customs authorities.  30.5. Install electronic data transmission systems between the Serbian railway infrastructure manager and the Montenegrin railway infrastructure manager</p>	
<p><b>Actors</b></p> <p>All activities: SEETO Coordination  30.1: TF FG (rail), SEETO Secretariat and competent Ministries of Serbia and Montenegro.  30.2 Competent Ministries of Serbia and Montenegro involved.  30.3 ZS Infrastructure  30.4 Competent ministries  30.5 Rail Infrastructure managers of Serbia + Montenegro</p>	
<p><b>Timeline</b></p> <p>Beginning: Latest January 2016 (under competitive pressure from other corridors)</p>	<p><b>Cost estimation</b></p> <p>Consultant estimation of cost for workshops, installation of equipment is 500.000 euro that can be potentially financed from TAIEX ir IPA fund.  30.3, 30.4 and 30.5: The WB study “Assessing options for establishing an EDI System in border crossing points in South East Europe” deals with this respective issue and shall be available in April 2015. Costs for short-term measure approximately 100.000 EUR/BCP for hard and software (depending on size – based on BCP Dimitrovgrad) and approximately 40.000 EUR for operation/BCP (Source: The WB study “Assessing options for establishing an EDI System in border crossing points in South East Europe”). Long-term cost cannot be estimated since these highly depend on used products, IT-infrastructure, etc.</p>
<p><b>Justification</b></p> <p>Prijepolje rail border station has no electronic data transmission at present and all documents have to be handled by hand, although nationally electronic data transmission between railways and separately between customs, and separately between border police function.  However, any person that might be searched nationally or internationally can pass without problem, since the border police can only check the passports. The same applies on the Montenegrin side.  In fact, Serbia and Montenegro should simply fulfil the provisions of the rail BCA.</p>	
<p><b>Expected Results</b></p> <p>Improved communication between the border authorities by means of electronic transmission among each other (vertically and not only horizontally) has been installed (and functions).  Train delays reduced by between 35 and 70%</p>	

**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.**

**Activities**

31.1. Initiate steps for meetings between Montenegro and Serbian authorities responsible for rail BCP in order to render joint border control by border police and customs possible.

**Actors**

All activities: Serbia and Montenegro border police; Serbia and Montenegro customs authorities together with the two rail infrastructure managers. Support of SEETO Secretariat

**Timeline**

June 2015

**Cost estimation**

Not more than 10.000€ at each station, since basic infrastructure is already available. (Source: Station master)

**Justification**

The joint border agreement between Serbia and Montenegro allows joint border police and customs control on moving trains.

The respective protocols were signed long ago. However, the protocols have not been fully implemented due to lack of space for the respective authorities in the two border stations.

In fact, Serbia and Montenegro should simply fulfil the provisions of the rail BCA.

**Expected Results**

The office space for the respective border authorities, customs and border police have been installed on both rail border stations and joint border controls on moving trains as well as in border stations are possible.

<b>Action No. 32 Adapt the existing rail BCA between Serbia and Montenegro based on the model for the border crossing agreement</b>	
<b>Activities</b> 32.1 Adapt Border police agreement 32.2. Adapt Customs agreement. 32.3. Adapt Phyto-sanitary agreement. 32.4 Adapt Sanitary agreement.	
<b>Actors</b> All activities: supported from SEETO Secretariat Ministries of Transport of Serbia and Montenegro with their competent Directorates and the competent ministries 32.1 Ministries of Internal Affairs (Serbia and Montenegro). 32.2. Ministries of Finance (Serbia and Montenegro). 32.3. Ministries of Agriculture (Serbia and Montenegro). 32.4 Ministries of Health (Serbia and Montenegro).	
<b>Timeline</b> End of 2015. Beginning of negotiations March 2015. End: July 2015	<b>Cost estimation</b> No additional cost
<b>Justification</b> There exists already a bilateral agreement on joint controls in a border zone between Serbia and Montenegro. The agreement is NOT in full compliance with the EU legislation, in particular Art. 10 + 13 + Annex II of 2012/34/EU.	
<b>Expected Results</b> The bilateral border crossing agreements between Serbia and Montenegro according to the SEETO model have come into force, including the subsequent agreements between the border police, customs authorities, phyto-sanitary and sanitary (veterinary) agreements.	

<b>Action No. 33 Provide joint border infrastructure (single window) installations at the road border control on Route 4 between Serbia and Montenegro.</b>	
<b>Activities</b> 33.1. SEETO explores the possibility of establishing joint border crossing installations for road at the Montenegro and Serbia road border crossing by contacting the respective Serbia and Montenegro authorities (border police, customs, phytosanitary, and sanitary authorities) and the two EU Delegations to find out if a joint border crossing is possible in order to avoid two separate border crossings of several kilometers of distance. 33.2. In the short-term, build a parking space for lorries in Brodarevo and or more parallel lane for lorries that exit Serbia to avoid blocking the road by waiting lorries.	
<b>Actors</b> All activities: TF WG, competent ministries and the EU Delegations of Serbia and Montenegro	
<b>Timeline</b> 33.1: end of June 2015 33.2: End of December 2015	<b>Cost estimation</b> Costs are estimated according to civil engineering practice in Serbia: 33.1: 300 euro/m <sup>2</sup> for installations only. 33.2: 100 euro/m <sup>2</sup> for required parking space and 200.000 euro/km for one lane.
<b>Justification</b> The EU supported financially the construction of a new road border crossing at Dobrakovo. The EU financed the establishment of the Serbia road border crossing installations (Brodarevo) in containers.	
<b>Expected Results</b> Joint border crossing installations for road at the Montenegro-Serbia borders (Route of flagship corridor, Route 4) using the Montenegro border crossing infrastructure for Serbia authorities too by extending the installations have been established. Reduction of dispatching time.	