

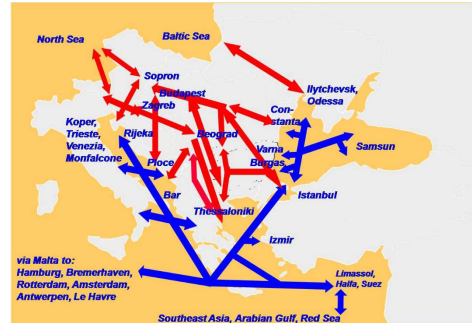
Rail corridor Bar–Beograd

SEETO/EU Action Plan for the corridor Bar-Beograd

**RWWG SEETO,
11 October 2017, Bar Montenegro**

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Competitive situation



Conclusions from the SEETO project

- ▶ **Significant decrease in international passenger trains and freight trains (more than 75% since 2009)**
- ▶ **More than doubling of lorries and buses**
- ▶ **Considerable potential for SHIFT TO RAIL**

Market share road/rail for freight based on BCPs information

	Croatia/Serbia	Serbia/former Yugoslav Republic of Macedonia	Former Yugoslav Republic of Macedonia/Greece	Hungary/Serbia	Serbia/Bulgaria	Slovenia/Croatia	Croatia/Bosnia and Herzegovina (Samac)	Croatia/Bosnia and Herzegovina (Ploce)	Former Yugoslav Republic of Macedonia/Kosovo*
Trains/month (in 2014)	420	180	180	180	240	180	120	240	120
Lorries/month (in 2014)	30000	21300	9000	22500	29000	12000	9000	12000	7500
Theoretical number of container train/month	750	532.5	450	562.5	725	300	225	150	187.5
Theoretical number of container train/day	25	17.75	15	18.75	24	10	7.5	8	6.25
At present no of trains/day	14	6	6	6	8	6	4	6	4
Number of train/day in 2009 (Source: SEETO Study 2009)	24-32	10-15	20	29	15	8	14	10-15	6
At present (in lorry equivalent):	16800	7200	7200	7200	9600	7200	7200	9600	4800
Present market share of rail (%)	36	25	28	24	25	37.5	35	44	39

Conclusions from the SEETO project

- No full implementation of Border-crossing agreements with their subsequent protocols.
- Technical improvements of some BCPs needed (see Action plan later)
- No joint controls, no mobile terminals for passport control
- No electronic transmission of data between Customs and Railways, among border authorities (SEEDS/NCTS)
- Systematic Electronic Exchange of Data for Customs only on road BCPs

Commercial conclusions from the SEETO project

- ▶ **Ports are the most important feeders to the Flagship Corridors**
- ▶ **Ports are willing to take the lead in corridor management**
- ▶ **Ports are trying to cooperate with railways but not easy to achieve**

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)?

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**

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**
- ▶ Link: [Actions Route 4.docx](#)

Rail border crossing Serbia-Montenegro



Thank you for your attention!