

# Monitoring Implementation of Connectivity Reform Measures



## Progress Report

November 2019

## Table of content

<b>1. Introduction .....</b>	<b>2</b>
<b>2. Transport Connectivity Reform Measures .....</b>	<b>2</b>
<b>3. Revised Monitoring Mechanism .....</b>	<b>3</b>
<b>4. Connectivity Reform Measures – Overall Progress .....</b>	<b>4</b>
4.1 Progress made by the South East Europeans Parties .....	9
Albania .....	9
Bosnia and Herzegovina .....	12
North Macedonia .....	15
Kosovo* .....	18
Montenegro .....	21
Serbia .....	24
<b>Annex 1: Assessment of the implementation of Connectivity Reform Measures</b>	<b>28</b>
<b>Regional measures .....</b>	<b>28</b>
<b>National measures .....</b>	<b>39</b>

## 1. Introduction

The purpose of this report is to present the progress of the implementation of Connectivity Reform Measure Management Plan (CRMMP) and accordingly to provide various stakeholders involved an objective view on where and by whom further efforts are needed.

Due to the closure of SEETO activities (December 2018) and the start of activities of Transport Community Treaty Permanent Secretariat in May 2019, this report will provide an overview of the progress in the implementation of Connectivity Reform Measures (CRM), covering a longer period than usually, from October 2018 till October 2019.

TCT Secretariat have applied the revised rating methodology agreed by all the parties at the Sherpas Meeting in May 2019 and at the 5<sup>th</sup> Regional Steering Committee Meeting of June 2019. This report will be delivered to RSC members, DG NEAR and DG MOVE.

## 2. Transport Connectivity Reform Measures

Connectivity Reform measures are divided into two types of measures: regional and national.

### Regional

- Implementation of rail reform strategy (2020 goal)
  - 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
- Improvement of road safety (targeting the reduction of fatalities by 20% compared to reference year 2014) (2020 goal)
  - Adoption of Road Safety Inspection (RSI) guidelines and curriculum and delivering of trainings
  - Prepare three-year RSI plan for the core and comprehensive network and pilot RSIs on high accident sections
  - Carry road safety audits as per the Directive 2008/96/EC on all projects on the core and comprehensive network
  - Establish a national system for continuous road crash data collection (by 2018)
- Trade and Transport Facilitation (2020 goal)
  - Effective cross-border road transport
- Intelligent Transport System (ITS) deployment on the Core Network (2020 goal)
  - Definition of strategic framework for implementation of ITS on the Core Road Network
  - Definition of strategic framework for implementation of ITS on the Core Rail Network
  - Definition of strategic framework for implementation of ITS on the Core Maritime Network

- Definition of strategic framework for implementation of ITS on the Core IWW Network
- Establishment of functioning maintenance system ensuring no section in poor/very poor condition by 2020 (2020 goal)
  - Adoption of Maintenance plan for 2019-2023 for the entire Core Network Road Maintenance Plan
  - Adoption of Maintenance plan for 2019-2023 for the entire Core Network-Rail Maintenance Plan
  - Building resilience of the Core/Comprehensive Network

### **National**

- Effective Border Crossing Agreements (2020 goal)
  - Implementation of the rail border crossing agreement between Serbia and the North 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
  - Revisiting the rail border crossing agreement between Serbia and Bulgaria
  - Implementation of the border crossing agreement between Kosovo and North Macedonia
  - Conclusion of negotiations and signing of rail border crossing agreement between North Macedonia and Greece for border-crossing point (BCPs) on Corridor X
  - 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

### **3. Revised Monitoring Mechanism**

The monitoring mechanism was introduced by SEETO Secretariat in February 2016, following the detailed Connectivity Reform Measure Monitoring Plan. During this period the monitoring mechanism is applied to Connectivity Reform Measures (soft measures) as per Vienna Summit conclusions<sup>2</sup>, as well as to yearly goals through a series of sub-actions for each measure.

The revision addressed the lesson learnt through the monitoring process in order to provide a more realistic view on the progress of implementation of Connectivity Reform Measures.

---

\*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.

<sup>2</sup>[https://ec.europa.eu/neighbourhood-enlargement/sites/near/files/pdf/policy-highlights/regional-cooperation/20150828\\_addendum\\_western\\_balkans\\_summit.pdf](https://ec.europa.eu/neighbourhood-enlargement/sites/near/files/pdf/policy-highlights/regional-cooperation/20150828_addendum_western_balkans_summit.pdf)

The objective of the monitoring mechanism will remain to track the progress as well as regress of the implementation and accordingly to provide various stakeholders involved in the implementation of the Connectivity Reform Measures objective view on where and by whom further efforts are needed.

Monitoring mechanism enables qualitative assessments of measures implementation. There were used four basic progress indicators for demonstrating the progress achieved in the implementation of each measure by assessing its sub-actions and one indicator to demonstrate the regress, as Stagnant (Pending). The overview of the indicators is provided in the table below.

Table 1: Monitoring mechanism rating

Monitoring mechanism	Scores
No progress	0
Progress on track	1
Significant progress	2
Accomplished	3
Stagnant	-1

*Stagnant* indicator will not be applicable to *No progress* indicator. For the rest of indicators, it will mean that the rate of progress will be downgraded to the previous one i.e if a sub-action was rated significant progress but within the stipulated timeline no activities occurred it will be downgraded to progress on track with its respective scoring.

The Permanent Secretariat will apply the agreed monitoring mechanisms in transparent manner to report the progress in the implementation of the Connectivity Reform measures. The measures will not be rated in comparison to each other, but each measure will be appraised according to the same scale and weighting.

## 4. Connectivity Reform Measures – Overall Progress

Despite the longer reporting period, the pace of progress has been slow. Albeit in general, there are activities carried out in the priority areas more specifically rail market opening, road safety and border crossing, we are still lacking full implementation that would allow to assess the real benefits of the proposed measures.

There is **stagnant situation** on following up CONNECTA’s recommendations on road/rail maintenance plans, ITS strategy/legal approximation. There is **no progress** on the measures related to finalisation/signing of agreements and respective protocols for railway border crossings.

## **Measures aiming at creation of more competitive, safe and reliable transport system and network**

### ➤ Rail Reform

Network Statements for 2020 has been published in all SEE Parties, part of proposed extension of Orient/East Med Corridor as well as Network Statement for freight terminal in Kosovo and for port facilities in Montenegro. Review of national technical and safety rules is ongoing at a slow pace, new Rulebooks have been issued in Montenegro and Serbia. There is no activity reported on the mutual recognition of train driver licence. New railway entrants are licenced in Albania and Serbia.

Since joining the Alpine – Western Balkans RFC, the Government of the Republic of Serbia adopted on 29.8.2019 *Regulation on the manner of achieving cooperation with regard to the establishment and organization of international freight corridors for the competitive transport of goods and the establishment of rules for the selection, organization, regulation and indicative planning of investments in freight corridors* ('Official Gazette of RS', no. 63/2019) transposing Regulation 913/2010 and has been established the Executive Board on the Alpine-Western Balkans RFC.

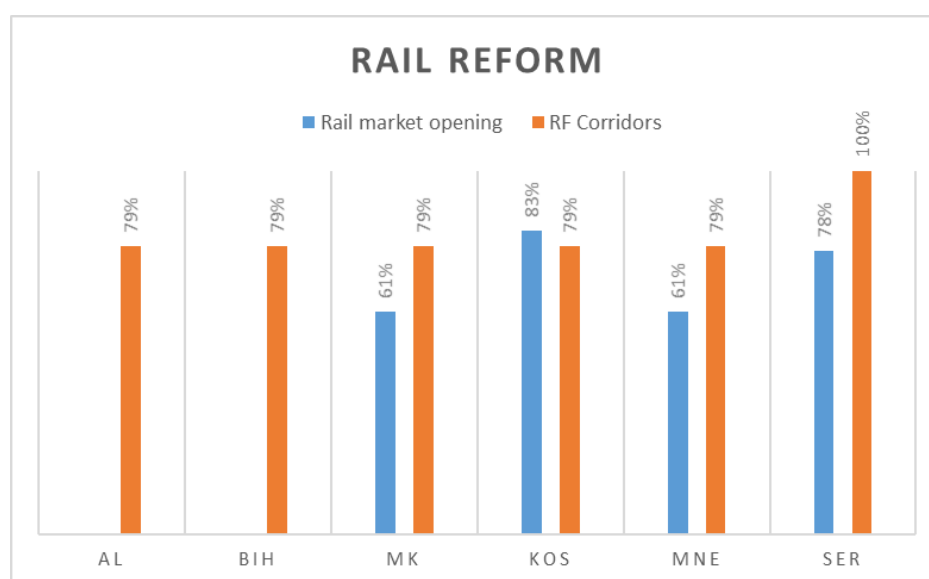


Figure 1: Overall progress for rail market opening measures

### ➤ Road Safety

Progress has been made on the legal approximation of EU Directive 2008/96/EC by three SEE Parties.

- Bosnia and Herzegovina have amended the Law on Fundamentals of Traffic Safety on Roads to include RSI and RSA requirements.
- Kosovo has drafted and public consultation is completed by 19<sup>th</sup> of November on the Administrative Instruction on Road Infrastructure Safety Management.
- Serbia during 2019 has issued 2 Rulebooks in relation to RSA and RSI and professional training for licensing auditors and inspectors.

Following the Road Safety Inspection (RSI) and Road Safety Audit (RSA)s, RSI plans the SEE Parties are working towards implementation the Inspection Report. During the

reporting period have been signed contracts for road safety improvements in Albania for 281 km on Core/Comprehensive Network while in Serbia RSI are carried out on 385 km of Core/Comprehensive Network.

IFIs support in setting up Road Crash Database as per CaDas standards is provided to Albania and Bosnia and Herzegovina. Projects are due to be completed by 2021.

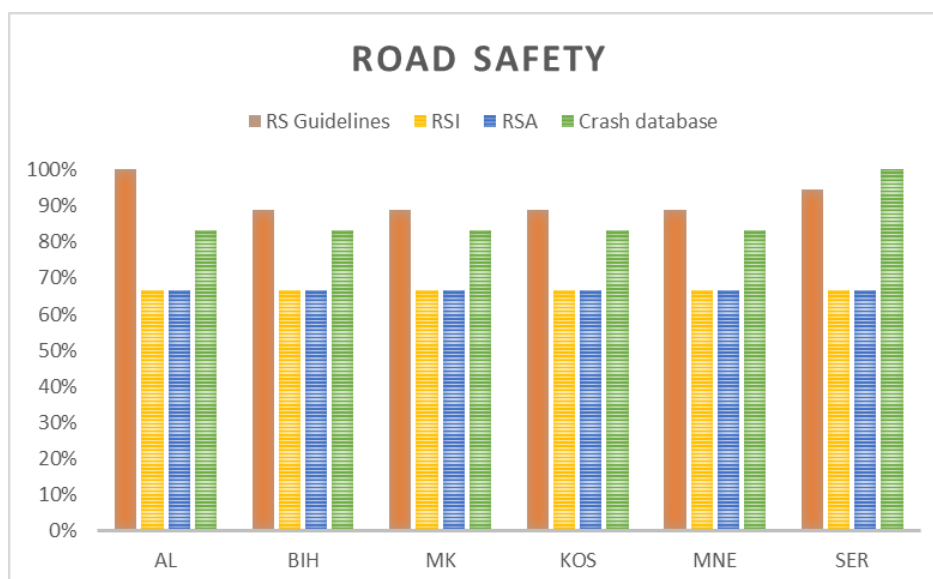


Figure 2: Overall progress for road safety measures

➤ Setting up efficient Road and Rail Maintenance Systems

It should be noted that none of the SEE Parties reported any progress on the approval the 5-year Road and Rail Maintenance Plans 2019-2023 prepared in the framework of CONNECTA's Assistance.

**The main issue faced by most of the SEE Parties is the approval by the Ministry of Finance of multi-annual railway maintenance contracts. Montenegro will address this issue in new railway act.**

**Planning period of 5-year span has been reported to be an issue in some of the SEE Parties due to their 3-year budget planning. Albania and Montenegro have managed to have 4-year road maintenance contracts.**

Establishing Road/Rail Asset Management System is one of the areas where assistance is provided mainly by World Bank to Albania, North Macedonia and Serbia.

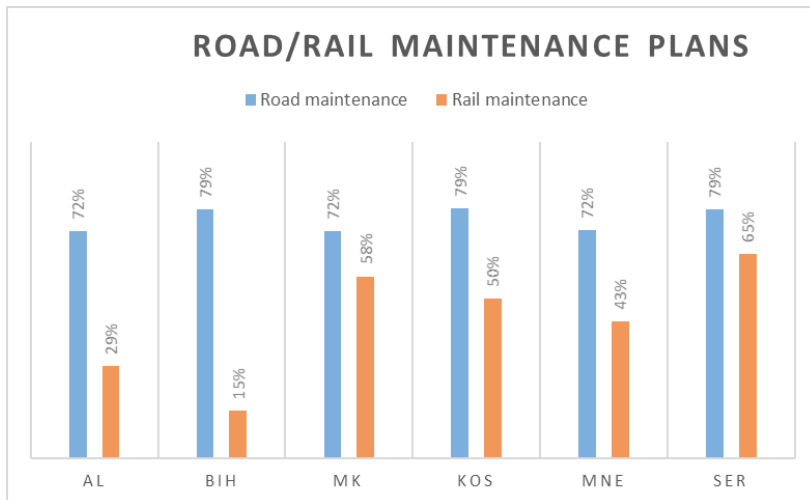


Figure 3: Overall progress for road/rail maintenance measures

**Measures aiming at smarter, more sustainable & resilient network**

- Deployment of ITS solutions

SEE Parties are highly interested in the deployment of ITS mainly through IFIs funded projects. Nevertheless, there is lack of the legal framework, legal approximation with EU Directive 2010/40/EC has not been taken place. There is lack of targeted strategies for ITS deployment in the SEE Parties.

Kosovo has drafted an Administrative Instruction on ITS deployment and public consultation are scheduled to start within this year and three TSIs on ERTMS. Montenegro has included ITS consideration in the newly approved Transport Strategy 2019-2035 and Serbia with World Bank assistance intends to opt for the same approach during the preparation of the Transport Strategy 2020-2030, planned completion by 2020.

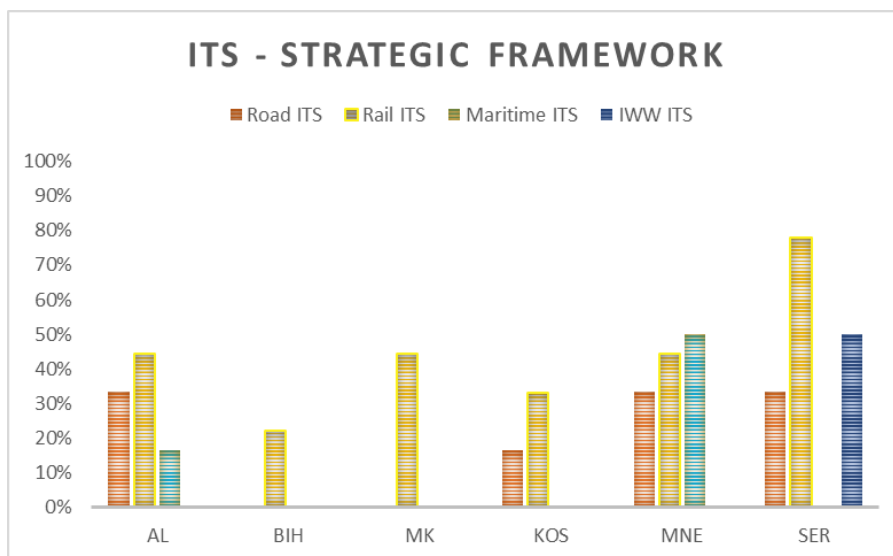


Figure 4: Overall progress for ITS Strategic Framework (all modes)



- Improvement of the networks transport resilience

This measure due to its novelties needs to be supported by IFIs, not just to raise awareness on the climate adaption strategies but also on the introduction of assessment methods of climate hazards and how to address on an efficient manner.

World Bank have completed in June 2019 the regional project on Diagnosing Vulnerability and Economic Resilience of transport Systems, Infrastructure and Operations in the Western Balkans (DIVERSION) including an assessment of the vulnerability of road network and providing intervention options and their respective effectiveness to the improvement of road resilience.

### ***Measures aiming at supporting trade across borders***

- Trade facilitation and road border-crossing facilitation

Facilitation of border crossing has been identified as one of the flagship priorities in the enlargement strategy coupled with the completion of CONNECTA project on border crossing, the region has become highly aware of the importance of improving border crossing procedures and setting up One stop shops (OSS).

In this framework, from 26<sup>th</sup> of August 2019, road border crossing between Serbia and North Macedonia, Presevo/Tabanovce, is operating as One Stop Shop. Furthermore, inter-ministerial working groups have been set up in Albania to prepare and negotiate agreement for Qafë Thana / Kjafasan BCP as one stop shop.

- Railway Border Crossings Agreements

There is **no progress** on finalisation of Railway Border Crossing Agreements/Protocols between the SEE Parties.

**As far as the agreements with neighbouring EU MS, SEE Parties are continuously requesting the intervention of European Commission in order to initiate/speed up the negotiation.**

## 4.1 Progress made by South East Europeans Parties

Progress made during the reporting period (October 2018 – October 2019) on the implementation of Connectivity Reform Measures by SEE Parties is outlined below.

### Albania

Progress during the reporting period (regional measures)	Alignment with EU Acquis	Implementation
<i>Rail market opening on the pilot basis on the Orient/East Med corridor</i>	N/A	
<i>Definition of a framework for implementation of EU Freight Corridors, extended to the Western Balkans</i>	Stagnant	
<b>Adoption of Road Safety Inspection (RSI) guidelines and curriculum and delivering of trainings</b>	Completed	<b>Issued 20 licences</b>
<p><i>Prepare three-year RSI plan for the Core and Comprehensive network and pilot RSIs on high accident sections - <b>CONNECTA TA completed</b></i></p> <ul style="list-style-type: none"> <li>Albanian Road Authority (ARA) have signed the contracts for road safety improvements (road marking and vertical signalling) for 137 km in North Albania and 144 km in South Albanian Region including the road sections as per RSI Reports. For all these projects the audit process was carried out before their implementation.</li> </ul>	Progressing	
<i>Carry out road safety audits as per the Directive 2008/96/EC on all projects on the core and comprehensive network – <b>CONNECTA TA completed</b></i>	Stagnant	
<p><i>Establish a national system for continuous road crash data collection (by 2018) - <b>CONNECTA TA completed</b></i></p> <ul style="list-style-type: none"> <li>The Roadmap for the improvement of the existing national system for the road crash is being implemented with the assistance of the World Bank. The project started in January 2019 with duration period of 21 months. As per the Initial Report of Database Improvement a new system on Road Data Crash needs to be developed.</li> </ul>	Progressing	

<p><i>Effective cross-border road transport - <b>CONNECTA TA completed</b></i></p> <ul style="list-style-type: none"> <li>• The inter-institutional Working Group between Republic of Albania and Montenegro on the development of the joint Action Plan for the Border Crossing points between Republic of Albania and Montenegro met in Podgorica on 15th of March 2019. Following the conclusions of the meeting draft the joint Action Plan for the further development of the OSS concept for both BCP has been prepared and sent on 17.05.2019 to the Montenegrin partners, to be discussed and approved in the next joint meeting, foreseen within 2019.</li> <li>• In addition, a Prime Minister Order No. 14, dated 25.10.2019 has been issued "On establishment of the Inter-institutional Working Group for drafting and negotiation of the Agreement, between the Council of Minister of the Republic of Albania and Government of the Republic of North Macedonia on the establishment of the one stop shops in the Border Crossing Points between two countries". This working group (two representatives are from the Ministry of Infrastructure and Energy) is responsible to prepare and negotiate the Governmental Agreement for Qafë Thana / Kjafasan BCP.</li> </ul>	<p>Progressing</p>	
<p><i>Definition of strategic framework for implementation of ITS on the Core Road Network - <b>CONNECTA TA completed</b></i></p>	<p>Stagnant</p>	
<p><i>Definition of strategic framework for implementation of ITS on the Core Rail Network - <b>CONNECTA TA completed</b></i></p>	<p>Stagnant</p>	
<p><i>Definition of strategic framework for implementation of ITS on the Core Maritime Network- <b>CONNECTA TA completed</b></i></p> <ul style="list-style-type: none"> <li>• VTMS will be financed as per the Loan Agreement approved by the Parliament between Republic of Albania and IBRD for the project on facilitation of trade and transport in Western Balkan. The PIU is in the process of being set up at the Ministry of Finance and Economy.</li> </ul>	<p>Stagnant</p>	
<p><i>Adoption of Maintenance plan for 2019-2023 for the entire Core Network- Road Maintenance Plan- <b>CONNECTA TA completed</b></i></p>	<p>Progressing</p>	
<p><i>Adoption of Maintenance plan for 2019-2023 for the entire Core Network- Rail</i></p>	<p>Stagnant</p>	

Maintenance Plan- <b>CONNECTA TA completed</b>		
Building resilience of the Core/Comprehensive Network	Stagnant	
Overall assessment (regional measures)	<b>SLOW</b>	
<b>Progress during the reporting period (national measures)</b>		
<b>Implementation of the border crossing agreement between Montenegro and Albania as a part of Adriatic – Ionian Initiative project</b>	<b>Completed</b>	<b>Joint operations continue</b>
Overall assessment (national measures)	<b>COMPLETED</b>	

Recommendations:

- Define the strategic framework for the implementation of the Intelligent Transport System (ITS), including transposition of the relevant EU Directive into national legislation;
- Joint technical committee between ALB and MNE needs to hold its next meeting by the end of January 2020 and finalise the joint Action Plan for the Border Crossing points between Republic of Albania and Montenegro by Q1. 2020.

## Bosnia and Herzegovina

Progress during the reporting period (regional measures)	Alignment with EU Acquis	Implementation
<i>Rail market opening on the pilot basis on the Orient/East Med corridor</i>	N/A	
<i>Definition of a framework for implementation of EU Freight Corridors, extended to the Western Balkans</i>	Stagnant	
<p><i>Adoption of Road Safety Inspection (RSI) guidelines and curriculum and delivering of trainings</i></p> <ul style="list-style-type: none"> <li>• The Law on Fundamentals of Traffic Safety on the Roads in Bosnia and Herzegovina, Article 11 has been amended in order to align it with Directive 2008/96/EC. The changes consist that road designs shall be subject to auditing by the competent road authorities during the design process (RSA) and the existing roads shall be subject to road safety inspections (RSI). Further alignment with EU Directive 2008/96/EC will be ensured through bylaws to regulate the road designs auditing system and the safety inspection of the existing roads.</li> <li>• The Ministry of Communications and Transport of Bosnia and Herzegovina has drafted and sent to competent authorities for suggestions/opinions the Rulebook on the basic safety conditions for roads and road facilities.</li> <li>• EBRD has approved a loan to finance the repair and modernisation of roads in the Federation of Bosnia and Herzegovina. The main outcome will be to establish a road safety department and to formalise auditing and inspection procedures including licensing of minimum 10 auditors. Activities are on-going in the Republic of Srpska on the preparation of the implementing legislation to define road safety auditor/inspector training curriculum and their continuous trainings.</li> </ul>	Progressing	
<i>Prepare three-year RSI plan for the Core and Comprehensive network and pilot RSIs on high accident sections - <b>CONNECTA TA completed</b></i>	Stagnant	

<p><i>Carry out road safety audits as per the Directive 2008/96/EC on all projects on the core and comprehensive network – <b>CONNECTA TA completed</b></i></p>	<p>Stagnant</p>	
<p><i>Establish a national system for continuous road crash data collection (by 2018) - <b>CONNECTA TA completed</b></i></p> <ul style="list-style-type: none"> <li>• Activities are on-going for the creation of a single state-level database by the Consultant in charge of assisting in the establishment of a system for continuous collection of data on traffic accidents. The Consultant has submitted the General Instruction on specific variables, in accordance with the Common set of data on traffic accidents (CADaS), in English and in one of the languages used in Bosnia and Herzegovina.</li> </ul>	<p>Progressing</p>	
<p><i>Effective cross-border road transport - <b>CONNECTA TA completed</b></i></p>	<p>Stagnant</p>	
<p><i>Definition of strategic framework for implementation of ITS on the Core Road Network - <b>CONNECTA TA completed</b></i></p>	<p>Stagnant</p>	
<p><i>Definition of strategic framework for implementation of ITS on the Core Rail Network - <b>CONNECTA TA completed</b></i></p>	<p>Stagnant</p>	
<p><i>Definition of strategic framework for implementation of ITS on the Core IWW Network- <b>CONNECTA TA completed</b></i></p> <ul style="list-style-type: none"> <li>• The Law on Inland Waterways Navigation of the Republic of Srpska, which is aligned with the relevant EU Directives, came into force („Official Gazette of the Republic of Srpska“ 54/19).</li> </ul>	<p>Progressing</p>	
<p><i>Adoption of Maintenance plan for 2019-2023 for the entire Core Network- Road Maintenance Plan- <b>CONNECTA TA completed</b></i></p>	<p>Stagnant</p>	
<p><i>Adoption of Maintenance plan for 2019-2023 for the entire Core Network- Rail Maintenance Plan- <b>CONNECTA TA completed</b></i></p>	<p>Stagnant</p>	

*Building resilience of the Core/Comprehensive Network*

Stagnant

Overall assessment (regional measures)

**SLOW**

**Progress during the reporting period (national measures)**

*Conclusion of negotiations between Bosnia and Herzegovina and Croatia for all border-crossing points (BCPs)*

No progress

Since the adoption by the Presidency of Bosnia and Herzegovina at its 35th session held on May 10, 2017, of the basis for negotiations on concluding the Agreement between the Council of Ministers of Bosnia and Herzegovina and the Government of the Republic of Croatia on the establishment of border procedures for rail border crossings Šamac-Slavonski Šamac and Čapljina-Metković on the Mediterranean corridor (Corridor Vc), the competent Ministry of Communications and Transport of Bosnia and Herzegovina have initiated meetings with the Croatian side several times, seeking to agree on the proposed text of the Agreement. There is no official response from the Croatian side and negotiations have not started yet.

Overall assessment (national measures)

**NO PROGRESS**

Recommendations:

- Define the strategic framework for the implementation of the Intelligent Transport System (ITS), including transposition of the relevant EU Directive into national legislation
- Accelerate the finalisation of negotiations with Croatia on rail border crossing agreement.

## North Macedonia

Progress during the reporting period (regional measures)	Alignment with EU Acquis	Implementation
<p><i>Rail market opening on the pilot basis on the Orient/East Med corridor</i></p> <ul style="list-style-type: none"> <li>Infrastructure Manager-IM adopted Network Statement for 2020 and it's published on the IM's website.</li> </ul>	Progressing	
<p><i>Definition of a framework for implementation of EU Freight Corridors, extended to the Western Balkans</i></p>	Stagnant	
<p><i>Adoption of Road Safety Inspection (RSI) guidelines and curriculum and delivering of trainings</i></p> <ul style="list-style-type: none"> <li>Within the Public Enterprise for State Roads (PESR) according to the new systematization act is established the Department for Road Safety and Road Assessment. The staff of road safety unit was trained on road safety audits guidelines and manuals.</li> </ul>	Stagnant	
<p><i>Prepare three-year RSI plan for the Core and Comprehensive network and pilot RSIs on high accident sections- <b>CONNECTA TA completed</b></i></p> <ul style="list-style-type: none"> <li>Preparation of project documentation for rehabilitation for 12 road sections from the performed RSI and preparation of project documentation for improvement of 10 black spot on the road sections are completed. In first half of 2019 a contractor was selected to carry out these improvements. The project is expected to finish by 2019. Tender Documents are being prepared for the replacement of the guardrails along corridor 10 with the assistance of CONNECTA.</li> </ul>	Progressing	
<p><i>Carry out road safety audits as per the Directive 2008/96/EC on all projects on the core and comprehensive network - <b>CONNECTA TA completed</b></i></p>	Stagnant	
<p><i>Establish a national system for continuous road crash data collection - <b>CONNECTA TA completed</b></i></p>	Stagnant	



<p><i>Effective cross-border road transport - <b>CONNECTA TA completed</b></i></p> <ul style="list-style-type: none"> <li>• The Agreement between the Government of the Republic of Serbia and the Government of the Republic of North Macedonia on establishing joint controls at the border crossing point Presevo/Tabanovce was signed on 12th July 2019, and on 26th August 2019 was marked the official launch of joint controls at the BCP Tabanovce - Preshevo.</li> <li>• There is a communication with the Albanian Customs to start the preparations for the introduction of operating Kjafasan- Qafe Thane BCP as One Stop Shop.</li> </ul>	<p>Progressing</p>	
<p><i>Definition of strategic framework for implementation of ITS on the Core Road Network - <b>CONNECTA TA completed</b></i></p> <ul style="list-style-type: none"> <li>• Project documentation for implementation of ITS along road Corridor X is prepared and revised in 2019. The technical documentation was subject to audit and revision in terms of compliance with the European Directives.</li> </ul>	<p>Stagnant</p>	
<p><i>Definition of strategic framework for implementation of ITS on the Core Rail Network- <b>CONNECTA TA completed</b></i></p>	<p>Stagnant</p>	
<p><i>Adoption of Maintenance plan for 2019-2023 for the entire Core Network- Road Maintenance Plan - <b>CONNECTA TA completed</b></i></p>	<p>Progressing</p>	
<p><i>Adoption of Maintenance plan for 2019-2023 for the entire Core Network- Rail Maintenance Plan - <b>CONNECTA TA completed</b></i></p>	<p>Stagnant</p>	
<p><i>Building resilience of the Core/Comprehensive Network</i></p> <ul style="list-style-type: none"> <li>• World Bank financed preparation of Guidelines for Climate Resilience Design for the PERS in August 2019. On job training took place during the preparation of the Guidelines which now should be followed in order to have climate resilient road infrastructure.</li> </ul>	<p>Stagnant</p>	
<p>Overall assessment (regional measures)</p>		<p><b>SLOW</b></p>

<b>Progress during the reporting period (national measures)</b>	
<i>Implementation of the rail border crossing agreement between Serbia and North Macedonia</i> <ul style="list-style-type: none"> <li>Grant Investment Application Form for the construction of joint railway station between Serbia and North Macedonia, Tabanovce, was sent to the WBIF Steering Committee on November 2018. Approval of the Application it is expected at the end of 2019.</li> </ul>	Progressing
<i>Implementation of the border crossing agreement between Kosovo and North Macedonia</i>	Stagnant
<i>Conclusion of negotiations and signing of rail border crossing agreement between North Macedonia and Greece for border-crossing point (BCPs) on Corridor X</i>	No progress
Overall assessment (national measures)	<b>NO PROGRESS</b>

Recommendations:

- Kosovo and North Macedonian authorities are encouraged to proceed with fulfilment of the necessary steps for the railway border crossing measure without further delays.
- Define the strategic framework for the implementation of the Intelligent Transport System (ITS), including transposition of the relevant EU Directive into national legislation.

## Kosovo

Progress during the reporting period (regional measures)	Alignment with EU Acquis	Implementation
<p><i>Rail market opening on the pilot basis on the Orient/East Med corridor</i></p> <ul style="list-style-type: none"> <li>Ministry of Infrastructure (MI) and Railway Regulatory Authority (RRA) with its independent Bodies have finalized Administrative Instructions and Regulations on market opening.</li> <li>Network Statement for 2020 and Network Statement for freight terminal 2020 are published at the INFRAKOS web page.</li> </ul>	Progressing	
<p><i>Definition of a framework for implementation of EU Freight Corridors, extended to the Western Balkans</i></p>	Stagnant	
<p><i>Adoption of Road Safety Inspection (RSI) guidelines and curriculum and delivering of trainings</i></p> <ul style="list-style-type: none"> <li>Administrative instruction on road infrastructure safety management has been drafted and it is published for the public consultation until 19.11.2019. After the consultation phase it will be signed by the Minister of Transport and Infrastructure and entered into force.</li> <li>Revision of the Law on Roads has been initiated during 2019. It is foreseen that it will be amended with the relevant articles regarding RSA, RSI and ITS.</li> </ul>	Progressing	
<p><i>Prepare three-year RSI plan for the Core and Comprehensive network and pilot RSIs on high accident sections - <b>CONNECTA TA completed</b></i></p>	Stagnant	
<p><i>Carry out road safety audits as per the Directive 2008/96/EC on all projects on the core and comprehensive network - <b>CONNECTA TA completed</b></i></p> <ul style="list-style-type: none"> <li>PIU has implemented the recommendations of the Road Safety Audit Report before the start of works on the motorway Route R6a section from Lumadh to Smrekonicë.</li> </ul>	Stagnant	
<p><i>Establish a national system for continuous road crash data collection - <b>CONNECTA TA completed</b></i></p>	Stagnant	

<p><i>Effective cross-border road transport - <b>CONNECTA TA completed</b></i></p>	<p>Stagnant</p>	
<p><i>Definition of strategic framework for implementation of ITS on the Core Road Network - <b>CONNECTA TA completed</b></i></p> <ul style="list-style-type: none"> <li>The administrative instruction on the Framework for the deployment of intelligent transport systems (ITS) in the road transport and for interfaces with other modes of transport has been drafted and will be published for public consultation.</li> </ul>	<p>Progressing</p>	
<p><i>Definition of strategic framework for implementation of ITS on the Core Rail Network - <b>CONNECTA TA completed</b></i></p> <ul style="list-style-type: none"> <li>RRA Board has adopted TSI Regulation no. 05/2018 for 'Infrastructure INF' subsystem, TSI Regulation no. 08/2018 for 'Traffic Operation and Management' subsystem OPE, TSI Regulation no. 02/2019 for Subsystem Rolling Stock / locomotives and passenger vehicles - LOC &amp; PAS ". Scheduled for adoption by the end of 2019 TSI Regulation for the ' Rolling Stock / Freight Wagons - WAG' subsystem.</li> </ul>	<p>Progressing</p>	
<p><i>Adoption of Maintenance plan for 2019-2023 for the entire Core Network- Road Maintenance Plan - <b>CONNECTA TA completed</b></i></p>	<p>Stagnant</p>	
<p><i>Adoption of Maintenance plan for 2019-2023 for the entire Core Network- Rail Maintenance Plan - <b>CONNECTA TA completed</b></i></p> <ul style="list-style-type: none"> <li>The multi annual 5 (five) years contract in accordance with Article 63 (2) of the Law on Kosovo Railways No. 04/L-063 and Article 30 (5) of the Directive 2012/34 EU is prepared by INFRAKOS and it was sent to the responsible ministries in April 2019. This proposal was rejected by Ministry of Economic Development and Ministry of Finance. Furthermore, INFRAKOS has drafted seven years Business Plan that includes the maintenance Kosovo Railway network for the period 2019 – 2025.</li> </ul>	<p>Stagnant</p>	
<p><i>Building resilience of the Core/Comprehensive Network</i></p>	<p>Stagnant</p>	
<p>Overall assessment (regional measures)</p>		<p><b>SLOW</b></p>

<b>Progress during the reporting period (national measures)</b>		
<i>Implementation of the rail border crossing agreement between Kosovo and North Macedonia</i>	<b>No progress</b>	
<i>Implementation of IBM at Common Crossing Point (CCP) between Serbia and Kosovo - <b>Provide one parking lane on each side of the CCP Merdare/Merdarë</b></i>	<b>Completed</b>	<b>Parking lanes in operation</b>
Overall assessment (national measures)	<b>NO PROGRESS</b>	

Recommendations:

- Kosovo and North Macedonian authorities are encouraged to proceed with fulfilment of the necessary steps for the railway border crossing measure without further delays.
- Establish a national system for continuous road crash data collection.
- Both administrations are encouraged to maximise the use of the facilities at the CCP Merdare.

## Montenegro

Progress during the reporting period (regional measures)	Alignment with EU Acquis	Implementation
<p><i>Rail market opening on the pilot basis on the Orient/East Med corridor</i></p> <ul style="list-style-type: none"> <li>• Network Statement for 2020 has been published as well as Network Statement for port facilities.</li> <li>• During 2018 have been published 7 Rulebooks and 5 Rulebooks in 2019. One more TSI - Tunnels Safety is sent for publishing to OG Montenegro.</li> </ul>	Progressing	
<p><i>Definition of a framework for implementation of EU Freight Corridors, extended to the Western Balkans</i></p>	Stagnant	
<p><i>Adoption of Road Safety Inspection (RSI) guidelines and curriculum and delivering of trainings</i></p>	No progress	
<p><i>Prepare three-year RSI plan for the Core and Comprehensive network and pilot RSIs on high accident sections - <b>CONNECTA TA completed</b></i></p> <ul style="list-style-type: none"> <li>• "Road safety assessment in Montenegro" Project is in its final stages, and it is due to be finished in January 2020. The survey of the entire national road network of Montenegro has been completed (main and regional roads). Risk Mapping, Colour coding, SRiPs and the other elements of the Project are all in the final stages of preparation. IRAP report has also been drafted and it is in the process of completion.</li> </ul>	Progressing	
<p><i>Carry out road safety audits as per the Directive 2008/96/EC on all projects on the core and comprehensive network - <b>CONNECTA TA completed</b></i></p>	Stagnant	
<p><i>Establish a national system for continuous road crash data collection - <b>CONNECTA TA completed</b></i></p>	Stagnant	

<p><i>Effective cross-border road transport - <b>CONNECTA TA completed</b></i></p> <ul style="list-style-type: none"> <li>The inter-institutional Working Group between Republic of Albania and Montenegro met in Podgorica on 15th of March 2019, with the aim to discuss on the development of the joint Action Plan for the Border Crossing points between Republic of Albania and Montenegro. Following the conclusions of the meeting draft the joint Action Plan has been prepared is foreseen to be discussed and agreed in the next bilateral meeting scheduled to be held within 2019.</li> </ul>	<p>Progressing</p>	
<p><i>Definition of strategic framework for implementation of ITS on the Core Road Network - <b>CONNECTA TA completed</b></i></p> <ul style="list-style-type: none"> <li>The Government of Montenegro adopted the new Transport Development Strategy 2019-2035 and Action Plan 2019-2020 on June 26, 2019 including considerations on the role of ITS for-network management and operation.</li> <li>Draft Law on Roads has been circulated for opinions from the competent state authorities. It is expected that the Government will approve the Draft Law by the end of 2019 to follow up in 2020 with the adoption by the Parliament.</li> </ul>	<p>Progressing</p>	
<p><i>Definition of strategic framework for implementation of ITS on the Core Rail Network - <b>CONNECTA TA completed</b></i></p>	<p>Stagnant</p>	
<p><i>Definition of strategic framework for implementation of ITS on the Core Maritime Network - <b>CONNECTA TA completed</b></i></p>	<p>Progressing</p>	
<p><i>Adoption of Maintenance plan for 2019-2023 for the entire Core Network- Road Maintenance Plan - <b>CONNECTA TA completed</b></i></p> <ul style="list-style-type: none"> <li>A new four-year contract for maintenance of the entire network of state roads in Montenegro has been signed.</li> </ul>	<p>Progressing</p>	
<p><i>Adoption of Maintenance plan for 2019-2023 for the entire Core Network- Rail Maintenance Plan - <b>CONNECTA TA completed</b></i></p> <ul style="list-style-type: none"> <li>The draft of the new railway act will go through the procedure of public hearing at the end of 2019, which will include provision on mandatory 5-year railway maintenance</li> </ul>	<p>Progressing</p>	

contract and freight corridor.		
<i>Building resilience of the Core/Comprehensive Network</i>	Stagnant	
Overall assessment (regional measures)	<b>SLOW</b>	
<b>Progress during the reporting period (national measures)</b>		
<b><i>Implementation of the border crossing agreement between Montenegro and Albania as a part of Adriatic – Ionian Initiative project</i></b>	<b>Completed</b>	<b>Joint operations continue</b>
Overall assessment (national measures)	<b>COMPLETED</b>	

Recommendations:

- Montenegrin authorities are encouraged to proceed with the preparation of the new Law on Road and thus to address the requirements from the connectivity measure on establishing functioning road maintenance system and provisions from the ITS directive by Q1. 2020
- Joint technical committee between ALB and MNE needs to hold its next meeting by the end of January 2020 and finalise the joint Action Plan for the Border Crossing points between Republic of Albania and Montenegro by Q1. 2020.



## Serbia

Progress during the reporting period (regional measures)	Alignment with EU Acquis	Implementation
<p><i>Rail market opening on the pilot basis on the Orient/East Med corridor</i></p> <ul style="list-style-type: none"> <li>• Currently, Serbia has 2 state owned and 8 private railway companies actively operating on the railway network (out of which 3 conducts business for their 'own needs' - maintenance).</li> <li>• Network statement for 2020 was published by Infrastructure Manager (IM) on 20th of March 2019. Network statement for 2021 is being drafted and will be published until December 2019.</li> <li>• The Regulation on the manner of concluding and content of framework agreements, for allocation of railway infrastructure capacity as per Article 33 was adopted by the Government on 17th October 2019 ("Official Gazette of RS" 74/2019).</li> <li>• EU Regulation (EU) 2017/2177 on access to service facilities and rail related services was transposed through Regulation on the details of the procedure and the criteria applied for access to services provided in service facilities ("Official Gazette RS", No 57/19) and Rulebook on the elements of service facility description ("Official Gazette RS", No 66/19) with enter into force date as from January 2020.</li> </ul>	<p>Progressing</p>	
<p><b><i>Definition of a framework for implementation of EU Freight Corridors, extended to the Western Balkans</i></b></p> <ul style="list-style-type: none"> <li>• The Government of the Republic of Serbia adopted on 29.8.2019. <i>Regulation on the manner of achieving cooperation with regard to the establishment and organization of international freight corridors for the competitive transport of goods and the establishment of rules for the selection, organization, regulation and indicative planning of investments in freight corridors</i> ('Official Gazette of RS', no. 63/2019) transposing Regulation 913/2010.</li> </ul>	<p>Completed</p>	<p>Executive Board on the Alpine-Western Balkans RFC has been established</p>

<p><i>Adoption of Road Safety Inspection (RSI) guidelines and curriculum and delivering of trainings</i></p> <ul style="list-style-type: none"> <li>Pursuant to the Law on Roads of May 2018, two rulebooks have been adopted, <i>Rulebook on the manner of carrying out RSA and RSI and the composition of the expert team for carrying out RSA and RSI</i> („Official Gazette of the RS”,No. 52/19) and <i>Rules on the program of professional training and refresh the knowledge, manner of taking the exam and refresh the knowledge, and the content and form of the license for auditor and inspector</i> („Official Gazette of RS”,No. 71/19)</li> </ul>	Progressing	
<p><i>Prepare three-year RSI plan for the Core and Comprehensive network and pilot RSIs on high accident sections - <b>CONNECTA TA completed</b></i></p> <ul style="list-style-type: none"> <li>Following three year RSI programme, PE “Roads of Serbia” in 2018 has signed contracts to carry out road safety inspection for 385 km of Core and Comprehensive Networks and 650km of other road categories, with completion deadline end of 2019. Tender procedures are ongoing (scheduled to be completed by 2019) to carry out RSI on 350 km of Core and Comprehensive Network and 550km of other road categories.</li> </ul>	Progressing	
<p><i>Carry out road safety audits as per the Directive 2008/96/EC on all projects on the core and comprehensive network</i></p>	Progressing	
<p><b><i>Establish a national system for continuous road crash data collection</i></b></p>	Completed	<b>Agency set up and running</b>
<p><i>Effective cross-border road transport - <b>CONNECTA TA completed</b></i></p> <ul style="list-style-type: none"> <li>The Agreement between the Government of the Republic of Serbia and the Government of the Republic of North Macedonia on establishing joint controls at the border crossing point Presevo/Tabanovce was signed on 12th July 2019, published in the „Official Gazette of RS” on 26th July 2019 and entered into force on 16th August 2019.</li> </ul>	Progressing	

<p><i>Definition of strategic framework for implementation of ITS on the Core Road Network -</i> <b>CONNECTA TA completed</b></p> <ul style="list-style-type: none"> <li>The Transport Strategy 2020-2030 will be prepared with World Bank assistance. The preparation activities are ongoing, and it is expected to have the first deliverable scheduled for early next year. This strategy should present the main concept of development of the ITS on road in the Republic of Serbia.</li> </ul>	<p>Stagnant</p>	
<p><i>Definition of strategic framework for implementation of ITS on the Core Rail Network -</i> <b>CONNECTA TA completed</b></p> <ul style="list-style-type: none"> <li>Regarding the deployment of ITS in the railways, based on the recommendations of the CONNECTA Project an application was submitted to the EU Delegation to finance the preparation of the National Plan for the implementation of the ERTMS on the railway network. EUD approved the funds in the amount of EUR 300,000, ToRs are prepared and selection of consultants through Framework Contract will take place during November 2019.</li> </ul>	<p>Progressing</p>	
<p><i>Definition of strategic framework for implementation of ITS on the Core IWW Network -</i> <b>CONNECTA TA completed</b></p> <ul style="list-style-type: none"> <li>ITS Deployment on IWW, technical documentation (Feasibility Study with Conceptual Design and Tender Documentations) for two projects, the first is related to hydro meteorological stations and monitoring bridge clearance and second is Establishing of VTS and VHF radio-telephone system within inland waterways of the Republic of Serbia, have started in 2019.</li> </ul>	<p>Progressing</p>	
<p><i>Adoption of Maintenance plan for 2019-2023 for the entire Core Network- Road Maintenance Plan -</i> <b>CONNECTA TA completed</b></p> <ul style="list-style-type: none"> <li>All 6 PBMC contracts for 3000 km, started on 1 April 2018, three-year duration continued during 2019. For the remaining 12,000 km of state roads, maintenance contracts will be concluded after the realization of the contract for "Determining the state of the state road network" implemented by Joint Venture NIEVELT-CPL-LEHMANN.</li> </ul>	<p>Progressing</p>	

<p><i>Adoption of Maintenance plan for 2019-2023 for the entire Core Network- Rail Maintenance Plan - <b>CONNECTA TA completed</b></i></p>	<p>Progressing</p>	
<ul style="list-style-type: none"> <li>• Program for the Construction, Reconstruction and Maintenance of Railway Infrastructure, Organization and Regulation of Railway Transport with the projection for the next four years has been published by the IM on 2nd of June 2019. World Bank's project on the Serbian Railways Asset Management Plan is ongoing. In line with the World Bank project, it is envisaged to adopt a five-year railway infrastructure maintenance plan in the third quarter of 2020.</li> </ul>		
<p><i>Building resilience of the Core/Comprehensive Network</i></p>	<p>Progressing</p>	
<ul style="list-style-type: none"> <li>• To improve road resilience within the Road Rehabilitation and Safety Project (RRSP), PERS announced in August 2019 the tender for procurement and installation of 60 Road Weather Station (RWIS) on state roads.</li> </ul>		
<p>Overall assessment (regional measures)</p>	<p><b>MODERATE PROGRESS</b></p>	
<p><b>Progress during the reporting period (national measures)</b></p>		
<p><i>Implementation of the rail border crossing agreement between Serbia and North Macedonia</i></p>	<p>Progressing</p>	
<p><i>Revisiting the rail border crossing agreement between Serbia and Bulgaria</i></p>	<p>Stagnant</p>	
<ul style="list-style-type: none"> <li>• Bilateral meeting has taken place between respective ministers of transport of Serbia and Bulgaria in July 2019, discussions included also the revisiting of the railway border crossing agreement. Nevertheless, no reaction from the Bulgarian side.</li> </ul>		
<p>Overall assessment (national measures)</p>	<p><b>MODERATE PROGRESS</b></p>	

Recommendations:

- Fully transpose the Intelligent Transport System (ITS) Directive and secure implementation of relevant national laws.

## Annex 1: Assessment of the implementation of Connectivity Reform Measures

### Regional measures

#### 1.1 Implementation of rail reform strategy

MEASURE 2016	SUB-ACTIONS	IMPLEMENTING BODY (Stakeholders)	SEE Parties					
			ALB	BIH	MK	KOS	MNE	SER
<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	3
	SA. 2 Regular consultation platforms with forwarders and shippers established	SA 2: Infrastructure managers consulting their users			3	3	1	3
	SA. 3 Mutual recognition of train driver license	SA 3 and 4: Safety authorities			2	2	2	2
	SA. 4: Review of national technical rules and safety rules for elimination or later reporting to ERA				1	1	1	2
	SA. 5 Network statement for the main infrastructure manager published	SA.5 Infrastructure managers			3	3	3	3
	SA. 6 Networks statements for rail freight terminals, including in sea ports and river ports published	SA.6 Terminal operators			1	3	3	1
Total scoring					61%	83%	72%	78%

MEASURE 2016	SUB-ACTIONS	IMPLEMENTING BODY (Stakeholders)	SEE Parties					
			ALB	BIH	MK	KOS	MNE	SER
<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	3	3	3	3
	SA.2 Consultation between the SEE Parties and the EU neighbouring countries on the Rail Freight Corridor passing through Western Balkans	SA.2 Regional MoT, IM, EU neighbouring countries Mo and IM	2	2	2	2	2	3
	SA. 3 Joint letter of intent sent to the EC	SA. 3 Regional MoT, IM, EU neighbouring countries Mo and IM	1	1	1	1	1	3
	SA.4 Consultant contracted	SA.4-7 Consultants	3	3	3	3	3	3
	SA.5 Rail Freight implementation plan drafted		3	3	3	3	3	3
	SA.6 Inventory of rail facilities along the rail freight corridor prepared		3	3	3	3	3	3
	SA.7 Market study in accordance with Regulation EU No 913/2010 drafted		3	3	3	3	3	3
	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	1	1	1	1	1	3
<b>Total scoring</b>			<b>79%</b>	<b>79%</b>	<b>79%</b>	<b>79%</b>	<b>79%</b>	<b>100%</b>

## 2.1 Improvement of road safety

MEASURE 2016	SUB-ACTIONS	IMPLEMENTING BODY (Stakeholders)	SEE Parties					
			ALB	BIH	MK	KOS	MNE	SER
<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 in SEE Parties and its alignment with relevant EU legislation;	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 WB6 Region	DG NEAR	3	3	3	3	3	3
	SA. 4 Develop a training curricula based on the common RSI Guidelines delivered under \$A.3 subaction	Consultants	3	3	3	3	3	3
	SA.5 Organize and deliver training of the RS Experts of all SEE Parties based on the harmonized approach for the inspection of roads and in the curricula developed.	Road Safety Working Group, Experts from the MoT National Road Authorities	3	3	3	3	3	3
	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	3	1	1	1	1	2
<b>Total scoring</b>			<b>100%</b>	<b>89%</b>	<b>89%</b>	<b>89%</b>	<b>89%</b>	<b>94%</b>

MEASURE 2016	SUB-ACTIONS	IMPLEMENTING BODY (Stakeholders)	SEE Parties					
			ALB	BIH	MK	KOS	MNE	SER
<b>2.1.2 Prepare three-year RSI plan for the core and comprehensive network and pilot RSIs on high accident sections</b>	SA 1. Based on the adopted guidelines and results of the Action 2.1.1 to be prepared a three-year RSI plan for the Core and Comprehensive network	MoT and Road Authorities/Enterprises; - CONNECTA	2	2	2	2	2	2
<b>Total scoring</b>			67%	67%	67%	67%	67%	67%
<b>2.1.3 Carry road safety audits as per the Directive 2008/96/EC on all projects on the core and comprehensive network</b>	SA 1. Prepare a plan for carrying road safety audits as per the Directive 2008/96/EC on all projects on the core and comprehensive and based on the SEETO RSA guidelines.	MoT and Road Authorities/Enterprises; with donors support - CONNECTA	2	2	2	2	2	2
<b>Total scoring</b>			67%	67%	67%	67%	67%	67%
<b>2.1.4 Establish a national system for continuous road crash data collection (by 2018)</b>	SA 1. Assessment of the current road crash data collection systems, and the opportunities for upgrade of the existing one's or setting up a new system.	MoT and Road Authorities/Enterprises; Leading Agency (where possible), Ministry of Internal Affairs, with donors support - CONNECTA	3	3	3	3	3	3
	SA 2. Road map for establishing a national system for continuous road crash data collection	MoT and National Road Authorities; Leading Agency (where possible), Ministry of Internal Affairs, with donors support - CONNECTA	2	2	2	2	2	3
<b>Total scoring</b>			83%	83%	83%	83%	83%	100%



## 2.2 Trade and Transport Facilitation

MEASURE 2016	SUB-ACTIONS	IMPLEMENTING BODY (Stakeholders)	SEE Parties					
			ALB	BIH	MK	KOS	MNE	SER
2.2.1 Development and implementation of SEED+ to support the CEFTA Framework Agreement on exchange of data and simplification of inspections	SA.1 Nov 2015 - meeting of TTFWG - SEED+ First phase ToR finalised	CEFTA – Parties	3	3	3	3	3	3
	SA.2 Dec 2015 - financing agreement on SEED+ project 1st phase concluded	CEFTA Parties	3	3	3	3	3	3
	SA.3 Jun 2016 Signed CEFTA Framework Agreement	European Commission and CEFTA Parties (Ministries for Trade, Customs, Transport, SPS and TBT authorities)- SEED+	3	3	3	3	3	3
Total scoring			100%	100%	100%	100%	100%	100%

MEASURE 2016	SUB-ACTIONS	IMPLEMENTING BODY (Stakeholders)	SEE Parties					
			ALB	BIH	MK	KOS	MNE	SER
2.2.2 Effective cross-border road transport	Sub-action 1 Assessment of the opportunities for introducing one-stop shop on the Core road network's BCPs	Ministry of Transport, MoI, upon TA is effectively made available  Regionally coordinated by TFWG; PM focal points	1	1	1	1	1	1
Total scoring			33%	33%	33%	33%	33%	33%

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

MEASURE 2016	SUB-ACTIONS	IMPLEMENTING BODY (Stakeholders)	SEE Parties						
			ALB	BIH	MK	KOS	MNE	SER	
2.3.1 Definition of strategic framework for implementation of ITS on the Core Network	2.3.1.2 Definition of strategic framework for implementation of ITS on the Core Road Network	Sub-action 1- Transposition of the Directive 2010/40/EU into the national legislation	MoT, road transport agency	2	0	0	1	1	1
		Sub-action 2 Adoption of ITS strategy together with an Action/implementation plan	MoT, road transport agency (with the support of donors and TAs, such as CONNECTA)	0	0	0	1	1	0
	Total scoring			33%	0%	0%	17%	33%	33%
	2.3.1.3 Definition of strategic framework for implementation of ITS on the Core Rail Network	Sub-action 1 - Transposition of the relevant EU legislation (interoperability directive) into the national legislation	MoT, railway regulatory bodies	3	1	3	1	3	3
		Sub-action 2 - Adoption of the EU technical specifications and requirements (TSI CCS -control, command and signalling including ERTMS)	MoT, railway regulatory bodies	0	1	1	2	1	3
		Sub-action 3 -Adoption of ITS strategy together with an Action/implementation plan	MoT, railway regulatory bodies, (with the support of donors and TAs, such as CONNECTA)	1	0	0	0	0	1
	Total scoring			44%	22%	44%	33%	44%	78%
	2.3.1.4 Definition of strategic framework for implementation of ITS on the Core Maritime Network	Sub-action 1 -Transposition of the relevant EU legislation (Directive 2002/59/EC) into the national legislation	MoT, maritime transport agency	1	na	na	na	3	na
		Sub-action 2Adoption of ITS strategy together with an Action/implementation plan	MoT, maritime transport agency (with the support of	0	na	na	na	0	na

			donors and TAs, such as CONNECTA)							
	Total scoring			17%	na	na	na	50%	na	
	2.3.1.5 Definition of strategic framework for implementation of ITS on the Core IWW Network	Sub-action 1 -Transposition of the relevant EU legislation into the national legislation	MoT, IWW transport agency	na	0	na	na	na	na	3
		Sub-action 2 -Adoption of ITS strategy together with an Action/implementation plan	MoT, IWW transport agency (with the support of donors and TAs, such as CONNECTA)	na	0	na	na	na	na	0
Total scoring			na	0%	na	na	na	50%		

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)	SEE Parties					
				ALB	BIH	MK	KOS	MNE	SER
<p><b>2.4 Establishment of functioning maintenance system ensuring no section in poor/very poor condition by 2020</b></p>	<p><b>2.4.1 Adoption of Maintenance plan for 2016-2020 for the entire Core Network-Road Maintenance Plan</b></p>	Sub-action 1 - Review of national maintenance plans and methodology	MoT, Road Authorities,	3	3	3	3	3	3
		Sub-action 2 -Mapping of gaps and challenges of road maintenance on regional level	MoT, Road Authorities,	3	3	3	3	3	3
		Sub-action 3 - Assessment of the need to conduct a road condition survey in Core/Comprehensive Road Network	MoT, Road Authorities, CONNECTA	3	3	3	3	3	3
		Sub-action 4 - Prepare 5 Year Road Maintenance Plan for Core/Comprehensive Network	MoT, Road Authorities, CONNECTA	2	2	2	2	2	2
		Sub-action 5 - Structure maintenance budget as per (a) Routine, (b) Periodic/Structure, as well as separate provisions for (c) Emergency and (d) Rehabilitation Projects	MoT, Road Authorities, TCT, CONNECTA	0	1	0	1	0	1
		Sub-action 6 - Gap analysis of establishment of Road Asset Management System	Road Authorities and support from donors	3	3	3	3	3	3
<b>Total scoring</b>				72%	79%	72%	79%	72%	79%

MEASURE 2016	SUB-ACTIONS	IMPLEMENTING BODY (Stakeholders)	ALB	BIH	MK	KOS	MNE	SER	
<b>2.4</b> <i>Establishment of functioning maintenance system ensuring no section in poor/very poor condition by 2020</i>	<b>2.4.2</b> <b>Adoption of Maintenance plan for 2016-2020 for the entire Core Network-Rail Maintenance Plan</b>	SA. 1 Review of national maintenance plans and methodology	MoT, railway companies	3	3	3	3	3	
		SA.2 Mapping of gaps and challenges of road and rail maintenance on regional level	MoT, railway companies	3	3	3	3	3	
		Sub-action 3 - Change budgetary planning practice to introduce s contracts to agree the structure of payments at the beginning of the contract for the whole duration of multi annual contract, preferably in accordance with Article 30(5) of the SERA Directive (at least five years' contracts)	Ministry of Finance/Economy	0	0	2	2	2	3
		Sub-action 4 - Review of the current asset management system, based on an asset register to assess the financing needed for repair and replacement and with details on the expenditure for the infrastructure, preferably in accordance with Article 30(7) of the SERA Directive	IM (with the support of donors and TAs, such as CONNECTA)	1	0	1	1	1	1
		Sub-action 5- Rail Maintenance Plan for Core/Comprehensive Network for period from 2018, ensuring no section in poor/very poor condition by 2020	IM (with the support of donors and TAs)	0	0	1	1	1	1
		Sub-action 6- Coordination between the regional IM (neighbouring IMs between themselves), consultation with interested parties before	IM	1	0	2	1	0	2

	preparation of maintenance plans and the schedule for works and publication in the network statement as prescribed in Article 8 of the SERA Directive, Article 12 of Regulation (EU) No 913/2010 on the rail freight network and the Guidelines for planned temporary capacity restrictions of RailNetEurope of 12 March 2015							
<b>Total scoring</b>			29%	15%	58%	50%	43%	65%

MEASURE 2016		SUB-ACTIONS	IMPLEMENTING BODY (Stakeholders)	SEE Parties					
				ALB	BIH	MK	KOS	MNE	SER
<b>Improving Transport Network Resilience in the Western Balkan to climate change</b>	<b>2.4.3 Building resilience of the Core/Comprehensive Network</b>	Sub-action 1 – Carry out scoping phase of developing Network Resilience Plan	MoT, Road Authorities, Rail companies, MoE etc, SEETO, support from donors (World Bank)	2	2	2	2	2	2
<b>Total scoring</b>				67%	67%	67%	67%	67%	67%

## National measures

### 3.1 Effective Border Crossing Agreements

MEASURE 2016	SUB-ACTION 2016	IMPLEMENTING BODY (Stakeholders) 2016	MK	SER
<b>3.1 Effective Border Crossing Agreements</b>				
<b>3.1.1 Implementation of the rail border crossing agreement between Serbia and North Macedonia</b>	SA.1 Prepare and sign Border police agreement	SA. 1 Ministry of Interior	3	3
	SA.2 Prepare and sign Customs agreement	SA. 2 Customs	3	3
	SA.3 Prepare and sign Phyto-sanitary and Veterinary agreement	SA. 3 Ministry of Agriculture	3	3
	SA.4 Prepare and sign agreements between rail authorities	SA. 4 Ministries of Transport, Infrastructure Managers, railway undertakings	3	3
	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	3	3
	SA.7 Preparation of WBIF application for construction of the Tabanovce station	SA.7 Ministry of Transport	2	2
	SA.8 Staff education	SA. 8 Border Authorities	0	0
<b>Total scoring</b>			<b>83%</b>	<b>83%</b>



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

MEASURE 2016	SUB-ACTION 2016	IMPLEMENTING BODY (Stakeholders) 2016	ALB	MNE
<b>3.1.3</b> <i>Implementation of the border crossing agreement between Montenegro and Albania as a part of Adriatic – Ionian Initiative project</i>	SA.1 Prepare and sign Border police agreement	SA. 1 Ministry of Interior	3	3
	SA.2 Prepare and sign Customs agreement	SA. 2 Customs	3	3
	SA.3 Prepare and sign Phyto-sanitary and Veterinary agreement	SA. 3 Ministry of Agriculture	3	3
	SA.4 Prepare and sign agreements between rail authorities	SA. 4 Ministries of Transport, Infrastructure Managers, railway undertakings	3	3
	SA.5 Staff education	SA. 5 Border Authorities	3	3
<b>Total scoring</b>			100%	100%

MEASURE 2016	SUB-ACTION 2016	IMPLEMENTING BODY (Stakeholders) 2016	SER	BG
<b>3.1.4 Revisiting the rail border crossing agreement between Serbia and Bulgaria</b>	Sub-action 1 – consultation between the Serbian, Bulgarian authorities, with support of the EC	MoT (Serbia and Bulgaria), with support of EC	3	-
	Sub-action 2 - revisiting the agreement and protocols to comply with EU rules and legislation	Ministry of Transport, Customs, Ministry of Interior, Ministry of Agriculture, IM (Serbia and Bulgaria) and EC	1	-
<b>Total scoring</b>			67%	

MEASURE 2016	SUB-ACTION 2016	IMPLEMENTING BODY (Stakeholders) 2016	MK	KOS
<b>3.1.5 Implementation of the border crossing agreement between Kosovo and North Macedonia</b>	Sub-action 1 – Prepare and sign Border police agreement	Ministry of Interior	0	0
	Sub-action 2 – Prepare and sign Customs agreement	Customs	0	0
	Sub-action 3 – Prepare and sign Phyto-sanitary and Veterinary agreement	Ministry of Agriculture	0	0
	Sub-action 4 – Prepare and sign agreements between rail authorities	Ministries of Transport, Infrastructure Managers, railway undertakings	3	3
	Sub-action 5 – Staff education	Border Authorities	0	0
<b>Total scoring</b>			20%	20%

MEASURE 2016	SUB-ACTION 2016	IMPLEMENTING BODY (Stakeholders) 2016	MK	GR
<b>3.1.6 Conclusion of negotiations and signing of rail border crossing agreement between North Macedonia and Greece for border-crossing point (BCPs) on Corridor X</b>	Sub-action 1 – negotiation between the Greek, Macedonian authorities (with the support of EC)	MoT ( North Macedonia and Greece), with support of EC	1	-
	Sub-action 2 – Prepare and ratify the international border crossing agreement	MoTs, Greek and Macedonian Government, Parliament	1	-
<b>Total scoring</b>			33%	-

### 3.2 Implementation of Integrated Border Management (IBM) Strategy

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)	3	-
<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	3	-
	SA.3 Beginning of construction		3	-
<b>Total scoring</b>			100%	-