

# Priority BCPs measures for endorsement on the WB6 Summit in Poznan

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**Regional Steering Committee, 19<sup>th</sup> June 2019, Belgrade**  
**Transport Facilitation Technical committee, 20<sup>th</sup> June 2019, Belgrade**

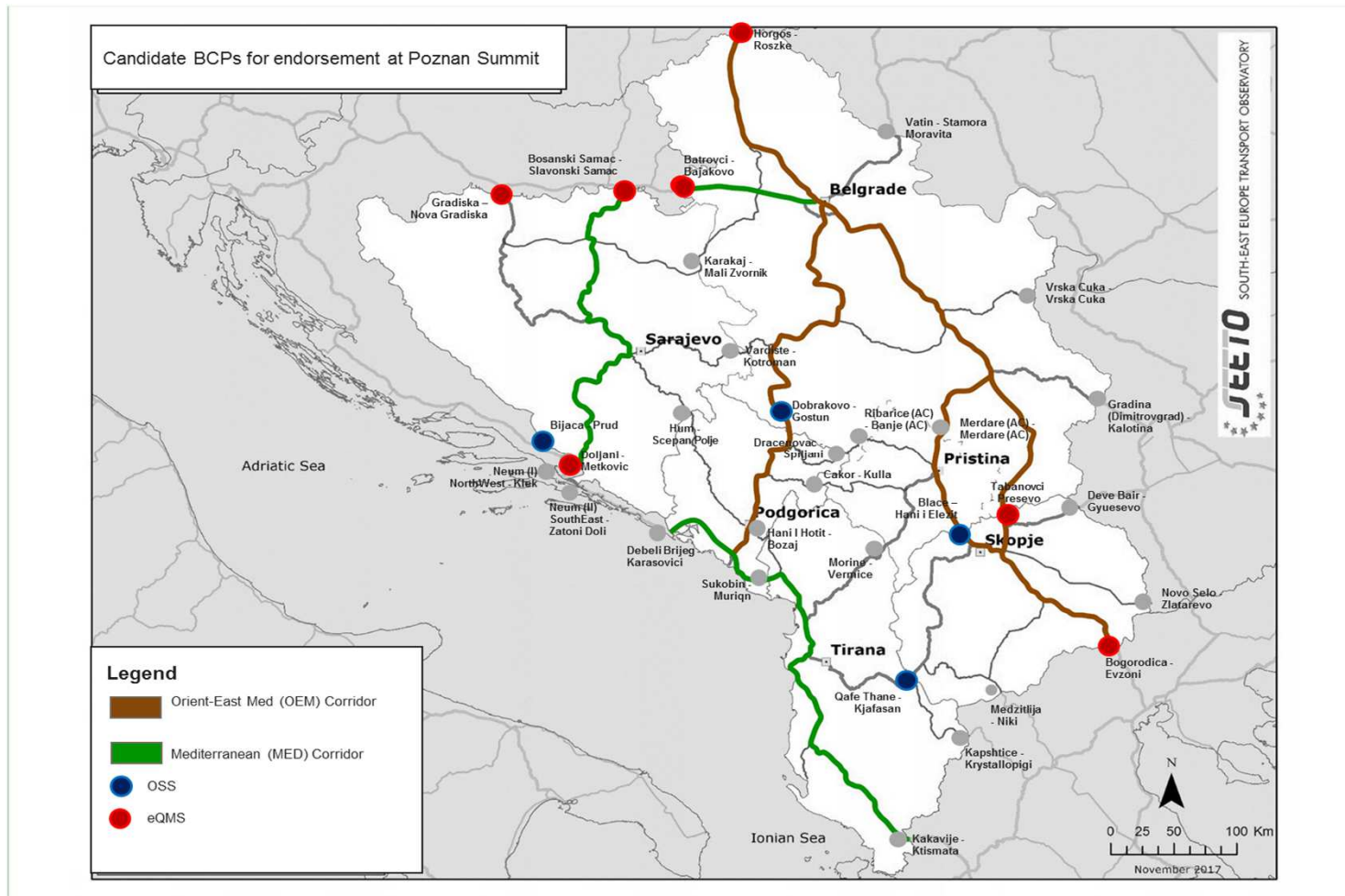
# Introduction- context

- ❖ Transport Community Treaty- entered into force; legal basis for transport and border crossing facilitation- Article 15 of TCT- *the Contracting Parties shall facilitate administrative procedures (formalities) for crossing from one customs territory to another*
- ❖ Permanent Secretariat and Technical Committee on Transport facilitation (TCTF) established – first meeting of TCTF will be held on 20.06.2019
- ❖ *Study for border crossing facilitation and improvement of the cross-border road transport on the indicative extension of TEN-T Road Core/Comprehensive Network in the Western Balkans* –completed by Connecta (November 2017-April 2019)
- ❖ Transport and Trade facilitation Project- World Bank –ongoing
- ❖ Western Balkans Declaration on Border Crossing – signed in Ljubljana in April 2018

# Main features of the candidate BCPs for Poznan Summit

- Freight forwarders and road transport companies are suffering from lengthy waiting times in excess of 160 minutes (occasionally 280 minutes) on the Orient-East/Med corridor (Corridor X).
- Viability of One-Stop Shops and eQMS by institutional, technical, economic and financial assessment of all 32 pairs of border crossing points (BCPs) on the extended TEN-T (Core & Comprehensive) Road Network in the Western Balkans
- corridor approach -they are all on the Core Network; immediate benefits they will offer in the form of time savings (i.e. waiting and procedural times) and more streamlined operations on site- quick wins
- joint border facilities instead of continuing the current modus operandi involving separate facilities as there are clear operational advantages as well as significant reductions in the operating and maintenance expenditure as teams are co-located on one site as opposed to two.
- availability of existing infrastructure that is already largely fit-for purpose (i.e not needing extensive construction costs) and the good operational working relationships between the staff on both sides

# Map of candidate BCPs for Poznan Summit



# Candidate BCPs for which TA could be immediately allocated (quick wins)

Road BCPs:		<u>Soft (legal and institutional measures) for establishing One stop shop (OSS) and joint controls:</u>	TA for a Design Study and Procurement Plan to be launched on WB 6 summit in July (Connecta)	higher rates of physical inspections whilst achieving against quicker processing times (i.e. win-win for security and trade)	TA for Design-Build, bundling all 3 candidates BCPs - 150.000-170.000 EUR
<b>1) Hani i Elezit/ Blace</b>	KOS/MKD Route 6a Orient-East/Med Corridor	<u>Physical investments (including traffic technology and equipment):</u>	For physical works-tendering period as per partners' procurement rules for Design-Build+ 6-12 months (WBIF/IPA)	shortening processing time for trucks for about 10 mins per truck	around 1.1 million EUR investments costs for all 3 BCPs: Procurement of design, goods, installation works and works supervision
<b>2) Dobrakovo Gostun</b>	MON/SER Route 4 Orient-East/Med Corridor				
<b>3) Bijaca/ Prud</b>	BIH/CRO Corridor Vc MED Corridor				
				Faster processing while at the same time improving detection, as part of the anti-narcotics and smuggling effort. Faster, safer and more efficient bus passenger checking. Saving between 10 to 20 minutes each bus.	
				Increased performance by Customs and Border Police staff sharing same booth Increased vehicle throughput and time savings of up to 30 minutes processing time per truck.	
				Herringbone type truck parking configuration will eliminate the "first in and first out" checking method and reduce truck queue lengths	

# Other priorities (candidate BCPs for financing from 2020 onwards)

Cluster of road BCPs:	CRO-SER-MKD-GRE	<u>ITS investments for establishing electronic queuing system:</u>	TA for a Design and Procurement Study to be launched on WB 6 summit in July (Connecta)	Completely reducing queues- Removing the trucks and buses from the general circulation lanes as they will be parked at a dedicated waiting area Shortening waiting time outside the Customs Control Zone for trucks; time savings are estimated to be some 30 to 45 minutes for HGVs in peak Period; Huge benefits in terms of safety of users at the BCP, security (of the cargo), environment, health (of drivers)	TA for Design for the cluster of BCPs- around 500.000 EUR
<b>Horgos/Roszke</b>	Corridor X	- Preparation and Development of the specifications of the IT system for eQMS			
<b>Batrovci/Bajakovo;</b>	MED and Orient-East/Med Corridor	- Preparation of Procurement procedures			1.2 million EUR approximately for installation at each separate BCP*;
<b>Presevo/Tabanovci;</b>		- Deployment/Commissioning and testing of the system	System installation- 12 months after procurement (WBIF/IPA)		
<b>Bogorodica/Evzoni</b>		- Plan for physical implementation of OSS and joint controls (for selected BCP sites)			*to be calculated in the design stage

# Other priorities (candidate BCPs for financing from 2020 onwards)

- Potential “Quick-wins” initiatives in 2020 in conjunction with the pipeline under the World Bank’s Transport and Trade Facilitation Project :
  - Qafe Thane/Kjafasan (ALB/MKD- Corridor VIII)- One stop shop (joint controls)- maybe starting from 2019
  - Deve Bair/ Gyesevo (MKD-BUL - Corridor VIII)
  - Corridor Vc/Rote 2a- eQMS cluster:
    - Gradiska/Nova Gradiska;
    - Bosanski Samac/Slavonski Samac;
    - Doljani/Metkovic\*

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