

IMPROVING ROAD NETWORK RESILIENCE

Nerejda Hoxha, Desk Officer, Road Infrastructure and Policies

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The Permanent Secretariat

**** Why WB6 should act on Network Resilience?









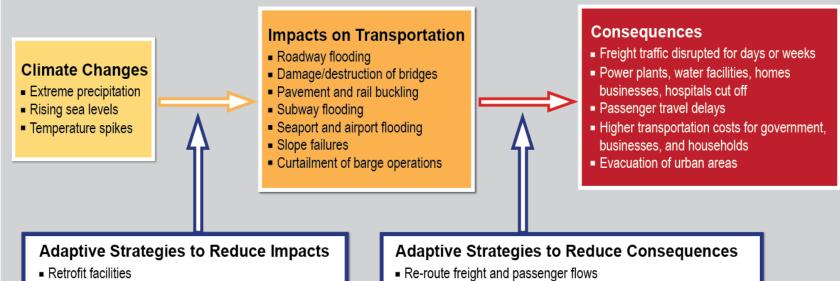


Why we should think about Network Resilience?

- Climate change is putting at risk the lives of millions of people worldwide, and millions in investments in transport infrastructure and services.
- A transport system that cannot withstand the emerging impacts of climate change will prove burdensome, impose high costs for repair, and cause significant economic losses.
- May 2014 floods, triggered 4% of GDP losses in SRB, 15% of GDP in BIH and August 2016 in MKD losses up to €22 million



Adaptation Strategies and actions

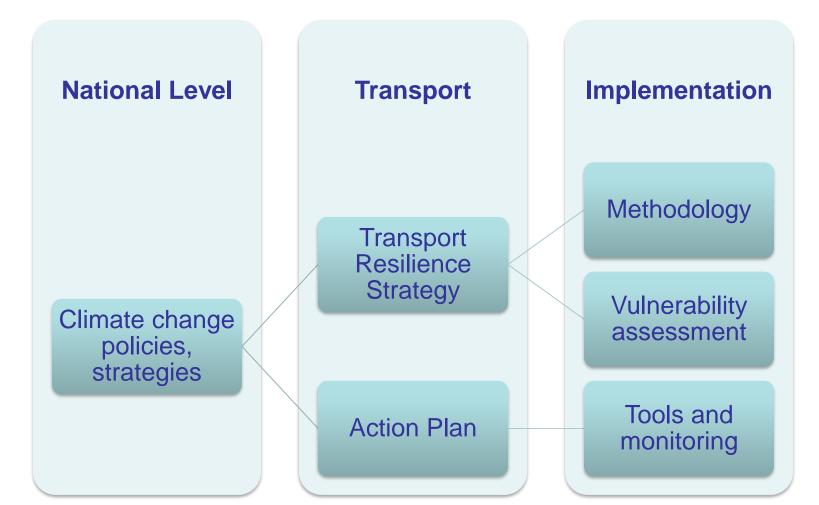


- Relocate facilities
- Upgrade stormwater drainage facilities
- Build new facilities to climate-ready standards
- Protect existing infrastructure
- Incorporate climate change into maintenance cycles

- Shift to alternative modes
- Land-use regulations relating to development in vulnerable areas
- Evacuation/contingency strategies
- Building in network flexibility
- Traveler information systems
- Rapid rebuilding of damaged facilities
- Improved air traffic management



Scoping Phase Findings – Legal framework





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RPs	National level	Transport Resilience strategy		
ALB	UNFC on Climate change ratified CCS prepared	No Cross sectoral strategy ongoing		
BIH	UNFC on Climate change ratified Yes	No Cross sectoral strategy ongoing		
MKD	UNFC on Climate change ratified UN National Communications	No		
MNE	UNFC on Climate change ratified UN National Communications	No		
KOS	UN National Communications	No		
SER	UNFC on Climate change ratified UN National Communications	No Cross sectoral strategy ongoing		



Scoping Phase Findings – Risk areas

- Landslides and unstable slopes along highways, main roads and railways;
- Transport infrastructure in the vicinity of river flows which can be affected by floods;
- Rising groundwater levels;
- Floods in spring and summer and snowdrifts in winter periods;

Intervention	Weighted average cost EUR/km	Effectiveness
Bridges and crossings	127,380	51.96%
Drainage	64,078	58.16%
Erosion and stabilisation	119,420	66.69%
Flood protection	395,836	87.87%
Landscaping	204, 256	25.32%
Monitoring & maintenance	18,421	30.73%
Operation incident reporting	65,090	28.30%
Planning, design & construction	85,988	35.52%
Road surface and structure	39,886	31.73%

Source: World Bank, DIVERSION project



Scoping Phase Findings - Obstacles

Main obstacles listed by the regional participants :

- Lack of knowledge
- Lack of guidelines and methodologies to assess vulnerability
- Lack of resources human, financial etc
- Lack of coordination between the ministry in charge of environment and transport ministry/institutions



Recommendations

Development of guidelines and methodologies to assess transport systems vulnerability to climate change

Development of Resilience Action Plan for Core/Comprehensive Networks



Carry out risk based vulnerability assessment for indicative extension of Core/Comprehensive TEN-T Networks in Western Balkans or pilot in one of the Core Corridors

Development of Transport Resilience Strategies and Action Plans;

Implementation of adaptation strategies, measures and techniques.



