TRANSPORT COMMUNITY
The Permanent Secretariat

"Ensuring the fast flow of goods through Green Lanes linking the EU and Western Balkans"
A potential contribution of the Transport Community to the conclusions of the EU-Western Balkans Leaders' summit of 6 May (Zagreb summit)

***Together and better Connected**: working document prepared by the Permanent Secretariat*

1. On 29 April 2020, the Commission adopted a communication (COM (2020) 315 final) in view to propose a certain number of priority actions together with financial support for Western Balkans partners to cope with the challenge of the economic recovery "post" COVID-19. This set of proposals was then submitted to the attention of the EU and Western Balkans leaders who virtually met on 6 May 2020 (Zagreb summit).
2. The conclusions of the Zagreb summit state that the ongoing pandemic demonstrated how the EU and the Western Balkans are and should continue to jointly tackling the common challenges. This cooperation is reflected in the need to ensure "*the fast flow of essential goods through Green Lanes linking the EU and Western Balkans*".
3. Granting the free flow of goods across the borders is one of the top priorities for the EC, the WB partners and the regional organizations, including of the Transport Community since the beginning of the sanitary crisis.
4. The Permanent Secretariat responded timely to this challenge through the "Green Corridor / Green Lane" initiative[1] set up together with CEFTA in order to guarantee the free flow of essential goods within the Western Balkans during the sanitary crisis.
5. The Green Corridor initiative that has been endorsed and implemented by all regional partners represents a concrete example on how a good coordination between the different administrations of the Western Balkan partners could generate a positive effect on the region. The shortage of essential goods (such as food – medicines – animal feed) or the blockage at Western Balkan internal Border and Common crossing points – thanks to the proposed measures of coordination – has been avoided[2]. Since the 16 March, when the Permanent Secretariat started to monitor on a daily basis the situation at the borders, no major jams have been reported.
6. This achievement is a tangible sign that when common interests prevail with respect to national ones, benefits can be shared all partners without exception.
7. At the EU-WB borders the situation was kept under control and waiting times have never exceeded the ones registered in the pre-COVID period. The convoy regime (now lifted) and some restrictions of transit introduced by certain EU Member States have however generated the increase of the travel time needed to connect Western Balkan parties with the core of the EU. Border crossing management remains –

[1] Details can be found at https://www.transport-community.org/wp-content/uploads/2020/04/Joint-TCT-CEFTA-proposal-green-corridors_07042020.pdf

[2] See CEFTA presentation on the results, available on the TCT Website.

however – an important issue affecting the overall connectivity of the region, but also of EU MS neighbouring Western Balkans.

8. **In this context, it is of utmost importance to capitalize the good results obtained at internal borders and continue to work to make more efficient Border-crossing operations with EU Member States**.
9. Both EU and Western Balkan partners are now preparing themselves to "exit" the sanitary emergency, although the path will be long before fully recovering from the human, economic and social consequences of this pandemia. The sanitary crisis showed how much un-coordinated actions taken by single countries could affect our logistic system. It also demonstrated (and this is positive) how much our respective economies are already interdependent.
10. It would be therefore crucial that the EU when starting planning the post-emergency step considers the Western Balkans as an integral part of the process. The Commission communication of 29 April clearly state that "*the Commission is ready to associate the region closely with the implementation of its 'Joint European Roadmap towards lifting COVID-19 containment measures*". The economic activity is going to recover and according to experts, road traffic is expected to grow at a rate of 4% per week in the coming months. To avoid major blockages at the land borders, we need to be as pro-active as possible.
11. Lifting of the last transit restrictions at EU internal borders should go in pair with the lifting of the transit restrictions still in place and that affect the fluidity of the EU-WB traffic.
12. In addition, the same communication states that "*beyond this sanitary emergency and its related restrictions on the movement of goods and passengers, the Commission is also committed in the long-term to contribute to better connectivity to the Western Balkans, addressing the structural bottlenecks at EU/Western Balkans borders*".
13. Whilst the last temporary restrictions shall be lifted in the coming months, the priority will shift from the response to the emergency situation **to the focus on a longer term plan aiming at granting better intra WB connectivity and accessibility to the EU**.
14. As President von der Leyen recalled after the summit, the EU has associated its Western Balkan partners in the European Union initiatives that are normally only reserved for Member States "*in the concept of the so-called 'green lanes' crossing the borders that helped enormously to have the flow of goods going*". **The "green lane" concept should not only cover the current sanitary emergency but it could become a driver in view to implement, on a permanent basis and in view of the future enlargement, a more efficient and cost-effective system for cross-border operations between EU-MS and Western Balkans**.
15. The role of the Permanent Secretariat would be twofold: **assist the parties, Western Balkans and EU Member States in the lifting of the last transit restrictions** which will follow the emergency situation. **Develop – with the support of the Commission and the regional cooperation organizations - a comprehensive and longer-term programme to foster the connectivity between the partners through more coordinated proceedings and updated border-crossing infrastructure and IT**

equipment. This aspect is of particular ree as, from March 2020, the first two Western Balkan candidates countries, Montenegro and Serbia have been joined by Albania and North Macedonia.

16. This implies, in particular, to tackle a series of important inefficiencies affecting border-crossing facilities within the Western Balkans and between the Western Balkans and the EU MS, both in terms of infrastructure, equipment, coordination and monitoring
17. The daily survey of the traffic at EU-Western Balkan borders carried out by the TCT secretariat provided an interesting illustration of some peculiarities of the traffic flows (such as the imbalances between outbound and inbound traffics – peak hours and days). Furthermore, the monitoring made clear that beyond the restrictions, the border-crossing infrastructure at several key border-crossing points, within Western Balkans and with the EU MS is unable to cope above a certain volume of traffic. This problem was already well known, but it has become even more acute with the closure of certain secondary border crossing points.
18. A more efficient monitoring of the traffic flow could provide some potential low-cost solutions to reduce congestion and waiting times at borders.
19. In this context, it is of utmost importance to offer the possibility for Western Balkans partners to be more closely associated to developing programmes at EU level. The "*Galileo Green lanes*" which aims at providing a better monitoring of the flows in view to easing traffic pressure at borders is a good example of what could be implemented very quickly at a very low cost.
20. EU-Western Balkan and intra traffic – by land - is expected to grow in the coming months, following the resuming of the economic activities and the possible re-opening of transit to private cars. In the meantime, it is not excluded that the offer of air transport representing a significant share of the EU-WB overall passenger transport would be reduced, at least for a certain period. In this context, the long waiting times- with peaks up to 24 hours at certain border points often registered in "*pre-COVID-19 situation*" would represent a sanitary risk hardly acceptable for drivers, passengers or border officers. It is also a risk that authorities from whatever country would not like to take.
21. Waiting time at WB borders (EU and intra ones) have been estimated by the World Bank at about 26 million hours per year in a study published in 2015[3]. A significant share of these waiting times could be avoided through improved systems and infrastructure and better coordination. The cost for Western Balkans of these existing unnecessary obstacles at borders was estimated, by the World Bank, in a range between 250 and 300 M€ per year. This includes the cost at the expenses of the transport sector (transport and logistic companies) but also missed opportunities in terms of economic attractiveness of the region in general. The first visible impact are the very high logistical costs[4] - almost the double compared to EU MS – supported by

[3] World Bank Final Report – The Regional Balkans Infrastructure Study (REBIS) Update-Enhancing Regional Connectivity, Identifying Impediments and Priority Remedies
[4] World Bank – Benchmarking Corridor Performance

Western Balkan economies which affect negatively the final cost of products manufactured in the region or imported by the region, undermining the overall competitiveness of Western Balkans. This situation partly explains the very bad ranking of all regional economies in the Logistic Performance Index[5] developed by the World Bank.

22. These problems have been already identified at the level of the Transport Community and the removal of these unnecessary obstacles at the Border and Common crossing points (in road, but also rail) was addressed by Western Balkan partners through the adoption, in April 2018, of a Transport Facilitation Strategy. This strategy is part of the TCT Work programme for the 2019-2020 and generated an Action Plan including short, medium and long-term actions measures and investments[6] presented to the Regional Partners for implementation at the beginning of the year.
23. The TCT/CEFTA "green corridor" initiative was set up to cope with the consequences of this crisis. It could now offer a new window of opportunity to "drive" an even more ambitious programme to improve transport connectivity in the region and with the EU. This implies the removal of all unnecessary obstacles and bottlenecks existing at EU-WB[7] and at internal WB borders, building upon the already identified measures and projects but also capitalizing the good results obtained in setting the "green corridors/lanes" within the Western Balkans.
24. Such programme also aims at maximising the opportunities offered by the Commission – in particular in terms of funding – to assist the Western Balkan parties in their economic recovery and re-confirmed at the Zagreb summit.
25. The Commission proposal comprises an ambitious investment plan to improve the regional connectivity and the better connections with the EU through renewed Trans-European Transport Network (TEN-T) infrastructure. This ambition would appear inconsistent and probably vain without resolving in parallel – but one could also say **in priority** – the long lasting connectivity issues at borders[8]. An economic recovery of the region, together with the strengthening of the Regional Economic Area (REA) should therefore rely on to pillars: (1) better infrastructure, but this could only be a medium-long term objective (2) better accessibility through the removal of unnecessary obstacles at borders preventing the good functioning of the REA and the access to the EU Market. This could be a **"quick win" providing an immediate result in terms of economic benefits for the whole region**.
26. This approach presents the following characteristics and advantages :

    - it relates to infrastructure but also soft and innovative measures based on digital technology that could be quickly implemented;

[5] Logistic Performance Index (LPI 2018 by the World Bank Group) : from rank n°68 (Serbia) to n°91 (Albania). But also EU MS of the region are poorly ranking: n°52 for Romania and n°55 for Bulgaria on a total of 163 countries considered.
[6] Draft proposal available of the TCT Website.
[7] While keeping untouched all measures which are related to the control of the EU external borders.
[8] The "Cconnectivity reform measures" that also include "Transport Facilitation" and represent the core of the activity of the Permanent Secretariat are the pre-condition to make this investment plan a success.

- it combines low cost measures but with high value with higher costs infrastructure investments.
- it combines short term actions "quick wins" and longer-term ones.
- for each Euro invested it will be easy to calculate the cost saving generated by the action[9].
- it contributes – to some extent - to the *greening* of transport in the region – by reducing the number of hours spent by trucks at borders with a significant consumption of fuel while not moving the goods;

27. To be a real success, this approach requires, however, the commitment of all parties belonging to the Transport Community, Western Balkans but also Member States. In the recent past, getting the parties' commitment to jointly work to improve the connectivity through the removal of border crossing obstacles has not always been an easy task. It is therefore crucial, for the Permanent Secretariat, to demonstrate that the proposed measures will not only benefit to one party at the expenses of another one but that all parties can benefit from a smoother movement of goods across the borders. This would result in a better accessibility, the reduction of transport costs and pollution, but also the improvement working conditions of transport workers.
28. The proposed "Post-COVID-19 response" on transport facilitation does not replace but complements the action plan set up earlier this year by the Permanent Secretariat. It covers in addition to road transport also rail and goes in pair with the action plan to revitalize rail transport and is currently implemented by the Western Balkan partners. Rail will be instrumental in the post-COVID situation to grant better connections with EU Member States. It also proved to be more resilient than road as traffic levels registered from mid-February to mid-April did not register a reduction compared to the same period of 2019.
29. These measures complements the other priorities that the Permanent Secretariat is focussing on aiming at improving the overall quality of the transport system and of the infrastructure in the Western Balkan region. A sustainable improvement of the quality of the transport system requires that all these priorities are tackled in parallel, in particular the connectivity reform measures
30. The Transport Community has already set up a technical committee ran under the aegis of the Permanent Secretariat. This technical committee on "Transport Facilitation" met already four times in the last nine months. It gathers all interested parties, Western Balkans partners, EU Member States, International Financial Institutions, Regional cooperation organizations, Transport business and associations.

[9] For instance: the waiting time reduction (in other words the cost savings for road transport companies) could be easily compared with the investment needed to carry out the action that led to the reduction of waiting time. See CONNECTA Final Report - 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 https://www.transport-community.org/wp-content/uploads/2019/12/CONN-TRA-CRM-REG-06-CBP_Final-Report.pdf

31. The proposal is – at this stage – a working document of the Permanent Secretariat but it can – if supported by the parties – quickly turn into an ambitious operational programme, including four priority pillars:

• **Priority 1**. : ensuring a smooth and coordinated removal of the existing temporary transit restrictions affecting traffic and trade flows between EU and Western Balkans, developing reliable cross-border traffic monitoring systems (like the Galileo app.);

• **Priority 2**: consolidating to good practices set up within Western Balkans (the "Green Corridor" initiative") and capitalizing it in view to ensure an (almost) free flow of goods within the WB in line with the MAP REA's objectives;

• **Priority 3**: setting a joint EU-WB action plan to remove all unnecessary obstacles existing at EU-WB borders (inadequate infrastructure – redundancy in the proceedings – developing new IT/Digital solutions – strengthening the cooperation mechanisms – developing information and monitoring mechanisms);

• **Priority 4**: identifying projects ("quick win") on infrastructure improvement or soft measures beyond those already submitted at the last WB6 summit, which could provide benefits within 12 to 18 months as well as longer-term investments improving the road and rail connectivity between EU and WB. A first list should be ready on time in view to be submitted at the next WBIF call.

Done in Brussels / Belgrade, on 8 May 2020

ANNEX 1

(Draft) Post-Covid-19 Transport Facilitation Measures proposed for intra Western Balkan Border/Common Crossing points and EU-WB BCPs

I –Short term measures.

Beyond the lifting of the temporary restrictions, a certain number of short-term measures – already identified in the Transport Facilitation action plan prepared by the secretariat and endorsed by the parties could be implemented at short notice. This comprises the following actions:

A) Where possible, **maximising the use of the existing infrastructure to give more space to heavy traffic**. Some suggestions for better use of the current capacity of the existing infrastructure, with maybe minimal costs, are provided in the Annex 1. The possibility to designate specific BCP/CCPs within WB6 only for passenger traffic could also be addressed.
The possibility (where the capacity exists) to increase – on a temporary basis – the number of lanes in the direction with the highest traffic volume should be also be explored

B) **Remove redundancies** (duplications) of controls which unnecessarily create delays.
The possibility to set up **Integrated Border Managements** (IBM) at the most important BCPs should also be considered as a medium term solution to reduce the time spent by trucks /cars at each BCP / CCP.
Reinforce all aspects of cooperation and coordination in the context of **Integrated Border Management** (the three IBM pillars: intra-service, inter-agency and international cooperation), leading to more efficient workflows and shortened processing time.
The possibility to set up **one stop shop and joint controls** (**joint border crossing points**) at the most important BCPs should also be considered as a medium term solution to reduce the time spent by trucks / cars at each BCP / CCP.

C) Staffing has been a problem in the recent past in some period of the year (summer peak). This question must be tackled with priority by the partners concerned.

D) **Traffic monitoring should be improved in view to expand the use of e-queuing system at intra-WB and WB-EU borders**. Monitoring and queuing management does not resolve the problem of the capacity of the BCP, but it helps to better regulate the flow arriving at the borders, preventing the formation of long queues at the border area.
The electronic queuing management system (eQMS) which proved to be beneficial at some of the EU external borders between Finland, Lithuania, Estonia and Russia) offers electronic pre-booking of time slots for crossing the BCP, hence removes trucks from the general circulation lane, as they will be parked at dedicated waiting areas.

E) **Pre-information systems should also be generalized** in order to make controls more efficient at borders (to be carried out by CEFTA for internal border/common crossing points).

II. Longer term options.

A) Investments in Border Crossing infrastructure should be considered as priority ones and the use of EU funding (incl. CEF) should be maximised. The table annexed provides a first overview of the needs in terms of new / upgraded infrastructure, including IT infrastructure, traffic technology and equipment.

B) Setting up a monitoring mechanism for corridor performance to provide real time data on the travel and waiting times[10] at borders will tremendously improve the transport journeys' planning and could serve as a tool to monitor the progress and propose corrective measures. The ToRs in view to set up this new mechanisms can be carried out by the Transport Community.

C) Last, but not least, creating a new competition environment in transport in the region that would give the opportunity to **rail transport** to become a credible alternative to road.
TCT urges the implementation of the action plan set up last year and which identifies a series of measures supporting this objective (including the upgrading of rail BCP facilities).

[10] Cf Galileo"green lane" Initiative.

ANNEX 2.
Opportunities for "quick-wins" comprising nonphysical measures
(the list is not exhaustive[11])

- Streamlining processes at BCPs by removing the burden from any controls/activities that are not strictly related to the border crossing, such as: Road Tax Collection, Check of Transport Licences, Technical Compliance, Weight Limit Compliance and similar tasks that can/should be performed elsewhere
- Ideally the BCPs and CCPs should not function as principal customs clearance facilities, but instead should serve as exit and entry registration facilities. To this end, import and export clearance should get carried out at inland clearance depots (ICDs).
- Eliminate system-wide repetitive weighing of trucks (even empty ones) as this creates unnecessary work and delays to freight companies. Moreover, this practice is contrary to the UNECE Convention on Harmonization of Frontier Controls, which entered the EU legal order by the EC Decision 2009/161/EC
- Uninterruptible Power Supply (UPS) and local data backup and IT system redundancy should be standardised
- Ensuring that freight forwarding and broker agent do not wait until a truck arrives at the BCP before preparing and submitting the documents to Customs staff, but notify Customs prior to the arrival of each truck and at the same time submit all the documents and obtain an advance ruling. This will enable Customs, Border Guard and other services such as Phytosanitary to carry out their respective risk management and if needed, to select trucks for secondary examination. (in line with the World Trade Organization's Trade Facilitation Agreement (WTO FTA)
- Instead of maintaining separate booths for the Customs officers and Border Police officers, to check the opportunity to collocate the agents and speed up the processing of vehicles whilst also providing the officers to share information and good practices.

[11] Costs will have to be calculated.

ANNEX 3

Proposals for infrastructure improvements including ancillary infrastructure needs at the BCPs/CCPs, and traffic management technology &ITS

1. Rationale and needs assessment

The following is proposed set of improvements based on the needs' assessment carried out by CONNECTA Study in the context and for the purposes of potential establishment of one stop shops and eQMS, but also valid as standalone projects.

a) Infrastructure

- New design features such as *herringbone* design for truck parking to reduce traffic friction, i.e to eliminate the situation where the front (downstream) truck delays trucks following behind. In general, all the existing crossing facilities are based on an outdated arrangement and layout where for the most part, the HGVs and buses (which are typically in the adjacent lane) are processed in a linear first-in, first out manner. This means that if the first truck is being examined more thoroughly there is no opportunity to remove the vehicle from the through lane, therefore all downstream trucks will have to wait in line for their turn and consequently delayed
- Design and construction of *separate truck lanes*, as well as a *separate, flexible (dual-purpose) bus lane t*hat can be used for other vehicles when there are no buses. This will provide alternative capacity to help reduce congestion.
- Equipping Border Police officers with *hand-held passport and ID scanners* so that staff can scan the documents on-board and avoid having to force the passengers to alight.
- Installation of additional *weighbridges* on the immediately adjacent lane to the existing truck lane would also allow for an added truck processing capacity which can be repurposed for other vehicles as and when needed
- *Ancillary infrastructure* needs:
- Introduce non-intrusive scanning technology such as *fixed or mobile x-ray scanners* to support the risk management systems in place, speed up inspections and improve sampling / detection rates
- Introduce a separate fenced and secure parking area outside the BCP/CCP for the Customs, border guard and freight forwarding staff cars, which are typically parked inside the Customs Control Zone (CCZ) of the BCPs/CCPs
- Installing Automatic Number Plate Recognition (ANPR) systems at each BCP/CCP to help enhance the risk management systems in place, facilitate vehicle identification and help detect stolen or non-taxed vehicles

b) Traffic technology and ITS

- Segregation of BCP users- At a minimum, freight should be separeted from passenger traffic; if possible, bus traffic should also be segregated from passenger cars.
- Lane management- while increasing the number of lanes available to accommodate daily peaks would be inefficient, managing the existing number of lanes to accommodate flow during peak times would reduce waiting times. This should be supported by elements of the ITS system, such as traffic counters, variable message signs (VMS), info boards, etc. An appropriately designed system for lane management

would lead to efficiency increases and reduce delays on BCPs. This measure must be supported by proper staff allocation at BCPs to ensure that all lanes can be used.

- Automation of processes- The majority of procedures presently undertaken at BCPs require a human presence and autonomous equipment is rarely used, An automatic weighing system could be integrated with an automatic number plate recognition (ANPR) system and video cameras and sensors to capture vehicle dimensions and container codes. This information, collected simultaneously, could then be transferred to a centralised database and be readily available together with other information from passport control, customs procedure, etc. Alternatively, a weight in motion system could be implemented, which would not require vehicles to stop as their weight is recorded. This system is usually used on motorways.
- Approach road capacity- automated data collection on traffic flow for the approach road, and ITS, which would inform trucks that they are approaching a congested section and must park while they wait for their turn to access the BCP. At minimum, the equipment needed to support this option includes traffic counters (inductive loops, cameras, or other types of counters), a central data processing unit and info boards. Parking zones could be used for the installation of the necessary equipment (central system/control unit) if it has not already been installed as a part of the wider ITS system.
- Dissemination of information to users on the traffic conditions at the BCPs, which should be made available to users in several ways: on the motorway sections (VMS information boards), on the road side facilities (through displaying screens), through highway radio system and on-line through dedicated web sites/pages.

In addition, the establishment of eQMS solutions in certain cases presupposes or is accompanied with infrastructure improvements (truck parking facilities). The expected benefits from establishing eMS are:

- Time savings - shorter waiting and procedural times for heavy good vehicles
- More streamlined operations on site and increased performance by border agencies
- Improved checking methods leading to reduced truck queue lengths
- More secure cargo and improved trade and logistic performances
- Enhanced safety at the BCPs and less air pollution

2. Infrastructure investment : road BCPs / CCPs (cost estimates)

The priority project proposals referring to specific BCPs listed here **do not include all infrastructure investments, in particular those relating to the capacity's improvement of BCPs/ CCPs.** The Permanent Secretariat intends to carry out a first survey based on the exiting information in order to have a more accurate estimate on the type of project/ amount of investment needed by the end of the summer 2020.

No.	Project name	BCP name and location	Financing needs MEUR
1.	*Upgrade of the BCP main and ancillary infrastructure and establishing electronic queuing management system (eQMS)*	Batrovci/Bajakovo *SRB/HR Corridor X - (MED Corridor)*	**2.8**
2.	*Upgrade of the BCP main and ancillary infrastructure and establishing electronic queuing management system (eQMS)*	Horgos/Roszke *SRB/HU Corridor X , OEM Corridor*	**2.6**
3.	*Upgrade of the BCP main and ancillary infrastructure and establishing electronic queuing management system (eQMS)*	Bogorodica/Evzoni *MK/EL Corridor X, OEM Corridor*	**2.1**
4.	*Establishing electronic queuing management system (eQMS)*	Tabanovci/Presevo *MK/SRB Corridor X , OEM Corridor*	**0.7**
5.	*Upgrade of the BCP main and ancillary infrastructure*	Gradina/Kalotina SRB/BG *Corridor Xc , OEM Corridor*	**1.1**
6.	*Design/build of common facilities and equipment for establishing one stop shop and joint controls*	Hani i Elezit/Blace (KOS-MK) *(Route 6a) OEM Corridor*	**0.6**
7.	*Design/build of common facilities and equipment for establishing one stop shop and joint controls*	Dobrakovo/Gostun (SRB/MNE) *(Route 4) OEM Corridor*	**0.6**
8.	*Upgrade of the BCP main and ancillary infrastructure and establishing electronic queuing management system (eQMS)*	Bosanski Samac/Slavonski Samac (BiH/HR) *Corridor Vc, MED Corridor*	**1.2**
9.	*Establishing electronic queuing management system (eQMS)*	Gradiska/Stara Gradiska (BiH/HR) *Route 2a, MED Corridor*	**0.7**
10.	*Upgrade of the BCP main and ancillary infrastructure*	Karakaj/Mali Zvornik *BiH/SRB Route 9a* Vardiste/Kotroman *BiH/SRB Route 3*	**1.0**
11.	*Design/build of common facilities and equipment for establishing one stop shop and joint controls*	Hani i Hotit/Bozaj ALB/MNE *Route 1, MED Corridor*	**0.8**
12.	*Design/build of common facilities and equipment for establishing one stop shop and joint controls/upgrade of main and ancillary infrastructure*	Deve Bair (MK/BG) Qafe Thane/ Kjafasan ALB/MK) *Corridor VIII*	**4.8 (allocated by the World Bank)**

3. Rail BCPs/CCPs investment costs (estimate).

1.	**Project name**	**BCP name and location**	**Financing needs MEUR (rough estimates)**
2.	*Construction and equipment of joint rail BCP station at the rail BCP Hani I Elezit*	Hani I Elezit (KS)*- Volkovo (MK) *Rail Route 10, Orient-East/Med Corridor*	-detail design and tender documentation - **0.4** - investment needs- **2.7**
3.	*Construction and equipment of joint rail BCP station at the rail BCP Bjelo Polje*	*Bijelo Polje (MNE)- Vrbnica (SRB)* *Rail Route 4, Orient-East/Med Corridor*	-investment needs- **4.0**
4.	*Construction and equipment of joint rail BCP stations at the rail border crossings between Bosnia and Herzegovina and Croatia*	**Bilateral agreement to be signed and joint station to be determined** *Corridor Vc BIH/HR (MED Corridor)*	detail design and tender documentation - **0.5** -investment needs- **4.0**
5.	*Construction and equipment of joint rail BCP stations at the rail border crossing between Serbia and Croatia*	**Bilateral agreement to be signed and joint station to be determined)** *Corridor X (MED Corridor)*	detail design and tender documentation - **0.5** investment needs- **4.0**

* This designation is without prejudice to positions on status, and is in line with UNSCR 1244 (1999) and the ICJ Opinion on the Kosovo declaration of independence.