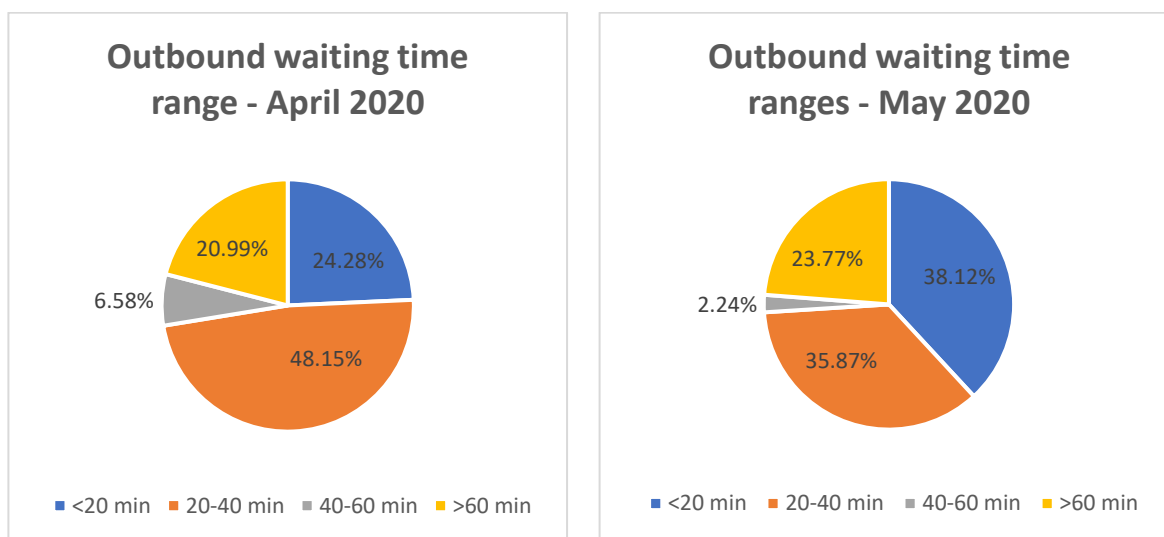


Monitoring waiting time at EU-WB borders (April-May 2020): first assessment of the post-COVID 19 trends

The following assessment shows the evolution of the waiting times at EU/WB6 BCPs during the month of May, as compared to the situation recorded in April by the Permanent Secretariat.

While the overall picture gives the impression that the waiting times have generally decreased, a more detailed analysis shows significant differences from one BCP to another and may also provide some indications on the future trends. A more substantiated conclusion would therefore be that, with some exceptions, the **good performing BCPs performed better, while the performances of ones where the highest waiting times were registered in April have worsened**. This is being reflected by the diagrams below (the share of both extreme values has increased), more details being provided for each individual BCP.

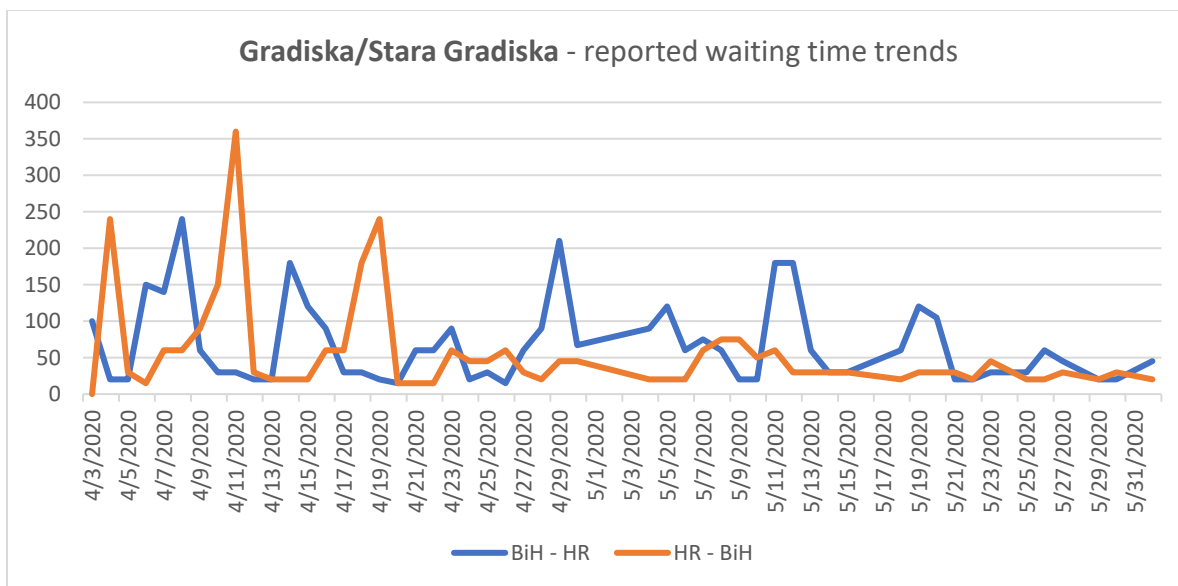
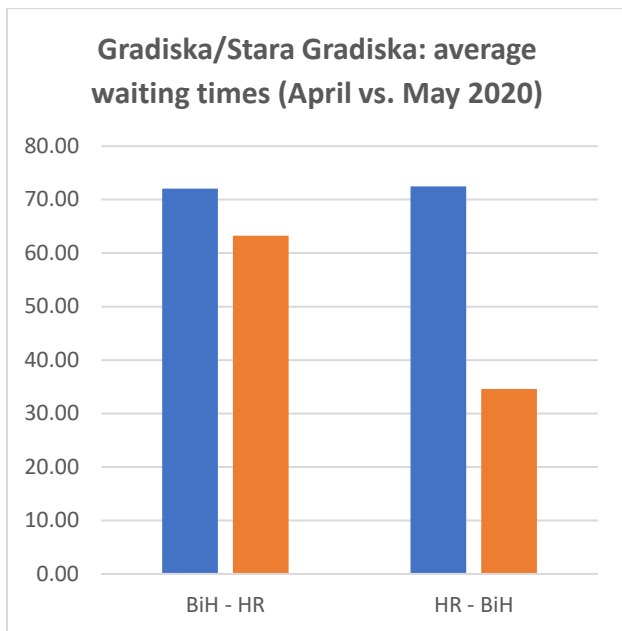
1. Overall situation.



2. Vatin/Stamora Moravița

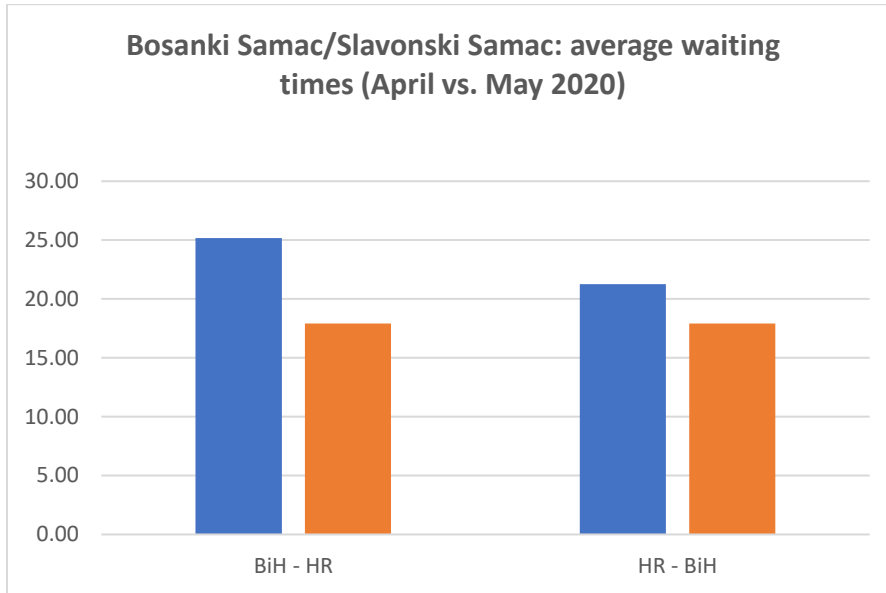
The situation has been stable from the beginning of the sanitary crisis and the daily variations in the recorded waiting times (from 10 to 30 m) originate from the different data sources that were used (no graphic).

3. Gradiska/Stara Gradiska



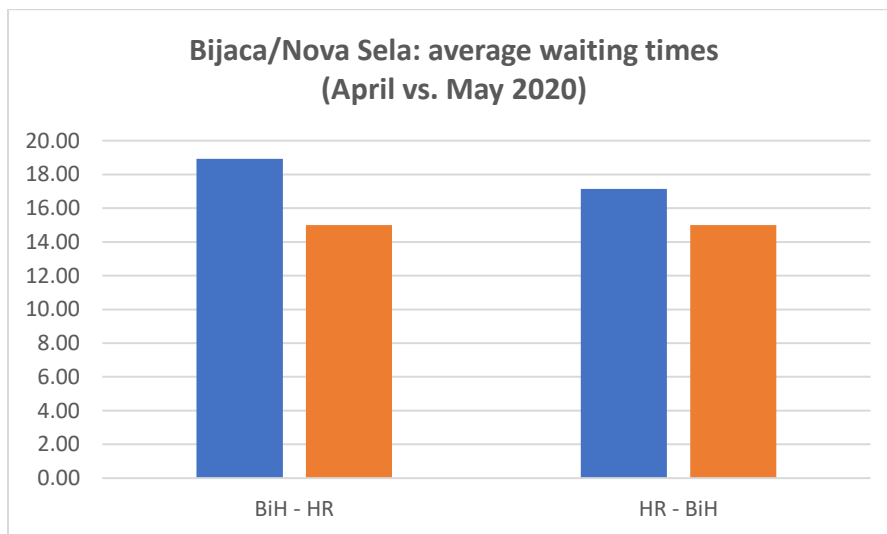
The situation has improved, especially on the inbound direction, in particular when Croatia lifted the remaining transit restrictions and opened to traffic alternative BCPs. However, the sharp increase of passenger traffic (since borders between Croatia and BiH are re-opened to private cars) might affect such “good” trend in the next weeks (summer peak) whereas the infrastructure and capacity related limitations of this particular BCP are well-known. Before the resumption of the passenger traffic, the traffic volume above which waiting times significantly increased was around 300 trucks per day. However, with the opening of the passenger traffic the same increase in waiting times could be seen starting from 200 trucks per day.

4. Bosanki Samac/Slavonski Samac



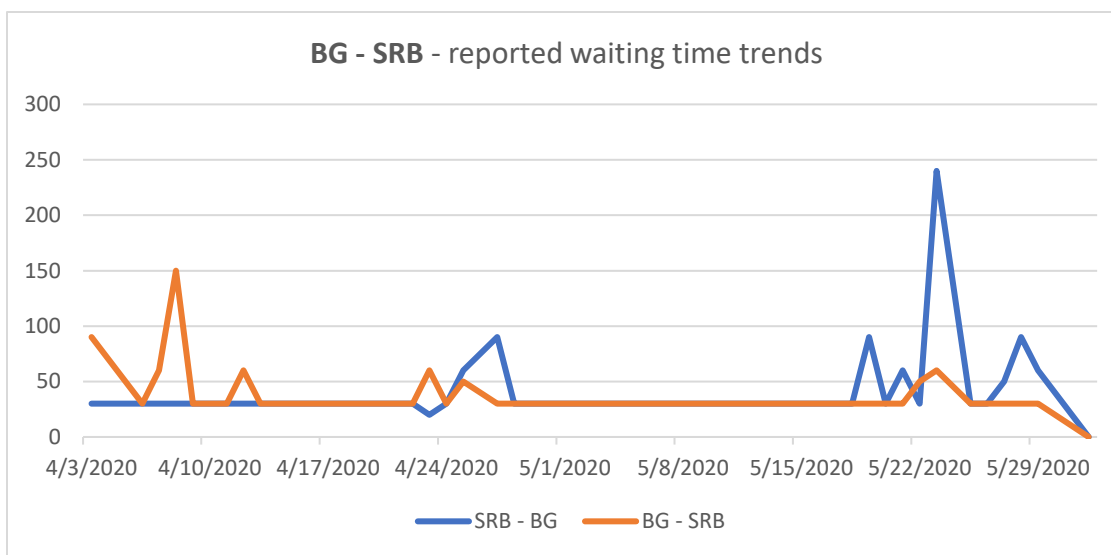
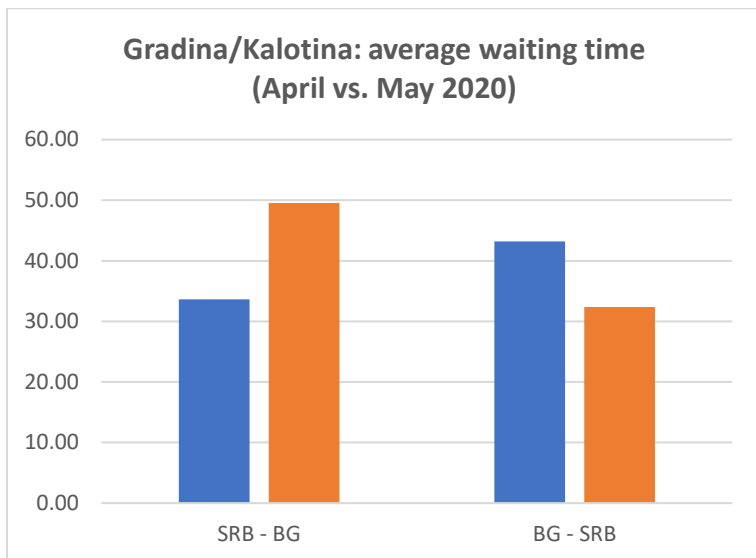
This is one of the best performing BCPs in May, despite some increase in waiting time registered recently, probably also linked to the increase of passenger traffic (often queuing together with trucks).

5. Bijaca/Nova Sela



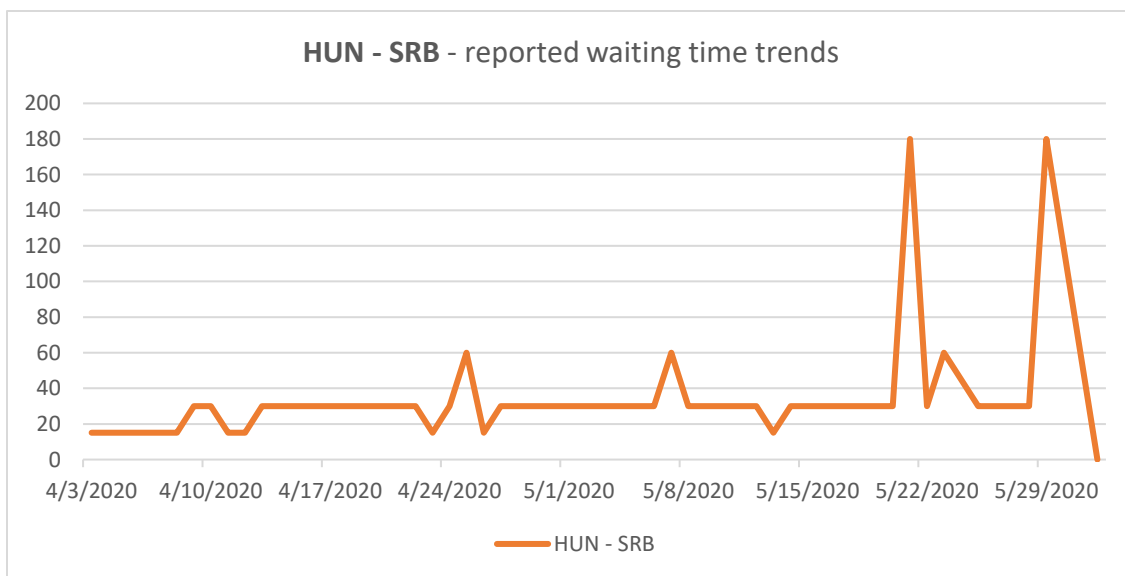
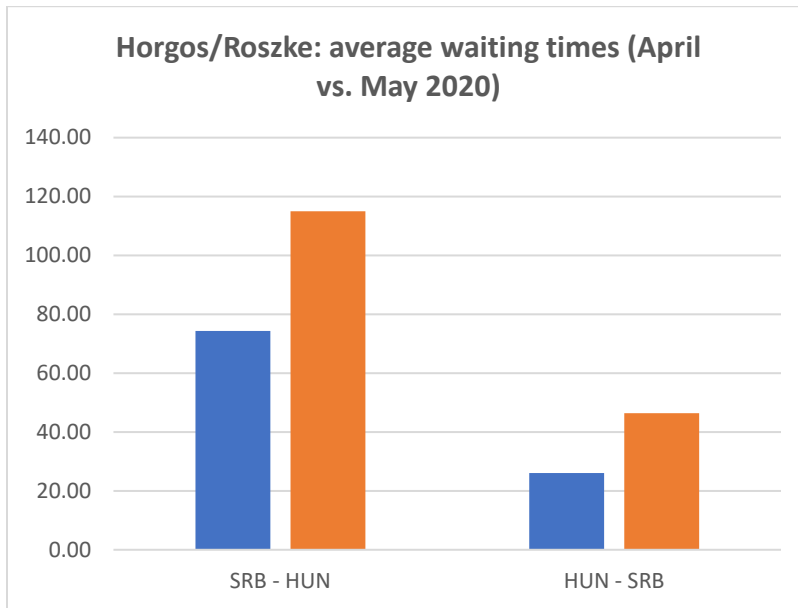
Never more than 15 minutes waiting time reported in May despite variations (sometimes significant) in traffic volume.

6. Gradina - Kalotina



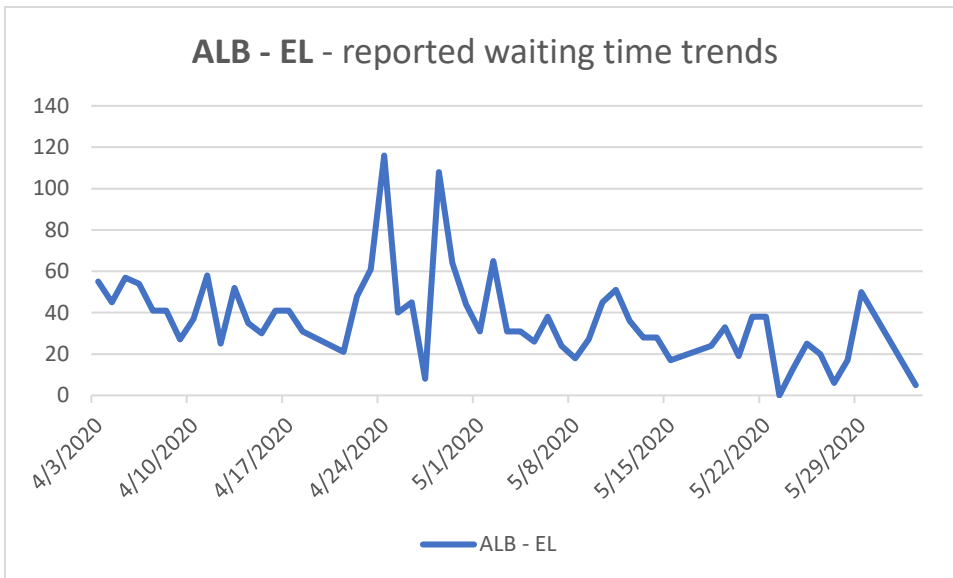
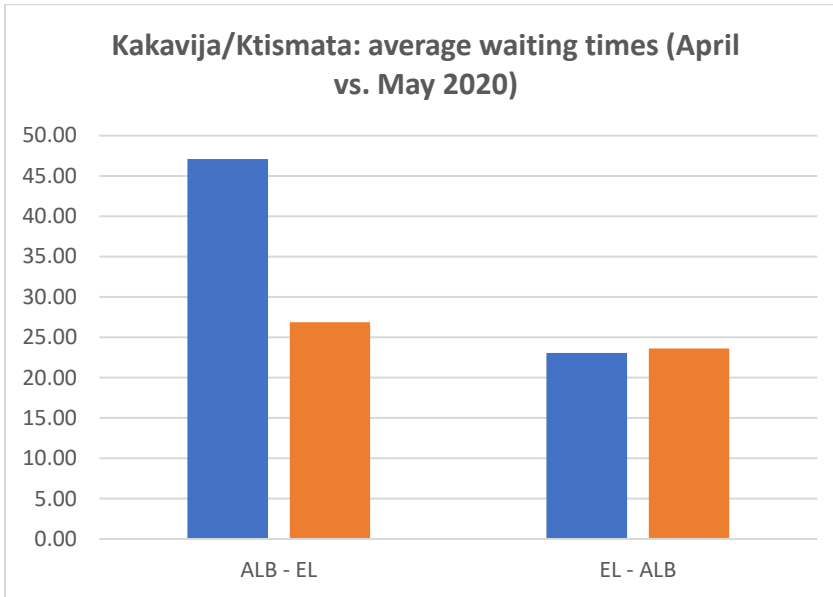
Gradina - Kalotina waiting time variations proves the most difficult to interpret, as traffic fluency may vary significantly for no apparent reason (no traffic volume related data are available). However, apart from the April vs. May approach, the last 2 weeks have shown an overall increase in waiting time. The support of the two countries involved would be appreciated to better determine the reasons related to this negative trend.

7. Horgos/Roszke



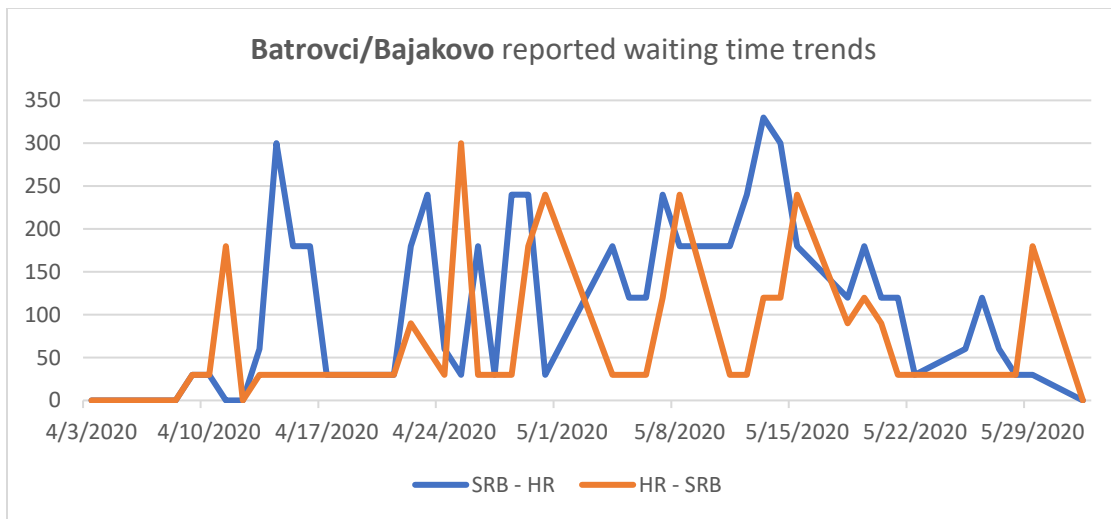
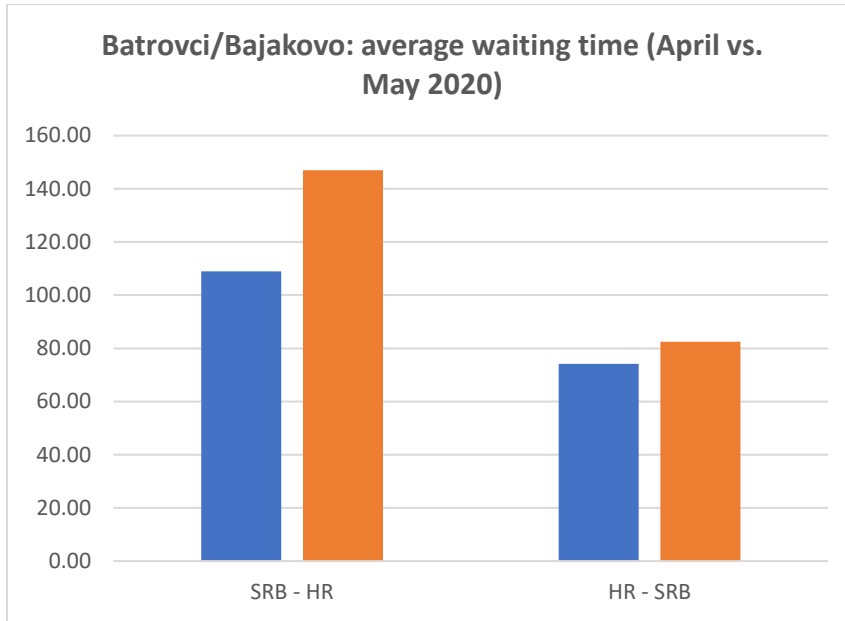
This is one of the BCPs where highest waiting times were registered in the second half of May on the inbound direction. Traffic volumes regularly generates jams on the outbound direction on Mondays, while the pattern on the inbound direction is less regular. The impact of the passenger traffic opening is less obvious than at BiH/HR border.

8. Kakavija - Ktismata



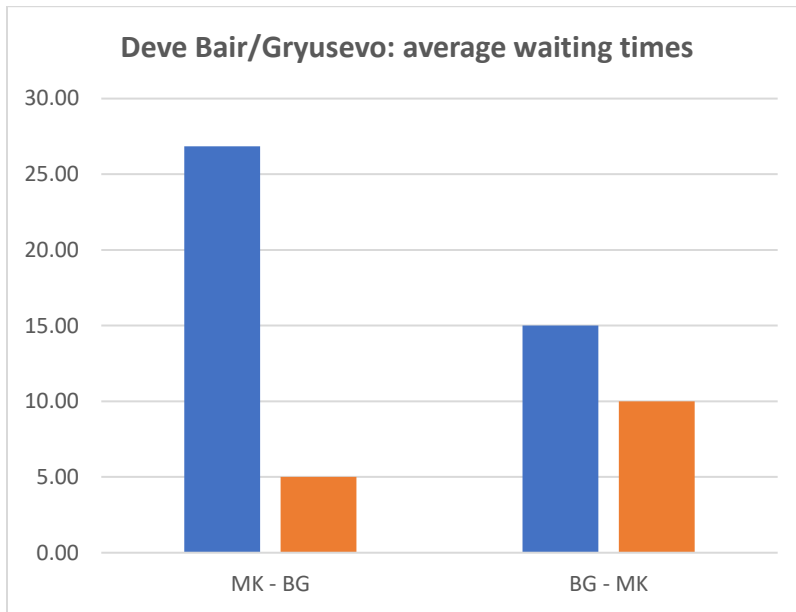
Things have never been too bad here and kept improving during the month of May. The relatively high daily variation come from the very precise reporting that ALB is providing (54 m, 17 m, etc.) which is the average for all trucks that are being processed during the day.

9. Batrovci/Bajakovo



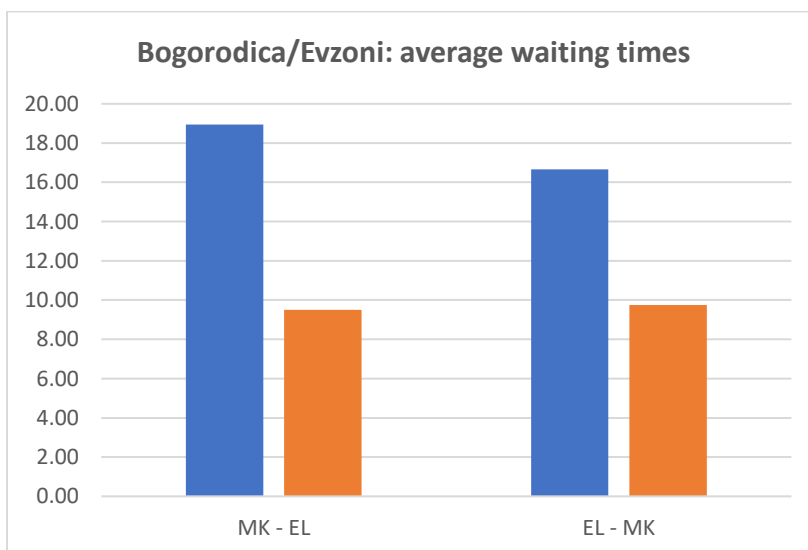
Another BCP where the situation has worsened, especially on SRB - HR direction. The impact of passenger traffic re-opening is – at this stage – low. We are however missing reliable data from SRB on trucks numbers, this would help to understand if this situation is linked to the traffic increase, infrastructure gap or maybe some other operational issues.

10. Deve Bair/Gyuesevo



Remarkable improvement for a BCP that has never posed any particular problems (apart of the snow in early April which influenced the monthly average). Reported waiting times in May ranged between 5 and 10 minutes.

11. Bogorodica/Evzoni



Same as above. Over the last three weeks, the reported waiting time was 10 minutes on either direction.

In conclusion: the BCPs that TCT is monitoring are basically falling in three categories:

- *the ones that are not posing any particular problems* (Vatin, Deve Bair, Bogorodica, Bijaca, Kakavija);
- *the ones with high potential of becoming problematic* (in particular if passenger traffic increases) *that should be closely observed* (Gradiska, Gradina and, to some extent, Samac);
- *the problematic ones that are always ranking high in terms of recorded waiting times* (Horgos, Batrovci).