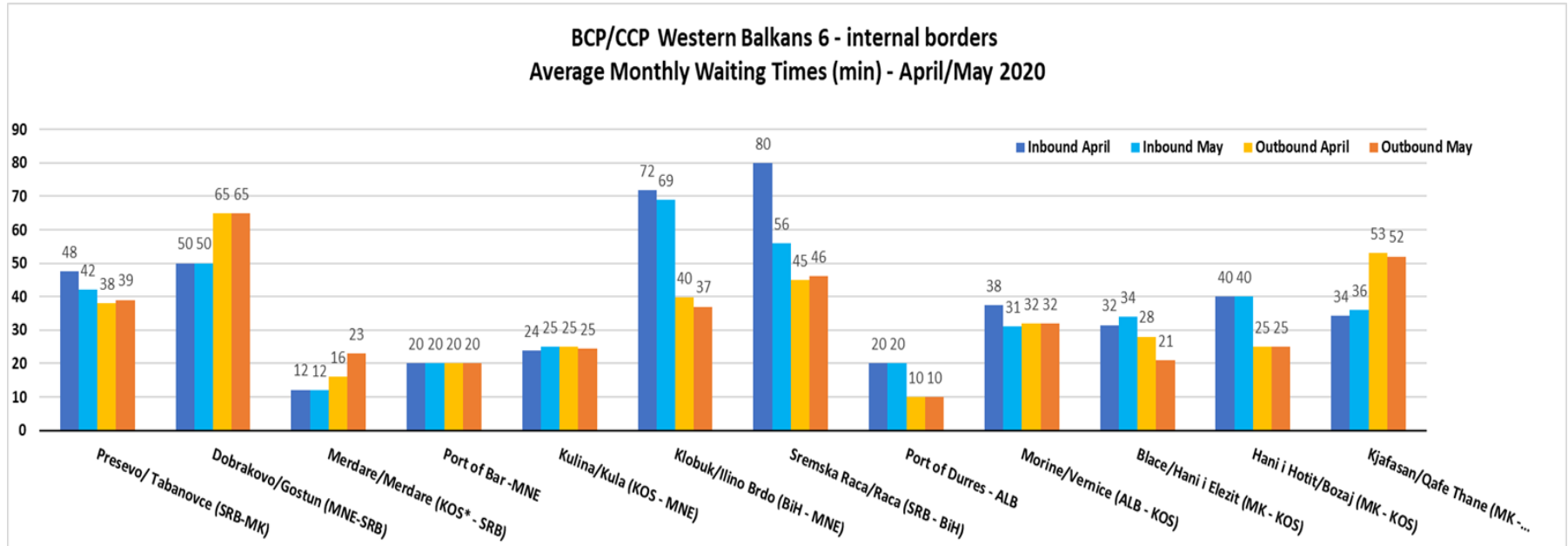# 5th Technical Committee meeting
on Transport Facilitation

10.06.2020, Video conference

Border Crossing/Common Crossing Points monitoring (WB6 internal borders)

BCP/CCP Western Balkans 6 - internal borders
**Average Monthly Waiting Times (min) - April/May 2020**

Overall conclusions:

- The situation is reported as being stable across, no major jams at internal BW6 borders;

- During May, the waiting times across the region have remained at April's situation or with slight improvements, significant time saving at Sremska Raca/Raca (SRB/BiH) by 24 minutes at the inbound waiting time.

Border Crossing Points monitoring (WB6-EU borders)

Western Balkans 6/EU Member States Borders
Average monthly waiting times (min) - April/May 2020
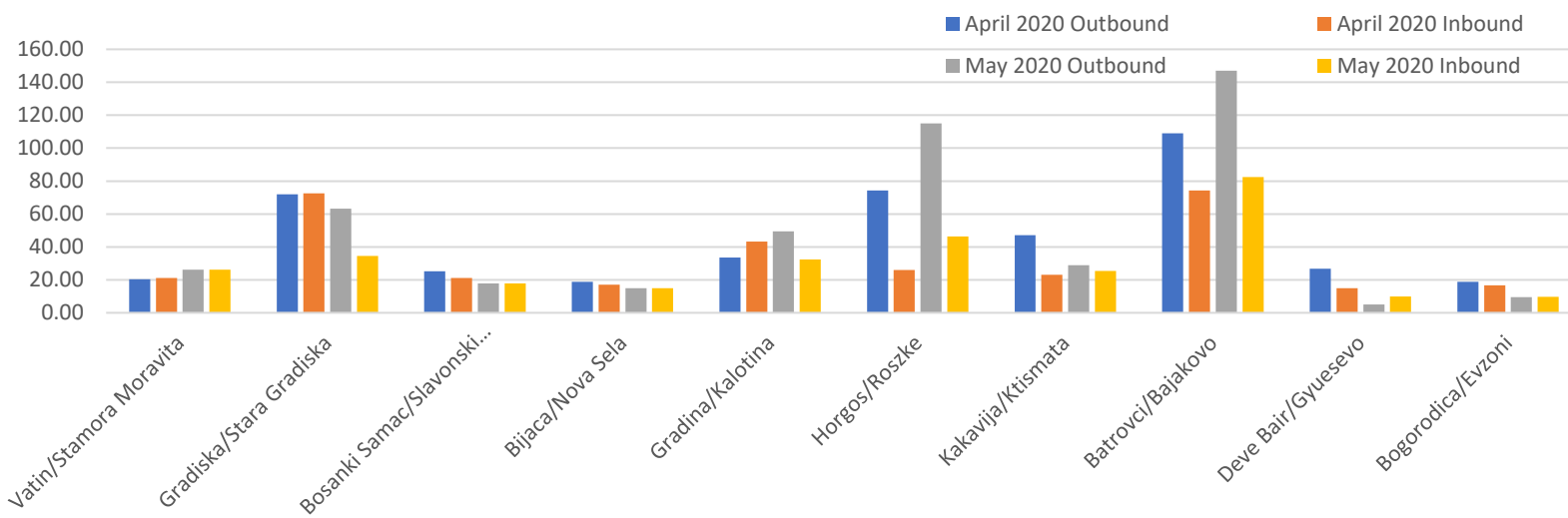
Overall conclusions:

- In May 2020, the good performing BCPs performed better, while the performances of ones where the highest waiting times were registered in April have worsened;

- Re-opening of the car passenger traffic and the upcoming summer peak are likely to bring new challenges for the region's connectivity.

Extending the "Green" corridor initiative

Context:

- preparation for exiting the sanitary emergency- intra traffic is expected to grow, following the resuming of the economic activities and re-opening of BCPs to private cars

- lifting the last temporary restrictions

- functional green lanes in the Western Balkans and established system of monitoring- good coordination in times of crisis, positive effects on the region

- however, border crossing management remains an important issue affecting the overall connectivity of the region, but also of the region with the neighbouring EU

Aims:

- avoiding un-coordinated actions which can affect the entire logistics system

- To expand the green corridor initiative to the post-covid period (and to passenger traffic) and to extend it to the WB6-EU MS

- to capitalize the good results obtained at internal borders and continue to work to make more efficient Border-crossing operations with EU Member States

- to shift from a response to the emergency situation to the focus on a longer term plan aiming at granting better intra WB connectivity, and accessibility/ connectivity with EU

- to foster the connectivity between the partners through more coordinated proceedings and updated border-crossing infrastructure and IT equipment

Extending the "Green" corridor initiative

Approach:

- removal of unnecessary obstacles and bottlenecks existing at EU-WB6 and at internal WB borders, building upon the already identified measures and projects but also developing more ambitious programme/investment plan for improved connectivity

- complementarity with the Transport Facilitation action plan of the Transport Community and supporting the MAP REA's overall objective for free flow of goods (coordinated by CEFTA)

- complements the other priorities of the Transport Community, aiming at improving the overall quality of the transport system and of the infrastructure in the Western Balkan region, notably the action plan to revitalize the rail transport

- maximising the opportunities offered by the Commission in terms of funding, as well as closely associating WB6 to developing programmes/initiatives at EU level

- combining quick wins (low cost actions) with longer terms (and higher costs infrastructure investments)

- Contributing to lowering the transport costs, greening of transport and improving the working conditions of transport workers

- Commitments from all parties belonging to the Transport Community needed- SEE parties and neighbouring EU MS

Facilitation of road freight transport-post Covid

Proposals:

- Set of actions for both intra-WB6 and EU-WB6 border-crossing points, pertaining to :

  - inadequate Infrastructure- construction of new truck lanes, installation of additional weighbridges, upgrading the layouts of the BCPs, improving the ancillary infrastructures- parking zones and waiting areas
  - redundancy in the proceedings – reinforcing the integrated border management - one stop shop and joint controls by two neighbouring parties (coordinated with CEFTA for the customs aspects)
  - using modern equipment and developing new IT/Digital solutions, including systems for exchange of information (CEFTA) and traffic management systems (eQMS)
  - strengthening the cooperation mechanisms
  - developing information and monitoring mechanisms at BCPs (ex. Galileo green lanes mobile app)

Facilitation of road passenger transport –post Covid

Aim:

- progressive and <u>coordinated </u>restoration of the passenger transport services to ensure sanitary risk prevention and support the Post-Covid19 economic recovery through an efficient management of the BCP operation.

Short term measures (based on the principle of non-discrimination):

• agreeing on the minimum list of (sanitary) requirements and (health) documents for allowing passengers to enter or transit on the territory of each Party

• ensuring clear rules apply for transport operators and service providers along a cross-border route

• BCP proceedings should not exceed 3 minutes for individual cars and 12 minutes for buses/coaches

• Defining tourist transit corridors and identification of the key BCPs/CCPs on such routes for further rationalization of resources and indicative prioritization in the upcoming summer period

• maximum operational capacity of selected BCPs to ensure 24h operations (all lanes/booths open)

• Dedicated buses green lanes, separately from passenger cars and trucks traffic (if possible);

• Highest priority in terms of human resources at BCPs and equipment for efficient border management to be able to respond/adjust appropriately;

• displaying of real-time waiting times at the selected BCPs/CCPs to allow drivers to re-route if necessary

• Finalize one stop shop agreements and explore possibilities for temporary joint controls