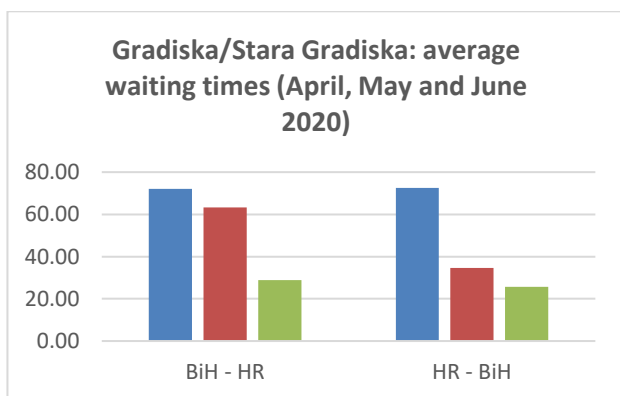


## **Monitoring waiting time at Western Balkans/EU Member States borders** **(April - May - June 2020)** **Quarterly assessment of the post-COVID 19 trends**

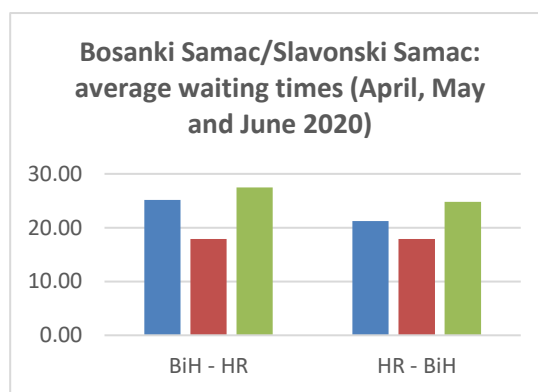
Since the adoption of the Green Corridors/Lanes Joint proposal prepared by TCT Permanent Secretariat and CEFTA Secretariat to facilitate the transport and trade of essential goods within the Western Balkans, TCT Permanent Secretariat have been monitoring the waiting times at the borders in close cooperation with the respective authorities and making use of all available information sources.

**During the month of June, the trends that were already visible in May have been confirmed.** With some exceptions, the good-performing BCPs performed better while the problematic ones performed worse and the share of waiting time border values (<20m and >60m) kept increasing.



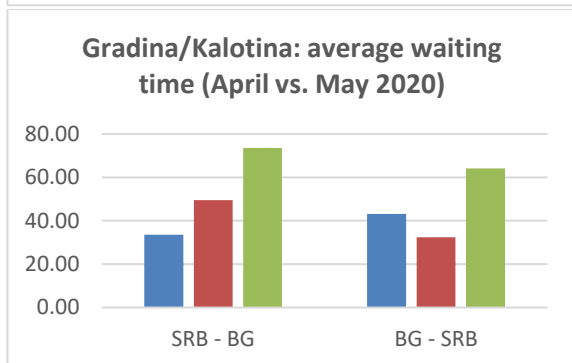
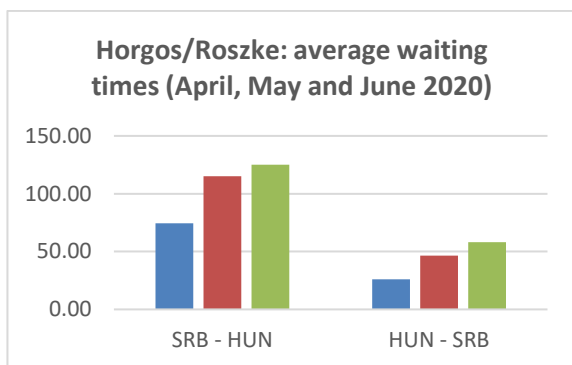
The only positive exception was **Gradiska/Stara Gradiska** (BiH-HR border) where **the reported waiting times kept decreasing during the month of June**, on both the inbound and outbound directions. Notably, such evolution was recorded despite a steady increase in freight transport volume during the month of June and the re-opening of the passenger car traffic.

On the negative side, **the waiting times were at a growing pace in Bosanki Samac/Slavonski Samac** (BiH-HR border), the June figures exceeding those recorded during the month of April.



Otherwise, the situation has either improved or has remained more or less stable for “good performers” like Vatin/Stamora Moravita (SRB-RO border), Bogorodica/Evzoni (MK-EL border), Deve Bair/Gyushevo (MK-BG border), Bijaca/Nova Sela (BiH-HR border) and Kakvija/Ktismata (AL-EL border).

On the other side, **the situation kept worsening in Horgos/Roszke** (SRB-HUN border) and **Gradina/Kalotina** (SRB-BG border), while the decrease in waiting time on SRB-HR direction in **Batrovci/Bajakovo** was counterbalanced by longer waiting times on the opposite side.



Gradina/Kalotina remains the less predictable from them all, with peak waiting time values being recorded in certain days (weekends included), without necessarily following the above-described trend.

Other relevant statistics and graphs on the European Union/Western Balkans border crossing points are being presented below.

Up until now, car passenger traffic doesn't seem to have played any role in the above highlighted evolution, as only occasional peaks have so far been recorded. The underlying causes of longer waiting times being recorded in certain Border Crossing Points are linked to the overall freight traffic volume, infrastructure constraints (and more specifically the limited number of trucks-dedicated lanes) and border agencies cooperation/procedures (both internal and cross-countries).

Freight traffic volumes and waiting times keeps showing certain weekly patterns, with more intense traffic being recorded from Sunday to Tuesday from Western Balkans towards EU Member States and the flow reversing on Thursday and Friday. However,

