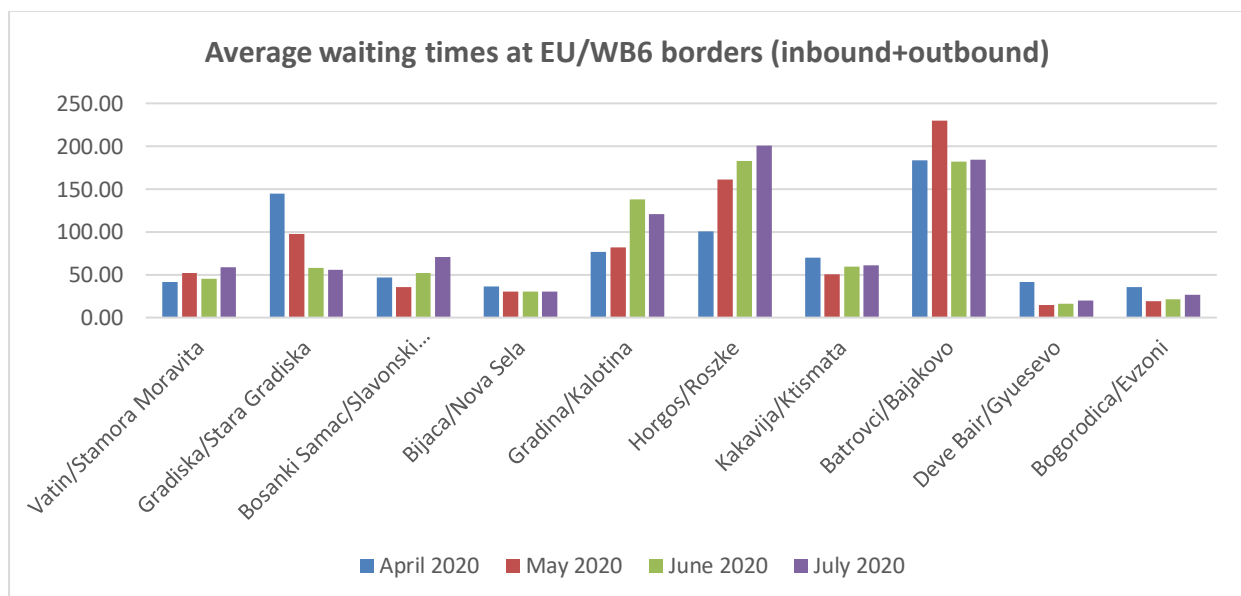


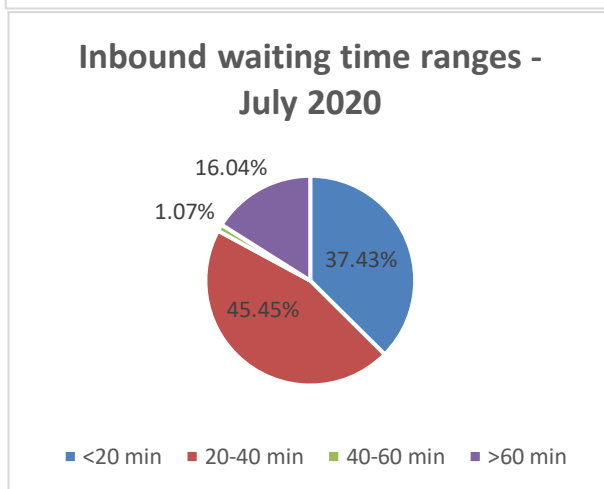
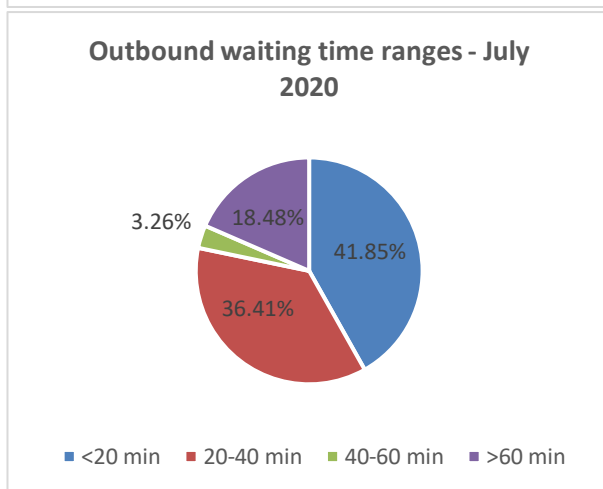
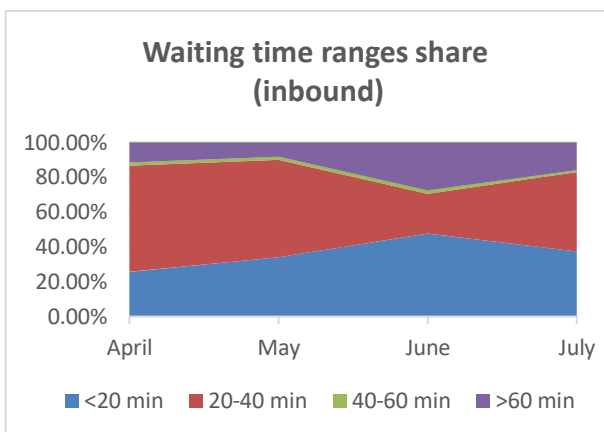
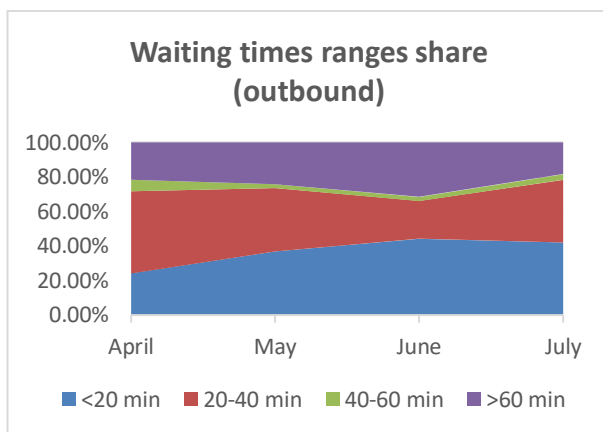
Monitoring waiting time at Western Balkans/EU Member States borders (July 2020) Monthly trends and data

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 freight transport border waiting times in close cooperation with the relevant authorities and making use of all available information sources.

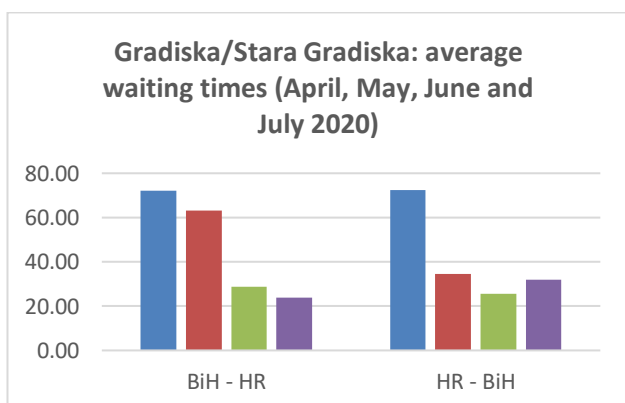
During the month of July, the situation has largely stabilized, no spectacular evolutions being highlighted. The overall trends and average waiting times in both the good-performing Border Crossing Points and the problematic ones have been confirmed.



Unlike the period from April to June, during the month of July **the share of waiting times border values (<20 min and > 60 min) has decreased**, which seems to be also confirming the overall stabilizing trend.

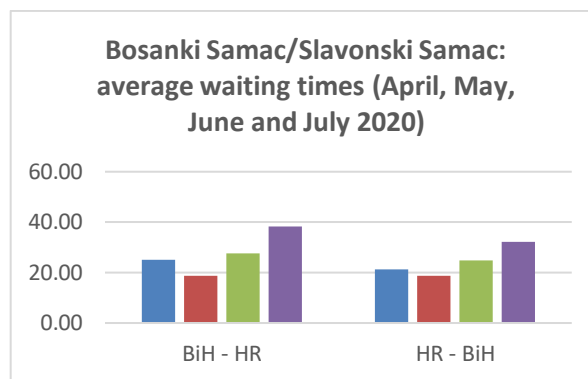


Details and additional figures on individual Border Crossing Points are being provided below.

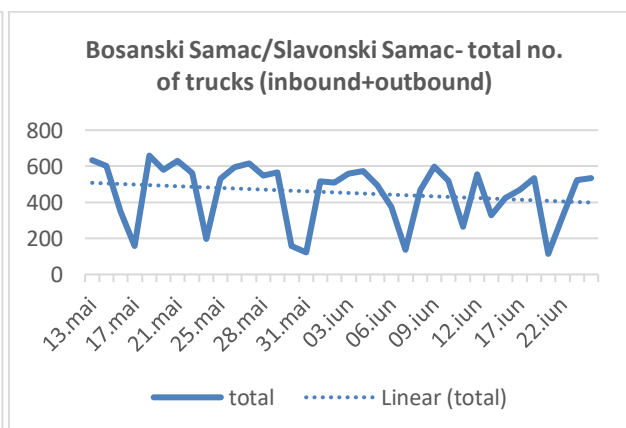
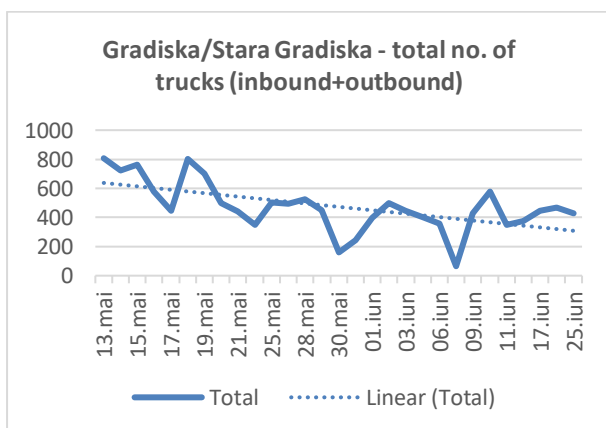


After a sharp decrease in waiting times that followed the lifting of the Covid-19 related restrictions, the situation in **Gradiska/ Stara Gradiska** (BiH-HR border) seems to have stabilized in **July**, only minor variations being recorded as compared with the previous month on both the inbound and outbound directions.

On the other side, **waiting times have remained on a growing pace in Bosanski Samac/Slavonski Samac (BiH-HR border)**, the July average figures exceeding those recorded during the month of June. Unlike Gradiska, Samac can experience sudden increases in waiting time not necessarily linked to the observed weekly trends.

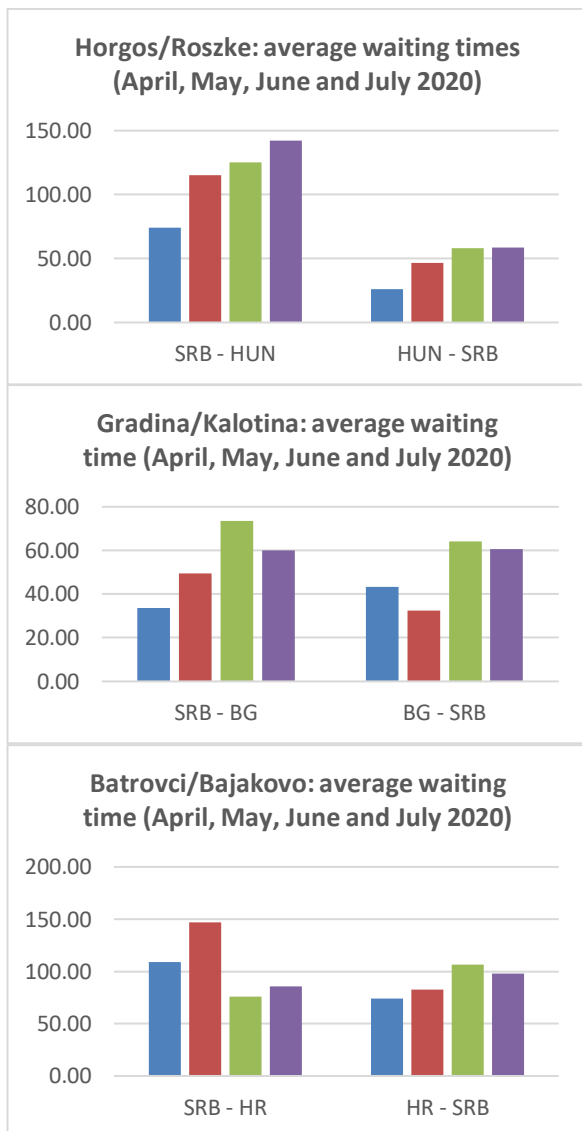


The (incomplete) traffic data that the Transport Community is being provided with seems to be indicating that, despite some weekly/monthly variations, **freight transport volume in all BiH Border Crossing Points that are currently under monitoring is on a declining pace**. While the available data should be taken cautiously and such decrease could also be linked to hauliers re-routing to other BCPs, it should be nevertheless mentioned that all the other regional partners that are providing traffic related data on a regular basis have experienced steady increase of the freight transport volumes from May to July.



Otherwise, the situation 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 **Kakavija/Ktismata (AL-EL border)**.

On the other side, **the situation kept worsening in Horgos/Roszke** in particular on the SRB-HUN direction, where the average waiting time currently approaches 2 and a half hours. **Gradina/Kalotina**, however, saw a slight decrease in the average waiting times, while the situation seems to have also stabilized in **Batrovci/Bajakovo**.



Up until now, car passenger traffic doesn't seem to have played a major role in the above highlighted evolutions, as only occasional peaks have so far been recorded (mostly in Gradina/Kalotina and, sometimes, in Horgos/Roszke). The underlying causes of longer waiting times at certain Border Crossing Points are rather 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. Such trend is highly visible at BiH-HR border (Gradiska/Stara Gradiska and Bosanski Samac/Slavonski Samac) but also in Btarovci/Bajakovo and Horgos/Roszke, while Gradina/Kalotina remains the most unpredictable of them all, with sudden traffic peaks being recorded on either direction from time to time.