Countries in TTF 1:
• Albania
• North Macedonia
• Serbia

Implementing Agencies:
• Ministry of Construction, Transport and Infrastructure (Serbia)
• Ministry of Transport and Communication (North Macedonia)
• Ministry of Finance and Economy (Albania)
The Proposed Development Objective is to **reduce the trade costs and increase transport efficiency** in Albania, North Macedonia, and Serbia.

Aligned with **WB goals of reducing poverty** and promoting shared prosperity

Aligned with **EU accession and integration processes** and EU efforts for closer integration within Western Balkan region
COMPONENTS

1. Facilitating movement of goods across the Western Balkans
2. Enhancing transport efficiency and predictability
3. Enhancing Market Access for Trade and Investments
4. Supporting Project Implementation and Coordination
COORDINATION

- Coordinated and collective action is necessary to **reduce trade transaction costs** along regional transport corridors and connectivity to TEN-T EU Network.

- Trade and transport facilitation are key elements of WB6’s efforts to **deepening economic integration** in the region and the EU.

- Western Balkans Six Clear **EU accession** perspective and integration into the multilateral trading system.
Increased economic growth and economic integration

**Impact**

**Increased flows in goods within the WB6 and with the EU**

**Increased flows in trade for services and investments**

**Medium-Term Results**

- Improved performance of customs and border agencies
- Lower trade and transport costs faced by traders, shippers and users
- Lower border crossing compliance and administrative costs
- Enhanced capacity for policy and regulatory reform

**Short-Term Results**

**Components**

- Facilitating movement of goods across the Western Balkans
  - Harmonization of regulations and procedures
  - National Single Window System
  - Improved BCP infrastructure, architecture and equipment

- Improving transport efficiency & predictability
  - Electronic Border queueing management system
  - Harmonized Intelligent Transport Systems
  - Improved Traffic Management Systems

- Supporting market access for trade and investments
  - Technical Assistance on barriers and reforms needed
  - Capacity, coordination and management
  - Improved domestic regulations

**Outputs**

Building on Multi-annual Action Plan, CEFTA commitments, EU Connectivity Agenda
IMPLEMENTATION

INVESTMENTS, TECHNICAL ASSISTANCE AND REGULATORY AND INSTITUTIONAL REFORMS.

1. Adoption and implementation of a National Single Window (NSW) solution;

2. Improvements in border crossing points and crossing points in selected trade corridors;

3. Adoption of an Intelligent Transport System (ITS);

4. Technical assistance and support for the implementation of regulatory and institutional reforms needed;

5. Knowledge transfer and capacity building
ALBANIA

• Implementation of the NSW,

• Development of the National Transit Application and Economic Operator Registration and Identification (EORI),

• Adoption of Vessel Traffic Management Information System (VTMIS) system and

• Technical assistance and support for the implementation of regulatory and institutional reforms.
NORTH MACEDONIA

• Technical assistance support will be provided together with NSW
• Implementation/interface with existing systems,
• Deployment of ITS on the A1 motorway, part of Corridor X,
• Technical Assistance on ITS implementation of EU Directives (legal and technical).
SERBIA

• Adoption and implementation of a NSW solution,
• Installation of Electronic Data Interchange (EDI) systems for railways,
• Developing overall ITS architecture and deploying it on Corridor X, and
• Improving specific railway level crossings (RLC) on the network
This component will focus on

(a) development of National ITS Strategy
(b) adoption of an Intelligent Transport System (ITS)
(c) Corridor Performance Monitoring and Measurement tool
NATIONAL INTELLIGENT TRANSPORTATION SYSTEM (ITS) STRATEGY FOR NORTH MACEDONIA
NATIONAL INTELLIGENT TRANSPORTATION SYSTEM (ITS) STRATEGY FOR NORTH MACEDONIA

- Strategic Framework for implementation of ITS on the TEN-T Core/Comprehensive Networks in Western Balkan 6 (EU- DG Near 2017 project recommendations and results)

- Aligned with National Transport Strategy of NM

- Aligned with EU Directive legal framework and related standards for deployment of ITS (architecture, applications and services)

- High priority for Western Balkan countries and EC expectations for:
  a) reforms and adoption of the EU acquis
  b) ensuring an interoperable transport network in the region with standards equal to TEN-T

- Timeframe 2020-2030
- Development in 12 months
ITS NATIONAL STRATEGY DEVELOPMENT OBJECTIVEs

Identify **potentials and weaknesses** in the ITS legal, organizational, technology and application implementation

Develop **strategic actions** and **measures** to be address for full **legal, institutional, technical and operational deployment** of ITS on National Level, aligned with International standards

2020-2030 period with recommendation of **priority areas** and timeline of projects, activities, initiatives and policies, and indicators for progress monitoring

Final Delivery shall comprise of **National ITS Strategy and Action Plan** including Financial needs for short, medium and long term actions
CORRIDOR PERFORMANCE MONITORING AND MEASUREMENT SYSTEM (CPMM)
SPECIFIC OBJECTIVES OF CPMM

1. Monitor the performance by following quality and reliability of the travel
2. Measure and identify efficient operation and management of the transport system;
3. Provide decisions-support for priority investment
4. Improve traffic safety and reduce accidents on the roads
5. Enhance Mobility by improving transport and logistics functions
LEVEL OF DETAILS OF CPMM

Corridor Links - homogeneous links with similar traffic flow conditions

Inter-city links which present city-to-city corridor performance

Entire Corridor measurements, for multi-corridor comparation of performances

Points of interest for monitoring:
- port areas;
- road and rail border crossings;
- road and rail custom clearance stations/terminals;
- highway rest areas and parking (intentional stops, applicable for road transport);
- corridor segments between major economic centers;
- unintentional stoppages and idling over the corridor components;
- length of queueing and time to pass on Border Crossing, Customs Offices and Terminals and other points detected along the corridor (geofancing)
DATA AND DATA ANALYTIC PROCEDURES

• Real-time data and Historical data

• Data sources:
  • Institutional data (customs procedures, border police, ports, ITS data, traffic police data, infrastructure data…)
  • Commercial Data

• Institutional: Road data (infrastructure, ITS data and GIS data), Rail data (infrastructure and GIS), Customs IT system data, Border Police data, Ports data, Traffic Police Data

• Commercial data: Transport companies' data, Logistic providers and freight forwarders, Big data providers, other
INDICATORS FOR MEASURING CORRIDOR PERFORMANCE

- Travel time, time cost, quality for Road Transport
- Emission - Amounts of air pollutants (CO, HC, NOx, PM2.5 and PM10) generated at Corridor
- Safety - Road accident statistics and accident hot spot
- Reliability for Road Transport - Travel Time Index (TTI) and Planning Time Index (PTI)
- Travel time, time cost, quality and reliability for Rail Transport
- Regulatory procedures time and delaying at BC and CT
- Quality and reliability for Multi-modal integration
- Volume of Trade and Type of goods
EXPERIENCE FROM CORRIDOR Vc and best practices worldwide

A. Outline of Prototype System for the Corridor Vc

- Monitor the corridor performance & Support decision-making

- Data
  2015-2016 Truck GPS data
  2015-2016 16-Traffic Volume Data

- Features of Corridor Vc
  5 Major Cities
  2 Border Crossings
  7 Inland Customs
  1 Port

Adriatic Sea
Travel Speed
Quality related Indicators
Cost related indicator
Emission related indicator
Before and After intervention Analysis

Location:
- Corridor_VC

Direction:
- NB

Dates:
- Before Month: 01/2015
- After Month: 08/2015

Granularity:
- Level1

Legend:
- Freeway / Arterial
- 121 – 150
- 91 – 120
- 61 – 90
- 31 – 60
- 0 – 30

Before and After Analysis Table:

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<th>LINK_ID</th>
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<th>Before speed (km/h)</th>
<th>Diff speed (km/h)</th>
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WORLD BANK GROUP
Transport
Links travel time by direction

City to City Travel Time (min)

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<tr>
<th>FROM</th>
<th>TO</th>
<th>Port Place</th>
<th>Mostar</th>
<th>Sarajevo</th>
<th>Zenica</th>
<th>Doboj</th>
<th>Slavonski Brod</th>
</tr>
</thead>
<tbody>
<tr>
<td>Port Place</td>
<td>0</td>
<td>81.05</td>
<td>188.72</td>
<td>226.53</td>
<td>292.5</td>
<td>355.36</td>
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<tr>
<td>Mostar</td>
<td>71.4</td>
<td>0</td>
<td>110.03</td>
<td>152.03</td>
<td>216.9</td>
<td>260.67</td>
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<tr>
<td>Sarajevo</td>
<td>177.45</td>
<td>106.05</td>
<td>0</td>
<td>42.8</td>
<td>104.88</td>
<td>170.64</td>
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<td>Zenica</td>
<td>220.48</td>
<td>149.08</td>
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<td>64.07</td>
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<td>Doboj</td>
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<tr>
<td>Slavonski Brod</td>
<td>352.77</td>
<td>281.37</td>
<td>175.32</td>
<td>132.29</td>
<td>65.71</td>
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</table>
Time spent at specific points of interest (Border Crossing)
Railway Dashboard

• Comparison between Railway Passenger Train Time Table and Roadway Truck Travel Time

<table>
<thead>
<tr>
<th>Railway Passenger Train Time Table</th>
<th>Roadway Truck Travel Time (2015-2016 Average)</th>
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<tbody>
<tr>
<td>Samac 56 min</td>
<td>Slovenski Brod 96 min</td>
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<tr>
<td>Doboj 73 min</td>
<td>Doboj 99 min</td>
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<td>Zavidovci 73 min</td>
<td>kakanj 94 min</td>
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<td>Zenica 86 min</td>
<td>Sarajevo 105 min</td>
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<td>Konje 25 min</td>
<td>Mostar 65 min</td>
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<td>Pljevlja 110 min</td>
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<td>Capljina 29 min</td>
<td>Doboj 175 min</td>
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<td></td>
<td>Doboj 172 min</td>
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</table>

• Volumes of Freight Trains for Corridor Vc

<table>
<thead>
<tr>
<th>Year</th>
<th>in net ton-km</th>
<th>in million tons</th>
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</thead>
<tbody>
<tr>
<td>2015</td>
<td>58,495,780</td>
<td>1.473,119</td>
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<tr>
<td>2016</td>
<td>771,544</td>
<td>1.318,733</td>
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</table>

• Overview of the Types of Accidents When Performing Rail Transport

<table>
<thead>
<tr>
<th>Type of Accident</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collision of trains</td>
<td>1</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Fire on the means of transport</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Derailments</td>
<td>1</td>
<td>4</td>
<td>1</td>
</tr>
<tr>
<td>Accidents at road crossings</td>
<td>13</td>
<td>-</td>
<td>4</td>
</tr>
<tr>
<td>A train ride on a pedestrian</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Suicides</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Other</td>
<td>-</td>
<td>9</td>
<td>2</td>
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</table>

ZRS
CPMM SUSTAINABILITY CHALLENGES

Vision and plan for scaling up CPMM throughout the WB6 and all corridors is delivered.

i. Institutional Capacity for System utilization,

ii. Stakeholder collaboration and Data collection,

iii. System ownership and

iv. System financing

Discussions started 2017 with SEETO/TCT, EU DG Move and DG Near as well as within current active World Bank projects on Trade and Transport Facilitation.
Thank you

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