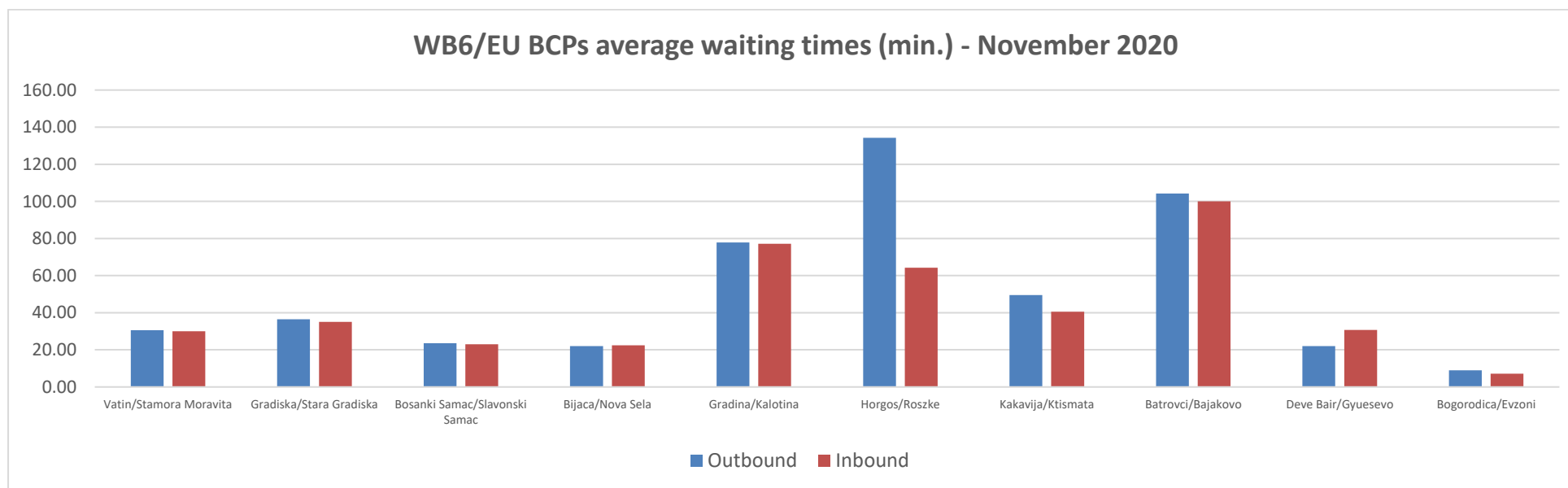


Monitoring waiting time at WB6 - EU borders (November 2020)

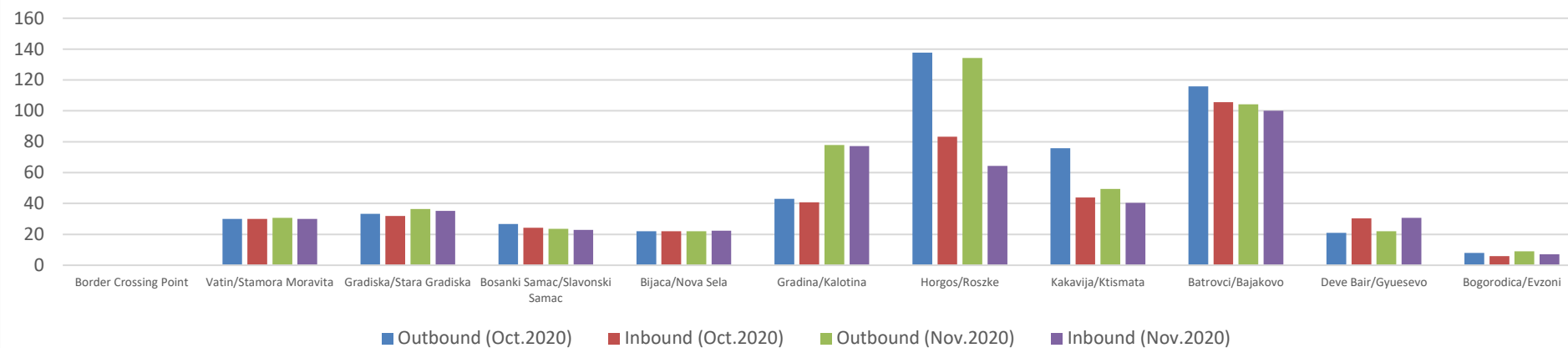
Monthly trends and data

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.

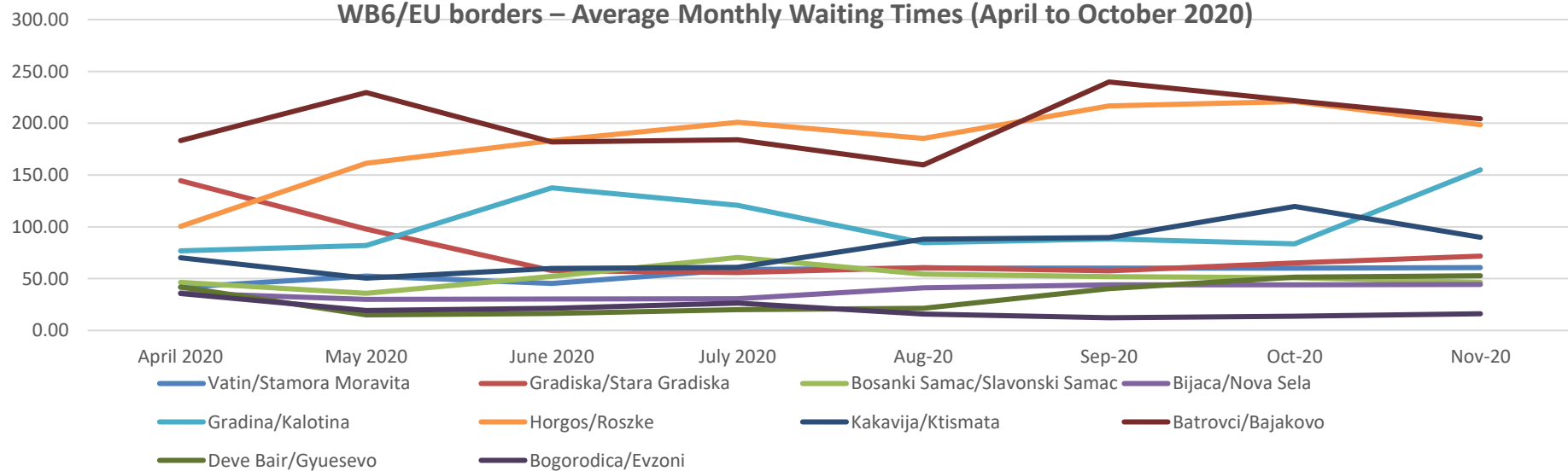
An overall picture of the WB6/EU borders waiting times during the month of November is being provided below.



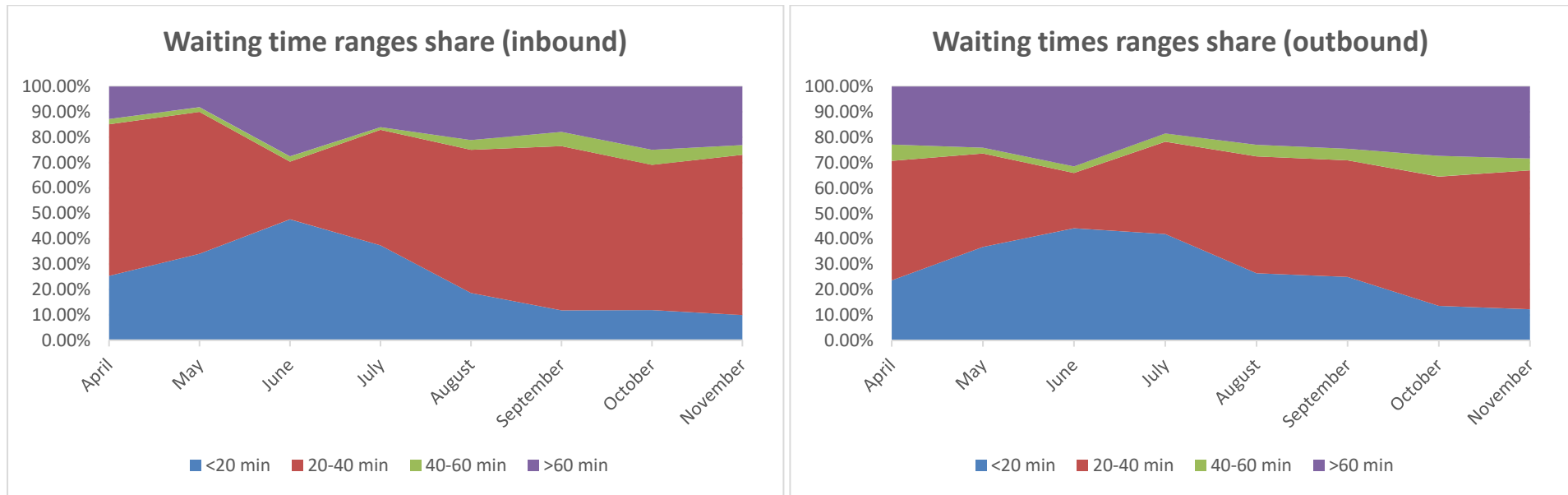
WB6/EU BCPs average waiting times - Oct. vs. Nov.2020



WB6/EU borders – Average Monthly Waiting Times (April to October 2020)



WB6 Internal borders – Inbound/Outbound waiting times distribution range (April to November 2020)



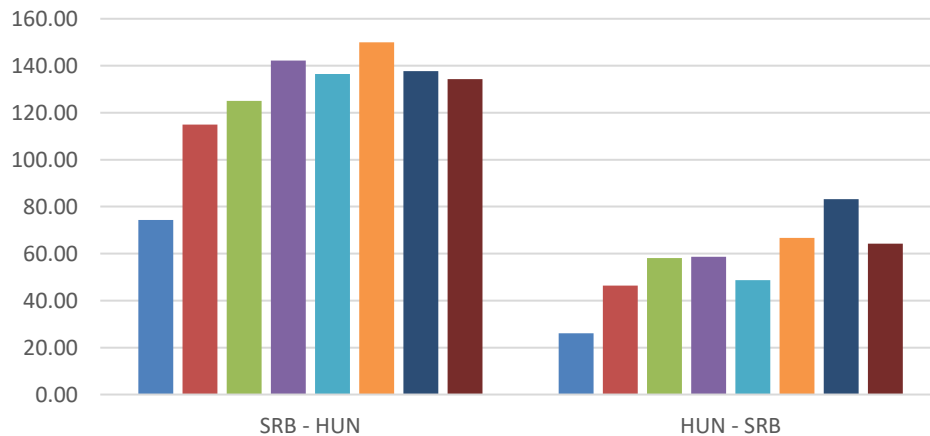
No significant variations of the waiting times distribution range were registered as compared with the month of October.

Additional details on individual Border Crossing Points are being also provided below.

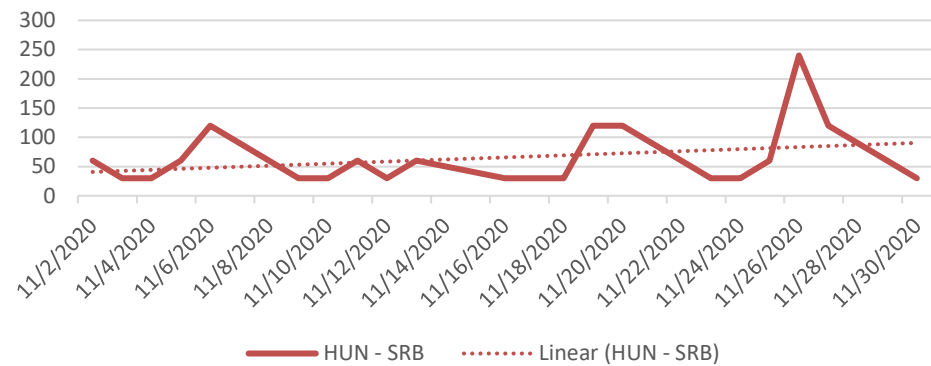
As compared with the previous month, Horgos/Roszke have experienced slightly lower average waiting times on both directions. However, there were significant daily variations, with record-high waiting times recorded on SRB-HUN direction in the first week of November and on HUN-SRB in the last week of the month. The week from 23 to 27 November was the first time since the starting of the monitoring exercise when waiting times on HUN-SRB direction were longer in average than on SRB – HUN.

Overall, Horgos/Roszke remains the most crowded BCP in Western Balkans, with high potential for prolonged waiting times, especially on SRB-HUN direction.

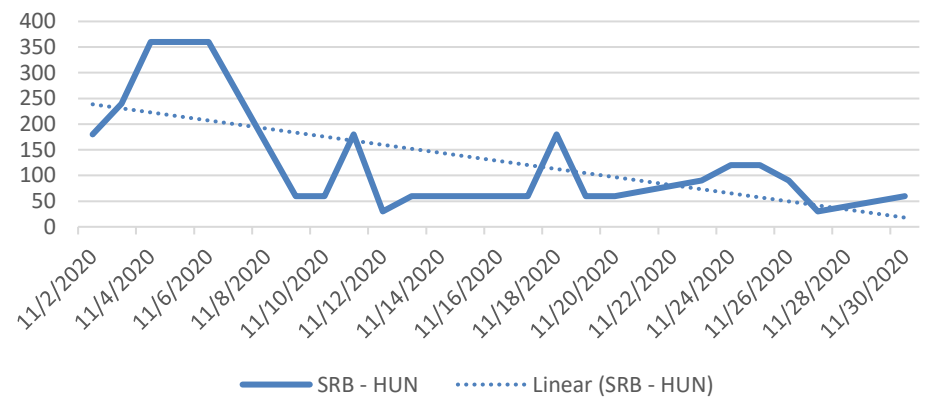
Horgos/Roszke: average waiting times (April to November 2020)



HUN - SRB - reported waiting time trends (November 2020)



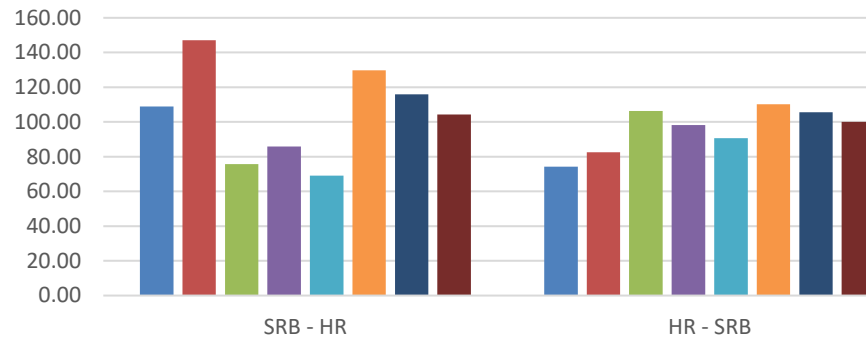
SRB-HUN - reported waiting time trends (November 2020)



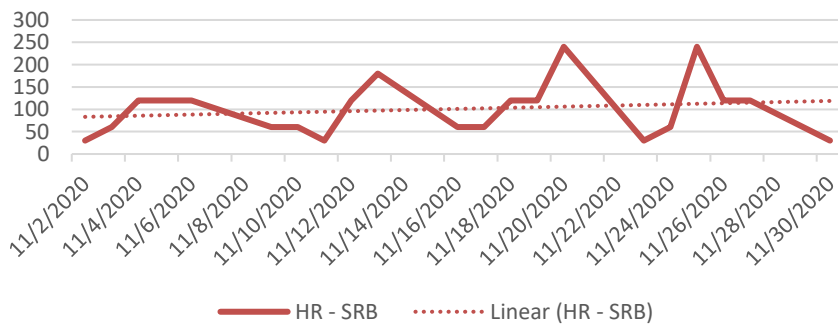
Waiting times have been also decreasing in Batrovci/Bajakovo as compared with previous month. The monthly trend is, however, on an increasing pace on both directions, with peak values registered in the last part of the month, as shown by the graphs below.

Weekly variations are usually following a predictable distribution, with SRB-HR direction being more crowded in the first part of the week and the flow reversing on Thursdays and Fridays. Notwithstanding such observed pattern, sudden jams might appear on either direction at any time.

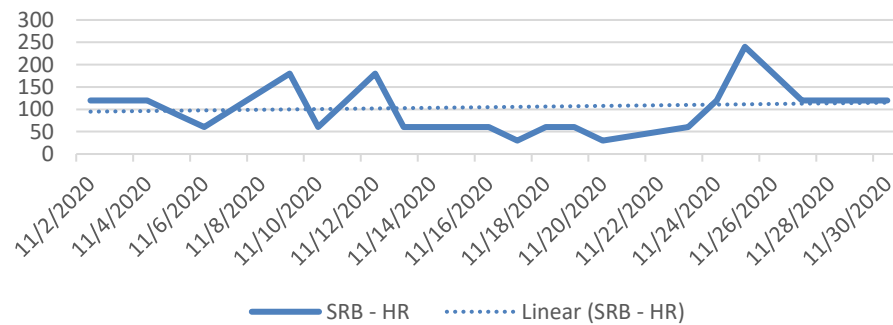
Batrovci/Bajakovo: average waiting time (April to November 2020)



HR - SRB - reported waiting time trends (November 2020)

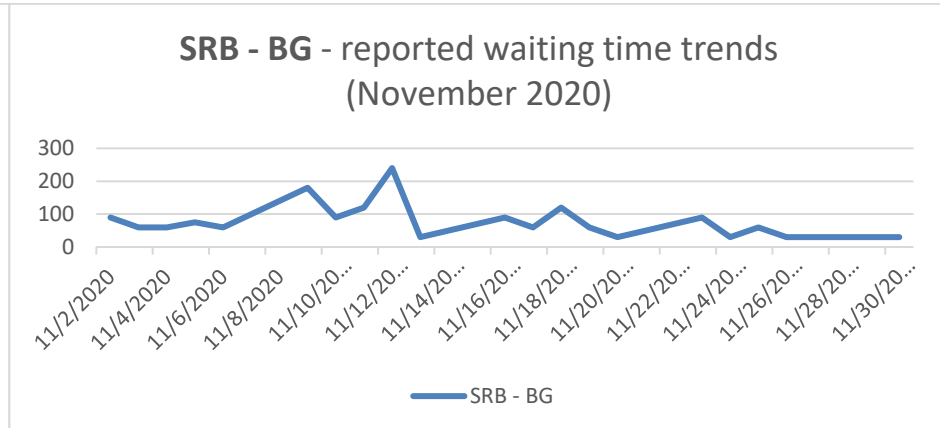
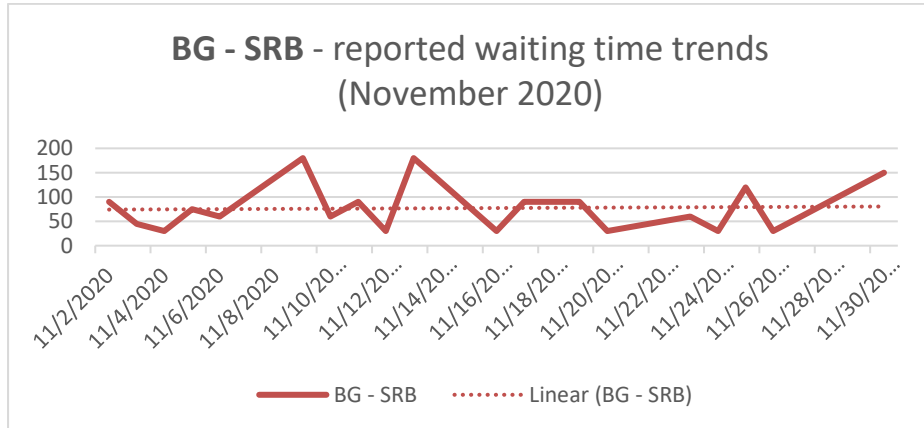
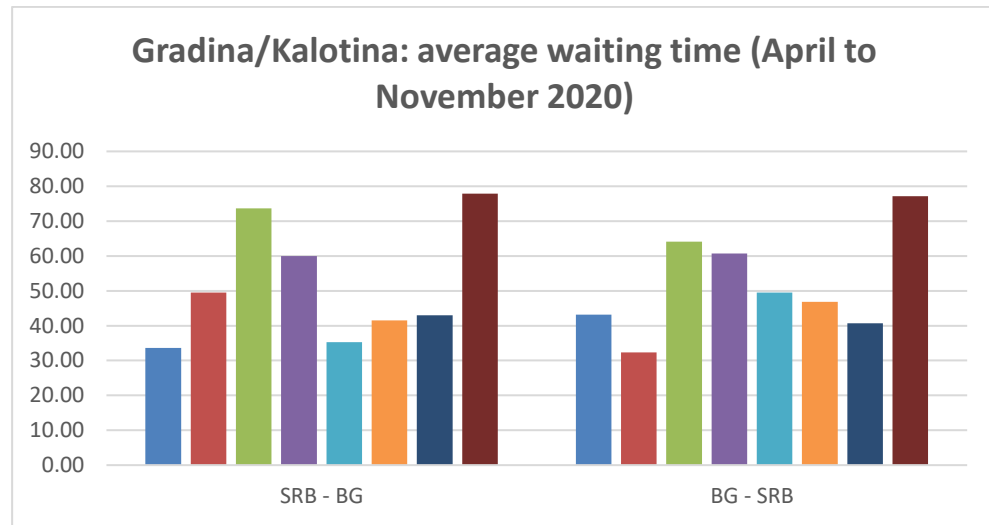


SRB - HR - reported waiting time trends (November 2020)



Waiting times in Gradina/Kalotina have been the longest since the beginning of the monitoring exercise, exceeding the previous June record. While On BG-SRB direction the daily trend is rather linear, in the opposite side peak values were registered from 09 to 13 of November followed by sharp improvement in the following weeks.

Overall, Gradina/Kalotina remains mostly unpredictable, with no obvious weekly patterns.



Situation in Gradiska/Stara Gradiska has remained mostly stable. However, it is worth mentioning that November was the third month in a row when a slight increase was registered. On the contrary, waiting times have kept declining steadily in Bosanki Samac/Slavonski Samac. Kakavija/Ktismata returned to normal after the October peak while for all the other BCPs under monitoring the situation has remained stable.

