Annex 8: TODIS OVERVIEW

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1. Introduction

- 1.1.1 The Transport Community Permanent Secretariat (TCT Secretariat) has developed the Transport Observatory concept and defined the data, functional and technical requirements for its basic underlying analytical tool, namely the Transport Observatory Database/ Information System (TODIS).
- 1.1.2 In order to do so, a comprehensive analysis has been undertaken taking into consideration the TCT Secretariat's remit and mandate. The results of this analysis are presented in the present document in terms of:
 - Data needs

The data required by the TODIS core functions in order the system to be able to provide the basis and facilitate the analysis for the TCT Secretariat's mandate, i.e.:

- the Transport Observatory five years rolling plan;
- o the TCT Secretariat's annual report on the implementation of the TEN-T network;
- o the EU Acquis transposition and implementation report
- o the Transport Observatory public web portal
- o any other analysis/ report requirements for the performance monitoring of the TEN-T network and projects by both the TCT Secretariat and the Regional Stakeholders.
- Data Sources and Availability

The required data will be provided by both institutional data sources (ministries/ agencies/ authorities) and databases/ systems maintained by third parties. The relevant stakeholders have been identified and the first phase of the consultation regarding the availability, format and data exchange mechanisms has been partially completed, with the tasks to be undertaken by the contractor in the next phase clearly defined.

■ Data Lifecycle in TODIS

Taking into consideration the identified data needs and sources, the lifecycle of data within TODIS has been defined together with the corresponding:

- Roles and Responsibilities
- Data Collection and Validation Processes
- Data Analysis and Interrogation methodology
- Expected Outputs
- 1.1.3 All the above are provided in the remainder of this document in a synoptic but comprehensive manner accompanied by detailed tables in the three appendices.

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2. Data Needs for Transport Observatory

2.1 Introduction

- 2.1.1 A detailed assessment has been undertaken in regard to the data needs vis-à-vis the Transport Observatory's remit and mandate. These were assessed from the perspective of each of the core functions of the Transport Observatory to be included in TODIS, i.e.:
 - Monitoring the performance of the TEN-T Network in Western Balkans (both infrastructure quality and operation/service performance)
 - Monitoring of TEN-T projects
 - TEN-T network demand analysis and traffic forecasting
 - EU Acquis transposition monitoring
- 2.1.2 The full list of data that TODIS will be collecting is provided in Appendix A. Such data has been colour-coded as essential (in black font) and non-essential (in grey font) but all available data should be collected, notwithstanding the priority level.
- 2.1.3 For the purposes of this exercise the TEN-T network has been assessed by dividing it in the following major network elements:
 - Roads
 - Railways
 - Inland Waterways (IWW)
 - IWW Ports
 - Seaports
 - Airports
 - Freight Terminals
 - Border Crossings
- 2.1.4 The data identified for the above is to be supplemented with **geospatial data** needed to support the geo-reference of all the above-mentioned data to allow for the visualisation of the information for both reporting purposes but also for making this information publicly available similarly with the TEN-TEC portal application.

2.2 TEN-T Network Performance Monitoring

2.2.1 For the purposes of the TEN-T Network Performance Monitoring, the detailed list of the identified data needs per mode of transport and network elements is presented in Appendix Error! Reference source not found., while the following sections provide the approach and reasoning behind the selection of the specific data.

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Localisation Data

- 2.2.2 It is imperative that the data provided is referred to the correct section of the network and that this section can be identified both within TODIS but also there is enough information to cross reference it in other databases (national or regional) that TODIS could potentially exchange information with.
- 2.2.3 Also, the data provided should refer to as homogenous as possible sections of the network, so the ability to split a section of the network in sub-sections shall also been provided.

Infrastructure Data

- 2.2.4 The data includes all specific characteristics of each type of infrastructure, providing a 'description' of each network element in such detail that will provide enough information for the development of comprehensive inventory and allow for the categorisation and evaluation of the said infrastructure in respect to the TEN-T requirements.
- 2.2.5 The information required includes the category of the infrastructure, geometric characteristics (e.g. length, number of lanes/ tracks), the number and type of infrastructure elements included (e.g. tunnels, bridges), the condition (as per the TEN-T defined ranking, if applicable), operating characteristics arising from the infrastructure limitations (e.g. design/ operating speed, capacity). Also, data related to mode specific infrastructure (e.g. tolls for roads), as well as information on any ITS installed (e.g. ERTMS for rail).

TEN-T Compliance

2.2.6 Another element of the reporting requirements is the compliance of the infrastructure with the TEN-T Network Key Compliance Indicators as defined by the respective EU Directives, Decisions and Regulations.

Operations Data

- 2.2.7 In order to monitor the performance of the network in regard to operations, data specific to traffic and freight volumes (vehicles/ vessels/ passengers/ tons/ TEUs) and their composition will be collected.
- 2.2.8 The operations data includes travel times (if available from the Regional Participants) or the relevant inputs that the travel time could derive from (e.g. operating speed and length of section) and specific performance indicators (e.g. toll evasion, if applicable).

Safety

- 2.2.9 Safety related information based on actual data. Such information includes at least accident/ crashes numbers (per severity), number of injuries and fatalities and location for the severe accidents.
- 2.2.10 Specifically for the road network, further information relevant to road safety for the TEN-T network at first and then (in parallel with the development of the Road Safety Observatory under the auspices of the TCT) for the entire territory covered by the Treaty is to be collected.

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2.2.11 The granularity of the road safety information would be per section of the TEN-T network and for the extended network within the Regional Participants per road category.

Maintenance Data

- 2.2.12 Parallel to the operations and of equal importance for the performance evaluation of the network is the maintenance data. This includes both actual costs (for routine, heavy/ periodic, winter and emergency maintenance) and the assessment for heavy maintenance or rehabilitation needs in the network.
- 2.2.13 For each mode, the information covers all elements of the network (e.g. for the roads: the open road sections, tunnels, and bridges) and be provided in adequate granularity in order to be comparable and to provide an indication of the status of the network.

Upgrade Requirements

2.2.14 Information will also be provided on any upgrade requirements (e.g. to increase capacity), supported by the relevant data regarding the percentage of usage of the existing capacity.

Environmental Data

2.2.15 Another parameter is the data required for the evaluation of the environmental performance of the network in terms of air pollution (GHG emissions) and noise levels, as well as information relevant to the climate change resilience of the network (such as number of flooding incidents, closures due to adverse weather conditions, etc.).

2.3 TEN-T Projects Monitoring

2.3.1 Similarly with the TEN-T Network Performance Monitoring, for the purposes of the TEN-T Projects Monitoring the detailed list of the identified data needs per mode of transport and network elements is presented in Appendix Error! Reference source not found., while the following sections provide the approach and reasoning behind the selection of the specific data.

Localisation Data

2.3.2 The localisation data collected serves the same purposes as for the existing network (please refer to section 2.2.2).

Project Description

2.3.3 This includes generic project information used for reference purposes or for the categorisation of the project such as the project name, the type of intervention, the length (if linear) and the overall cost of the investment, as well as the project status (implemented, on-going, mature, under preparation).

TEN-T Compliance and Eligibility

2.3.4 The data collected (similarly to the existing network) refers to the TEN-T Network Key Compliance Indicators of the section or node affected by the proposed project, providing information on the level of compliance of the section/ node both before and after the project implementation.

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Implemented Projects

- 2.3.5 Specific to the implemented projects, the data requirements identified include information on the project documentation and funding sources, as well as information required for the calculation of performance indicators, such as:
 - Construction period deviation
 - CAPEX Deviation
 - OPEX Deviation (relevant to quality of design and construction)
 - Deviation from planned maintenance cost (relevant to quality of design and construction)
 - Interest During Construction
 - EBITDA (if fare/toll collected)
 - Revenue Deviation (if fare/toll collected)
 - Traffic Deviation from forecasted

Live Projects

- 2.3.6 For 'live' projects (i.e. on-going, mature, under preparation), the data requirements identified extend beyond the project documentation and funding sources, including the maturity of funding and the technical status of the project, as well as information required for the performance indicators in regard to:
 - Social impact
 - Economic feasibility
 - Financial feasibility
 - Environmental Impact
- 2.3.7 One of the key functions of the Projects monitoring module is to provide forecasting on how the TEN-T Network will look like in users selected timespans, should such projects be implemented as scheduled. TEN-T Network performance and TEN-T Project data will therefore have to be structured accordingly and such forecasting function duly included within TODIS key features.

2.4 TEN-T Network Demand Analysis and Traffic Forecasting

- 2.4.1 Although the development of the TO Demand Model core function is not included in this assignment, this will be integral part of the TO umbrella, and some of the data required for it will still be collected through TODIS.
- 2.4.2 As described above, the information collected for the network performance monitoring purposes will contain all the network supply and demand related data for the TEN-T network. Similarly the data for project monitoring will contain all necessary information for future schemes under implementation or planning.
- 2.4.3 The TO demand model will then utilise the performance monitoring and project data when running a model (base or forecast). In addition, the TO demand model will include other strategic nodes

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and links not part of TEN-T network, but which form an important part of the national networks of the RPs. Such data will not be collected as part of the present exercise.

2.5 Geospatial Information

- 2.5.1 The inclusion of Geographical Information Systems (GIS) is necessary to supports interactive maps and satellite overlays (e.g. OpenStreetMap, OpenTopoMap, Satellite imagery). With these features in place TODIS will be able to provide full support to the policy-making process and also to have the functionality to collect and continuously update technical and financial data for the entire TENT on a section basis, accompanied by interactive multifunctional maps (including thematic layers, base maps, search engine, print outs etc.).
- 2.5.2 The detailed list of the identified geospatial information needs (including data per mode of transport and network elements) is presented in Appendix Error! Reference source not found.

2.6 EU Acquis Transposition Monitoring

- 2.6.1 To ensure a proper EU Acquis Transposition monitoring process, each Regional Participant has to make available to the TCT Secretariat all relevant laws and regulation in the field of transport (in their entirety) with the detailed Tables of Compliance comparing Acquis provisions and provision of the different pieces of national legislation, showing which part of the EU transport Acquis Communautaire and to what extend has been transposed into the National Legal System.
- 2.6.2 Also, each of the Regional Participants should submit to TCT Secretariat a self-assessed "Zero Report" of the status of its EU Acquis Harmonisation process.
- 2.6.3 All the reports will be based on the List of all EU transport Acquis Communautaire that are in force in the moment of review and/or monitoring (please refer to Appendix Error! Reference source not found.). The non-exhaustive content of these reports comprises:
 - List of all Transport Primary Legislation in the Regional Participant (with the year of its adoption and of all subsequent changes/amendments);
 - List of all Transport Secondary Legislation in the Regional Participant (with the year of its adoption and of all subsequent changes/amendments);
 - Name the EU transport Acquis Communautaire associated with each piece of Transport Primary and/or Secondary Legislation in the Regional Participant;
 - Level of Harmonisation of each piece of Primary/ Secondary Legislation with the Acquis;
 - Transitional period for full harmonisation (deadlines)
 - Plans for further/future harmonisation with the Acquis
- 2.6.4 TODIS will facilitate the monitoring of the whole process by providing a database that will record, consolidate, and link all the information listed under paragraph 2.6.3 with reference to the date this information was provided and the source document.

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3. Data Sources & Availability

3.1 Introduction

3.1.1 Following the analysis of the Transport Observatory's data needs, the sources that will provide the required data have been identified. These comprise both institutional data sources (ministries/agencies/authorities) and databases/ systems maintained by third parties.

3.2 Regional Stakeholders

- 3.2.1 The main source of information/ data for the purposes of TODIS are the various public authorities (agencies/ bodies/ ministries) and transport related public and private enterprises in each Regional Participant who are responsible for the different data sets.
- 3.2.2 A Regional Stakeholder engagement process has already been undertaken to confirm the availability of the data/ information required for TODIS and determine the appropriate collection mechanisms for the exchange of that data/ information.
- 3.2.3 Appendix **Error! Reference source not found.** presents the outcomes of the consultation with the Regional Stakeholders in each of the Regional Participants, i.e.:
 - List of the identified sources per sector, including status of consultations already held;
 - Notes from the consultations with the Regional Stakeholders, including pending issues;
 - Detailed tables with the confirmed data availability and formats per sector.

3.3 3rd Parties

- 3.3.1 In parallel with the Regional Stakeholder engagement, a review of on-going or currently planned initiatives from the third parties has been undertaken, to confirm the potential of utilising their information systems and tools for the purposes of TODIS.
- 3.3.2 A consultation process was initiated which is expected to continue throughout the development of TODIS to ensure maximisation of the benefits for all parties. The findings of the consultations and the required tasks to be undertaken by the Contractor are presented in Table 3-1 overleaf.

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Table 3-1: Consultation with 3^{rd} parties — Status and Required Tasks

OIS will (as a minimum) adopt the TEN- characteristics regarding the two core ctions that are common, i.e., Network
formance and Project Monitoring. It is expected that TODIS will facilitate the mless data transfer and integration to -TEC upon the accession of any of the
onal Participants to the EU.
ermanent communication channel on nnical level shall be established to ure the full coordination between the MOVE and the Transport Observatory ling up to and beyond the
lementation of TODIS.
aggregated data is stored in a abase providing a valuable tool for nitoring the border crossing network formance. The planned upgrade of the leo Green Lane tool will include the ension of the geographical coverage to
Western Balkans and the addition of border crossing for railways, ports,
other points of interest.
manent communication channels on h administrative and technical levels Il be established to ensure that all legal es (regarding the exchange of rmation) and any technical issues are It in time.
CPMM system will support the data ection and processing, and associated orting, analysis, visualisation, and nitoring of road and rail corridor formance indicators. But the lementation of CPMM has been ayed and currently is expected to ome operational after TODIS.
DIS would be developed independently
n CPMM, but its design will allow for a literation of additional ctionalities that CPMM might bring, e ready (live/real-time data). This data mange could potentially be bi-
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3 RD PARTY	STATUS AND REQUIRED TASKS
European Union	ERA does not collect any data from the Regional Participants and currently there are no such plans in place.
European Union	TODIS specification will ensure that the
Agency for Railways (ERA)	two systems would be interoperable by adapting the EU terminology (as per the relevant EU Directives); and ensuring that the appropriate interfaces are established.
Central European Free Trade Agreement (CEFTA) System of Electronic Exchange of Data (SEED)	The EU funded System of Electronic Exchange of Data (SEED), which supports the electronic exchange of pre-arrival information between customs administrations within CEFTA is used to electronically send the information about the arrival of priority consignments in advance to all agencies involved in clearance of goods, so that the agencies can prepare in advance and that those consignments can be given priority passage. This will accelerate the process of clearance of goods of first necessity. Following consultations with the relevant stakeholders in the region, it was identified that Border Crossings related data might be already available in SEED. If confirmed, the appropriate interfaces shall be established

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4. Data Lifecycle in TODIS

4.1 Introduction

4.1.1 Taking into consideration the identified data needs and sources, the lifecycle of data within TODIS has been defined together with the corresponding processes. An overview of the data lifecycle in TODIS is presented in Figure 4-1



Figure 4-1: Data Lifecycle in TODIS

4.1.2 The IT infrastructure shall be sufficient to support all the critical functional areas, namely, data collection, storage, analysis, reporting, maintenance and sharing. Figure 4-22 shows a high-level overview of the proposed TODIS platform.

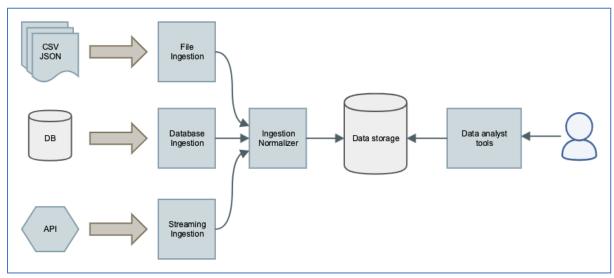


Figure 4-2. Overview of TODIS Platform

4.1.3 For the successful materialisation of the above, the organisational scheme that will support the operations of TODIS has been structured and the relevant roles and responsibilities have been defined.

4.2 TODIS Roles and Responsibilities

- 4.2.1 The organisational structure that will support the operations of TODIS, foresees the following roles/ user profiles:
 - Regional User (RU)
 - Regional Coordinator (RC)
 - TCT Secretariat Subject Matter Expert (TCT SME)
 - Operations Administrator (Ops Admin)

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System Administrator (Sys Admin)

Regional User (RU)

4.2.2 The base level in the organisational structure is the Regional User (RU) which plays the role of the source in the whole process. The RUs are experts from each sector, employees of the relevant public authorities (or of the private entities providing data input) in each of the Regional Participants and would be responsible to provide and submit the appropriate data according to the given attributes in the specific questionnaires.

Regional Coordinator (RC)

- 4.2.3 The middle level of users is the Regional Coordinators (RCs) who would have the main role in the data collection being the catalyst and coordinator of the process. The RCs would be working together with the RUs in completing the questionnaires until the final phase when the RCs are verifying the data submitted online.
- 4.2.4 The RC can either be an officer from the respective Ministry related to Transport in the Regional Participants seconded to the TCT Secretariat, or an independent local consultant tasked with the role of the Regional Coordinator on behalf of the TCT Secretariat.
- 4.2.5 The selection of the preferable option for the RC, as well as the selection of the RUs for each sector, can be different for each of the Regional Participants and would depend on the administrative setup, public sector rules and internal decisions at each of the Regional Participants

TCT Secretariat Subject Matter Expert (TCT SME)

4.2.6 At the top of the structure for the operation of TODIS, is the TCT Secretariat Subject Matter Expert (TCT SME). These are employees of the TCT Secretariat which are experts in specific sectors (e.g. Road, Railway, Border Crossings, etc). Their mandate is to perform the final verification of the data provided by the Regional Participants, analyse and interrogate the data for the TCT Secretariat purposes and prepare the relevant reports.

Operations Administrator (Ops Admin)

- 4.2.7 The role of the Ops Admin is expected to be fulfilled by one of the TCT Secretariat employees, most probably one of the TCT SMEs. The Ops Admin will have additional privileges that would allow her/him to perform specific tasks relevant to the future development of TODIS, e.g.:
 - adding or removing parameters to facilitate identified additional data needs;
 - adding or removing KPIs to facilitate identified additional evaluation/ reporting needs.
 - adding or removing users in the RU, RC and TCT SME categories.

System Administrator (Sys Admin)

4.2.8 The Sys Admin will have full privileges on the system and will be responsible for the seamless operation of TODIS, to prevent problems and to improve systems' performance while ensuring the safety of the system.

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4.2.9 The Sys Admin will also be responsible to install, upgrade and monitor TODIS software and hardware and for the data backup and recovery processes.

4.3 Data Collection & Validation

- 4.3.1 All prescribed data collection mechanisms will be available depending on the formats the data is available at the source. For instance, the system would allow the same data to be collected manually (file-based data collection) from a Regional Participant and automatically (e.g., using API) from another.
- 4.3.2 Taking into consideration the variances in the availability of data between the Regional Participants, the system will be configured to operate with any level of data available and adjust its reporting accordingly (e.g., providing extended reports for the Regional Participants with higher data availability). TODIS will also be able to identify and flag data gaps in consolidated reports.
- 4.3.3 TCT Secretariat would initiate the data collection by notifying the RCs providing the purpose of the data collection (TODIS core function/ Sector) and deadlines. The RCs would not just disseminate the message and instructions to the Regional Users, but they would be working together in the collection and upload of the data, performing in parallel a first verification of the data.
- 4.3.4 Upon data input, TODIS will perform an automated verification of the input data based on defined Data Validation Request Criteria (as these are set in the Data Needs Tables (see Appendix Error! Reference source not found.). If the criteria are met, then the system shall flag the data and notify both the TCT SME and the RC requesting validation of the said data by the RC. If the RC confirms the validity of the data, then the system shall accept the provided data and proceed to the next step.
- 4.3.5 After the verification procedure by the RC, the TCT Subject Matter Experts are expected to perform the final verification of the data before this is flagged as validated. In case some discrepancies are identified during the final step of verification, the TCT SME should notify the RC and request a revision.
- 4.3.6 All the above-mentioned requests and notifications shall be facilitated by the system. The data collection and validation process is depicted in Figure 4-3.

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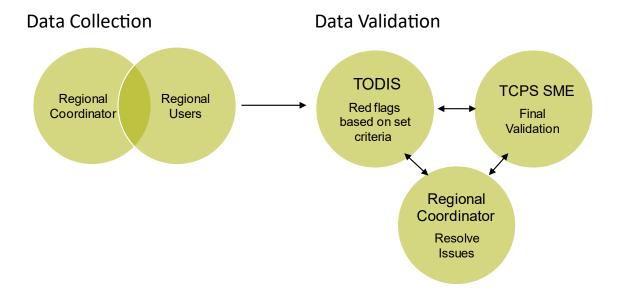


Figure 4-3: Data Collection and Validation Process

Future Extensions

- 4.3.7 The process and data flows described above shall apply for regular operation of TODIS, following system implementation and taking over. The initial population of TODIS with data shall be performed by the Contractor, as provided in the Technical Specifications.
- 4.3.8 In the future, whenever a component/ function is added under the TODIS umbrella (e.g. Road Safety Observatory, Environmental Model), the following steps will be followed:
 - Identification of any additional data needs and sources for the new component/ function.
 - Confirmation of the available data formats and collection mechanisms.
 - Adjustment of TODIS input database to facilitate the identified additional data (in terms of adding the relevant parameters).
 - Incorporation of the identified data needs in the data collection process
- 4.3.9 Based on the above, TODIS shall include a module that will allow the Operations Administrator to define and introduce new data inputs/ parameters into the system

4.4 Data Analysis and Interrogation

- 4.4.1 After the data collection is completed, the data becomes available for analysis, always providing its status in regard to validity (i.e., validated/ non-validated). The latest available data from both statuses (i.e., validated/ non-validated) is used for all subsequent years until a new entry is input for a given year.
- 4.4.2 The data analysis GUI for performance monitoring shall include both a map and a tabular interface.

 The user shall be able to select parts of the TEN-T network on the following levels:
 - Input (per individual input dependent of the data input granularity)

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- Section (geographical section including more than one individual input)
- TEN-T Corridor
- Network (core/ comprehensive)
- Sector (Road, Rail, IWW, Seaports, Airports, Border Crossings, Freight Terminals)
- Regional Participant
- User defined area within the Transport Community
- Transport Community (entire database)
- 4.4.3 The user shall be able to define what is included in the analysis, by selecting:
 - data categories/ individual parameters/ KPIs
 - to include unvalidated data or not
 - the reference year(s)
- 4.4.4 The user shall also be able to compare the data categories/ individual parameters/ KPIs (in the form of absolute values or % change) between different:
 - time periods;
 - sections of the TEN-T network (as defined in paragraph 4.4.2)
- 4.4.5 By selecting the above at will, the user can precisely define the geographical extent and objective of the analysis performed.

Key Performance Indicators

- 4.4.6 TODIS will utilise KPIs that facilitate gauging and quantifying the performance of both the TEN-T networks and projects.
- 4.4.7 As such, the KPIs cover all TEN-T network elements, i.e.:
 - Roads
 - Railways
 - Inland Waterways (IWW)
 - IWW Ports
 - Seaports
 - Airports
 - Freight Terminals
 - Border Crossings
- 4.4.8 It should be noted that the majority of the data inputs can be and are used as KPIs. But the collected data/ information cannot provide the full picture in regard to performance, thus further composite KPIs are introduced to cover all aspects of performance monitoring. In parallel a number of statistical indicators are introduced to illustrate the distribution of various parameters across the available ranges/ options.

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Future Extensions

4.4.9 It is possible that in the future, the need for a new KPI or statistical indicator is materialised. TODIS shall include a module that will allow the Ops Admin to define and introduce new KPIs/ statistical indicators into the system, using a built-in formula builder function.

TEN-T Network Performance Monitoring

- 4.4.10 The analysis of the current characteristics of the TEN-T network infrastructure and their corresponding operational data are key factors in detecting the main technical deficiencies and existing bottlenecks in the general network. Likewise, the yearly updating of these data provides with suitable tools to properly analyse the evolution and future needs.
- 4.4.11 For the purposes of the TEN-T Network Performance Monitoring, the composite KPIs and statistical indicators are divided in the following categories in regard to both the infrastructure status and operation/ service performance:
 - Infrastructure, including
 - o Upgrade Requirements, and
 - Climate Change Resilience
 - TEN-T Compliance
 - Operations
 - Safety (both for TEN-T and strategic network)
 - Maintenance
 - Environmental Impact

TEN-T Project Monitoring

- 4.4.12 The analysis of the TEN-T Projects will be focused on project-related data (both static and dynamic) covering all aspects required for proper monitoring of the implementation process and overall evaluation of the project performance.
- 4.4.13 Similarly, for the TEN-T Project Monitoring the palette of tools for the evaluation of both implemented and live projects is divided in the following categories:
 - Project Type
 - TEN-T Eligibility & Compliance
 - Project Status
 - Project Funding
 - Performance Indicators for Implemented Projects:
 - o Project Timeline
 - Cost Deviations
 - Revenue Deviations
 - Traffic Deviations

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- Performance Indicators for Live Projects:
 - Project Timeline
 - o Project Technical Status
 - Social Indicators
 - Economic Feasibility
 - o Financial Viability
 - Environmental Impact
- 4.4.14 The detailed tables with all composite KPIs and statistical indicators are presented in Appendix Error! Reference source not found.

4.5 TODIS Outputs

- 4.5.1 The overall objective of TODIS is to become the main information repository in relation to the TEN-T in the Western Balkans and the EU Acquis transposition monitoring for each of the Regional Participants.
- 4.5.2 This will be facilitated by the outputs of TODIS that will provide the necessary information and data for the analysis required for both political and technical decision-making processes.
- 4.5.3 A high-level overview of the expected utilisation of TODISs' outputs is presented in Figure 4-4.

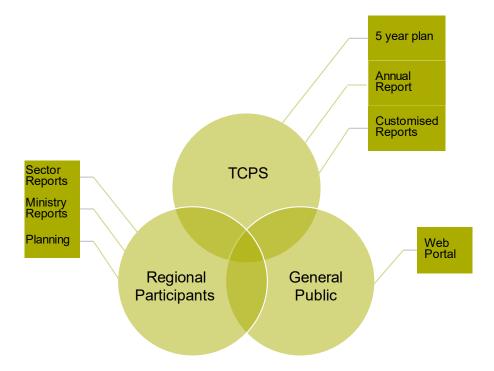


Figure 4-4: TODIS - High-level outputs

4.5.4 In terms of outputs, given that the user – machine interaction is entirely based on an interactive GUI, the results of the performance analysis will be presented using:

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- project/ network sheets (providing reporting summaries);
- tables and charts (for in depth review of the results)
- the interactive map (for further user interaction)
- dashboards (including combinations of all the above)
- 4.5.5 In order to better visualise the performance of the selected part of the TEN-T network, the resulting data shall be illustrated:
 - colour coded, based on:
 - o user pre-defined thresholds/ criteria; or
 - o the actual data values (i.e., colour scales).
 - as percentiles per parameter/ KPI value;
 - filtered or sorted by any of the data categories/ individual parameters/ KPIs
 - indicate their status in regard to validity (i.e., based on verified data/ data pending verification).
- 4.5.6 The colour coding of the data can be also utilised as a red flag system identifying the outliers or sections exceeding certain thresholds (system or user defined).
- 4.5.7 All analysis and reporting outputs shall be easily extracted in a variety of formats (e.g., MS Word, MS Excel, PDF, JPG, etc.) for further analysis and dissemination.
- 4.5.8 The TODIS built in reporting tool will facilitate the creation of fully customisable outputs using a range of templates based on the following available formats:
 - Project Reference Sheet
 - Network Reference Sheet
 - Data Table
 - Charts
 - Maps
 - Dashboards

Appendices:

Appendix A – TODIS Data Needs Tables

Appendix B – Data availability and format

Appendix C – TODIS Key Performance Indicators

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Appendix A – TODIS Data Need Tables

TRANSPORT)

Roads - Network Performance Monitoring

		and a	Data Collection	Calculation	Data Validation	
Category	Parameter	Details	Frequency-TODIS	If Indo N/A	Request Criteria	Data Validator
	Name of responsible Company/Authority		Annually			
	Correspondence Address					
	Contact Person					
788	Position					
	Phone number					
	Email					
	Country Code					
	TEN-T Category	Core/ Comprehensive			# previous	
	Corridor/ Route International Route ID				# previous	
	National Route ID				# previous	
	Start Node Name				# previous	
	End Node Name				# previous	
ocalisation		Direction A			# previous	
	Start km	Direction B			# previous	
		Direction A			Forevious	
	End km	Direction B			# previous	
	Status	Planned/ Existing/ Upgrade			# previous	
	Data valid from	year				
	Data valid to	year				
	Category	Motorways/ Dual Carriageways/ Single Carriageways			# previous	
		1. Very Good, describes the road without problems and completely comply with Standards - mainly new constructions, [IRI [0-1.24]]				
		2. Good, means that is a road without problems, (IRI [1.24 - 2.84])				
	Service of the state of the sta	3a. Medium NWC, means that the road needs a New Wearing Course (NWC) (IRI (2.84- 5.09))			1) higher than previous 2)	
	Pavement Condition	3b. Medium PRH, describes a road which needs Pavement Rehabilitation (PRH) (IRI [2.84 - 3.09])			dff with previous >2	
		4. Poor, means that the road needs a new Overlay and Wearing Course (OWC) (IRI (5.09 – 8.94))				
		3. Very Poor, describes a road which needs a Completely New Pavement (CNP) (IRI (8.94 - 1)				
	Lanes	Direction A			# previous	
	Lanes	Direction B			# previous	
	Length - Total (km)	Direction A			# previous	
	conguir Total (km)	Direction B			# previous	
	Length - Open Road (km)	Direction A			# previous	
	8()	Direction B			# previous	
	Length - Tunnels (km)	Direction A			# previous	
		Direction 8			# previous	
	Length - Bridges over 12m length (km)	Direction A			# previous	
		Direction 8			# previous	
	Tunnels	Direction A (absolute number)			# previous	
		Direction 8 (absolute number)			# previous	
	Parking areas	Direction A (absolute number)			# previous	
	•	Direction B (absolute number)			# previous	
nfrastructure Data		Direction A (absolute number)			# previous	
	Fuel Stations	Direction B (absolute number)			# previous	
	Design Speed	Type of fuels (Diesel, Gas, CNG, LNG, Hydrogen, Charging Point) km per hour			# previous	
	Speed limit Operating Speed	km per hour	_		# previous # previous	
	Operating speed				* previous	
	Length through locality (km)	Direction A Direction B				
		Direction A			# previous	
	Max Longitudinal Gradient (%)	Direction 8 Direction 8			# previous	
					# previous	
	Max Permitted Weight	per vehicle (tons)				
	-	sxie load (kN)		1200	# previous	
	Capacity	axie load (kN) minimum lane capacity per hour (PCUs) for both directions		1200	# previous	
	Capacity Tolled	sale load (bY) minimum lane capacity per hour (PCUs) for both directions yes/ no		1200	# previous # previous	
	Capacity Tolled Type of Tolls	salt tod [IA1] minimum lanc capacity per hour (PCUs) for both directions yest no per lan/ per day.		1200	# previous # previous # previous	
	Capacity Tolled Type of Tolls Charging Method	sate load (IN) minimum hane capacity per hour (PCL0) for both directions yeal no per with per hour (PCL0) for both directions yeal no per with per hour (PCL0) for both directions year (No per hour) vignette/ (NOS)		1200	# previous # previous	
	Capacity Tolled Type of Tolls Charging Method Number of Toll Station Lanes	sati too (IX) minimum hare capacity per hour (PCLs) for both directions yet in o per kin/ per day jastions/ fire forwy jastions/ fire f		1200	# previous # previous # previous # previous # previous	
	Capacity Tolled Type of Tolls Charging Method Number of Toll Station Lanes Intelligent Transport Systems (ITS)	eact look (IXI) minimum lane capacity per hour IPCLO) for both directions yet? Inc. yet? Inc. yet in per only per hin per onl		1200	# previous # previous # previous # previous # previous # previous	
	Capacity Tolica Type of Tolis Charging Method Number of Toli Station Lanes Intelligent Transport Systems (ITS) Type of TS	set too (IX) minimum bare capacity per hour (PCLs) for both directions yet in o per land per day tations from the food (IN) tation food (IN) tatio		1200	# previous # previous # previous # previous # previous # previous # previous	
	Capacity Tolled Type of Tolls Charging Method Number of Toll Station Lanes Intelligent Transport Systems (ITS)	eact look (IXI) minimum lane capacity per hour IPCLO) for both directions yet? Inc. yet? Inc. yet in per only per hin per onl		1200	# previous # previous # previous # previous # previous # previous	



Roads - Network Performance Monitoring

Category	Parameter	Details	Data Collection Frequency - TODIS	Calculation If help N/A	Data Validation Request Offices	Data Validator
	TEN-T Requirements Compliant	yes/no as per art. 17.3 (a) and (b) of Regulation 1313/2013		To be automatically determined based by the criteria provided by the Directive	# previous	
TEN-T Compliance	Alternative Fuels Availability	yes/no as per Directive no. 2014/94/EU		To be automatically determined based on infrastructure sufficency oriteria/no, of km	# previous	
	ITS Compliance	yes/no as per Directive 2010/40/EU			# previous	
	Tolling Interoperability	yes/no as per Directive 2004/52/EC and Commission Decision no. 2009/750/EC			# previous	
	Safety Compliance	yes/no as per Directive 2008/96/EC			# previous	
	Road Tunnels Compliance (length >500m)	yes/no as per Directive 2004/34/EC			# previous	
	Data valid from	year				
	Data valid to	year				
	Total traffic flow	AADT or vehicles per year			dff with previous > 10%	
	Passenger cars	AADT or vehicles per year			dff with previous > 10%	
	Busses	AADT or vehicles per year			dff with previous > 10% dff with previous > 10%	
	Trucks International traffic	AADT or vehicles per year % of AADT or total traffic flow		 	dff with previous > 10%	
	Percentage of HGVs	% of AADT or total traffic flow		[73]/[70]	dff with previous > 10% dff with previous > 10%	
	"	76 OF AADT OF TOTAL TRATIC HOW tons per year		[A9][A]	diff with previous > 10%	
	Freight traffic flow	cons per year vehicles per year		[73]	diff with previous > 10%	
	Dangerous goods vehicles	Number year or % of AADT or total traffic flow		(1-0)	dff with previous > 10%	
ati p-t-	Passengers	number per year or no or notes or countries room			diff with previous > 10%	
Operations Data	Average travel time (PCs)	number		AVG(30.31)s60/(47)	dff with previous > 10%	
	Average travel time (HVGs)	in minutes		AVG[30,31]s60/min[[47],	diff with previous > 10%	
	Toll Rate Currency	Currency (e.g. Euro)			diff with previous > 10%	
	Toll Rate Passenger Cars	per km (e.g. Euro per km)			diff with previous > 10%	
	Toll Nate Passenger Cars	per day (e.g. Euro per day)			diff with previous > 10%	
	Toll Rate Heavy Good Vehicles	per km (e.g. Euro per km)			dff with previous > 10%	
		per day (e.g. Euro per day)			diff with previous > 10%	
	% toll evasion	% of vehicles			dff with previous > 10%	
	Data valid for	year				
	Total number of road traffic crash	absolute number			dff with previous > 10%	
	Road traffic crash with serious injuries only	absolute number				
	Fatal road traffic crash	absolute number				
	Chainage (km position) of road traffic crashes with injury/ fatality					
	Total injured	number of persons				
Road Safety	Seriously Injured	number of persons				
-	Patalities	number of persons			# previous	
	Road Safety Audit carried out at design stage Section ranked as high/risk	yes/ no yes/ no			# previous	
	•	Yes/ no Total number			= preVious	
	Road Safety Inspections carried out	town monitoring dates				
	Data valid for	Corresponding dates				
	Maintenance cost - Total	Furns per km per year			diff with previous > 10%	
	Maintenance cost - Open Road	Euros per km per vear			diff with previous > 10%	
	Maintenance cost - Tunnel	Euros per km per year			diff with previous > 10%	
	Maintenance cost - Bridges	Euros per km per year			diff with previous > 10%	
Regular Maintenance	Heavy/ Periodic Maintenance Cost	Euros per km per year (Activities on a section of road at regular and relatively long intervals, aims to preserve the structural integrity of the road (preventive resurfacing, overlay, and pavement reconstruction)			diff with previous > 10%	
	Emergency Maintenance Cost	Euros per km per year (Repairs that cannot be foreseen but require immediate attention, such as collapsed culverts or landslides that block a road)			diff with previous > 10%	
	Winter Maintenance Cost	Euros per km per year			dff with previous > 10%	
	Routine Maintenance Cost	Euros per km per year (The rest of maintenance cost for the said year)			dff with previous > 10%	
	Source of finance				# previous	
	Data valid for	year				



Roads - Network Performance Monitoring

ategory	Parameter	Details	Data Collection Frequency - TODIS	Calculation If info N/A	Data Validation Request Criteria	Data Validator
	Requiring rehabilitation - Open Road	length of section (km)			# previous	
	Requiring rehabilitation - Tunnel	length of section (km)			# previous	
Heavy/ Periodic Maintenance Requirements	Requiring rehabilitation - Bridges	length of section (km)			# previous	
	Requiring heavy/ periodic maintenance - Open Road	length of section (km)			# previous	
	Requiring heavy/ periodic maintenance - Tunnel	length of section (km)			# previous	
	Requiring heavy/ periodic maintenance - Bridges	length of section (km)			# previous	
	Data valid for	year				
	Requiring upgrade to increase capacity - Open Road	length of section (km)			# previous	
	Requiring upgrade to increase capacity - Tunnel	length of section (km)			# previous	
pgrading	Requiring upgrade to increase capacity - Bridges	length of section (km)			# previous	
	Data valid for	veer				
	Air Pollution	GHG emissions (tons per year for each GHG)			dff with previous > 10%	
	CO2 emissions				dff with previous > 10%	
	NOx emissions				dff with previous > 10%	
	SOZ emission evolution				diff with previous > 10%	
	Non-methane hydrocarbons				dff with previous > 10%	
	Particulate matter (ppm)				dff with previous > 10%	
nvironmental Data	Noise	Noise levels along the section		To be calculated based on inputs like traffic level, speed, composition, road gradient and road surface	diff with previous > 20%	
		number of flooding incidents			diff with previous > 30%	
	Climate change resilience	number of closures due to adverse weather conditions			dff with previous > 10%	
	Cilitate Citation Continue	number of embankment failures			diff with previous > 10%	
		number of winter maintenance days			dff with previous > 10%	
	Data valid for	year				
	Location of Road	Line geometry			# previous	
	Location of tunnels	Line geometry or Point geometry or x,y coordinates			# previous	
	Location of bridges over 12m length	Line geometry or Point geometry or x,y coordinates			# previous	
eospatial data	Location of parking areas	Line geometry or Point geometry or x,y coordinates			# previous	
	Location of fuel stations	Point geometry or x.v coordinates			# previous	
	Location of road traffic crashes with injury/ fatality	Point geometry or x,y coordinates				
	Data valid for	year				



Road Safety

C-1	Parameter	Details	Data Collection	Calculation	Data Validation	Deta Validator
Category		Decision .	Frequency - TODIS	If Info N/A	Request Criteria	Deta Varidator
	Name of responsible Company/Authority		Annually			
	Correspondence Address					
Reporting Organisation Data	Contact Person					
Reporting Organization Data	Position					
	Phone number					
	Email					
Localisation	Country Code					
	Population	number of inhabitants			diff with previous > 2%	
	Fleet size	number of registered vehicles			diff with previous > 5%	
	Total number of road traffic crashes	number			diff with previous > 10%	
	Total number of road traffic crashes - Motorway (tolled)	number			diff with previous > 10%	
	Total number of road traffic crashes - Motorway (toll-free)	number			diff with previous > 10%	
	Total number of road traffic crashes - Primary Roads (dual carriageway)	number			diff with previous > 10%	
	Total number of road traffic crashes - Primary Roads (single carriageway)	number			diff with previous > 10%	
	Total number of road traffic crashes - Secondary Roads	number			diff with previous > 10%	
	Total number of road traffic crashes - Rural Roads	number			diff with previous > 10%	
	Total number of road traffic crashes - Urban Roads	number			diff with previous > 10%	
Road Safety Data	Road traffic crashes with serious injuries only	number			diff with previous > 10%	
Road Sarety Data	Fatal road traffic crashes	number			diff with previous > 10%	
	Seriously Injured	number of persons			diff with previous > 10%	
	Fatalities	number of persons			diff with previous > 10%	
		alcohol			diff with previous > 10%	
		speed			diff with previous > 10%	
	Cause of accident (%)	infrastructure			diff with previous > 10%	
		use of electronic devices (mobile phone, GPS, etc)			diff with previous > 10%	
		vehicle not corresponding to standard			diff with previous > 10%	
	Data valid for	year				



Railways - Network Performance Monitoring

Category	Parameter	Details	Data Collection Frequency - TODIS	Calculation if Info N/A	Data Validation Request Criteria	Data Validator
	Name of responsible Company/Authority		Annually			
	Correspondence Address					
Reporting Organisation Data	Contact Person					
Reporting Organisation Data	Position					
	Phone number					
	Email					
	Country Code					
	TEN-T Category	Core/ Comprehensive			≠ previous	
	Corridor/ Route				≠ previous	
	International Route ID				≠ previous	
	National Route ID				≠ previous	
	Start Node Name				≠ previous	
Localisation	End Node Name				≠ previous	
Localisation	Start km	Direction A			≠ previous	
	Start KM	Direction 8			≠ previous	
	End km	Direction A			* previous	
	Eng km	Direction B			≠ previous	
	Status	Planned/ Existing/ Upgrade			≠ previous	
	Data valid from	year				
	Data valid to	year				



Railways - Network Performance Monitoring

Parameter Capacity Track gauge	Desils trains/ day 750 / 1000 / 1435 / 1520 / 1524 / 1600 / 1602 / 1668	Data Collection Frequency - TODIS	if Info N/A	Data Validation Request Criteria # previous	Data Validator
Track gauge				≠ previous	
	750 / 1000 / 1435 / 1520 / 1524 / 1600 / 1602 / 1668				
				≠ previous	
	A GAUGE: Total height 3.85 m above t - he rail and 1.28 m on either side of the track axle				
	B GAUGE: Total height 4.08 m above the rail and 1.28 m on either side of the track axle				1
Load gauge	B+ GAUGE: Total height is 4.18 m above the rail and 1.36 m on either side of the track axle			≠ previous	1
	C GAUGE: Total height 4.65 m above the rail and 1.45 m on either side of the track axle				1
	Very good (0.86 - 1.00)				
	Good (0.71-0.85)				ĺ
Condition of track (Operational/ Design Speed)	Medium (0.61-0.70)			1) higher than previous	ĺ
contained to the contained being in species				2) diff with previous >2	ĺ
					ĺ
Number of south				4 nembus	
Traction					
				* previous	
					ĺ
					ĺ
					ĺ
Rail voltage				≠ previous	ĺ
					ĺ
				1	ĺ
	630 Volts DC				
Length - Total (km)				≠ previous	
Length - Open Track (km)				≠ previous	
Leneth - Tunnels (km)				≠ previous	
				≠ previous	
	number			* previous	
Tomes					
Level-Crossings				1,500,000	
_				- protested	
	number of active level crossings (automatic with user-side protection)			≠ previous	i .
	number of active level crossings (rail-side protected)			≠ previous	
Max Design Speed	km per hour			≠ previous	
Max Operating Speed	km per hour			≠ previous	
				≠ previous	
Max Longitudinal Gradient (m per km)				# messions	
Min radius					
	KN .				
ERTMS in operation				≠ previous	1
	1 - is designed as an add-on to or overlays a conventional line already equipped with lineside signals and train				
EDTN45 II	detectors.				ĺ
EK I M 3 I EVEI	2 - does not require lineside signals. The movement authority is communicated directly from a Radio Block			* previous	ĺ
	Centre (RBC) to the onboard unit using GSM-R.				ĺ
Control & Command System				+ previous	
				+	
Freight Line Train Length				≠ previous	
T	yes/no (Nominal track gauge for new railway lines. Not applicable where the new line is an extension on a				
Track Gauge 1435mm	network the track gauge of which is different and detached from the TEN-T network)		1	≠ previous	ĺ
				* previous	
EKIMS Deployment	yes/no (Global System for Mobile communications for Railways (GSM-R) - Not applicable for isolated networks)			* previous	
Data valid from	year year			- pressure	
	year			+	
Data valid to					
	Rail voltage Length - Total (km) Length - Open Track (km) Length - Open Track (km) Length - Bridges over 12m length (km) Level - Crossings Max Design Speed Max Operating Speed Max Operating Speed Max Indigitudinal Gradient (m per km) Minarium train length Max Akel Goad Sprailing Speed Max Management RETMS in operation RETMS in operation RETMS in operation Based of Command System Data valid from Data valid from Data valid from Data valid to Electrification Railway Turnels Compliance Freight Line Speed Freight Line Speed	Traction Directified 25 000 Volts, 1501 t	Very Poer (0.00-0.50) Number of tracks Total (most relevant figures, e.g., if a single track railway of 10km has 2km stretch of two tracks, the relevant	Very Poor (0.00-0.50)	Number of tracks Total (rest relevant figures, e.g. if a single track railway of 10km has 2km stretch of two tracks, the relevant Trackion Electrified 15 000 Vivins, 15014 15 000 Vivins, 15014



Railways - Network Performance Monitoring

Category	Parameter	Details	Data Collection	Calculation	Data Validation	Data Validator
81			Frequency - TODIS	if info N/A	Request Criteria	0000 1100000
	Freight Trains	number per 24 hours			diff with previous > 10%	
	Dangerous Goods Freight Trains	number per 24 hours			diff with previous > 10%	
	Capacity used	% of capacity			diff with previous > 10%	
	_	number per year			diff with previous > 10%	
	Passenger traffic	passenger km per year			diff with previous > 10%	
		commercial speed			diff with previous > 10%	
		tons per year			diff with previous > 10%	
	Freight traffic	tkm per year			diff with previous > 10%	
perations Data		commercial speed			diff with previous > 10%	
	TEUs	TEU containers per year			diff with previous > 10%	
	Unitised	% in standard loading units			diff with previous > 10%	
	Non Unitised	% of bulk and general traffic			diff with previous > 10%	
	National traffic	% of total traffic			diff with previous > 10%	
	Average travel time passenger (incl. stops)	long distance trains only		=[34]x60/[41]	diff with previous > 10%	
	Average travel time freight (incl. stops)	long distance trains only			diff with previous > 10%	
	Average delay passenger trains	long distance trains only			diff with previous > 10%	
	Average delay freight trains	long distance trains only			diff with previous > 10%	
	Data valid for	year				
	Number of Incidents	absolute number (as per Directive 2016/798/EU - Railway Safety)				
	Number of Accidents	absolute number (as per Directive 2016/798/EU - Railway Safety)				
	Number of Significant Accidents	absolute number (as per Directive 2016/798/EU - Railway Safety and ERA CSI Implementation				
	Number of Serious Accidents	absolute number (as per Directive 2016/798/EU - Railway Safety)				
	Serious Accidents - Number of Serious Injuries	absolute number				
	Serious Accidents - Number of Fatalities	absolute number				
	Serious Accidents - Number per place of accident	absolute number (open rail, level crossings, station area)				
	Serious Accidents - Amount of Material Damage	EUR per year				
ifety	Serious Accidents - Disruption of traffic	hours per year				
,	Serious Accidents - Indirect damages related to delays	EUR per year				
	Significant Accidents - Number of Significant Injuries	absolute number				
	Significant Accidents - Number of Significant Injuries	absolute number				
	Significant Accidents - Number of Facilities	absolute number (open rail, level crossings, station area)				
	Significant Accidents - Mount of Material Damage	EUR per year				
	Significant Accidents - Amount of Material Damage	hours per year				
	Significant Accidents - Disruption of trame Significant Accidents - Indirect damages related to delays	EUR per year				
	Data valid for	vear vear				
	Maintenance cost - Total	Euros per year per km		=[98]/[34]	diff with previous > 10%	
	Maintenance cost - Total	Euros Euros		*[98]/[34]	diff with previous > 10%	
	Maintenance cost - Infrastructure	Euros per year (rail track, switches and crossings, tunnels, bridges, level crossings, etc.)			diff with previous > 10%	
egular Maintenance	Maintenance cost - Signalling and telecom system	Euros per year (Maintenance of rail station signalling, automatic block system, automatic and mechanical level			diff with previous > 10%	
	A A A A A A A A A A A A A A A A A A A	crossings, maintenance of railway telecommunication cable, self supporting telecommunications cable, optical				
	Maintenance cost - Electrification system	Euros per year (Maintenance of catenaries, electric railway substations, overhead lines, etc.)			diff with previous > 10%	
	Source of finance				≠ previous	
	Data valid for	year				
	Requiring heavy maintenance	length of section (km)			≠ previous	
eavy Maintenance	Requiring rehabilitation	length of section (km)			≠ previous	
	Data valid for	vear	1	1	≠ previous	



Railways - Network Performance Monitoring

Category	Parameter	Details	Data Collection Frequency - TODIS	Calculation If Info N/A	Data Validation Request Criteria	Data Validator
	Requiring upgrade to increase capacity	length of section (km)	magazing - 10035	2 1110 1474	≠ previous	
Upgrading	Requiring upgrade (additional track/ new line)	length of section (km)			# previous	
	Data valid for	year			≠ previous	
	Air Pollution	GHG emissions (tons per year for each GHG)			diff with previous > 10%	
	CO2 emissions				diff with previous > 10%	
	NOx emissions				diff with previous > 10%	
	502 emission evolution				diff with previous > 10%	
	Non-methane hydrocarbons				diff with previous > 10%	
Environmental Data	Particulate matter (ppm)				diff with previous > 10%	
	Noise	Noise levels along the section			diff with previous > 10%	
		number of flooding incidents			diff with previous > 10%	
	Climate change resilience	number of closures due to adverse weather conditions			diff with previous > 10%	
		number of embankment failures			diff with previous > 10%	
	Data valid for	year				
	Location of Railway Line	Line geometry			# previous	
	Location of tunnels	Line geometry or Point geometry or x,y coordinates			# previous	
	Location of bridges over 12m length	Line geometry or Point geometry or x,y coordinates			≠ previous	-
Geospatial data	Location of Stations	Line geometry or Point geometry or x,y coordinates			≠ previous	
	Location of level crossings	Point geometry or x,y coordinates			# previous	
	Location of serious accidents	Point geometry or x,y coordinates				
	Data valid for	year				



Freight Terminal - Network Performance Monitoring

			Data Collection	Calculation	Data Validation	
Category	Parameter	Details	Frequency - TODIS	Calculation if Info N/A	Data Validation Request Criteria	Deta Validator
	Name of responsible Company/Authority		Annually			
	Correspondence Address					
Reporting Organisation Data	Contact Person					
Reporting Organisation Data	Position					
	Phone number					
	Email					
	Country Code					
	TEN-T Category	Core/ Comprehensive			≠ previous	
	Node Name				≠ previous	
	Ownership Type	Government/ Private/ Mixed			≠ previous	
Localisation	Owner#1	Name			≠ previous	
ocalisation	Ownership Percentage	%			≠ previous	
	Owner#x	Name			≠ previous	
	Ownership Percentage	%			≠ previous	
	Data valid from	year				
	Data valid to	year				
	Total area	ha			≠ previous	
		Very Good				
		Good			1) higher than previous	
	Condition	Medium			a) ingine championous	
		Poor			2) diff with previous >2	
		Very Poor				
	Transhipment equipment	Gantry cranes, Mobile cranes, Fork lifters, Reach stackers, Luffing-slewing cranes, etc.			≠ previous	
	Transhipment facilities for intermodal transport	ves/ no			≠ previous	
		yes/no			≠ previous	
	Rail Connection	number of tracks connecting the port with the hinterland network			≠ previous	
		Diesel			≠ previous	
	Traction	Electrified			≠ previous	
		A GAUGE: Total height 3.85 m above t - he rail and 1.28 m on either side of the track axle				
		B GAUGE: Total height 4.08 m above the rail and 1.28 m on either side of the track axle				
	Load gauge	B+ GAUGE: Total height is 4.18 m above the rail and 1.36 m on either side of the track axle			≠ previous	
		C GAUGE: Total height 4.65 m above the rail and 1.45 m on either side of the track axle				
	Max Axle load	kN			≠ previous	
		yes/no			≠ previous	
Infrastructure Data	Road Connection	number of lanes connecting the port with the hinterland network			≠ previous	
	IWW Connection	ves/no			≠ previous	
	Sea Connection	ves/no			≠ previous	
	Air Connection	ves/no			≠ previous	
	Clean fuel availability	yes/no			≠ previous	
	Freight Capacity	tons per year (terminal maximum cargo handling capacity)			≠ previous	
	Open storage	m?			≠ previous	
	Silos Capacity	m3			≠ previous	
	Stack area	m2			≠ previous	
	Tanks Canacity	m3			* previous	
	Warehouse Capacity	m3			≠ previous	
	Reefer Capacity	number			≠ previous	
	Fridge Capacity	m3			≠ previous	
	Hazardous goods Capacity	m3			≠ previous	
	Intelligent Transport Systems (ITS)	yes/no			≠ previous	
	Type of ITS	list all ITS installed			≠ previous	
	Data valid from	year vear			- premous	
	Data valid to	year		I		
	Inter-modality	Year Terminals provide the possibility to tranship all types of standard intermodal loading units (containers,		+	≠ previous	
	740m train length	Fulfilment of this criterion is restricted to recently constructed terminals.			≠ previous	
		Enable direct train departure to the (Corridor) electrified line. At least one in/outbound track line should			* previous	
TEN-T Compliance	Electrified access	provide electrifications for this criterion to be considered fulfilled.			≠ previous	
Territoria de la companione	Open availability	provide electrifications for this criterion to be considered fulfilled. Free non-discriminatory access and transparent charges.			≠ previous	
İ	Data valid from				* previous	
	Data valid from Data valid to	year				
í .	Data valid (0	year	1	1	1	1



Freight Terminal - Network Performance Monitoring

	erameter Ferminal traffic	Details vehicles per year	Frequency - TODIS	if Info N/A	Request Criteria	Data Validator
Te						
Te	erminal traffic				diff with previous > 10%	
-		trains per year			diff with previous > 10%	
		vessels per year			diff with previous > 10%	
L		aircrafts per year			diff with previous > 10%	
	reight traffic - Total	tons per year			diff with previous > 10%	
Fr	reigtht traffic - Tons loaded	kT/year			diff with previous > 10%	
		kT/year			diff with previous > 10%	
TI	EU tons	kT/year			diff with previous > 10%	
Operations Data	EUs	TEU containers per year			diff with previous > 10%	
R) R)	toRo	kT/year			diff with previous > 10%	
R	loRos	number of vehicles			diff with previous > 10%	
D	Domestic traffic	% of TEU tons			diff with previous > 10%	
Tr	ransport Community Traffic	% of TEU tons			diff with previous > 10%	
E	U traffic	% of TEU tons			diff with previous > 10%	
C	Containers traffic by origin/ destination	TEU tons				
Sr	torage capacity used	% of capacity			diff with previous > 10%	
Tr	ranshipment capacity used	% of capacity			diff with previous > 10%	
D	Data valid for	year				
M	Naintenance cost - Total	Euros per vear			diff with previous > 10%	
E	mergency Maintenance Cost	Euros per km per year (Repairs that cannot be foreseen but require immediate attention)			diff with previous > 10%	
	Noutine Maintenance Cost	Euros per year (The rest of maintenance cost for the said year)			diff with previous > 10%	
Si	ource of finance				≠ previous	
D	Data valid for	VEST SET				
R.	lequiring upgrade to increase capacity	yes/no			≠ previous	
	Data valid for	year				
A	Air Pollution	GHG emissions (tons per year for each GHG)			diff with previous > 10%	
C C	202 emissions				diff with previous > 10%	
N	(Ox emissions				diff with previous > 10%	
Sr. Sr	O2 emission evolution				diff with previous > 10%	
Environmental Data	Ion-methane hydrocarbons				diff with previous > 10%	
	Particulate matter (ppm)				diff with previous > 10%	
	limate change resilience	number of flooding incidents			diff with previous > 10%	
	Data valid for	vear				
1.		Point geometry or x,y coordinates			≠ previous	
	Data valid for	vear			- p. 01000	



Inland Waterways - Network Performance Monitoring

Category	Parameter	Details	Data Collection Frequency - TODIS	Calculation If Info N/A	Data Validation Request Criteria	Data Validator
	Name of responsible Company/Authority		Annually			
	Correspondence Address					
	Contact Person					
Reporting Organisation Data	Position					
	Phone number					
	Email					
	Country Code					
	TEN-T Category	Core/ Comprehensive			≠ previous	
	River	core/ comprehensive			≠ previous	
	International Commission	yes/no (Involved in International Commission/ Agreement)			≠ previous	
Localisation	Start Node Name	yes/no (involved in international commission) Agreement/			≠ previous	
EGC EIGHT CONT	End Node Name				≠ previous	
	Status	Planned/ Existing/ Upgrade			≠ previous	
	Data valid from				* previous	
	Data valid from Data valid to	year year				
	Data valid to	Categories of navigable inland waterways - Class (length/beam)				
		Lategories of navigable inland waterways - class (length/beam)				
		I to III				
		**			1) higher than previous	
	CEMT class	Va				
		Vb			2) diff with previous >2	
		VI a				
		VIb				
		VI cVII				
	Width	m			≠ previous	
		Very Good				
		Good			1) higher than previous	
	Condition	Medium			2) diff with previous >2	
		Poor			2) diff with previous >2	
Infrastructure Data		Very Poor				
	Single locks	number			≠ previous	
	Double locks	number			≠ previous	
	Ports, transhipment or storage facilities	number			≠ previous	
	Min Draught	m			≠ previous	
	Min Bridge Height	m			≠ previous	
	Max Vessel Length	m			≠ previous	
	Max Vessel Width	m			≠ previous	
	Operation Speed (km/h)	Upstream			≠ previous	
	Operation speed (km/n)	Downstream			# previous	
	Intelligent Transport Systems (ITS)	ves/no			≠ previous	
	Type of ITS	list all ITS installed			≠ previous	
	River Information System (RIS)	in operation (yes/no)			≠ previous	
	Data valid from	year				
	Data valid to	year				
	Category	yes/no (CEMT Class IV (as per the new classification of IWW established by the European Conference of			≠ previous	
	Draught	yes/no (At least 2.5m)			≠ previous	
	Bridge Height	ves/no (At least 5.25m)			≠ previous	
		yes/no (Rivers, canals and lakes are maintained so as to preserve good navigation status, with full observance				
TEN-T Compliance	Good Navigation Status Maintenance	of the applicable environmental law)			≠ previous	
	RIS Deployment	yes/no (as per Directive 2005/44/EC)			≠ previous	
	Data valid from	yearno (as per birective 2005)444/EC)			- previous	
	Data valid to	year			_	
	Data Valid to	l year			1	



Inland Waterways - Network Performance Monitoring

Category	Parameter	Details	Data Collection Frequency - TODIS	Calculation If Info N/A	Data Validation Request Criteria	Data Validator
	Traffic	total vessels per year (both upstream/ downstream)			diff with previous > 10%	
	Passenger traffic	passengers per year			diff with previous > 10%	
	Freight traffic	tons per year			diff with previous > 10%	
Operations Data	Dangerous Goods tons turnover	tons per year			diff with previous > 10%	
operations bata	TEUs	TEU containers per year			diff with previous > 10%	
	Unitised	% in standard loading units			diff with previous > 10%	
	Non Unitised	% of bulk and general traffic			diff with previous > 10%	
	Data valid for	year				
	Maintenance cost - Total	Euros per year		=[S4]+[SS]	diff with previous > 10%	
	Maintenance cost - Landside Infrastructure	Euros per year (Works on land infrastructure and facilities)			diff with previous > 10%	
Regular Maintenance	Maintenance cost - Riverside Infrastructure	Euros per year (Works conducted to ensure the right navigability on the waterway, e.g. dredging, riverbed			diff with previous > 10%	
	Source of finance				≠ previous	
	Data valid for	year				
	Requiring heavy maintenance	length of section (km)			≠ previous	
Heavy Maintenance	Requiring rehabilitation	length of section (km)			≠ previous	
	Data valid for	year				
Upgrading	Requiring upgrade to increase capacity	length of section (km)			≠ previous	
opgi sung	Data valid for	year				
	Air Pollution	GHG emissions (tons per year for each GHG)			diff with previous > 10%	
	CO2 emissions				diff with previous > 10%	
	NOx emissions				diff with previous > 10%	
	502 emission evolution				diff with previous > 10%	
Environmental Data	Non-methane hydrocarbons				diff with previous > 10%	
Environmental Data	Particulate matter (ppm)				diff with previous > 10%	
		number of flooding incidents			diff with previous > 10%	
	Climate change resilience	number of closures due to adverse weather conditions			diff with previous > 10%	
		number of embankment failures			diff with previous > 10%	
	Data valid for	year				
	Location of the IWW	Line geometry			≠ previous	
Geospatial data	Single locks	Point geometry or x,y coordinates			# previous	
Geospatial data	Double locks	Point geometry or x,y coordinates			≠ previous	
Geospatial data	Double locks Ports, transhipment or storage facilities	Point geometry or x,y coordinates Point geometry or x,y coordinates			≠ previous ≠ previous	



Inland Waterways Ports - Network Performance Monitoring

Category	Parameter	Details	Data Collection Frequency - TODIS	Calculation If Info N/A	Data Validation Request Criteria	
	Name of responsible Company/Authority		Annually			
	Correspondence Address					
	Contact Person					
porting Organisation Data	Position					
	Phone number					
	Email					
	Country Code					
	TEN-T Category	Core/ Comprehensive			≠ previous	
	Node Name	core/ comprehensive			≠ previous	
	Ownership Type	Government/ Private/ Mixed			≠ previous	
	Owner#1	Name			≠ previous	
calisation		Name %		-	≠ previous	
	Ownership Percentage				≠ previous ≠ previous	
	Owner #x	Name				
	Ownership Percentage	%			≠ previous	
	Data valid from	year				
	Data valid to	year				
	Activity	Freight/ Passenger/ Passenger and freight			≠ previous	
		Very Good				
		Good			1) higher than previous	
	Condition	Medium			1) righter than previous	
		Poor			2) diff with previous >2	
		Very Poor				
	Total area				≠ previous	
		m2 (All land- and water-area which belongs to the port)				
	Open storage	m2			≠ previous	
	Covered storage	m2			≠ previous	
	Cold storage	m2			≠ previous	
	Storage of dangerous goods	m2			≠ previous	
	Handling equipment	Gantry cranes, Mobile cranes, Fork lifters, Reach stackers, Luffing-slewing cranes, etc.			≠ previous	
	Quay Length	m			≠ previous	
	Berths	number			≠ previous	
	Maximum draught (natural or dredged)	m (maximum draught of ship which may enter the port)			≠ previous	
	Port terminals	ha			≠ previous	
frastructure Data	Combined terminals	ha			≠ previous	
	Passenger terminals	m2			# previous	
				-	# previous	
	Passenger Capacity	passengers per year (port maximum passenger handling capacity - the combined product of ports facilities and			# previous # previous	
	Container terminal	yes/ no				
	Freight Capacity	tons per year (port maximum cargo handling capacity - the combined product of ports facilities and associated			≠ previous	
	RoRo facilities	yes/ no			≠ previous	
	Transhipment facilities for intermodal transport	yes/ no			≠ previous	
	Rail Connection	yes/no			≠ previous	
	nan connection	number of tracks connecting the port with the hinterland network			≠ previous	
	Road Connection	yes/no			≠ previous	
	Road Connection	number of lanes connecting the port with the hinterland network			≠ previous	
	Intelligent Transport Systems (ITS)	ves/no		1	≠ previous	
	Type of ITS	list all ITS installed			# previous	
	Vessel Traffic Management Information System (VTMIS)	in operation (yes/no)		 	≠ previous	
	Data valid from			 	- premous	
		year		-	_	
	Data valid to	year		-	-	
	Rail Connection	yes/no		1	≠ previous	
	Road Connection	yes/no			≠ previous	
	Clean fuels availability	yes/no (Only applicable for the Core Network)			≠ previous	
N-T Compliance	Terminal availability	yes/no (At least one terminal open to all operators in a non-discriminatory way and shall apply transparent charges)			≠ previous	
	RIS Deployment	yes/no (as per Directive 2005/44/EC)			≠ previous	
	Data valid from	Vear				
	Data valid to	vear				



Inland Waterways Ports - Network Performance Monitoring

		Data Collection		Calculation	Data Validation	1
ategory	Parameter	Details	Frequency - TODIS	if Info N/A	Request Criteria	
	Port traffic	vessels per vear			diff with previous > 10%	
	Passenger traffic	passengers per year			diff with previous > 10%	
	Freight traffic	tons per year			diff with previous > 10%	
	Dangerous Goods ton turnover	kT/year			diff with previous > 10%	
	Total turnover	kT/year			diff with previous > 10%	
	Tons loaded	kT/year			diff with previous > 10%	
	Tons unloaded	kT/year			diff with previous > 10%	
	Oil tons	kT/year			diff with previous > 10%	
	Liquid bulk tons	kT/year			diff with previous > 10%	
perations Data	Dry bulk tons	kT/year			diff with previous > 10%	
	General bulk tons	kT/year			diff with previous > 10%	
	TEU tons TEUs	kT/year			diff with previous > 10%	
		TEU containers per year			diff with previous > 10%	
	RoRo	kT/year			diff with previous > 10%	
	RoRos	number of vehicles			diff with previous > 10%	
	Storage capacity used	% of capacity			diff with previous > 10%	
	Transhipment capacity used	% of capacity			diff with previous > 10%	
	Passenger capacity used	% of capacity			diff with previous > 10%	
	Data valid for	year				
	Maintenance cost - Total	Euros per year		=[77]+[78]	diff with previous > 10%	
	Maintenance cost - Landside Infrastructure	Euros per year (Works on land infrastructure and facilities)			diff with previous > 10%	
egular Maintenance	Maintenance cost - Riverside Infrastructure	Euros per year (Works conducted to ensure the right navigability in the IWW port)			diff with previous > 10%	
	Source of finance				# previous	
	Data valid for	year				
pgrading	Requiring upgrade to increase capacity	Passenger Capacity			≠ previous	
pgraumg	Requiring apprade to increase capacity	Freight Capacity			≠ previous	
	Air Pollution	GHG emissions (tons per year for each GHG)			diff with previous > 10%	
	CO2 emissions				diff with previous > 10%	
	NOx emissions				diff with previous > 10%	
	SO2 emission evolution				diff with previous > 10%	
vironmental Data	Non-methane hydrocarbons				diff with previous > 10%	
ivironmental Data	Particulate matter (ppm)				diff with previous > 10%	
		number of flooding incidents			diff with previous > 10%	
	Climate change resilience	number of closures due to adverse weather conditions			diff with previous > 10%	
		number of embankment failures			diff with previous > 10%	
	Data valid for	year				
tospatial data	Location of the IWW port	Point geometry or x,y coordinates			≠ previous	
tospatiai data	Data valid for	Vear				



Seaports - Network Performance Monitoring

			Data Collection	Calculation	Data Validation	
Category	Parameter	Details	Frequency - TODIS	If Info N/A	Request Criteria	Data Validator
	Name of responsible Company/Authority		Annually			
	Correspondence Address					
	Contact Person					
Reporting Organisation Data	Position					
	Phone number					
	Email					
	Country Code					
	TEN-T Category	Core/ Comprehensive			≠ previous	
	Node Name	one) comprehense			≠ previous	
	Ownership Type	Government/ Private/ Mixed			# previous	
	Owner#1	Name			≠ previous	
ocalisation	Ownership Percentage	€ V			≠ previous	
	Owner #x	Name			≠ previous ≠ previous	
		Name eg			≠ previous ≠ previous	
	Ownership Percentage	~			≠ previous	
	Data valid from	year				
	Data valid to	year				
	Activity	Freight/ Passenger/ Passenger and freight			≠ previous	
		Very Good				
		Good			1) higher than previous	
	Condition	Medium				
		Poor			2) diff with previous >2	
		Very Poor				
	Total area	m2 (All land- and water-area which belongs to the port)			≠ previous	
	Open storage	m2			≠ previous	
	Covered storage	m2			≠ previous	
	Cold storage	m2			≠ previous	
	Storage of dangerous goods	m2			≠ previous	
	Handling equipment	Gantry cranes, Mobile cranes, Fork lifters, Reach stackers, Luffing-slewing cranes, etc.			≠ previous	
	Quay Length	Sense y Carried, resource Carried, Fore instead, statement, burning are every carried, each			≠ previous	
	Berths	number			≠ previous	
	Maximum draught (natural or dredged)	m (maximum draught of ship which may enter the port)			≠ previous	
	Port terminals				≠ previous ≠ previous	
nfrastructure Data	Combined terminals	ha				
		ha .			≠ previous	
	Passenger or Cruise terminals	m2			≠ previous	
	Passenger Capacity	passengers per year (port maximum passenger handling capacity - the combined product of ports facilities and			≠ previous	
	Container terminal	yes/ no			≠ previous	
	Freight Capacity	tons per year (port maximum cargo handling capacity - the combined product of ports facilities and associated			≠ previous	
	RoRo facilities	yes/ no			≠ previous	
	Transhipment facilities for intermodal transport	yes/ no			≠ previous	
	Rail Connection	yes/no			≠ previous	
	Nan connection	number of tracks connecting the port with the hinterland network			≠ previous	
	Road Connection	yes/no			≠ previous	
	NOSC COMMECTION	number of lanes connecting the port with the hinterland network			≠ previous	
	Intelligent Transport Systems (ITS)	ves/no			≠ previous	
	Type of ITS	list all ITS installed			≠ previous	
	Vessel Traffic Management Information System (VTMIS)	in operation (yes/no)			≠ previous	
	Data valid from	year year	1			
	Data valid to	year				
	Rail Connection	yes/no	t	-	≠ previous	
	Road Connection		+	-	≠ previous ≠ previous	
	IWW/ CEMT Connection	yes/no				
		yes/no (If physical constraints do not prevent such connection)			≠ previous	
	Clean fuels availability	yes/no (Only applicable for the Core Network)			≠ previous	
EN-T Compliance	Terminal availability	yes/no (At least one terminal open to all operators in a non-discriminatory way and shall apply transparent charges)			≠ previous	
	Waste facilities	yes/no (as per Directive 2000/59/EC)			≠ previous	
	VTMIS Deployment	yes/no (as per Directive 2002/59/EC as amended by Directive 2009/17/EC)			≠ previous	
	Data valid from	year				
	Data valid to	year				



Seaports - Network Performance Monitoring

			Data Collection	Calculation	Data Validation	
ategory	Parameter	Details	Frequency - TODIS	If info N/A	Request Criteria	
	Port traffic	vessels per year			diff with previous > 10%	
	Passenger traffic	passengers per year			diff with previous > 10%	
	Freight traffic	tons per year			diff with previous > 10%	
	Dangerous Goods ton turnover	kT/year			diff with previous > 10%	
	Total turnover	kT/year			diff with previous > 10%	
	Tons loaded	kT/year			diff with previous > 10%	
	Tons unloaded	kT/year			diff with previous > 10%	
	Oil tons	kT/year			diff with previous > 10%	
	Liquid bulk tons	kT/year			diff with previous > 10%	
Departions Data Dry bulk tons General bulk tons	Dry bulk tons	kT/year			diff with previous > 10%	
	General bulk tons	kT/year			diff with previous > 10%	
	TEU tons	kT/year			diff with previous > 10%	
TEUs RoBo RoBos Storage capacity used	TEU containers per year			diff with previous > 10%		
	RoRo	kT/year			diff with previous > 10%	
	RoRos	number of vehicles			diff with previous > 10%	
	Storage capacity used	% of capacity			diff with previous > 10%	
	Transhipment capacity used	% of capacity			diff with previous > 10%	
	Passenger capacity used	% of capacity			diff with previous > 10%	
	Data valid for	year				
	Maintenance cost - Total	Euros per year		+[79]+[80]	diff with previous > 10%	
	Maintenance cost - Landside Infrastructure	Euros per year (Works on land infrastructure and facilities)			diff with previous > 10%	
egular Maintenance	Maintenance cost - Maritime Infrastructure	Euros per year (Works conducted to ensure the right navigability in the seaport)			diff with previous > 10%	
	Source of finance				≠ previous	
	Data valid for	year				
pgrading	Requiring upgrade to increase capacity	Passenger Capacity			≠ previous	
pgrading	Requiring appraise to increase capacity	Freight Capacity			≠ previous	
	Air Pollution	GHG emissions (tons per year for each GHG)			diff with previous > 10%	
	CO2 emissions				diff with previous > 10%	
	NOx emissions				diff with previous > 10%	
	SO2 emission evolution				diff with previous > 10%	
nvironmental Data	Non-methane hydrocarbons				diff with previous > 10%	
	Particulate matter (ppm)				diff with previous > 10%	
	Climate change resilience	number of flooding incidents			diff with previous > 10%	
	climate change resilience	number of closures due to adverse weather conditions			diff with previous > 10%	
	Data valid for	year				
eospatial data	Location of the Seaport	Point geometry or x,y coordinates			≠ previous	
	Data valid for					



Airports - Network Performance Monitoring

Category	Parameter	Details	Data Collection Frequency - TODIS	Calculation if Info N/A	Data Validation Request Criteria	Data Validator
	Name of responsible Company/Authority		Annually			
	Correspondence Address					
Reporting Organisation Data	Contact Person					
Reporting Organisation Data	Position					
	Phone number					
	Email					
	Country Code					
	TEN-T Category	Core/ Comprehensive			≠ previous	
	Node Name				≠ previous	
	Ownership Type	Government/ Private/ Mixed			≠ previous	
Localisation	Owner #1	Name			≠ previous	
Lucaisation	Ownership Percentage	%			≠ previous	
	Owner #x	Name			≠ previous	
	Ownership Percentage	%			≠ previous	
	Data valid from	year				
	Data valid to	vear				



Airports - Network Performance Monitoring

			Data Collection	Calculation	Data Validation	
Category	Parameter	Details	Frequency - TODIS	if Info N/A	Request Criteria	Data Validator
	Туре	International/ Domestic			* previous	
	Activity	Freight/ Passenger/ Passenger and freight			* previous	
	'	Very Good				
		Good			1) higher than previous	
	Condition	Medium			a) rights than previous	
		Poor			2) diff with previous >2	
		Very Poor				
	Number of runaways	number			≠ previous	
	Number of passenger terminals	number			≠ previous	
	-	Level 1 (Non-Coordinated Airport)				
	IATA Landing Slot Classification	Level 2 (Schedules Facilitated Airport)			≠ previous	
	_	Level 3 (Coordinated Airport)				
		Code A (Airplane Wingspan less than 15m; Outer Main Gear Wheel Span less than 4.5m)				
		Code B (Airplane Wingspan from 15m up to less than 24m; Outer Main Gear Wheel Span from 4.5m up to less than				
		6m)				
	ICAO Airport Classification	Code C (Airplane Wingspan from 24m up to less than 36m; Outer Main Gear Wheel Span from 6m up to less than			≠ previous	
		9m)				
		Code D (Airplane Wingspan from 36m up to less than 52m; Outer Main Gear Wheel Span from 9m up to less than				
		II				
	ILS Category	III A			≠ previous	
		III B				
		III C				
	Length of longest runway	meters			≠ previous	
Infrastructure Data	Passenger terminals area	m2			≠ previous	
	Apron area	m2			≠ previous	
	Declared Capacity	Declared number of aircraft movements that can be scheduled per hour at an airport			≠ previous	
	Apron Capacity	Number of airplanes on the apron at the same time			≠ previous	
	Runway Capacity	Flights per hour			≠ previous	
	Passenger Capacity	Passengers per year			# previous	
	Freight Capacity	tons per year			# previous	
		yes - integrated to long distance rail network				
		yes - rail shuttle				
	Rail Connection	no - other public shuttle			≠ previous	
		no - no public shuttle connection				
		European air traffic management network (EATMN)			≠ previous	
		Systems and procedures for airspace management.			≠ previous	
		2. Systems and procedures for air traffic flow management.			≠ previous	
		3. Systems and procedures for air traffic services, in particular flight data processing systems, surveillance data			# previous	
		processing systems and human-machine interface systems.			* previous	
	Intelligent Transport Systems (ITS)	4. Communications systems and procedures for ground-to-ground, air-to-ground and air-to- air communications.			≠ previous	
		5. Navigation systems and procedures.			≠ previous	
		6. Surveillance systems and procedures.			≠ previous	
		7. Systems and procedures for aeronautical information services.			≠ previous	
		8. Systems and procedures for the use of meteorological information.			≠ previous	
		9. Others			≠ previous	
	Data valid from	year				
	Data valid to	year				
	Rail Connection	yes/no			≠ previous	
	Clean fuels availability	yes/no (Only applicable for the Core Network Airports)			≠ previous	
N-T Compliance Termina	Terminal availability	yes/no (At least one terminal is open to all operators in a non-discriminatory way and applies transparent, relevant				
	Data valid from	year				



Airports - Network Performance Monitoring

Category	Parameter	Details	Data Collection Frequency - TODIS	Calculation If Info N/A	Data Validation Request Criteria	
	Throughput	number of commercial aircraft movements per year			diff with previous > 10%	
	Passenger traffic	passengers per year			diff with previous > 10%	
	Freight traffic	tons of cargo per year				
	Capacity used	% of capacity			diff with previous > 10%	
		network carrier			≠ previous	
Operations Data	Type of aircraft movements by type of operation	low cost carrier			≠ previous	
	Type of affectant movements by type of operation	charter			≠ previous	
		cargo				
	Passenger transit	%			diff with previous > 10%	
	Arrivals	%			diff with previous > 10%	
	Data valid for	year				
	Maintenance cost - Total	Euros per year		=(67]+[68]+[69]	diff with previous > 10%	
	Maintenance cost - Passenger terminals	Euros per year			diff with previous > 10%	
Regular Maintenance	Maintenance cost - Freight terminals	Euros per year			diff with previous > 10%	
Regular Maintenance	Maintenance cost - Runways	Euros per year			diff with previous > 10%	
	Source of finance				≠ previous	
	Data valid for	year				
Upgrading	Requiring upgrade to increase capacity	Terminal Building			≠ previous	
opp somb	Requiring upgrade to increase runway length	Runway Length			≠ previous	
	Air Pollution	GHG emissions (tons per year for each GHG)			diff with previous > 10%	
	CO2 emissions				diff with previous > 10%	
	NOx emissions				diff with previous > 10%	
	SO2 emission evolution				diff with previous > 10%	
Environmental Data	Non-methane hydrocarbons				diff with previous > 10%	
	Particulate matter (ppm)				diff with previous > 10%	
	Climate change resilience	number of flooding incidents			diff with previous > 10%	
		number of closures due to adverse weather conditions			diff with previous > 10%	
	Data valid for	year				
Geospatial data	Location of the Airport	Point geometry or x,y coordinates			≠ previous	
eospatial data	Data valid for	year				



Border Crossings - Network Performance Monitoring

Category	Parameter	Details	Data Collection Frequency - TODIS	Calculation If Info N/A	Data Validation Request Criteria	Data Validator
	Name of responsible Company/Authority		Annually			
	Correspondence Address			<u> </u>		
	Contact Person					
Reporting Organisation Data	Position					
	Phone number					
	Email					
	Country Code					
	Border with	country code			≠ previous	
	Corridor/ Route				≠ previous	
	Border Crossing Name				≠ previous	
ocalisation	TEN-T Category	Core/ Comprehensive/ Not in TEN-T			≠ previous	
	Green Lanes	ves/no/planned			+ previous	
		ves/no/planned			# previous	
	One-stop procedure (Joint Border)	indicate type of joint BCP (for passengers/for goods/ collocated on the territory of one party/entry-entry joint controls, etc)			Forevious	
		phytosanitary			# previous	
					# previous	
perations	Type of Controls/ Inspections Performed	veterinary				
perations		radiological			≠ previous	
		other non-trade related controls (road charges collection, vehicles technical compliance, any other)			≠ previous	
	Data valid for	year				
	Number of lanes for trucks	entering			≠ previous	
		exiting			≠ previous	
	Number of lanes for buses	entering			≠ previous	
		exiting			≠ previous	
	Number of lanes for passenger cars	entering			≠ previous	
		exiting			≠ previous	
	Separate parking zones for trucks	yes/no			≠ previous	
	If yes, then truck parking capacity	vehicles			≠ previous	
frastructure	Truck queuing capacity	vehicles			≠ previous	
		Booths (separate/ joint)			# previous	1
	State of play (customs/border police/other border agencies)	Data Systems (separate/ joint)			≠ previous	1
		Physical inspection facilities (yes/ no)			≠ previous	
	Systematic Electronic Exchange of Data (SEED)	yes/no/planned			≠ previous	
	New Computerized Transport System (NCTS)	yes/no/planned			≠ previous	
	eQMS (Queue Management System)	yes/no/planned			≠ previous	
	Other Electronic Information System	yes/no/planned			≠ previous	
	Type of ITS	list all ITS installed			≠ previous	
	Data valid for	vear				
	Passenger Trains entering	number per 24 hours			diff with previous > 10%	
	Freight Trains entering	number per 24 hours			diff with previous > 10%	
	Dangerous Goods Trains/ Wagons entering	number per 24 hours			diff with previous > 10%	
	Average entry time passenger trains	minutes			diff with previous > 10%	
	Average entry time freight trains	minutes			diff with previous > 10%	
perations - Rail	Passenger Trains exiting	number per 24 hours			diff with previous > 10%	
	Freight Trains exiting	number per 24 hours		t	diff with previous > 10%	
	Dangerous Goods Trains/ Wagons exiting	number per 24 hours	t	t	diff with previous > 10%	
	Average exit time passenger trains	minutes		 	diff with previous > 10%	$\overline{}$
	Average exit time freight trains	minutes	<u> </u>		diff with previous > 10%	
				 	am with previous > 10%	
	Data valid for	year	1	1	1	



Border Crossings - Network Performance Monitoring

ategory	Parameter	Details	Data Collection Frequency - TODIS	Calculation if Info N/A	Deta Validation Request Criteria	Deta Validator
	Passenger Cars entering	number per 24 hours (or week/ month/ year)			diff with previous > 10%	
	Buses entering	number per 24 hours (or week/ month/ year)			diff with previous > 10%	
	Freight Vehicles entering	number per 24 hours (or week/ month/ year)			diff with previous > 10%	
	Dangerous Goods Vehicles entering	number per 24 hours (or week/ month/ year)			diff with previous > 10%	
	Passenger Cars entering - Average waiting/queuing time	minutes (before the effective start of the control procedure)			diff with previous > 10%	
	Freight Vehicles entering - Average waiting/queuing time	minutes (before the effective start of the control procedure)			dff with previous > 10%	
	Buses entering - Average waiting/queuing time	minutes (before the effective start of the control procedure)			diff with previous > 10%	
	Passenger Cars entering - Average duration of control procedures	minutes (including weighing the trucks, customs procedures, and phytosanitary, veterinary and radiological inspections)			diff with previous > 10%	
	Freight Vehicles entering - Average duration of control procedures	minutes (including weighing the trucks, customs procedures, and phytosanitary, veterinary and radiological inspections)			dff with previous > 10%	
	Buses entering - Average duration of control procedures	minutes (including weighing the trucks, customs procedures, and phytosanitary, veterinary and radiological inspections)			diff with previous > 10%	
	Freight vehicles cleared by customs at the BCP	% of total freight vehicle volume			diff with previous > 10%	
	Freight vehicles entering for Import	% of total freight vehicle volume			diff with previous > 10%	
erations - Road	Freight vehicles entering Transit	% of total freight vehicle volume			diff with previous > 10%	
	Freight vehicles entering Empty	% of total freight vehicle volume			diff with previous > 10%	
	Passenger Cars exiting	number per 24 hours (or week/ month/ year)			dff with previous > 10%	
	Buses exiting	number per 24 hours (or week/ month/ year)			diff with previous > 10%	
	Freight Vehicles exiting	number per 24 hours (or week/ month/ year)			diff with previous > 10%	
	Dangerous Goods Vehicles Exiting	number per 24 hours (or week/ month/ year)			dff with previous > 10%	
	Passenger Cars exiting - Average waiting/queuing time	minutes (before the effective start of the control procedure)			diff with previous > 10%	
	Freight Vehicles exiting - Average waiting/queuing time	minutes (before the effective start of the control procedure)			diff with previous > 10%	
	Buses exiting - Average waiting/queuing time	minutes (before the effective start of the control procedure)			dff with previous > 10%	
	Passenger Cars exiting - Average duration of control procedures	minutes (including weighing the trucks, customs procedures, and phytosanitary, veterinary and radiological inspections)			diff with previous > 10%	
	Freight Vehicles exiting - Average duration of control procedures	minutes (including weighing the trucks, customs procedures, and phytosanitary, veterinary and radiological inspections)			diff with previous > 10%	
	Buses exiting - Average duration of control procedures	minutes (including weighing the trucks, customs procedures, and phytosanitary, veterinary and radiological inspections)			dff with previous > 10%	
	Data valid for	year				
	Requiring upgrade to increase capacity	Terminal Building			≠ previous	
grading	Requiring upgrade to IT Systems/ ITS	Adoption of New Computerized Transport System (NCTS)			≠ previous	
	Data valid for	Nest.				
eospatial data	Location of the border crossings	Point geometry or x,y coordinates			≠ previous	
ospecial data	Data valid for	vear	1	I		



Roads - Project Monitoring

Category	Parameter	Details	Data Collection Frequency - TODIS	Calculation If Info N/A	Data Validation Request Criteria	Data Validator
	Name of responsible Company/Authority		Semiannually			
	Correspondence Address					
Reporting Organisation Data	Contact Person					
Reporting Organisation Data	Position					
	Phone number					
	Email					
	Country Code					
	TEN-T Category	Core/ Comprehensive			≠ previous	
	Corridor/ Route International Route ID National Route ID Start Node Name				≠ previous	
					≠ previous	
					≠ previous	
					≠ previous	
ocalisation	End Node Name				≠ previous	
	Start km	Direction A			≠ previous	
	Start KM	Direction B			≠ previous	
	End km	Direction A			≠ previous	
	End KM	Direction B			≠ previous	
	Targeted TEN-T section(s) (current network layout)	The TEN-T Network section(s) the project is targeting				
	New TEN-T section(s) (after project's implementation)	The TEN-T network layout after the implementation of the project (new sections, if case)				
	Project name	Text			≠ previous	
		New infrastructure				
	Type of foreseen intervention	Reconstruction/rehabilitation				I
	Type of foreseen intervention	Maintenance			≠ previous	I
Description of the Project		Horizontal/policy measure				I
	Length (if linear)	Km/NA			≠ previous	
	Lanes	Direction A			≠ previous	
	Lanes	Direction B			≠ previous	
	Total Cost (CAPEX)	Euros (should consider the overall cost of investment, not the preparatory stages only)			≠ previous	
	Motorway/expressway	yes/no (new construction)			≠ previous	
	Other high-quality roads	yes/no (new construction)			≠ previous	
	Road rehabilitation/reconstruction	yes/ no (targeting capacity increase or road surface quality upgrade from very poor/poor/medium condition (IRI>2,84 to good/very good conditions)			≠ previous	
Eligibility for TEN-T Project	Alternative fuels	ves/no			≠ previous	
-	ITS compliance	ves/no			≠ previous	
	Tolling interoperability	ves/no			≠ previous	
	Safety compliance	ves/no			≠ previous	
	Road tunnels compliance	ves/no			≠ previous	



Roads - Project Monitoring

Category	Parameter	Details	Data Collection Frequency - TODIS	Calculation If Info N/A	Data Validation Request Criteria	
		Before project implementation (yes/no)			≠ previous	
					≠ previous	
	TEN-T Requirements Compliant	After project implementation (yes/no)			→ previous OR	
		, , , , , , , , , , , , , , , , , , ,			[no] while before is [yes]	
		Before project implementation (yes/no)			≠ previous	
	Alternative Fuels Availability				≠ previous	
	Alternative rules Availability	After project implementation (yes/no)			OR	
					[no] while before is [yes]	
		Before project implementation (yes/no)			≠ previous	
	ITS Compliance				≠ previous	
		After project implementation (yes/no)			OR [no] while before is [yes]	
EN-T Compliance						
		Before project implementation (yes/no)			≠ previous	
	Tolling Interoperability				≠ previous	
		After project implementation (yes/no)			OR [no] while before is [yes]	
					≠ previous	
		Before project implementation (yes/no)				
	Safety Compliance	After project implementation (yes/no)			≠ previous OR	
		Arter project implementation (yes/no)			[no] while before is [yes]	
		Before project implementation (yes/no)			≠ previous	
		serve project implementation (yes/no)				
	Road Tunnels Compliance (length >500m)	After project implementation (yes/no)			≠ previous OR	
		, , , , , , , , , , , , , , , , , , ,			[no] while before is [yes]	
	Implemented	Project completed and out in operation			≠ previous	
		Works currently under execution.				
	On-going project (funding secured)	Tender for works/design-build on-going.			≠ previous	
	On-going project (randing secured)	Design/Tender Dossier for DB under preparation.			* previous	
		Tender for design on-going or about to be start.				
roject Status	Mature project (feasibility study ready, funding secured)	Financing source identified (principle agreement reached), procedures on-going.				
		Financing source identified (principle agreement reached), procedures not-yet-started.			≠ previous	
		Financing source not identified.				
	Project under preparation	Feasibility study on-going.				
	Project under preparation	Feasibility study under tendering.			≠ previous	
	Project status description	Financing for feasibility study secured, procurement not yet started. Text				
APLEMENTED PROJECTS	Project status description	lext		-		
	Initial Project Completion Date	On tender issue			≠ previous	
oject Timeline	Actual Project Completion Date	STITUTE DATE		†	≠ previous	
	National Budget	Euros			≠ previous	
	WB	Euros			≠ previous	
	EBRD	Euros			≠ previous	
	EIB	Euros			≠ previous	
	Other IFI	Specify			≠ previous	
oject Funding Sources	SAINT III	Euros			≠ previous	
oject ranumg sources	Concessions	Specify			≠ previous	
		Euros			≠ previous	
	EU Fund	Specify			≠ previous	
		Euros			≠ previous	
	Other funding source	Specify	-		≠ previous	
		Euros			≠ previous	
	Project Folder Title	(As built documentation or if not available then final design documentation)			≠ previous	
roject Documentation	Prepared by				≠ previous	
	Supervised by		1	1	≠ previous	

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Roads - Project Monitoring

Catagony	Parameter	Details	Data Collection	Calculation	Data Validation	Data Validator
Dategory	Faranicici	OCCURS.	Frequency - TODIS	if Info N/A	Request Criteria	Data Validator
	Construction period	Forecasted (months)			≠ previous	
	ourse oction period	Actual (months)			≠ previous	
	CAPEX	Forecasted (Euros)			≠ previous	
		Actual (Euros)			≠ previous	
	OPEX	Forecasted (Euros per year)			≠ previous	
		Actual (Euros per year)			≠ previous	
	Maintenance cost	Forecasted (Euros per year)			≠ previous	
	manitenance cost	Actual (Euros per year)			≠ previous	
erformance Indicators	Interest During Construction	%			≠ previous	
Troillance molestors	EBITDA (last year)	Euros			≠ previous	
	Revenue (if fare/toll collected)	Forecasted (Euros per year)			≠ previous	
	Revenue (ir rare/toil collected)	Actual (Euros per year)			≠ previous	
		Passenger cars - forecasted			≠ previous	
		Passenger cars - actual			≠ previous	
	Traffic	Busses - forecasted			≠ previous	
	Traffic	Busses - actual			≠ previous	
		Trucks - forecasted			≠ previous	
		Trucks - actual			≠ previous	
VE PROJECTS						
		Initially forecasted			≠ previous	
	Tender Start Date (month/ year)	Current Estimation. Please refer to realistic targets rather than contractual deadlines that have become			≠ previous	
		Actual			≠ previous	
		Forecasted (on tender issue)			≠ previous	
oject Timeline	Design Completion Date (month/ year)	Current Estimation. Please refer to realistic targets rather than contractual deadlines that have become			≠ previous	
	, , , , , , , , , , , , , , , , , , , ,	Actual			≠ previous	
		Forecasted (on tender issue)			≠ previous	
	Project Completion Date (month/ year)	Current Estimation. Please refer to realistic targets rather than contractual deadlines that have become			≠ previous	
		Euros			≠ previous	
	National Budget	allocated/ agreement signed (yes/no)			≠ previous	
		Euros			≠ previous	
	WB	allocated/ agreement signed (yes/no)			≠ previous	
		Euros			≠ previous	
	EBRD	allocated/ agreement signed (yes/no)			≠ previous	
		Euros			≠ previous	
	EIB	allocated/ agreement signed (yes/no)			# previous	
					≠ previous	-
	Other IFI	Specify Euros			≠ previous ≠ previous	
oject Funding Sources	Olice III				≠ previous	
		allocated/ agreement signed (yes/no)				
	C	Specify			≠ previous	
	Concessions	Euros			≠ previous	
		allocated/ agreement signed (yes/no)			≠ previous	
		Specify		ļ	≠ previous	
	EU Fund	Euros		-	≠ previous	
		allocated/ agreement signed (yes/no)			≠ previous	
		Specify			≠ previous	
	Other funding source	Euros			≠ previous	
		allocated/ agreement signed (yes/no)				1

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Roads - Project Monitoring

			Data Collection	Calculation		
Category	Parameter	Details	Frequency - TODIS	if Info N/A	Data Validation Request Criteria	Data Validator
	Pre-Feasibility Study	yes/no			≠ previous	
					≠ previous	
	Feasibility Study	ves/no			OR	
	· ·				[yes] while previous is	
					≠ previous	
	Concept Design	ves/no			OR	
	concept occupi	yes/110			[yes] while previous is	
Technical Project Status					[no] # previous	
	Preliminary Design	ves/no			OR	
	Preliminary Design	yes/no			[yes] while previous is	
					[no] ≠ previous	
					OR	
	Detail Design	yes/no			[yes] while previous is	
					[no]	
	Environmental Impact Assessment	yes/no			≠ previous	
		Title			≠ previous	
	Feasibility Study	Prepared by			≠ previous	
		Supervised by			≠ previous	
		Title			≠ previous	
	Concept Design	Prepared by			≠ previous	
		Supervised by			≠ previous	
		Title			≠ previous	
Project Documentation	Preliminary Design	Prepared by			≠ previous	
		Supervised by			≠ previous	
		Title			≠ previous	
	Detail Design	Prepared by			≠ previous	
		Supervised by			≠ previous	
		Title			≠ previous	
	Environmental Impact Assessment	Prepared by			≠ previous	
		Supervised by			≠ previous	
	Annual Traffic Demand Growth	%			≠ previous	
Social Indicators	Modal transfer	% (if applicable)			≠ previous	
	Annual Accident Rate Reduction	% (if applicable)			≠ previous	
	EIRR (Economic Internal Rate of Return)	%			≠ previous	
	NPV (Net Present Value)	Euros			≠ previous	
Economic Indicators	SDR (Social Discount Rate)	%			≠ previous	
Economic Indicators	Project Planning & Design Cost	Euros			≠ previous	
	Project Construction Cost	Euros			≠ previous	
	Total Project Cost	Euros			≠ previous	
	FIRR (Financial Internal Rate of Return)	%			≠ previous	
	FNPV (Financial Net Present Value)	Euros			≠ previous	
Financial Indicators	FDR (Financial Discount Rate)	¥			≠ previous	
rinancial indicators	WACC (Weighted Average Cost of Capital)	%			≠ previous	
	First year of profit	year			≠ previous	
	DSCR (Debt Service Coverage Ratio)	¥			≠ previous	
	CO2 emissions	+/-%			≠ previous	
	NOx emissions	+/-%			≠ previous	
	SO2 emission evolution	+/-%			≠ previous	
	Non-methane hydrocarbons	+/-%			≠ previous	
Environmental Indicators	Particulate matter (ppm)	+/-%		1	≠ previous	
	Noise levels along the section	+/-%			≠ previous	
	Climate Change Resilience	Provide description of the project's effect to the climate change resilience of the network			≠ previous	
	Protected Natural Areas Affected	km2	_	—	≠ previous	
	Location of Road		_		# previous	
	Location of tunnels	Line geometry Line geometry or Point geometry or x,y coordinates			≠ previous	
Geospatial data	Location of tunnels Location of bridges over 12m length	Line geometry or Point geometry or x,y coordinates Line geometry or Point geometry or x,y coordinates	_		≠ previous ≠ previous	
Geospatiai data			_		≠ previous ≠ previous	
	Location of parking areas Location of fuel stations	Line geometry or Point geometry or x,y coordinates Point geometry or x,y coordinates			≠ previous ≠ previous	
		Point geometry or x,y coordinates	1	1	# previous	

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Railways - Project Monitoring

Category	Parameter	Details	Data Collection Frequency - TODIS	Calculation If Info N/A	Data Validation Request Criteria	Data Validator
	Name of responsible Company/Authority		Semiannually			
	Correspondence Address					
Reporting Organisation Data	Contact Person					
Reporting Organisation Data	Position					ĺ
	Phone number					ĺ
	Email					
	Country Code					
	TEN-T Category	Core/ Comprehensive			≠ previous	
	Corridor/ Route	Before project implementation			≠ previous	
	A A	After project implementation			≠ previous	ĺ
	International Route ID	Before project implementation			≠ previous	
	International Route ID	After project implementation			≠ previous	
		Before project implementation			≠ previous	
	National Route ID	After project implementation			≠ previous	
	Start Node Name	Before project implementation			≠ previous	
Localisation		After project implementation			≠ previous	ĺ
Localisation	End Node Name	Before project implementation			≠ previous	
	Life Node Name	After project implementation			≠ previous	
		Direction A - Before project implementation			≠ previous	
	Start km	Direction A - After project implementation			≠ previous	
	Start km	Direction B - Before project implementation			≠ previous	ĺ
		Direction B - After project implementation			≠ previous	
		Direction A - Before project implementation			≠ previous	
	End km	Direction A - After project implementation			≠ previous	
	LIIU KIII	Direction B - Before project implementation			≠ previous	
		Direction B - After project implementation			≠ previous	ĺ
	Project name	Text			≠ previous	
	Type of foreseen intervention	New infrastructure, Reconstruction/rehabilitation, Maintenance, Horizontal/policy measure			≠ previous	
Description of the Project	Length (if linear)	Km/NA			≠ previous	
	Total Cost (CAPEX)	Euros (should consider the overall cost of investment, not the preparatory stages only)			≠ previous	
	Estimated implementation deadline	Month/Year. Please refer to realistic targets rather than contractual deadlines that have become impossible to meet			≠ previous	
·	Electrification	yes/no			≠ previous	
	Line speed 100 km/h (freight)	yes/no			≠ previous	
	Axle load 22,5 t	yes/no	The state of the s		≠ previous	
Eligibility for TEN-T Project	Track gauge	yes/no			≠ previous	
	Train length 740 m	yes/no			≠ previous	
	ERTMS Deployment (ETCS)	yes/no			≠ previous	
	ERTMS Deployment (GSM-R)	yes/no			≠ previous	í



Railways - Project Monitoring

Category	Perameter	Details	Data Collection	Calculation if Info N/A	Data Validation Request Criteria	Data Validator
			Frequency-TODIS	If Into N/A		
		Before project implementation (yes/no)	-		≠ previous	
	Electrification	After project implementation (yes/no)			≠ previous OR	
		and project imperiorization (yes/no)			[no] while before is [yes]	
		Before project implementation (yes/no)			≠ previous	
	Line around 100 km (b (forings)	N · ·			≠ previous	
	Line speed 100 km/h (freight)	After project implementation (yes/no)			OR	
					[no] while before is [yes]	
		Before project implementation (yes/no)			≠ previous	
	Axle load 22,5 t				≠ previous	
		After project implementation (yes/no)			OR [no] while before is [yes]	
		Before project implementation (yes/no)			≠ previous	
TEN-T Compliance	Track gauge				≠ previous OR	
		After project implementation (yes/no)			[no] while before is [yes]	
		Before project implementation (yes/no)			≠ previous	
		seriors project implementation (yes/no)				
	Train length 740 m	After project implementation (yes/no)			≠ previous OR	
					[no] while before is [yes]	
		Before project implementation (yes/no)			≠ previous	
	ERTMS Deployment (ETCS)				≠ previous	
	EKTINIS DEDIOVIMENT (ETCS)	After project implementation (yes/no)			OR	
					[no] while before is [yes]	
		Before project implementation (yes/no)			≠ previous	
	ERTMS Deployment (GSM-R)				≠ previous	
		After project implementation (yes/no)			OR [no] while before is [yes]	
	Implemented	Project completed and put in operation Works currently under execution.			≠ previous	
		Tender for works/design-build on-going.				
	On-going project (funding secured)	Design/Tender Dossier for DB under preparation.			≠ previous	
		Tender for design on-going or about to be start.				
Project Status		Financing source identified (principle agreement reached), procedures on-going.				
	Mature project (feasibility study ready, funding secured)	Financing source identified (principle agreement reached), procedures not-yet-started.			≠ previous	
		Financing source not identified.				
		Feasibility study on-going.				
	Project under preparation	Feasibility study under tendering.			≠ previous	
IMPLEMENTED PROJECTS		Financing for feasibility study secured, procurement not yet started.	-			
	Initial Project Completion Date	On tender issue			≠ previous	
Project Timeline	Actual Project Completion Date				≠ previous	
	National Budget	Euros	1		≠ previous	
	WB	Euros			≠ previous	
	EBRD	Euros			≠ previous	
	EIB	Euros			≠ previous	
	Other IFI	Specify			≠ previous	
Project Funding Sources		Euros			≠ previous	
	Concessions	Specify	-		≠ previous	
		Euros Specify			≠ previous ≠ previous	
	EU Fund	specify Euros	1		≠ previous ≠ previous	
l		Specify			≠ previous ≠ previous	
	Other funding source	Euros			≠ previous	
	Project Folder Title	(As built documentation or if not available then final design documentation)			≠ previous	
Project Documentation	Prepared by		1		≠ previous	
	Supervised by				≠ previous	



Railways - Project Monitoring

Category	Parameter	Details	Data Collection Frequency - TODIS	Calculation if Info N/A	Data Validation Request Criteria	Deta Validato
	Construction period	Forecasted (months)			≠ previous	
	construction period	Actual (months)			≠ previous	
	CAPEX	Forecasted (Euros)			≠ previous	
	CAPEX	Actual (Euros)			≠ previous	
	OPEX	Forecasted (Euros per year)			≠ previous	
	OF EX	Actual (Euros per year)			≠ previous	
	Maintenance cost	Forecasted (Euros per year)			≠ previous	
	manite and cost	Actual (Euros per year)			≠ previous	
rformance Indicators	Interest During Construction	%			≠ previous	
Hormance Indicators	EBITDA (last year)	Euros			≠ previous	
	Revenue (if fare/toll collected)	Forecasted (Euros per year)			≠ previous	
	Revenue (ITTare/toil collected)	Actual (Euros per year)			≠ previous	
		Train traffic - forecasted			≠ previous	
		Train traffic - actual			≠ previous	
		Passenger traffic - forecasted			≠ previous	
	Traffic	Passenger traffic - actual			≠ previous	
		Freight (tn) - forecasted			≠ previous	
		Freight (tn) - actual			≠ previous	
VE PROJECTS		The second secon			.,	
		Initially forecasted			≠ previous	
	Tender Start Date (month/year)	Current Estimation. Please refer to realistic targets rather than contractual deadlines that have become impossible			≠ previous	
	,,,,,,	Actual			≠ previous	
		Forecasted (on tender issue)			≠ previous	
oject Timeline	Design Completion Date (month/ year)	Current Estimation. Please refer to realistic targets rather than contractual deadlines that have become impossible			≠ previous	
		Actual			≠ previous	
		Forecasted (on tender issue)			≠ previous	
	Project Completion Date (month/ year)	Current Estimation. Please refer to realistic targets rather than contractual deadlines that have become impossible			# previous	
		Euros			# previous	
	National Budget	allocated/ agreement signed (yes/no)			# previous	
		anocated/ agreement signed (yes/no) Euros			≠ previous	
	WB	allocated/ agreement signed (yes/no)			≠ previous	
		allocated/ agreement signed (yes/no) Euros			≠ previous	
	EBRD				≠ previous ≠ previous	
		allocated/ agreement signed (yes/no)				
	EIB	Euros			≠ previous	
		allocated/ agreement signed (yes/no)			≠ previous	
	Other IFI	Specify			≠ previous	
oject Funding Sources	Other In	Euros			≠ previous	
		allocated/ agreement signed (yes/no)			≠ previous	
		Specify			≠ previous	
	Concessions	Euros			≠ previous	
		allocated/ agreement signed (yes/no)			≠ previous	
		Specify			≠ previous	
	EU Fund	Euros			≠ previous	
		allocated/ agreement signed (yes/no)			≠ previous	
		Specify			≠ previous	
	Other funding source	Euros			≠ previous	
		allocated/agreement signed (yes/no)				



Railways - Project Monitoring

			Data Collection	Calculation	Data Validation	
Category	Parameter	Details	Frequency - TODIS	If Info N/A	Request Criteria	
	Pre-Feasibility Study	yes/no			# previous	
	,				≠ previous	
	Feasibility Study	yes/no			OR [yes] while previous is	
					[no]	
					≠ previous	
	Concept Design	yes/no			OR [yes] while previous is	
					[no]	
Technical Project Status					≠ previous	
	Preliminary Design	yes/no			OR [yes] while previous is	
	, ,				[yes] white previous is	
					≠ previous	
	Detail Design	yes/no			OR [yes] while previous is	
					[yes] while previous is	
	Environmental Impact Assessment	ves/no			≠ previous	
		Title			≠ previous	
	Feasibility Study	Prepared by			≠ previous	
		Supervised by			≠ previous	
		Title			≠ previous	
	Concept Design	Prepared by			≠ previous	
		Supervised by			≠ previous	
		Title			≠ previous	
Project Documentation	Preliminary Design	Prepared by			≠ previous	
		Supervised by			≠ previous	
		Title			≠ previous	
	Detail Design	Prepared by			≠ previous	
		Supervised by			≠ previous	
		Title			≠ previous	
	Environmental Impact Assessment	Prepared by			≠ previous	
		Supervised by			≠ previous	
	Annual Traffic Demand Growth	%			≠ previous	
Social Indicators	Modal transfer	% (if applicable)			≠ previous	
	Annual Accident Rate Reduction	% (if applicable)			≠ previous	
	EIRR (Economic Internal Rate of Return)	%			≠ previous	
	NPV (Net Present Value)	Euros			≠ previous	
Economic Indicators	SDR (Social Discount Rate)	%			≠ previous	
Continue marcators	Project Planning & Design Cost	Euros			≠ previous	
	Project Construction Cost	Euros			≠ previous	
	Total Project Cost	Euros			≠ previous	
	FIRR (Financial Internal Rate of Return)	%			≠ previous	
	FNPV (Financial Net Present Value)	Euros			≠ previous	
Financial Indicators	FDR (Financial Discount Rate)	%			≠ previous	
	WACC (Weighted Average Cost of Capital)	%			≠ previous	
	First year of profit	year			≠ previous	
	DSCR (Debt Service Coverage Ratio)	%			≠ previous	
	CO2 emissions	+/- %			≠ previous	
	NOx emissions	+/- %			≠ previous	
	502 emission evolution	+/- %			≠ previous	
Environmental Indicators	Non-methane hydrocarbons	+/- %	≠ previous			
	Particulate matter (ppm)	+/- %			≠ previous	
	Noise levels along the section	+/- %			≠ previous	
	Climate Change Resilience	Provide description of the project's effect to the climate change resilience of the network			≠ previous	
	Protected Natural Areas Affected	km2			≠ previous	
	Location of Railway Line	Line geometry			≠ previous	
	Location of tunnels	Line geometry or Point geometry or x,y coordinates			≠ previous	
Geospatial data	Location of bridges over 12m length	Line geometry or Point geometry or x,y coordinates			≠ previous	
	Location of Stations	Line geometry or Point geometry or x,y coordinates			≠ previous	
	Location of level crossings	Point geometry or x,y coordinates	1	1	≠ previous	



Freight Terminal - Project Monitoring

Category	Parameter	Details	Deta Collection	Calculation	Deta Validation	Data Validator
		O. Call	Frequency - TODIS	If Info N/A	Request Criteria	Data Validator
	Name of responsible Company/Authority		Semiannually			
	Correspondence Address					
Reporting Organisation Data	Contact Person					
	Position					
	Phone number					
	Email					
	Country Code				≠ previous	
Localisation	TEN-T Category	Core/ Comprehensive			≠ previous	
	Node Name				≠ previous	
	Project name	Text			≠ previous	
	Type of foreseen intervention	New infrastructure, Reconstruction/rehabilitation, Maintenance, Horizontal/policy measure			≠ previous	
Description of the Project	Length (if linear)	Km/NA			≠ previous	
Description of the Project	Clean fuel availability	Project related to the provision of clean fuel (yes/no)			≠ previous	
	Total Cost (CAPEX)	Euros (should consider the overall cost of investment, not the preparatory stages only)			≠ previous	
	Estimated implementation deadline	Month/Year. Please refer to realistic targets rather than contractual deadlines that have become impossible to meet			≠ previous	
	Inter-modality	yes/no (Terminals provide the possibility to tranship all types of standard intermodal loading units (containers, swap			# previous	
	740m train length	yes/no (Fulfilment of this criterion is restricted to recently constructed terminals)			≠ previous	
Eligibility for TEN-T Project		yes/no (Enable direct train departure to the (Corridor) electrified line. At least one in/outbound track line should				
- g, ior interior	Electrified access	provide electrifications for this criterion to be considered fulfilled)			≠ previous	
	Open availability	yes/no (Free non-discriminatory access and transparent charges)			≠ previous	
	open aranaulty	yes/no (Free non-discriminatory access and transparent charges) Before project implementation (yes/no)			# previous # previous	
		perore project implementation (yes/no)				
	Inter-modality	In the second of			≠ previous Oft	
		After project implementation (yes/no)			(no) while before is (yes)	
		Before project implementation (yes/no)			≠ previous	
	740m train length				≠ previous	
		After project implementation (yes/no)			OR	
TEN-T Compliance					[no] while before is [yes]	
EN-1 compliance		Before project implementation (yes/no)			≠ previous	
	5				# previous	
	Electrified access	After project implementation (yes/no)			OR	
		posterior (page 1)			(no) while before is (yes)	
		Before project implementation (yes/no)			# previous	
		before project imperientation (polyto)			# previous	
	Open availability	After project implementation (yes/no)			≠ previous OB	
		Arter project implementation (yes/no)			[no] while before is [yes]	
	Implemented	Project completed and put in operation			# previous	
	Implemented				• previous	
		Works currently under execution. Tender for works/design-build on-going.				
	On-going project (funding secured)				≠ previous	
		Design/Tender Dossier for DB under preparation.				
		Tender for design on-going or about to be start.				
Project Status		Financing source identified (principle agreement reached), procedures on-going.				
Project Status	Mature project (feasibility study ready, funding secured)	Financing source identified (principle agreement reached), procedures not-yet-started.			≠ previous	
Project Status	Mature project (feasibility study ready, funding secured)	Financing source identified (principle agreement reached), procedures not-yet-started. Financing source not identified.			≠ previous	
Project Status		Financing source identified (principle agreement reached), procedures not-yet-started. Financing source not identified. Feasibility study on-going.				
Project Status	Mature project (feasibility study ready, funding secured) Project under preparation	Financing source identified (principle agreement reached), procedures not-yet-started. Financing source not identified. Feability study on-going. Feability study under tendening.			≠ previous ≠ previous	
		Financing source identified (principle agreement reached), procedures not-yet-started. Financing source not identified. Feasibility study on-going.				
Project Status IMPLEMENTED PROJECTS	Project under preparation	Financing source identified (principle agreement reached), procedures not-yet-started. Financing source not identified. Feasibility study on-going. Feasibility study on-going. Financing flor feasibility study secured, procurement not yet started.			≠ previous	
IMPLEMENTED PROJECTS	Project under preparation Initial Project Completion Date	Financing source identified (principle agreement reached), procedures not-yet-started. Financing source not identified. Feability study on-going. Feability study under tendening.			≠ previous ≠ previous	
	Project under preparation Initial Project Completion Date Actual Project Completion Date	Financing source identified (principle agreement reached), procedures not-yet-started. Financing source not identified. Feasibility study on-going. Feasibility study on-going. Financing flor feasibility study secured, procurement not yet started.			≠ previous	
IMPLEMENTED PROJECTS	Project under preparation Initial Project Completion Date	Financing source identified (principle agreement reached), procedures not-yet-started. Financing source not identified. Feasibility study on-going. Feasibility study on-going. Financing flor feasibility study secured, procurement not yet started.			≠ previous ≠ previous	
IMPLEMENTED PROJECTS	Project under preparation Initial Project Completion Date Actual Project Completion Date National Budget WB	Financing source identified (principle agreement reached), procedures not-yet-started. Financing source not identified. Feability study on-going. Feability study under tendening. Financing for feability study secured, procurement not yet started. On tender issue			≠ previous ≠ previous ≠ previous	
IMPLEMENTED PROJECTS	Project under preparation Initial Project Completion Date Actual Project Completion Date Halaronal Budget Halaronal Budget	Financing source identified (principle agreement reached), procedures not-yet-started. Financing source not identified. Feasibility study one going. Feasibility study under tendering. Financing for feasibility study secured, procurement not yet started. On tender issue Euros			# previous # previous # previous # previous	
IMPLEMENTED PROJECTS	Project under preparation Initial Project Completion Date Actual Project Completion Date National Budget WB	Financing source identified (principle agreement reached), procedures not-yet-started. Financing source not identified. Feability study on-going. Feability study on-going. Financing for feability study secured, procurement not yet started. On sender issue Euros Euros			# previous # previous # previous # previous # previous	
IMPLEMENTED PROJECTS	Project under preparation Initial Project Completion Date Actual Project Completion Date Mational Budget V/B 1880 1880 1880 1880	Financing source identified (principle agreement reached), procedures not-yet-started. Financing source not identified. Feability study one-going. Financing for Feability study used rendering. Financing for Feability study secured, procurement not yet started. On tender issue Euros Euros Euros			# previous	
IIMPLEMENTED PROJECTS Project Timeline	Project under preparation Initial Project Completion Date Actual Project Completion Date National Budget WB ERRD	Financing source identified (principle agreement reached), procedures not-yet-started. Financing source not identified. Feability study on-going. Financing store not identified. On tender issue Euros			# previous	
IIMPLEMENTED PROJECTS Project Timeline	Project under preparation Initial Project Completion Date Actual Project Completion Date Hazironal Budget VMS EBBD EBBD Other IFI	Financing source identified (principle agreement reached), procedures not-yet-started. Financing source not identified. Feasibility study on-going. Financing for feasibility study accurred, procurement not yet started. On tender issue Euros Eur			# previous # prev	
IIMPLEMENTED PROJECTS Project Timeline	Project under preparation Initial Project Completion Date Actual Project Completion Date Mational Budget V/B 1880 1880 1880 1880	Financing source identified (principle agreement reached), procedures not-yet-started. Financing source identified Feability study on-going. Financing store out identified. On tender issue Euros			# previous	
IMPLEMENTED PROJECTS	Project under preparation Initial Project Completion Date Actual Project Completion Date Hazironal Budget VMS EIRBD EIRBD Other IFI Concessions	Financing source identified (principle agreement reached), procedures not-yet-started. Financing source not identified. Feasibility study on-going. Financing for feasibility study accurred, procurement not yet started. On tender issue Euros Euros Euros Euros Euros Euros Specify Euros Euros Euros Euros Specify Euros E			# previous	
IMPLEMENTED PROJECTS Project Timeline	Project under preparation Initial Project Completion Date Actual Project Completion Date Hazironal Budget VMS EBBD EBBD Other IFI	Financing source identified (principle agreement reached), procedures not-yet-started. Financing source identified Feability study on-going. Financing store out identified. On tender issue Euros			# previous	



Freight Terminal - Project Monitoring

	Parameter	Details	Data Collection	Calculation	Data Validation	
			Frequency - TODIS	if info N/A	Request Criteria	Data Validator
		Euros			# previous	
Project Documentation	Project Folder Title	(As built documentation or if not available then final design documentation)			# previous	
	Prepared by				≠ previous	
	Supervised by				≠ previous	
	Construction period	Forecasted (months)			≠ previous	
	construction period	Actual (months)			≠ previous	
	CAPEX	Forecasted (Euros)			≠ previous	
	CAPEX	Actual (Euros)			≠ previous	
	OPEX	Forecasted (Euros per year)			≠ previous	
	OF EX	Actual (Euros per year)			≠ previous	
	Maintenance cost	Forecasted (Euros per year)			≠ previous	
Performance Indicators	Maintenance cost	Actual (Euros per year)			≠ previous	
Performance Indicators	Interest During Construction	%			# previous	
T.	EBITDA (last year)	Euros			≠ previous	
T T		Forecasted (Euros per year)			≠ previous	
	Revenue (if fare/toll collected)	Actual (Euros per year)			≠ previous	
	Traffic	Terminal traffic - forecasted			# previous	
		Terminal traffic - actual			# previous	
		Freight (tn) - forecasted			≠ previous	
		Freight (tn) - actual			# previous	
LIVE PROJECTS		The Spirit Control of the Control of				
IVE PROJECTS		Initially forecasted			# previous	
-	Tender Start Date (month/ year)	Current Estimation. Please refer to realistic targets rather than contractual deadlines that have become impossible to			# previous	
	render start Date (month/ year)	Actual			≠ previous	
F		Forecasted (on tender issue)			# previous	
Project Timeline	Design Completion Date (month/ year)				≠ previous	
	beagn completion base (monthly year)	Current Estimation. Please refer to realistic targets rather than contractual deadlines that have become impossible to Actual			# previous	
-					* previous	
l l	Project Completion Date (month/ year)	Forecasted (on tender issue)				
		Current Estimation. Please refer to realistic targets rather than contractual deadlines that have become impossible to			≠ previous ≠ previous	
	National Budget	Euros				
-		allocated/ agreement signed (yes/no)			* previous	
	WB	Euros			≠ previous	
-		allocated/ agreement signed (yes/no)			≠ previous	
l,	EBRD	Euros			≠ previous	
L		allocated/ agreement signed (yes/no)			≠ previous	
l,	EIB	Euros			≠ previous	
L		allocated/ agreement signed (yes/no)			≠ previous	
		Specify			≠ previous	
Project Funding Sources	Other IFI	Euros			≠ previous	
,		allocated/ agreement signed (yes/no)			≠ previous	
		Specify			≠ previous	
	Concessions	Euros			≠ previous	
L		allocated/ agreement signed (yes/no)			≠ previous	
		Specify			≠ previous	
-	EU Fund	Euros			≠ previous	
		allocated/ agreement signed (yes/no)			≠ previous	
		Specify			≠ previous	
	Other funding source	Euros			≠ previous	
	=	allocated/ agreement signed (yes/no)				



Freight Terminal - Project Monitoring

			Data Collection	Calculation	Data Validation	
Category	Parameter	Details	Frequency - TODIS	If info N/A	Data Validation Request Criteria	
	Pre-Feasibility Study	yes/no			≠ previous	
	* *				≠ previous	
	Feasibility Study	yes/no			OR [yes] while previous is	l .
					[no]	l .
					≠ previous	
	Concept Design	yes/no			OR	l .
		Test in	1		[yes] while previous is [no]	ı
Technical Project Status					≠ previous	
	Preliminary Design	yes/no			OR	l .
	Tellinary besign	jes, io			[yes] while previous is [no]	l .
					# previous	
	Detail Design	yes/no			OR	l .
	Detail Design	1-4			[yes] while previous is [no]	l .
	Environmental Impact Assessment	yes/no			(no) ≠ previous	
	Chvironmental impact Assessment	yes/no Title			# previous	
	Feasibility Study				# previous	
	reasibility Study	Prepared by Supervised by			# previous	
	Concept Design	Title			# previous	
					≠ previous	
		Prepared by			_	
		Supervised by			≠ previous	
Project Documentation	Preliminary Design	Title			≠ previous	
		Prepared by			≠ previous	
		Supervised by			≠ previous	
	D - 7D -	Title			≠ previous	
	Detail Design	Prepared by			≠ previous	
		Supervised by			≠ previous	
		Title			≠ previous	
	Environmental Impact Assessment	Prepared by			≠ previous ≠ previous	
		Supervised by				
	Annual Traffic Demand Growth	%			≠ previous	
Social Indicators	Modal transfer	% (if applicable)			≠ previous	
	Annual Accident Rate Reduction	% (if applicable)			≠ previous	
	EIRR (Economic Internal Rate of Return)	%			≠ previous	
	NPV (Net Present Value)	Euros			≠ previous	
Economic Indicators	SDR (Social Discount Rate)	%			≠ previous	
	Project Planning & Design Cost	Euros			≠ previous	
	Project Construction Cost	Euros			≠ previous	
	Total Project Cost	Euros			≠ previous	
	FIRR (Financial Internal Rate of Return)	%			≠ previous	
	FNPV (Financial Net Present Value)	Euros			≠ previous	
Financial Indicators	FDR (Financial Discount Rate)	%			≠ previous	
	WACC (Weighted Average Cost of Capital)	%			≠ previous	
	First year of profit	year			≠ previous	
	DSCR (Debt Service Coverage Ratio)	%			≠ previous	
	CO2 emissions	+/- %			≠ previous	
	NOx emissions	+/-%			≠ previous	
	O2 emission evolution	+/-%			≠ previous	
Environmental Indicators	Non-methane hydrocarbons	+/-%			≠ previous	
	Particulate matter (ppm)	+/-%			≠ previous	
	Climate Change Resilience	Provide description of the project's effect to the climate change resilience			≠ previous	i
	Protected Natural Areas Affected	km2			≠ previous	
Geospatial data	Location of the Freight Terminals	Point geometry or x,y coordinates			≠ previous	



Inland Waterways - Project Monitoring

Category	Parameter	Details	Data Collection Frequency - TODIS	Calculation If Info N/A	Data Validation Request Offeria	Data Validator
	Name of responsible Company/Authority		Semiannually			
	Correspondence Address					
	Contact Person					
Reporting Organisation Data	Position					
	Phone number					
	Email					
	Country Code					
	TEN-T Category	Core/ Comprehensive			≠ previous	
	River				≠ previous	
	International Commission	yes/no (Involved in International Commission/ Agreement)			≠ previous	
Localisation		Before project implementation			≠ previous	
	Start Node Name	After project implementation			≠ previous	
		Before project implementation			≠ previous	
	End Node Name	After project implementation			≠ previous	
	Project name	Text			e previous	
	Type of foreseen intervention	New infrastructure, Reconstruction/rehabilitation, Maintenance, Horizontal/policy measure			e previous	
Description of the Project	Length (if linear)	Km/NA			* previous	
Description of the Project	Total Cost (CAPEX)	Euros (should consider the overall cost of investment, not the preparatory stages only)			# previous	
	Estimated implementation deadline				* previous	
		Month/Year. Please refer to realistic targets rather than contractual deadlines that have become impossible to meet			* previous	
	CEMT Class IV Compliance	yes/no (As per the new classification of IWW established by the European Conference of Ministers of Transport			# previous	
Eligibility for TEN-T Project	Draught	yes/no (At least 2.5m)				
	Bridge Height	yes/no (At least 5.25m)			≠ previous	
	RIS Deployment	yes/no (as per Directive 2005/44/EC)			≠ previous	
	CEMT Class IV Compliance	Before project implementation (yes/no) After project implementation (yes/no)			≠ previous ≠ previous OR [no] while before is [yes]	
		Before project implementation (yes/no)			≠ previous	
TEN-T Compliance	Draught	After project implementation (yes/no)			# previous OR [no] while before is [yes]	
TEN-1 Compliance		Before project implementation (yes/no)			≠ previous	
	Bridge Height	After project implementation (yes/no)			# previous OR [no] while before is [yes]	
		Before project implementation (yes/no)			≠ previous	
	RIS Deployment	After project implementation (yes/no)			≠ previous OR [no] while before is [yes]	
	Implemented	Project completed and put in operation			# previous	
		Works currently under execution.				
		Tender for works/design-build on-going.				1
	On-going project (funding secured)	Design/Tender Dossier for DB under preparation.			* previous	1
I		Tender for design on-going or about to be start.		1		i .
Project Status		Financing source identified (principle agreement reached), procedures on-going.			1	
	Mature project (feasibility study ready, funding secured)	Financing source identified (principle agreement reached), procedures not-yet-started.			≠ previous	1
		Financing source not identified.				1
	Project under preparation	Feasibility study on-going. Feasibility study under tendering.			≠ previous	
		Financing for feasibility study secured, procurement not yet started.				



Inland Waterways - Project Monitoring

Category	Parameter	Details:	Data Collection Frequency - TODIS	Calculation If Info N/A	Data Validation Request Offeria	Data Validator
IMPLEMENTED PROJECTS						
Project Timeline	Initial Project Completion Date	On tender issue			≠ previous	
Project filleline	Actual Project Completion Date				≠ previous	
	National Budget	Euros			≠ previous	
	WB	Euros			≠ previous	
	EBRD	Euros			≠ previous	
	EIB	Euros			≠ previous	
	Other IFI	Specify			≠ previous	
Project Funding Sources	Other III	Euros			≠ previous	
Project running sources		Specify			≠ previous	
	Concessions	Euros			≠ previous	
		Specify			# previous	
	EU Fund	Euros			≠ previous	
		Specify			+ previous	
	Other funding source	Euros			≠ previous	
	Project Folder Title	(As built documentation or if not available then final design documentation)			≠ previous	
Project Documentation	Prepared by	per duty documentation of it not available then may design documentation;			≠ previous	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Supervised by				≠ previous	
		Forecasted (months)			≠ previous	
	Construction period	Actual (months)			≠ previous	
		Forecasted (Euros)			≠ previous	
	CAPEX	rorecasted (Euros) Actual (Euros)				
					≠ previous	
	OPEX	Forecasted (Euros per year)			≠ previous	
		Actual (Euros per year)			≠ previous	
	Maintenance cost	Forecasted (Euros per year)			≠ previous	
		Actual (Euros per year)			≠ previous	
Performance Indicators	Interest During Construction	%			≠ previous	
	EBITDA (last year)	Euros			≠ previous	
	Revenue (if fare/toll collected)	Forecasted (Euros per year)			≠ previous	
	,	Actual (Euros per year)			≠ previous	
		Traffic - forecasted			≠ previous	
		Traffic - actual			≠ previous	
	Traffic	Passenger traffic - forecasted			≠ previous	
	The state of the s	Passenger traffic - actual			≠ previous	
		Freight (tn) - forecasted			≠ previous	
		Freight (tn) - actual			≠ previous	
LIVE PROJECTS						
		Initially forecasted			≠ previous	
	Tender Start Date (month/ year)	Current Estimation. Please refer to realistic targets rather than contractual deadlines that have become impossible to			≠ previous	
		Actual			≠ previous	
		Forecasted (on tender issue)			≠ previous	
Project Timeline	Design Completion Date (month/ year)	Current Estimation. Please refer to realistic targets rather than contractual deadlines that have become impossible to			≠ previous	
		Actual			≠ previous	
		Forecasted (on tender issue)			≠ previous	
	Project Completion Date (month/ year)	Current Estimation. Please refer to realistic targets rather than contractual deadlines that have become impossible to			# previous	



Inland Waterways - Project Monitoring

Parameter	Details	Data Collection Frequency - TODIS	Calculation If Info N/A	Data Validation Request Offeria	Data Validator
	Furnes			≠ previous	
National Budget					
				≠ previous	
WB				≠ previous	
E00D	Euros			≠ previous	
EBRD	allocated/ agreement signed (yes/no)			≠ previous	
EIR	Euros			≠ previous	
EIB	allocated/ agreement signed (yes/no)			≠ previous	
Other IFI	Specify			≠ previous	
	Euros			≠ previous	
	allocated/ agreement signed (yes/no)			≠ previous	
	Specify			≠ previous	
Concessions	Euros			≠ previous	
	allocated/ agreement signed (yes/no)			≠ previous	
	Specify			≠ previous	
EU Fund	Euros			≠ previous	
				≠ previous	
	Specify			≠ previous	
Other funding source	Euros			≠ previous	
	allocated/ agreement signed (yes/no)				
Pre-Feasibility Study				≠ previous	
<u> </u>				≠ previous	
Fearibility Study	ves/no				
, ,					
				≠ previous	
Concept Design	ver/no				
	lest on				
Preliminant Paries				+ previous	
Preliminant Derien	warfen			OR	
Preliminary Design	yes/no			[yes] while previous is	
Preliminary Design	yes/no			[yes] while previous is [no]	
				[yes] while previous is [no] ≠ previous OR	
Preliminary Design Detail Design	yes/no yes/no			[yes] while previous is [no] ≠ previous OR [yes] while previous is	
Detail Design	yes/no			[yes] while previous is [no] # previous OR [yes] while previous is [no]	
	yesino yesino			[yes] while previous is [no] # previous OR [yes] while previous is [no] # previous	
Detail Design Environmental Impact Assessment	yes/no yes/no Title			[yes] while previous is [no] # previous OR [yes] while previous is [no] # previous	
Detail Design	yes/no yes/no Title Trepared by			[yes] while previous is [no] # previous OR [yes] while previous is [no] # previous # previous # previous	
Detail Design Environmental Impact Assessment	yes/no yes/no Title Prepared by Sopervised by			[yes] while previous is [no] # previous OR [yes] while previous is [no] # previous # previous # previous # previous	
Detail Design Environmental Impact Assessment Feasibility Study	yes/no yes/no Title Prepared by Supervised by Title Title			[yes] while previous is [no] # previous OR [yes] while previous is [no] # previous	
Detail Design Environmental Impact Assessment	yes/no yes/no Title Prepared by Supervised by Title Tritle			[yes] while previous is [no] [no] # previous OR [yes] while previous is [no] # previous	
Detail Design Environmental Impact Assessment Feasibility Study	yes/no Title Prepared by Supervised by Title Prepared by Supervised by Title Prepared by Supervised by			[yes] while previous is [no] *previous OR [yes] while previous [no] *previous	
Detail Design Environmental Impact Assessment Feasibility Study Concept Design	yes/no yes/no Title Prepared by Sopervised by Title Prepared by Sopervised by Title Tritle Tritle Tritle Tritle Tritle Tritle Tritle Tritle Tritle			[yes] white previous is [no]	
Detail Design Environmental Impact Assessment Feasibility Study	yes/no Title The Prepared by Supervised by Title Prepared by Supervised by Title Prepared by Title Title Tripe Title Tit			[yes] white previous is [not] of previous in [not] of previous OR [yes] white previous is [not] of previous in [not] of previous in previo	
Detail Design Environmental Impact Assessment Feasibility Study Concept Design	yes/no yes/no Title Prepared by Supervised by Title			Jest with previous is [no] personal	
Detail Design Environmental Impact Assessment Feasibility Study Concept Design Preliminary Design	yes/no Title Prepared by Supervised by Title Prepared by Supervised by Title Prepared by Supervised by Title Title Prepared by Supervised by Title			[pea] white previous is [pea] white previous is [pea] previous (pea] previous (pea] previous (pea] previous (pea) previous (pe	
Detail Design Environmental Impact Assessment Feasibility Study Concept Design	yes/no yes/no Title Prepared by Supervised by			[pes] white provious is [pes] white provious is [pes] white provious in [pes] white provious is [pes] white provious is [pes] white provious #	
Detail Design Environmental Impact Assessment Feasibility Study Concept Design Preliminary Design	yes/no Title Tripe Tripe Tripe Tripe Supervised by Title Prepared by Supervised by Title Tripe T			[sea] white previous is [sea] # previous per previous	
Detail Design Environmental Impact Assessment Feasibility Study Concept Design Preliminary Design Detail Design	yes/no yes/no Title Prepared by Supervised by Title Supervised by Title Supervised by Title Supervised by Title			I (see) white provious is (see) (see	
Detail Design Environmental Impact Assessment Feasibility Study Concept Design Preliminary Design	vesino Titie The The The The The The The Supervised by Title The The The The The The The The The Th			Speal white provious is (no)	
Detail Design Environmental Impact Assessment Feasibility Study Concept Design Preliminary Design Detail Design Environmental Impact Assessment	yes/no yes/no Title Prepared by Supervised by			Ipeni white provious is [nois] # provious	
Detail Design Environmental Impact Assessment Feasibility Study Concept Design Preliminary Design Detail Design Environmental Impact Assessment Annual Traffic Demand Growth	yes/no Yes/no Title The Trepared by Sopervised by Title Prepared by Sopervised by Title Trepared by Sopervised by Title Prepared by Sopervised by Title Sopervised by Title Sopervised by			[peet] white provious is [peet] white provious is [peet] white provious [peet] p	
Detail Design Environmental Impact Assessment Feasibility Study Concept Design Preliminary Design Detail Design Environmental Impact Assessment Annual Traffic Demand Growth Modulat transfer	yes/no yes/no Title Prepared by Supervised by Title Title Prepared by Supervised by Title			(pera) white provious is (pera) white provious is (pera) (
Detail Design Environmental Impact Assessment Feasibility Study Concept Design Preliminary Design Detail Design Environmental Impact Assessment Annual Traffic Demand Growth Modal transfer Annual Accident Rate Reduction	yes/no Yes/no Title The Trepared by Sopervised by Title Prepared by Sopervised by Title Trepared by Sopervised by Title Prepared by Sopervised by Title Sopervised by Title Sopervised by			[peed] white provious to [peed] white provious to [peed] white provious to [peed] white provious to [peed] white provious a provious # provious	
Detail Design Environmental Impact Assessment Feasibility Study Concept Design Concept Design Detail Design Environmental Impact Assessment Annual Traffic Demand Growth Modal transfer Annual Graffic Demand Growth Modal transfer Annual Concept Design The Report of the Assessment Annual Traffic Demand Growth Modal transfer Annual Accident Rate Reduction IERR (Economic Internal Date of Return)	yes/no yes/no Title Prepared by Supervised by Title			peut with provious is (see) provious provious peut with peut wi	
Detail Design Environmental Impact Assessment Feasibility Study Concept Design Preliminary Design Detail Design Environmental Impact Assessment Annual Traffic Demand Growth Modal transfer Annual Accident Rate Reduction [IRR (Economic Internal Rate of Return) ENV (Net Present Value)	yes/no yes/no Title Prepared by Supervised by Title Title Prepared by Supervised by Title			Specil white provious to favor of the control of th	
Detail Design Environmental Impact Assessment Feasibility Study Concept Design Concept Design Detail Design Environmental Impact Assessment Annual Traffic Demand Growth Modula transfer Annual Accident Rate Reduction Italia (Conomic Internal Date of Return) NEW (Net Present Value) SOR (Social Discount Rate)	yes/no yes/no Title Prepared by Supervised by Title Title Title The Title			peed white provious is (see) provious provio	
Detail Design Environmental Impact Assessment Feasibility Study Concept Design Preliminary Design Detail Design Environmental Impact Assessment Annual Traffic Demand Growth Modal transfer Annual Accident Rate Reduction (IRR (Economic Internal Rate of Return) INRY (Net Present Value) 508 (Social Discount Rate) Preject Planning & Design Cost	yes/no yes/no Title Prepared by Supervised by by Su			Specil white provious to (note) # provious # proviou	
Detail Design Environmental Impact Assessment Feasibility Study Concept Design Concept Design Detail Design Environmental Impact Assessment Annual Traffic Demand Growth Modula transfer Annual Accident Rate Reduction Italia (Conomic Internal Date of Return) NEW (Net Present Value) SOR (Social Discount Rate)	yes/no yes/no Title Prepared by Supervised by Title Title Title The Title			peed white provious is (see) provious provio	
N V E	Iational Budget VB BRD IB Ither IFI Oncessions U Fund Other funding source re-Feasibility Study essibility Study	azional Budget Euros allocated agreement signed (yes/no) Specify Euros allocated agreement signed (yes/no) Yes/no		Section Sudget Euros	Section Budget Euros Section Section



Inland Waterways - Project Monitoring

Category	Parameter	Details	Data Collection Frequency - TODIS	Culculation If Info N/A	Data Validation Request Ofteria	Data Validator
Financial Indicators	FIRR (Financial Internal Rate of Return)	%			≠ previous	
	FNPV (Financial Net Present Value)	Euros			≠ previous	
	FDR (Financial Discount Rate)	%			≠ previous	
	WACC (Weighted Average Cost of Capital)	%			≠ previous	
	First year of profit	year			≠ previous	
	DSCR (Debt Service Coverage Ratio)	%			≠ previous	
Environmental Indicators	CO2 emissions	+/- %			≠ previous	
	NOx emissions	+/- %			≠ previous	
	O2 emission evolution	+/- %			≠ previous	
	Non-methane hydrocarbons	+/- %			≠ previous	
	Particulate matter (ppm)	+/- %			≠ previous	
	Climate Change Resilience	Provide description of the project's effect to the climate change resilience			≠ previous	
	Protected Natural Areas Affected	km2			≠ previous	
Geospatial data	Location of the IWW	Line geometry			≠ previous	
	Single locks	Point geometry or x,y coordinates			≠ previous	
	Double locks	Point geometry or x,y coordinates			≠ previous	
	Ports, transhipment or storage facilities	Point geometry or x,y coordinates			≠ previous	



Inland Waterways Ports - Project Monitoring

Category	Parameter	Details	Data Collection Frequency - TODIS	Calculation If Info N/A	Data Validation Request Criteria	Data Validator
Reporting Organisation Data	Name of responsible Company/Authority		Semiannually			
	Correspondence Address					
	Contact Person					
	Position					
	Phone number					
	Email					
	Country Code					
Localisation	TEN-T Category	Core/ Comprehensive			≠ previous	
	Node Name				≠ previous	
	Project name	Text			≠ previous	
	Type of foreseen intervention	New infrastructure, Reconstruction/rehabilitation, Maintenance, Horizontal/policy measure			≠ previous	
Description of the Project	Length (if linear)	Km/NA			≠ previous	
	Total Cost (CAPEX)	Euros (should consider the overall cost of investment, not the preparatory stages only)			≠ previous	
	Estimated implementation deadline	Month/Year. Please refer to realistic targets rather than contractual deadlines that have become impossible to			≠ previous	
	Rail connection	ves/no			≠ previous	
	CEMT connection	ves/no			≠ previous	
Eligibility for TEN-T Project	Clean fuels availability	ves/no (Only applicable for the Core Network)			≠ previous	
	Terminal Availability	yes/no (At least one terminal open to all operators in a non-discriminatory way and shall apply transparent			≠ previous	
	RIS Deployment	ves/no (as per Directive 2005/44/EC)			≠ previous	
		Before project implementation (yes/no)			≠ previous	
		The state of the s			≠ previous	
	Rail connection	After project implementation (yes/no)			OR Previous	
		Arter project implementation (yes/no)			[no] while before is [yes]	
		Before project implementation (yes/no)			≠ previous	
		service project implementation (yearno)				
	CEMT connection	After project implementation (yes/no)			≠ previous OR	
					[no] while before is [yes]	
		Before project implementation (yes/no)			≠ previous	
					* previous	
TEN-T Compliance	Clean fuels availability	After project implementation (yes/no)			OR OR	
					[no] while before is [yes]	
		Before project implementation (yes/no)			≠ previous	
	Terminal Availability	M · /			≠ previous	
		After project implementation (yes/no)			OR	
					[no] while before is [yes]	
		Before project implementation (yes/no)			≠ previous	
	RIS Deployment				≠ previous	
		After project implementation (yes/no)			OR	
		ence project imprementation (yes/100)			[no] while before is [yes]	
	Implemented	Project completed and put in operation			≠ previous	
		Works currently under execution.			. ,	
	On-going project (funding secured)	Tender for works/design-build on-going.		1	1	1
		Design/Tender Dossier for DB under preparation.		1	≠ previous	
		Tender for design on-going or about to be start.		1		
Project Status	Mature project (feasibility study ready, funding secured)	Financing source identified (principle agreement reached), procedures on-going.				
		Financing source identified (principle agreement reached), procedures not-yet-started.		1	≠ previous	
l		Financing source identified.		1		1
	Project under preparation	Feasibility study on-going.				
l		Feasibility study on-going.		1	≠ previous	1
		Financing for feasibility study secured, procurement not yet started.		1	- premous	1



Inland Waterways Ports - Project Monitoring

1						
Category	Parameter	Details	Data Collection Frequency - TODIS	Calculation If Info N/A	Data Validation Request Criteria	Data Validator
IMPLEMENTED PROJECTS						
Project Timeline	Initial Project Completion Date	On tender issue			≠ previous	
Project Timeline	Actual Project Completion Date				≠ previous	
	National Budget	Euros			≠ previous	
	WB	Euros			≠ previous	
	EBRD	Euros			≠ previous	
	EIB	Euros			≠ previous	
	Other IFI	Specify			≠ previous	
Project Funding Sources		Euros			≠ previous	
	Concessions	Specify			≠ previous	
	Concessions	Euros			≠ previous	
	EU Fund	Specify			≠ previous	
	Loruna	Euros			≠ previous	
	Other funding source	Specify			≠ previous	
	Other fullding source	Euros			≠ previous	
	Project Folder Title	(As built documentation or if not available then final design documentation)			≠ previous	
Project Documentation	Prepared by				≠ previous	
	Supervised by				≠ previous	
	Construction period	Forecasted (months)			≠ previous	
	Construction period	Actual (months)			≠ previous	
	CAPEX	Forecasted (Euros)			≠ previous	
	CAPEX	Actual (Euros)			≠ previous	
	OPEX	Forecasted (Euros per year)			≠ previous	
	OFEX	Actual (Euros per year)			≠ previous	
	Maintenance cost	Forecasted (Euros per year)			≠ previous	
	Maintenance cost	Actual (Euros per year)			≠ previous	
Performance Indicators	Interest During Construction	%			≠ previous	
Performance Indicators	EBITDA (last year)	Euros			≠ previous	
	Revenue (if fare/toll collected)	Forecasted (Euros per year)			≠ previous	
	Revenue (ir rare/ton conected)	Actual (Euros per year)			≠ previous	
		Port traffic - forecasted			≠ previous	
		Port traffic - actual			≠ previous	
	Traffic	Passenger traffic - forecasted			≠ previous	
	Traffic	Passenger traffic - actual			≠ previous	
		Freight (tn) - forecasted			≠ previous	
		Freight (tn) - actual			≠ previous	
IVE PROJECTS						
		Initially forecasted			≠ previous	
	Tender Start Date (month/ year)	Current Estimation. Please refer to realistic targets rather than contractual deadlines that have become			≠ previous	
		Actual			≠ previous	
		Forecasted (on tender issue)			≠ previous	
Project Timeline	Design Completion Date (month/ year)	Current Estimation. Please refer to realistic targets rather than contractual deadlines that have become			≠ previous	
	- ' ' ' '	Actual			≠ previous	
		Forecasted (on tender issue)			≠ previous	
	Project Completion Date (month/ year)	Current Estimation. Please refer to realistic targets rather than contractual deadlines that have become			≠ previous	



Inland Waterways Ports - Project Monitoring

Category	Parameter	Details	Data Collection	Calculation If Info N/A	Data Validation Request Criteria	Data Validator
· ·			Frequency - TODIS	if into N/A		
	National Budget	Euros			≠ previous	
		allocated/ agreement signed (yes/no)			≠ previous	
	WB	Euros			≠ previous	
		allocated/ agreement signed (yes/no)			≠ previous	
	EBRD	Euros			≠ previous	
		allocated/ agreement signed (yes/no)			≠ previous	i
	EIB	Euros			≠ previous	
		allocated/ agreement signed (yes/no)			≠ previous	
		Specify			≠ previous	i
Project Funding Sources	Other IFI	Euros			≠ previous	į .
Troject to maning sources		allocated/ agreement signed (yes/no)			≠ previous	į .
		Specify			≠ previous	i .
	Concessions	Euros			≠ previous	i
		allocated/ agreement signed (yes/no)			≠ previous	
		Specify			≠ previous	
	EU Fund	Euros			≠ previous	í
		allocated/ agreement signed (yes/no)			≠ previous	
		Specify			≠ previous	
	Other funding source	Euros			≠ previous	
		allocated/ agreement signed (yes/no)				í
	Pre-Feasibility Study	yes/no			≠ previous	
					≠ previous	
	Feasibility Study	yes/no			OR	ĺ
		yearing .			[yes] while previous is	ĺ
					≠ previous	
Technical Project Status	Concept Design				OR	ĺ
	Concept Design	yes/no			[yes] while previous is	ĺ
					[no] # previous	
					OR	ĺ
	Preliminary Design	yes/no			[yes] while previous is	ĺ
					[no]	
	Detail Design				≠ previous OR	i
		yes/no			[yes] while previous is	ĺ
					[no]	
	Environmental Impact Assessment	yes/no			≠ previous	
		Title			≠ previous	į .
	Feasibility Study	Prepared by			≠ previous	i .
		Supervised by			≠ previous	i
		Title			≠ previous	i .
	Concept Design	Prepared by			≠ previous	
		Supervised by			≠ previous	í
		Title			≠ previous	í .
Project Documentation	Preliminary Design	Prepared by			≠ previous	i
I		Supervised by			≠ previous	í
I		Title			≠ previous	í .
I	Detail Design	Prepared by			≠ previous	
1		Supervised by			≠ previous	ſ
		Title			≠ previous	
I	Environmental Impact Assessment	Prepared by			≠ previous	
I		Supervised by			# previous	i
	Annual Traffic Demand Growth	8			≠ previous	í
Social Indicators	Modal transfer	% (if applicable)			≠ previous	
	Annual Accident Rate Reduction	% (if applicable)			≠ previous	
-	EIRR (Economic Internal Rate of Return)	% (mappincapie)			≠ previous	
1	NPV (Net Present Value)	Euros			# previous	
I		turos %			≠ previous ≠ previous	i
Economic Indicators	SDR (Social Discount Rate)	% Euros				
I	Project Planning & Design Cost		l		≠ previous	
I	Project Construction Cost	Euros			≠ previous	
	Total Project Cost	Euros			≠ previous	



Inland Waterways Ports - Project Monitoring

Category	Parameter	Details	Data Collection Frequency - TODIS	Calculation If Info N/A	Data Validation Request Criteria	Data Validator
	FIRR (Financial Internal Rate of Return)	%			≠ previous	
Financial Indicators	FNPV (Financial Net Present Value)	Euros			≠ previous	
	FDR (Financial Discount Rate)	%			≠ previous	
Timancial moleators	WACC (Weighted Average Cost of Capital)	%			≠ previous	
	First year of profit	year			≠ previous	
	DSCR (Debt Service Coverage Ratio)	%			≠ previous	
	CO2 emissions	+/- %			≠ previous	
	NOx emissions	+/- %			≠ previous	
	O2 emission evolution	+/- %			≠ previous	
Environmental Indicators	Non-methane hydrocarbons	+/- %			≠ previous	
	Particulate matter (ppm)	+/- %			≠ previous	
	Climate Change Resilience	Provide description of the project's effect to the climate change resilience			≠ previous	
	Protected Natural Areas Affected	km2			≠ previous	
Geospatial data	Location of the IWW Port	Point geometry or x,y coordinates			≠ previous	



Seaports - Project Monitoring

Category	Parameter	Details	Data Collection Frequency - TODIS	Calculation If Info N/A	Data Validation Request Criteria	
	Name of responsible Company/Authority		Semiannually			
	Correspondence Address					
	Contact Person					
Reporting Organisation Data	Position					
	Phone number					
	Email					
	Country Code					
Localisation	TEN-T Category	Core/ Comprehensive			≠ previous	
	Node Name				≠ previous	
	Project name	Text			≠ previous	
	Type of foreseen intervention	New infrastructure, Reconstruction/rehabilitation, Maintenance, Horizontal/policy measure			≠ previous	
Description of the Project	Length (if linear)	Km/NA			≠ previous	
	Total Cost (CAPEX)	Euros (should consider the overall cost of investment, not the preparatory stages only)			≠ previous	
	Estimated implementation deadline	Month/Year, Please refer to realistic targets rather than contractual deadlines that have become impossible to meet			≠ previous	
	Rail Connection	yes/no			≠ previous	
	Road Connection	ves/no			≠ previous	
	IWW/ CEMT Connection	yes/no (If physical constraints do not prevent such connection)			≠ previous	
Eligibility for TEN-T Project	Clean fuels availability	ves/no (Only applicable for the Core Network)			≠ previous	
1	Terminal availability	yes/no (At least one terminal open to all operators in a non-discriminatory way and shall apply transparent charges.)			≠ previous	
	Waste facilities	ves/no (as per Directive 2000/59/EC)			≠ previous	
	VTMIS Deployment	yes/no (as per Directive 2002/59/EC as amended by Directive 2009/17/EC)			≠ previous	
		Before project implementation (yes/no)			≠ previous	
	Rail connection	After project implementation (yes/no)			≠ previous OR	
		Arter project implementation (yes/no)			[no] while before is [yes]	
		Before project implementation (yes/no)			≠ previous	
		before project implementation (yearno)				
	Road Connection	After project implementation (yes/no)			≠ previous OR	
		Arter project implementation (yes/no)			[no] while before is [yes]	
					≠ previous	
		Before project implementation (yes/no)				
	IWW/ CEMT Connection	After project implementation (yes/no)			≠ previous OR	
		After project implementation (yes/no)			[no] while before is [yes]	
		Before project implementation (yes/no)			e previous	
		before project implementation (yes/no)			- promos	
TEN-T Compliance	Clean fuels availability				≠ previous OR	
		After project implementation (yes/no)			[no] while before is [yes]	
					≠ previous	
		Before project implementation (yes/no)			≠ previous	
	Terminal Availability				≠ previous	
		After project implementation (yes/no)			OR [no] while before is [yes]	
		Before project implementation (yes/no)			≠ previous	
	Waste facilities				≠ previous	
		After project implementation (yes/no)			OR [no] while before is [yes]	
		Before project implementation (yes/no)			≠ previous	
	VTMIS Deployment				≠ previous	
		After project implementation (yes/no)			OR [no] while before is [yes]	
	Implemented	Project completed and put in operation			≠ previous	
		Works currently under execution.				
	On-going project (funding secured)	Tender for works/design-build on-going.		1	≠ previous	1
		Design/Tender Dossier for DB under preparation.		1		1
		Tender for design on-going or about to be start.				
Project Status		Financing source identified (principle agreement reached), procedures on-going.				
l .	Mature project (feasibility study ready, funding secured)	Financing source identified (principle agreement reached), procedures not-yet-started.		1	≠ previous	1
		Financing source not identified.		1	ı I	1
		Feasibility study on-going.				
	Project under preparation				≠ previous	



Seaports - Project Monitoring

Category	Parameter	Details	Data Collection Frequency - TODIS	Calculation If Info N/A	Data Validation Request Criteria	Data Validator
IMPLEMENTED PROJECTS						
Project Timeline	Initial Project Completion Date	On tender issue			≠ previous	
rroject mineme	Actual Project Completion Date				≠ previous	
	National Budget	Euros			≠ previous	
	WB	Euros			≠ previous	
	EBRD	Euros			≠ previous	
	EIB	Euros			≠ previous	
	Other IFI	Specify			≠ previous	
Project Funding Sources	Out III	Euros			≠ previous	
Project running sources	0	Specify			≠ previous	
	Concessions	Euros			≠ previous	
	EU Fund	Specify			≠ previous	
	EU Fund	Euros			≠ previous	
		Specify			≠ previous	
	Other funding source	Euros			≠ previous	
	Project Folder Title	(As built documentation or if not available then final design documentation)			≠ previous	
Project Documentation	Prepared by	pro-sent security of a new season brain the season security			≠ previous	
	Supervised by				≠ previous	
		Forecasted (months)			≠ previous	
	Construction period	Actual (months)			# previous	
		Forecasted (Euros)			# previous	
	CAPEX	Actual (Euros)			# previous	
		Forecasted (Euros per year)			# previous	
	OPEX	Actual (Euros per year)			# previous	
		Forecasted (Euros per year)			≠ previous	
	Maintenance cost				≠ previous ≠ previous	
	Interest During Construction	Actual (Euros per year)			≠ previous ≠ previous	
Performance Indicators	EBITDA (last year)	% 			_	
		Euros			≠ previous	
	Revenue (if fare/toll collected)	Forecasted (Euros per year)			≠ previous	
		Actual (Euros per year)			≠ previous	
		Port traffic - forecasted			≠ previous	
		Port traffic - actual			≠ previous	
	Traffic	Passenger traffic - forecasted			≠ previous	
		Passenger traffic - actual			≠ previous	
		Freight (tn) - forecasted			≠ previous	
		Freight (tn) - actual			≠ previous	
LIVE PROJECTS						
		Initially forecasted			≠ previous	
	Tender Start Date (month/ year)	Current Estimation. Please refer to realistic targets rather than contractual deadlines that have become impossible to			≠ previous	
		Actual			≠ previous	
Project Timeline		Forecasted (on tender issue)			≠ previous	
	Design Completion Date (month/ year)	Current Estimation. Please refer to realistic targets rather than contractual deadlines that have become impossible to			≠ previous	
		Actual			≠ previous	
	Project Completion Date (month/ year)	Forecasted (on tender issue)			≠ previous	
	· · · · · · · · · · · · · · · · · · ·	Current Estimation. Please refer to realistic targets rather than contractual deadlines that have become impossible to			≠ previous	



Seaports - Project Monitoring

		0.13	Data Collection	Calculation	Data Validation	
Category	Parameter	Details	Data Collection Frequency - TODIS	Calculation If Info N/A	Data Validation Request Criteria	Data Validator
	National Budget	Euros			≠ previous	
	National Budget	allocated/agreement signed (yes/no)			≠ previous	
	WB	Euros			≠ previous	
	****	allocated/ agreement signed (yes/no)			≠ previous	
	EBRD	Euros			≠ previous	
	LUKU	allocated/ agreement signed (yes/no)			≠ previous	
	EIB	Euros			≠ previous	
		allocated/ agreement signed (yes/no)			≠ previous	
		Specify			≠ previous	
Project Funding Sources	Other IFI	Euros			≠ previous	
Project ronding sources		allocated/agreement signed (yes/no)			≠ previous	
		Specify			≠ previous	
	Concessions	Euros			≠ previous	
		allocated/ agreement signed (yes/no)			≠ previous	
		Specify			≠ previous	
	EU Fund	Euros			≠ previous	
		allocated/agreement signed (yes/no)			≠ previous	
		Specify			≠ previous	
	Other funding source	Euros			≠ previous	
	2	allocated/ agreement signed (yes/no)				
	Pre-Feasibility Study	yes/no			≠ previous	
					≠ previous	
	Feasibility Study	yes/no			OR	
					[yes] while previous is [no]	
					≠ previous	
	Concept Design	yes/no			OR	
	concept beagn	yes/no			(yes) while previous is [no]	
Technical Project Status	Preliminary Design				≠ previous	
		yes/no			OR	
		yes/no			[yes] while previous is	
					[no] # previous	
					oR previous	
	Detail Design	yes/no			[yes] while previous is	
					[no]	
	Environmental Impact Assessment	yes/no			≠ previous	
		Title			≠ previous	
	Feasibility Study	Prepared by			≠ previous	
		Supervised by			≠ previous	
		Title			≠ previous	
	Concept Design	Prepared by			≠ previous	
		Supervised by			≠ previous	
		Title			≠ previous	
Project Documentation	Preliminary Design	Prepared by			≠ previous	
		Supervised by			≠ previous	
		Title			≠ previous	
	Detail Design	Prepared by			≠ previous	
		Supervised by			≠ previous	
		Title			≠ previous	
	Environmental Impact Assessment	Prepared by			≠ previous	
		Supervised by			≠ previous	
	Annual Traffic Demand Growth	%			≠ previous	
Social Indicators	Modal transfer	% (if applicable)			≠ previous	
	Annual Accident Rate Reduction	% (if applicable)			≠ previous	
	EIRR (Economic Internal Rate of Return)	s (ii application)			# previous	
	NPV (Net Present Value)	Euros			* previous	
	SDR (Social Discount Rate)	%			* previous	
Economic Indicators	Project Planning & Design Cost	Euros			# previous	
	Project Construction Cost	Euros			≠ previous	
	Total Project Cost	Euros			≠ previous	



Seaports - Project Monitoring

Category	Parameter	Details	Data Collection Frequency - TODIS	Calculation If Info N/A	Data Validation Request Criteria	
Financial Indicators	FIRR (Financial Internal Rate of Return)	%			≠ previous	
	FNPV (Financial Net Present Value)	Euros			≠ previous	
	FDR (Financial Discount Rate)	%			≠ previous	
	WACC (Weighted Average Cost of Capital)	%			≠ previous	
	First year of profit	year			≠ previous	
	DSCR (Debt Service Coverage Ratio)	%			≠ previous	
	CO2 emissions	+/- %			≠ previous	
	NOx emissions	+/- %			≠ previous	
	O2 emission evolution	+/- %			≠ previous	
Environmental Indicators	Non-methane hydrocarbons	+/- %			≠ previous	
	Particulate matter (ppm)	+/- %			≠ previous	
	Climate Change Resilience	Provide description of the project's effect to the climate change resilience			≠ previous	
	Protected Natural Areas Affected	km2			≠ previous	
Geospatial data	Location of the Seaport	Point geometry or x,y coordinates			≠ previous	



Airports - Project Monitoring

-			Data Collection	Calculation	Data Validation	
Category	Parameter	Details	Frequency - TODIS	If Info N/A	Request Criteria	Data Validator
	Name of responsible Company/Authority					
	Correspondence Address					
	Contact Person					
Reporting Organisation Data	Position					
	Phone number					
	Email					
	Country Code					
Localisation	TEN-T Category	Core/ Comprehensive			# previous	
	Node Name	core/ comprehensive			# previous	$\overline{}$
		T			# previous	
	Project name	Text New infrastructure, Reconstruction/rehabilitation, Maintenance, Horizontal/policy measure				
	Type of foreseen intervention				# previous	
	Length (if linear)	Km/NA			# previous	
		Project increases capacity of the airport (yes/no)			# previous	
Description of the Project		If yes, Capacity before project implementation			# previous OR	ı
Description of the Project	Capacity	in yes, capacity service project imperiorization			> after	ı
					# previous	
		If yes, Capacity after project implementation			OR < before	ı
	Total Cost (CAPEX)	Every field of a contract of the contract of t	-	-	< before	
		Euros (should consider the overall cost of investment, not the preparatory stages only)		-		
	Estimated implementation deadline	Month/Year. Please refer to realistic targets rather than contractual deadlines that have become impossible to		l	# previous	
FILE STREET FOR THE STREET	Rail Connection	yes/no			# previous	
Eligibility for TEN-T Project	Clean fuels availability	yes/no (Only applicable for the Core Network Airports)			# previous	
	Terminal availability	yes/no (At least one terminal is open to all operators in a non-discriminatory way and applies transparent,			# previous	
		Before project implementation (yes/no)			# previous	
	Rail connection				# previous	ı
		After project implementation (yes/no)			OR	1
					[no] while before is [yes]	ı
		Before project implementation (yes/no)			# previous	
					# previous	
TEN-T Compliance	Clean fuels availability	After project implementation (yes/no)			OR	ı
		retail project imperior and the project of			(no) while before is (yes)	ı
		Before project implementation (yes/no)			# previous	
		before project implementation (yes/no)			-	
	Terminal Availability	an exist of the			# previous OR	ı
		After project implementation (yes/no)			[no] while before is [yes]	ı
	Implemented	Desired annual state and and an electrical state and a				
	Implemented	Project completed and put in operation			# previous	
		Works currently under execution.				ı
	On-going project (funding secured)	Tender for works/design-build on-going.			# previous	1
	5 51 7 1 5 7	Design/Tender Dossier for DB under preparation.				ı
		Tender for design on-going or about to be start.				
Project Status		Financing source identified (principle agreement reached), procedures on-going.				ı
	Mature project (feasibility study ready, funding secured)	Financing source identified (principle agreement reached), procedures not-yet-started.			# previous	ı
		Financing source not identified.				
		Feasibility study on-going.				1
	Project under preparation	Feasibility study under tendering.			# previous	1
		Financing for feasibility study secured, procurement not yet started.				1
IMPLEMENTED PROJECTS						
Desired Terroline	Initial Project Completion Date	On tender issue			# previous	
Project Timeline	Actual Project Completion Date				# previous	
	National Budget	Euros			# previous	
	WB	Euros			# previous	
	EBRD	Euros			# previous	
	EIB	Euros			# previous	
		Specify			# previous	
	Other IFI	Euros			# previous	
Project Funding Sources					- 5	
	Concessions	Specify		l	# previous	
		Euros			# previous	
	EU Fund	Specify			# previous	
		Eures			# previous	
	Other funding source	Specify			# previous	
	Project Folder Title	Euros (As built documentation or if not available then final design documentation)			# previous # previous	1



Airports - Project Monitoring

ategory	Parameter	Details	Data Collection Frequency - TODIS	Calculation If Info N/A	Data Validation Request Offeria	Deta Validator
roject Documentation	Prepared by				# previous	
	Supervised by				# previous	
	Construction period	Forecasted (months)			# previous	
	Construction period	Actual (months)			# previous	
	CAPEX	Forecasted (Euros)			# previous	
		Actual (Euros)			# previous	
	OPEX	Forecasted (Euros per year)			# previous	
		Actual (Euros per year)			# previous	
	Maintenance cost	Forecasted (Euros per year)			# previous	
		Actual (Euros per year)			# previous	
rformance Indicators	Interest During Construction	%			# previous	
	EBITDA (last year)	Euros			# previous	
	Revenue (if fare/toll collected)	Forecasted (Euros per year)			# previous	
		Actual (Euros per year)			# previous	
		Throughput - forecasted			# previous	
		Throughput - actual			# previous	
	Traffic	Passenger traffic - forecasted			# previous	
		Passenger traffic - actual			# previous	
		Freight (tn) - forecasted			# previous	
		Freight (tn) - actual			# previous	
VE PROJECTS						
	Total Control Control	Initially forecasted			# previous	
	Tender Start Date (month/ year)	Current Estimation. Please refer to realistic targets rather than contractual deadlines that have become			# previous	
		Actual			# previous	
oject Timeline		Forecasted (on tender issue)			# previous	
•	Design Completion Date (month/ year)	Current Estimation. Please refer to realistic targets rather than contractual deadlines that have become			# previous	
		Actual			# previous	
	Project Completion Date (month/ year)	Forecasted (on tender issue)			# previous	
		Current Estimation. Please refer to realistic targets rather than contractual deadlines that have become			# previous	
	National Budget	Euros			# previous	
		allocated/ agreement signed (yes/no)			# previous	
	ws	Euros			# previous	
		allocated/ agreement signed (yes/no)			# previous	
	EBRD	Euros			# previous	
		allocated/ agreement signed (yes/no)			# previous	
	EIB	Euros			# previous	
		allocated/ agreement signed (yes/no)			# previous	
		Specify			# previous	
oject Funding Sources	Other IFI	Euros			# previous	
		allocated/ agreement signed (yes/no)			# previous	
	Concessions	Specify			# previous	
	Concessions	Euros			# previous	
		allocated/ agreement signed (yes/no)			# previous	
		Specify			# previous	
	EU Fund	Euros			# previous	
		allocated/ agreement signed (yes/no)			# previous	
		Specify			# previous	
	Other funding source	Euros			# previous	
		allocated/ agreement signed (yes/no)				
	Pre-Feasibility Study	yes/no			# previous	
					# previous OR	
	Feasibility Study	yes/no			(yes) while previous is	
			_		[no]	
					# previous OR	
	Concept Design	yes/no			(yes) while previous is	
chnical Project Status					[no]	
					# previous	
	Preliminary Design	yes/no			OR (yes) while previous is	
					[no]	
					# previous	
					OR	
	Detail Design	yes/no			(yes) while previous is	1



Airports - Project Monitoring

Category	Parameter	Details	Data Collection Frequency - TODIS	Calculation If Info N/A	Data Validation Request Criteria	Data Validator
	Environmental Impact Assessment	yes/no	Prequency - 10013	a anong a	≠ previous	
		Title			+ previous	
	Feasibility Study	Prepared by			+ previous	
		Supervised by			# previous	
		Title			≠ previous	
	Concept Design	Prepared by			≠ previous	
		Supervised by			≠ previous	
		Title			≠ previous	
roject Documentation	Preliminary Design	Prepared by			≠ previous	
	, ,	Supervised by			≠ previous	
		Title			≠ previous	
	Detail Design	Prepared by			≠ previous	
		Supervised by			≠ previous	
		Title			≠ previous	
Environmental Impact Assessm	Environmental Impact Assessment	Prepared by			≠ previous	
	·	Supervised by			≠ previous	
Social Indicators	Annual Traffic Demand Growth	%			≠ previous	
	Modal transfer	% (if applicable)			≠ previous	
	Annual Accident Rate Reduction	% (if applicable)			≠ previous	
	EIRR (Economic Internal Rate of Return)	%			≠ previous	
	NPV (Net Present Value)	Euros			≠ previous	
conomic Indicators	SDR (Social Discount Rate)	%			≠ previous	
conomic indicators	Project Planning & Design Cost	Euros			≠ previous	
	Project Construction Cost	Euros			≠ previous	
	Total Project Cost	Euros			≠ previous	
	FIRR (Financial Internal Rate of Return)	%			≠ previous	
	FNPV (Financial Net Present Value)	Euros			≠ previous	
inancial Indicators	FDR (Financial Discount Rate)	%			≠ previous	
mancial mulcators	WACC (Weighted Average Cost of Capital)	%			≠ previous	
	First year of profit	year			≠ previous	
	DSCR (Debt Service Coverage Ratio)	%			≠ previous	
	CO2 emissions	+/- %			≠ previous	
	NOx emissions	+/-%			≠ previous	
	O2 emission evolution	+/-%			≠ previous	
nvironmental Indicators	Non-methane hydrocarbons	+/-%			≠ previous	
	Particulate matter (ppm)	+/- %			≠ previous	
	Climate Change Resilience	Provide description of the project's effect to the climate change resilience			≠ previous	
	Protected Natural Areas Affected	km2			≠ previous	
Geospatial data	Location of the Airport	Point geometry or x,y coordinates			≠ previous	



Geospatial Data

Category	Parameter	Details	Data Collection Frequency - TODIS	Calculation if Info N/A	Data Validation Request Criteria	Data Validator
	Name of responsible Company/Authority		Annually			
	Correspondence Address					
	Contact Person					
Reporting Organisation Data	Position					
	Phone number					
	Email					
	Geometry	Line or polygon geometry of the country bo	undary		≠ previous	
NUTS Level 0	NUTS0 code				≠ previous	
	NUTS0 name				≠ previous	
	Geometry	Line or polygon geometry of NUTS level 1			≠ previous	
NUTS Level 1	NUTS1 code				≠ previous	
	NUTS1 name				≠ previous	
	Geometry	Line or polygon geometry of NUTS level 2			≠ previous	
NUTS Level 2	NUTS2 code				≠ previous	
	NUTS2 name				≠ previous	
	Geometry	Line or polygon geometry of NUTS level 3			≠ previous	
NUTS Level 3	NUTS3 code				≠ previous	
	NUTS3 name				≠ previous	
	Geometry	point geometry of settlements			≠ previous	
Settlements	Settlement code				≠ previous	
settlements	Settlement type				≠ previous	
	Settlement name				≠ previous	
	Location of Road	Line geometry			≠ previous	
	Location of tunnels	Line geometry or Point geometry or x,y			≠ previous	
Roads	Location of bridges over 12m length	Line geometry or Point geometry or x,y			≠ previous	
National and Strategic Road Network)	Location of parkings	Line geometry or Point geometry or x,y			≠ previous	
Network)	Location of fuel stations	Point geometry or x,y coordinates			≠ previous	
	Location of road traffic crashes with injury/ fatalit	Point geometry or x,y coordinates			≠ previous	
	Location of Railway Line	Line geometry			≠ previous	
	Location of tunnels	Line geometry or Point geometry or x,y			≠ previous	
D=1	Location of bridges over 12m length	Line geometry or Point geometry or x,y			≠ previous	
Rail	Location of Stations	Line geometry or Point geometry or x,y			≠ previous	
	Location of level crossings	Point geometry or x,y coordinates			≠ previous	
	Location of serious accidents	Point geometry or x,y coordinates			≠ previous	
	Location of the IWW	Line geometry			≠ previous	
	Location of the IWW port	Point geometry or x,y coordinates			≠ previous	
nland Waterways	Single locks	Point geometry or x,y coordinates			≠ previous	
	Double locks	Point geometry or x,y coordinates			≠ previous	
	Ports, transhipment or storage facilities	Point geometry or x,y coordinates			≠ previous	



Geospatial Data

Category	Parameter	Details	Data Collection Frequency - TODIS	Calculation if Info N/A	Data Validation Request Criteria	Data Validator
Seaports	Location of the Seaport	Point geometry or x,y coordinates			≠ previous	
Airports	Location of the Airport	Point geometry or x,y coordinates			≠ previous	
Border Crossings	Location of the border crossings	Point geometry or x,y coordinates			≠ previous	
Freight Terminal	Location of the Freight Terminals	Point geometry or x,y coordinates			≠ previous	



Sector	Regulatory area	Legislation (at the time of the Transport Community Treaty)	Legislation Updates
Rail Transport	Market access	Regulation No 11 concerning the abolition of discrimination in transport rates and conditions, in	https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A31960R0011
		implementation of Article 79 (3) of the Treaty establishing the European Economic Community (OJ EC	
		52, 16.8.1960, p. 1121).	
		Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012	
		establishing a single European railway area (OJ EU L 343, 14,12,2012, p. 32),	
		Commission Implementing Regulation (EU) No 869/2014 of 11 August 2014 on new rail passenger	No longer in force, Date of end of validity: 11/12/2020;
		services (OJ EU L 239, 12.8.2014, p. 1).	Repealed by 32018R1795ELI: http://data.europa.eu/eli/reg_impl/2014/869/oj
		Commission Implementing Regulation (EU) 2015/10 of 6 January 2015 on criteria for applicants for	
		rail infrastructure capacity and repealing Implementing Regulation (EU) No 870/2014 (OJ EU L 3. 7.1.2015, p. 34).	
		Commission Implementing Regulation (EU) 2015/171 of 4 February 2015 on certain aspects of the	
		procedure of licensing railway undertakings (OJ EU L 29, 5,2,2015, p. 3).	
		Commission Implementing Regulation (EU) 2015/909 of 12 June 2015 on the modalities for the	
		calculation of the cost that is directly incurred as a result of operating the train service (OJ EU L 148.	
		13.6.2015, p. 17).	
		Commission Implementing Regulation (EU) 2015/1100 of 7 July 2015 on the reporting obligations of	
		the Member States in the framework of rail market monitoring (OJ EU L 181, 9.7.2015, p. 1).	
		Commission Implementing Regulation (EU) 2016/545 of 7 April 2016 on procedures and criteria	
		concerning framework agreements for the allocation of rail infrastructure capacity (OJ EU L 94,	
		8.4.2016. p. 1).	
		Regulation (EU) No 913/2010 of the European Parliament and of the Council of 22 September 2010	In force: This act has been changed. Current consolidated version: 01/01/2014
		concerning a European rail network for competitive freight (OJ EU L 276, 20.10.2010, p. 22).	
			ELI: http://data.europa.eu/eli/reg/2010/913/oj
	Train driver licensing	Directive 2007/59/EC of the European Parliament and of the Council of 23 October 2007 on the	In force: This act has been changed. Current consolidated version: 08/07/2019
		certification of train drivers operating locomotives and trains on the railway system in the	
		Community (OJ EU L 315, 3.12.2007, p. 51).	ELI: http://data.europa.eu/eli/dir/2007/59/oj
			In force: This act has been changed. Current consolidated version: 01/07/2013
		licences, complementary certificates, certified copies of complementary certificates and application	
		forms for train driving licences, under Directive 2007/59/EC of the European Parliament and the	ELI: http://data.europa.eu/eli/reg/2010/36/oj
		Council (OJ EU L 13, 19.1,2010, p. 1),	
		Commission Decision 2010/17/EC of 29 October 2009 on the adoption of basic parameters for	
		registers of train driving licences and complementary certificates provided for under	
		Directive 2007/59/EC of the European Parliament and of the Council (OJ EU L 8, 13.1.2010, p. 17).	
		Commission Decision 2011/765/EU of 22 November 2011 on criteria for the recognition of training	
		centres involved in the training of train drivers, on criteria for the recognition of examiners of train	
		drivers and on criteria for the organisation of examinations in accordance with Directive 2007/59/EC	
		of the European Parliament and of the Council (OJ EU L 314, 29.11.2011, p. 36).	

TRANSPORT EU Acquis Compliance Matrix

Sector	Regulatory area	Legislation (at the time of the Transport Community Treaty)	Legislation Updates
	Interoperability	Directive (EU) 2016/797 of the European Parliament and of the Council of 11 May 2016 on the	In force: This act has been changed. Current consolidated version: 28/05/2020
		interoperability of the rail system within the European Union (OJ EU L 138, 26.5.2016, p. 44).	
			ELI: http://data.europa.eu/eli/dir/2016/797/oj
1		Directive 2008/57/EC of the European Parliament and of the Council of 17 June 2008 on the	No longer in force, Date of end of validity: 30/10/2020; Repealed by 32016L0797 And 32016L0798.
1		interoperability of the rail system within the Community (OJ EU L 191, 18.7,2008, p. 1).	Latest consolidated version: 01/01/2015
		(See however Article 58 of Directive (EU) 2016/797).	ELI: http://data.europa.eu/eli/dir/2008/57/oj
1		Commission Decision 2009/965/EC of 30 November 2009 on the reference document referred to in	In force: This act has been changed. Current consolidated version: 01/01/2016
		Article 27(4) of Directive 2008/57/EC of the European Parliament and of the Council on the	
		interoperability of the rail system within the Community (OJ EU L 341, 22,12,2009, p. 1).	ELI: http://data.europa.eu/eli/dec/2009/965/oj
		Commission Regulation (EU) No 1299/2014 of 18 November 2014 on the technical specifications for	In force: This act has been changed. Current consolidated version: 16/06/2019
		interoperability relating to the 'infrastructure' subsystem of the rail system in the European Union	•
		(OJ EU L 356, 12.12.2014, p. 1).	ELI: http://data.europa.eu/eli/reg/2014/1299/oj
		Commission Regulation (EU) No 1300/2014 of 18 November 2014 on the technical specifications for	In force: This act has been changed. Current consolidated version: 16/06/2019
		interoperability relating to accessibility of the Union's rail system for persons with disabilities and	
		persons with reduced mobility (OJ EU L 356, 12.12.2014, p. 110).	ELI: http://data.europa.eu/eli/reg/2014/1300/oj
		Commission Regulation (EU) No 1301/2014 of 18 November 2014 on the technical specifications for	In force: This act has been changed. Current consolidated version: 16/06/2019
1		interoperability relating to the 'energy' subsystem of the rail system in the Union (OJ EU L 356,	•
1		12.12.2014, p. 179).	ELI: http://data.europa.eu/eli/reg/2014/1301/oj
1		Commission Regulation (EU) No 1302/2014 of 18 November 2014 concerning a technical	In force: This act has been changed. Current consolidated version: 11/03/2020
1		specification for interoperability relating to the 'rolling stock — locomotives and passenger rolling	•
		stock' subsystem of the rail system in the European Union (OJ EU L 356, 12.12.2014, p. 228).	ELI: http://data.europa.eu/eli/reg/2014/1302/oj
		Commission Regulation (EU) No 1303/2014 of 18 November 2014 concerning the technical	In force: This act has been changed. Current consolidated version: 16/06/2019
		specification for interoperability relating to 'safety in railway tunnels' of the rail system of the	
		European Union (OJ EU L 356, 12.12.2014, p. 394).	ELI: http://data.europa.eu/eli/reg/2014/1303/oj
1		Commission Regulation (EU) No 1304/2014 of 26 November 2014 on the technical specification for	In force: This act has been changed. Current consolidated version: 16/06/2019
		interoperability relating to the subsystem 'rolling stock — noise' amending Decision 2008/232/EC	
		and repealing Decision 2011/229/EU (OJ EU L 356, 12.12.2014, p. 421).	ELI: http://data.europa.eu/eli/reg/2014/1304/oj
1		Commission Regulation (EU) No 1305/2014 of 11 December 2014 on the technical specification for	In force: This act has been changed. Current consolidated version: 16/06/2019
		interoperability relating to the telematics applications for freight subsystem of the rail system in the	_
		European Union and repealing the Regulation (EC) No 62/2006 (OJ EU L 356, 12.12.2014, p. 438).	ELI: http://data.europa.eu/eli/reg/2014/1305/oj
		Commission Implementing Decision 2011/665/EU of 4 October 2011 on the European register of	In force: This act has been changed. Current consolidated version: 16/06/2019
		authorised types of railway vehicles (OJ EU L 64, 8.10.2011, p. 32).	
1			ELI: http://data.europa.eu/eli/dec_impl/2011/665/oj
		Commission Implementing Decision 2014/880/EU of 26 November 2014 on the common	No longer in force, Date of end of validity: 15/06/2019; Arna aisghairm le 32019R0777
		specifications of the register of railway infrastructure and repealing Implementing	
		Decision 2011/633/EU (OJ EU L 356, 12.12.2014, p. 489),	ELI: http://data.europa.eu/eli/dec_impl/2014/880/oj
		Commission Decision 2012/757/EU of 14 November 2012 concerning the technical specification for	In force: This act has been changed. Current consolidated version: 16/06/2020
		interoperability relating to the 'operation and traffic management' subsystem of the rail system in	-
		the European Union and amending Decision 2007/756/EC (OJ EU L 345, 15.12.2012, p. 1).	ELI: http://data.europa.eu/eli/dec/2012/757/oj
		Commission Decision 2011/229/EU of 4 April 2011 concerning the technical specifications of	No longer in force, Date of end of validity: 31/12/2014; Repealed by 32014R1304. Latest
		interoperability relating to the subsystem 'rolling stock – noise' of the trans-European conventional	consolidated version: 24/01/2013
		rail system (OJ EU L 99, 13.4.2011, p. 1).	- / **/
			ELI: http://data.europa.eu/eli/dec/2011/229/oi
1	1	<u> </u>	eer, meetil and ent operation of accidental



Regulatory area	Legislation (at the time of the Transport Community Treaty)	Legislation Updates
	Commission Decision 2011/291/EU of 26 April 2011 concerning a technical specification for	No longer in force, Date of end of validity: 31/12/2014; Repealed by 32014R1302. Latest
	interoperability relating to the rolling stock subsystem — 'Locomotives and passenger rolling stock'	consolidated version: 24/01/2013
	of the trans-European conventional rail system (OJ EU L 139, 26.5.2011, p. 1).	
		ELI: http://data.europa.eu/eli/dec/2011/291/oj
	Commission Regulation (EU) No 454/2011 of 5 May 2011 on the technical specification for	In force: This act has been changed. Current consolidated version: 16/06/2019
	interoperability relating to the subsystem 'telematics applications for passenger services' of the	
	trans-European rail system (OJ EU L 123, 12.5.2011, p. 11).	ELI: http://data.europa.eu/eli/reg/2011/454/oj
	Commission Decision 2011/314/EU of 12 May 2011 concerning the technical specification for	No longer in force, Date of end of validity: 31/12/2013; Repealed by 32012D0757. Latest consolidated version: 24/01/2013
	interoperability relating to the 'operation and traffic management' subsystem of the trans-European conventional rail system (OJ EU L 144, 31.5.2011, p. 1).	consolidated version: 24/01/2013
	Conventional Fail System (O) EO L 144, 31,5,2011, B. 11,	ELI: http://data.europa.eu/eli/dec/2011/314/oj
	Commission Regulation (EU) No 201/2011 of 1 March 2011 on the model of declaration of conformity	
	to an authorised type of railway vehicle (OJ EU L 57, 2.3.2011, p. 8).	No longer in loice, Date of end of Validity. 30/10/2020, Repealed by 32019R0230 And 32020R07
	to an authorised type of fallway vehicle (of Ed E 37, 2.3.2011, p. 6).	ELI: http://data.europa.eu/eli/reg/2011/201/oj
		Ed. Intp.//data.caropa.ca/cit/reg/2011/201/0]
	Commission Regulation (EU) 2016/919 of 27 May 2016 on the technical specification for	In force: This act has been changed. Current consolidated version: 11/03/2020
	interoperability relating to the 'control-command and signalling' subsystems of the rail system in the	
	European Union (OJ EU L 158, 15.6,2016, p. 1).	ELI: http://data.europa.eu/eli/reg/2016/919/oi
	Commission Regulation (EU) No 321/2013 of 13 March 2013 concerning the technical specification	In force: This act has been changed. Current consolidated version: 11/03/2020
	for interoperability relating to the subsystem 'rolling stock — freight wagons' of the rail system in	•
	the European Union and repealing Decision 2006/861/EC (OJ EU L 104, 12.4.2013, p. 1).	ELI: http://data.europa.eu/eli/reg/2013/321/oj
	Commission Decision 2010/713/EU of 9 November 2010 on modules for the procedures for	
	assessment of conformity, suitability for use and EC verification to be used in the technical	
	specifications for interoperability adopted under Directive 2008/57/EC of the European Parliament	
	and of the Council (OJ EU L 319, 4.12.2010, p. 1).	
European Union Agency for		
Railways	European Union Agency for Railways and repealing Regulation (EC) No 881/2004 (OJ EU L 138,	
	26.5.2016, p. 1).	
Railway safety	Directive (EU) 2016/798 of the European Parliament and of the Council of 11 May 2016 on railway	In force: This act has been changed. Current consolidated version: 23/10/2020
	safety (OJ EU L 138, 26.5.2016, p. 102).	
		ELI: http://data.europa.eu/eli/dir/2016/798/oj
	Directive 2004/49/EC of the European Parliament and of the Council of 29 April 2004 on safety on	No longer in force, Date of end of validity: 30/10/2020; Repealed by 32016L0798. Latest consol
	the Community's railways and amending Council Directive 95/18/EC on the licensing of railway	version: 30/07/2014
	undertakings and Directive 2001/14/EC on the allocation of railway infrastructure capacity and the	
	levying of charges for the use of railway infrastructure and safety certification (Railway Safety	ELI: http://data.europa.eu/eli/dir/2004/49/oj
	Directive) (OJ EU L 164, 30.4.2004, p. 44),	
	(See however Article 34 of Directive (EU) 2016/798).	
	Commission Regulation (EC) No 653/2007 of 13 June 2007 on the use of a common European format	No longer in force, Date of end of validity: 30/10/2020; Repealed by 32018R0763 And 32020R0
	for safety certificates and application documents in accordance with Article 10 of Directive	Latest consolidated version: 16/06/2020
	2004/49/EC of the European Parliament and of the Council and on the validity of safety certificates	201201 201301122 1213011. 20700/2020
	delivered under Directive 2001/14/EC (OJ EU L 153, 14.6.2007, p. 9).	ELI: http://data.europa.eu/eli/reg/2007/653/oj
	Commission Regulation (EU) No 445/2011 of 10 May 2011 on a system of certification of entities in	No longer in force, Date of end of validity: 30/10/2020; Implicitly repealed by 32018R0763 And
	charge of maintenance for freight wagons and amending Regulation (EC) No 653/2007 (OJ EU L 122,	32020R0777. Latest consolidated version: 17/06/2020
	11.5.2011, p. 22).	

TRANSPORT EU Acquis Compliance Matrix

Sector	Regulatory area	Legislation (at the time of the Transport Community Treaty)	Legislation Updates
		Commission Regulation (EU) No 1158/2010 of 9 December 2010 on a common safety method for	No longer in force, Date of end of validity: 30/10/2020; Repealed by 32018R0762 And 32020R0782
		assessing conformity with the requirements for obtaining railway safety certificates (OJ EU L 326,	
		10.12.2010, p. 11).	ELI: http://data.europa.eu/eli/reg/2010/1158/oj
		Commission Regulation (EU) No 1169/2010 of 10 December 2010 on a common safety method for	
		assessing conformity with the requirements for obtaining a railway safety authorisation (OJ EU L 327, 11.12.2010, p. 13).	
		Commission Regulation (EU) No 1078/2012 of 16 November 2012 on a common safety method for	
		monitoring to be applied by railway undertakings, infrastructure managers after receiving a safety	
		certificate or safety authorisation and by entities in charge of maintenance (OJ EU L 320, 17.11.2012.	
		p. 8).	
		Commission Regulation (EU) No 1077/2012 of 16 November 2012 on a common safety method for	No longer in force, Date of end of validity: 15/06/2019; Repealed and replaced by 32018R0761
		supervision by national safety authorities after issuing a safety certificate or safety authorisation (OJ	
		EU L 320, 17.11.2012, p. 3).	ELI: http://data.europa.eu/eli/reg/2012/1077/oj
		Commission Decision 2009/460/EC of 5 June 2009 on the adoption of a common safety method for	
		assessment of achievement of safety targets, as referred to in Article 6 of Directive 2004/49/EC of	
		the European Parliament and of the Council (OJ EU L 150, 13.6,2009, p. 11),	
	Inland transport of	Directive 2008/68/EC of the European Parliament and of the Council of 24 September 2008 on the	In force: This act has been changed. Current consolidated version: 24/12/2020
	dangerous goods	inland transport of dangerous goods (OJ EU L 260, 30.9.2008, p. 13).	
	Transportable pressure		ELI: http://data.europa.eu/eli/dir/2008/68/oj
	equipment	Directive 2010/35/EU of the European Parliament and of the Council of 16 June 2010 on transportable pressure equipment and repealing Council Directives 76/767/EEC. 84/525/EEC.	
	equipment	84/526/EEC, 84/527/EEC and 1999/36/EC (OJ EU L 165, 30.6.2010, p. 1).	
	Social field - working time /	Directive 2003/88/EC of the European Parliament and of the Council of 4 November 2003 concerning	
	hours	certain aspects of the organisation of working time (OJ EU L 299, 18.11.2003, p. 9).	
		Council Directive 2005/47/EC of 18 July 2005 on the Agreement between the Community of	
		European Railways (CER) and the European Transport Workers' Federation (ETF) on certain aspects	
		of the working conditions of mobile workers engaged in interoperable cross-border services in the	
		railway sector - Agreement concluded by the European Transport Workers' Federation (ETF) and the	
		Community of European Railways (CER) on certain aspects of the working conditions of mobile	
		workers engaged in interoperable cross-border services (OJ EU L 195, 27.7.2005 p. 15).	
	Passenger rights	Regulation (EC) No 1371/2007 of the European Parliament and of the Council of 23 October 2007 on	
		rail passengers' rights and obligations (OJ EU L 315, 3.12.2007, p. 14).	



Sector	Regulatory area	Legislation (at the time of the Transport Community Treaty)	Legislation Updates
Road Transport	hicle taxes		In force: This act has been changed. Current consolidated version: 01/08/2020
		vehicles for the use of certain infrastructures (OJ EC L 187, 20.7.1999, p. 42).	
			ELI: http://data.europa.eu/eli/dir/1999/62/oj
	Admission to the	Regulation (EC) No 1071/2009 of the European Parliament and of the Council of 21 October 2009	In force: This act has been changed. Current consolidated version: 01/07/2013
	occupation of road operator	establishing common rules concerning the conditions to be complied with to bursue the occupation	
		of road transport operator and repealing Council Directive 96/26/EC (OJ EU L 300, 14.11.2009, p. 51).	ELI: http://data.europa.eu/eli/reg/2009/1071/oj
	Social provisions - driving	Regulation (EC) No 561/2006 of the European Parliament and of the Council of 15 March 2006 on the	In force: This act has been changed. Current consolidated version: 20/08/2020
	time and rest periods	harmonisation of certain social legislation relating to road transport and repealing Council	
	-	Regulations (EEC) No 3820/85 and (EC) No 2135/98 and repealing Council Regulation (EEC)	ELI: http://data.europa.eu/eli/reg/2006/561/oj
		No 3820/85 (OJ EU L 102, 11.4,2006, p. 1).	
		Commission Regulation (EU) No 581/2010 of 1 July 2010 on the maximum periods for the	
		downloading of relevant data from vehicle units and from driver cards (OJ EU L 168, 2.7.2010, p. 16).	
	Tachograph	Regulation (EU) No 165/2014 of the European Parliament and of the Council of 4 February 2014 on	In force: This act has been changed. Current consolidated version: 20/08/2020
		tachographs in road transport, repealing Council Regulation (EEC) No 3821/85 on recording	
		equipment in road transport and amending Regulation (EC) No 561/2006 of the European Parliament	ELI: http://data.europa.eu/eli/reg/2014/165/oj
		and of the Council on the harmonisation of certain social legislation relating to road transport (OJ EU	
		L 60, 28.2.2014, p. 1).	
		Commission Implementing Regulation (EU) 2016/68 of 21 January 2016 on common procedures and	In force: This act has been changed. Current consolidated version: 02/03/2018
		specifications necessary for the interconnection of electronic registers of driver cards (OJ EU L 15,	
		22.1.2016. p. 51).	ELI: http://data.europa.eu/eli/reg_impl/2016/68/oj
		Commission Implementing Regulation (EU) 2016/799 of 18 March 2016 implementing Regulation	In force: This act has been changed. Current consolidated version: 26/02/2020
		(EU) No 165/2014 of the European Parliament and of the Council laying down the requirements for	
		the construction, testing, installation, operation and repair of tachographs and their components	ELI: http://data.europa.eu/eli/reg_impl/2016/799/oj
		(OJ EU L 139, 26.5.2016, p. 1).	
		Council Regulation (EEC) No 3821/85 on recording equipment in road transport (OJ EC L 370.	No longer in force, Date of end of validity: 28/02/2014; Repealed by 32014R0165. Latest
		31.12.1985, p. 8).	consolidated version: 01/07/2013
		(See however Article 46 of Regulation (EU) No 165/2014).	ELI: http://data.europa.eu/eli/reg/1985/3821/oj
	Enforcement of social	Directive 2006/22/EC of the European Parliament and of the Council of 15 March 2006 on minimum	In force: This act has been changed. Current consolidated version: 01/01/2017
	legislation	conditions for the implementation of Council Regulations (EEC) No 3820/85 and (EEC) No 3821/85	
		concerning social legislation relating to road transport activities and repealing Council	ELI: http://data.europa.eu/eli/dir/2006/22/oj
		Directive 88/599/EEC (OJ EU L 102, 11.4.2006, p. 35).	,
	Form of attestation of	Commission Decision 2007/230/EC of 12 April 2007 on a form concerning social legislation relating to	In force: This act has been changed. Current consolidated version: 16/12/2009
	activities	road transport activities (OJ EU L 99, 14.4.2007, p. 14).	
			ELI: http://data.europa.eu/eli/dec/2007/230/oj
	Working time	Directive 2002/15/EC of the European Parliament and of the Council of 11 March 2002 on the	
		organisation of the working time of persons performing mobile road transport activities (OJ EC L 80.	
		23.3.2002, p. 35).	
	Transportable pressure	Directive 2010/35/EU of the European Parliament and of the Council of 16 June 2010 on	
	equipment	transportable pressure equipment and repealing Council Directives 76/767/EEC. 84/525/EEC.	
I		84/526/EEC, 84/527/EEC and 1999/36/EC (OJ EU L 165, 30.6.2010, p. 1).	



r Regulatory area	Legislation (at the time of the Transport Community Treaty)	Legislation Updates
Roadworthiness	Directive 2014/45/EU of the European Parliament and of the Council of 3 April 2014 on periodic	In force: This act has been changed. Current consolidated version: 29/04/2014
	roadworthiness tests for motor vehicles and their trailers and repealing Directive 2009/40/EC (OJ EU	•
	L 127, 29.4.2014, p. 51).	ELI: http://data.europa.eu/eli/dir/2014/45/oj
	Directive 2009/40/EC of the European Parliament and of the Council of 6 May 2009 on	No longer in force, Date of end of validity: 19/05/2018; Repealed by 32014L0045. Latest consolidated
	roadworthiness tests for motor vehicles and their trailers (OJ EU L 141, 6.6.2009, p. 12).	version: 28/07/2010
	(See however Article 24 of Directive 2014/45/EU).	ELI: http://data.europa.eu/eli/dir/2009/40/oj
Roadside inspection	,	
Roadside inspection	Directive 2014/47/EU of the European Parliament and of the Council of 3 April 2014 on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union and	In force: This act has been changed. Current consolidated version: 19/05/2014
	repealing Directive 2000/30/EC (OJ EU L 127, 29.4.2014, p. 134).	ELI: http://data.europa.eu/eli/dir/2014/47/oj
	Directive 2000/30/EC of the Parliament and of the Council of 6 June 2000 on the technical roadside	No longer in force, Date of end of validity: 19/05/2018: Repealed by 32014L0047. Latest consolidated
	inspection of the roadworthiness of commercial vehicles circulating in the Community (OJ EC L 203,	version: 28/07/2010
	10.8.2000, p. 1).	TC13011. 20/07/2020
	10.0.2000, p. 1).	ELI: http://data.europa.eu/eli/dir/2000/30/oj
	(See however Article 27 of Directive 2014/47/EU).	Ect. http://data.caropa.ca/cir/aii/2000/30/0j
Speed limitation devices	Council Directive 92/6/EEC of 10 February 1992 on the installation and use of speed limitation	In force: This act has been changed. Current consolidated version: 04/12/2002
	devices for certain categories of motor vehicles in the Community (OJ EC L 57, 2.3.1992, p. 27).	•
		ELI: http://data.europa.eu/eli/dir/1992/6/oj
Safety belts	Council Directive 91/671/EEC of 16 December 1991 relating to the compulsory use of safety belts	In force: This act has been changed. Current consolidated version: 20/03/2014
	and child-restraint systems in vehicles (OJ EC L 373, 31.12.1991, p. 26).	
		ELI: http://data.europa.eu/eli/dir/1991/671/oj
Mirrors	Directive 2007/38/EC of the European Parliament and of the Council of 11 July 2007 on the	
	retrofitting of mirrors to heavy goods vehicles registered in the Community (OJ EU L 184, 14.7.2007,	
	p. 25).	
Registration documents	Council Directive 1999/37/EC of 29 April 1999 on the registration documents for vehicles (OJ EC	In force: This act has been changed. Current consolidated version: 20/05/2018
	L 138, 1.6.1999, p. 57).	
		ELI: http://data.europa.eu/eli/dir/1999/37/oj
	Council Directive 2006/103/EC of 20 November 2006 adapting certain Directives in the field of transport policy, by reason of the accession of Bulgaria and Romania (OJ EU L 363, 20.12.2006,	In force: This act has been changed. Current consolidated version: 15/12/2012
	p. 344).	ELI: http://data.europa.eu/eli/dir/2006/103/oi
Training of drivers	p. 344). Directive 2003/59/EC of the Parliament and of the Council of 15 July 2003 on the initial qualification	In force: This act has been changed. Current consolidated version: 26/07/2019
Training of drivers	and periodic training of drivers of certain road vehicles for the carriage of goods or passengers.	in force. This act has been changed. Current consonuated version. 26/07/2019
	amending Council Regulation (EEC) No 3820/85 and Council Directive 91/439/EEC and repealing	ELI: http://data.europa.eu/eli/dir/2003/59/oj
	Council Directive 76/914/EEC (OJ EU L 226, 10.9.2003, p. 4).	Eci. http://www.curopu.cu/cii/uii/2003/33/0j
Driving licence	Directive 2006/126/EC of the European Parliament and of the Council of 20 December 2006 on	In force: This act has been changed. Current consolidated version: 01/11/2020
	driving licences (OJ EU L 403, 30.12.2006, p. 18).	
		ELI: http://data.europa.eu/eli/dir/2006/126/oj
	Commission Regulation (EU) No 383/2012 of 4 May 2012 laying down technical requirements with	In force: This act has been changed. Current consolidated version: 17/06/2014
	regard to driving licences which include a storage medium (microchip) (OJ EU L 120, 5,5,2012, p. 1).	•
		ELI: http://data.europa.eu/eli/reg/2012/383/oj
Cross-border exchange of	Directive (EU) 2015/413 of the European Parliament and of the Council of 11 March 2015 facilitating	1
information	cross-border exchange of information on road-safety-related traffic offences (QJ EU L 68, 13.3.2015.	
	p. 9).	
Inland transport of	Directive 2008/68/EC of the European Parliament and of the Council of 24 September 2008 on the	In force: This act has been changed. Current consolidated version: 24/12/2020
dangerous goods	inland transport of dangerous goods (OJ EU L 260, 30.9.2008, p. 13).	
		ELI: http://data.europa.eu/eli/dir/2008/68/oj
Checks on transport of	Council Directive 95/50/EC of 6 October 1995 on uniform procedures for checks on the transport of	In force: This act has been changed. Current consolidated version: 26/07/2019
dangerous goods	dangerous goods by road (OJ EC L 249, 17.10.1995, p. 35).	
1	T .	EU: http://data.europa.eu/eli/dir/1995/50/oi

Regulatory		Legislation (at the time of the Transport Community Treaty)	Legislation Updates
Tunnels		Directive 2004/54/EC of the European Parliament and of the Council of 29 April 2004 on minimum	In force: This act has been changed. Current consolidated version: 07/08/2009
		safety requirements for tunnels in the trans-European road network (OJ EU L 167, 30.4.2004, p. 39).	
			ELI: http://data.europa.eu/eli/dir/2004/54/oj
	structure safety	Directive 2008/96/EC of the European Parliament and of the Council of 19 November 2008 on road	In force: This act has been changed. Current consolidated version: 16/12/2019
manageme	nt	infrastructure safety management (OJ EU L 319, 29.11.2008, p. 59).	
			ELI: http://data.europa.eu/eli/dir/2008/96/oj
	s and weight of	Council Directive 96/53/EC of 25 July 1996 laying down for certain road vehicles circulating within the	In force: This act has been changed. Current consolidated version: 14/08/2019
vehicles		Community the maximum authorized dimensions in national and international traffic and the	
		maximum authorized weights in international traffic (OJ EC L 235, 17.9.1996, p. 59).	ELI: http://data.europa.eu/eli/dir/1996/53/oj
Passenger	rights	Regulation (EU) No 181/2011 of the European Parliament and of the Council of 16 February 2011	
		concerning the rights of passengers in bus and coach transport and amending Regulation (EC)	
		No 2006/2004 (OJ EU L 55, 28.2.2011, p. 1).	
Clean vehi		Directive 2009/33/EC of the European Parliament and of the Council of 23 April 2009 on the	In force: This act has been changed. Current consolidated version: 01/08/2019
alternative		promotion of clean and energy-efficient road transport vehicles (OJ EU L 120, 15.5,2009, p. 5).	
infrastruct	ure		ELI: http://data.europa.eu/eli/dir/2009/33/oj
1		Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the	In force: This act has been changed. Current consolidated version: 24/05/2020
		deployment of alternative fuels infrastructure (OJ EU L 307, 28.10.2014, p. 1).	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
			ELI: http://data.europa.eu/eli/dir/2014/94/oj
Intelligent 1	Transport	Directive 2010/40/EU of the European Parliament and of the Council of 7 July 2010 on the framework	In force: This act has been changed. Current consolidated version: 09/01/2018
Systems		for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces	
-		with other modes of transport (QJ EU L 207, 6.8,2010, p. 1).	ELI: http://data.europa.eu/eli/dir/2010/40/oj
		Commission Implementing Decision 2011/453/EU of 13 July 2011 adopting guidelines for reporting	ELI. INCP. / GALA. CAI OPA. CAI CITY AND ZOZO/ 40/ 0]
		by the Member States under Directive 2010/40/EU of the European Parliament and of the Council	
		(OJ EU L 193, 23.7.2011, p. 48).	
		Commission Implementing Decision (EU) 2016/209 of 12 February 2016 on a standardisation request	
		to the European standardisation organisations as regards Intelligent Transport Systems (ITS) in urban	
		areas in support of Directive 2010/40/EU of the European Parliament and of the Council on the	
		framework for the deployment of Intelligent Transport Systems in the field of road transport and for	
		interfaces with other modes of transport (OJ EU L 39, 16.2.2016, p. 48).	
		Commission Delegated Regulation (EU) No 305/2013 of 26 November 2012 supplementing Directive	
		2010/40/EU of the European Parliament and of the Council with regard to the harmonised provision.	
1		for an interoperable EU-wide eCall (OJ EU L 91, 3.4.2013, p. 1).	
		Commission Delegated Regulation (EU) No 885/2013 of 15 May 2013 supplementing ITS Directive	
		2010/40/EU of the European Parliament and of the Council with regard to the provision of	
1		information services for safe and secure parking places for trucks and commercial vehicles (OJ EU	
1		L 247, 18,9,2013, p. 1).	
		Commission Delegated Regulation (EU) No 886/2013 of 15 May 2013 supplementing Directive	
		2010/40/EU of the European Parliament and of the Council with regard to data and procedures for	
		2010/40/EU of the European Parliament and of the Council with regard to data and procedures for the provision, where possible, of road safety-related minimum universal traffic information free of	
1		the provision, where possible, or road safety-related minimum universal traffic information free or charge to users (OJ EU L 247, 18.9.2013, p. 6).	
1		Commission Delegated Regulation (EU) 2015/962 of 18 December 2014 supplementing Directive	
		2010/40/EU of the European Parliament and of the Council with regard to the provision of EU-wide	
		real-time traffic information services (OJ EU L 157, 23.6.2015, p. 21),	
		Decision No 585/2014/EU of the European Parliament and of the Council of 15 May 2014 on the	
		deployment of the interoperable EU-wide eCall service (OJ EU L 164, 3.6.2014, p. 6).	
Road toll s	ystems	Directive 2004/52/EC of the European Parliament and of the Council of 29 April 2004 on the	In force: This act has been changed. Current consolidated version: 20/04/2009
		interoperability of electronic road toll systems in the Community (OJ EU L 166, 30.4.2004, p. 124).	
		I	ELI: http://data.europa.eu/eli/dir/2004/52/oi



EU Acquis Compliance Matrix

Sector	Regulatory area	Legislation (at the time of the Transport Community Treaty)	Legislation Updates
		Commission Decision 2009/750/EC of 6 October 2009 on the definition of the European Electronic	
		Toll Service and its technical elements (OJ EU L 268, 13.10.2009, p. 11).	
	Type approval	Directive 2007/46/EC of the European Parliament and of the Council of 5 September 2007	No longer in force, Date of end of validity: 31/08/2020; Repealed by 32018R0858. Latest
		establishing a framework for the approval of motor vehicles and their trailers, and of systems,	consolidated version: 01/09/2019
		components and separate technical units intended for such vehicles (Framework Directive) (OJ EU	
			ELI: http://data.europa.eu/eli/dir/2007/46/oj
Maritime Transport	Maritime policy	Regulation (EU) No 1255/2011 of the European Parliament and of the Council of 30 November 2011	No longer in force, Date of end of validity: 31/12/2013; Repealed by 32014R0508
		establishing a Programme to support the further development of an Integrated Maritime Policy (OJ	
		EU L 132 5.12.2011, p. 1).	ELI: http://data.europa.eu/eli/reg/2011/1255/oj
	Access to the market	Council Regulation (EEC) No 3577/92 of 7 December 1992 applying the principle of freedom to	In force: This act has been changed. Current consolidated version: 01/07/2013
		provide services to maritime transport within Member States (maritime cabotage) (OJ EC L 364,	
			ELI: http://data.europa.eu/eli/reg/1992/3577/oj
		Council Regulation (EEC) No 4055/86 of 22 December 1986 applying the principle of freedom to	In force: This act has been changed. Current consolidated version: 17/12/1990
		provide services to maritime transport between Member States and between Member States and	
			ELI: http://data.europa.eu/eli/reg/1986/4055/oj
		Regulation (EC) No 789/2004 of the European Parliament and of the Council of 21 April 2004 on the	In force: This act has been changed. Current consolidated version: 26/07/2019
		transfer of cargo and passenger ships between registers within the Community and repealing Council	
		Regulation (EEC) No 613/91 (OJ EU L 138, 30.4.2004, p. 19).	ELI: http://data.europa.eu/eli/reg/2004/789/oj
		Council Regulation (EEC) No 4058/86 of 22 December 1986 concerning coordinated action to	
		safeguard free access to cargoes in ocean trades (OJ EC L 378, 31.12.1986, p. 21).	
	International relations	Council Regulation (EEC) No 4057/86 of 22 December 1986 on unfair pricing practices in maritime	
		transport (OJ EC L 378, 31.12.1986, p. 14),	
	International agreements	Council Decision 2012/22/EU of 12 December 2011 concerning the accession of the European Union	In force: This act has been changed. Current consolidated version: 01/07/2013
		to the Protocol of 2002 to the Athens Convention relating to the Carriage of Passengers and their	
		Luggage by Sea, 1974, with the exception of Articles 10 and 11 thereof (OJ EU L 8, 12.1.2012, p. 1).	ELI: http://data.europa.eu/eli/dec/2012/22/oj
		Council Decision 2012/23/EU of 12 December 2011 concerning the accession of the European Union	In force: This act has been changed. Current consolidated version: 01/07/2013
		to the Protocol of 2002 to the Athens Convention relating to the Carriage of Passengers and their	
		Luggage by Sea, 1974, as regards Articles 10 and 11 thereof (OJ EU L 8, 12.1.2012, p. 13).	ELI: http://data.europa.eu/eli/dec/2012/23(1)/oj



Sector	Regulatory area	Legislation (at the time of the Transport Community Treaty)	Legislation Updates
	Ship inspection and survey	Directive 2009/15/EC of the European Parliament and of the Council of 23 April 2009 on common	
	organisations - recognised	rules and standards for ship inspection and survey organisations and for the relevant activities of	
	organisations	maritime administrations (OJ EU L 131, 28.5.2009, p. 47).	
		Commission Decision 2009/491/EC of 16 June 2009 on criteria to be followed in order to decide	
		when the performance of an organisation acting on behalf of a flag State can be considered an	
		unacceptable threat to safety and the environment (OJ EU L 162, 25.6.2009, p. 6).	
		Regulation (EC) No 391/2009 of the European Parliament and of the Council of 23 April 2009 on	In force: This act has been changed. Current consolidated version: 26/07/2019
		common rules and standards for ship inspection and survey organisations (OJ EU L 131, 28.5.2009,	
		p. 11).	ELI: http://data.europa.eu/eli/reg/2009/391/oj
		Commission Regulation (EU) No 788/2014 of 18 July 2014 laving down detailed rules for the	In force: This act has been changed. Current consolidated version: 08/08/2014
		imposition of fines and periodic penalty payments and the withdrawal of recognition of ship	
		inspection and survey organisations pursuant to Articles 6 and 7 of Regulation (EC) No 391/2009 of	ELI: http://data.europa.eu/eli/reg/2014/788/oj
		the European Parliament and of the Council (OJ EU L 214, 19.7.2014, p. 12).	
	Flag State	Directive 2009/21/EC of the European Parliament and of the Council of 23 April 2009 on compliance	
		with flag State requirements (OJ EU L 131, 28,5,2009, p. 132),	
	Port State control	Directive 2009/16/EC of the European Parliament and of the Council of 23 April 2009 on port State	In force: This act has been changed. Current consolidated version: 21/12/2019
		control (OJ EU L 131, 28.5, 2009, p. 57).	
			ELI: http://data.europa.eu/eli/dir/2009/16/oj
	Vessel traffic monitoring	Directive 2002/59/EC of the European Parliament and of the Council of 27 June 2002 establishing a	In force: This act has been changed. Current consolidated version: 26/07/2019
		Community vessel traffic monitoring and information system and repealing Council Directive	
		93/75/EEC (OJ EC L 208, 5.8.2002, p. 10).	ELI: http://data.europa.eu/eli/dir/2002/59/oj
	International Safety Management Code	Regulation (EC) 336/2006 of the European Parliament and of the Council of 15 February 2006 on the	
	management code	implementation of the International Safety Management Code within the Community and repealing	
	D	Council Regulation (EC) No 3051/95 (OJ EU L 64, 4.3.2006, p. 1).	
	Reporting formalities	Directive 2010/65/EU of the European Parliament and of the Council of 20 October 2010 on reporting	In force: This act has been changed. Current consolidated version: 21/12/2019
		formalities for ships arriving in and/or departing from ports of the Member States and repealing Directive 2002/6/FC (OLFUL 283, 29.10.2010, p. 1)	
1	Marine equipment	Directive 2002/6/EC (O) EU L 283, 29.10,2010, p. 1). Directive 2014/90/EU of the European Parliament and of the Council of 23 July 2014 on marine	ELI: http://data.europa.eu/eli/dir/2010/65/oj In force: This act has been changed. Current consolidated version: 17/09/2014
	marine equipment	equipment and repealing Council Directive 96/98/EC (OJ EU L 257, 28.8.2014, p. 146).	in force: This act has been changed. Current consolidated version: 17/09/2014
		equipment and repealing council billective 90/96/EC (03 EO E 257, 28.8.2014, p. 140).	ELI: http://data.europa.eu/eli/dir/2014/90/oi
	Passenger ships	Directive 2003/25/EC of the European Parliament and of the Council of 14 April 2003 on specific	Eci: http://data.europa.eu/eii/dii/2014/90/0j
	i ussenger simps	stability requirements for ro-ro passenger ships (OLFU L 123 17 5 2003 p. 22)	
		Regulation (EC) No 392/2009 of the European Parliament and of the Council of 23 April 2009 on the	In force: This act has been changed. Current consolidated version: 26/07/2019
		liability of carriers of passengers by sea in the event of accidents (OJ EU L 131, 28.5.2009, p. 24).	in force. This act has been changed, current consolidated version, 20/07/2029
		and the state of passengers of seem the state of decidents (of each state), pre-	ELI: http://data.europa.eu/eli/reg/2009/392/oj
		Council Directive 98/41/EC of 18 June 1998 on the registration of persons sailing on board passenger	In force: This act has been changed. Current consolidated version: 21/12/2019
		ships operating to or from ports of the Member States of the Community (OJ EC L 188, 2.7.1998.	
		p. 35).	EU: http://data.europa.eu/eli/dir/1998/41/oj
		Directive 2009/45/EC of the European Parliament and of the Council of 6 May 2009 on safety rules	In force: This act has been changed. Current consolidated version: 21/12/2019
		and standards for passenger ships (OJ EU L 163, 5.6.2009, p. 1).	
			ELI: http://data.europa.eu/eli/dir/2009/45/oj
		Council Directive 1999/35/EC of 29 April 1999 on a system of mandatory surveys for the safe.	No longer in force, Date of end of validity: 19/12/2017; Repealed and replaced by 32017L2110. Latest
		operation of regular ro-ro ferry and high-speed passenger craft services (OJ EC L 138, 1.6.1999, p. 1).	consolidated version: 17/06/2009
			ELI: http://data.europa.eu/eli/dir/1999/35/oj
1	Safety of fishing vessels	Council Directive 97/70/EC of 11 December 1997 setting up a harmonised safety regime for fishing	In force: This act has been changed. Current consolidated version: 20/04/2009
		vessels of 24 metres in length and over (OJ EC L 34, 9.2.1998, p. 1).	
l l			ELI: http://data.europa.eu/eli/dir/1997/70/oj

TRANSPORT DEU Acquis Compliance Matrix

Sector	Regulatory area	Legislation (at the time of the Transport Community Treaty)	Legislation Updates
	Oil tankers	Regulation (EU) No 530/2012 of the European Parliament and of the Council of 13 June 2012 on the	
		accelerated phasing-in of double-hull or equivalent design requirements for single-hull oil tankers (OJ	
		EU L 172, 30.6.2012, p. 3).	
1	Bulk carriers	Directive 2001/96/EC of the European Parliament and of the Council of 4 December 2001	In force: This act has been changed. Current consolidated version: 11/12/2008
		establishing harmonised requirements and procedures for the safe loading and unloading of bulk	
		carriers (OJ EC L 13, 16.1.2002, p. 9).	ELI: http://data.europa.eu/eli/dir/2001/96/oj
	Accident investigation	Directive 2009/18/EC of the European Parliament and of the Council of 23 April 2009 establishing the	
		fundamental principles governing the investigation of accidents in the maritime transport sector and	
		amending Council Directive 1999/35/EC and Directive 2002/59/EC of the European Parliament and of	
		the Council (OJ EU L 131, 28.5.2009, p. 114).	
		Commission Implementing Regulation (EU) No 651/2011 of 5 July 2011 adopting the rules of	
1		procedure of the permanent cooperation framework established by Member States in cooperation	
		with the Commission pursuant to Article 10 of Directive 2009/18/EC of the European Parliament and	
		of the Council (OJ EU L 177, 6.7.2011, p. 18).	
		Commission Regulation (EU) No 1286/2011 of 9 December 2011 adopting a common methodology	
		for investigating marine casualties and incidents developed pursuant to Article 5(4) of Directive	
		2009/18/EC of the European Parliament and of the Council (OJ EU L 328, 10.12.2011, p. 36),	
	Insurance	Directive 2009/20/EC of the European Parliament and of the Council of 23 April 2009 on the	
		insurance of shipowners for maritime claims (OJ EU L 131, 28.5.2009, p. 128).	
	Ship-source pollution	Directive 2005/35/EC of the European Parliament and of the Council of 7 September 2005 on ship-	In force: This act has been changed. Current consolidated version: 16/11/2009
		source pollution and on the introduction of penalties, including criminal penalties, for pollution	
1		offences (OJ EU L 255, 30.9.2005, p. 11).	ELI: http://data.europa.eu/eli/dir/2005/35/oj
	Ship-generated waste	Directive 2000/59/EC of the European Parliament and of the Council of 27 November 2000 on port	No longer in force, Date of end of validity: 26/06/2019; Repealed by 32019L0883. Latest consolidated
		reception facilities for ship-generated waste and cargo residues (OJ EC L 332, 28.12.2000, p. 81).	version: 09/12/2015
			ELI: http://data.europa.eu/eli/dir/2000/59/oj
(l	Organotin compounds	Regulation (EC) No 782/2003 of the European Parliament and of the Council of 14 April 2003 on the	In force: This act has been changed. Current consolidated version: 20/04/2009
	- game and compounds	prohibition of organotin compounds on ships (OJ EU L 115, 9.5.2003, p. 1)	in force. This act has been changed, current consolidated version. 20/04/2009
		promotion of algenous compounds on sinps (os co c 115, 5.5.2005, p. 1)	ELI: http://data.europa.eu/eli/reg/2003/782/oj
1	Maritime security	Regulation (EC) No 725/2004 of the European Parliament and of the Council of 31 March 2004 on	In force: This act has been changed. Current consolidated version: 20/04/2009
	,	enhancing ship and port facility security (OJ EU L 129, 29.4,2004, p. 6).	
			ELI: http://data.europa.eu/eli/reg/2004/725/oj
		Directive 2005/65/EC of the European Parliament and of the Council of 26 October 2005 on	In force: This act has been changed, Current consolidated version: 26/07/2019
		enhancing port security (OJ EU L 310, 25.11.2005, p. 28).	- ' '
			ELI: http://data.europa.eu/eli/dir/2005/65/oj
1		Commission Regulation (EC) No 324/2008 of 9 April 2008 laving down revised procedures for	In force: This act has been changed. Current consolidated version: 20/04/2016
		conducting Commission inspections in the field of maritime security (OJ EU L 98, 10.4.2008, p. 5).	
1			ELI: http://data.europa.eu/eli/reg/2008/324/oj



ector	Regulatory area	Legislation (at the time of the Transport Community Treaty)	Legislation Updates
	Training of seafarers	Directive 2008/106/EC of the European Parliament and of the Council of 19 November 2008 on the	In force: This act has been changed. Current consolidated version: 01/08/2019
	,	minimum level of training of seafarers (OJ EU L 323, 3.12.2008, p. 33).	
			ELI: http://data.europa.eu/eli/dir/2008/106/oi
		Directive 2005/45/EC of the European Parliament and of the Council of 7 September 2005 on the	No longer in force, Date of end of validity: 31/07/2019; Repealed by 32019L1159
		mutual recognition of seafarers' certificates issued by the Member States (OJ EU L 255, 30.9.2005.	
		p. 160).	ELI: http://data.europa.eu/eli/dir/2005/45/oj
	Social aspects	Directive 2013/54/EU of the European Parliament and of the Council of 20 November 2013	
		concerning certain flag State responsibilities for compliance with and enforcement of the Maritime	
		Labour Convention, 2006 (OJ EU L 329, 10.12.2013, p. 1).	
		Council Directive 1999/63/EC of 21 June 1999 concerning the Agreement on the organisation of	In force: This act has been changed. Current consolidated version: 20/05/2009
		working time of seafarers concluded by the European Community Shipowners' Association (ECSA)	
		and the Federation of Transport Workers' Unions in the European Union (FST) (OJ EC L 167, 2.7.1999,	ELI: http://data.europa.eu/eli/dir/1999/63/oj
		p. 33).	
		Directive 1999/95/EC of the European Parliament and of the Council of 13 December 1999	
		concerning the enforcement of provisions in respect of seafarers' hours of work on board ships	
		calling at Community ports (OJ EC L 14, 20.1.2000, p. 29).	
		Council Directive 2009/13/EC of 16 February 2009 implementing the Agreement concluded by the	In force: This act has been changed. Current consolidated version: 15/02/2018
		European Community Shipowners' Associations (ECSA) and the European Transport Workers'	
		Federation (ETF) on the Maritime Labour Convention, 2006, and amending Directive 1999/63/EC	ELI: http://data.europa.eu/eli/dir/2009/13/oj
		(OJ EU L 124, 20.5, 2009, p. 30),	
		Council Directive 92/29/EEC of 31 March 1992 on the minimum safety and health requirements for	In force: This act has been changed. Current consolidated version: 20/11/2019
		improved medical treatment on board vessels (OJ EC L 113, 30.4.1992, p. 19).	
			ELI: http://data.europa.eu/eli/dir/1992/29/oj
	Sea and inland waterway	Regulation (EU) No 1177/2010 of the European Parliament and of the Council of 24 November 2010	
		concerning the rights of passengers when travelling by sea and inland waterway and amending	
		Regulation (EC) No 2006/2004 (OJ EU L 334, 17.12.2010, p. 1).	
	Transportable pressure	Directive 2010/35/EU of the European Parliament and of the Council of 16 June 2010 on	
	equipment	transportable pressure equipment and repealing Council Directives 76/767/EEC, 84/525/EEC,	
		84/526/EEC, 84/527/EEC and 1999/36/EC (OJ EU L 165, 30.6.2010, p. 1).	
	European Maritime Safety	Regulation (EC) No 1406/2002 of the European Parliament and of the Council of 27 June 2002	In force: This act has been changed. Current consolidated version: 06/10/2016
	Agency	establishing a European Marítime Safety Agency (OJ EC L 208, 5.8.2002, p. 1).	
	- "		ELI: http://data.europa.eu/eli/reg/2002/1406/oj
	Committee on Safe Seas and the Prevention of	Regulation (EC) No 2099/2002 of the European Parliament and of the Council of 5 November 2002	In force: This act has been changed. Current consolidated version: 26/07/2019
	Pollution from Ships	establishing a Committee on Safe Seas and the Prevention of Pollution from Ships (COSS) and	l
	onation from ships	amending the Regulations on maritime safety and the prevention of pollution from ships (OJ EC	ELI: http://data.europa.eu/eli/reg/2002/2099/oj
		L 324, 29.11.2002, p. 1).	



Sector	Regulatory area	Legislation (at the time of the Transport Community Treaty)	Legislation Updates
Inland Waterways Transport	Access to the market	Council Regulation (EC) No 1356/96 of 8 July 1996 on common rules applicable to the transport of	
		goods or passengers by inland waterway between Member States with a view to establishing	
		freedom to provide such transport services (OJ EC L 175, 13.7.1996, p. 7).	
		Council Regulation (EEC) No 3921/91 of 16 December 1991 laying down the conditions under which	
		non-resident carriers may transport goods or passengers by inland waterway within a Member State	
		(OJ EC L 373, 31.12.1991, p. 1).	
		Council Regulation (EC) No 718/99 of 29 March 1999 on a Community fleet capacity policy to	In force: This act has been changed. Current consolidated version: 18/06/2014
		promote inland waterway transport (OJ EC L 90, 2.4.1999, p. 1).	
			ELI: http://data.europa.eu/eli/reg/1999/718/oj
		Council Directive (EC) No 96/75 of 19 November 1996 on the systems of chartering and pricing in	In force: This act has been changed. Current consolidated version: 20/11/2003
		national and international inland waterway transport in the Community (OJ EC L 304, 27.11.1996,	
		p. 12).	ELI: http://data.europa.eu/eli/dir/1996/75/oj
		Council Regulation (EEC) No 2919/85 of 17 October 1985 laying down the conditions for access to the	
		arrangements under the Revised Convention for the navigation of the Rhine relating to vessels	
		belonging to the Rhine Navigation (OJ EC L 280, 22.10.1985, p. 4).	
	Access to the profession	Council Directive No 87/540/EEC of 9 November 1987 on access to the occupation of carrier of goods	
		by waterway in national and international transport and on the mutual recognition of diplomas.	
		certificates and other evidence of formal qualifications for this occupation (OJ EC L 322, 12.11.1987,	
		p. 20).	
	Boatmasters' certificates	Council Directive 91/672/EEC of 16 December 1991 on the reciprocal recognition of national	
		boatmasters' certificates for the carriage of goods and passengers by inland waterways (OJ EC L 373,	
		31.12.1991. p. 29).	
		Council Directive (EC) 96/50 of 23 July 1996 on the harmonisation of the conditions for obtaining	In force: This act has been changed. Current consolidated version: 11/12/2008
		national boatmasters' certificates for the carriage of goods and passengers by inland waterway in	
		the Community (OJ EC L 235, 17.9.1996, p. 31).	ELI: http://data.europa.eu/eli/dir/1996/50/oj
	Safety / technical	Directive 2009/100/EC of the European Parliament and of the Council of 16 September 2009 on	In force: This act has been changed. Current consolidated version: 06/10/2016
	requirements	reciprocal recognition of navigability licences for inland waterway vessels (OJ EU L 259, 2.10.2009.	
			ELI: http://data.europa.eu/eli/dir/2009/100/oj
			In force: This act has been changed. Current consolidated version: 01/01/2020
		down technical requirements for inland waterway vessels, amending Directive 2009/100/EC and	
		repealing Directive 2006/87/EC (OJ EU L 252, 16.9.2016, p. 118).	ELI: http://data.europa.eu/eli/dir/2016/1629/oj
		Directive 2006/87/EC of the European Parliament and of the Council of 12 December 2006 laving	No longer in force, Date of end of validity: 06/10/2018; Repealed and replaced by 32016L1629. Lates
		down technical requirements for inland waterway vessels and repealing Council Directive	consolidated version: 01/11/2013
1		82/714/EEC (OJ EU L 389, 30.12.2006, p. 1).	
1			ELI: http://data.europa.eu/eli/dir/2006/87/oj
1		(See however Article 38 of Directive (EU) 2016/1629).	
	Inland transport of	Directive 2008/68/EC of the European Parliament and of the Council of 24 September 2008 on the	In force: This act has been changed. Current consolidated version: 24/12/2020
1	dangerous goods	inland transport of dangerous goods (OJ EU L 260, 30.9.2008, p. 13).	
1			ELI: http://data.europa.eu/eli/dir/2008/68/oj



Sector	Regulatory area	Legislation (at the time of the Transport Community Treaty)	Legislation Updates
	River information services	Directive 2005/44/EC of the European Parliament and of the Council of 7 September 2005 on	In force: This act has been changed. Current consolidated version: 26/07/2019
		harmonised river information services (RIS) on inland waterways in the Community (OJ EU L 255,	_
		30.9.2005, p. 152).	ELI: http://data.europa.eu/eli/dir/2005/44/oj
		Commission Implementing Regulation (EU) No 909/2013 of 10 September 2013 on the technical	
		specifications for the electronic chart display and information system for inland navigation (Inland	
		ECDIS) referred to in Directive 2005/44/EC of the European Parliament and of the Council (OJ EU	
		L 258, 28.9.2013, p. 1).	
		Commission Regulation (EU) No 164/2010 of 25 January 2010 on the technical specifications for	
		electronic ship reporting in inland navigation referred to in Article 5 of Directive 2005/44/EC of the	
		European Parliament and of the Council on harmonised river information services (RIS) on inland	
		waterways in the Community (OJ EU L 57, 6.3.2010, p. 1).	
		Commission Regulation (EC) No 416/2007 of 22 March 2007 concerning the technical specifications	In force: This act has been changed. Current consolidated version: 29/12/2018
		for Notices to Skippers as referred to in Article 5 of Directive 2005/44/EC of the European Parliament	
		and of the Council on harmonised river information services (RIS) on inland waterways in the	ELI: http://data.europa.eu/eli/reg/2007/416/oj
		Community (OJ FU L 105, 23.4.2007, p. 88).	
		Commission Regulation (EC) No 415/2007 of 13 March 2007 concerning the technical specifications	No longer in force, Date of end of validity: 12/06/2020; Repealed by 32019R0838. Latest
		for vessel tracking and tracing systems referred to in Article 5 of Directive 2005/44/EC of the	consolidated version: 17/08/2012
		European Parliament and of the Council on harmonised river information services (RIS) on inland	
		waterways in the Community (OJ EU L 105, 23.4.2007, p. 35).	ELI: http://data.europa.eu/eli/reg/2007/415/oj
		Commission Regulation (EC) No 414/2007 of 13 March 2007 concerning the technical guidelines for	
		the planning, implementation and operational use of river information services (RIS) referred to in	
		Article 5 of Directive 2005/44/EC of the European Parliament and of the Council on harmonised river	
		information services (RIS) on inland waterways in the Community (OJ EU L 105, 23.4.2007, p. 1).	
	Environment	Directive 2009/30/EC of the European Parliament and of the Council of 23 April 2009 amending	In force: This act has been changed. Current consolidated version: 10/06/2016
		Directive 98/70/EC as regards the specification of petrol, diesel and gas-oil and introducing a	
		mechanism to monitor and reduce greenhouse gas emissions and amending Council	ELI: http://data.europa.eu/eli/dir/2009/30/oj
		Directive 1999/32/EC as regards the specifications of fuel used by inland waterway vessels and	
		repealing Directive 93/12/EEC (OJ EU L 140, 5.6.2009, p. 88).	
		Regulation (EU) 2016/1628 of the European Parliament and of the Council of 14 September 2016 on	In force: This act has been changed. Current consolidated version: 01/07/2020
		requirements relating to gaseous and particulate pollutant emission limits and type-approval for	
		internal combustion engines for non-road mobile machinery, amending Regulations (EU)	ELI: http://data.europa.eu/eli/reg/2016/1628/oj
		No 1024/2012 and (EU) No 167/2013, and amending and repealing Directive 97/68/EC (OJ EU L 252,	
		16.9.2016, p. 53).	
		Directive 97/68/EC of the European Parliament and of the Council of 16 December 1997 on the	No longer in force, Date of end of validity: 31/12/2016; Repealed by 32016R1628. Latest
		approximation of the laws of the Member States relating to measures against the emission of	consolidated version: 06/10/2016
		gaseous and particulate pollutants from internal combustion engines to be installed in non-road	
		mobile machinery (OJ EC L 59, 27.2.1998, p. 1).	ELI: http://data.europa.eu/eli/dir/1997/68/oj
		(See however Article 64 of Regulation (EU) 2016/1628).	
		Directive 2004/26/EC of the European Parliament and of the Council of 21 April 2004 amending	No longer in force, Date of end of validity: 31/12/2016; Implicitly repealed by 32016R1628
		Directive 97/68/EC on the approximation of the laws of the Member states relating to measures	
		against the emission of gaseous and particulate pollutants from internal combustion engines to be	ELI: http://data.europa.eu/eli/dir/2004/26/oj
		installed in non-road mobile machinery (OJ EU L 146, 30.4.2004, p. 1).	
	Sea and inland waterway	Regulation (EU) No 1177/2010 of the European Parliament and of the Council of 24 November 2010	
		concerning the rights of passengers when travelling by sea and inland waterway and amending	
		Regulation (EC) No 2006/2004 (OJ EU L 334, 17.12.2010, p. 1).	
Environment	Assessment of effects	Directive 2011/92/EU of the European Parliament and of the Council of 13 December 2011 on the	In force: This act has been changed. Current consolidated version: 15/05/2014
		assessment of the effects of certain public and private projects on the environment (OJ EU L 26,	
	l	28.1.2012. p. 1)	ELI: http://data.europa.eu/eli/dir/2011/92/oj



Sector	Regulatory area	Legislation (at the time of the Transport Community Treaty)	Legislation Updates
		and the Convention on Environmental Impact Assessment in a Transboundary Context of 1991 (Espop Convenienton). All projects failing under the scope of this Treaty will be subject to an environmental impact assessment in line with Union standards. In addition, transboundary aspects should be addressed in line with the requirements of the Espop Convention.	
		Directive 2001/42/EC of the European Parliament and of the Council of 27 June 2001 on the assessment of the effects of certain plans and programmes on the environment (OJ ECL 197, 21.7.2001, p. 30)	
		and the Protocol on strategic Environmental Assessment to the Espoo Convention (SEA protocol). All plans and programmes in the field of transport will, where applicable, be subject to an environmental assessment similar to that provided for in Directive 2001/42/EC. In addition, transboundary aspects should be addressed in line with the requirements of the SEA protocol to the Espoo Convention.	
	Conservation	Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild	In force: This act has been changed. Current consolidated version: 01/07/2013
			ELI: http://data.europa.eu/eli/dir/1992/43/oj
		If a project is likely to affect sites of nature conservation importance, an appropriate nature conservation assessment shall be made, equivalent to that provided for in Article 6 of Directive 92/43/EEC.	
	Fuels		In force: This act has been changed. Current consolidated version: 24/12/2018
			ELI: http://data.europa.eu/eli/dir/1998/70/oj
		Directive (EU) 2016/802 of the European Parliament and of the Council of 11 May 2016 relating to a reduction in the sulphur content of certain liquid fuels (OJ EU L 132, 21.5, 2016, p. 58).	
	Water policy		In force: This act has been changed. Current consolidated version: 20/11/2014
			ELI: http://data.europa.eu/eli/dir/2000/60/oj
		All transport projects on navigation falling under the scope of this Treaty should be developed and implemented in line with Article 4(7) of Directive 2000/60/EC.	
		All transport projects on navigation failing under the scope of this Treaty should, where applicable, be carried out in line with the Joint Statement on Inand Navigation and Environmental Sustainability in the Danube River Basin as endorsed by the International Commission for the Protection of the Danube River (IPOPR), Danube Commission and Sava Commission.	



	Regulatory area	Legislation (at the time of the Transport Community Treaty)	Legislation Updates
Public Procurement	Review procedures	Council Directive 89/665/EEC of 21 December 1989 on the coordination of the laws, regulations and	In force: This act has been changed. Current consolidated version: 17/04/2014
		administrative provisions relating to the application of review procedures to the award of public	
		supply and public works contracts (OJ EC L 395, 30.12.1989, p. 33).	ELI: http://data.europa.eu/eli/dir/1989/665/oj
		Council Directive 92/13/EEC of 25 February 1992 coordinating the laws, regulations and	In force: This act has been changed. Current consolidated version: 17/04/2014
		administrative provisions relating to the application of Community rules on the procurement	
			ELI: http://data.europa.eu/eli/dir/1992/13/oj
		EC L 76, 23.3.1992, p. 14).	
	Procurement procedures	Directive 2014/23/EU of the European Parliament and of the Council of 26 February 2014 on the	In force: This act has been changed. Current consolidated version: 01/01/2020
		award of concession contracts (OJ EU L 94, 28.3.2014, p. 1).	
			ELI: http://data.europa.eu/eli/dir/2014/23/oj
		Directive 2014/24/EU of the European Parliament and of the Council of 26 February 2014 on public	In force: This act has been changed. Current consolidated version: 01/01/2020
		procurement and repealing Directive 2004/18/EC (OJ EU L 94, 28.3.2014, p. 65).	
			ELI: http://data.europa.eu/eli/dir/2014/24/oj
		Directive 2014/25/EU of the European Parliament and of the Council of 26 February 2014 on	In force: This act has been changed. Current consolidated version: 01/01/2020
		procurement by entities operating in the water, energy, transport and postal services sectors and	
		repealing Directive 2004/17/EC (OJ EU L 94, 28.3.2014, p. 243).	ELI: http://data.europa.eu/eli/dir/2014/25/oj
		Commission Implementing Regulation (EU) 2015/1986 of 11 November 2015 establishing standard	In force: This act has been changed. Current consolidated version: 12/11/2015
		forms for the publication of notices in the field of public procurement and repealing Implementing	
			ELI: http://data.europa.eu/eli/reg_impl/2015/1986/oj
	Public services	Regulation (EC) No 1370/2007 of the European Parliament and of the Council of 23 October 2007 on	In force: This act has been changed. Current consolidated version: 24/12/2017
		public passenger transport services by rail and by road and repealing Council Regulations (EEC)	
	1	Nos 1191/69 and 1107/70 (OJ EU L 315, 3.12,2007, p. 1),	ELI: http://data.europa.eu/eli/reg/2007/1370/oj

Appendix B: Data availability and format



Regional Stakeholders - Albania

Technical Assistance for the Development of the Transport Community Information System Institution Website Status Sector Ministry Ministry of Infrastructure and Energy https://www.infrastruktura.gov.al/ Transport Institute http://ital.gov.al/ Roads/ Ministry of Infrastructure and Energy https://www.infrastruktura.gov.al/ Road Safety Dangerous Goods Albanian Roads Authority https://www.arrsh.gov.al/ Railways Albanian Railways (Hekurudha Shqiptare H.SH.) http://www.hsh.com.al/ Ministry of Infrastructure and Energy https://www.infrastruktura.gov.al/ General Maritime Directorate of Albania (GMD) Vlore Seaport Company https://www.portivlore.com/ ea Duress Port Authority https://www.durresport.al/ Albanian Civil Aviation Authority http://www.aac.gov.al Tirana International Airport https://www.tirana-airport.com/ Ministry of Finance http://www.dogana.gov.al General Directorate of Customs Border Crossings Ministry of Interior https://mb.gov.al/ Directorate for Border Police and Migration

https://geoportal.asig.gov.al/

https://punetejashtme.gov.al/

http://www.analtir.org/

Status

EU Acquis

Freight Terminals

Geospatial Information

otatas	
	Stakeholder contacted
	No contact has been established yet

Albanian National Association of International Road Transporters or the Association (ANALTIR)

State Authority for Geospatial

Ministry for Europe and Foreign Affairs

State Cadastral Agency



Regional Stakeholders - Bosnia and Herzegovina

Project Name Technical Assistance for the Development of the Transport Community Information System

PTOJECT Name	reclinical Assistance for the Development of the Transport Community Information 3		4	
Sector	Institution	Website	Status	
EDERATION				
Ministry	Ministry of Communications and Transport	http://www.mkt.gov.ba/		
Roads/	Roads of the Federation of Bosnia and Herzegovina			
Road Safety	Public Company Motorways of the Federation of Bosnia and Herzegovina JP Autoceste FBiH d.o.o. Mostar			
	Railways of the Federation of Bosnia and Herzegovina Željeznice Federacije Bosne i Hercegovine (ŽFBiH)	https://www.zfbh.ba		
Railways	Ministry of Communications and Transport Regulatory Board of Railways BiH	https://www.rozbih.org		
	Bosnia and Herzegovina Railways Public Corporation	https://www.bhzjk.ba		
Inland Waterways	Public Company "Port of Brcko" Brcko District BiH	http://www.lukabrcko.ba/o-nama/		
illialiu waterways	"Port of Bosanski Samac Joint Stock Company Cargo Transport Center Luka Šamac"			
Air	Directorate of Civil Aviation BH DCA	www.bhdca.gov.ba		
	Sarajevo Airport	https://www.sarajevo-airport.ba/		
Border Crossings	Ministry of Security Border Police	http://www.msb.gov.ba/		
Dorder Grossings	Indirect Taxation Authority of Bosnia and Herzegovina	http://www.uino.gov.ba/		
Geospatial Information	Federal Administration for Geodetic and Real Property Affairs	http://www.katastar.ba/geoportal		
EU Acquis	Ministry of Communications and Transport of Bosnia and Herzegovin	http://www.mkt.gov.ba/		
Dangerous Goods	Federal Ministry of Interior			
Freight Terminals	Foreign Trade Chamber of Bosnia and Herzegovina	https://www.komorabih.ba/		
REPUBLIKA SPRSKA				
Ministry	Ministry of Transport and Communications			
Roads/	Roads of Republic Srpska Autoputevi Republike Srpske	https://autoputevirs.com/		
Road Safety	Ministry of Transport and Communications Traffic Safety Agency of the Republika Srpska	https://www.absrs.org/		
Railways	Repubika Srpska Railways Željeznice Republike Srpske (ŽRS)	https://www.zrs-rs.com		
Air	Banja Luka Airpot	https://www.bnx.aero/		
Dangerous Goods	Ministry of Interior of the Republic of Srpska Coordination Unit, Police Support Authority			

Status

	Status	
		Stakeholder contacted
I		No contact has been established yet



Regional Stakeholders - Kosovo

Project Name Technical Assistance for the Development of the Transport Community Information System

Sector	Institution	Website	Status
Ministry	Ministry of Infrastructure and Transportation	https://www.mit-ks.net/	
Roads/ Road Safety	Ministry of Infrastructure Department of Road Infrastructure Department of Road Transport	https://www.mit-ks.net/	
	Kosovo Railways "TRAINKOS" JSC	https://www.trainkos.com/	
Dethana	Kosovo Railway Infrastructure "INFRAKOS" JSC	http://infrakos.com/	
Railways	Railway Regulatory Authority	http://arh-ks.org/	
	Ministry of Infrastructure and Transportation	https://www.mit-ks.net/	
Air	Civil Aviation Authority Air Navigation Services (ANS) Department	https://www.caa-ks.org/	
Border Crossings	Ministry of Internal Affairs Kosovo Police Department of Border	https://www.kosovopolice.com/en/departments/department-of-border/	
	Kosovo Customs		
Geospatial Information	Kosovo Cadastral Agency	http://geoportal.rks-gov.net/	
EU Acquis	Ministry of Infrastructure and Transportation Legal Department	https://www.mit-ks.net/	
Dangerous Goods	Ministry of Infrastructure		

Status

Stakeholder contacted
No contact has been established yet



Regional Stakeholders - Montenegro

Project Name Technical Assistance for the Development of the Transport Community Information System

Sector	Institution	Website	Status
Ministry	Ministry of Capital Investments	https://mki.gov.me/	
	Directorate for Capital Investments		
	Ministry of Capital Investments		
	Directorate for Road Traffic	https://mki.gov.me/	
	Ministry of Capital Investments		
Roads/	Directorate for State Roads		
Road Safety	Monteput d.o.o.	http://monteput.me/	
	Traffic Directorate		
	Uprava za Saobracaj		
	Ministry of Capital Investments Directorate for Railway	https://mki.gov.me/	
Railways	Railway Authority of Montenegro (DZZCG)	https://dzzcg.me	
hallways	Railway Transport of Montenegro (ŽPCG)	http://www.zce-prevoz.me/	
	Railway Infrastructure of Montenegro (ŽICG)	http://www.zicg.me/	
	Montecargo	http://www.montecargo.me/	
Inland Waterways	Ministry of capital investments Directorat for maritime affairs and inland waterways	https://mki.gov.me/	
	Port of Bar	https://www.lukabar.me/	
Sea	Ministry of capital investments Directorat for maritime affairs and inland waterways	https://mki.gov.me/	
	Administration for Maritime Safety and Port Management	www.ups.gov.me	
	Ministry of Capital Investments Directorate for Air Transport	https://mki.gov.me/	
Air	Civil Aviation Agency	www.caa.me	
	Airports of Montenegro SC Podgorica Airport Tivat Airport	https://montenegroairports.com/	
Border Crossings	Ministry of Internal Affairs Border Police Department		
porder crossings	Customs Administration	https://upravacarina.gov.me/	
Geospatial Information	Real estate administration of Montenegro	http://www.geoportal.co.me/	
EU Acquis	European Integration Office	http://www.gsv.gov.me	



Regional Stakeholders - Montenegro

Project Name Technical Assistance for the Development of the Transport Community Information System			l
Sector Institution Website		Website	Status
Dangerous Goods	Ministry of Interior		
	Ministry of Capital investments		

Status

	Stakeholder contacted
	No contact has been established yet



Regional Stakeholders - North Macedonia

Project Name Technical Assistance for the Development of the Transport Community Information System

Sector	Institution	Website	Status
Ministry	Ministry of Transport and Communications	http://www.mtc.gov.mk/	
Roads/ Road Safety	Public Enterprise for State Roads	http://www.roads.org.mk/	
	Macedonian Railways Transport JSC Skopje	http://www.mztransportad.com.mk	
	Macedonian Railways - Infrastructure	https://mzi.mk/	
Railways	Regulatory Agency for Railways	https://arpz.mk/	
	Ministry of Transport and Communications Railways Department	http://www.mtc.gov.mk/	
	Ministry of Transport and Communications Railway Safety Administration	http://www.mtc.gov.mk/	
Air	Civil Aviation Agency	www.caa.gov.mk	
All	TAV Airports	http://skp.airports.com.mk/	
Border Crossings	Ministry of Internal Affairs Department of Border Affairs and Migration Border Police	https://mvr.gov.mk/profilepage/sekt or-za-granichni-raboti-i-migracii	
Geospatial Information	Agency for Real Estate Cadastre National Spatial Data Infrastructure Department	http://nipp.katastar.gov.mk/	
EU Acquis	Secretariat for European Affairs	https://www.sep.gov.mk/	
Dangerous Goods	Ministry of Transport and Communications	http://www.mtc.gov.mk/	
	AMERIT	https://amerit.org.mk/	
	Makosped	http://www.makosped.com.mk/en/index.php	
	Fersped	https://fersped.si/en/	
Freight Terminals	Karaorman AD Skopje	https://karaorman.com.mk/	
	DB Schenker DOOEL	https://www.dbschenker.com/mk- en	



Regional Stakeholders - North Macedonia

Project Name	Technical Assistance for the Development of the Transport Community Information System

Sector	Institution	Website	Status
		http://lines.coscoshipping.com/hom e/Contact/global/countryList/more/ Europe/Macedonia/Skopje/	
	DENI international	http://www.deniint.com.mk/?lang=e n	

Status

Stakeholder contacted
No contact has been established yet



Regional Stakeholders - Serbia

Project Name Technical Assistance for the Development of the Transport Community Information System

Sector	Institution	Website	Status
Ministry	Ministry of Construction, Transport and Infrastructure	https://www.mesi.eov.rs/	
	Public Enterprise Roads of Serbia	https://www.putevi-srbije.rs/	
Roads/ Road Safety	Ministry of Construction, Transport and Infrastructure	https://www.mgsi.gov.rs/	
	Road Traffic Safety Agency		
	Serbia Train JSC - Railway Passenger Transport	https://www.srbvoz.rs/	
	Serbian Railways AD	http://www.zeleznicesrbije.com/	
Railways	Serbian Railway Infrastructure JSC	https://infrazs.rs/	
	Serbia Cargo	https://srbcareo.rs/	
	Ministry of Construction, Transport and Infrastructure	https://www.mgsi.gov.rs/	
	Railway Directorate		
	Ministry of Construction, Transport and Infrastructure Directorate for Inland Waterways		
	Port Governance Agency	http://www.aul.gov.rs/	
Inland Waterways	Port of Beograd	http://www.lukabeograd.com/	
	DP World Novi Sad	https://www.dpworld.com/novi-sad	
	International Sava River Basin Commission	http://savacommission.org/	
	Ministry of Construction, Transport and infrastructure Department for Air Traffic and Transport of Dangerous Goods	https://www.mgsi.gov.rs/	
	Civil Aviation Directorate	www.cad.gov.rs	
Air	Belgrade Airport	https://beg.aero/	
	Airports of Serbia Ltd Nis Airport	www.aerodromisrbiie.rs	
	Morava Airport (Kraljevo)		
Border Crossings	Ministry of Interior, General Police Directorate Border Police Directorate		
border crossings	Ministry of Finance Customs Administration	https://www.carina.rs/	
Geospatial Information	Republic Geodetic Authority	https://geosrbija.rs/	



Project Name	Technical Assistance for the Development of the Transport Community Information System
rrojectivanie	redifical Assistance for the Development of the Transport Community information System

Sector	Institution	Website	Status
EU Acquis	Ministry of European Integration	https://www.mei.gov.rs/	
Dangerous Goods	Ministry of Construction, Transport and Infrastructure	https://www.mesi.gov.rs/	
Freight Terminals	Ministry of Construction, Transport and Infrastructure	https://www.mgsi.gov.rs/	

Status	Stakeholder contacted
	No contact has been established yet

APPENDIX B.B - ALBANIA

Notes from stakeholders' engagement and pending issues

a. Roads

- The Albanian Road Authority is currently developing a Road Asset Management System (RAMS). It is expected to become operational in 2022.
- The Albanian Road Authority is also currently developing a Contract Management System (CMS) but a completion date has not been set.
- The classification of the road network per section in regard to Road Safety was completed in May 2021.
- iv. The Project Implementation Unit in the Ministry of Infrastructure and Energy is responsible for Road Concessions

b. Road Safety

 Information available from the General Directorate of State Police but is also processed by the Transport Institute

c. Seaports

- i. Project related data information only available from the Port Authorities
- ii. The Operations data comes from the ports on request

d. Pending Issues

- During the mission, it was not made possible to engage with the stakeholders from the following sectors:
 - Border Crossings
 - 2. Freight Terminals
 - 3. Geospatial Data
 - Road Safety
- For Railways the PM questionnaire has not been discussed, due to limited availability of the stakeholders.
- iii. For Seaports the PM questionnaires have not been discussed. The information/ data is to be provided by the ports and the Transport Institute.

APPENDIX B.B - BOSNIA AND HERZEGOVINA

Notes from stakeholders' engagement and pending issues

1. Federation

a. Border Crossings

- Border Police in BiH is unified and oversees all BCPs in the RP covers all districts and entities.
- Internal application for border checks is available however it relates only to official records, checks of persons and vehicles (i.e. how many people crossed the border at the state crossing).
- For vehicles, there is no automatic license plate reader. It should be implemented and operational by the end of 2021.

b. Road Safety

 Road safety inspections have been performed for secondary roads.
 They are planned to be performed for the main roads as part of a project under the World Bank.

c. Pending Issues

- During the mission, it was not made possible to engage with the stakeholders from the following sectors:
 - 1. Airports
 - 2. Dangerous Goods
 - 3. EU Acquis
 - 4. Geospatial Data
 - Railways
 - 6. Roads & Road Safety

2. Republika Srpska

a. Roads/Road Safety

i. All required data for Roads exists and will be available in a GIS database which currently is not fully operational because there is still data to be added. It is not used for analysis purposes. The database is expected to be operational by the end of 2021.

b. Pending Issues

- During the mission, it was not made possible to engage with the stakeholders from the following sectors:
 - 1. Airports
 - 2. EU Acquis
 - 3. Geospatial Data
 - Railways

APPENDIX B.B - KOSOVO

Notes from stakeholders' engagement and pending issues

a. Airports

- Podgorica Airport is under a PPP contract and financial information might not be publicly available.
- ii. The CAA would prefer to be the sole source of information.

b. Border Crossings

- i. All information is provided automatically to CEFTA.
- CEFTA could be used as an alternative source of information for Border Crossings (see section 3.3 of the report).

c. Pending Issues

- During the mission, it was not made possible to engage with the stakeholders from the following sectors:
 - 1. EU Acquis.
 - 2. Freight Terminals.
 - 3. Geospatial Data.

APPENDIX B.B - NORTH MACEDONIA

Notes from stakeholders' engagement and pending issues

a. Airports

- TAV Airports is the primary source of information. They provide all the data for NPM to the Ministry of Transport through semi-annual reports (including KPIs).
- All financial data and PM data are considered to be confidential. It is up to the ministry of Transport to decide if they share this information.

b. EU Acquis

- i. North Macedonia has a DB for monitoring the EU Acquis integration. The DB is fully functional, but they have identified upgrading and additional functionality requirements and are planning to issue a tender. The DB and data are available only in Macedonian.
- ii. On 22 June 2021 the 16th revision of the EU Acquis Integration Monitoring Document is to be published. It includes legislative annex that identifies the laws that are due for review in order to integrate the EU Acquis.
- iii. It is not certain if they can automatically share the information

c. Geospatial Data

- The Agency charges a fee for the data. The request shall go through the Ministry of Transport in order to avoid charges.
- ii. All maps are photogrammetric.
- iii. Base maps are from 2004 but they have done a survey in 2017 and up to now they have updated 70% of the maps.

d. Railways

- Operations Data is available only from station to station (not including stops)
- ii. Railway Safety: The body for accidents has not been established yet.
- They have RIMS but it is populated with 2007-2008 data. It is based on SQL (C++). Developed by MERMEC Italy.

e. Roads

- They have a WEB GIS application (part of RAMS) that has been developed 3-5 years ago. They plan to update every 5 years but no update yet.
- ii. They have a contractor for surveys. Last IRI survey completed in 2019.
- iii. They have ownership of the data.

f. Road Safety

Currently all the data comes from the Ministry of Internal Affairs.

The Ministry of Transport is in the process of creating a Road Safety Observatory similar to the one in Serbia

g. Socioeconomic Data

 Their data is based on the 2002 census (next census is currently scheduled for September 2021).

h. Pending Issues

- During the mission, it was not made possible to engage with the stakeholders from the following sectors:
 - 1. Freight Terminals
 - 2. Border Crossings

APPENDIX B.B - MONTENEGRO

Notes from stakeholders' engagement and pending issues

a. Airports

- Air traffic control in Montenegro is under SMATSA (Serbia And Montenegro Air Traffic Services)
- ii. Airports PM questionnaire They don't have any recent projects and for the future, they are in the process of tendering the Podgorica Airport for concession. The PIU (to be established) for the project will be the source of all information regarding projects.

b. Dangerous Goods

- i. Ministry of Transportation responsible for:
 - Seaports
 - Rail
- ii. Ministry of Internal Affairs responsible for:
 - Roads
 - 2. Border Crossings

They issue monthly permits in paper format only.

c. Railways

 All information is available from the Railways Directorate of the Ministry, but the actual source of information is the Railway Infrastructure of Montenegro (ZICG).

d. Roads

- i. The Directorate for State Roads has a GIS DB.
 - 1. Zero Scan performed in 2018.
 - The DB is in SQL4 and was developed by an Italian company (no further details available during the meeting)
 - The DB is operational, but they face some minor issues. They are currently updating it manually
 - There may be intellectual property issues regarding connecting the GIS DB with TODIS.
- ii. Counting Stations
 - 1. They have 52 counting stations operating.
 - All data is collected in a DB but again there may be legal issues regarding connecting the DB with TODIS

e. Road Safety

 They have been developing a DB for 3 years now, but limited information is available.

f. Seaports

i. The source of information is the Port of Bar

g. Pending Issues

- During the mission, it was not made possible to engage with the stakeholders from the following sectors:
 - 1. Freight Terminals
 - 2. Geospatial Data

APPENDIX B.B - SERBIA

Notes from stakeholders' engagement and pending issues

a. Airports

- Belgrade Airport is under a concession and there are contractual issues for the provision of financial and project related information.
- ii. SMATSA (Serbia and Montenegro Air Traffic Services) is collecting the infrastructure data from all airports in the country and putting them in a common European database. From that database they are extracting the data which is published yearly in AIP - all published data is available in Excel and xml format
- There is a need to define security levels and negotiate with the stakeholders which data could be available due to confidentiality reasons

b. Freight Terminals

i. The ministry is collecting data for only two terminals - Zit (Belgrade Ranzirna) and terminal Batajnica. For those two the Ministry has all required information. For the private terminals data is available only about location and connectivity to railways.

c. IWW

- i. The Agency is planning an update of their system
- Daily collection from the Agency. Checking data monthly and delivering data to Ministry quarterly

Albania - data availability and formats

Category	Parameter	Details	Source	15	1	1	8	SPEA	Į,	Ę	11	and of	Data Collection Fraquency - IP	Comments
	Name of responsible Company/Authority					_		_		_			On demand	
	Correspondence Address								\neg					The Ministry confirmed that they w
Reporting Organisation Data	Contact Person													be providing the information,
responding Organisation Data	Position													although the CAA is the actual source
	Phone number								_	_				of the information
	Email				-	-	_	-	\rightarrow	\rightarrow	\rightarrow	_		
	Country Code TEN-T Category		Ministry of I&E / CAA Ministry of I&E / CAA		Х	X	_	_	-	\rightarrow	_	_		
	Node Name	Core/ Comprehensive	Ministry of I&E / CAA Ministry of I&E / CAA		Х	X	_	_	\rightarrow	\rightarrow	-	_		
		C	Ministry of I&E / CAA		X	X	_	-	\rightarrow	-	-			
	Ownership Type	Government/ Private/ Mixed	Ministry of I&E / CAA Ministry of I&E / CAA		X	X	\vdash	-	\rightarrow	\rightarrow	\rightarrow	_		
Localisation	Owner #1 Ownership Percentage	Name %	Ministry of I&E / CAA		X	X	-	-	\rightarrow	-	-			
	Owner #x	Name	Ministry of I&E / CAA		X	X	_		-	-	\rightarrow	_		
	Ownership Percentage	W.	Ministry of I&E / CAA		X	X	-	-	-	-	-			
	Data valid from	year	manua y or rac / Cox		^	^	-	-	-	-	\rightarrow			
	Data valid to	year				-	\vdash	-	\rightarrow	-	-			
	Type	International/ Domestic	Ministry of I&E / CAA	-	X	X	\vdash	-	\rightarrow	\rightarrow	-			
	Activity	Freight/ Passenger/ Passenger and freight	Ministry of I&E / CAA		X		-		-	-	-	_		
	According	Very Good	managy or race / Ook		^	^	-		\rightarrow	-	\neg			
		Good												
	Condition	Medium	Ministry of I&E / CAA		x	×	l		- 1	- 1	- 1			I
	Commence	Poor			^	^	l	1						I
		Very Poor												
	Number of runaways	number	Ministry of I&E / CAA		X	×	-	-	-	-	\rightarrow			
	Number of passenger terminals		Ministry of I&E / CAA	-	x	x	-	-	-	-	_	_		
	Number of passenger terminals	number Level 1 (Non-Coordinated Airport)	menaby or raz / OXX	-			\vdash	-	\rightarrow	\rightarrow	-			
	IATA Landing Slot Classification	Level 2 (Schedules Facilitated Airport)	Ministry of I&E / CAA		x	×	l		- 1					
	INTO GRADING STOTE CREATING STOTE CO.		manua y or naz / cox		^	^	l		- 1					
		Level 3 (Coordinated Airport) Code A (Airporte Wingspan less than 15m; Outer Wall Gear				_	\vdash	-	\rightarrow	-	\rightarrow	_		
		Wheel Span less than 4.5m)				l	l		- 1					
		Code B (Airplane Wingspan from 15m up to less than 24m;												
	ICAO Airport Classification	Outer Main Gear Wheel Span from 4.5m up to less than 6m)	Ministry of I&E / CAA		×	×	l		- 1					
		Code C (Airplane Wingspan from 24m up to less than 36m;												
		Outer Main Gear Wheel Span from 6m up to less than 9m)				l	l		- 1					
		I to the Database Million on the Comment of the Com				-	-	-	\neg	-				
						l	l		- 1					
	ILS Category	III A	Ministry of I&E / CAA		x	×								
	in anguly	III B			^	^								
		III C				l	l		- 1					
	Length of longest runway	meters	Ministry of I&E / CAA		X	X			\neg					
Infrastructure Data	Passenger terminals area	m2	Ministry of I&E / CAA		X	X	_	-	-	-	\rightarrow			
	Apron area	m2	Ministry of I&E / CAA		X	X	-		-	-				
	Declared Capacity	Declared number of aircraft movements that can be	Ministry of I&E / CAA		X	X			\neg					
	Apron Capacity	Number of airplanes on the apron at the same time	Ministry of I&E / CAA		X	X			\neg					
	Runway Capacity	Flights per hour	Ministry of I&E / CAA		X	X			\neg					
	Passenger Capacity	Passengers per year	Ministry of I&E / CAA		X	X			\neg		\neg			
	Freight Capacity	tons per year	Ministry of I&E / CAA		X	X			\neg					
		yes - integrated to long distance rail network								\neg				
		yes - rail shuttle				l	l		- 1					
	Rail Connection	no - other public shuttle	Ministry of I&E / CAA		×	×								
		no - no public shuttle connection												
		European air traffic management network (EATMN)			X	X								
		1. Systems and procedures for airspace management.	†		Х	Х								
		2. Systems and procedures for air traffic flow management.	†		X	X								
		3. Systems and procedures for air traffic services, in particular	†						\neg	-	\neg			
		flight data processing systems, surveillance data processing			×	×	l		- 1					
	Intelligent Transport Systems (ITS)	4. Communications systems and procedures for ground-to-	CAA		X	X				\neg	\neg			
		5. Navigation systems and procedures.	T		X	X				\neg	\neg			
		6. Surveillance systems and procedures.	ī		X						\neg			
		7. Systems and procedures for aeronautical information	1		X	X				=	=			
		8. Systems and procedures for the use of meteorological	T		X									
		9. Others	Т		X	X								
	Data valid from	year	Ministry of I&E / CAA		X	X				\neg				
	Data valid to	year	Ministry of I&E / CAA		X		-	-	\neg	\neg	\neg			
			Ministry of I&E / CAA		X	×		-	-	-				
	Rail Connection	yes/no												
	Rail Connection Clean fuels availability	yes/no yes/no (Only applicable for the Core Network Airports)	Ministry of I&E / CAA		X	X		-	\neg	\neg				
TEN-T Compliance	Clean fuels availability Terminal availability	yes/no (Only applicable for the Core Network Airports)	Ministry of I&E / CAA			X				7	4			
TEN-T Compliance	Clean fuels availability		Ministry of I&E / CAA		X			Ξ		=				

Airports - Network Performance Monitoring

Category	Parameter	Details	Source	11	1	1	8	S MAN	MITS	11	-	Data Collection Frequency - IP	Comments
	Throughput	number of commercial aircraft movements per year	Ministry of I&E / CAA		X	X							
	Passenger traffic	passengers per year	Ministry of I&E / CAA		X	X							
	Freight traffic	tons of cargo per year	Ministry of I&E / CAA		X	×							
		network carrier	Ministry of I&E / CAA		X	X							
Operations Data	Type of aircraft movements by type of operation	low cost carrier	Ministry of I&E / CAA	Ι	X	X							
Operations bata	Type of all care movements by type of operation	charter	Ministry of I&E / CAA	Ι	X	X]						
		cargo	Ministry of I&E / CAA		X	×							
	Passenger transit	%	Ministry of I&E / CAA		X	X							
	Arrivals	%	Ministry of I&E / CAA		X	X							
	Data valid for	year	Ministry of I&E / CAA		×	×							
	Maintenance cost - Total	Euros per year		X									
	Maintenance cost - Passenger terminals	Euros per year		X									
Operations Data T F A A A D D D D D D D D D D	Maintenance cost - Freight terminals	Euros per year		×	$\overline{}$	-							
	Maintenance cost - Runways	Euros per year		X									
	Source of finance			×		-							
	Data valid for	year											
Hannellan	Requiring upgrade to increase capacity	Terminal Building	Ministry of I&E / CAA		X	×							
	Requiring upgrade to increase runway length	Runway Length	Ministry of I&E / CAA		X	X							
	Air Pollution	GHG emissions (tons per year for each GHG)		X									
	CO2 emissions			×		-							
	NOx emissions			X									
	SO2 emission evolution			×		-							
Environmental Data	Non-methane hydrocarbons			X									
	Particulate matter (ppm)			×									
	Climate change resilience	number of flooding incidents		¥	Г	Т					Г		
		number of closures due to adverse weather conditions		î ^			1						
	Data valid for	year			\Box	Т							
Geographic data	Location of the Airport	Point geometry or x,y coordinates		X									
George George	Data valid for	year		X	Г	Т							

Albania - data availability and formats

Airports - Project Monitoring

Category	Parameter	Details	Source	15	1	1	8	SPA	ı	Ę	11	and a	Data Callection Frequency - RP	Comments
	Name of responsible Company/Authority												On demand	
	Correspondence Address													The Ministry confirmed that they
sporting Organisation Data	Contact Person			_		_	_	_		_	_	_		be providing the information
	Position			_	_	_	_	_	_	_	_	_		although the CAA is the actual s
	Phone number			_		_	-	_	_	-	-	_		of the information
	Email			_	_	_	-	-	_	_	_	-		
	Country Code			_				-	-	₩	-	-		
ocalisation	TEN-T Category	Core/ Comprehensive		-			+-	-	-	-	-	-		
	Node Name			-			-	-	-	-	-	-		
	Project name			-			+-	-	-	-	-	-		
acceletion of the Brolest	Type of foreseen intervention			-			-	-	-	-	-	+		
escription of the Project	Length (if linear) Total Cost (CAPEX)			-				-	-	-	-	-		
	Total Cost (CAPEX) Estimated implementation deadline			-				-	-	-	-	-		-
	Rail Connection			-				-	-	-	-	-		_
Solbility for TENLT Project	Clean fuels availability			-				-	-	-	-	-	-	
ignority for TETA Triopect	Terminal availability			-				-	-	-	_	-		
				-				-	+	-	-	-		-
	Rail connection			-				-	-	-	-	-		
		After project implementation (yes/no)		-				-	-	-	-	-		
EN-T Compliance	Clean fuels availability			_				-	-	-	_	-		
	-			-				-	-	+	+	+		-
	Terminal Availability	serore project implementation (yes/no)		-			+	-	-	-	+	-		-
	to the second of			-			-	-	-	-	-	-		
	Implemented		Ministry of I&E / CAA	-	X	X	+-	-	-	-	-	-		ļ
oject Status	On-going project (funding secured)	Tender for works/design-build on-going. Design/Tender Dossier for DB under preparation.	Ministry of I&E / CAA		x	x								
	Mature project (feasibility study ready, funding secured)	procedures on-going, Finanding source identified (principle agreement reached),	Ministry of I&E / CAA		x	x								
	Project under preparation	Contact Companies Contact Co												
APLEMENTED PROJECTS														
roject Timeline	Initial Project Completion Date	On tender issue												
open inneance	Actual Project Completion Date													
	National Budget				X	X								
	WB													
	EBRD	Euros			X	X								
	EIB	Euros												
	Other IFI	Specify			X									
rolect Eunding Sources	Culti III	Euros			×	X								
roject running sources	Concessions	Specify	Ministry of I&E / CAA		×	X		T						
	Concessions	Euros			Х	X	\top			-	-			
	EU Fund									-	-			
	EO Puna		Ministry of I&E / CAA		×	X		-						
	Other funding source		Ministry of I&E / CAA			X								
	Other runding source		Ministry of I&E / CAA											
	Project Folder Title													
roject Documentation	Prepared by				X									
	Supervised by		Ministry of I&E / CAA		×					-				
	Construction period					-								
Reporting Organisation Data Reporting Organisation Data Reporting Organisation Data Reporting Organisation Co. Co. Co. Co. Co. Co. Co. C	CAPEX	Forecasted (Euros)			X	X								
	OPEX				×	X								
		Forecasted (Euros per year)			x	X								
	Maintenance cost				w	v	$\overline{}$	$\overline{}$						
ofernance inflorence	Interest During Construction	Actual (Euros per year) %	C**	1										
erformance indicators		%	CAA	\vdash			+	\vdash	-	-	-	T		
rformance indicators	Interest During Construction EBITDA (last year)	% Euros	CAA		X	X		F			H	H		
reformance indicators	Interest During Construction	% Euros Forecasted (Euros per year)	CAA		X	X				F	F	Н		
offormance indicators	Interest During Construction EBITDA (last year)	% Euros Forecasted (Euros per year) Actual (Euros per year)	CAA		X	X								
erformance indicators	Interest During Construction EBITDA (last year)	% Euros Forecasted (Euros per year) Actual (Euros per year) Throughput - forecasted	саа		X	X								
erformance indicators	Interest During Construction EBITDA (last year) Revenue (if fare/toil collected)	N Euros Forecasted (Euros per year) Actual (Euros per year) Throughput - forecasted Throughput - actual	CAA		X	x								
erformance indicators	Interest During Construction EBITDA (last year)	N Furos Forecasted (Euros per year) Actual (Euros per year) Throughput - Forecasted Throughput - actual Throughput - actual	COA		X	X								
erformance indicators	Interest During Construction EBITDA (last year) Revenue (if fare/toil collected)	N Euros Forecasted (Euros per year) Actual (Euros per year) Throughput - forecasted Throughput - actual	COA		X	x								

Airports - Project Monitoring

		Details		9 4		2						Data Collection	- Community
Category	Parameter	Details	Source	11	1	i i	8 5	3	2	3.8	8	Frequency - RP	Comments
LIVE PROJECTS				-	-		\vdash	-	-	_			
	Tender Start Date (month/ year)	Initially forecasted Current Estimation. Please refer to realistic targets rather	Ministry of I&E Ministry of I&E	+	×	×							
	, and the same of	Actual	Ministry of I&E	†									Comments Comments
Project Timeline		Forecasted (on tender issue)	Ministry of I&E										
Project limeline	Design Completion Date (month/ year)	Current Estimation. Please refer to realistic targets rather	Ministry of I&E	I	X	X							
				_	_			_	_	_			
	Project Completion Date (month/ year)	Forecasted (on tender issue)	Ministry of I&E	4	X	X							
		Current Estimation. Please refer to realistic targets rather	Ministry of I&E	-	-		_	-	-	_			
	National Budget			+	X	X							
				+			-	_		-			
	WB			†	X	X							
	EBBD	Euros	Ministry of I&E		v	v							
	EBND	allocated/agreement signed (yes/no)	Ministry of I&E	1	^	^							
	EIB	Euros	Ministry of I&E	1	X	×							
				-				-		_			
	Other ID		Ministry of I&E	4	v	v							
Note Content of Section Content of States Content of State													
	Design Compiletion Date possess Committee Comm												
	Concessions			†	×	×		1		1			
				t	_ ^	^		1		1			
				-	$\overline{}$			-					
	EU Fund		Ministry of I&E	7	X	X		1	1	1			
			Ministry of I&E	†	l								
	Other funding source	Euros	Ministry of I&E	1	X	×							
		allocated/ agreement signed (yes/no)		<u> </u>									
				-				_		_			
Technical Project Status	Concept Design			-				_					
				-			-	-	\vdash	_			
				+			-	+	_	-	-		
	Environmental impact Assessment	Tele		+	^	^	-	+	_	-			
	Feasibility Study			†	X	x							
				†	-								
							-	-					
	Concept Design	Prepared by	Ministry of I&E	7	×	×							
		Supervised by	Ministry of I&E	T									
				1									
Project Documentation	Preliminary Design			1	X	X							
				-	-	_		-	_	_			
	Datall Davies			+									
	Dean beign			+	^	^							
				+	 		-	_		-			
	Environmental Impact Assessment			+	×	×							
			Ministry of I&E	†									
	Annual Traffic Demand Growth		Ministry of I&E		X	Х							
Social Indicators	Modal transfer	% (if applicable)	Ministry of I&E	1	X	X							
		% (if applicable)	Ministry of I&E	-	×	×							
		%											
		Euros											
Economic Indicators		%		_			-	_		_			
				_			\vdash	-		_			
	Project Construction Cost Total Project Cost	Euros	Ministry of I&E	-	X	X	\vdash	-	-	-	\vdash		
	FIRR (Financial Internal Rate of Return)	Euros	Ministry of I&E Ministry of I&E	-	X	X	\vdash	+	-	-	\vdash		
	FNPV (Financial Net Present Value)	Euros	Ministry of I&E	-	X	X	\vdash	+	-	-			
	FDR (Financial Discount Rate)	4	Ministry of I&E	-	X	X	\vdash	 					
Financial Indicators	WACC (Weighted Average Cost of Capital)	8	Ministry of I&E	_	x	x		1					
	First year of profit	year	Ministry of I&E		X	X							
		%	Ministry of I&E		X								
	DSCR (Debt Service Coverage Ratio)	- 4 44		X									
	CO2 emissions	+/-%											
	CO2 emissions NOx emissions	4/-%		X	_	_		-	_	_			
	CO2 emissions NOx emissions O2 emission evolution	4/- % 4/- %		X									
Environmental Indicators	CO2 emissions NOx emissions O2 emission evolution Non-methane hydrocarbons	4/- % 4/- % 4/- %		X									
Environmental Indicators	CO2 emissions NOx emissions O2 emission evolution Non-methan hydrocarbons Particulate matter (ppm)	4/- % 4/- % 4/- % 4/- %		X									
Environmental indicators	CO2 emissions NOx emissions O2 emission evolution Nox-methane hydrocarbons Particulate matter (ppm) Climate Change Resilience	a/-% a/-% a/-% b/-% b/-% b/-% Provide description of the project's effect to the climate		X X X									
Environmental Indicators	CO2 emissions NOx emissions O2 emission evolution Non-methan hydrocarbons Particulate matter (ppm)	4/- % 4/- % 4/- % 4/- %		X									

Albania - data availability and formats

EU Acquis

Category	Parameter	Input	Source	o v	Excel	Word	Other
	Name of responsible Company/Authority		Ministry of European Integration				
	Correspondence Address						
Reporting Organisation Data	Contact Person		Winistry of European Integration Winistry of European Integration - estimated solivery date: end of 2021). It high priority acts are included. Engry is providing that says included. Engry is providing that saysport resided section. Heart and Public Procurement are being prepared				
Reporting Organisation Data	Name of responsible Company/Authority Correspondence Address Contact Person Position Phone number Email Is the status of EU Acquis harmonisation per individual EU legislation available? (yes/no) If yes, then please provide the format this information is available in Is the list of National Legislation affected by the EU Acquis harmonisation available? If yes, then please provide the format this information is available in Tables of Cancardance Legislage sealpsis (lefting prepared - estimated delivery date: enc. Legislage sealpsis (lefting prepared - estimated delivery date: enc. Please provide a list of the Reports you are already producing if the status of complete - contracted only specific light prointy date: enc. The Middle of Information are largery is provided for the first work are format the first middle of the first provided and largery is provided for the first provided and largery is provided to the first provided and largery is provided						
	Phone number						
	Email					N OF STREET	
EU Acquis Harmonisation	Is the status of EU Acquis harmonisation per individual EU legis	lation available? (yes/no)					Ooppoo
EO Acquis Harmonisation	If yes, then please provide the format this information is available in			*			
National Legislation	Is the list of National Legislation affected by the EU Acquis harn	nonisation available?	Ministry of European integration 7 (yes/no) iiable 7 ance leting prepared - estimated delivery date: end of 2011). tet - only specific ligh priorily act are included. Instructure and Englis priorily fact are included. Instructure and Englis priorilight are included. Instructure and Englis priorilight tet are recorded. In the Environment and Public Procurement are being prepared.				
I vacional Degislation	If yes, then please provide the format this information is availal	ble in		^			
		Tables of Concordance					
Reporting	Please provide a list of the Reports you are already producing f	The Ministry of Infrastructure and Energy is providing the transport related section. The relevant sections for Environment and Public Procurement are being prepared					
Methodology	Please provide a short description of the methodology you follo	w for the monitoring of the harmonisation process.		x			

Railways - Network Performance Monitoring

Category	Parameter	Input	Details	Sora	1 N	1	1	8	1	1	11	1	Data Collection Framency - RP
	Name of responsible Company/Authority			Albanian Railways	$\overline{}$	$\overline{}$	_	-	_	_	_	_	On demand
1	Correspondence Address		1		-	$\overline{}$	-	\neg	\neg	-	-	_	
	Contact Person	1			-	$\overline{}$	-	\vdash	-	-	-	-	
Reporting Organisation Data	Position	1			-	$\overline{}$	-	\vdash	-	-	-	-	
	Phone number	1			-	$\overline{}$	-	\vdash	-	+	-	-	
	Email	1			-	x	×	\vdash	-	+	-	-	
	Country Code	1		1	-	X	×	-	-	-	-	-	
	TEN-T Category	1	Core/ Comprehensive		-	x	×	\vdash	-	+	-	-	
1	Corridor/ Route	1		 	-	x	×	$\overline{}$	-	-	-	-	
	International Route ID	T	+		\vdash	X	×	-	-	+	+-	-	
	National Route ID	T			\vdash	x	×	-	-	+	+-	+-	
1	Start Node Name	+	+		-	x	×	-	-	+	+	+-	
	End Node Name	+	+	 	\vdash	X	×	\vdash	-	+	+	+-	
Localisation			Direction A	+	-	x	×	\vdash	-	+	-	+-	
	Start km		Direction 8	+	-	X	×	\vdash	-	+	+	+-	
1		-	Direction A	+	-	X	×	\vdash	-	-	-	+-	
1	End km		Direction 8		-	X	X	\leftarrow	-	-	-	+-	
1					-			\vdash	-	-	+-	+	
1	Status	+	Planned/ Existing/ Upgrade		-	X	X	\vdash	+	+	-	+	
1	Data valid from		year		\vdash	-	₩	\vdash	\rightarrow	+	-	_	
	Data valid to	+	year	_	\vdash	-	\leftarrow	\vdash	\rightarrow	+	-	+	
1	Capacity		trains/ day			X	X	ш					
1	Track gauge		750 / 1000 / 1435 / 1520 / 1524 / 1600 / 1602 / 1668			X	×	Ш		\perp			
			A GAUGE: Total height 3.85 m above t - he rail and 1.28 m on			-		П		\neg	T	T	
	Lord muse		either side of the track axie		1 /			i I					
1	Load gauge		B GAUGE: Total height 4.08 m above the rail and 1.28 m on			x	×	í I					
1			either side of the track axle			1		í I					
1			Very good (0.86 - 1.00)		-	$\overline{}$	-	\neg	\neg	\neg	-	-	
			Good (0.71-0.85)		1 /	1		i I					
1	Condition of track (Operational/ Design Speed)		Medium (0.61-0.70)			×	×	í I					
1	and the same (apartment) and apartment,		Poor (0.51-0.60)			1	_	í I					
1			Very Poor (0.00-0.50)			1		í I					
	Number of tracks		Total (most relevant figures, e.g. if a single track railway of	-	-	x	×	\vdash	-	-	-	-	
			Diesel		-	x	×	\vdash	-	+	-	+-	
1	Traction		Electrified	+	-			\vdash	-	-	-	+-	
1			25 000 Volts, 50Hz		-	X	X	\rightarrow	-	-	-	+	
1						1		í I					
			15 000 Volts, 16 2/3 Hz		1 /	1		i I		- 1			
1			3 000 Volts, DC			1		í I					
1	Rail voitage		1 500 Volts, DC			x	×	í I					
1			750 Volts DC			1		í I					
1			660 Volts DC			1		í I					
1			630 Volts DC					ш					
Infrastructure Data	Length - Total (km)				\perp	×	X	ш		\perp			
	Length - Open Track (km)					×	X						
1	Length - Tunnels (km)					X	×			\perp			
1	Length - Bridges over 12m length (km)				$\perp \neg$	×	X	\Box	$ \Gamma$				
1	Tunnels		number			X	×			\top			
1	Level-Crossings		number		\Box	X	×	\neg	-	\neg	\top	T	
1	Max Design Speed	1	km per hour		\Box	X	×	$\overline{}$	\neg	\neg	\top	-	
Cond Cond Cond Sumi Tract Aul Infrastructure Data Lung Lung Lung Lung Lung Lung Lung Lung	Max Operating Speed		km per hour		\Box	X	×	$\overline{}$	\neg	\neg	\top	$\overline{}$	
1		1	Direction A	<u> </u>	\vdash	x	×	\vdash	\pm	+	+	-	
1	Max Longitudinal Gradient (m per km)		Direction 8	 	\vdash	X	×	\vdash	-	+	-	-	
Leng Leng Leng Train Leng Leng Leng Leng Leng Leng Leng Len	Min radius	1	meters	 	\vdash	x	×	\vdash	-	+	-	-	
1	Maximum train length	+	meters	+	\vdash	×	×	-	-	+	+	+-	
1	Max Axie load	+	kN	+	\vdash	X	×	\vdash	-	+	-	+-	
1	Max Axie load Signalling Standard	+	in .	+	\vdash	x	×	\vdash	+	+	+	+-	
1		+	+	+	\vdash	x	×	\vdash	+	+	+	+-	
1	Traffic Management	+	+t		\vdash			\vdash	\rightarrow	+	+	+	
1	ERTMS in operation	+	yes/no	+	₩	X	X	\mapsto	+	+	+	+	
1	1		1 - is designed as an add-on to or overlays a conventional line	I	1 /		1	(I		- 1	-1	1	I
1	ERTMS level		already equipped with lineside signals and train detectors.	I	1 /	x	×	(I		- 1	-1	1	I
1			2 - does not require lineside signals. The movement authority	I	1 /		1 ~	(I		- 1	-1	1	I
1			is communicated directly from a Radio Block Centre (RBC) to					ш					
	Control & Command System		Specify which system is used to ensure safety and to			X	×	\Box T		\neg	T	T^{-}	
	Data valid from		year			-	-	П	$\neg \vdash$	\neg	\top	-	

Albania - data availability and formats

Railways - Network Performance Monitoring

Category	Parameter	Input	Details	Source	1 K	1	1	8	20	1	E I	1 1	Data Collection Frequency - 89
	Electrification		yes/no (Not applicable for isolated networks. Applies to line			X	×						
	Railway Tunnels Compliance		yes/no as per Directive 2014/1303/EC as amended by			X	×			\neg		\neg	1
	Freight Line Speed		yes/no (At least 100km (Only applicable for the freight lines of			×	×			\neg		\neg	1
	Freight Line Axle Load		yes/no (At least 22.5t (Only applicable for the freight lines of			×	×			\neg		\neg	1
	Freight Line Train Length		yes/no (At least 750m (Only applicable for the freight lines of			x	×			\neg		\neg	1
TEN-T Compliance			yes/no (Nominal track gauge for new railway lines. Not							\neg		\neg	
	Track Gauge 1435mm		applicable where the new line is an extension on a network		ıı	×	×			- 1			
	COTTAC Designment		yes/no (European Train Control System (ETCS) - Not applicable			X	×					\neg	
	ERTMS Deployment		ves/no (Global System for Mobile communications for			×	×					\neg	
	Data valid from		year							\neg		-	
	Data valid to		year									\neg	
	Passenger Trains		number per 24 hours			X	×			\neg		-	1
	Freight Trains		number per 24 hours			X	×	$\overline{}$	-	\rightarrow	_	-	+
	Dangerous Goods Freight Trains		number per 24 hours		X		-	-	-	-	_	-	+
	Capacity used		% of capacity		x		-		-	\neg	_	-	+
	Passenger traffic		number per year			x	×	-	-	-	_	-	+
	rassenger traint		passenger km per year		-	X	x	\rightarrow	-	-	-	-	
	Freight traffic		tons per year		-	×	x	_	\rightarrow	\rightarrow	_	-	+
Operations Data	rregictranic		tion per year		\vdash	X	X	_	_	\rightarrow	_	-	+
Operations batte	Maria -				X		*	\rightarrow	\rightarrow	\rightarrow	-	-	+
	TEUs Unitised		TEU containers per year % in standard loading units		X	_	-	\rightarrow	\rightarrow	\rightarrow	-	-	+
	Non Unitised		% in standard loading units % of bulk and general traffic				-	_	\rightarrow	\rightarrow	-	-	+
					X	_	\rightarrow	\rightarrow	_	\rightarrow	-	-	+
	National traffic		% of total traffic		X	_	-	\rightarrow	_	\rightarrow	-	—	+
	Average travel time passenger (incl. stops)		long distance trains only		X		\vdash	_	_	\rightarrow	_	-	
	Average travel time freight (incl. stops)		long distance trains only		X		\vdash	_	_	_	_	—	
	Data valid for		year				-		_	_	_	_	
	Number of Incidents		absolute number (as per Directive 2016/798/EU - Railway		\square	X	X	_	_	_	_	—	
	Number of Accidents		absolute number (as per Directive 2016/798/EU - Railway			X	X		_	_	_		
	Number of Significant Accidents		absolute number (as per Directive 2016/798/EU - Railway			x	×						
	Number of Serious Accidents		absolute number (as per Directive 2016/798/EU - Railway			X	X					$\overline{}$	
	Serious Accidents - Number of Serious Injuries		absolute number			x	×						
	Serious Accidents - Number of Fatalities		absolute number			X	×						
	Serious Accidents - Number per place of accident		absolute number (open rail, level crossings, station area)			X	X						
	Serious Accidents - Amount of Material Damage		EUR per year			×	×						
Safety	Serious Accidents - Disruption of traffic		hours per year			×	×						
	Serious Accidents - Indirect damages related to delays		EUR per year			X	×			\neg		\neg	1
	Significant Accidents - Number of Significant Injuries		absolute number			X	×			\neg		\neg	1
	Significant Accidents - Number of Fatalities		absolute number			X	×			\neg			1
	Significant Accidents - Number per place of accident		absolute number (open rail, level crossings, station area)			×	×			\neg	\neg	\neg	1
	Significant Accidents - Amount of Material Damage		EUR per year			X	×					\neg	
	Significant Accidents - Disruption of traffic		hours per year			×	×			\neg	\neg		1
	Significant Accidents - Indirect damages related to delays		EUR per year			X	×					\neg	
	Data valid for		vear									\neg	
	Maintenance cost - Total		Euros per year per km			×	×					\neg	
	Maintenance cost - Total		Euros			X	×			\neg		-	1
	Maintenance cost - Infrastructure		Euros per year (rail track, switches and crossings, tunnels,			×	×					-	
Regular Maintenance	Maintenance cost - Signalling and telecom system		Euros per year (Maintenance of rail station signalling, automatic block system, automatic and mechanical level			x	×						
	Maintenance cost - Electrification system		Euros per year (Maintenance of catenaries, electric railway		Н	x	¥	_	\rightarrow	\rightarrow	+	+	+
	Source of finance		J. Catchering, Co.Co.C. Initially		-	X	×	_	-	\rightarrow	_	-	+
	Data valid for		vear		\vdash	-	-	_	_	\rightarrow	_	-	+
	Requiring heavy maintenance		length of section (km)			x	v	\rightarrow	-	\rightarrow	_	+	+
Heavy Maintenance	Requiring rehabilitation	<u> </u>	length of section (km)		\vdash	X	X Y	_	-	\rightarrow	-	+	+
	Requiring rehabilitation Data valid for	 	rength of section (km)		\vdash		*	\rightarrow	-	\rightarrow	-	+	+
		l			\vdash	_		_	_	\rightarrow	_	-	+
December 1	Requiring upgrade to increase capacity		length of section (km)		\vdash	X	X	_	_	\rightarrow	_	-	+
Upgrading	Requiring upgrade (additional track/ new line)		length of section (km)		\vdash	X	X	_	_	-	_	-	+
	Data valid for	l .	year	1			\perp						

Albania - data availability and formats

Railways - Network Performance Monitoring

Category	Parameter	Input	Details	Some	11	1	100	8	-	夏	92	1	Data Collection Frequency - RP
	Air Pollution		GHG emissions (tons per year for each GHG)		×								
	CO2 emissions				×								
	NOx emissions				×								
	SO2 emission evolution				X								
	Non-methane hydrocarbons				×								
Environmental Data	Particulate matter (ppm)				×								
	Noise		Noise levels along the section		X								
			number of flooding incidents		×								
	Climate change resilience		number of closures due to adverse weather conditions		×								
			number of embankment failures		X								
	Data valid for		year		×								
	Location of Railway Line	to be provided separately	Line geometry		ж								
	Location of tunnels		Line geometry or Point geometry or x,y coordinates		ж								
	Location of bridges over 12m length	to be provided separately	Line geometry or Point geometry or x,y coordinates		X								
Geospatial data	Location of Stations	to be provided separately	Line geometry or Point geometry or x,y coordinates		ж								
1	Location of level crossings	to be provided separately	Point geometry or x,y coordinates		X	Т	T^-	T^{-}				$\neg \neg$	
	Location of serious accidents	to be provided separately	Point geometry or x,y coordinates		X								
	Data valid for		year		X								

Roads - Network Performance Monitoring

Section Sect	Category	Parameter	Details	-	11	1	Mond		1	12	Ę	11	ł	Data Collection Frequency - RP	Comments
March Cognition Day Cogn		Name of responsible Company/Authority		Road Authority of Alberia				2022			$\overline{}$			On demand	
Paper Pape		Correspondence Address													
Continue content	Reporting Organisation Data														
Total County County County County County Co	importing organization state														
County Code							\perp		$\overline{}$	_	\rightarrow	_	_		
Confidence					-		-		\rightarrow	\rightarrow	\rightarrow	\rightarrow	\rightarrow		
Control Force			6		-			_	$\overline{}$	\rightarrow	\rightarrow	\rightarrow	\rightarrow		
March March and Display March March and Ma			Core/ Comprehensive		-			_	\rightarrow	\rightarrow	\rightarrow	\rightarrow	\rightarrow		
March Anne Mar					-				-	\rightarrow	\rightarrow	\rightarrow	\rightarrow		
Section Sect					-					\rightarrow	\rightarrow	\rightarrow	\rightarrow		
March Marker March March (Section March					-					\rightarrow	\rightarrow	\rightarrow	\neg		
Start No.				Road Authority of Alberia						\neg	\neg	\neg	\neg		
Early	Localisation	Charle lan	Direction A	Road Authority of Alberia		×	X			\neg	\neg	\neg	\neg		
State Stat		Start km		Road Authority of Alberia		X	X								
Direction Section Se		End km													
Data wide from Part Company															
Category				Road Authority of Albania		×	X			\rightarrow	_				
Compared Materianapy Date Configurations Section							\perp			_	\rightarrow	_	_		
1. Very Door, described in read effolds grodems and complete (any large files) and placed in - analytic properties (10) [2.4] 2.					\vdash		\vdash		\vdash	_	-	_	_		
Personant Condition	1	Category		Road Authority of Albania	\vdash	X	I		\vdash	\rightarrow	\rightarrow	\rightarrow	\rightarrow		
Larges		Pavement Condition	completely comply with Standards - mainly new constructions, (IRI [0-1.24]) 2. Good, means that is a road without problems, (IRI [1.24 – 2.84])	Read Authority of Albania		x	x								
Land Control Part				Road Authority of Albania	-	×	x			\rightarrow	\rightarrow	\rightarrow	\neg		
Length - Total (Box)		Lanes			-					\neg	\neg	\neg	\neg		
Eargith - Cloud Hors		Locati Total Book								\neg	\neg		\neg		
Length - Open Road (Rm)		Length - Total (km)					x				\neg				
Length - Tunnels (Rm) Direction A Seat Ant-Ant-Opt dates 2 2 3 4 4 4 4 4 4 4 4 4		Length - Open Road (km)	Direction A	Road Authority of Albania						_	=	=			
Langth - February (Brit) Direction B Mark Activity of Mason 2 2 2					-			_	$\overline{}$	\rightarrow	\rightarrow	\rightarrow	\rightarrow		
Langth - Bridges over 12m length (bm) Direction A Seath Activary of Mason		Length - Tunnels (km)			-				_	\rightarrow	\rightarrow	$\overline{}$	\rightarrow		
Length - Enrigates out 1,200 may (in 1) (in regist) (in the structure Data Direction in A (absolute sembler) Next An Anthropy of Manies 2					-				$\overline{}$	\rightarrow	\rightarrow	\rightarrow	\rightarrow		
Tunnels		Length - Bridges over 12m length (km)			-				$\overline{}$	\neg	\neg	\neg	\neg		
Direction in (depotable sembler) Natural Antony of Maria X X No. N		Towards				×	X				\neg				
Particular Data		Tulling	Direction B (absolute number)	Road Authority of Alberia		×	×								
Orientical (deboulds straight) New Ask		Parking areas				×	X								
Fact Stations Direction in Education to survivery Seat Antoning of Alexans	Infrastructure Data					_				_	_	_	_		
Type of Totals (Directed, Case, CMS), LMS), Mechangem, Changing Navil Authority of Manin Navil A					\vdash				$\overline{}$	_	_	_	_		
Design Speed Stopped		Fuel Stations		Road Authority of Alberia		X	X		$\overline{}$	_	_	_	_		
Speed limit					X		-		\rightarrow	\rightarrow	\rightarrow	\rightarrow	\rightarrow		
Cysteding Speed Sin per hour					-				$\overline{}$	\rightarrow	\rightarrow	\rightarrow	\rightarrow		
Max Long/Rodinal Gradient (N) Direction A Seal Intervient of Masses \$ 1				Road Authority of Alberia	_	X	1		$\overline{}$	-	\rightarrow	\rightarrow	\rightarrow		
Mass Permitted Weight Direction 8				hard before of thesis	^				$\overline{}$	\rightarrow	\rightarrow	\rightarrow	\rightarrow		
Max Permitted Weight	1	Max Longitudinal Gradient (%)			Н				\vdash	\rightarrow	\rightarrow	-	\rightarrow		
Capacity Section recognition Section S	1	Maria Recording of Maria Laboratory			Н					\neg	\neg	\neg	\neg		
Capacity	I				П				\neg	\neg	\neg	\neg	\neg		
Totaled	I			Road Authority of Alberia											
Charging Method	1			Road Authority of Alberia		×	X								
Number of Till Station Lases	I.		per km/ per day												
Intelligent Temport Systems (ITS)	I.														
Type of FS	1				\vdash				\sqcup	_	\rightarrow	\rightarrow	\rightarrow		
Operation Supervised by Control Centre	I				\vdash	×			\vdash	-	-	-	_		
Data walls from year	I.				\vdash	×		_	\vdash	\rightarrow	\rightarrow	\rightarrow	\rightarrow		
Data wills to System Sys	I			Road Authority of Alberia	\vdash	×	X		\vdash	_	\rightarrow	_			
TEN-T Requirements Compilant	I				\vdash		\vdash		\vdash	\rightarrow	\rightarrow	\rightarrow	\rightarrow		
Alternative Fuels Availability system as per Direction to 2014/94/21 has been described these s s s s s s s s s s s s s s s s s s				Annal Androdre of Alberta	\vdash				\vdash	\rightarrow	\rightarrow	\rightarrow	\rightarrow		
TS Compliance yes/no as per Directive 2004/6/FU Navi Anti-Anti-Anti-Anti-Anti-Anti-Anti-Anti-	I				\vdash			_	\vdash	\rightarrow	\rightarrow	\rightarrow	\rightarrow		
Tolling interrogenizability					\vdash				\rightarrow	\rightarrow	\rightarrow	\rightarrow	\rightarrow		
Exert Compliance					\vdash				\rightarrow	\rightarrow	\rightarrow	\rightarrow	\dashv		
Road Turnels Complance (length -500m) set/no as per Directive 2006/56/EC Road Authority of Alexon x x x x Second	TEN-T Compliance				-				\vdash	\rightarrow	\rightarrow	-	-		
Data valid from year	1				\vdash	×			\vdash	\neg	\neg	\neg	\neg		
	I	Data valid from									\neg				
		Data valid to	year												

Roads - Network Performance Monitoring

Part of the Comment APP and within per ent						-		_			_			Bada Fallantina	
Property of the Control of the Con	Category	Parameter	Details	Source	15					1	- 5	111	i i	Fraguency - RP	Comments
Property of the Control of the Con		Total truffic flow	AADT or unbidge per year	Road Authority of Albania		×	×		_		_				
Part					-	×	×				_	_			
Page					-						-	-			
Command part Comm		Trucks			-	X					_	_			
Provide part Company of the Comp					¥	_			-		-	-			
Page 15 19 19 19 19 19 19 19				Road Authority of Albania	_	×	×		-		_	_			
Page 1995					v	_	_		-		-	-			
Command Comm		Freight traffic flow		And the state of t	_		-		-	-	_	_			
Companies Comp		Danassaus anade sublides		Note Activity of Asserts	_	^	-		-	-	-	-	-		
Part Company State Compa	Operations Data					_	-		-	_	_	_			
Part Section Part	Operations date					-	-	-	-	-	+	+	-		
Total face Contents Contents Early Contents Early Early Contents Early						-	-		-	-	-	-	-		
To Man Prompty Care					X	-	_		_	\vdash	-	-			
Total face response to the control of the control		Toll Nace Currency			-	-	-		-	-	-	-	-		+ 1
Tell State Notes (Cost Principles Performance Perfor		Toll Rate Passenger Cars			⊢	_	⊢	-	_	\vdash	-	-	-		information provided by
March Marc						_	⊢	-	├	-	-	-	-		Road Authority of Albania
Start angle		Toll Rate Heavy Good Vehicles			_	_	_		_		-	-			↓ I
District and East				Ministry of Infrasturcture and Energy	_	_	_		_	_	-	_	-		
First content or five of both content						_		$\overline{}$	_		_	_	-		
Read Full Cores with the control beginner only Section Companies Section Compani			year												
Part and traffs (caph disuble mobiles devices of the Nate		Total number of road traffic crash	absolute number	General Directorate of State Police											
Part and traffs (caph disuble mobiles devices of the Nate	1	Road traffic crash with serious injuries only		General Directorate of State Police	$\overline{}$		$\overline{}$		$\overline{}$			$\overline{}$			† 1
Comparing the problems of real staffs created with free content and the problems of the Staffs Content of Staffs Content	1				-		-	-	-	 	_	-	-		† 1
Part Injury Inj	1				-	-	-	\vdash	-	-	+	-	-		† I
Secretary System Secretary S	1				-		-	-	-	-	+	-	\vdash		_† 1
Facilities	1				\vdash	\vdash	\vdash		\vdash	\vdash	-	-	\vdash		
Mode Selective source and a schedule stage Mode	Road Safety				_	_	_			-	-	-	\perp		Road Authority of Albania
Endition related as highlytich End Service of two bulbanes Committee									_	_	_	_			↓
Moderation corried up			yes/ no								_				1 1
Matterware cost - Found Corresponding dates Section of the Nation Section		Section ranked as high/risk													I I
Data would for		Road Cafety Inspections socied out	Total number	General Directurate of State Police							$\overline{}$				T I
Outs wait for Year Militarians coll - Total and Carry per lat part year Seal Activity of Manage Seal Activity		hose safety impections carried out	Corresponding dates	General Directorate of State Police											1 1
Maintenance cost - Open Road		Data valid for													
Maintenance cost - Typened				Road Authority of Albania		×	×					-			
Maintenance cost - Tribede					-				-	_	-	-			
Major Maintenance Cost Endoge E					-				\vdash	-	_	_			
Namy Periodic Maintenance Cost					-				-	_	-	-	-		
Regular Maintenance Cost		Maintenance cost - bridges		Road Authority of Albania	⊢	X	1	-	_	-	-	-	-		
Regular Maintenance Cost		Heavy/ Periodic Maintenance Cost		Road Authority of Albania	l	×	×		l			1			
Virtue Maintenance Cost	Regular Maintenance				_	_	_	$\overline{}$	_	_	-	_	-		
Writer Maintenance Cost		Emergency Maintenance Cost		Road Authority of Albania	l	×						1			
Routine Maintenance Cost Serve yet km per yeer (The rest of maintenance cost for the Serve yet finance Serve yet km per yeer (The rest of maintenance cost for the Serve yet finance Serve yet Serve yet finance Serve yet Serve yet finance Serve yet S			require immediate attention, such as collapsed culverts or												
Routine Maintenance Cost		Winter Maintenance Cost	Euros per km per year	Road Authority of Albania		×	×								
Source of Research Data will fine		Routine Maintenance Cost	Euros per km per year (The rest of maintenance cost for the	Road Authority of Albania		×	x								
Requiring refabilitation - Come Road Requiring refabilitation - Dromot Requiring refabilitation - Bridges Requiring refabilitation - Bridges Regular decides (Res) Requiring refabilitation - Bridges Regular decides (Res) Regular de		Source of finance		Road Authority of Albania		×	x								
Requiring reshabilitation - Tomord Imaging of section (Ren) Anal Analysis of Administration X		Data valid for	vear												
Requiring reshabilitation - Tomord Imaging of section (Ren) Anal Analysis of Administration X		Requiring rehabilitation - Open Road	length of section (km)	Road Authority of Albania	-	×	X				-	-			
Regularity arbabilitation - Bridges					-				-		_	_			
Requiring heaving periodic maintenances - Open Road Requiring heaving periodic maintenances - Open Road Requiring heaving periodic maintenances - Deal Road Requiring heaving periodic maintenances - Endings Requiring (periodic maintenances - Endings Requiring heaving periodic maintenances - Endings Requiring upgrade to Increase capacity - Deal Road Requiring upgrade Requiring u					-				-	-	-	-			
Requiring heavoy periodic maintenance. Turned Registric section (Ren) Anal Analysis of Mestale X					-				-	-	-	-	-		
Requiring heaving periodic maintenance- Bridges Registro of section (Rin) Anal Antonyo of Menion X	Maintenance Requirements	nequiring neavy/ periodic maintenance - Open road			-				-	_	+	-			
Data wilds for weer		Requiring heavy/ periodic maintenance - Tunnel			_			-	_	-	-	-	-		
Requiring suggested to Increase capacity - Does Novel Sergific (Rev) And Administry of Makeis X				Road Authority of Albania		×	x			_	-	_	-		
Reporting supported to increase capacity: Framed Image of section (Inco) Anal Anthony of Manals X					_	_		\vdash	_	-	-	-	\vdash		
Requiring suppress to increase capacity - Bridges Integrit of section ((no) Asal Autority of Massian X									_		_	_			
Requiring suppracted to Increase capacity - Bridges length of section (Re) seat Automy of Review X	Upgrading				_				\perp	\perp	\perp	_			
Air Pollution OPS embloors (Dots per year for each GHG)				Road Authority of Alberia		X	X			匚					
CO2 emissions NOx emissions NOX emissions SO2 emission excluding NOx emissions SO3 emission excluding NOx emissions SO3 emission excluding Nox emissions Nox		Data valid for	year												
CO2 emissions X X X X X X X X X		Air Pollution	GHG emissions (tons per year for each GHG)		X				Γ						
Note emissions contribute	1	CO2 emissions			×						$\overline{}$				
502 emission encludron	1										-	-			
Non-enthane byte over-from	1					-	-		_	-	_	-	-		-
Particulates matter (grant) Nobe Invents along the section X	1					-	-	-	-	_	+	-	\vdash		
Noise Nois	1	Non-meurane nyurocarpons				-	-	-	-	-	+	-	-		
Sumber of flooding incidents I make of closures due to eleverse weather conditions I make of closures due to eleverse weather conditions I make of embestweens feltures I make of embestwe	Environmental Data					-	\vdash	-	-	-	-	-	\vdash		
Climate charge realizance	1	Noise				_	_	\vdash	_	-	-	-	$\overline{}$		
Climate compare residence Sumbler of embenshment feditures A SUM	I	1				_			_	-	-	—	\vdash		
Immitter of embasishment failures	1	Climate change resilience					_		\vdash	\perp	_	_			
Date valid for ver ver	1														
Date valid for ver ver	1		number of winter maintenance days		X										
Location of Road	I	Data valid for							Г	Γ					
Location of hannels		Location of Road		Road Authority of Albania	$\overline{}$		$\overline{}$	x	$\overline{}$	-	-	-			
Location of bridges over 12m length Use generative of bridge generative or 3 continued in the Continued Co	I	Location of tunnels									_	_			
Despetial data Location of parking areas Dise geometry or Point geometry or x _i coordinates Asad Antonity of Markin X	1				-	-			-		_	-	-		-
Location of fixed stations Location of fixed stations Divide generately or a coordinates Location of orded statific counts with injury fixed by Point generately or a coordinates Location of read statific counts with injury fixed by Point generately or a coordinates I support stations I s	Generatial data					_			-	_	+	_	-		
Location of road traffic crashes with injury/ fatality Point geometry or x,y coordinates Transport institute x	Geospetial data				-	-	-		\vdash	-	-	-	-		
	1				\vdash	—	\vdash	-	\vdash	-	-	-	\vdash		
Data welld for year	1			Transport Institute	_	_	_	X	_	-	-	-	$\overline{}$		
		Data valid for	year					\vdash		_	_	_	\vdash		$\overline{}$

Roads - Project Monitoring

Category	Parameter	Details	Source	14	1	1	8	1	ŧ	5	11	ł	Data Collection
	Name of responsible Company/Authority		Road Authority of Albania	-	•	,		,	_		**	•	On demand
1	Correspondence Address		TOTAL PROCESSING CO. PROCESSION		-		-			\neg	-	\rightarrow	Ordenses
	Contact Person				-					\neg	-	\neg	
Reporting Organisation Data	Position				-					\neg	-	\neg	
1	Phone number												
	Email												
	Country Code		Road Authority of Albania		×	X							
1	TEN-T Category	Core/ Comprehensive	Road Authority of Albania		X	×						\perp	
1	Corridor/ Route	Before project implementation	Road Authority of Albania		X	X							
1		After project implementation	,		X	X				_	_	_	
1	International Route ID	Before project implementation	Road Authority of Albania	-	X	×	_			\rightarrow	_	_	
1		After project implementation			X	X	_			\rightarrow	-	\rightarrow	
1	National Route ID	Before project implementation	Road Authority of Albania	-	x	×	_	-		\rightarrow	\rightarrow	-	
1		After project implementation Before project implementation			X	X	-	-		\rightarrow	-	-	
1	Start Node Name	After project implementation	Road Authority of Albania	-	X	X	-			\rightarrow	-	-	
Localisation		Before project implementation			X		-			\rightarrow	\rightarrow	-	
1	End Node Name	After project implementation	Road Authority of Albania		X	×	-			\rightarrow	_	_	
1		Direction A - Before project implementation			X	X	-			\neg	-	\rightarrow	
1		Direction A - After project implementation			X	X				-	-	-	
1	Start km	Direction B - Before project implementation	Road Authority of Albania		×	×					-		
1		Direction B - After project implementation	1		X	Х							
1		Direction A - Before project implementation			×	×							
1	End km	Direction A - After project implementation	Road Authority of Albania		X	X							
1	Line Mill	Direction B - Before project implementation	The second of the second		X	X							
		Direction B - After project implementation			×	×							
	Project name	Text	Road Authority of Albania		X	X							
1		New infrastructure											
1	Type of foreseen intervention	Reconstruction/rehabilitation	Road Authority of Albania		x	×				- 1			
	,,,	Maintenance	,		-					- 1			
Description of the Project		Horizontal/policy measure			\perp		_				_	_	
1	Length (if linear)	Km/NA	Road Authority of Albania		x	×	_			_	\rightarrow	_	
1	Lanes	Direction A Direction B	Road Authority of Albania	\vdash	x	×	_			-	-	\rightarrow	
1	Total Cost (CAPEX)				X	×	├			\rightarrow	-	\rightarrow	
	Motorway/expressway	Euros (should consider the overall cost of investment, not the preparatory stages only) ves/no (new construction)	Road Authority of Albania Road Authority of Albania		X	X	-			\rightarrow	\rightarrow	-	
1	Other high-quality roads		Road Authority of Albania		X	X				-	-	\rightarrow	
1		yes/no (new construction) yes/ no (targeting capacity increase or road surface quality upgrade from very poor/poor/medium condition					-			-	-	\rightarrow	
1	Road rehabilitation/reconstruction	(IRI>2,84 to good/very good conditions))	Road Authority of Albania		×	×				- 1			
Eligibility for TEN-T Project	Alternative fuels	yes/no	Road Authority of Albania		х	X				\neg	-	\neg	
	ITS compliance	yes/no	Road Authority of Albania		X	X					-		
1	Tolling interoperability	yes/no	Road Authority of Albania		×	X					-		
1	Safety compliance	yes/no	Road Authority of Albania		X	X					-	\neg	
1	Road tunnels compliance	yes/no	Road Authority of Albania		X	X							
		Before project implementation (yes/no)			×	×							
	TEN-T Requirements Compliant	After project implementation (yes/no)	Road Authority of Albania		×	x							
1		Before project implementation (yes/no)			×	×	-			_	_	_	
		Before project implementation (yes/no)	1		-	-	-			_	_	_	
	Alternative Fuels Availability	After project implementation (yes/no)	Road Authority of Albania		×	x							
1		Before project implementation (yes/no)			×	×							
	ITS Compliance	After project implementation (yes/no)	Road Authority of Albania		x	x							
TEN-T Compliance		Andrew contest trades extestes front at			×	×	_			\rightarrow	-		
1	l	Before project implementation (yes/no)	1	\vdash		×	\vdash			-	\rightarrow	+	
	Tolling Interoperability	After project implementation (yes/no)	Road Authority of Albania		×	×							
1		Before project implementation (yes/no)			X	X							
	Safety Compliance	After project implementation (yes/no)	Road Authority of Albania		x	x							
1		Before project implementation (yes/no)			x	×				\neg	\rightarrow	-	
1		and the state of t	1							\neg	\neg	\neg	
	Road Tunnels Compliance (length >500m)	After project implementation (yes/no)	Road Authority of Albania		×	×							

Albania - data availability and formats

Roads - Project Monitoring

Category	Parameter	Details	Source	12				20.00	SAM	11	Data Collection Frequency - RP
	Implemented	Project completed and put in operation	Road Authority of Albania		x	х					
1		Works currently under execution.		\Box							
		Tender for works/design-build on-going.	restion Neal Authority of Albania spiring. Neal Authority of Albania cut to be settled. Neal Authority of Albania cut to design documentation) Neal Authority of Albania cut to design documentation of Albania cut to desi	1 1							
1	On-going project (funding secured)	Design/Tender Dossier for DB under preparation.	Road Authority of Albania	1 1	×	×					
1	Implemented On-going project (funding secured) Mature project (feasibility study ready, funding secured) Project under preparation	Tender for design on-going or about to be start.		1 1							
Project Status		Financing source identified (principle agreement reached), procedures on-going.		\Box							
1	Mature project (feasibility study ready, funding secured)	Financing source identified (principle agreement reached), procedures not-yet-started.	Road Authority of Albania	1 1	x	×					
1		Financing source not identified.									
1		Feasibility study on-going.									
1	Project under preparation	Feasibility study under tendering.	Road Authority of Albania	1 1	x	×					
		Financing for feasibility study secured, procurement not yet started.									
IMPLEMENTED PROJECTS											
Project Timeline	Initial Project Completion Date	On tender issue			X	×					
Project rimeline	Actual Project Completion Date		7	\Box	x	×					
	National Budget	Euros			X	×					
1		Euros	7	\Box	X	×					
1		Euros	7	\Box	X	×					
	EIB	Euros		\Box	X	×					
1	Other ID	Specify		\Box	X	×					
Project Funding Sources	Other In	Euros	Rose Authority of Albania	x x x x x x x x x x x x x x x x x x x							
Project Funding Sources		Specify	7] = =							
1	Concessions	Euros	7	\Box	X	×					
	PH Port	Specify	1	×							
1	EO Fund	Euros		X	X						
1	Other fundaments	Specify		X	×						
1	Other funding source	Euros		X	×						
	Project Folder Title	(As built documentation or if not available then final design documentation)	Road Authority of Albania	-	X	×					
Project Documentation	Prepared by		Road Authority of Albania	-	X	×					
	Supervised by		Road Authority of Albania	\Box	X	×					
	Controller and d	Forecasted (months)		-	X	×					
	Construction period	Actual (months)	Road Authority of Albania	\Box	X	×					
	CARRY	Forecasted (Euros)		П	X	×					
1	CAPEX	Actual (Euros)	Road Authority of Albania	\Box	X	×					
		Forecasted (Euros per year)		-	X	×					
1	OPEX	Actual (Euros per year)	Road Authority of Albania	-	X	X					
1	Milatoria	Forecasted (Euros per year)		\Box	X	X					
	Maintenance cost	Actual (Euros per year)	Road Authority of Albania	\Box		×					
Paraller and the State of the S	Interest During Construction	8	Road Authority of Albania	-	X	X					
Performance Indicators		Euros	Road Authority of Albania		X	×					
I		Forecasted (Euros per year)			X	×					
I	Revenue (ir fare/toil collected)	Actual (Euros per year)	Road Authority of Albania				$\overline{}$				
I		Passenger cars - forecasted				X					
I	Other funding source Project Feder Tale Source Feder Tale Construction period CAPEX OPEX Maintenance cost tistered Diriging Construction Elitators Elit	Passenger cars - actual	7	\Box	X	×					
I		Busses - forecasted	7	\Box			$\overline{}$				
I		Busses - actual	Road Authority of Albania	\Box		Х					
I		Trucks - forecasted	7	\Box	X	Х					
I	1	Trucks - actual	┪	\vdash						-	

Albania - data availability and formats

Roads - Project Monitoring

Marie Mari	Category	Parameter	Details	Source	44	1	1	8	1	Į.	Ę	31	ž,	Data Collection
Project Treation	LIVE PROJECTS						-						_	
Project Tending from that Care (proof) years) Contract from fortic targets uptile the contract of assistant that whe become importable			Initially forecasted			¥	×		_	†				
Project Tradition		Tender Start Date (month/ year)		Road Authority of Albania		×	×			-				
Project Treation		,,,,,,							_					
Comment Education Price Comment Education Price of the Control and dealers that has become impossed in the Control and dealers that the Control and dealers t	l													
Project Completion Date Invasidate Installed Invasidate Invasi	Project Timeline			load Authority of Albania	-				_	_		-	-	
Project Completion Case Investify in year Completing from tender benefit on become improvable 2		, , , , , , , , , , , , , , , , , , , ,							_	_			-	
Control Extination Control Extination Former and the standard sequence sequence (a) Control Extination Former and sequence (a) Control Extination Form	l 1								_	-		-	-	
Project Founding Services Ser		Project Completion Date (month/ year)		Road Authority of Albania	\vdash				_	-				
Microst Engages									-	_			-	
March Control Contro		National Budget		Road Authority of Albania					_	—				
Section Sect	l 1		anocates) agreement signed (yes/no)						_	_			-	
MESO Spring Spr		WB		Road Authority of Albania					_	-			-	
## Antique fouriers Section Sect	l								-	_		-	-	
Project Funding Sources Project Funding		EBRD		Road Authority of Albania	\vdash				_	-			-	
Miscond agreement signed lear/hold Miscond a	l 1								_	_			-	
Project Funding Sources		EIB		Road Authority of Albania	\vdash				-	-			-	
Project Funding Sources Part Pa	l 1								-	-			-	
##SCHART Special Speci									-	-			-	
Secondary Seco	Project Funding Sources	Other In		Road Authority of Aldania					_	-			-	
Concessions								_	-	-			-	
Biochard agreement speed period	1	Cd			\vdash			-	-	-	\vdash	\vdash	\vdash	
Fund	1 1	Concessions		road Authority of Albania	\vdash			_	-	⊢			\vdash	
EU Fund	1 1								_					
Best State			Specify	1					_					
Other Funding source		EU Fund		Road Authority of Albania					_					
Other funding source Euros														
Boundard Agreement Signed (pres/hol)									_					
Per Feasibility Study		Other funding source	Euros	Road Authority of Albania					_					
Feasibility Study			allocated/agreement signed (yes/no)											
Technical Project Status		Pre-Feasibility Study	yes/no	Road Authority of Albania		×	×							
Prefinitury Cosign		Feasibility Study	yes/no	Road Authority of Albania		x	×							
Preliminary Design	I I	Concept Design	yes/no	Road Authority of Albania		x	x							
Environmental Impact Assessment		Preliminary Design	yes/no	Road Authority of Albania		×	×							
Feasibility Study		Detail Design	yes/no	Road Authority of Albania		x	×							
Facility Study	l i	Environmental Impact Assessment	yes/no	Road Authority of Albania		×	×							
Feasibility Study														
Concept Design		Feasibility Study		Road Authority of Albania		х	×							
Title				1										
Concept Design	ı İ								$\overline{}$				\neg	
Cognition of by	1			Road Authority of Albania		X	×							
Project Documentation			Supervised by	1					T				\Box	
Profession Pro	ı 1								_	-			\vdash	
Control Design	Project Documentation			Road Authority of Albania					_					
Detail Design									_	†				
Detail Design	l 1								_	-			-	
Separation Sep		Detail Design		Board Authority of Albania	\vdash				_	_			-	
Title					\vdash				_				-	
Environmental Impact Aussissment	1 1							_	-	\vdash			\vdash	
Supervised by Supervised b	ı I	Environmental Impact Assessment			\vdash			-	-	-	\vdash		\vdash	
Annual Traffic Chemand Growth N	ı I	Environmental Impact Assessment		Home Authority of Albania	\vdash			_	-	-	\vdash		\vdash	
					-			_	-	-	-	-	\vdash	
Annual Academic Ret Reduction VI II applicable) International Conference of Returns VI II applicable) International VI II applicable) International VI II Applicable International VI II					\vdash			_	-	-	\vdash		\vdash	
ERR (Economic internal Rate of Seturn) N	Social indicators							_	-	⊢	\vdash		\vdash	
NY Welt-Present/Value)									-	-			\vdash	
Economic Indicators SDR (Social Discount Rate) % Road Authority of Albania X X	1								_	_				
	Economic Indicators								_	\vdash			otag	
Project Planning & Design Cost Euros Road Authority of Albania X X										\perp			╚	
Project Construction Cost Euros Road Authority of Albania X X	ı í									匚				
Total Project Cost Euros Road Authority of Albania X X		Total Project Cost	Euros	Road Authority of Albania		X	×							

Albania - data availability and formats

Roads - Project Monitoring

						_	_	_		_	_	_	
Category	Parameter	Details	Source	into MAN	1	1	8		1	夏	3 8	ł	Data Collection Frequency - IP
	FIRR (Financial Internal Rate of Return)	N.	Road Authority of Albania		X	X							
	FNPV (Financial Net Present Value)	Euros	Road Authority of Albania		X	X	П						
Financial Indicators	FDR (Financial Discount Rate)	%	Road Authority of Albania		X	X	П						
Pinancial indicators	WACC (Weighted Average Cost of Capital)	N.	Road Authority of Albania		X	×							
	First year of profit	year	Road Authority of Albania		X	X	П						
	DSCR (Debt Service Coverage Ratio)	%	Road Authority of Albania		X	X	П						
	CO2 emissions	+/- %		×									
	NOx emissions	1/-%		×									
	SO2 emission evolution	e/- %		×									
Environmental Indicators	Non-methane hydrocarbons	+/- %		×									
City of incita incitators	Particulate matter (ppm)	1/-%		×									
	Noise levels along the section	+/- %		×									
	Climate Change Resilience	Provide description of the project's effect to the climate change resilience of the network		×									
	Protected Natural Areas Affected	km2		×									
	Location of Road	Line geometry	Road Authority of Albania				X						
	Location of tunnels	Line geometry or Point geometry or x,y coordinates	Road Authority of Albania				×						
Geospatial data	Location of bridges over 12m length	Line geometry or Point geometry or x,y coordinates	Road Authority of Albania				X						
	Location of parking areas	Line geometry or Point geometry or x,y coordinates	Road Authority of Albania				X						
1	Location of fuel stations	Point geometry or x,y coordinates	Road Authority of Albania			Г	X						

Albania - data availability and formats

Road Safety

	_					¥			100		8.8	Data Collection
Category	Parameter	Details	Source	15	l å	8	8	3	3	2	2.8	
	Name of responsible Company/Authority		General Directorate of State Police/ Transport Institute									Annually
	Correspondence Address											
Reporting Organisation Data	Contact Person											
	Position											
	Phone number											
	Email											
	Country Code											
Localisation	Population	number of inhabitants										
	Fleet size	number of registered vehicles										
	Total number of road traffic crashes	number										
	Total number of road traffic crashes - Motorway (tolled)	number										
	Total number of road traffic crashes - Motorway (toll-free)	number										
	Total number of road traffic crashes - Primary Roads (dual carriageway)	number										
	Total number of road traffic crashes - Primary Roads (single carriageway)	number										
	Total number of road traffic crashes - Secondary Roads	number										
	Total number of road traffic crashes - Rural Roads	number										
	Total number of road traffic crashes - Urban Roads	number										
Road Safety Data	Road traffic crashes with serious injuries only	number										
Road Sarety Data	Fatal road traffic crashes	number										
	Seriously Injured	number of persons										
	Fatalities	number of persons										
		alcohol										
		speed	1		1				1			
	Cause of accident (%)	infrastructure							1			
		use of electronic devices (mobile phone, GPS, etc)					1		1			
		vehicle not corresponding to standard	7				1		1			
	Data valid for	year										

Albania - data availability and formats

Seaports - Network Performance Monitoring

Category	Parameter	Details	Course	84	- 1	1		- 1		E	4.5	1	Data Collection
Contract of the Contract of th				2 2		- 5		3	*	*	24	8	Frequency - RP
	Name of responsible Company/Authority		Ministry of I&E - Maritime Directorate	_				_	_				On demand
	Correspondence Address								_				
Reporting Organisation Data	Contact Person							_		_			
	Position						_	-		—			
	Phone number							_	_				
	Email								_				
	Country Code			-	X	X		_	_				
	TEN-T Category	Core/ Comprehensive			X	X		_					
	Node Name				X	X				_			
	Ownership Type	Government/ Private/ Mixed			X	X				_			
Localisation	Owner #1	Name			X	X							
	Ownership Percentage	%			×	×							
	Owner #x	Name			X	X							
	Ownership Percentage	%			X	×							
	Data valid from	year											
	Data valid to	year											
	Activity	Freight/ Passenger/ Passenger and freight			X	X							
		Very Good						Г		Г			
		Good						l	l	l			
	Condition	Medium			×	×		l	l	l			
		Poor						l	l	l			
		Very Poor						l	l	l			
	Total area	m2 (All land- and water-area which belongs to the port)			X	X							
	Open storage	m2			X	×							
	Covered storage	m2			X	×	-	-		_			
	Cold storage	m2			X	×		-		-			
	Storage of dangerous goods	m2			X	×		-		-			
	Handling equipment	Gantry cranes, Mobile cranes, Fork lifters, Reach stackers,			×	×		-	_	-			
	Quay Length	m			×	×	_	-	_	-	-		
	Berths	number			×	×		-	_	-	-		
	Maximum draught (natural or dredged)				×	x	_	├	_		_		
	Port terminals	m (maximum draught of ship which may enter the port)			X	X	_	-	-	-	_		
Infrastructure Data		ha					_	-		-	_		
	Combined terminals	ha m2			X	×	_	-	-	-	_		
	Passenger or Cruise terminals			_	X	×	-	-	-	—	_	-	
	Passenger Capacity	passengers per year (port maximum passenger handling			X	X	_	-		—			
	Container terminal	yes/ no			X	X	_	-		_	_		
	Freight Capacity	tons per year (port maximum cargo handling capacity - the			X	X		_	_				
	RoRo facilities	yes/ no			X	X							
	Transhipment facilities for intermodal transport	yes/ no		-	X	X		_	_				
	Rail Connection	yes/no			X	X			_				
		number of tracks connecting the port with the hinterland			X	X							
	Road Connection	yes/no			X	X							
		number of lanes connecting the port with the hinterland			×	×							
	Intelligent Transport Systems (ITS)	yes/no			X	X							
	Type of ITS	list all ITS installed			X	X							
	Vessel Traffic Management Information System (VTMIS)	in operation (yes/no)			X	X							
	Data valid from	year											
	Data valid to	year		Γ				Γ					
	Rail Connection	yes/no			X	×							
	Road Connection	ves/no			X	×							
	IWW/ CEMT Connection	yes/no (If physical constraints do not prevent such		-	×	×		$\overline{}$					
	Clean fuels availability	yes/no (Only applicable for the Core Network)			×	×							
TEN-T Compliance	Terminal availability	yes/no (At least one terminal open to all operators in a non-			×	×	-	t –		 			
	Waste facilities	yes/no (as per Directive 2000/59/EC)	 		×	×	-	-				\vdash	
	VTMIS Deployment	yes/no (as per Directive 2002/59/EC as amended by Directive			X	X	-	\vdash	-	-	\vdash		
	Data valid from			\vdash			-	\vdash	-	-	\vdash		
	Data valid to	year		-	-	⊢	_	-	-	-	_	_	

Albania - data availability and formats

Seaports - Network Performance Monitoring

Category	Parameter	Details	Source	2 €	1	Page 1	8	20	ğ	Ę	44	ampo Odpera	Data Collection Frequency - RP
	Port traffic	vessels per year			X	×							monthly
	Passenger traffic	passengers per year			×	X							
	Freight traffic	tons per year			×	×							
	Dangerous Goods ton turnover	kT/year		×									
	Total turnover	kT/year			×	×	$\overline{}$		I				
	Tons loaded	kT/year			×	X							
	Tons unloaded	kT/year			×	X							
	Oil tons	kT/year			×	×							
	Liquid bulk tons	kT/year			×	×	I		Т				
Operations Data	Dry bulk tons	kT/year			×	×							
	General bulk tons	kT/year			×	X			T				
	TEU tons	kT/year			×	×			-				
	TEUs	TEU containers per year			×	×			$\overline{}$				
	RoRo	kT/year			×	×	-		-				
	RoRos	number of vehicles			×	X	$\overline{}$		$\overline{}$				
	Storage capacity used	% of capacity		$\overline{}$	×	×	-		$\overline{}$				
	Transhipment capacity used	% of capacity			×	×							
	Passenger capacity used	% of capacity			×	×							
	Data valid for	year							$\overline{}$				
	Maintenance cost - Total	Euros per year			×	×							
	Maintenance cost - Landside Infrastructure	Euros per year (Works on land infrastructure and facilities)			×	×	I		Т				
Regular Maintenance	Maintenance cost - Maritime Infrastructure	Euros per year (Works conducted to ensure the right			×	X							
	Source of finance				×	X	-		-				
	Data valid for	year							$\overline{}$				
Upgrading	Requiring upgrade to increase capacity	Passenger Capacity			×	×			$\overline{}$				
Opgrading	Requiring upgrade to increase capacity	Freight Capacity			×	×	-		$\overline{}$				
	Air Pollution	GHG emissions (tons per year for each GHG)		×		$\overline{}$	-		-				
	CO2 emissions			×					-				
	NOx emissions			×					$\overline{}$				
	SO2 emission evolution			×			-		-				
Environmental Data	Non-methane hydrocarbons			×			-		$\overline{}$				
	Particulate matter (ppm)			X									
	Climate change resilience	number of flooding incidents		X									
	Climate Change resilience	number of closures due to adverse weather conditions		X									
	Data valid for	year					-		$\overline{}$				
	Location of the Seaport	Point geometry or x,y coordinates		×					1				
Geospatial data	Data valid for	year		$\overline{}$			-		-				

Border Crossings - Network Performance Monitoring

on abla Company (Authority more Address on a constant of the Company (Authority more Address on a constant of the Company (Authority more Address on a constant of the Company (Authority Manne or Address of the Company (Authority Manne or Address of the Company (Authority Manne of the C	country code Cored Comprehensive/ Not in TEN-T yet/not/planned Difficial type of joint RCP for passengers/for goods/ collocate phytosanitary veterinary radiological other non-trade related controls (road charges collection, web) entiring entering entering entering		x x x	x x x	x x x								
on of of of of of of of of of	Core/ Comprehensive/ Not in TER-T yes/in/planned yes/in/planned yes/in/planned indicate byse of slott BCP (for passengers/for goods/ collocate phytosinitary yes/entingy varieties/ rate for order related controls (road charges collection, web estimates) yes/entingy entering entering entering entering		×	x x x x	x x x								
er s ute ing Name ing Name ony roy roy roll (inspections Performed rolls inspections for trucks iness for trucks iness for buses	Core/ Comprehensive/ Not in TER-T yes/in/planned yes/in/planned yes/in/planned indicate byse of slott BCP (for passengers/for goods/ collocate phytosinitary yes/entingy varieties/ rate for order related controls (road charges collection, web estimates) yes/entingy entering entering entering entering		×	x x x x	x x x								
e urte urte ining Name ining Name ory over over over over over over over over	Core/ Comprehensive/ Not in TER-T yes/in/planned yes/in/planned yes/in/planned indicate byse of slott BCP (for passengers/for goods/ collocate phytosinitary yes/entingy varieties/ rate for order related controls (road charges collection, web estimates) yes/entingy entering entering entering entering		×	x x x x	x x x								
e urte urte ining Name ining Name ory over over over over over over over over	Core/ Comprehensive/ Not in TER-T yes/in/planned yes/in/planned yes/in/planned indicate byse of slott BCP (for passengers/for goods/ collocate phytosinitary yes/entingy varieties/ rate for order related controls (road charges collection, web general controls (road charges collection, web general controls (road charges collection, web general controls (road charges collection) entering entering		×	x x x x	x x x								
urte Iring Name Iring Name Any Any Any Any Any Any Any Any Any Any	Core/ Comprehensive/ Not in TER-T yes/in/planned yes/in/planned yes/in/planned indicate byse of slott BCP (for passengers/for goods/ collocate phytosinitary yes/entingy varieties/ rate for order related controls (road charges collection, web general controls (road charges collection, web general controls (road charges collection, web general controls (road charges collection) entering entering		×	x x x x	x x x								
urte Iring Name Iring Name Any Any Any Any Any Any Any Any Any Any	Core/ Comprehensive/ Not in TER-T yes/in/planned yes/in/planned yes/in/planned indicate byse of slott BCP (for passengers/for goods/ collocate phytosinitary yes/entingy varieties/ rate for order related controls (road charges collection, web general controls (road charges collection, web general controls (road charges collection, web general controls (road charges collection) entering entering		×	x x x x	x x x								
ing Name ory conduct (losted Border) roll/ Inspections Performed rolls for trucks ones for trucks ones for trucks	Core/ Comprehensive/ Not in TER-T yes/in/planned yes/in/planned yes/in/planned indicate byse of slott BCP (for passengers/for goods/ collocate phytosinitary yes/entingy varieties/ rate for order related controls (road charges collection, web general controls (road charges collection, web general controls (road charges collection, web general controls (road charges collection) entering entering		×	x x x x	x x x								
ing Name ory conduct (losted Border) roll/ Inspections Performed rolls for trucks ones for trucks ones for trucks	Core/ Comprehensive/ Not in TER-T yes/in/planned yes/in/planned yes/in/planned indicate byse of slott BCP (for passengers/for goods/ collocate phytosinitary yes/entingy varieties/ rate for order related controls (road charges collection, web general controls (road charges collection, web general controls (road charges collection, web general controls (road charges collection) entering entering		×	x x x	x x x								
onedure (Joint Border) yroly! Inspections Performed r mes for truck mes for truck	ves/no/planned yes/no/planned indicate type of joint BCP flor passengers/for goods/ collocate phytosantary veterinary radiological other non-trade related controls froad charges collection, web year entering entering entering		×	x x x	x x								
onedure (Joint Border) yroly! Inspections Performed r mes for truck mes for truck	ves/no/planned yes/no/planned indicate type of joint BCP flor passengers/for goods/ collocate phytosantary veterinary radiological other non-trade related controls froad charges collection, web year entering entering entering		×	x x	X								
ocedure (Joint Border) rook/ Inspections Performed roes for trucks notes for trucks	ves/no/planned yes/no/planned indicate type of joint BCP flor passengers/for goods/ collocate phytosantary veterinary radiological other non-trade related controls froad charges collection, web year entering entering entering		×	x x	X								
vedure (Dint Border) roly' Inspections Performed r ness for truck mes for truck	yea/hor/jalamed Indicate type of plaint RP flor passengers/for goods/ collocate phytosanitary verterbury radiological verterbury ver			x x	X								
roly inspections Performed r mes for trucks mes for buses	Indicate type of loint BCP flor passengers/for goods/ collocate phytosanitary radiological other non-trade related controls (road charges collection, web) year entering entering entering		x	x x	X								
r unes for trucks unes for buses	phytosinitary vadiological other non-trade related controls (road charges collection, web year outering entering entering entering			x x	X								
r unes for trucks unes for buses	veterinary Taddiological Other non-trade related controls (road charges collection, web) year entering entiting entering entering	des technical compliance, any other)		x x	X								
r unes for trucks unes for buses	radiological other non-trade related controls froad charges collection, webi- year entering entering entering	des technical compliance, any other)		x	X						-		
nnes for trucks	other non-trade related controls (road charges collection, web) year entering entiting entiting entiting	des technical compilance, any other)		X					-				
nnes for trucks	year entering exiting entering exiting entering exiting	, , , , , , , , , , , , , , , , , , , ,			-					_	_		
nnes for trucks	entering exiting entering exiting								-		_		
ines for buses	exiting entering exiting				-	_			-	-	-		
	entering exiting			×	X			_	\vdash	_	_		
	exiting			X	×	_			-	_	-		
				X	X			_	\vdash	_	_		
				X	× v				-	_	-		
ines for passenger cars	entering			x	X			_	$\overline{}$	_	_		
king zones for trucks	yes/no			X Y	X	_		_	\vdash	_	_		
ruck parking capacity	yes/no vehicles			X	X				$\overline{}$	_	_		Maybe customs
ruck parking capacity	venicles		X										Maybe customs Customs may have it - in charge of building the border crossings. The project documentation also
g capacity	vehicles		×										contains all the capacities
									$\overline{}$				
(customs/border police/other border agencies)								_	\vdash	_	_		
				X	X								
								_	\vdash	_			
								_	\vdash				
onic Information System			X										
			X										
ains entering	number per 24 hours			×	×								
s entering	number per 24 hours			X	×								
oods Trains/ Wagons entering	number per 24 hours		X										
y time passenger trains	minutes		×										
y time freight trains	minutes	·	X										
ains exiting	number per 24 hours			X	X								
s exiting	number per 24 hours	·		X	X								
oods Trains/ Wagons exiting	number per 24 hours		X										
time passenger trains	minutes		×										
	minutes		X										
time freight trains			_			-				_	-	1	
(content on its experience on	sustoms/border police/other border agencies) ctronic Exchange of Data (SEED) ctronic System (NCTS) data (See See See See See See See See See Se	sustomy/border policy/other border agencies) Lottoricic Exchange of Data (SEED) Citicoric Exchange of Data (SEED) List Systems (separated joint) Physical Inspection facilities (yesf no) Vest Anguagement System (NETS) sustomy-horder police/other border agencies sustomy-horder police/other border agencies ctronic Exchange of Data (SEED) tronic Exchange of Data (SEED) Triad Transport System (NCTS) very for/planned dis information System very for/planned sustomy-horder police/other border agencies) Data Systems (speared pilot) Physical Inspection Statistics (rest) Physical Inspection Statistics (rest) Physical Inspection Statistics (rest) Physical Inspection Statistics (rest) Versino/planned Versino/plan		Sections/boder police/other border agencies) Deads fortering better for the section of the sect		Section Sect			Description Description		Section Sect		

Bosnia and Herzegovina (Federation) - data availability and format

Border Crossings - Network Performance Monitoring

Category	Parameter	Details	Source	45	1	1	8	1	E	Ę	11	ł	Data Collection Frequency - RP	Comments
	Passenger Cars entering	number per 24 hours (or week/ month/ year)			×	-		,			-	۰	Integrating - for	
	Buses entering	number per 24 hours (or week/ month/ year)			X	×					\vdash	-		
	Freight Vehicles entering	number per 24 hours (or week/ month/ year)			×	×					_	-		
	Dangerous Goods Vehicles entering	number per 24 hours (or week/ month/ year)		×	_	_						_		
	Passenger Cars entering - Average waiting/queuing time	minutes (before the effective start of the control procedure)		×										
	Freight Vehicles entering - Average waiting/queuing time	minutes (before the effective start of the control procedure)		×										
	Buses entering - Average waiting/queuing time	minutes (before the effective start of the control procedure)		×								-		
	Passenger Cars entering - Average duration of control	The second secon	-	_										
	procedures	minutes (including weighing the trucks, customs procedures, a	nd phytosanitary, veterinary and radiol	×							l	1		Maybe customs
	Freight Vehicles entering - Average duration of control													
	procedures	minutes (including weighing the trucks, customs procedures, a	nd phytosanitary, veterinary and radiol			l	l			l	1	1		Maybe customs
	Buses entering - Average duration of control procedures	minutes (including weighing the trucks, customs procedures, a												Only numbers of busses
	Freight vehicles cleared by customs at the BCP	% of total freight vehicle volume		×							-	-		Maybe customs
	Freight vehicles entering for Import	% of total freight vehicle volume		×								-		Maybe customs
perations - Road	Freight vehicles entering Transit	% of total freight vehicle volume		×										Maybe customs
	Freight vehicles entering Empty	% of total freight vehicle volume		×										Maybe customs
	Passenger Cars exiting	number per 24 hours (or week/ month/ year)		×										
	Buses exiting	number per 24 hours (or week/ month/ year)		×		*								
	Freight Vehicles exiting	number per 24 hours (or week/ month/ year)		×										Maybe customs
	Dangerous Goods Vehicles Exiting	number per 24 hours (or week/ month/ year)		×										Maybe customs
	Passenger Cars exiting - Average waiting/queuing time	minutes (before the effective start of the control procedure)		×										Maybe customs
	Freight Vehicles exiting - Average waiting/queuing time	minutes (before the effective start of the control procedure)		X								1		Maybe customs
	Buses exiting - Average waiting/queuing time	minutes (before the effective start of the control procedure)		×										
	Passenger Cars exiting - Average duration of control													
	procedures	minutes (including weighing the trucks, customs procedures, a	nd phytosanitary, veterinary and radiol	×							l	1		
	Freight Vehicles exiting - Average duration of control													
	procedures	minutes (including weighing the trucks, customs procedures, a	nd phytosanitary, veterinary and radiole	×		l	l			l	1	1		
	Buses exiting - Average duration of control procedures	minutes (including weighing the trucks, customs procedures, a												
	Data valid for	year												
	Requiring upgrade to increase capacity	Terminal Building				×								
pgrading	Requiring upgrade to IT Systems/ ITS	Adoption of New Computerized Transport System (NCTS)		×										Maybe customs
	Data valid for	year												
eospatial data	Location of the border crossings	Point geometry or x,y coordinates										×		
scopera sad	Data valid for	vear												

Bosnia and Herzegovina (Federation) - data availability and format

Border Crossings - Network Performance Monitoring

Category	Parameter	Details	Source	45	1	1	8	1	E	1	11	1	Data Collection Frequency - RP	Comments
	Passenger Cars entering	number per 24 hours (or week/ month/ year)			×	×	_			_		۰	Integrating - to	
	Buses entering	number per 24 hours (or week/ month/ year)			¥	×								
	Freight Vehicles entering	number per 24 hours (or week/ month/ year)			×	×								
	Dangerous Goods Vehicles entering	number per 24 hours (or week/ month/ year)		×										
	Passenger Cars entering - Average waiting/queuing time	minutes (before the effective start of the control procedure)		x										
	Freight Vehicles entering - Average waiting/queuing time	minutes (before the effective start of the control procedure)		х										
	Buses entering - Average waiting/queuing time	minutes (before the effective start of the control procedure)		×										
	Passenger Cars entering - Average duration of control													
	procedures	minutes (including weighing the trucks, customs procedures, a	nd phytosanitary, veterinary and radiol	×			l							Maybe customs
	Freight Vehicles entering - Average duration of control													
	procedures	minutes (including weighing the trucks, customs procedures, a	nd phytosanitary, veterinary and radiol	×										Maybe customs
	Buses entering - Average duration of control procedures	minutes (including weighing the trucks, customs procedures, as	nd phytosanitary, veterinary and radiol	×										Only numbers of busses
	Freight vehicles cleared by customs at the BCP	% of total freight vehicle volume		X										Maybe customs
	Freight vehicles entering for Import	% of total freight vehicle volume		×										Maybe customs
Operations - Road	Freight vehicles entering Transit	% of total freight vehicle volume		×										Maybe customs
	Freight vehicles entering Empty	% of total freight vehicle volume		×										Maybe customs
	Passenger Cars exiting	number per 24 hours (or week/ month/ year)		×										
	Buses exiting	number per 24 hours (or week/ month/ year)		×		x								
	Freight Vehicles exiting	number per 24 hours (or week/ month/ year)		×										Maybe customs
	Dangerous Goods Vehicles Exiting	number per 24 hours (or week/ month/ year)		X										Maybe customs
	Passenger Cars exiting - Average waiting/queuing time	minutes (before the effective start of the control procedure)		×										Maybe customs
	Freight Vehicles exiting - Average waiting/queuing time	minutes (before the effective start of the control procedure)		×										Maybe customs
	Buses exiting - Average waiting/queuing time	minutes (before the effective start of the control procedure)		X										
	Passenger Cars exiting - Average duration of control													
	procedures	minutes (including weighing the trucks, customs procedures, a	nd phytosanitary, veterinary and radiol	x										
	Freight Vehicles exiting - Average duration of control													
	procedures	minutes (including weighing the trucks, customs procedures, a	nd phytosanitary, veterinary and radiol	×			l							
	Buses exiting - Average duration of control procedures	minutes (including weighing the trucks, customs procedures, as	nd phytosanitary, veterinary and radiol	X										
	Data valid for	year												
	Requiring upgrade to increase capacity	Terminal Building				×								
Upgrading	Requiring upgrade to IT Systems/ ITS	Adoption of New Computerized Transport System (NCTS)		X										Maybe customs
	Data valid for	year												
Geospatial data	Location of the border crossings	Point geometry or x,y coordinates										×		
	Data valid for	year												

Inland Waterways Ports - Network Performance Monitoring

Category	Parameter	Details	Source	NA N	1	Word	ı	Name :	MATE	Ę	11	100	Data Collection Frequency - RP	Comments
	Name of responsible Company/Authority		Public Company "Port of Broko" Broko District Bill		×									
	Correspondence Address				x									
Reporting Organisation	Contact Person				x									
Data	Position				x									
	Phone number				x									
	Email				x									
	Country Code				x									
	TEN-T Category	Core/ Comprehensive												
	Node Name			×										
	Ownership Type	Government/ Private/ Mixed			x	x								
	Owner #1	Name				x								
Localisation	Ownership Percentage	s.			1	,	_							
	Owner #x	Name			-		_		_	-				
	Ownership Percentage	%			-									
	Data valid from	vear			*	*	_		_					
	Data valid to	vear			1	1	 	\vdash	\vdash	-	-	-		
	Activity	reight/ Passenger/ Passenger and freight		-	<u> </u>		-	-	-	-	-	-		
	Activity				_		-		_	_	_	_		
		Very Good			l	l		1						
		Good						l						
	Condition	Medium			l	x		1						
		Poor			l	l		1						
		Very Poor					_	\vdash	_	_	_	_		
	Total area	m2 (All land- and water-area which belongs to the port)				1	_							
	Open storage	m2				x								
	Covered storage	m2				x								
	Cold storage	m2		x										
	Storage of dangerous goods	m2		×										
	Handling equipment	Gantry cranes, Mobile cranes, Fork lifters, Reach stackers,				1								
	Quay Length	m				x								
	Berths	number				x								
	Maximum draught (natural or dredged)	m (maximum draught of ship which may enter the port)				×								
	Port terminals	ha				x								
Infrastructure Data	Combined terminals	ha .				x								
	Passenger terminals	m2		x										
	Passenger Capacity	passengers per year (port maximum passenger handling		×										
	Container terminal	ves/ no												
	Freight Capacity	tons per year (port maximum cargo handling capacity - the				x								
	RoRo facilities	yes/ no				x	_							
	Transhipment facilities for intermodal transport	ves/ no			-	1	_	-	-	-	_	_		
		yes/no			_	_	_		_	-	_			
	Rail Connection	number of tracks connecting the port with the hinterland	+			×		l						
					_	_	_		_	-				
	Road Connection	yes/no	+		l	×		1						
		number of lanes connecting the port with the hinterland			_	_	_		_	-	_	-		
	Intelligent Transport Systems (ITS)	yes/no		1	_	_	-		_	_	_	-		
	Type of iTS	list all ITS installed			├	\vdash		\vdash	—	_	_	-		
	Vessel Traffic Management Information System (VTMIS)	in operation (yes/no)		x	_	_	-	-	_	_	_	-		
	Data valid from	year		\vdash	_	_	_	-	_	_	_	_		
	Data valid to	year		\vdash		_	_	_	_	_	_	_		
	Rail Connection	yes/no		\perp		x	ـــــ					_		
	Road Connection	yes/no				x	\perp							
	Clean fuels availability	yes/no (Only applicable for the Core Network)		x										
TEN-T Compliance	Terminal availability	yes/no (At least one terminal open to all operators in a non-		x										
1	RIS Deployment	yes/no (as per Directive 2005/44/EC)		×										
1	Data valid from	year		x										
	Data valid to	vear											1	
	1	H	I .						_	_		_		

Bosnia and Herzegovina (Federation) - data availability and format

Inland Waterways Ports - Network Performance Monitoring

Category	Parameter	Details	Sturce	2.5	1	1	10	-	2		8.8	1	Data Collection	Comments
caregory .				2.5	2	š	•	3	*	*	2.4	8	Frequency - RP	
	Port traffic	vessels per year				x								
	Passenger traffic	passengers per year		_		x								
	Freight traffic	tons per year		_		x								
	Dangerous Goods ton turnover	kT/year		x										
	Total turnover	kT/year		×										
	Tons loaded	kT/year		×										
	Tons unloaded	kT/year		×										
	Oiltons	kT/year		×										
	Liquid bulk tons	kT/year		x										
Operations Data	Dry bulk tons	kT/year		×										
	General bulk tons	kT/year		x										
	TEU tons	kT/year		×										per TEU yearly
	TEUs	TEU containers per year		x										
	RoRo	kT/year		x										
	RoRos	number of vehicles		x										
	Storage capacity used	% of capacity		x										
	Transhipment capacity used	% of capacity		×										
	Passenger capacity used	% of capacity		×										
	Data valid for	year		x										
	Maintenance cost - Total	Euros per year				x								
	Maintenance cost - Landside Infrastructure	Euros per year (Works on land infrastructure and facilities)				x								
Regular Maintenance	Maintenance cost - Riverside Infrastructure	Euros per year (Works conducted to ensure the right				x								
	Source of finance					x								
	Data valid for	year												
Upgrading	Requiring upgrade to increase capacity	Passenger Capacity	1											
075,001115		Freight Capacity		_										
	Air Pollution	GHG emissions (tons per year for each GHG)		×										
	CO2 emissions			x										
	NOx emissions			×										
	SO2 emission evolution			×										
Environmental Data	Non-methane hydrocarbons			x										
	Particulate matter (ppm)			x										
		number of flooding incidents	1	_								_		
	Climate change resilience	number of closures due to adverse weather conditions	1	×										`
		number of embankment failures		1										
	Data valid for	year												
Geospatial data	Location of the IWW port	Point geometry or x,y coordinates				x								
	Data valid for	vear			_									·

Inland Waterways Ports - Project Monitoring

Category	Parameter	Details	Source	g V/N	1	Word	18	WW	SAM	Ę	1 4	aygo	Data Collection Frequency - RP	Comments
	Name of responsible Company/Authority		Public Company "Port of Broko" Broko District BiH										Semiennually	projects financed by EBRD - all data availble
Danadia - Ormainatia	Correspondence Address													
Reporting Organisation Data	Contact Person													
Data	Position													
	Phone number													
	Email					×								
	Country Code					×								
Localisation	TEN-T Category	Core/ Comprehensive				×								
	Node Name					×				1				
	Project name	Text				×				†	†			
	Type of foreseen intervention	New infrastructure, Reconstruction/rehabilitation.				x				t	 			
Description of the Project	Length (if linear)	Km/NA				x				-	_			
	Total Cost (CAPEX)	Euros (should consider the overall cost of investment, not the				×				_	_			
	Estimated implementation deadline	Month/Year. Please refer to realistic targets rather than				x				-	_			
	Rail connection	ves/no			_	x			_	-	-			
					_				_	-	-			
FOR THE PARTY OF	CEMT connection	yes/no			_	x			_	-	-	_		
Eligibility for TEN-T Project		yes/no (Only applicable for the Core Network)		×	_				_	-	-	_		
	Terminal Availability	yes/no (At least one terminal open to all operators in a non-		x						_	_			
	RIS Deployment	yes/no (as per Directive 2005/44/EC)		x						_				
	Rail connection	Before project implementation (yes/no)				×								
	Nail Connection	After project implementation (yes/no)												
	CEMT connection	Before project implementation (yes/no)				×								
	CEIVII connection	After project implementation (yes/no)												
		Before project implementation (yes/no)		x										
TEN-T Compliance	Clean fuels availability	After project implementation (yes/no)									_			
		Before project implementation (yes/no)		x						_	1			
	Terminal Availability	After project implementation (yes/no)		_						_	1			
		Before project implementation (yes/no)			_				_	+	 			
	RIS Deployment	After project implementation (yes/no)			_				_	-	_	_		
					_	x				-	-	-		
	Implemented	Project completed and put in operation			_	x				-	-	-		
		Works currently under execution.												
	On-going project (funding secured)	Tender for works/design-build on-going.				×								
		Design/Tender Dossier for DB under preparation.												
		Tender for design on-going or about to be start.			_				_	-	_	_		
Project Status		Financing source identified (principle agreement reached),												
	Mature project (feasibility study ready, funding secured)	procedures on-going.				×								
		Financing source identified (principle agreement reached),												
		Feasibility study on-going.												
	Project under preparation	Feasibility study under tendering.				×								
		Financing for feasibility study secured, procurement not yet												
IMPLEMENTED PROJECTS				x										
	Initial Project Completion Date	On tender issue		×										
Project Timeline	Actual Project Completion Date			x										
	National Budget	Euros		x						T				
	WB	Euros								-				
	EBRD	Euros		*						1	t —			
	EIB	Euros								1	 			
		Specify		×	_				_	+	 	—		
	Other IFI				-				\vdash	+	-	-		
Project Funding Sources		Euros		x	-	-	_	_	_	+	-		-	
	Concessions	Specify		x	-					+	-	-		
		Euros		x	_				_	+	-	_		
	EU Fund	Specify		×	_	\vdash			—	-	├	_		
1		Euros		×						_		_		
1	Other funding source	Specify		x	_					\vdash		_		
	-	Euros		x	_							_		
	Project Folder Title	(As built documentation or if not available then final design		X										
Project Documentation	Prepared by			x										
	Supervised by			x										
					_									

Inland Waterways Ports - Project Monitoring

Category	Parameter	Details	Source	45	1	Poor	8	1	Ĕ	5	44	1	Data Collection	Comments
		Forecasted (months)		×	•	-		•	-	_		•	The second second	
1	Construction period	Actual (months)		*	-				-	_		_		
		Forecasted (Euros)		×					-	-				
	CAPEX	Actual (Euros)		×	_				_	_		_		
									_			_		
	OPEX	Forecasted (Euros per year)		×	_				_	_		_		
1		Actual (Euros per year)		×					_		$\overline{}$			
1	Maintenance cost	Forecasted (Euros per year)		×	_					_				
		Actual (Euros per year)		×										
Performance Indicators	Interest During Construction	%		×										
TO TO THE PERSON OF THE PERSON	EBITDA (last year)	Euros		*										
	Revenue (if fare/toll collected)	Forecasted (Euros per year)		×										
	Nevertue (ir rare/toil collecteu)	Actual (Euros per year)		×										
		Port traffic - forecasted		×										
		Port traffic - actual		×										
		Passenger traffic - forecasted		×										
	Traffic	Passenger traffic - actual		×	-				-	-		_		
				*	_				-			_		
		Freight (tn) - forecasted			_				-	_		_		
		Freight (tn) - actual		×	_				_	_		_		
LIVE PROJECTS				×					_		-			
	I	Initially forecasted				×								
	Tender Start Date (month/ year)	Current Estimation. Please refer to realistic targets rather than				×								
		Actual				×								
and the state of the state of		Forecasted (on tender issue)				×								
Project Timeline	Design Completion Date (month/ year)	Current Estimation. Please refer to realistic targets rather than				×								
	0 1	Actual				×								
		Forecasted (on tender issue)		-		×				-	-	-		
	Project Completion Date (month/ year)	Current Estimation. Please refer to realistic targets rather than		-	-	×			-	-		_		
				-	-				-	_		_		
	National Budget	Euros												
	•	allocated/ agreement signed (yes/no)												
	WB	Euros												
		allocated/ agreement signed (yes/no)												
	EBRD	Euros				×								
	EBRD	allocated/ agreement signed (yes/no)				×								
		Euros												
	EIB	allocated/ agreement signed (yes/no)												
		Specify		_										
	Other IFI	Euros		_	-				-	_		_		
Project Funding Sources	Out in	allocated/agreement signed (yes/no)			-			_	-	-		_		
				_	_				_	_		_		
		Specify		_	_				_	_				
	Concessions	Euros		_	_				_	_				
		allocated/ agreement signed (yes/no)												
		Specify												
	EU Fund	Euros												
		allocated/ agreement signed (yes/no)												
		Specify												
	Other funding source	Euros												
		allocated/ agreement signed (yes/no)												
	Pre-Feasibility Study	yes/no		_	_	×			-	_				
	Feasibility Study	yes/no		-	-	×			-	-		_		
				-	-	x			-	-	-	_		
Technical Project Status	Concept Design	ves/no ves/no		-	\vdash	×		_		-	\vdash	_		
•	Preliminary Design			-					-	-	\vdash	_		
	Detail Design	yes/no		—	—	x	\vdash		_	—	\vdash			
	Environmental Impact Assessment	yes/no				×								
		Title				×								
	Feasibility Study	Prepared by				×								
		Supervised by				×								
		Title				×								
	Concept Design	Prepared by				×					$\overline{}$			
	1 0"	Supervised by				×								
		Title		-		×				-		_		
Project Documentation	Preliminany Daries	Prepared by		-	-	×			-	-	-	_		
roject bocumentation	Preliminary Design			-	_				_	-	\vdash	_		
		Supervised by		—	_	×			_	—	\vdash	_		
	L	Title		<u> </u>	_	×			_	<u> </u>	\vdash			
	Detail Design	Prepared by				×								
		Supervised by				×								
		Title				×								
					_		-							
	Environmental Impact Assessment			l		×								
	Environmental Impact Assessment	Prepared by		_		_				\vdash		_	-	
	·					×								is the studio
Social Indicators	Annual Traffic Demand Growth	Prepared by Supervised by %				x								is the studies
Social Indicators	·	Prepared by				×								in the studies

Bosnia and Herzegovina (Federation) - data availability and format

Inland Waterways Ports - Project Monitoring

Category	Parameter	Details	Source	4 ≨	Word	8	100	ş	1 4	8	Data Collection Frequency - RP	Comments
	EIRR (Economic Internal Rate of Return)	%			x							
	NPV (Net Present Value)	Euros			×							
Economic Indicators	SDR (Social Discount Rate)	%										
Economic Indicators	Project Planning & Design Cost	Euros			×							
	Project Construction Cost	Euros			x							
	Total Project Cost	Euros			×							
	FIRR (Financial Internal Rate of Return)	%		×								
	FNPV (Financial Net Present Value)	Euros		×								
Financial Indicators	FDR (Financial Discount Rate)	%		×								
Financial Indicators	WACC (Weighted Average Cost of Capital)	%		x								
	First year of profit	year		×								
	DSCR (Debt Service Coverage Ratio)	%		×								
	CO2 emissions	+/- %		×								
	NOx emissions	+/- %		×								
	02 emission evolution	+/- %		x								
Environmental Indicators	Non-methane hydrocarbons	+/- %		×								
	Particulate matter (ppm)	+/- %		×								
1	Climate Change Resilience	Provide description of the project's effect to the climate		x								
1	Protected Natural Areas Affected	km2		×								
Geospatial data	Location of the IWW Port	Point geometry or x,y coordinates			x							

Railways - Network Performance Monitoring

Category	Parameter	Details	Source	45	1	1	8	1	S.	Ę	11	ł	Data Collection	Comments
	Name of responsible Company/Authority		Bosnia and Herzegovina Federal Railways	-		,		,	•		**		Prospering - 10*	
	Correspondence Address		toons are recognist recent contemp.		_		_				_	\vdash		
	Contact Person			_		_	_				_			
Reporting Organisation Data	Position			_	_	_	_				_	-		
	Phone number										-	-		
	Email													
	Country Code			\vdash		×	Х				-	\vdash		
	TEN-T Category	Core/ Comprehensive				×	×							
	Corridor/ Route					×	×							
	International Route ID					X	X							
	National Route ID					×	X							
	Start Node Name					×	X							
Localisation	End Node Name					×	×							
Localisation	Start km	Direction A				×	×							
	Start km	Direction B												
1	End km	Direction A				×	×							
	End Km	Direction B												
	Status	Planned/ Existing/ Upgrade				×	X							
	Data valid from	year												
	Data valid to	year												
	Capacity	trains/ day				×	×							
	Track gauge	750 / 1000 / 1435 / 1520 / 1524 / 1600 / 1602 / 1668				X	X							
		either side of the track axle												
	Load gauge	B GAUGE: Total height 4.08 m above the rail and 1.28 m on either side of the track axle				×	×							
		B+ GAUGE: Total height is 4.18 m above the rail and 1.36 m		-	_	_	_				_	\vdash		
		Very good (0.86 - 1.00) Good (0.71-0.85)									l	l		
	5					×								
	Condition of track (Operational/ Design Speed)	Medium (0.61-0.70)				×	×				l	l		
		Poor (0.51-0.60)									l	l		
	Number of tracks	Very Poor (0.00-0.50)		-	_	-	_	_		_	_	-		
	Number of tracks	Total (most relevant figures, e.g. if a single track railway of		-	_	×	X				_	\vdash		
	Traction	Diesel			_	×	X					-		
		Electrified 25 000 Volts, 50Hz		\vdash	_	X	X				—	-		
	Rail voltage	15 000 Volts, 16 2/3 Hz 3 000 Volts, DC 1 500 Volts, DC 750 Volts DC				×	×							
	Length - Total (km)	660 Volts DC 630 Volts DC												
Infrastructure Data				_	_	×	X	_			_	-		
	Length - Open Track (km)			-	_	X	X	_		_	_	-		
	Length - Tunnels (km)			-	_						_	-		
	Length - Bridges over 12m length (km) Tunnels	number		-	_	X	X				_	-		
				-	_	X	X	_		_	_	-		
	Level-Crossings	number		-	_	X	X				_	-		
	Max Design Speed	km per hour		-	_	X	X	_		_	_	-		
	Max Operating Speed	km per hour		_	_	×	×				_	-		
	Max Longitudinal Gradient (m per km)	Direction A		-	_	X	X				_	-		
		Direction B		_	_	X	X				_	\vdash		
	Min radius	meters		-	-	X	X			_	-	\vdash		
	Maximum train length	meters		-	_	X	X	\vdash		_	_	⊢		
1	Max Axle load	in		-	_	X	X	-		_		-		l
1	Signalling Standard			-	_	×	X	\vdash		_	_	⊢		
	Traffic Management			_		×	×				_			
	ERTMS in operation	yes/no		_		X	X				_	_		
	ERTMS level	already equipped with lineside signals and train detectors. 2 - does not require lineside signals. The movement authority is communicated directly from a Radio Block Centre (RBC) to				×	×							
		the onboard unit using GSM-R.												
	Control & Command System	Specify which system is used to ensure safety and to				×	X							
I	Data valid from	year												
	Data valid to	year		_			_				_	\vdash		
	Electrification	yes/no (Not applicable for isolated networks. Applies to line				X	X							
I	Railway Tunnels Compliance	yes/no as per Directive 2014/1303/EC as amended by				X	X							
	Freight Line Speed	yes/no (At least 100km (Only applicable for the freight lines of				X	X							
I	Freight Line Axle Load	yes/no (At least 22.5t (Only applicable for the freight lines of				X	X							
	Freight Line Train Length	yes/no (At least 750m (Only applicable for the freight lines of				×	×							
TEN-T Compliance	Track Gauge 1435mm	yes/no (Nominal track gauge for new railway lines. Not				×	×							
	Track Gauge 2 100 HBH	applicable where the new line is an extension on a network	l		Ш.			Ш			Ш.	Ш.		<u> </u>
	ERTMS Deployment	yes/no (European Train Control System (ETCS) - Not				×	×							
I	en i wa peproyment	yes/no (Global System for Mobile communications for				×	×							
I	Data valid from	year												
I	Data valid to	year												
			•	_	_	_	_	_		_	_	_		

Railways - Network Performance Monitoring

Category	Parameter	Details	Sourse	N/A N/A	Bood	pana	880	SIMM	SAM	Ę	14	amplo	Data Collection Frequency - RP	Comments
	Passenger Trains	number per 24 hours				X	×							
1	Freight Trains	number per 24 hours				X	X							
1	Dangerous Goods Freight Trains	number per 24 hours				X	×		\rightarrow					
	Capacity used	% of capacity				X	X		$\overline{}$					
	Passenger traffic	number per year				×	×							
1		passenger km per year				X	×			_				
	Freight traffic	tons per year				X	×							
Operations Data		tkm per year				×	X							
	TEUs	TEU containers per year				×	×							
	Unitised	% in standard loading units				×	×		\neg					
	Non Unitised	% of bulk and general traffic				×	X							
	National traffic	% of total traffic				×	×		\neg					
1	Average travel time passenger (incl. stops)	long distance trains only				X	×							
1	Average travel time freight (incl. stops)	long distance trains only				x	×							
1	Data valid for	year							\neg					
	Number of Incidents	absolute number (as per Directive 2016/798/EU - Rallway				×	×							
	Number of Accidents	absolute number (as per Directive 2016/798/EU - Railway				×	x		-					
1	Number of Significant Accidents	absolute number (as per Directive 2016/798/EU - Rallway				×	×		-					
1	Number of Serious Accidents	absolute number (as per Directive 2016/798/EU - Rallway				×	X			\neg				
1	Serious Accidents - Number of Serious Injuries	absolute number				×	×	\neg	\rightarrow	\rightarrow				
1	Serious Accidents - Number of Fatalities	absolute number				×	x	\neg	\rightarrow	\neg				
	Serious Accidents - Number per place of accident	absolute number (open rall, level crossings, station area)				×	X	-	-					
1	Serious Accidents - Amount of Material Damage	EUR per year	1			×	×	-	_	_				
Safety	Serious Accidents - Disruption of traffic	hours per year		_	_	×	×		\rightarrow	\rightarrow				
Succey	Serious Accidents - Indirect damages related to delays	EUR per year			 	×	×	_	-	_				
					_	X	X	-	\rightarrow	\rightarrow				
	Significant Accidents - Number of Significant Injuries	absolute number		_		×	×	-	\rightarrow	\rightarrow				
	Significant Accidents - Number of Fatalities	absolute number		_	-	X		_	\rightarrow	_				
	Significant Accidents - Number per place of accident	absolute number (open rall, level crossings, station area)		_	-		X	-	\rightarrow	\rightarrow				
	Significant Accidents - Amount of Material Damage	EUR per year		_	-	X	X	_	\rightarrow	_				
1	Significant Accidents - Disruption of traffic	hours per year		_	-	X	X	\rightarrow	\rightarrow	\rightarrow				
1	Significant Accidents - Indirect damages related to delays	EUR per year		_	-	X	X	_	-	_				
	Data valid for	year		_	-	_		-	\rightarrow	_				
	Maintenance cost - Total	Euros per year per km		_	<u> </u>	X	X	\rightarrow	\rightarrow	_				
1	Maintenance cost - Total	Euros				x	x	-	\rightarrow	_				
	Maintenance cost - Infrastructure	Euros per year (rail track, switches and crossings, tunnels,		_	-	X	X	_	\rightarrow	_				
Regular Maintenance	Maintenance cost - Signalling and telecom system	Euros per year (Maintenance of rail station signalling, automatic block system, automatic and mechanical level				x	×							
	Maintenance cost - Electrification system	Euros per year (Maintenance of catenaries, electric railway				×	×		\neg					
	Source of finance					×	x		-					
1	Data valid for	vear												
	Requiring heavy maintenance	length of section (km)				×	×		-					
Heavy Maintenance	Requiring rehabilitation	length of section (km)				×	×		\neg					
l '	Data valid for	vear				_	-		-					
	Requiring upgrade to increase capacity	length of section (km)				×	×		\neg					
Upgrading	Requiring upgrade (additional track/ new line)	length of section (km)				×	×		-					
	Data valid for	year				_		-	-					
	Air Pollution	GHG emissions (tons per year for each GHG)		×				_	-	_				
	CO2 emissions	one chiasions (tons per year for each and)		X	 	-			-	\rightarrow				
	NOx emissions			×				_	-					
	SO2 emission evolution			×		-			-	\rightarrow				
1				x	_	-		-	\rightarrow	\rightarrow				
Environmental Data	Non-methane hydrocarbons				-	_		_	-	_				
Environmental Data	Particulate matter (ppm)			X	-	_		-	\rightarrow	\rightarrow				
	Noise	Noise levels along the section		X	<u> </u>	_		_	\rightarrow	_				
1	55	number of flooding incidents		X	-	_		_	_	_		_		
1	Climate change resilience	number of closures due to adverse weather conditions		X	-	<u> </u>	\vdash		_	_				
1		number of embankment failures		X	_	_			_	_				
	Data valid for	year		_	-	⊢	\vdash		_	_				
1	Location of Railway Line	Line geometry		_	_			x	_					
1	Location of tunnels	Line geometry or Point geometry or x,y coordinates			_			X	_					
1	Location of bridges over 12m length	Line geometry or Point geometry or x,y coordinates						×						
Geospatial data	Location of Stations	Line geometry or Point geometry or x,y coordinates						×	-T	-T				
1	Location of level crossings	Point geometry or x,y coordinates						×						
1	Location of serious accidents	Point geometry or x,y coordinates						×						
1	Data valid for	year							\neg	\neg				

Bosnia and Herzegovina (Federation) - data availability and format

Category	Parameter	Details	Source	info N/A	Boxel	Word	8	MARS	Saw	ž	# # 0.00	Other	Data Collection Frequency - RP
	Name of responsible Company/Authority		Bosnia and Herzegovina Federal Railways										
	Correspondence Address												
Reporting Organisation Data	Contact Person												
Reporting Organisation Data	Position												
	Phone number												
	Email												
	Country Code												
	TEN-T Category	Core/ Comprehensive			×	X							(
	Corridor/Route	Before project implementation			X	X							
	Corridor/ Route	After project implementation			×	X							
	International Route ID	Before project implementation			×	X							1
	international route ib	After project implementation			×	X							
	National Route ID	Before project implementation			×	X							
	National Route ID	After project implementation			×	X							
	Start Node Name	Before project implementation			×	X							
Localisation	Start Node Name	After project implementation			×	X							(
Localisation	End Node Name	Before project implementation			×	X							
	Cho Node Name	After project implementation			×	X							
		Direction A - Before project implementation			×	X							(
	Start km	Direction A - After project implementation			×	X							
	Start kill	Direction B - Before project implementation			×	X							(
		Direction B - After project implementation			×	X							
		Direction A - Before project implementation			×	X							
	End km	Direction A - After project implementation			×	X							(
	End km	Direction B - Before project implementation			×	X							
		Direction B - After project implementation			×	X							
	Project name	Text			×	X							(
	Type of foreseen intervention	New infrastructure, Reconstruction/rehabilitation,			×	X							
Description of the Project	Length (if linear)	Km/NA			×	X							(
	Total Cost (CAPEX)	Euros (should consider the overall cost of investment, not the		×									
	Estimated implementation deadline	Month/Year. Please refer to realistic targets rather than		×									
	Electrification	yes/no			X	X							
	Line speed 100 km/h (freight)	yes/no			×	×							
1	Axle load 22,5 t	yes/no			X	X							
Eligibility for TEN-T Project	Track gauge	yes/no			X	X							
	Train length 740 m	yes/no			×	×							
	ERTMS Deployment (ETCS)	yes/no			X	X							
	ERTMS Deployment (GSM-R)	yes/no			X	X							(

$\label{eq:Bosnia} \textbf{Bosnia and Herzegovina (Federation) - data\ availability\ and\ format}$

Railways - Project Monitoring

E											
	Electrification	Before project implementation (yes/no)									
1 L	occurring to the second	After project implementation (yes/no)	x								
	Line speed 100 km/h (freight)	Before project implementation (γes/no)	x								
		After project implementation (yes/no)	x								
	Axie load 22,5 t	Before project implementation (yes/no)	x								
		After project implementation (yes/no)	x								
TEN-T Compliance T	Frack gauge	Before project implementation (yes/no)	x								
		After project implementation (yes/no)	x								
	Train length 740 m	Before project implementation (yes/no)	x								
		After project implementation (yes/no)	x								
E	ERTMS Deployment (ETCS)	Before project implementation (yes/no)	x								
		After project implementation (yes/no)	x								
E	ERTMS Deployment (GSM-R)	Before project implementation (yes/no)	x								
		After project implementation (yes/no)	x								
I #	implemented	Project completed and put in operation Works currently under execution.		x	x	_		\vdash	_	-	
0	On-going project (funding secured)	Tender for works/design-build on-going. Design/Tender Dossier for DB under preparation. Tender for design on-going or about to be start.		x	x						
Project Status N	Mature project (feasibility study ready, funding secured)	Financing source identified (principle agreement reached), procedures on-going. Financing source identified (principle agreement reached),		x	x						
	Project under preparation	Feasibility study on-going. Feasibility study under tendering. Financing for feasibility study secured, procurement not yet		x	x						
IMPLEMENTED PROJECTS	Initial Deniect Completion Date	On Annal or in the Control of the Co				\vdash		\vdash	_	\vdash	
	Initial Project Completion Date Actual Project Completion Date	On tender issue	\vdash	x	x	\vdash	\vdash	\vdash	_	\vdash	
	National Budget	Euros		x	x			\vdash		\vdash	
	WB	Euros		x	x			\vdash		\vdash	
	EBRD	Euros		x	X						
E	EIB	Euros		x	x						
c	Other IFI	Specify		X	X			\Box		\Box	
Project Funding Sources		Buros Specify	\vdash	x	x			\vdash		\vdash	
C	Concessions	Euros		X	X			\vdash		\vdash	

Bosnia and Herzegovina (Federation) - data availability and format

ategory	Parameter	Details	Source	W/N		риода	SPAN	8	Ę.	# #	Data Collection Frequency - RP
	EU Fund	Specify			×	×					
	Loruna	Euros			×	×					
	Other funding source	Specify			×	×					
	other remains addres	Euros			×	×					

Railways - Project Monitoring

Performance Indicators Transfer State Transfer Stat	Category	Parameter	Details	Source	48	1	Wood		MARS	1	ş	4	-	Data Collection Frequency - RP
Control control provided Presentate (Intended)		Project Folder Title	(As built documentation or if not available then final design		X									
Contraction period	Project Documentation	Prepared by			X									
Care Comment		Supervised by			X									
Current Content Cont		Construction period	Forecasted (months)		X									
CHECK Companies (Party Party Par		CONSTRUCTION	Actual (months)		X									
Activate Females		CARRY	Forecasted (Euros)		×									
State (form per year) 1		CAPEX	Actual (Euros)		×									
State (furn per year) 2 0 0 0 0 0 0 0 0 0		DATE:	Forecasted (Euros per year)		X									
Information Information		OPEX			×									
### State (Inter part year) ### State (Inter			Forecasted (Euros per year)			-		-						
Performance indicators		Maintenance cost												
CERTICAL Institytes Dures Revenue (Fritan, Institutes) Dures Revenue (Fritan, Institutes) Activate (Stores per versi)		Interest During Construction	%											
Ricestud (Print/Stati collected)	Performance Indicators		Duran.			_		_	-	 	_		-	
Actional (prest) controlled)						-	_	-	_	_	_	-	-	
Training state		Revenue (if fare/toll collected)				_	_	_	-	-	_	-		
Trainic varies extual						<u> </u>	_		-	-	_	-	-	
Transistance Tran						_	_	_	\vdash	-	_	_	-	
Project Timeline							_		_	_				
Presented traffic - school		Treffic												
Project Funding Sources Project Funding Fundin			Passenger traffic - actual											
Teroper Time Frequency F					X									
United Project Timeline					X									
Initially forecasted	LIVE PROJECTS													
Tender Start Date (month/year)			Initially forecasted			×	X							
Project Timeline Design Completion Date [month/year) Design Completion Date [month/year) Design Completion Date [month/year) Design Completion Date [month/year) Description Date [month/year) Description Date [month/year) Description Date [month/year] Description Date		Tender Start Date (month/ year)			-									
Project Time line		, , , , , , , , , , , , , , , , , , , ,			-			-			_	-	-	
Design Completion Date (month/ year) Current Estimation, Please refer to resistic targets rather than					_			_	_	_	_	-		
Project Completion Data (month/ year)	Project Timeline	Design Completion Date (month/west)			_			_	_	_	_	_	-	
Project Completion Date (month/ year)	_	besign completion bate (mond) year)			_				-	-	_	_		
National Budget					_			├	-	-	_	_	-	
National Budget Surges S		Project Completion Date (month/ year)			_		_					_		
National Sudge. Salocated Agreement signed (yes/no)		7	Current Estimation. Please refer to realistic targets rather than				×							
No. No.		National Budget	Euros			×	×							
Burst Burs			allocated/ agreement signed (yes/no)			×	×							
Baro Biocated Agreement signed (yes/no)		WB	Euros			×	×							
EBR Burd B		***				x	×							
Bit						×	×							
EIB		EBRD				×	×							
Project Funding Sources Specify					-			-						
Project Funding Sources Specify Survey S		EIB												
Project Funding Sources Burd Secretary Secreta					_			_	-	-	_	_	-	
Specify Spec		Other ISI			-			-	_	_	_	-	-	
Concessions Specify	Project Funding Sources	odie in			_			_	-	-	_	_		
Euros	' '		allocated/ agreement signed (yes/no)						_	_		_		
Biticated agreement signed (yes/no)					_							_		
EU Fund Specify		Concessions												
EU Fund Specify X X X X X X X X X X X X X X X X X X X			allocated/ agreement signed (yes/no)			X	X		_					
EU Fund						X	X							
Biocated Agreement signed (yes/no)		EU Fund				X	X							
Other hunding source Specify			allocated/ agreement signed (yes/no)											
Other funding source Buros														
Silocated Egreement algred (yes/no)		Other funding source												
Pre-fessibility Study					_	_	_	_						
		Pre-Sessibility Study			_			\vdash	_	_	-		\vdash	
Technical Project Status Concept Design yes/no x x Preliminary Design yes/no x x		Fre-reasonity study	yes/no		_			_	-	-	_	-		
Technical Project Status Concept Design yes/no x x Preliminary Design yes/no x x					l	l	l .	l	1	1				
Technical Project Status Preliminary Design yes/no x x		Feasibility Study	yes/no		l	×	×	İ	l	ı	l			
Technical Project Status Preliminary Design yes/no x x									_	_				
Technical Project Status Preliminary Design yes/no x x					l	İ	l	İ	l	ı	l			
Technical Project Status Preliminary Design yes/no x x		Concept Design	yes/no		l	×	x	İ	l	l	l			
Preliminary Design yes/no X X	Tachnical Businet Status	1	ľ	I	l	l	l	l	1	1	l			
	recimical Project Status													
		Preliminary Design	ves/no	I	l	×	×	l	1	1	l			
		1 0	1-1-1-1	I	l	_		l	1	1	l			
					\vdash	\vdash	\vdash	\vdash	\vdash	_	-		\vdash	
			and the second s	I	l			l	1	1	l		1	
Vectari vesign Yes/no X X		Detail Design	yes/no	I	l	×	×	l	1	1	l			
									_	_			\Box	
Environmental Impact Assessment yes/no x x		Environmental Impact Assessment	yes/no			X	X							

Bosnia and Herzegovina (Federation) - data availability and format

Category	Parameter	Details	Source	M A	1	PHO M	8	8	8	Ę.	11	8	Data Collection Frequency - RI
		Title			Х	ж							
	Feasibility Study	Prepared by			×	X							
		Supervised by			×	×							
		Title			×	X							
	Concept Design	Prepared by			×	X							
		Supervised by			X	×							
		Title			×	X							
Project Documentation	Preliminary Design	Prepared by			×	X							
		Supervised by			×	X							
		Title			×	×							
	Detail Design	Prepared by			×	X							
		Supervised by			X	×							
		Title			×	×							
	Environmental Impact Assessment	Prepared by			×	×							
		Supervised by			x	X							
	Annual Traffic Demand Growth	%		×									
ocial Indicators	Modal transfer	% (if applicable)		×						1			
	Annual Accident Rate Reduction	% (if applicable)		×									
	EIRR (Economic Internal Rate of Return)	%		×									
	NPV (Net Present Value)	Euros		×						1			
	SDR (Social Discount Rate)	%		×									
conomic Indicators	Project Planning & Design Cost	Euros		×									
	Project Construction Cost	Euros		x									
	Total Project Cost	Euros		×									
	FIRR (Financial Internal Rate of Return)	%		×						1			
	FNPV (Financial Net Present Value)	Euros		×				1	-	-			
	FDR (Financial Discount Rate)	%		×						 			
inancial Indicators	WACC (Weighted Average Cost of Capital)	¥		×									
	First year of profit	year		×				-	-				
	DSCR (Debt Service Coverage Ratio)	%		×					1				
	CO2 emissions	+/-%		x									
	NOx emissions	+/-%		×				-	-	1			
	502 emission evolution	+/-%		×									
	Non-methane hydrocarbons	+/- %		×						-			
nvironmental Indicators	Particulate matter (ppm)	+/- %		×					_	1			
	Noise levels along the section	+/-%		×						1			
	Climate Change Resilience	Provide description of the project's effect to the climate		×					_	_			
	Protected Natural Areas Affected	km2	+	x	-		_	_	-	-			
	Location of Railway Line	Line geometry		×				+	t —				
	Location of tunnels	Line geometry or Point geometry or x,y coordinates		×			 	1	+	 		\vdash	
Geospatial data	Location of tridges over 12m length	Line geometry or Point geometry or x,y coordinates Line geometry or Point geometry or x,y coordinates		Y		-	\vdash	1	+	-			
	Location of Stations	Line geometry or Point geometry or x,y coordinates		×			 	+	+-	+			
	Location of Stations Location of level crossines	Point geometry or x,y coordinates Point geometry or x,y coordinates		×	-	_	\vdash	+	+	+	-	\vdash	
	Location or level crossings	Point eeometry or x.v coordinates	1	1 ×	1	1	1	1	1	1	1	1	

Roads - Network Performance Monitoring

Category	Parameter	Details	Source	45	Ţ	T.	8	ã	-	Ę	11	1	Data Collection	Convets
	Name of responsible Company/Authority		Federal Ministry of Communications and		-	-		-	_				Prequency - RP	
	Correspondence Address		Transport	_				-	_					
Recention Committee Code														
Reporting Organisation Data	Position													
	Phone number													
	Email													
	Country Code				_			ш						
	TEN-T Category Corridor/ Route	Core/ Comprehensive		-				\vdash						
	International Route ID													
	National Route ID							-						
	Start Node Name													
Localisation	End Node Name													
	Start km	Direction A						-						
		Direction B Direction A		_				-	-		_			
	End km	Direction B		\vdash	_			-						
	Status	Planned/ Existing/ Upgrade						-						
	Data valid from	year												
	Data valid to	year												
	Category	Motorways/ Dual Carriageways/ Single Carriageways												
	Pavement Condition	1. Very Good, describes the road without problems and completely comply with Standards - mainly new constructions. [IRI [0-1.24]] 2. Good, means that is a road without problems. [IRI [1.24 – 2.84]] 3a. Medium NWC, means that the road needs a New Wearing												
	Lanes	Direction A												
	Confes	Direction B												
	Length - Total (km)	Direction A		_	_			-						
	• • • •	Direction B		_	_			-						
	Length - Open Road (km)	Direction A Direction B												
	Length - Tunnels (km)	Direction A												
		Direction B						-						
	Length - Bridges over 12m length (km)	Direction A		_				-						
		Direction B Direction A (absolute number)		_			_	-						
	Tunnels	Direction B (absolute number)												
	Parking areas	Direction A (absolute number)												
Infrastructure Data	Taning or cas	Direction B (absolute number)												
	Duri Shelino	Direction A (absolute number)		_	_			-						
	Fuel Stations	Direction B (absolute number) Type of fuels (Diesel, Gas, CNG, LNG, Hydrogen, Charging		_	_			-			_			
	Design Speed	km per hour		-				-						
	Speed limit	km per hour												
	Operating Speed	km per hour												
	Max Longitudinal Gradient (%)	Direction A												
		Direction B						-						
	Max Permitted Weight	per vehicle (tons)						-						
	Cepecity	axle load (kN) minimum lane capacity per hour (PCUs) for both directions		_				-						
	Tolled	yes/no												
	Type of Tolls	per km/ per day												
	Charging Method	stations/ free flow/ vignette/ GNSS												
1	Number of Toll Station Lanes	manned/ electronic		_	_									
1	Intelligent Transport Systems (ITS) Type of ITS	yes/no list all ITS installed		\vdash	\vdash	-	\vdash	\vdash	\vdash		-	\vdash		
	Operation Supervised by Control Centre	yes/no		\vdash	\vdash		\vdash	Н	\vdash			\vdash		
	Data valid from	vesr						\Box						
	Data valid to	year												
	TEN-T Requirements Compliant	yes/no as per art. 17.3 (a) and (b) of Regulation 1315/2013		x										
	Alternative Fuels Availability	yes/no as per Directive no. 2014/94/EU		×	_	\vdash		\Box	\vdash					
	ITS Compliance	yes/no as per Directive 2010/40/EU		x	_	-		\vdash	\vdash			\vdash		
TEN-T Compliance	Totling Interoperability	yes/no as per Directive 2004/52/EC and Commission Decision		_				\vdash	\vdash		_	-		The part that was financed by the EBRD was made - It was always
	Safety Compliance Road Tunnels Compliance (length > 500m)	yes/no as per Directive 2008/96/EC yes/no as per Directive 2004/34/EC		×	×			\vdash	\vdash					only on a couple of shares
	Data valid from	yes/no as per Directive 2004/34/EC year		×	X		\vdash	\vdash	\vdash			-		All according to directive
	Data valid to	vear		1	-			\vdash	\vdash			-		
		,		-	_	_	_					_		

Bosnia and Herzegovina (Federation) - data availability and format

Roads - Network Performance Monitoring

Category	Parameter	Details	Storce	45	1	1		- 1	E		11	1	Data Collection	Council
	Total traffic flow			22	-	3	_	3	3	,	2 4	ō	Frequency - RP	
		AADT or vehicles per year		_	_	_			-					Counters exist, analysis are not functioning well
	Passenger cars Busses	AADT or vehicles per year		-	-	-	-		-	\vdash				
	Trucks	AADT or vehicles per year		-	_	_			-	-				
		AADT or vehicles per year		_	_	_			-					
	International traffic	% of AADT or total traffic flow		-	-	-	_		-	\vdash				
	Percentage of HGVs	% of AADT or total traffic flow		_	_	_			-	-				
	Freight traffic flow	tons per year		_	-	-	-		-	\vdash				
		vehicles per year		-	-	-			-	-				
	Dangerous goods vehicles	Number per year or % of AADT or total traffic flow		_	_	_			-					
Operations Data	Passengers (ng-)	number		_	-	-	-		-	\vdash				
	Average travel time (PCs)	in minutes		-	-	-			-	-				
	Average travel time (HVGs)	in minutes												
	Toll Rate Currency	Currency (e.g. Euro)												
	Toll Rate Passenger Cars	per km (e.g. Euro per km)												
	Toll hade Passenger cars	per day (e.g. Euro per day)												
	Toll Rate Heavy Good Vehicles	per km (e.g. Euro per km)												
	Total nation of control of the contr	per day (e.g. Euro per day)												
	% toll evasion	% of vehicles												
	Data valid for	year												
	Total number of road traffic crash	absolute number				×								
	Road traffic crash with serious injuries only	absolute number				×								
	Fatal road traffic crash	absolute number				×								
	Chainage (km position) of road traffic crashes with injury/ fatal	ity		×										
	Total injured	number of persons				×								
	Seriously Injured	number of persons				×								
Road Safety	Fatalities	number of persons				×								
	Road Safety Audit carried out at design stage	yes/no		×		×								
	Section ranked as high/risk	yes/ no												
	Road Safety Inspections carried out	Total number												
	Road sarety inspections carried out	Corresponding dates												
	Data valid for	year												
	Maintenance cost - Total	Euros per km per year												
	Maintenance cost - Open Road	Euros per km per year												
	Maintenance cost - Tunnel	Euros per km per vear												
	Maintenance cost - Bridges	Euros per km per year												
		Euros per km per year (Activities on a section of road at												
	Heavy/ Periodic Maintenance Cost	regular and relatively long intervals, aims to preserve the		1					1					
Regular Maintenance		Euros per km per year (Repairs that cannot be foreseen but												
	Emergency Maintenance Cost	require immediate attention, such as collapsed culverts or		1					1					
	Winter Maintenance Cost	Euros per km per year												
	Routine Maintenance Cost	Euros per km per year (The rest of maintenance cost for the												
	Source of finance													
	Data valid for	year												
	Requiring rehabilitation - Open Road	length of section (km)												
	Requiring rehabilitation - Tunnel	length of section (km)												
la sant	Requiring rehabilitation - Bridges	length of section (km)												
Heavy/ Periodic	Requiring heavy/ periodic maintenance - Open Road	length of section (km)												
Maintenance Requirements	Requiring heavy/ periodic maintenance - Tunnel	length of section (km)												
	Requiring heavy/ periodic maintenance - Bridges	length of section (km)												
	Data valid for	year												
	Requiring upgrade to increase capacity - Open Road	leneth of section (km)												
I .	Requiring upgrade to increase capacity - Tunnel	length of section (km)												
Upgrading	Requiring upgrade to increase capacity - Bridges	length of section (km)												
1	Data valid for	vear												
		pre-		-	-	-		_	-		$\overline{}$	-		

Roads - Network Performance Monitoring

Category	Parameter	Details	Source	4 N	1	Wood	8	WIRE	WITE	Ē	4 4	1	Data Collection Frequency - RP	Commets
	Air Pollution	GHG emissions (tons per year for each GHG)												
	CO2 emissions													
	NOx emissions													
	SO2 emission evolution													
	Non-methane hydrocarbons													
Environmental Data	Particulate matter (ppm)													
Environmental Data	Noise	Noise levels along the section												
		number of flooding incidents												
	Climate change resilience	number of closures due to adverse weather conditions												
	Carried Grange resilience	number of embankment failures												
		number of winter maintenance days												
	Data valid for	year												
	Location of Road	Line geometry												
	Location of tunnels	Line geometry or Point geometry or x,y coordinates												
	Location of bridges over 12m length	Line geometry or Point geometry or x,y coordinates												
Geospatial data	Location of parking areas	Line geometry or Point geometry or x,y coordinates												
1	Location of fuel stations	Point geometry or x,y coordinates												
1	Location of road traffic crashes with injury/fatality	Point geometry or x,y coordinates												
	Data valid for	year												

Bosnia and Herzegovina (Federation) - data availability and format

Road Safety

Category	Parameter	Details	Source	45	10	/ord	SIS	SW	§ :	3	4) Ber	Data Collection Frequency - RP	Comments
			Federal Ministry of Communications and			3		•	_	-	~	•	Frequency - RP	
	Name of responsible Company/Authority		Transport											
	Correspondence Address													
Reporting Organisation	Contact Person						П							
Data	Position						П		\neg					
	Phone number						П				\neg			
	Email						П		\neg					
	Country Code						П				\neg			
Localisation	Population	number of inhabitants			x	×	П		\neg					
	Fleet size	number of registered vehicles			x	×	П				\neg			
	Total number of road traffic crashes	number			x									
	Total number of road traffic crashes - Motorway (tolled)	number			x		П							Motorways are making this kind of analysis
	Total number of road traffic crashes - Motorway (toll-free)	number												No data on yearly basis - only per cantons
	Total number of road traffic crashes - Primary Roads (dual carri	number					П							No data on yearly basis - only per cantons
	Total number of road traffic crashes - Primary Roads (single car	number					П		\neg					No data on yearly basis - only per cantons
	Total number of road traffic crashes - Secondary Roads	number					П				\neg			No data on yearly basis - only per cantons
	Total number of road traffic crashes - Rural Roads	number					П		\neg					No data on yearly basis - only per cantons
	Total number of road traffic crashes - Urban Roads	number					П				\neg			No data on yearly basis - only per centons
Road Safety Data	Road traffic crashes with serious injuries only	number			x									
Road Safety Data	Fatal road traffic crashes	number			x									
	Seriously Injured	number of persons			x									
	Fatalities	number of persons			x									
		alcohol					П							
		speed	I											
		infrastructure	1	×			П		- 1					
		use of electronic devices (mobile phone, GPS, etc)	I				H							
		vehicle not corresponding to standard												No indicators
	Data valid for	year					ΙТ	Т		П	-T			

Bosnia and Herzegovina (Srpska Republic) - data availability and format

Railways - Network Performance Monitoring

Category	Parameter	Details	Secre	45	1	Mend		SW	SAM	Ę	Nega Section 1	ŧ	Data Collection Frequency - RP	Contracts
	Name of responsible Company/Authority		Railways of Republika Srpska											
	Correspondence Address													
Reporting Organisation Data	Contact Person													
Reporting Organisation Data	Position													
	Phone number													
	Email													
	Country Code													
	TEN-T Category	Core/ Comprehensive		×										
	Corridor/ Route					X				_	_			
	International Route ID					×					_			
	National Route ID					×								
	Start Node Name			\vdash	_	X				_	_	_		
Localisation	End Node Name				_	X				_	_			
	Start km	Direction A				X				_		_		
		Direction B				X					_	_		
	End km	Direction A				X					_	_		
		Direction B		_		X					_	_		
	Status	Planned/ Existing/ Upgrade			_	X				_	_	_		
	Data valid from	year				×								
	Data valid to	year				X								
	Capacity	trains/ day				×								
	Track gauge	750 / 1000 / 1435 / 1520 / 1524 / 1600 / 1602 / 1668				X								
		the track axle									Γ	Γ		
	Lord aware	B GAUGE: Total height 4.08 m above the rail and 1.28 m on either side of		1		_			1	1	1	1	1	
	Load gauge	the track axle		1		×			1	1	1	1	1	
	1	B+ GAUGE: Total height is 4.18 m above the rail and 1.36 m on either side	I	1	1				ı	1	1	1	1	
		Very good (0.86 - 1.00)												
		Good (0.71-0.85)							l	l				
	Condition of track (Operational/ Design Speed)	Medium (0.61-0.70)		×					l	l	l			
	condition of trace (operational) beautiful speedy	Poor (0.51-0.60)		_ ^					l	l	l			
		Very Poor (0.00-0.50)							l	l				
	Number of tracks	Total (most relevant figures, e.g. if a single track railway of 10km has 2km		_	_	×			_	_	_	_		
				_	_		-		_	-	-	_		
	Traction	Diesel			_	X			_	_	-	_		
		Electrified			_	X			_	_	-	_		
		25 000 Volts, 50Hz							l	l	l			
		15 000 Volts, 16 2/3 Hz							l	l				
		3 000 Volts, DC							l	l				
	Rail voltage	1 500 Volts, DC				×			l	l				
		750 Volts DC							l	l	l			
		660 Volts DC							l	l				
		630 Volts DC			_					_	_			
Infrastructure Data	Length - Total (km)					×								
	Length - Open Track (km)			×										
	Length - Tunnels (km)					×								
	Length - Bridges over 12m length (km)					×								
	Tunnels	number				×								
	Level-Crossings	number				×								
	Max Design Speed	km per hour				×								
	Max Operating Speed	km per hour				×								
	Max Longitudinal Gradient (m per km)	Direction A				×								
	reax congression crossent (in per sin)	Direction B				×								
	Min radius	meters				×								
	Maximum train length	meters				×								
	Max Axle load	in				×								
	Signalling Standard					×								
	Traffic Management					×								
	ERTMS in operation	yes/no		X	-	_			-	-	-	_		
	EKT MS III Operation	equipped with lineside signals and train detectors.		^	_				-	_	-	_		
		2 - does not require lineside signals. The movement authority is							l	l				
	ERTMS level	communicated directly from a Radio Block Centre (RBC) to the onboard		×					l	l				
		unit using GSM-R.							l	l	l			
	Control & Command System			-	_	×	-		-	-	-	-		
	Control & Command System Data valid from	Specify which system is used to ensure safety and to command and control		-	-	X	\vdash		-	-	-	-		
		year		-	-	\vdash			\vdash	-	-	-		
	Data valid to Electrification	year		-	-	\vdash			\vdash	-	-	-		
		yes/no (Not applicable for isolated networks. Applies to line trucks and		×	_				_	-	_	-		
			1	X	_						1	_		
	Railway Tunnels Compliance	yes/no as per Directive 2014/1303/EC as amended by 2016/912/EC and							-	_				
	Railway Tunnels Compliance Freight Line Speed	yes/no (At least 100km (Only applicable for the freight lines of the Core		X	_							_		
	Railway Tunnels Compliance Freight Line Speed Freight Line Axle Load	yes/no (At least 100km (Only applicable for the freight lines of the Core yes/no (At least 22.5t (Only applicable for the freight lines of the Core				x								
	Railway Tunnels Compliance Freight Line Speed	yes/no (At least 100km (Only applicable for the freight lines of the Core yes/no (At least 22.5t (Only applicable for the freight lines of the Core yes/no (At least 750m (Only applicable for the freight lines of the Core		x		x								
TEN-T Compliance	Railway Tunnels Compliance Freight Line Speed Freight Line Aule Load Freight Line Train Length	yes/no [At least 100km [Only applicable for the freight lines of the Core yes/no [At least 22.5t [Only applicable for the freight lines of the Core yes/no [At least 750m (Only applicable for the freight lines of the Core yes/no [Mominal track gauge for new railway lines. Not applicable where		x		x								
TEN-T Compliance	Railway Tunnels Compliance Freight Line Speed Freight Line Axle Load	yes/no (At least 100km (Only applicable for the freight lines of the Core yes/no (At least 2.25 t (Only applicable for the freight lines of the Core yes/no (At least 750m (Only applicable for the freight lines of the Core yes/no (Nominal track gauge for new railway lines. Not applicable where the new line is an extension on a network the track gauge of which is		x		x								
TEN-T Compliance	Ballway Tunnels Compliance Freight Line Speed Freight Line Asle Load Freight Line Asle Load Freight Line Train Length Track Gauge 1485mm	yes/no [At least 100km [Only applicable for the freight lines of the Core yes/no [At least 22.5t [Only applicable for the freight lines of the Core yes/no [At least 750m (Only applicable for the freight lines of the Core yes/no [Mominal track gauge for new railway lines. Not applicable where		x		X								
TEN-T Compliance	Railway Tunnels Compliance Freight Line Speed Freight Line Aule Load Freight Line Train Length	restino (At least 100km (orin) applicable for the freight lines of the Core restino (At least 25.6 (lon) applicable for the freight lines of the Core restino (At least 750m (only applicable for the freight lines of the Core restino (At least 750m (only applicable for the freight lines of the Core who (Normal track gauge for her arilway lines, Not applicable where the new line is an extension on a network the track gauge of which is versino (European Train Control System (ETCS) - Not applicable for isolated yearno (European Train Control System (ETCS) - Not applicable for isolated setting (ETC) - The control of the contro		x		x								
TEN-T Compliance	Ballway Tunnels Compliance Freight Line Speed Freight Line Asle Load Freight Line Asle Load Freight Line Train Length Track Gauge 1485mm	yes/no (At least 100km (Only applicable for the freight lines of the Core yes/no (At least 2.25 t (Only applicable for the freight lines of the Core yes/no (At least 750m (Only applicable for the freight lines of the Core yes/no (Nominal track gauge for new railway lines. Not applicable where the new line is an extension on a network the track gauge of which is		×		x								
TEN-T Compliance	Rallway Tunnels Compliance Freight Une Septem Freight Une Auto Load Freight Une Freight Une Freight Une Freight Une Freight Une Freight Une Freight Une Freight Une Freight Une Freight Une Freight Une Freight Une Freight Une Freight Une Freight Une Freight Une Freight Une Freight Une	was/no (At least 100km John upplicable for the freight lines of the Core yea/no (At least 251 Chyl yapplicable for the freight lines of the Core yea/no (At least 750m (Chly) applicable for the freight lines of the Core yea/no (Nominal track gauge for new railway lines. Not applicable where the new line is an extension on a network the track gauge of which is yea/no (European Train Control System (ETCS)—Not applicable in yea/no (European Train Control System (ETCS)—Not applicable for yea/no (Bolds) system for Mobile communications for shallways (SSMA).		×		x								

Railways - Network Performance Monitoring

Marian M	Category	Parameter	Details	Source	1 × ×	1	1	1	S PROPERTY.	SEA.	ş	11	1	Data Collection Frequency - BP	Comments
Part Part		Passenger Trains	number per 24 hours			×									
Part Part						×									
Part					×										
Part							×								
Marian M						×									
Marian M		"	passenger km per year			×									
This Common year per Common year per Common year per Common year year Common year year Common year year Common year year Common year year Common year year Common year year year Common year year year year year year year year		Freight traffic				×									
Main	Operations Data		tkm per year			×									
Marchael Marchael	1	TEUs				×									
March Statistics March Stati					×										
Part			% of bulk and general traffic		×										
Entering Teach Continue (angel) Septiminary (angel) Septimin			% of total traffic				×								
Entering Teach Continue (angel) Septiminary (angel) Septimin		Average travel time passenger (incl. stops)	long distance trains only				×								
Sequence Sequence															
Number of patiglant Auditions			vear												
Number of patiglant Auditions							×								
Number of principal accidents							×								
Materials															
Part Part	1				-	-							_		
Page Page					-	-	×				-	-	-		
Seriou Audiotests - Name of part games of molecular (Supple part Part (New Contenting), 1987 at 1987	1				_										
Parity au Accidents - Amount of Internal Company Marity Mari					 								 		
Serious accidents - Serious and serious serious contents of the serious serious contents contents of the serious serious contents - Serious serious conten	1			l	-										
Particular Associates - Invitates of energy Sulf per year	Safety						_				_	_			
Egerificant Audioenter - Number of Egerificant (societies - Number of Egerificant Audioenter - Number of Egerificant Au	Jane 19				^		-				_	_	_		
Eginform Accidents - Number of Plasmidies Souther number Souther Contents Souther Souther Contents Souther Souther Contents Souther Souther Contents Souther Souther Contents Souther Souther Contents Souther Souther Contents Souther So					_						_	_	_		
Septiminant Accidents - Number per place of accidents Subject year Subject					_	_					_	_	_		
Spiniforant Accidence - Amount of Material Demanes March 19 per year March 19 pe					_	_					_	_	_		
Seminant Accidents - Distruction of transfer Not per year No					_	_		-	_		_	_	_		
Significant Accident - Indirect damages related to adealy 18 per year 19 per yea					-	-				_	-	-	_		
Data valid for Part						_	-			_	_	-	_		
Maintenance cost - Total					_	_					_	_	_		
Maintenance cost - Infestructure Sures per year (all trads, switches and crossings, tunnets, bridges, level Sures per year (all trads, switches and crossings, tunnets, bridges, level Sures per year (all trads, switches and crossings, tunnets, bridges, level Sures per year (all trads, switches and crossings, tunnets, bridges, level Sures per year (ball tradscance or a flux) Sures per year (ball tradscance or a	-				_		-		_		_	_	_		
Maintenance cost - infrastructure					_				_		_	_	_		
Maintenance cost - Signaling and tescom system Survive per year (Maintenance of rallives) System, system (Service of costs) and station signaling, automatic stocks System, system (Service of costs) and station signaling automatic stocks System, system (Service of Costs) System (Service of Costs)					-	_					-	-	-		
Maintenance contriguently give feech system and expendic and mechanical level or college, maintenance of railway Maintenance cost - Electrification system Survey per year (Maintenance of Catenaries, electrific railway pustations, Source of finance Street per year (Maintenance of Catenaries, electrific railway pustations, Source of finance Pageuling teaty maintenance Requiring teaty installation Requiring teaty installation Requiring teaty installation Requiring teaty installation Requiring upgrafe to increase quadry Requiring upgrafe to increase qu		Maintenance cost - Infrastructure			_	_	^				_	_	_		
Source of Finance Sour	Regular Maintenance	Maintenance cost - Signalling and telecom system	system, automatic and mechanical level crossings, maintenance of railway				×								
Data valid for			Euros per year (Maintenance of catenaries, electric railway substations,												
Requiring featy winistreance							×								
Regulning retabilisation Regulning retabilisation Regulning retabilisation Regulning retabilisation Regulning retabilisation Year													_		
Data valid for											_				
Requiring upgrade to increase dapacity Require grade for section (hm)	Heavy Maintenance				X										
Destination Equiving upgrase (paddiones track) new (ine)															
Data valid for			length of section (km)												
Air Follution OHS emissions (Income per veet for each GHs)	Upgrading				X										
City emissions															
Not emissions			GHG emissions (tons per year for each GHG)												
Sol - mission evolution	1						_						_		
Non-methate Pydrocarsons	1					_	_				_	_	_		
Environmental Data						_	\vdash				_	_	_		
Notice N	1														
Climate change resilience	Environmental Data														
Climate change raillence	1	Noise													
Compared of modulation			number of flooding incidents		X										
Detailed for Ver V		Climate change resilience			X										
Location of Railway Line	1		number of embankment failures		X										
Location of Railway Line Line geometry		Data valid for	year												
Location of functs		Location of Railway Line							X						
Loadsin of bringes over 12m length Line geometry or Point geometry or X, coordinates		Location of tunnels							x						
	1	Location of bridges over 12m length			Г				×				Г		
Location of level cossuings Point geometry or xy coordinates X X X X X X X X X X X X X X X X X X X	Geospatial data														
Location of serious accidents Point geometry or x,y coordinates x	1	Location of level crossings							x						
	1		year												

Bosnia and Herzegovina (Srpska Republic) - data availability and format

				_						_		
Category	Parameter	Details	Source	a k	3	Word	8	SMIN	Ę	11	ě	Data Collection Frequency - RP
	Name of responsible Company/Authority		Rallways of Republika Srpska									
	Correspondence Address											
Reporting Organisation Data	Contact Person											
Reporting Organisation Data	Position											
	Phone number											
	Email											
	Country Code					X						
	TEN-T Category	Core/ Comprehensive				X						
	Corridor/Route	Before project implementation				X						
	corridory notice	After project implementation				X						
	International Route ID	Before project implementation				X						
	international route io	After project implementation				X						
	National Route ID	Before project implementation				X						
	National Route ID	After project implementation				X						
	Start Node Name	Before project implementation				X						
Localisation	Start Node Name	After project implementation				X						
Localisation	End Node Name	Before project implementation				X						
	Life Hode Name	After project implementation				X						
		Direction A - Before project implementation				X						
	Start km	Direction A - After project implementation				X						
	Start on	Direction B - Before project implementation				X						
		Direction B - After project implementation				X						
		Direction A - Before project implementation				×						
	End km	Direction A - After project implementation				X						
	End km	Direction B - Before project implementation				X						
		Direction B - After project implementation				×						
	Project name	Text				X						
	Type of foreseen intervention	New infrastructure, Reconstruction/rehabilitation, Maintenance,				X						
Description of the Project	Length (if linear)	Km/NA				X						
	Total Cost (CAPEX)	Euros (should consider the overall cost of investment, not the preparatory				X						
	Estimated implementation deadline	Month/Year. Please refer to realistic targets rather than contractual				X						
	Electrification	ves/no				X						
	Line speed 100 km/h (freight)	yes/no				X						
	Axle load 22,5 t	yes/no				X						
Eligibility for TEN-T Project	Track gauge	yes/no		×								
	Train length 740 m	yes/no		×								
	ERTMS Deployment (ETCS)	yes/no		X								
	ERTMS Deployment (GSM-R)	yes/no		×								

Railways - Project Monitoring

Category	Parameter	Details	Source	15	Ţ	Į	8	2	E	5	111	1	Data Collection
					-			3				۰	Prinquetray - 10"
	Electrification	Before project implementation (yes/no)				x							
		After project implementation (yes/no)				x							
	Line wood (CO.) In the Co.	Before project implementation (yes/no)				x							
	Line speed 100 km/h (freight)	After project implementation (yes/no)				x							
		Before project implementation (yes/no)				x							
	Axie load 22,5 t	After project implementation (yes/no)				x							
TEN-T Compliance		Before project implementation (yes/no)				x							
TEN-1 Compliance	Track gauge	After project implementation (yes/no)				x							
	Tain lands 740 a	Before project implementation (yes/no)		x									
	Train length 740 m	After project implementation (yes/no)		x									
	ERTMS Deployment (ETCS)	Before project implementation (yes/no)		x									
		After project implementation (yes/no)		x									
	ERTMS Deployment (GSM-R)	Before project implementation (yes/no)		x									
	and separate (see by	After project implementation (yes/no)		x									
	Implemented	Project completed and put in operation				X							
	On-going project (funding secured)	Works currently under execution. Tender for works/design-build on-going. Design/Tender Dossier for DB under preparation. Tender for design on-going or about to be start.				x							
Project Status	Mature project (feasibility study ready, funding secured)	Financing source identified (principle agreement reached), procedures on- going. Financing source identified (principle agreement reached), procedures not-				x							
	Project under preparation	Feasibility study on-going. Feasibility study under tendering. Financing for feasibility study secured, procurement not yet started.				x							
IMPLEMENTED PROJECTS				_	\vdash		\vdash		\Box			\Box	
Project Timeline	Initial Project Completion Date	On tender issue		\vdash	\vdash	X	\vdash		\vdash	_		\vdash	
	Actual Project Completion Date National Budget	Euros			\vdash	x	\vdash	\vdash	\vdash	-	\vdash	\vdash	
	WB	Euros		\vdash	\vdash	×	\vdash		\vdash		-	\vdash	
	EBRD	Euros				×							
1	EIB	Euros				x							
1	Other IFI	Specify				X							
Project Funding Sources		Euros											
	Concessions	Specify		_	\vdash	X	\vdash		\vdash				
I		Euros											

Bosnia and Herzegovina (Srpska Republic) - data availability and format

Category	Parameter	Details	Source	Info N/A	Excel	Word	8	SMAN	SAM	API	Makes date	Other	Data Collection Frequency - RP
	EU Fund	Specify				X							
	LO TOTO	Euros											
	Other funding source	Specify				X							
	other familiary source	Euros											

Railways - Project Monitoring

EBTO A last Revenue (if f Traffic LIVE PROJECTS Tender Start Froject Timeline Design Comp	by d d by d sy and cost and cost	As built documentation or if not available then final design For examed (months)	x x x x		x x x							
Supervised Construction CAPEX OPEX Maintenance Indicators Revenue [if i Traffic UVE PROJECTS Tender Start Froject Timeline Design Comp Project Com National Bud WB EBRD EBB Project Funding Sources Other IFI	and by dispersion disp	Actual (months) Forecasted (Euro) Actual (Euro) Actual (Euro) Actual (Euro) Actual (Euro) Actual (Euro) Actual (Euro) Actual (Euro) per year) Actual (Euro) per year) Actual (Euro) per year) Su Buros Forecasted (Euro) per year) Actual (Euro) per year) Actual (Euro) per year) Actual (Euro) per year) Forecasted (Euro) per year) Actual (Euro) per year) Forecasted (Euro) per year) Forecasted (Euro) per year) Forecasted (Euro) per year) Forecasted (Euro) per year) Forecasted (Euro) Forecasted Freight (In) - Forecasted Freight (In) - Forecasted Freight (In) - Forecasted University (In) - Forecasted Linially forecasted Current Stimmtion. Please refer to residoic target; rather than contractual Actual	x x x		x							
Supervised Construction CAPEX OPEX Maintenance Indicators Revenue [Fr Traffic LIVE PROJECTS Tender Start Project Timeline Design Comp Project Com National Bud WB EBRD EIB Project Funding Sources Other IFI	and by dispersion disp	Actual (months) Forecasted (Euro) Actual (Euro) Actual (Euro) Actual (Euro) Actual (Euro) Actual (Euro) Actual (Euro) Actual (Euro) per year) Actual (Euro) per year) Actual (Euro) per year) Su Buros Forecasted (Euro) per year) Actual (Euro) per year) Actual (Euro) per year) Actual (Euro) per year) Forecasted (Euro) per year) Actual (Euro) per year) Forecasted (Euro) per year) Forecasted (Euro) per year) Forecasted (Euro) per year) Forecasted (Euro) per year) Forecasted (Euro) Forecasted Freight (In) - Forecasted Freight (In) - Forecasted Freight (In) - Forecasted University (In) - Forecasted Linially forecasted Current Stimmtion. Please refer to residoic target; rather than contractual Actual	x x x		x							
Construction CAPEX OPEX Maintenance Indicators ERETTA (last Revenue (if f Traffic LIVE PROJECTS Tander Start Project Timeline Design Comp Project Com National But WB EBRD EIB Project Funding Sources Other IFI	ion period ance cost During Construction att year) tart Date (month/ year)	Actual (months) Forecasted (Euro) Actual (Euro) Actual (Euro) Actual (Euro) Actual (Euro) Actual (Euro) Actual (Euro) Actual (Euro) per year) Actual (Euro) per year) Actual (Euro) per year) Su Buros Forecasted (Euro) per year) Actual (Euro) per year) Actual (Euro) per year) Actual (Euro) per year) Forecasted (Euro) per year) Actual (Euro) per year) Forecasted (Euro) per year) Forecasted (Euro) per year) Forecasted (Euro) per year) Forecasted (Euro) per year) Forecasted (Euro) Forecasted Freight (In) - Forecasted Freight (In) - Forecasted Freight (In) - Forecasted University (In) - Forecasted Linially forecasted Current Stimmtion. Please refer to residoic target; rather than contractual Actual	x x x		x							
CAPEX CAPEX OPEX Maintenance Interest Divis Revenue (fr Traffic LIVE PROJECTS Tender Start Project Timeline Design Comp Project Com National Bud WB EBRD EIB Project Funding Sources Other IFI	ance cost During Construction att year) (if fare/toil collected)	Actual (months) Forecasted (Euro) Actual (Euro) Actual (Euro) Actual (Euro) Actual (Euro) Actual (Euro) Actual (Euro) Actual (Euro) per year) Actual (Euro) per year) Actual (Euro) per year) Su Buros Forecasted (Euro) per year) Actual (Euro) per year) Actual (Euro) per year) Actual (Euro) per year) Forecasted (Euro) per year) Actual (Euro) per year) Forecasted (Euro) per year) Forecasted (Euro) per year) Forecasted (Euro) per year) Forecasted (Euro) per year) Forecasted (Euro) Forecasted Freight (In) - Forecasted Freight (In) - Forecasted Freight (In) - Forecasted University (In) - Forecasted Linially forecasted Current Stimmtion. Please refer to residoic target; rather than contractual Actual	x x x		x							
Performance indicators Performance indicators Revenue (Fr Traffic LIVE PROJECTS Tender Start Project Timeline Design Comp Project Com National Bud WB EBRD EIB Project Funding Sources Other IFI	ouring Construction att year) (if fare/toil collected)	Forecasted (Euro) Actus (Euro) Forecasted (Euros per year) Actus (Euro) erry year) Forecasted (Euros per year) Actus (Euros per year) Actus (Euros per year) Actus (Euros per year) Actus (Euros per year) Toric traffic - Forecasted Train t	x x x		x							
Performance indicators Performance indicators Revenue (Fr Traffic LIVE PROJECTS Tender Start Project Timeline Design Comp Project Com National Bud WB EBRD EIB Project Funding Sources Other IFI	ouring Construction att year) (if fare/toil collected)	Actual (Euroa) Forecasted (Euroa per year) Actual (Euroa per year) Forecasted (Euroa per year) Actual (Euroa per year) % Su Euroa Forecasted (Euroa per year) % Forecasted (Euroa per year) Train train(x x x		x							
Maintenance indicators Performance indicators Revenue [Fr Traffic LIVE PROJECTS Tender Start Project Timeline Design Comp Project Com National Bud WB EBRD EIB Project Funding Sources Other IFI	ouring Construction att year) (if fare/toil collected)	Forecasted (Euros per veer) Actual (Euros per year) Forecasted (Euros per year) Actual (Euros per year) Parecasted (Euros per year) Parecasted (Euros per veer) Parecasted (Euros per veer) Actual (Euros per year) Train traffic - Forecasted Train traffic - Forecaste	x x		x							
Maintenance indicators Performance indicators Revenue [Fr Traffic LIVE PROJECTS Tender Start Project Timeline Design Comp Project Com National Bud WB EBRD EIB Project Funding Sources Other IFI	ouring Construction att year) (if fare/toil collected)	Actual (Euros per year) Forecasted (Euros per year) Actual (Euros per year) % Euros Euros Forecasted (Euros per year) Actual (Euros per year) Actual (Euros per year) Train traffic - Forecasted Train traffic - Forecasted Train traffic - Forecasted Train traffic - Forecasted Train traffic - Forecasted Train traffic - Forecasted Train traffic - Forecasted Train traffic - Forecasted Train traffic - Forecasted Train traffic - Forecasted Train traffic - Forecasted Train traffic - Forecasted Train traffic - Forecasted University (Initially forecasted Current Estimation. Please refer to realistic targets rather than contractual Actual	x x		x							
Performance Indicators Interest Duri BBTDA (last Revenue (if i Traffic LIVE PROJECTS Tender Start Project Timeline Design Comp Project Com National Bud WB EBRD EIB Project Funding Sources Other IFI	ouring Construction att year) (if fare/toil collected)	Forecasted (Euros per year) Actual (Euros per year) Sy Euros Forecasted (Euros per year) Train traffic - Forecasted Train traffic - Forecasted Train traffic - Forecasted Train traffic - Forecasted Train traffic - Forecasted Train traffic - Forecasted Train traffic - Forecasted Train traffic - Forecasted Train traffic - Forecasted Train traffic - Forecasted Train traffic - Forecasted Train traffic - Forecasted Train traffic - Forecasted Train traffic - Forecasted Train traffic - Forecasted Train traffic - Edulal Initially forecasted Current Estimation. Please refer to resistic targets rather than contractual Actual	x		x							
Performance Indicators Interest Duri BBTDA (last Revenue (if i Traffic LIVE PROJECTS Tender Start Project Timeline Design Comp Project Com National Bud WB EBRD EIB Project Funding Sources Other IFI	ouring Construction att year) (if fare/toil collected)	Actual (Europ per year) % Surpos Gercamed (Europ per year) Actual (Europ per year) Train traffic - Forecamed Train traffic - Forecamed Train traffic - Forecamed Train traffic - Forecamed Train traffic - Forecamed Train traffic - Forecamed Train traffic - Forecamed Train traffic - Forecamed Train traffic - Forecamed Train traffic - Forecamed Treight (to) - Forecamed Tre	x		×							
EBITO A (last Revenue (if f Traffic LIVE PROJECTS Tender Start Project Timeline Design Comp Project Com National Buc EBRD EBR Project Funding Sources Other IFI	ast year) (if fere/toil collected) tart Date (month/year)	% Euros Forecando (Euros per year) Actua (Euros per year) Train traffic - forecando Train traffi	X		x							
EBITO A (last Revenue (if f Traffic LIVE PROJECTS Tender Start Project Timeline Design Comp Project Com National Buc EBRD EBR Project Funding Sources Other IFI	ast year) (if fere/toil collected) tart Date (month/year)	Forecasted (Euros per veer) Actual (Euros per year) Train traffic - forecasted Train traffic - forecasted Train traffic - forecasted Passenger traffic - forecasted Passenger traffic - forecasted Preight (in) - forecasted Preight (in) - forecasted Current Estimation - forecasted Current Estimation - forecasted Current Estimation - flease refer to resistic targets rather than contractual Actual	X		x							
Revenue (in f Transic UNE PROJECTS Transic Tr	(if fere/toil collected)	Forecasted (Euros per veer) Actual (Euros per year) Train traffic - forecasted Train traffic - forecasted Train traffic - forecasted Passenger traffic - forecasted Passenger traffic - forecasted Preight (in) - forecasted Preight (in) - forecasted Current Estimation - forecasted Current Estimation - forecasted Current Estimation - flease refer to resistic targets rather than contractual Actual			x							
Treffic LIVE PROJECTS Tender Start Project Timeline Design Comp Project Com National Bud WB EBRD EIB Project Funding Sources Other IFI	tart Date (month/year)	Actual (Euros per year) Train traffic - Incested Train traffic - Incested Train traffic - Incested Passenger traffic - Forested Passenger traffic - Forested Passenger traffic - Satual Preight (in) - Eurosaxed Preight (in) - Eurosaxed Initially forecasted Current Stimmston. Please refer to realistic targets rather than contractual Actual			x							
LIVE PROJECTS Tender Start Project Timeline Design Comp Project Com National Buc WB EBRD EIB Project Funding Sources Other IFI		Train traffic - forecasted Train traffic - forecasted Fascener traffic - forecasted Fascener traffic - extual Freight (in) - forecasted Freight (in) - forecasted Freight (in) - forecasted Current Stimation - forecasted Current Stimation - Flease refer to realistic targets rather than contractual Actual			X		_					
LIVE PROJECTS Tender Start Project Timeline Design Comp Project Com National Buc WB EBRD EIB Project Funding Sources Other IFI		Train traffic - actual Fascenger traffic - represented Fascenger traffic - recovered Fascencer traffic - actual Freight (tn) - forecasted Freight (tn) - actual Initially forecasted Current Estimation. Please refer to realistic targets rather than contractual Actual			^							
LIVE PROJECTS Tender Start Project Timeline Design Comp Project Com National Buc WB EBRD EIB Project Funding Sources Other IFI		Fascence traffic - forecasted Fascence traffic - setual Freight (in) - forecasted Freight (in) - forecasted Freight (in) - forecasted Current Estimation. Linitially forecasted Current Estimation. Please refer to resistic targets rather than contractual Actual										
LIVE PROJECTS Tender Start Project Timeline Design Comp Project Com National Buc WB EBRD EIB Project Funding Sources Other IFI		Passenger traffic - actual Freight (Ini - Increased Freight (Ini - Increased Freight (Ini - Increased Initially forecasted Current Estimation. Please refer to realistic targets rather than contractual Actual					_			_		
Project Timeline Dealign Comp Project Com National But WS EBRD EIB Project Funding Sources Other IFI		Freight (In) - forecasted Freight (In) - actual Initially forecasted Current Estimation. Please refer to realistic targets rather than contractual Actual		-	_		_			_		
Project Timeline Dealign Comp Project Com National But WS EBRD EIB Project Funding Sources Other IFI		Freight (tn) - actual Initially forecasted Current Estimation. Please refer to resistic targets rather than contractual Actual			_	-	\vdash	-	_	_		
Project Timeline Dealign Comp Project Com National But WS EBRD EIB Project Funding Sources Other IFI		Initially forecasted Current Estimation. Please refer to realistic targets rather than contractual Actual	\vdash	\vdash		\vdash	\vdash	\vdash	_	_		
Project Timeline Dealign Comp Project Com National But WS EBRD EIB Project Funding Sources Other IFI		Current Estimation. Please refer to realistic targets rather than contractual Actual		\vdash		\vdash	—	\vdash	_	_		
Project Timeline Design Comp Project Com National Bud WB EBRD EIB Project Funding Sources Other IFI		Current Estimation. Please refer to realistic targets rather than contractual Actual	-	-	×	-	_	-	_	_	-	
Project Timeline Design Comp Project Com National Bud WB EBRD EIB Project Funding Sources Other IFI		Actual			Α.				_	_	-	
Project Com Netional Bud WB EBRD EIB Project Funding Sources Other IFI	ompletion Date (month/ year)		_		_		_		_	_	-	
Project Com Netional Bud WB EBRO EIB Project Funding Sources Other IFI	ompletion Date (month/year)		_		-		_		_	_	_	
Project Com Netional Bud WB EBRO EIB Project Funding Sources Other IFI	ompletion Date (month) year)	Forecasted (on tender issue)	_	-	X	-	_	-	_	_	-	
Nedional Bud WB EBRD EIB Project Funding Sources Other IFI		Current Estimation. Please refer to realistic targets rather than contractual	-	-		-	_	-	_	_	-	
Nedional Bud WB EBRD EIB Project Funding Sources Other IFI		Actual							_	_	-	
Nedional Bud WB EBRD EIB Project Funding Sources Other IFI	ompletion Date (month/ year)	Forecasted (on tender issue)	_		X						-	
WB EBRD EIB Cher IFI Other IFI		Current Estimation. Please refer to realistic targets rather than contractual	_				_	-	_	_	-	
WB EBRD EIB Cher IFI Other IFI	Budget	Euros	_		×		_		_	_	-	
EBRD EIB Project Funding Sources Other IFI		allocated/ agreement signed (yes/no)	_	-		-	_	-	_	_	-	
Froject Funding Sources Other IFI		Euros	├	-	X	-	_	-	_	_	-	
Froject Funding Sources Other IFI		allocated/ agreement signed (yes/no)	_					-	_	_	-	
Project Funding Sources Other IFI		Euros	_		X					_	-	
Project Funding Sources Other IFI		allocated/ agreement signed (yes/no)	_				_		_	_	-	
Project Funding Sources		Euros	_	-	X	-	_	-	_	_	-	
Project Funding Sources		allocated/ agreement signed (yes/no)	_				_				-	
Project Funding Sources		Specify			X						-	
		Euros	_							_	-	
Concessions		allocated/ agreement signed (yes/no)							_			
Concessions		Specify			X							
	ons	Euros	_		_	-	_	-	_	_	-	
		allocated/ agreement signed (yes/no)	_								-	
		Specify	_		X						-	
EU Fund		Euros	_				_				-	
l —		allocated/ agreement signed (yes/no)							_		$\overline{}$	
l		Specify			X							
Other funding	naing source	Euros	_								-	
		allocated/ agreement signed (yes/no)										
Pre-Feasibilit	bility Study	yes/no			X						$\overline{}$	
Feasibility St	y Study	yes/no			×							
Concept Des Technical Project Status		yes/no			×							
Preliminary (Design	yez/no			x							
Detail Design					x							
Environment	 ury Design sign	yes/no										

Bosnia and Herzegovina (Srpska Republic) - data availability and format

Category	Parameter	Details	Source	a A	1	Mond	8	1	SAM	ş	# #	ě	Data Collection Frequency - RP
		Title				x							
	Feasibility Study	Prepared by											
		Supervised by											
		Title				X							
	Concept Design	Prepared by											
		Supervised by											
		Title				X							
Project Documentation	Preliminary Design	Prepared by											
		Supervised by											
		Title				X							
	Detail Design	Prepared by											
		Supervised by											
		Title				X							
	Environmental Impact Assessment	Prepared by											
		Supervised by											
	Annual Traffic Demand Growth	%		×									
Social Indicators	Modal transfer	% (if applicable)		X									
	Annual Accident Rate Reduction	% (if applicable)		×									
	EIRR (Economic Internal Rate of Return)	%			1	x							
	NPV (Net Present Value)	Euros				X							
	SDR (Social Discount Rate)	¥			1	x							
Economic Indicators	Project Planning & Design Cost	Euros				X							
	Project Construction Cost	Euros			1	×							
	Total Project Cost	Euros			1	X							
	FIRR (Financial Internal Rate of Return)	%		x	—								
	FNPV (Financial Net Present Value)	Euros		X									
	FDR (Financial Discount Rate)	%		x	 								
Financial Indicators	WACC (Weighted Average Cost of Capital)	%		X	1								
	First year of profit	vear		х	 								
	DSCR (Debt Service Coverage Ratio)	%		x	1								
	CO2 emissions	+/-%		X	_								
	NOx emissions	+/-%		x	_								
	SO2 emission evolution	+/-%		X	_								
	Non-methane hydrocarbons	+/- %		x	_	-					_		
Environmental Indicators	Particulate matter (ppm)	+/-%		X	 								
	Noise levels along the section	+/-%		×	 								
	Climate Change Resilience	Provide description of the project's effect to the climate change resilience	I	X	 						\vdash		
	Protected Natural Areas Affected	km2	t	×	 			-		-		-	
	Location of Railway Line	Line geometry	†		!			×			—		
	Location of tunnels	Line geometry or Point geometry or x,y coordinates	t	-	 			×	_	-	-	-	
Geospatial data	Location of bridges over 12m length	Line geometry or Point geometry or x,y coordinates Line geometry or Point geometry or x,y coordinates	 		1			Ŷ			\vdash		
	Location of Stations	Line geometry or Point geometry or x,y coordinates	t	-	 		 	X	_	-	-	-	
	Location of level crossings	Point geometry or x,y coordinates	l	-	-	-	 	×	-	-	\vdash	-	
	cocation or level crossings	Point geometry or x,y coordinates	-	-		_	-			_		_	

Roads - Network Performance Monitoring

Category	Parameter	Details	Source	音音	1	I		1	100	Ę	11	ł	Data Collection	Commets
	Name of responsible Company/Authority		Roads of Republic Stocks			×		,					magazing - m	
	Correspondence Address			-		×								
	Contact Person			-										
Reporting Organisation Data	Position			_										
	Phone number			_		×	_				_			
	Email			-		×	_	-		_	_	_		
	Country Code			_		×	_	_		_	_	_		
	TEN-T Category	Core/ Comprehensive		-		×	_	_			_	_		
	Corridor/ Route	Core/ comprehensive		-		×	-	_	-		_	_		
				-			_	_		_	_	_		
	International Route ID National Route ID			-		x	_	_		_	_	_		
	Start Node Name			-	_	×	-	-	-	_	-	_		
				-	-	×	-	_			_	_		
Localisation	End Node Name			-	_	×	-	_	_	_	-	_		
	Start km	Direction A		-		×	-	_		_	-	_		
		Direction B		-		×	_	_		_	_	_		
	End km	Direction A		-		x	-	_			-	_		
		Direction B		_		×	_	_			_	_		
	Status	Planned/ Existing/ Upgrade		_		×	_	_			_	_		
	Data valid from	year		_			_				_	_		
	Data valid to	year												
	Category	Motorways/ Dual Carriageways/ Single Carriageways			×									
		1. Very Good, describes the road without problems and completely comply												
	Pavement Condition	with Standards - mainly new constructions [IR [D-1.24]] 2. Good, means that is a road without problems, [IR [1.24 - 2.84]] 3a. Medium NWC, means that the road needs a New Wearing Course (NWC] [IRI [2.84-3.09]) 3b. Medium PH, describes a road which needs Pavement Rehabilitation			*									2 years ago IIII has been recorded
		Direction A			×									
	Lanes	Direction B		1	*									
		Direction A		_	×		_							
	Length - Total (km)	Direction B		-	· ·	-	-	-		_	-	_		
		Direction A		_	×		_		-	_	_	_		
	Length - Open Road (km)	Direction A		-		_	_	-		_	_	_		
		Direction B		+	ж	_	-	_	_	_	_	_		
	Length - Tunnels (km)	Direction A		-	×	_	_	_			_	_		
	•	Direction B		-	×	_	-	_		_	_	_		
	Length - Bridges over 12m length (km)	Direction A		_	×			_				_		
	0 0 0 1	Direction B		_	×		_	_			_	_		
	Tunnels	Direction A (absolute number)		_	×		_				_	_		
		Direction B (absolute number)		_	×									
	Parking areas	Direction A (absolute number)		×										
Infrastructure Data		Direction B (absolute number)		×										
		Direction A (absolute number)		×										
	Fuel Stations	Direction B [absolute number]		×										
		Type of fuels (Diesel, Gas, CNG, LNG, Hydrogen, Charging Point)		×										
	Design Speed	km per hour		×										
	Speed limit	km per hour			×									
	Operating Speed	km per hour												
		Direction A		-	*		_							
I	Max Longitudinal Gradient (%)	Direction B		_	×	-	_							
1		per vehicle (tons)		×	_	_				_				1
1	Max Permitted Weight	axie load (kN)	l	×		_			-	_				1
1	Capacity	minimum lane capacity per hour (PCUs) for both directions		×		-	-	-	-	_	-	-		
I	Tolled	ves/no		×		-	_	-		_	_	_		
	Type of Tolls	per km/ per day		×		\vdash	-	-	-		-	_		1
1	Charging Method	stations/ free flow/ vignette/ GNSS		×		-	-	-	-		-	-		
1	Number of Toll Station Lanes				\vdash		-	_	\vdash	_	_	_	-	1
1		manned/ electronic		×	\vdash	-	-	-	\vdash		-	-		The tunnels on the TEN-T network are in installation phase.
I	Intelligent Transport Systems (ITS)	yes/no		1	×	l	ı	1			1	l	l	The tunnels on the TEN-T network are in installation phase. Wilehouse have ITS
	Type of ITS	list all ITS installed			×									The state of the s
1	Operation Supervised by Control Centre	yes/ no		1	×	_								1
1	Data valid from	year		_	_	-	-	-		_				1
1	Data valid to	vesr		_	×	×								1
		yes/no as per art. 17.3 (a) and (b) of Regulation 1315/2013		+	×	×	_	-			_	_		1
				-	×	×	-	-		_	-	-		
	TEN-T Requirements Compliant Atternative Firets Availability	ves/no as per Directive no. 2014/94/FII												
	Alternative Fuels Availability	yes/no as per Directive no. 2014/94/EU		_			_			_	_			
	Alternative Fuels Availability ITS Compliance	yes/no as per Directive 2010/40/EU			×	×								
TEN-T Compliance	Alternative Fuels Availability ITS Compliance Tolling Interoperability	yes/no as per Directive 2010/40/EU yes/no as per Directive 2004/52/EC and Commission Decision no.			×	x								
TEN-T Compliance	Alternative Fuels Availability ITS Compliance Tolling interoperability Safety Compliance	yez/no as per Directive 2010/40/EU yez/no as per Directive 2004/52/EC and Commission Decision no. yez/no as per Directive 2008/96/EC			x x	x x								
TEN-T Compliance	Alternative Fuels Availability ITS Compliance Tolling interoperability Safety Compliance Road Tunnels Compliance (length >500m)	yes/no as per Directive 2010/40/EU yes/no as per Directive 2004/32/EC and Commission Decision no. yes/no as per Directive 2008/98/EC yes/no as per Directive 2008/98/EC			×	x								
TEN-T Compliance	Alternative Fuels Availability ITS Compliance Tolling interoperability Safety Compliance	yez/no as per Directive 2010/40/EU yez/no as per Directive 2004/52/EC and Commission Decision no. yez/no as per Directive 2008/96/EC			x x	x x								

Bosnia and Herzegovina (Srpska Republic) - data availability and format Roads - Network Performance Monitorling

Category	Parameter	Details	Source	15	1	1	8 1	1	111	Buta Collection Frequency - RP	Commets
	Total traffic flow	AADT or vehicles per year				-			-	0	
	Passenger cars	AADT or vehicles per year		×							
	Busses	AADT or vehicles per year		×							
	Trucks	AADT or vehicles per year		×							
	International traffic	% of AADT or total traffic flow		×							Only for motorways
	Percentage of HGVs	% of AADT or total traffic flow		×							Only for motorways
		tons per year		×							Only for motorways
	Freight traffic flow	vehicles per year		×							Only for motorways
	Dangerous goods vehicles	Number per year or % of AADT or total traffic flow		*					$\overline{}$		Only for motorways
oerations Data	Passengers	number									Only for motorways
perential beta	Average travel time (PCs)	in minutes		×							Only for motorways
	Average travel time (HVGs)	in minutes		×							Only for motorways
				-			_				Only for motorways
	Toll Rate Currency	Currency (e.g. Euro)		×							
	Toll Rate Passenger Cars	per km (e.g. Euro per km)		×			_		-		
		per day (e.g. Euro per day)		×				\perp	\perp		
	Toll Rate Heavy Good Vehicles	per km (e.g. Euro per km)		X	\vdash	-		\vdash	+		
		per day (e.g. Euro per day)		x			_	-	\rightarrow		
	% toll evasion	% of vehicles		x			_		\rightarrow		
	Data valid for	year		-		_	_		\rightarrow		
	Total number of road traffic crash	absolute number		-	×				\perp		
	Road traffic crash with serious injuries only	absolute number		_	×						
	Fatal road traffic crash	absolute number		_	×						
	Chainage (km position) of road traffic crashes with injury/ fate				×						
	Total injured	number of persons			×						
Road Safety	Seriously Injured	number of persons		_	X				\perp		
	Fatalities	number of persons		_	×						
	Road Safety Audit carried out at design stage	yes/ no		_	×						
	Section ranked as high/risk	yes/no		_	x						
	Road Safety Inspections carried out	Total number			×						
		Corresponding dates			×						
	Data valid for	year									
	Maintenance cost - Total	Euros per km per year			×						
	Maintenance cost - Open Road	Euros per km per year			×						
	Maintenance cost - Tunnel	Euros per km per year		_	×						
	Maintenance cost - Bridges	Euros per km per year			x						
legular Maintenance	Heavy/ Periodic Maintenance Cost	Euros per km per year (Activities on a section of road at regular and relatively long intervals, aims to preserve the structural integrity of the			×						
egular Maintenance	Emergency Maintenance Cost	Euros per km per year (Repairs that cannot be foreseen but require immediate attention, such as collapsed culverts or landslides that block a			×						
	Winter Maintenance Cost	Euros per km per year		-	×						
	Routine Maintenance Cost	Euros per km per year (The rest of maintenance cost for the said year)		1	×						
	Source of finance				ж						
	Data valid for	veer		1							
	Requiring rehabilitation - Open Road	length of section (km)		1	×						
	Requiring rehabilitation - Tunnel	length of section (km)			×						
and second	Requiring rehabilitation - Bridges	length of section (km)			x						
leavy/ Periodic	Requiring heavy/ periodic maintenance - Open Road	length of section (km)			×						
Maintenance Requirements	Requiring heavy/ periodic maintenance - Tunnel	length of section (km)		-	×		-		-		
	Requiring heavy/ periodic maintenance - Bridges	length of section (km)			*						
	Data valid for	veer		-	1				+		
	Requiring upgrade to increase capacity - Open Road	length of section (km)		1			\neg		$\overline{}$		
	Requiring upgrade to increase capacity - Tunnel	length of section (km)	1								
Jpgrading .	Requiring upgrade to increase capacity - Bridges	length of section (km)	1	_	x						
	Data valid for	year year	İ								
	J	Harris Control of the								- 1	

Roads - Network Performance Monitoring

Category	Parameter	Details	N/A	1	Wood	1	THE REAL PROPERTY.	ğ	11	1	Data Collection Frequency - RP	Commets
		GHG emissions (tons per year for each GHG)	×									
	CO2 emissions		×									
	NOx emissions		×									
	SO2 emission evolution		×									
	Non-methane hydrocarbons		×									
Environmental Data	Particulate matter (ppm)		×									
Environmental Data	Noise	Noise levels along the section	×									
		number of flooding incidents	×									
	Climate change resilience	number of closures due to adverse weather conditions	x									
		number of embankment failures	×									
1		number of winter maintenance days	×									
	Data valid for	year										
	Location of Road	Line geometry				×						
1	Location of tunnels	Line geometry or Point geometry or x,y coordinates				×						
	Location of bridges over 12m length	Line geometry or Point geometry or x,y coordinates				x						
Geospatial data	Location of parking areas	Line geometry or Point geometry or x,y coordinates	×									
	Location of fuel stations	Point geometry or x,y coordinates	x									
1	Location of road traffic crashes with injury/ fatality	Point geometry or x,y coordinates				×						
1	Data valid for	year										

Bosnia and Herzegovina (Srpska Republic) - data availability and format

Roads - Project Monitoring

					_									
Category	Parameter	Details	Source	2.5	1	3		9			8.8	3	Data Collection Frequency - RP	Comments
				**		,		3	,	•	24	8		
	Name of responsible Company/Authority		Roads of Republic Srpska	-		x	_				_	-		
	Correspondence Address Contact Person			-	_	X	-				-	\vdash		
Reporting Organisation Data	Position			-	-	x	_			_	-	-		
	Phone number			-	_	×	-				-	-		
	Priorie number Email			_	-	*	_		_	_	-	-		
	Country Code			-	_	1	-				_	-		
	TEN-T Category	Cond Community		_	-	XX	-				_	+		
		Core/ Comprehensive Before project implementation		_	_	 X	_				_	-		
	Corridor/Route		1	_	-	×	_				_	+		
		After project implementation		_	_		-				-			
	International Route ID	Before project implementation After project implementation	1		_	x	 				_	<u> </u>		
				_	-	×	-			_	-			
	National Route ID	Before project implementation	1		_	×	_				_	!		
		After project implementation Before project implementation		_	-	×	_				_			
	Start Node Name	After project implementation	1	_	-	×	_				_	 		
Localisation				_	-	×	_				_	+		
	End Node Name	Before project implementation After project implementation	1		_	×	_				_	_		
		Direction A - Before project implementation		-	_	×	├				├	-		
			1	-	-	×	-			_	-			
	Start km	Direction A - After project implementation Direction B - Before project implementation	1	—		×	 				_	t —		
		Direction B - After project implementation	1		_	×	_				_			
		Direction A - Before project implementation		_	_	×	_				_	-		
			1	_	_	×	_				_	+		
	End km	Direction A - After project implementation Direction B - Before project implementation	1		_	1	_				_	_		
		Direction B - After project implementation	1		_	×	_				_	 		
	Project name	Text		_	-	-	-			_	-			
	Project name	New infrastructure		-	_		-				_	-		
			1				l				l			
	Type of foreseen intervention	Reconstruction/rehabilitation Maintenance	1		×		l				l			
Description of the Project	1 **						l				l			
	Comment of the Comment	Horizontal/policy measure Km/NA		_	_		-			_	-	-		
	Length (if linear)			-	x	-	├				├	-		
	Lanes	Direction A	1	-	×	_	-			_	-			
	Total Cost (CAPEX)	Direction B Euros (should consider the overall cost of investment, not the preparatory			×		_				_	!		
	Motorway/expressway	yes/no (new construction)		_	*	_	-			_	-	-		
	Other high-quality roads			1	×	_	_				_	 		
		yes/no (new construction)		_	,		_				_	+		
	Road rehabilitation/reconstruction	yes/ no (targeting capacity increase or road surface quality upgrade from very poor/poor/medium condition (IRI> 2,84 to good/very good	1		×		l				l	1		
Eligibility for TEN-T Project	Alternative fuels	yes/no		×	×	_	_				_	 		
	ITS compliance	ves/no		-	×		_				_			
	Tolling interoperability	yes/no			×		_				_	 		
	Safety compliance	yes/no yes/no		_	*	_	-			_	-	-		
	Road tunnels compliance	ves/no		1	x	_	_				_	 		
		Before project implementation (yes/no)			×		_				_			
	TEN-T Requirements Compliant	After project implementation (yes/no)	1	\vdash	×	_	-	-		_	-	-	l	
		Before project implementation (yes/no)	l	 	x							—		
1	Alternative Fuels Availability	After project implementation (yes/no)	1	-	×		-							
		Before project implementation (yes/no)	1	t —	×							T		
L	ITS Compliance	After project implementation (yes/no)	1	\vdash	· ·		-				-	\vdash		
TEN-T Compliance		Before project implementation (yes/no)		 			-					-		
	Tolling Interoperability	After project implementation (yes/no)	1		×									
		Before project implementation (yes/no)	1	 	×									
	Safety Compliance	After project implementation (yes/no)	1		*							1		
	Book Brown Complete C	Before project implementation (yes/no)		<u> </u>	*									
	Road Tunnels Compliance (length >500m)	After project implementation (yes/no)	1		×									
	Implemented	Project completed and put in operation	1	 	×									
I		Works currently under execution.		 		-						-		
I	I	Tender for works/design-build on-going.	1	1	1	1	1				1	1		
1	On-going project (funding secured)	Design/Tender Dossier for DB under preparation.	1	1	×	1	1					1		
1		Tender for design on-going or about to be start.	1	1		1	1					1		
Project Status		Tender for design on-going or about to be start. Financing source continue (principle agreement reaction), procedures on-		$\overline{}$										
1 1	Mature project (feasibility study ready, funding secured)	going.	1	1		1	1				1	1		
I	, , . (Financing source identified (principle agreement reached), procedures not	1	1	1	1						1		
I		Feasibility study on-going.		_										
I	Project under preparation	Feasibility study under tendering.	1	1		1	1				1	1		
1		Financing for feasibility study secured, procurement not yet started.	1	1	1	1	1					1		
		manning for reasoning story seemed, procurement not yet started.	1										l	

Roads - Project Monitoring

Category	Parameter	Details	Source	45	1	1	12			5	11	i	Data Collection Frequency - RP	
IMPLEMENTED PROJECTS						3	_	3	5	_	**			
	Initial Project Completion Date	On tender issue		-		_			_	\vdash	_			
Project Timeline	Actual Project Completion Date	On tender issue			×		-		_					
	National Budget	Euros		_	*	_	_			-	_	_		
	WB	Euros			×	_		_	_	_	_			
	EBRO	Euros			- 1									
	EIB	Euros			×							\vdash		
		Specify			×									
	Other IFI	Euros			×									
Project Funding Sources		Specify			×									
	Concessions	Euros			×									
	EU Fund	Specify			×									
	EO Falia	Euros			ж									
	******	Specify			×									
	Other funding source	Euros												
	Project Folder Title	(As built documentation or if not available then final design			×									
Project Documentation	Prepared by				×									
	Supervised by				x									
	Construction period	Forecasted (months)			x									
1		Actual (months)			×									
I	CAPEX	Forecasted (Euros)			×									
I		Actual (Euros)			x									
	OPEX	Forecasted (Euros per year)			×									
		Actual (Euros per year)			×									
	Maintenance cost	Forecasted (Euros per year)			×		_			_	_			
		Actual (Euros per year)			×									
Performance Indicators	Interest During Construction	%		×										
	EBITDA (last year)	Euros		×	_									
	Revenue (if fare/toll collected)	Forecasted (Euros per year)			×	_	_			_	_			
		Actual (Euros per year)			x									
		Passenger cars - forecasted			X									
		Passenger cars - actual			×									
	Treffic	Busses - forecasted		_	x	_	-			_	_	-		
		Busses - actual		-	×	_	 			_	_	-		
		Trucks - forecasted		_	×	_	-			_	_			
		Trucks - actual		_	×	_	-	_	_	_	_	_		
LIVE PROJECTS		to be less than the second of		-		-	 		_		-	-		
	Tender Start Date (month / year)	Initially forecasted Current Estimation. Please refer to realistic targets rather than contractual		-	x	_	-			-	_	-		
	Tender Start Date (month/ year)	Actual		_	x		_		_	-	_	-		
				_	x	-	-	_	_	-	_	_		
Project Timeline	Design Completion Date (month/year)	Forecasted (on tender issue) Current Estimation. Please refer to realistic targets rather than contractual		<u> </u>	×		 			_	_	 		
		Actual		-	×		 			_	_	_		
		Forecasted (on tender issue)			×	_	_			-	_			
	Project Completion Date (month/ year)	Current Estimation. Please refer to realistic targets rather than contractual			×		1					†		
	Marking Section	Euros			×									
	National Budget	allocated/agreement signed (yes/no)			×									
	ws	Euros			x									
	WB	allocated/ agreement signed (yes/no)			×									
	EBRD	Euros			XX									
	EBRD	allocated/agreement signed (yes/no)			x									
	EIB	Euros			ж									
	EIB	allocated/agreement signed (yes/no)			ж									
I		Specify			x									
Parties Constitut Constitut	Other IFI	Euros			×									
Project Funding Sources		allocated/ agreement signed (yes/no)			×									
1		Specify			×									
I	Concessions	Euros			x									
I	1	allocated/ agreement signed (yes/no)			×									
1		Specify			X									
1	EU Fund	Euros			×									
I		allocated/agreement signed (yes/no)			x									
I		Specify			×									
1	Other funding source	Euros			×									
		allocated/ agreement signed (yes/no)			x									

Bosnia and Herzegovina (Srpska Republic) - data availability and format

Roads - Project Monitoring

Category	Parameter	Details	Source	15	1	Ment	1		ž.	ş	11	ŧ	Data Collection Frequency - RP	
	Pre-Feasibility Study	yes/no			х									
	Feasibility Study	yes/no			×									
Technical Project Status	Concept Design	yes/no			×									
recinical Project Status	Preliminary Design	yes/no			×			\neg						
	Detail Design	yes/no			×									
	Environmental Impact Assessment	yes/no			×									
		Title			×									
	Feasibility Study	Prepared by	1		×			\neg						
		Supervised by			×			\neg						
		Title			ж									
	Concept Design	Prepared by	1		×									
		Supervised by	1		×			\neg						
		Title			×									
Project Documentation	Preliminary Design	Prepared by	1		×									
"	1	Supervised by	1		×									
		Title			×			\neg						
	Detail Design	Prepared by	1		×									
	· ·	Supervised by	1	-	×									
		Title			×									
	Environmental Impact Assessment	Prepared by	1	-										
	'	Supervised by	1	-	×			-	-			-		
	Annual Traffic Demand Growth	\$		_	x			\neg	-					
Social Indicators	Model transfer	% (if applicable)				_		_	_					
	Annual Accident Rate Reduction	% (if applicable)		_	x			-						
	EIRR (Economic Internal Rate of Return)	s.		_	*			\neg				-		
	NPV (Net Present Value)	Euros			×			\neg	-					
	SDR (Social Discount Rate)	4		_	×			\neg						
Economic Indicators	Project Planning & Design Cost	Euros				—								
	Project Construction Cost	Euros		_	1			-				-		
	Total Project Cost	Euros		_	*	_	-	\rightarrow	_		_	-		
	FIRR (Financial Internal Rate of Return)	6		-	x		-	\rightarrow	\rightarrow		_	-		
	FNPV (Financial Net Present Value)	Euros		_	×	_		\rightarrow	_	_	_	-		
	FDR (Financial Discount Rate)	Euros 6		_	×	-		_	-	_		_		
Financial Indicators	WACC (Weighted Average Cost of Capital)	74 b		_	*	-	-	\rightarrow	_	_	_	_		
	First year of profit	year		_	×		-	\rightarrow	_		_	-		
	DSCR (Debt Service Coverage Ratio)	A.		-	×		-	\rightarrow	\rightarrow		-	-		
	CO2 emissions	75 +/- %		_	X X	-		\rightarrow	_		_	_		
	NOx emissions	+/- %		_		_		_	_			_		
	SO2 emissions	+/- %		_				\rightarrow	_		_	-		
	Non-methane hydrocarbons	+/- %		_	×		-	\rightarrow	\rightarrow	_	_	-		
Environmental Indicators	Non-methane hydrocarbons Particulate matter (ppm)	+/- %		-	x	-	\vdash	\rightarrow	\rightarrow	_	-	⊢		
1	Noise levels along the section	+/- % +/- %		_	x x	-	\vdash	\rightarrow	_	_	⊢	├		
1	Climate Change Resilience			_		-	\vdash	\rightarrow	_	_	-	_		
1		Provide description of the project's effect to the climate change resilience		-	×	\vdash	\vdash	\rightarrow	\rightarrow	_	⊢			
	Protected Natural Areas Affected	km2		-	x	-	\vdash	\rightarrow	\rightarrow	_	\vdash			
I	Location of Road	Line geometry	l	-	-	\vdash	x	\rightarrow		_	⊢	⊢		
L	Location of tunnels	Line geometry or Point geometry or x,y coordinates		_	_	 	x	\rightarrow	_		⊢	_		
Geospatial data	Location of bridges over 12m length	Line geometry or Point geometry or x,y coordinates		_	-	-	x	_			_	_		
I	Location of parking areas	Line geometry or Point geometry or x,y coordinates		-	-		x	\rightarrow	_		_	_		
	Location of fuel stations	Point geometry or x,y coordinates		I		I	×				l	I	I	

Road Safety

Category	Parameter	Details	Source	Info N/A	Excel	Word	SS WW	WFS	Ę	Meta	Other	Data Collection Frequency - RP	
	Name of responsible Company/Authority		Roads of Republic Srpska		x								
	Correspondence Address				×								
Reporting Organisation	Contact Person				x								
Data	Position				x								
	Phone number				x								
	Email				x								
	Country Code				x								
Localisation	Population	number of inhabitants			×								
	Fleet size	number of registered vehicles			×								
	Total number of road traffic crashes	number			×								
	Total number of road traffic crashes - Motorway (tolled)	number			×								
	Total number of road traffic crashes - Motorway (toll-free)	number			×								
	Total number of road traffic crashes - Primary Roads (dual carri	number			x								
	Total number of road traffic crashes - Primary Roads (single car	number			x								
	Total number of road traffic crashes - Secondary Roads	number			×								
	Total number of road traffic crashes - Rural Roads	number			×								
	Total number of road traffic crashes - Urban Roads	number			×								
Road Safety Data	Road traffic crashes with serious injuries only	number			×								
Road Salety Data	Fatal road traffic crashes	number			×								
	Seriously Injured	number of persons			×								
	Fatalities	number of persons			x								
		alcohol											
		speed	Ī										
	Cause of accident (%)	infrastructure	I				- [
		use of electronic devices (mobile phone, GPS, etc)	I										
		vehicle not corresponding to standard	Ī		x								
	Data valid for	year											

Kosovo - Data availablity and formats

Airports - Network Performance Monitoring

Category	Parameter	Details	Source	45	1	Ŧ		2	8	5	11	1	Data Collection	Comments
				2 2	Δ	3		3	,	1	2.4	8	Frequency - RP	-
	Name of responsible Company/Authority			-	_	_	_		_	_	_		Annually	
	Correspondence Address			_	_		_							
Reporting Organisation Data	Contact Person													
	Position													
	Phone number			-										
	Email													
	Country Code		CMI Aviation Authority		X	X								
	TEN-T Category	Core/ Comprehensive	CMI Aviation Authority		X	X								
	Node Name		CMI Aviation Authority		X	x								
	Ownership Type	Government/ Private/ Mixed	Ministry of Finance - PPP Unit											
	Owner #1	Name	Ministry of Finance - PPP Unit	-	_	_	_	-	-	_	_			
Localisation	Ownership Percentage	num.	Ministry of Finance - PPP Unit	_	_	_	-	_	-	_	_			Information provided by CAA
	Owner #x	h	Ministry of Finance - PPF Unit Ministry of Finance - PPF Unit	+	_	_	_	_	_	_	_			Promation promose by CAX
		Name		+-	_	_	-	-	_	_	_	-		
	Ownership Percentage	76	Ministry of Finance - PPP Unit	-	_	_	-	_	_	_	_			
	Data valid from	year		_	_	_	_		_	_				
	Data valid to	year												
	Туре	International/ Domestic	CMI Aviation Authority	1	×	×	1	l	l					
	Activity	Freight/ Passenger/ Passenger and freight	CMI Aviation Authority	-	x	×								
		Very Good												
		Good		1		1	1	l	l	1			l	
I	Condition	Medium	CMI Aviation Authority	1	×	×	1	l	l	1	l		I	
I		Poor		1	1	1	1	ı	1	1	1	1	I	
		Very Poor		1		1	1	l	l	1		1	l	
	Number of succession		CMI Aviation Authority	-	-	-	-	_	-	_	_			
I	Number of narranger terminals	number	Chil Aviation Authority	-	x	X	-	-	-	-	_	\vdash		
	Number of passenger terminals	number	Carl Andrew Authority	+-	X	X	-	\vdash	_	_	_			
		Level 1 (Non-Coordinated Airport)		1			1	l	l					
	IATA Landing Slot Classification	Level 2 (Schedules Facilitated Airport)	CMI Aviation Authority	1	×	x	1	l	l					
		Level 3 (Coordinated Airport)												
		less than 4.5m)		1			1	l	l					
				1			1	l	l					
		Code B (Airplane Wingspan from 15m up to less than 24m; Outer Main					1	l	l					
	ICAO Airport Classification	Gear Wheel Span from 4.5m up to less than 6m)	CMI Aviation Authority	1	×	X	1	l	l					
		Code C (Airplane Wingspan from 24m up to less than 36m; Outer Main		1			1	l	l					
		Gear Wheel Span from 6m up to less than 9m)					1	l	l					
				+	_		_							
				1			1	l	l					
			CMI Aviation Authority				1	l	l					
	ILS Category	III A	Cial Aviation Authority	1	×	×	1	l	l					
		III B		1			1	l	l					
		III C		-	_	_	_			_	_			
Infrastructure Data	Length of longest runway	meters	CMI Aviation Authority	-	X	X	_			_	_			
	Passenger terminals area	m2	CMI Aviation Authority		X	×	_			_				
	Apron area	m2	CMI Aviation Authority		×	×								
	Declared Capacity	Declared number of aircraft movements that can be scheduled per hour at	CMI Aviation Authority		X	X								
	Apron Capacity	Number of airplanes on the apron at the same time	CMI Aviation Authority		X	X								
	Runway Capacity	Flights per hour	CMI Aviation Authority		x	×								
	Passenger Capacity	Passengers per year	CMI Aviation Authority		×	×								
	Freight Capacity	tons per year	CMI Aviation Authority	-	X	X	-	_	-					
	riegin capacity	yes - integrated to long distance rail network		+	_	_	_							
							1	l	l					
		yes - rail shuttle	CMI Aviation Authority	1	×	×	1	l	l					
	Rail Connection								l					
I	Rail Connection	no - other public shuttle												
	Rail Connection	no - no public shuttle connection							_	_	_			
	Rail Connection	no - no public shuttle connection European air traffic management network [EATMN]	CMI Aviation Authority		X	x								
	Rail Connection	no - no public shuttle connection European air traffic management network [EATMN] 1. Systems and procedures for airspace management.	CMI Aviation Authority		x	x								
	Rail Connection	no - no public shuttle connection European air traffic management network [EATMN] 1. Systems and procedures for airspace management. 2. Systems and procedures for air traffic flow management.												
	Rail Connection	no - no public shuttle connection European air traffic management network [EATMN] 1. Systems and procedures for airspace management.	CMI Aviation Authority CMI Aviation Authority		x	x								
	Rail Connection	no - no quilic shuttle connection European air traffic management network [EATMN] 1. Systems and procedures for sirpsoc management. 2. Systems and procedures for air traffic flow management. 3. Systems and procedures for air traffic flow management. 5. Systems and procedures for air traffic services; in particular flight data	CMI Aviation Authority		X	X								
		no - no public shuttle connection European air traffic management network [EATMN] European air traffic management network [EATMN] Systems and procedures for simpose management. Systems and procedures for air traffic flow management. Spitems and procedures for air traffic services, in particular flight data processing systems, surveillance data processing systems and human-	CMI Aviation Authority CMI Aviation Authority		x	x								
	Rail Connection Intelligent Transport Systems (ITS)	no - no public shuttle connection European bit ratio management network [EATIMA] 1. Systems and procedures for elispace management. 2. Systems and procedures for air staff, flow management. 3. Systems and procedures for it was removed, particular flight data processing systems, surveillance data processing systems and human- A Communications systems and processor for ground-options, elimpaticular staff processing systems and human-	CMI Aviation Authority CMI Aviation Authority CMI Aviation Authority		x x	x x								
		no no public shuttle connection Largean si furth management network [EATAM] Laytens and procedures for dispose, management. 2. Systems and procedures for dispose, management. 3. Systems and procedures for sit furth (no management.) 3. Systems and procedures for sit furth carvices, in particular filips data processing systems and pursones. 4. Communications systems and procedures for ground-to-ground, air-to-3. Newigation systems and procedures.	CMI Autorion Authority CMI Autorion Authority CMI Autorion Authority CMI Autorion Authority CMI Autorion Authority		x x x	x x x								
		no no pupils shuttle connection through an irratio management network [ATMN] Librarium and procedure for a impose management Librarium and procedure for a impose management Librarium and procedure for a impose management Librarium and procedure for a impose management Librarium and procedure for a impose management Librarium and procedure for a impose management Librarium and procedure for a impose for a provide for provide, and impose Librarium and procedure for a impose for a provide for provide, and impose Librarium systems and procedure.	CASI Aviation Authority CASI Aviation Authority CASI Aviation Authority CASI Aviation Authority CASI Aviation Authority CASI Aviation Authority CASI Aviation Authority CASI Aviation Authority		x x x x	x x x								
		no - no public shuttle connection Lagrans and variation management network [EATMs] Lateres and procedure for a largest management Lateres and procedure for a largest management 3. Systems and procedure for a largest management 3. Systems and procedure for a largest management 3. Systems and procedure for a largest management 4. Communications pattern and procedures for ground-to-strown, air-to- 5. Navietina values and procedures 6. Surveillance appears and procedures 6. Surveillance appears and procedures 7. Justems a	CASE Austrian Authority CASE Austrian Authority CASE Austrian Authority CASE Austrian Authority CASE Austrian Authority CASE Austrian Authority CASE Austrian Authority CASE Austrian Authority CASE Austrian Authority		x x x x x	x x x x x								
		no no public shuttle connection throughout prison from management network [JATMn]. 1. Systems and procedure for a impace management. 2. Systems and procedure for a impace management. 3. Systems and procedure for a impace management. 3. Systems and procedure for an impace management. 3. Systems and procedure for an impace systems and human- 4. Communications potents and procedures for pround-septions, air by- 5. Communications potents and procedures for pround-septions, air by- 5. More interest and procedures for an impace systems and procedures for an impace systems and procedures for a formation procedure. 7. Justice and procedures for the use of meteorological information services. 8. Systems and procedure for the use of meteorological information formation.	Cell Avietion Authority Cell Avietion Authority Cell Avietion Authority Cell Avietion Authority Cell Avietion Authority Cell Avietion Authority Cell Avietion Authority Cell Avietion Authority Cell Avietion Authority Cell Avietion Authority Cell Avietion Authority Cell Avietion Authority		x x x x x x x x	x x x x x								
	Intelligent Transport Systems (ITS)	non-no-puds further connection Lingtons in Yeard companion to the Control (LATINI) Lingtons and procedures for an inspect measurement. Lingtons and procedures for an inspect measurement. Lingtons and procedure for an inspect for measurement. Lingtons and procedure for an inspect for measurement. Companion of the Control (Latinity) Lingtons and procedure for an inspect for procedure or figure days procedure for p	CASE Austrian Authority CASE Austrian Authority CASE Austrian Authority CASE Austrian Authority CASE Austrian Authority CASE Austrian Authority CASE Austrian Authority CASE Austrian Authority CASE Austrian Authority		x x x x x	x x x x x								
	Intelligent Transport Systems (TS) Cata valid from	no no public shuttle connection through an irration management network [JATMn] Livetime and management network [JATMn] Livetime and procedure for air braffic management Livetime and procedure for air braffic management Livetime and procedure for air braffic management Livetime and procedure for air braffic careful, in particular fight cate processing systems understanded and procedure for pround-objective global and format Livetime and procedure for any procedure Livetime and procedure for air section of the procedure for any procedure Livetime and procedure for secropadical information services Livetime and procedures for the use of meteorological information Ji Others Livetime and procedures for the use of meteorological information Livetime and procedures for the use of meteorological information Livetime and procedures for the use of meteorological information Livetime and procedures for the use of meteorological information Livetime and Livetime an	Cell Avietion Authority Cell Avietion Authority Cell Avietion Authority Cell Avietion Authority Cell Avietion Authority Cell Avietion Authority Cell Avietion Authority Cell Avietion Authority Cell Avietion Authority Cell Avietion Authority Cell Avietion Authority Cell Avietion Authority		x x x x x x x x	x x x x x								
	Intelligent Transport Systems (TS) Data-wald from Data valid to	no no public shuttle correction through an irraffic management network [JATMS] Listens and procedures for a tropped management. Listens and procedures for a tropped management. Listens and procedures for a tropped management. Listens and procedures for a tropped management. Communication systems and procedures for tropped for processing systems and homeo- S. Newgleich systems and procedures for tropped for trought do trough, as in on- S. Newgleich systems and procedures for trought do trough, as in on- S. Newgleich systems and procedures for trought do trough, as in on- S. Defaults and procedures for the use of meteorological information services. Listens and procedures for the use of meteorological information. Listens and procedures for the use of meteorological information.	Cell Andicio Antoniny Cell Andicio Antoniny Cell Andicio Antoniny Cell Andicio Antoniny Cell Andicio Antoniny Cell Andicio Antoniny Cell Andicio Antoniny Cell Andicio Antoniny Cell Andicio Antoniny Cell Andicio Antoniny Cell Andicio Antoniny Cell Andicio Antoniny Cell Andicio Antoniny Cell Andicio Antoniny Cell Andicio Antoniny		x x x x x x x	x x x x x x x								
	Intelligent Transport Systems (ITS) Data-wald from Onto-wald to Asil Connection	no no public shuttle connection through an irration management network [JATMn] Livetime and management network [JATMn] Livetime and procedure for air braffic management Livetime and procedure for air braffic management Livetime and procedure for air braffic management Livetime and procedure for air braffic careful, in particular fight cate processing systems understanded and procedure for pround-objective global and format Livetime and procedure for any procedure Livetime and procedure for air section of the procedure for any procedure Livetime and procedure for secropadical information services Livetime and procedures for the use of meteorological information Ji Others Livetime and procedures for the use of meteorological information Livetime and procedures for the use of meteorological information Livetime and procedures for the use of meteorological information Livetime and procedures for the use of meteorological information Livetime and Livetime an	Cell Avietion Authority Cell Avietion Authority Cell Avietion Authority Cell Avietion Authority Cell Avietion Authority Cell Avietion Authority Cell Avietion Authority Cell Avietion Authority Cell Avietion Authority Cell Avietion Authority Cell Avietion Authority Cell Avietion Authority		x x x x x x x x	x x x x x								
	Intelligent Transport Systems (ITS) Data-wald from Onto-wald to Asil Connection	no no public shades connection throughous artifacts management network [LATMn] L bysens and procedure for simpse management L bysens and procedure for simpse management L Systems and procedure for simpse management L Systems and procedure for simpse management L Systems and procedure for simpse management L Systems and procedure for simpse management L Communications systems and procedures for grounds from the formation L Communications systems and procedures for grounds for through L Systems and procedures L Systems and procedures L Systems and procedures L Systems and procedures L Systems and procedures L Systems and procedures L Systems and procedures L Systems and procedures L Systems and procedures L Systems and procedures L Systems and procedures L Systems and procedures L Systems and procedures L Systems and L	Cell Andicio Antoniny Cell Andicio Antoniny Cell Andicio Antoniny Cell Andicio Antoniny Cell Andicio Antoniny Cell Andicio Antoniny Cell Andicio Antoniny Cell Andicio Antoniny Cell Andicio Antoniny Cell Andicio Antoniny Cell Andicio Antoniny Cell Andicio Antoniny Cell Andicio Antoniny Cell Andicio Antoniny Cell Andicio Antoniny		x x x x x x x	x x x x x x x								
TBINT Compliance	Intelligent Transport Systems (TS) Debt wild from Cate wild to Asi Connection Connection Connection	no no pupils shades connection through an irratio management network [JATMN] Libration and procedure for all repose management. Libration and procedure for all repose management. Libration and procedure for all repose for management. Libration and procedure for all repose for management. Libration and procedure for all repose for the procedure fight data. Libration and procedure for all repose for any other procedure for the control of t	Colf Andreis Anthonity Colf Andreis Anthonity Colf Andreis Anthonity Colf Andreis Anthonity Colf Andreis Anthonity Colf Andreis Anthonity Colf Andreis Anthonity Colf Andreis Anthonity Colf Andreis Anthonity Colf Andreis Anthonity Colf Andreis Anthonity Colf Andreis Anthonity Colf Andreis Anthonity Colf Andreis Anthonity Colf Andreis Anthonity		x x x x x x x	x x x x x x x								
TETET Compliance	Intelligent Transport Systems (ITS) Data-weld from Data-weld from Data-weld to Rail Connection Clean fluid swellability Terminal swellability	no no public shuttle connection to require the transport of the transport	Colf Andream Anthoning Colf Andream Anthoning Colf Andream Anthoning Colf Andream Anthoning Colf Andream Anthoning Colf Andream Anthoning Colf Andream Anthoning Colf Andream Anthoning Colf Andream Anthoning Colf Andream Anthoning Colf Andream Anthoning Colf Andream Anthoning Colf Andream Anthoning Colf Andream Anthoning Colf Andream Anthoning Colf Andream Anthoning Colf Andream Anthoning Colf Andream Anthoning Colf Andream Anthoning Colf Andream Anthoning		x x x x x x x x	x x x x x x x								
TEN-T Compliance	Intelligent Transport Systems (TS) Debt wild from Cate wild to Asi Connection Connection Connection	no no pupils shades connection through an irratio management network [JATMN] Libration and procedure for all repose management. Libration and procedure for all repose management. Libration and procedure for all repose for management. Libration and procedure for all repose for management. Libration and procedure for all repose for a facility of the control of the c	Colf Andream Anthoning Colf Andream Anthoning Colf Andream Anthoning Colf Andream Anthoning Colf Andream Anthoning Colf Andream Anthoning Colf Andream Anthoning Colf Andream Anthoning Colf Andream Anthoning Colf Andream Anthoning Colf Andream Anthoning Colf Andream Anthoning Colf Andream Anthoning Colf Andream Anthoning Colf Andream Anthoning Colf Andream Anthoning Colf Andream Anthoning Colf Andream Anthoning Colf Andream Anthoning Colf Andream Anthoning		x x x x x x x x	x x x x x x x								

Kosovo - Data availablity and formats

Airports - Network Performance Monitoring

					-		-					Data Collection	
Category	Parameter	Details	Source	15			8	\$	- 1	34	8	Frequency - RP	Comments
	Throughput	number of commercial aircraft movements per year	Civil Aviation Authority		х	Х							
	Passenger traffic	passengers per year	Civil Aviation Authority		X	Х							
	Freight traffic	tons of cargo per year	Civil Aviation Authority		X	Х							
		network carrier	Ovil Aviation Authority										
Operations Data	Type of aircraft movements by type of operation	low cost carrier	Civil Aviation Authority	Ī	×	ı,				1			
operations bata	Type or anciale movements by type or operation	charter	Civil Aviation Authority	I	^	ı ^				1			
		cargo	Civil Aviation Authority	Ī						1			
	Passenger transit	%		X									
	Arrivals	%		X									
	Data valid for	year											
	Maintenance cost - Total	Euros per year	Ministry of Finance - PPP Unit										
	Maintenance cost - Passenger terminals	Euros per year	Ministry of Finance - PPP Unit										
Regular Maintenance	Maintenance cost - Freight terminals	Euros per year	Ministry of Finance - PFP Unit										Information provide by CAA
The second secon	Maintenance cost - Runways	Euros per year	Ministry of Finance - PPP Unit										
	Source of finance		Ministry of Finance - PPP Unit										
	Data valid for	year											
Upgrading	Requiring upgrade to increase capacity	Terminal Building	Civil Aviation Authority		X	X							
opgraums	Requiring upgrade to increase runway length	Runway Length	Civil Aviation Authority		X	X							
	Air Pollution	GHG emissions (tons per year for each GHG)		X									
	CO2 emissions			X									
	NOx emissions			X									
	SO2 emission evolution			X									
Environmental Data	Non-methane hydrocarbons			×									
	Particulate matter (ppm)			X									
	Climate change resilience	number of flooding incidents		¥									
		number of closures due to adverse weather conditions		I ^	I	1		l	l	l	l		
	Data valid for	year											
Geospatial data	Location of the Airport	Point geometry or x,y coordinates		X									
gensheriai nara	Data valid for	year											

Airports - Project Monitoring

Reporting Organisation Data Posi Pho Eme Cou	ame of responsible Company/Authority prespondence Address intact Person											Ť	Annually	
Reporting Organisation Data Posi Pho Eme Cou	orrespondence Address ontact Person										-			
Posi Pho Eme Cou														
Phos Pho Eme Cou	allian .													
Eme Cou														
Cou	one number													
Localisation TEN				_	_		_		_		_	_		
	ountry Code		CAA						_					
		Core/ Comprehensive	CAA	-	_		_		\rightarrow		_	_		
	oject name	Text	CAA CAA	-	_		_		\rightarrow		_	_		
	pe of foreseen intervention	New infrastructure, Reconstruction/rehabilitation, Maintenance,	CAA	_	_		_		\rightarrow		_	_		
	ngth (if linear)	Km/NA	CAA				_		-		_	_		
	ital Cost (CAPEX)	Euros (should consider the overall cost of investment, not the preparatory	Ministry of Finance - PPP Unit						\neg					Information provided by CAA
	timated implementation deadline	Month/Year. Please refer to realistic targets rather than contractual	CAA											
Rail	il Connection	yes/no	CAA											
Eligibility for TEN-T Project Clea	ean fuels availability	yes/no (Only applicable for the Core Network Airports)	CAA											
Terr	erminal availability	yes/no (At least one terminal is open to all operators in a non-	CAA											
Bail	il connection	Before project implementation (yes/no)	CAA											
		After project implementation (yes/no)	CAA											
TEN-T Compliance Clea	ean fuels availability	Before project implementation (yes/no)	CAA											
		After project implementation (yes/no)	CAA		_		_		_		_	_		
Terr	erminal Availability	Before project implementation (yes/no)	CAA	-	_		_		\rightarrow		_			
	polemented	After project implementation (yes/no)	CAA	_	_		_		\rightarrow	_	_	_		
Imp	plemented	Project completed and put in operation	CAA	-	_		_	-	-		_	_		
i l	l	Works currently under execution.												
On-	n-going project (funding secured)	Tender for works/design-build on-going.	CAA											
		Design/Tender Dossier for DB under preparation. Tender for design on-going or about to be start.									l	l		
Project Status		Tender for design on going or about to be start.					-		-		_	-		
	ature project (feasibility study ready, funding secured)	going.	GAA											
		Financing source identified (principle agreement reached), procedures not-									l	l		
i —		Feasibility study on-going.			_		-		\neg		-	-		
Proi	oject under preparation	Feasibility study under tendering.	CAA								l	l		
		Financing for feasibility study secured, procurement not yet started.									l	l		
IMPLEMENTED PROJECTS														
Project Timeline Initi	itial Project Completion Date	On tender issue	Ministry of Finance - PPP Unit											
* Acti	tual Project Completion Date		Ministry of Finance - PPP Unit]	
		Euros	Ministry of Finance - PPP Unit											
WB		Euros	Ministry of Finance - PPP Unit	_	_		_		_		_	_	1	
EBR		Euros	Ministry of Finance - PPP Unit				_		_		_	_	1	
EIB		Euros	Ministry of Finance - PPP Unit						_				1	
Oth	ther IFI	Specify	Ministry of Finance - PPP Unit	-										Infromation provided by CAA
Project Funding Sources		Euros	Ministry of Finance - PPF Unit	-	_		_		\rightarrow	_	_	_	4	
Con	oncessions	Specify Euros	Ministry of Finance - PPP Unit Ministry of Finance - PPP Unit	-										
i		Specify	Ministry of Finance - PPP Unit	-			-		-		-	-	1	
EUI		Euros	Ministry of Finance - PPP Unit Ministry of Finance - PPP Unit	1										
i —		Specify	Ministry of Finance - PPP Unit	_	_		-		\rightarrow		-	-	1	
Oth	ther funding source	Euros	Ministry of Finance - PPP Unit	1							l	l		
Proj	oject Folder Title	(As built documentation or if not available then final design	CAA						\neg					
	epared by		CAA					-	\neg					
	pervised by		CAA											
5	enstruction period	Forecasted (months)	Ministry of Finance - PPP Unit											
L Con	norocuon period	Actual (months)	Ministry of Finance - PPP Unit]	
CAS	APEX	Forecasted (Euros)	Ministry of Finance - PPP Unit	1					\neg					
i <u> </u>		Actual (Euros)	Ministry of Finance - PPP Unit	1										
OPE	PEX	Forecasted (Euros per year)	Ministry of Finance - PPP Unit	1					T					
i 🗀		Actual (Euros per year)	Ministry of Finance - PPP Unit	-	_		_		_		_	_	1	
Mai	aintenance cost	Forecasted (Euros per year)	Ministry of Finance - PPP Unit	4							1			
<u></u>		Actual (Euros per year)	Ministry of Finance - PPF Unit	-	_	\vdash	-	\vdash	_		—	-	4	
	terest During Construction	76	Ministry of Finance - PPP Unit	-	_		-		_		—	_	4	Information provided by CAA
EBIT	NTDA (last year)	Euros	Ministry of Finance - PPP Unit	\vdash	-		-	\vdash	\rightarrow		-	-	1	
Rev	evenue (if fare/toll collected)	Forecasted (Euros per year)	Ministry of Finance - PPP Unit Ministry of Finance - PPP Unit	1	1						1	1	1	
i		Actual (Euros per year) Throughput - forecasted	Ministry of Finance - PPP Unit Ministry of Finance - PPP Unit	 			-	\vdash	-	_	_	-	1	
		Inroughput - rorecasted Throughput - actual	Ministry of Finance - PPP Unit Ministry of Finance - PPP Unit	1	1						1	1		
1		Passenger traffic - forecasted	Ministry of Finance - PPP Unit	1	1						1	1		
				1	l						1	I	1	
Tref														
Tref		Passenger traffic - actual Freight (tn) - forecasted	Ministry of Finance - PPP Unit Ministry of Finance - PPP Unit	1										
Tref		Passenger tramic - actual Freight (tn) - forecasted Freight (tn) - actual	Ministry of Finance - PPP Unit Ministry of Finance - PPP Unit Ministry of Finance - PPP Unit	1										

Airports - Project Monitoring

Category	Parameter	Details	Source	11	1	William		WINE	-	Ē	11	ł	Data Collection Frequency - RP	Comments
		Initially forecasted	CAA											
	Tender Start Date (month/ year)	Current Estimation. Please refer to realistic targets rather than contractual	CAA]										
		Actual	CAA											
Project Timeline		Forecasted (on tender issue)	CAA											
Project inneance	Design Completion Date (month/ year)	Current Estimation. Please refer to realistic targets rather than contractual]										
		Actual	CAA											
	Project Completion Date (month/ year)	Forecasted (on tender issue)	CAA	1										
	release compensor care (manual leas)	Current Estimation. Please refer to realistic targets rather than contractual	CAA											
	National Budget	Euros	1											1
		allocated/ agreement signed (yes/no)					\perp		_				1	
	WB	Euros	1											1
		allocated/ agreement signed (yes/no)	4						_				1	1
	EBRD	Euros	4											1
		allocated/ agreement signed (yes/no)	4	⊢		_	-		\rightarrow	$\overline{}$	_	_	4	1
	EIB	Euros	4											1
		allocated/ agreement signed (yes/no)	4	_		_	-		\rightarrow	-	_	_	4	1
	Other IFI	Specify	4											
Project Funding Sources	Other IFI	Euros	Ministry of Finance - PPP Unit											Information provided by CAA
l ' "		allocated/ agreement signed (yes/no)		_		_			\rightarrow	-		_	4	
	Concessions	Specify	4											1
	Concessors	Euros	-											1
		allocated/ agreement signed (yes/no)		-		_	-		\rightarrow		_	-	1	1
	EU Fund	Specify	4											1
	EO Paria	Euros	4											1
		allocated/ agreement signed (yes/no)		-		_	-		\rightarrow			_	1	1
	Other funding source	Specify	1											
	out in the pour	Euros allocated/ agreement signed (yes/no)	1											
	Pre-Feasibility Study		CAA	_		_	-		\rightarrow	-	_	-		
	Feasibility Study	yes/no yes/no	CAA	_		_	-		\rightarrow	-				
	Concept Design	yes/no	CAA	_		-	-		-			_		
Technical Project Status	Preliminary Design	yes/no	CAA	_		-	-		\rightarrow	-		-		
	Detail Design	yes/no	GAA			-	-		-	-				
	Environmental Impact Assessment	yes/no	CAA	_		-	-		-			_		
	Environmental Impact Assessment	Title	CAN.			_			-					
	Fessibility Study	Prepared by	CAA											
	' '	Supervised by	1											
		Title							\neg					
	Concept Design	Prepared by	CAA											
		Supervised by	1											
		Title												
Project Documentation	Preliminary Design	Prepared by	CAA											
1 '	, ,	Supervised by	1											
		Title												
	Detail Design	Prepared by	CAA											
	_	Supervised by	1											
		Title												
	Environmental Impact Assessment	Prepared by	CAA											
	· ·	Supervised by	1											
1	Annual Traffic Demand Growth	3	Ministry of Finance - PPP Unit											
Social Indicators	Model transfer	% [f applicable]	Ministry of Finance - PPP Unit Ministry of Finance - PPP Unit											
Social Indicators	Model transfer Annual Accident Rate Reduction	8											1	
Social Indicators	Model transfer Annual Accident Rate Reduction EIRR (Economic Internal Rate of Return)	% if applicable % if applicable % if applicable % % if applicable % % % % % % % % % % % % % % % % % % %	Ministry of Finance - PPF Unit											
Social Indicators	Model transfer Annual Accident Rate Reduction EIRR (Economic Internal Rate of Return) NPV (Net Present Value)	% [if applicable]	Ministry of Finance - PPP Unit Ministry of Finance - PPP Unit											
	Model transfer Annual Accident Rate Reduction EIRR (Economic Internal Rate of Return) NPV (Net Present Value) SDR (Social Discount Rate)	5s September S	Ministry of Finance - PPP Unit Ministry of Finance - PPP Unit Ministry of Finance - PPP Unit Ministry of Finance - PPP Unit Ministry of Finance - PPP Unit Ministry of Finance - PPP Unit											
Social Indicators Economic Indicators	Model transfer Annual Accident Rate Reduction EIRR (Economic Internal Rate of Return) NFV (Net Present Value) SDR (Social Discount Rate) Froject Plannia, & Design Cost	N. N. propicable N. propicable N. propicable N. propicable N. propicable N. propicable N. propicable Description	Ministry of Finance - PPP Unit Ministry of Finance - PPP Unit											
	Model transfer Annual Accident Rate Reduction ERRA [Economic Internal Rate of Return] NPV (Net Present Value) SDR [Social Discount Rate] Froject Flanning & Design Cost Froject Construction Cost	N. The spointsele in the spoin	Ministry of Finance - 999 Unit Ministry of Finance - 999 Unit											
	Model transfer Annual Acodern Rate Reduction ERR (Economic Internal Rate of Return) NEW (Not Present Value) SDR (Social Discount Rate) Froject Transfer Project Construction Cost Trate Froject Cost Trate Froject Cost	N. N. propicable N. propicable N. propicable N. propicable N. propicable N. propicable N. propicable Description	Minkery of Fisance - PPP Unit Minkery of Fisance - PPP Unit Minkery of Fisance - PPP Unit Minkery of Fisance - PPP Unit Minkery of Fisance - PPP Unit Minkery of Fisance - PPP Unit Minkery of Fisance - PPP Unit Minkery of Fisance - PPP Unit Minkery of Fisance - PPP Unit Minkery of Fisance - PPP Unit											
	Model transfer Annual Accident Rate Reduction EIRR (Economic Internal Rate of Return) NPV (Net Procest Value) SION (Social Social N. The spoissole in the	Ministry of Phanco - PPP Unit Ministry of Flance - PPP Unit Ministry of Flance - PPP Unit Ministry of Flance - PPP Unit Ministry of Flance - PPP Unit Ministry of Flance - PPP Unit Ministry of Flance - PPP Unit Ministry of Flance - PPP Unit Ministry of Flance - PPP Unit Ministry of Flance - PPP Unit												
	National transfer Annual Accidente Rate Reduction ERR (Economic Internal State of Return) W/W / Net Preser Nature JOR (Social Sizeoum Rate) Project Flaming & Social Cost Project Control Cost Project Control Cost Project Control Cost Project Project Cost Project Red Project Cost Project Project Cost Project Cost Project Cost Project Cost Project Cost Project Cost Red Red Project Cost Red Red Red Red Red Red Red Red Red Red	N. The spointsele in the spoin	Ministry of Phonoco - PPP Unit Ministry of Phonoco - PPP Unit											Information provided by CAA
	Model transfer Annuel Acidente Rate Reduction BUR (Bosomic Internal Rate of Return) RAY (bet Present Nate of Return) 100 (Bools Discourt Rate) Project Transfer & Goden Cost Project Construction Cost Rate) Rate (Bosomic Cost Rate) Rate (Bosomic Cost Rate) Rate (Bosomic Cost Rate) Rate (Bosomic Cost Rate) Rate (Bosomic Cost Rate) Rate (Bosomic Cost	N. The spoissole in the	Mokely of Theories - PPF Unit Mokely of Theories - PPF Unit Mokely of Theories - PPF Unit Mokely of Theories - PPF Unit Mokely of Theories - PPF Unit Mokely of Theories - PPF Unit Mokely of Theories - PPF Unit Mokely of Theories - PPF Unit Mokely of Theories - PPF Unit Mokely of Theories - PPF Unit Mokely of Theories - PPF Unit Mokely of Theories - PPF Unit Mokely of Theories - PPF Unit Mokely of Theories - PPF Unit Mokely of Theories - PPF Unit Mokely of Theories - PPF Unit											Information provided by CAA
Economic Indicators	National transfer Annual Accidente Rate Reduction ERR (Economic internal State of Return) W/F (Net Present Nate) DRR (Scionnic internal State of Return) Filty (Net Present Nate) DRR (Scion Discount Rate) Project Flanning & Scient Cost Project Construction Cost Project Construction Cost Project Project Cost Filty (Financial Internal Rate of Return) FIRR (Financial Internal Rate of Return)	N. Nift applicabel Nift applic	Making of Brance - PTF Unit Making of Brance - PTF Unit Making of Brance - PTF Unit Making of Brance - PTF Unit Making of Brance - PTF Unit Making of Brance - PTF Unit Making of Brance - PTF Unit Making of Brance - PTF Unit Making of Brance - PTF Unit Making of Brance - PTF Unit Making of Brance - PTF Unit Making of Brance - PTF Unit Making of Brance - PTF Unit Making of Brance - PTF Unit Making of Brance - PTF Unit Making of Brance - PTF Unit Making of Brance - PTF Unit											information provided by CAA
Economic Indicators	Model transfer Annual Accident Rate Reduction BBR (Economic Internal Rate of Return) NW (Net Present Rate (Reduction) GOR (Ecolor Sizeouni Rate) Project Transfer & Society Cost Project Transfer & Society Cost Project Construction Cost Trail Project Cost Trail Project Cost GORD (Final Rate) FOR	N. M. (If spoissole N. (If spo	Making of Bases - FF Usit Making of Bases - FF Usit											information provided by CAA
Economic Indicators	National transfer Annual Accidente Rate Reduction ERR (Economic Internal Sate of Return) ERR (Ec	N. The applicable N. If explicable	Solvery of Thomas - 277 Unit Monthery of Thomas - 277 Unit Monthery of Thomas - 277 Unit Monthery of Thomas - 277 Unit Monthery of Thomas - 277 Unit Monthery of Thomas - 277 Unit Monthery of Thomas - 277 Unit Monthery of Thomas - 277 Unit Monthery of Thomas - 277 Unit Monthery of Thomas - 277 Unit Monthery of Thomas - 277 Unit Monthery of Thomas - 277 Unit Monthery of Thomas - 277 Unit Monthery of Thomas - 277 Unit Monthery of Thomas - 277 Unit Monthery of Thomas - 277 Unit Monthery of Thomas - 277 Unit Monthery of Thomas - 277 Unit Monthery of Thomas - 277 Unit Monthery of Thomas - 277 Unit											information provided by CAA
Economic Indicators	Model transfer Annual Accidente Rate Reduction BBR (Economic Internal Rate of Return) NW (Net Present Natural) SOR (Social Siscount Rate) Project Roming & Design Cost Project Roming & Design Cost Project Roming & Design Cost Project Roming & Design Cost Project Roming & Design Cost Project Roming & Design Cost Project Roming & Social Rate of Return) PRIS (Prisonal Internal Rate of Return) PRIS (Prisonal Internal Rate of Return) PRIS (Prisonal Siscount Rate) WACC (Uniphrate Average Cost of Capital) First year of printing DICE (Designation Coverage Ratio) COST emissions	S. In Expotacoel Shift expotacoel Shift	Making of Times - PT Unit Making of Times - PT Unit											information provided by CAA
Economic Indicators	Model transfer Annual Acidente Rate Reduction ERR (Economic internal Rate of Return) (NY) Viet Present Vietne) (200, Tools Glock Glockin Rate) (200, Tools Glockin Glockin Rate) (200, Tools Glockin Glockin Rate) (200, Tools Glockin Glockin Rate) (200, Tools Glockin Glockin Rate) (200, Tools Glockin Glockin Glockin Rate) (200, Tools Glockin Glockin Glockin Rate) (200, Tools Glockin	N. Sife spointsele! No if expointsele! No if expointsele! No if expointsele No if expointsele. No if expoint	Makeby of Tinace. PT Old Makeby of Tinace. PT Old											information provided by CAA
Economic Indicators Financial Indicators	Model transfer Annual Acidente Rate Reduction ERR (Economic Internal Rate of Return) ERR (Economic Internal Rate of Return) SIGN (Social Rate) Froight (So	No. The spot scale is the spot	Making of Brazes - PT Och Making of Brazes - PT Och											information provided by CAA
Economic Indicators	Model transfer Annual Acidente Rate Reduction ERR (Economic Internal Rate of Return) RIVE (Internal Rate of Return) SIVE (Internal Rate of Return) SIVE (Internal Rate of Return) SIVE (Internal Rate of Return) Total Project Training & Economic Rate of Return) Total Project Cost	\$\frac{5}{5}\$ if spointsie! \$\frac{1}{5}\$ if spointsie! \$\	Makeby of Timese. 1971 Och Makeby of Timese. 197											teformation provided by CAA
Economic Indicators Financial Indicators	Model transfer Annual Acidente Rate Reduction ERR (Economic Internal Rate of Return) INV (Net Present Rate (Party) Stor (Post Value) 506 (Bools (Secont Rate) Project Ranning & Dezign cost Project Ranning & Dezign cost Project Ranning & Dezign cost Project Ranning & Dezign cost Project Ranning & Dezign cost Project Ranning & Dezign cost FRE (Pinancial Internal Rate of Return) FRE (Pinancial Internal Rate of Return) FRE (Pinancial Dezount Rate) Cost (Pinancial Costernal Rate of Return) Cost (Pinancial Costernal Rate of Return) Cost (Pinancial Rate of Return) Cost (Pinancial Rate of Return) Cost (Pinancial Rate of Return) Cost (Pinancial Rate) Cost (Pinan	\$\ \frac{h}{h} \ \frac{h}{h} \ \frac{1}{h} \ \ \frac{1}{h} \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	Making of The seas - PT ON Making of The seas -											information provided by CAA
Economic Indicators Financial Indicators	Model transfer Annual Acidente Rate Reduction ERR (Economic Internal Rate of Return) RIVE (Internal Rate of Return) SIVE (Internal Rate of Return) SIVE (Internal Rate of Return) SIVE (Internal Rate of Return) Total Project Training & Economic Rate of Return) Total Project Cost	\$\frac{5}{5}\$ if spointsie! \$\frac{1}{5}\$ if spointsie! \$\	Makeby of Timese. 1971 Och Makeby of Timese. 197											teformation provided by CAA

Kosovo - Data availablity and formats

Airports - Project Monitoring

integory	Parameter	Details	Source	12	1	1	8	10	Ē	##	1	Data Collection Frequency - RP	Comments
Seospatial data	Location of the Airport	Point geometry or x,y coordinates											

Border Crossings - Network Performance Monitoring

Category	Parameter	Details	Source	III P	1	Word	8	SMM	WITE	Age	Maria data	Officer	Data Collection Frequency - RP
	Name of responsible Company/Authority												Weekly
	Correspondence Address												
Reporting Organisation Data	Contact Person												
reporting organization bate	Position												
	Phone number												
	Email												
	Country Code												
	Border with	country code	Kosovo Oustoms/ Kosovo Police			X							
	Corridor/ Route		Kosovo Customs/ Kosovo Police			×							
Localisation	Border Crossing Name		Kosovo Oustoms/ Kosovo Police			X							
Localization	TEN-T Category	Core/ Comprehensive/ Not in TEN-T	Kosovo Customs/ Kosovo Police			×							
	Green Lanes	yes/no/planned	Kosovo Customs/ Kosovo Police			X							
	One-stop procedure (Joint Border)	yes/no/planned	Kosovo Customs/ Kosovo Police			×							
	one-stop procedure (joint border)	indicate type of joint BCP (for passengers/for goods/ collocated on the terri	Kosovo Customs/ Kosovo Police			ж							
		phytosanitary	Kosovo Customs/ Kosovo Police			×							
	Type of Controls/Inspections Performed	veterinary	Kosovo Customs/ Kosovo Police			х							
Operations	Type of Controlsy Inspections Performed	radiological	Kosovo Customs/ Kosovo Police			х							
		other non-trade related controls (road charges collection, vehicles technica	Kosovo Customs/ Kosovo Police			×							
	Data valid for	year											
	Number of lanes for trucks	entering	Kosovo Police			×							
	Heriber of lanes for diseas	exiting	Kasava Palice			X							
	Number of lanes for buses	entering	Kosovo Police			×							
	Member of lanes for boxes	exiting	Kasava Palice			×							
	Number of lanes for passenger cars	entering	Kosovo Customs/ Kosovo Police			×							
	Number of lanes for passenger cars	exiting	Kosovo Customs/ Kosovo Police			X							
	Separate parking zones for trucks	yes/no	Kosovo Customs/ Kosovo Police			×							
	If yes, then truck parking capacity	vehicles	Kosovo Customs/ Kosovo Police			х							
Infrastructure	Truck queuing capacity	vehicles		×									
IIII Di detare		Booths (separate/ joint)	Kosovo Customs/ Kosovo Police			X							
	State of play (customs/border police/other border agencies)	Data Systems (separate/ joint)	Kosovo Customs/ Kosovo Police			×							
		Physical inspection facilities (yes/ no)	Kosovo Customs/ Kosovo Police			×							
	Systematic Electronic Exchange of Data (SEED)	yes/no/planned	Kosovo Oustoms			×							
	New Computerized Transport System (NCTS)	yes/no/planned		×									
	eQMS (Queue Management System)	yes/no/planned		×									
	Other Electronic Information System	yes/no/planned	Kosovo Customs/ Kosovo Police			X							
	Type of ITS	list all ITS installed		×									
	Data valid for	year											
	Passenger Trains entering	number per 24 hours	Kosovo Police		×	×							
	Freight Trains entering	number per 24 hours	Kosovo Police		×	×							
	Dangerous Goods Trains/ Wagons entering	number per 24 hours	Kosovo Police		X	Х							
	Average entry time passenger trains	minutes	Kosovo Customs/ Kosovo Police		X	х							
	Average entry time freight trains	minutes	Kosovo Customs/ Kosovo Police		х	х							
Operations - Rail	Passenger Trains exiting	number per 24 hours	Kosovo Police		X	X							
	Freight Trains exiting	number per 24 hours	Kosovo Police		X	X							
	Dangerous Goods Trains/ Wagons exiting	number per 24 hours	Kasavo Police		X	X							
	Average exit time passenger trains	minutes		X									
	Average exit time freight trains	minutes		×									
	Data valid for	year				I							

Kosovo - Data availablity and formats

Border Crossings - Network Performance Monitoring

Category	Parameter	Details	Source	Info N/A	Beed	Word	8	WIME	WIES	Ę	4 4	Other	Data Collection Frequency - RP
	Passenger Cars entering	number per 24 hours (or week/ month/ year)	Kasava Palice		×	x							
	Buses entering	number per 24 hours (or week/ month/ year)	Kosovo Police		×	X							
	Freight Vehicles entering	number per 24 hours (or week/ month/ year)	Kasava Pallan		×	x							
	Dangerous Goods Vehicles entering	number per 24 hours (or week/ month/ year)	Kosovo Customs		х	X							
	Passenger Cars entering - Average waiting/queuing time	minutes (before the effective start of the control procedure)	Kosovo Police		×	X							
	Freight Vehicles entering - Average waiting/queuing time	minutes (before the effective start of the control procedure)		×									
	Buses entering - Average waiting/queuing time	minutes (before the effective start of the control procedure)		×									
	Passenger Cars entering - Average duration of control procedures	minutes (including weighing the trucks, customs procedures, and phytosani	Kosovo Customs/ Kosovo Pollon		×	X							
	Freight Vehicles entering - Average duration of control procedures	minutes (including weighing the trucks, customs procedures, and phytosani	Kosovo Customs/ Kosovo Pollon		×	×							
	Buses entering - Average duration of control procedures	minutes (including weighing the trucks, customs procedures, and phytosani	Kosovo Customs/ Kosovo Pollon		×	X							
	Freight vehicles cleared by customs at the BCP	% of total freight vehicle volume	Kosovo Customs/ Kosovo Pollon		×	x							
	Freight vehicles entering for Import	% of total freight vehicle volume	Kosovo Customs		×	X							
Operations - Road	Freight vehicles entering Transit	% of total freight vehicle volume	Kosovo Oustoms		X	x							
	Freight vehicles entering Empty	% of total freight vehicle volume	Kasava Palice		х	X							
	Passenger Cars exiting	number per 24 hours (or week/ month/ year)	Kosovo Police		×	×							
	Buses exiting	number per 24 hours (or week/ month/ year)	Kosovo Customs/ Kosovo Pollon		×	X							
	Freight Vehicles exiting	number per 24 hours (or week/ month/ year)	Kasava Pallas		×	×							
	Dangerous Goods Vehicles Exiting	number per 24 hours (or week/ month/ year)	Kosovo Customs		×	X							
	Passenger Cars exiting - Average waiting/queuing time	minutes (before the effective start of the control procedure)		×									
	Freight Vehicles exiting - Average waiting/queuing time	minutes (before the effective start of the control procedure)		X									
	Buses exiting - Average waiting/queuing time	minutes (before the effective start of the control procedure)		×									
	Passenger Cars exiting - Average duration of control procedures	minutes (including weighing the trucks, customs procedures, and phytosani	Kosovo Customs/ Kosovo Pollon		×	X							
	Freight Vehicles exiting - Average duration of control procedures	minutes (including weighing the trucks, customs procedures, and phytosani	Kosovo Customs/ Kosovo Pollon		×	×							
	Buses exiting - Average duration of control procedures	minutes (including weighing the trucks, customs procedures, and phytosani	tary, veterinary and radiological inspec	ж									
	Data valid for	year											
	Requiring upgrade to increase capacity	Terminal Building	Kosovo Customs/ Kosovo Pollon		×	X							
Upgrading	Requiring upgrade to IT Systems/ ITS	Adoption of New Computerized Transport System (NCTS)	Kosovo Customs/ Kosovo Police		X	×							
	Data valid for	year											
Geospatial data	Location of the border crossings	Point geometry or x,y coordinates	Kosovo Customs/ Kosovo Police					X					
Geospatiai data	Data valid for	year											

Kosovo - Data availablity and formats

EU Acquis

	Parameter	Input	Source	N/A III		
	Name of responsible Company/Authority	Ministry of Infrasturture/ Legal Department				
	Correspondence Address					
Reporting Organisation Data	Contact Person					
Reporting Organisation Data	Position					
	Phone number					
	Email					
EU Acquis Harmonisation	Is the status of EU Acquis harmonisation per individual EU legislation available? (yes/no)					
Eo Acquis Harmonisation	If yes, then please provide the format this information is available in					
National Legislation	Is the list of National Legislation affected by the EU Acquis harmonisation available?					
vacional Ecgisiation	If yes, then please provide the format this information is available in					
		yearly report has an EU Acquis section				
Reporting	Please provide a list of the Reports you are already producing for EU Acquis.(Report title/Recipient)					
Methodology	Please provide a short description of the methodology you follow for the monitoring of the harmonisation process.					

Railways - Network Performance Monitoring

Category	Parameter	Details	Source	info N/A	1	Word	8	ww	1	ş	11	Sh e	Data Collection Frequency - RP
	Name of responsible Company/Authority		Kosovo Rafiways Infrastructure JSC - INFRAKOS										On demand
1	Correspondence Address												
Reporting Organisation Data	Contact Person												
	Position												
1	Phone number												
	Email												
	Country Code					X							
	TEN-T Category	Core/ Comprehensive				X							
	Corridor/ Route					x							
	International Route ID			X									
	National Route ID			×									
	Start Node Name					x							
I	End Node Name					x							
Cocansacion		Direction A		-		×						-	
I :	Start km	Direction B				_						_	
I +		Direction A		_		×	-	_			_	-	
I !	End km	Direction B		_		_	-	_	_		_	-	
I +	Barbara -			_		_		_			_	-	
	Status Data valid from	Planned/ Existing/ Upgrade vear		\vdash	\vdash	x	\vdash	_		\vdash	_	\rightarrow	
		year		\vdash	\vdash	_	\vdash	-	_	\vdash	-	\rightarrow	
	Data valid to	year trains/ day		_	\vdash	_		_		\vdash	_	\rightarrow	
	Capacity					×		_			_	\rightarrow	
1	Track gauge	750 / 1000 / 1435 / 1520 / 1524 / 1600 / 1602 / 1668		⊢	_	X	$\overline{}$	_			_	_	
1		A GAUGE: Total height 3.85 m above t - he rail and 1.28 m on either side of											
1	Load gauge	the track axie				×							
I I	5-5-	B GAUGE: Total height 4.08 m above the rail and 1.28 m on either side of											
1 1		the track axie											
1		Very good (0.86 - 1.00)											
1		Good (0.71-0.85)											
1	Condition of track (Operational/ Design Speed)	Medium (0.61-0.70)				×							
1		Poor (0.51-0.60)											
1		Very Poor (0.00-0.50)											
I F	Number of tracks	Total (most relevant figures, e.g. if a single track railway of 10km has 2km				X							
1	Traction	Diesel				X							
1	Traction	Electrified				X							
1		25 000 Volts, 50Hz											
1		15 000 Volts, 16 2/3 Hz											
1		3 000 Volts, DC											
I I	Rail voltage	1 500 Volts, DC		×									
1	•	750 Volts DC											
1		660 Volts DC											
1		630 Volts DC											
1	Length - Total (km)					x							
	Length - Open Track (km)					x							
	Length - Tunnels (km)					X							
	Length - Bridges over 12m length (km)					×							
	Tunnels	number				×	\vdash	_		-	_	-	
	Level-Crossings	number		\vdash		x	\vdash	_				-	
	Max Design Speed	km per hour				x	\vdash			-		-	
		km per hour		_		×	-	_	_		_	_	
1		Direction A		_		×	-	_			_	-	
1	Max Longitudinal Gradient (m per km)	Direction B		_		×	-	_	_	-	_	-	
1 +	****	meters		\vdash			\vdash	_	_		_	\rightarrow	
	Min radius	meters		\vdash	\vdash	×	\vdash	-	_	\vdash	-	\rightarrow	
	Maximum train length	meters kN		_		X		_		\vdash	_	\rightarrow	
	Max Axle load	KN .			_	x	\vdash	_			_	\rightarrow	
	Signalling Standard			<u> </u>	\vdash	×	\vdash			-		_	
	Traffic Management	,		_		X	\vdash					_	
	ERTMS in operation	yes/no		<u> </u>	\vdash	x	\vdash	_			_		
1		1 - is designed as an add-on to or overlays a conventional line already		l								-	
Į l	ERTMS level	equipped with lineside signals and train detectors.		l		×						-	
Į l		2 - does not require lineside signals. The movement authority is		l								-	
		communicated directly from a Radio Block Centre (RBC) to the onboard			\vdash		\Box						
1													
	Control & Command System	Specify which system is used to ensure safety and to command and control				X							
1 [Control & Command System Data valid from Data valid to	Specify which system is used to ensure safety and to command and control year year				X							

Railways - Network Performance Monitoring

Category	Parameter	Details	Source	N N	1	Word	8	WWW	Sa M	¥	1 mg p	Other	Data Collection Frequency - RP
	Electrification	yes/no (Not applicable for isolated networks. Applies to line trucks and				X							
	Railway Tunnels Compliance	yes/no as per Directive 2014/1303/EC as amended by 2016/912/EC and		×									
	Freight Line Speed	yes/no (At least 100km (Only applicable for the freight lines of the Core				X							
	Freight Line Axle Load	yes/no (At least 22.5t (Only applicable for the freight lines of the Core				X							
	Freight Line Train Length	yes/no (At least 750m (Only applicable for the freight lines of the Core				X							
TEN-T Compliance	T 10 405	yes/no (Nominal track gauge for new railway lines. Not applicable where											
	Track Gauge 1435mm	the new line is an extension on a network the track gauge of which is				x							
	ERTMS Deployment	yes/no (European Train Control System (ETCS) - Not applicable for isolated				X							
	EKTWS Deployment	yes/no (Global System for Mobile communications for Railways (GSM-R) -				X							
	Data valid from	year											
	Data valid to	year											
	Passenger Trains	number per 24 hours				X							
	Freight Trains	number per 24 hours				x							
	Dangerous Goods Freight Trains	number per 24 hours				X							
	Capacity used	% of capacity				x							
	Passenger traffic	number per year				x							
		passenger km per year				X							
	Freight traffic	tons per year				x		-					
Operations Data	The state of the s	tkm per year		 		×	 	_					
-,	TEUs	TEU containers per year				x							
	Unitised	% in standard loading units		_		×	_	_					
	Non Unitised	% of bulk and general traffic		_		x							
	National traffic	% of total traffic		_		x	_						
	Average travel time passenger (incl. stops)	long distance trains only		_		×	-	_					
	Average travel time passenger (incl. stops) Average travel time freight (incl. stops)	long distance trains only		_		X							
	Data valid for	vear		_		^	_	_					
	Number of Incidents	absolute number (as per Directive 2016/798/EU - Railway Safety)		_			 	_					
	Number of Accidents	absolute number (as per Directive 2016/796/EU - Railway Safety)		_	x		-	_					
	Number of Accidents Number of Significant Accidents	absolute number (as per Directive 2016/796/EU - Railway Safety and		_	×	_	-	_					
	Number of Serious Accidents	absolute number (as per Directive 2016/796/EU - Railway Safety)		_			!	_					
		absolute number (as per Directive 2010/798/EU - Railway Safety)		_	×		-	_					
	Serious Accidents - Number of Serious Injuries Serious Accidents - Number of Fatalities	absolute number		_		_	-	_					
					x		-	_					
	Serious Accidents - Number per place of accident	absolute number (open rail, level crossings, station area)		_	x	_	-	_					
Safety	Serious Accidents - Amount of Material Damage	EUR per year			x	_	-	_					
Sarety	Serious Accidents - Disruption of traffic	hours per year		_	×		-	_					
	Serious Accidents - Indirect damages related to delays	EUR per year		_	x		-	_					
	Significant Accidents - Number of Significant Injuries	absolute number		_	x		-	_					
	Significant Accidents - Number of Fatalities	absolute number		_	×								
	Significant Accidents - Number per place of accident	absolute number (open rail, level crossings, station area)			×								
	Significant Accidents - Amount of Material Damage	EUR per year		_	x		_	_					
	Significant Accidents - Disruption of traffic	hours per year			x			_					
	Significant Accidents - Indirect damages related to delays	EUR per year			X		-	_					
	Data valid for	year											
	Maintenance cost - Total	Euros per year per km				X							
	Maintenance cost - Total	Euros				X	_						
	Maintenance cost - Infrastructure	Euros per year (rail track, switches and crossings, tunnels, bridges, level				X							
Regular Maintenance	Maintenance cost - Signalling and telecom system	Euros per year (Maintenance of rail station signalling, automatic block				×							
, and a second		system, automatic and mechanical level crossings, maintenance of railway											
1	Maintenance cost - Electrification system	Euros per year (Maintenance of catenaries, electric railway substations,		X									
1	Source of finance			_		X		_	\vdash				
	Data valid for	year											
	Requiring heavy maintenance	length of section (km)				X							
Heavy Maintenance	Requiring rehabilitation	length of section (km)				X							
	Data valid for	year		Ĺ									
	Requiring upgrade to increase capacity	length of section (km)				X							
Upgrading	Requiring upgrade (additional track/ new line)	length of section (km)				X							
	Data valid for	year											
-	•	+	•			_		-	_		_		

Kosovo - Data availablity and formats

Railways - Network Performance Monitoring

Category	Parameter	Details	Source	info N/A	1	8	SPR0.	100	Ę	11	age of	Data Collection Frequency - RP
	Air Pollution	GHG emissions (tons per year for each GHG)		х								
	CO2 emissions			×								
	NOx emissions			×								
	SO2 emission evolution			×								
	Non-methane hydrocarbons			×								
Environmental Data	Particulate matter (ppm)			×								
	Noise	Noise levels along the section		х								
		number of flooding incidents		×								
	Climate change resilience	number of closures due to adverse weather conditions		×								
		number of embankment failures		X								
	Data valid for	year										
	Location of Railway Line	Line geometry									ACAD	
	Location of tunnels	Line geometry or Point geometry or x,y coordinates									ACAD	
	Location of bridges over 12m length	Line geometry or Point geometry or x,y coordinates									ACAD	
Geospatial data	Location of Stations	Line geometry or Point geometry or x,y coordinates									ACAD	
	Location of level crossings	Point geometry or x,y coordinates									ACAD	
	Location of serious accidents	Point geometry or x,y coordinates									ACAD	
	Data valid for	year										

Reprint group of Properties Company (activative)	Category	Parameter	Details	Source	15	1	I			ij	Ę	11	ł	Data Collection Frequency - RP
Reporting Organization Data Final Francisco F		Name of responsible Company/Authority												On demand
Paper Pape		Correspondence Address												
Transport	Reporting Organization Data													
Empire Control Contr	neporting organization beta													
County Code Conjugate Conjugate and		Phone number												
Test Cristery		Email												
Entry project implementation Name Replaces Authority 1 1 1 1 1 1 1 1 1		Country Code												
April Company Compan		TBN-T Category	Core/ Comprehensive	Railway Regulatory Authority										
March Project (Implementation March Ma		Corridor / Route	Before project implementation	Railway Regulatory Authority			×							
International Route 10 After principle imprementation After		Contact, Notice	After project implementation	Rallway Regulatory Authority			×							
Mational Route 10 Settle project imprementation Marks Topication standards Marks Topication sta		International Route ID	Before project implementation	Rallway Regulatory Authority				X	X					
Mark register (Imperentation Marker Seption Author)		International Route to	After project implementation	Rallway Regulatory Authority				X	X					
Condition After printed impresentation Marker Equation Author)		National Route ID	Before project implementation	Railway Regulatory Authority			X							
Description of the Project		THE CONTRACT OF THE CONTRACT O	After project implementation	Railway Regulatory Authority			X							
Local Sersion After princip impercentation Multi-she Section Analysis 1 1 1 1 1 1 1 1 1		Start Node Name		Rallway Regulatory Authority			×	X	X					
201 100 Name	Localization	Start Hode Name	After project implementation	Rallway Regulatory Authority			×	X	X					
After project implementation Substitution schools Substitution Substituti	Localization	Ford Norde Name	Before project implementation	Rallway Regulatory Authority			×	X	X					
Start Ism		End Node Name	After project implementation	Rallway Regulatory Authority			×	X	X					
Dark tem			Direction A - Before project implementation	Rallway Regulatory Authority		×	×	X	X					
Distriction 1 - Settors project implementation Assessment Authors X		Short I		Rallway Regulatory Authority		×	х	X	X					
Discription 1 - After project implementation		Start km				×	×	X	X	-				
Direction A - Settors project implementation Name Register, Authority X X X X X X X X X						×	×	X						
End tim				Railway Regulatory Authority		×								
Direction State Section						×	×	×	×	_				
Direction 8 - After project implementation Salver frequency naturally X		End km								_				
Project name Test Test of foreseen intervention How with interstucture, Reconstruction/rehabilitation, Maintenance, But requires naturably Test Compliance Test of foreseen intervention How with interstucture, Reconstruction/rehabilitation, Maintenance, But requires naturably Test Compliance Test of foreseen intervention How with interest compliance and the compliance of the project implementation of the Project implementation (yet/no) After project implementation (yet/no) After project implementation (yet/no) After project implementation (yet/no) Test George Test Compliance Test George Test Compliance Test George Test Compliance Test George Test Compliance Test George Test Compliance Test George Test Compliance Test George Test Compliance Test George Test Compliance Test Test Compliance Test Test Compliance Test Test Compliance Test George Test Compliance Test George Test Compliance Test George Test Compliance Test Test Compliance Test Test Compliance Test Test Compliance Test Test Compliance Test Compliance Test Compliance Test Compliance Test Compliance Test Compliance Test Search Test Test Compliance Test Search Test Test Compliance Test Search Test Test Test Test Test Test Test Test										_				
Tigo of forescent intervention		Desired name			_				^	_				
Description of the Project Europti (Finiser) Europti (pilosal) consider the overall cost of investment, not the preparatory X					_	-			_	-	-		-	
Task Cost (CATE)	Description of the Project				_	-		_		_				
Estimated implementation deadline Month/feer, Please refer to realistic targets rather than contractual Month registery, Authority X	- Companies and respect				_	_		_	_	_				
Sectorification					_	-		_		-	-			
Use speed 500 km/h (freight) yes/no Subway Regulatory Authority X X X X X X X X X					_			_		-				
Asia Index 22.9 t					_	_			X	_				
Track gauge					_	_		_	_	-				
Train largeth 740 m yes_ino yes_ino tallow fragilatory Astatorby X	PO-NON-AND PROPERTY.				_	_		_	_	_				
ERTIMD Deployment (ETCS) yez/no total yes/no	Eligibility for TEN-T Project				_	_		_	_	-				
STIME Deployment (GSM-R) Yes/no Sefore project implementation (yes/no) Sefore project implementation (yes/no) Subwy Registery Authority X X X X X X X X X					_	×		X	-	-				
Electrification After project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no) After project implementation (yez/no) After project implementation (yez/no) Before project implementation (yez/no) Alie load 22.5 t Alie load 22.5 t After project implementation (yez/no) Before project implementation (yez/no)					_	├		_	_	-				
Electrification After project implementation (yez/no) Salvey Replacery Authority X Sefore project implementation (yez/no) After project implementation (yez/no) After project implementation (yez/no) After project implementation (yez/no) Salvey Replacery Authority X Sefore project implementation (yez/no) Asilve (replacery Authority X After project implementation (yez/no) Asilvey Replacery Authority X TEN-T Compliance Track gauge After project implementation (yez/no) After project implementation (yez/no) Salvey Replacery Authority X Train length 740 m After project implementation (yez/no) Salvey Replacery Authority X Sefore project implementation (yez/no) Salvey Replacery Authority X Sefore project implementation (yez/no) Salvey Replacery Authority X Sefore project implementation (yez/no) Salvey Replacery Authority X Sefore project implementation (yez/no) Salvey Replacery Authority X After project implementation (yez/no) Salvey Replacery Authority X Sefore project implementation (yez/no) Salvey Replacery Authority X Sefore project implementation (yez/no) Salvey Replacery Authority X Sefore project implementation (yez/no) Salvey Replacery Authority X Sefore project implementation (yez/no) Salvey Replacery Authority X SEFORE Project implementation (yez/no) Salvey Replacery Authority X SEFORE Project implementation (yez/no) Salvey Replacery Authority X SEFORE Project implementation (yez/no) Salvey Replacery Authority X SEFORE Project implementation (yez/no) Salvey Replacery Authority X		EKT MS Deployment (GSM-K)			_			_	_	_				
After project implementation (yez/no) Before project implementation (yez/no) Line speed 100 km/h (freight) After project implementation (yez/no) Bulkey frequisiny Authority X After project implementation (yez/no) Bulkey frequisiny Authority X Are project implementation (yez/no) Bulkey frequisiny Authority X After project implementation (yez/no) Bulkey frequisiny Authority X TEN-T Compliance Track gauge After project implementation (yez/no) Bulkey frequisiny Authority X Train length 740 m After project implementation (yez/no) Bulkey frequisiny Authority X Before project implementation (yez/no) Bulkey frequisiny Authority X Before project implementation (yez/no) Bulkey frequisiny Authority X Before project implementation (yez/no) Bulkey frequisiny Authority X Before project implementation (yez/no) Bulkey frequisiny Authority X Before project implementation (yez/no) Bulkey frequisiny Authority X Before project implementation (yez/no) Bulkey frequisiny Authority X Before project implementation (yez/no) Bulkey frequisiny Authority X Before project implementation (yez/no) Bulkey frequisiny Authority X Before project implementation (yez/no) Bulkey frequisiny Authority X Before project implementation (yez/no) Bulkey frequisiny Authority X Before project implementation (yez/no) Bulkey frequisiny Authority X Before project implementation (yez/no) Bulkey frequisiny Authority X			Before project implementation (yes/no)	Rallway Regulatory Authority	_	_	х	_		_				
Line speed 100 km/h [freight] After project implementation (yes/no) Before project implementation (yes/no) Alle load 22.3 t After project implementation (yes/no) After project implementation (yes/no) After project implementation (yes/no) Before project implementation (yes/no) Before project implementation (yes/no) After project implementation (yes/no) Before project implementation (yes/no)		Electrification	After project implementation (yes/no)	Railway Regulatory Authority			×							
After project implementation (yez/no) Aside load 22.9 t Aside load 22.9 t Aside load 22.9 t Aside load 22.9 t Aside load 22.9 t Aside load 22.9 t Aside project implementation (yez/no) Bullway flaquistry Authority X X X X X X X X X X X X X			Before project implementation (yes/no)	Rallway Regulatory Authority			X							
Axie load 22.5 t After project implementation (yes/no) Before project implementation (yes/no) After project implementation (yes/no) After project implementation (yes/no) Before project implementation (yes/no) Before project implementation (yes/no) Before project implementation (yes/no) Before project implementation (yes/no) After project implementation (yes/no) Before project implementation (yes/no) Before project implementation (yes/no) Before project implementation (yes/no) Before project implementation (yes/no) Before project implementation (yes/no) Before project implementation (yes/no) Before project implementation (yes/no) Before project implementation (yes/no) Before project implementation (yes/no) Before project implementation (yes/no) Before project implementation (yes/no) Before project implementation (yes/no) Before project implementation (yes/no) Before project implementation (yes/no) Before project implementation (yes/no) Before project implementation (yes/no) Before project implementation (yes/no)		Line speed 100 km/h (freight)	After project implementation (yes/no)	Railway Regulatory Authority			×							
Axile load 22.5 t After project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no) After project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no) After project implementation (yez/no) After project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no)			Before project implementation (yes/no)	Rallway Regulatory Authority			×							
TEN-T Compliance Text gauge After project implementation (yez/no) Before project implementation (yez/no) After project implementation (yez/no) After project implementation (yez/no) After project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no)		Axie load 22,5 t					x							
TEN-T Compliance Text gauge After project implementation (yez/no) Before project implementation (yez/no) After project implementation (yez/no) After project implementation (yez/no) After project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no)			Before project implementation (yes/no)	Rallway Regulatory Authority			×							
Train length 740 m After project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no) After project implementation (yez/no) After project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no)	TEN-T Compliance	Track gauge	After project implementation (yes/no)	Railway Regulatory Authority			×							
Train length 740 m After project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no) After project implementation (yez/no) After project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no) Before project implementation (yez/no)	1		Before project implementation (ves/no)	Rallway Regulatory Authority			×			-				
ERTMS Deployment (ETCS) After project implementation (yez/no) Before project implementation (yez/no) Railway Regulatory Authority X ERTMS Deployment (GSM-R)		Train length 740 m					x							
ERTMS Deployment (ETCS) After project implementation (yez/no) Before project implementation (yez/no) Railway Regulatory Authority X ERTMS Deployment (GSM-R)	1		Before project implementation (ves/pg)	Rallway Regulatory Authority			X							
ERTMS Dealoyment (GSM-R)		ERTMS Deployment (ETCS)												
ERTMS Dealoyment (GSM-R)	1		Before project implementation (yes/no)	Rallway Regulatory Authority			X			-				
		ERTMS Deployment (GSM-R)												

Railways - Project Monitoring

Category	Parameter	Detaits	Source	₩. ₩.	I	M ord		WINS	100	MA	2 4 4	colour	Data Collection Frequency - RP
	Implemented	Project completed and put in operation	Rallway Regulatory Authority			X							
	On-going project (funding secured)	Works currently under execution. Tender for works/design-build on-going. Design/Tender Dossier for DB under preparation. Tender for design on-going or about to be start.	Rallway Regulatory Authority			×							
Project Status	Mature project (feasibility study ready, funding secured)	Financing source identified (principle agreement reached), procedures on- going, Financing source identified (principle agreement reached), procedures not-	Eallway Regulatory Authority			×							
	Project under preparation	Feasibility study on-going. Feasibility study under tendering. Financing for feasibility study secured, procurement not yet started.	Railway Regulatory Authority			x							
IMPLEMENTED PROJECTS													
Project Timeline	Initial Project Completion Date	On tender issue	INFRAKOS			X							
rroject milene	Actual Project Completion Date		INFRAKOS			X							
	National Budget	Euros	INFRAKOS	_	_	X							
	WB	Euros	INFRAKOS	_	_	X							
	EBRD	Euros	INFRAKOS	_	_	X							
	EIB	Euros	INFRAKOS		_	X		_	-				
Project Funding Sources	Other IFI	Specify Euros	INFRAKOS			×							
,	Concessions	Specify Euros	INFRAKOS			×							
	EU Fund	Specify Euros	INFRAKOS			×							
	Other funding source	Specify Euros	INFRAKOS			x							
	Project Folder Title	(As built documentation or if not available then final design	INFRAKOS			х							
Project Documentation	Prepared by		INFRAKOS			X							
	Supervised by		INFRAKOS			X							
	Construction period	Forecasted (months) Actual (months)	INFRACOS			x							
	CAPEX	Forecasted (Euros)	INFRAKOS			×							
	CAPEX	Actual (Euros)	IN-IOACIS	l									
	OPEX	Forecasted (Euros per year)	INFRAKOS			×							
	UPEX .	Actual (Euros per year)	The same of the sa	l		_ ^							
	Maintenance cost	Forecasted (Euros per year) Actual (Euros per year)	INFRAKOS			×							
	Interest During Construction	%	INFRAKOS			X							
Performance Indicators	EBITDA (last year)	Euros	INFRAKOS			х							
		Forecasted (Euros per year)	INFRAKOS			×							
1	Revenue (if fare/toil collected)	Actual (Euros per year)			Ь.	_ ^	Ш	Ь.					
1		Train traffic - forecasted											
		Train traffic - actual]										
	Traffic	Passenger traffic - forecasted	Rallway Regulatory Authority			×		×					
		Passenger traffic - actual											
1		Freight (tn) - forecasted	1	1	1								
		Freight (tn) - actual		_	_	_	\vdash	_					
LIVE PROJECTS		. Market and a second s	-	_	_	_	\vdash	—	\vdash		_		
	Tender Start Date (month/wass)	Initially forecasted	INFRAKOS										
	Tender Start Date (month/ year)	Current Estimation. Please refer to realistic targets rather than contractual	IN-PARCO										
		Actual		\vdash	-	-	\vdash			\vdash	_		
Project Timeline	Design Completion Date (month/year)	Forecasted (on tender issue)	INFRAKOS	1	1	×							
	Search compensation pare (manually year)	Current Estimation. Please refer to realistic targets rather than contractual Actual											
1		Forecasted (on tender issue)		\vdash	-	-	\vdash			\vdash	_		
1	Project Completion Date (month/ year)	Current Estimation. Please refer to realistic targets rather than contractual	INFRAKOS	1	1	×							
L	 	contain community ricese reier to reason targets reuter than contractual	-	-	_	_	-	_	_	-		-	

Kosovo - Data availablity and formats

Category	Parameter	Details	Source	15	1	1.5	- 8	3	8	5	8.5	2	Data Collection
ancgory	Perameter			5 2	ā	-		-	3	٧.	2.5	8	Frequency - RP
	National Budget	Euros allocated/ agreement signed (yes/no)	INFRAKOS			×							
		Euros			\vdash			+					
	WB	allocated/agreement signed (yes/no)	INFRAKOS			×							
	EBRD	Euros	INFRAKOS			x							
	EBRD	allocated/ agreement signed (yes/no)	1011000			_ ^							
	EIB	Euros	INFRAKOS			x							
		allocated/ agreement signed (yes/no)			_		_						
	Other IFI	Specify	INFRAKOS		1	×							
Project Funding Sources	Other IFI	Euros	INFIGACIS			×							
		allocated/ agreement signed (yes/no) Specify		-	-	-	_	+	-				
	Concessions	Euros	INTRAKOS		1	x							
		allocated/agreement signed (yes/no)											
		Specify											
	EU Fund	Euros	INFRAKOS		1	×							
		allocated/agreement signed (yes/no)											
		Specify											
	Other funding source	Euros	INFRAKOS			×							
		allocated/ agreement signed (yes/no)		_	_		_	_					
	Pre-Feasibility Study	yes/no	INFRAKOS		-	X	_	_	-				
			INFRAKOS			×							
	Feasibility Study	yes/no	INFIGALIS		1								
				_	-		-	-	-				
	Concept Design	yes/no	INFRACOS		1	×							
	Concept Design	yes/no	in rocking			_ ^							
Technical Project Status				-	-		-	\vdash	\vdash				
	Preliminary Design	yes/no	INTRAKOS		1	×							
	1	100,000			1								
	Detail Design	yes/no	INFRAKOS			×							
		'			1								
	Environmental Impact Assessment	yes/no	INFRAKOS			X							
		Title											
	Feasibility Study	Prepared by	INFRAKOS			×							
		Supervised by		_	-	-	-	-	-				
	Concept Design	Title Prepared by	INFRAKOS		1	×							
	concept besign	Supervised by	in rocks			_ ^							
		Title		-	+		_	_	_				
Project Documentation	Preliminary Design	Prepared by	INFRAKOS		1	x							
,	,	Supervised by											
		Title											
	Detail Design	Prepared by	INFRAKOS		1	x							
		Supervised by											
		Title											
	Environmental Impact Assessment	Prepared by	INFRAKOS		1	×							
		Supervised by		_	_		_	_					
	Annual Traffic Demand Growth	%	INFRAKOS		-	X	_	_	_				
Social Indicators	Modal transfer	% (if applicable)		x	-	-	_	-	-			-	
	Annual Accident Rate Reduction EIRR (Economic Internal Rate of Return)	% (if applicable)	INFRAKOS	x	-	×	-	-	-			_	
	NPV (Net Present Value)	% Euros	INFRAKOS	-	+	×	-	+	\vdash			\vdash	
	SDR (Social Discount Rate)	56	INFRAKOS	-	+	×	+	+	1				
Conomic Indicators	Project Planning & Design Cost	Euros	Reliewy Regulatory Authority	-	1	×	_	x	\vdash		\vdash		
	Project Construction Cost	Euros	Reliewy Regulatory Authority	-	1	X	_	X	-		\vdash		
	Total Project Cost	Euros	Railway Regulatory Authority			X		X					
	FIRR (Financial Internal Rate of Return)	%	INFRAKOS	\neg		x							
	FNPV (Financial Net Present Value)	Euros	INFRAKOS			X							
inancial Indicators	FDR (Financial Discount Rate)	%	INFRAKOS			X							
manuser indicators	WACC (Weighted Average Cost of Capital)	%	INFRAKOS			X							
	First year of profit	year	INFRAKOS			X							
	DSCR (Debt Service Coverage Ratio)	5	INFRAKOS		1	X	1		1			1	

Railways - Project Monitoring

Category	Parameter	Details	Source	info N/A	1	Mord	8	SPRAN	SAM	Ide	100 mg 10	S S	Data Collection Frequency - RP
	CO2 emissions	+/- %		X									
	NOx emissions	+/-%		X									
	SO2 emission evolution	+/- %		X									
Environmental Indicators	Non-methane hydrocarbons	+/- %		Х								\Box	
Environmental monators	Particulate matter (ppm)	+/- %		X									
	Noise levels along the section	+/- %		X									
	Climate Change Resilience	Provide description of the project's effect to the climate change resilience		X									
	Protected Natural Areas Affected	km2		×								$\overline{}$	
	Location of Railway Line	Line geometry	Railway Regulatory Authority					×					
	Location of tunnels	Line geometry or Point geometry or x,y coordinates	Reliwey Regulatory Authority					×					
Geospatial data	Location of bridges over 12m length	Line geometry or Point geometry or x,y coordinates	Railway Regulatory Authority					×					
	Location of Stations	Line geometry or Point geometry or x,y coordinates	Reliway Regulatory Authority					×					
	Location of level crossings	Point geometry or x,y coordinates	Reliway Regulatory Authority					X					

Kosovo - Data availablity and formats

Roads - Network Performance Monitoring

Category	Parameter	Details	Source	12	1	N A	8		-	Ę	11	-	Data Collection Frequency - RP
	Name of responsible Company/Authority		Minktry of infrastructure and Transportation										On demand
	Correspondence Address											-	
	Contact Person												
Reporting Organisation Data	Position							-					
	Phone number							-					
	Email			_	-	-		_	_		_	-	
	Country Code				-	_	×	_	_		-	-	
	TBN-T Category	- 1 1		_	-		x	-	_	_	-	-	
	Corridor/ Route	Core/ Comprehensive		_	_	_	_	-	_		-	-	
				-	├		x	_	-	_	-	-	
	International Route ID			_	_		x	_	_		_	-	
	National Route ID				-	_	x	_	_		-	-	
	Start Node Name						×					\perp	
Localisation	End Node Name						x					-	
	Start km	Direction A			_		x					-	
		Direction B					x						
	End km	Direction A					x						
		Direction B					×						
	Status	Planned/ Existing/ Upgrade					×						
	Data valid from	year					x						
	Data valid to	year					x						
	Category	Motorways/ Dual Carriageways/ Single Carriageways			-		x				-	-	
				-	-		1		-		-	\vdash	
		 Very Good, describes the road without problems and completely comply with Standards - mainly new constructions, [IRI [0-1.24]) 		1	1				1		1		
					l						l		
	Pavement Condition	2. Good, means that is a road without problems, (IRI [1.24 - 2.84])			l		×				l		
		3a. Medium NWC, means that the road needs a New Wearing Course			l						l		
		(NWC) (IRI [2.84-5.09])			l						l		
		3b. Medium PRH, describes a road which needs Pavement Rehabilitation								_	_	\vdash	
	Lanes	Direction A		_			x					-	
		Direction B					x					-	
	Length - Total (km)	Direction A					×						
	confort form (km)	Direction B					x						
	Long to Book Book (book	Direction A					×						
	Length - Open Road (km)	Direction B					×						
	Locath Towards (box)	Direction A					x						
	Length - Tunnels (km)	Direction B					×						
		Direction A					x						
	Length - Bridges over 12m length (km)	Direction B					×						
		Direction A (absolute number)					×					-	
	Tunnels	Direction B (absolute number)			-		x	-	_			-	
					_	_	x	_	_				
Infrastructure Data	Parking areas	Direction A (absolute number)		_	-	-	x	-	-		-	-	
illinascructure bata		Direction B (absolute number)		-	-	_	-	_	_		-		
	Fuel Stations	Direction A (absolute number)		_	-	_	x	_	_	_	-	-	
	Fuel Stations	Direction B (absolute number)		-	├		x	_	-	_	-	-	
		Type of fuels (Diesel, Gas, CNG, LNG, Hydrogen, Charging Point)			—		x		_	_	_	\vdash	
	Design Speed	km per hour		_	—		x			_		\vdash	
	Speed limit	km per hour		_			x					-	
	Operating Speed	km per hour					x						
	Max Longitudinal Gradient (%)	Direction A					x						
	(1)	Direction B					x						
	Man Barmina of Mainta	per vehicle (tons)					×						
	Max Permitted Weight	axle load (kN)					×						
	Capacity	minimum lane capacity per hour (PCUs) for both directions					x						
	Toled	yes/ no					x						
	Type of Tolls	per km/ per day					x						
	Charging Method	stations/ free flow/ vignette/ GNSS					x					-	
	Number of Toll Station Lanes	manned/ electronic		-	-		x				-	\vdash	
	Intelligent Transport Systems (ITS)	yes/no		-	-	-	x	-	_	-	-	\vdash	
	Type of ITS			-	-	-	x	-	-	-	-	\vdash	
		list all ITS installed		-	-	-		-	_	-	-	\vdash	
	Operation Supervised by Control Centre	yes/ no		-	-	_	x	_	_	-	-	\vdash	
	Data valid from	year		-	-	_	x	_	_	-	-	\vdash	
	Data valid to	year		-	-	<u> </u>	x	<u> </u>	_	\vdash	-	\vdash	
	TBN-T Requirements Compliant	yes/no as per art. 17.3 (a) and (b) of Regulation 1315/2013		_	_	1				\vdash	_	\sqcup	
	Alternative Fuels Availability	yes/no as per Directive no. 2014/94/EU		\perp	\perp	1					\perp	-	
	ITS Compliance	yes/no as per Directive 2010/40/EU				x							
TENLY Compliance	Tolling Interoperability	yes/no as per Directive 2004/52/EC and Commission Decision no.				x							
TEN-T Compliance	Safety Compliance	yes/no as per Directive 2008/96/EC				x						П	
	Road Tunnels Compliance (length >500m)	yes/no as per Directive 2004/54/EC				1							
	Data valid from	year year				1						П	
	and the second s	last.	I	-	-	_	_	-	_	_	-	_	

Roads - Network Performance Monitoring

Category	Parameter	Details	Source	2 4	1	P	22	9	E	-	14	ž	Data Collection
				8 2	ă	- 8	0	3	15	٧	2 6	8	Frequency - RP
	Total traffic flow	AADT or vehicles per year		-	x	_		-					
	Passenger cars	AADT or vehicles per year		-	×	_		-					
	Busses	AADT or vehicles per year		_	×	_	_	_					
	Trucks	AADT or vehicles per year			x		_						
	International traffic	% of AADT or total traffic flow		x									
	Percentage of HGVs	% of AADT or total traffic flow			×								
	Freight traffic flow	tons per year			2011								
	•	vehicles per year			2011								
	Dangerous goods vehicles	Number per year or % of AADT or total traffic flow		×									1
Operations Data	Passengers	number			2011								
1	Average travel time (PCs)	in minutes			2011								1
	Average travel time (HVGs)	in minutes			2011								
	Toll Rate Currency	Currency (e.e. Euro)		n/e									
		per km (e.g. Euro per km)		n/e									
	Toll Rate Passenger Cars	per day (e.e. Euro per day)		n/a				_					
		per km (e.e. Euro per km)		n/e	_	_	 	 					
	Toll Rate Heavy Good Vehicles	per km (e.g. Euro per km) per day (e.g. Euro per day)		n/e	_		_	_			_		
	% toll evasion	% of vehicles		n/e	_	_	-	-					
	Data valid for	te of venicles		riya	-	_	-	-					
	Data valid for Total number of road traffic crash			-	-	_	-	-					
		absolute number		x	_			_					
	Road traffic crash with serious injuries only	absolute number		X									
	Fatal road traffic crash	absolute number		x	_		_	_					
	Chainage (km position) of road traffic crashes with injury/ fatality			×									
	Total injured	number of persons		×		l		l					1
Road Safety	Seriously Injured	number of persons		x									
Rose Salety	Fatalities	number of persons		×									
	Road Safety Audit carried out at design stage	ves/ no		×									
	Section ranked as high/risk	ves/ no		×									
		Total number		×									
	Road Safety Inspections carried out	Corresponding dates											
	Data valid for	vear		×				t —					(
	Maintenance cost - Total	Euros per km per vear			*			_					
	Maintenance cost - Open Road	Euros per km per year		_	Ŷ	_	!	 					
	Maintenance cost - Tunnel	Euros per km per year		_	x			 					
	Maintenance cost - Bridges			-	×	-	_	_					
	_ ·	Euros per km per year Euros per km per year (Activities on a section of road at regular and		-	×	_		-					
	Heavy/ Periodic Maintenance Cost				×	l		l					1
Regular Maintenance		relatively long intervals, aims to preserve the structural integrity of the		-	_	_	-	-					
	Emergency Maintenance Cost	Euros per km per year (Repairs that cannot be foreseen but require			×			l					(
		immediate attention, such as collapsed culverts or landslides that block a		_	_	_	_	-					
	Winter Maintenance Cost	Euros per km per year			×		_	_					
	Routine Maintenance Cost	Euros per km per year (The rest of maintenance cost for the said year)			×								
	Source of finance						_						
	Data valid for	year											i .
	Requiring rehabilitation - Open Road	length of section (km)		planned									
	Requiring rehabilitation - Tunnel	length of section (km)		planned									
Heavy/ Periodic	Requiring rehabilitation - Bridges	length of section (km)		planned									
Maintenance Requirements	Requiring heavy/ periodic maintenance - Open Road	length of section (km)		planned									
iviaintenance kequirements	Requiring heavy/ periodic maintenance - Tunnel	length of section (km)		planned				1					(
I	Requiring heavy/ periodic maintenance - Bridges	length of section (km)		planned									
I	Data valid for	vear		planned									
	Requiring upgrade to increase capacity - Open Road	length of section (km)						_	\vdash				
	Requiring apgrade to increase capacity - Open Road Requiring apgrade to increase capacity - Tunnel	length of section (km)		\vdash	×	-	-	+	\vdash		_	-	
Upgrading	Requiring upgrade to increase capacity - Funnel Requiring upgrade to increase capacity - Bridges			-	×	_	_	_			_		
	Data valid for	length of section (km)		\vdash	×	-	-	-	\vdash		_		
1	Data valid for	year	I .	1	×		1	1					

Kosovo - Data availablity and formats

Roads - Network Performance Monitoring

Category	Parameter	Details	Source	Info N/A	1	Mond	8	MMS	SE SE	Ę	11	apper	Data Collection Frequency - RP
	Air Pollution	GHG emissions (tons per year for each GHG)		х									
	CO2 emissions			×									
	NOx emissions			×									
	502 emission evolution			×									
	Non-methane hydrocarbons			×									
Environmental Data	Particulate matter (ppm)			×									
Environmental bata	Noise	Noise levels along the section		×									
		number of flooding incidents		×									
	Climate change resilience	number of closures due to adverse weather conditions		×									
	Climate change resilience	number of embankment failures		×									
		number of winter maintenance days		×									
	Data valid for	year											
	Location of Road	Line geometry					×						
	Location of tunnels	Line geometry or Point geometry or x,y coordinates					×						
	Location of bridges over 12m length	Line geometry or Point geometry or x,y coordinates					×						
Geospatial data	Location of parking areas	Line geometry or Point geometry or x,y coordinates		×									
ĺ	Location of fuel stations	Point geometry or x,y coordinates		X									
ĺ	Location of road traffic crashes with injury/ fatality	Point geometry or x,y coordinates		x									
	Data valid for	year											

Roads - Project Monitoring

Manual Properties Manu	Category	Parameter	Details	Source	12	1	Word		MAN	ğ	Ę	11	ł	Data Collection Frequency - RP
Reparting digitation control from the co				Ministry of Infrastructure and Transportation										On demand
Paylor of paylors and the paylor of the payl														
Process Proc	Reporting Operation Data	Contact Person												
County C	Reporting Organisation Data	Position												
County Code Complete Code Complete Code Complete Code Co														
First Category Control Compression		Email												
First Category Control Compression		Country Code												
Serior Project Serior project implementation		TBN-T Category	Core/ Comprehensive					×						
Amount Company Compa								×						
International flower 0 Self-or solicital implementation		Corridor/ Houte		1				×						
Marie of the Project Marked Project Improvementation														
Section foods 10 Section processed in processed in the control of the control		International Route ID	After project implementation	1										
March Folder South Same		_												
Description of the Project Project register implementation		National Route ID		1	_									
After Project Improvementation														
Description of the Project Section As Earth project implementation		Start Node Name		1	-		_		_	_				
### Project implies implies implies implies implies in the project implies imp	Localisation		Arter project implementation						_	_				
Description of the Project Page of foreign and protection Pa		End Node Name		4	⊢—				-	-				
Sart Im					_				_	-				
Direction 1- Setting project implementation				1					_	_				
Oracing 1- 2-8 for protein implementation	1	Start km	Direction A - After project implementation	1	Ь—	\vdash	\vdash		_	_	\vdash			
Engine Direction A - Entre project implementation				1				_						
End in						\perp								
Compliance Setting project implementation			Direction A - Before project implementation											
Direction 3 - Seferie you'de imperentation		End km	Direction A - After project implementation					×						
Oriection 8 - After project implementation		City Mill	Direction B - Before project implementation]				x						
New infrastructure Reconstruction				1				×						
New infrastructure Reconstruction		Project name	Text			x								
Project Reconstruction Notice can intervention Notice can intervent Notice can be seen Notice can be s														
Section Sect		La company of the com												
Description of the Project Length [# interer]		Type of foreseen intervention				×								
Langts	Description of the Project													
Ames		Length (if linear)				-				_				
Table Cost CAPEX					_				_	_				
Tasis Cont (APEX) Survey (apextensive)		Lanes		1	-	-			_	_				
Motorway(sopressay) Yes/fino (new construction)		Total Cost (CAREY)			_				_	_		-		
Other high-quality reads Vestino Feet construction Very no (largeting quacht) increase or road surface quality upgrade from very poor) poor/medium condition (RID-2,84 to good/very good					_		-	-	_	_		-		
Road rehabilitation/reconstruction yet.in of largeting capacity increase or road surface quality upgrade from yet.in of largeting capacity increase or road surface quality upgrade from yet.in o yet.i					_				_	_				
Eligibility for TBN-T Project Alternative Nutrition Very poor joor finedium condition (RIX-2,84 to good/very good		Other high-quality roads			_	x			-	-				
Atternative fuels		Road rehabilitation/reconstruction	yes/ no (targeting capacity increase or road surface quality upgrade from											
TS compliance									_	_				
Tailing interoperability yez/no	Eligibility for TEN-T Project				_				_	_				
Safety compliance														
Road tunnels compliance			yes/no			×								
Road tunnels compliance		Safety compliance	yes/no			x								
TBV-T Requirements Compliant		Road tunnels compliance				x								
TBV-T Requirements Compliant			Before project implementation (yes/no)			x								
After project implementation (yez/no)				1										
		TBN-T Requirements Compliant	After project implementation (ves/no)											
Atternative Fuels Availability After project implementation (yez/no) Sefore project implementation (yez/no) (ITS Compliance After project implementation (yez/no) After project implementation (yez/no) Tolling interoperability After project implementation (yez/no) After project implementation (yez/no) Sefore project implementation (yez/no) After project implementation (yez/no) Sefore project implementation (yez/no) After project implementation (yez/no) Sefore project implementation (yez/no) Sefore project implementation (yez/no) Sefore project implementation (yez/no) Sefore project implementation (yez/no) Sefore project implementation (yez/no)	1			I	l				1	1				
Atternative Fuels Availability After project implementation (yez/no) Sefore project implementation (yez/no) (ITS Compliance After project implementation (yez/no) After project implementation (yez/no) Tolling interoperability After project implementation (yez/no) After project implementation (yez/no) Sefore project implementation (yez/no) After project implementation (yez/no) Sefore project implementation (yez/no) After project implementation (yez/no) Sefore project implementation (yez/no) Sefore project implementation (yez/no) Sefore project implementation (yez/no) Sefore project implementation (yez/no) Sefore project implementation (yez/no)	1		Refore project implementation (ves/pg)											
After project implementation (yez/no)	1		and a project important project (1907/10)	1	\vdash									
	1	Alternative Fuels Availability	After project in class actation (car/or)	I	l	١. ١			1	1				
TS Compliance			witer bioletr imbienienranou (Aestua)		l									
TS Compliance	1				-	\vdash	\vdash		-	-			\vdash	
After project implementation (yez/no)	1		Before project implementation (yes/no)	1	\vdash	x			_	_	\vdash	\vdash		
After project implementation (yez/no)	1	ITS Compliance		I	l				1	1				
Tailing Interoperability Tolling Interoperability After project implementation (yez/no) Safety Compliance After project implementation (yez/no) Safety Compliance After project implementation (yez/no) After project implementation (yez/no) Safety Compliance After project implementation (yez/no) Safety Compliance After project implementation (yez/no) Safety Compliance (seneth > 200m)	1		After project implementation (yes/no)			x								
Before project implementation (yez/no) Tailing interoperability After project implementation (yez/no) Before project implementation (yez/no) Safety Compliance After project implementation (yez/no) After project implementation (yez/no) Safety Compliance (seneta > 500m)	TEN-T Compliance													
Taking Interoperability After project implementation (yez/no) Before project implementation (yez/no) Safety Compliance After project implementation (yez/no) After project implementation (yez/no) Before project implementation (yez/no) Safety Compliance (leneth > 500m)			Before project implementation (yes/no)			x								
Before project implementation (yez/no) Safety Compliance After project implementation (yez/no) After project implementation (yez/no) Sefore project implementation (yez/no) Sefore project implementation (yez/no) Sefore project implementation (yez/no) Sefore project implementation (yez/no)	1	Totion Interconnectifity		1										
Before project implementation (yez/no) Safety Compliance After project implementation (yez/no) Before project implementation (yez/no) Stood Tunnels Compliance (leneth >500m)	1	I diing interoperability	After project implementation (ves/no)											
Safety Compliance After project implementation (yez/no) x Before project implementation (yez/no) x Soad Tunnels Compliance (leneth >500m)	1		W · V	I	l				1	1				
Safety Compliance After project implementation (yez/no) x Before project implementation (yez/no) x Soad Tunnels Compliance (leneth >500m)	1		Before project implementation (yes/no)											
Before project implementation (yez/no) Before project implementation (yez/no) x Before project implementation (yez/no)				1	-	-								
Before project implementation (yes/ho) x	1	Safety Compliance	After project implementation (ver/po)	I	l	ا . ا			1	1				
Road Tunnels Compliance (leneth >300m)	1		Acres business unbeginging (Aestura)	I	l				1	1				
Road Tunnels Compliance (leneth >300m)	1				⊢	\vdash	_		_	_				
Road Tunnels Compliance (length > 300m) After project implementation (yes/no)	I		Before project implementation (yes/no)	1	<u> </u>	1			_	_				
After project implementation (yez/no)	I	Road Tunnels Compliance (leneth >500m)		I	l				1	1				
	1		After project implementation (yes/no)	I	l	x			1	1				
	1			I	l	ı	1		1	1				

Kosovo - Data availablity and formats

Roads - Project Monitoring

				<	- 7	P		22	90		8.8		Data Collection
Category	Parameter	Details	Source	15	8	8	8		3	2	3.5	8	Frequency - RP
	Implemented	Project completed and put in operation			×								
		Works currently under execution.											
	On-going project (funding secured)	Tender for works/design-build on-going.			×								
	on-going project (randing secured)	Design/Tender Dossier for DB under preparation.											
		Tender for design on-going or about to be start.											
Project Status		Financing source identified (principle agreement reached), procedures on-											
	Mature project (feasibility study ready, funding secured)	going.			×								
		Financing source identified (principle agreement reached), procedures not											
		Feasibility study on-going.											
	Project under preparation	Feasibility study under tendering.			×								
		Financing for feasibility study secured, procurement not yet started.											
IMPLEMENTED PROJECTS													
Project Timeline	Initial Project Completion Date	On tender issue			×								
Project Timeline	Actual Project Completion Date				×								
	National Budget	Euros			×								
	WB	Euros			×								
	EBRD	Euros			×								
	EIB	Euros			X								
		Specify		t —	×								
	Other IFI	Euros	1	1	×								
Project Funding Sources		Specify		1	×								
	Concessions	Euros		-	×								
		Specify			X								
	EU Fund	Euros	1		×								
		Specify		1	×								
	Other funding source	Euros	1		×								
	Project Folder Title	(As built documentation or if not available then final design		_	×								
Project Documentation	Prepared by				×								
•	Supervised by			1	×								
		Forecasted (months)		1	×								
	Construction period	Actual (months)	1		×		\vdash						
		Forecasted (Euros)		t -	×								
	CAPEX	Actual (Euros)	1		×				_				
		Forecasted (Euros per year)		1	×								
	OPEX	Actual (Euros per vear)	1	-	×								
		Forecasted (Euros per year)		1	×		\vdash						
	Maintenance cost	Actual (Euros per year)			×				_				
	Interest During Construction	%		×					_				
Performance Indicators	EBITDA (last year)	Euros		×									
		Forecasted (Euros per year)		×					†				
	Revenue (if fare/toll collected)	Actual (Euros per year)	1	×					 				
		Passenger cars - forecasted		_	×		-	-	-		-		
		Passenger cars - actual	1	-	×				\vdash				
		Busses - forecasted	1	\vdash	×	\vdash	\vdash	\vdash	+		\vdash		
	Traffic	Busses - actual	1	-	×		\vdash	 	 		 		
		Trucks - forecasted	1	\vdash	×	-	\vdash	-	+	\vdash	-	\vdash	
		Trucks - forecasted Trucks - actual	-	<u> </u>			\vdash	\vdash	\vdash	-	\vdash	-	
		Trucks - actual			×				_				

Roads - Project Monitoring

		Details		25	-	7			20		8.8		Data Collection
Category	Parameter	Details	Source	15	8	m	B	-	3	3	2.0	8	Frequency-RP
LIVE PROJECTS		. N		-	1								
	Tender Start Date (month/ year)	Initially forecasted Current Estimation. Please refer to realistic targets rather than contractual	-		x		_	_	_				
	raiser start bate (monay year)	Actual	1	<u> </u>	x	_	_		_				
		Forecasted (on tender issue)			1								
Project Timeline	Design Completion Date (month/year)	Current Estimation. Please refer to realistic targets rather than contractual	1		x								
		Actual	1		x								
	Project Completion Date (month/ year)	Forecasted (on tender issue)			x								
	rigida completion bate (monthly year)	Current Estimation. Please refer to realistic targets rather than contractual			x								1
	National Budget	Euros	1		x				_				
		allocated/ agreement signed (yes/no)			x		_	_	_				
	WB	Euros	1	_	x		_	_	_				
		allocated/ agreement signed (yes/no) Euros			I		_		_				
	EBRD	allocated/ agreement signed (yes/no)	1		1								
	EIB	Euros			x								
	EIB	allocated/ agreement signed (yes/no)	1		x								
		Specify			x								
Project Funding Sources	Other IFI	Euros			1								
, ,		allocated/ agreement signed (yes/no)		_	x								
	Concessions	Specify	-	_	x		_	_	_				
	Concessions	Buros allocated/ agreement signed (yes/no)	1	_	x	_	_		-				
		Specify			1	_	_		-				
	EU Fund	Euros	1		1	_							
		allocated/ agreement signed (yes/no)	1		1								
		Specify			x								$\overline{}$
	Other funding source	Euros]		1								
		allocated/ agreement signed (yes/no)			x								i
	Pre-Feasibility Study	yes/no			1								
	Paradolika Parado	yes/no											i
	Feasibility Study	yes/no			x								
	Concept Design	yes/no			x								
Technical Project Status	Preliminary Design	yes/no			x								
	Detail Design	yes/no			x								
	Environmental Impact Assessment	yes/no			x								
		Title			x								
	Feasibility Study	Prepared by]		x								
		Supervised by			x								
	Concept Design	Title	1	<u> </u>	x			_	-			\vdash	
	consept occup/i	Prepared by Supervised by	1	\vdash	x		\vdash	-	\vdash			\vdash	
		Title			1	_	_		_				
Project Documentation	Preliminary Design	Prepared by	1		1								
	1	Supervised by	1		1								
		Title			x								
	Detail Design	Prepared by	1		×								
		Supervised by			x								
		Title			x								
	Environmental Impact Assessment	Prepared by	1	<u> </u>	x			_	_			\vdash	
	Annual Traffic Demand Growth	Supervised by		-	x							\vdash	
Social Indicators	Annual Traffic Demand Growth Modal transfer	% (if anniforable)	-	-	x		\vdash	_	<u> </u>		\vdash	\vdash	
Social marcators	Annual Accident Rate Reduction	% (if applicable) % (if applicable)		\vdash	x	_	\vdash	-	\vdash	\vdash		\vdash	
	EIRR (Economic Internal Rate of Return)	76 (iii appliitatric)		\vdash	1		\vdash					\vdash	
	NPV (Net Present Value)	Euros			1		\vdash						
Economic Indicators	SDR (Social Discount Rate)	5			1								
Economic Indicators	Project Planning & Design Cost	Euros			x								
	Project Construction Cost	Euros			x								
	Total Project Cost	Euros			1								

Kosovo - Data availablity and formats

Roads - Project Monitoring

Parameter	Details	Source	info N/A		Mond	8	SPIM	Staw		# #	Other	Data Collection Frequency - RP
FIRR (Financial Internal Rate of Return)	%			×								
FNPV (Financial Net Present Value)	Euros			×								
FDR (Financial Discount Rate)	%			X								
WACC (Weighted Average Cost of Capital)	%			×								
First year of profit	year			x								
DSCR (Debt Service Coverage Ratio)	%			×								
CO2 emissions	+/- %			ж								
NOx emissions	+/-%			×								
SO2 emission evolution	+/- %			×								
Non-methane hydrocarbons	+/- %			X								
Particulate matter (ppm)	+/-%			×								
Noise levels along the section	+/- %			×								
Climate Change Resilience	Provide description of the project's effect to the climate change resilience			x								
Protected Natural Areas Affected	km2			X								
Location of Road	Line geometry		×									
Location of tunnels	Line geometry or Point geometry or x,y coordinates		x									
Location of bridges over 12m length	Line geometry or Point geometry or x,y coordinates		×									
Location of parking areas	Line geometry or Point geometry or x,y coordinates		×									
Location of fuel stations	Point geometry or x,y coordinates		×									
	FIRE (Financial Internal Rate of Return) FIREV (Financial Ret Present Value) FIREV (Financial Ret Present Value) FIREV (Financial Ret Present Value) FIREV (Financial Ret Present Value) FIREV (Financial Return) WARCE (Vieghted Average Cost of Capital) FIREV (FireV (Financial Return) FIREV (Financ	FIRE (Financial Internal Rate of Return) **PRPV (Financial Net Present Value) **PRPV (Financial Net Present Value) **PRPV (Financial Net Present Value) **WACC (Weighted Average Cost of Capital) **YACC (Weighted Average Cost of Capital)	FIRE (Financial Internal Rate of Return) 1/4	FIRE (Financial Internal Rate of Return) %	FIRE (Financial Internal Rate of Return) %	FIRE (Financial Internal Rate of Return) N	FIRE (Financial Internal Rate of Return) No.	FIRE (Financial Internal Rate of Return) %	FIRE (Financial Internal Rate of Return) %	FIRE (Financial Internal Rate of Return) FIRE (Financial Internal Rate	FIRE (Financial Internal Rate of Return) 4	FIRE (Financial Internal Rate of Return) 4

Road Safety

Category	Parameter	Details	Source	N/A		Word	WMS	MWFS	AST	Meta	Other	Data Collection Frequency - RP
	Name of responsible Company/Authority		Ministry of Infrastructure and Transportation									Annually
	Correspondence Address											
Reporting Organisation Data	Contact Person											
reporting organization bata	Position											
	Phone number											
	Email											
	Country Code				×							
Localisation	Population	number of inhabitants	monthly		×							
	Fleet size	number of registered vehicles			×							
	Total number of road traffic crashes	number			X							
	Total number of road traffic crashes - Motorway (tolled)	number			×							
	Total number of road traffic crashes - Motorway (toll-free)	number			×							
	Total number of road traffic crashes - Primary Roads (dual carriageway)	number			X							
	Total number of road traffic crashes - Primary Roads (single carriageway)	number			×							
	Total number of road traffic crashes - Secondary Roads	number			×							
	Total number of road traffic crashes - Rural Roads	number			X							
	Total number of road traffic crashes - Urban Roads	number			×							
Road Safety Data	Road traffic crashes with serious injuries only	number			×							
noed selety Data	Fatal road traffic crashes	number			X							
	Seriously Injured	number of persons			×							
	Fatalities	number of persons			X							
		alcohol										
		speed										
	Cause of accident (%)	infrastructure	1	l	×							
		use of electronic devices (mobile phone, GPS, etc)										
	vehicle not corresponding	vehicle not corresponding to standard										
	Data valid for	year										

North Macedonia - data availability and formats

Airports - Network Performance Monitoring

								-					
Category	Parameter	Details	Source	1	1		8		-	2	11	#	Data Collection Frequency - RP
	Name of responsible Company/Authority				_	_		_				Ť	Semi-annually
	Correspondence Address												
	Contact Person												
Reporting Organisation Data	Position												
	Phone number												
	Email												
	Country Code		TAV Airports		X								
	TEN-T Category	Core/ Comprehensive	TAV Airports		X								
	Node Name		TAV Airports		X								
	Ownership Type	Government/ Private/ Mixed	TAV Airports		X								
Localisation	Owner #1	Name	TAV Airports		X		_	_	-				
	Ownership Percentage	%	TAV Airports	_	×	_	_	_	-		_		
	Ownership Percentage	Name	TAV Airports TAV Airports	_	x	_	-	-	-		_		
	Data valid from	% year	IAV Airports		X		_	_	-				
	Data valid to			_	_	_			_		_		
	Type	year International/ Domestic	TAV Airports		×	_			_				
	Activity	Freight/ Passenger/ Passenger and freight	TAV Airports	-	· v	-	_	-	_		-		
	Accord	Very Good	The Alpha is	_					_				
		Good											
	Condition	Medium	TAV Airports		×								
		Poor					1	1					
		Very Poor											
	Number of runaways	number	TAV Airports		x								
	Number of passenger terminals	number	TAV Airports		X								
	"	Level 1 (Non-Coordinated Airport)											
	IATA Landing Slot Classification	Level 2 (Schedules Facilitated Airport)	TAV Airports		×								
		Level 3 (Coordinated Airport)											
		Code x (Airpiane wingspan less than 15m, Outer want dear wheel span											
		less than 4.5m)											
		Code B (Airplane Wingspan from 15m up to less than 24m; Outer Main									l		
	ICAO Airport Classification	Gear Wheel Span from 4.5m up to less than 6m)	TAV Airports		×						l		
		Code C (Airplane Wingspan from 24m up to less than 36m; Outer Main											
		Gear Wheel Span from 6m up to less than 9m)											
		1											
		II .											
	ILS Category	IIIA	TAV Airports		×								
		III B											
		III C											
Infrastructure Data	Length of longest runway	meters	TAV Airports		X								
minuse sector c socia	Passenger terminals area	m2	TAV Airports		X								
	Apron area	m2	TAV Airports		X								
	Declared Capacity	Declared number of aircraft movements that can be scheduled per hour at			X								
	Apron Capacity	Number of airplanes on the apron at the same time	TAV Airports		X								
	Runway Capacity	Flights per hour	TAV Airports		X								
	Passenger Capacity	Passengers per year	TAV Airports		X								
	Freight Capacity	tons per year	TAV Airports		X								
		yes - integrated to long distance rail network											
	Rail Connection	yes - rail shuttle	TAV Airports		×								
		no - other public shuttle	The superior		_								
		no - no public shuttle connection							_				
		European air traffic management network (EATMN)	TAV Airports		X				_				
		Systems and procedures for airspace management.	TAV Airports		X				_				
		Systems and procedures for air traffic flow management.	TAV Airports	_	X	_	_	_	-		_		
		3. Systems and procedures for air traffic services, in particular flight data	TAV Airports		×		1	1					
	Intelligent Towns of Control (TES)	processing systems, surveillance data processing systems and human-		_		_	_	_	-		_		
	Intelligent Transport Systems (ITS)	4. Communications systems and procedures for ground-to-ground, air-to-	TAV Airports	_	X	_	_	_	-		_		
		5. Navigation systems and procedures.	TAV Airports		×	_	_	_	_	\vdash	_		
		Surveillance systems and procedures.	TAV Airports		X	_	_	_	-	\vdash	<u> </u>		
		 Systems and procedures for aeronautical information services. 	TAV Airports	_	×	_	_	_	-	\vdash	<u> </u>		
		8. Systems and procedures for the use of meteorological information.	TAV Airports	_	×	_	_	_	-	\vdash	_		
		9. Others	TAV Airports	_	×	_	_	_	-	\vdash	_	\vdash	
	Data valid from	year		_	_	_	_	_	-		_	\vdash	
	Data valid to	year		_		_	_	-	-	\vdash	_	\vdash	
	Rail Connection	yes/no	TAV Airports	_	X	_	_	_	-		_	\vdash	
	Clean fuels availability	yes/no (Only applicable for the Core Network Airports)	TAV Airports	_	X	_	_	_	-		_	\vdash	
TEN-T Compliance	Terminal availability	yes/no (At least one terminal is open to all operators in a non-	TAV Airports	_	X	_	_	_	-	\vdash	_	\vdash	
	Data valid from	year		_	_		_	_	-		_		
I	Data valid to	year	I		ı	1	1	ı	1	I	ı	ı	

Airports - Network Performance Monitoring

Category	Parameter	Details	Source	N A	Boom	Men	8	MM	1	ş	11	100	Data Collection Frequency - RP
	Throughput	number of commercial aircraft movements per year	TAV Airports		X								
	Passenger traffic	passengers per year	TAV Airports		X								
	Freight traffic	tons of cargo per year	TAV Airports		X								
		network carrier											
Operations Data	Type of aircraft movements by type of operation	low cost carrier	TAV Airports		¥						l		
Operations batte	Type or ancient more ments of type or operation	charter	TAT AIR POLICE		-						l		
		cargo	1						1		l		
	Passenger transit	%	TAV Airports		X								
	Arrivals	%	TAV Airports		X								
	Data valid for	year											
	Maintenance cost - Total	Euros per year	Ministry of Transport										
	Maintenance cost - Passenger terminals	Euros per year	Ministry of Transport										
Regular Maintenance	Maintenance cost - Freight terminals	Euros per year	Ministry of Transport										
Negotal Maintenance	Maintenance cost - Runways	Euros per year	Ministry of Transport										
	Source of finance		Ministry of Transport										
	Data valid for	year											
Upgrading	Requiring upgrade to increase capacity	Terminal Building											
o PP. Gamp	Requiring upgrade to increase runway length	Runway Length											
	Air Pollution	GHG emissions (tons per year for each GHG)	TAV Airports		X								
	CO2 emissions		TAV Airports		X								
	NOx emissions			X									
	SO2 emission evolution			X									
Environmental Data	Non-methane hydrocarbons			X									
	Particulate matter (ppm)			X									
	Climate change resilience	number of flooding incidents	TAV Airports		v								
	•	number of closures due to adverse weather conditions	TAV Airports		^								
	Data valid for	year		\vdash						Г			
Geospatial data	Location of the Airport	Point geometry or x,y coordinates											
geospecial data	Data valid for	year											

North Macedonia - data availability and formats

Airports - Project Monitoring

		I												
Category	Parameter	Details	Source	115	1	1	8	- 8	- 6		11	l I	Data Collection	Comments
	Name of responsible Company/Authority		Ministry of Transport			•		•	-		•		Seni-Annually	
1	Correspondence Address		and the state of t	_									Section 1989	t
1	Contact Person			_										Infromation provided by TAV airports. Please refer
Reporting Organisation Data	Position			_										to notes for more details
1	Phone number			_										†
1	Email													†
	Country Code			1										
Localisation	TEN-T Category	Core/ Comprehensive												
1	Node Name													
	Project name	Text												
1	Type of foreseen intervention	New infrastructure, Reconstruction/rehabilitation, Maintenance,												
Description of the Project	Length (if linear)	Km/NA												
1	Total Cost (CAPEX)	Euros (should consider the overall cost of investment, not the preparatory												
	Estimated implementation deadline	Month/Year. Please refer to realistic targets rather than contractual												
	Rail Connection	yes/no												
Eligibility for TEN-T Project	Clean fuels availability	yes/no (Only applicable for the Core Network Airports)												
	Terminal availability	yes/no (At least one terminal is open to all operators in a non-												
	Rail connection	Before project implementation (yes/no)		_							_	1		
1		After project implementation (yes/no)												
TEN-T Compliance	Clean fuels availability	Before project implementation (yes/no)		_					\Box		\vdash	4		
		After project implementation (yes/no)		_	\vdash				\Box		⊢	-		
1	Terminal Availability	Before project implementation (yes/no)			\vdash	\perp						1		
		After project implementation (yes/no)		_							\vdash	-		
I	Implemented	Project completed and put in operation		_	\vdash				\Box		⊢	-		
1		Works currently under execution.									l			
	On-going project (funding secured)	Tender for works/design-build on-going.												
1	and project (annual annual)	Design/Tender Dossier for DB under preparation.									l			
		Tender for design on-going or about to be start. Financing source mentined (principle agreement reached), procedures on-			_			_				_		
Project Status		going.									l			
	Mature project (feasibility study ready, funding secured)	Financing source identified (principle agreement reached), procedures not									l			
1					_			_				_		
1		Feasibility study on-going.									l			
1	Project under preparation	Feasibility study under tendering.									l			
		Financing for feasibility study secured, procurement not yet started.		_	_			_				_		
IMPLEMENTED PROJECTS				_				_		_	_	_		
Project Timeline	Initial Project Completion Date	On tender issue		_				_		_	_	_		
	Actual Project Completion Date National Budget	_	-	-	_			_		_	_	-		
1	WB	Euros		-	_			_	-	_	_	-		
	EBRD	Euros Euros		-				_	_		-	-		
1	EIB		-	-	_			_		_	_	-		
1		Euros		-	_			_	-	_	_	-		
1	Other IFI	Specify Euros		-							l			
Project Funding Sources		Specify		-	_			_	_	_	_	-		
1	Concessions			1							l			
1		Euros Specify		_				_		_	-	_		
1	EU Fund	Euros		1							l			
1				_				_			-	_		
1	Other funding source	Specify Euros		1							l			
	Project Folder Title	(As built documentation or if not available then final design		_				_		_	-	_		
Project Documentation	Prepared by	pas built documentation of it not available their final design		_							_			
,	Supervised by			_							_			
		Foregasted (months)		_							_	_		
1	Construction period	Actual (months)		1							l			
1		Forecasted (Euros)		_							_			
1	CAPEX	Actual (Euros)		1							l			
1		Forecasted (Euros per year)		_							-	_		
1	OPEX	Actual (Euros per year)	1	1							l	1		
1		Forecasted (Euros per year)	1											
1	Maintenance cost	Actual (Euros per year)	1	1							l	1		
	Interest During Construction	4		$\overline{}$							$\overline{}$			
Performance Indicators	EBITDA (last year)	Euros		†										
I		Forecasted (Euros per year)	1	_										
ĺ	Revenue (if fare/toil collected)	Actual (Euros per year)		1							l	1		
I		Throughput - forecasted		$\overline{}$							$\overline{}$			
I		Throughput - actual	1	1							l	1		
I	T	Passenger traffic - forecasted		1							l	1		
1	Traffic	Passenger traffic - actual		1							l	1		
1		Freight (tn) - forecasted		1							l	1		
I		Freight (tn) - actual		1							l	1		

Airports - Project Monitoring

Project Timeline		Initially forecasted		-	5	-	5	•		2.0	۰	Prequency - 10°	
Project Timeline			-	-									
Project Timeline							$\overline{}$	\neg	-		\vdash		
Project Timeline		Current Estimation. Please refer to realistic targets rather than contractual						- 1					
		Actual						- 1	- 1		1		
		Forecasted (on tender issue)					-	\neg					
ı	Design Completion Date (month/year)	Current Estimation. Please refer to realistic targets rather than contractual						- 1	- 1		1		
		Actual						- 1					
	Project Completion Date (month/ year)	Forecasted (on tender issue)											
	Project completion bate (monthly year)	Current Estimation. Please refer to realistic targets rather than contractual						- 1	- 1		1		
	National Budget	Euros											
	Hanonia odogo:	allocated/agreement signed (yes/no)											
r	WB	Euros											
L'	***	allocated/agreement signed (yes/no)											
	EBRD	Euros											
		allocated/agreement signed (yes/no)					$\overline{}$	_	$\overline{}$				
	EIB	Euros						- 1					
ļ		allocated/ agreement signed (yes/no)					\rightarrow	\rightarrow	$\overline{}$		_		
		Specify						- 1	- 1		1		
Project Funding Sources	Other IFI	Euros						- 1	- 1		1		
		allocated/ agreement signed (yes/no)					\rightarrow	\rightarrow	$\overline{}$		_		
		Specify						- 1	- 1		1		
ľ	Concessions	Euros						- 1	- 1		1		
.		allocated/ agreement signed (yes/no)					\rightarrow	\rightarrow	-				
		Specify						- 1					
	EU Fund	Euros						- 1	- 1		1		
.		allocated/agreement signed (yes/no)					\rightarrow	\rightarrow	_				
	Only of the discourse	Specify						- 1					
	Other funding source	Euros						- 1	- 1		1		
		allocated/agreement signed (yes/no)					$\overline{}$	_	$\overline{}$				
	Pre-Feasibility Study	yes/no						\rightarrow	_				
	Feasibility Study	yes/no					\rightarrow	_	_				
	Concept Design	yes/no					\rightarrow	_	\rightarrow				
	Preliminary Design	yes/no					\rightarrow	\rightarrow	\rightarrow				
ļ.	Detail Design	yes/no					-	_	-				
	Environmental Impact Assessment	yes/no					\rightarrow	\rightarrow	\rightarrow		-		
	Feasibility Study	Title						- 1	- 1		1		
	reasibility Study	Prepared by						- 1	- 1		1		
		Supervised by			\vdash		\rightarrow	\rightarrow	-		-		
	Concept Design	Title						- 1					
ľ	Concept beagn	Prepared by Supervised by						- 1	- 1		1		
F							-	\rightarrow	-		-		
Project Documentation		Title						- 1	- 1		1		
Toject Documentation	Preminary Design	Prepared by						- 1	- 1		1		
		Supervised by					\rightarrow	\rightarrow	-		-		
l control of the cont		Title Prepared by						- 1	- 1		1		
ľ		Supervised by						- 1	- 1		1		
					-		\rightarrow	\rightarrow	-		-		
l control of the cont	Environmental Impact Assessment	Title						- 1	- 1		1		
ľ		Prepared by Supervised by						- 1	- 1		1		
	Annual Traffic Demand Growth	%					\rightarrow	\rightarrow	-		-		
	Modal transfer	% (if applicable)					\rightarrow	\rightarrow	-		-	-	
	Annual Accident Rate Reduction	% (if applicable)					- 	\neg	\neg				
	EIRR (Economic Internal Rate of Return)	%					-	\rightarrow	-				
		Euros					_	\rightarrow	-		-		
	SDR (Social Discount Rate)	4					-	\neg	\neg		$\overline{}$		
Economic Indicators		Euros						\neg	-				
li i	Project Construction Cost	Euros					-	\rightarrow	-				
		Euros					-	\neg					
		%					-	\neg	\neg			1	
		Euros						\neg	\neg				
T T	FDR (Financial Discount Rate)	8						\neg					
		%						\neg	\neg				
		year						\neg	\neg				
		%							\neg				
		+/- %						\neg					
		*/-%					-	_	\neg			1	
		*/-%						\neg	\neg				
		+/-%						\neg	\neg		$\overline{}$		
		+/- %					-	\neg	\neg		$\overline{}$		
		Provide description of the project's effect to the climate change resilience						\neg	\neg				
	Protected Natural Areas Affected	km2						\neg	\neg				
li li		Point geometry or x,y coordinates					-	\rightarrow	_	-	_		

North Macedonia - data availability and formats

Border Crossings - Network Performance Monitoring

Category	Parameter	Details	Source	45	3	1	8	100			11	8	Data Collection Frequency - RP
	Name of responsible Company/Authority		CUSTOMS ADMINISTRATION									·	
	Correspondence Address		CUSTOMS ADMINISTRATION										
	Contact Person		CUSTOMS ADMINISTRATION										
eporting Organisation Data	Position		CUSTOMS ADMINISTRATION										
	Phone number		CUSTOMS ADMINISTRATION										
	Email		CUSTOMS ADMINISTRATION										
	Country Code		CUSTOMS ADMINISTRATION										
	Border with	country code	CUSTOMS ADMINISTRATION										
	Corridor/ Route		CUSTOMS ADMINISTRATION										
	Border Crossing Name		CUSTOMS ADMINISTRATION										
ocalisation	TEN-T Category	Core/ Comprehensive/ Not in TEN-T	CUSTOMS ADMINISTRATION										
	Green Lanes	yes/no/planned	CUSTOMS ADMINISTRATION										
		yes/no/planned	CUSTOMS ADMINISTRATION										
	One-stop procedure (Joint Border)	indicate type of joint BCP (for passengers/for goods/ collocated on the											
		territory of one party/entry-entry joint controls, etc)	CUSTOMS ADMINISTRATION	l			1						
		phytosanitary	CUSTOMS ADMINISTRATION										
		veterinary	CUSTOMS ADMINISTRATION										
perations	Type of Controls/ Inspections Performed	radiological	CUSTOMS ADMINISTRATION										
peracons		other non-trade related controls (road charges collection, vehicles											
		technical compliance, any other)	CUSTOMS ADMINISTRATION										
	Data valid for	year	CUSTOMS ADMINISTRATION										
	Number of lanes for trucks	entering	CUSTOMS ADMINISTRATION										
	Number of laries for dicks	exiting	CUSTOMS ADMINISTRATION										
	Number of lanes for buses	entering	CUSTOMS ADMINISTRATION										
	recriber or ranes for bases	exiting	CUSTOMS ADMINISTRATION										
	Number of lanes for passenger cars	entering	CUSTOMS ADMINISTRATION										
	number of lanes for passenger cars	exiting	CUSTOMS ADMINISTRATION										
	Separate parking zones for trucks	yes/no	CUSTOMS ADMINISTRATION										
	If yes, then truck parking capacity	vehicles	CUSTOMS ADMINISTRATION										
ofrastructure	Truck queuing capacity	vehicles	CUSTOMS ADMINISTRATION										
and accord		Booths (separate/ joint)	CUSTOMS ADMINISTRATION										
	State of play (customs/border police/other border agencies)	Data Systems (separate/ joint)	CUSTOMS ADMINISTRATION										
		Physical inspection facilities (yes/ no)	CUSTOMS ADMINISTRATION										
	Systematic Electronic Exchange of Data (SEED)	yes/no/planned	CUSTOMS ADMINISTRATION										
	New Computerized Transport System (NCTS)	yes/no/planned	CUSTOMS ADMINISTRATION										
	eQMS (Queue Management System)	yes/no/planned	CUSTOMS ADMINISTRATION										
	Other Electronic Information System	yes/no/planned	CUSTOMS ADMINISTRATION										
	Type of ITS	list all ITS installed	CUSTOMS ADMINISTRATION										
	Data valid for	year	CUSTOMS ADMINISTRATION										
	Passenger Trains entering	number per 24 hours	BORDER POLICE										
	Freight Trains entering	number per 24 hours	BORDER POLICE										
	Dangerous Goods Trains/ Wagons entering	number per 24 hours	CUSTOMS ADMINISTRATION	_			_			\perp			
	Average entry time passenger trains	minutes	CUSTOMS ADMINISTRATION										
	Average entry time freight trains	minutes	CUSTOMS ADMINISTRATION										
Operations - Rail	Passenger Trains exiting	number per 24 hours	BORDER POLICE										
	Freight Trains exiting	number per 24 hours	BORDER POLICE										
	Dangerous Goods Trains/ Wagons exiting	number per 24 hours	CUSTOMS ADMINISTRATION										
	Average exit time passenger trains	minutes	CUSTOMS ADMINISTRATION										
	Average exit time freight trains	minutes	CUSTOMS ADMINISTRATION										
	Data valid for	vear	1						_				

Border Crossings - Network Performance Monitoring

Category	Parameter	Details	Source	N/A	Ī	More	8	Synch	8	Ę	10 P	a de la companya de l	Data Collection Frequency - RP
	Passenger Cars entering	number per 24 hours (or week/ month/ year)	BORDER POLICE										
	Buses entering	number per 24 hours (or week/ month/ year)	BORDER POLICE										
	Freight Vehicles entering	number per 24 hours (or week/ month/ year)	BORDER POLICE										
	Dangerous Goods Vehicles entering	number per 24 hours (or week/ month/ year)	CUSTOMS ADMINISTRATION										
	Passenger Cars entering - Average waiting/queuing time	minutes (before the effective start of the control procedure)	CUSTOMS ADMINISTRATION										
	Freight Vehicles entering - Average waiting/queuing time	minutes (before the effective start of the control procedure)	CUSTOMS ADMINISTRATION										
	Buses entering - Average waiting/queuing time	minutes (before the effective start of the control procedure)	CUSTOMS ADMINISTRATION										
		minutes (including weighing the trucks, customs procedures, and											
	Passenger Cars entering - Average duration of control procedures	phytosanitary, veterinary and radiological inspections)	CUSTOMS ADMINISTRATION										
		minutes (including weighing the trucks, customs procedures, and											
	Freight Vehicles entering - Average duration of control procedures	phytosanitary, veterinary and radiological inspections)	CUSTOMS ADMINISTRATION										
		minutes (including weighing the trucks, customs procedures, and											
	Buses entering - Average duration of control procedures	phytosanitary, veterinary and radiological inspections)	CUSTOMS ADMINISTRATION										
	Freight vehicles cleared by customs at the BCP	% of total freight vehicle volume	CUSTOMS ADMINISTRATION										
	Freight vehicles entering for Import	% of total freight vehicle volume	CUSTOMS ADMINISTRATION										
Operations - Road	Freight vehicles entering Transit	% of total freight vehicle volume	CUSTOMS ADMINISTRATION										
	Freight vehicles entering Empty	% of total freight vehicle volume	BORDER POLICE										
	Passenger Cars exiting	number per 24 hours (or week/ month/ year)	BORDER POLICE										
	Buses exiting	number per 24 hours (or week/ month/ year)	BORDER POLICE										
	Freight Vehicles exiting	number per 24 hours (or week/ month/ year)	BORDER POLICE										
	Dangerous Goods Vehicles Exiting	number per 24 hours (or week/ month/ year)	CUSTOMS ADMINISTRATION										
	Passenger Cars exiting - Average waiting/queuing time	minutes (before the effective start of the control procedure)	CUSTOMS ADMINISTRATION										
	Freight Vehicles exiting - Average waiting/queuing time	minutes (before the effective start of the control procedure)	CUSTOMS ADMINISTRATION										
	Buses exiting - Average waiting/queuing time	minutes (before the effective start of the control procedure)	CUSTOMS ADMINISTRATION										
		minutes (including weighing the trucks, customs procedures, and											
	Passenger Cars exiting - Average duration of control procedures	phytosanitary, veterinary and radiological inspections)	CUSTOMS ADMINISTRATION										
		minutes (including weighing the trucks, customs procedures, and											
	Freight Vehicles exiting - Average duration of control procedures	phytosanitary, veterinary and radiological inspections)	CUSTOMS ADMINISTRATION										
		minutes (including weighing the trucks, customs procedures, and											
	Buses exiting - Average duration of control procedures	phytosanitary, veterinary and radiological inspections)	CUSTOMS ADMINISTRATION										
	Data valid for	year											
	Requiring upgrade to increase capacity	Terminal Building	CUSTOMS ADMINISTRATION										
Upgrading	Requiring upgrade to IT Systems/ ITS	Adoption of New Computerized Transport System (NCTS)	CUSTOMS ADMINISTRATION										
	Data valid for	year											
Geospatial data	Location of the border crossings	Point geometry or x,y coordinates		1				1					
Geospatiai dată	Data valid for	vear											

North Macedonia - data availability and formats

EU Acquis

	Parameter	Input	Secretaries for European Affeirs	Info N/A		Word	Other
	Name of responsible Company/Authority		Secretariat for European Affairs				
	Correspondence Address						
Reporting Organisation Data	Contact Person						
Reporting Organisation Data	Position						
	Phone number						
	Email						
EU Acquis Harmonisation	Is the status of EU Acquis harmonisation per individual EU legislation available? (yes/no)	Yes					DB
EO ACQUIS HUTTHONISUCION	If yes, then please provide the format this information is available in	Database					
National Legislation	Is the list of National Legislation affected by the EU Acquis harmonisation available?	Yes				1	DB
Tradional Ecgisiation	If yes, then please provide the format this information is available in	Database		15			
		Statement of Compliance					
		Table of Concordance					i
							L
Reporting	Please provide a list of the Reports you are already producing for EU Acquis.(Report title/Recipient)						
							L
Methodology	Please provide a short description of the methodology you follow for the monitoring of the harmonisation process.	Please refert to the notes for further details			_		. —

Geospatial Data

Category	Parameter	Details	Source	info N/A	Excel	Word	GIS	WW	WFS	API	Meta	Other	Data Collection Frequency - RP
	Name of responsible Company/Authority		Agency for Real Estate Cadastre										2017 (refer to notes)
	Correspondence Address												
	Contact Person												
Reporting Organisation Data	Position												
	Phone number												
	Email												
												SHAPE	
NUTS Level 0	Geometry	Line or polygon geometry of the country boundary				_			_			FILES	
	NUTS0 code					_			_				
	NUTS0 name											SHAPE	
	Geometry	Line or polygon geometry of NUTS level 1										FILES	
NUTS Level 1	NUTS1 code												
	NUTS1 name												
												SHAPE	
NUTS Level 2	Geometry	Line or polygon geometry of NUTS level 2										FILES	
NO 13 Level 2	NUTS2 code												
	NUTS2 name												
	Geometry	Line or polygon geometry of NUTS level 3											
NUTS Level 3	NUTS3 code												
	NUTS3 name												
	Geometry	point geometry of settlements										SHAPE	
Settlements	Settlement code	point geometry or settlements		-		_			_				
Settlements	Settlement type												
	Settlement name			<u> </u>									
	Location of Road	Line geometry		<u> </u>		_						х	
	Location of tunnels	Line geometry or Point geometry or x,y coordinates		_		_			_			X	
Roads	Location of bridges over 12m length	Line geometry or Point geometry or x,y coordinates		_		_			_			X	
(National and Strategic Road	Location of parkings	Line geometry or Point geometry or x,y coordinates		X		_						- "	
Network)	Location of fuel stations	Point geometry or x,y coordinates		X									
	Location of road traffic crashes with injury/ fatality			X									
	Location of Railway Line	Line geometry		-		_						х	
	Location of tunnels	Line geometry or Point geometry or x,y coordinates		_		_			_			X	
	Location of bridges over 12m length	Line geometry or Point geometry or x,y coordinates		_		_			_			X	
Rail	Location of Stations	Line geometry or Point geometry or x,y coordinates		-		_			_			X	
	Location of level crossings	Point geometry or x,y coordinates		X									
	Location of serious accidents	Point geometry or x,y coordinates		X		_			_				
	Location of the IWW	Line geometry		N/A		_							
	Location of the IWW port	Point geometry or x,y coordinates		N/A		_							
Inland Waterways	Single locks	Point geometry or x,y coordinates		N/A		_			_				
manu waterways	Double locks	Point geometry or x,y coordinates		N/A		_							
	Ports, transhipment or storage facilities	Point geometry or x,y coordinates		N/A		\vdash			\vdash				
Seaports	Location of the Seaport	Point geometry or x,y coordinates		N/A		\vdash			\vdash	 			
	·											POLYGO	
Airports	Location of the Airport	Point geometry or x,y coordinates										NS	LINES FOR RUNAWAYS
Border Crossings	Location of the border crossings	Point geometry or x,y coordinates										POLYGO NS	LINES FOR RUNAWAYS
Freight Terminal	Location of the Freight Terminals	Point geometry or x,y coordinates		X									

Railways - Network Performance Monitoring

Category	Parameter	Details	Source	15	1	1	8	1	1	Ę	11	ł	Data Collection Frequency - RP
	Name of responsible Company/Authority												2007/ On demand
	Correspondence Address							-	\vdash				(refer to notes)
	Contact Person												
Reporting Organisation Data	Position												
	Phone number												
	Email												
	Country Code		Macedonian Railways - Infrastructure Manager		X	X						RIMS	
	TBN-T Category	Core/ Comprehensive	Macedonian Railways - Infrastructure Manager		X	X						RIMS	
	Corridor/Route		Macedonian Railways - Infrastructure Manager		X	X						RIMS	
	International Route ID		Macedonian Railways - Infrastructure Manager		X	X						RIMS	
	National Route ID		Macedonian Railways - Infrastructure Manager		X	X						RIMS	
	Start Node Name		Macedonian Railways - Infrastructure Manager		X	×						RIMS	
Localisation	End Node Name		Macedonian Railways - Infrastructure Manager		X	X						RIMS	
	Start km	Direction A	Macedonian Raliways - Infrastructure Manager		X	X	_		\sqcup			RIMS	
		Direction B	Macedonian Railways - Infrastructure Manager		X	X			\Box			RIMS	
	End km	Direction A	Macedonian Raliways - Infrastructure Manager		X	X	_	_	\vdash			RIMS	
		Direction B	Macedonian Raliways - Infrastructure Manager		X	X						RIMS	
	Status	Planned/ Existing/ Upgrade	Macedonian Railways - Infrastructure Manager		X	×			\Box			RIMS	
	Data valid from	year											
	Data valid to	year											
	Capacity	trains/ day	Macedonian Railways - Infrastructure Manager		X	×			\perp			RIMS	
l	Track gauge	750 / 1000 / 1435 / 1520 / 1524 / 1600 / 1602 / 1668	Macedonian Railways - Infrastructure Manager		X	X		_	\vdash			RIMS	
	Load gauge	A GAUGE: Total height 1.83 m above t - he rail and 1.28 m on either side of the track side. 8 GAUGE: Total height 4.08 m above the rail and 1.28 m on either side of the track side. 8+ GAUGE: Total height is 4.18 m above the rail and 1.36 m on either side of the track side. CGAUGE: Total height 4.69 m above the rail and 1.40 m on either side of the track side.	Macedonian Rallways - Infrastructure Manager		x	×						RIMS	
	Condition of track (Operational/ Design Speed)	Very good (0.85 - 1.00) Good (0.71-0.85) Medium (0.81-0.70) Poor (0.51-0.60) Very Poor (0.00-0.30)	Macedonian Railways - Infrastructure Manager		x	x						RIMS	
	Number of tracks	Total (most relevant figures, e.g. if a single track railway of 10km has 2km stretch of two tracks, the relevant total is one track)	Macedonian Raliways - Infrastructure Manager		×	×						RIMS	
	Traction	Diesel	Macedonian Railways - Infrastructure Manager		X	X						RIMS	
		Electrified	Macedonian Raliways - Infrastructure Manager		X	X						RIMS	
	Rail voltage	23 000 volts, 30Hz 13 000 volts, 56 2/3 Hz 3 000 volts, DC 1 500 volts, DC 700 volts DC 660 volts DC 660 volts DC	Macedonian Railweys - Infrastructure Manager		x	x						RIMS	
Infrastructure Data	Length - Total (km)		Macedonian Railways - Infrastructure Manager		x	x		_	\vdash			RIMS	
l	Length - Open Track (km)		Macedonian Rallways - Infrastructure Manager		x	×						RIMS	
l	Length - Tunnels (km)		Macedonian Railways - Infrastructure Manager		X	X			\Box			RIMS	
	Length - Bridges over 12m length (km)		Macedonian Railways - Infrastructure Manager		×	×						RIMS	
	Tunnels	number	Macedonian Railways - Infrastructure Manager		X	X						RIMS	
l	Level-Crossings	number	Macedonian Railways - Infrastructure Manager		×	×			\Box			RIMS	
I	Max Design Speed	km per hour	Macedonian Rallways - Infrastructure Manager		×	x						RIMS	
I	Max Operating Speed	km per hour	Macedonian Railways - Infrastructure Manager		X	X			\Box			RIMS	
		Direction A	Macedonian Railways - Infrastructure Manager		X	×						RIMS	
I	Max Longitudinal Gradient (m per km)	Direction B	Macedonian Railways - Infrastructure Manager		×	x						RIMS	
I	Min radius	meters	Macedonian Railways - Infrastructure Manager		X	X						RIMS	
l	Maximum train length	meters	Macedonian Railways - Infrastructure Manager		X	×			\Box			RIMS	
	Max Axie load	RN .	Macedonian Railways - Infrastructure Manager		×	×						RIMS	
	Signalling Standard		Macedonian Railways - Infrastructure Manager		×	×						RIMS	
l	Traffic Management		Macedonian Railways - Infrastructure Manager		X	×						RIMS	
	ERTMS in operation	yes/no	Macedonian Rallways - Infrastructure Manager		×	x						RIMS	
	ERTIMS level	1 - is designed as an add-on to or overlays a conventional line already equipped with lineside signals and train detectors. 2 - opes not require lineside signals. The movement authority is communicated directly from a Radio Block Centre (RBC) to the onboard unit using 630-N. 3 - still in its conceptual phase, allows for the introduction of a "moving block" technology.	Macedonian Raliways - Infrastructure Manager		x	×						RIMS	

North Macedonia - data availability and formats

Railways - Network Performance Monitoring

Category	Parameter	Details	Source	info N/A	1	Word	8	WW	WWS	§.	4 a	Other	Data Collection Frequency - RP
		Specify which system is used to ensure safety and to command and control movements of trains authorised to travel on the network	Macedonian Railways - Infrastructure Manager		×	x						RIMS	
	Data valid from	year											
	Data valid to	year											

Railways - Network Performance Monitoring

Category	Parameter	Details	Source	115	1	1		9	ğ	ş	44	1	Data Collection Frequency - 89
	The state of the s	yes/no (Not applicable for isolated networks. Applies to line trucks and	Macedonian Raliways - Infrastructure Manager		x	х						RIMS	
	Electrification	sidings, to the extent necessary for electric train operation) yes/no as per Directive 2014/1303/EC as amended by 2016/912/EC and	Macedonian Railways - Infrastructure Manager		×	×		\vdash	\vdash			RIMS	
	Railway Tunnels Compliance	2019/776/EC yes/no (At least 100km (Only applicable for the freight lines of the Core	Macedonian Raliways - Infrastructure Manager		×	×		\vdash				RIMS	
	Freight Line Speed	Network. Isolated networks are excepted.)) yes/no (At least 22.5t (Only applicable for the freight lines of the Core			_	<u> </u>		-	-	_			
	Freight Line Axle Load	Network. Isolated networks are excepted.))	Macedonian Raliways - Infrastructure Manager		x	×						RIMS	$\overline{}$
TEN-T Compliance	Freight Line Train Length	yes/no (At least 750m (Only applicable for the freight lines of the Core Network. Isolated networks are excepted.))	Macedonian Raliways - Infrastructure Manager		x	×						RIMS	
	Track Gauge 1435mm	yes/no (Nominal track gauge for new railway lines. Not applicable where the new line is an extension on a network the track gauge of which is	Macedonian Railways - Infrastructure Manager		x	×						RIMS	
		different and detached from the TEN-T network] yes/no [European Train Control System [ETCS] - Not applicable for isolated				_		-	-				$\overline{}$
	ERTMS Deployment	networks)	Macedonian Raliways - Infrastructure Manager		X	X						RIMS	
		yes/no (Global System for Mobile communications for Railways (GSM-R) - Not applicable for isolated networks)	Macedonian Raliways - Infrastructure Manager		x	×						RIMS	
	Data valid from	year											
	Data valid to	year						_	_				
	Passenger Trains	number per 24 hours	Macedonian Railways Transport ISC Skopje		X	X		_					
	Freight Trains	number per 24 hours	Macedonian Railways Transport ISC Skopje		X	X		\perp					
	Dangerous Goods Freight Trains	number per 24 hours	Macedonian Railways Transport ISC Skopje		X	X		_					
	Capacity used	% of capacity	Macedonian Rallways Transport ISC Skopje	_	X	X		\perp		\perp			
	Passenger traffic	number per year	Macedonian Railways Transport ISC Skopje		×	×							
		passenger km per year	Macedonian Raliways Transport ISC Skopje		×	×							
	Freight traffic	tons per year	Macedonian Railways Transport ISC Skopje		×	×							
Operations Data		tkm per year	Macedonian Railways Transport ISC Skopje		×	×							
'	TEUs	TEU containers per year	Macedonian Railways Transport ISC Skople		×	×		-		_	_		
	Unitised	% in standard loading units	Macedonian Railways Transport ISC Skople		×	×		_	_		-		-
	Non Unitised	% of bulk and general traffic	Macedonian Railways Transport ISC Skople		X	×		 		_	-		
	National traffic	% of total traffic	Manadonian Ballarus Transport ISC Sinnis	_	Y	Ŷ	-	-	_	_	-		
		long distance trains only	Manadonian Rallways Transport ISC Skople	_	×	×		-	_	_	-		
	Average travel time passenger (incl. stops)		Macedonian Rallways Transport ISC Skople Macedonian Rallways Transport ISC Skople	_	x	×		-	_	_	_		
	Average travel time freight (incl. stops)	long distance trains only	Macedonian Railways Transport ISC Skopje	_	×	×	-	-	_	_	_		
	Data valid for	year						-					
	Number of Incidents	absolute number (as per Directive 2016/798/EU - Railway Safety)	Macedonian Railways - Infrastructure Manager		X	X		-	_				
	Number of Accidents	absolute number (as per Directive 2016/798/EU - Railway Safety)	Macedonian Railways - Infrastructure Manager		X	X		_	_				
		absolute number (as per Directive 2016/798/EU - Railway Safety and	Macedonian Railways - Infrastructure Manager		×	×		1	1	l	l		
	Number of Significant Accidents	ERA CSI Implementation Guidance)				- "	_	_	_				
	Number of Serious Accidents	absolute number (as per Directive 2016/798/EU - Railway Safety)	Macedonian Railways - Infrastructure Manager		×	×							
	Serious Accidents - Number of Serious Injuries	absolute number	Macedonian Railways - Infrastructure Manager		×	×							
	Serious Accidents - Number of Fatalities	absolute number	Macedonian Railways - Infrastructure Manager		×	×							
	Serious Accidents - Number per place of accident	absolute number (open rall, level crossings, station area)	Macedonian Railways - Infrastructure Manager		×	×							
Safety	Serious Accidents - Amount of Material Damage	EUR per year	Macedonian Railways - Infrastructure Manager		×	×		$\overline{}$					
sarety	Serious Accidents - Disruption of traffic	hours per year	Macedonian Railways - Infrastructure Manager		×	×		1					
	Serious Accidents - Indirect damages related to delays	EUR per year	Macedonian Railways - Infrastructure Manager		x	×		_	 		_		
	Significant Accidents - Number of Significant Injuries	absolute number	Macedonian Railways - Infrastructure Manager		X	×		 		_	-		
	Significant Accidents - Number of Fatalities	absolute number	Macedonian Railways - Infrastructure Manager		×	×		_	_		_		-
	Significant Accidents - Number of Patantes Significant Accidents - Number per place of accident	absolute number (open rall, level crossings, station area)			×	×		+	_	_	-		
	Significant Accidents - Number per place of accident	EUR per year	Macedonian Raliways - Infrastructure Manager Macedonian Raliways - Infrastructure Manager	-	X	X	-	-	_	-	\vdash		
			Macedonian Railways - Infrastructure Manager Macedonian Railways - Infrastructure Manager	-	X	×	-	-	_	-	\vdash		
	Significant Accidents - Disruption of traffic Significant Accidents - Indirect damages related to delays	hours per year		-	x	×	-	+	-	_	-	\vdash	
		EUR per year	Macedonian Raliways - Infrastructure Manager	-	X	X	-	-	-		_		
	Data valid for	year		-	-	-	-	-	+	_	_		
	Maintenance cost - Total	Euros per year per km	Macedonian Railways - Infrastructure Manager		X	X	\vdash	_	_				
	Maintenance cost - Total	Euros	Macedonian Raliways - Infrastructure Manager	_	X	X		_		_			
	Maintenance cost - Infrastructure	Euros per year (rail track, switches and crossings, tunnels, bridges, level crossings, etc.)	Macedonian Railways - Infrastructure Manager		x	×							
		Euros per year (Maintenance of rail station signalling, automatic block											
Barrier Maintenance		system, automatic and mechanical level crossings, maintenance of railway		l	l		1	1	1	l	l		
Regular Maintenance	Maintenance cost - Signalling and telecom system	telecommunication cable, self supporting telecommunications cable,	Macedonian Railways - Infrastructure Manager	l	×	×	1	1	1	l	l		
1		optical cable, VHF/UHF devices, etc.)	I	l	l	1	1	1	1	l	l		
1		Euros per year (Maintenance of catenaries, electric railway substations,						-					
	Maintenance cost - Electrification system	overhead lines, etc.)	Macedonian Railways - Infrastructure Manager		×	×							
	Source of finance		Macedonian Railways - Infrastructure Manager		X	×		_					
	Data valid for	year			-	-	-	₩	-	_	⊢		
	Requiring heavy maintenance	length of section (km)	Macedonian Raliways - Infrastructure Manager	—	X	×	-	-	-	—	<u> </u>		
Heavy Maintenance	Requiring rehabilitation	length of section (km)	Macedonian Raliways - Infrastructure Manager		×	×	_	_	_				
	Data valid for	year						_					
	Requiring upgrade to increase capacity	length of section (km)	Macedonian Railways - Infrastructure Manager		X	X							
Upgrading	Requiring upgrade (additional track/ new line)	length of section (km)	Macedonian Railways - Infrastructure Manager		X	×							
	Data valid for	year											
-	•	'				-	-	•		_		_	$\overline{}$

North Macedonia - data availability and formats

Railways - Network Performance Monitoring

Category	Parameter	Details	Source	M/A	200	Word	8	W	NWS	Ę	4 4	je d	Data Collection Frequency - RP
	Air Pollution	GHG emissions (tons per year for each GHG)		×									
	CO2 emissions			×									
	NOx emissions			×									
	SO2 emission evolution			×									
	Non-methane hydrocarbons			×									
Environmental Data	Particulate matter (ppm)			x									
	Noise	Noise levels along the section		x									
		number of flooding incidents	Macedonian Railways - Infrastructure Manager		X	x							
	Climate change resilience	number of closures due to adverse weather conditions	Macedonian Railways - Infrastructure Manager		×	×							
		number of embankment failures	Macedonian Railways - Infrastructure Manager		X	x							
	Data valid for	year											
	Location of Railway Line	Line geometry	Macedonian Railways - Infrastructure Manager									RIMS	
	Location of tunnels	Line geometry or Point geometry or x,y coordinates	Macedonian Railways - Infrastructure Manager									RIMS	
	Location of bridges over 12m length	Line geometry or Point geometry or x,y coordinates	Macedonian Railways - Infrastructure Manager									RIMS	
Geospatial data	Location of Stations	Line geometry or Point geometry or x,y coordinates	Macedonian Railways - Infrastructure Manager									RIMS	
	Location of level crossings	Point geometry or x,y coordinates	Macedonian Railways - Infrastructure Manager									RIMS	
	Location of serious accidents	Point geometry or x,y coordinates		x									
	Data valid for	year										$\neg \neg$	

Category	Parameter	Details	Source	12	1	To a	8	WINE	100	ş	##	-	Data Collection Frequency - RP
	Name of responsible Company/Authority		Macedonian Railways - Infrastructure Manager										On demand
	Correspondence Address												
Reporting Organisation Data	Contact Person												
	Position									_			
	Phone number				_								
	Email									_			
	Country Code			_	X	X				_			
	TBN-T Category	Core/ Comprehensive		_	X	X				_			
	Corridor/ Route	Before project implementation			X	X							
		After project implementation		_	X	X			_	_			
	International Route ID	Before project implementation		-	x	X			-	-			
		After project implementation		_	X	X			_	_			
	National Route ID	Before project implementation		-	x	x			-	-			
		After project implementation Before project implementation		-	x	x							
	Start Node Name			-	×	X							
Localisation		After project implementation		-	×	×							
	End Node Name	Before project implementation After project implementation		-	×	×							
		Direction A - Before project implementation			×	×							
		Direction A - After project implementation			×	×							
1	Start km	Direction B - Before project implementation		-	×	×	-		\vdash	-	\vdash	-	
1		Direction B - After project implementation			X	X			\vdash	-	\vdash	\vdash	
1		Direction A - Before project implementation		-	×	×			\vdash				
		Direction A - After project implementation			x	x							
	End km	Direction B - Before project implementation			×	×							
		Direction B - After project implementation			x	X							
	Project name	Text			×	x							
		New infrastructure, Reconstruction/rehabilitation, Maintenance,											
	Type of foreseen intervention	Horizontal/policy measure			×	×							
	Length (if linear)	Km/NA			×	x							
Description of the Project		Euros (should consider the overall cost of investment, not the preparatory											
	Total Cost (CAPEX)	stages only)			×	х							
		Month/Year. Please refer to realistic targets rather than contractual											
	Estimated implementation deadline	deadlines that have become impossible to meet			×	×							
	Electrification	yes/no			x	х							
	Line speed 100 km/h (freight)	yes/no			×	X							
	Axie load 22,5 t	yes/no			X	X							
Eligibility for TEN-T Project	Track gauge	yes/no			X	X							
, ,	Train length 740 m	yes/no			×	х							
	ERTMS Deployment (ETCS)	yes/no			X	X							
	ERTMS Deployment (GSM-R)	yes/no			×	X							
		Before project implementation (yes/no)			x	х							
	and the state of	(1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-											
	Electrification	After project implementation (yes/no)			x	x							
		Before project implementation (yes/no)			×	х							
	Line speed 100 km/h (freight)												
	tine speed 100 kilyin (in egint)	After project implementation (yes/no)			x	×							
		Before project implementation (yes/no)			X	X							
	Axie load 22,5 t	After project implementation (yes/no)			×	×							
		Before project implementation (yes/no)			×	x							
1		and a brainer mineral and the final			^	^			\vdash	-	\vdash	\vdash	
TEN-T Compliance	Track gauge	After project implementation (yes/no)			x	×							
1		Before project implementation (yes/no)			X	Х							
	Train length 740 m	After project implementation (yes/no)			x	x							
1				_	_	\vdash	\vdash		\square		\square		
		Before project implementation (yes/no)		_	X	X	\vdash			_			
	ERTMS Deployment (ETCS)	After project implementation (yes/no)			×	×							
		Before project implementation (yes/no)			×	х							
	ERTMS Deployment (GSM-R)	After project implementation (yes/no)			x	×							
	1					Щ			Ш				

Category	Parameter	Details	Source	linfo N/A	Page 1	Word	8	WMS	San	Ę	4 4	gher	Data Collection Frequency - RP
	Implemented	Project completed and put in operation			X	X							
		Works currently under execution.											
	On anion period (funding secured)	Tender for works/design-build on-going.			×	×							
	On-going project (funding secured)	Design/Tender Dossier for DB under preparation.			×	×							
		Tender for design on-going or about to be start.											
		Financing source identified (principle agreement reached), procedures on-											
Project Status		going.											
	Mature project (feasibility study ready, funding secured)	Financing source identified (principle agreement reached), procedures not-			×	×							
		yet-started.											
		Financing source not identified.											
		Feasibility study on-going.											
	Project under preparation	Feasibility study under tendering.			x	x							
		Financing for feasibility study secured, procurement not yet started.											
IMPLEMENTED PROJECTS													
Project Timeline	Initial Project Completion Date	On tender issue			х	х							
Project Timeline	Actual Project Completion Date				×	X							
	National Budget	Euros			×	X							
1	WB	Euros			X	X							
I	EBRD	Euros			×	×							
I	EIB	Euros			X	X							
I	Orberti	Specify			×	×							
la	Other IFI	Euros			x	×							
Project Funding Sources		Specify			×	X							
	Concessions	Euros			×	×							
		Specify			x	x							
	EU Fund	Euros			X	X							
		Specify			×	×					-		
	Other funding source	Euros			x	x							
		(As built documentation or if not available then final design			^						-		
	Project Folder Title	documentation)			×	×							
Project Documentation	Prepared by	COCOMENTATION			X	X							
	Supervised by				×	x					-		
		Forecasted (months)		_	×	x		_					
	Construction period	Actual (months)			×	×					-		
		Forecasted (Euros)		_	×	×	_	_					
	CAPEX	Actual (Euros)		_	×	×							
		Forecasted (Euros per year)			×	x					-		
	OPEX	Actual (Euros per year)		_	×	×	_	_					
		Forecasted (Euros per year)			×	×					-		
	Maintenance cost	Actual (Euros per year)			×	×							
	Interest During Construction	actual (Euros per year)		_	×	×					_		
Performance Indicators	EBITDA (last year)	Euros			X	x					-		
		Forecasted (Euros per year)		_	×	×	_	_					
	Revenue (if fare/toll collected)	Actual (Euros per year)			×	×		\vdash		-	-		
I		Train traffic - forecasted			X	×	-	-					
I		Train traffic - actual			×	×	-	-		_			
I		Passenger traffic - forecasted			X	×	_	-	\vdash		_	\vdash	
	Traffic	Passenger traffic - actual			×	×	-	-					
I		Freight (tn) - forecasted			×	×	_	_		-			
I		Freight (tn) - rorecasted Freight (tn) - actual			X	X							
LIVE PROJECTS	l	Transport account		-	_		-	-	\vdash	_	-	\vdash	
		Initially forecasted		_	×	x	_	-		-	_		
I	L	Current Estimation. Please refer to realistic targets rather than contractual			_		-						
	Tender Start Date (month/ year)	deadlines that have become impossible to meet			×	×	1	l					
I		Actual			×	x	_	-	\vdash		_	\vdash	
I		Forecasted (on tender issue)		-	X	X	-	-	\vdash	_	-	\vdash	
Project Timeline		Current Estimation. Please refer to realistic targets rather than contractual			^	^	-	-	\vdash			\vdash	
	Design Completion Date (month/ year)	deadlines that have become impossible to meet			x	×	1	l					
		Actual		-	×	×	-	-		_	-		
					×	×	_	-	\vdash			\vdash	
I	Project Completion Date (month/ year)	Forecasted (on tender issue) Current Estimation. Please refer to realistic targets rather than contractual		-			-	-	\vdash	_	-	\vdash	
					×	×	1	l					
	1	deadlines that have become impossible to meet	l .						\perp			\perp	

Railways - Project Monitoring

Category	Parameter	Details		15	7	1	8	9	22	5	4.0	3	Data Collection
Category	Pal ameter		No. 100	3.5	ă	ě		5	3	~	2.4	8	Frequency - 89
	National Budget	Euros			X	X						$\boldsymbol{ol}}}}}}}}}}}}}}}}}$	
	•	allocated/ agreement signed (yes/no)		_	X	X				-		\vdash	
	WB	Euros			X	X				-		-	
		allocated/ agreement signed (yes/no)		_	X	X				-		\vdash	
	EBRD	Euros		_	X	X				-		\vdash	
		allocated/ agreement signed (yes/no)			X	X				-		-	
	EIB	Euros			X	X				-		-	
		allocated/ agreement signed (yes/no)		_	X	X				-		\vdash	
		Specify			X	X				-		-	
Project Funding Sources	Other IFI	Euros			X	X				-		-	
, ,		allocated/ agreement signed (yes/no)		_	X	X				\vdash		\vdash	
		Specify			X	X				-		-	
	Concessions	Euros			X	X				-		\vdash	
		allocated/ agreement signed (yes/no)			X	X				-		\vdash	
		Specify			X	X				-		-	
	EU Fund	Euros			X	X				-		-	
		allocated/ agreement signed (yes/no)			X	X				لــــــا		-	
I		Specify			X	X							
I	Other funding source	Euros			X	X				\Box		\Box	
		allocated/ agreement signed (yes/no)			X	X							
	Pre-Feasibility Study	yes/no			X	X							
I													
	Feasibility Study	yes/no			x	x							
Technical Project Status	Concept Design	yes/no			×	×							
Technical Project States	Preliminary Design	yez/no			x	x							
	Detail Design	yes/no			×	×							
	Environmental Impact Assessment	yes/no			×	X				\neg		\neg	
		Title			X	×							
	Feasibility Study	Prepared by			×	X							
		Supervised by			X	X				\neg			
		Title			×	X				\neg			
	Concept Design	Prepared by			X	X				\neg			
		Supervised by			×	×							
		Title			X	×							
Project Documentation	Preliminary Design	Prepared by			x	×				$\overline{}$			
,	,	Supervised by		_	×	×				-		-	
		Title		_	x	×				-		-	
	Detail Design	Prepared by			x	×				$\overline{}$		-	
		Supervised by		_	x	×				-		-	
		Title		_	×	×				-		-	
	Environmental Impact Assessment	Prepared by	+	_	X	X			-	-		\vdash	
	Communication in pact research	Supervised by		_	×	×				-		\vdash	
	Annual Traffic Demand Growth	Supervised by		_		×				-		\vdash	
Social Indicators	Annual Tramic Demand Growth Modal transfer	78 0: 5a ()	 	_	X		\vdash	\vdash		\vdash		\vdash	
Social indicators		% (if applicable)	 	-	X	X			\vdash	\vdash		\vdash	
	Annual Accident Rate Reduction	% (if applicable)	 	_	X	X				\vdash		\vdash	
I	EIRR (Economic Internal Rate of Return)	76	+	_	X	X	\vdash		$\overline{}$	-		\vdash	
l	NPV (Net Present Value)	Euros		_	X	X				-		\vdash	
Economic Indicators	SDR (Social Discount Rate)	%	 	_	X	X	\vdash		\vdash	-		\vdash	
l	Project Planning & Design Cost	Euros	 	_	X	X	\vdash			-		\vdash	
l	Project Construction Cost	Euros		_	X	X		\vdash	\vdash	ш		$oldsymbol{\sqcup}$	
	Total Project Cost	Euros		_	X	X			\vdash	Щ		$oldsymbol{\sqcup}$	ļ
	FIRR (Financial Internal Rate of Return)	%		_	X	X				-		-	
	FNPV (Financial Net Present Value)	Euros			X	X							
	FDR (Financial Discount Rate)	%			X	X							
Financial Indicators												. 7	
Financial Indicators	WACC (Weighted Average Cost of Capital)	%			X	X				-		-	
Financial Indicators		% year			x	x							

North Macedonia - data availability and formats

Category	Parameter	Details	Source	info N/A	1	Word	8	WWW	SAM	Ę	11	Other	Data Collection Frequency - RP
	CO2 emissions	+/- %		X									
	NOx emissions	+/- %		×									
	SO2 emission evolution	+/- %		×									
	Non-methane hydrocarbons	+/- %		×									
Environmental Indicators	Particulate matter (ppm)	+/- %		×									
	Noise levels along the section	+/- %		×									
		Provide description of the project's effect to the climate change resilience of the network		x									
	Protected Natural Areas Affected	km2			×	X							
	Location of Railway Line	Line geometry										ACAD	
	Location of tunnels	Line geometry or Point geometry or x,y coordinates										ACAD	
Geospatial data	Location of bridges over 12m length	Line geometry or Point geometry or x,y coordinates										ACAD	
	Location of Stations	Line geometry or Point geometry or x,y coordinates										ACAD	
	Location of level crossings	Point geometry or x,y coordinates										ACAD	

Roads - Network Performance Monitoring

Category	Parameter	Details	Source	15	1	I		1	ş	ş	11	ŧ.	Data Collection
	Name of responsible Company/Authority		Public Enterprise for State Roads					•				_	2019 (refer to notes)
	Correspondence Address			_									On demand
	Contact Person												
Reporting Organisation Data	Position												
	Phone number												
	Email												
	Country Code												
	TBN-T Category	Core/ Comprehensive			×	x	×						
	Corridor/ Route	corej comprenentre			×	X	X						
	International Route ID				×	x							
	National Route ID				×	X	X						(
	Start Node Name				×	x	×						
	End Node Name			_	×	x	×						
Localisation		Direction A		_	×	x	×						
	Start km	Direction B		_	×	x	×						
				_	×	x	×		_				
	End km	Direction A Direction B		_	×	x	×		_				$\overline{}$
	Status			_	×	X	×	_	_				
	Data valid from	Planned/ Existing/ Upgrade		_	X	X	×	_	_				
	Data valid from Data valid to	year		_	-	-	\vdash	_	_				
		year		_	_	\vdash	\vdash	_	_	\vdash		\vdash	
	Category	Motorways/ Dual Carriageways/ Single Carriageways		_	×	X	×		_				
		 Very Good, describes the road without problems and completely comply 	1	1					1				ı
		with Standards - mainly new constructions, (IRI [0-1.24])											ı
		 Good, means that is a road without problems, (IRI [1.24 – 2.84]) 			l								1
		3a. Medium NWC, means that the road needs a New Wearing Course			l								1
		(NWC) (IRI [2.84- 5.09])											ı
	Pavement Condition	3b. Medium PRH, describes a road which needs Pavement Rehabilitation			×	x	×						1
		(PRH) (IRI [2.84 - 5.09])			l								1
		4. Poor, means that the road needs a new Overlay and Wearing Course			l								1
		(OWC) (IRI (5.09 - 8.94))			l								1
		3. Very Poor, describes a road which needs a Completely New Pavement			l								1
		(CNP) (IRI [8.94 -])			l								1
		Direction A			×	x							
	Lanes	Direction B			×	×							
		Direction A			X	×	×						
	Length - Total (km)	Direction B			×	x	×						
		Direction A			×	X	X						(
	Length - Open Road (km)	Direction B			×	x	×						
		Direction A			×	X	- "						(
	Length - Tunnels (km)	Direction B		_	×	X			_				
		Direction A		_	×	x			_				$\overline{}$
	Length - Bridges over 12m length (km)	Direction 8			×	X		_					$\overline{}$
				_	×	x			_	-			
Infrastructure Data	Tunnels	Direction A (absolute number)		-	×	x			_	-			
		Direction B (absolute number)		_	X	X		_	_	-			
	Parking areas	Direction A (absolute number)		-	_				_	-			
		Direction B (absolute number)		-	X	X			_	-			
		Direction A (absolute number)	-	_	X	X	\vdash		_	\vdash		\vdash	
	Fuel Stations	Direction B (absolute number)		_	X	X			_	\vdash			
		Type of fuels (Diesel, Gas, CNG, LNG, Hydrogen, Charging Point)		_	×	X	\vdash		_	\vdash		\vdash	
	Design Speed	km per hour		_	X	X		_	_				
	Speed limit	km per hour		_	X	X							
	Operating Speed	km per hour		_	X	X			_				
	Max Longitudinal Gradient (%)	Direction A				\perp							
I	(-)	Direction B											
ĺ	Max Permitted Weight	per vehicle (tons)			X	X							
		axle load (kN)			X	X							
	Capacity	minimum lane capacity per hour (PCUs) for both directions			х	X							
	Tolled	yes/ no			X	X							
	Type of Tolls	per km/ per day			×	X							
	Charging Method	stations/ free flow/ vignette/ GNSS			×	x							
	Number of Toll Station Lanes	manned/ electronic											i
1	Intelligent Transport Systems (ITS)	yes/no			×	-	-		$\overline{}$				
	Type of ITS	list all ITS installed			×								
				-	×	x			-				
	Operation Supervised by Control Centre					•	_		_				
	Operation Supervised by Control Centre Data valid from	yes/ no							1				
	Data valid from	year											
	Data valid from Data valid to	year year		_									
	Data valid from Data valid to TBV-T Requirements Compliant	year year yes/no as per art. 17.3 (a) and (b) of Regulation 1315/2013		х									
	Data valid from Data valid to	year year		х		x							

North Macedonia - data availability and formats

Roads - Network Performance Monitoring

Category	Parameter Parame	Details	Source	info N/A	1	Word	8	WW	WWS	¥	den den	Other	Data Collection Frequency - RP
TEN-T Compliance		yes/no as per Directive 2004/52/EC and Commission Decision no. 2009/750/EC				×							
	Safety Compliance	yes/no as per Directive 2008/96/EC				X							
	Road Tunnels Compliance (length >500m)	yes/no as per Directive 2004/54/EC				×							
1	Data valid from	year											
	Data valid to	year										- $ -$	

Roads - Network Performance Monitoring

Cotegory	Parameter	Details	Source	Info N/A	1	Wood	8	9	Saw	ş	1 1	Other	Data Collection Frequency - RP
	Total traffic flow	AADT or vehicles per year		\neg	х	х							
	Passenger cars	AADT or vehicles per year		\Box	×	×							
	Busses	AADT or vehicles per year			×	×							
	Trucks	AADT or vehicles per year			X	×							
	International traffic	% of AADT or total traffic flow		×									
	Percentage of HGVs	% of AADT or total traffic flow			×	×					\neg		
	Freight traffic flow	tons per year		X	\Box	\neg					-		
	Freight traffic how	vehicles per year			×	x		\neg			$\overline{}$		
	Dangerous goods vehicles	Number per year or % of AADT or total traffic flow		×							\neg		
Operations Data	Passengers	number		X	\Box	\neg					-		
	Average travel time (PCs)	in minutes	1	X									
	Average travel time (HVGs)	in minutes		×				T					
	Toll Rate Currency	Currency (e.g. Euro)			×	×							
	Toll Rate Passenger Cars	per km (e.g. Euro per km)			X	×							
	Toll Nate Passenger Cars	per day (e.g. Euro per day)		\Box	x	×							
1	Tell Bate Harry Cond Makister	per km (e.g. Euro per km)		\Box	×	x		\neg	\neg	\neg	\neg		
I	Toll Rate Heavy Good Vehicles	per day (e.g. Euro per day)		\Box	X	X		\neg	\neg		\neg		
I	% toll evasion	% of vehicles		-	×	X		t			-		
1	Data valid for	year		-	\Box	\neg	\vdash			\neg	\neg		
	Total number of road traffic crash	absolute number		$\overline{}$	×	x	\vdash	\neg	\neg	\neg	\neg		
	Road traffic crash with serious injuries only	absolute number			×	×					\neg		
	Fatal road traffic crash	absolute number		\vdash	x	×	-	-t	_	\rightarrow	-		
	Chainage (km position) of road traffic crashes with injury/ fatality			×	_	_	-	\neg	_	\neg	-		
	Total injured	number of persons		-	X	x	\vdash	\rightarrow	_	_	\rightarrow		
	Seriously Injured	number of persons		\vdash	x	×		_	_	_	-		
Road Safety	Fatalities	number of persons		\vdash	X	X	-	-	\rightarrow	\rightarrow	-		
	Road Safety Audit carried out at design stage	ves/ no		\vdash	X	×	-	\rightarrow	_	\rightarrow	\rightarrow		
	Section ranked as high/risk	yes/ no yes/ no		\vdash	X	X		-	_	-	-		
		Total number		\vdash	x	x	-	_	\rightarrow	\rightarrow	-		
	Road Safety Inspections carried out	Corresponding dates		\vdash	×	v	_	\rightarrow	_	\rightarrow	-		
	Data valid for	year		\vdash	^	_		_	-+		-		
	Maintenance cost - Total	Euros per km per year		\vdash	x	×	-	\rightarrow	\rightarrow	-	\rightarrow		
	Maintenance cost - Potal	Euros per km per year Euros per km per year		×	^	_	\vdash	\rightarrow	-	\rightarrow	-		
	Maintenance cost - Tunnel	Euros per km per year		X	\vdash	_	-	\rightarrow	\rightarrow	-	-		
	Maintenance cost - Bridges			×	\vdash	-	\vdash	\rightarrow	\rightarrow	\rightarrow	\rightarrow	_	
	maintenance cost - bridges	Euros per km per year				_	-	_	_	-	-		
	Heavy/ Periodic Maintenance Cost	Euros per km per year (Activities on a section of road at regular and	1	[]	×	×							
	neavy/ Periodic Maintenance Cost	relatively long intervals, aims to preserve the structural integrity of the	1	[]									
Regular Maintenance		road (preventive resurfacing, overlay, and pavement reconstruction)		\vdash	\vdash	_	\vdash	-	\rightarrow	-	\rightarrow		
	Emergency Maintenance Cost	Euros per km per year (Repairs that cannot be foreseen but require	1	1 1	x	×							
	Emergency Maintenance Cost	immediate attention, such as collapsed culverts or landslides that block a road)	1	[]									
	Winter Maintenance Cost			\vdash	×	×	\vdash	\rightarrow	\rightarrow	\rightarrow	\rightarrow		
	Routine Maintenance Cost	Euros per km per year		\vdash	x	x	\vdash	\rightarrow	-	\rightarrow	-		
	Source of finance	Euros per km per year (The rest of maintenance cost for the said year)		\vdash		X	-	-+	_	-+	-		
1	Data valid for	<u> </u>	 	\vdash	X	×	\vdash	\rightarrow	\rightarrow	-	\rightarrow		
		year		\vdash		×	\vdash	-	-	-	\rightarrow		
1	Requiring rehabilitation - Open Road	length of section (km)	-	\vdash	X		\vdash	-+	\rightarrow	-	\rightarrow		
1	Requiring rehabilitation - Tunnel	length of section (km)		\vdash	X	X	\vdash	\rightarrow	\rightarrow	\rightarrow	\rightarrow		
Heavy/ Periodic	Requiring rehabilitation - Bridges	length of section (km)		\vdash	X	x	\vdash	_	_	_	_		
Maintenance Requirements	Requiring heavy/ periodic maintenance - Open Road	length of section (km)		\vdash	X	X	\vdash	_	_	_			
	Requiring heavy/ periodic maintenance - Tunnel	length of section (km)	 	\vdash	X	X	\vdash	\rightarrow	\rightarrow	\rightarrow	\rightarrow		
I	Requiring heavy/ periodic maintenance - Bridges	length of section (km)		\vdash	×	X	\vdash	_	_		_		
	Data valid for	year		-	\Box								
	Requiring upgrade to increase capacity - Open Road	length of section (km)		-	X	X	$\sqcup \bot$	_					
L	Requiring upgrade to increase capacity - Tunnel	length of section (km)			×	X							
Upgrading	Requiring upgrade to increase capacity - Bridges Data valid for	length of section (km)			×	×							

North Macedonia - data availability and formats

Roads - Network Performance Monitoring

Category	Parameter	Details .	Source	45	1	Nond	8	200	E	ş	11	1	Data Collection Frequency - RP
	Air Pollution	GHG emissions (tons per year for each GHG)		×	_	•		•					requesty - nr
	CO2 emissions			×									
	NOx emissions			X									
	SO2 emission evolution			×									
	Non-methane hydrocarbons			X									
Environmental Data	Particulate matter (ppm)			X									
Environmental Data	Noise	Noise levels along the section		×									
		number of flooding incidents		×									
	Climate change resilience	number of closures due to adverse weather conditions		×									
	Climate change resilience	number of embankment failures		X									
		number of winter maintenance days		×									
	Data valid for	year											
	Location of Road	Line geometry					X						
	Location of tunnels	Line geometry or Point geometry or x,y coordinates					X						
	Location of bridges over 12m length	Line geometry or Point geometry or x,y coordinates					X						
Geospatial data	Location of parking areas	Line geometry or Point geometry or x,y coordinates					X						
1	Location of fuel stations	Point geometry or x,y coordinates					X						
1	Location of road traffic crashes with injury/ fatality	Point geometry or x,y coordinates					×						
	Data valid for	year											

Roads - Project Monitoring

Category	Parameter	Details	Source	15	Ī	1		2	8	5	11	3	Data Collection
	Name of responsible Company/Authority		Public Enterprise for State Roads				ř	- 5	-	_		۰	On demand
	Correspondence Address		Public Unterprise for state roads	\vdash	\vdash	-	\vdash	-	-	-		\vdash	Un demand
	Contact Person								 				
Reporting Organisation Data	Position							-	-				
	Phone number							 	_				
	Email							-	-			\vdash	
	Country Code				×	×		-	-				
	TBN-T Category	Core/ Comprehensive			X	x			1				
	Corridor/Route	Before project implementation			X	X							
	Company Koute	After project implementation	1		X	X			1				
	International Route ID	Before project implementation			X	X							
	International Route ID	After project implementation	1		X	X							
	National Route ID	Before project implementation			X	X							
	Nacional Route ID	After project implementation			X	X							
	Start Node Name	Before project implementation			X	X							
Localisation		After project implementation			X	X							
	End Node Name	Before project implementation			X	X							
	End Hode Harrie	After project implementation			X	X							
		Direction A - Before project implementation			X	X							
	Start km	Direction A - After project implementation	1		X	X							
	SCOTE NOT	Direction B - Before project implementation	1		X	X							
		Direction B - After project implementation	1		X	X			-				
		Direction A - Before project implementation			X	X							
	Post land	Direction A - After project implementation	1		X	X							
	End km	Direction B - Before project implementation	1		X	x							
		Direction B - After project implementation	1		X	X			1				
	Project name	Text			×	×			 				
		New infrastructure			-	-		_	-			\vdash	
		Reconstruction/rehabilitation		l				1	1				
	Type of foreseen intervention	Maintenance		l	×	×		1	1				
		Horizontal/policy measure		l				1	1				
Description of the Project	Length (if linear)	Km/NA		-	x	×		_	-	-		\vdash	
		Direction A		-	x	×		_	-	_		\vdash	
	Lanes	Direction B	1	⊢	x	x	_	_	-	_		\vdash	
		Euros (should consider the overall cost of investment, not the preparatory		-				_	-	_		\vdash	
	Total Cost (CAPEX)	stages only)			×	×			1				
	Motorway/expressway	yes/no (new construction)		-	×	×		_	-	_		\vdash	
	Other high-quality roads			-	X	X		_	+	_		\vdash	
	other right-quality rosus	yes/no (new construction)		_		^	\vdash	_	-	_		-	
	Road rehabilitation/reconstruction	yes/ no (targeting capacity increase or road surface quality upgrade from		l	×	×		1	1				
	Roba renabilitation/reconstruction	very poor/poor/medium condition (IRI>2,84 to good/very good		l	×			1	1				
Eligibility for TEN-T Project	Alternative fuels	conditions)) ves/no		_	x	x		-	-	_		-	
				_			\vdash	-	-	_		\vdash	
	ITS compliance Tolling interoperability	yes/no		_	X	X	-	-	-	-		\vdash	
		yes/no		_	X	X	-	-	+	_		\vdash	
	Safety compliance	yes/no		_			\vdash	-	-	_		\vdash	
	Road tunnels compliance	yes/no		\vdash	x	x	-	-	-	-		\vdash	
		Before project implementation (yes/no)	1	\vdash	X	X	-	-	-	-		\vdash	
	TBN-T Requirements Compliant		I	l	l		1	l	1				
		After project implementation (yes/no)		l	×	×		1	1				
												\sqcup	
		Before project implementation (yes/no)]		X	X							
	Alternative Fuels Availability		1										
		After project implementation (yes/no)		l	X	X		1	1				
				l				1	1				
		Before project implementation (yes/no)			X	×							
	ITS Compliance		1										
	113 Compilarice	After project implementation (yes/no)	I	l	×	×	1	l	1				
		W : /	I	l			1	l	1				
TEN-T Compliance		Before project implementation (yes/no)			×	×		t	T				
	Laran san		1			_		T					
	Tolling Interoperability	After project implementation (yes/no)		l	×	×		1	I				
1		and broken whentenedou (kestuo)	I	l			1	l	1				
		Before project implementation (yes/no)			×	×	-	-	-			\vdash	
		before project implementation (yes/fill)	1	\vdash	^	^		-	+			\vdash	
	Safety Compliance	After any institute for the first	I	l	×	×	1	l	1			1	
		After project implementation (yes/no)	I	l	^	_ ^	1	l	1				
1		Reference in the state of the s		\vdash		×	-	-	+	\vdash		\vdash	
1	I	Before project implementation (yes/no)	ı		X	*	1	1					

North Macedonia - data availability and formats

Category	Parameter	Details	Source	15	ž	1	8	94.8	100	ş	***	1	Data Collection Frequency - RP
	Road Tunnels Compliance (length >500m)	After project implementation (yes/no)			×	×							

Category	Parameter	Details	Source	15	1	1		1	8	5	11	1	Data Collection
	land on a start	Period constitut and a discounties					_	3	-	,		۰	Frequency - RP
	Implemented	Project completed and put in operation		-	X	X	-	-	-		_	_	
		Works currently under execution.		1			1	1					
	On-going project (funding secured)	Tender for works/design-build on-going.		1	×	x	1	1					
		Design/Tender Dossier for DB under preparation.		1			1	1					
		Tender for design on-going or about to be start.		_	-	_	-	_	_		_	_	
Particular Plants		Financing source identified (principle agreement reached), procedures on-		1			1	1					
Project Status		going.											1
	Mature project (feasibility study ready, funding secured)	Financing source identified (principle agreement reached), procedures not	1	1	×	×	1	1					
		yet-started.		1			1	1					
		Financing source not identified.	-	-	-	_	-	-	-		_	_	
		Feasibility study on-going.		1			1	1					1
	Project under preparation	Feasibility study under tendering.		1	×	×	1	1					1
		Financing for feasibility study secured, procurement not yet started.	-	-	-	_	-	-	_	_	_	_	
IMPLEMENTED PROJECTS		ļ	 	_	-	_	-	-	-	\vdash	—	_	——
Project Timeline	Initial Project Completion Date	On tender issue	1	-	X	X	-	-	-	\vdash	\vdash	_	
<u> </u>	Actual Project Completion Date	<u> </u>	_	-	X	X	\vdash	-			\vdash	_	
ĺ	National Budget	Euros	-	_	X	X		-	-	\vdash	<u> </u>	_	——
	WB	Euros		_	X	X	-	_			_	_	
	EBRD	Euros			X	X		_	\vdash		_		
	EIB	Euros			X	X			\vdash				
	Other IFI	Specify	1		X	X	_	_					
Project Funding Sources		Euros			X	X							
, , , , , , , , , , , , , , , , , , , ,	Concessions	Specify]		X	X							
		Euros		_	×	X							
	EU Fund	Specify]		×	X							
		Euros			×	X							
	Other funding source	Specify	1		×	X							
		Euros			X	X							
	Project Folder Title	(As built documentation or if not available then final design			×	×							
Project Documentation	•	documentation)		_									
,	Prepared by				X	X							
	Supervised by				×	X							
	Construction period	Forecasted (months)			X	X							
		Actual (months)			X	X							
	CAPEX	Forecasted (Euros)			×	X							
		Actual (Euros)			×	X							
	OPEX	Forecasted (Euros per year)]		X	X							
		Actual (Euros per year)			×	X							
	Maintenance cost	Forecasted (Euros per year)			×	X							
	manuscratte cost	Actual (Euros per year)			×	X							
Performance Indicators	Interest During Construction	%			X	X							
	EBITDA (last year)	Euros			X	X							
ĺ	Revenue (if fare/toil collected)	Forecasted (Euros per year)			X	X							
ĺ	(Actual (Euros per year)			X	X		\perp					
I		Passenger cars - forecasted			X	X							
I		Passenger cars - actual]		X	X							
I	Treffic	Busses - forecasted]		X	X							
ĺ	THE STATE OF THE S	Busses - actual	1		X	X							
ĺ		Trucks - forecasted	1		X	х							
ĺ		Trucks - actual	1		X	х							

Roads - Project Monitoring

	Parameter	Details	_	25		7		æ	12		8.8	1	Data Collection
Category	Parameter	Octalis .	Source	12	ä	M	8	um.	3	4	24	8	Frequency - RP
LIVE PROJECTS		Indian decreased		\vdash	x	×		_	\vdash	_		\vdash	
		Initially forecasted Current Estimation. Please refer to realistic targets rather than contractual		\vdash					Н	_		\vdash	
	Tender Start Date (month/ year)	deadlines that have become impossible to meet			×	×						1 1	
		Actual		\vdash	х	X			М			\Box	
l i		Forecasted (on tender issue)			X	X			П			\Box	
Project Timeline	Design Completion Date (month/year)	Current Estimation. Please refer to realistic targets rather than contractual			x	×						\Box	
	scale completion sate (money year)	deadlines that have become impossible to meet										\square	
		Actual			X	X						\vdash	
	Pariod Constitut Bata (month (mass)	Forecasted (on tender issue)			X	X		_	\vdash	_		\vdash	
	Project Completion Date (month/ year)	Current Estimation. Please refer to realistic targets rather than contractual			x	×						1 1	
		deadlines that have become impossible to meet Buros			x	x		_	\vdash	-		\vdash	
	National Budget	allocated/ agreement signed (yes/no)		\vdash	x	×			Н	_			
l l	WB	Euros			X	×						\Box	
	WB	allocated/ agreement signed (yes/no)			X	х						\Box	
[EBRD	Euros			X	X							
	Control	allocated/ agreement signed (yes/no)			X	X							
	EIB	Euros			X	X			\vdash			\square	
		allocated/ agreement signed (yes/no)		\vdash	X	×	\vdash		\vdash	_	\vdash	\vdash	
	Other IFI	Specify		\vdash	X	x	\vdash	_	\vdash	-	\vdash	\vdash	
Project Funding Sources	and in	Buros allocated/ agreement signed (yes/no)		\vdash	x	×			$\vdash\vdash$	-	\vdash	\vdash	
l -		Specify		\vdash	x	x			\vdash	_		\vdash	
	Concessions	Euros			X	X			\vdash				
		allocated/ agreement signed (yes/no)			X	X						\Box	
l l		Specify			х	X			П			\Box	
	EU Fund	Euros			X	X							
		allocated/ agreement signed (yes/no)			X	×							
		Specify			X	×						\vdash	
	Other funding source	Euros		\vdash	X	x			\vdash	_		\vdash	
	Pre-Feasibility Study	allocated/ agreement signed (yes/no)			x				\vdash	_		\vdash	
l 1	Pre-reasibility study	yes/no			×	×		_	\vdash	_		\vdash	
	Feasibility Study	yes/no			x	x							
Technical Project Status	Concept Design	yes/no			x	×							
	Preliminary Design	yes/no			x	×							
	Detail Design	yes/no			x	×							
	Environmental Impact Assessment	yes/no			X	х							
		Title			X	X							
	Feasibility Study	Prepared by		\vdash	X	X	\vdash		\vdash			\vdash	
		Supervised by Title		\vdash	X	x	\vdash		\vdash	-	\vdash	\vdash	
	Concept Design	Title Prepared by		\vdash	X	×	\vdash	-	\vdash	_		\vdash	
		Supervised by		\vdash	×	×	\vdash	_	\vdash	_		\vdash	
j		Title			×	×			\vdash			\vdash	
Project Documentation	Preliminary Design	Prepared by		\Box	x	X			\Box			\Box	
*		Supervised by			X	×							
		Title			X	X							
	Detail Design	Prepared by			X	X							
		Supervised by			X	X							
	L	Title		\vdash	X	X			\sqcup			\vdash	
	Environmental Impact Assessment	Prepared by		\vdash	X	X			\vdash	_		\vdash	
	Annual Traffic Demand Growth	Supervised by		\vdash	X	x	\vdash	_	\vdash	_		\vdash	
	Model transfer	% (if applicable)			x	×			\vdash	-		\vdash	
	Annual Accident Rate Reduction	% (if applicable)			x	×			\vdash	_		\vdash	
	EIRR (Economic Internal Rate of Return)	%			X	x			\vdash	_		\vdash	
	NPV (Net Present Value)	Euros			x	×			\Box			\Box	
1	SDR (Social Discount Rate)	%			X	x			\Box			\vdash	
Economic Indicators							-		-			$\overline{}$	
Economic marcators	Project Planning & Design Cost	Euros			X	×			-			-	
Economic managers	Project Planning & Design Cost Project Construction Cost Total Project Cost	Euros Euros			X X	x							

North Macedonia - data availability and formats

Category	Parameter	Details	Scorce	45	Ī	Į	8	Ę	ě	5	11	1	Data Collection Frequency - RP
	FIRR (Financial Internal Rate of Return)	%			x	X		- 2				•	Pringerioy - 10
	FNPV (Financial Net Present Value)	Euros			X	X							
Financial Indicators	FDR (Financial Discount Rate)	%			×	X							
Financial Indicators	WACC (Weighted Average Cost of Capital)	%			X	X							
	First year of profit	year			×	X							
	DSCR (Debt Service Coverage Ratio)	%			X	X							
	CO2 emissions	+/-%		х									
	NOx emissions	+/-%		х									
	SO2 emission evolution	+/- %		Х									
	Non-methane hydrocarbons	+/-%		х									
Environmental Indicators	Particulate matter (ppm)	+/- %		Х									
	Noise levels along the section	+/- %		×									
	Climate Change Resilience	Provide description of the project's effect to the dimate change resilience of the network		×									
	Protected Natural Areas Affected	km2			X	X							
	Location of Road	Line geometry										ACAD	
	Location of tunnels	Line geometry or Point geometry or x,y coordinates										ACAD	
Geospatial data	Location of bridges over 12m length	Line geometry or Point geometry or x,y coordinates										ACAD	
	Location of parking areas	Line geometry or Point geometry or x,y coordinates										ACAD	
	Location of fuel stations	Point geometry or x,y coordinates										ACAD	

Road Safety

Category	Parameter	Details	Source	n k	Bross	Word	8	WINE	WES	Ę	Meta	Other	Data Collection Frequency - RP
	Name of responsible Company/Authority		Ministry of Internal Affairs										Annually
	Correspondence Address												
Reporting Organisation Data	Contact Person												
Reporting Organisation Data	Position												
	Phone number												
	Email												
	Country Code												
Localisation	Population	number of inhabitants											
	Fleet size	number of registered vehicles											
	Total number of road traffic crashes	number											
	Total number of road traffic crashes - Motorway (tolled)	number											
	Total number of road traffic crashes - Motorway (toll-free)	number											
	Total number of road traffic crashes - Primary Roads (dual carriageway)	number											
	Total number of road traffic crashes - Primary Roads (single carriageway)	number											
	Total number of road traffic crashes - Secondary Roads	number											
	Total number of road traffic crashes - Rural Roads	number											
	Total number of road traffic crashes - Urban Roads	number											
Road Safety Data	Road traffic crashes with serious injuries only	number											
noad Safety Data	Fatal road traffic crashes	number											
	Seriously Injured	number of persons											
	Fatalities	number of persons											
		alcohol											
		speed											
	Cause of accident (%)	infrastructure											
		use of electronic devices (mobile phone, GPS, etc)											
		vehicle not corresponding to standard											
	Data valid for	year											

Montenegreo - data availability and formats

Airports - Network Performance Monitoring

Category	Parameter	Details	Secre	9 ¥	1	1	8	574	SAM	Ę	Mean data	a de	Data Collection Frequency - RP
	Name of responsible Company/Authority											_	Accually
	Correspondence Address												
	Contact Person												
Reporting Organisation Data	Position												
	Phone number												
	Email												
	Country Code		Gvil Aviation Authority		X	X							
	TEN-T Category	Core/ Comprehensive	Qvil Aviation Authority		X	×							
	Node Name		Qvil Aviation Authority		X	×							
	Ownership Type	Government/ Private/ Mixed	QVI Aviation Authority		X	X							
Localisation	Owner #1	Name	Qvil Aviation Authority		X	×							
	Ownership Percentage	%	Gvll Aviation Authority		X	X							
	Owner #x	Name	Qvii Aviation Authority		X	X							
	Ownership Percentage	%	Gvll Aviation Authority		X	X							
	Data valid from	year								\Box		\perp	
	Data valid to	year											
	Type	International/ Domestic	Gvll Avlation Authority		X	X							
	Activity	Freight/ Passenger/ Passenger and freight	Gvll Avlation Authority		X	X						\perp	
		Very Good											
		Good											
	Condition	Medium	Qvii Aviation Authority		×	x							
I		Poor	I	1		l		1					
I		Very Poor											
I	Number of runaways	number	Gvll Aviation Authority		X	X							
I	Number of passenger terminals	number	Qvll Aviation Authority		X	X	\perp		\vdash	\Box		\Box	
		Level 1 (Non-Coordinated Airport)											
I	IATA Landing Slot Classification	Level 2 (Schedules Facilitated Airport)	Gvll Avlation Authority	1	×	×		1					
I		Level 3 (Coordinated Airport)							\perp			\Box	
		Code A (Airplane Wingspan less than 15m; Outer Main Gear Wheel Span											
		less than 4.5m)											
		Code B (Airplane Wingspan from 15m up to less than 24m; Outer Main											
		Gear Wheel Span from 4.5m up to less than 6m)											
		Code C (Airplane Wingspan from 24m up to less than 36m; Outer Main											
	ICAO Airport Classification	Gear Wheel Span from 6m up to less than 9m)	Ovli Aviation Authority										
	IOAO Airport Casaintation	Code D (Airplane Wingspan from 36m up to less than 52m; Outer Main	Con America Address of		_ ^	_							
		Gear Wheel Span from 9m up to less than 14m)											
		Code E (Airplane Wingspan from 52m up to less than 65m; Outer Main											
		Gear Wheel Span from 9m up to less than 14m)											
		Code F (Airplane Wingspan from 65m up to less than 80m; Outer Main											
		Gear Wheel Span from 14m up to less than 16m)											
		II .											
	ILS Category	III A	Qvil Aviation Authority		x	×							
		III B											
Infrastructure Data		III C											
	Length of longest runway	meters	Qvil Aviation Authority		X	×							
	Passenger terminals area	m2	Qvil Aviation Authority		X	×							
	Apron area	m2	Gvil Aviation Authority		X	×							
I	Declared Capacity	Declared number of aircraft movements that can be scheduled per hour at	Oul Aviation Authority		×	×							
I	Deciared Capacity	an airport	Can Amanan Admining				ш	Ш.	L			ш	
I	Apron Capacity	Number of airplanes on the apron at the same time	Qvll Aviation Authority		X	X							
I	Runway Capacity	Flights per hour	Qvll Aviation Authority		X	X							
I	Passenger Capacity	Passengers per year	Gvll Aviation Authority		X	X							
I	Freight Capacity	tons per year	Qvll Avlation Authority		X	X							
I		yes - integrated to long distance rail network											
	Rail Connection	yes - rail shuttle	Qvil Aviation Authority		×	×							
I	- Commercial	no - other public shuttle		1				1					
I		no - no public shuttle connection											
I		European air traffic management network (EATMN)											
I		Systems and procedures for airspace management.]										
I		2. Systems and procedures for air traffic flow management.											
I		3. Systems and procedures for air traffic services, in particular flight data]										
I		processing systems, surveillance data processing systems and human-	I	1	1	l		1					
I		machine interface systems.	I	1	1	l		1					
I	Intelligent Transport Systems (ITS)	4. Communications systems and procedures for ground-to-ground, air-to-	SMATSA										
I		ground and air-to- air communications.	I										
I		5. Navigation systems and procedures.]										
I		6. Surveillance systems and procedures.	1										
I		7. Systems and procedures for aeronautical information services.	1										
I		8. Systems and procedures for the use of meteorological information.	1										
I		9. Others	1							\vdash			
I	Data valid from	vear								\vdash		\Box	
l	Data valid to	year											
	Rail Connection	yes/no	Qvll Aviation Authority		Х	X				\Box			
I	Clean fuels availability	yes/no (Only applicable for the Core Network Airports)	Qvll Avlation Authority		X	X				\vdash			
1		The state of the s					_	_	_	$\overline{}$			

Montenegreo - data availability and formats

Airports - Network Performance Monitoring

Category	Parameter	Details	Some	9 Y	100	More	8	STATE OF THE PERSON NAMED IN	-	夏	2 2	College	Data Collection Frequency - RP
TEN-T Compliance		yes/no (At least one terminal is open to all operators in a non- discriminatory way and applies transparent, relevant and fair charges)	Cyll Aviation Authority		X	X							
	Data valid from	year											
	Data valid to	year											

Airports - Network Performance Monitoring

Category	Parameter	Details	Source	45	1	1	8	1	E	Ę	11	1	Data Collection Frequency - RP
	Throughput	number of commercial aircraft movements per year	Oil Ariston Authority		X	X		-	-		-		Transporting - 10*
	Passenger traffic	passengers per year	Qvl Arlation Authority		X	×			_			-	
	Freight traffic	tons of cargo per year	Qvll Aviation Authority		X	×		-					
		network carrier							_			-	
		low cost carrier	1		×		1					1 1	
Operations Data	Type of aircraft movements by type of operation	charter	Gull Aviation Authority		×	×	1		1	l		1 1	
		cargo	1		l		1		1	l		1 1	
	Passenger transit	%		X									
	Arrivals	%		X									
	Data valid for	year											
	Maintenance cost - Total	Euros per year	Qvll Aviation Authority		X	X							
	Maintenance cost - Passenger terminals	Euros per year	Qvl Aviation Authority		X	X							
Regular Maintenance	Maintenance cost - Freight terminals	Euros per year	Qvll Aviation Authority		Х	X							
negular marricenance	Maintenance cost - Runways	Euros per year	Qvll Aviation Authority		X	X							
	Source of finance		Qvll Aviation Authority		Х	X							
	Data valid for	year											
Upgrading	Requiring upgrade to increase capacity	Terminal Building	Qvl Aviation Authority		X	X							
Opgrading	Requiring upgrade to increase runway length	Runway Length	Qvll Aviation Authority		X	X							
	Air Pollution	GHG emissions (tons per year for each GHG)		X									
	CO2 emissions			X									
	NOx emissions			X									
	SO2 emission evolution			X									
Environmental Data	Non-methane hydrocarbons			X									
	Particulate matter (ppm)			X									
	Climate change resilience	number of flooding incidents		¥									
	*	number of closures due to adverse weather conditions		^									
	Data valid for	year											
Geospatial data	Location of the Airport	Point geometry or x,y coordinates		X									
Occupation data	Data valid for	year											

Montenegreo - data availability and formats

Border Crossings - Network Performance Monitoring

Category	Parameter	Details	Source	45	1	1		9		5	11	3	Data Collection
				22		3		3		*	2.4	8	Frequency - RP
	Name of responsible Company/Authority		Customs Administration	_	_	-	-	-	_	_			Annually
	Correspondence Address			_	_	_	_	_	_	_			
Reporting Organisation Data	Contact Person			_	_	├	-	├	-	<u> </u>	_		
	Position			_	_	\vdash	-	\vdash		_			
	Phone number			_	_	—	-	-	_	_	_		
	Email			_	_	-	-	-	_	_			
	Country Code			_	_	_	_	_		_			
	Border with	country code		_	X	X	_	_	_	_			
	Corridor/ Route				X	X	_	_					
	Border Crossing Name				X	X	_	-	_				
Localisation	TBN-T Category	Core/ Comprehensive/ Not in TEN-T			X	X							
	Green Lanes	yes/no/planned			X	×							
		yes/no/planned					_						
	One-stop procedure (Joint Border)	indicate type of joint BCP (for passengers/for goods/ collocated on the		l	l		1		l				
		territory of one party/entry-entry joint controls, etc)											
		phytosanitary			X	×							
		veterinary			x	×							
Operations	Type of Controls/ Inspections Performed	radiological			x	X							
operations.		other non-trade related controls (road charges collection, vehicles											
		technical compliance, any other)			×	×		l	l				ı
	Data valid for	year											
	Number of lanes for trucks	entering			X	×							
	The state of the s	exiting			X	х							
	Number of lanes for buses	entering			X	×							
	Number of lates for bases	exiting			X	×							
	Number of least for accounts	entering			×	×							
	Number of lanes for passenger cars	exiting			X	х							
	Separate parking zones for trucks	yes/no			X	×							
	If yes, then truck parking capacity	vehicles			X	×							
Infrastructure	Truck queuing capacity	vehicles			X	×							
imirascructure		Booths (separate/ joint)			×	×							
	State of play (customs/border police/other border agencies)	Data Systems (separate/joint)			X	×							
		Physical inspection facilities (yes/ no)			X	×							
	Systematic Electronic Exchange of Data (SEED)	yes/no/planned			x	×							
	New Computerized Transport System (NCTS)	yes/no/planned			×	×							
	eQMS (Queue Management System)	yes/no/planned			X	×	-						
	Other Electronic Information System	yes/no/planned			×	X							
	Type of ITS	list all ITS installed			×	X							
	Data valid for	vear			_		_						
	Passenger Trains entering	number per 24 hours			¥	×	-						
	Freight Trains entering	number per 24 hours			Ŷ	×	1	\vdash					
	Dangerous Goods Trains/ Wagons entering	number per 24 hours	1	-	×	X	_						
l	Average entry time passenger trains	minutes	1	-	Ŷ	×	-	\vdash	-	-			
l	Average entry time freight trains	minutes	1		· ·	X	_						
Operations - Rail	Passenger Trains exiting	number per 24 hours	 	-	Ŷ	×	-	\vdash	-				
	Freight Trains exiting	number per 24 hours		-	-	×	+	\vdash	-	_			
		number per 24 hours	<u> </u>	-	x	×	 		-				
l	Dangerous Goods Trains/ Wagons exiting	number per 24 nours minutes		-	x	×	-	_	-	\vdash	-		
	Average exit time passenger trains	minutes	1	-	×	×	+	-	-	\vdash	\vdash	\vdash	
	Average exit time freight trains Data valid for	vear	1	-	X	×	-	\vdash	\vdash	-		\vdash	
I	Data valid for	l Aces.	1	1	X	×	1	1	ı	ı	ı		

Border Crossings - Network Performance Monitoring

Category	Parameter	Details	Fourte	15	1	Page M	8	SW.M	8	MA	11	-	Data Collection Frequency - RP
	Passenger Cars entering	number per 24 hours (or week/ month/ year)			X	Х							
	Buses entering	number per 24 hours (or week/ month/ year)			x	×							
	Freight Vehicles entering	number per 24 hours (or week/ month/ year)			X	X							
	Dangerous Goods Vehicles entering	number per 24 hours (or week/ month/ year)			×	×							
	Passenger Cars entering - Average waiting/queuing time	minutes (before the effective start of the control procedure)		x									
	Freight Vehicles entering - Average waiting/queuing time	minutes (before the effective start of the control procedure)		×									
	Buses entering - Average waiting/queuing time	minutes (before the effective start of the control procedure)		X									
		minutes (including weighing the trucks, customs procedures, and											
	Passenger Cars entering - Average duration of control procedures	phytosanitary, veterinary and radiological inspections)		×	l								
		minutes (including weighing the trucks, customs procedures, and											
	Freight Vehicles entering - Average duration of control procedures	phytosanitary, veterinary and radiological inspections		×									
		minutes (including weighing the trucks, customs procedures, and											
	Buses entering - Average duration of control procedures	phytosanitary, veterinary and radiological inspections)		×	l								
	Freight vehicles cleared by customs at the BCP	% of total freight vehicle volume			×	×							
	Freight vehicles entering for Import	% of total freight vehicle volume			×	×							
Operations - Road	Freight vehicles entering Transit	% of total freight vehicle volume			×	×							
	Freight vehicles entering Empty	% of total freight vehicle volume			×	х							
	Passenger Cars exiting	number per 24 hours (or week/ month/ year)			×	×							
	Buses exiting	number per 24 hours (or week/ month/ year)			×	×							
	Freight Vehicles exiting	number per 24 hours (or week/ month/ year)			×	×							
	Dangerous Goods Vehicles Exiting	number per 24 hours (or week/ month/ year)			×	×							
	Passenger Cars exiting - Average waiting/queuing time	minutes (before the effective start of the control procedure)		X									
	Freight Vehicles exiting - Average waiting/queuing time	minutes (before the effective start of the control procedure)		x									
	Buses exiting - Average waiting/queuing time	minutes (before the effective start of the control procedure)		x									
		minutes (including weighing the trucks, customs procedures, and											
	Passenger Cars exiting - Average duration of control procedures	phytosanitary, veterinary and radiological inspections)		×	l								
	" " "	minutes (including weighing the trucks, customs procedures, and											
	Freight Vehicles exiting - Average duration of control procedures	phytosanitary, veterinary and radiological inspections)		×	l								
		minutes (including weighing the trucks, customs procedures, and											
	Buses exiting - Average duration of control procedures	phytosanitary, veterinary and radiological inspections)		×	l								
	Data valid for	year											
-	Requiring upgrade to increase capacity	Terminal Building			X	х							
Upgrading	Requiring upgrade to IT Systems/ ITS	Adoption of New Computerized Transport System (NCTS)			X	x							
	Data valid for	vear											
Constitution and	Location of the border crossings	Point geometry or x,y coordinates		X									
Geospatial data	Data valid for	vear											

Montenegreo - data availability and formats

EU Acquis

Category	Parameter	Input	Source	N/A	Brost	Word	Other
	Name of responsible Company/Authority		European Integration Office				
	Correspondence Address						
Reporting Organisation Data	Contact Person						
neporting organization bata	Position						
	Phone number						
	Email						
EU Acquis Harmonisation	Is the status of EU Acquis harmonisation per individual EU legislation available? (yes/no)			×			
CO Acquis Harmonisation	If yes, then please provide the format this information is available in	We hope that we be able to provide status of EU Acquis harmonization per individual EU legislation when we establish the European Integration portal in the					
National Legislation	Is the list of National Legislation affected by the EU Acquis harmonisation available?	future, which means that we cannot provide this information at the moment.		×			
Ivacional Degislacion	If yes, then please provide the format this information is available in			_ ^			
Reporting	Please provide a list of the Reports you are already producing for EU Acquis. (Report title/Recipient)	Montenegro: Programme of Accession to the European Union (MPAEU) is a strategic document which includes \$1 deptors and is designed in a staduar format, that the EU opic, incentarily changes and evolves, and stating from account the dynamics of the negotiation process. Programme of Accession is being servant adaptact to the designs in the process of evolopient of the EU opic. The Office for European integration within the Clusteriny Report on overall activities within the process of Montenegro, and the Periodean Union in the State form Informs the Government of Montenegro, and the Periodean Lind Montenegro, on the number of spinishon or proposed regulations.					
Methodology	Please provide a short description of the methodology you follow for the monitoring of the harmonisation process.	bidding or Agriment of hadronic adjoint on with the August European Integration, conceivance as a district in the fided of hermidistion of relational significant with EU acts, motivate the level of compliance of the legal system of Montenages with the August, as the August of the August of the August of the August of the August of Aug					

Railways - Network Performance Monitoring

Category	Parameter	Details	Source	15	1	1	8	1	-	5	11	1	Data Collection
			Ministry of Capital Investments				_		-	_		•	Headmand - 10,
	Name of responsible Company/Authority		Directorate for Railway										Annually
	Correspondence Address												
Reporting Organisation Data	Contact Person			_	_	-	-	_	_		_		
	Position Phone number			_			-						
	Phone number Email			_		-	\vdash						
	Country Code			_	_	\vdash	-	_	\vdash		_		
	T BN-T Category	Core/ Comprehensive		_		×	\vdash			_		\vdash	
	Corridor/ Route	corp compensare				×							
	International Route ID					X							
	National Route ID					×							
	Start Node Name					X							
Localisation	End Node Name					X							
Localisation	Start km	Direction A				X							
	Start Mil	Direction B				X							
	End km	Direction A				X							
		Direction B		_	_	X			_				
	Status	Planned/ Existing/ Upgrade		_	_	X	_	_	_	_	_		
	Data valid from	year		_	_	-	-	_	-	_	_		
	Data valid to	year wind face		-	_	-	-	-	-	_	_	\vdash	
	Capacity	trains/ day		-	_	X	\vdash	-	\vdash	_	-	\vdash	
	Track gauge	750 / 1000 / 1435 / 1520 / 1524 / 1600 / 1602 / 1668		_	-	×	-	_	-	-	_	\vdash	
		A GAUGE: Total height 3.85 m above t - he rail and 1.28 m on either side of the track axle	l	1	1	1	1	1	1		1		
		B GAUGE: Total height 4.08 m above the rail and 1.28 m on either side of											
		the track axie											
	Load gauge	B+ GAUGE: Total height is 4.18 m above the rail and 1.36 m on either side				×							
		of the track axie											
		C GAUGE: Total height 4.65 m above the rail and 1.45 m on either side of											
		the track axie											
		Very good (0.86 - 1.00)											
		Good (0.71-0.85)											
	Condition of track (Operational/ Design Speed)	Medium (0.61-0.70)				×							
	(1)	Poor (0.51-0.60)											
		Very Poor (0.00-0.50)											
		Total (most relevant figures, e.g. if a single track railway of 10km has 2km											
	Number of tracks	stretch of two tracks, the relevant total is one track				×							
	Traction	Diesel				X							
	1100000	Electrified				X							
		25 000 Volts, 50Hz											
		15 000 Volts, 16 2/3 Hz											
	- 5	3 000 Volts, DC											
	Rail voltage	1 500 Volts, DC 750 Volts DC				×							
		660 Volts DC											
		630 Volts DC											
Infrastructure Data	Locate Total (total	630 VOILS DC				×	\vdash			_			
The second second	Length - Total (km) Length - Open Track (km)			-	_	X	 	-	-	-	-	\vdash	
	Length - Tunnels (km)					×						\vdash	
	Length - Bridges over 12m length (km)					×							
	Tunnels	number				×							
	Level-Crossings	number				×							
	Max Design Speed	km per hour				X							
	Max Operating Speed	km per hour				×							
	Max Longitudinal Gradient (m per km)	Direction A				×							
	max congression or science (in per kin)	Direction B				×							
	Min radius	meters				×							
	Maximum train length	meters				×							
	Max Axle load	N .				×							
	Signalling Standard					X							
	Traffic Management			_		X		_			_		
	ERTMS in operation	yes/no				X	_		_				
		1 - is designed as an add-on to or overlays a conventional line already											
		equipped with lineside signals and train detectors.	l	1	1	1	1	1	1		1		
		2 - does not require lineside signals. The movement authority is	l	1	1	1	1	1	1		1		
	ERTMS level	communicated directly from a Radio Block Centre (RBC) to the onboard unit using G5M-R.	l	1	1	×	1	1	1		1		
			1			1	1	ı	1		1		
				l	l								
		3 - still in its conceptual phase, allows for the introduction of a "moving block" technology.											

Montenegreo - data availability and formats

Railways - Network Performance Monitoring

	Category	Parameter	Details	Source	15	Exal		8	SWA	2	150	11	Other C	Data Collection Frequency - RP
			Specify which system is used to ensure safety and to command and control movements of trains authorised to travel on the network				×							
		Data valid from	year											
l		Data valid to	year											

Railways - Network Performance Monitoring

Category	Parameter	Details	Secre	15	1	N out		-	10	Ę	4	ł	Data Collection Frequency - RP
	Electrification	yes/no (Not applicable for isolated networks. Applies to line trucks and sidings, to the extent necessary for electric train operation)				x						П	
	Railway Tunnels Compliance	yes/no as per Directive 2014/1303/EC as amended by 2016/912/EC and 2019/776/EC				x						\Box	
		yes/no (At least 100km (Only applicable for the freight lines of the Core				×						\Box	
	Freight Line Speed	Network. Isolated networks are excepted.)) yes/no (At least 22.5t (Only applicable for the freight lines of the Core							Н			\vdash	
	Freight Line Axle Load	Network. Isolated networks are excepted.]] yes/no (At least 750m (Only applicable for the freight lines of the Core				×			\vdash			\vdash	
TEN-T Compliance	Freight Line Train Length	Network. Isolated networks are excepted.))				×						ш	
	Track Gauge 1435mm	yes/no (Nominal track gauge for new railway lines. Not applicable where the new line is an extension on a network the track gauge of which is				×							
	-	different and detached from the TEN-T network] yes/no (European Train Control System (ETCS) - Not applicable for isolated							Н	-		\vdash	
	ERTMS Deployment	networks) yes/no (Global System for Mobile communications for Railways (GSM-R) -				x			Ш			ш	
		Not applicable for isolated networks)				x						Ш	
	Data valid from Data valid to	year year				x						ш	
		number per 24 hours		-		×	\vdash	\vdash	-	_	-	\vdash	
1	Passenger Trains Freight Trains	number per 24 hours		-		×		-	\vdash	-	\vdash	$\overline{}$	
	Dangerous Goods Freight Trains	number per 24 hours		-	\vdash	×			\vdash		\vdash	$\overline{}$	
	Capacity used	% of capacity				X							
1	Passenger traffic	number per year				X							
1		passenger km per year				х							
	Freight traffic	tons per year				X							
Operations Data		tkm per year				X						-	
	TBUs	TEU containers per year		_		X	_	_	-			ш	
	Unitised	% in standard loading units				×	-	-	\vdash	_		\vdash	
	Non Unitised	% of bulk and general traffic % of total traffic		_		×	-	-	-			\vdash	
		long distance trains only		-		×	\vdash	-	-		-	-	
	Average travel time passenger (incl. stops) Average travel time freight (incl. stops)	long distance trains only		-		×			-			$\overline{}$	
	Data valid for	vear				-			Н			$\overline{}$	
	Number of Incidents	absolute number (a6 per Directive 2016/798/EU - Railway Safety)				×			Н				
	Number of Accidents	absolute number (as per Directive 2016/798/EU - Railway Safety)				×						\Box	
		absolute number (as per Directive 2016/798/EU - Railway Safety and				×						\neg	
	Number of Significant Accidents	ERA CSI Implementation Guidance)										-	
	Number of Serious Accidents	absolute number (as per Directive 2016/798/EU - Railway Safety)				×							
	Serious Accidents - Number of Serious Injuries	absolute number				X	_	_	\vdash			\vdash	
	Serious Accidents - Number of Fatalities	absolute number				X	_	_	\vdash			\vdash	
	Serious Accidents - Number per place of accident Serious Accidents - Amount of Material Damage	absolute number (open rall, level crossings, station area) EUR per year		_		X	-	-	Н			\vdash	
	Serious Accidents - Amount or Material Damage Serious Accidents - Disruption of traffic	hours per year		_		X		-	-			-	
	Serious Accidents - Disruption or tramic Serious Accidents - Indirect damages related to delays	EUR per year		_		×	\vdash	-	-		-	-	
	Significant Accidents - Number of Significant Injuries	absolute number				×			Н			$\overline{}$	
	Significant Accidents - Number of Fatalities	absolute number		-		×			-			\neg	
	Significant Accidents - Number per place of accident	absolute number (open rail, level crossings, station area)				×			-			$\overline{}$	
	Significant Accidents - Amount of Material Damage	EUR per year				×							
	Significant Accidents - Disruption of traffic	hours per year				×							
	Significant Accidents - Indirect damages related to delays	EUR per year				X							
	Data valid for	year							\Box			ш	
	Maintenance cost - Total	Euros per year per km		_	\vdash	X	-	-	ш		\Box	ш	
	Maintenance cost - Total	Euros		_		X	-	-	\vdash		\vdash	\vdash	
	Maintenance cost - Infrastructure	Euros per year (rail track, switches and crossings, tunnels, bridges, level crossings, etc.)				×							
		Euros per year (Maintenance of rail station signalling, automatic block							ıΠ]	ıΤ	
Regular Maintenance	Maintenance cost - Signalling and telecom system	system, automatic and mechanical level crossings, maintenance of railway	l	1		×	1	1					
"	0 0	telecommunication cable, self supporting telecommunications cable,											
		optical cable, VHF/UHF devices, etc.)				_	-	-	$\vdash \vdash$		\vdash	\vdash	
	Maintenance cost - Electrification system	Euros per year (Maintenance of catenaries, electric railway substations, overhead lines, etc.)				×						Ш	
1	Source of finance					X	_	_	\sqcup			ш	
	Data valid for	year		_			-		\vdash			ш	
	Requiring heavy maintenance	length of section (km)		-	\vdash	×	-	-	\vdash	-	\vdash	\vdash	
Heavy Maintenance	Requiring rehabilitation	length of section (km)		_		×	-	-	\vdash		\vdash	\vdash	
-	Data valid for	year length of rection (km)		-	\vdash	-	\vdash	\vdash	\vdash	-	\vdash	$\overline{}$	
Upgrading	Requiring upgrade to increase capacity Requiring upgrade (additional track/ new line)	length of section (km)		-	\vdash	×	\vdash	\vdash	\vdash	-	\vdash	$\overline{}$	
	Data valid for	year year		-	\vdash	×	\vdash	-	\vdash	-	\vdash	$\overline{}$	
	Date valid for) rea	ļ		\vdash		-	-	\vdash	$\overline{}$	\vdash	-	

Montenegreo - data availability and formats

Railways - Network Performance Monitoring

Category	Parameter	Details	Source	15	1	1	1	1	Ę	11	1	Data Collection Frequency - RP
	Air Pollution	GHG emissions (tons per year for each GHG)		х								
	CO2 emissions			×								
1	NOx emissions			Х								
	SO2 emission evolution			×								
	Non-methane hydrocarbons			×								
Environmental Data	Particulate matter (ppm)			Х								
	Noise	Noise levels along the section		×								
1		number of flooding incidents			x							
	Climate change resilience	number of closures due to adverse weather conditions			x							
1		number of embankment failures			1							
	Data valid for	year										
	Location of Railway Line	Line geometry									×	
1	Location of tunnels	Line geometry or Point geometry or x,y coordinates									X	
	Location of bridges over 12m length	Line geometry or Point geometry or x,y coordinates									×	
Geospatial data	Location of Stations	Line geometry or Point geometry or x,y coordinates									×	
		Point geometry or x,y coordinates									X	
1	Location of serious accidents	Point geometry or x,y coordinates									X	
	Data valid for	year										

Name of responsible Company/Authority Correspondence Address Contact Person Floatio			x x x								On demand
Reporting Organization Data Contact Ferson Flosition Fl			X								
Position Final Position Foot may be provided by the provided provided in the provided provide			X								
Position Private number Country Code Country Code Country Code Table Cassage Country Code Table Cassage Conformation Cornicor Route After project implementation International Route ID After project implementation Nation of Country Internation International Route ID After project implementation Nation of Country Internation International Route ID After project implementation National Route ID After project implementation Nation of Country Internation National Route ID After project implementation After project implementation After project implementation After project implementation After project implementation After project implementation After project implementation After project implementation After project implementation After project implementation After project implementation After project implementation After project implementation After project implementation After project implementation After project implementation After project implementation After project implementation Country Internation Operation A settler project implementation After project implementation After project implementation After project implementation After project implementation Operation A settler project implementation After project impl			X								
Email Country Code Country Code TB-T Catagory Core (Comprehensive Minimy of Coptal Investments TB-T Catagory Corrison (Route Minimy of Coptal Investments) After project implementation After project implementation After project implementation After project implementation After project implementation After project implementation After project implementation After project implementation After project implementation Nation of Coptal Investments After project implementation Oircition A - Refere project implementation Minimy of Coptal Investment Caref Imp			X		ŧ						
Country Code TBL**Category Corridor (Comprehensive Mining of Cupil Internetion Before project implementation Mining of Cupil Internetion After project implementation Mining of Cupil Internetion Mining of Cupil Internetion Mining of Cupil Internetion Mining of Cupil Internetion Mining of Cupil Internetion Mining of Cupil Internetion Mining of Cupil Internetion Mining of Cupil Internetion Mining of Cupil Internetion Mining of Cupil Internetion Mining of Cupil Internetion Mining of Cupil Internetion Mining of Cupil Internetion After project implementation Mining of Cupil Internetion Mining of Cupil Int			X		\pm						
TB-FT Category Corridor / Route Before project implementation After project implementation Minitory of Copiel inventments After project implementation Minitory of Copiel inventments Minitory of Copiel inventments Minitory of Copiel inventments Minitory of Copiel inventments Minitory of Copiel inventments Minitory of Copiel inventments After project implementation Minitory of Copiel inventments After project implementation Minitory of Copiel inventments After project implementation After project implementation Minitory of Copiel inventments After project implementation Minitory of Copiel inventments After project implementation Minitory of Copiel inventments After project implementation Minitory of Copiel inventments After project implementation Minitory of Copiel inventments After project implementation Minitory of Copiel inventments After project implementation Minitory of Copiel inventments After project implementation Minitory of Copiel inventments Oircetion A - Refere project implementation Minitory of Copiel inventments Oircetion A - Refere project implementation Minitory of Copiel inventments Minitory of Copiel inventments Oircetion A - Refere project implementation Minitory of Copiel inventments			X	F	+						
Corridor/ Route Before project implementation Ministry of Copiel Interments After project Implementation Ministry of Copiel Interments Ministry of Copiel In			×	+				_	_		
Corridory Notes After project implementation International Route ID Sefter project implementation National Route ID After project implementation					-		_	_	_	_	
International Route ID After project implementation Uniting of Cupiel Internation After project implementation Minimum of Cupiel Internation National Route ID After project implementation Minimum of Cupiel Internation After project implementation Minimum of Cupiel Internation After project implementation Minimum of Cupiel Internation Start Node Name Before project implementation Minimum of Cupiel Internation After project implementation Minimum of Cupiel Internation End Node Name After project implementation Minimum of Cupiel Internation End Node Name After project implementation Minimum of Cupiel Internation After project implementation Minimum of Cupiel Internation Oriection A - Settor project implementation Minimum of Cupiel Internation Oriection A - Settor project implementation Minimum or Cupiel Internation Oriection A - Settor project implementation Minimum or Cupiel Internation Oriection A - Settor project implementation Minimum or Cupiel Internation Minimum or Cupiel Internation			X	+	+		_	_	_	+	
After project implementation Minimum of Cupilal Investments National Route ID Before project in implementation Minimum of Cupilal Investments Seffore project implementation Minimum of Cupilal Investments After project implementation Minimum of Cupilal Investments Start Node Name Before project implementation Minimum of Cupilal Investments After project implementation Minimum of Cupilal Investments End Node Name Before project implementation Minimum of Cupilal Investments After project implementation Minimum of Cupilal Investments After project implementation Minimum of Cupilal Investments Direction A - 8 effore project implementation Minimum of Cupilal Investments Capit Its Direction A - 8 effore project implementation Minimum of Cupilal Investments Direction A - 1 and Project Implementation Minimum of Cupilal Investments Direction A - 1 and Project Implementation Minimum of Cupilal Investments	#				+			_	_	+	
National Route ID Seffer project implementation Unitinity of Cupiel Internation After project implementation After project implementation Monitory of Cupiel Internation Start Node Name After project implementation After project implementation After project implementation After project implementation Monitory of Cupiel Internation End Node Name After project implementation After project implementation After project implementation After project implementation After project implementation Oriection A - Seffer project implementation After project implementation To Direction A - Seffer project implementation After project implementation After project implementation After project implementation After project implementation After project implementation After project implementation	\pm		X	-	+	_	_	-	-	+	
After project implementation Ministry of copie inventments Start Node Name Before project implementation Ministry of copie inventments After project implementation Ministry of copie inventments After project implementation Ministry of copie inventments End Node Name Before project implementation Ministry of copie inventments After project implementation Ministry of copie inventments Direction A - Before project implementation Ministry of copie inventments Direction A - Before project implementation Ministry of copie inventments Chart Ism Direction A - Man project implementation Ministry of copie inventments			X	+	+	_	_	-	-	+	
Start Node Name Before project implementation Minimary of Opidal Insumment After project Implementation Minimary of Opidal Insumment			X	-	+	_	_	-	-	+-	
Localisation After project implementation Minimum of Opular Inventments End Node Name Before project implementation Minimum of Opular Inventments After project implementation Minimum of Opular Inventments After project implementation Minimum of Opular Inventments Direction A - Series project implementation Minimum of Opular Inventments Clearly Implementation Minimum of Opular Inventments Clearly Implementation Minimum of Opular Inventments Clearly Implementation Minimum of Opular Inventments Clearly Implementation Minimum of Opular Inventments	\rightarrow	_	x	+	+		-	-	-	+-	
End Node Name Service project implementation Ministry of capital insumment After project implementation Ministry of capital insumment Direction A - Service project implementation Ministry of capital insumment Direction A - Service project implementation Ministry of capital insumment Direction A - Service project implementation Ministry of capital insumment	\rightarrow	_	×	+	+		_	-	-	+	
End Node Name After project implementation Analysis of Capital Investments Direction A - Before project implementation Maning of Capital Investments Direction A - Term of Capital Investments Direction A - Term of Capital Investments Direction A - Term of Capital Investments Direction A - Term of Capital Investments Direction A - Term of Capital Investments	\rightarrow	_	×	+	+		\vdash	-	-	+-	
Direction A - Before project implementation Mointy of Capital Investments Start irm Direction A - After project implementation Mointy of Capital Investments	-			-	+	_	-	-	-	+-	
Start km Direction A - After project implementation Minkty of Capital Investments	\rightarrow	_	x	+	+		_	-	+	+	
	\rightarrow	_	×	+	+		-	-	+	+	
	\rightarrow			-	+	_	_	-	-	+	
Direction B - Before project implementation Ministry of Capital Investments	\rightarrow	_	X	+	+		-	-	+	+	
Direction A - Before project implementation Montay of Capital Inventorers Direction A - Before project implementation Ministry of Capital Inventorers	+	_	×	+	+	_	-	-	+	+	
	\rightarrow	_	X	+	+		-	-	+-	-	
End km Direction A - After project implementation Ministry of Capital Investments	\rightarrow	_	X	+	+	_	_	-	-	+	
Direction B - Before project implementation Ministry of Capital Investments	\rightarrow	_	X	+	+		_	_	+	+	
Direction 8 - After project implementation Ministry of capital investments Froiest name Test Making of Capital Investments United Test Making of Capital Investments	\rightarrow	_	×	+	+	_	_	-	-	+	
	\rightarrow	_	X	+	+		_	_	+	+	
Type of foreseen intervention New infrastructure, Reconstruction/rehabilitation, Maintenance, Ministry of Capital Investments Horizontal/policy measure			×		\perp						
Description of the Project Length (if linear) Km/NA Ministry of Capital Investments	-		X	-	-		_	-	+-	+	
Total Cost (CAPEX) Euros (should consider the overall cost of investment, not the preparatory states only) stages only)			×								
Estimated implementation deadline Month/Year. Please refer to realistic targets rather than contractual deadline deadlines that have become impossible to meet. Ministry of Capital Investments			×								
Electrification Yes/no Minkty of Capital Investments	\neg		Х	\top	\top					1	
Line speed 100 km/h (freight) yes/no flakwy Authority of Montenegro	\neg		х	\top	\top					1	
Axie load 22,5 t Ves/no flakway Authority of Montenagro	\neg		х	\top	\top					1	
Eligibility for TEN-T Project Track gauge yes/no flakesy Authority of Montenagro			X	Т							
Train length 740 m yes/no Ralway Astrothy of Montenagro			X		\top						
	X										
ERTMS Deployment (GSM-R) yes/no x	X				Т						
Before project implementation (yes/no)				Т	T						
Electrification After project implementation (yez/no) Ministry of Capital Investments			×								
Before project implementation (yes/no)					\top						
Line speed 100 km/h (freight) After project implementation (yez/no) fallow, Authority of Montenages			×								
Before project implementation (yes/no)				Т	Т					Т	
Axie load 22,3 t After project implementation (yes/no) falway Authority of Montenages			×								
Before project implementation (yes/no)					T						
TEN-T Compliance Track gauge After project implementation (yes/no) Release After project implementation (yes/no)			×								
Before project implementation (yes/no)					\top						
Train length 740 m After project implementation (yez/no) falway Authority of Montenages			×								
Before project implementation (yes/no)				Т	\top						
	×										
Before project implementation (yes/no)											
ERTMS Deployment (GSM-R) After project implementation (yes/no)	×										

Category	Parameter	Details	Source	15	1	N or a		1	ı	ş	11	ł	Data Collection Frequency - RP
	Implemented	Project completed and put in operation	Railway Transport of Montenegro (ZPCG)		х	х							
		Works currently under execution.											
		Tender for works/design-build on-going.		1									1
	On-going project (funding secured)	Design/Tender Dossier for DB under preparation.	Railway Transport of Montenegro (2PCG)	1	×	×							1
		Tender for design on-going or about to be start.		1		l				l	l		i
		Financing source identified (principle agreement reached), procedures on-		1									
Project Status		going.		1		l				l	l		i
,	Mature project (feasibility study ready, funding secured)		Balliana Transport of Montanago (2005)	1	×					l	l		i
	material by office (reasonal seed) ready, renound seem col	Financing source identified (principle agreement reached), procedures not- yet-started.	ramper or morning o (or co)	1	_	_ ^				l	l		i
		Financing source not identified.		1		l				l	l		i
				+		_				_			
	Series water reserving	Feasibility study on-going.		1	×					l	l		i
	Project under preparation	Feasibility study under tendering.	Railway Transport of Montenegro (ZPCG)	1						l	l		i
		Financing for feasibility study secured, procurement not yet started.		+	_	_	-		_	_	-		
IMPLEMENTED PROJECTS	tables Barriera Bernatalan Barr			-	-	-			_		-		
Project Timeline	Initial Project Completion Date	On tender issue	Railway Transport of Montenegro (ZPCG)	+	X	X			_		-		
	Actual Project Completion Date	_	Railway Transport of Montenegro (ZPCG)	+	X	X	-		_	_	-		
	National Budget	Euros	Railway Transport of Montenegro (ZPCG)	-	X	X			_	_	_		
	WB	Euros	Railway Transport of Montenegro (ZPCG)	-	X	X					_		
	EBRD	Euros	Railway Transport of Montenegro (ZPCG)	_	X	X			_		_		
l	EIB	Euros	Railway Transport of Montenegro (ŽPCG)	_	X	X							
	Other IFI	Specify	Rallway Transport of Montenegro (ŽPCG)	_	X	X							
Project Funding Sources		Euros											
,	Concessions	Specify	Rallway Transport of Montenegro (ŽPCG)		X	X							
		Euros											
	EU Fund	Specify	Rallway Transport of Montenegro (ZPCG)	1	×	×							
	EG Fullu	Euros											
	Other funding rouges	Specify	Railway Transport of Montenegro (ZPCG)		×	×							
	Other funding source	Euros											
		(As built documentation or if not available then final design											
Series Series Series	Project Folder Title	documentation)	Railway Transport of Montenegro (ZPCG)	1	×	×				l	l		i
Project Documentation	Prepared by		Railway Transport of Montenegro (ZPCG)		×	×							
	Supervised by		Railway Transport of Montenegro (ZPCG)	 	×	X							
		Forecasted (months)	Rallway Transport of Montenegro (ZPCG)		X	X							
	Construction period	Actual (months)											
		Forecasted (Euros)	Railway Transport of Montenegro (ZPCG)	_	×	×							
	CAPEX	Actual (Euros)		_									
		Forecasted (Euros per year)	Railway Transport of Montenegro (ZPCG)	_	X	×							
	OPEX	Actual (Euros per year)		+	-	-							
		Forecasted (Euros per year)	Railway Transport of Montenegro (ZPCG)	_	X	×							
	Maintenance cost	Actual (Euros per year)	ramed transport or montening of the col	+	^	_							
	Interest During Construction	S.	Ministry of Capital Investments	+		×							
Performance Indicators	EBITDA (last year)	Euros	Raflway Transport of Montenegro (ŽPCG)	+	×	X							
			Rallway Transport of Montenegro (ZPCG)	+	×	X							
l	Revenue (if fare/toll collected)	Forecasted (Euros per year) Actual (Euros per year)	- Injuri or manage (10°CH)	_	_	_	_	_	-	\vdash	\vdash	-	
				-	×	×				-	-		
		Train traffic - forecasted	Railway Transport of Montenegro (ZPCG)	+	X	×	\vdash		-	\vdash	\vdash		
		Train traffic - actual	Railway Transport of Montenegro (ZPCG)	-			-		_		-		
	Treffic	Passenger traffic - forecasted	Railway Transport of Montenegro (ZPCG)	-	X	X			_		-		
		Passenger traffic - actual	Railway Transport of Montenegro (DPCG)	-	X	X	-	_	_	_	-		
		Freight (tn) - forecasted	Railway Transport of Montenegro (ZPCG)	-	X	X			_	_	_		
		Freight (tn) - actual	Railway Transport of Montenegro (ZPCG)	-	X	X	\vdash		_	_	_		
LIVE PROJECTS				-	_	_	-		_	_	_		
l		Initially forecasted	Ministry of Capital Investments	_		X			_		_		
l	Tender Start Date (month/ year)	Current Estimation. Please refer to realistic targets rather than contractual	Ministry of Capital Investments			×							
		deadlines that have become impossible to meet											
l		Actual	Ministry of Capital Investments			X							
		Forecasted (on tender issue)	Ministry of Capital Investments			X							
Project Timeline	Design Completion Date (month/year)	Current Estimation. Please refer to realistic targets rather than contractual	Ministry of Capital Investments	1	l	×				l			1
l		deadlines that have become impossible to meet	remaining or Capital Investments	_		*	\perp			Ц_			
l		Actual	Ministry of Capital Investments			X							
l		Forecasted (on tender issue)	Ministry of Capital Investments			X							
l	Project Completion Date (month/ year)	Current Estimation. Please refer to realistic targets rather than contractual				×							
		deadlines that have become impossible to meet	Ministry of Capital Investments	1	l	×	I			l			1
											_		

Railways - Project Monitoring

Category	Parameter	Details	Source	4 ₹	1	West		MAN	1	ş	11	1	Data Collection Frequency - RP
	National Budget	Euros	Ministry of Capital Investments			X							
	mational bought	allocated/ agreement signed (yes/no)	Ministry of Capital Investments			X							
	ws	Euros	Ministry of Capital Investments			X							
	ws	allocated/ agreement signed (yes/no)	Ministry of Capital Investments			X							
	EBRD	Euros	Ministry of Capital Investments			X			\Box			\Box	
	EBRD	allocated/ agreement signed (yes/no)	Ministry of Capital Investments			X							
	EIB	Euros	Ministry of Capital Investments			X			\Box			\Box	
		allocated/ agreement signed (yes/no)	Ministry of Capital Investments			X			\Box			\Box	
		Specify	Ministry of Capital Investments			×							
Serviced Services Services	Other IFI	Euros	Ministry of Capital Investments			X			$\overline{}$			$\overline{}$	
Project Funding Sources		allocated/ agreement signed (yes/no)	Ministry of Capital Investments			×			$\overline{}$	$\overline{}$		\Box	
		Specify	Ministry of Capital Investments			×			\Box			\Box	
	Concessions	Euros	Ministry of Capital Investments			X			$\overline{}$	$\overline{}$			
		allocated/ agreement signed (yes/no)	Ministry of Capital Investments			X			-	-			
		Specify	Ministry of Capital Investments			×			$\overline{}$			\vdash	
	EU Fund	Euros	Ministry of Capital Investments			X						-	
		allocated/ agreement signed (yes/no)	Ministry of Capital Investments			×			-			-	
		Specify	Ministry of Capital Investments	-	-	×		-	\vdash	\vdash	\vdash	\vdash	
	Other funding source		Ministry of Capital Investments Ministry of Capital Investments	_		X	\vdash		\vdash	\vdash	\vdash	\vdash	
1		Euros	Ministry of Capital Investments Ministry of Capital Investments	-	-	X		-	\vdash	\vdash	\vdash	\vdash	
	Para Paradolika Parado	allocated/ agreement signed (yes/no)	manufacture and a second	-	_			_	\vdash	\vdash	\vdash	\vdash	
	Pre-Feasibility Study	yes/no	Ministry of Capital Investments	-	-	X	\vdash	_	\vdash	\vdash	\vdash	\vdash	-
	Feasibility Study	yes/no	Ministry of Capital Investments			×							
Tankaine Resident States	Concept Design	yes/no	Ministry of Capital Investments			x							
Technical Project Status	Preliminary Design	yes/no	Ministry of Capital Investments			x							
	Detail Design	yea/no	Ministry of Capital Investments			x							
	Environmental Impact Assessment	yes/no	Ministry of Capital Investments			×							
		Title	Ministry of Capital Investments			×			\Box				
	Feasibility Study	Prepared by	Ministry of Capital Investments			X			$\overline{}$	$\overline{}$		\Box	
	1 ' '	Supervised by	Ministry of Capital Investments			×			$\overline{}$				
		Title	Ministry of Capital Investments			X			$\overline{}$	$\overline{}$			
	Concept Design	Prepared by	Ministry of Capital Investments			X			$\overline{}$				
	1 ' "	Supervised by	Ministry of Capital Investments			×			-			-	
		Title	Ministry of Capital Investments			x						\vdash	
Project Documentation	Preliminary Design	Prepared by	Ministry of Capital Investments			×						-	
,	1	Supervised by	Ministry of Capital Investments	_	_	×		-	\vdash		-	\vdash	
		Title	Ministry of Capital Investments	_	_	x		-	\vdash	\vdash	-	\vdash	
	Detail Design	Prepared by	Ministry of Capital Investments	_	_	×		-	\vdash	-	-	\vdash	
		Supervised by	Ministry of Capital Investments	-	-	×		-	\vdash	\vdash	\vdash	\vdash	
			Ministry of Capital Investments Ministry of Capital Investments		_	X		-	\vdash	\vdash	-	\vdash	
	Environmental Impact Assessment	Title	Ministry of Capital Investments Ministry of Capital Investments	-	_	X		_	\vdash	\vdash	-	\vdash	
	Emilian impact Assessment	Prepared by		-	_			_	\vdash	\vdash	\vdash	\vdash	
	formal Book's Research Streeth	Supervised by	Ministry of Capital Investments	-	_	X		_	\vdash	\vdash	\vdash	\vdash	
Social Indicators	Annual Traffic Demand Growth Model transfer	%	Railway Transport of Montenegro (EPCG)	\vdash	X	X		_	\vdash	\vdash	\vdash	\vdash	
Social Indicators		% (if applicable)	Ministry of Capital Investments	—	<u> </u>	X		<u> </u>	\vdash	\vdash	\vdash	\vdash	
	Annual Acadent Rate Reduction	% (if applicable)	Ministry of Capital Investments	⊢	⊢	X		_	-	\vdash	\vdash	\vdash	
1	EIRR (Economic Internal Rate of Return)	%	Ministry of Capital Investments	-	_	X		_	\vdash	\vdash	\vdash	\vdash	
	NPV (Net Present Value)	Euros		X					-	\vdash	\vdash	\vdash	
Economic Indicators	SDR (Social Discount Rate)	%		X	_				\vdash	\vdash	\vdash	\vdash	
	Project Planning & Design Cost	Euros	Ministry of Capital Investments	_		X			-	\vdash	\perp	\vdash	
	Project Construction Cost	Euros	Ministry of Capital Investments	\perp		X							
	Total Project Cost	Euros	Ministry of Capital Investments			X							
	FIRR (Financial Internal Rate of Return)	%		X									
		Euros		×									
	FNPV (Financial Net Present Value)												
Financial Indicators	FDR (Financial Discount Rate)	%		×				_		_	_		
Financial Indicators		5 5		X					Н	Н	\vdash		
Financial Indicators	FDR (Financial Discount Rate)	95 95 95 year											

Montenegreo - data availability and formats

Category	Parameter	Details	Source	4 X	1	N one	1	10	Mean 8 mm	-	Data Collection Frequency - RP
	CO2 emissions	+/-%		X							
	NOx emissions	+/-%		X							
	SO2 emission evolution	+/-%		X							
	Non-methane hydrocarbons	+/-%		X							
Environmental Indicators	Particulate matter (ppm)	+/-%		X							
	Noise levels along the section	+/-%		X							
	Climate Change Resilience	Provide description of the project's effect to the climate change resilience									
	Climate Change Resilience	of the network		×							
	Protected Natural Areas Affected	km2		X							
	Location of Railway Line	Line geometry	Ministry of Capital Investments							X	
	Location of tunnels	Line geometry or Point geometry or x,y coordinates	Ministry of Capital Investments							X	
Geospatial data	Location of bridges over 12m length	Line geometry or Point geometry or x,y coordinates	Ministry of Capital Investments							×	
	Location of Stations	Line geometry or Point geometry or x,y coordinates	Ministry of Capital Investments							x	
	Location of level crossings	Point geometry or x,y coordinates	Ministry of Capital Investments							×	

Roads - Network Performance Monitoring

Culturary	Parameter	Details	forms.	25	7	1		8	2		8.8	- 3	Data Collection	Community
Category		Detains	Section 1	2.5	å	3	•	\$	3		44	8	Frequency - RP	Conveniera
	Name of responsible Company/Authority Correspondence Address			\vdash	-		_		\vdash	_	\vdash		2018	The Directorate for State
	Contact Person			_	_		_		_	_	_			Roads has a GIS DB. Zero scan performed in
Reporting Organisation Data	Position			-	-		-		-		-			2018.
	Phone number													Refer to notes for more details
	Email													orcas
	Country Code		Directorate of State Roads				×							
	TEN-T Category	Core/ Comprehensive	Directorate of State Roads				×							
	Corridor/ Route International Route ID		Directorate of State Roads Directorate of State Roads	_	_		×		_	_	_			
	National Route ID		Directorate of State Roads Directorate of State Roads	_	_		×		_	-	_			
	Start Node Name		Directorate of State Roads	_			*		-		-			
Localisation	End Node Name		Directorate of State Boads				×		_					
Localisation	Start km	Direction A	Oirectorate of State Roads				×							
	July 1011	Direction B	Directorate of State Roads				×							
	End km	Direction A	Directorate of State Roads				×							
		Direction B	Directorate of State Roads	_	_		×		_	_	_	\vdash		
	Status Data valid from	Planned/ Existing/ Upgrade	Directorate of State Roads	_	_		x		_	_	_	-		
	Data valid to	year year		_	_		_	-	_	_	_			
	Category	Motorways/ Dual Carriageways/ Single Carriageways	Directorate of State Roads	-					-		-			
	and a second	Very Good, describes the road without problems and completely comply					_							
		with Standards - mainly new constructions,(IRI [0-1.24])												
		2. Good, means that is a road without problems, (IRI [1.24-2.84])												
		Ba. Medium NWC, means that the road needs a New Wearing Course												
		(NWC) (IRI [2.84-5.09])												
	Pavement Condition	3b. Medium PRH, describes a road which needs Pavement Rehabilitation	Directorate of State Roads				×							
		(PRH) (IRI [2.84 - 5.09])												
		 Poor, means that the road needs a new Overlay and Wearing Course (OWC) (IRI [5.09 – 8.94]) 												
		S. Very Poor, describes a road which needs a Completely New Pavement												
		(CNP) (IRI [8.94 -])												
	Lanes	Direction A	Directorate of State Roads				×							
	Lanes	Direction B												
	Length - Total (km)	Direction A												
		Direction B		_	_				_	_	_			
	Length - Open Road (km)	Direction A	Directorate of State Roads Directorate of State Roads	_	x		_	-	-	-	_	-		
		Direction B Direction A	Directorate of State Roads Directorate of State Roads	-	×		_		-	_	 			
	Length - Tunnels (km)	Direction B	Directorate of State Roads		+		_							
	Length - Bridges over 12m length (km)	Direction A	Directorate of State Roads		×									
	cengui - Brioges over 12m sengui (ion)	Direction B	Directorate of State Roads		×									
Infrastructure Data	Tunnels	Direction A (absolute number)	Directorate of State Roads		×									
		Direction B (absolute number)	Oirectorate of State Roads		×									
	Parking areas	Direction A (absolute number)	Directorate of State Roads		×		_		_	_	_			
		Direction B (absolute number) Direction A (absolute number)	Olirectorate of State Roads Directorate of State Roads	_	×		_	-	-	_	_			
	Fuel Stations	Direction B (absolute number)	Directorate of State Roads	-			-		-		-			
		Type of fuels (Diesel, Gas, CNG, LNG, Hydrogen, Charging Point)		×	Ė						-			
	Design Speed	km per hour		×										
	Speed limit	km per hour	Directorate of State Roads		×									
	Operating Speed	km per hour		×										
	Max Longitudinal Gradient (%)	Direction A	Directorate of State Roads	_	×		_	-	_	_	_			
		Direction B per vehicle (tons)	Directorate of State Roads Directorate of State Roads	_	x		_		-	_	_			
	Max Permitted Weight	axle load (kN)	Directorate of State Roads	_	-		_		-	_	\vdash			
	Capacity	minimum lane capacity per hour (PCUs) for both directions		×	Ė				_					
	Tolled	yes/no	Directorate of State Roads		×									
	Type of Toils	per km/ per day	Directorate of State Roads		×									
	Charging Method	stations/ free flow/ vignette/ GNSS	Directorate of State Roads		×									
	Number of Toll Station Lanes	manned/ electronic	Directorate of State Roads		×					_				
	Intelligent Transport Systems (ITS)	yes/no	Directorate of State Roads	_	×		_		_	_	_			
	Type of ITS Operation Supervised by Control Centre	list all ITS installed yes/ no	Directorate of State Roads Directorate of State Roads	-	x		_	\vdash	\vdash	_	-			-
	Operation Supervised by Control Centre Data valid from	yes/ no year	Unrecounter of Marie Roads	\vdash		-	-		\vdash	-	\vdash	\vdash		\vdash
I	Data valid to	year		\vdash			-		\vdash		\vdash			
	TEN-T Requirements Compliant	yes/no as per art. 17.3 (a) and (b) of Regulation 1315/2013	Directorate of State Roads		×				$\overline{}$					\vdash
	Alternative Fuels Availability	yes/no as per Directive no. 2014/94/EU	Directorate of State Roads		×									
I	ITS Compliance	yes/no as per Directive 2010/40/EU	Oirectorate of State Roads		×									
	Tolling Interoperability	yes/no as per Directive 2004/52/EC and Commission Decision no.	Directorate of State Roads							1				
TEN-T Compliance		2009/750/EC		⊢		_		\vdash	⊢	_	<u> </u>	\vdash		\perp
	Safety Compliance Road Tunnels Compliance (length >500m)	yes/no as per Directive 2008/96/EC	Directorate of State Roads Directorate of State Roads	\vdash	×	-	_	\vdash	\vdash	-	\vdash	\vdash		
	Road Tunnels Compliance (length >500m) Data valid from	yes/no as per Directive 2004/54/EC year	Directorate of State Roads	\vdash	×		_		\vdash	-	\vdash	\vdash		\vdash
	Data valid to	year		\vdash	-		-	-	\vdash		\vdash	\vdash		-
-	-	·	-		_	-	_	_	_	-	_	-		$\overline{}$

Roads - Network Performance Monitoring

Sectionary Sec	Catagory	Parameter	Details	Source	45	1	1	8	ş	E	ŧ	11	- 1	Data Collection	Communeta
Particular Carlo		Total traffic flow	AADT or vehicles ner vear		_		-		3					Morthly	
Part				Directorate of State Boards				-		-		_			
Part					_	-	-	-		_		_			
Marchan Marc		Trucks						-							
Particular of Michigan Section 1997 Mi					×			-							
Page 17 19 ft See			% of AADT or total traffic flow	Directorate of State Roads	_			-							
And solvery to the control of the co					×	_		-							
Page Page		Freight traffic flow		Directorate of State Roads				-							
Project Transport Committed Committe		Dangerous goods whirles	Number per year or % of AADT or total traffic flow		×	_	-	-		_		_			
August Teach (1976) Schools Sc	Operations Data	Passengers		and the same of th				-							
August 1	-,					_		-		-		_			
Total State Common Common State State Common Common State State Common Common Common State State Common								-							
March March Fourset Color March Marc				Directorate of Onto Dougle	-			\vdash		_		_			
March Control Contro		-			_			-		-		_			
The file is the service cond whetein		Toll Rate Passenger Cars		Directorate of State Roads				-							
Margin Multination			per km (e.g. Euro per km)	Directorate of State Boads				-							
Value Valu		Toll Rate Heavy Good Vehicles			_			-		-		_			
Data white of read to find course. First months of read to find course. First months of read to find course. First months of read to find course. Chaining the property of the course. First months of read to find cours		% toll evasion			_		-	-		_		_			
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Figure 1 and 1995 cash of process with sparyl feathy control of mark specific content in sparyl feathy control of mark specific content in sparyl feathy control of process control of p				1	\vdash	-	-	\vdash	_	-	+	-	\vdash		1
Road Safety Company (in proposition) of road stratic condex with hyper (facility) Company (in page 1997) Company (4	\vdash	-	\vdash	\vdash	_	\vdash	-	-	\vdash		1
Mode Safety March Sapared Control of Samuers			absolute number	4	\vdash	-	-	\vdash	_	\vdash	-	-	\vdash		-
Service Serv				1	\vdash	-	-	\vdash	_	\vdash	-	-	\vdash		+
Figure F				4	\vdash	-	\vdash	\vdash		—	-	-	\vdash		infrontation provided by
Formation and an extended on an extended or an exte	Road Safety			Ministry of Interior - Police		_	_	\Box			_	_			Direfctorate for State
Institute restant as happinish. Provided on the Contragnostic dates. Part while the Contragnostic dates. And other importance cost. "Open Read Contragnostic dates. Administration cost." Topic Read Contragnostic dates. Administration cost." Topic Read Contragnostic dates. Administration cost. "Open Read Contragnostic dates. Administration cost." Topic Read Contragnostic dates. Administration cost." Topic Read Contragnostic dates. Administration cost. "Open Read Contragnostic dates. Administration cost." Topic Contragnostic dates. Applied Maintenance Cost Contragnostic dates				1	\vdash	_	_	\Box			_	_			
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One would for the control of the con		Section ranked as high/risk													
Set out of the		Road Safety Inspections carried out	Total number	1											1
Dist valid for per la part of the per la part in part year. Maintenance cost. The Maintenance Cost. Section of the Section		mode seriety impections certified out	Corresponding dates	1				\Box							1
Maintenance cost - Turnel Surging or import year 1 Monthermanic cost - Turnel Surging or import year 1 Monthermanic cost - Turnel Surging or import year 1 Monthermanic cost - Turnel Surging or import year 1 Monthermanic cost - Striges Surging or import year 1 Monthermanic cost - Striges Surging or import year 1 Monthermanic Cost Surging Surging or import year 1 Monthermanic Cost Surging Surging or import year 1 Monthermanic Cost Surging Surging Surging Surging Surging Surging Surging Surging Surging Surging Surging Surging Surging Surging Surging Surging Surging Surging Surging		Data valid for													
Maintenance cost - Turnel Surging or import year 1 Monthermanic cost - Turnel Surging or import year 1 Monthermanic cost - Turnel Surging or import year 1 Monthermanic cost - Turnel Surging or import year 1 Monthermanic cost - Striges Surging or import year 1 Monthermanic cost - Striges Surging or import year 1 Monthermanic Cost Surging Surging or import year 1 Monthermanic Cost Surging Surging or import year 1 Monthermanic Cost Surging Surging Surging Surging Surging Surging Surging Surging Surging Surging Surging Surging Surging Surging Surging Surging Surging Surging Surging			Euros per km per year	Directorate of State Boads		×		-							
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Heapolar Maintenance Cost Institute of Institute (Institute of Institute attention, our another foreseen but require interest of Institute attention, our accordance of Institute attention, our accordance of Institute attention, our accordance of Institute attention, our accordance of Institute attention, our accordance of Institute attention, our accordance of Institute attention, our accordance of Institute attention, our accordance of Institute attention, our accordance of Institute attention our accordance of Institute attention our accordance of Institute attention our accordance of Institute attention our accordance of Institute attention our accordance of Institute attention our accordance of Institute attention our accordance of Institute attention our accordance of Institute attention our accordance of Institute attention our accordance of Institute attention our accordance of Institute attention our accordance of Institute attention our accordance of Institute attention our accordance of Institute attention our accordance of Institute attention our accordance ou		manuscribing cox - bridges		DIRECTOR DI SANTINA	_	-	_	-		_	_	_			
Energency Maintenance Cost Immediate attentions out a collapsed culverts or landifides that block a nost) Weder Maintenance Cost Rurs per lar per year (the rest of maintenance cost for the said year) Western Maintenance Cost Rurs per lar per year (The rest of maintenance cost for the said year) Novement of the Nov		Heavy/ Periodic Maintenance Cost	relatively long intervals, aims to preserve the structural integrity of the	Directorate of State Roads		×									
Wither Multinenance Code Survey per lam per year? Source of finance Oper world for Survey per lam per year? Source of finance Oper world for Survey per lam per year? Source of finance Oper world for Survey per lam per year? Source of finance Oper world for Survey per lam per year? Source of finance Oper world for Survey per lam per year? Source of finance Oper world for Survey per lam beautiful to the company of the compa	Regular Maintenance	Emergency Maintenance Cost	Euros per km per year (Repairs that cannot be foreseen but require		×										
Source of finance or of financ		Winter Maintenance Cort			_	_		\vdash	_		-	_			
Source of finance Case wild for Park Sequiring enhabilitation - Open Road Sequiring enhabilitation - Open Road Sequiring enhabilitation - Trumed Sequiring enhabilitation - Trumed Sequiring enhabilitation - Seq				Directorate of State Boards			_	-	_	-		_			1
Data valid for Sequence Seq			Euros per km per year (The rest of maintenance cost for the said year)		_		-	\vdash	_	_	_	_			
Sequeling enhabilitation - Open Road Sequeling enhabilitation - Primed Sequeling enhabilitation					_		-	\vdash	_	-	-	_			
Requiring malabilitation - Turnel Requiring malabilitation - Strikes Requiring malabilitation - Strikes Requiring malabilitation - Strikes Require of marked (in (lim) Deviction of limb base 1					_		 	\vdash	_	_	_	-	-		-
Requiring rehabilitation - Bridges Requiring rehabilitation - Bridges Require and Advisoration Requirements					_		-	\vdash	_	_	-	-	-		
Requirem Navey periodic maintenance - Open Road Requirem Navey periodic maintenance - Open Road Requirem Navey periodic maintenance - Open Road Requirem Navey periodic maintenance - Troiting Navey periodic maintenance - Rodges Requirem Navey periodic maintenance - Rodges Requirem Navey periodic maintenance - Rodges Requirem Navey periodic maintenance - Rodges Requirem Navey periodic maintenance - Rodges Requirem Navey periodic maintenance - Rodges Requirem Navey periodic maintenance - Rodges Requirem Navey Periodic maintenance - Rodges Requirem Navey Periodic maintenance - Rodges Requirem Navey Periodic maintenance - Rodges Requirem Navey Periodic Rodges Re					_		_	\vdash	_	_	_	_			
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Data valid for Septime upgrade to increase apacity: Open Road Septime (specific to light upgrade to increase apacity: Open Road Septime (specific to light) Septime (specific to					_		-	\vdash	_	—	-	-	\vdash		
Requiring suggrated to increase capacity - Open Road Required of section (Im) Described from Road I I I I I I I I I				Directorate of State Roads	_	×	—	\vdash		—	-	_	\vdash		-
Pequifying upgrade to hicrosease capacity - Turned Regular of actions (Imi) Disconside of two hoads 0 0 0 0 0 0 0 0 0					_	-	-	\vdash		_	-	-	\vdash		
Requiring suggraphed to increase capacity - Bridges Dars wild for year Air Publishon Dist wild for year (C) emissions (C) emis					-		\vdash	\vdash		⊢	-	-	\vdash		
Requiring suggraph to increase capacity-indeges Integral of section (Int) Internation Into Name	Upgrading	Requiring upgrade to increase capacity - Turnel			_		_	\vdash		_	_	_	\vdash		
Opts valid for Vegat valid for September 1 of the state o	-	Requiring upgrade to increase capacity - Bridges		Directorate of State Roads	_	×	\vdash			_		_			
Air Pollustion OCX emissions File emissions evaluate File emissions OCX emiss		Data valid for	year												
CO2 emissions Filtre emission		Air Pollution			×										
RO emissions explaints of the control of the contro					×										
Son methate hydrocarbons Environmental Data								\Box		$\overline{}$					
Non-methate hydrocarbons		SO2 emission evolution			×										
Particulate mater (ppm) Noise Investment and State Store		Non-methane hydrocarbons						\vdash		-			\Box		1
Note Invest along the section Section of Trunchs Section Section of Trunchs Section Section Section of Trunchs Section Sect						-	-	\vdash		-		-			
unable of flooding incidents Climate change resilience quarter of course upon to a between weather conditions to severance from teach 1	Environmental Data		Noise levels along the section	1			-	\vdash		-	†				
Climate change resilience				Construction of Control Construction		-	\vdash	\vdash		-	_	_	-		
Climate duage resilience consideration of uniform section of the base consideration of the base					-		-	\vdash	_	\vdash	_	-	\vdash		
unather of winter maintenance days Obstance flow bash 1		Climate change resilience			-	_	-	\vdash		—	-	-	\vdash		-
Data valid for part part part part part part part par					-		-	\vdash		—	-	-	\vdash		
Cocation of food Die geometry Description of those				Directorate of State Roads	_	×	-	\vdash	_	_	-	-	\vdash		
Location of funnels Location of funnels Location of funnels Location of funnels Location of indeps over 17m length Use geometry or xy coordinates Section of the base X					_	_	\vdash					_			
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Geospatial data Location of parting areas Line geometry or x y coordinates Decisions of two loads x			Line geometry or Point geometry or x,y coordinates	Directorate of State Roads				_							
Geospatial data			Line geometry or Point geometry or x,y coordinates												
Sociation of fluid stations Point generative or xx coordinates Owners of their least x Sociation of read traffic rankes with loginary facility Point generative or xx coordinates x Sociation of read traffic rankes with loginary facility Point generative or xx coordinates x Sociation of read traffic rankes with loginary facility Point generative or xx coordinates x Sociation of read traffic rankes with loginary facility Point generative or xx coordinates x Sociation of read traffic rankes with loginary facility Point generative or xx coordinates x Sociation of read traffic rankes with loginary facility Point generative or xx coordinates x Sociation of read traffic rankes with loginary facility Point generative or xx coordinates x Sociation of read traffic rankes with loginary facility Point generative or xx coordinates x Sociation of read traffic rankes with loginary facility Point generative or xx coordinates x Sociation of read traffic rankes with loginary facility Point generative or xx coordinates x Sociation	Geospatial data	Location of parking areas		Directorate of State Roads				×							
Location of road traffic crashes with injury! fatality Point geometry or xxy coordinates x															
					×					-					
Data valid for year					_	_	_	$\overline{}$		-	_		-		1

Roads - Project Monitoring

Category	Parameter	Details	Source	8 ₹	1	1	8	N.	1	ş	11	1	Data Collection Frequency - RP
	Name of responsible Company/Authority		Directorate for State Roads										On demand
	Correspondence Address												
	Contact Person												
	Position												
ļ '	Phone number								\sqcup				
	Email								\Box				
	Country Code								\sqcup				
ļ '	TBN-T Category	Core/ Comprehensive			X				\vdash				
	Corridor/ Route	Before project implementation		_	x				\vdash			$\overline{}$	
		After project implementation			x				\vdash		_		
ļ '	International Route ID	Before project implementation	-	_	x	_	_		\vdash		-		
ļ '		After project implementation		_	x	_	_		\vdash	_	-	-	
ļ '	National Route ID	Before project implementation		_		_	_		\vdash		-		
		After project implementation			x	_	_		\vdash		-		
	Start Node Name	Before project implementation		_	_				\vdash		-	-	
Localisation		After project implementation			x				\vdash	_	_		
	End Node Name	Before project implementation			x				\vdash		-	\vdash	
		After project implementation			×				\vdash		-	\vdash	
ļ '		Direction A - Before project implementation		_	X				\vdash			$\overline{}$	
ļ '	Start km	Direction A - After project implementation	1	<u> </u>	x				$\vdash \vdash$		\Box	\sqcup	
		Direction B - Before project implementation	1	<u> </u>	×				$\vdash \vdash$		\Box	\sqcup	
ļ '		Direction B - After project implementation			X				\sqcup				
ļ '		Direction A - Before project implementation			x				\Box				
ļ '	End km	Direction A - After project implementation			X								
·		Direction B - Before project implementation			X				\sqcup				
		Direction B - After project implementation			x								
	Project name	Text			x								
ļ '		New infrastructure											
ļ '	Type of foreseen intervention	Reconstruction/rehabilitation			x				ΙI				
·	Type of foreseer little verticon	Maintenance			*				ΙI				
Description of the Project		Horizontal/policy measure							ΙI				
bescription of the Project	Length (if linear)	Km/NA			x								
·	Lanes	Direction A			x				П				
	Lanes	Direction B			x				ш				
	Total Cost (CAPEX)	Euros (should consider the overall cost of investment, not the preparatory stages only)			×								
	Motorway/expressway	yes/no (new construction)			x				ш				
ļ '	Other high-quality roads	yes/no (new construction)			x				ш				
ļ '		yes/ no (targeting capacity increase or road surface quality upgrade from							П				
ļ '	Road rehabilitation/reconstruction	very poor/poor/medium condition (IRI>2,84 to good/very good			x				ΙI				
Printed to the Printed State of the State of		conditions))							ΙI				
Eligibility for TEN-T Project	Alternative fuels	yes/no			x				ш				
·	ITS compliance	yes/no			x				\vdash			-	
ļ '	Tolling interoperability	yes/no		-	x				Н			-	
ļ '	Safety compliance	yes/no			x				\Box				
ļ '	Road tunnels compliance	yes/no		-	x				-				
		Before project implementation (yes/no)		-	1				 		\vdash	\vdash	
l '		and a project in promotion [popular]	1	-	-				\vdash		\vdash	\vdash	
ļ	TBN-T Requirements Compliant	After project implementation (yes/no)			*								
ļ '		Before project implementation (yes/no)		_	x	_	_		-				
ļ '		before project implementation (yes/no)	1	-	•	_			\vdash	_	-	-	
	Alternative Fuels Availability	After project implementation (yes/no)			*								
ļ		Before project implementation (yes/no)			x								
	ITS Compliance	After project implementation (yes/no)			x								
TEN-T Compliance		Before project implementation (yes/no)							 		\vdash	\vdash	
	Talling Interoperability	After project implementation (yes/no)							П				
									\square				
		Before project implementation (yes/no)		-		_							
	Safety Compliance	Before project implementation (yes/no) After project implementation (yes/no)			×								

Montenegreo - data availability and formats

Category	Parameter	Detaits	Source	15	I	To an	MIN	1	NA.	##	-	Data Collection Frequency - 89
	Road Tunnels Compliance (length >500m)	After project implementation (yes/no)			×							

Category	Parameter	Details	Source	15	1	1		-	1	ş	11	1	Data Collection Frequency - RP
	Implemented	Project completed and put in operation			1								
	On-going project (funding secured)	Works currently under execution. Tender for works/design-build omgoing. Design/Tender Dossier for DB under preparation. Tender for design on-going or about to be start.			×								
Project Status	Mature project (feasibility study ready, funding secured)	Tenuer i rur eussin origina de saucu ce statet. Financing source identified [principie agreement reached], procedures on- going. Financing source identified (principie agreement reached), procedures not yet-started. Financing source not identified.											
	Project under preparation	Feasibility study on-going. Feasibility study under tendering. Financing for feasibility study secured, procurement not yet started.											
IMPLEMENTED PROJECTS					x								
Project Timeline	Initial Project Completion Date	On tender issue			x								
Project fillenie	Actual Project Completion Date				x								
	National Budget	Euros			x								
	WB	Euros			×								
	EBRD	Euros			×			1					
	EIB	Euros			x								
	Other IFI	Specify			1								
	Other IFI	Euros	1		×								
Project Funding Sources		Specify			x			_					
	Concessions	Euros	1		1			_			-		
		Specify			x								
	EU Fund	Euros	1		1								
		Specify			1								
	Other funding source	Euros	1		×								
	Project Folder Title	(As built documentation or if not available then final design documentation)			×								
Project Documentation	Prepared by	Social City Control of			1								
	Supervised by				x			_			-		
		Forecasted (months)			1			-					
	Construction period	Actual (months)	1		1								
		Forecasted (Euros)			x			_			-		
	CAPEX	Actual (Euros)	1		1			-					
		Forecasted (Euros per year)			1			-					
	OPEX	Actual (Euros per year)	1	-	x			_					
		Forecasted (Euros per year)			1			_					
	Maintenance cost	Actual (Euros per year)	1		1			_			-		
	Interest During Construction	%	†		1			_			-		
Performance Indicators	EBITDA (last year)	Euros	1		1			_					
1		Forecasted (Euros per year)	1		1			-			-		
	Revenue (if fare/toll collected)	Actual (Euros per year)	1	\vdash	1			_			-		
1		Passenger cars - forecasted	1		1								
1		Passenger cars - actual	1	\vdash	-								
1	Lu	Busses - forecasted	1	\vdash	-		_	_		-	-		
1	Traffic	Busses - actual	1	\vdash	-			_			-		
1		Trucks - forecasted	1	\vdash	-						-		
1		Trucks - actual	1	\vdash	*	-	-	-	-	-	-	\vdash	
	I	Trucks - actual	1	1	*		1	1	1				

Roads - Project Monitoring

					_								
Category	Parameter	Details	Source	15	1	3		2	8	5	3 4	1	Data Collection
						3	_	3		,	2.4	- 6	Frequency - RP
LIVE PROJECTS		to Maria de la constant		_	1	-	_	\vdash	_				
		Initially forecasted	1	_		-	_	\vdash	\vdash				
	Tender Start Date (month/ year)	Current Estimation. Please refer to realistic targets rather than contractual deadlines that have become impossible to meet			×								
		Actual	1	_		-	_	\vdash	\vdash				
		Forecasted (on tender issue)				-							
Project Timeline		Current Estimation. Please refer to realistic targets rather than contractual	1	-	-	_	_	-	_				$\overline{}$
	Design Completion Date (month/year)	deadlines that have become impossible to meet			×								
		Actual	i		x	-	-						
		Forecasted (on tender issue)			x	-	-						
	Project Completion Date (month/ year)	Current Estimation. Please refer to realistic targets rather than contractual	1										
		deadlines that have become impossible to meet			×								
	National Budget	Euros			x								
	maconar adapti	allocated/ agreement signed (yes/no)			x								
	WB	Euros			x								
	***	allocated/ agreement signed (yes/no)			x								
	EBRD	Euros			x								
	ESTID	allocated/ agreement signed (yes/no)			1								
	EIB	Euros			1								
		allocated/ agreement signed (yes/no)		_	x			_					
		Specify		\vdash	x	_	_						
Project Funding Sources	Other IFI	Euros	1		x	_	_	_					
' ·		allocated/ agreement signed (yes/no)		_	x	_	_	_	_				
		Specify	1		1	_	_	_	_				
	Concessions	Euros	1		x	_	_	_	_				
		allocated/ agreement signed (yes/no)		_	x			-	_				-
	EU Fund	Specify	1	_	1	_	_	_	_				
	EU Fund	Euros	-	_	x	_	_	-	_				
		allocated/ agreement signed (yes/no)		_	x	_	_		_				
	Other funding source	Specify	-		x	_	_	-	_				
	other failure source	Euros	1		x	-	-	-	_				
	Par Paradolika Parata	allocated/ agreement signed (yes/no) yes/no		_	x	_	_		_				
	Pre-Feasibility Study	yes/no		-	1	-	-	\vdash	_				
	Feasibility Study												
	reasibility stody	yes/no											
				_	_	_	_	\vdash	_				
	Concept Design	yes/no											
	Concept Design	yes/110		l				l	l				
Technical Project Status						_	_		_				
	Preliminary Decien	yes/no		l				l	l				
	Preliminary Design	yes/110											
				_	_	-	_	_	\vdash				
	Detail Design	yes/no											
	Detail Design	yes/110			*								
	Environmental Impact Assessment	yes/no		_	x	-	-	\vdash	\vdash				
	Emiliani inpat Assancii	Title			1	-							
	Feasibility Study	Prepared by	1	-					-				
	' '	Supervised by	i	-	x			-	-				
		Title			1	-	-						
	Concept Design	Prepared by	1		x								
		Supervised by	i			-	-						
		Title			1								
Project Documentation	Preliminary Design	Prepared by	1		x								
,	, ,	Supervised by	1		x								
		Title			1								
	Detail Design	Prepared by	1		×								
		Supervised by	1		x								
		Title			x								
	Environmental Impact Assessment	Prepared by	1		x								
	·	Supervised by	1		x								
	Annual Traffic Demand Growth	%			x								
Social Indicators	Model transfer	% (if applicable)			x								
	Annual Acadent Rate Reduction	% (if applicable)			x			Ĺ					
	EIRR (Economic Internal Rate of Return)	%			x								
	NPV (Net Present Value)	Euros			x								
Economic Indicators	SDR (Social Discount Rate)	%			x								
	Project Planning & Design Cost	Euros			x								
	Project Construction Cost	Euros			x								
	Total Project Cost	Euros		1	x		_	1	ı –	1		1 7	

Montenegreo - data availability and formats

Category	Parameter	Details	Source	25	1	1		9	2	E	8.8	1	Data Collection
cargory		ocums	and the same of th	25	ā			3		٧	2.4	ю	Frequency - RP
	FIRR (Financial Internal Rate of Return)	%			x								
	FNPV (Financial Net Present Value)	Euros			x								
Financial Indicators	FDR (Financial Discount Rate)	%			x								
Financial indicators	WACC (Weighted Average Cost of Capital)	%			x								
	First year of profit	year			x								
	DSCR (Debt Service Coverage Ratio)	%			x								
	CO2 emissions	+/-%			x								
	NOx emissions	+/-%			x								
	SO2 emission evolution	+/- %			x								
	Non-methane hydrocarbons	+/- %			x								
Environmental Indicators	Particulate matter (ppm)	+/- %			1								
	Noise levels along the section	+/- %			x								
	Climate Change Resilience	Provide description of the project's effect to the dimate change resilience of the network			x								
	Protected Natural Areas Affected	km2			1								
	Location of Road	Line geometry					×						
1	Location of tunnels	Line geometry or Point geometry or x,y coordinates					x						
Geospatial data	Location of bridges over 12m length	Line geometry or Point geometry or x,y coordinates					x						
1 -	Location of parking areas	Line geometry or Point geometry or x.v coordinates					x						
1	Location of fuel stations	Point geometry or x,y coordinates					×						

Road Safety

Category	Parameter	Details	Source	N N	Broad	Mord	GIIS	//WS	Sale	NA.	# #	Zher	Data Collection Frequency - RP
	Name of responsible Company/Authority		Ministry of Capital Investments									_	Annually
	Correspondence Address												
Reporting Organisation Data	Contact Person												
Reporting Organisation Data	Position												
	Phone number												
	Email												
	Country Code				X	X							
Localisation	Population	number of inhabitants			X	X							
	Fleet size	number of registered vehicles			X	X							
	Total number of road traffic crashes	number			X								
	Total number of road traffic crashes - Motorway (tolled)	number			X								
	Total number of road traffic crashes - Motorway (toll-free)	number			X								
	Total number of road traffic crashes - Primary Roads (dual carriageway)	number			X								
	Total number of road traffic crashes - Primary Roads (single carriageway)	number			X								
	Total number of road traffic crashes - Secondary Roads	number			X								
	Total number of road traffic crashes - Rural Roads	number			X								
	Total number of road traffic crashes - Urban Roads	number			X								
Road Safety Data	Road traffic crashes with serious injuries only	number			X								
Road Salety Data	Fatal road traffic crashes	number			X								
	Seriously Injured	number of persons			X								
	Fatalities	number of persons			X								
		alcohol											
		speed											
	Cause of accident (%)	infrastructure	1	×				1					
		use of electronic devices (mobile phone, GPS, etc)						1	I				
		vehicle not corresponding to standard	1					1					
	Data valid for	year											

Serbia - data availability and formats

Airports - Network Performance Monitoring

							_								
Category	Parameter	Details	54		11 €	1		8	1	1	100	11	ł	Data Collection Frequency - TODIS	Comments
	Name of responsible Company/Authority		SMATSA	Airports of Serbia (AS)/ Airport Beigrade (AB) AuCTI										Annually	
	Correspondence Address			MCII				-	\vdash						
Reporting Organisation Data	Contact Person							-	\vdash			-	_		
	Position				_			_	-			_	_		
	Phone number			-				-	\vdash			_	_		
	Email				-			-	\vdash	_		-	_		
	Country Code			AB/ MCTV AS	_		×	_	\vdash	_	-	_	_		
	TEN-T Category	- 1		ABV MICTLY AS				-	\vdash	_		_	_		
	Node Name	Core/ Comprehensive			-		x	_	\vdash	_		_	_		
				AB/ MCTV AS					\vdash	_		_	-		
	Ownership Type	Government/ Private/ Mixed		AB/ MCTV AS			×	_	\vdash			_	×		
Localisation	Owner #1	Name		AB/ MCTV AS			×	_	\Box				_		
	Ownership Percentage	%		AB/ MCTV AS			×		\Box				×		
	Owner #x	Name		AB/ MCTV AS			×						×		
	Ownership Percentage	%		AB/ MCTV AS			×						×		
	Data valid from	year		AB/ MCTV AS											
	Data valid to	year		AB/ MCTV AS											
	Type	International/ Domestic	Excel, sml	AB/ MCTV AS			×						×		
1	Activity	Freight/ Passenger/ Passenger and freight	Dozel, ami	AB/ MCTV AS								$\overline{}$	×		
	Patricy	Very Good	tonal and												
	Condition	Good Medium Poor		AB/ MICTLY AS									×		
		Very Poor													
	Number of runaways	number	Excel, sml	AB/ MCTV AS									X		
	Number of passenger terminals	number		AB/ MCTV AS									×		
	IATA Landing Slot Classification	Level 1 (Non-Coordinated Airport) Level 2 (Schedules Facilitated Airport) Level 3 (Coordinated Airport)	Excel, sml	AB/ MCTV AS									x		
	ICAO Airport Classification	Code Julyaner Wigspan into than 13m; Outer Main Gear Wheel Span Code Majniner Wigspan From 13m up to less than 24m; Outer Main Gear Wheel Span And Am up to less than 24m; Outer Main Gear Wheel Span Ford. Am up to less than 3em; Outer Main Gear (Lingshare Wingspan From 24m up to less than 3em; Outer Main Gear Wheel Span From 19m up to less than 3em; Outer Main Gear Wheel Span From 3em; Up to less than 3em; Outer Main Code (Lingshare Wingspan From 3em; Outer Main Gear Wheel Span From 3em; Up to less than 19m; Outer Main Code (Lingshare Wingspan From 23m; up to less than 18m; Outer Main Gear Wheel Span From 3em; up to less than 18m; Outer Main Gear Wheel Span From 3em; up to less than 18m; Outer Main Gear Wheel Span From 3em; up to less than 18m; Date 10m; Outer Main Gear Wheel Span From 3em; up to less than 18m;	Seed, and	AR/ MCTV AS									x		
	ILS Category Length of longest runway	IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII	Sucel, amil	ABJ MICTLY AS									×		
	Passenger terminals area	meters m2	Excel, smi Excel, smi	AB/ MCTV AS AB/ MCTV AS	\vdash		\vdash	-	\vdash	-		\vdash	-		
Infrastructure Data					-	-	\vdash	⊢	\vdash		\vdash	⊢	-		
Immastructure Data	Apron area	m2	Excel, ami	AB/ MCTV AS	-	\vdash		_	\vdash		\vdash	_	-		
	Declared Capacity	Declared number of aircraft movements that can be scheduled per hour at an airport	Excel, sml	AB/ MCTV AS											
1	Apron Capacity	Number of airplanes on the apron at the same time	Docel, and	ABJ MCTV AS											
	Runway Capacity	Flights per hour	Excel (doesn't publish as It is not relevant)	AB/ MCTV AS											
1	Passenger Capacity	Passengers per year	a a section and	AB/ MCTV AS											
1	Freight Capacity	tons per year		AB/ MCTV AS					\vdash						
	Rail Connection	yes - integrated to long distance rail network yes - rail shuttle		AB//AS			×								Presented in Belgrade Airport Master Plan; Presented in Nic Airport Master Plan (Planski Dokument detailine regulacije serodroma Nic
		no - other public shuttle no - no public shuttle connection		1					1			1	1		Dokument detaljne regulacije aerodroma Nis 2015)

Airports - Network Performance Monitoring

Category	Parameter	Octails	54	urce	4 ₹	1	Page 1	8	-	1	Š.	A STATE OF THE PERSON NAMED IN	Office	Data Collection Frequency - TOOIS	Consments
		European air traffic management network (EATMN)		AB// AS	×										
		Systems and procedures for airspace management.		AB//AS											
		Systems and procedures for air traffic flow management.		AB// AS	×										
	Intelligent Transport Systems (TS)	Systems and procedures for air traffic services, in particular flight data processing systems, surveillance data processing systems and human- machine interface systems.		AB// AS	*										
		Communications systems and procedures for ground-to-ground, air-to-ground and air-to-air communications.		AD// AS											
		5. Navigation systems and procedures.		AB//AS	x										
1		6. Surveillance systems and procedures.		AD//AS	X										
1		Systems and procedures for aeronautical information services.		AB// AS	×										
		8. Systems and procedures for the use of meteorological information.	UPDATE every 3-3 months	AB// AS		×					П				
	and the	9. Others		AB// AS	X	⊢	_	\vdash			-				
	Data valid from	year		AB// AS	-	-	_	\vdash							
	Deta velid to	year		AB//AS	-	-	_	-			-	_			
	Rail Connection	yes/no		MTCI	├	_	X	\vdash			-				
	Clean fuels availability	yes/no (Only applicable for the Core Network Airports)		AD//AS	×	-	_	-	_		-				
TEN-T Compliance	Terminal availability	yes/no (At least one terminal is open to all operators in a non- discriminatory way and applies transparent, relevant and fair charges)		AB// AS	х										
	Data valid from	year		AB/ / AS	×	_	_								
	Data valid to	year		AB//AS	×										
	Throughput	number of commercial aircraft movements per year		AB// AS	×	×									information about Nit airport publicly availble (can be requested). Info about lieigrade Airport not availble
	Passenger traffic	passengers per year		AB//AS	×	X									
	Freight traffic	tons of cargo per year		AB//AS	×	X									
		network carrier		AB//AS											
Operations Data	Type of aircraft movements by type of operation	low cost carrier		AB//AS											
	Type of all call movements by type of operation	charter		AB//AS	1 ^										
		cargo		AB//AS											
	Passenger transit	%		AB//AS	×										
	Arrivals	%		AB//AS	×										
	Data valid for	year													
	Maintenance cost - Total	Euros per year			×	×									
	Maintenance cost - Passenger terminals	Euros per year			×	×									1
	Maintenance cost - Freight terminals	Euros per year			×	ж									Not availble for AP Belgrade. Airports of Serbia have information for all airports part of the AS and
Regular Maintenance	Maintenance cost - Runways	Euros per year			×	×	_								It will be difficult to get it for individual airport - it
	Source of finance	to to be les			×	×	_	-							can be requeded
1	Data valid for				×	×	-	\vdash	-		\vdash	-	\vdash		1
		year Terminal Building			×	×	-	\vdash	_	\vdash	\vdash	_			
Upgrading	Requiring upgrade to increase capacity				×	x	-	\vdash	_		\vdash	_			
	Requiring upgrade to increase runway length	Runway Length	-	-	_		_	\vdash	_		\vdash	—			Airport Belgrade is in the process of setting up the
1	Air Pollution	GHG emissions (tons per year for each GHG)		AB	X										Airpoin segrade is in the process or setting up the measurments
1	CO2 emissions			AB	X								Ī		Minstry of environment might have it
1	NOx emissions			AB .	X										
Environmental Data	SO2 emission evolution			All	X										
Environmental Data	Non-methane hydrocarbons			AB	X										
1	Particulate matter (ppm)			AB	X										
1	Climate change resilience	number of flooding incidents		All	×										
1	Commence Commence	number of closures due to adverse weather conditions		AB	^										
	Data valid for	year													
Geospatial data	Location of the Airport	Point geometry or x,y coordinates		ADJAS				X							
Geospecial data	Data valid for	vear						×							

Serbia - data availability and formats

Airports - Project Monitoring

Category	Parameter	Details	Source	喜聲	1	No.	8	MMIS		E	100	-	Data Collection Frequency - RP	Comments
	Name of responsible Company/Authority		Airports of Serbia (AS)/ Airport Belgrade (AS) AACT)										On demand	
			McTI											Data for Airport Belgrade is not
	Correspondence Address					×								availble as it is under concession
Reporting Organisation Data	Contact Person					×								Data for Airport Nis potentially of
	Position					×								be availble upon request to the M
	Phone number					×								and in case if Feasibility Study h
	Email					×	П							been prepared, however no proje
	Country Code					×								took place recently and there are
Localisation	TEN-T Category	Core/ Comprehensive				×								planned projects at this momen
	Node Name					×	П							,
	Project name	Text		×										1
	Type of foreseen intervention	New infrastructure, Reconstruction/rehabilitation, Maintenance, Horizontal/policy measure		×										
	Length (if linear)	Km/NA		×										
Description of the Project	Total Cost (CAPEX)	Euros (should consider the overall cost of investment, not the preparatory stages only)		×										
	Estimated implementation deadline	Month/Year. Please refer to realistic targets rather than contractual deadlines that have become impossible to meet		×										
	Rail Connection	yes/no	1			T	_	\vdash					1	
	Clean fuels availability	yes/no (Only applicable for the Core Network Airports)		-		-	_	\vdash						
Eligibility for TEN-T Project	Terminal availability	yes/no (At least one terminal is open to all operators in a non-					Т							
		discriminatory way and applies transparent, relevant and fair charges)		_	_	-	-	\vdash		_	-			
	Rail connection	Before project implementation (yes/no)		×	-	-	-	-		_	-	ļ		
		After project implementation (yes/no)		*	-	-	-	\vdash		_	-	-		
TEN-T Compliance	Clean fuels availability	Before project implementation (yes/no)		*	-	-	-	\vdash		_	-	ļ		
		After project implementation (yes/no)		×			_							
	Terminal Availability	Before project implementation (yes/no)		×	-	-	-	-		_	-	ł		
		After project implementation (yes/no)		×	_	_	-	\vdash		_	-			
	Implemented	Project completed and put in operation		×			-							
		Works currently under execution.		1			1							
	On-going project (funding secured)	Tender for works/design-build on-going.		*			1							
		Design/Tender Dossier for DB under preparation.					1							
		Tender for design on-going or about to be start.		_			-							
		Financing source identified (principle agreement reached), procedures on-		1			1							
Project Status		going.		1			1							
	Mature project (feasibility study ready, funding secured)	Financing source identified (principle agreement reached), procedures not	1	*			1							
		yet-started.		1			1							
		Financing source not identified.		-	-	\vdash	-	-	_	-	-			
		Feasibility study on-going.		1			1							
	Project under preparation	Feasibility study under tendering.		*			1							
		Financing for feasibility study secured, procurement not yet started.		-	-	\vdash	-	\vdash	_	-	-	-		
IMPLEMENTED PROJECTS	Initial Project Completion Date	On tender issue		х	-	\vdash	-	-	_	-	-			
Project Timeline		On tender issue		х	-	\vdash	-	-	_	-	-			
	Actual Project Completion Date			- 1	_	-	-	\vdash		-	-	-		
	National Budget	Euros		х	-	\vdash	-	\vdash	_	-	-	\vdash		
	WB	Euros		- 1	_	-	₩	-		_	-	-		
	EBRD	Euros		×	_	-	₩			_	-			
	EIB	Euros			-	⊢	-	\vdash	_	_	-	\vdash		
		Specify	1	*	1	ı	1			1	1			-
	Other IFI										l			
Project Funding Sources	Other IFI	Euros		-	-	-	_		_					
Project Funding Sources	Other IFI Concessions	Euros Specify												
Project Funding Sources		Euros Specify Euros		×										
Project Funding Sources		Euros Spedify Euros Spedify		×										
Project Funding Sources	Concessions	Euros Specify Furos Specify Euros		-										
Project Funding Sources	Concessions	Euros Specify Euros Specify Euros Specify		-										
Project Funding Sources	Concessions EU Fund	Euros Specify Euros Specify Euros Specify Euros		x										
	Concessions EU Fund	Euros Specify Euros Specify Euros Specify		x										
Project Funding Sources Project Documentation	Concessions EU Fund Other funding source	Euros Specify Euros Specify Euros Specify Euros Specify Euros Euros Ale built documentation or if not available then final design		1										

Airports - Project Monitoring

Category	Parameter	Details	Source	45	1	1	8	2 1		111	1	Data Collection Frequency - RP	Consments
		Forecasted (months)			_	-		-		-		Integrating 1 to	
	Construction period	Actual (months)		×									
	CAPEX	Forecasted (Euros)					ш	-	_		-		
	CAPEX	Actual (Euros)		×									
	OPEX	Forecasted (Euros per year)									Т		
	OF EX	Actual (Euros per year)							\perp				
	Maintenance cost	Forecasted (Euros per year)		×									
		Actual (Euros per year)		_	-	-	\vdash	_	+	+	+	-	
Performance Indicators	Interest During Construction	% Euros		X	-	-	\vdash	-	+	+	+		
	EBITDA (last year)	Forecasted (Euros per year)		-	_	-	-	-	+	+	+		
	Revenue (if fare/toll collected)	Actual (Euros per year)		×									
		Throughput - forecasted					$\overline{}$	-	\pm		-		
		Throughput - actual		1									
	Traffic	Passenger traffic - forecasted		١.									
	Tranic.	Passenger traffic - actual		1 *						1			
		Freight (tn) - forecasted]									
		Freight (tn) - actual							\perp		\perp		
LIVE PROJECTS				×	_	_	ш		_	_	_		
		Initially forecasted		1									
	Tender Start Date (month/ year)	Current Estimation. Please refer to realistic targets rather than contractual	I	×	×	1					1	1	I
		deadlines that have become impossible to meet Actual		1	1	1					1		
				_	-	-	\vdash	+	+	+	+	1	
Project Timeline		Forecasted (on tender issue) Current Estimation. Please refer to realistic targets rather than contractual		1						1			
Project Timeline	Design Completion Date (month/year)	deadlines that have become impossible to meet		×									
		Actual		1									
		Forecasted (on tender issue)		_	-	-	\vdash	-	+	-	+		
	Project Completion Date (month/ year)	Current Estimation. Please refer to realistic targets rather than contractual								1			
	, , , , , , , , , , , , , , , , , , , ,	deadlines that have become impossible to meet											
		Euros					$\overline{}$	-	+		-		
	National Budget	allocated/agreement signed (yes/no)		×									
		Euros			_			-	\neg	_			
	ws	allocated/agreement signed (yes/no)		1 *						1			
	EBRD	Euros											
	EBNO	allocated/agreement signed (yes/no)		1 *									
	EIB	Euros		×							Т		
		allocated/agreement signed (yes/no)		_							_		
		Specify											
Project Funding Sources	Other IFI	Euros		*						1			
		allocated/agreement signed (yes/no)			_	-	\vdash	\rightarrow	_	_	-		
	Concessions	Specify		١.									
	Concessions	Euros		٠,									
		Euros allocated/agreement signed (yes/no) Specify		-	_	\vdash	\vdash	-	+	+	+		
	EU Fund	Euros								1			
	COTON	allocated/ agreement signed (yes/no)		1									
		Specify		_	_	-	Н	-	-	+	+		
	Other funding source	Euros		×									
		Euros allocated/ agreement signed (yes/no)		1	1	1					1		
	Pre-Feasibility Study	yes/no		×									
	Feasibility Study	yes/no		×									
Technical Project Status	Concept Design	yes/no		×					\perp				
Topic status	Preliminary Design	yes/no		×					\perp				
	Detail Design	yes/no		×					\perp	\perp			·
	Environmental Impact Assessment	yes/no		×	\perp		\Box			_	_		
		Title		1		1							
	Feasibility Study	Prepared by		*	1	I					1		
		Supervised by		-	-	-	\vdash	+	+	+	+	-	
	Concept Design	Title	l	١,	1	I					1		
	Concept Design	Prepared by			1	I	ıl				1		
		Supervised by Title	l	_	+	-	\vdash	-	+	+	+	+	
Project Documentation	Preliminary Design	Prepared by			1	I	ıl				1		
· · · · · · · · · · · · · · · · · · ·	- comme y congri	Supervised by		1	1	I	ıl				1		
		Title		-	-	-	-	-	+	+	+		
	Detail Design	Prepared by				1							
		Supervised by		1 .		1							
		Title			-		\vdash	-	-	-	+		
	Environmental Impact Assessment	Prepared by			1	I					1		
		Supervised by		1	1	I					1		
	1										_		

Serbia - data availability and formats

Airports - Project Monitoring

Category	Parameter	Details	Seem	皇皇	1	Merel	8	SW	S.	£	14	100	Data Collection Frequency - RP	Consments
	Annual Traffic Demand Growth	4		×										
Social Indicators	Modal transfer	% (if applicable)		×										
	Annual Accident Rate Reduction	% (If applicable)		×			П							
	EIRR (Economic Internal Rate of Return)	%		×										
	NPV (Net Present Value)	Euros		×										
Economic Indicators	SDR (Social Discount Rate)	%		×			П							
Economic indicators	Project Planning & Design Cost	Euros		×										
	Project Construction Cost	Euros		×			П		\neg					
	Total Project Cost	Euros		×			П							
	FIRR (Financial Internal Rate of Return)	%		×			П							
	FNPV (Financial Net Present Value)	Euros		ж			П							
Financial Indicators	FDR (Financial Discount Rate)	%		×			П	\neg						
Financial indicators	WACC (Weighted Average Cost of Capital)	%		×			П							
	First year of profit	year		ж			П							
	DSCR (Debt Service Coverage Ratio)	%		×			П		\neg					
	CO2 emissions	+/-%		×			П	\neg	\neg					
	NOx emissions	+/-%		X				\neg						
	O2 emission evolution	+/-%		×			П	\neg	\neg					
Environmental Indicators	Non-methane hydrocarbons	+/-%		×			П		\neg					
Environmental indicators	Particulate matter (ppm)	+/-%		×				\neg						
	Climate Change Resilience	Provide description of the project's effect to the climate change resilience		×										
	Protected Natural Areas Affected	km2		X										
Geospatial data	Location of the Airport	Point geometry or x,y coordinates		×			×	$\neg \neg$	$\neg \neg$					

Border Crossings - Network Performance Monitoring

Category	Parameter	Details	Sacra	4 ₹	1	1	8	i i	Ę	200	ŧ	Data Collection Frequency - RP	Comments
	Name of responsible Company/Authority												Custom office is handling data. BCPsa
	Correspondence Address												are regulated by 2 countries. In a
Barranto a Barranto altra Barta	Contact Person												custom system it is custom office
Reporting Organisation Data	Position								-	-			who is collecting data and for
	Phone number												example they collect for both rail and
	Email												road. The information is received per
	Country Code		Customs			-		-	_				custom declaration
	Border with	country code	Ministry of Interior	1		×		-	-				
	Corridor/ Route		Customer										Per customs office name
	Border Crossing Name		Ministry of Interior	_	-	¥	-	_	_	-	_		Ter canada di mana
Localisation	TEN-T Category	Core/Comprehensive/ Not in TEN-T		×	-	-	-	-	-	-	_		-1
	Green Lanes	yes/no/planned	Customs	-		×		_	_	-	_		Ministry of Trade to be checked
	OTTO MINO	yes/no/planned	Curtoms	_	-	X	-	-	+	-	_		
	One-stop procedure (Joint Border)	yes/no/planned indicate type of joint BCP (for passengers/for goods/ collocated on the territory of one party/entry-entry joint controls, etc)	Gustama			Û		\top	t				1
		phytosanitary	Ministry of Interior	+	-	×	-	_	+	-	-		Ministry of agriculture
		veterinary	Ministry of Interior	+	-	X	_	_	-	-	_		Ministry of agriculture
	Type of Controls/ Inspections Performed	radiological	Ministry of Interior	_		×	-	_	+	_	_		Ministry of agriculture
Operations	Type or Controls/ Inspections Performed		Ministry of Viterior	-	-	X	-	-	+	-	-		Ministry or agriculture
		other non-trade related controls (road charges collection, vehicles		1	1	l ,	1 1		1	1	1	1	
		technical compliance, any other)	Ministry of Interior	+-	-		_	_	+	-	+		Ministry of agriculture
	Data valid for	year	Ministry of Interior	+	\vdash	X	\vdash	-	+	-	+		
													Direkcija za imovinu
	Number of lanes for trucks	entering	Ministry of Interior	_	_	X	\vdash	_	_	_	-		http://rdi.gov.rs/lat/index.php
													Direkcija za imovinu
		exiting	Ministry of Interior			X			_				http://rdi.gov.rs/lat/index.php
									1		1		Direkcija za imovinu
	Number of lanes for buses	entering	Ministry of Interior			X							http://rdi.gov.rs/lat/index.php
	Number of sites for busins												Direkcija za imovinu
		exiting	Ministry of Interior			X							http://rdi.gov.rs/lat/index.php
								\neg					Direkcija za imovinu
	n-1	entering	Ministry of Interior			×							http://rdi.gov.rs/lat/index.php
	Number of lanes for passenger cars								-	-			Direkcija za imovinu
		exiting	Ministry of Interior			l x			1		1		http://rdi.gov.rs/lat/index.php
								\neg					Direkcija za imovinu
	Separate parking zones for trucks	ves/no	Ministry of Interior			×							http://rdi.gov.rs/lat/index.php
				1	-			-	_	_	_		Direkcija za imovinu
	If yes, then truck parking capacity	vehicles	Ministry of Interior			l v			1		1		http://rdi.gov.rs/lat/index.php
	in just their trace parting departs	The state of the s		_	-	<u> </u>	-	_	_	-	_		Direkcija za imovinu
Infrastructure	Truck queuing capacity	vehicles	Ministry of Interior			l v							http://rdi.gov.rs/lat/index.php
	noo queung capacity	Hillings		_		_		_	_	-	_		Direkcija za imovinu
		Booths (separate/ joint)	Ministry of Interior			l .							http://rdl.gov.rs/lat/index.php
		Bootis (separate) junit)	many in tiens	-	-	^	_	-	-	-	_		Direkcija za imovinu
	State of play (customs/border police/other border agencies)	Data Systems (separate/ joint)	Ministry of Interior			l .							http://rdi.gov.rs/lat/index.php
		Data Systems (Separate/ Joint)	Minutely of Interior	-	_	X	-	_	+	-	-		
													Direkcija za imovinu
		Physical inspection facilities (yes/ no)	Ministry of Interior	_		X		_	_	_	_		http://rdi.gov.rs/lat/index.php
	Systematic Electronic Exchange of Data (SEED)	yes/no/planned	Customs	-	×	×		_	-	-	-		4
	New Computerized Transport System (NCTS)	yes/no/planned	Customs	_	×	×		_	-	-	_		4
	eQMS (Queue Management System)	yes/no/planned		X	_	_		_	_	_			_
									1		1		
									1		1		Customs is planning a new project to
									1		1		automise all procedures also for
													import and export, Single Window,
	Other Electronic Information System	yes/no/planned	Gustoms			×			1		1		Integrated tarif system
	Type of ITS	list all ITS installed		X									
	Data valid for	year	1		ı —	1		T	Γ				1
	Passenger Trains entering	number per 24 hours	Ministry of Interior	1	X	Г		T	\Box				
	Freight Trains entering	number per 24 hours	Ministry of Interior		Х]
	Dangerous Goods Trains/ Wagons entering	number per 24 hours	Ministry of Interior			x							7
	Average entry time passenger trains	minutes	Ministry of Interior			×							1
	Average entry time freight trains	minutes	Ministry of Interior	1	-	×	-	-	+	-	-		1
Operations - Rail	Passenger Trains exiting	number per 24 hours	Ministry of Interior	1	¥	_	-	-	_	-	_		1
	Freight Trains exiting	number per 24 hours	Ministry of Interior	1	X			-	_	-	_		1
	Dangerous Goods Trains/ Wagons exiting	number per 24 hours	Ministry of Interior	+	<u> </u>	×	-	-	+	+	_		1
	Average exit time passenger trains	minutes	Ministry of Interior	+	-	×	\vdash	-	+	+	+		-1
	Average exit time passenger trains Average exit time freight trains	minutes	Ministry of interior Ministry of interior	+	_	X	+	-	+	+	+		-1
			Ministry of Interior Ministry of Interior	+	_	X	-	-	+	-	+		-1
	Data valid for	year											

Serbia - data availability and formats

Border Crossings - Network Performance Monitoring

stegory	Parameter	Details	Source	25	1	1	8	1	Ę	11	1	Data Collection Frequency - RP	Comments
	Passenger Cars entering	number per 24 hours (or week/ month/ year)	Ministry of Interior		Х		_			_			
	Buses entering	number per 24 hours (or week/ month/ year)	Ministry of Interior		X								7
									\top				Information on empy truck and tru
	Freight Vehicles entering	number per 24 hours (or week/ month/ year)	Ministry of Interior	- 1	×								with goods
	Dangerous Goods Vehicles entering	number per 24 hours (or week/ month/ year)	Ministry of Interior			×			\top				
	Passenger Cars entering - Average waiting/queuing time	minutes (before the effective start of the control procedure)		X									1
	Freight Vehicles entering - Average waiting/queuing time	minutes (before the effective start of the control procedure)		×									Entry time (border police, customs exit time from the border
	Buses entering - Average waiting/queuing time	minutes (before the effective start of the control procedure)		×									7
	Passenger Cars entering - Average duration of control procedures	minutes (including weighing the trucks, customs procedures, and phytosanitary, veterinary and radiological inspections)		×									1
		minutes (including weighing the trucks, customs procedures, and											Entry time (border police, custom
	Freight Vehicles entering - Average duration of control procedures	phytosanitary, veterinary and radiological inspections)	Customs		×								exit time from the border
		minutes (including weighing the trucks, customs procedures, and											1
	Buses entering - Average duration of control procedures	phytosanitary, veterinary and radiological inspections)		×									
													Possibility to get count per vehic
	Freight vehicles cleared by customs at the BCP	% of total freight vehicle volume	Gustoms		×								and tonns
erations - Road	Freight vehicles entering for Import	% of total freight vehicle volume		×					\top				7
	Freight vehicles entering Transit	% of total freight vehicle volume		X					\top				7
									\top				Possibility to get count per vehic
	Freight vehicles entering Empty	% of total freight vehicle volume	Ministry of Interior	- 1	×								and tonns
	Passenger Cars exiting	number per 24 hours (or week/ month/ year)	Ministry of Interior		X				т				7
	Buses exiting	number per 24 hours (or week/ month/ year)	Ministry of Interior		X								7
	Freight Vehicles exiting	number per 24 hours (or week/ month/ year)	Ministry of Interior		X				т				7
	Dangerous Goods Vehicles Exiting	number per 24 hours (or week/ month/ year)	Customs		×	X							1
	Passenger Cars exiting - Average waiting/queuing time	minutes (before the effective start of the control procedure)	Ministry of interior			X							
	Freight Vehicles exiting - Average waiting/quesing time	minutes (before the effective start of the control procedure)	Ministry of Interior			X							1
	Buses exiting - Average waiting/queuing time	minutes (before the effective start of the control procedure)	Ministry of interior			X							
	Passenger Cars exiting - Average duration of control procedures	minutes (including weighing the trucks, customs procedures, and phytosanitary, veterinary and radiological inspections)		×									
		minutes (including weighing the trucks, customs procedures, and							\top				1
	Freight Vehicles exiting - Average duration of control procedures	phytosanitary, veterinary and radiological inspections)		×									
		minutes (including weighing the trucks, customs procedures, and											1
	Buses exiting - Average duration of control procedures	phytosanitary, veterinary and radiological inspections)		×									
	Data valid for	year		X									1
	Requiring upgrade to increase capacity	Terminal Building		X					-		-		7
grading	Requiring upgrade to IT Systems/ ITS	Adoption of New Computerized Transport System (NCTS)	Customs	×	×								Upgrade of NCTS
-	Data valid for	year		X					\neg				
and the	Location of the border crossings	Point geometry or x,y coordinates					x		\top		1		7
spatial data	Data valid for	vear							T				7

Serbia - data availability and formats

EU Acquis

Category	Parameter	Input	Source	N/A	Excel	Word	Other
	Name of responsible Company/Authority		Ministry of Construction, Transport and Infrastructure				
	Correspondence Address						
Reporting Organisation Data	Contact Person						
	Position						
	Phone number						
	Email						
EU Acquis Harmonisation	Is the status of EU Acquis harmonisation per individual EU legislation available? (yes/no)						
EO Acquis Harmonisation	If yes, then please provide the format this information is available in			1 1		*	
National Legislation	Is the list of National Legislation affected by the EU Acquis harmonisation available?						
National Degislation	If yes, then please provide the format this information is available in			1 1		^	
		National Plan for the Adoption of EU Aquis (NPAA)				\neg	
		Annual Reports for the EC (negotiation positions 14 and 21)					
		One-time report for Transport Community Secretariat					
Reporting	Please provide a list of the Reports you are already producing for EU Acquis.(Report title/Recipient)						
						\neg	
Methodology	Please provide a short description of the methodology you follow for the monitoring of the harmonisation process.	For each of the EU legislation which is being transposed into national legislation, a Table of Concordance and Table of Correlation is being made. From those tables, it can be seen the level of harmonization with the national legislation in which it is being transposed, for each individual article, paragraph, point of the EU law.					

Freight Terminal - Network Performance Monitoring

	Parameter	Details	Source	45	1	1	8	1	ž.	- 5	11	ł	Data Collection Frequency - RP	Comments
	Name of responsible Company/Authority		Ministry of Construction, Transport and		•		-		,	_	2.4	۰	Annually	
	Correspondence Address		Infractructure	-						_	-	-	Arrany	
Reporting Organisation Data	Contact Person			-					-		-	-		
Reporting Organisation Data	Position			+						_				<u> </u>
	Phone number			+						-		_		
	Email													
	Country Code			1										
	TEN-T Category	Core/ Comprehensive			X									
	Node Name				X									
	Ownership Type	Government/ Private/ Mixed			X						_			
Localisation	Owner #1	Name		×			_			_	_	-		
	Ownership Percentage	%		X			_		_	_	-	-		
	Owner#x Ownership Percentage	Name		X			_		-	-	-	\vdash		
	Ownership Percentage Data valid from	8		X			_			_	-	-		
	Data valid to	year		-	-	_	_		-	-	-	-		
	Total area	year ha		×		_	_			-	_	-		
	local area	Very Good			-	_	_			\vdash	-	_		+
		Good												
	Condition	Medium		×										Ministry is collecting data for only 2 terminals - 2 (Belgrade Ranzima) and terminal Batajnica. For
		Poor		_			l				l			those 2 Ministry has all information. For the
		Very Poor					l				l			private terminals data is availble only about
		Gantry cranes, Mobile cranes, Fork lifters, Reach stackers, Luffing-slewing												location and connectivity to railways.
	Transhipment equipment	cranes, etc.		×			l				l			1
	Transhipment facilities for intermodal transport	yes/ no		×										†
	Rail Connection	yes/no				X								
	nail connection	number of tracks connecting the port with the hinterland network				X								I
	Traction	Diesel				X								Ī
		Electrified A GADGE: Total neight 5.85 in above time rail and 1.28 in on either side of				X								This exist in word in a report on the Ministry
		the track axie					l				l			webpage - 'informacije o terminalima'
	Load gauge	B GAUGE: Total height 4.08 m above the rail and 1.28 m on either side of				×	l				l			
	tone gauge	the track axie												1
Infrastructure Data				-			_			_	-	_		1
	Max Axle load	kN		-	-	X	_		_	_	-	-		
	Road Connection	yes/no		×			l				l			1
	IWW Connection	number of lanes connecting the port with the hinterland network		×						_	-	-		+
	Sea Connection	yes/no yes/no		X	-		_			_	-	_		+
	Air Connection	yes/no yes/no		X			_			_	_	-		†
	Freight Capacity	tons per year (terminal maximum cargo handling capacity)		×			_				_			Ministry is collecting data for only 2 terminals - 2
	Open storage	m2		×			_				_			(Belgrade Ranzima) and terminal Batajnica. For
	Silos Capacity	m3		×						-		_		those 2 Ministry has all information. For the private terminals data is available only about
	Stack area	m2		×										location and connectivity to railways.
	Tanks Capacity	m3		×										1
	Warehouse Capacity	m3		×										Ī
	Reefer Capacity	number		×										I
	Fridge Capacity	m3		×										I
	Hazardous goods Capacity	m3		×										
	Data valid from	year									_			
	Data valid to	year		_						_	_	_		
							l				l			Ministry is collecting data for only 2 terminals - 2/ (Belgrade Ranzima) and terminal Batajnica. For
	Inter-modality	Terminals provide the possibility to tranship all types of standard		×										those 2 Ministry has all information. For the
		intermodal loading units (containers, swap bodies, trailers).					l				l			private terminals data is available only about location and connectivity to railways.
		 	 	-	\vdash		-		-	-		_		construction of connections to ranways.
	740m train length	Fulfilment of this criterion is restricted to recently constructed terminals.	I	1	×		l			l	1	1	1	1
		Enable direct train departure to the (Corridor) electrified line. At least one					-				-	-		
EN-T Compliance	Electrified access	in/outbound track line should provide electrifications for this criterion to	I	1	x		l			l	1	1	1	1
-		be considered fulfilled.	I	1			l			l	1	1	1	1
				T										Ministry is collecting data for only 2 terminals -
	0		l	l			l			l	1	1	1	(Belgrade Rancima) and terminal Batajnica. For
	Open availability	Free non-discriminatory access and transparent charges.		×			l			l	1	1	1	those 2 Ministry has all information. For the private terminals data is available only about
														location and connectivity to railways.
	Data valid from	year		$\overline{}$										
	Data valid to													

Serbia - data availability and formats

Freight Terminal - Network Performance Monitoring

Category	Parameter	Details	Score	2 €	1	1	ë	SMA	10.00	ŧ	2 4	- Marie	Deta Collection Frequency - 89	Consoeria
		vehicles per year												
	Terminal traffic	trains per year			l	l			1		1	1		
		vessels per year		1 ~	l	l			1	l	1	1		
		aircrafts per year		1										1
	Freight traffic	tons per year		×										
Operations Data	TEU tons	kT/year		×										
Operations bata	Domestic traffic	% of TEU tons		×										Ministry is collecting data for only 2 terminals - 2t
	Transport Community Traffic	% of TEU tons		×										(Belgrade Ranzima) and terminal Batajnica. For those 2 Ministry has all information. For the
	EU traffic	% of TEU tons		×										private terminals data is availble only about
	Storage capacity used	% of capacity		×					$\overline{}$					location and connectivity to railways.
	Transhipment capacity used	% of capacity		×										1
	Data valid for	year		×										T
	Maintenance cost - Total	Euros per year		×										1
	Emergency Maintenance Cost	Euros per km per year (Repairs that cannot be foreseen but require		_										T
Regular Maintenance	Emergency Maintenance Cost	immediate attention)		*	l	l			1		1	1		
regular manifestance	Routine Maintenance Cost	Euros per year (The rest of maintenance cost for the said year)		×										T
	Source of finance					X								
	Data valid for	year												
Upgrading	Requiring upgrade to increase capacity	yes/no												
Oppracing	Data valid for	year												
	Air Pollution	GHG emissions (tons per year for each GHG)			ж									
	CO2 emissions				ж									T
	NOx emissions				×									T
Environmental Data	SO2 emission evolution				×									Exict only for Batajnica depending on Facibility Study. To be checked if there will be future
Environmental Data	Non-methane hydrocarbons				×									study. To be checked if there will be future measurments
	Particulate matter (ppm)				×									1
1	Climate change resilience	number of flooding incidents			×									T
1	Data valid for	year			ж									T
Geospatial data	Location of the Freight Terminals	Point geometry or x,y coordinates					×							
Ostospaniai dana	Data valid for	vear			-				-		-	_		

Freight Terminal - Project Monitoring

Category	Parameter	Details	Soona	₹	1	1	8	New Year	5.00	Ę	de de	ŧ	Data Collection Frequency - RP	Conswells
	Name of responsible Company/Authority		Ministry of Construction, Transport and										On demand	
	Correspondence Address		Infrastructure								-	-		
Reporting Organisation Data	Contact Person													
	Position													
	Phone number				_	_	_				_	_		
	Email Country Code				-	-	-	-		-	-	-		
Localisation	TEN-T Category	Core/ Comprehensive			×	×	_				_	_		
	Node Name				×	X								
	Project name	Text			X	X								
	Type of foreseen intervention	New infrastructure, Reconstruction/rehabilitation, Maintenance,			×	×								
	Length (if linear)	Horizontal/policy measure Km/NA			x	×	_				-	-		
Description of the Project		Euros (should consider the overall cost of investment, not the preparatory			x	×					-	-		
	Total Cost (CAPEX)	stages only)			×	×								
	Estimated implementation deadline	Month/Year. Please refer to realistic targets rather than contractual deadlines that have become impossible to meet			x	x								
	Inter-modality	yes/no (Terminals provide the possibility to tranship all types of standard		x										
	inter-moderny	intermodal loading units (containers, swap bodies, trailers))		-	_	_	_			-	├	-		
	740m train length	yes/no (Fulfilment of this criterion is restricted to recently constructed terminals)			×	×								
Eligibility for TEN-T Project	-	terminals) yes/no (Enable direct train departure to the (Corridor) electrified line. At			\vdash	-	\vdash			\vdash		_		
	Electrified access	least one in/outbound track line should provide electrifications for this criterion to be considered fulfilled)			×	×								
	Open availability	yes/no (Free non-discriminatory access and transparent charges)			×	-	\vdash			\vdash		_	—	
		Before project implementation (yes/no)			×									
	Inter-modality	After project implementation (yes/no)			×									
		Before project implementation (yes/no)			×	x								
	740m train length	After project implementation (yes/no)			×	×								
TEN-T Compliance		Before project implementation (yes/no)			×	×	_	-			 	_		
	Electrified access	After project implementation (yes/no)			x	×								
		Before project implementation (yes/no)			X	X								
	Open availability	After project implementation (yes/no)			×	x								
	Implemented	Project completed and put in operation			×	×								
	On-going project (funding secured)	Works currently under execution. Tender for works/design-build on-going. Design/Tender Dossier for DB under preparation. Tender for design on-going or about to be start.			x	x								
Project Status	Mature project (feasibility study ready, funding secured)	Financing source identified (principle agreement reached), procedures on- going. Financing source identified (principle agreement reached), procedures not- yet-started. Financing source not identified.			x	x								
	Project under preparation	Feasibility study on going. Feasibility study under tendering. Financing for feasibility study secured, procurement not yet started.			x	×								
IMPLEMENTED PROJECTS											\equiv			
Project Timeline	Initial Project Completion Date Actual Project Completion Date	On tender issue		\vdash	X	X	\vdash	\vdash	_	-	-	-		
	Actual Project Completion Date National Budget	Euros			X	x	\vdash	\vdash		1	-	_		
	WB	Euros			×	×						_		
	EBRD	Euros			X	X								
	EIB	Euros			×	×				-	_	_		
	Other IFI	Specify Euros		\vdash	×	×	\vdash	\vdash		\vdash	-	-	-	
Project Funding Sources		Specify			×	×	\vdash				-	-		
	Concessions	Euros												
	EU Fund	Specify			X	X								
		Euros		\vdash		-				\vdash	-	\vdash		
	Other funding source	Specify Euros		\vdash	×	×	\vdash		_	\vdash	-	-		
	Project Folder Title	Euros (As built documentation or if not available then final design documentation)		П	x	x								
Project Documentation	Prepared by	documentation)			×	×	\vdash		_	_	-	-		
I	Supervised by				X	X								
		•					•				_		•	•

Freight Terminal - Project Monitoring

Category	Parameter	Details	Score	4 ₹	1	Page 1	8	SPAN	ž.	ŧ	11	100	Data Collection Frequency - 89	Comments
	Construction period	Forecasted (months)			X	X								
		Actual (months)							_	_				
	CAPEX	Forecasted (Euros)		X				-	_	\rightarrow			ļ	
		Actual (Euros)		×	-	-		-	\rightarrow	\rightarrow			-	
	OPEX	Forecasted (Euros per year) Actual (Euros per year)						-	\rightarrow	-			1	
		Forecasted (Euros per year)		ж	-	-	_	-	\neg	\neg		_	1	
	Maintenance cost	Actual (Euros per year)											1	Data doesn't suits in the database, but it
Performance Indicators	Interest During Construction	%		×									1	availble in the textual information (FS or
	EBITDA (last year)	Euros		×]	similar) so information in theory is available but it will take a bit of time to extract it
	Revenue (if fare/toil collected)	Forecasted (Euros per year)		X									1	R WII TAKE A DR OFTIME TO EXTRACT R
		Actual (Euros per year) Terminal traffic - forecasted						-	_	-			ļ	
		Terminal traffic - forecasted Terminal traffic - actual		×	-	-	_	\rightarrow	\rightarrow	\rightarrow		_		
	Traffic	Freight (tn) - forecasted			_	-			\rightarrow	-			1	
		Freight (tn) - actual			_	-	_			-		_	1	
LIVE PROJECTS		and the second s							\neg	\neg				
		Initially forecasted		×										
	Tender Start Date (month/ year)	Current Estimation. Please refer to realistic targets rather than contractual							\neg				1	
	remain start date productly year)	deadlines that have become impossible to meet											1	If Ministry is part of the project
		Actual							_	_				preparation (from beginning) they
Part of War day		Forecasted (on tender issue)		×				-	_	-			ļ	will have it. In case if it is inlouded in
Project Timeline	Design Completion Date (month/year)	Current Estimation. Please refer to realistic targets rather than contractual												the later stage they do not have it
		deadlines that have become impossible to meet Actual		_	-	\vdash		-	\rightarrow	\rightarrow			-	
		Forecasted (on tender issue)		_	×	×	_	-	\rightarrow	-		_		
	Project Completion Date (month/ year)	Current Estimation. Please refer to realistic targets rather than contractual		-	_	_	_		\neg	\neg		_		
	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	deadlines that have become impossible to meet												
	National Budget	Euros			X	X								
	National Budget	allocated/agreement signed (yes/no)												
	ws	Euros			X	X								
		allocated/agreement signed (yes/no)												
	EBRD	Euros			X	X		-	_	-				
		allocated/agreement signed (yes/no)		_	-	-	_	\rightarrow	\rightarrow	-		_		
	EIB	Euros		_	X	X	_	\rightarrow	\rightarrow	\rightarrow		_		
		allocated/agreement signed (yes/no) Specify		_	×	×		-	\rightarrow	-				
	Other IFI	Euros		-	_	_	_		\neg	\neg		_		
Project Funding Sources		allocated/agreement signed (yes/no)		-	-	-	_		\neg	\neg		_		
		Specify			X	X								
	Concessions	Euros												
		allocated/agreement signed (yes/no)												
		Specify			X	X			_	-				
	EU Fund	Euros							_	-				
		allocated/agreement signed (yes/no)		_	x	×	_	-	\rightarrow	-		_		
	Other funding source	Specify Euros		_				-	\rightarrow	-				
	Constraining active	allocated/agreement signed (yes/no)		_	_	_	_	-	\rightarrow	_		_		
	Pre-Feasibility Study	yes/no			×	×			\neg	\neg				
		100												
	Feasibility Study	yes/no			×	×								
	Concept Design	yes/no			×	×								
Technical Project Status				_	_	_	_	-	_	-		_		
					l	l				- 1		l		
	Preliminary Design	yes/no			×	×								
				_	-	-	_	-	\rightarrow	-		_		
					×	×								
	Detail Design	yes/no			1 ^	_				- 1		l		
	Environmental Impact Assessment	yes/no		_	×	×	_	-	\rightarrow	-		_		
	Environmental impact Assessment	Title			×	×				-				
	Feasibility Study	Prepared by			_	_			\neg	\neg				
		Supervised by							\neg	\neg				
		Title			X	X								
	Concept Design	Prepared by												
		Supervised by							=					
		Title			X	X		\Box		\Box				
Project Documentation	Preliminary Design	Prepared by		_	_	-	_	\vdash	_	-		—		
		Supervised by		_			_	\vdash	_	-		_		
	Detail Design	Title		-	X	X	-	\vdash	\rightarrow	-		-		
	Detail Design	Prepared by Supervised by	 	-	_	 	-	\vdash	\rightarrow	-		-		
		Supervised by Title			x	X		\vdash	\rightarrow	-				
	Environmental Impact Assessment	Prepared by			_	_		\vdash	\rightarrow	-				
1		the second secon		_	_	_	_	-	_	_		_		

Serbia - data availability and formats

Freight Terminal - Project Monitoring

Category	Parameter	Details	Source	9 Y.	1	Word	8	STAM	SAM	w	****	100	Data Collection Frequency - RP	Comments
		Supervised by												

Serbia - data availability and formats

Freight Terminal - Project Monitoring

Category	Parameter	Details	Some	4 ₹	1	Weed	8	MMS	S.AM	£	1 1	1	Data Collection Frequency - RP	Comments
	Annual Traffic Demand Growth	%		X										1
Social Indicators	Modal transfer	% (if applicable)		×										Data doesn't exist in the database, but is available in
	Annual Accident Rate Reduction	% (If applicable)		X										the textual information (FS or similar) so
	EIRR (Economic Internal Rate of Return)	%		X										information in theory is available but it will take a bit
	NPV (Net Present Value)	Euros		×										of time to extract it
Economic Indicators	SDR (Social Discount Rate)	%		X										Ī
Economic indicators	Project Planning & Design Cost	Euros			×	×								
	Project Construction Cost	Euros			×	×								
	Total Project Cost	Euros			×	×								
	FIRR (Financial Internal Rate of Return)	%		X										
	FNPV (Financial Net Present Value)	Euros		×										Ť.
Financial Indicators	FDR (Financial Discount Rate)	8		×										Ī
Financial indicators	WACC (Weighted Average Cost of Capital)	%		×										Ī
	First year of profit	year		X										Ť
	DSCR (Debt Service Coverage Ratio)	%		X										Ī
	CO2 emissions	+/- %		X										Data doesn't exist in the database, but is
	NOx emissions	+/-%		×										availble in the textual information (FS or similar) so information in theory is availble but
	O2 emission evolution	+/-%		×										it will take a bit of time to extract it
Environmental Indicators	Non-methane hydrocarbons	+/-%		X										1
Environmental Indicators		+/-%		X										Ť
		Provide description of the project's effect to the climate change resilience		×										Ī
1	Protected Natural Areas Affected	km2		×										Ī
Geospatial data	Location of the Freight Terminals	Point geometry or x,y coordinates		X							1			Ī

Geospatial Data

				2.2	ā	9	ım	M	۷.	2.4	8	Frequency - RP	Comments
Corr	me of responsible Company/Authority		Republic Geodetic Authority										
	rrespondence Address												
Reporting Organisation Data Cont	ntact Person												
Posit	sition												
	one number												
Ema	ail												
		Line or polygon geometry of the country boundary			x	x	x	x		х	x		CSV, JSON, SQLIte, GPKG, KML- Please visit https://a3.geosrbija.rs/ for more information
INOT	TS0 code				X	X	X	X		X	X		
	ITSO name				X	X	X	X		X	X		
		Line or polygon geometry of NUTS level 1			X	X	X	X	_	X	X		
	TS1 code				X	X	X	X		X	X		
	ITS1 name				X	X	X	X		X	X		
		Line or polygon geometry of NUTS level 2			X	X	X	X		X	X		
	ITS2 code				X	X	X	X		X	X		
	TS2 name				Х	X	X	X		X	X		
		Line or polygon geometry of NUTS level 3			X	X	X	X		X	X		
	TS3 code				X	X	X	X		X	X		
	TS3 name				X	X	X	X		X	×		
Geor	ometry	point geometry of settlements				x	X	X		X			
Settlements	ttlement code					×	X	X		X			
Sett	ttlement type					X	X	X		X			
Sett	ttlement name					X	X	X		X			
Loca	cation of Road	Line geometry				X	X	X		X			
Loca	cation of tunnels	Line geometry or Point geometry or x,y coordinates											
	cation of bridges over 12m length	Line geometry or Point geometry or x,y coordinates											
	cation of parkings	Line geometry or Point geometry or x,y coordinates									x		There are some data but not updated. Please visit https://a3.geosrbija.rs/ for more information
Network)	cation of fuel stations	Point geometry or x,y coordinates									x		There are some data but not updated. Please visit https://a3.geosrbija.rs/ for more information
Loca	cation of road traffic crashes with injury/ fatality	Point geometry or x y coordinates									X		Available at data.gov.rs
		Line geometry				x	X	X		X			
		Line geometry or Point geometry or x,y coordinates											
		Line geometry or Point geometry or x,y coordinates											
		Line geometry or Point geometry or x,y coordinates									×		There are some data but not updated. Please visit https://a3.geosrbija.rs/ for more information
Loca	cation of level crossings	Point geometry or x,y coordinates									х		There are some data but not updated. Please visi https://a3.geosrbija.rs/ for more information
Loca	cation of serious accidents	Point geometry or x,y coordinates		x									
		Line geometry		<u> </u>		x	x	X		x			1
		Point geometry or x,y coordinates				x					x		There are some data but not updated. Please visit https://a3.geosrbija.rs/ for more information
Inland Waterways Sing	gle locks	Point geometry or x,y coordinates									x		Please visit https://a3.geosrbija.rs/ for more information
		Point geometry or x,y coordinates									x		Please visit https://a3.geosrbija.rs/ for more information
Port	rts, transhipment or storage facilities	Point geometry or x,y coordinates									x		Please visit https://a3.geosrbija.rs/ for more information
Seaports Loca	cation of the Seaport	Point geometry or x,y coordinates		X									
		Point geometry or x,y coordinates				x	X	X		X			
Border Crossings		Point geometry or x,y coordinates				×	x	x		x			There are some data but not updated. Please visit https://a3.geosrbija.rs/ for more information
		Point geometry or x,y coordinates				_		-					1

Serbia - data availability and formats

Inland Waterways - Network Performance Monitoring

Magnified Properties Prop															
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Conference						×									
Description			yes/no (Involved in International Commission/ Agreement)												
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Milestructure Data					1 1										
War Poor	Con	ondition		Ministry of CT&i	1 1	×								yearly update	
Single locks					1 1	l									
Double locks					-	_	\vdash	_	_		_	-	+		
Parts_translapement or storage facilities	Sing	ingle locks			-		\vdash	\rightarrow	\rightarrow	_	_	-	-		
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Max Verself Vollsh	Mai	fax Vessel Length			-		-	\rightarrow	\rightarrow		-	_	+		
Operations Speed (Brough) Updatesem			m	Molecular CTM	-			\neg	\neg					yearly update	
Intelligent Transport Systems (ITS)	Ope	peration Speed (km/h)	Upstream	Ministry of CT&I										yearly update	
Type of ITS			Downstream	Ministry of CT&I		×								yearly update	
Series Information Systems (RIS) In opera	Inte	ntelligent Transport Systems (ITS)		Ministry of CT&		×								yearly update	
Data valid from vest						×								yearly update	
Data valid fo year			in operation (yes/no)			×								yearly update	
Category wen/no (CMT Class it is per the new destribution of WW established by the European Conference of Ministers of Transport - ECMT service servic			year		\perp		\vdash	_	_		_	_	_		
Comparison Com	Dat	ata valid to		Ministry of CT&I	-	X	\vdash	_	_		_	-	-	yearly update	
Draught Street Section (1997) Annual Processing of Visionaries of	Cate	ategory		Ministry of CT&I	1 1	×								yearly update	
Bridge Neight			the European Conference of Ministers of Transport - ECMT)		-	-	\vdash	\rightarrow	\rightarrow	_	\vdash	-	+		
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Data wild from year	RIS	IS Deployment		Ministry of CT&I	-	×	-	\neg	\neg					yearly update	
Data valid to year				Ministry of CT&I		×			\neg					yearly update	
Passenger traffic Data D	Dat	eta valid to	year	Ministry of CT&I		×							\top	yearly update	
Freight traffic for sper year Mesony of CIS s month/purent/purent TEUS professions Data Mesony of CIS x month/purent/purent TEUS professions per year Mesony of CIS x month/purent/purent TEUS professions per year Mesony of CIS x month/purent/purent TEUS professions per year Mesony of CIS x month/purent/purent TEUS professions per year Mesony of CIS x month/purent/purent TEUS professions per year Mesony of CIS x month/purent/purent/purent TEUS per year Mesony of CIS x month/purent/purent/purent TEUS per year Mesony of CIS x month/purent/purent/purent TEUS per year Mesony of CIS x month/purent/purent/purent TEUS per year Mesony of CIS x month/purent/purent/purent TEUS per year Mesony of CIS x month/purent/purent TEUS per year Mesony of CIS x month/purent/purent TEUS per year Mesony of CIS x month/purent/purent TEUS per year Mesony of CIS x month/purent			total vessels per year (both upstream/ downstream)												
Diagerous Globel Sont Survivoer Interser year Memory of CIS X								_	_				_		
TEUs TEU containers per year Maintenance Cost - Total United Surface (Morts on land infrastructure and facilities) Maintenance cost - Total Maintenance cost - Riverside Infrastructure Facular Maintenance Cost - Riverside Infrastructure Maintenance cost - Total Maintenance cost - Total Maintenance cost - Total Maintenance cost - Total Maintenance cost - Riverside Infrastructure Facular Maintenance cost - Riverside Infrastructure Facular Maintenance cost - Riverside Infrastructure Maintenance cost - Riverside Infrastructure Facular Maintenance cost - Riverside Infrastructure Maintenance co	Frei	reight traffic		Ministry of CT&			\Box	\rightarrow					_		
Unifised N: in randed leading units Assert CEL s					\perp		\sqcup	_	_		_	_	_		
Soot Unified S of halfs and general traffic Assembly CTSL s S Source of finance Cost - Total Euros per year (Works on land infrastructure and facilities) Assembly CTSL s Source of finance Cost - Total Euros per year (Works on land infrastructure and facilities) Assembly CTSL s Source of finance Cost - Total Euros per year (Works on land infrastructure and facilities) Assembly CTSL source of finance Cost - Regular Maintenance Cost - Revended infrastructure Euros per year (Works on land infrastructure and facilities) Assembly CTSL source of finance Cost - Revended infrastructure Survey (Works conducted to ensure the right navigability on the waterways, e.g. dredging, riverted surveying) Source of finance Cost - Revended infrastructure waterways, e.g. dredging, riverted surveying Source of finance					-		\vdash	\rightarrow	\rightarrow	_		-	-		
Data valled for year Maning of CIL Maintenance cost - Total Estroy per year Maning of CIL Maintenance cost - Total Estroy per year Maning of CIL Maintenance cost - Landadde Infrastructure Maintenance cost - Landadde Infrastructure Estroy per year (Virolis conducted to ensure the right chellphale) Assert yet CIL Service of Resoult Maintenance cost - Service (Infrastructure waterways, e.g., deedging, riverbed surveying) Service of Resoult Maintenance cost - Service (Infrastructure waterways, e.g., deedging, riverbed surveying) Service of Resoult Maintenance cost - Service (Infrastructure waterways, e.g., deedging, riverbed surveying) Maning of CIL Service of Resoult CIL Service of CIL Service of Resoult CIL Service of CIL Service of CIL Service of CIL Service of CIL Service of CIL Service of CIL Service of CIL Service of CIL Service of CIL Service of CIL Service of CIL Service of CIL Service of CIL Service of CIL Service of CIL Service of CIL Service of CIL Service of CIL Service of CIL Service of					-		\vdash	\rightarrow	\rightarrow	_	_	-	-		
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Maintenance cost - robust extractor					\vdash	_	\vdash	\rightarrow	\rightarrow	-	-	-	+		
Maintenance cot - Indexide Infrastructure			Euros per year		\sqcup	×	\Box					_	\perp	maintenance contract	
Matternation con - Investor Intrastructure waterway, e.g., dredging, riverbed surveying waterway of CM		faintenance cost - Landside Infrastructure	Euros per year (Works on land infrastructure and facilities)	Ministry of CT&i	\vdash		\sqcup					\vdash	1	_	Data is available but for a different categories
Source of finance waterway, e.g., dredging, riverbed surveying] Moley of CIS x Moley of CIS x	ce Mai	faintenance cost - Riverside Infrastructure		Ministry of CT&I	П		1				ı			1	divided on infrastructure and suprastructure (facilities)
			waterway, e.g. dredging, riverbed surveying)		\vdash	_	\vdash	\rightarrow	_	-	<u> </u>	-	+-		(months)
					\vdash		\vdash	\rightarrow	\rightarrow	-		-	+		
			year		\vdash	-	\vdash	\rightarrow	-	-	⊢	-	+	2	
Requiring heavy maintenance length of section (lim) Minimy of CTM x Dopending on the maintenance context	Req	equiring heavy maintenance	length of section (km)	Ministry of CT&I		×					l	1		maintenance contract	
Heavy Maintenance Sequipling palsabilitation (see Sequipling p	Ben Ben	equiring rehabilitation	length of section (lim)	Moistoy of CTM			\Box	\neg	\neg				$\overline{}$	Depending on the	
maintenance contract		1 0			\vdash	_	\vdash	\rightarrow	\rightarrow	-	\vdash	\vdash	+	maintenance contract Depending on the	
Data valid for year Minory or Chie x Insistenance contact			year		L	×	ليا				L		_	maintenance contract	
Upgrading Requiring upgrade to increase capacity length of section (Irm) Money of CIM x	Req	equiring upgrade to increase capacity	length of section (km)	Ministry of CT&I		×									
Opgrannig Data valid for year Melany of CNA s	Dat	ata valid for	year	Ministry of CT&		×									

Inland Waterways - Network Performance Monitoring

Category	Parameter	Details	Secre	1 N	1	Word	88	MAN	ž.	£	100	ŧ	Data Collection Frequency - RP	Conssents
	Air Pollution	GHG emissions (tons per year for each GHG)		×										Maybe Ministry of Environement
	CO2 emissions			×										Maybe Ministry of Environement
	NOx emissions			×										Maybe Ministry of Environement
	SO2 emission evolution			×										Maybe Ministry of Environement
Environmental Data	Non-methane hydrocarbons			×										Maybe Ministry of Environement
Environmental Data	Particulate matter (ppm)			×										Maybe Ministry of Environement
		number of flooding incidents		×										Maybe Ministry of Environement
	Climate change resilience	number of closures due to adverse weather conditions		×										Maybe Ministry of Environement
		number of embankment failures		×										Maybe Ministry of Environement
	Data valid for	year		×										Maybe Ministry of Environement
•	Location of the IWW	Line geometry	Ministry of CT&					×					yearly update	
	Single locks	Point geometry or x,y coordinates	Ministry of CT&					×					yearly update	
Geospatial data		Point geometry or x,y coordinates	Ministry of CT&					×					pearly update	
	Ports, transhipment or storage facilities	Point geometry or x,y coordinates	Ministry of CT&					×					yearly update	
	Data valid for	year	Ministry of CT&i					×					yearly update	

Serbia - data availability and formats

Inland Waterways - Project Monitoring

Category	Parameter	Details	Source	15	1	1	-	1	9	ş	11	i	Data Collection Frequency - RP
	Name of responsible Company/Authority												Depending on the project
	Correspondence Address			-	_	\vdash	-	-		-		-	
Reporting Organisation Data	Contact Person												
	Position												
	Phone number			_		_	_	_				_	
	Email			_		_	-	-	-	_	_	_	
	Country Code TEN-T Category	Core/ Comprehensive		-		_	-	-	-	_	_	_	
	River	Core/ Comprehensive	Ministry of CT&I	\vdash	x	\vdash	\vdash	\vdash				_	
	International Commission	yes/no (Involved in International Commission/ Agreement)	Ministry of CT&I		1	-	-	-		-		-	
Localisation		Before project implementation	Ministry of CT&I		-								
	Start Node Name	After project implementation	Ministry of CT&I		x								
	End Node Name	Before project implementation	Ministry of CT&I		x								
		After project implementation	Ministry of CT&I		1		_	_					
	Project name	Text	Ministry of CT&I	-	x	_	-	-	-			_	
	Type of foreseen intervention	New infrastructure, Reconstruction/rehabilitation, Maintenance,	Ministry of CT&I		x								
	Length (if linear)	Horizontal/policy measure Km/NA	Ministry of CT&I	_		_	\vdash	\vdash	-	_		_	
Description of the Project		Euros (should consider the overall cost of investment, not the preparatory		_			-	-	_	_			
	Total Cost (CAPEX)	stages only)	Ministry of CT&I		×								
		Month/Year. Please refer to realistic targets rather than contractual		\Box									
	Estimated implementation deadline	deadlines that have become impossible to meet	Ministry of CT&I		x								
	CENT Clare IV Compliance	yes/no (As per the new classification of IWW established by the European	Ministry of CT&I										
	CEMT Class IV Compliance	Conference of Ministers of Transport (ECMT))	miniacy or Crair		•								
Eligibility for TEN-T Project	Draught	yes/no (At least 2.5m)	Ministry of CT&I		x								
	Bridge Height	yes/no (At least 5.25m)	Ministry of CT&I	-	x	_	-	-	-		_	_	
	RIS Deployment	yes/no (as per Directive 2005/44/EC)	Ministry of CT&I	\vdash	x	_	-	-		_	_	_	
	CEMT Class IV Compliance	Before project implementation (yes/no) After project implementation (yes/no)	Ministry of CT&I Ministry of CT&I	1	x	ł							
		Before project implementation (yes/no)	Ministry of CT&I		-	-	-	-		_		-	
	Draught	After project implementation (yes/no)	Ministry of CT&I	1	-	1							
TEN-T Compliance	Oridea Uniebt	Before project implementation (yes/no)	Ministry of CT&I		x								
	Bridge Height	After project implementation (yes/no)	Ministry of CT&I		x								
	RIS Deployment	Before project implementation (yes/no)	Ministry of CT&I		x								
	* * *	After project implementation (yes/no)	Ministry of CT&I	-	x	_	-	-	-	_		_	
	Implemented	Project completed and put in operation	Ministry of CT&I	\vdash	x	_	-	-	-	_	_	_	
		Works currently under execution. Tender for works/design-build on-going.											
	On-going project (funding secured)	Design/Tender Dossier for DB under preparation.	Ministry of CT&I		x								
		Tender for design on-going or about to be start.							1				
		Financing source identified (principle agreement reached), procedures on-											
Project Status		going.											
	Mature project (feasibility study ready, funding secured)	Financing source identified (principle agreement reached), procedures not-	Ministry of CT&I		x								
		yet-started.											
		Financing source not identified.		-			-	-	-			_	
	Project under preparation	Feasibility study on-going. Feasibility study under tendering.	Ministry of CT&I										
	Project under preparation	Financing for feasibility study secured, procurement not yet started.	Menetry of Crail						1				
IMPLEMENTED PROJECTS		rinancing for reasonity stody secured, procurement not yet started.	Ministry of CT&I		x								
	Initial Project Completion Date	On tender issue	Ministry of CT&I		x								
Project Timeline	Actual Project Completion Date		Ministry of CT&I		x								
	National Budget	Euros	Ministry of CT&I		x								
	WB	Euros	Ministry of CT&I		x	_	_	_	_			_	
	EBRD	Euros	Ministry of CT&I	\vdash	x	_	-	-	-	_	_	_	
	EIB	Euros Specify	Ministry of CT&I Ministry of CT&I	\vdash	x	_	-	-	-	-	\vdash	-	
	Other IFI	Euros	Ministry of CT&I	+	1	\vdash	+	-		_		-	
Project Funding Sources		Specify	Ministry of CT&I		1		 	T					
	Concessions	Euros	Ministry of CT&I										
	Ell Fund	Specify	Ministry of CT&I		1								
	EU Fund	Euros	Ministry of CT&I		x								
	Other funding source	Specify	Ministry of CT&I		x								
		Euros	Ministry of CT&I		x		_	_	_	_			
	Project Folder Title	(As built documentation or if not available then final design	Ministry of CT&I		×	1	1	1		1		1	
Project Documentation		documentation)		\vdash		\vdash	-	\vdash	\vdash	\vdash	\vdash	\vdash	
i -	Prepared by	+	Ministry of CT&I	-	I		-	-	-		—		

Serbia - data availability and formats

Inland Waterways - Project Monitoring

Category	Parameter	Details	Source	11 ≥	1	Į.	8	MAN .	3	\$ 3 8	80	Frequency - RP
	Supervised by		Ministry of CT&I		X							

Inland Waterways - Project Monitoring

Category	Parameter	Details	Source	4 ₹	Ī	Mord	8	SPWA	WFS	Ę	Meta	980	Data Collection Frequency - 10°
	Construction period	Forecasted (months)	Ministry of CT&i		×								
	construction period	Actual (months)	Ministry of CT&I		x								
	CAPEX	Forecasted (Euros)	Ministry of CT&I		×								
	CAPEX	Actual (Euros)	Ministry of CT&I		×								
	OPEX	Forecasted (Euros per year)	Ministry of CT&i		×								
	OPEX	Actual (Euros per year)	Ministry of CT&I		x								
	Maintenance cost	Forecasted (Euros per year)	Ministry of CT&I		x								
	iviaintenance cost	Actual (Euros per year)	Ministry of CT&I		х								
Performance Indicators	Interest During Construction	%	Ministry of CT&i		×								
Performance Indicators	EBITDA (last year)	Euros	Ministry of CT&I		×								
		Forecasted (Euros per year)	Ministry of CT&I		×								
	Revenue (if fare/toll collected)	Actual (Euros per year)	Ministry of CT&I		x								
		Traffic - forecasted	Ministry of CT&I		×			 					
		Traffic - actual	Ministry of CT&I		x								
		Passenger traffic - forecasted	Ministry of CT&I		×			 					
	Traffic	Passenger traffic - actual	Ministry of CT&I		×		<u> </u>	t					
		Freight (tn) - forecasted	Ministry of CT&I		×			†					
		Freight (tn) - actual	Ministry of CT&I		×	-		_					
LIVE PROJECTS		Treight (in) - account	Ministry of CT&I		×			 					
		Initially forecasted	Ministry of CT&I		×		 	1					
		Current Estimation. Please refer to realistic targets rather than contractual					_	 					
	Tender Start Date (month/ year)	deadlines that have become impossible to meet	Ministry of CT&i		x		l						
		Actual	Ministry of CT&I		×		_	1		_		-	
		Forecasted (on tender issue)	Ministry of CT&I		×	_	_	 			_		
Project Timeline		Current Estimation. Please refer to realistic targets rather than contractual	ministry or Crai		^	-	_	_		_	-		
Project limeline	Design Completion Date (month/ year)	deadlines that have become impossible to meet	Ministry of CT&i		x		l						
		Actual		-			_	-	-		_		
		Forecasted (on tender issue)	Ministry of CT&I Ministry of CT&I	-	x	_	-	 	-	_		-	
			Ministry of CT&I		X	_	-	-	-	_			
	Project Completion Date (month/year)	Current Estimation. Please refer to realistic targets rather than contractual	Ministry of CT&I		×		l						
		deadlines that have become impossible to meet				_	-	-					
	National Budget	Euros	Ministry of CT&I	-	x	_	-	-	-			-	
		allocated/ agreement signed (yes/no)	Ministry of CT&I	_	×	_	-	-	_	_			
	WB	Euros	Ministry of CT&i		x		_	_	_				
		allocated/ agreement signed (yes/no)	Ministry of CT&i		×		_	_					
	EBRD	Euros	Ministry of CT&i	_	x		_	-			_	-	
		allocated/agreement signed (yes/no)	Ministry of CT&i	-	х	_	-	-	-	_		-	
	EIB	Euros	Ministry of CT&i		X		_	_					
		allocated/ agreement signed (yes/no)	Ministry of CT&i		x								
		Specify	Ministry of CT&I	_	x		_	<u> </u>					
Project Funding Sources	Other IFI	Euros	Ministry of CT&i	_	×		_		_				
,		allocated/agreement signed (yes/no)	Ministry of CT&i		X								
		Specify	Ministry of CT&i		x								
	Concessions	Euros	Ministry of CT&I		x								
		allocated/agreement signed (yes/no)	Ministry of CT&I		X								
		Specify	Ministry of CT&i		×								
	EU Fund	Euros	Ministry of CT&i		x								
		allocated/agreement signed (yes/no)	Ministry of CT&I		×								
		Specify	Ministry of CT&I		×								
	Other funding source	Euros	Ministry of CT&I		X								
		allocated/agreement signed (yes/no)	Ministry of CT&I		x								
	Pre-Feasibility Study	yes/no	Ministry of CT&I		×								
	Feasibility Study	yes/no	Ministry of CT&I		×								
L .	Concept Design	yes/no	Ministry of CT&i		x								
Technical Project Status	Preliminary Design	ves/no	Ministry of CT&I		×								
l	Detail Design	ves/no	Ministry of CT&I		×			T					
	Environmental Impact Assessment	yes/no yes/no	Ministry of CT&I		×	-	 	 		-		\vdash	
	Environmental Impact Assessment	yesyno	messey of C161	-		_	-	-				-	

Serbia - data availability and formats

Inland Waterways - Project Monitoring

Category	Parameter	Details	Source	4 ₹		Mord	8	SPEE	818	Ę	2 E	#190	Data Collection Frequency - RP
		Title	Ministry of CT&I		×								
	Feasibility Study	Prepared by	Ministry of CT&I		×								
		Supervised by	Ministry of CT&I		×								
		Title	Ministry of CT&I		×								
	Concept Design	Prepared by	Ministry of CT&I		×								
		Supervised by	Ministry of CT&I		×								
		Title	Ministry of CT&I		×								
Project Documentation	Preliminary Design	Prepared by	Ministry of CT&I		×								
		Supervised by	Ministry of CT&I		×								
		Title	Ministry of CT&I		×								
	Detail Design	Prepared by	Ministry of CT&I		×								
		Supervised by	Ministry of CT&I		×								
		Title	Ministry of CT&I		×								
	Environmental Impact Assessment	Prepared by	Ministry of CT&I		×								
		Supervised by	Ministry of CT&I		×								
	Annual Traffic Demand Growth	%	Ministry of CT&I		×								
Social Indicators	Modal transfer	% (if applicable)	Ministry of CT&I		×								
	Annual Accident Rate Reduction	% (if applicable)	Ministry of CT&I		×								
	EIRR (Economic Internal Rate of Return)	%	Ministry of CT&I		×								
	NPV (Net Present Value)	Euros	Ministry of CT&I		×								
Economic Indicators	SDR (Social Discount Rate)	%	Ministry of CT&I		×								
Economic Indicators	Project Planning & Design Cost	Euros	Ministry of CT&I		×								
	Project Construction Cost	Euros	Ministry of CT&I		×								
	Total Project Cost	Euros	Ministry of CT&I		×								
	FIRR (Financial Internal Rate of Return)	%	Ministry of CT&I		×								
	FNPV (Financial Net Present Value)	Euros	Ministry of CT&I		×								
Financial Indicators	FDR (Financial Discount Rate)	%	Ministry of CT&I		×								
Financial Indicators	WACC (Weighted Average Cost of Capital)	%		×									
	First year of profit	year	Ministry of CT&I		×								
	DSCR (Debt Service Coverage Ratio)	%		×									
	CO2 emissions	+/- %	Ministry of CT&I		×								
	NOx emissions	+/- %	Ministry of CT&I		×								
	O2 emission evolution	+/- %	Ministry of CT&I		×								
Environmental Indicators	Non-methane hydrocarbons	+/-%		×									
Environmental indicators	Particulate matter (ppm)	+/- %		×									
	Climate Change Resilience	Provide description of the project's effect to the climate change resilience	Ministry of CT&I		×								
	Protected Natural Areas Affected	km2	Ministry of CT&I		×								
	Location of the IWW	Line geometry	Ministry of CT&I					×					
Geospatial data	Single locks	Point geometry or x,y coordinates	Ministry of CT&I					×					
Geospatiai data	Double locks	Point geometry or x,y coordinates	Ministry of CT&I					×					
	Ports, transhipment or storage facilities	Point geometry or x,y coordinates	Ministry of CT&I					×	1				

Inland Waterways Ports - Network Performance Monitoring

Category	Parameter	Details	Source	₹	1	More	8	Market	Sám	Ę	200 200 200 200 200 200 200 200 200 200	100	Data Collection Frequency - RP	Comments
	Name of responsible Company/Authority		Ministry of Construction, Transport and Infrastructure											
	Correspondence Address													
eporting Organisation Data	Contact Person													
	Position													
	Phone number													
	Email													
	Country Code													
	TEN-T Category	Core/ Comprehensive	Ministry of CT&		×									
	Node Name		Ministry of CTM		×									
	Ownership Type	Government/ Private/ Mixed	Ministry of CT&		X									
	Owner #1	Name	Ministry of CT&I		×									
calisation	Ownership Percentage	¥	Ministry of CTSI		×									
	Owner #x	Name	Ministry of CT&		×									
	Ownership Percentage	¥.	Ministry of CT&I		×			_						
	Data valid from	year				-		_						
	Data valid to	year				-			$\overline{}$					
	Activity	Freight/ Passenger/ Passenger and freight	Ministry of CT&		x								Update when there is a change	
		Very Good			-	-			-				420200000000000000000000000000000000000	
	1	Good	I	1	l	1		l			1	1	1	l
	Condition	Medium	Ministry of CT&		×			l					Update when there is a change	
	Contracti	Poor	Manager Cras		_			l					characteristic and	
		Very Poor			l			l						
	Total area		Ministry of CT&	_	×	-		_		_		_	Update when there is a change	
	Open storage	m2 (All land- and water-area which belongs to the port) m2	Ministry of CT&	_	×	-		-	-	-		_	Update when there is a change	
	Covered storage	m2	Ministry of CT&i	-	×	_	-	-	-	_		_	Update when there is a charge Update when there is a charge	
	Cold storage	m2		_	x	-		_	-			_	Update when there is a change	
	Storage of dangerous goods	m2 m2	Port Governance Agency Port Governance Agency	_	x	-		_	$\overline{}$	_		_	Update when there is a charge Update when there is a charge	
	Storage of dangerous goods		Port Governance Agency	_	X	_		_	-	_		_	Update when there is a change	
	Handling equipment	Gantry cranes, Mobile cranes, Fork lifters, Reach stackers, Luffing-slewing			×			l					Update when there is a change	
	O	cranes, etc.	Port Governance Agency Port Governance Agency	_	×	-		_	\rightarrow	_		_	Update when there is a change	
	Quay Length Berths	m .		-		-	-	_	\rightarrow	_		-	Update when there is a change Update when there is a change	
	Maximum draught (natural or dredged)	number	Port Governance Agency	_	X	_	_	_	-	_		_		
		m (maximum draught of ship which may enter the port)	Port Governance Agency	-	X	_	_	_	-	_		_	Update when there is a change	
frastructure Data	Port terminals Combined terminals	ha	Port Governance Agency	-	X	_	-	_	\rightarrow	_		-	Update when there is a change	
irastructure bata		ha	Port Governance Agency	-	X	_		_	\rightarrow	_		-	Update when there is a change	
	Passenger terminals	m2	Port Governance Agency	-	X	_		_	\rightarrow	_		_	Update when there is a change	
	Passenger Capacity	passengers per year (port maximum passenger handling capacity - the			×			l					Update when there is a change	
		combined product of ports facilities and associated services)	Port Governance Agency	_	_	_	-	_	\rightarrow	_		-		
	Container terminal	yes/ no	Port Governance Agency	_	X	_	-	_	\rightarrow	_		-	Update when there is a change	
	Freight Capacity	tons per year (port maximum cargo handling capacity - the combined						l					Update when there is a change	
		product of ports facilities and associated services)	Port Governance Agency	_		_	$\overline{}$		\rightarrow			_		
	RoRo facilities	yes/ no	Port Governance Agency	_	X	_			-	_		_	Update when there is a change	
	Transhipment facilities for intermodal transport	yes/ no	Port Governance Agency	_	X	_	$\overline{}$		-			_	Update when there is a change	
	Rail Connection	yes/no	Port Governance Agency		×			l					Update when there is a change	
		number of tracks connecting the port with the hinterland network		_									Update when there is a change	
	Road Connection	yes/no	Port Governance Agency		×			l					Update when there is a change	
		number of lanes connecting the port with the hinterland network											Update when there is a change	
	Intelligent Transport Systems (ITS)	yes/no	Port Governance Agency	_	X	_						_	Update when there is a change	
	Type of ITS	list all ITS installed	Port Governance Agency	_	X	_						_	Update when there is a change	
	Vessel Traffic Management Information System (VTMIS)	in operation (yes/no)	Port Governance Agency		×								Update when there is a change	
	Data valid from	year											Update when there is a change	
	Data valid to	year											Update when there is a change	
	Rail Connection	yes/no	Ministry of CT&		X								Update when there is a change	
	Road Connection	yes/no	Ministry of CT&		X								Update when there is a change	
	Clean fuels availability	yes/no (Only applicable for the Core Network)	Ministry of CT&I		×								Update when there is a change	
N-T Compliance	Terminal availability	yes/no (At least one terminal open to all operators in a non-discriminatory		Г									the description of the contract	
av-1 compliance	Terminal availability	way and shall apply transparent charges)	Ministry of CTBI	1	×							1	Update when there is a change	
	RIS Deployment	yes/no (as per Directive 2005/44/EC)	Ministry of CT&i	Γ	X								Update when there is a change	
	Data valid from	year											Update when there is a change	
	Data valid to	year											Update when there is a change	

Serbia - data availability and formats

Inland Waterways Ports - Network Performance Monitoring

Catalana	Parameter	Details			-	7						1	Data Collection Frequency - 89	Comments
Category	Parameter	Details	Source	33	ă	*	D	1	3	*	44	8		Constants
	Port traffic	vessels per year	Port Governance Agency		X								Constant - weekly/monthly/gusterly/yearly	
	Passenger traffic	passengers per year	Port Governance Agency		X								Constant - weekly/monthly/gusterly/yearly	
	Freight traffic	tons per year	Port Governance Agency		×								Constant -	
	Dangerous Goods ton turnover				_		_			_		-	weekly/monthly/quaterly/yearly Constant -	
		kT/year	Port Governance Agency		ж								weekly/monthly/quaterly/yearly Constant -	Pertoleum products and artificial fues
	Total turnover	kT/year	Port Governance Agency		×								weekly/monthly/quaterly/yearly	
	Tons loaded	kT/year	Port Governance Agency	×									Constant - weekly/monthly/gusterly/yearly	Data not available - thinking of including this kind of measuremots in the near future
	Tons unloaded	kT/year	Port Governance Agency										Constant - weekly/monthly/gusterly/yearly	Data not available - thinking of including this kind of
	Oil tons	kT/year						-			-		Constant -	measurments in the near future Availble in singular unit
			Port Governance Agency				_	-		_	_	\vdash	weekly/monthly/quaterly/yearly Constant -	
	Liquid bulk tons	kT/year	Port Governance Agency		×			_	\vdash	_	_	_	weekly/monthly/quaterly/yearly	Availble in singular unit
Operations Data	Dry bulk tons	kT/year	Port Governance Agency		×								Constant - weekly/monthly/quaterly/yearly	Availble in singular unit
	General bulk tons	kT/year	Port Governance Agency		×								Constant - weekly/monthly/quaterly/yearly	Availble in singular unit
	TEU tons	kT/year	Port Governance Agency		×								Constant - weekly/monthly/ quaterly/yearly	Availble in singular unit
	TEUs	TEU containers per year			×								Constant - weekly/monthly/quaterly/warly	
	RoRo	kT/year	Port Governance Agency		×								Constant - weekly/monthly/quaterly/warly	
	RoRos	number of vehicles	Port Governance Agency		x								Constant - weekly/monthly/quaterly/warly	
	Storage capacity used	% of capacity	Port Governance Agency		×								Constant - weekly/monthly/quaterly/warly	
	Transhipment capacity used	% of capacity	Port Governance Agency		x								Constant - weekly/monthly/quaterly/warly	
	Passenger capacity used	% of capacity	Port Governance Agency		×							×	Constant - weekly/monthly/quaterly/yearly	
	Data valid for	year	Port department regards										Constant - weekly/monthly/quaterly/yearly	
	Maintenance cost - Total	Euros per year	Port Governance Agency		×								Depending on the contract	
	Maintenance cost - Landside Infrastructure	Euros per year (Works on land infrastructure and facilities)	Port Governance Agency	ж									Depending on the contract	Data is available but for a different categories -
Regular Maintenance	Maintenance cost - Riverside Infrastructure	Euros per year (Works conducted to ensure the right navigability in the IWW port)	Port Governance Agency	*									Depending on the contract	devided on infrasructure and superstructure (facilities)
	Source of finance		Fort Governance Agency		X								Depending on the contract	
	Data valid for	year											Depending on the contract	
Upgrading	Requiring upgrade to increase capacity	Passenger Capacity Freight Capacity	Ministry of CTU		×									
	Air Pollution	GHG emissions (tons per year for each GHG)		×				_		_	_	-		Maybe Ministry of Environment
	CO2 emissions	dire emissions from per year for each direct		×										Maybe Ministry of Environment
	NOx emissions			×										Maybe Ministry of Environment
	502 emission evolution			X										Maybe Ministry of Environment
Environmental Data	Non-methane hydrocarbons			X										Maybe Ministry of Environment
Environmental Data	Particulate matter (ppm)			X										Maybe Ministry of Environment
		number of flooding incidents												Maybe Ministry of Environment
	Climate change resilience	number of closures due to adverse weather conditions]	×			1	1	1	l	1	ı		Maybe Ministry of Environment
		number of embankment failures												Maybe Ministry of Environment
	Data valid for	year											The state of the s	
Geospatial data	Location of the IWW port	Point geometry or x,y coordinates	Ministry of CT&				×							
	Data valid for	year												

Inland Waterways Ports - Project Monitoring

Category	Parameter	Details	Source	15	I	1		1	1	ş	11	ł	Data Collection Frequency - RP
	Name of responsible Company/Authority		Ministry of Construction, Transport and									_	Depending on the project
	Correspondence Address		Infrastructure	_	_	_	_		\vdash		_		preparating on the project
Reporting Organisation Data	Contact Person			_	\vdash	\vdash	\vdash		 		-		
neporting organization bata	Position								\vdash				
	Phone number								-				
	Email												
	Country Code		Ministry of CT&I		X								
Localisation	TBN-T Category	Core/ Comprehensive	Ministry of CT&I		X								
	Node Name		Ministry of CT&I	_	×	_	_	-	\vdash		_		
	Project name	Text New infrastructure, Reconstruction/rehabilitation, Maintenance,	Ministry of CT&I	_	x	_	_		\vdash		_		
	Type of foreseen intervention	Horizontal/policy measure	Ministry of CT&I		×								
	Length (if linear)	Km/NA	Ministry of CT&I		×				\vdash				
Description of the Project	Total Cost (CAPEX)	Euros (should consider the overall cost of investment, not the preparatory			x				\Box				
	Total Cost (CAPEX)	stages only)	Ministry of CT&I		×								
	Estimated implementation deadline	Month/Year. Please refer to realistic targets rather than contractual	Ministry of CT&I		×								
	·	deadlines that have become impossible to meet		_	_	_	_		\vdash		_		
	Rail connection CEMT connection	yes/no	Ministry of CT&I	_	X	_	_		-		_		
	Clean fuels availability	yes/no yes/no (Only applicable for the Core Network)	Ministry of CT&I Ministry of CT&I	_	x	_	\vdash	_	\vdash		\vdash	_	
Eligibility for TEN-T Project	·	yes/no (Uniy applicable for the Core Network) yes/no (At least one terminal open to all operators in a non-discriminatory		_		-	\vdash	\vdash	\vdash		-	-	
	Terminal Availability	way and shall apply transparent charges.)	Ministry of CT&I	1	×	1	1						
	RIS Deployment	ves/no (as per Directive 2005/44/EC)	Ministry of CT&I		×				$\overline{}$				
	' '	Before project implementation (yes/no)	Ministry of CT&I										
	Rail connection								П				
		After project implementation (yes/no)	Ministry of CT&I		×								
				_	_	_	_		\vdash				
		Before project implementation (yes/no)	Ministry of CT&I	_	x	_	_		\vdash		_		
	CEMT connection												
		After project implementation (yes/no)	Ministry of CT&I		×								
		Before project implementation (yes/no)	Ministry of CT&I	_					\vdash				
		Berore project implementation (yes/no)	Managery of Class				\vdash		\vdash		-		
TEN-T Compliance	Clean fuels availability	After project implementation (yes/no)	Ministry of CT&I		×								
		111 0 7											
		Before project implementation (yes/no)	Ministry of CT&I		x								
	Terminal Availability												
		After project implementation (yes/no)	Ministry of CT&I		×								
				_	_	_	_		-		_		
		Before project implementation (yes/no)	Ministry of CT&	_	x	_	_		\vdash		_		
	RIS Deployment	After project implementation (yes/no)	Ministry of CT&I		×								
		Actes project implementation (yes/no)	mandy or cria		_ ^								
	Implemented	Project completed and put in operation	Ministry of CT&I		×								
	<u>'</u>	Works currently under execution.							\Box				
	On-going project (funding secured)	Tender for works/design-build on-going.	Ministry of CT&I		١.								
	an Bould broker (range Breeze co)	Design/Tender Dossier for DB under preparation.	and or crea										
		Tender for design on-going or about to be start.		_	_	_	_	-	\vdash		_		
Project Status		Financing source identified (principle agreement reached), procedures on-											
	Mature project (feasibility study ready, funding secured)	going. Financing source identified (principle agreement reached), procedures not-	Makes of City		١.								
	mature project (reasonity study ready, randing secured)	yet-started.	wanted or Class										
		Financing source not identified.											
		Feasibility study on-going.							П				
	Project under preparation	Feasibility study under tendering.	Ministry of CT&I		x								
		Financing for feasibility study secured, procurement not yet started.		_	_	_			\vdash				
IMPLEMENTED PROJECTS	Initial Paris & Commission Pass	On Assertations	Ministry of CT&I	\vdash	\vdash	\vdash	\vdash	\vdash	\vdash		\vdash	_	
Project Timeline	Initial Project Completion Date Actual Project Completion Date	On tender issue	Ministry of CT&I Ministry of CT&I	-	x	\vdash	\vdash	-	\vdash		\vdash	-	
	National Budget	Euros	Ministry of CT&i		x	-	\vdash		\vdash		\vdash		
	WB	Euros	Ministry of CT&I		1				\vdash				
	EBRD	Euros	Ministry of CT&I		x				\vdash				
	EIB	Euros	Ministry of CT&I		x								
	Other IFI	Specify	Ministry of CT&I		x								
Project Funding Sources		Euros	Ministry of CT&I		x				\Box				
,	Concessions	Specify	Ministry of CT&I	_	x		<u> </u>	_	\sqcup		_		
		Euros	Ministry of CT&I Ministry of CT&I	<u> </u>	x			-	\vdash		<u> </u>		
I	EU Fund	Specify Euros	Ministry of CT&L Ministry of CT&L	_	x	-	-	-	-		-	_	
1													

Serbia - data availability and formats

Inland Waterways Ports - Project Monitoring

	Parameter	Details	Source	15	B		8		1	- 1	#	8	Data Collection Frequency - RP
	Other funding source	Specify	Ministry of CT&		x								
	33333	Euros	Ministry of CT&I		1								
			Ministry of CT&I		×								
tacioni -	Prepared by		Ministry of CT&I		1								
	Supervised by		Ministry of CT&I		- 1								
		Other funding source Project Folder Title Prepared by	Other funding source Specify Euros Project Folder Title (As build documentation or if not available then final design documentation) Fregared by	Other funding source Specify Innairy of CEAL Euros Project Folider Title (As outlind documentation or if not available then final design Moning of CEAL Amount of CEAL Amount of CEAL Amount of CEAL Amount of CEAL Amount of CEAL	Other funding source Specify Meany of CTM Euro Euro Froject Folder Title (As built documentation or if not evaluable then final design Meany of CTM documentation) Frepared by Meany of CTM	Other funding source Specify Minatory of CTM s Troject Folder Title (As built documentation or if not evaluable then final design Minatory of CTM s Frepared by Minatory of CTM s A documentation) Minatory of CTM s A documentation or if not evaluable then final design Minatory of CTM s A documentation or if not evaluable then final design Minatory of CTM s A documentation or if not evaluable then final design Minatory of CTM s A documentation or if not evaluable then final design Minatory of CTM s A documentation or if not evaluable then final design Minatory of CTM s A documentation or if not evaluable then final design Minatory of CTM s A documentation or if not evaluable then final design Minatory of CTM s A documentation or if not evaluable then final design Minatory of CTM s A documentation or if not evaluable then final design Minatory of CTM s A documentation or if not evaluable then final design Minatory of CTM s A documentation or if not evaluable then final design Minatory of CTM s A documentation or if not evaluable then final design Minatory or CTM s A documentation or if not evaluable then final design Minatory or CTM s A documentation or if not evaluable then final design Minatory or CTM s A documentation or if not evaluable then final design Minatory or CTM s A documentation or if not evaluable then final design Minatory or CTM s A documentation or if not evaluable then final design Minatory or CTM s A documentation or if not evaluable then final design Minatory or CTM s A documentation or if not evaluable then final design Minatory or CTM s A documentation or if not evaluable then final design Minatory or CTM s A documentation or if not evaluable then final design Minatory or CTM s A documentation or if not evaluable then final design Minatory or CTM s A documentation or if not evaluable then final design Minatory or CTM s A documentation or if not evaluable then final design Minatory or CTM s A documentation or if not evaluable then final design Minatory or CTM s A do	Other funding source Specify Meaning of CTBI x Euror Meaning of CTBI x Froject Folder Title (As built documentation or if not available then final design Meaning of CTBI x Frepared by Meaning of CTBI x	Other funding source Specify Minary of CTM s s Euror Euror Froject Folder Title (As built documentation or if not available then final design Minary of CTM s Froject Golder Title documentation Froject Golder Title Security Secure Security	Other funding source Specify Annaty of CTSS s Buros Annaty of CTSS S Specify Annaty of CTSS S Specify Annaty of CTSS S Specify Annaty of CTSS S Specify Annaty of CTSS S Specify Annaty of CTSS S Specify Annaty of CTSS S Specify Annaty of CTSS S Specify Annaty of CTSS S Specify Annaty of CTSS S Specify Annaty of CTSS S Specify Annaty of CTSS S Specify Annaty of CTSS S Specify Annaty of CTSS S Specify Annaty of CTSS S Specify Annaty of CTSS S Specify Annaty of CTSS S Specify Annaty of CTSS S Specify Annaty of CTSS S Specify Annaty of CTSS S S Specify Annaty of CTSS S S Specify Annaty of CTSS S S S S S S S S S S S S S S S S S	Other funding source Specify Amony of CSS s EUros EUros Project Folder Title (As built documentation or if not available then final design Amony of CSS s Project Folder Title (As pullt documentation) Prepared by	Other funding source Specify Ministry of CRM x Survey of CRM x Survey of CRM x Survey of CRM x Survey of CRM x Survey of CRM x Survey of CRM x Survey of CRM x Survey of CRM Survey of C	Other funding source Specify Montay of CTN I I See Sures Sur	Other funding source Specify Ministry of CTM = Section

Inland Waterways Ports - Project Monitoring

Contraction period	Category	Parameter	Details	Secre	15	Bred	Water		1	ğ	¥	11	ł	Data Collection Frequency - RP
APER AREA (CONTROL)		Construction period												
Anterior Control Con	1		Actual (months)											
Activities Act	1	CAPEX				x								
Material (State or year)	1													
Admits (Surper year) Admi	1	OPEY	Forecasted (Euros per year)											
Marcal Biology Controlled No.	1	OI EX		Ministry of CT&I										
Extract During Constructions	1 1	Maintenance cost	Forecasted (Euros per year)											
Estrolate and part Service Ser	1		Actual (Euros per year)	Ministry of CT&I		x								
### ### ### ### ### ### ### ### ### ##			%		×									
Activation Project Timeline		EBITDA (last year)	Euros	Ministry of CT&I		×								
Activate (Corp. Sept. 1987) Activate (Corp. 1987)	1	Devenue (if free/hell collected)	Forecasted (Euros per year)	Ministry of CT&I		x								
Tentfo	1	merende (il rare) ton concetto)	Actual (Euros per year)	Ministry of CT&I		x								
Traffic	1		Port traffic - forecasted	Ministry of CT&I		x								
Traffic	1		Port traffic - actual	Ministry of CT&I		x								
Project Funding Sources Project Funding	1			Ministry of CT&I		x								
Project Timeline	1	Tranc	Passenger traffic - actual	Ministry of CT&I		x								
Project Timeline	1			Ministry of CT&I		x								
Tender Start Date (month) year)	1				_									
Tender Start Cate (month/year)	LIVE PROJECTS					-								
Tander Start Date (month) year)			Initially forecasted											
Seedings that have become impossible to meet						•		_		\vdash	\vdash		\vdash	
Actual Motion of CIS x x x x x x x x x		Tender Start Date (month/ year)		Ministry of CT&I		×								
Project Timeline					_		_	-	-	\vdash		_		
Project Timeline Design Completion Date (month/ year)	1							_	_					
desidines that have become impossible to meet Manay of TSL				Ministry of CT&I		x		_	_					
Designer Start have become impossible to meet Nices or CTM	Project timeline	Design Completion Date (month/year)		Ministry of CTAI					1					
Project Completion Date (month/ year)	1								_					
Project Completion Date (month/year)	1													
Netional Budget	1					x								
Netional Budget Sures		Project Completion Date (month/ year)		Ministry of CT&I		x								
New Note N	Actual Ministry of CTM x x Percentage (an tender issue) Ninistry of CTM x x Percentage (an tender issue) Ninistry of CTM x x Ninistry of CTM x x Ninistry of CTM x x Ninistry of CTM x x Ninistry of CTM x x Ninistry of CTM x x Ninistry of CTM x x Ninistry of CTM x x Ninistry of CTM x x Ninistry of CTM x x Ninistry of CTM x x Ninistry of CTM x x Ninistry of CTM x x Ninistry of CTM x x Ninistry of CTM x x x Ninistry of CTM x x x x x x x x x x x x x x x x x x x													
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Second S	1					-			_					
EBRD Euros Ministry of TSI	1	WB			_									
ERID	1													
BB	1	EBRD			_			_	_					
Project Funding Sources Project Funding Sources Descript Specify Sources Specify Sources Specify Sources Specify Sources Specify Sources Specify Sources Specify Sources Specify Sources Specify Sources Specify Sources Specify Sources Specify Sources Specify Source Specify Source Sources Specify Source Sources Specify Source Sources Specify Source Sources Specify Source Sources Specify Source Specify Source Specify Source Specify Source Specify Source Specify Source Source Specify Source Source Source Source Specify Source Sou	1								_					
Coher IFI Euros	1	EIB	ellented/annual sinual (cas/as)		_			_	_					
Project Funding Sources Sures	1				_			_	_					
Project Funding Sources	1	Other ISI			_		_	_	_					
Specify Specify State Specify State Specify State Specify State Specify State Specify State Specify State Specify State Specify State Specify State Specify Spec	Project Funding Sources	outer tri			_		_	_	_					
Concessions Euros	1 ' '		allocated/ agreement signed (yes/no)					_	_					
Specify Sheety of 28	1							_	_					
Specify Spec	1	Concessions					_	_	_	\vdash	\vdash	_		
EUPand Euros									_					
Silocated agreement signed (yes/no) Silocated Siloca						_								
Other Funding source	1	EU Fund							_	\vdash				
Sures Sure			allocated/ agreement signed (yes/no)	Ministry of CT&I		x			_					
Concept Design Service Survice		Specify	Ministry of CT&I											
Pre-Feablility Study	1	Other funding source		Ministry of CT&I		×								
Pre-Feasibility Study				Ministry of CT&I		x								
		Pre-Feasibility Study				x								
Concept Design Yes/no Notion of CTAL x Technical Project Status Preliminary Design Yes/no Notion of CTAL x														
Technical Project Status Preliminary Design yes/no Monty of CTIS x		Feasibility Study	yes/no	Ministry of CT&		*								
Pretiminary Design yez/no Ministry of CTSS x		Concept Design	yes/no	Ministry of CT&I		x								
Detail Design yez/no Mininty of CIAI x	· '	Preliminary Design	yes/no	Ministry of CT&I		x								
	1	•	yes/no	Ministry of CT&		×								
Environmental Impect Assessment yes/no Ministry of CTAL x	1	Environmental Impact Assessment	yes/no	Ministry of CT&I		x								

Serbia - data availability and formats

Inland Waterways Ports - Project Monitoring

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Category	Parameter	Details	Source	15	1	M cen		1	1	11	ł	Data Collection Frequency - RP
		Title	Ministry of CT&I		1							
	Feasibility Study	Prepared by	Ministry of CT&I		×							
		Supervised by	Ministry of CT&I		x							
		Title	Ministry of CT&I		×							
	Concept Design	Prepared by	Ministry of CT&I		x							
		Supervised by	Ministry of CT&		x							
		Title	Ministry of CT&I		x							
Project Documentation	Preliminary Design	Prepared by	Ministry of CT&I		x							
		Supervised by	Ministry of CT&I		×							
		Title	Ministry of CT&I		×							
	Detail Design	Prepared by	Ministry of CT&I		×							
		Supervised by	Ministry of CT&I		x							
		Title	Ministry of CT&I		1							
	Environmental Impact Assessment	Prepared by	Ministry of CT&I		x							
		Supervised by	Ministry of CT&		x							
	Annual Traffic Demand Growth	%	Ministry of CT&I		x							
Social Indicators	Model transfer	% (if applicable)	Ministry of CT&		1							
	Annual Accident Rate Reduction	% (if applicable)		×								
	EIRR (Economic Internal Rate of Return)	%	Ministry of CT&		×							
	NPV (Net Present Value)	Euros	Ministry of CT&I		×							
Economic Indicators	SDR (Social Discount Rate)	%	Ministry of CT&I		x							
Economic malcators	Project Planning & Design Cost	Euros	Ministry of CT&I		×							
	Project Construction Cost	Euros	Ministry of CT&I		×							
	Total Project Cost	Euros	Ministry of CT&I		x							
	FIRR (Financial Internal Rate of Return)	5	Ministry of CT&		x							
	FNPV (Financial Net Present Value)	Euros	Ministry of CT&I		x							
Financial Indicators	FDR (Financial Discount Rate)	%	Ministry of CT&		x							
Financial indicators	WACC (Weighted Average Cost of Capital)	%	Ministry of CT&		×							
	First year of profit	year	Ministry of CT&		×							
	DSCR (Debt Service Coverage Ratio)	%		x								
	CO2 emissions	+/- %	Ministry of CT&I		×							
	NOx emissions	+/- %	Ministry of CT&I		1							
	O2 emission evolution	+/- %	Ministry of CT&I		x							
Environmental Indicators	Non-methane hydrocarbons	+/-%		×								
Emiliar maraturs	Particulate matter (ppm)	+/- %		×								
	Climate Change Resilience	Provide description of the project's effect to the climate change resilience	Ministry of CT&I		×							
	Protected Natural Areas Affected	km2	Ministry of CT&i		1							
Geospatial data	Location of the IWW Port	Point geometry or x,y coordinates	Ministry of CTIN				x					

Railways - Network Performance Monitoring

Condition of track (operational) length speed) intention (0.01-0.70) (see an example	
Correspondence Address	
Reporting Organisation Data Contact Parson Contact	
Part	
Equal	
Country Code	
TENT Catagory	
Contribute Number Cont	
International Route ID	
National Route 10	
Start Node Name Concidence Start Node Name Start Name Start Name Start Name Start Name Start Name Start Name Start Name Start Name Start Name Start Name Start Name Start Name Start Name Start Name Start Name	
End Node Name	
Start lam	
Direction B	
Direction A	
Status	
Status	
Data walled from year	
Casacity trained day Track gauge 750 / 1000 / 1485 / 1520 / 1524 / 1600 / 1502 / 1668 british follows 1 x x 1 A CALCEC Total legist 35 m above the rail and 1.28 m on either side of the track axis Load gauge 8 r CALCEC Total legist 4.68 m above the rail and 1.28 m on either side of the track axis From the side of the track axis From the side of the track axis From the side of the track axis From the side of the track axis From the side of the track axis From the side of the track axis From the side of the track axis Calcect Total legist 4.58 m above the rail and 1.45 m on either side of the track axis Calcect Total legist 4.58 m above the rail and 1.45 m on either side of the track axis Calcect Total legist 4.58 m above the rail and 1.45 m on either side of the track axis Calcect Total legist 4.58 m above the rail and 1.45 m on either side of the track axis Calcect Total legist 4.58 m above the rail and 1.45 m on either side of the track axis Calcect Total legist 4.58 m above the rail and 1.45 m on either side of the track axis From the side of the track axis Calcect Total legist 4.58 m above the rail and 1.45 m on either side of the track axis Calcect Total legist 4.58 m above the rail and 1.45 m on either side of the track axis From the side of the track axis From the side of the track axis axis axis axis axis axis axis axis	
Capacity Intained day Section Princed Se	
Track gauge	
A CAUCE, Total height 3.85 m above - the rail and 1.28 m on either side of the track sale is CAUCE. Total height 4.68 m above the rail and 1.28 m on either side of the track sale is -CAUCE. Total height 4.48 m above the rail and 1.36 m on either side of of the track sale is -CAUCE. Total height 4.18 m above the rail and 1.36 m on either side of the track sale is -CAUCE. Total height 4.18 m above the rail and 1.45 m on either side of the track sale is -CAUCE. Total height 4.58 m above the rail and 1.45 m on either side of the track sale is -CAUCE. Total height 4.58 m above the rail and 1.45 m on either side of the track sale is -CAUCE. Total height 4.58 m above the rail and 1.45 m on either side of the track sale is -CAUCE. Total height 4.58 m above the rail and 1.50 m on either side of the track sale is -CAUCE. Total height 4.58 m above the rail and 1.50 m on either side of the track sale is -CAUCE. Total height 4.58 m above the rail and 1.50 m on either side of the track sale is -CAUCE. Total height 4.58 m above the rail and 1.50 m on either side of the track sale is -CAUCE. Total height 4.58 m above the rail and 1.50 m on either side of the track sale is -CAUCE. Total height 4.58 m above the rail and 1.50 m on either side of the track sale is -CAUCE. Total height 4.58 m above the rail and 1.50 m on either side of the track sale is -CAUCE. Total height 4.58 m above the rail and 1.50 m on either side of the track sale is -CAUCE. Total height 4.58 m above the rail and 1.50 m on either side of the track sale is -CAUCE. Total height 4.58 m above the rail and 1.50 m on either side of the track sale is -CAUCE. Total height 4.58 m above the rail and 1.50 m on either side of the track sale is -CAUCE. Total height 4.58 m above the rail and 1.50 m on either side of the track sale is -CAUCE. Total height 4.58 m above the rail and 1.50 m on either side of the track sale is -CAUCE. Total height 4.58 m above the rail and 1.50 m on either side of the track sale is -CAUCE. Total height 4.58 m above the rail and 1.50 m on eith	
the track axis 8 GAUGE Total height 4.08 m above the rail and 1.28 m on either side of the track axis 8 GAUGE Total height 4.18 m above the rail and 1.28 m on either side of the track axis 8 GAUGE Total height 4.18 m above the rail and 1.35 m on either side of the track axis CAUGE Total height 4.55 m above the rail and 1.45 m on either side of the track axis Very spot (0.86 - 1.00) Good (0.71.0.85) Medium (6.51.070) Section heims Association of track (Operational/) Design Speed) Medium (6.51.070)	
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Load gauge B - GAUGE: Total height 6 4.18 m above the rail and 1.26 m on either side of the track sale C GAUGE: Total height 4.55 m above the rail and 1.45 m on either side of the track sale Very good (0.86 - 1.00) Good (0.71-0.85) Condition of track (Operational/ Design Speed) Medium (8.51-0.70) Set mobiles in Indiana.	
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the track sale Very good (0.85 - 1.00) Good (0.71-0.85) Condition of track (Operational/ Design Speed) Medium (0.81-0.70) Instantant Instance Instance Instance Instance Instance Instance Instance Instance Instance Instance Instance Instance Instance Instance Instance Instance Instance Instance Instance Instance Instance Instance Instance Instance Instance Instance Instance Instance Instance Instance Instance Instance Inst	
Very good (0.8 - 1.00) Good (0.7 - 0.85) Condition of track (Operational/ Design Speed) Medium (6.5 - 0.70) Service follows:	
Good (0.7-10.65) Condition of track (Operational) Design Speed) Medium (6.61.079) Institute Indiana;	
Condition of track (Operational / Design Speed) Medium (0.61-0.70) Sentian ballways	
Condition of the Coperational Design Speed) Interest (0.62-0.70) (See an Arrange	in this formet but it is possible to
	estract
Poor (0.53.6.80) Yery Poor (0.00.6.50)	
Total (most relevant flavore e.e. If a cloude trade vallous of Olim has Non	
Number of tracks stretch of hot but sack, the related is non track? Number of tracks stretch of hot but sack, the related is non track? Settlen failures:	
North State Many	
Traction United Water Grands X X X Traction Electrified General Salary X X X Traction Control of the Control Salary X X X Traction Control of the Control Salary X X X Traction Control of the Co	
25 000 Volts, 50Hz	
15 000 Volts, 16 2/3 Hz	
3 000 Volts, DC	
Rail voltage 1 500 Volts, DC Serbin Railways X X	
750 Volts DC	
660 Volts DC	
630 Volts DC	
Infrastructure Data Length - Total (Irm) Sentan balways x x	
Length - Open Track (km) Serbian Railways X X X	
Length - Tunnels (km) Serbin fallways X X	
Length - Bridges over 12m length (km) Sentian Rahwys X X	
Tunnels number Serbin halways X X	
Level-Crossings number sets belows X X	
Max Design Speed	
Direction &	
Max Longitudinal Gradient (in per km) Unrection A Interest Interest Interest Interest Interest Interest Interest Interest Interest Interest Interest Interest Interest Interest Interest Interest Interest Interest Interest	
Direction 6 Infestion Editions	
Mini Yaluus Interes amana managa A A Makamum train length meters father bilangs X X X	
Max Aste Godd &N Gents Calabays X X	
Signaling Standard Section Nations X X	
Traffic Management Sertion Salawys X X	
ERTMS in operation yes/no Setian failways X X	
1 - is designed as an add-on to or overlays a conventional line already	
equipped with lineside signals and train detectors.	
2 - does not require lineside signals. The movement authority is	
ERTMS level communicated directly from a Radio Block Centre (RBC) to the onboard sensor salmays x	
unit using GSM-R.	
3 - still in its conceptual phase, allows for the introduction of a "moving	
block* technology.	
Specify which system is used to ensure safety and to command and control featinn fallows: x x	
Control & Command System Involvements of trains authorised to travel on the network	
Data valid from year	
Data valid to year	

Railways - Network Performance Monitoring

Category	Parameter	Details	Source	45	1	1	8	\$	Ē	5	11	ě	Data Collection	Comments
		yes/no (Not applicable for isolated networks. Applies to line trucks and				,		,			-		resquency - RF	
	Electrification	sidings, to the extent necessary for electric train operation)	Serbian Railways		×	×								
		yes/no as per Directive 2014/1303/EC as amended by 2016/912/EC and	Serbian Railways		×	×								
	Railway Tunnels Compliance	2019/776/EC yes/no (At least 100km (Only applicable for the freight lines of the Core		\vdash				\vdash	_	-		_		
	Freight Line Speed	Network. Isolated networks are excepted.))	Serbian Railways		×	×								
		yes/no (At least 22.5t (Only applicable for the freight lines of the Core	Serbian Railways		×	×								
	Freight Line Axle Load	Network. Isolated networks are excepted.))	arriver namenys		^	^								
TEN-T Compliance	Freight Line Train Length	yes/no (At least 750m (Only applicable for the freight lines of the Core Network: Isolated networks are excepted.))	Serbian Railways		×	×								
TEN COMPINION	Preignt time Train tength	yes/no (Nominal track gauge for new railway lines. Not applicable where			-			\vdash						
	Track Gauge 1435mm	the new line is an extension on a network the track gauge of which is	Serbian Railways		×	×								
		different and detached from the TEN-T network)			_	_								
		yes/no (European Train Control System (ETCS) - Not applicable for isolated networks)	Serbian Railways		×	×								
	ERTMS Deployment	yes/no (Global System for Mobile communications for Railways (GSM-R) -			-			\vdash		-				
		Not applicable for isolated networks)	Serbian Railways		×	×								
	Data valid from	year												
	Data valid to Passenger Trains	year number per 24 hours	Directorate of Failways	\vdash	×	-		\vdash		-			Yearly	
	Freight Trains	number per 24 hours	Directorate of Railways		×	-		\vdash	_	Н			Yearly	
	Dangerous Goods Freight Trains	number per 24 hours	Directorate of Railways										Yearly	
	Capacity used	% of capacity	Directorate of Railways		X								Yearly	
	Passenger traffic	number per year passenger km per year	Directorate of Railways Directorate of Railways	\vdash	X	_	\vdash	\vdash	-	\vdash	\vdash		Yearly Yearly	
	Freight traffic	tons per year	Directorate of Ballyans		×								Yearly	
Operations Data		tkm per year	Directorate of Railways		×								Yearly	
	TEUs	TEU containers per year	Directorate of Failways		X								Yearly	
	Unitised Non Unitised	% in standard loading units	Directorate of Railways Directorate of Railways	\vdash	X	-	\vdash	\vdash					Yearly Yearly	
	Non Unitised National traffic	% of bulk and general traffic % of total traffic	Directorate of Ballways Directorate of Ballways		×	_		$\overline{}$		-			Yearly	
	Average travel time passenger (incl. stops)	long distance trains only	Serbian Railways		×	×							Yearly	
	Average travel time freight (ind. stops)	long distance trains only	Serbian Railways		X	X							Yearly	
	Data valid for	year											Yearly, do 30 juna za prethodnu godinu	
	Number of Incidents	absolute number (as per Directive 2016/798/EU - Railway Safety)	Serbian Railways		X	X								
	Number of Accidents	absolute number (as per Directive 2016/798/EU - Railway Safety)	Serbian Railways		X	X								
	Number of Significant Accidents	absolute number (as per Directive 2016/798/EU - Rallway Safety and ERA CSI Implementation Guidance)	Serbian Railways		×	×								
	Number of Serious Accidents	absolute number (as per Directive 2016/798/EU - Railway Safety)	Serbian Railways		×	×		\vdash						
	Serious Accidents - Number of Serious Injuries	absolute number	Serbian Railways		X	X								
	Serious Accidents - Number of Fatalities	absolute number	Serbian Railways		X	X								
	Serious Accidents - Number per place of accident Serious Accidents - Amount of Material Damage	absolute number (open rall, level crossings, station area) EUR per year	Serbian Railways Serbian Railways	-	X	X		\vdash		-				
Safety	Serious Accidents - Amount or Material Damage Serious Accidents - Disruption of traffic	hours per year	Serbian Railways		×	X		\vdash	_	Н				
	Serious Accidents - Indirect damages related to delays	EUR per year	Serbian Railways		×	×								
	Significant Accidents - Number of Significant Injuries	absolute number	Serbian Railways		×	×								
	Significant Accidents - Number of Fatalities	absolute number	Serbian Railways		×	×								
	Significant Accidents - Number per place of accident	absolute number (open rail, level crossings, station area)	Serbian Railways		×	×								
	Significant Accidents - Amount of Material Damage	EUR per year	Serbian Railways	\vdash	X	X		\vdash		-				
	Significant Accidents - Disruption of traffic	hours per year	Serbian Railways Serbian Railways	\vdash	x	x	\vdash	\vdash	_	\vdash				
	Significant Accidents - Indirect damages related to delays Data valid for	EUR per year	serosan manifetyt	\vdash			-	\vdash	_	\vdash	\vdash			
	Maintenance cost - Total	Euros per year per km	Serbian Railways		×	×								
	Maintenance cost - Total	Euros	Serbian Railways		x	X								
	Maintenance cost - Infrastructure	Euros per year (rail track, switches and crossings, tunnels, bridges, level crossings, etc.)	Serbian Railways		×	×								
	maintenance cost - intrastructure	crossings, etc.) Euros per year (Maintenance of rail station signalling, automatic block		\vdash	-	-	-	\vdash		\vdash		\vdash		
Regular Maintenance	Mileton of Conflored Mileton	system, automatic and mechanical level crossings, maintenance of railway	Serbian Railways											
regum Mantenance	Maintenance cost - Signalling and telecom system	telecommunication cable, self supporting telecommunications cable,	Mental nerthilly C											
		optical cable, VHF/UHF devices, etc.)		\vdash	_	_	\vdash	\square		\square				
	Maintenance cost - Electrification system	Euros per year (Maintenance of catenaries, electric railway substations, overhead lines, etc.)	Serbian Railways		×	×								
	Source of finance	and the state of t	Serbian Rallways		X	x		\vdash		\vdash				
	Data valid for	year												
	Requiring heavy maintenance	length of section (km)	Serbian Railways	\vdash	X	×		ш						
Heavy Maintenance	Requiring rehabilitation	length of section (km)	Serbian Railways	\vdash	×	×		$\vdash\vdash$		\vdash		\vdash		
	Data valid for	year length of section (km)		×	\vdash	\vdash		\vdash	_	\vdash				
Upgrading	Requiring upgrade to increase capacity Requiring upgrade (additional track/ new line)	length of section (km) length of section (km)		X	-	-	-	\vdash	-	\vdash	\vdash	\vdash		
-16	Data valid for	rength or section (km)		_	-	-		\vdash		Н				
	Air Pollution	GHG emissions (tons per year for each GHG)		×	-			\vdash		Н				
	CO2 emissions			X										
	NOx emissions			×										
	SO2 emission evolution			X										
		· · · · · · · · · · · · · · · · · · ·						_						· · · · · · · · · · · · · · · · · · ·

Serbia - data availability and formats

Railways - Network Performance Monitoring

Category	Parameter	Details	Source	4 M	1	- Partie	8	1	S S	ŧ	44	ž.	Data Collection Frequency - 89	Consents
	Non-methane hydrocarbons			×										
Environmental Data	Particulate matter (ppm)			×										
	Noise	Noise levels along the section		×										
		number of flooding incidents	Ministry of CTBi		X	×								
	Climate change resilience	number of closures due to adverse weather conditions	Ministry of CT&i		×	×								
		number of embankment failures	Ministry of CT&i		X	X								
	Data valid for	year												
	Location of Railway Line	Line geometry	Serbian Railwoys				×							
	Location of tunnels	Line geometry or Point geometry or x,y coordinates	Serbian Railways				×							
	Location of bridges over 12m length	Line geometry or Point geometry or x,y coordinates		×										
Geospatial data	Location of Stations	Line geometry or Point geometry or x,y coordinates		×										
	Location of level crossings	Point geometry or x,y coordinates		×										
	Location of serious accidents	Point geometry or x,y coordinates		×										
	Data valid for	year												

Railways - Project Monitoring

Category	Parameter	Details	Source	4 ≴	1	Meet	8	WW	5 4	ŧ	1 1 1	ł	Data Collection Frequency - RP	Consments
	Name of responsible Company/Authority		Ministry of Construction, Transport and										On demand	
1	Correspondence Address		infractructure	-	_	-		\vdash	_		-	_		
Reporting Organisation Data	Contact Person													
,	Position													
1	Phone number													
	Email													
1	Country Code													
1	TEN-T Category	Core/ Comprehensive				X		\vdash	_		_			
1	Corridor/ Route	Before project implementation After project implementation		_		x		\vdash	_		_	_		
1		Before project implementation	-	-	_	×		\vdash	_		-	_		
1	International Route ID	After project implementation				×		-			-			
1		Before project implementation				x		-						
1	National Route ID	After project implementation				X								
1	Start Node Name	Before project implementation												
Localisation	Start House Name	After project implementation				X								
LOCALI METONI	End Node Name	Before project implementation												
1		After project implementation			X	X								
1		Direction A - Before project implementation		_	X	x		\vdash	_		_	_		
1	Start km	Direction A - After project implementation	-	-	X	X	\vdash	\vdash	_		_	_		-
1		Direction B - Before project implementation		-	x	x		\vdash	_		-	_		
1		Direction B - After project implementation Direction A - Before project implementation		-	· *	X		-	_		-	_		
1		Direction A - After project implementation		-	X	X		-	_		-	-		
1	End km	Direction B - Before project implementation			x	×								
1		Direction B - After project implementation			x	×		-						
	Project name	Text			X	x								
	Type of foreseen intervention	New infrastructure, Reconstruction/rehabilitation, Maintenance, Horizontal/policy measure			×	x								
	Length (if linear)	Km/NA		├	×	×	-	-	_		-	_		
Description of the Project		Euros (should consider the overall cost of investment, not the preparatory	 		^	^		\vdash						
	Total Cost (CAPEX)	stages only)		X										Ausilible in case if the Ministry is part of the project implementation
1	Estimated implementation deadline	Month/Year. Please refer to realistic targets rather than contractual	1	×										project ingletties dated
	Electrification	deadlines that have become impossible to meet yes/no		-	x	x		-	_			_		
1	Line speed 100 km/h (freight)	yes/no yes/no		-				-	_		-	_		
1	Axle load 22,5 t	yes/no	 	-	×	×		\vdash	-		-	-		
Eligibility for TEN-T Project	Track gauge	ves/no			_	_		-						
	Train length 740 m	yes/no			x	×								
1	ERTMS Deployment (ETCS)	yes/no												
	ERTMS Deployment (GSM-R)	yes/no			X	X								
	Electrification	Before project implementation (yes/no)		×										
1		After project implementation (yes/no)		_	X	X			_		_	_		
	Line speed 100 km/h (freight)	Before project implementation (yes/no)		×										
1		After project implementation (yes/no)			X	X		-	_					
1	Axle load 22,5 t	Before project implementation (yes/no) After project implementation (yes/no)			x	×	\vdash	-	_		-	_		
		Before project implementation (yes/no)		-	_	_		-	_		-	_		<u> </u>
TEN-T Compliance	Track gauge	After project implementation (yes/no)		<u> </u>	x	×		-			-			
1	Train length 740 m	Before project implementation (yes/no)			X	X								
	ITain length 740 m	After project implementation (yes/no)		×										
1	ERTMS Deployment (ETCS)	Before project implementation (yes/no)		×										
1	Entries suprofilient (E165)	After project implementation (yes/no)		×										
1	ERTMS Deployment (GSM-R)	Before project implementation (yes/no)		_	X	X								
		After project implementation (yes/no)		_	X	X								
	Implemented	Project completed and put in operation		-	_	_	\vdash	-	_		_	_		
1		Works currently under execution.	1											1
1	On-going project (funding secured)	Tender for works/design-build on-going.	1		x	x								1
1		Design/Tender Dossier for DB under preparation. Tender for design on going or about to be start.	1	1	1	1		1				1		I
1		Financing source identified (principle agreement reached), procedures on-	t	-		-	-	\vdash	-		-			t
Project Status		going.	1											1
	Mature project (feasibility study ready, funding secured)	Financing source identified (principle agreement reached), procedures not		1	x	×					1			1
1		yet-started.	1	1				1				1		I
1		Financing source not identified.		_				∟∣						
1		Feasibility study on-going.												
1	Project under preparation	Feasibility study under tendering.	1		×	×						1		
		Financing for feasibility study secured, procurement not yet started.												

Railways - Project Monitoring

Category	Parameter	Details	Source	45	1	3	*	3	E	5	11	1	Data Collection	Comments
IMPLEMENTED PROJECTS					•	•	-	5	•	_	2.0	۰	Prequency - 10°	
	Initial Project Completion Date	On tender issue		-	×	x	-			-	-	-		
Project Timeline	Actual Project Completion Date	On tender lands				x								
	National Budget	Euros			x	X								
	WB	Euros			X	X								
	EBRD	Euros			X	X								
	EIB	Euros				X								
	Other IFI	Specify			X	X						_		
Project Funding Sources		Euros			_	_	_					_		
	Concessions	Specify		_	X	X	_			_	_	-		
		Euros		-	_	×	-			-	_	-		
1	EU Fund	Specify		-	X	X	_			_	-	-	_	
		Euros Specify			×	×	-			_	_	-		
	Other funding source	Euros		-	_	-				-	-	_		
		(As built documentation or if not available then final design										 		
Project Documentation	Project Folder Title	documentation)			×	×						l		
Project Documentation	Prepared by				X	×								
	Supervised by				×	X								
	Construction period	Forecasted (months)			X	×								
	Construction period	Actual (months)			X	X								
	CAPEX	Forecasted (Euros)		X										
	GA DA	Actual (Euros)		×										
	OPEX	Forecasted (Euros per year)		X	\vdash	\perp						\perp	1	1
		Actual (Euros per year)		X	_	_	_			_	_	_	1	
	Maintenance cost	Forecasted (Euros per year)		X	_	-	-			_	_	-	4	
		Actual (Euros per year)		X	_							_	-	
Performance Indicators	Interest During Construction	%		X		_				_	_	_	4	
	EBITDA (last year)	Euros		X	_	-	-			_	_	₩	4	
	Revenue (if fare/toil collected)	Forecasted (Euros per year)		X		-	-			<u> </u>	<u> </u>	-	-	
		Actual (Euros per year)		X	—	-	-	-		-	-	-	-	
		Train traffic - forecasted		X	_	-	-			_	_	-	-	
		Train traffic - actual		x	-	-	-			\vdash	\vdash	-	-	
	Traffic	Passenger traffic - forecasted Passenger traffic - actual		×	-	-	-	-				-	-	in case if the Ministry is incuded in the project the data is available in the documets (such as
		Freight (tn) - forecasted		X	\vdash	-	-	\vdash		\vdash	\vdash	-	1	FS) and it could take more time to extract
1		Freight (tn) - actual		x	_							_	1	them from the document
LIVE PROJECTS		Freight (bi) - account		×									1	
		Initially forecasted		×									1	
	Tonder Start Date (month (month)	Current Estimation. Please refer to realistic targets rather than contractual											1	
	Tender Start Date (month/ year)	deadlines that have become impossible to meet		×								l		
		Actual		X									1	
		Forecasted (on tender issue)		×										
Project Timeline	Design Completion Date (month/year)	Current Estimation. Please refer to realistic targets rather than contractual		×										
	books conferent bare (monthly jour)	deadlines that have become impossible to meet										_		
		Actual		X	_	_	_			_	_	_	1	
		Forecasted (on tender issue)		X		_	_			_	_	_	1	
	Project Completion Date (month/ year)	Current Estimation. Please refer to realistic targets rather than contractual		×								l		
		deadlines that have become impossible to meet		^						_	_	-		
	National Budget	Euros		^	x	x								
		Euros allocated/ agreement signed (yes/no)		_										
	National Budget WB	Euros allocated/agreement signed (yes/no) Euros		_		x								
	WB	Euros allocated/ agreement signed (yes/no) Euros allocated/ agreement signed (yes/no)			X	x								
		Euros allocated/agreement signed (yes/no) Euros allocated/agreement signed (yes/no) Euros				x								
	WB EBAD	Euros Buros Euros Bu			x	x								
	WB	Euros allocated/agreement signed (yes/no) Euros allocated/agreement signed (yes/no) Euros allocated/agreement signed (yes/no) Euros allocated/agreement signed (yes/no) Euros			X	x								
	WB EBAD	Earos Allocated Agreement signed (yes/no) Earos Allocated Agreement signed (yes/no) Earos Allocated Agreement signed (yes/no) Earos Allocated Agreement signed (yes/no) Earos Earos Allocated Agreement signed (yes/no)			x	x								
	WB EBAD	Earon Allocated agreement signed (yes/no) Earon			x	x								
Project Funding Sources	WB EBRD EIB	Earos Blocated Agreement signed (yes/no) Earos Blocated Agreement signed (yes/no) Earos Blocated Agreement signed (yes/no) Earos Blocated Agreement signed (yes/no) Earos Slocated Agreement signed (yes/no) Specify Earos			x	x								
Project Funding Sources	WB EBRD EIB	Earon Allocated spreement signed (yes/no) Earon Blocated spreement signed (yes/no) Earon Blocated spreement signed (yes/no) Earon Blocated spreement signed (yes/no) Seaton Blocated spreement signed (yes/no) Seaton Blocated spreement signed (yes/no) Earon Blocated spreement signed (yes/no)			x	X X								
Project Funding Sources	WB EBRD EIB	Earos Allocated spreement signed (yes/no) Earos Allocated spreement signed (yes/no) Earos Allocated spreement signed (yes/no) Earos Allocated spreement signed (yes/no) Specify Earos Allocated spreement signed (yes/no) Specify			x	X X								
Project Funding Sources	WB EBRD EBRD Other IFI	Baron Allocated agreement signed (yes/no) Baron Baron Baron Baron Baron Baron Blocated agreement signed (yes/no) Blocated agreement signed (yes/no) Blocated agreement signed (yes/no) Baron Blocated agreement signed (yes/no) Baron Bar			x x x	x x x								
Project Funding Sources	WB EBRD EIB Other IFI Concessions	Earon Blocked lagreement signed (yes/no) Earon Blocked lagreement signed (yes/no) Earon Blocked lagreement signed (yes/no) Earon Blocked lagreement signed yes/no) Sacily Sac			x	x x x								
Project Funding Sources	WB EBRD EBRD Other IFI	Baros Allocated agreement signed (yes/no) furos furos Salocated agreement signed (yes/no) Caros			x x x	x x x								
Project Funding Sources	WB EBRD EIB Other IFI Concessions	Earon Blocked lagreement signed (yes/no) Earon Blocked lagreement signed (yes/no) Earon Blocked lagreement signed (yes/no) Earon Blocked lagreement signed (yes/no) Specify Sp			x x x	x x x								
Project Funding Sources	WB EBRD EIB Other IFI Concessions EU Fund	Baros Allocated spreement signed (yes/no) Baros			x x x	x x x								
Project Funding Sources	WB EBRD EIB Other IFI Concessions	Earon Barcaned spreement signed (yes/no) Earon Barcaned spreement signed (yes/no) Earon Barcaned spreement signed (yes/no) Earon Barcaned spreement signed yes/no) Specify Barcaned spreement signed (yes/no) Specify Earon Barcaned spreement signed (yes/no) Specify Earon Specify Earon			x x x	x x x								
Project Funding Sources	WB EBAD EIB Other IFI Concessions EU Fund Other funding source	Earon Allocated spreement signed (yes/no) Earon Allocated spreement signed yes/no) Earon Allocated spreement signed yes/no) Earon Allocated spreement signed yes/no) Stockhoff spreement signed yes/no) Stockhoff spreement signed (yes/no) Stockhoff spreement signed (yes/no) Stockhoff spreement signed (yes/no) Stockhoff spreement signed yes/no) Stockhoff spreement signed yes/no) Stockhoff spreement signed yes/no) Stockhoff spreement signed (yes/no) Stockhoff spreement signed (yes/no) Stockhoff spreement signed (yes/no)			X X	x x x								
Project Funding Sources	WB EBRO EIB Other IFI Concessions EU Fund Other funding source Pre-Feasibility Study	Baron Allocated agreement signed (yes/no) Earse Salocated agreement signed (yes/no) Slocated agreement signed (yes/no) Slocated agreement signed (yes/no) Slocated agreement signed (yes/no) Station Allocated agreement signed (yes/no) Station Slocated agreement signed (yes/no)			X X	x x x x x x x								
Project Funding Sources	WB EBAD EIB Other IFI Concessions EU Fund Other funding source Pier Fessibility Study Fessibility Study	Earon Allocated spreement signed (yes/no) Earon			X X X	X X X								
Project Funding Sources Project Funding Sources	WB EBRD EIB Other IFI Concessions EU Fund Other funding source Pre-Reachibity Study Feasibity Study Geology Design	Baros Allocated agreement signed (yes/no) furso furso furso subcoated agreement signed yes/no) taro allocated agreement signed yes/no) furso allocated agreement signed (yes/no) furso allocated agreement signed (yes/no) specify furso slaccated agreement signed (yes/no) specify furso slaccated agreement signed (yes/no) specify specify specify furso allocated agreement signed (yes/no) specify furso allocated agreement signed (yes/no) specify furso allocated agreement signed (yes/no) specify furso allocated agreement signed (yes/no) specify furso allocated agreement signed (yes/no) specify furso allocated agreement signed (yes/no) specify furso furso f			x x x x x x x x x x x x x x x x x x x	x x x x x x x x x x x x x x x x x x x								
	WB EBRD EBR Other IFI Concessions EU Fund Other funding source For Fassibility Study Fassibility Study Gassibility Study Gassibility Study Gassibility Study Gassibility Study Fassibility Study Ganoagy Design Prefermany Design	Earon Allocated spreement signed (yes/no) Earon			X X X X X X X X X X X X X X X X X X X	X X X X X X X X X X X X X X X X X X X								
	WB EBRD EIB Other IFI Concessions EU Fund Other funding source Pre-Reachibity Study Feasibity Study Geology Design	Baros Allocated agreement signed (yes/no) furso furso furso subcoated agreement signed yes/no) taro allocated agreement signed yes/no) furso allocated agreement signed (yes/no) furso allocated agreement signed (yes/no) specify furso slaccated agreement signed (yes/no) specify furso slaccated agreement signed (yes/no) specify specify specify furso allocated agreement signed (yes/no) specify furso allocated agreement signed (yes/no) specify furso allocated agreement signed (yes/no) specify furso allocated agreement signed (yes/no) specify furso allocated agreement signed (yes/no) specify furso allocated agreement signed (yes/no) specify furso furso f			X X X X X X X X X X X X X X X X X X X	X X X X X X X X X X X X X X X X X X X								

Serbia - data availability and formats

Railways - Project Monitoring

Category	Parameter	Details	Source	4 ₹	1	Mont	8	MAN	i i	ŧ	2.5	ŧ	Data Collection Frequency - RP	Comments
		Title			X	X								
	Feasibility Study	Prepared by												
		Supervised by												
		Title			X	X								
	Concept Design	Prepared by												
		Supervised by												
		Title			X	X								
Project Documentation	Preliminary Design	Prepared by												
		Supervised by								-				
		Title			X	X								
	Detail Design	Prepared by												
		Supervised by					$\overline{}$			-				
		Title			X	×								
	Environmental Impact Assessment	Prepared by												
		Supervised by												
	Annual Traffic Demand Growth	%		×						-				
Social Indicators	Modal transfer	% (if applicable)		×			1						1	In case if the Ministry is incuded in the projec
	Annual Accident Rate Reduction	% (if applicable)		×			1				1		1	the data is available in the documents (such as
	EIRR (Economic Internal Rate of Return)	%		×									1	FS) and it could take more time to extract
	NPV (Net Present Value)	Euros		×									1	them from the document
	SDR (Social Discount Rate)	¥.		×			_						1	
Economic Indicators	Project Planning & Design Cost	Euros			X	×	-	1	_	_	-	 		
	Project Construction Cost	Euros		-	X	X	-	_	-	_	-	-		
	Total Project Cost	Euros			×	×								
	FIRR (Financial Internal Rate of Return)	¥.		×			-	_	_	_	_	-		
	FNPV (Financial Net Present Value)	Euros	 	X			_	_	_	+	_	_	1	
	FDR (Financial Discount Rate)	W.		v			-	_	_	_	-	-	1	In case if the Ministry is incuded in the project the data is available in the documents (such as
Financial Indicators	WACC (Weighted Average Cost of Capital)	v.		×			_	_	_	_	_	+	1	FS) and it could take more time to extract
	First year of profit	vear		X		_	_	_	_	_	_	_	1	them from the document
	DSCR (Debt Service Coverage Ratio)	M.		X		-	+	+	+	+	+	+	1	
	CO2 emissions	+/-%		×		×	_	_	_	_	_	_		Depending on project
	NOx emissions	+/-%		X			_	_	_	_	_	_		Depending on project
	SO2 emission evolution	+/-%		X		×	_	_	_	+	_	_		Depending on project
	Non-methane hydrocarbons	+/-%		×		×	-	-	-	-	-	_		Depending on project
Environmental Indicators	Particulate matter (ppm)	+/-%		×		×	+	+	_	_	_	+		Depending on project
	Noise levels along the section	e/.%		X	_	×	-	-	-	+	-	-		Depending on project
		Provide description of the project's effect to the climate change resilience		^			_	_	_	+	_	_		coperang on project
	Climate Change Resilience	of the network		×		×				1		1		Depending on project
1	Protected Natural Areas Affected	km2		×	-	×	+	-	+	-	+	+		Depending on project
	Location of Railway Line	Line geometry	Infrastructure	×	-	٠,	+	+	+	-	+	-		comment or project
1	Location of funnels	Line geometry Line geometry or Point geometry or x y coordinates	Infrastructure	×	-	-	+	+	+	-	+	+	1	in case if the Ministry is incuded in the projec
Geospatial data	Location of trimes Location of bridges over 12m length	Line geometry or Point geometry or x,y coordinates Line geometry or Point geometry or x,y coordinates	Infrastructure	×	-	-	+	+	+	+	+	+	1	the data is available in the documets (ideja)
	Location of Stations	Line geometry or Point geometry or x,y coordinates Line geometry or Point geometry or x,y coordinates	Infrastructure	X	-	_	+	-	+	+	+	-	1	projeket) and it could take more time to
1	Location of level crossings	Line geometry or Point geometry or x,y coordinates Point geometry or x,y coordinates	*	×	-	-	-	+	+	-	+	+	1	extract then from the document
	Location of rever crossings	Form geometry or x,y coordinates	Infrastructure	×		_	_			_	_			1

Roads - Network Performance Monitoring

Category	Parameter	Details	Source	15	1	1		8	1	E	4.8	- 8	Data Collection Frequency - 89	Comments
									1.		100	۰.	Transporting 1 to	
	Name of responsible Company/Authority		Public Enterprise Roads of Serbia	-	-			_	_	-	-	_	Annually	
	Correspondence Address Contact Person			_	_			-		_		-		
Reporting Organisation Data	Position	+		_	_			-				_		
	Phone number													
	Email													
	Country Code				X		X	X						
	TEN-T Category	Core/ Comprehensive			X		×	×						
	Corridor/ Route				×		X	×						
	International Route ID				×		×	×						
	National Route ID			_	X		X	X						
	Start Node Name			_	X		X	X	_			_		
Localisation	End Node Name			_	X		X	X	_			_		
	Start km	Direction A		_	X		×	×				_		
		Direction B			x		×	×						
	End km	Direction A		_	X		×	×				_		
		Direction B		_	X		×	×	_	_	_	_		
	Status	Planned/ Existing/ Upgrade		_	X		×	X	_	_		_		
	Data valid from	year		_	_			_	_	_	_	_		
	Data valid to	year		_					_			_		
	Category	Motorways/ Dual Carriageways/ Single Carriageways		1	×		×	×		l		1		
		1. Very Good, describes the road without problems and completely comply						-				_		
		with Standards - mainly new constructions, (IRI [0-1.24])												
		2. Good, means that is a road without problems, (IRI [1.24 - 2.84])			×		×							
	Pavement Condition	3a. Medium NWC, means that the road needs a New Wearing Course			×		×	×						
		(NWC) (IRI (2.84-5.09))												
		3b. Medium PRH, describes a road which needs Pavement Rehabilitation												
	lanes	Direction A		_	x		×	X				_		
		Direction B			×		X	X						
	Length - Total (km)	Direction A		_	X		X	X	_	_	-	_		
		Direction B		_	X		X	×	_			_		
	Length - Open Road (km)	Direction A			X		X	X				_		
	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Direction B		_	X		X	X				_		
	Length - Tunnels (km)	Direction A		_	x		×	X	_			_		
		Direction B		-	X		X	×	_	_	-	_		
	Length - Bridges over 12m length (km)	Direction A		-	X		X	Х	_	_	-	-		
		Direction B		-	X		X	×	-	_		-		
	Tunnels	Direction A (absolute number)		-	X		×	х	-	_		-		
		Direction B (absolute number)		\vdash	X		×	x	-	_		-		
	Parking areas	Direction A (absolute number)		+	x		×	x	_		\vdash	-		
Infrastructure Data		Direction B (absolute number)		+	x		×	x	-	_		-		
	Fuel Stations	Direction A (absolute number)		-	x		×		-	_	-	-		
	Fuel Stations	Direction B (absolute number) Type of fuels (Diesel, Gas, CNG, LNG, Hydrogen, Charging Point)		-			×	X	-	_		-		
	Perfor found	Type of fuels (Diesel, Gas, CNG, LNG, Hydrogen, Charging Point) km per hour		+	X		X	×	-	\vdash	-	-		
	Design Speed				×		×	×	-	_		-		
	Speed limit	km per hour		+-					-	_		-		And a control of the control
	Operating Speed	km per hour		*	×		×	x	_	_		-		Only position of signs
	Max Longitudinal Gradient (%)	Direction A Direction B		+	x		×	X	_	_	-	-		
		per vehicle (tons)		· ·			×		_	_	-	_		
	Max Permitted Weight	per vehicle (tons) axie load (kN)		1	-			_	-	-	\vdash	-		
		axe road (xN)						-	-	_		_		
	Capacity	minimum lane capacity per hour (PCUs) for both directions		×										
	Tolled	yes/no		+	×	\vdash	×	×	-	\vdash	-	-		
	Type of Tolls	per km/ per day			_		^	^	_	_		-		Electronic toll collection
		stations/ free flow/ vignette/ GNSS			×		×	×	_	_		_		ERECORE DE LORGE
	Charging Method Number of Toll Station Lanes	stations/ free flow/ vignette/ GNSS manned/ electronic		+	×	×	*	-	-	-	-	-		
		yes/no		+	X X	-	×	¥	 	\vdash	_	 	—	
				+	X		×	-	-	-	_	-		
	Intelligent Transport Systems (ITS)			-								-		
	Type of ITS	list all ITS installed					¥	¥					1	
	Type of ITS Operation Supervised by Control Centre	yes/ no		-	X		×	×						
	Type of ITS Operation Supervised by Control Centre Data valid from	yes/ no year			x		×	×						
	Type of ITS Operation Supervised by Control Centre Data valid from Data valid to	yes/ no year year			x		X	X						
	Type of ITS Operation Supervised by Control Centre Data valid from	yes/ no year			x		X	х						
	Type of ITS Operation Supervised by Control Centre Data valid from Data valid to TEN-T Requirements Compilant	Yes, no Year Year Yes/no as per art. 17.3 (a) and (b) of Regulation 1315/2013		x	x		X	x						Directive is not implemented, On Comdor 10 was refusion to an extension to the control of the co
	Type of ITS Operation Supervised by Control Centre Data valid from Data valid to	yes/ no year year		×			x	x						Directive is not implemented. On Condor 10 ea or an earling stations on gas stations but there is no possibility for Govo charge the use
	Type of ITS Operation Supervised by Control Centre Opta valid from Opta valid to TEN-1 Requirements Compilant Alternative Fuels Availability	yes/ no exer yes/ yes/no as per art. 17.3 (a) and (b) of Regulation 1315/2013 yes/no as per Directive no. 2014/94/EU					×	×						Directive is not implemented. On Condor 30 earl refuelling decions on gas stations but there is n possibility for Govto charge the use
TEN-T Compliance	Type of ITS Operation Supervised by Control Centre Data valid from Data valid to TEN-T Requirements Compilant	Yes, no Year Year Yes/no as per art. 17.3 (a) and (b) of Regulation 1315/2013		*			X	x						refuelling stations on gas stations but there is n

Serbia - data availability and formats

Roads - Network Performance Monitoring

Category	Personalter	Design .	_	9 15	1	Mered		STARR	SLAN.	11	- T	Data Calledion Frequency - RP	Communita
	Safety Compliance	yes/no as per Directive 2008/96/EC		×									
	Road Tunnels Compliance (length >500m)	yes/no as per Directive 2004/54/EC			×		×						
	Data valid from	year											
	Data valid to	year											

Roads - Network Performance Monitoring

Requirements Requ															
Marie Mari									_						
Marie Mari	Category	Parameter	Details	Secre	11	1	1	88		1		4.8	1	Data Collection Frequency - RP	Comments
Parameter and April on the parameter							7.1		- 1				1		
Parameter and April on the parameter		Total traffic flow	AADT or vehicles ner year					v	_						
March ACT of multiple page and multiple March									-			-			
Page March		Busses													
Section of 1970 Section 2016 S						×		X							
Page Page			% of AADT or total traffic flow		×										Only outtons data
Page 10 10 10 10 10 10 10 1		Percentage of HGVs	% of AADT or total traffic flow		×										Only customs data
Personal Column Personal C		Contribution (Contribution)	tons per year		×										Only customs data
Personal Date Personal Training Personal Date Personal		Preignt transc now			x										Only outtorns data
Margin Tear (File (FIC)					×										Only outtons data
Autority provided Company Company Extends	Operations Data				×										
Column C					×		_		_			_			
An and Paramagnic Can					x										
10 for Younger (10 mg) 1 mg 1 m		Toll Rate Currency			×										Only customs data
Part March Range Good Whichins		Toll Rate Passenger Cars				_	_		_	_		_			
In that Newsy uses would.							_	_	_	_		_			
Variety of Process Variety of Process Variety of		Toll Rate Heavy Good Vehicles				$\overline{}$	_	-	_						
Column and Part Section Sectio					-	x	_		_	_		_			
Part April Control April Control April Control April Control April Control April Control April Control April Control April Control April Control					×	\vdash	_	\vdash	\rightarrow	_	_	\vdash	\vdash		
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Contact print of products of a sufficiency of surface copies with highly facility Fa					\vdash	-	-	\vdash	\rightarrow	-	_	\vdash	\vdash		
Market M			absolute number	-	\vdash	×	-	\vdash	\rightarrow	-	_	-	-	l	
Total loyers Total loyers Service Total loyers Service S						×								1	1
Service I beginned in unablest of parsons						_	_		_	_	_	-			
Facilities	Board Safety					_	_	-	_	_	_	-			
Mod Selent Audit certain of an indeping range mod no mode	Hose Salety		number of persons			-	_	\rightarrow	\rightarrow	_	_	-			
Section raterial as highly/risk Section raterial as in Corresponding dates Section raterial as section (Section raterial as section raterial as section (Section Raterial as Section Raterial Rater						•		-				-			Var nartially
Regular Multinanano Cols unifs for									_						the partially,
Content of the Cont							-		\neg		_	-			
Data valid for		Road Safety Inspections carried out						-	-			-			
Maintenance cost - Open Road		Data valid for									_				
Maintenance cost - Turned Serio per lin per year						×	×								
Maintenance Cost Serioges Favor per ton per year Favor per year Fav		Maintenance cost - Open Road	Euros per km per year			X									
Regular Maintenance Heavy/ Periodic Maintenance Cost relatively (periodic Maintenance Cost Routine Maintenance Cost Routine Maintenance Cost Routine Maintenance Cost Routine Maintenance Cost Routine Maintenance Cost Routine Maintenance Cost Requiring rehabilitation - Townel Requiring rehabilitation - Townel Requiring rehabilitation - Townel Requiring rehabilitation - Townel Requiring rehabilitation - Townel Requiring Reparty periodic maintenance - Open Roud Requiring heavy periodic maintenance - Open Roud Requiring heavy periodic maintenance - Open Roud Requiring heavy periodic maintenance - Open Roud Requiring heavy periodic maintenance - Open Roud Requiring heavy periodic maintenance - Open Roud Requiring heavy periodic maintenance - Open Roud Requiring heavy periodic maintenance - Open Roud Requiring heavy periodic maintenance - Open Roud Requiring heavy periodic maintenance - Open Roud Requiring leavy periodic maintenance - Roude R		Maintenance cost - Tunnel	Euros per km per year			×									
Meany Periodic Maintenance Cost		Maintenance cost - Bridges	Euros per km per year			×									
Presignory Maintenance Code						_									
Emergency Maintenance Cost	Regular Maintenance	Heavy/ Periodic Maintenance Cost				*									
Noutine Maintenance Cost Euros per lum per year (The rest of maintenance cost for the said year)			to an electric retrieval con made or collected and make an local district that block a												
Source of flusions															
Data walled for			Euros per km per year (The rest of maintenance cost for the said year)				X								
Requiring rehabilitation - Open Road Regind of action (ins)						×									
Requiring rehabilitation - Turned Regular of section (los) X						\Box	_		_	_		_			
Requiring rehabilitation - Indiges Requiring rehabilitation - Indiges Requiring rehabilitation - Indiges Requiring rehabilitation - Requiring heavy period consistenance - Open Road Regular described (Regular heavy period consistenance - Tomed Regular described (Regular heavy period consistenance - Tomed Regular described (Regular heavy period consistenance - Tomed Regular described (Regular heavy period consistenance - Tomed Regular described (Regular heavy period consistenance - Tomed Regular described (Regular heavy period consistenance - Tomed Regular described (Regular heavy period consistenance - Tomed Regular described (Regular heavy period consistenance - Tomed Regular described (Regular heavy period consistenance - Tomed Regular described (Regular heavy period consistenance - Tomed Regular described (Regular heavy period consistenance - Tomed Regular described (Regular heavy period consistenance - Tomed Regular described (Regular heavy period consistenance - Tomed Regular described (Regular heavy period consistenance - Tomed Regular described (Regular heavy period consistenance - Tomed Regular described (Regular heavy period consistenance - Tomed Regular described (Regular heavy period consistenance - Tomed Regular described (Regular heavy period consistenance - Regular					_		_	-	\rightarrow	_	_	_	_		
Require flexing printed maintenance - Open Boad Regular flexion (Inc.) Require flexing printed maintenance - Open Boad Regular flexion (Inc.) Require flexing printed maintenance - Trained Regular flexion (Inc.) Data wall for year Requiring superation to increase capacity - Open Boad Regular flexion (Inc.) Requiring superation to increase capacity - Open Boad Regular flexion (Inc.) Requiring superation to increase capacity - Open Boad Regular flexion (Inc.) Requiring superation to increase capacity - Open Boad Regular flexion (Inc.) Requiring superation to increase capacity - Open Boad Regular flexion (Inc.) Requiring superation to increase capacity - Open Boad Regular flexion (Inc.) Requiring superation to increase capacity - Open Boad Regular flexion (Inc.) Requiring superation to increase capacity - Open Boad Regular flexion (Inc.) Requiring superation to increase capacity - Open Boad Regular flexion (Inc.) Requiring superation to increase capacity - Open Boad Regular flexion (Inc.) Requiring superation to increase capacity - Open Boad Regular flexion (Inc.) Requiring superation to increase capacity - Open Boad Regular flexion (Inc.) Requiring superation to increase capacity - Open Boad Regular flexion (Inc.) Requiring superation to increase capacity - Open Boad Regular flexion (Inc.) Requiring superation to increase capacity - Open Boad Regular flexion (Inc.) Requiring superation flexion (Inc.) Requiring superation flexion (Inc.) Requiring superation flexion (Inc.) Requiring superation flexion (Inc.) Requiring superation flexion (Inc.) Requiring superation flexion (Inc.) Requiring superation flexion (Inc.) Requiring superation flexion (Inc.) Requiring superation flexion (Inc.) Requiring superation flexion (Inc.) Requiring superation flexion (Inc.) Requiring superation flexion (Inc.) Requiring superation flexion (Inc.) Requiring superation flexion (Inc.) Requiring superation flexion (Inc.) Requiring superation flexion (Inc.) Requiring superation flexion (Inc.) Requiring superation flexion (Inc.) Requiring sup							_	-	-	_		_			
Requiring heavily periodic maintenance - Tunned Requiring heavily periodic maintenance - Tunned Requiring heavily periodic maintenance - Tunned Requiring upgrade to increase capacity - Tunned Requiring upgrade upgr	Heavy/Periodic				-		_	$\overline{}$	\rightarrow	_		_			
Requiring theory periodic maintenances - designed or excision (ine) x x x x x x x x x	Maintenance Requirements				\vdash		_		_	_	_	-			
Data walled for Year							_	-	\rightarrow	_	_	_			
Requiring upgrade to increase appaidable Section (Res)					_	X	_	\rightarrow	\rightarrow	_		-			
Requiring upgraded to increase capacity - Trunel Requiring upgraded to increase capacity - Trunel Requiring upgrade to increase capacity - Reduce Require described (Require and Reduce and Re						\vdash	-	\vdash	\rightarrow	-		-	\vdash		
Requiring upgreated to forcesse capacity - findiges length of section (line)				 		\vdash	-	\vdash	\rightarrow	-				l	Not available in this way - to be more detailed
Data walled for 1984	Upgrading			 	_	\vdash	-	\vdash	\rightarrow	_	_	-		l	revised
Air Pollution								-							
MOx emissions			GHG emissions (tons per year for each GHG)		×										
MOx emissions					×				\neg						Ī
Non-methal Data Non-methal pylinocarbons Particulate matter (gym) Note levels along the section Note Note Climate change resilience Note Climate change resilience Note the control of south and section Note															There are data on emissions of pollution of
Non-methal Data Particulate matter (ppm)		SO2 emission evolution			×										individual greenhouse gases by sections of sta
Particulate matter (gen)															future TIN-N network, nor have the amounts
Note Note Invest along the section x suscentification in the sent section such as a section of the section of t	Environmental Data	Particulate matter (ppm)													annual emissions of all greenhouse gases in Cl
Immiber of flooding incidents Clinate change resilience Immiber of embasiment failures Immiber of embasiment failures Immiber of embasiment failures Immiber of embasiment failures Immiber of embasiment failures Immiber of wheter maintenance days Immiber of head Immiber of parts Immiber of parts Immiber of maintenance days Immiber of head Immigration of Road Immigration o		Noise			-				=I						assessment of pollutants in the atmosphere fro
Climate change resilience Insulined not concurs out to adverse weather conditions tumber of meabasiment falliance tumber of winter maintenance days Custa valid for year Location of Road Line geometry X									\Box						traffic on state roads of the I and II order for t
Insulator of embalatismust failures Casa valid for year Location of Road Line geometry Line geometry X		Climate change resilience							I						period , 2010-2012; 2013-2015; 2016-2016
Data walfel for year Scientific Street Stree		The state of the s			_				\equiv						1
Location of Road Line geometry X					×				I						
					\vdash	\Box	_	\Box					\vdash		
Location of tunnels Line geometry or x,y coordinates X					\vdash	\sqcup		X				_	\vdash		
		Location of tunnels	Line geometry or Point geometry or x,y coordinates	1	\perp			X					\perp	l	

Serbia - data availability and formats

Roads - Network Performance Monitoring

Category	Parameter	Details	 e viu	B	parage	10	ş	Ę	21	100	Data Callection Proquency - 12P	Comments
	Location of bridges over 12m length	Line geometry or Point geometry or x,y coordinates				X						
Geospatial data	Location of parking areas	Line geometry or Point geometry or x,y coordinates				X						
	Location of fuel stations	Point geometry or x,y coordinates				X						
	Location of road traffic crashes with injury/ fatality	Point geometry or x,y coordinates										Contact Traffic Safety Agency
	Data valid for	year										
			_	_	_			-	_	_		

Note Comparison of the Project Comparison of the Pro	Category	Parameter	Details	Source	2 €	1	More	8	1	ij.	£	11	100	Data Collection Frequency - RP	Constants
March Company Compan		Name of responsible Company/Authority		Public Enterprise Roads of Serbia										On demand	
Mary Column Mary Column		Correspondence Address													
Part State	December Conscionting Date	Contact Person													
Part	Reporting Organisation Data	Position													
Control Color Color Color Color Color Color Color Color Color Color Color Color Color Color Color Color Color Color Color Color Color Color Color Colo		Phone number													
The Congrey															
Control Floats															
Control Note April project implementation		TEN-T Category													
May profess implementations		Corridor/ Boute	Before project implementation												
Marco (Marco D) Multiple implementation Value of the Marco (Marco D) Multiple implementation Marco (Marco D) Multiple implementation After profess implementation After profess implementation After profess implementation After profess implementation Marco (Marco Marco D) Marco (Marco Ma		Contractly moute	After project implementation												
Marie and Marie 10 Marie Inspired Implementation		International Boute ID	Before project implementation												
Manual Properties Manual Properties Manual Properties			After project implementation												
Mart Project Name		National Boute ID	Before project implementation			×		X	X						
Mark 1987 Mark			After project implementation												
Mary project implementation		Start Node Name							_						
Project Statis	Localisation	Statt House Halling	After project implementation												
Am grides Statiss	LOCATIAN CO.	End Node Name													
Start In		The result of th	After project implementation			×		X	X						
Project Status			Direction A - Before project implementation			×		X	X						
Distriction 1. Bridge payed implementation		Start km	Direction A - After project implementation												
Description of the Project Project Assert project implementation			Direction B - Before project implementation			×		×	×						
Engine Constraint A After project implementation			Direction B - After project implementation			×		X	X						
Engine Constraint A After project implementation			Direction A - Before project implementation			×		X	×						
Description of the Project		End less				×		X	×						
Project name Test		End km	Direction B - Before project implementation			×		X	×						
Project name Test			Direction B - After project implementation			×		X	×						
Project Status Type of foreseen intervention Reconstruction/ eshabilisation Anishmanuse Anis		Project name				×	×								
Tiple of forceses intervention			New infrastructure												
Tiple of forceses intervention						l			l			l	1		
Description of the Project Empirity (Florary) English (Flora		Type of foreseen intervention				×	×		l			l	1		
Largeth (of Blowary) Convertible						l			l			l	1		
Lanes	Description of the Project	Length (if Enear)				×	×								
Circletion Direction Direction Earts (pick and consider the overall cost of investment, not the preparatory x x x x x x x x x x									_			-	_		
Total Cost (CAFEO)		Lanes				×									
Motorway/expressway eye/no presc construction						_		-	_				_		
Motorway/sepassawy wes/his lines construction) Citer high-quality roads sephic lines construction Not largeting capacity increase or road surface quality upgrade from very poor phoor/metion (filts)-2,84 to good/very good X X X X X Alternative fulls Compliance Filigibility for TEN T Project Alternative fulls Surface compliance Filing interoperability Surface Road stunnels compliance Very no Surface Road stunnels compliance Very no Surface After project implementation (year/ho) X X X X X X X X X X X X X X X X X X X		Total Cost (CAPEX)				×	X								
Color High-quality roads Yes/no (less controlation) Yes/no (less getting apparly) increase or road surface quality upgrade from Yes/no Ye		Motorway/emressway				×									
Source Section Secti								-	_				_		
Road whibilistics/reconstruction		Other Ingir-quality roads			_	_	-	-	_			-	_		
Alternative fuels (see, No.) Alternative fuels (see, No.) TOTAL planters (see, No.) Alternative fuels (see, No.) TOTAL planters (see, No.) TOTAL planters (see, No.) TEN T Requirements Compliance (see, No.) Alternative Fuels Availability (see, No.) Alternative Fuels Availability (see, No.) TEN T Compliance (see, No.) TEN T Compliance (see, No.) TOTAL planters (see, No.) Alternative Fuels Availability (see, No.) Alternative Fuels (see, No.) Alternative Fuels (see, No.) Alternative Fuels (see, No.) Alternative Fuels (see, No.) Alternative Fuels (see, No.) Alternative Fuels (see, No.) Alternative Fuels (see, No.) Alternative Fuels (see, No.) Alternative Fuels (see, No.) Alternative Fuels (see, No.) Alternative Fuels (see, No.) Alternative Fuels (see, No.) Alternative Fuels (see, No.) Alternative Fuels (see, No.) Alternative Fuels (see, No.) Alternative Fuels (see, No.) Alternative Fuels (see, No.) Alternative Fuels (see, No.) Alternative Fuels (see, No.) Alter		Road rehabilitation/reconstruction						l v	l			l	1		
Abternative fuels Ver/no		Total Total Control of				_		_	l			l	1		
TS compliance	Eligibility for TEN-T Project	Alternative fuels			_	-	-	-	_			-	_		
Telling intercoperability							_	_	-				_		
Safety compliance veryloo Road turnels compliance veryloo Road turnels compliance veryloo Road turnels compliance veryloo Road turnels compliance Road turnels compliance Road turnels compliance Road turnels compliance Road turnels compliance Road turnels compliance Road turnels compliance Road turnels compliance Road turnels compliance Road turnels compliance Road turnels compliance Road Turnels Compliance Road Turnels Compliance (length >500m) Road Road Turnels Compliance (length >500m) Road Road Turnels Compliance (length >500m) Road Road Turnels Compliance (length >500m) Road Road Turnels Compliance (length >500m) Road Road Turnels Compliance (length >500m) Road Road Turnels Compliance (length >500m) Road Road Turnels Compliance (length >500m) Road Road Turnels Compliance (length >500m) Road Road Turnels Compliance (length >500m) Road Road Turnels Compliance (length >500m) Road Road Turnels Compliance (length >500m) Road Road Turnels Compliance (length Road Road Road Road Road Road Road Road					-		-	\vdash	-		_	\vdash	-		
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Company Frender Coulser for the strong register action.		On-going project (funding secured)				×	×		l			l	1		
Project Status Project Status Project (Feasibility study ready, funding secured) Project (Feasibility study ready, funding secured) Project (Feasibility study ready, funding secured) Project (Feasibility study ready, funding secured) Project under preparation Project					1			l	l			1	1		
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Project under preparation Feasibility study under tendering. x x									\perp			\vdash			
	1					_		_	_			_			
Financing for feasibility study secured, procurement not yet started.		Project under preparation			1	×	×	l	l			1	1		
			Financing for feasibility study secured, procurement not yet started.			Ш.	Ц.	Ш.	Ц.		Щ.	Ь.	Ш.		

Roads - Project Monitoring

Catagonia	Parameter			95	7	1		- 12			11	3.	Data Collection	
Category	Parasseur	Details	North Control	1 €	å	i		1	3	*	3 8	8	Frequency - RP	Comments
IMPLEMENTED PROJECTS	Initial Project Completion Date	On Annales Serve			×	x	-	+	\vdash	-		\vdash		
Project Timeline	Actual Project Completion Date Actual Project Completion Date	On tender issue			x	X	+	+	\vdash	-				
	National Budget	Euros			X	X	上							
	WB	Euros			X	×								
	EBRD	Euros			X									
	EIB	Euros			X		+	-	\vdash	_	_			
	Other IFI	Specify Euros	-	_	x	x	+	+	\vdash		_			
Project Funding Sources	*	Specify			×	×	+	+						
	Concessions	Euros	i		X	×	-	-	\vdash					
	EU Fund	Specify			X	×								
		Euros			X	×	-	-	┡		_			
	Other funding source	Specify	-	_	X	X	+	+	\vdash	_	-			
		Euros (As built documentation or if not available then final design				_	-	-	\vdash					
Project Documentation	Project Folder Title	documentation)			×	×		1						
Project Documentation	Prepared by				X	×								
	Supervised by				X	×								
	Construction period	Forecasted (months)		X	_	_	-	-	┡		_			
		Actual (months)		X		_	-	-	_					
	CAPEX	Forecasted (Euros)		X	_	_	-	\vdash	\vdash	_	_			
		Actual (Euros)		X	_	_	-	₩	-	_	_			
	OPEX	Forecasted (Euros per year)		x	_	_	-	-	-	_	_			
		Actual (Euros per year) Forecasted (Euros per year)		x	_	-	+	+	-		-			
	Maintenance cost	Actual (Euros per year)	1	×	-	-	+	+	-	_	-			
	Interest During Construction	Actual (Euros per year)		X	-	-	+	+	\vdash	_	-			Availble in the Feasibility studies in the Ministry of
Performance Indicators	EBITDA (last year)	Euros		×	_	_	+	+	\vdash					Transport to be extracted from
		Forecasted (Euros per year)		X	-		-	+	-					
	Revenue (if fare/toll collected)	Actual (Euros per year)	i	×		-	-							•
		Passenger cars - forecasted		X			-	1						
		Passenger cars - actual	1	X			-	1						
	Traffic	Busses - forecasted	1	X										
	Tanc	Busses - actual	1	X										
		Trucks - forecasted		X										
		Trucks - actual		X										
LIVE PROJECTS					X		-							
		Initially forecasted Current Estimation, Please refer to realistic targets rather than contractual		_	x	×	-	-	-	_	_			
	Tender Start Date (month/ year)	deadlines that have become impossible to meet			×	×		1						
		Actual	1		×	×	+	+	\vdash		-			
		Forecasted (on tender issue)			x	×	-	†						
Project Timeline	Design Completion Date (month/year)	Current Estimation. Please refer to realistic targets rather than contractual	1		×	×	Т							
	, , , , , , , , , , , , , , , , , , , ,	deadlines that have become impossible to meet					_							
		Actual			x	×	+-	-	_	_				
I	Project Completion Date (month/ year)	Forecasted (on tender issue)			x	X								
	Project Completion Date (month/ year)	Forecasted (on tender issue) Current Estimation. Please refer to realistic targets rather than contractual					F							
		Forecasted (on tender issue)			x	X	F							
	Project Completion Date (month/ year) National Budget	Forecasted (on tender issue) Current Estimation. Please refer to realistic targets rather than contractual deadlines that have become impossible to meet			x x x	x x								
		Forecasted (on tender issue) Current Estimation. Please refer to realistic targets rather than contractual deadlines that have become impossible to meet Euros Buros adiocated/agreement signed (yes/no) Euros			x x x	x x x								
	National Budget WB	Forecasted (on tender issue) Current Estimation Please refer to realistic targets rather than contractual deadlines that have become impossible to meet Baros Blocked Jagreement signed (ves/no) Buros Blocked Jagreement signed (ves/no)			x x x x	x x x x								
	National Budget	Forecasted (on tender issue) Current Estimation, Pease refer to real/sitic targets rather than contractual deadlines that have become impossible to meet. Earns allocated/agreement signed (yes/no) Earns allocated/agreement signed (yes/no) Earns			x x x x x	x x x x								
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Serbia - data availability and formats

Category	Parameter	Details	Seuro	ŝ≨	1	Word	8	STATE	1	ŧ	11	1	Data Collection Frequency - RP	Comments
		Title			X	X								
	Feasibility Study	Prepared by			×	×								
		Supervised by			X	X								
		Title			X	×								
	Concept Design	Prepared by			×	×								
		Supervised by			×	X								
		Title			X	×								
Project Documentation	Preliminary Design	Prepared by			×	X								
		Supervised by			X	×								
		Title			×	×								
	Detail Design	Prepared by			X	X								
		Supervised by			×	×								
		Title			X	X								
	Environmental Impact Assessment	Prepared by			×	X								
		Supervised by			×	X								
	Annual Traffic Demand Growth	%		×							$\overline{}$			
Social Indicators	Modal transfer	% (if applicable)		×										Ī
	Annual Accident Rate Reduction	% (if applicable)		×										Available in the Feasibility studies in the Ministry
	EIRR (Economic Internal Rate of Return)	%		×										Transport to be extracted from
	NPV (Net Present Value)	Euros		×										1
Economic Indicators	SDR (Social Discount Rate)	%		×							-			Ī
economic indicators	Project Planning & Design Cost	Euros			×	X								
	Project Construction Cost	Euros			X	X								
	Total Project Cost	Euros			×	×								
	FIRR (Financial Internal Rate of Return)	%		×										
	FNPV (Financial Net Present Value)	Euros		×										Ť
Financial Indicators	FDR (Financial Discount Rate)	8		×										Ī
rinancial indicators	WACC (Weighted Average Cost of Capital)	%		×										Ť
	First year of profit	year		×										†
	DSCR (Debt Service Coverage Ratio)	8		X										†
	CO2 emissions	e/- %		×										Ť
	NOx emissions	+/- %		×										Available in the Feasibility studies in the Ministry Transport to be extracted from
	SO2 emission evolution	+/-%		X										Tangott D de data action
	Non-methane hydrocarbons	+/-%		×										Ť.
Environmental Indicators	Particulate matter (ppm)	+/-%		×										†
	Noise levels along the section	+/-%		×										†
	Climate Change Resilience	Provide description of the project's effect to the climate change resilience of the network		x										Ī
	Protected Natural Areas Affected	km2		×										†
	Location of Road	Line geometry					X							
	Location of tunnels	Line geometry or Point geometry or x,y coordinates					×							
Geospatial data	Location of bridges over 12m length	Line geometry or Point geometry or x,y coordinates		-			×							
	Location of parking areas	Line geometry or Point geometry or x y coordinates		$\overline{}$			×	$\overline{}$		$\overline{}$		$\overline{}$		1
	Location of fuel stations	Point geometry or x,y coordinates		-			_	-		-	-	ACAD		

Road Safety

Category	Parameter	Details	Source	8 N/N		Mord	8	WW	Saw	Ę	Meta	0.00	Data Collection Frequency - RP
	Name of responsible Company/Authority		Road Traffic Safety Agency										Annually
	Correspondence Address												
Reporting Organisation Data	Contact Person												
Reporting Organisation Data	Position												
	Phone number												
	Email												
	Country Code				×								
Localisation	Population	number of inhabitants			×								
	Fleet size	number of registered vehicles			×								
	Total number of road traffic crashes	number						X					
	Total number of road traffic crashes - Motorway (tolled)	number						X					
	Total number of road traffic crashes - Motorway (toll-free)	number			×								
	Total number of road traffic crashes - Primary Roads (dual carriageway)	number		×									
	Total number of road traffic crashes - Primary Roads (single carriageway)	number		x									
	Total number of road traffic crashes - Secondary Roads	number						X					
	Total number of road traffic crashes - Rural Roads	number						X					
	Total number of road traffic crashes - Urban Roads	number						X					
Road Safety Data	Road traffic crashes with serious injuries only	number						X					
Road Safety Data	Fatal road traffic crashes	number						×					
	Seriously Injured	number of persons						X					
	Fatalities	number of persons						X					
		alcohol											
		speed											
	Cause of accident (%)	infrastructure			1			X					
		use of electronic devices (mobile phone, GPS, etc)	1										
		vehicle not corresponding to standard	7										
	Data valid for	vear											

Appendix 3: KPIs and Statistical Indicators

TODIS Key Performance Indicators

Roads - Network Performance Monitoring

Category	крі	Definition	Policy Goals			
		Percentage of the network per road category:				
	Category	1. Motorway	1, 10, 13			
	Category	2. Dual Carriageway	1, 10, 15			
		3. Single Carriageway				
		Percentage of the network per IRI range:				
		1. Very Good, describes the road without problems and completely comply with Standards - mainly new constructions, (IRI [0-				
		1.24])				
	Payement Condition	2. Good, means that is a road without problems, (IRI [1.24 – 2.84])	1, 10, 13			
	Tarement contactor	3a. Medium NWC, means that the road needs a New Wearing Course (NWC) (IRI [2.84-5.09])	2, 20, 20			
		3b. Medium PRH, describes a road which needs Pavement Rehabilitation (PRH) (IRI [2.84 – 5.09])				
		4. Poor, means that the road needs a new Overlay and Wearing Course (OWC) (IRI [5.09 – 8.94])				
		5. Very Poor, describes a road which needs a Completely New Pavement (CNP) (IRI [8.94 -])				
	Parking Areas	Parking areas per 100km	8, 10, 13			
Infrastructure	Fuel Stations	Availability of fuel per type per 100km	5, 6, 7, 10, 13			
	ITS Availability	Percentage of network km covered by ITS	-			
		Percentage of network km requiring rehabilitation - Open Road	1, 10, 13			
		Percentage of network km requiring rehabilitation - Tunnel	1, 10, 13			
	Heavy/ Periodic Maintenance Requirements	Percentage of network km requiring rehabilitation - Bridges	1, 10, 13			
	rieavy/ remodic ivialities and exequirements	Percentage of network km requiring heavy/ periodic maintenance - Open Road	1, 10, 13			
		Percentage of network km requiring heavy/ periodic maintenance - Tunnel	1, 10, 13			
		Percentage of network km requiring heavy/ periodic maintenance - Bridges	1, 10, 13			
		Percentage of network km requiring upgrade to increase capacity - Open Road	1, 2, 11, 12, 10, 13			
	Upgrading Requirements	Percentage of network km requiring upgrade to increase capacity - Tunnel	1, 2, 11, 12, 10, 13			
		Percentage of network requiring upgrade to increase capacity - Bridges	1, 2, 11, 12, 10, 13			
		number of flooding incidents per 100km	5, 6, 7, 8, 9, 10, 13			
	Climate Change Resilience	number of closures due to adverse weather conditions per 100km	5, 6, 7, 8, 9, 10, 13			
		number of embankment failures per 100km	5, 6, 7, 8, 9, 10, 13			
	Alternative Fuels Availability	Percentage of network km compliant with Directive no. 2014/94/EU	1, 5, 6, 7, 8, 10, 13			
	ITS Compliance	Percentage of network km compliant with Directive 2010/40/EU	1, 3, 8, 10, 13			
TEN-T Compliance	Tolling Interoperability	Percentage of tolled network km compliant with Directive 2004/52/EC and Commission Decision no. 2009/750/EC	1, 3, 8, 10, 13			
	Safety Compliance	Percentage of network km compliant with Directive 2008/96/EC	1, 8, 10, 13			
	Road Tunnels Compliance (length >500m)	Percentage of road tunnels compliant with Directive 2004/54/EC	1, 3, 8, 10, 13			
	Travel Time Index (TTI)	ITI = Average Travel Time / Free Flow Travel Time	2 4 11 12 10 12			
	Travel Time Index (111)	where the Free Flow Travel Time is calculated based on the section length and the speed limit	2, 4, 11, 12, 10, 13			
	Delays based on TTI	Average Travel Time - Free Flow Travel Time	2, 4, 11, 12, 10, 13			
Operations	Delays cost (based on TTI)	Delay Cost = Delay x Value of Time (collected for Demand Model)	2, 4, 11, 12, 10, 13			
	Capacity used	AADT/ Capacity	1, 2, 4, 10, 13			
	Average travel time per km - PCs	Average travel time/ Section length	2, 4, 11, 12, 10, 13			
	Average travel time per km - HGVs	Average travel time/ Section length	2, 4, 11, 12, 10, 13			

	n 11 ff 1	B II (C. I. 19) IN IN IN IN IN IN IN IN IN IN IN IN IN	0.40.40
	Road traffic crash	Road traffic crashes per million vehicle kilometers (AADT x section length x time period in days)	8, 10, 13
Safety	Road traffic crash with serious injuries only	Road traffic crashes with serious injuries per million vehicle kilometers (AADT x section length x time period in days)	8, 10, 13
(TEN-T Network)	Fatal road traffic crash	Fatal Road traffic crashes per million vehicle kilometers (AADT x section length x time period in days)	8, 10, 13
	Seriously Injured	% change relatively to user defined period	8, 10, 13
	Fatalities	% change relatively to user defined period	8, 10, 13
	Maintenance cost - Total	Euros per km	4, 5, 10, 13
	Maintenance cost - Open Road	Euros per km	4, 5, 10, 13
	Maintenance cost - Tunnel	Euros per km	4, 5, 10, 13
Maintenance	Maintenance cost - Bridges	Euros per km	4, 5, 10, 13
I vidince i di ce	Heavy/ Periodic Maintenance Cost	Euros per km	4, 5, 10, 13
	Emergency Maintenance Cost	Euros per km	4, 5, 10, 13
	Winter Maintenance Cost	Euros per km	4, 5, 10, 13
	Routine Maintenance Cost	Euros per km	4, 5, 10, 13
		CO2 equivelant per year per 100km (as per Kyoto Protocol and UNFCCC)	
		Cars 180g CO2e/vkm	
Environmental Impact	Global Warming Potential	Bus 783g CO2e/vkm	5, 6, 7, 10, 13
Livirolinientai impact		Truck 604g CO2e/vkm	
		(vkm calculation: AADT x section length x 365 days)	
	Noise	Percentage of network km over user defined limit (dB)	5, 6, 7, 10, 13

TODIS Key Performance Indicators

Road Safety

Category	крі	Definition	Policy Goals			
	Road traffic crashes compared to population	Road traffic crashes per million inhabitants	-			
	Road traffic crashes compared to vehicle fleet	Road traffic crashes per million registered vehicles	-			
	Road traffic crashes with serious injuries only compared to population Road traffic crashes with serious injuries only per million inhabitants Road traffic crashes with serious injuries only per million registered vehicles Road traffic crashes with serious injuries only per million registered vehicles Road traffic crashes with serious injuries only per million registered vehicles Fatal road traffic crashes per million inhabitants	=				
Safety		Road traffic crashes with serious injuries only per million registered vehicles	-			
(Entire Network)		Fatal road traffic crashes per million inhabitants	-			
	Fatal road traffic crashes compared to vehicle fleet	Fatal road traffic crashes per million registered vehicles	-			
	Seriously Injured	% change relatively to user defined period	-			
	Fatalities	% change relatively to user defined period	-			
	Cause of accidents (%)	% per cause of accident	-			
	Cause of accidents (% change)	% change per cause relatively to user defined period	-			

Railways - Network Performance Monitoring

Category	KPI	Definition	Policy Goals		
		Percentage of network as per Operational/ Design Speed ratio:			
		Very good (0.86 - 1.00)			
		Good (0.71-0.85)			
	Condition of track	Medium (0.61-0.70)	1, 10, 13		
		Poor (0.51-0.60)			
		Very Poor (0.00-0.50)			
	Level-Crossings	evel crossings per 100km			
		Percentage of network km per ERTMS level of deployment:			
		O - No ERTMS			
		1 - is designed as an add-on to or overlays a conventional line already equipped with lineside signals and train detectors.	1, 3, 10, 13		
frastructure	ERTMS level of deployment	2 - does not require lineside signals. The movement authority is communicated directly from a Radio Block Centre (RBC) to the onboard	1, 3, 10, 13		
		unit using GSM-R.			
		3 - still in its conceptual phase, allows for the introduction of a "moving block" technology.			
			1, 10, 13		
	Heavy/ Periodic Maintenance Requirements	Percentage of network km requiring heavy maintenance Percentage of network km requiring rehabilitation	1, 10, 13		
		· · ·			
	Upgrading Requirements	Percentage of network km requiring upgrade to increase capacity	1, 2, 11, 12, 10, 13		
		Percentage of network km requiring upgrade (additional track/ new line)	1, 2, 11, 12, 10, 13		
		number of flooding incidents per 100km	8, 9, 10, 13		
	Climate change resilience	number of closures due to adverse weather conditions per 100km	8, 9, 10, 13		
		number of embankment failures per 100km	8, 9, 10, 13		
	Electrification	Percentage of network km electrified	1, 3, 5, 6, 7, 10, 13		
		(Not applicable for isolated networks. Applies to line trucks and sidings, to the extent necessary for electric train operation)	2, 5, 5, 6, 1, 26, 25		
	Railway Tunnels Compliance	Percentage of network km compliant with Directive 2014/1303/EC as amended by 2016/912/EC and 2019/776/EC			
	Freight Line Speed	Percentage of network km with speed at least 100km/h			
	Treight Line Speed	(Only applicable for the freight lines of the Core Network. Isolated networks are excepted.)	1, 10, 13		
	Freight Line Axle Load	Percentage of network km with axle load at least 22.5t	1, 3, 10, 13		
	Freight Line Axie Load	(Only applicable for the freight lines of the Core Network. Isolated networks are excepted.)	1, 3, 10, 13		
EN-T Compliance		Percentage of network km with train length at least 750m	4 2 40 42		
EN-1 Compliance	Freight Line Train Length	(Only applicable for the freight lines of the Core Network. Isolated networks are excepted.))	1, 3, 10, 13		
		Percentage of network km with track gauge 1435mm			
	Track Gauge 1435mm	(Nominal track gauge for new railway lines. Not applicable where the new line is an extension on a network the track gauge of which is	1, 3, 10, 13		
		different and detached from the TEN-T network)			
		Percentage of network km with European Train Control System (ETCS)			
	ERTMS Deployment - ETCS	(Not applicable for isolated networks)	1, 3, 10, 13		
		Percentage of network km with Global System for Mobile communications for Railways (GSM-R)			
	ERTMS Deployment - GSM-R	(Not applicable for isolated networks)	1, 3, 10, 13		
		% of capacity used			
	Capacity utilisation rate	[[passenger trains + freight trains]/ capacity]	1, 2, 4, 11, 12, 10, 13		
perations (Average travel time (incl. stops) per km - passenger	[[passenger trains + freight trains]/ capacity] Average travel time/ Section length			
	Average travel time (incl. stops) per km - freight	Average travel time/ Section length	1, 2, 4, 11, 12, 10, 13		
	Incidents	Incidents per million train km (as per Directive 2016/798/EU - Railway Safety)	8, 10, 13		
	Accidents	Accidents per million train km (as per Directive 2016/798/EU - Railway Safety)	8, 10, 13		
	Injuries	Injuries per million train km (as per Directive 2016/798/EU - Railway Safety)	8, 10, 13		

TODIS Key Performance Indicators

Railways - Network Performance Monitoring

Category	крі	Definition	Policy Goals
Safety	Significant Accidents	Significant Accidents per million train km (as per Directive 2016/798/EU - Railway Safety and ERA CSI Implementation Guidance)	8, 10, 13
	Significant Accidents	% change relatively to user defined period	8, 10, 13
	Fatalities	Fatalities per million train km	8, 10, 13
	Fatalities	% change relatively to user defined period	8, 10, 13
	Serious Injuries	% change relatively to user defined period	8, 10, 13
	Level Crossings - Significant Accidents	Significant Accidents per million train km	8, 10, 13
	Level Crossings - Significant Accidents	% change relatively to user defined period	8, 10, 13
	Level Crossings - Serious Injuries	% change relatively to user defined period	8, 10, 13
	Level Crossings - Fatalities	% change relatively to user defined period	8, 10, 13
	Maintenance cost - Total	Euros per km	4, 5, 10, 13
	Maintenance cost - Infrastructure	Euros per km	4, 5, 10, 13
Maintenance	Maintenance cost - Signalling and telecom system	Euros per km	4, 5, 10, 13
	Maintenance cost - Electrification system	Euros per km	4, 5, 10, 13
Environmental Impact	Global Warming Potential	CO2 equivelant per year per 100km (as per Kyoto Protocol and UNFCCC) Passenger Tail Control of Protocol and UNFCCC) Passenger Tail Control of Protocol and UNFCCC) Passenger Ser Co2e/passenger km Mixed Fleet 76 Sg CO2e/passenger km Mixed Fleet 6.4g CO2e/passenger km Freight Trails Only Electric Fleet 0g CO2e/tkm Only Diesel Fleet 22.2g CO2e/tkm	5, 6, 7, 10, 13
	Noise	Mixed Fleet 1.9g CO2e/t km Percentage of network km over user defined limit (dB)	5, 6, 7, 10, 13
	MOIZE	rercentage of network kin over user defined limit (do)	5, 6, 7, 10, 13

Freight Terminal - Network Performance Monitoring

Category	крі	Definition	Policy Goals
		Percentage of terminals per condition status:	
		1) Very Good	
	Condition	2) Good	1, 10, 13
	Condition	3) Medium	1, 10, 15
		4) Poor	
		5) Very Poor	
Infrastructure	Rail Connection	Percentage of terminals with Rail Connection	1, 10, 13
	Road Connection	Percentage of terminals with Road Conncection	1, 10, 13
	IWW Connection	Percentage of terminals with IWW Connection	1, 10, 13
	Sea Connection	Percentage of terminals with Sea Connection	1, 10, 13
	Air Connection	Percentage of terminals with Air Conncection	1, 10, 13
	Upgrading requirements	Percentage of terminals requiring upgrade to increase capacity	1, 2, 11, 12, 10, 13
	Climate change resilience	% change in number of flooding incidents relatively to user defined period	8, 9, 10, 13
	Inter-modality	Percentage of terminals providing the possibility to tranship all types of standard intermodal loading units (containers, swap bodies,	1 2 0 10 12
	inter-modality	trailers).	1, 3, 8, 10, 13
TEN-T Compliance	740m train length	Percentage of terminals providing access to trains with 740m length	1, 3, 8, 10, 13
TEN T COMPILATE	740III daili lengdi	Fulfilment of this criterion is restricted to recently constructed terminals.	1, 5, 6, 10, 15
	Electrified access	Percentage of terminals providing electrified access to trains	1, 3, 5, 6, 7, 10, 13
	Open availability	Percentage of terminals providing free non-discriminatory access and transparent charges.	1, 3, 8, 10, 13
Operations	Storage capacity utilisation rate	% of capacity	1, 2, 4, 11, 12, 10, 13
operations	Transhipment capacity utilisation rate	% of capacity	1, 2, 4, 11, 12, 10, 13
	Maintenance cost - Total	Euros per million tons of freight	4, 5, 10, 13
Maintenance	Emergency Maintenance Cost	Euros per million tons of freight	4, 5, 10, 13
	Routine Maintenance Cost	Euros per million tons of freight	4, 5, 10, 13
	CO2 emissions	Tons per million tons of freight	5, 6, 7, 10, 13
	NOx emissions	Tons per million tons of freight	5, 6, 7, 10, 13
Environmental Impact	SO2 emission evolution	Tons per million tons of freight	5, 6, 7, 10, 13
	Non-methane hydrocarbons	Tons per million tons of freight	5, 6, 7, 10, 13
	Particulate matter (ppm)	Tons per million tons of freight	5, 6, 7, 10, 13

TODIS Key Performance Indicators

Inland Waterways - Network Performance Monitoring

Category	КЫ	Definition	Policy Goals
Infrastructure	CEMT class	Percentage of the network per CEMT class: It to V V a V b V i a V i b V i c V i V i	1, 3, 10, 13
	Condition	Percentage of terminals per condition status: 1) Very Good 2) Good 3) Medium 4) Poor 5) Very Poor	1, 10, 13
	Locks	Number of locks per 100km	-
	Locks type	Percentage of locks by type: 1) Single lock 2) Oouble lock	-, 10, 13
	ITS Availability	Percentage of IWW km covered by ITS	, 10, 13
	River Information System (RIS)	Percentage of IWW km covered by RIS	1, 3, 8, 10, 13
	Heavy/ Periodic Maintenance Requirements	Percentage of network km requiring heavy maintenance	1, 10, 13
	reavy/ reriodic iviaintenance requirements	Percentage of network km requiring rehabilitation	1, 10, 13
	Upgrading requirements	Percentage of network km requiring upgrade to increase capacity	1, 2, 11, 12, 10, 13
		number of flooding incidents per 100km	8, 9, 10, 13
1	Climate change resilience	number of closures due to adverse weather conditions per 100km	8, 9, 10, 13
		number of embankment failures per 100km	8, 9, 10, 13
	CEMT Class IV	Percentage of network km compliant (as per the new classification of IWW established by the European Conference of Ministers of Transport - ECMT)	1, 3, 8, 10, 13
	Draught at least 2.5m	Percentage of network km compliant	1, 3, 8, 10, 13
TEN T Compliance	Bridge Height at least 5.25m	Percentage of network km compliant	1, 3, 8, 10, 13
TEN-T Compliance	Good Navigation Status Maintenance	Percentage of network km compliant (Rivers, canals and lakes are maintained so as to preserve good navigation status, with full observance of the applicable environmental law)	1, 3, 8, 10, 13
	RIS Deployment	Percentage of network km compliant with Directive 2005/44/EC	1, 3, 8, 10, 13
Operations	-	<u>-</u>	-
	Maintenance cost - Total	Euros per km	4, 5, 10, 13
Maintenance		Euros per km	4, 5, 10, 13
	Maintenance cost - Riverside Infrastructure	Euros per km	4, 5, 10, 13

TODIS Key Performance Indicators

Inland Waterways - Network Performance Monitoring

Category	КРІ	Definition	Policy Goals
	CO2 emissions	Tons per 100km	5, 6, 7, 10, 13
	NOx emissions	Tons per 100km	5, 6, 7, 10, 13
Environmental Data	SO2 emission evolution	Tons per 100km	5, 6, 7, 10, 13
	Non-methane hydrocarbons	Tons per 100km	5, 6, 7, 10, 13
	Particulate matter (ppm)	Tons per 100km	5 6 7 10 13

Inland Waterways Ports - Network Performance Monitoring

Category	КРІ	Definition	Policy Goals
		Percentage of IWW ports per activity:	
	Activity	1) Freight	
	neavity	2) Passenger	
		3) Passenger and freight	
		Percentage of IWW ports per condition status:	
	I	1) Very Good	
	Condition	2) Good	1, 10, 13
		3) Medium	-,,
		4) Poor	
		5) Very Poor	
	RoRo facilities	Percentage of IWW ports with RoRo facilities	1, 10, 13
Infrastructure	Transhipment facilities for intermodal transport	Percentage of IWW ports with transhipment facilities for intermodal transport	1, 10, 13
	Rail Connection	Percentage of IWW ports with Rail Conncection	1, 10, 13
	Road Connection	Percentage of IWW ports with Road Conncection	1, 10, 13
	Intelligent Transport Systems (ITS)	Percentage of IWW ports with ITS	
	Vessel Traffic Management Information		
	System (VTMIS)	Percentage of IWW ports with VTMIS	3, 8, 10, 13
	Upgrade Requirements	Percentage of IWW ports requiring upgrade to increase passenger capacity	1, 2, 11, 12, 10, 13
	opgrade nequirements	Percentage of IWW ports requiring upgrade to increase freight capacity	1, 2, 11, 12, 10, 13
		% change in number of flooding incidents relatively to user defined period	8, 9, 10, 13
	Climate change resilience	% change in number of closures due to adverse weather conditions relatively to user defined	8, 9, 10, 13
	Cilliate dialige resilience	period	0, 5, 10, 15
		% change in number of embankment failures relatively to user defined period	8, 9, 10, 13
	Rail Connection	Percentage of IWW ports providing rail connection	1, 3, 10, 13
	Road Connection	Percentage of IWW ports providing road connection	1, 3, 10, 13
	Clean fuels availability	Percentage of IWW ports with clean fuels availability	1, 3, 5, 6, 7, 8, 10, 13
TEN-T Compliance	Clean ruels availability	(Only applicable for the Core Network)	1, 3, 3, 0, 7, 0, 10, 13
	Terminal availability	Percentage of IWW ports with at least one terminal open to all operators in a non-discriminatory	1, 3, 8, 10, 13
	Terminal availability	way and shall apply transparent charges	1, 5, 0, 10, 15
	RIS Deployment	Percentage of IWW ports with RIS (as per Directive 2005/44/EC)	1, 3, 8, 10, 13
	Storage capacity utilisation rate	% of capacity	1, 2, 4, 11, 12, 10, 13
Operations	Transhipment capacity utilisation rate	% of capacity	1, 2, 4, 11, 12, 10, 13
	Passenger capacity utilisation rate	% of capacity	1, 2, 4, 11, 12, 10, 13
	Maintenance cost - Total	Euros per million tons of freight or per million passengers	4, 5, 10, 13
Maintenance	Maintenance cost - Landside Infrastructure	Euros per million tons of freight or per million passengers	4, 5, 10, 13
	Maintenance cost - Riverside Infrastructure	Euros per million tons of freight or per million passengers	4, 5, 10, 13

TODIS Key Performance Indicators

Inland Waterways Ports - Network Performance Monitoring

Category	КРІ	Definition	Policy Goals
	CO2 emissions	Tons per million tons of freight or per million passengers	5, 6, 7, 10, 13
	NOx emissions	Tons per million tons of freight or per million passengers	5, 6, 7, 10, 13
Environmental Impact	SO2 emission evolution	Tons per million tons of freight or per million passengers	5, 6, 7, 10, 13
	Non-methane hydrocarbons	Tons per million tons of freight or per million passengers	5, 6, 7, 10, 13
	Particulate matter (ppm)	Tons per million tons of freight or per million passengers	5, 6, 7, 10, 13

Seaports - Network Performance Monitoring

Category	КРІ	Definition	Policy Goals
		Percentage of Seaports per activity:	
	Activity	1) Freight	
	Activity	2) Passenger	•
		3) Passenger and freight	
		Percentage of Seaports per condition status:	
		1) Very Good	
	Condition	2) Good	1, 10, 13
	Condition	3) Medium	1, 10, 13
		4) Poor	
nfrastructure		5) Very Poor	
	RoRo facilities	Percentage of Seaports with RoRo facilities	1, 10, 13
Infrastructure	Transhipment facilities for intermodal	-	4 40 42
	transport	Percentage of Seaports with transhipment facilities for intermodal transport	1, 10, 13
	Rail Connection	Percentage of Seaports with Rail Conncection	1, 10, 13
	Road Connection	Percentage of Seaports with Road Conncection	1, 10, 13
	Intelligent Transport Systems (ITS)	Percentage of Seaports with ITS	
	Vessel Traffic Management Information	Percentage of Seaports with VTMIS	3 0 40 43
l	System (VTMIS)		3, 8, 10, 13
	Upgrade Requirements	Percentage of Seaports requiring upgrade to increase passenger capacity	1, 2, 11, 12, 10, 13
	opgrade requirements	Percentage of Seaports requiring upgrade to increase freight capacity	1, 2, 11, 12, 10, 13
	Climate change resilience	% change in number of flooding incidents relatively to user defined period	8, 9, 10, 13
	Climate change resilience	% change in number of closures due to adverse weather conditions relatively to user defined period	8, 9, 10, 13
	Rail Connection	Percentage of Seaports providing rail connection	1, 3, 10, 13
	Road Connection	Percentage of Seaports providing road connection	1, 3, 10, 13
		Percentage of Seaports providing IWW/ CEMT connection	
	IWW/ CEMT Connection	(If physical constraints do not prevent such connection)	1, 3, 10, 13
TEN T Committees		Percentage of Seaports with clean fuels availability	
TEN-T Compliance	Clean fuels availability	(Only applicable for the Core Network)	1, 3, 5, 6, 7, 8, 10, 13
		Percentage of Seaports with at least one terminal open to all operators in a non-discriminatory way and shall apply transparent	
	Terminal availability	charges	1, 3, 8, 10, 13
	Waste facilities	Percentage of Seaports with waste facilities as per Directive 2000/59/EC	5, 6, 7, 10, 13
	VTMIS Deployment	Percentage of Seaports with VTMIS (as per Directive 2002/59/EC as amended by Directive 2009/17/EC)	1, 3, 8, 10, 13
	Storage capacity utilisation rate	% of capacity	1, 2, 4, 11, 12, 10, 13
Operations	Transhipment capacity utilisation rate	% of capacity	1, 2, 4, 11, 12, 10, 13
	Passenger capacity utilisation rate	% of capacity	1, 2, 4, 11, 12, 10, 13
	Maintenance cost - Total	Euros per million tons of freight or per million passengers	4, 5, 10, 13
Maintenance	Maintenance cost - Landside Infrastructure	Euros per million tons of freight or per million passengers	4, 5, 10, 13
	Maintenance cost - Maritime Infrastructure	Euros per million tons of freight or per million passengers	4, 5, 10, 13

TODIS Key Performance Indicators

Seaports - Network Performance Monitoring

Category	KPI	Definition	Policy Goals
	CO2 emissions	Tons per million tons of freight or per million passengers	5, 6, 7, 10, 13
	NOx emissions	Tons per million tons of freight or per million passengers	5, 6, 7, 10, 13
Environmental Impact	SO2 emission evolution	Tons per million tons of freight or per million passengers	5, 6, 7, 10, 13
	Non-methane hydrocarbons	Tons per million tons of freight or per million passengers	5, 6, 7, 10, 13
	Particulate matter (ppm)	Tons per million tons of freight or per million passengers	5, 6, 7, 10, 13

Airports - Network Performance Monitoring

Category	КРІ	Definition	Policy Goals
		Percentage of Airports per activity:	
	Activity	1) Freight	
	Activity	2) Passenger	-
		3) Passenger and freight	
		Percentage of Airports per condition status:	
		1) Very Good	
	Condition	2) Good	1, 10, 13
	Condition	3) Medium	1, 10, 13
		4) Poor	
		5) Very Poor	
		Percentage of Airports per IATA Landing Slot Classification:	
	IATA Landing Slot Classification	Level 1 (Non-Coordinated Airport)	1, 10, 13
	IATA Landing Slot Classification	Level 2 (Schedules Facilitated Airport)	1, 10, 15
		Level 3 (Coordinated Airport)	
		Percentage of Airports per ICAO Airport Classification:	
		Code A (Airplane Wingspan less than 15m; Outer Main Gear Wheel Span less than 4.5m)	
		Code B (Airplane Wingspan from 15m up to less than 24m; Outer Main Gear Wheel Span from 4.5m up to less than 6m)	
	ICAO Airport Classification	Code C (Airplane Wingspan from 24m up to less than 36m; Outer Main Gear Wheel Span from 6m up to less than 9m)	1, 10, 13
		Code D (Airplane Wingspan from 36m up to less than 52m; Outer Main Gear Wheel Span from 9m up to less than 14m)	
		Code E (Airplane Wingspan from 52m up to less than 65m; Outer Main Gear Wheel Span from 9m up to less than 14m)	
		Code F (Airplane Wingspan from 65m up to less than 80m; Outer Main Gear Wheel Span from 14m up to less than 16m)	
		Percentage of Airports per ILS Category:	
nfrastructure		lu	
	ILS Category	III A	1, 10, 13
		III B	
		III C	
		Percentage of Airports per rail connection availabilty:	
		1) yes - integrated to long distance rail network	
	Rail Connection	2) yes - rail shuttle	1, 10, 13
		3) no - other public shuttle	-,,
		4) no - no public shuttle connection	
		Percentage of Airports with EATMN systems:	
		Systems and procedures for airspace management.	
		2. Systems and procedures for air traffic flow management.	
		3. Systems and procedures for air traffic services, in particular flight data processing systems, surveillance data processing systems	
		and human-machine interface systems.	
	European air traffic management network	Communications systems and procedures for ground-to-ground, air-to-ground and air-to- air communications.	1, 10, 13
	(EATMN)	5. Navigation systems and procedures.	1, 10, 15
		6. Surveillance systems and procedures.	
		7. Systems and procedures for aeronautical information services.	
		8. Systems and procedures for the use of meteorological information.	
		9. Others	4 0 44 40 77 77
	Upgrade Requirements	Percentage of Airports requiring upgrade to increase capacity (terminal building)	1, 2, 11, 12, 10, 13
		Percentage of Airports requiring upgrade to increase runway length	1, 2, 11, 12, 10, 13
	Climate change resilience	% change in number of flooding incidents relatively to user defined period	8, 9, 10, 13
		% change in number of closures due to adverse weather conditions relatively to user defined period	8, 9, 10, 13

TODIS Key Performance Indicators

Airports - Network Performance Monitoring

Category	КРІ	Definition	Policy Goals
	Rail Connection	Percentage of Airports providing rail connection	1, 3, 10, 13
	Clean fuels availability	Percentage of Airports with clean fuels availability	4 3 5 6 3 0 40 43
TEN-T Compliance	Clean fuels availability	(Only applicable for the Core Network Airports)	1, 3, 5, 6, 7, 8, 10, 13
	Terminal availability	Percentage of Airports with at least one terminal open to all operators in a non-discriminatory way and shall apply transparent	1, 3, 8, 10, 13
	Terminal availability	charges	1, 3, 0, 10, 13
	Declared capacity utlisation rate	Throughput/ Annualised Declared Capacity	1, 2, 4, 11, 12, 10, 13
	Passenger capacity utilisation rate	Passenger traffic per year / Passenger Capacity	1, 2, 4, 11, 12, 10, 13
	Freight capacity utilisation rate	Freight tons per year / Freight Capacity	1, 2, 4, 11, 12, 10, 13
		Percentage of aircraft movements per type of operation:	
		1) network carrier	
Operations	Aircraft movements by type of operation	2) low cost carrier	-
		3) charter	
		4) cargo	
		Percentage of passengers per destination:	
	Passenger destination	1) arrivals	-
		2) transit	
	Maintenance cost - Total	Tons per million tons of freight or per million passengers	4, 5, 10, 13
Maintenance	Maintenance cost - Passenger terminals	Euros per million passengers	4, 5, 10, 13
- Indirection of	Maintenance cost - Freight terminals	Euros per million tons of freight	4, 5, 10, 13
	Maintenance cost - Runways	Tons per million tons of freight or per million passengers	4, 5, 10, 13
Environmental Impact	CO2 emissions	Tons per million tons of freight or per million passengers	5, 6, 7, 10, 13
	NOx emissions	Tons per million tons of freight or per million passengers	5, 6, 7, 10, 13
	SO2 emission evolution	Tons per million tons of freight or per million passengers	5, 6, 7, 10, 13
	Non-methane hydrocarbons	Tons per million tons of freight or per million passengers	5, 6, 7, 10, 13
	Particulate matter (ppm)	Tons per million tons of freight or per million passengers	5, 6, 7, 10, 13

Border Crossings - Network Performance Monitoring

Category	КРІ	Definition	Policy Goals
	Green Lanes	Percentage of BCPs covered by Green Lane	1, 2, 3, 11, 12, 10, 13
		Percentage of BCPs with one-stop procedure	1, 2, 11, 12, 10, 13
		Percentage of BCPs per type of joint BCP:	
		1) for passengers	
	One-stop procedure (Joint Border)	2) for goods	1, 2, 11, 12, 10, 13
		3) collocated on the territory of one party	1, 2, 11, 12, 10, 13
		4) entry-entry joint controls	
		5) other	
	State of play (customs/border police/other	Percentage of BCPS with separate/ joint booths	, 10, 13
nfrastructure		Percentage of BCPS with separate/ joint data Systems	
	border agencies)	Percentage of BCPS with physical inspection facilities	
	Systematic Electronic Exchange of Data		4 40 40
	(SEED)	Percentage of BCPS with SEED	1, 10, 13
	New Computerized Transport System		
	(NCTS)	Percentage of BCPS with NCTS	1, 10, 13
	eQMS (Queue Management System)	Percentage of BCPS with eQMS	1, 10, 13
	Other Electronic Information System	Percentage of BCPS with other information system	
	Unanada Banainananta	Percentage of BCPS requiring upgrade to increase capacity (building infrastructure)	1, 2, 11, 12, 10, 13
	Upgrade Requirements	Percentage of BCPS requiring upgrade to IT Systems/ ITS - Adoption of New Computerized Transport System (NCTS)	1, 2, 11, 12, 10, 13
		Percentage of BCPS performing phytosanitary controls/ inspections	-
		Percentage of BCPS performing veterinary controls/ inspections	-
	Type of Controls/ Inspections Performed	Percentage of BCPS performing radiological controls/ inspections	-
		Percentage of BCPS performing other non-trade related controls (road charges collection, vehicles technical compliance, any other)	-
		Average entry time passenger trains	2, 4, 11, 12, 10, 13
	Average Times (Rail)	Average entry time freight trains	2, 4, 11, 12, 10, 13
	Average Times (Nail)	Average exit time passenger trains	2, 4, 11, 12, 10, 13
		Average exit time freight trains	2, 4, 11, 12, 10, 13
		Passenger Cars entering - Average waiting/queuing time	2, 4, 11, 12, 10, 13
Operations		Freight Vehicles entering - Average waiting/queuing time	2, 4, 11, 12, 10, 13
		Buses entering - Average waiting/queuing time	2, 4, 11, 12, 10, 13
		Passenger Cars entering - Average duration of control procedures	2, 4, 11, 12, 10, 13
		Freight Vehicles entering - Average duration of control procedures	2, 4, 11, 12, 10, 13
	A Times (Bood)	Buses entering - Average duration of control procedures	2, 4, 11, 12, 10, 13
	Average Times (Road)	Passenger Cars exiting - Average waiting/queuing time	2, 4, 11, 12, 10, 13
		Freight Vehicles exiting - Average waiting/queuing time	2, 4, 11, 12, 10, 13
		Buses exiting - Average waiting/queuing time	2, 4, 11, 12, 10, 13
		Passenger Cars exiting - Average duration of control procedures	2, 4, 11, 12, 10, 13
		Freight Vehicles exiting - Average duration of control procedures	2, 4, 11, 12, 10, 13
		Buses exiting - Average duration of control procedures	2, 4, 11, 12, 10, 13

TODIS Key Performance Indicators

Category	KPI	Definition
		Percentage of projects per type of TEN-T eligible intervention:
		1) Motorway/expressway
		2) Other high-quality roads
		3) Road rehabilitation/reconstruction
Project Type	Eligibility for TEN-T Project	4) Alternative fuels
		5) ITS compliance
		6) Tolling interoperability
		7) Safety compliance
		8) Road tunnels compliance
		Network km compliant before projects implementation
	Alternative Fuels Availability	(info collected from localisation data)
	Accordance rucis Availability	Network km compliant after projects implementation
		(info collected from localisation data)
		Network km compliant before projects implementation
	ITS Compliance	(info collected from localisation data)
	113 compilance	Network km compliant after projects implementation
		(info collected from localisation data)
		Network km compliant before projects implementation
TEN-T Compliance	Tolling Interoperability	(info collected from localisation data)
TEN T Compilance	Tolling Interoperability	Network km compliant after projects implementation
		(info collected from localisation data)
		Network km compliant before projects implementation
	Safety Compliance	(info collected from localisation data)
	Safety Compilance	Network km compliant after projects implementation
		(info collected from localisation data)
		Network km compliant before projects implementation
	Road Tunnels Compliance (length >500m)	(info collected from localisation data)
	Road Fulliles Compliance (length >500m)	Network km compliant after projects implementation
		(info collected from localisation data)

Roads - Project Monitoring

Category	КРІ	Definition
		Percentage of projects per status category:
		1) Implemented
	Status (high level)	2) On-going project (funding secured)
	Status (riight level)	Mature project (feasibility study ready, funding secured)
		4) Project under preparation
		Percentage of projects per status sub-category:
		1) Project completed and put in operation
		2) Works currently under execution.
Project Status		3) Tender for works/design-build on-going.
		4) Design/Tender Dossier for DB under preparation.
		5) Tender for design on-going or about to be start.
	Status (detailed)	6) Financing source identified (principle agreement reached), procedures on-going.
		7) Financing source identified (principle agreement reached), procedures not-yet-started.
		8) Financing source not identified.
		9) Feasibility study on-going.
		10) Feasibility study under tendering.
		11) Financing for feasibility study secured, procurement not yet started.
IMPLEMENTED PROJECTS		
		Percentage of funding per source:
		1) National Budget
		2) WB
		3) EBRD
Project Funding	Funding Sources	4) EIB
Project running		5) Other IFI
		6) Concessions
		7) EU Fund
		8) Other funding source
	Total Cost (CAPEX)	% of projects within user defined ranges

TODIS Key Performance Indicators

Category	KPI	Definition
	Project Timeline Deviation	Completion Date Deviation in months
		(actual minus initial completion date)
		Construction Duration Deviation
		(actual/ forecasted)
	CAPEX Deviation	Actual/ Forecasted
	OPEX Deviation	Actual/ Forecasted
Performance Indicators	Maintenance cost Deviation	Actual/ Forecasted
Performance indicators	EBITDA (last year)	% of projects within user defined ranges
	Revenue Deviation	Revenue Deviation
	(if fare/toll collected)	(actual/ forecasted)
		Total Traffic Deviation (actual/ forecasted)
	Traffic Deviation	Passenger cars Traffic Deviation (actual/ forecasted)
	Traffic Deviation	Bus Traffic Deviation (actual/ forecasted)
		HGV Traffic Deviation (actual/ forecasted)
LIVE PROJECTS		
		Percentage of funding per source:
		1) National Budget
		2) WB
		3) EBRD
		4) EIB
		5) Other IFI
		6) Concessions
		7) EU Fund
Project Funding		8) Other funding source
Project Funding		Percentage of alocated funding per source:
		1) National Budget
		2) WB
		3) EBRD
I	Alocated funding	4) EIB
		5) Other IFI
		6) Concessions
		7) EU Fund
		8) Other funding source

Roads - Project Monitoring

Category	KPI	Definition
	- 1 0 10 10 10	(actual minus initial estimation) or
	Tender Start Date Deviation	(current minus initial estimation)
Project Timeline	Design Completion Date Deviation	(actual minus initial estimation) or
	Design Completion Date Deviation	(current minus initial estimation)
	Project Completion Date Deviation	Current minus initial estimation
	Pre-Feasibility Study	% of projects with/ without
	Feasibility Study	% of projects with/ without
Project Technical Status	Concept Design	% of projects with/ without
Project recillical status	Preliminary Design	% of projects with/ without
	Detail Design	% of projects with/ without
	Environmental Impact Assessment	% of projects with/ without
	Annual Traffic Demand Growth (%)	% of projects within user defined ranges
	Modal transfer (%)	% of projects within user defined ranges
Social Indicators	(if applicable))	% or projects within user defined ranges
	Annual Accident Rate Reduction (%)	% of projects within user defined ranges
	(if applicable))	76 or projects within user defined ranges
	EIRR (Economic Internal Rate of Return) (%)	% of projects within user defined ranges
	NPV (Net Present Value) (Euros)	% of projects within user defined ranges
Economic Indicators	SDR (Social Discount Rate) (%)	% of projects within user defined ranges
	Project Planning & Design Cost (Euros)	% of projects within user defined ranges
	Project Construction Cost (Euros)	% of projects within user defined ranges
	Total Project Cost (Euros)	% of projects within user defined ranges
	FIRR (Financial Internal Rate of Return) (%)	% of projects within user defined ranges
Financial Indicators	FNPV (Financial Net Present Value) (Euros)	% of projects within user defined ranges
	FDR (Financial Discount Rate) (%)	% of projects within user defined ranges
	WACC (Weighted Average Cost of Capital)	% of projects within user defined ranges
	(%)	76 or projects within user defined ranges
	First year of profit (year)	% of projects within user defined ranges
	DSCR (Debt Service Coverage Ratio) (%)	% of projects within user defined ranges

TODIS Key Performance Indicators

Category	крі	Definition
	CO2 emissions (+/- %)	% of projects within user defined ranges
	NOx emissions (+/- %)	% of projects within user defined ranges
	SO2 emission evolution (+/- %)	% of projects within user defined ranges
Environmental Indicators	Non-methane hydrocarbons (+/- %)	% of projects within user defined ranges
Environmental mulcators	Particulate matter (ppm) (+/- %)	% of projects within user defined ranges
	Noise levels along the section (+/- %)	% of projects within user defined ranges
	Climate Change Resilience	% of projects with effect to the climate change resilience of the network
	Protected Natural Areas Affected (km2)	% of projects within user defined ranges

Railways - Project Monitoring

Category	крі	Definition
Project Type	Eligibility for TEN-T Project	Percentage of projects per type of TEN-T eligible intervention: 1) Electrification 2) Line speed 100 km/h (freight) 3) Axle load 22,5 t 4) Track gauge 5) Train length 740 m 6) ERTMS Deployment (ETCS) 7) ERTMS Deployment (GSM-R)
	Electrification	Network km compliant before projects implementation (info collected from localisation data) Network km compliant after projects implementation (info collected from localisation data)
	Line speed 100 km/h (freight)	Network km compliant before projects implementation (info collected from localisation data) Network km compliant after projects implementation (info collected from localisation data)
	Axle load 22,5 t	Network km compliant before projects implementation (info collected from localisation data) Network km compliant after projects implementation (info collected from localisation data)
TEN-T Compliance	Track gauge	Network km compliant before projects implementation (info collected from localisation data) Network km compliant after projects implementation (info collected from localisation data)
	Train length 740 m	Network km compliant before projects implementation (info collected from localisation data) Network km compliant after projects implementation (info collected from localisation data)
	ERTMS Deployment (ETCS)	Network km compliant before projects implementation (info collected from localisation data) Network km compliant after projects implementation (info collected from localisation data)
	ERTMS Deployment (GSM-R)	Network km compliant before projects implementation (info collected from localisation data) Network km compliant after projects implementation (info collected from localisation data)

TODIS Key Performance Indicators

Railways - Project Monitoring

Category	KPI	Definition
		Percentage of projects per status category:
		1) Implemented
	Status (high level)	2) On-going project (funding secured)
		3) Mature project (feasibility study ready, funding secured)
		4) Project under preparation
		Percentage of projects per status sub-category:
		1) Project completed and put in operation
		2) Works currently under execution.
Project Status		3) Tender for works/design-build on-going.
		4) Design/Tender Dossier for DB under preparation.
	C+-+ (- -+)	5) Tender for design on-going or about to be start.
	Status (detailed)	6) Financing source identified (principle agreement reached), procedures on-going.
		7) Financing source identified (principle agreement reached), procedures not-yet-started.
		8) Financing source not identified.
		9) Feasibility study on-going.
		10) Feasibility study under tendering.
		11) Financing for feasibility study secured, procurement not yet started.
IMPLEMENTED PROJECTS		
		Percentage of funding per source:
		1) National Budget
		2) WB
		3) EBRD
Project Funding	Funding Sources	4) EIB
riojecti unung		5) Other IFI
		6) Concessions
		7) EU Fund
		8) Other funding source
	Total Cost (CAPEX)	% of projects within user defined ranges

Railways - Project Monitoring

Category	КРІ	Definition
		Completion Date Deviation in months
		(actual minus initial completion date)
	Project Timeline Deviation	Construction Duration Deviation
		(actual/forecasted)
	CAPEX Deviation	Actual/Forecasted
	OPEX Deviation	Actual/ Forecasted
Performance Indicators	Maintenance cost Deviation	Actual/Forecasted
	EBITDA (last year)	% of projects within user defined ranges
	Revenue Deviation	Revenue Deviation
	(if fare/toll collected)	(actual/ forecasted)
		Train Traffic Deviation (actual/ forecasted)
	Traffic Deviation	Passenger Traffic Deviation (actual/forecasted)
		Freight (tn) Deviation (actual/ forecasted)
LIVE PROJECTS		
		Percentage of funding per source:
		1) National Budget
		2) WB
		3) EBRD
	Funding Sources	4) EIB
		5) Other IFI
		6) Concessions
		7) EU Fund
Project Funding		8) Other funding source
Project runding		Percentage of alocated funding per source:
		1) National Budget
		2) WB
		3) EBRD
		4) EIB
		5) Other IFI
		6) Concessions
		7) EU Fund
		8) Other funding source

TODIS Key Performance Indicators

Railways - Project Monitoring

Category	KPI	Definition
	Tender Start Date Deviation	(actual minus initial estimation) or
		(current minus initial estimation)
Project Timeline		(actual minus initial estimation) or
	Design Completion Date Deviation	(current minus initial estimation)
	Project Completion Date Deviation	Current minus initial estimation
	Pre-Feasibility Study	% of projects with/ without
	Feasibility Study	% of projects with/ without
Project Technical Status	Concept Design	% of projects with/ without
Project recrinical status	Preliminary Design	% of projects with/ without
	Detail Design	% of projects with/ without
	Environmental Impact Assessment	% of projects with/ without
	Annual Traffic Demand Growth (%)	% of projects within user defined ranges
	Modal transfer (%)	9' of projects within was defined spages
Social Indicators	(if applicable))	% of projects within user defined ranges
	Annual Accident Rate Reduction (%)	% of projects within user defined ranges
	(if applicable))	76 or projects within user defined ranges
	EIRR (Economic Internal Rate of Return) (%)	% of projects within user defined ranges
	NPV (Net Present Value) (Euros)	% of projects within user defined ranges
Economic Indicators	SDR (Social Discount Rate) (%)	% of projects within user defined ranges
	Project Planning & Design Cost (Euros)	% of projects within user defined ranges
	Project Construction Cost (Euros)	% of projects within user defined ranges
	Total Project Cost (Euros)	% of projects within user defined ranges
	FIRR (Financial Internal Rate of Return) (%)	% of projects within user defined ranges
	FNPV (Financial Net Present Value) (Euros)	% of projects within user defined ranges
Financial Indicators	FDR (Financial Discount Rate) (%)	% of projects within user defined ranges
	WACC (Weighted Average Cost of Capital) (%)	% of projects within user defined ranges
	First year of profit (year)	% of projects within user defined ranges
	DSCR (Debt Service Coverage Ratio) (%)	% of projects within user defined ranges

Railways - Project Monitoring

Category	KPI	Definition
	CO2 emissions (+/- %)	% of projects within user defined ranges
	NOx emissions (+/- %)	% of projects within user defined ranges
	SO2 emission evolution (+/- %)	% of projects within user defined ranges
Environmental Indicators	Non-methane hydrocarbons (+/- %)	% of projects within user defined ranges
Environmental indicators	Particulate matter (ppm) (+/- %)	% of projects within user defined ranges
	Noise levels along the section (+/- %)	% of projects within user defined ranges
	Climate Change Resilience	% of projects with effect to the climate change resilience of the network
	Protected Natural Areas Affected (km2)	% of projects within user defined ranges

TODIS Key Performance Indicators

Freight Terminals - Project Monitoring

Category	крі	Definition
		Percentage of projects per type of TEN-T eligible intervention:
		1) Inter-modality
Project Type	Eligibility for TEN-T Project	2) 740m train length
		3) Electrified access
		4) Open availability
		Network km compliant before projects implementation
	Inter-modality	(info collected from localisation data)
	inter-modality	Network km compliant after projects implementation
		(info collected from localisation data)
	740m train length	Network km compliant before projects implementation
		(info collected from localisation data)
	7-form train length	Network km compliant after projects implementation
TEN-T Compliance		(info collected from localisation data)
TEN-1 Compilance	Electrified access	Network km compliant before projects implementation
		(info collected from localisation data)
		Network km compliant after projects implementation
		(info collected from localisation data)
	Open availability	Network km compliant before projects implementation
		(info collected from localisation data)
		Network km compliant after projects implementation
		(info collected from localisation data)

TODIS Key Performance Indicators

Freight Terminals - Project Monitoring

Category	KPI	Definition
		Percentage of projects per status category:
		1) Implemented
	Status (high level)	2) On-going project (funding secured)
		3) Mature project (feasibility study ready, funding secured)
		4) Project under preparation
		Percentage of projects per status sub-category:
		1) Project completed and put in operation
		2) Works currently under execution.
Project Status		3) Tender for works/design-build on-going.
		4) Design/Tender Dossier for DB under preparation.
	Status (detailed)	5) Tender for design on-going or about to be start.
		6) Financing source identified (principle agreement reached), procedures on-going.
		7) Financing source identified (principle agreement reached), procedures not-yet-started.
		8) Financing source not identified.
		9) Feasibility study on-going.
		10) Feasibility study under tendering.
		11) Financing for feasibility study secured, procurement not yet started.
IMPLEMENTED PROJECTS		
		Percentage of funding per source:
		1) National Budget
Project Funding		2) WB
		3) EBRD
		4) EIB
		5) Other IFI
		6) Concessions
		7) EU Fund
		8) Other funding source
	Total Cost (CAPEX)	% of projects within user defined ranges

Freight Terminals - Project Monitoring

Category	крі	Definition
		Completion Date Deviation in months
	Project Timeline Deviation	(actual minus initial completion date)
	Project Timeline Deviation	Construction Duration Deviation
		(actual/ forecasted)
	CAPEX Deviation	Actual/ Forecasted
Performance Indicators	OPEX Deviation	Actual/ Forecasted
Performance indicators	Maintenance cost Deviation	Actual/ Forecasted
	EBITDA (last year)	% of projects within user defined ranges
	Revenue Deviation	Revenue Deviation
	(if fare/toll collected)	(actual/ forecasted)
	Traffic Deviation	Terminal Traffic Deviation (actual/ forecasted)
	Traffic Deviation	Freight (tn) Deviation (actual/ forecasted)
LIVE PROJECTS		
		Percentage of funding per source:
		1) National Budget
		2) WB
		3) EBRD
	Funding Sources	4) EIB
		5) Other IFI
		6) Concessions
		7) EU Fund
Project Funding		8) Other funding source
Project Funding	Alocated funding	Percentage of alocated funding per source:
		1) National Budget
		2) WB
		3) EBRD
		4) EIB
		5) Other IFI
		6) Concessions
		7) EU Fund
		8) Other funding source
	Tender Start Date Deviation	(actual minus initial estimation) or
		(current minus initial estimation)
Project Timeline	Design Completion Date Deviation	(actual minus initial estimation) or
		(current minus initial estimation)
	Project Completion Date Deviation	Current minus initial estimation

TODIS Key Performance Indicators

Freight Terminals - Project Monitoring

Category	KPI	Definition
-araga. y		
		% of projects with/ without
		% of projects with/ without
Project Technical Status	Concept Design	% of projects with/ without
_		% of projects with/ without
		% of projects with/ without
		% of projects with/ without
		% of projects within user defined ranges
	Modal transfer (%)	% of projects within user defined ranges
Social Indicators	(if applicable))	76 OF PROJECTS WITHIN USER DEFINED FAILED
	Annual Accident Rate Reduction (%)	e of ani-ani-ani-ani-ani-ani-ani-ani-ani-ani-
	(if applicable))	% of projects within user defined ranges
	EIRR (Economic Internal Rate of Return) (%)	% of projects within user defined ranges
	NPV (Net Present Value) (Euros)	% of projects within user defined ranges
Economic Indicators	SDR (Social Discount Rate) (%)	% of projects within user defined ranges
	Project Planning & Design Cost (Euros)	% of projects within user defined ranges
	Project Construction Cost (Euros)	% of projects within user defined ranges
	Total Project Cost (Euros)	% of projects within user defined ranges
	FIRR (Financial Internal Rate of Return) (%)	% of projects within user defined ranges
	FNPV (Financial Net Present Value) (Euros)	% of projects within user defined ranges
Financial Indicators	FDR (Financial Discount Rate) (%)	% of projects within user defined ranges
	WACC (Weighted Average Cost of Capital) (%)	% of projects within user defined ranges
	First year of profit (year)	% of projects within user defined ranges
	DSCR (Debt Service Coverage Ratio) (%)	% of projects within user defined ranges
	CO2 emissions (+/- %)	% of projects within user defined ranges
Environmental Indicators	NOx emissions (+/- %)	% of projects within user defined ranges
		% of projects within user defined ranges
		% of projects within user defined ranges
		% of projects within user defined ranges
		% of projects within user defined ranges
		% of projects with effect to the climate change resilience of the network
		% of projects within user defined ranges

Inland Waterways - Project Monitoring

Category	крі	Definition
		Percentage of projects per type of TEN-T eligible intervention:
		1) CEMT Class IV
Project Type	Eligibility for TEN-T Project	2) Draught at least 2.5m
		3) Bridge Height at least 5.25m
		4) RIS Deployment
		Network km compliant before projects implementation
	CEMT Class IV Compliance	(info collected from localisation data)
	CEIVIT Class IV Compliance	Network km compliant after projects implementation
		(info collected from localisation data)
		Network km compliant before projects implementation
	Draught at least 2.5m	(info collected from localisation data)
	Draught at least 2.5111	Network km compliant after projects implementation
TEN-T Compliance		(info collected from localisation data)
TEN-1 Compliance		Network km compliant before projects implementation
	Bridge Height at least 5.25m	(info collected from localisation data)
		Network km compliant after projects implementation
		(info collected from localisation data)
	RIS Deployment	Network km compliant before projects implementation
		(info collected from localisation data)
		Network km compliant after projects implementation
		(info collected from localisation data)

TODIS Key Performance Indicators

Inland Waterways - Project Monitoring

Category	KPI	Definition
		Percentage of projects per status category:
		1) Implemented
	Status (high level)	2) On-going project (funding secured)
		Mature project (feasibility study ready, funding secured)
		4) Project under preparation
		Percentage of projects per status sub-category:
		1) Project completed and put in operation
		2) Works currently under execution.
Project Status		3) Tender for works/design-build on-going.
		4) Design/Tender Dossier for DB under preparation.
	Status (datable d)	5) Tender for design on-going or about to be start.
		6) Financing source identified (principle agreement reached), procedures on-going.
		7) Financing source identified (principle agreement reached), procedures not-yet-started.
		8) Financing source not identified.
		9) Feasibility study on-going.
		10) Feasibility study under tendering.
		11) Financing for feasibility study secured, procurement not yet started.
IMPLEMENTED PROJECTS		
		Percentage of funding per source:
	Funding Sources	1) National Budget
		2) WB
Project Funding		3) EBRD
		4) EIB
		5) Other IFI
		6) Concessions
		7) EU Fund
		8) Other funding source
	Total Cost (CAPEX)	% of projects within user defined ranges

Inland Waterways - Project Monitoring

Category	KPI	Definition
		Completion Date Deviation in months
	Desirat Timeline Desirties	(actual minus initial completion date)
	Project Timeline Deviation	Construction Duration Deviation
		(actual/ forecasted)
	CAPEX Deviation	Actual/ Forecasted
	OPEX Deviation	Actual/ Forecasted
Performance Indicators	Maintenance cost Deviation	Actual/ Forecasted
	EBITDA (last year)	% of projects within user defined ranges
	Revenue Deviation	Revenue Deviation
	(if fare/toll collected)	(actual/ forecasted)
		Traffic Deviation (actual/ forecasted)
	Traffic Deviation	Passenger Traffic Deviation (actual/ forecasted)
		Freight (tn) Deviation (actual/ forecasted)
LIVE PROJECTS		
		Percentage of funding per source:
		1) National Budget
		2) WB
		3) EBRD
	Funding Sources	4) EIB
		5) Other IFI
		6) Concessions
		7) EU Fund
Project Funding		8) Other funding source
Project runding		Percentage of alocated funding per source:
		1) National Budget
		2) WB
		3) EBRD
	Alocated funding	4) EIB
		5) Other IFI
		6) Concessions
		7) EU Fund
		8) Other funding source

TODIS Key Performance Indicators

Inland Waterways - Project Monitoring

Category	КРІ	Definition
	- 1 0 10 10 10	(actual minus initial estimation) or
	Tender Start Date Deviation	(current minus initial estimation)
Project Timeline	Desire Consolation Bata Basistica	(actual minus initial estimation) or
	Design Completion Date Deviation	(current minus initial estimation)
	Project Completion Date Deviation	Current minus initial estimation
	Pre-Feasibility Study	% of projects with/ without
	Feasibility Study	% of projects with/ without
Project Technical Status	Concept Design	% of projects with/ without
Project Technical Status	Preliminary Design	% of projects with/ without
	Detail Design	% of projects with/ without
	Environmental Impact Assessment	% of projects with/ without
	Annual Traffic Demand Growth (%)	% of projects within user defined ranges
	Modal transfer (%)	
Social Indicators	(if applicable))	% of projects within user defined ranges
	Annual Accident Rate Reduction (%)	% of projects within user defined ranges
	(if applicable))	76 or projects within user defined ranges
	EIRR (Economic Internal Rate of Return) (%)	% of projects within user defined ranges
	NPV (Net Present Value) (Euros)	% of projects within user defined ranges
Economic Indicators	SDR (Social Discount Rate) (%)	% of projects within user defined ranges
	Project Planning & Design Cost (Euros)	% of projects within user defined ranges
	Project Construction Cost (Euros)	% of projects within user defined ranges
	Total Project Cost (Euros)	% of projects within user defined ranges
Financial Indicators	FIRR (Financial Internal Rate of Return) (%)	% of projects within user defined ranges
	FNPV (Financial Net Present Value) (Euros)	% of projects within user defined ranges
	FDR (Financial Discount Rate) (%)	% of projects within user defined ranges
	WACC (Weighted Average Cost of Capital) (%)	% of projects within user defined ranges
	First year of profit (year)	% of projects within user defined ranges
	DSCR (Debt Service Coverage Ratio) (%)	% of projects within user defined ranges

Inland Waterways - Project Monitoring

Category	КРІ	Definition
	CO2 emissions (+/- %)	% of projects within user defined ranges
	NOx emissions (+/- %)	% of projects within user defined ranges
	SO2 emission evolution (+/- %)	% of projects within user defined ranges
Environmental Indicators	Non-methane hydrocarbons (+/- %)	% of projects within user defined ranges
Environmental mulcators	Particulate matter (ppm) (+/- %)	% of projects within user defined ranges
	Noise levels along the section (+/- %)	% of projects within user defined ranges
	Climate Change Resilience	% of projects with effect to the climate change resilience of the network
	Protected Natural Areas Affected (km2)	% of projects within user defined ranges

TODIS Key Performance Indicators

Inland Waterways Ports - Project Monitoring

(PI	Definition
Eligibility for TEN-T Project	Percentage of projects per type of TEN-T eligible intervention: 1) Rail connection 2) CEMT connection 3) Clean fuels availability 4) Terminal Availability
	S) RIS Deployment Network km compliant before projects implementation (info collected from localisation data)
Rail connection	(Into collected from localisation data) Network km compliant after projects implementation (Info collected from localisation data)
CEMT connection Clean fuels availability	Network km compliant before projects implementation (info collected from localisation data)
	Network km compliant after projects implementation (info collected from localisation data) Network km compliant before projects implementation
	(info collected from localisation data) Network km compliant after projects implementation
Terminal Availability RIS Deployment	(Info collected from localisation data) Network km compliant before projects implementation (Info collected from localisation data)
	Network km compliant after projects implementation (info collected from localisation data)
	Network km compliant before projects implementation (info collected from localisation data) Network km compliant after projects implementation (info collected from localisation data)
	ligibility for TEN-T Project tail connection EMT connection clean fuels availability

TODIS Key Performance Indicators

Inland Waterways Ports - Project Monitoring

Category	KPI	Definition
		Percentage of projects per status category: 1) Implemented
	Status (high level)	2) On-going project (funding secured)
	(ingilizer)	3) Mature project (feasibility study ready, funding secured)
		4) Project under preparation
		Percentage of projects per status sub-category:
		1) Project completed and put in operation
		2) Works currently under execution.
Project Status		3) Tender for works/design-build on-going.
		4) Design/Tender Dossier for DB under preparation.
	Status (detailed)	5) Tender for design on-going or about to be start.
	,	6) Financing source identified (principle agreement reached), procedures on-going.
		7) Financing source identified (principle agreement reached), procedures not-yet-started.
		8) Financing source not identified.
		9) Feasibility study on-going. 10) Feasibility study under tendering.
		11) Financing for feasibility study secured, procurement not yet started.
IMPLEMENTED PROJECTS		11) manufing for reasonity steady secured, productment not yet started.
		Percentage of funding per source:
		1) National Budget
		2) WB
		3) EBRD
Project Funding		4) EIB
rojectiunung		5) Other IFI
		6) Concessions
		7) EU Fund
		8) Other funding source
	Total Cost (CAPEX)	% of projects within user defined ranges

Inland Waterways Ports - Project Monitoring

Category	КРІ	Definition
		Completion Date Deviation in months
		(actual minus initial completion date)
	Project Timeline Deviation	Construction Duration Deviation
		(actual/ forecasted)
	CAPEX Deviation	Actual/ Forecasted
	OPEX Deviation	Actual/ Forecasted
Performance Indicators	Maintenance cost Deviation	Actual/ Forecasted
	EBITDA (last year)	% of projects within user defined ranges
	Revenue Deviation	Revenue Deviation
	(if fare/toll collected)	(actual/ forecasted)
	,	Port Traffic Deviation (actual/ forecasted)
	Traffic Deviation	Passenger Traffic Deviation (actual/ forecasted)
		Freight (tn) Deviation (actual/ forecasted)
LIVE PROJECTS		
		Percentage of funding per source:
		1) National Budget
		2) WB
		3) EBRD
	Funding Sources	4) EIB
		5) Other IFI
		6) Concessions
		7) EU Fund
Project Funding		8) Other funding source
Project runding		Percentage of alocated funding per source:
		1) National Budget
		2) WB
		3) EBRD
	Alocated funding	4) EIB
		5) Other IFI
		6) Concessions
		7) EU Fund
		8) Other funding source

TODIS Key Performance Indicators

Inland Waterways Ports - Project Monitoring

Category	KPI	Definition
		(actual minus initial estimation) or
	Tender Start Date Deviation	(current minus initial estimation)
Project Timeline	Design Completion Date Deviation	(actual minus initial estimation) or
	Design Completion Date Deviation	(current minus initial estimation)
	Project Completion Date Deviation	Current minus initial estimation
	Pre-Feasibility Study	% of projects with/ without
	Feasibility Study	% of projects with/ without
Project Technical Status	Concept Design	% of projects with/ without
Project reclinical status	Preliminary Design	% of projects with/ without
	Detail Design	% of projects with/ without
	Environmental Impact Assessment	% of projects with/ without
	Annual Traffic Demand Growth (%)	% of projects within user defined ranges
	Modal transfer (%)	% of projects within user defined ranges
Social Indicators	(if applicable))	78 Of projects within user defined ranges
	Annual Accident Rate Reduction (%)	% of projects within user defined ranges
	(if applicable))	% of projects within user defined ranges
	EIRR (Economic Internal Rate of Return) (%)	% of projects within user defined ranges
	NPV (Net Present Value) (Euros)	% of projects within user defined ranges
Economic Indicators	SDR (Social Discount Rate) (%)	% of projects within user defined ranges
	Project Planning & Design Cost (Euros)	% of projects within user defined ranges
	Project Construction Cost (Euros)	% of projects within user defined ranges
	Total Project Cost (Euros)	% of projects within user defined ranges
	FIRR (Financial Internal Rate of Return) (%)	% of projects within user defined ranges
Financial Indicators	FNPV (Financial Net Present Value) (Euros)	% of projects within user defined ranges
	FDR (Financial Discount Rate) (%)	% of projects within user defined ranges
	WACC (Weighted Average Cost of Capital) (%)	% of projects within user defined ranges
	First year of profit (year)	% of projects within user defined ranges
	DSCR (Debt Service Coverage Ratio) (%)	% of projects within user defined ranges

Inland Waterways Ports - Project Monitoring

Category	КРІ	Definition
	CO2 emissions (+/- %)	% of projects within user defined ranges
	NOx emissions (+/- %)	% of projects within user defined ranges
	SO2 emission evolution (+/- %)	% of projects within user defined ranges
Environmental Indicators	Non-methane hydrocarbons (+/- %)	% of projects within user defined ranges
Environmental mulcators	Particulate matter (ppm) (+/- %)	% of projects within user defined ranges
	Noise levels along the section (+/- %)	% of projects within user defined ranges
	Climate Change Resilience	% of projects with effect to the climate change resilience of the network
	Protected Natural Areas Affected (km2)	% of projects within user defined ranges

TODIS Key Performance Indicators

Seaports - Project Monitoring

Category	KPI	Definition
		Percentage of projects per type of TEN-T eligible intervention:
		1) Rail Connection
		2) Road Connection
	stratula 6 menuma a	3) IWW/ CEMT Connection
Project Type	Eligibility for TEN-T Project	4) Clean fuels availability
		5) Terminal availability
		6) Waste facilities
		7) VTMIS Deployment
		Network km compliant before projects implementation
	Rail connection	(info collected from localisation data)
	Rail Connection	Network km compliant after projects implementation
		(info collected from localisation data)
		Network km compliant before projects implementation
	Road Connection	(info collected from localisation data)
	Road Connection	Network km compliant after projects implementation
		(info collected from localisation data)
		Network km compliant before projects implementation
	IWW/ CEMT Connection	(info collected from localisation data)
	Trees, connection	Network km compliant after projects implementation
		(info collected from localisation data)
		Network km compliant before projects implementation
TEN-T Compliance	Clean fuels availability	(info collected from localisation data)
TEN 1 Compilance	Great racis availability	Network km compliant after projects implementation
		(info collected from localisation data)
		Network km compliant before projects implementation
	Terminal Availability	(info collected from localisation data)
	,	Network km compliant after projects implementation
		(info collected from localisation data)
		Network km compliant before projects implementation
	Waste facilities	(info collected from localisation data)
		Network km compliant after projects implementation
		(info collected from localisation data)
		Network km compliant before projects implementation
İ	VTMIS Deployment	(info collected from localisation data)
		Network km compliant after projects implementation
	1	(info collected from localisation data)

Seaports - Project Monitoring

Category	KPI	Definition
	1	Percentage of projects per status category:
		1) Implemented
	Status (high level)	2) On-going project (funding secured)
		Mature project (feasibility study ready, funding secured)
		4) Project under preparation
		Percentage of projects per status sub-category:
		1) Project completed and put in operation
		2) Works currently under execution.
Project Status		3) Tender for works/design-build on-going.
		4) Design/Tender Dossier for DB under preparation.
	Status (detailed)	5) Tender for design on-going or about to be start.
	Status (detailed)	Financing source identified (principle agreement reached), procedures on-going.
		7) Financing source identified (principle agreement reached), procedures not-yet-started.
		8) Financing source not identified.
		9) Feasibility study on-going.
		10) Feasibility study under tendering.
		11) Financing for feasibility study secured, procurement not yet started.
IMPLEMENTED PROJECTS		
		Percentage of funding per source:
	Funding Sources	1) National Budget
		2) WB
		3) EBRD
Project Funding		4) EIB
		5) Other IFI
		6) Concessions
		7) EU Fund
		8) Other funding source
	Total Cost (CAPEX)	% of projects within user defined ranges

TODIS Key Performance Indicators

Seaports - Project Monitoring

Category	КРІ	Definition
		Completion Date Deviation in months
	Project Timeline Deviation	(actual minus initial completion date)
	Project filleline Deviation	Construction Duration Deviation
		(actual/ forecasted)
	CAPEX Deviation	Actual/ Forecasted
	OPEX Deviation	Actual/ Forecasted
Performance Indicators	Maintenance cost Deviation	Actual/ Forecasted
	EBITDA (last year)	% of projects within user defined ranges
	Revenue Deviation	Revenue Deviation
	(if fare/toll collected)	(actual/ forecasted)
		Port Traffic Deviation (actual/ forecasted)
	Traffic Deviation	Passenger Traffic Deviation (actual/forecasted)
		Freight (tn) Deviation (actual/ forecasted)
LIVE PROJECTS		
		Percentage of funding per source:
		1) National Budget
		2) WB
		3) EBRD
		4) EIB
		5) Other IFI
		6) Concessions
		7) EU Fund
Project Funding		8) Other funding source
Project Funding		Percentage of alocated funding per source:
		1) National Budget
		2) WB
	Alocated funding	3) EBRD
		4) EIB
		5) Other IFI
		6) Concessions
		7) EU Fund
		8) Other funding source

Seaports - Project Monitoring

Category	KPI	Definition
	Tender Start Date Deviation	(actual minus initial estimation) or
		(current minus initial estimation)
Project Timeline		(actual minus initial estimation) or
	Design Completion Date Deviation	(current minus initial estimation)
	Project Completion Date Deviation	Current minus initial estimation
	Pre-Feasibility Study	% of projects with/ without
	Feasibility Study	% of projects with/ without
Project Technical Status	Concept Design	% of projects with/ without
Project reclinical status	Preliminary Design	% of projects with/ without
	Detail Design	% of projects with/ without
	Environmental Impact Assessment	% of projects with/ without
	Annual Traffic Demand Growth (%)	% of projects within user defined ranges
	Modal transfer (%)	% of projects within user defined ranges
Social Indicators	(if applicable))	76 or projects within user defined ranges
	Annual Accident Rate Reduction (%)	% of projects within user defined ranges
	(if applicable))	70 or projects within user defined ranges
	EIRR (Economic Internal Rate of Return) (%)	% of projects within user defined ranges
	NPV (Net Present Value) (Euros)	% of projects within user defined ranges
Economic Indicators	SDR (Social Discount Rate) (%)	% of projects within user defined ranges
	Project Planning & Design Cost (Euros)	% of projects within user defined ranges
	Project Construction Cost (Euros)	% of projects within user defined ranges
	Total Project Cost (Euros)	% of projects within user defined ranges
	FIRR (Financial Internal Rate of Return) (%)	% of projects within user defined ranges
Financial Indicators	FNPV (Financial Net Present Value) (Euros)	% of projects within user defined ranges
	FDR (Financial Discount Rate) (%)	% of projects within user defined ranges
	WACC (Weighted Average Cost of Capital)	% of projects within user defined ranges
	(%)	76 or projects within user defined ranges
	First year of profit (year)	% of projects within user defined ranges
	DSCR (Debt Service Coverage Ratio) (%)	% of projects within user defined ranges

TODIS Key Performance Indicators

Seaports - Project Monitoring

Category	KPI	Definition
	CO2 emissions (+/- %)	% of projects within user defined ranges
	NOx emissions (+/- %)	% of projects within user defined ranges
	SO2 emission evolution (+/- %)	% of projects within user defined ranges
Environmental Indicators	Non-methane hydrocarbons (+/- %)	% of projects within user defined ranges
Environmental mulcators	Particulate matter (ppm) (+/- %)	% of projects within user defined ranges
	Noise levels along the section (+/- %)	% of projects within user defined ranges
	Climate Change Resilience	% of projects with effect to the climate change resilience of the network
	Protected Natural Areas Affected (km2)	% of projects within user defined ranges

Airports - Project Monitoring

Category	крі	Definition
		Percentage of projects per type of TEN-T eligible intervention:
Denicet Time	Elizibility for TEN T Decises	1) Rail Connection
Project Type	Eligibility for TEN-T Project	2) Clean fuels availability
		3) Terminal AvailabilityRoad Connection
		Network km compliant before projects implementation
	Rail connection	(info collected from localisation data)
	Nan connection	Network km compliant after projects implementation
		(info collected from localisation data)
		Network km compliant before projects implementation
TEN-T Compliance	Clean fuels availability	(info collected from localisation data)
TEN T Compilance	Cicali racis availability	Network km compliant after projects implementation
		(info collected from localisation data)
		Network km compliant before projects implementation
	Terminal Availability	(info collected from localisation data)
	Terrinal Availability	Network km compliant after projects implementation
		(info collected from localisation data)
		Percentage of projects per status category:
		1) Implemented
	Status (high level)	On-going project (funding secured)
		Mature project (feasibility study ready, funding secured)
		4) Project under preparation
		Percentage of projects per status sub-category:
		1) Project completed and put in operation
		2) Works currently under execution.
Project Status		3) Tender for works/design-build on-going.
		4) Design/Tender Dossier for DB under preparation.
	Status (detailed)	5) Tender for design on-going or about to be start.
	Status (detailed)	Financing source identified (principle agreement reached), procedures on-going.
		Financing source identified (principle agreement reached), procedures not-yet-started.
		8) Financing source not identified.
		9) Feasibility study on-going.
		10) Feasibility study under tendering.
		11) Financing for feasibility study secured, procurement not yet started.

TODIS Key Performance Indicators

Airports - Project Monitoring

Category	КРІ	Definition
IMPLEMENTED PROJECTS		
Project Funding	Funding Sources	Percentage of funding per source: 1) National Budget 2) WB 3) EBRD 4) EIB 5) Other IFI 6) Concessions 7) EU Fund 8) Other funding source
	Total Cost (CAPEX)	% of projects within user defined ranges
	Project Timeline Deviation	Completion Date Deviation in months (actual minus initial completion date) Construction Duration Deviation (actual/ forecasted)
	CAPEX Deviation	Actual/ Forecasted
	OPEX Deviation	Actual/ Forecasted
Performance Indicators	Maintenance cost Deviation	Actual/ Forecasted
	EBITDA (last year)	% of projects within user defined ranges
	Revenue Deviation	Revenue Deviation
	(if fare/toll collected)	(actual/ forecasted)
	Traffic Deviation	Throughput Deviation (actual/ forecasted) Passenger Traffic Deviation (actual/ forecasted) Freight (tn) Deviation (actual/ forecasted)

Airports - Project Monitoring

Category	KPI	Definition
LIVE PROJECTS		
		Percentage of funding per source:
		1) National Budget
		2) WB
		3) EBRD
	Funding Sources	4) EIB
		5) Other IFI
		6) Concessions
		7) EU Fund
Project Funding		8) Other funding source
Project runding		Percentage of alocated funding per source:
		1) National Budget
		2) WB
		3) EBRD
	Alocated funding	4) EIB
		5) Other IFI
		6) Concessions
		7) EU Fund
		8) Other funding source
	T 0 10 0 11	(actual minus initial estimation) or
	Tender Start Date Deviation	(current minus initial estimation)
Project Timeline	Design Completion Date Deviation	(actual minus initial estimation) or
		(current minus initial estimation)
	Project Completion Date Deviation	Current minus initial estimation
	Pre-Feasibility Study	% of projects with/ without
	Feasibility Study	% of projects with/ without
Project Technical Status	Concept Design	% of projects with/ without
Project rechnical status	Preliminary Design	% of projects with/ without
Social Indicators	Detail Design	% of projects with/ without
	Environmental Impact Assessment	% of projects with/ without
	Annual Traffic Demand Growth (%)	% of projects within user defined ranges
	Modal transfer (%)	Or of marinda within man defined annual
	(if applicable))	% of projects within user defined ranges
	Annual Accident Rate Reduction (%)	of an index within your defined annex
	(if applicable))	% of projects within user defined ranges

TODIS Key Performance Indicators

Airports - Project Monitoring

Category	крі	Definition
Economic Indicators	EIRR (Economic Internal Rate of Return) (%)	% of projects within user defined ranges
	NPV (Net Present Value) (Euros)	% of projects within user defined ranges
	SDR (Social Discount Rate) (%)	% of projects within user defined ranges
	Project Planning & Design Cost (Euros)	% of projects within user defined ranges
	Project Construction Cost (Euros)	% of projects within user defined ranges
	Total Project Cost (Euros)	% of projects within user defined ranges
Financial Indicators	FIRR (Financial Internal Rate of Return) (%)	% of projects within user defined ranges
	FNPV (Financial Net Present Value) (Euros)	% of projects within user defined ranges
	FDR (Financial Discount Rate) (%)	% of projects within user defined ranges
	WACC (Weighted Average Cost of Capital) (%)	% of projects within user defined ranges
	First year of profit (year)	% of projects within user defined ranges
	DSCR (Debt Service Coverage Ratio) (%)	% of projects within user defined ranges
Environmental Indicators	CO2 emissions (+/- %)	% of projects within user defined ranges
	NOx emissions (+/- %)	% of projects within user defined ranges
	SO2 emission evolution (+/- %)	% of projects within user defined ranges
	Non-methane hydrocarbons (+/- %)	% of projects within user defined ranges
	Particulate matter (ppm) (+/- %)	% of projects within user defined ranges
	Noise levels along the section (+/- %)	% of projects within user defined ranges
	Climate Change Resilience	% of projects with effect to the climate change resilience of the network
	Protected Natural Areas Affected (km2)	% of projects within user defined ranges