



9th meeting of Technical Committee on Transport of Dangerous Goods (TDG)

4th meeting of the Waterborne Technical Committee

Electronic Freight Transport Information (eFTI) group

Multimodality in practice – challenges in the Western Balkans Region and the Belgian solution

Hybrid Session – Mercure Hotel City Centre Antwerp, Belgium, and MS TEAMS

14th – 16th December 2022

Agreed Conclusions

Joint session, 14 December 2022

- 1) The agenda of the meeting was adopted and a point on EU environment acquis and policy developments by DG ENV was added.
- 2) The Technical Committees on Transport of Dangerous Goods (TCTDG) and Waterborne Transport, as well as the Electronic Freight Transport Information (eFTI) Group were welcomed by Transport Community Permanent Secretariat's Director Matej Zakonjšek who thanked Belgian hosts for accepting to organize the event in Antwerp, and for sharing their expertise and offering a lesson on multimodality in one of Europe's most important ports. It should help regional partners to understand more about the solutions put in place to ensure coherence between the land specific rules, inland and maritime navigation.
- 3) A warm thank you was addressed to the representatives of Belgium, and in particular, to Ms Caroline Bailleux, the Chair of the RID Safety Committee, and Mr. Mohsinne El Kahloun, Policy Officer for Inland Navigation, who kindly agreed to share their knowledge with the representatives of the Regional Partners.
- 4) The director informed all participants that a closer cooperation in the transport sector is being developed currently with our new observers – Georgia, the Republic of Moldova and Ukraine. In the course of the next sessions, their representatives will join to observe further TCT Secretariat's work.
- 5) Representatives of the Regional Partners were encouraged to continue cross sectoral cooperation within their respective administrations and to closely follow-up in coordination of their further work. As new sets of rules are to enter into force in 2023, both in the area of dangerous goods and electronic freight transport information, Regional Partners were kindly invited to encourage development of their national policies in order to ensure adequate response for all transport modes – road, rail and waterborne.
- 6) Mr. Mohssine El Kahloun also welcomed the delegations of the Regional partners on behalf of the Belgian delegation and recognised that difficulties in coordination are encountered in all administrations. The Belgian delegation will present in this meeting the complex belgian institutional system and the need to meet many competent authorities of various levels of government to assess the transposition and implementation of the EC directives in general and the Directive 2008/68/EC in particular.
- 7) The representatives of DG MOVE welcomed also the Regional participants to Belgium.
- 8) DG MOVE updated the TCTDG on the activity of the European Commission concerning transport of dangerous goods. Mr. Roberto Ferravante, Senior Expert TDG, Unit C.2 Road Safety reiterated that faster evolution and reaction is needed from the Western Balkans, especially having in mind that a new version of the dangerous goods rules – ADR, RID and ADN will enter into force next year. Moreover, in the EU progress is being done towards the implementation of the electronic freight transport document and the environmental policy is being developed.
- 9) A brief overview concerning the activities of the TCT Permanent Secretariat, concerning TDG, waterborne transport and eFTI followed. It highlighted the main findings of the Progress reports for these Committees

and the evolution of the Regional Partners' policies, presented by Dr. Monica Stanciu and Mr. Elson Thana. The development of the study concerning the possible implementation of eFTI in the Western Balkans was also welcomed by the two Committees as a follow-up of the presentation delivered by Mr. Nedim Begovic.

- 10) Mr. Mircea Ionescu, Seconded National Expert, Unit C.2 Road Safety, DG MOVE presented multimodal aspects in transport of dangerous goods from the EC's Sustainable and Smart Mobility Strategy. Milestones by 2030 and 2050 as well as the flagships related to greening and multimodality were presented. It was reiterated that consolidated text of Directive 95/50/EC with all the amendments has been published under new number- Directive 2022/1999 and it will enter into force as of 1 January 2023.
- 11) The TCTDG welcomed the presentation on eFTI implementation & latest developments given by Mr. Villu Varjas, Policy Assistant, Unit D.1 Maritime Transport and Logistics, DG MOVE. He presented the indicative timeline for implementation and application of the eFTI Regulation¹ and the ongoing work on definition of data set and data subsets for the eFTI data model. It was explained that the ongoing works are based on the UN/CEFACT Multimodal Transport Reference Data Model and there is ongoing work to align definitions and formats with the Union's Customs Code and European Maritime Single Window data model, the model endorsed by UNECE for transport of dangerous goods and the EU Shipping Generated Waste Regulation.
- 12) EU environment acquis and policy developments for emissions of air pollutants affecting shipping and ports were presented by Mr. Wilhelmus De Wilt, Policy Officer Clean Air & Urban Policy (ENV.C.3). In his intervention he invited all representatives of the Regional Partners to make sure that intermodality is integrated and linked to the Sustainable Urban Mobility Plans, Air Quality and Noise Plans, as well as Energy and Climate Plans. All experts were kindly invited to look for synergies and to build up interdisciplinary teams in administrations in order to avoid silo thinking. Moreover, the data already available – e.g. EU projects: LIFE, Horizon, REGIO (incl. Interreg), CEF, InvestEU etc. should be screened in order to find sources of inspiration towards greening policies. Cross-border cooperation will facilitate EU funding and Regional Partners were encouraged to enhance cooperation with EU Member States on transport and environmental issues. The Commission and the EU Agencies can facilitate this work if necessary.
- 13) Mr. Nico Suys from the Antwerp/Flanders Port Training Center (APEC) presented briefly the history of the Port of Antwerp. Recently one common port authority was created to cater for two historical inland waterways ports - Antwerp and Bruges. The decision was taken recently to manage port affairs and develop in a harmonized manner navigation in the Antwerp Bruges area more effectively. The efforts of the Port authority to be more open to the local community and economic actors involved were also highlighted. The Port's structure was briefly presented, as well as the brief agenda of the visit to port envisaged for all present representatives of Regional Partners on 15 December.

TDG Committee – separate session – 14 December 2022

- 14) Ms. Eneida Elezi, Foreign Affairs, Albanian Railways S.A. presented ongoing projects concerning enforcement in Albania and challenges in implementation of Directive 2008/68/EC. As a follow-up of previous cooperation with TCT Secretariat, the following areas could be further improved under TAiEX: - assistance for crane operators for Center of excellence on maritime affairs (CEMA);
 - enforcement of TDG and related EU Acquis within the competence of Task Force;
 - Directive (EU) 2010/35 and enforcement of ADR, pre-enforcement campaign, logistics and equipment for inspection, and testing for State Inspectorate for technical and industry;
 - emergency preparedness in case of incident and accident during transport of dangerous goods for Ministry of Interior for Fire prevention and protection first;
 - the National Institute of Statistics will also need assistance in collecting the data related to volumes of dangerous goods transported in Albania.

¹ Regulation (EU) 2020/1056 of the European Parliament and of the Council of 15 July 2020 on electronic freight transport information, OJ L 249, 31.7.2020, p. 33.

Moreover, discussions with EU DEL for the IPA III 2021-2027 under MTBP 2021-2027 – are to be developed in the future.

- 15) The representative of Montenegro explained that there are ongoing works in the Ministry of Capital Investments concerning the implementation of tachograph rules. Regulation (EU) 2020/1054 is not fully implemented yet. On transport of dangerous goods, an amendment of the law is planned during 2023, in order to adjust the legal background and prepare the market to application of the ADR to national transport further. Works on this item are expected to start in the near future.
- 16) The representative of Kosovo also highlighted that a new multimodal strategy is currently being drafted, and that transport of dangerous goods is an important item therein. On tachographs, the absence of a possibility to issue tachograph cards and driver cards for ADR was highlighted as the main problem of the authorities. The absence of parking spaces is a general problem of the infrastructure in Kosovo, and this also affects enforcement activities as officers have to perform such checks in unsafe conditions, on the side of the public roads.
- 17) A brief discussion followed between the Commission and several representatives of the Regional Partners. The representative of the Commission, Mr. Mircea Ionescu, warned the Regional Partners concerning the changes that the application of the TDG international rules to national operations will bring in particular for road transport. Considering that road transport cannot be avoided as final leg of the journey, the number of drivers that will need to be trained will be significant and support should be considered to further develop and enhance knowledge of trainers and the capacity of the training centers for drivers. The Commission encouraged Regional Partners to work together with their industry to discuss and enhance cooperation within industry organizations, as this is an important means of professional communication between specialists.
- 18) A presentation from the representatives of Belgium, Ms. Caroline Bailleux, Department for Railway Safety and Interoperability (DRSI)- Chair of the RID Safety Committee of OTIF, Mr Mohssine El Kahloun, Policy Officer Inland navigation, Department of Mobility & Public Works and Kurt Van Passen – Safety officer at the Port of Antwerp followed.
- 19) The organizational structure and the distribution of competencies between the Federal Government and the 3 administrative regions in Belgium were presented by Ms Caroline Bailleux, Department for Railway Safety and Interoperability (DRSI)- Chair of the RID Safety Committee of OTIF. Mr Mohssine El Kahloun, Policy Officer Inland navigation, Department of Mobility & Public Works, presented the national competent authorities for ADN in each Belgian region, as well as coordination between competent authorities on national and international level.
- 20) The Belgian cooperation structure between the different levels of administration is a model for cooperation between different areas, and concentrated action is achieved in order to be present and active at international level, within the United Nations, Intergovernmental Organisation for International Carriage by Rail (OTIF) and at EU and Commission meetings.
- 21) The Belgian coordination group meets every second month, and constant cooperation is ongoing with the representatives of the industry, including the Port of Antwerp.
- 22) Ms Caroline Bailleux highlighted also the differences between ADR and RID which only consist of Part 9 of the Agreements and pleaded for a fair approach, i.e. having the two international agreements applied at the same time to national transport.
- 23) Mr. Mohsinne El Kahloun also informed the meeting about the structure put in place in Belgium to translate ADN into Flemish, which is a dialect of Dutch, and about the recent decision that experts dealing with the file at UN level perform the translation.
- 24) The structure of Royal Decrees adopted every second year to regulate the field was also presented.
- 25) The TCT Permanent Secretariat thanked all the representatives of Belgium for their support in organizing the meeting and for having accepted to organize a marathon event in less than two months.

- 26) Mr. Elson Thana welcomed the participants from RPs, EMSA, DG MOVE, IMO and invited the representative of RPs to present the activities on maritime and IWW of the Regional Partners.
- 27) The representatives of Albania stated that there had been incremental implementation of the roadmap for the improving of the performance of the Albanian flagged fleet that involved the implementation of a number of EU regulations. Out of 34 measures contained in the Roadmap, 15 had been completed, 3 were ongoing, and 6 had not started yet. A TAIEX was conducted in a one-week workshop in Durres. Albania was assisted by EMSA within the context of the IPA II project financed by DG NEAR. The assistance consisted amongst others in the
- donation of AIS base stations and node to facilitate the participation of Albania in the sharing of AIS information with regional partners and the EU MSs,
 - support to draft the maritime strategy according III Code,
 - support to develop a QMS based on ISO 9001 standards for the maritime administration that is supposed to certified by March 2023,
 - through external experts audit of the Albanian Register of Shipping and five training institutions for seafarers,
 - support to draft the national legislation transposing the EU directives on port reception facilities and marine accidents investigation.

In 2021-2022, the number of Albanian vessels inspection and detention from Albanian authorities (FSC) to Albanian flagged vessels was increased by at least 30%. Unfortunately, there were two detentions in Paris MoU port in December which lower down the possibilities for Albania to get out from the blacklist of Paris MoU on Port State Control. Albania has a small fleet of 13 commercial vessels for international transport. With the technical assistance of EMSA a quality management system of the Maritime Administration is in the process of establishment. The Albanian representative requested assistance from the TCT Permanent Secretariat in this fields:

- Recognition from EU of Seafarers' Certificates. There is a need that an EU Member State proposes to European Commission the recognition of Albanian seafarers' certificates. For these reasons Albanian representative requested Permanent Secretariat to start this important process.
- Twinning/TAIEX was requested for training and capacity building of the maritime administration personnel especially the Flag State and Port State Control and STCW.
- Transposition of certain EU directives.
- Regarding the Maritime National Single Window, Albania mentioned that there is already operational a system monitored by the Interinstitutional Maritime Operational Center (IMOC). There is a need for an assessment of the activities in order to check if it fulfills the requirements to be used as MNSW. The same problem also exists with the legislation in force needed to be transposed the latest EU directive. EMSA representative mentioned that this is under the objective of EMSA TA and could be discussed to be covered for the second phase of the TA.

The Albanian representative was advised to officially request the needs for assistance to TCT Permanent Secretariat.

- 28) The representative of Bosnia and Herzegovina presented the geostrategic position and administrative structure of Bosnia and Herzegovina (BiH), maritime transport and inland waterway, and the state of play in terms of the implementation of Annex 1 (1.4 and 1.5) of the TCT. It was stated that Bosnia and Herzegovina have a coastline of 24.5 km in the Adriatic Sea monitored by the Maritime Authority and 332.4 km of the Sava River monitored from Brcko District, Srpska Republic and Samac Federation. It was stated that there is a need for one law on inland waterways and maritime at the state level. It is a draft law prepared in 2014 waiting to be approved by the government but for the moment this was not put as a priority. The

representative stated that adoption of this law should be discussed not at the technical committee level but at the RSC and ministerial level. After the approval of the law, it will start the procedure of transposing the EU legislation in Annex 1 of the TCT. He also pointed out that the project from the World bank and WBIF on demining of the left bank of the Sava River is a priority and that the WBIF decided to grant funds for that as demining is the precondition for the rehabilitation of inland waterway.

- 29) The representative of Kosovo stated that they were in the first phase of creating policy in the field of waterborne and multimodal transport, and that they should take the best practices of the countries in the region and more broadly for the development of maritime and multimodal transport. As Kosovo does not have ports or inland waterways, maritime transport is mentioned only under multimodality in the context of access to three major ports in neighboring countries which are important for Kosovo's exports and imports. Investments are needed into rail, road, border and terminal infrastructure to improve multimodal connections with these ports. In the future, Kosovo will need technical assistance through TAEX or Twinning programs; preparation of the legal basis according to international standards, respectively harmonized with annex 1.4 and 1.5 of the Transport community Treaty; capacity building, specifically on waterborne transport.
- 30) The representative of Montenegro presented a detailed overview of the implementation status of the Action Plan for Waterborne Transport and Multimodality, in particular what regulations were partially transposed, fully transposed and in progress to be fully transposed. In addition to that, EMSA technical assistance and ongoing projects were also presented. With EMSA TA is now drafted the legislation for the implementation of the MARPOL Convention and the Search and Rescue Plans. Under IPA 2017 a framework contract was signed for the transposition of the "Directive 2010/65/EU of the European Parliament and of the Council of 20 October 2010 on reporting formalities for ships arriving in and/or departing from ports of the Member States". The first draft of this regulation is planned to be delivered in March 2023. In the same contact is planned implementation of the project for the establishment of the NMSW system (hardware and software). This system is planned to be established in the first quarter of 2024. Other projects include the development of the ITS strategy and digitalization of the Port of Bar, to be done with the support of the World Bank.

The representative of MNE pointed out that during the last months they had a technical Evaluation of the Paris MoU and from the Fact-Findings mission resulted that MNE has fulfilled all the requirements to be part of the Paris MoU on Port State Control. They have ratified the Nairobi Convention on Wreck Removal. The only action needed is the training of the PSC officers according to the Paris MoU training program to be delivered at EMSA premises.

After discussions the MNE representatives requested TCT Permanent Secretariat to coordinate with EMSA and Paris MoU Secretariat to help in completing this task.

The MNE representatives were advised to send the request by email and TCT will contact EMSA and Paris MoU Secretariat in order to coordinate the agencies to complete this important task.

- 31) The representative of North Macedonia presented the current situation on inland waterways navigation in the country and appropriate number of vessels certified for sailing. Navigation is mainly at the national level, with occasional international navigation with Albania. There are two main lakes used for national/international navigation, it is Ohrid Lake used to international navigation with Republic of Albania and Prespa lake used for international navigation with Republic of Albania and Greece. Transportation of goods and dangerous goods in inland waters in North Macedonia is prohibited by law. The certification of the vessels is done by the Recognized Organization (RO) Bureau Veritas. Annual planning was presented for the improvement of inland waterways. The representative stated that multimodal transport was a top priority of our government which was included in the national development strategy.

North Macedonia due to the low number of the seafarers has no training centers for these reasons they require assistance from one Neighbor country either Albania or Serbia in order to assist them with the training of the boat masters. Albania expressed the willingness and the availability for the assistance, while the representative of Serbia will discuss with the responsible Serbian authorities and will reply to the request. The representative of North Macedonia requested from the TCT Permanent Secretariat Technical Assistance on the transposition of the legislation of Annex 1.5.

- 32) The representative of Serbia presented a detailed overview of inland navigation in Serbia and their three priorities: the removal of bottlenecks, port capacity development and application of ICT. By end of 2022, Serbia will file a formal request for the recognition of professional certificates.
- 33) EMSA representative presented the activities completed or going within the context of the EU financed (DG NEAR) project “Preparatory measures for the future participation of relevant IPA II countries in the EMSA”. The project has evolved, and it is now a powerful mean to support the beneficiaries with the transposition of the international and EU maritime legislation into the national legislative system as well as with support in other areas including trainings through the EMSA’s Academy, support to prepare and follow-up the IMSAS audit, preparing implementing procedures, studies on adequacy of port reception facilities and support to develop quality management systems according to ISO 9001. Last but not least the beneficiaries are provided with a number of services and tools developed for the EU MSs. The EMSA representative also said that the project, ending on 30 June 2023, will be very likely continued with a new one financed under IPA III.
- 34) Mr. Casto Lopez Benitez from DG MOVE maritime transport delivered a presentation on the latest development of the directive on Port Reception Facilities and the measures for the implementation of the Green Agenda.
- 35) Ms. Inge De Would, from the Port of Antwerp presented the project “PIONEERS” “The challenges of EU Ports under European Green Agenda”. PIONEERS is one of the H2020 Green Deal Call projects addressing the challenges faced by European ports to reduce their environmental impact while remaining competitive and offering added value in a sustainable global trade ecosystem.

The project kicked off in October 2021 with a consortium of 46 partners and aims to deliver a Green Port Master Plan to become climate neutral by 2050 in line with the EU Green Deal targets.

By 2026 a master plan will be drafted that can serve as a guideline for all European ports and covering many different areas of port and terminal operations, intermodality, energy transition, improvement of cargo and passenger flows through digitalisation. Port of Antwerp Bruges is the lighthouse port and it is working closely with the ports of Barcelona, Constanta and Venlo, involved as fellow ports in the consortium, and representing the ideal mix of size, location, operation models and area of influence to test these demonstrations, during the project lifecycle. More info on www.pioneers-ports.eu and updates on the project can be obtained by subscribing through our stakeholder community.

- 36) Mr. Dimitri Laureys from the Port of Antwerp presented the H2020 project ePIcenter “Enabling resilient, efficient and greener supply chains”.

ePIcenter is the second H2020 project coordinated by PoAB. It started in 2021 with 35 partners and aims to enable greener, more resilient, and optimized transport by exploring digitalization, data sharing and new technologies and routes. The project duration is 42 months. ePIcenter aims to accelerate progress towards the Physical Internet concept by working on synchromodal transport, enabled through increased visibility.

The 3 ePIcenter demonstrators are:

- The ePI-link demonstrator, focusing on international connections and new routes and on potential for digitalization and data sharing along those connections to improve operational efficiency.
- The ePI-node demonstrator looks at new technologies and how to integrate them into the existing transport network. Specifically, these technologies are: hyperloop, autonomous electric vehicles and modular containers aimed at providing a solution for the equipment imbalance.
- The Arctic demonstrator, looking at the potential and risks of transport through the arctic region, taking into account navigation, the potential of AI-based propulsion optimization and impact on eco-sensitive areas and wildlife impact.

37) Mr. Ivaylo Valev, representing IMO, being the last speaker suggested that in the interest of time his PPT presentation to be disseminated amongst the participants and availed himself to answer any queries related to IMO instruments and explained that relevant procedure should be strictly followed in order to continue the cooperation with IMO through its Integrated Technical Cooperation Programme. He pointed out that beneficiaries need to state specifically what kind of technical assistance they would be seeking from IMO and the related IMO instrument.

In addition, and following the reports from the regional partners which were land-locked States Mr. Valev provided an advice on the benefit of becoming a Party to the United Nations Convention on the Law of the Sea (UNCLOS). He drew the attention of participants to Part X of UNCLOS, related to the right of access of land-locked States to and from the sea and freedom of transit, and in particular its Article 125, which stated as follows:

- a. Land-locked States shall have the right of access to and from the sea for the purpose of exercising the rights provided for in this Convention including those relating to the freedom of the high seas and the common heritage of mankind. To this end, land-locked States shall enjoy freedom of transit through the territory of transit States by all means of transport.
- b. The terms and modalities for exercising freedom of transit shall be agreed between the land-locked States and transit States concerned through bilateral, subregional or regional agreements. Transit States, in the exercise of their full sovereignty over their territory, shall have the right to take all measures necessary to ensure that the rights and facilities provided for in this Part for land-locked States shall in no way infringe their legitimate interests.

Mr. Valev ably answered several questions from the participants and wished everyone success with the 4th Meeting of the WTC during the week.

Visit to the Port of Antwerp 15th December 2022

- 38) A visit to the Port of Antwerp was organized in cooperation with Antwerp/Flanders Port Training Center (APEC).
- 39) The visit offered the possibility of participants to understand the structure of the port, and the functioning of the port in practice and was led by Mr. Koen Cassiers, an experienced guide who formerly had management position in transport.
- 40) The visit started with an explanation on the port map and a demonstration of rescue services concerning their daily activities. The development of Antwerp Port during its 200 years of service was highlighted and the cooperation of the port authorities with the other relevant authorities in the area at all levels, from the

city of Antwerp to the EU. Areas where EU funding was used for development of environmental projects were also indicated.

- 41) The tour included presentations of the latest technologies for crane and container loading on ships, development of different economic operators and extension of scope of activities to include transport of dangerous goods. Useful information was provided concerning the activities of dockworkers, their professional training and certification requirements. The training activities of the port were developed in time, and they are constantly updated with the insertion of new technologies for logistics.
- 42) Different areas were also highlighted within the visit -i.e. veterinary services dealing with import/export of perishable foodstuffs, cooperation of harbour master/captain of seagoing ships or IWW ships, rules of the industry concerning the separation of dangerous goods in the terminal area etc.
- 43) Managers of two large economic operators performing general and dangerous goods transport, i.e. Katoen Natie and Combinant, presented their current activities, including the measures put in place for separation of containers depending on content in the port area, control of compliance with the norms of the containers and time of deposit within the terminal area.
- 44) The rules for periodic checks of tank containers were also mentioned according to the requirements of Directive 2010/35/EU on transportable pressure equipment.
- 45) Delegates from the dangerous goods sections were kindly reminded about an issue that the Committee was informed last year, fumigation of containers for general goods. In this context, the authorities in Kosovo drew attention to the fact that the customs do not always have the necessary equipment to measure fumigation levels of cargo and invited TCT Permanent Secretariat to further approach this issue in the future to see if something more can be done to ensure that such equipment is put at disposal for customs.
- 46) Activities done to enlarge and develop the port area, areas where special protection measures for water resources, cooperation between producers and transport operators were highlighted, in particular in the case of Combinant. Its cooperation with different authorities was highlighted and also the cooperation with the emergency services of the producer of chemicals for whom transport is being performed. The emergency team of the producer is more efficient in addressing emergency situations and the firefighting services are called only as a last resort. The transport operator is relying on emergency intervention in case of incident with dangerous goods (e.g. leakage of liquids).
- 47) TCT Secretariat invited the Regional Partners on this occasion to consider cooperating further and working with the relevant economic operators, and in particular to encourage producers and transporters of chemicals to engage in international cooperation. For example, the Responsible care program of the CEFIC is a valuable source of knowledge in terms of first response in case of incidents.
- 48) The tunnel built under the river Schelde to allow and facilitate TDG was also used for transit. The tunnel is completely protected against fire and explosion, and it was built 25 years ago in order to allow development of the economic areas on both sides of the port. The only restrictions are applied to Class 7 and Class 1.
- 49) The two areas of the port – maritime and IWW were visited, and the development of this separation was also briefly described.
- 50) The digitalization of different communications from the seagoing or IWW vessels to shore was also presented.

Joint session, 16 December 2022

- 51) TCT Secretariat thanked all regional partners for their contributions in preparation of TCT Secretariat's Progress report on the Guidelines on Transport of Dangerous Goods. Overall progress on implementation of the Guidelines measures is moderate. Further efforts are needed to meet the measures and deadlines

set in Guidelines: Directive 2008/68/EC on the inland transport of dangerous goods and Directive (EU) 2022/1999 on uniform procedures for checks on the transport of dangerous goods by road (codification). The Progress report was endorsed by the Regional Steering Committee the next day, on 15 December 2022.

- 52) The representatives of Kosovo thanked TCT for this lesson concerning multimodality and highlighted that the region needs lots of investments in infrastructure.
- 53) The representative of Bosnia and Herzegovina expressed disappointment that the discussions did not cover more the IWW part. He also expressed hope that the WBIF funding for the demining of the Sava River will be possible in the future. Sava is the main IWW in the region and partial use affects the economies of the riparian Regional Partners and EU Member States. The ports of Slavonski Brod, Sabac and Brcko are seriously affected due to the standstill on funding. Voluntary demining was performed in a few cases by the industry itself, but this is still not sufficient in order to transform the 3 ports into multimodal hubs. TCT Secretariat took all comments onboard and further discussions will follow with all relevant stakeholders in the future. A meeting with Bosnia and Herzegovina will be following in January or February.
- 54) The representatives of Albania listed the areas in which further assistance is needed and expressed hope that based on this experience similar events would be created in order to see in practice the coherence between the different areas of work of the authorities.
- 55) The representative of TCT Permanent Secretariat, Mr. Elson Thana, invited all Regional Partners to consider using IPA funding to develop EU Acquis implementation, on the model of Albania in recent years. TAIEX was also highlighted as an important area for capacity building.
- 56) The representatives of Montenegro also mentioned that a training for port state control officers will be needed.
- 57) The representative of North Macedonia mentioned the problem of recognition of botmasters certificates for IWW and mentioned also that further improvement could be envisaged in terms of professional training of all relevant participants in transport operations.
- 58) The representative of Serbia also offered to help in the demining issues concerning the Sava River and he offered to check the situation with the recognition of the botmaster certificates. It was agreed, as a matter of principle to clarify this issue bilaterally with North Macedonia.
- 59) Regional partners were invited to express their requests for assistance in any TDG related area of work, cooperation, and enforcement.
- 60) TCT Secretariat announced the events planned in the course of 2023 for TDG and Waterborne Committees.