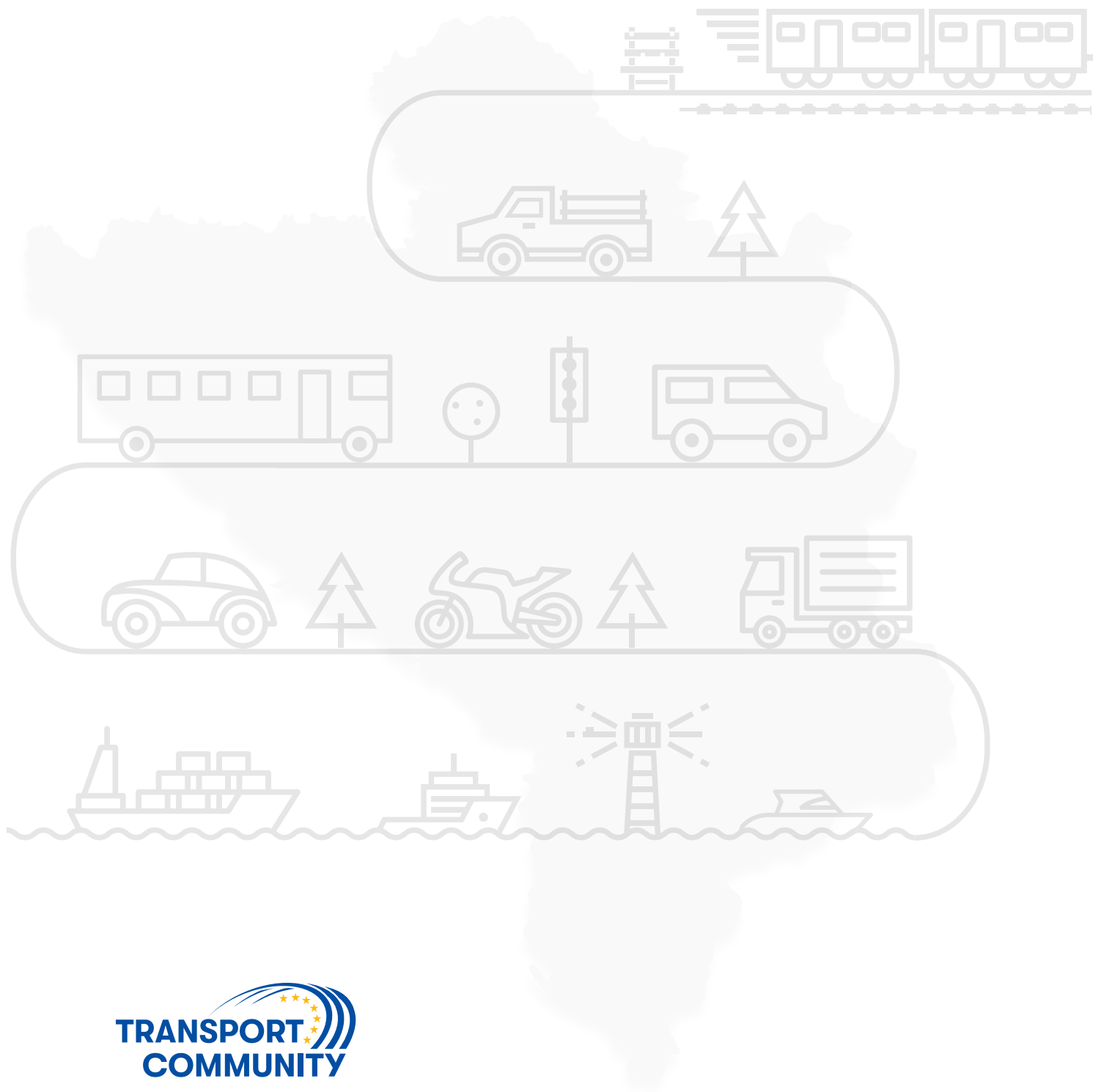


Action Plans and the EU Acquis Progress Report 2023





Action Plans and the EU Acquis Progress Report 2023

October 2023

List of Abbreviations

A

| | |
|----------------|---|
| Annex I | Annex I to the Transport Community Treaty |
| ATONS | Development and installation of the navigation monitoring and electronic fairway marking system on the Danube River |
| ANTOC | Albanian National Traffic Operation and Control Center |

B

| | |
|------------------|--|
| B2B | Business-to-Business |
| BCAs | Border Crossing Agreements |
| BCPs/CCPs | Border Crossing Points/ Common Crossing Points |
| CADAS | Common Accident Data Set |

C

| | |
|----------------------|---|
| CARE database | Community database on road accidents resulting in death or injury |
| CER | Community of European Railway and Infrastructure Companies |
| CEFTA | Central European Free Trade Agreement |
| CESNI | European Committee for Drawing Up Standards In The Field Of Inland Navigation |
| CONNECTA | Technical Assistance to Connectivity in the Western Balkans |

D

| | |
|----------------|--|
| DG MOVE | Directorate General for Mobility and Transport |
|----------------|--|

DG NEAR

Directorate General for Neighbourhood and Enlargement Negotiations

DINA/RIS

Digital Inland Navigation Area/ River Information Services

E

ECDIS

Electronic Chart Display and Information System

EBRD

European Bank for Reconstruction and Development

EC

European Commission

eCMR

digital version of the freight document CMR

ECVVR

European Centralised Virtual Vehicle Register

EIB

European Investment Bank

EIM

European Rail Infrastructure Managers

EMSA

European Maritime Safety Agency

ERA

European Union Agency for Railways

ERTMS

European Rail Traffic Management System

eTIR

Electronic Transports Internationaux Routiers

EU

European Union

EU DEL(s)

European Union Delegation(s)

EU Member State(s)

European Union Member State(s)

EU-Rail

Europe's Rail Joint Undertaking

EVR

European Register of Vehicle

eQMS

Electronic Queuing Management System

F

| | |
|--------------|---|
| FIA | Fédération Internationale de l'Automobile |
| FIDIC | International Federation of Consulting Engineers, Fédération Internationale des Ingénieurs-Conseils |

G

| | |
|------------|--------------------------|
| G2G | Government-to-Government |
|------------|--------------------------|

H

| | |
|------------|-------------------|
| HSH | Albanian Railways |
|------------|-------------------|

I

| | |
|--------------|---|
| ICT | Information and Communications Technology |
| IFI | International Financing Institutions |
| IM(s) | Infrastructure Manager(s) |
| IPA | the Instrument for Pre-Accession Assistance |
| ITS | Intelligent Transport Systems |
| IWW | Inland Waterways |

J

| | |
|----------------|--|
| JASPERS | Joint Assistance to Support Projects in European Regions |
| JBCPs | Joint Border Crossing Points |

K

| | |
|-------------|----------------------------|
| KPIs | Key Performance Indicators |
|-------------|----------------------------|

L

| | |
|------------|-----------------|
| LCs | Level-crossings |
|------------|-----------------|

M

| | |
|---------------|---------------------------------|
| MNSW | Maritime National Single Window |
| MoU | Memorandum of Understanding |
| MoT(s) | Ministry(ies) of Transport |

N

| | |
|----------------|---|
| NAIADES | EC action programme on the Promotion of Inland Waterway Transport |
| NIB | National Investigation Body |
| NS | Network Statement |
| NSA | National Safety Authority |
| NVR | National Vehicle Register |

O

| | |
|-------------|---|
| OTIF | Intergovernmental Organisation for International Carriage by Rail |
|-------------|---|

P

| | |
|------------|------------------------------|
| PIU | Project Implementation Units |
| PSO | Public Service Obligation |

R

| | |
|----------------|--|
| RAMS | Road Asset Management System |
| RIAMS | Railway Infrastructure Asset Management System |
| RIMN WB | Rail Infrastructure Managers Network of the Western Balkan |
| RAP | Rail Action Plan |
| RINF | European Registers of Infrastructure |
| RIS | River Information Services |
| RISM | Road Infrastructure Safety Management |
| ROADPOL | European Roads Policing Network |
| RRA | Railway Regulatory Agency |

| | |
|------------|-----------------------------|
| RSC | Regional Steering Committee |
| ROZ | BIH Regulatory Agency |
| RSA | Road Safety Audit |
| RSI | Road Safety Inspection |
| RU | Railway Undertaking |

S

| | |
|--------------------|---|
| SDG(S) | Sustainable Development Goal(s) |
| SEE Parties | Southeast European Parties: Albania, Bosnia and Herzegovina, Kosovo*, North Macedonia, Montenegro, Serbia |
| SEED | System for Electronic Exchange of Data |
| SLA | Service Level Agreement |

T

| | |
|------------------------|---|
| TA | Technical Assistance |
| TAIEX | Technical Assistance and Information Exchange instrument of the European Commission |
| TCT Secretariat | Transport Community Permanent Secretariat |
| TEAMS platform | Microsoft Teams business communication platform |
| TEN-T | Trans-European Transport networks |
| ToR | Terms of Reference |
| TSI(s) | Technical Specification(s) of Interoperability |
| TTF | World Bank Trade and Transport Facilitation Project |

U

| | |
|--------------|--|
| UNDP | United Nations Development Program |
| USAID | United States Agency for International Development |

V

| | |
|--------------|--|
| VIAS | Vias Institute |
| VTMIS | Vessel Traffic Monitoring and Information System |

W

| | |
|---------------|---|
| WB CIF | Western Balkans Chamber of Investment Forum |
| WBIF | Western Balkans Investment Framework |
| WBRSO | Western Balkans Road Safety Observatory |
| WHO | World Health Organisation |

* This designation is without prejudice to positions on status, and is in line with UNSCR 1244 and the ICJ Opinion on the Kosovo Declaration of Independence.

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Executive Summary

The objective of this report is to outline the progress achieved in implementing the Transport Community Permanent Secretariat's (TCT Secretariat) Five Action Plans, as well as provide an overview, as reported by the Regional partners, on the transposition of **ANNEX I of the Transport Community Treaty**. This report provides the various stakeholders, relevant regional authorities, and other international institutions with an objective perspective on the additional efforts and concrete measures taken, along with necessary future measures, including timeline and coordination mechanisms. Regional partners and stakeholders have dedicated time and efforts to deliver and progress in all five sectors covered by the Action Plans: (i) Rail, (ii) Transport Facilitation, (iii) Road, (iv) Road Safety, (v) Waterborne Transport and Multimodality⁴. Specifically, these efforts encompass rail market opening, facilitation of border/common crossing point procedures, infrastructure maintenance, developing an ITS strategic framework, and establishing the road safety observatory for the Western Balkans.

During this reporting period (October 2022 – October 2023), numerous activities related to capacity building/trainings and workshops were conducted to further enhance the understanding of the Transport Acquis (ANNEX I to the Transport Community Treaty), as well as to strengthen capacities. Several technical assistances continued their activities, contracted during 2023, and financially supported through the TCT Secretariat budget, the European Commission technical assistance to connectivity “CONNECTA”, the World Bank and/or some instrument of the European Commission. Measures supported through these technical assistances have made significant progress, indicating the region's ongoing need for continuous support in transposing and implementing ANNEX I to the Transport Community Treaty.

There were several achievements during this reporting period, including: the **successful completion of the “Serbia joining CARE” Pilot Project**, the **development of the Western Balkans Road Safety Observatory Information System**, the finalisation of the **Level Crossing Campaign**, a **Rail Market Study**, and the completion of CONNECTA technical assistance related to: (i) **Smart and Sustainable Mobility** project, (ii) preparation of **ITS Strategies**, and (iii) the preparation of the **Technical Documentation related to Border Crossing Points**. Additionally, the **first meeting of the Road Executives Network** took place, and there was **electronic toll collection interoperability** between Serbia and North Macedonia, as well as between the two highway operators in Bosnia and Herzegovina.

The year 2023 was marked by the successful organisation of the event “**Connectivity Summit**”, held on 15-16 May in Budva, Montenegro. The event attracted the wider community of professionals and political stakeholders focusing on the issues related to sustainable and efficient transport and logistics. These are essential prerequisites for attracting investments and enhancing trade within the region of the Western Balkans, as well as between the region and EU. The Connectivity Summit further supported the implementation of the strategic documents previously endorsed by the region and EU, and provided momentum to the EU-WB6 Green Lanes initiative, extending it further to Ukraine, the Republic of Moldova and Georgia. Key outcomes of the Summit included: (i) **the High-Level Understanding on Indicative Maps of the Trans-European Transport Network (TEN-T) in the Western Balkans between the EU and the Transport Community Treaty contracting parties**, and (ii) **the endorsement of the Joint CEFTA-TCT Declaration “Taking Forward the Green Lanes”**¹.

In general, in comparison to the previous reporting period, progress in the implementation of the action plans has been gradual during this reporting period, with a need for an increase in the implementation pace. The **overall progress remains slow to moderate**.

1 [Joint-declaration_1683890468.pdf \(transport-community.org\)](#)



1.1 OVERALL PROGRESS

1.2 BACKGROUND

- 1.2.1. Rail
- 1.2.2. Road
- 1.2.3. Road Safety
- 1.2.4. Waterborne Transport and Multimodality
- 1.2.5. Transport Facilitation

1.3 PROGRESS BY ACTION PLANS

- 1.3.1 Rail
 - Overall progress
- 1.3.2 Road
 - Overall progress
- 1.3.3 Road Safety
 - Overall progress
- 1.3.4 Waterborne Transport and Multimodality
 - Overall progress
- 1.3.5 Transport Facilitation
 - Overall progress

1.4. TECHNICAL ASSISTANCES

- 1.4.1. Rail
- 1.4.2. Road
- 1.4.3. Road Safety
- 1.4.4. Waterborne Transport and Multimodality
- 1.4.5. Transport Facilitation






1



Regional outlook

1.1 Overall progress

Summary of Implementation of the Action Plans

| | ACTION PLANS | PROGRESS STATUS (%) | GENERAL OBJECTIVES |
|---|--|----------------------------------|---|
|  | Rail | Up to 2022 56% 2023 60% | <ul style="list-style-type: none"> Rail market opening at the local and regional level Enhancing regional cooperation Improving quality of passenger and freight services Improving railway safety and interoperability (implementation of TSIs) Improving the maintenance |
|  | Road | Up to 2022 50% 2023 56% | <ul style="list-style-type: none"> Improving road maintenance planning and practices Deployment of ITS in line with EU legislation and standards Improving climate resilience planning and practices Enhancing use of alternative fuels, deployment of e-charging stations Promoting regional cooperation |
|  | Road Safety | Up to 2022 36% 2023 47% | <ul style="list-style-type: none"> Road Safety Management Ensuring safer infrastructure Protection of Vulnerable Road Users Enhancing cooperation and exchange of experience |
|  | Waterborne Transport and Multimodality | Up to 2022 19% 2023 21% | <ul style="list-style-type: none"> Increasing the volume of cargo transported by waterborne transport Enhancing safety and security of navigation Transition to zero-emission waterborne transport Improving the efficiency and reliability of navigation and traffic management Improving digitalization Making waterborne transport more attractive from skilful workforce Promoting multimodal transport solutions and modal shifts |
|  | Transport Facilitation | Up to 2022 53% 2023 60% | <ul style="list-style-type: none"> Addressing inefficiencies and delays at the BCPs Improving the operations and physical capacity on the main BCPs along the indicative extension of the TEN-T Network Introducing models of one stop and joint controls at the main road and rail BCPs Strengthening the capacities of the border agencies |

Rail: The overall progress during this reporting period has been slow to moderate, with some improvements noted. Five out of six regional partners have opened their rail markets, enabling more than ten private railway operators to participate, collectively holding a market share of over 25%. Safety enhancements have been made for critical level-crossings within the

Western Balkans region. Currently, the TCT Secretariat is formulating Technical Specifications for level crossings investments. In some regional partners, legal measures have strengthened passenger rights. While there is a clear prioritisation of modernising the railway infrastructure, the lack of funding persists as infrastructure managers struggle to allocate suf-

ficient resources for the routine and investment maintenance. A significant achievement from the previous period was initiating a joint establishment of Railway Centre of Excellence, a potent tool aimed at advancing the education and skills of railway personnel.

Road: The overall progress during this reporting period has been slow to moderate, showing a 6% improvement from the last reporting period, mainly due to technical assistance provided by the European Commission (IPA Programme, CONNECTA), TCT Secretariat and IFIs. Road maintenance measures remained relatively stagnant, while the deployment of ITS and e-tolling interoperability progressed satisfactorily, and climate resilience and alternative fuels infrastructure measures advanced moderately.

Key achievements include the preparation of ITS strategies in all regional partners, finalisation of the regional plan for deploying e-charging stations, and the successful e-tolling interoperability between Serbia and North Macedonia, as well as within both operators in Bosnia and Herzegovina. Regional cooperation has also progressed with the first meeting of the Road Executives Network in Belgrade. Moreover, capacity building activities have been conducted in EU member states (Italy, Slovenia and Poland).

Road Safety: The overall progress during this reporting period has been moderate due to delays in various initiatives, such as the adoption of Road Safety Strategies and Action Plans and the establishment of Road Safety Agencies. However, the region has made significant efforts to improve high-risk road sections, improve data collection, and to increase enforcement measures against speeding, alcohol use, and seat belt compliance.

Achievements include the successful completion of the “Serbia joining CARE” Pilot Project, and the development of the Western Balkans Road Safety Observatory Information System, supported by the EU and the Transport Community Secretariat.

In 2022, the Western Balkans region tragically lost 1,246 lives. Although there has been a slight decrease in road deaths (with 5% reduction compared to baseline year 2019), it is crucial to note that three out of six regional partners experienced an increase in fatalities.

Waterborne Transport and Multimodality: The overall progress during this reporting period has been slow to moderate. Albania transposed four EU Acquis, but Montenegro made moderate advancements, becoming a member of the e Paris MoU on Port State Control and successfully passing the audit from EMSA on seafarers training and certification. Developments in the maritime ports of Durres and Bar include improvements in IT systems and green port concepts for environmental sustainability. However, the development of alternative power supply on shore is still lacking. VTMS in Montenegro is fully operable, while in Albania, it is in progress. The establishment of the Maritime National Single Window (MNSW) in Montenegro is ongoing, planned for testing in the first quarter of 2024. As per actions related to the infrastructure, digital, social, and green elements of inland waterways, several projects have already started to improve the navigability in Danube and Sava rivers, with some expected to be completed by the end of this year.

Transport Facilitation: The overall progress during this reporting period has been moderate. The Regional partners maintained good levels of bilateral and regional cooperation, particularly at a high political level. The Connectivity Summit held in Budva on 15-16 May as the Transport Community’s milestone event in 2023, confirmed wider political commitment, as well as readiness from the EU Member States, European Commission, IFIs and regional stakeholders to work together on transport and trade facilitation issues vital for a common regional market and integrated transport.

The EU-WB6 Green Lanes have extended to Croatia, on the borders with Bosnia and Herzegovina and Montenegro, they are operational with Greece and Italy, showcasing successful regional initiatives. Positive steps have been undertaken in establishing one stop controls and preparing technical documentation for improvements at intra-Western Balkans BCPs. Good progress in border agencies’ cooperation, coordination and capacity building is noted, with the TCT Summer School held on 3-7 July in Ohrid.

1.2 Background

The four Action Plans² endorsed by the Transport Community Ministerial Council on 26 October 2020 and the Transport Community's Action Plan on Waterborne and Multimodality³ endorsed in July 2021 comprise important steps and milestones.

The Action Plans aim to guide the region in delivering safer, smart, and sustainable roads, a reliable, modern, and interoperable rail system, and reduced queuing times at borders. They are key documents by the region, for the region.

1.2.1. Rail

The Rail Action Plan focuses on various aspects, primarily the opening of the railway market at both domestic and regional levels. This initiative will create new opportunities for railway undertakings and infrastructure managers. Enhanced regional collaboration through shared planning adds value for improved maintenance practices.

The document encompasses six chapters: Market Opening, Passenger Rights, Governance, Interoperability, Border Crossing Agreements, and Modernisation of the infrastructure. It combines legislative measures and practical initiatives. Effective utilisation of funds for new infrastructure and maintenance hinges on transposing and further implementing the EU Rail Acquis outlined in Annex I.2 of TCT.

1.2.2. Road

The Road Action Plan outlines a roadmap for developing a climate-resilient, intelligent, and resource-efficient TEN-T road network in the Western Balkans, focusing on green and smart elements in road transport. The goal is to stimulate innovative, low emission, and a digitally compatible road transport infrastructure and operations.

Measures are structured under four pillars: Establishment of an Efficient Maintenance System, ITS Deployment in Core/Comprehensive Road Network, Enhancing Road Transport Climate Resilience and Use of Alternative Fuels, and Enhance Regional Cooperation and Experience Exchange.

Several EU Directives, under Annex I.3 Rules applicable to road transport, are included in the Road Action Plan related to Intelligent Transport System (ITS), electronic tolling interoperability and alternative fuels. Furthermore, road maintenance and climate resilience measures are directly related to the implementation of the Regulation (EU) No 1315/2013 and technical guidance on the climate proofing of infrastructure in the period 2021-2027.

1.2.3. Road Safety

The Road Safety Action Plan encompasses four types of group actions: strengthening road safety management, promoting safer infrastructure, promoting the protection of the road users and enhancing cooperation and exchange of experience. It aims to ensure that transport systems are safe, sustainable, and equitable regardless of their configuration, with a focus on predictability and preventability of road traffic crashes.

In addition, the action plan covers EU Directives that relate directly to the measures itself such as road safety infrastructure management, tunnel safety, cross border exchange of information on road-safety-related traffic offences.

The document is in line with the EU Road Safety Policy Framework 2021-2030 Next steps towards "Vision Zero" and the Global Plan for the Decade of Action for Road Safety 2021-2030.

² [Action Plans - Transport Community \(transport-community.org\)](https://transport-community.org/)

³ Not covered under this reporting period (endorsed in July 2021)

1.2.4 *Waterborne Transport and Multimodality*



The Action Plan for Waterborne Transport and Multimodality outlines short and medium-term initiatives addressing critical issues in waterborne transport, including maritime affairs, inland waterways, and ports. Additionally, the plan focuses on promoting the efficient use of these transport modes through targeted measures.

This comprehensive Action Plan identifies specific actions to increase the utilization of waterborne and multimodal transport for transport efficiency, while concurrently achieving environmental benefits, including reduced congestion, lower transport costs, and a smaller environmental footprint. The plan covers various sectors, including maritime, inland waterways, ports infrastructure, and multimodality.

The Action Plan for Waterborne Transport and Multimodality is structured into two distinct Pillars. The first Pillar aligns with ANNEX I of the TCT Treaty, encompassing all the legislative acts specified therein, as per their respective regulatory areas in Maritime and Inland waterway transport. The second Pillar focuses on specific actions and interventions related to the infrastructure, social aspects, digitalization, and environmentally sustainable practices.

(TCTF), established in 2019, comprising representatives from Transport Ministries, Custom Authorities and Border Police from all the Regional Partners, the European Commission and the neighbouring EU Member States. Other international organisations, such as CEFTA Secretariat and the Western Balkans Chamber of Investment Forum, as well as World Bank/ IFC regularly take part in the work of the Committee.

During the reporting period, the TCTF has shown proactive engagement in CONNECTA assignment and TCT technical assistance, as well as in the organisation, support and contribution to the main TCT events in 2023 - Connectivity Summit and Summer School. The members of the TCTF showed a great deal of coherence, inclusivity, and pro-active stance in most of the activities. They also took the initiative to hold one three-lateral meeting (Bosnia and Herzegovina, Montenegro, Serbia) by involving the respective Chambers of Commerce. The absence of neighbouring EU MS representatives at regular TCTF meetings undermines the efforts for implementing transport facilitation measures on EU-WB6 BCPs.

1.2.5 *Transport Facilitation*



The Transport Facilitation Action Plan focuses on road/rail border crossing/common crossing points in the Western Balkans, aiming to address inefficiencies and delays and improving, modernising and digitalising operations along the indicative TEN-T Network in the Western Balkans. Activities include establishing joint controls and one-stop facilities at rail and road BCPs, improving BCP infrastructure conditions, capacity throughput, and border agencies' performance.








Coordination for the Action Plan is facilitated through the Transport Facilitation Technical Committee

1.3 Progress by Action Plans⁴

1.3.1 Rail

OVERALL PROGRESS

The overall progress is slow to moderate.

| | ACTION PLAN PILLAR/CHAPTER | OVERALL PROGRESS | |
|---|---|--------------------|--------------|
|  | Rail market opening | Up to 2022 61% | 2023 66% |
|  | Passenger rights | Up to 2022 39% | 2023 46% |
|  | Governance | Up to 2022 100% | 2023 100% |
|  | Interoperability | Up to 2022 51% | 2023 53% |
|  | Border crossings agreements | Up to 2022 61% | 2023 67% |
|  | Modernisation of the railway infrastructure | Up to 2022 72% | 2023 82% |
|  | Rail All (total) | Up to 2022 56% | 2023 62% |

RAIL MARKET OPENING

↑ 66%

Seven years ago, the rail market in the Western Balkans was completely closed to private railway undertakings. Owing to the Berlin process, the Connectivity reform has gradually opened the market at the domestic level. However, aligning with EU standards requires further efforts. Currently, the region has twelve private railway undertakings in freight, but none in passenger transport operations.

Opening the rail market domestically might not be fi-

nancially and operationally stable. Thus, regional-level market opening offers more advantages. The lack of competitiveness hinders sustainable transport and better services for passengers and freight. To address this, the regional partners have agreed to prioritise overcoming challenges related to market opening, fully implementing EU interoperability legislation, and enhancing the railway sector's overall governance. Moreover, the lack of maintenance poses another obstacle. To tackle this, all regional partners are urged to establish contractual relationships between their infrastructure managers and competent government authorities.

Progress has been made in this aspect, albeit modest,

⁴ All the progress noted in the report is based on the self-reporting by the Regional Partners.

as reported by the regional partners. Instead of four, there are now five regional partners that have chosen to open their railway markets. The most significant decision came from North Macedonia which amended its Railway System Law to allow for the opening of the market to domestic and foreign rail operators. As a result, North Macedonia has become part of the Western Balkan region's open railway market. However, Bosnia and Herzegovina remains the only Regional Partner that has not made progress in opening its rail market domestically.

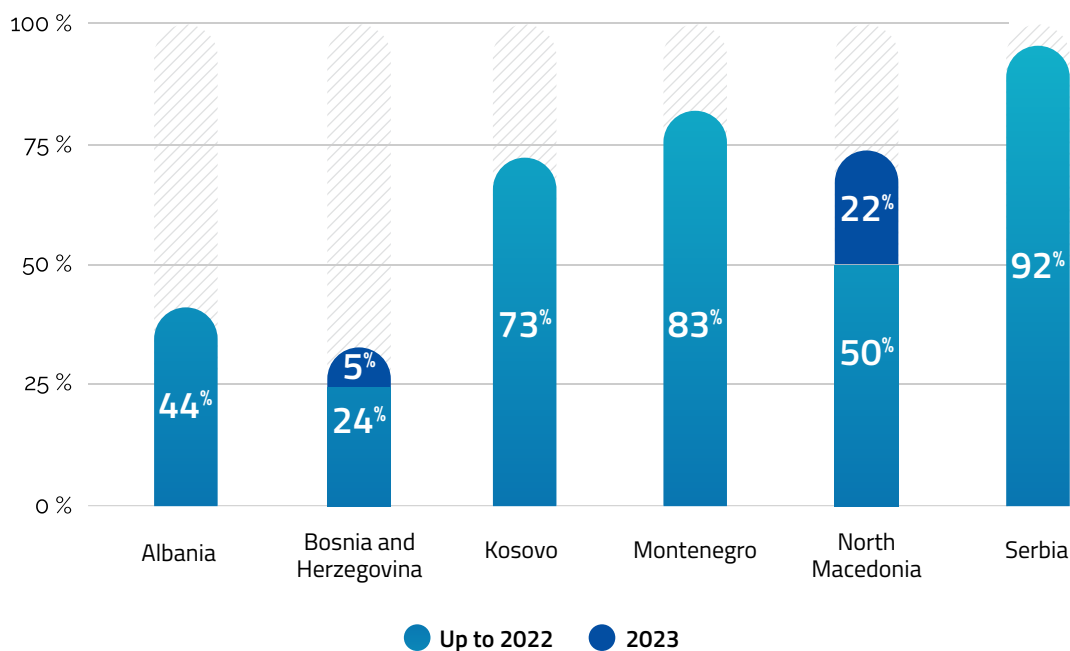
In Bosnia and Herzegovina, full compliance with Regulation 1371/2007 was achieved by adopting the Rulebook on the Rights and Obligations of Railway

Passengers applicable for one entity. Montenegro saw the commencement of operations by its first private railway company, and Serbia has adjusted its Law on Rail Interoperability and the Law on the Rail System in compliance with Directive 2016/797 and Regulation 1371/2007. Additionally, Serbia has published half of the existing Technical Specifications for Interoperability (TSIs).

All regional partners actively contributed to the operation of the Network of Infrastructure Managers (IMs). Furthermore, the IMs played a crucial role in the successful completion of the initial regional project "Safety Improvement of the Level Crossings." Both the TCT Secretariat and JASPERS supported this project.



Figure 1
RAIL MARKET OPENING



PASSENGER RIGHTS

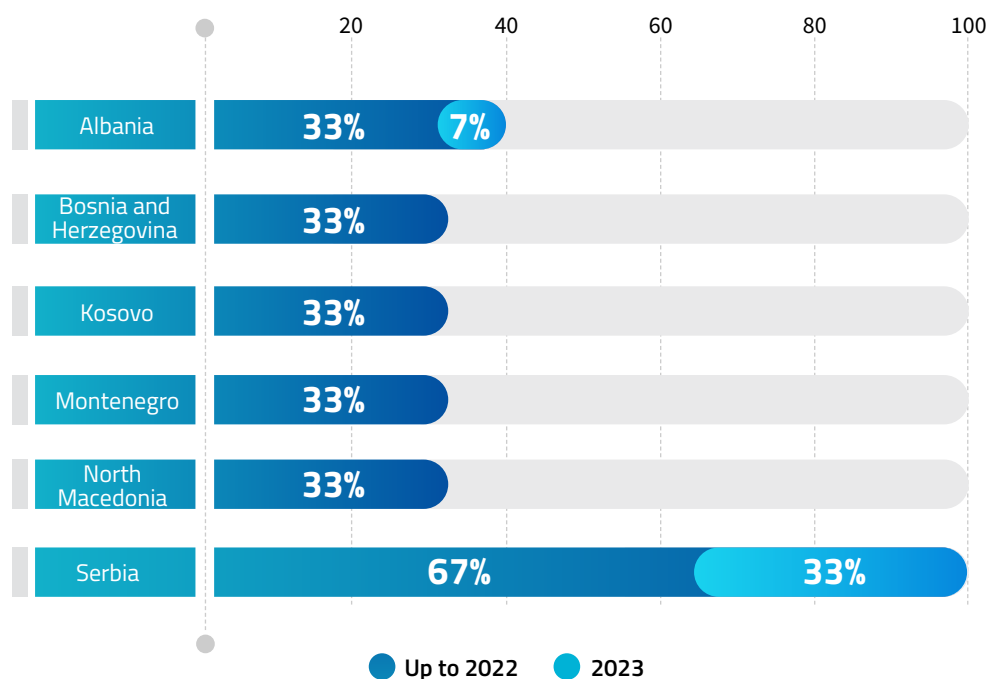
↑ 46%

Passenger rights are a horizontal measure applicable to all transport modes. All regional partners have taken specific steps in compliance with various sections

of EU Regulation 1371/2007. The main objective of these measures is to revitalise passenger transport in the entire region, as well as to provide improved conditions for passengers.



Figure 2
PASSENGER RIGHTS



GOVERNANCE

II 100%

Throughout the reporting period, a primary aim of the TCT Secretariat was to sustain cooperation and coordination among various stakeholders, including ERA, Rail Infrastructure Managers Network of WB6, EU Delegations, International Financial Institutions, and other significant entities. This effort aimed to fulfil the Rail Action Plan and uphold the Ministerial Dedication to Rail. All regional partners actively engaged and participated in Technical Committees dedicated to railways. These committees facilitated regular consultations and information sharing related to the reform process. Moreover, in alignment with the Memorandum of Understanding (MoU) for establishing the Rail Infrastructure Managers Network of the Western Balkans (RIMN WB), supported by the Secretariat, rail infrastructure managers convened twice over the past year, paving the way for extended cooperation and coordination among themselves. Scheduled consultations with EU Delegations took place at regular intervals. The TCT Secretariat remained committed to fostering robust communication with all regional partners. Enhanced coordination and communication among all stakeholders, including Infrastructure Managers and railway undertakings, are poised to further improve comprehensive rail network services by facilitating the exchange of perspectives and insights derived from diverse experiences and best practices.

INTEROPERABILITY

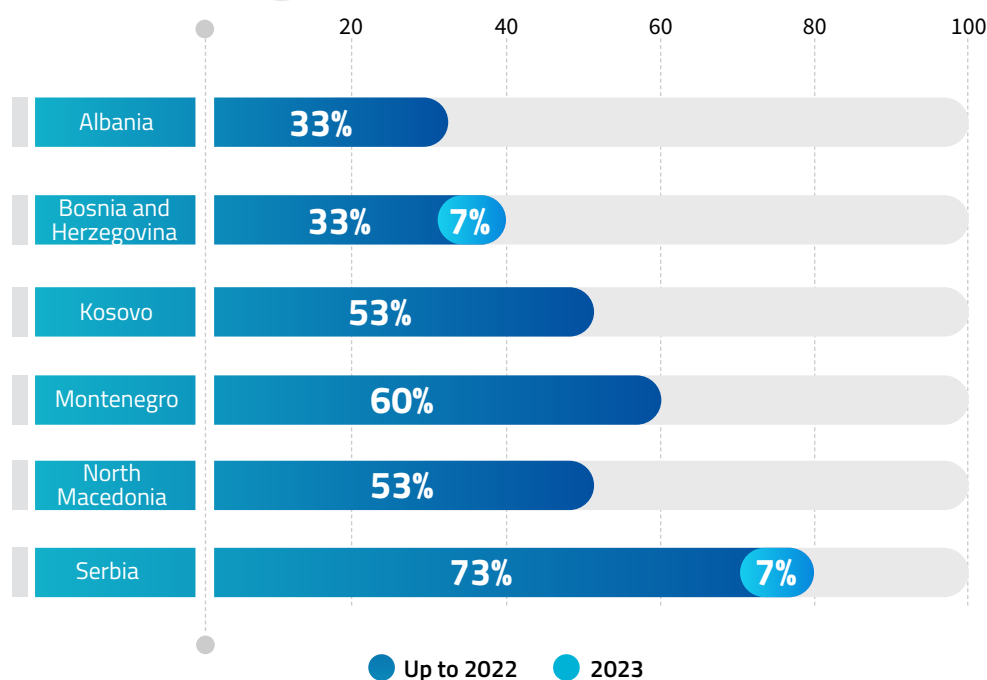
↑ 53%

Alignment with the Interoperability and Safety Standards as a key element of enhancing future regional cooperation, regional market opening, and considerably reducing waiting times at the border/common crossing points.

Mutual recognition of operating licences, train driver licences, safety certificates, and vehicle authorisations is a precondition for rail market opening on the regional level. In this regard, the TCT Secretariat, together with DG MOVE and ERA, continued to provide assistance and support in reaching a mutual agreement among all regional partners. During this reporting period, Serbia and Bosnia and Herzegovina improved their interoperability compliance with new and updated legislative acts. However, regional partners took no concrete measures for mutual recognition of licences and certificates. Necessary legislative changes are crucial to improve the current situation.



Figure 3
INTEROPERABILITY



BORDER CROSSING AGREEMENTS ↑ 67%

Reducing waiting times at border/common crossing points stands as one of the most crucial factors that will significantly improve rail services. A joint effort (one-stop shop) involving all relevant authorities (border police, inspection, customs, and rail authorities) during checks can halve the waiting time.

Further information, pending issues, and achievements related to rail border crossings is available in the Transport Facilitation Action Plan chapter of this report.

MODERNISATION OF THE RAILWAY INFRASTRUCTURE ↑ 82%

The current average speed and the quality of offered services in the rail sector are unsatisfactory, being **slow and unreliable**. One of the key reasons for this is the absence of proper maintenance systems, particularly multiannual maintenance plans. A levelled-up focus on improving the maintenance systems by developing appropriate maintenance plans (multiannual) is crucial. Developing and adopting a multiannual maintenance plan with a clear budget structure forms a solid foundation for ensuring more reliable and sustainable services in the region.

Two sub-actions of the Rail Action Plan: (i) establish-

ing the Network of IMs, and (ii) level crossing safety improvements, directly align with the regional connectivity agenda. Both are progressing well due to the good cooperation and coordination among the regional partners.

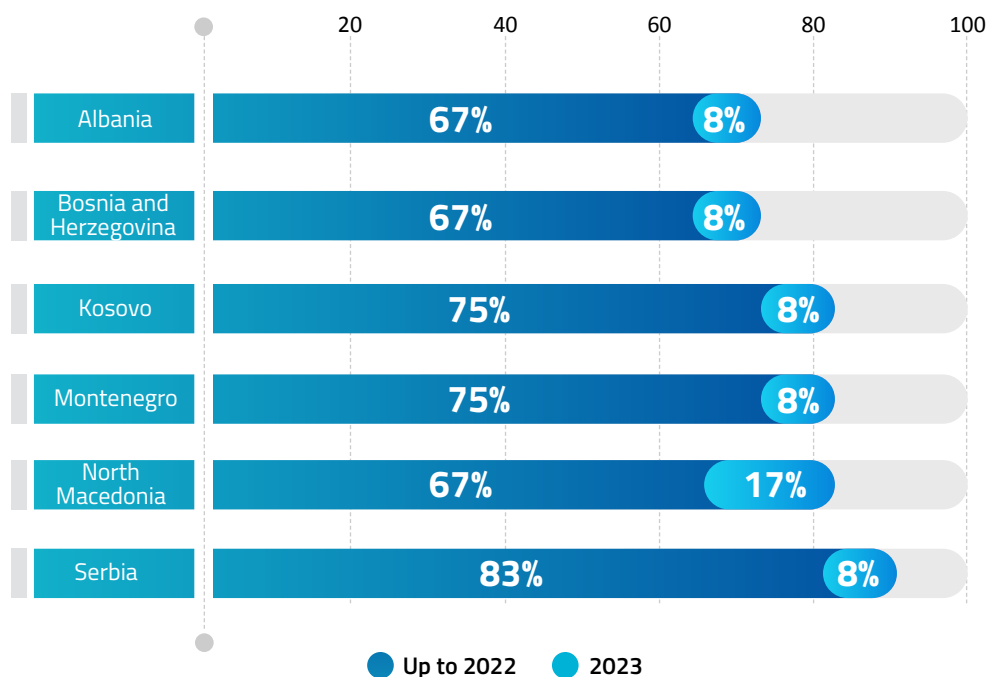
All regional partners have made visible progress in this measure. They actively participated in establishing the Network of Infrastructure Managers, with two meetings taking place during this reporting period (2022/2023). One of the main concerns expressed was the lack of human resources. To address this, the TC Secretariat will support the establishment of a Regional Centre of Excellence, primarily responsible for training and education of operational, industry and policy experts.

The first regional project under the TCT Secretariat's umbrella, the "*Safety Improvement on Level Crossings*", has been completed. Currently, the TCT Secretariat is in process of defining the Technical Specifications for Upgrade of Level Crossings in all regional partners. It will serve as a foundation for the next phase of this project through the WBIF or Safe and Sustainable Programme.

Within these two sub-actions, all regional partners have reported identifying priority projects of regional interests for upgrading/reconstructing/constructing specific railway sections.



Figure 4

MODERNISATION OF RAILWAY INFRASTRUCTURE

There are currently 20 ongoing/finance secured rail projects related to the upgrading, electrification, and reconstruction of new railway lines, amounting to a total of 3.1 billion Euros. Investments in the rail sector are evident from all regional partners. However, it is recommended that rail investments go hand in hand with reforms.

Recently, the TCT Secretariat drafted an Annual Report on the development of the indicative extension of the TEN-T Core and Comprehensive Networks. All region-

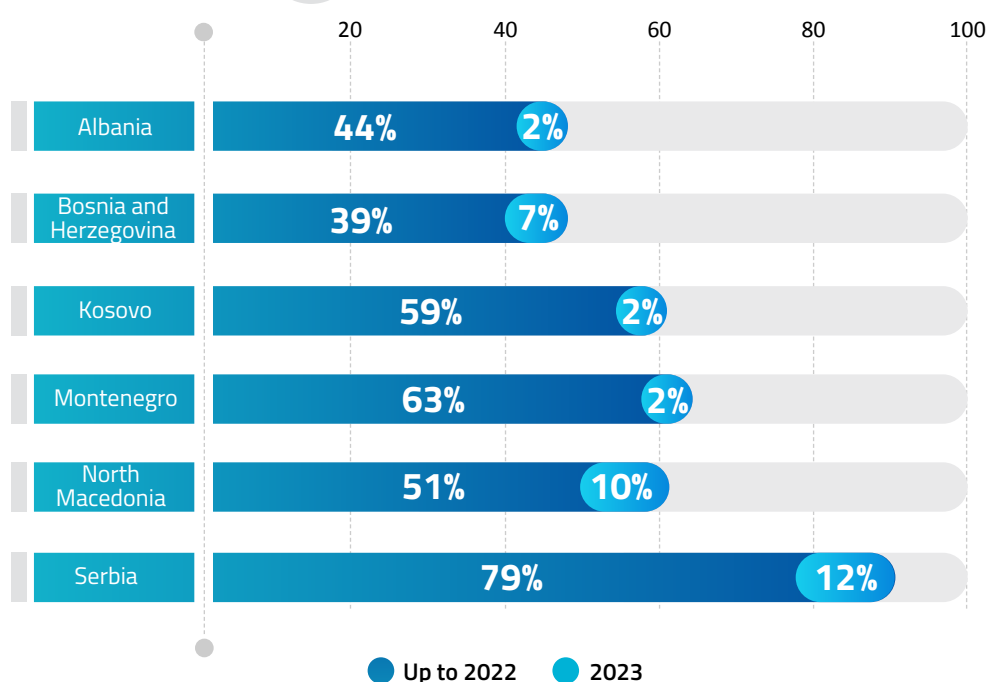
al partners contributed to the data-collection process. The report covers current TEN-T compliance, ongoing/finance-secure projects, and the forecast for 2027.

OVERALL PROGRESS**↑ 62%**

The overall progress of the region is depicted in the following figure, and it is noteworthy that all regional partners have made a progress. The most significant qualitative progress was made by North Macedonia with the opening of a rail market on national and international levels.







Figure 5

OVERALL PROGRESS

1.3.2 Road

OVERALL PROGRESS

The overall progress is slow to moderate.

| | PILLAR/CHAPTER | OVERALL PROGRESS | |
|---|--|--------------------|--------------|
|  | Establishing a functioning and efficient road maintenance system | Up to 2022 36% | 2023 42% |
|  | ITS Deployment on Core/Comprehensive Road Networks | Up to 2022 44% | 2023 47% |
|  | Enhancing road transport climate resilience and use of alternative fuels | Up to 2022 21% | 2023 36% |
|  | Enhancing regional cooperation and experience exchange | Up to 2022 100% | 2023 100% |

ESTABLISHING A FUNCTIONING AND EFFICIENT ROAD MAINTENANCE SYSTEM

↑ 42%

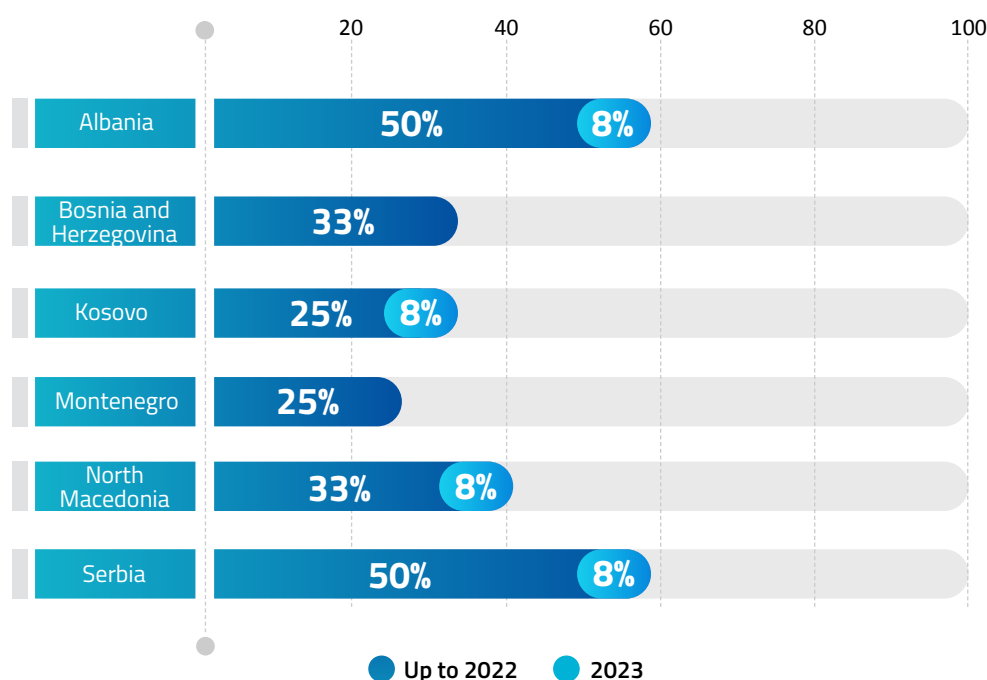
During this reporting period, progress has been made across the region in various aspects of road maintenance. Albania has attained a notable milestone by the signing of four-year road maintenance contracts, covering the entire network until 2026. However, the termination of the RAMS contract posed a setback.

Bosnia and Herzegovina continues its multiyear maintenance plans with ongoing 3-year planning and 4-year maintenance contracts. However, RAMS management challenges persist due to outdated inventory databases, and the signing of a Service Level Agreement remains stagnant. Montenegro has made positive efforts to establish RAMS and to finalise a Medium-term plan for road network development, reconstruction, and maintenance (2024-2027). Finally, Serbia marked significant progress, including the drafting and readiness to pilot the Service Level Agreement (SLA).



Figure 6

ESTABLISHING FUNCTIONING AND EFFICIENT ROAD MAINTENANCE SYSTEM



ITS DEPLOYMENT ON CORE/COMPREHENSIVE ROAD NETWORKS

↑ 47%

The most significant progress made during the reporting period was in the preparation of ITS strategies. All regional partners, apart from Albania and Montenegro, which already had their strategies in place, have developed their strategies. North Macedonia has taken additional steps by advancing through the governmental adoption process. Progress is also being made in the deployment of ITS and the establishment of Traffic Control Centres in

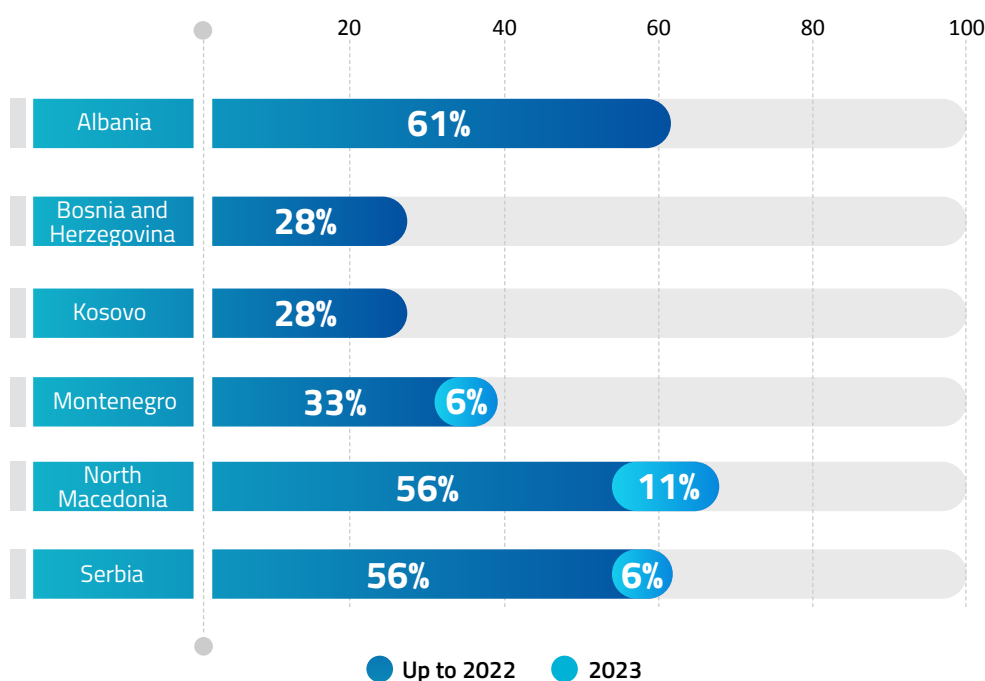
Albania, Serbia, and North Macedonia. As of 1 July, electronic toll collection interoperability between Serbia and North Macedonia is operational using a single tag device. Similarly, since 19 June, e-tolling interoperability has been successfully implemented in Bosnia and Herzegovina between the two highway operators.

In Kosovo, the draft Law on Roads has progressed through public discussions and is currently awaiting approval. The endorsement of the Administrative Instruction on Intelligent Transport Systems (ITS) is pending upon the adoption of the Law on Roads.



Figure 7

ITS DEPLOYMENT ON CORE/COMPREHENSIVE ROAD NETWORK



ENHANCING ROAD TRANSPORT CLIMATE RESILIENCE AND USE OF ALTERNATIVE FUELS

↑ 36%

CONNECTA and the TCT Secretariat have provided a dedicated Technical Assistance to support this group of measures, leading to progress in finalising CONNECTA's TA project on e-charging by August 2023. This will enable regional partners to start deploying e-charging stations. Serbia is considering legislative amendments to incentivise electric vehicles introduc-

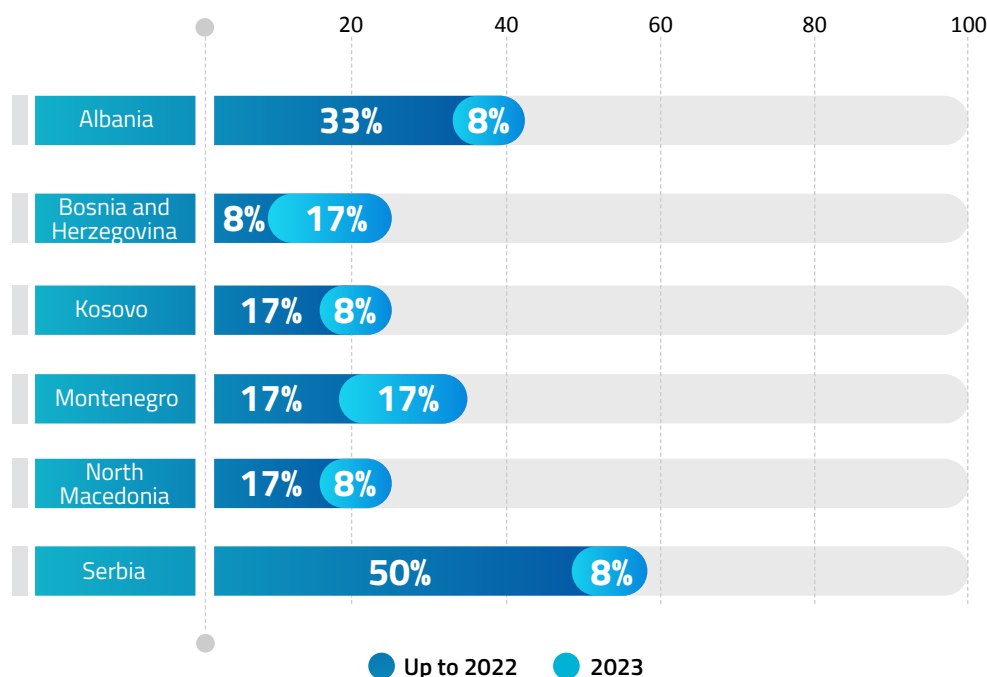
tion, consisting of establishing e-charging stations and potentially reducing tolling fees.

To continue supporting the Road Action Plans related to improving climate resilience, the TCT Secretariat commenced providing a Technical Assistance in January 2023 to prepare a risk assessment and Resilience Plan for the road network. The project is expected to be completed by the end of 2023. Albania is making efforts to enhance climate resilience by planning interventions for 27 bridges, with expected commencement by the end of 2023.



Figure 8

ENHANCING ROAD TRANSPORT CLIMATE RESILIENCE AND USE OF ALTERNATIVE FUELS



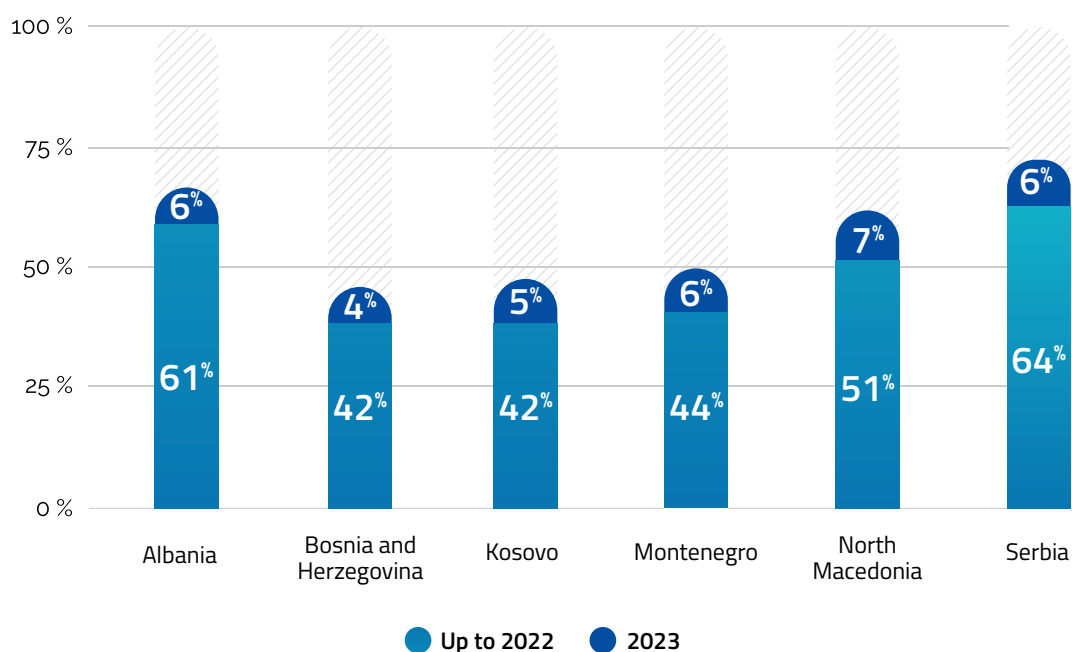
ENHANCING REGIONAL COOPERATION AND EXPERIENCE EXCHANGE || 100%

The Memorandum of Understanding was signed during the Road Summit in June 2022 by the Directors of Road Authorities/Public Enterprises, making a significant step towards better planning for the indicative TEN-T extension of the Road Core/Comprehensive Network in the Western Balkans. The Memorandum of Understanding focuses on road safety, road network maintenance, deployment of Intelligent Transport Systems (ITS) and e-tolling interoperability, and deployment of alternative fuels with a specific emphasis on establishing a network of electric vehicles charging points, enhancing climate resilience and the exchange of best practices. The first meeting of the Network of Western Balkans Road Directors took place on 23 May in Belgrade at the Transport Community Secretariat premises.

In June 2023, a study visit was organised in Rome, Italy, aimed at gaining insights into the challenges and progress of opening the market to EETS (European Electronic Toll Service). Italy stands as the sole EU member state with EETS providers offered to all vehicle categories, including both light and heavy goods vehicles. Two study visits were scheduled back-to-back with the Road Technical Committee. In July, DARS in Slovenia hosted a study visit aimed at understanding the implementation of the ITS Directive, along with the establishment of National Access Points (NAP). Furthermore, by the end of September, the regional partners had the opportunity to engage with their Polish counterparts, enabling them to learn and exchange insights on the transposition and implementation of EU Directives related to Intelligent Transport Systems (ITS) and the enforcement of electronic tolling.







Figure 9
ROAD ACTION PLAN - OVERALL PROGRESS



1.3.3 Road safety

OVERALL PROGRESS

The overall progress is moderate.

| | PILLAR/CHAPTER | OVERALL PROGRESS | |
|---|--|-----------------------------|-----------------------|
|  | Road Safety Management | <div>Up to 2022: 34%</div> | <div>2023: 47%</div> |
|  | Ensure safer infrastructure | <div>Up to 2022: 45%</div> | <div>2023: 50%</div> |
|  | Protection of Vulnerable Road Users | <div>Up to 2022: 44%</div> | <div>2023: 50%</div> |
|  | Enhancing regional cooperation and experience exchange | <div>Up to 2022: 100%</div> | <div>2023: 100%</div> |

The statistics reveals that in 2022, 1,246 lives were tragically lost in the Western Balkans. While there has been a slight decrease in road deaths, indicating a re-

duction of 5% compared to the baseline year of 2019, it is crucial to emphasise that three out of the six regional partners experienced an increase in fatalities.

Number of Fatalities for 2019-2022 year

| REGIONAL PARTNER | YEAR 2019 | YEAR 2020 | YEAR 2021 | YEAR 2022 |
|------------------------|--------------|--------------|--------------|--------------|
| ALBANIA | 227 | 181 | 197 | 164 |
| BOSNIA AND HERZEGOVINA | 261 | 244 | 255 | 222 |
| KOSOVO | 113 | 81 | 111 | 106 |
| MONTENEGRO | 47 | 48 | 55 | 77 |
| NORTH MACEDONIA | 132 | 125 | 116 | 124 |
| SERBIA | 534 | 492 | 521 | 553 |
| WESTERN BALKANS | 1,314 | 1,171 | 1,255 | 1,246 |

IMPROVE THE COORDINATION BODY FOR ROAD SAFETY AND ENSURE ITS PROPER FUNCTIONING ↑ 44%

The overall progress on this measure is stagnant, requiring focused efforts by all stakeholders to improve coordination and establish necessary institutional structures.

For the reporting period October 2022 - September 2023, only Serbia had a proactive approach. Three meetings of the High-Level coordination body have been held whereas the draft Road Safety Strategy and its Action Plan were approved. With the remaining regional partners, the situation remains stagnant. In addition, some of the regional partners will need to further revise and strengthen the structure of the High-Level Coordination body following the best examples from EU Member States.

ENFORCEMENT OF ROAD SAFETY LEGISLATION, INCLUDING OFFENCES BY NON-RESIDENT DRIVERS ↑ 17%

The Ministry of Interior of Serbia organised a TAIEX study visit in Vienna to facilitate the implementation of Directive (EU) 2015/413 on cross-border exchange of information related to road-safety traffic offences. Given the specifics that each regional partner has for this measure, a regional approach via TAIEX is not possible. Hence, regional partners are encouraged to cooperate with their Ministries of Interior and individually apply for a study visit in one of the EU Member States, where they can elaborate the specifics for transposing the Directive.

In each regional partner, there is an internal mechanism between the police and the judiciary to enforce road safety legislation. However, cross-border information exchange between regional partners and EU Member States has not been established yet.

DEVELOP A PLAN TO ESTABLISH/ STRENGTHEN THE LEAD ROAD SAFETY AGENCY ↑ 44%

The lead Road Safety Agency plays a key role in mobilising resources coordinating, multisectoral partnerships, and consulting with a wider group of stakeholders to achieve agreed targets in road safety.⁵

The situation remains unchanged. There is still only one operational Road Traffic Safety Agency in the region (only in Serbia).

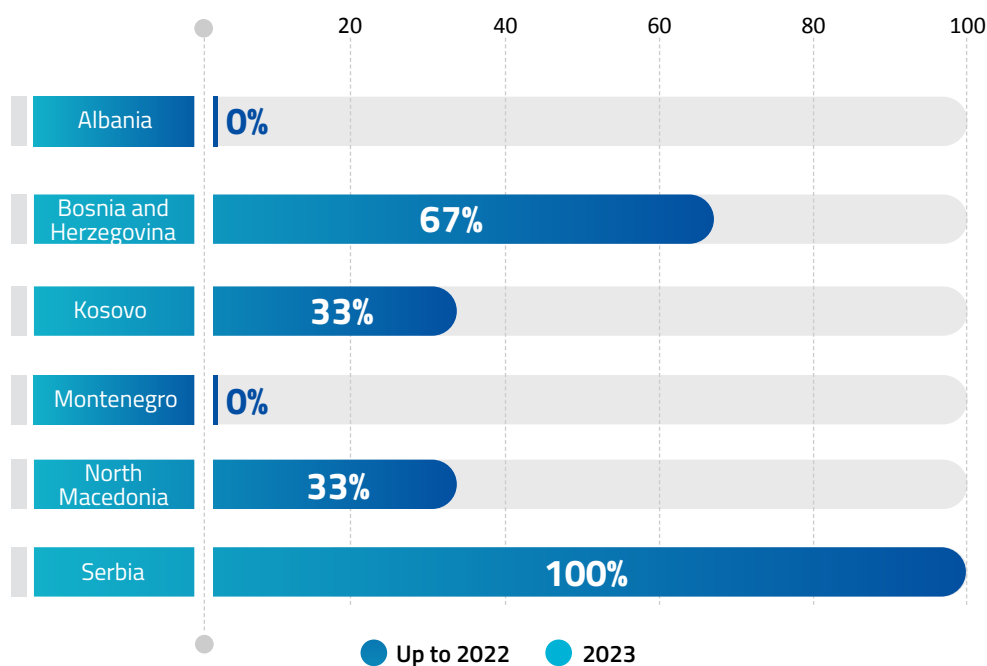
The adoption of the draft law for establishing a Road Safety Agency in North Macedonia is pending the government approval. In Kosovo, drafting the new Law on Roads is still ongoing. The transfer of some of the existing departments in the Ministry to a new road safety agency will be proposed in the law.

Both Albania and Montenegro have taken the first steps towards reviewing their institutional structure and are supported by an EU Technical Assistance. It is important to mention that the establishment of such agencies requires strong political support from all stakeholders involved.



Figure 10

DEVELOP A PLAN FOR THE ESTABLISHING THE LEAD ROAD SAFETY AGENCY



Regional partners' attempts to improve the coordination mechanism remain proactive. Several factors, including human resources, financial considerations, amendments to road safety laws, and political support for its adoption, influence the effectiveness of this measure.

ESTABLISHING A TOOL FOR MONITORING ROAD SAFETY – WESTERN BALKANS ROAD SAFETY OBSERVATORY⁶ || 100%

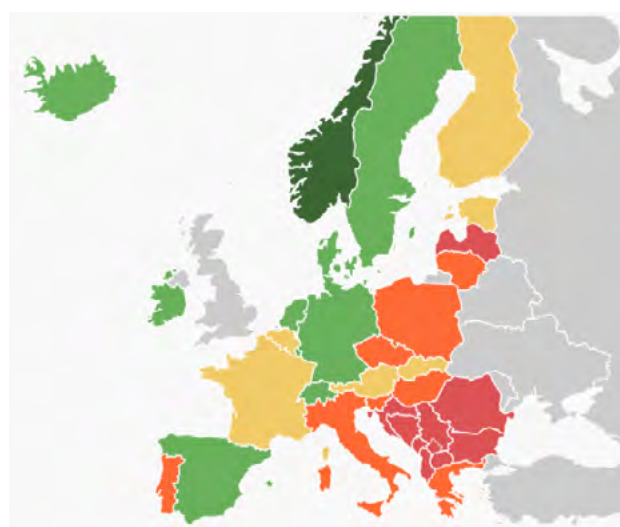
The Western Balkans Road Safety Observatory was established at the Ministerial Council of Transport Community held in Brdo pri Kranju, Slovenia, in July 2021. One of its integral parts was the development of an Information System that would offer a tailored solution through its dashboard⁷. Hence, the TCT Secretariat supported the regional partners through the contracted Technical Assistance on the “Design, implementation and maintenance of the Information System for the Western Balkans Road Safety Observatory (WBRSO)”.

The dashboard represents the first instance where yearly road safety indicators for the Western Balkans are accessible online and in a single platform. The dashboard offers dynamic and aggregated road safe-

ty data that is easily understandable and accessible to stakeholders. Users can obtain tailored solutions to establish and monitor regional road safety targets, thereby contributing to the improvement and harmonisation of road safety data.



Map of road fatalities per million inhabitants in Europe for 2021



- < 19 rate per million inhabitants
- 19 - 38 rate per million inhabitants
- 38 - 48 rate per million inhabitants
- 48 - 59 rate per million inhabitants
- > 59 rate per million inhabitants

⁶ <https://www.transport-community.org/wbrso/>
⁷ <https://wbrso.transport-community.org/>

The regional partners are contributing regularly to ensure the sustainability of the Observatory and are making progress in improving the road safety data.

CONSOLIDATED DATA COLLECTION ON ROAD TRAFFIC DEATHS AND SERIOUS ROAD INJURIES IN LINE WITH EXISTING EU STANDARDS AND DEFINITIONS (CARE DATA MODEL)

↑ 61%

In the previous period, Albania and Bosnia and Herzegovina have been supported by IFIs, World Bank and EBRD, respectively, to draft the Terms of Reference for establishing a road crash data system. However, there

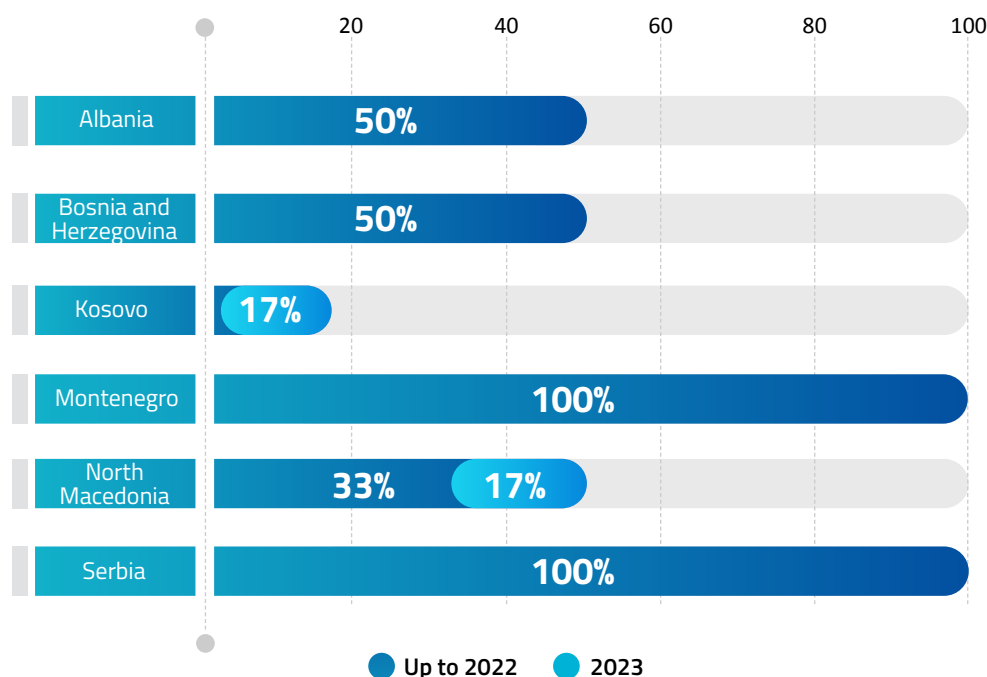
has been no progress in the development and implementation of the system due to a lack of funding. North Macedonia has improved the dataset and it is collecting the high-level parameters defined in CADaS protocol, but further upgrades of the road crash database system are needed to align it with the protocol. Kosovo, with support from DG Near, hosted a TAIEX expert mission aiming to share knowledge on improving the system and road safety data.

Montenegro and Serbia are the only regional partners that are fully aligning their road safety data with CADaS protocol. Both are continuously collaborating with their respective Ministries of Health to apply the Maximum Abbreviated Injury Scale (MAIS) 3+.



Figure 11

IMPROVE THE QUALITY OF SYSTEMATIC AND CONSOLIDATED DATA COLLECTION



The highlight of this year was the approval by the EU High-Level Group on Road Safety of our proposal to invite Serbia to join the Community database on Accidents on the Roads in Europe (CARE). This accomplishment follows a thorough feasibility study initiated in early 2021 and led by the Transport Community in collaboration with the Road Safety UNIT, DG MOVE. During this period, Serbia demonstrated its fulfilment of the outlined criteria for inclusion in CARE. Following the successful completion of this Pilot Project, an opportunity has arisen for additional regional partners to join CARE.

COLLECTING KEY PERFORMANCE INDICATORS BASED ON THE EU METHODOLOGY

|| 33%

Serbia has consistently gathered Key Performance Indicators (KPIs) for nearly a decade. In a ground-breaking move, the Ministry of Capital Investments in Montenegro, in collaboration with the University of Montenegro, initiated its first KPI measurement endeavour. As of the third quarter of 2022, they have been successfully obtaining results. It is worth noting that the KPIs collected in Serbia and Montenegro

throughout the year 2022 fully adhere to the new EU Methodology. This achievement positions both regional partners on the track to fulfil this particular objective.

The TCT Secretariat is funding Technical Assistance for a pilot project in **collecting Key Performance Indicators (KPIs) on safety belt use and Child Restraint Systems in the Western Balkans**. The new EU Methodology will be used for defining the appropriate locations, data collection, and data processing. The

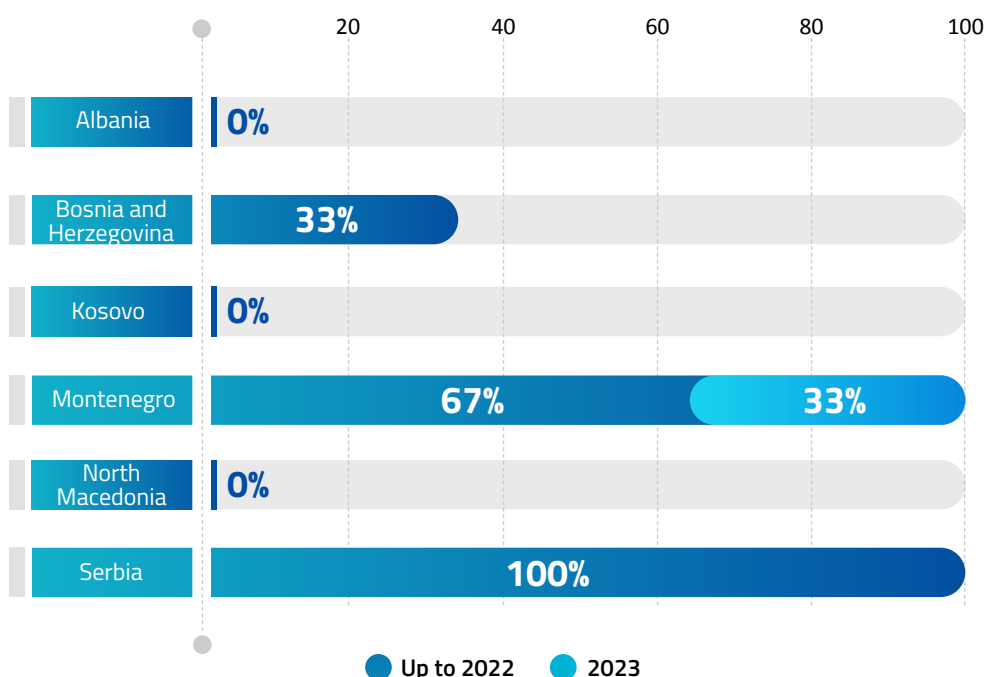
pilot project commenced in mid-August 2023 and will produce values that are comparable across all Regional Partners and EU Member States. This will be the first time that the region will provide data that is reliable and meets the minimum methodological requirements of the European Commission.

Regional partners are encouraged to commence annual collecting of the Key Performance Indicators based on the EU methodology and to draft the policy measures on evidence-based results.



Figure 12

COLLECT KEY PERFORMANCE INDICATORS



DRAFT AND ADOPT THE ROAD SAFETY STRATEGY AND ITS ACTION PLAN ↑ 56%

Regional partners are making efforts to develop a new road safety strategy for the period 2021-2030. The strategy shall be in line with the fatality and injury targets applied by the EU and UN.

Albania finalised the Terms of Reference for drafting the Road Safety Strategy. The Technical Assistance is supported by EU DEL in Albania. The project also includes the restructuring of the Authority of Roads of Albania. Bosnia and Herzegovina has made no progress in this regard. The draft Road Safety Framework Strategy and Action Plan for 2021-2025 are still pending the approval of the Road Safety Council before they can be adopted.

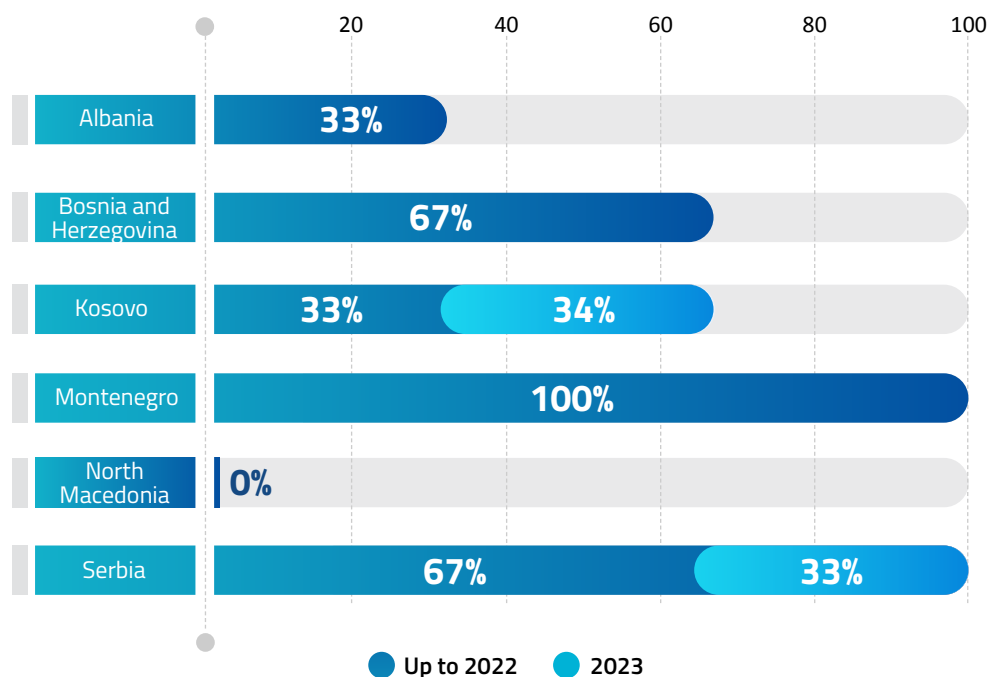
Kosovo drafted and adopted the Multimodal Transport Strategy which includes the Road Safety Strategy, with support from the TCT Secretariat.

In North Macedonia, there have been no reported developments. Drafting of the Road Safety Strategy is planned under the tasks assigned to the new Leading Road Safety Agency. Montenegro has already had a Road Safety Improvement Programme and Road Action Plan for the period 2020-2022 prepared. Drafting of the Road Traffic Safety Strategy (2023-2030) with a 2-year action plan (2023-2024) has been finalised. The new strategy is expected to be completed and adopted later in 2023. In Serbia, the draft Road Safety Strategy for 2023-2030 and its Action Plan 2023-2025 were adopted in September 2023.



Figure 13

DEVELOP A RS STRATEGY AND ACTION PLAN WITH THE ASPIRATIONAL TARGETS FOR 2021 - 2030



IMPROVE ROAD INFRASTRUCTURE || 78%

Improving infrastructure is a cornerstone of road safety, playing a pivotal role in attaining the EU's new road safety targets for 2030. Regional partners are continuously working on identifying and providing inspection reports for the dangerous road sections. However, the lack of financing is hindering the implementation and impedes the improvement of road safety.

The European Commission launched the "Safe and Sustainable Transport Programme", following two years of discussions and agreement with the Transport Community and the World Bank. This programme's primary goal is to provide financial support to small-scale projects promoting safety and sustainability, particularly in the road and railway sectors, aligning with the goals outlined in the Green Agenda.

The overall progress is slow. A continuous annual financial planning of the budget is needed to improve current road conditions of high-risk infrastructure sections. Currently, only the Public Road Authority of Serbia has adopted 3-year plans for RSA and RSI, while Albania has included it under the World Bank maintenance project which was recently terminated.

Regional partners should persist in their efforts to fully transpose and implement the Directive 2008/96/EC on Road Infrastructure Safety Management.

DEVELOP PROGRAMMES FOR THE SAFETY OF VULNERABLE ROAD USERS/MOTORISED TWO-WHEEL VEHICLES

↑ 50%

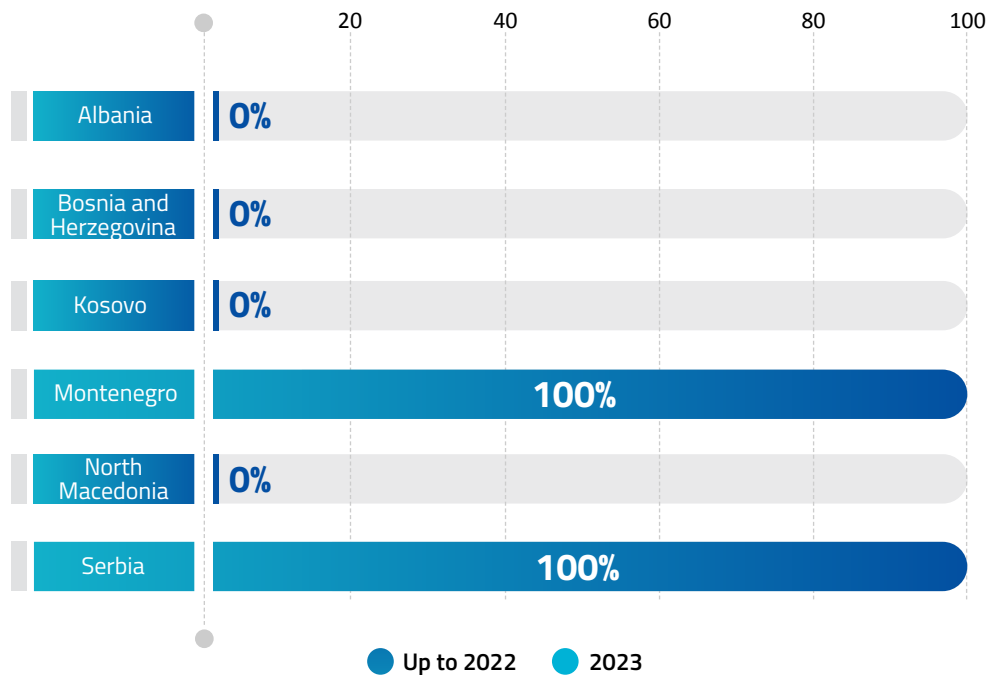
Serbia and Montenegro are the only two regional partners who have developed specific vulnerable road user safety programmes.

Other regional partners have not yet drafted such a programme, and their work mostly consists of casual interventions. It is crucial to pay more attention to vulnerable road users as they are most affected by road crashes. The overall progress is slow.



Figure 14

DEVELOP A SPECIFIC PROGRAMME FOR THE PROTECTION OF VULNERABLE ROAD USERS



ENHANCE COOPERATION AND EXCHANGE OF EXPERIENCE II 100%

In line with best practices and the exchange of know-how, the TCT Secretariat invited several key speakers to attend the Technical Committee meetings to present topics related to cooperation and the exchange of experience with the EU Member States. The Road Safety Strategy 2021-2030 and Action Plan – a case study of Czech and Croatia, were presented to the members of the Technical Committee.

Following the establishment of the WBRSO, the TCT Secretariat organised a Road Safety Workshop for

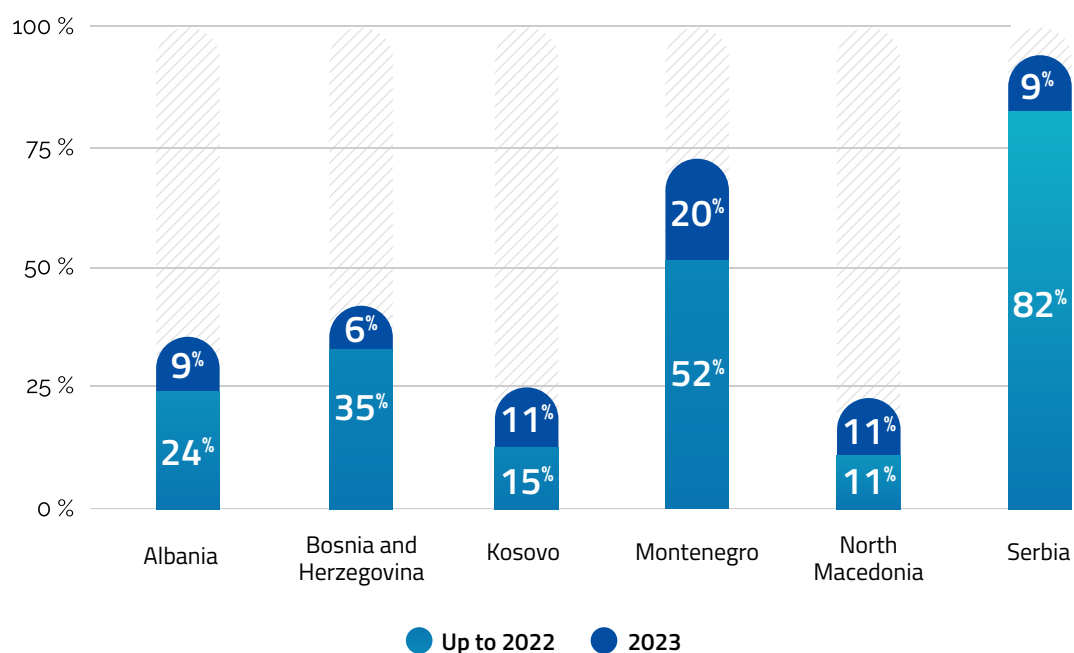
WBRSO members. The event aimed to enhance and develop the relevant stakeholders' understanding of the topic and to improve data collection and fatality counts. The workshop aimed to increase the capacities in understanding the gap in existing data discrepancies between the RPs' reports and WHO calculations (data).

Additionally, TALEX Regional Workshop on Safety Requirements for Tunnels took place on 18-19 October 2022 in Sarajevo, Bosnia and Herzegovina. The workshop was led by Italian, Dutch and French experts and was focused on the transposition of Directive 2004/54 outlining the minimum requirements for tunnel safety.



Figure 15

ROAD SAFETY ACTION PLAN - OVERALL PROGRESS



1.3.4 Waterborne Transport and Multimodality

OVERALL PROGRESS

The overall progress is slow to moderate.

| | PILLAR/CHAPTER | OVERALL PROGRESS | |
|--|---|------------------|-----------|
| | Legislation applicable to maritime transport | Up to 2022: 26% | 2023: 28% |
| | Actions related to infrastructure, digital, and green elements of seaports | Up to 2022: 20% | 2023: 27% |
| | Legislation applicable to inland waterways | Up to 2022: 20% | 2023: 20% |
| | Actions related to infrastructure and digital, social, and green elements of inland waterways | Up to 2022: 16% | 2023: 20% |
| | Legislation applicable to multimodal transport | Up to 2022: 6% | 2023: 6% |
| | Definition of actions related to infrastructure interventions related to multimodality | Up to 2022: 35% | 2023: 35% |

TRANSPOSITION OF THE LEGISLATION APPLICABLE TO MARITIME TRANSPORT

↑ 28 %

All regional partners are to align their legal systems with Annex I.4 in maritime transport, but the results in the reporting period are very diverse. For instance, Serbia reported to have transposed most of the EU Acquis related to maritime transport.

Being landlocked economies, Bosnia and Herzegovina, Kosovo, and North Macedonia have placed a lower priority on transposing maritime legislation. This has led to a gradual aligning with the Maritime Acquis and establishing the necessary legal framework at the local level. Notably, Albania is planning to actively assist Kosovo in the ongoing process of transposing maritime legislation.

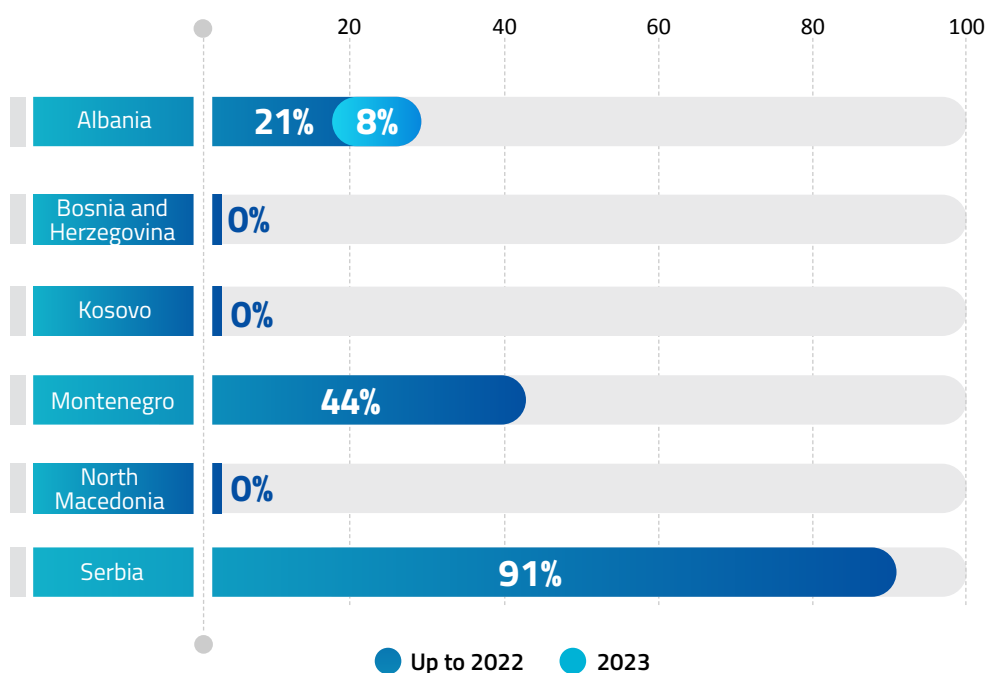
On the other hand, Albania, and Montenegro, both coastal economies, have made substantial progress in harmonizing their systems with the Maritime Acquis. They consistently provide progress reports on their alignment efforts. Albania, in particular, has successfully transposed four EU Acquis regulations in the reporting period, primarily in the areas of maritime accident and incident investigations, as well as in relation to specific stability standards for passenger vessels. While Montenegro experienced slower transposition progress during the reporting period, it is currently in the process of transposing several EU Acquis crucial to the Action Plan for Waterborne Transport and Multimodality. These efforts receive valuable assistance from EMSA and the IPA II Country Action Programme IPA 2017 (CAP 2017).



Figure 16

MEASURE 1

Legislation application to maritime transport



INFRASTRUCTURE, DIGITAL AND GREEN ELEMENTS OF MARITIME PORTS

↑27

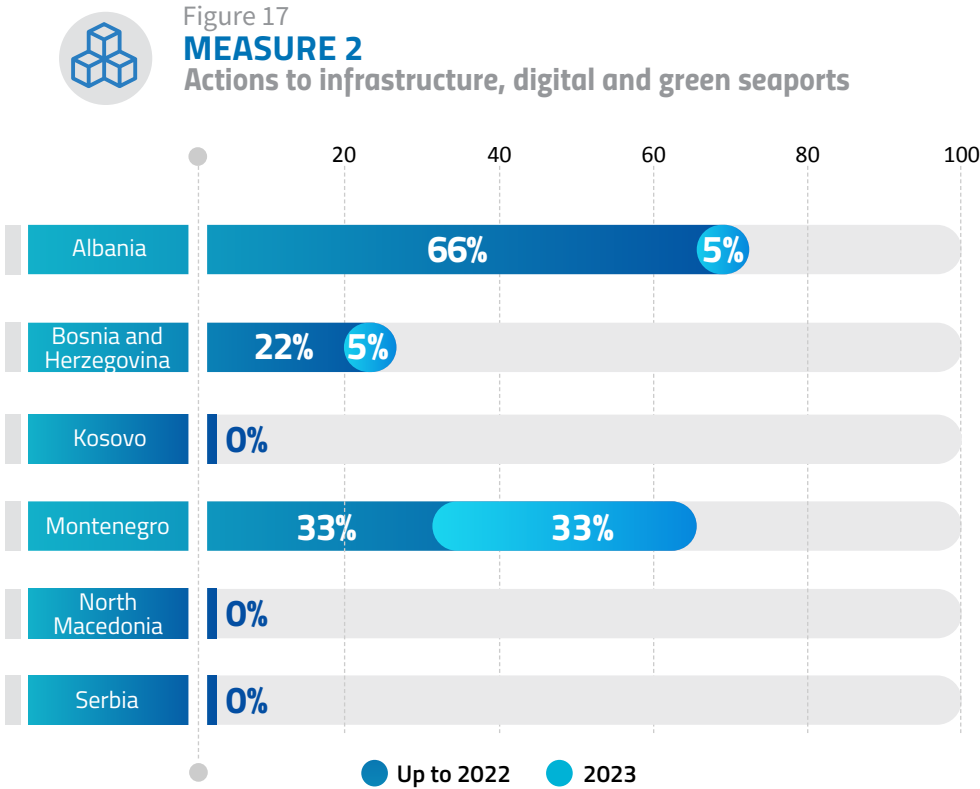
Since these measures primarily pertain to Montenegro and Albania, both regional partners have consistently provided updates on their port progress in technical committee meetings. Montenegro has focused on the Port of Bar, while Albania has concentrated its efforts on the Port of Durres. Additionally, the establishment of the Centre of Excellence in Maritime Affairs (CEMA) was successfully completed in September 2021. CEMA has since been actively engaged in enhancing the human resources and institutional capacities of port operators in Durres and other ports in the region. It has

also played a role in advancing the Roadmap for improving the performance of the Albanian flag.

Both the Port of Durres and the Port of Bar have diligently worked towards implementing various initiatives related to infrastructure, digitalisation, and environmental sustainability. Notably, both ports have been dedicated to enhancing the interoperability of their IT systems and have made progress as partners in the INTERREG project. The development of 'green ports' is also in progress, although there is still a need for onshore port equipment to facilitate alternative fuelling. While Montenegro's Vessel Traffic Management and Information System (VTMIS) is fully operational, Albania is in the final stages of its implementation.

The chart below illustrates the collective progress made by each regional partner in the reporting period

od concerning measures related to the infrastructure, digitalization, and environmental aspects of Sea Ports.

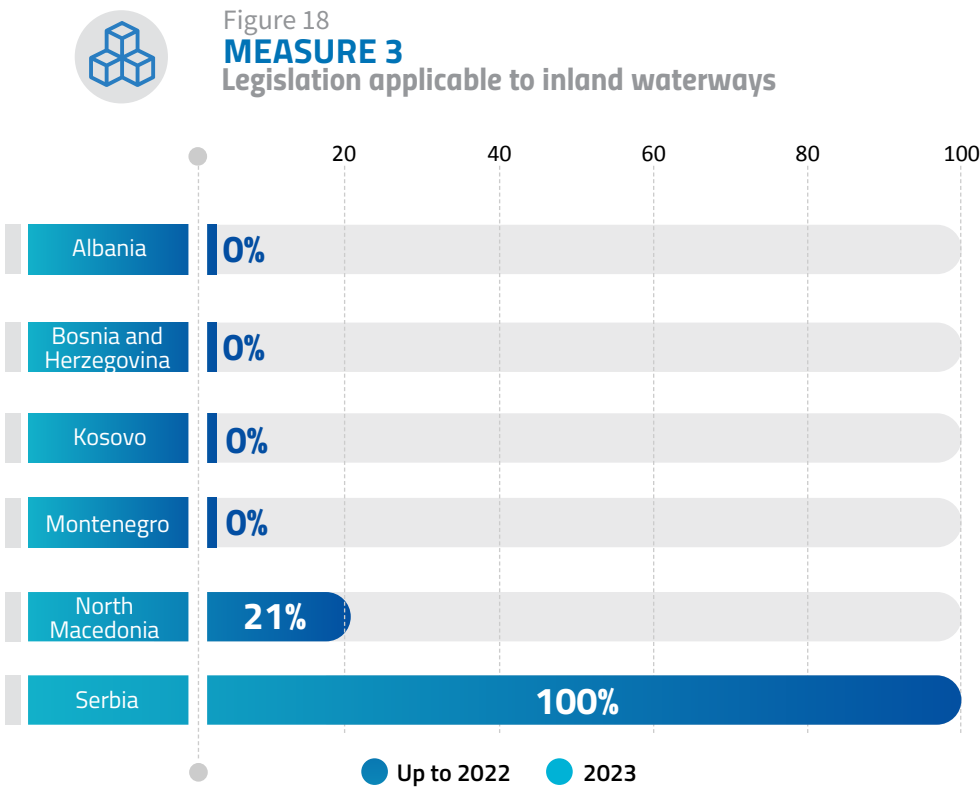


LEGISLATION APPLICABLE TO INLAND WATERWAYS

|| 20%

The obligation of all regional partners is to align their legal systems with the Annex I.5 of the Treaty and the Action Plan for Waterborne Transport and Multimodal-

ity. The results in the reporting period are very diverse. Serbia reported having aligned a major portion of the legislation applicable to inland waterway section of the Action Plan for Waterborne Transport and Multimodal-ity and Annex I of Treaty. In contrast, other regional partners are significantly lagging behind in this regard.

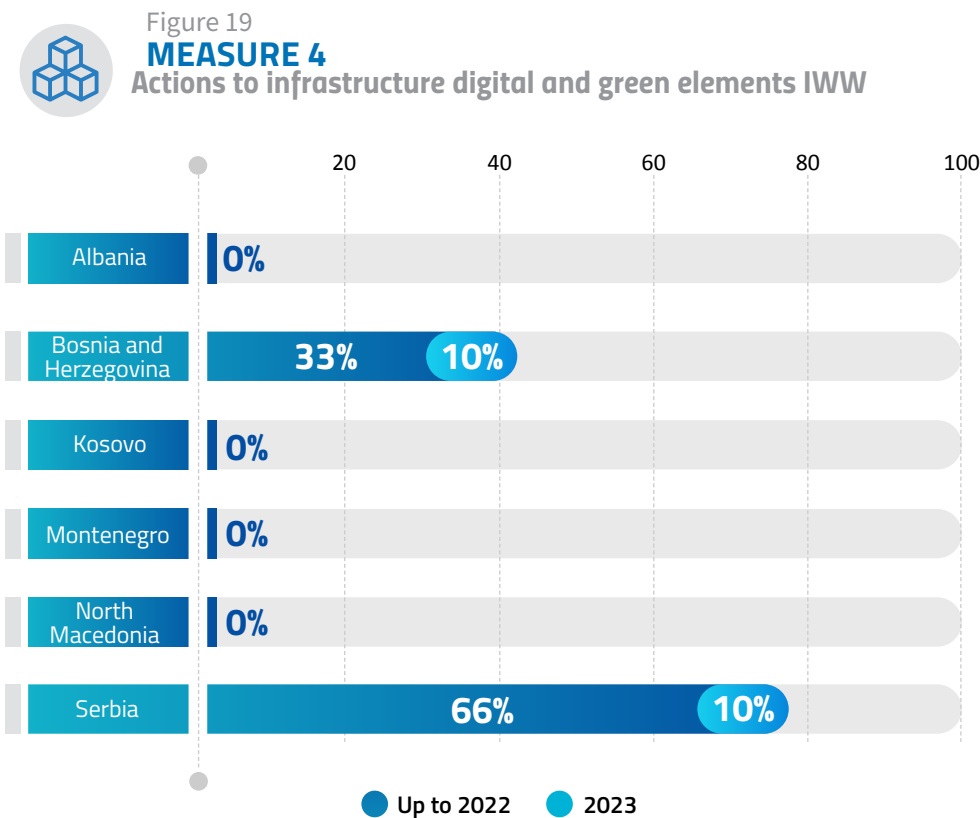


ACTIONS RELATED TO INFRASTRUCTURE, NAVIGABILITY, DIGITAL AND GREEN ELEMENTS OF INLAND WATERWAY **↑ 20%**

As this part is relevant mainly for Serbia and Bosnia and Herzegovina, these two regional partners were actively reporting their progress in the technical committee meetings. Both partners improved inland navigation infrastructure, especially its digital elements. The implementation of Aids to Navigation (ATONs) River Information Services (RIS) are operable in Danube and Sava rivers in Serbia, while the establishment of the Vessel Traffic Monitoring Systems (VTS) is in progress.

The Flagship I project on the rehabilitation and upgrade of the facilities in the Port of Brcko is in progress. The Flagship I project for the removal of the sunken WWII vessels in Danube River the contract is signed the activities are to start soon, while the project for demining of the right Bank of the Sava River in Bosnia and Herzegovina is in the preparation phase.

The chart below shows the overall progress made by each regional partner in implementing the measure related to infrastructure and digital, social, and green elements of inland waterways during the reporting period.



LEGISLATION APPLICABLE TO MULTIMODAL TRANSPORT **|| 6%**

Apart from the mentioned Technical Assistance related to Regulation (EU) 2020/1056 of the European Parliament and of the Council of 15 July 2020 on electronic freight transport information, no significant progress has been made. Significant progress has only been made in the TCT TA on the deployment of e-freight. During the Connectivity Summit 2023, that took place on 15-16 May in Budva, Montenegro, Ministers of Transport and directors of Customs endorsed Joint CEFTA-TCT Declaration “Taking Forward the Green Lanes”. The declaration includes

piloting and deploying digital transport corridors. It is important to note that intersectoral consultations and agreements for digital transport corridors preceded the adoption of this declaration.

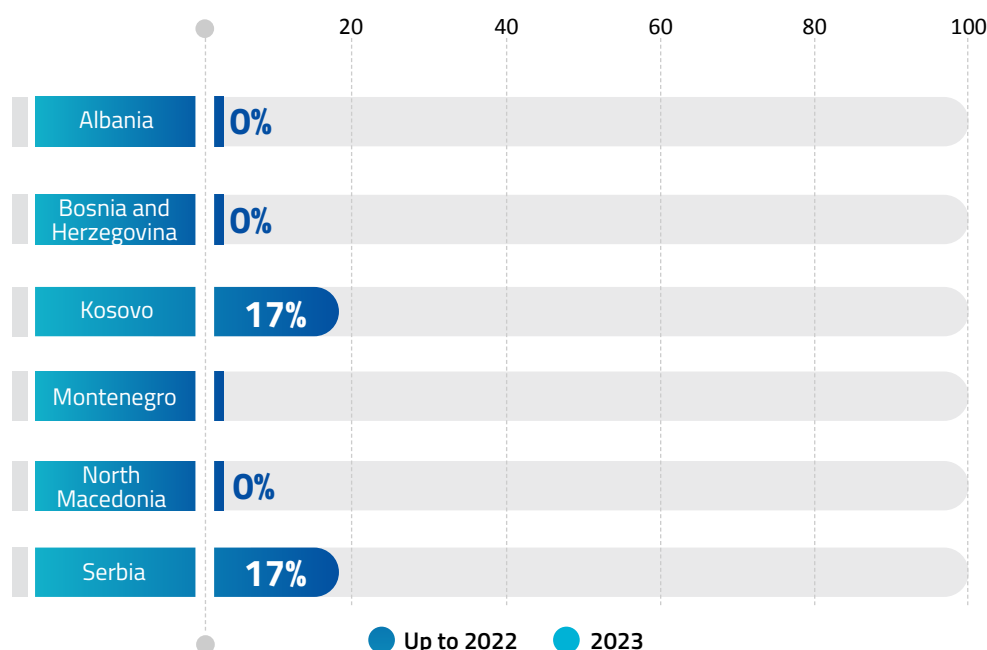
As per the Council Directive 92/106/EEC of 7 December 1992 on the establishment of common rules for certain types of combined transport of goods between Member States, certain regional partners, such as Serbia and Montenegro, transposed some provisions of the combined transport directive. However, nothing has changed from the previous year and the full transposition is yet to be achieved.



Figure 20

MEASURE 5

Legislation applicable to multimodal transport



DEFINITION OF ACTIONS RELATED TO INFRASTRUCTURE INTERVENTIONS RELATED TO MULTIMODALITY || 35%

During the reporting period, the partners made no significant progress, although some projects are ongoing. This includes projects in the Port of Brcko in Bosnia and Herzegovina, port of Durres in Albania and the Batajnica intermodal terminal in Serbia.

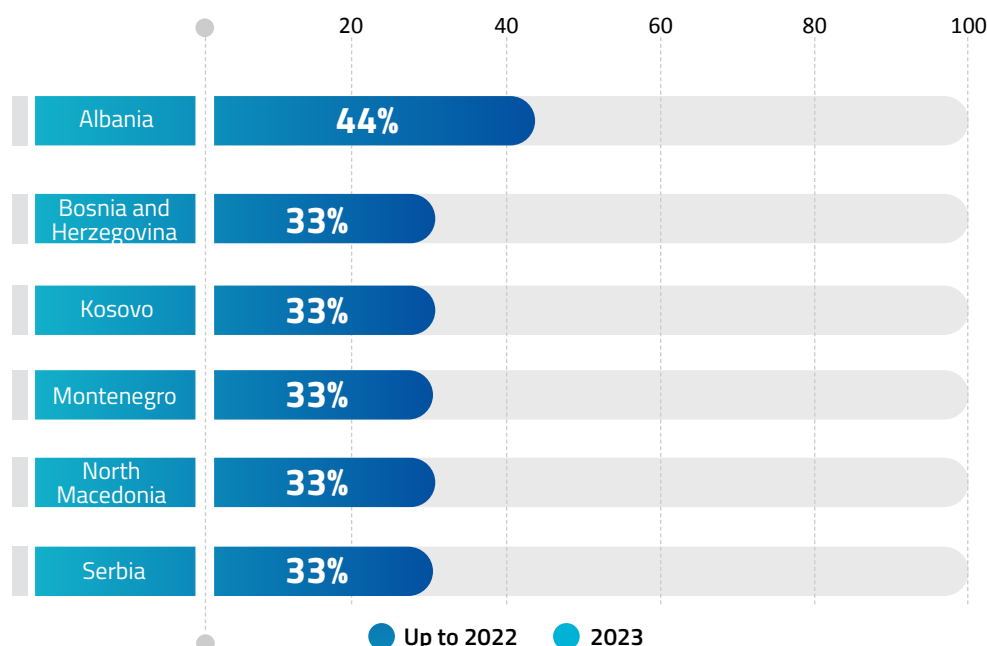
The overall progress in implementing measures related to infrastructure interventions in multimodality in the reporting period has been slow across all regional partners. Namely, within the three sub-measures: a) infrastructure improvement or expansion of the road and rail last-mile connections within and outside the node areas; b) construction of intermodal terminals and purchase of related equipment; c) introduction of digital solutions to improve multimodality, all regional partners recorded a 33% progress rate.



Figure 21

MEASURE 6

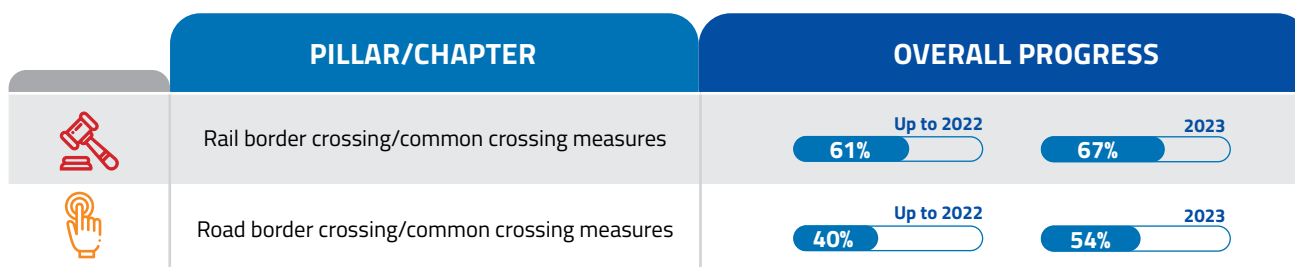
Legislation applicable to multimodal transport



1.3.5 Transport Facilitation

OVERALL PROGRESS

The overall progress is moderate.



RAIL BORDER CROSSING/COMMON CROSSING MEASURES ↑ 67%

In 2023, there has been little progress in laying the necessary legal grounds for operating common rail border crossing point controls through negotiations of bilateral framework agreements between the concerned parties. The Action Plan outlines all possible pairs of rail bilateral framework agreements that should be signed and/or become operational, i.e. the ones between regional partners as well as those between the Western Balkan partners and their neighbouring EU Member States.

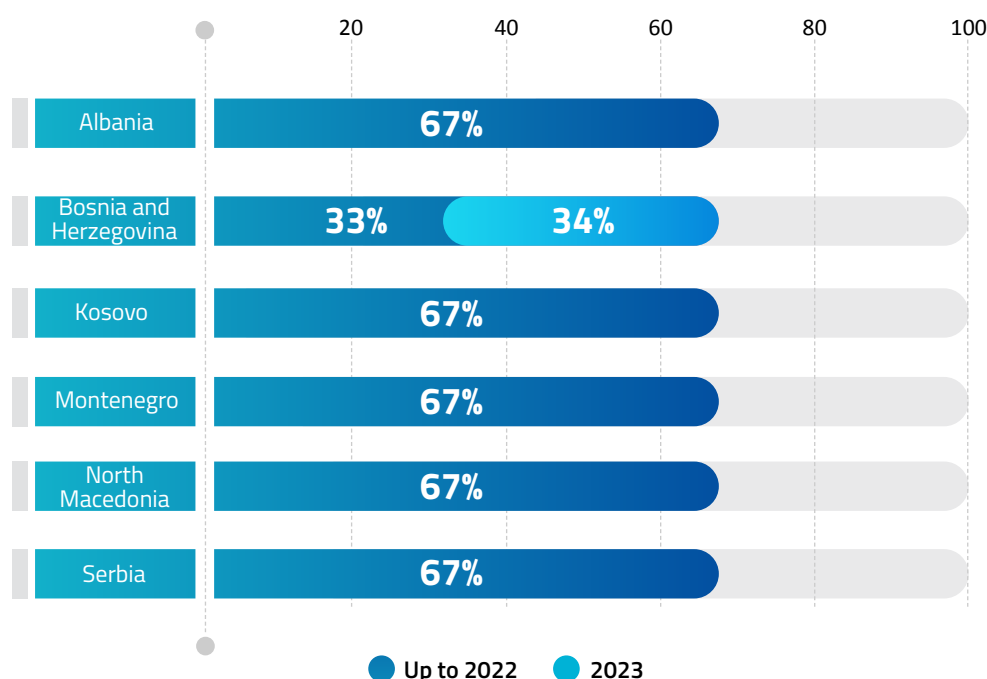
Regarding the rail agreements by the regional partners and EU Member States, no actual developments were made. In fact, all planned Western Balkans-EU rail border agreements listed in the Action Plan are stagnant, despite the interest from the Western Balkans partners. The response from the neighbouring

EU Member States has been either very slow or absent.

When it comes to the intra-WB6 rail BCPs, the situation is slightly different. The main positive step forward was the completion of the modernisation project of the rail border station Bijelo Polje in Montenegro. This station will serve as a joint rail BCP station between Montenegro and Serbia once both parties finalise the update of the legal framework (bilateral protocols of the rail companies), which is pending. The joint rail BCP Hani i Elezit has been made functional by Kosovo authorities even in the previous period. However, the commencement of the joint operations is pending due to the ongoing rehabilitation of the rail track to the crossing point with North Macedonia and re-establishment of the cross-border rail traffic. Another positive development is the initiation of talks between Bosnia and Herzegovina and Serbia for an agreement on joint rail border crossings.



Figure 22
**RAIL BORDER CROSSING /
COMMON CROSSING MEASURES**



ROAD BORDER CROSSING/COMMON CROSSING MEASURES ↑ 54%

The greatest advancement in 2023 concerning the regulatory, infrastructure and operational measures for improving the functioning of the road BCPs on the extended TEN-T Network in the Western Balkans is the introduction of the concept one-stop shop at the BCP Qafe Thane/Kjafasan between Albania and North Macedonia.

The main BCP on the road Corridor VIII connecting Albania and North Macedonia began functioning as one-stop as of 1 August 2023, after all protocols and testing phase have been completed. Vehicles conveniently stop only once for border control, which allows for faster transport of passenger and goods, and facilitates regional trade. This BCP has a priority lane for authorised economic operators and Green Lanes trucks. It is undergoing further modernisation and upgrade (additional traffic lanes and digitalisation of services), supported by both Albanian and Macedonian Governments and financed by the World Bank Transport and Trade Facilitation Project.

Good progress has been made by signing the bilateral agreement between Kosovo and North Macedonia

on introducing joint controls on the road BCPs on 18 September. The discussions on the model and negotiations, which lasted for more than a year, are successfully completed, and the implementation of the agreement is expected as soon as ratified by both parties.

Furthermore, there have been certain improvements made on the one-stop functioning at the border crossing point Tabanovce-Presevo between North Macedonia and Serbia, introduced in 2022. Other pairs of regional partners, Albania-Montenegro and Kosovo-North Macedonia, have taken an active part in 2023 in discussing models of joint controls. As per the former, on the level of inter-institutional bilateral committee, it has been decided that due to the lack of technical possibilities on the BCP Hani i Hotit/Bozaj, no joint customs controls could be performed. It does not prevent the border police to organise joint controls, while for the latter, the formal agreement for the BCP Hani i Elezit/Blace was agreed.

Smaller progress on joint BCPs can be reported at the official level for Bosnia and Herzegovina-Montenegro and Bosnia and Herzegovina-Serbia. The representatives of three parties at the technical committee and the Chambers of Commerce agreed, on the premises

of the Transport Community Permanent Secretariat in Belgrade in March 2023, to deepen mutual cooperation, as well as to continue discussions with the IFC/World Bank on obtaining advisory services in setting-up models of joint BCPs and other technical assistance. No formal negotiations regarding bilateral agreements on joint controls have taken place between Montenegro-Serbia and Kosovo-Montenegro.

TCT Secretariat continues to follow closely the establishment of the joint controls and one-stop BCPs, as they are adding value to the integration of the transport markets in the region, ensuring quality services on the extended TEN-T Network in the Western Balkans and the implementation of the Common Regional Market Plan.

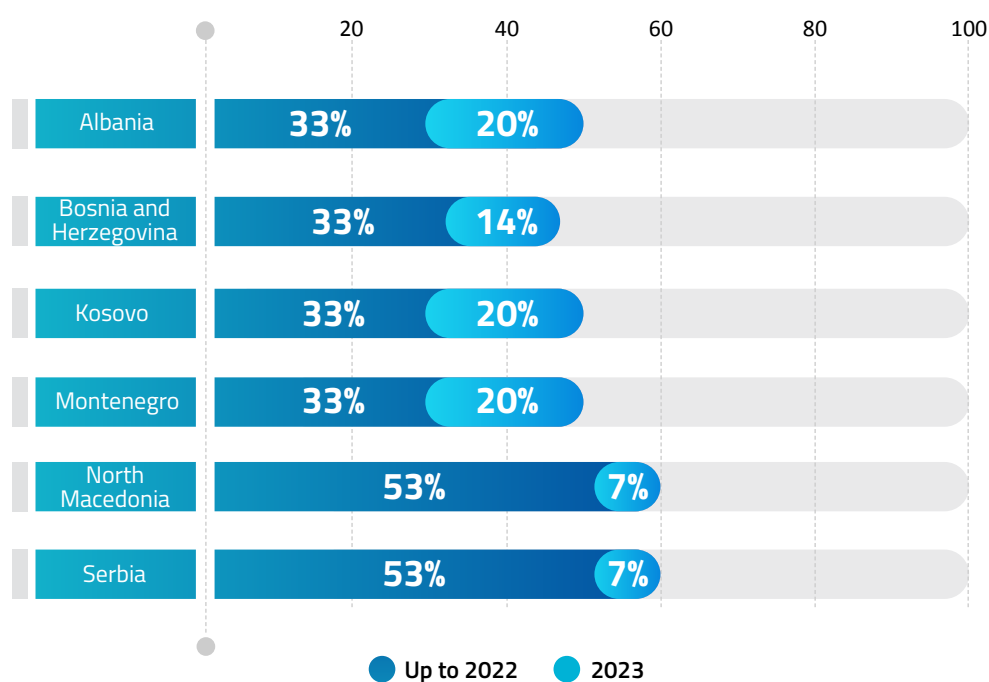
Some progress has been made regarding new construction and modernisation of existing BCPs, as well as accompanying infrastructure and equipment. The works at the BCP Gostun (between Serbia and Montenegro) on the Serbian side were completed in March 2023. New and reconstructed BCP Rance (Montenegro-Serbia, on Montenegrin side) was opened in Montenegro on 8 June 2023. It is to contribute to the overall transport facilitation between the parties in reducing the travel time and enhancing the tourism. Furthermore, additional traffic lanes were inserted in the area between border line at the BCP Tabanovce-Presevo (North Macedonia-Serbia) before the beginning of the tourist season, and additional equipment for joint border control was purchased. The works on the expansion of the BCP Horgos (Serbia-Hungary) are progressing well, and there are plans to open a new BCP Kelebija-Tompa 2, which has already been agreed by both parties. Finally, some ongoing preparatory activities can be reported for the future joint BCP Scepan Polje in Montenegro (Montenegro-Bosnia and Herzegovina), which will monitor the construction of the bridge over Tara River as per the signed Memorandum of Understanding (MoU). The same goes for the BCP Kula (Montenegro-Kosovo).

Good progress has been made in implementing the EU-WB6 Green Lanes initiative. Built on the success achieved across the Western Balkans, the joint initiative carried out by TCT and CEFTA Secretariats, has been expanding to the EU Member States as of 2022. After signing the Memoranda of Understanding on the electronic data exchange between North Macedonia- Greece, Albania-Italy and Montenegro-Italy in 2023, Croatia signed two additional MoUs: one with Bosnia-Herzegovina and the other with Montenegro. The process of extension is being executed in two phases. The first phase, which enables facilitation of export from the Western Balkan parties by sending data from them to the EU, was successfully completed in all pairs of the partners throughout 2023 with support of CEFTA and the SEED+ project. The second stage should support the analysis of risk for goods exported from the EU to the Western Balkans parties, by sharing the respective data in advance. However, a full implementation of this activity requires a proper legal framework, which is currently missing. This issue has already been brought to the attention of political leaders and reflected in the Joint Declaration “Taking forward the Green Lanes”, endorsed at the TCT-CEFTA Connectivity Summit held in Budva on 15-16 May 2023.

Finally, concerning capacity building in the area of transport facilitation, the successful realisation of the TCT Summer School on Connectivity held on 3-7 July 2023 in Ohrid should be singled out. The Summer School, organised in collaboration with Regional School of Public Administration (RESPA), brought together 26 representatives from Transport Ministries, Customs administration, and Border Police to learn from peers in BCP organisation, free movement and the Schengen area, joint border controls, and integrated border management. The school enabled the creation of a network of professionals who will further drive progress in transport facilitation and in the implementation of the Transport Facilitation Action Plan.



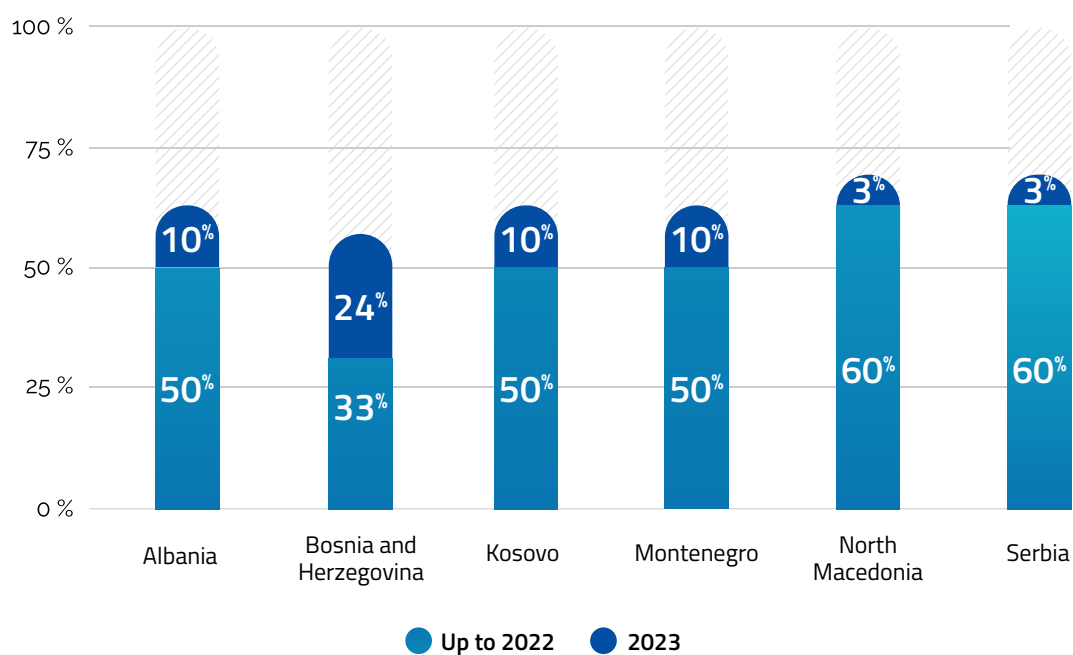
Figure 23
**ROAD BORDER CROSSING /
COMMON CROSSING MEASURES**



The overall progress in implementing the Transport Facilitation Action Plan is presented in the figure below.



Figure 24
**TRANSPORT FACILITATION ACTION PLAN
- OVERALL PROGRESS**



1.4. Technical Assistances

1.4.1. Rail

The objective of the “Assessment of the rail market in the Western Balkans in terms of capacities, policies, economic and technical level of development of freight and passenger transport segments” was to provide a comprehensive overview of the transport needs, traffic flows, and market situation in the Western Balkans. This assessment aimed to fulfil the obligations derived from the Transport Community Treaty signed by South East European Parties, particularly related to Annex I of the Treaty and the Rail Action Plan. With the assistance of the Consultant, two main results were achieved:

- **Task 1:** Created structure and data collection form and a report on Western Balkan Rail Market Monitoring as per Regulation (EU) 2015/1100 for 2021 as a baseline year
- **Task 2:** Updated Preliminary Implementation Plan, Transport Market Study, Inventory of Rail Freight Facilities and the appendixes done in 2017, incorporating the latest updates and changes in strategies and data related to rail transport in the EU and SEE.

The consultant delivered all agreed-on deliverables. On 13 September 2023, a final visibility event was organised in Belgrade where the final results from the two tasks were presented to the relevant stakeholders from the region.

Here are the main achievements of the project:

- The Project was implemented between October 2022 and July 2023
- The Project established the first Rail Market Monitoring System for the six Western Balkan participants, aligning with the Rail Market Monitoring System of the European Union
- The ongoing legislative development in the European Union concerning the amendment of the Rail Freight Corridor Regulation (EU) 913/2010 has been closely monitored and duly taken into consideration
- As part of the Transport Market Study, 43 inter-

views were carried out in the region with shippers, logistics operators, and railway undertakings/intermodal operators. These interviews were crucial in determining the feasibility of shifting goods from road to rail

- A Workshop with interviewees and the TCT Secretariat took place on 1 June 2023, to discuss the outcome of the interviews and submit further suggestions on shifting goods from road to rail.
- Main result of the interviews: Without an active participation of market decision-makers in rail policymaking and investment policies, there might be a high portion of “White Elephant” projects and waste of resources, based on overoptimistic forecasts
- Two forecast scenarios on international train movements, a “business as usual” scenario and a market-oriented scenario, were developed for 2025 and 2030, respectively:
- The “business as usual” scenario clearly indicates: If the historical trend continues at the same speed as it has been since 2008, rail freight will further decline
- The market-oriented scenario indicates the readiness of the decision-makers to operate new international train services. If such potential is realised, the declining trend can be stopped and slightly reversed
- A set of 13 recommendations has been drafted from the results of the study. The recommendations are divided into:
 - Recommendations coming from the market
 - Recommendations coming from the regulatory side
- Each recommendation, specifies the time horizon and responsibility for implementation:
 - Short-term: implementation should start in 2024 for a positive effect until 2026
 - Medium-term: implementation should start in 2024 for a positive effect until 2028.

1.4.2 Road

During the reporting period, the implementation of Road Action Plan was supported by three Technical Assistances, provided by CONNECTA and Transport Community Secretariat:

1. Technical Assistance supported by CONNECTA - **Strategic framework for the deployment of e-charging stations in the Western Balkans**, as part of the 'Preparation of Strategy/Policy documents concerning Sustainable and Smart mobility in the Western Balkans'. Deliverables were shared and discussed in bilateral meetings among CONNECTA, Regional Partners and TCT Secretariat during March and April 2023. An one-day workshop on this component was organised by CONNECTA in Podgorica on 29/30 March 2023 with the participation of all stakeholders from regional partners. The project was completed in August 2023.
2. Technical Assistance supported by CONNECTA - **Preparation of Strategy/Policy documents concerning ITS for all transport modes in Bosnia and Herzegovina, Kosovo and for rail and maritime in Albania**. Deliverables were shared and discussed in progress meetings among CONNECTA, TCT Secretariat and regional partners. Project was completed in August 2023.
3. Technical Assistance supported by Transport Community Secretariat budget - **Improving climate resilience and adaptation measures in the indicative extension of TEN-T road and rail networks in the Western Balkans**. The general objective of this TA is to contribute to the reduction of climate change risks in transport infrastructure networks in the Western Balkan region. It also focused on raising awareness on the climate proofing needs, strengthening technical and institutional capacities in line with the European Commission technical guidance on climate-proofing of infrastructure projects for the period 2021-2027. The project is expected to be completed by December 2023.

1.4.3 Road Safety

Accomplishment and progress of the Road Safety Action Plan have been achieved owing to the professional and financial support of the Transport Community

Secretariat. During the reporting period, the following Technical Assistances were carried out:

1. TCT Secretariat supported the regional partners through its contracted Technical Assistance on the **“Design, implementation and maintenance of the Information System for the Western Balkans Road Safety Observatory (WBRSO)”**. The development of the WBRSO information system is financed from the Transport Community Secretariat budget, with the main objective of creating a regional platform for the exchange of information and offering a tailored solution to set and monitor regional road safety targets. The main road safety performance indicators are aggregated levels of data per regional partners: data about each pillar of road safety management, safe roads, speed, vehicles, road users, and post-crash care.
2. The Technical Assistance to conduct a pilot project in **collecting Key Performance Indicators (KPIs) on safety belt use and Child Restraint Systems in the Western Balkans** via the new EU Methodology commenced in mid-August 2023. The pilot project is expected to produce values that will be comparable across all regional partners and EU Member States. This will be the first time that the region will come out with data that is reliable and meet the minimum methodological requirements of the European Commission. This project will also contribute to capacity building, in particular to the regional partners which have not yet collected and calculated the data for the KPIs. Road safety Key Performance Indicators are an integral part of the “Safe System” approach to road safety which will help to underpin the policy measures.
3. The EU High-Level Group on road safety has approved the proposal to invite **Serbia to join the Community Database on Accidents on the Roads in Europe (CARE⁸)**. This accomplishment follows a thorough feasibility study initiated in early 2021 and driven by the Transport Community. Serbia demonstrated its fulfilment of the outlined criteria for inclusion in CARE. By joining CARE, Serbia not only fulfils its obligations but also serves as a good model for other regional partners of the Western Balkans. The exercise is now open for other regional partners to potentially comply with the outlined set of criteria.

8

The legal basis for CARE is Council Decision 93/704/EC (OJ No L329 of 30.12.1993, pp. 63-65) - the creation of a Community database on road accidents. CARE currently covers the 27 EU Member States and the four European Free Trade Association (EFTA) countries.

1.4.4 Waterborne Transport and Multimodality

During the reporting period, the regional partners were assisted by the following TAs in order to support the implementation of the Action Plan for Waterborne Transport and Multimodality:

1. EMSA technical Assistance IPA II started from May 2020 till June 2023 (38 months) to enhance the standards of implementation of the international conventions and transposition of the European legislation to the beneficiary partners Albania, Bosnia and Herzegovina, North Macedonia, and Serbia. During this period EMSA assisted:

- a. Albania for the transposition of 2(two) EU directives, completed the ISO 9001/2015 for Flag, Port and Coastal State, assessment of the four seafarers training centres and the donation of 5(five) Automatic Identification System (AIS) base stations together with the software for AIS Data Exchange
- b. Bosnia and Herzegovina for the transposition of 5(five) EU directives, and donation of 1(one) Automatic Identification System (AIS) base station together with the software for AIS Data Exchange
- c. Montenegro for the transposition of the MARPOL convention including 5(five) EU legislation and the study on Port Reception Facilities (PRF).

2. IPA II Country Action Programme IPA 2017 (CAP 2017) for Montenegro. Based on financial agreement between the European Commission and the Government of Montenegro for IPA II Country Action Programme IPA 2017 (CAP 2017), Montenegro received technical assistance on:

- a. Drafting of the New Amendments on Maritime Safety Navigation Law
- b. Rulebook on detailed provisions on recognition and supervision of Recognized Organizations
- c. Draft regulation on “more detailed procedure and manner of conducting investigations into marine casualties and incidents (Directive 2009/18/EC)”
- d. Draft legislation on Vessel traffic monitoring

(VTMIS) and Reporting formalities (NMSW), and

- e. Legislation applicable to inland waterways “Access to the market/ Access to the profession/ Boatmasters’ certificate/ Safety-technical requirements”

3. TAIEX Technical Assistance: During the reporting period, several applications from regional partners for a better implementation of the Action Plan for Waterborne Transport and Multimodality were submitted and approved as follows:

a. Albania

- II. TAIEX - Series of events on “Recognition of seafarers’ certificates from the EU”. The first Expert Mission was completed during 21-23 June 2023 in Durres. The next missions are planned for November and December 2023

- III. TAIEX - Series of events on Adjustment of procedures applicable for the implementation of IMDG Code in the context of Directive 2008/68/EC, were approved and the first mission is planned for November 2023

b. Montenegro

- III. TAIEX Expert Mission on “Independent evaluation, Regulation I/8 (Quality standard) of STCW Convention, in line with Directive (EU) 2022/993” is approved and planned for the first quarter of 2024.

1.4.5 *Transport Facilitation*

During the reporting period, CONNECTA conducted a TA in the area of transport facilitation. This TA was intended for preparing tender documentation for specific interventions at two pairs of BCPs: BCP Hani i Hotit/Bozaj (Albania-Montenegro) and BCP Hani i Elezit/Blace (Kosovo-North Macedonia). The aim of the TA was to prepare designs for infrastructure construction/physical interventions, specifications for equipment, and a procurement plan.

The following has been delivered by the TA:

- Road Surfaces Detailed Design for BCP Hani i Hotit (Albania)
- Detailed Design for Freight Terminal on BCP Blace (North Macedonia)
- Conceptual Design for Passenger Terminal on BCP Blace (North Macedonia)
- Technical Specification for Traffic Technology and Equipment
- Technical Specifications for Construction (Infrastructure elements).

The project was completed in May 2023. The documentation submitted within the project should undergo technical control/independent technical review as per national legislation before it proceeds to the procurement. The completed documentation should be ready for an investment grant application under the new Transport Smart and Sustainable Programme which is being developed by the EC and the World Bank.

2.1.1

Rail

Overall summary

Progress by measures

Recommendations

2.1.1

Road

Overall summary

Progress by measures

Recommendation

2.1.3

Road Safety

Overall Summary

Progress by measures

Recommendations

2.1.4

Transport Facilitation

Overall summary

Progress by measures

Recommendations

2.1.5

Waterborne Transport and Multimodality

Overall summary

Progress by measures

Recommendations



2.1



Albania

2.1.1 Rail

Overall summary

Albania is making consistent strides in moving towards performing the actions specified in the Rail Action Plan, attaining an overall implementation rate of 47%. Nonetheless, the advancement has been gradual during the reporting period, indicating only a 3% rise.

In 2021, the Albania made notable efforts to establish an institutional framework by enacting four laws sanctioned by the parliament. These legislations were designed to establish the National Safety Authority (NSA), the National Investigating Body (NIB), the Regulatory Body (RRA), and the segmentation of the National Rail Company (HSH) into four separate entities responsible for infrastructure, freight operations, passenger operations, and vehicle maintenance. However, the implementation is encountering considerable challenges, and this is ongoing. The primary challenges include the lack of human resources and budgetary allocations for the new institutions, alongside a strong emphasis on fresh infrastructure projects overshadowing reform efforts.

Progress by measures

RAIL MARKET OPENING

II 44%

In 2022, Albania continued preparing for enacting these laws, but some challenges persisted, particularly related to insufficient human resources and financial constraints. To support this process, the TCT Secretariat supported Albania in drafting documents for the functioning of the Railway Regulatory Agency and National Safety Authority. The target is to complete the institutional reform by the end of 2023.

Although draft documents for establishing new rail companies were prepared, they are still not operating as independent companies. The prompt operation of these companies is crucial, especially for ongoing projects like the Tirana-Durres route, where the timely separation of entities is essential for the successful completion. The future infrastructure company is expected to oversee all construction and project monitoring activities.

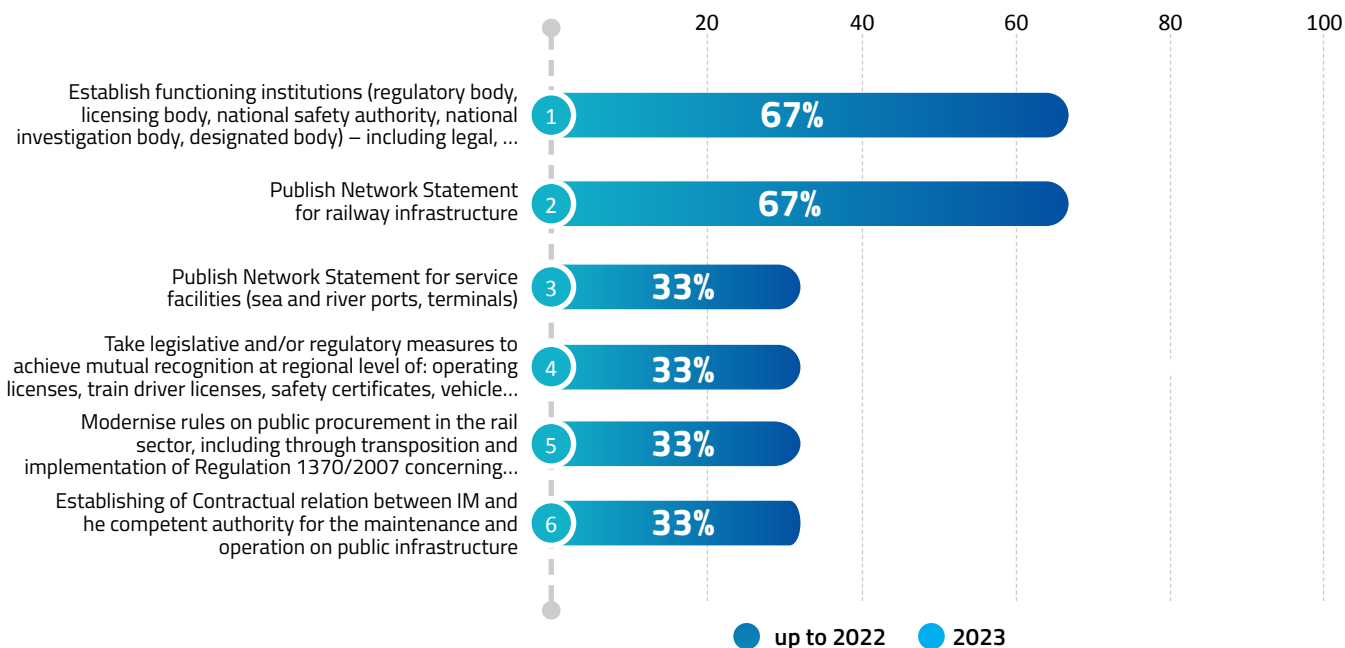
Guideline no. 24, adopted on 13 December 2022, “*On the professional training at railway personnel training centres exercising safety functions, conditions, and procedures for testing and certifying train drivers*”, is fully aligned with Directive 2007/59/EC.

In collaborating with TCT and JASPERS, Albania completed the mapping of Level Crossings on the network.

The Network Statement, published by both railway administrations, the public (latest for 2021) and the private one “Albrail” (for 2024), that has a railway line under concession, is in the revision stage for 2024 (for the public company).

As almost all networks in Albania are under reconstruction in different phases, maintenance will be a priority after investment cycles are completed. The current direct grant contract for maintenance and operation between the Albanian Railways (HSH) and the relevant public authority should be replaced with a Multi Annual Infrastructure Contract.

Figure 25
ALBANIA
Rail market opening



PASSENGER RIGHTS

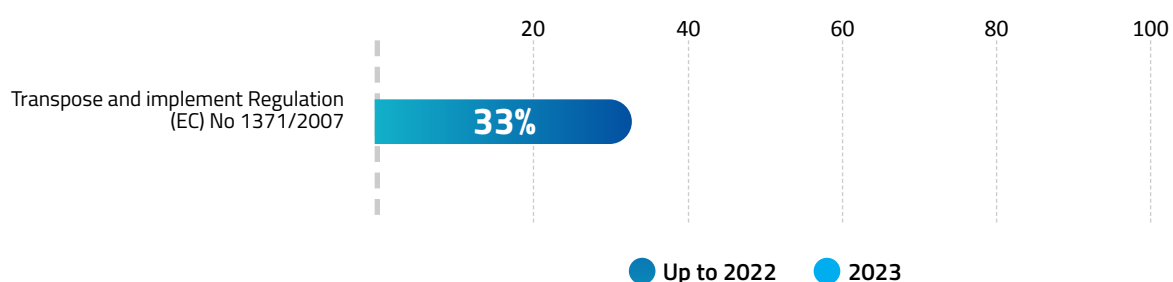
II 33%

Passenger rights are a horizontal measure applicable to all transport modes. All regional partners have taken specific steps in compliance with various sections of EU Regulation 1371/2007. The main objective of

these measures is to revitalise passenger transport in the entire region, as well as to provide improved conditions for passengers.

In the reporting period, Albania did not make progress in this regard.

Figure 26
ALBANIA
Passenger rights



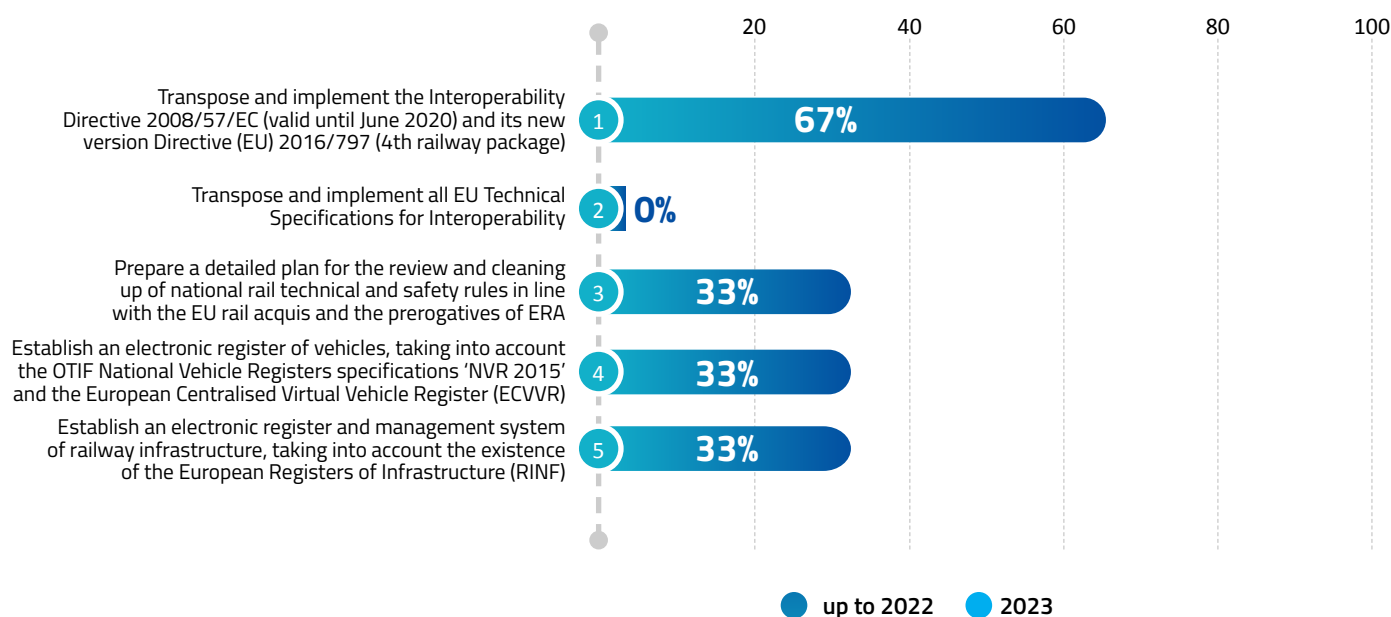
INTEROPERABILITY

II 33%

Further efforts are needed for Albania to publish the TSIs and continue with the transposition of the 4th

Railway Package and establishing of the Electronic Vehicle Register. In this regard, a TCT Secretariat and ERA will organise training for usage and access to the European EVR System in 2023 or at the beginning of 2024.

Figure 27
ALBANIA
Interoperability



MODERNISATION OF RAILWAY INFRASTRUCTURE

↑ 75%

Under Albanian Chairmanship in 2023, the Railway Infrastructure Managers Network made a progress. The main outcome from the meeting in Tirana in March 2023 is a further development in relation to establishing a Regional Railway Centre of Excellence.

Also, Albania contributed to the successful completion of the first regional project – “*Safety improvement on the level crossings*”.

Albania initiated a reconstruction and modernisation of the railway line Rinas (int. Airport) – Tirana – Durres in January 2022. This line, 41 km in length, will have a direct link with Tirana airport. It will be the first rail connection with an airport in the Western Balkan Region. The deadline for the completion of works is 2024.

Project of the Rehabilitation of the railway line Vore – Hani Hotit, with a total financing of 267 million Eu-

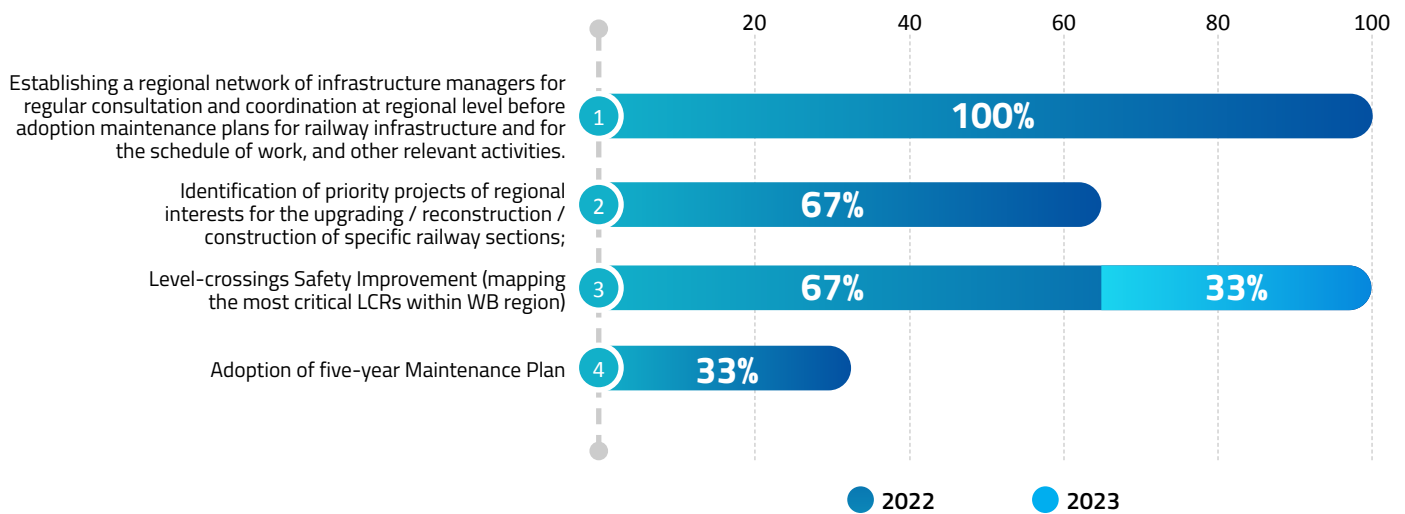
ros (co-financed by EC, EBRD, EIB and Budget) is a finance-secured project and the tendering procedure for the civil work is foreseen to start in 2024.

Corridor VIII multimodal (Railway) is pivotal for the development of railway infrastructure in Albania. It consists of:

- I. The Rehabilitation of the Durres – Rrogozhine railway – a mature project. The costs for the construction is approx. 77.5 million Euros. Albania has applied for investment in this project under WBIF;
- II. The Rehabilitation of Rrogozhine – Pogradec – Lin railway and the construction of a railway link between Lini and the border of North Macedonia (project under preparation);
- III. Construction of the new railway line Pogradec – Korca – border to Greece (project under preparation).

Figure 28
ALBANIA

Modernisation of the railway infrastructure



Recommendations

1. Establish functional and operational institutions: National Safety Authority (NSA), National Investigating Body (NIB), and Regulatory Body (RRA)
2. Complete the restructuring of Albanian Railways (HSH) into separate entities for infrastructure, freight operations, passenger operations, and vehicle maintenance
3. Publish the Network Statement for the public railway infrastructure for 2024
4. Publish the Network Statement for the port of Durres
5. Establish contractual relationships between new rail operators and the relevant public institutions by signing a Multi Annual Infrastructure Contract
6. Align the national law with the Passenger rights EU Regulation 1371/2007.

Figure 29
ALBANIA
Rail action plan by measures

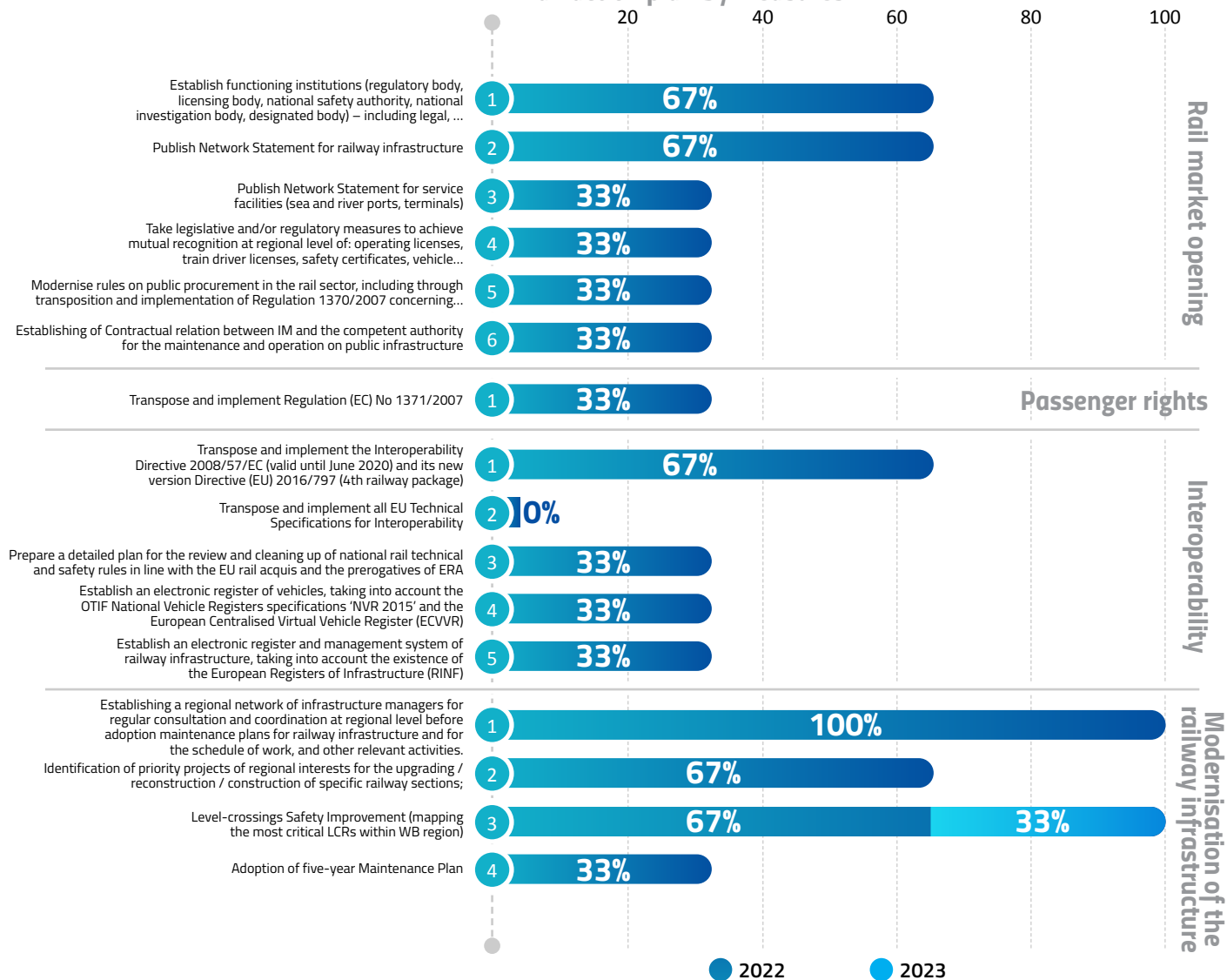
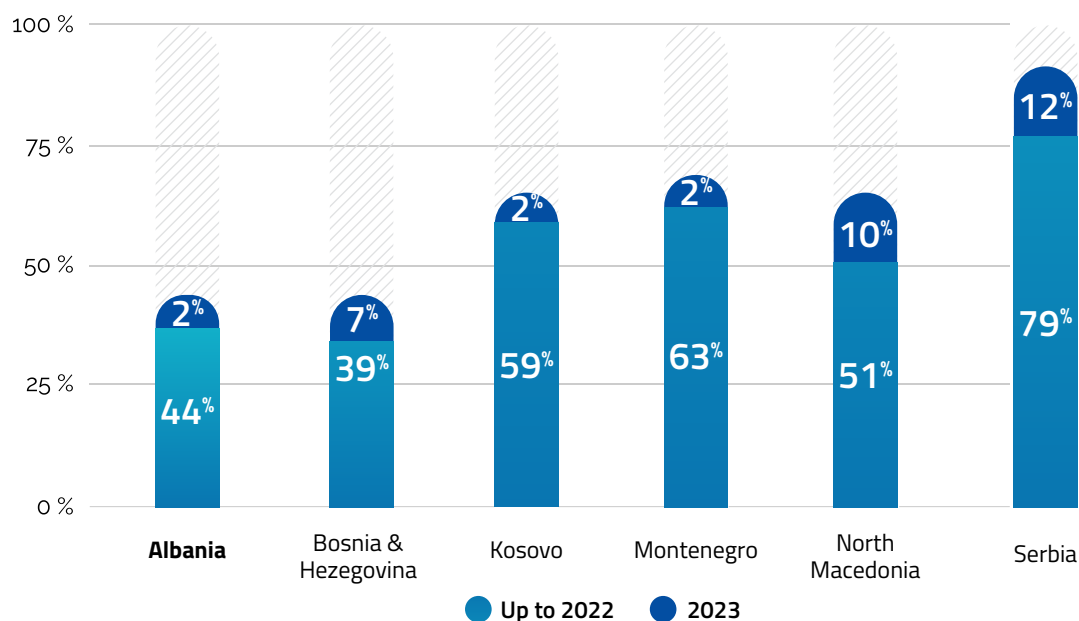


Figure 30
OVERALL PROGRESS



2.1.2. Road

Overall summary

Albania is progressing steadily towards implementing the measures outlined in the Road Action Plan, achieving an overall implementation rate of 67%. However, progress has been slow during the reporting period, showing only a 6% increase.

Notably, during the reporting period, a significant milestone was reached with the signing of four-year road maintenance contracts, covering the entire network until 2026. Unfortunately, there was a setback due to the termination of the RAMS contract. Positive steps have been made in the construction of the Traffic Control and Monitoring Centre, which is currently underway. Additionally, efforts are being made to enhance climate resilience by planning interventions for 27 bridges, which are expected to commence by the end of 2023.

Progress by measures

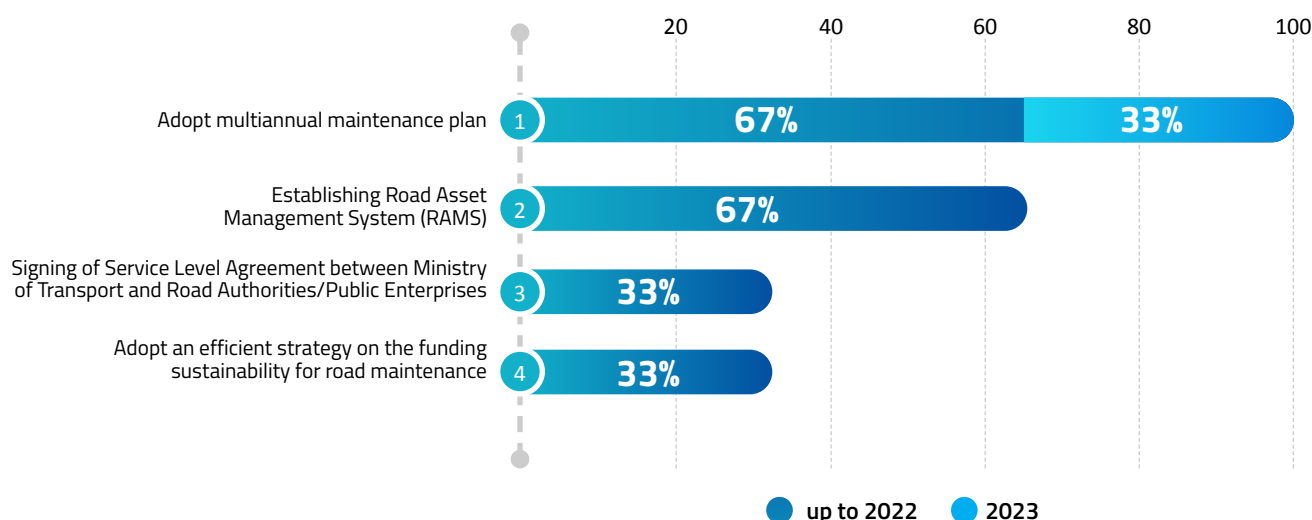
ESTABLISHING A FUNCTIONING AND EFFICIENT ROAD MAINTENANCE SYSTEM

↑ 58%

Progress has been made on the 4-year maintenance plan for the entire road network until 2026. The main network, spanning nearly 1400 km and including all major routes, is undergoing maintenance through four substantial contracts (A, B, C, and D) within the 2022-2026 framework agreement, with a total value of 58,290,428 Euros including VAT. Additionally, the Albanian Road Authority has entered into 11 contracts for secondary road segments, totalling 347 km, under DMC No. 600 dated 13 October 2022, with an estimated value of approximately 11,712,764 Euros for the next three years (2024-2026).

The Government of the Republic of Albania (GoA) has received the World Bank financing to establish a Road Asset Management System (RAMS) in Albania. However, the contract between the Albanian Road Authority (ARA) and the consulting firm FinnOC for the Supply and Installation of RAMS was terminated due to lack of progress. The parties are now in the process of appointing an adjudicator to assess the extent to which the contract was implemented before its termination. Depending on the findings, the future of RAMS system will be decided on. The issue of the Service Level Agreement remains unresolved and requires attention.

Figure 31
ALBANIA
Road maintenance progress



ITS DEPLOYMENT ON CORE/
COMPREHENSIVE
ROAD NETWORKS

|| 61%

The Albanian Road Authority (ARA) has allocated a budget of 1.8 million Euros for establishing the Albanian National Traffic Operation and Control Centre (ANTOCC). Additionally, an amount of 20 million euros has been designated for the implementation of Intelligent Transport Systems (ITS) for the first 200 km of roads.

The completion of ANTOCC is expected to occur in 3 phases:

1. The first phase is completing the construction of the Traffic Management Centre. The works are progressing as planned and are expected to be done by January 2024
2. The second phase is the equipment of the first 200 km with ITS. The detailed design is prepared, and the system software is the final phase. The contractual deadline for the second phase of the

Traffic Monitoring Centre, which includes the full coverage of 200 km, is February 2025

3. The third phase is extending the system to the entire national road network. The ANTOCC has been designed to be flexible for incremental expansion, eventually covering the entire network of main roads and highways across Albania.

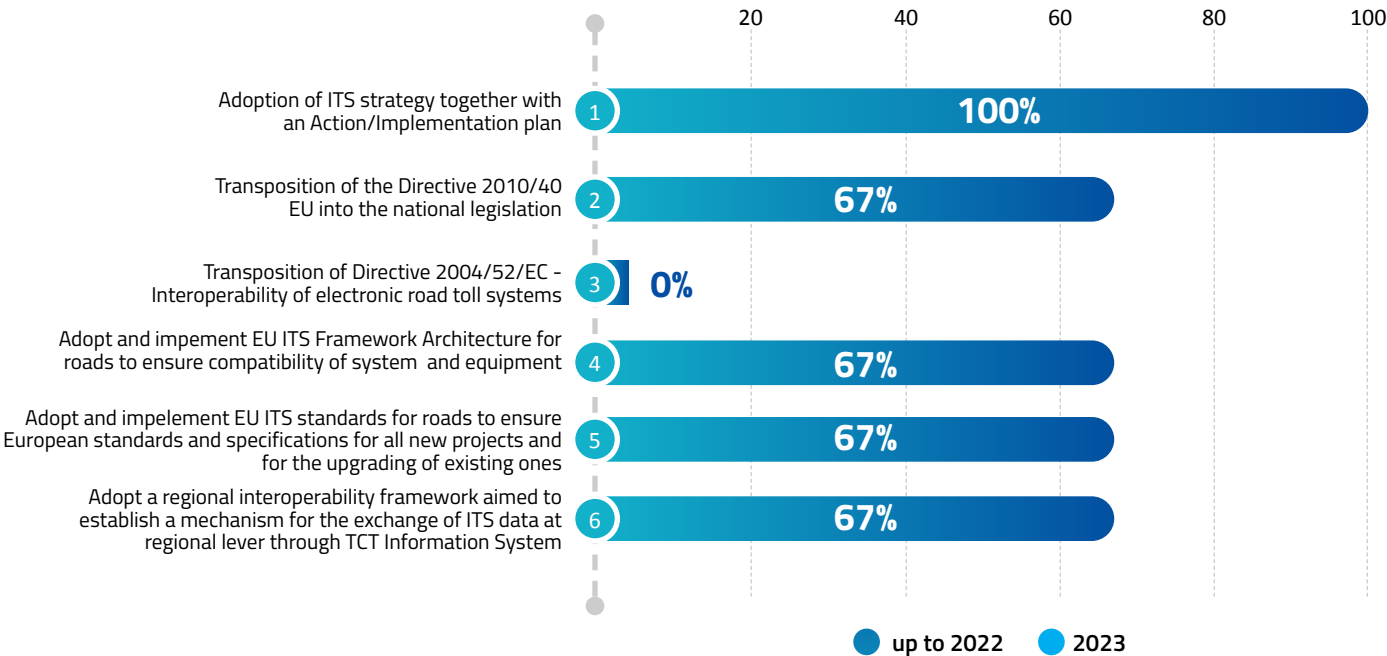
Albanian Road Authority has already installed:

WEB - GIS system. This system administers data in line with ASIG (State Authority for Geospatial Information) standards: Law 72/2012 and the INSPIRE directive. The system is a web service, accessible online by ARA employees (Central and Regional) through individual user accounts;

The “Implementation of the Traffic Management System” project, which consists in the installation of stationary traffic measuring devices on the main axes of the national road network. The result is the provision of traffic data for 365 days of the year, including traffic composition classified into nine vehicle categories.

Figure 32
ALBANIA

ITS Deployment progress



ENHANCING ROAD TRANSPORT
CLIMATE RESILIENCE AND
USE OF ALTERNATIVE FUELS

↑ 50%

The World Bank’s project “Construction of Resilient Bridges in Albania” has reached its final approval

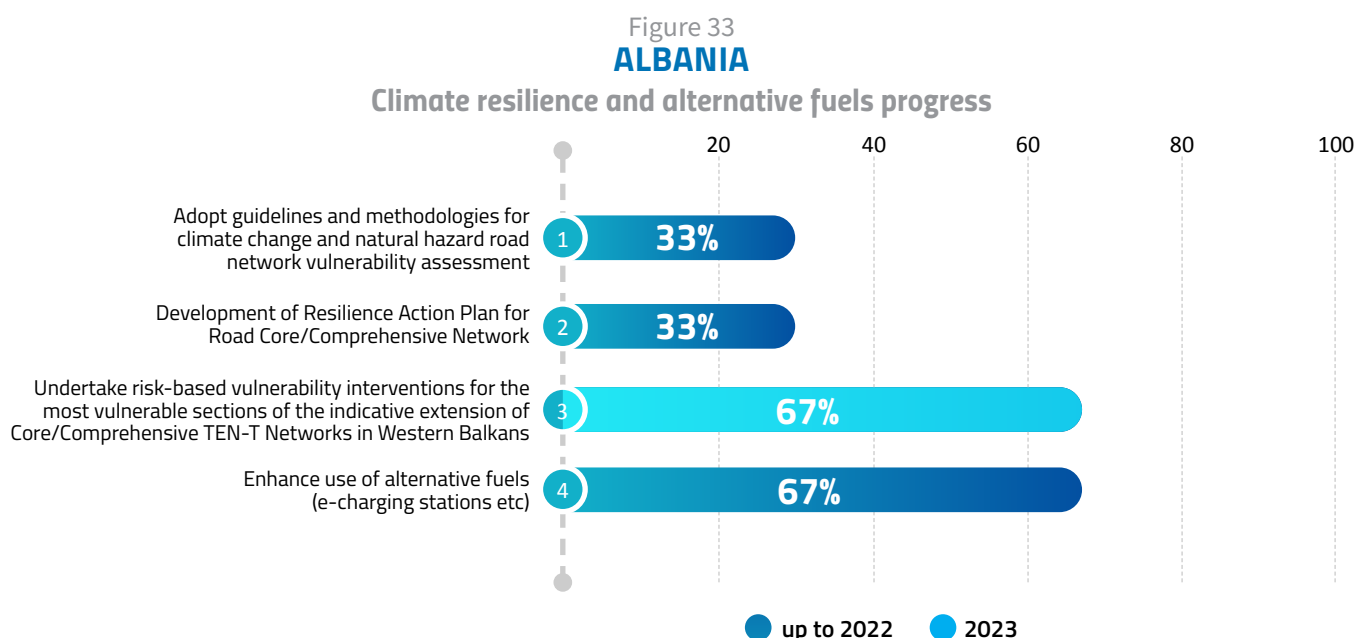
stage and is scheduled to commence in 2023. The consultant has thoroughly assessed the national road network, identifying 100 bridges requiring intervention out of a total of 803 bridges. This year, the focus will be on the construction or restructuring of the 27 most critical bridges, including five entirely new con-

structions. All necessary documentation, including the draft loan agreement, has been compiled, and negotiations have been successfully concluded. The next steps involve securing parliamentary approval and signing the loan agreement between the World Bank and the Ministry of Finance, which is expected to take place by September. Once these formalities are completed, the project can proceed, addressing the infrastructure needs for building resilient bridges in Albania.

To continue supporting the implementation of Road Action Plans measures related to the improvement of the climate resilience, the TCT Secretariat initiated

a Technical Assistance on 26 January 2023. The aim of this TA is to prepare a risk assessment and a Resilience Plan for the road network. The Inception Report has been prepared and the project objectives and tasks were discussed with the road stakeholders in Road Technical Committees. The project is expected to be completed by the end of 2023.

Furthermore, under CONNECTA, the Technical Assistance for the strategic framework for deployment of e-charging stations on TEN-T Core and Comprehensive Network was completed in August 2023. The deliverables are expected to be translated, incorporated into the strategic documents, or adopted as standalone documents.



Recommendations

1. Finalise the restructuring of the Albanian Road Authority to enable the smooth progression of the Service Level Agreement
2. Address and resolve the setbacks related to the Road Asset Management System to ensure its successful implementation
3. Complete the full transposition of the Directive 2010/40/EU into national legislation. This directive pertains to the deployment of intelligent transport systems, which are crucial for modernising and improving road infrastructure
4. Ensure the full transposition of Directive (EU) 2019/520 of the European Parliament and of the Council, dated 19 March 2019. The directive concerns the interoperability of electronic road toll systems and facilitating cross-border exchange of information on road fee payment issues within the European Union. As Albania is planning to extend the tolling schemes in the road network, it is advisable to sign an Agreement of Intent to join North Macedonia and Serbia
5. Adopt the deliverables outlined by CONNECTA to establish and deploy e-charging stations in the TEN-T Core and Comprehensive Network. These stations play a significant role in promoting electric mobility and sustainability within the transport sector.

Figure 34
ALBANIA

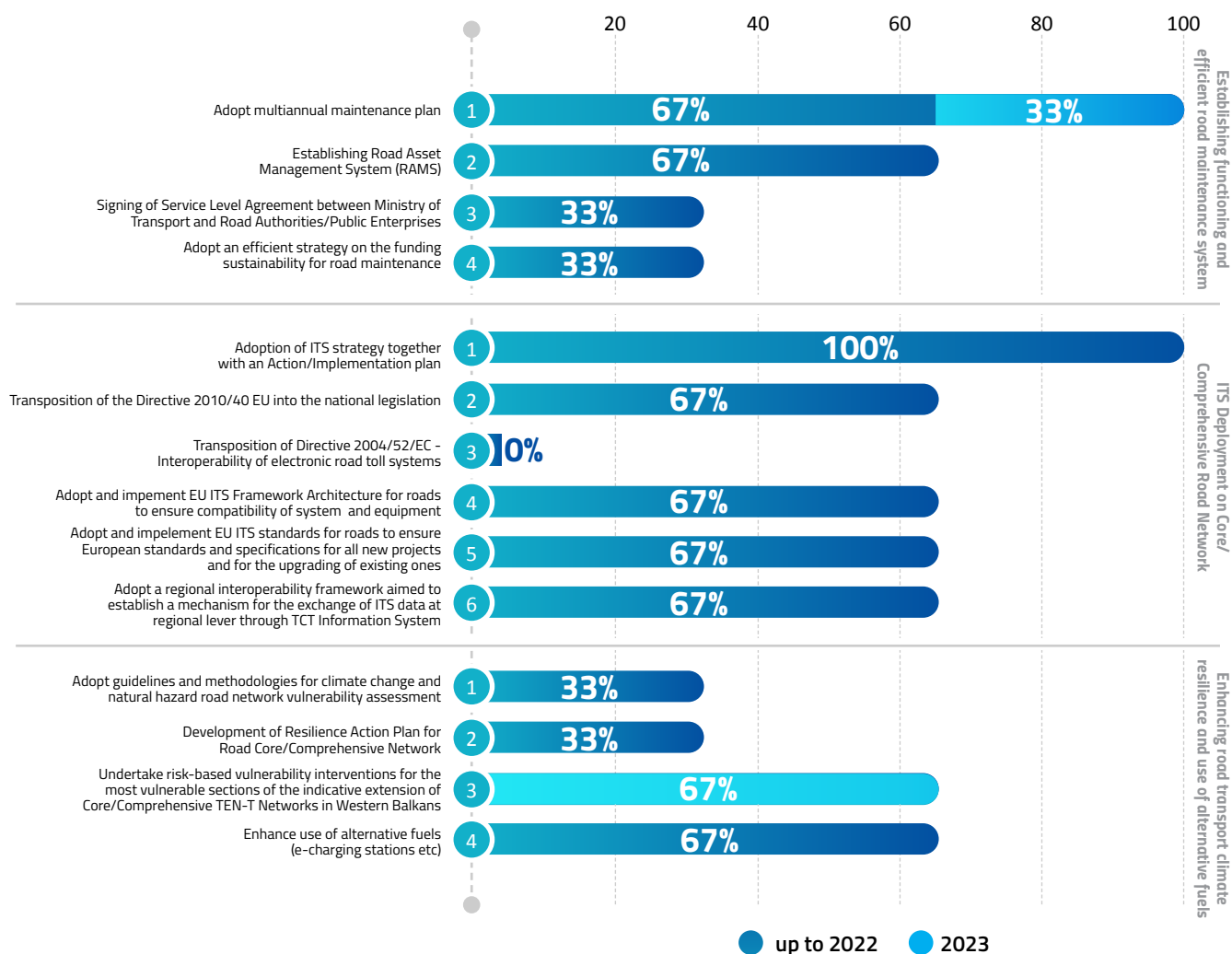
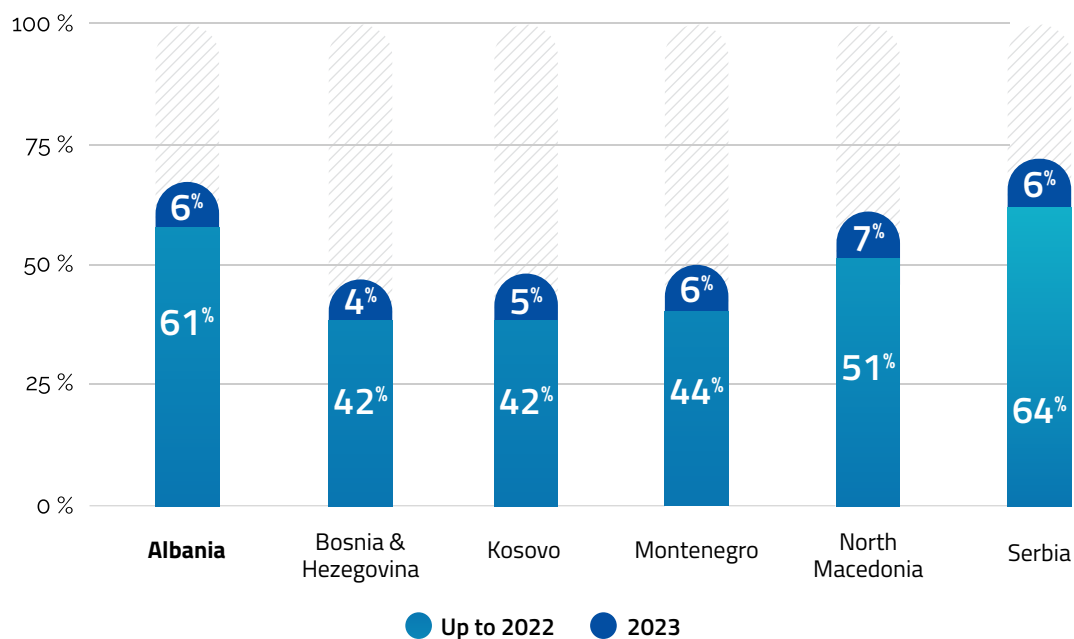


Figure 35
ROAD ACTION PLAN - OVERALL PROGRESS



2.1.3 Road Safety

Overall Summary

The overall progress in implementing measures of the Action Plan amounts to 33%. A lot of investments have been made for improving road signs and installed lightning on certain road sections, and interventions

for the elimination of 5 black spots were completed. Regarding awareness raising, 50 educational events were held in 10 cities where around 2000 children participated. Within IPA III, Terms of Reference for Road Safety Strategy were developed by the consultant. Two proposals for investments within the Safe and Sustainable Transport Programme were submitted to the TCT Secretariat. Albania reported a decrease in the number of fatalities in 2022 compared to 2021.

Number of Fatalities for 2019-2022 year

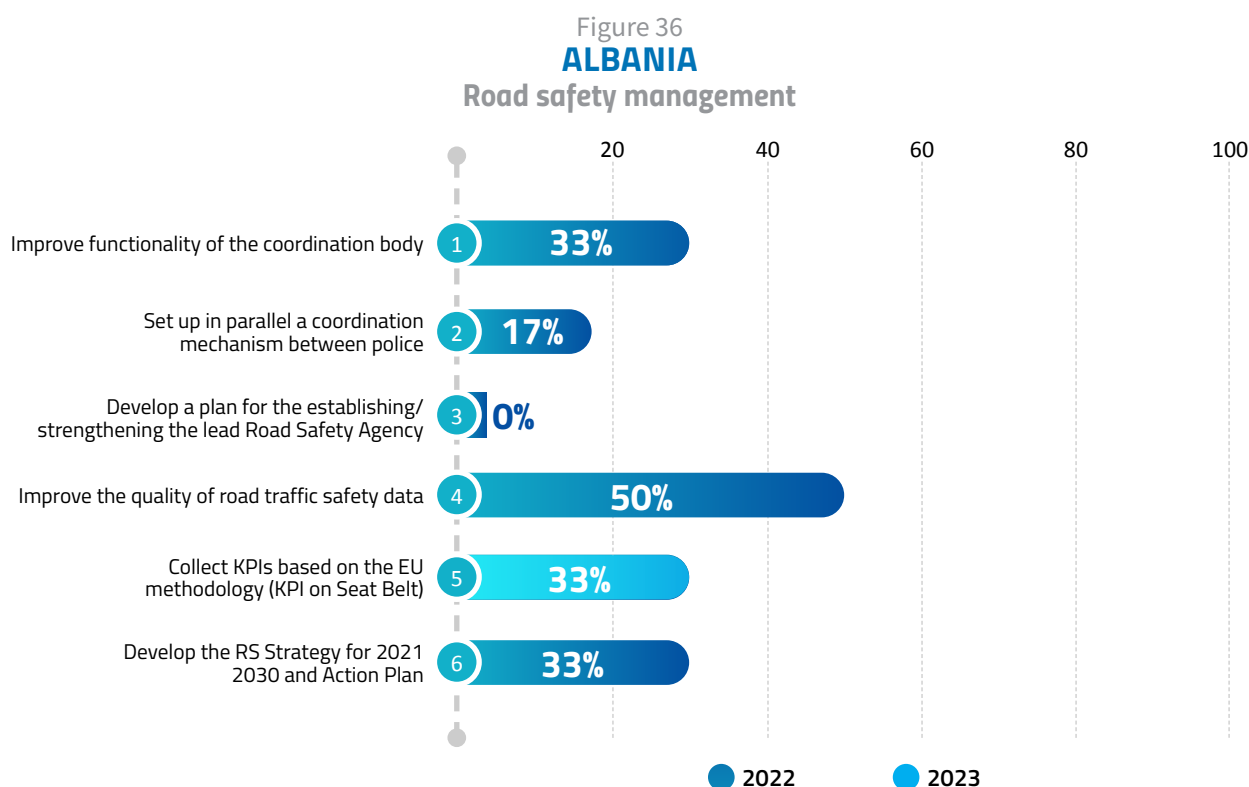
| REGIONAL PARTNER | YEAR 2019 | YEAR 2020 | YEAR 2021 | YEAR 2022 | GOAL 2030 |
|------------------|-----------|-----------|-----------|-----------|-----------|
| ALBANIA | 227 | 181 | 197 | 164 | 113 |

Progress by measures

ROAD SAFETY MANAGEMENT ↑ 33%

The inter-institutional setup for road safety is governed by Prime Ministerial Orders and related regula-

tions. The Inter-Ministerial Road Safety Committee, its composition, tasks, and related entities like the Central Steering Group and Technical Secretariat are outlined in the Rules of Procedure. The Inter-Ministerial Road Safety Committee has held no meetings in the reporting period.



ENSURING A SAFER INFRASTRUCTURE

↑78%

Improving infrastructure is a cornerstone of road safety and will be critical to achieving the EU's new road safety targets for 2030 and for implementing a safe infrastructure across the road network. In February 2021, the detail designs for 10 high-risk sections, spanning approximately 300 km, were finalised. These projects have reached maturity and are ready for investments. The list of high-risk road sections falls under the recently approved "Safe and Sustainable Programme", supported by the European Commission (DG NEAR and MOVE).

Albania is one of the first regional partners to adopt the guidelines, draft curricula, and complete the training for Road Safety Inspections (RSI) and Road Safety Audits (RSA), thus aligning the legislation with the EU Directive 2008/96/EC on Road Infrastructure Safety Management.

The road authority continuously identifies the high-risk sections. The investments for improving road safety high-risk sections were covered by the World Bank maintenance project, which was recently terminated. Twinning programmes and the support of the EU Delegation office in Tirana and the Permanent Secretariat of Transport Community have made it possible to achieve significant progress.

PROTECTION OF VULNERABLE ROAD USERS

↑ 33%

During 2022, the General Directorate of Road Transport Services has organized 47 educational events at school hours in 10 cities, with about 2,051 children participating. The construction of the first public driving license practical test site and the first Digital Educational Centre of Virtual Simulations for driving licenses, in Fushë-Prezë, Tirana commenced.

The project envisages e-monitoring from the air, as well as inside the cabin, live exams, a functional complex open 24/7, energy efficiency and charging of electric vehicles with solar energy, auxiliary parking, signs and simulation tools, modern installations and waiting areas. This new multidimensional state-of-art facility, with an area of about 6,000 m², will also serve for Road Safety Educational Programs, Traffic Corner hours and additional Learning Activities.

Since June 2022, there have been 288 re-registrations in auto schools for obtaining a driving license after the total loss of points. Only 30 people or 10.4% regained their driving license.

Several measures have been triggered by the application of technology against informality for vehicles that have not paid taxes or undergone technical inspections.

Recommendations

1. Create a structure/expert group under the coordination body of Inter-Ministerial Committee for Road Safety
2. Establish a Road Traffic Safety Agency fully competent to coordinate and lead the improvements in road safety and strengthen the road safety management system
3. Draft the New Road Safety Strategy linked to the Action Plan with aspirational targets to reduce with fatalities and serious injuries by 50% by 2030 and reach Vision 0 by 2050
4. In close cooperation with the Ministry of Interior and Health, establish a road crash database with a common approach to crash data collection (CADAS protocol)
5. Collect EU Key Performance Indicators (speed, seat belt use, alcohol, helmet use, distraction, vehicle safety, infrastructure and post-crash care).

2.1.4 *Transport Facilitation*

Overall summary

Albania is making a steady progress towards implementing the measures outlined in the Transport Facilitation Action Plan, achieving an overall implementation rate of 60%.

During the reporting period, upon completing the legal framework, Albania undertook the necessary technical pre-conditions to introduce and make functional the one-stop system at the border-crossing point QafeThane with North Macedonia, which represents a significant milestone for both partners.

Some coordination challenges among the key authorities in Albania were experienced in the implementation of the CONNECTA Technical Assistance for physical improvements of the BCP Hani i Hotit with Montenegro. Further efforts are needed in strengthening the administrative capacities of the national authorities and the border agencies, as well as dedicated funds for investments in the modernisation of the infrastructure and equipment of its BCPs.

Progress by measures

RAIL BORDER CROSSING/COMMON CROSSING MEASURES ↑ 67 %

Albania has only one rail BCP, with Montenegro, whereby bilateral agreement for joint operations and a common border station exists. However, joint border control on the common rail station Tuzi (on Montenegrin side) is not performed de-facto. The authorities have not reported any developments after the recommendations from the regional TAIEX Rail BCP workshop held in 2022, concerning changes of the Albanian Customs Code. It is also unclear if the proposed interim solution, allowing for freight trains to be sealed in Tuzi and customs control taking place on the Albanian customs territory, has been considered in practice.

ROAD BORDER CROSSING/COMMON CROSSING MEASURES ↑ 53%

The most notable achievement of Albania in the reporting period is the establishment of a one-stop on the BCP Qafe Thane with North Macedonia, operational as of 1 August 2023.

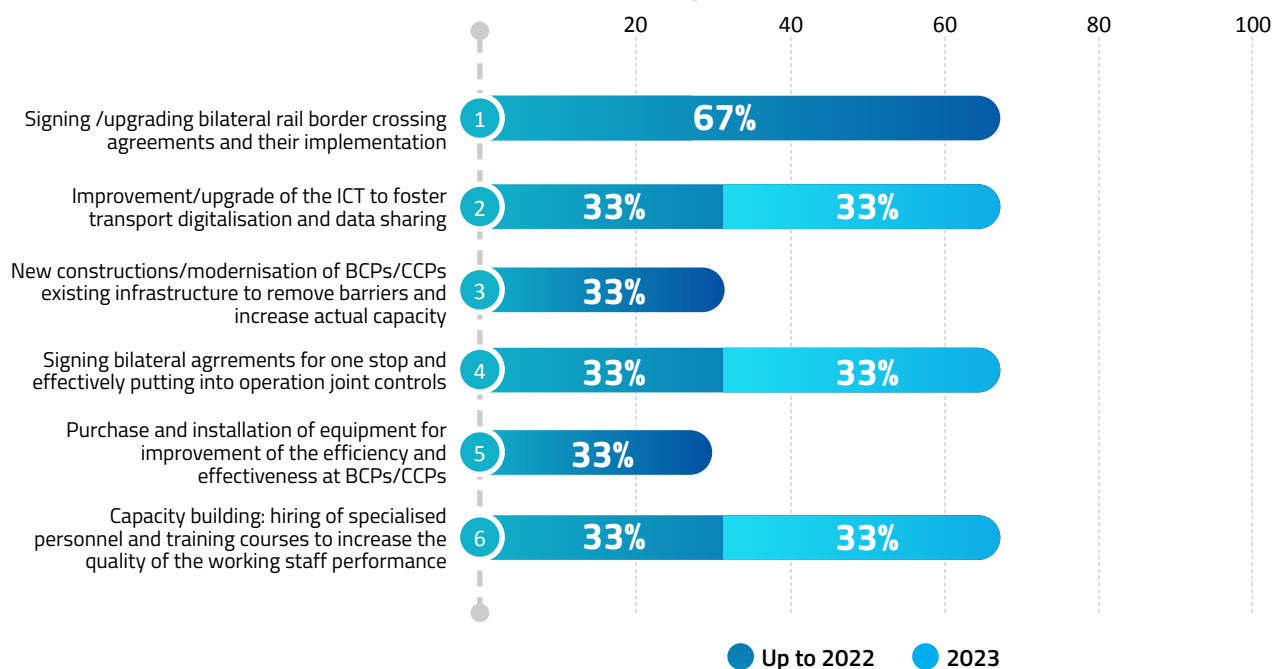
Upon signature of the final protocol for the implementation of the Agreement on the establishment of a joint border crossing point, and having carried out the appropriate infrastructure measures by the respective Customs administration and Border Police, the prerequisites for the start of joint controls at the Kjafasan - Qafthane border crossing point have been fulfilled. The implementation of this measure, with the support of the Government of both parties and the World Bank, includes facilitating trade, improving the competitiveness of companies, reducing waiting time at the border, and increasing the level of cooperation and trust, contributing to enhanced border security and reduction of corruption.

It has to be emphasised that the modernisation of this BCP is still ongoing. With the support of the World Bank's Transport and Trade Facilitation Project, infrastructure improvements and new equipment are expected to be in place for increasing the capacity the BCP. Albanian authorities need to speed up the activities related to the implementation of the project.

Similar arrangements for one-stop were not concluded between Albania and Montenegro regarding the shared BCP Hani i Hotit/Bozaj. Despite the good initiative undertaken by the Ministries of Interior (Border Police) of Albania and Montenegro, and many inter-state commission meetings, the customs authorities have not reached an agreement on joint controls. According to the conclusions from the meeting held on 20 December 2022, the CONNECTA TA should design a separate model of border controls, including a technical solution for integrated/joint border control to be implemented once the technical conditions on the spot are met.

Albania participates in the EU-WB6 Green Lanes initiative. The exchange of pre-arrival customs information from Albania to Italy for the maritime transport (Blue Lanes) through the SEED system has been made operational. Albania has expressed an interest in extending the Green Lanes to Greece as well, particularly on the main road BCPs.

Figure 37
ALBANIA
Overall progress



Recommendations

1. Actively engage and fully implement the ongoing project from the World Bank (TTF) on the modernisation of the BCP Qafe Thane, in order the users to be able to fully benefit from the established one-stop control
2. Constantly monitor, further upgrade and gradually turn the one-stop control on the BCP Qafe Thane/Kjafasan into a genuine joint BCP where the checks are performed only once
3. Re-open the discussion on the model of joint controls on the BCP Hani i Hotit/Bozaj within the Inter-state Commission, and assess the possibility/need to re-categorize the BCP Sukobin/Muriqan (Albania-Montenegro) to accommodate freight vehicles as well
4. Present a comprehensive plan for capacity building of the national administration on transport facilitation issues, and of the border agencies in their respective areas of competences, as well as in inter- and intra-agency coordination and cooperation
5. Allocate national funds for further investments in

the BCP infrastructure, as well as for co-financing EU funds (for the potential use of the Smart and Sustainable Transport Programme) in BCP projects. Strengthen the coordination of various national authorities in BCP projects, and enhance administrative capacities for project preparation/implementation.

2.1.5 Waterborne Transport and Multimodality

Overall summary

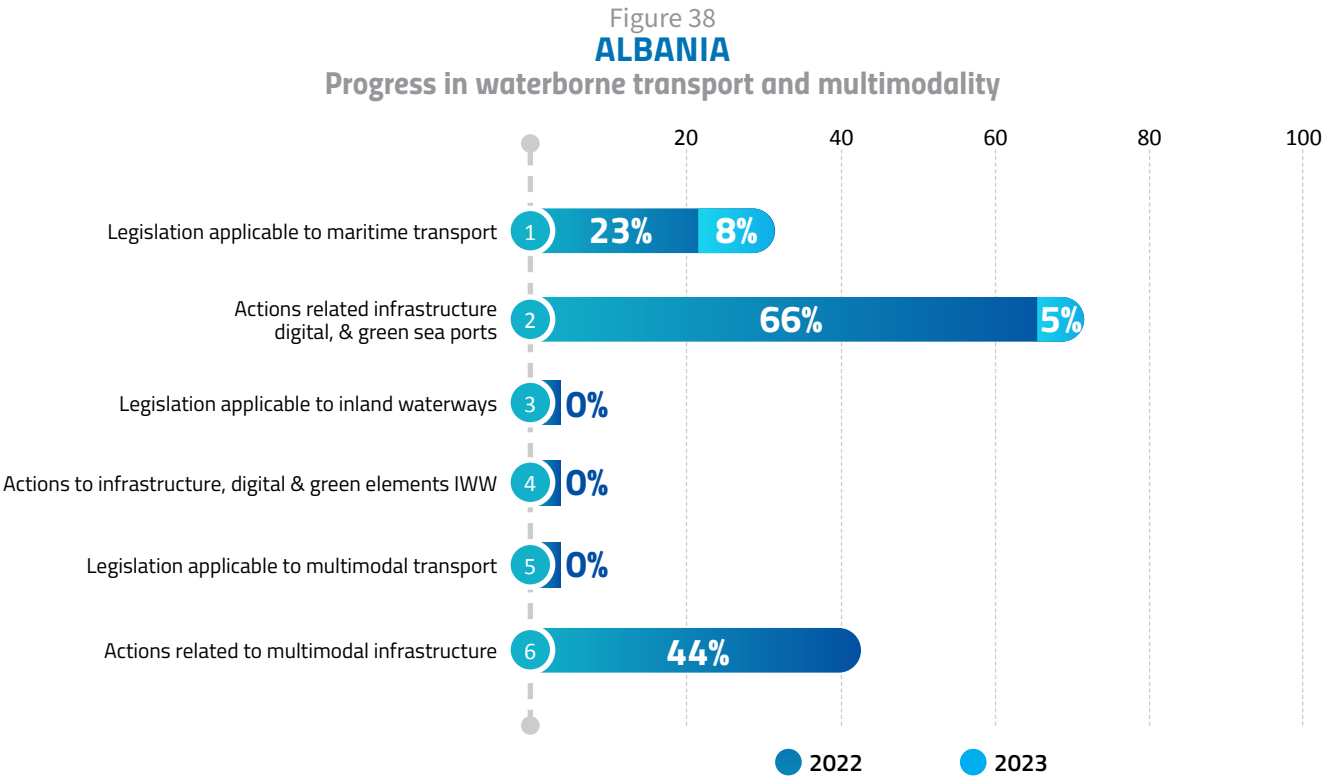
Albania has been gradually advancing in its efforts to execute the initiatives outlined in the Waterborne Transport and Multimodality Action Plan, achieving a modest implementation rate of 24%. Nonetheless, progress during the reporting period has been slow, with only a marginal 2% increase noted.

During the reporting period, authorities have reported notable progress. This progress primarily involves the establishment of an Incident/Accident Investigation Body and the development of regulations governing its operations. The regulations encompass the transposition of three EU Acquis components, as outlined in Annex I.4 of the Treaty.

Simultaneously, Albania has taken an initiative aimed at enhancing the system for seafarer training and im-

proving the procedures for the recognition of their training and certificates within the European Union framework. These efforts underscore Albania’s commitment to implementing the Action Plan.

Regrettably, despite the Albanian Maritime Administration’s diligent efforts to enhance the performance of the Albanian fleet, the country remains on the blacklist of the Paris MoU for Port State Control.



Progress by measures

TRANSPOSITION OF LEGISLATION ↑ 31 %

Albania’s progress in transposing EU legislation and implementing the Action Plan for Waterborne Transport continues to move forward. By 2022, Albania reported of having successfully transposed ten EU Acquis for maritime transport in alignment with Annex I.4 of the Transport Community Treaty and the Action Plan for Waterborne Transport and Multimodality. This represents approximately 23% of the targeted transposition. However, no legislation had been transposed for Inland Waterway Transport, as per Annex I.5 of the Treaty and the Action Plan for Waterborne Transport and Multimodality.

In 2023, Albania made notable strides by completing the transposition of four additional EU Acquis regulations. These regulations pertain to specific stability requirements for ro-ro passenger ships, the directive establishing fundamental principles governing accident investigations in the maritime transport sector, the Commission regulation adopting rules of procedure for the permanent cooperation framework, and the Commission regulation adopting a common methodology for investigating marine casualties and incidents. This achievement brought Albania’s overall transposition rate to 31%.

Regarding legislation related to waterway transport, Albania has not yet transposed any EU Acquis by this time but had plans to commence this process in 2024.

INFRASTRUCTURE, DIGITAL AND GREEN ELEMENTS OF PORTS ↑ 71 %

In terms of enhancing the interoperability of IT systems and solutions within ports, which includes the development and improvement of Port Community Systems, the Core port of Durres has been actively engaged in these efforts.

Regarding the strengthening of human resources and institutional capacities within port operations, the establishment of the Centre of Excellence in Maritime Affairs (CEMA) has been successfully accomplished. CEMA is now operational and actively contributing to enhancing skills and institutional capacities of the Port of Durres and private operators. CEMA's achievements include certifying 10 intern specialists through the Specialization and Professional Practices Program at Durres Port Authority, providing training and certification for the first batch of "Port Crane Operators," and conducting various activities such as training sessions, conferences, and participation in EU/regional projects.

Although there has been no notable progress in ensuring the availability of alternative fuels in ports,

there has been a notable development in the concept of green ports.

The establishment of the Vessel Traffic Monitoring and Information System (VTMIS) is in its final stages of the ongoing tender procedure. Upon the completion of this procedure and the signing of the contract, the system will be implemented. It is anticipated that the system will be ready for testing by the end of 2025.

As for dredging and expanding the port for transshipment, this action has been successfully completed, enabling the Port of Durres to accommodate ships with a draft of up to -9 meters.

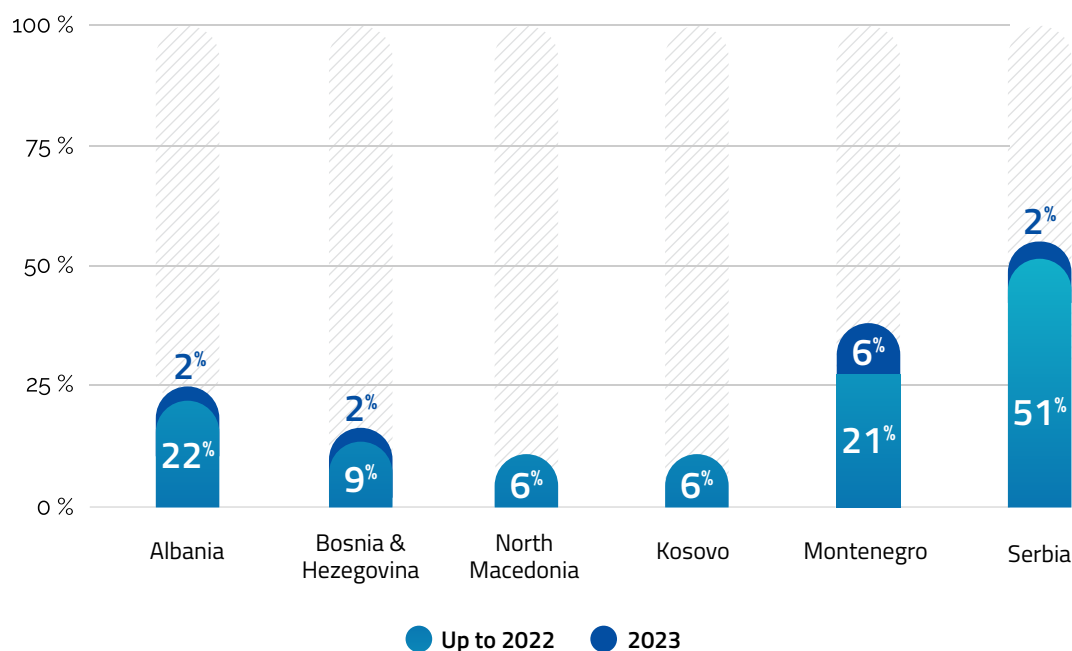
In 2023, the transposition of four EU Acquis regulations significantly improved the overall status of the implementation of rules applicable to maritime transport by 8.5%. However, there has been no progress in transposing rules related to inland waterway transport.

Regarding actions related to infrastructure, digitalisation, and green initiatives, two actions have been completed, three are currently in progress, and efforts related to the availability of alternative fuels in ports are in the preparatory phase.



Figure 39

OVERALL PROGRESS PER REGIONAL PARTNER



Recommendations

1. Enhance efforts to align with the Action Plan for Waterborne Transport and Multimodality and Annex I.4 of the Transport Community Treaty by transposing the relevant EU Acquis pertaining to maritime transport
2. Commence the transposition of EU Acquis regulations specifically applicable to inland waterway transport
3. Maintain the implementation of measures outlined in the Road Map aimed at enhancing fleet performance and being removed from the Paris MoU on Port State Control blacklist
4. Continue the process of mutual recognition of seafarer training and certification with the European Union
5. Foster the development of environmentally sustainable port practices, including the promotion of alternative fuels, within the framework of greening port concepts
6. Conclude the development of Vessel Traffic Management and Information Systems (VTMIS) and the Maritime National Single Window (MNSW).

2.1.1

Rail

Overall summary

Progress by measures

Recommendations

2.1.1

Road

Overall summary

Progress by measures

Recommendation

2.1.3

Road Safety

Overall Summary

Progress by measures

Recommendations

2.1.4

Transport Facilitation

Overall summary

Progress by measures

Recommendations

2.1.5

Waterborne Transport and Multimodality

Overall summary

Progress by measures

Recommendations



2.2

Bosnia and Herzegovina

Overall summary

Bosnia and Herzegovina is progressing slowly towards the execution of the actions specified in the Rail Action Plan, attaining an overall implementation rate of 46%. Nonetheless, the advancement has been gradual in the reporting period, indicating merely a 7% rise.

Railway Regulatory Board (NSA in BIH) published few legislative acts within the reporting period. These acts are mainly connected to the technical specifications of interoperability.

However, there is partial progress related to the passenger rights as well as rules for the public service obligations, with the adoption of the adequate rule-books valid for part of the network.

RAIL MARKET OPENING

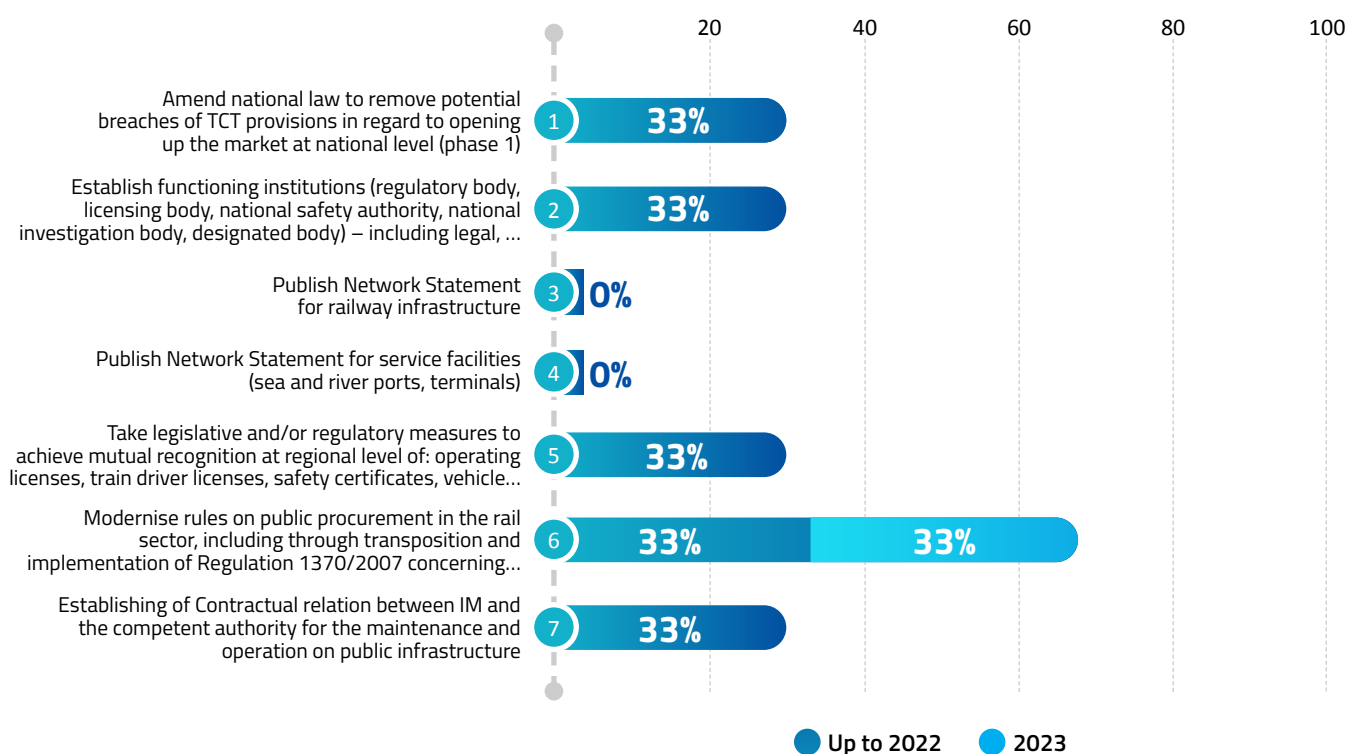
↑ 29%

Bosnia and Herzegovina is the last regional partner with closed railway market for the third parties. This is indicative for both entities. Two integrated companies still simultaneously deal with infrastructure management and railway undertaking.

Railway Law at the level of BIH is more than needed to resolve all misunderstandings between railway authorities at the level of BIH and railway companies and authorities at the entity level. While a working group was established in 2021, there is no information about their progress.

There are ongoing activities regarding the restructuring of the railway company “Željeznice Republike Srpske”, aiming to establish a holding company divided into three sectors: infrastructure, passenger, and freight. Restructuring process in this railway company has not finished yet, it was postponed for the end of 2023.

Figure 40
BOSNIA AND HERZEGOVINA
Rail market opening



PASSENGER RIGHTS

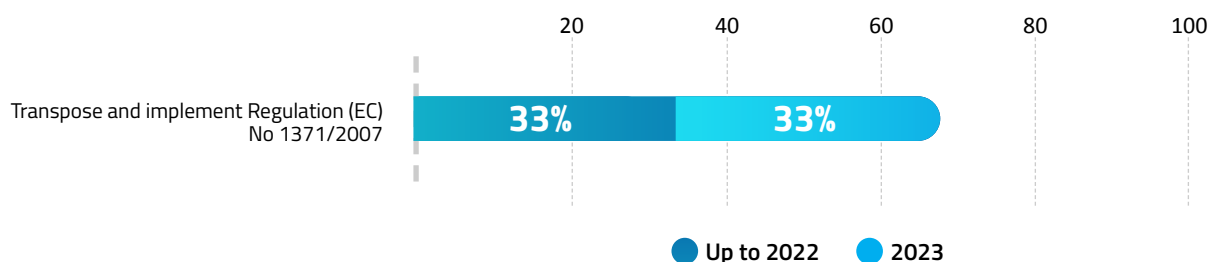
↑ 40%

Passenger rights are a horizontal measure applicable to all transport modes. All regional partners have taken specific steps in compliance with various sections of EU Regulation 1371/2007. The main objective of these measures is to revitalise passenger transport in

the entire region, as well as to provide improved conditions for passengers.

Bosnia and Herzegovina self-reported to have adopted a new Rulebook on passenger rights and obligations in 2022, fully compliant with this Regulation applicable for this specific part of the railway network.

Figure 41
BOSNIA AND HERZEGOVINA
Passenger rights



INTEROPERABILITY

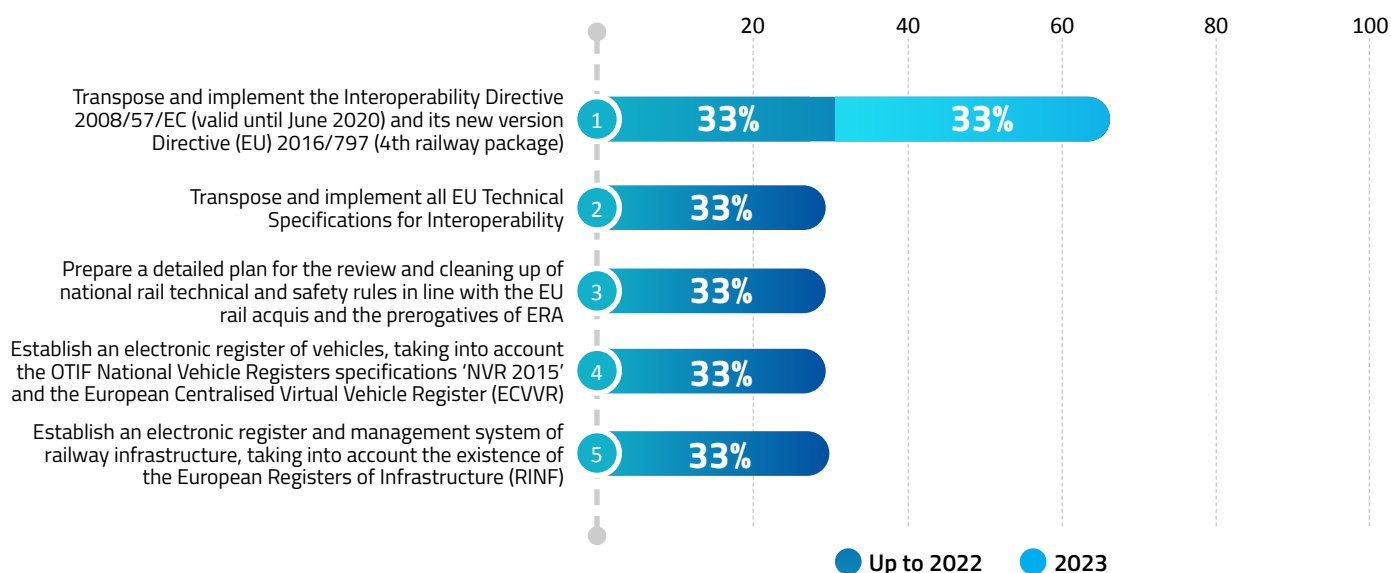
↑ 40%

Further efforts are needed to publish the TSIs, adopt the new Railway Safety and Interoperability Law, and establish the Vehicle Inventory List. Additionally, establishing the National Investigation Body and the Electronic Vehicles Register (EVR) should be top priorities. The TCT Secretariat, in cooperation with ERA,

organised a training for accessing and aligning the National Vehicle Register with the European EVR.

At the level of Republic of Srpska, in 2022, they adopted several bylaws: the Rulebook on the certification of drivers and centres for education (Directive 1007/59), and the Rulebook on interoperability (Directive 2016/797).

Figure 42
BOSNIA AND HERZEGOVINA
Interoperability



MODERNISATION OF RAILWAY INFRASTRUCTURE

↑ 75%

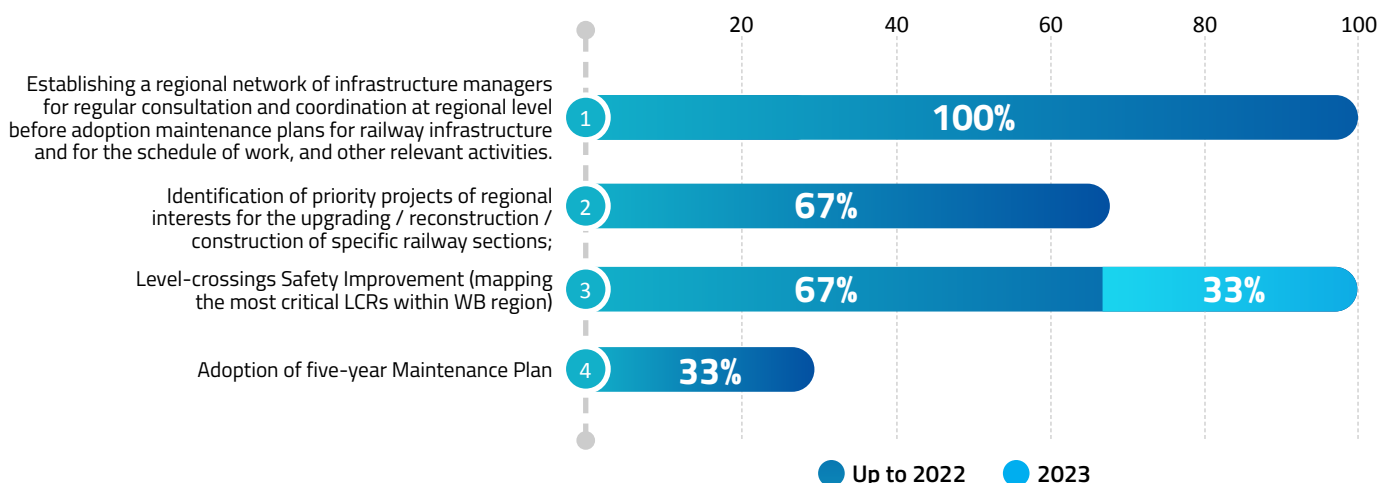
There are ongoing activities on the upgrade on Corridor Vc, section Samac – Doboj (section I) – Rjecica, and Rjecica – Sarajevo (section II). For the first section, the technical documentation is finalised, ongoing negotiations with IFIs are to be finalised in the coming period. For the second section, a detailed design is to be finalised by the end of 2023.

Detailed design work is ongoing for the section Visoko – Konjic as well as for the connection between Mostar airport and railway infrastructure.

Distances Tuzla – Zvornik and the connection with airport Tuzla are subject of the conceptual design and the deadline for completion is the end of 2023.

In 2022, The Law on Railways of the Republic of Srpska was amended with provisions regulating level crossings. Simultaneously, the Ministry of Transport and Communications (at the entity level) adopted a Rule-book on the manner of crossing road and rail traffic. Every year, Ministry of Interior, Ministry of Transport and Communications, Safety Traffic Agency, public companies and local communities carry out the campaign on level crossings, aiming to raise awareness of all participants in traffic and save lives.

Figure 43
BOSNIA AND HERZEGOVINA
Modernisation of the railway infrastructure



Recommendations

1. Further efforts are needed to finalise and adopt the new Railway Law
2. Define the competencies of the Regulatory Agency for Railways (ROZ)
3. Complete the institutional framework
4. Establish the NIB and restructure the railway companies in both entities.

Figure 44
BOSNIA AND HERZEGOVINA
Rail Action Plan by measures

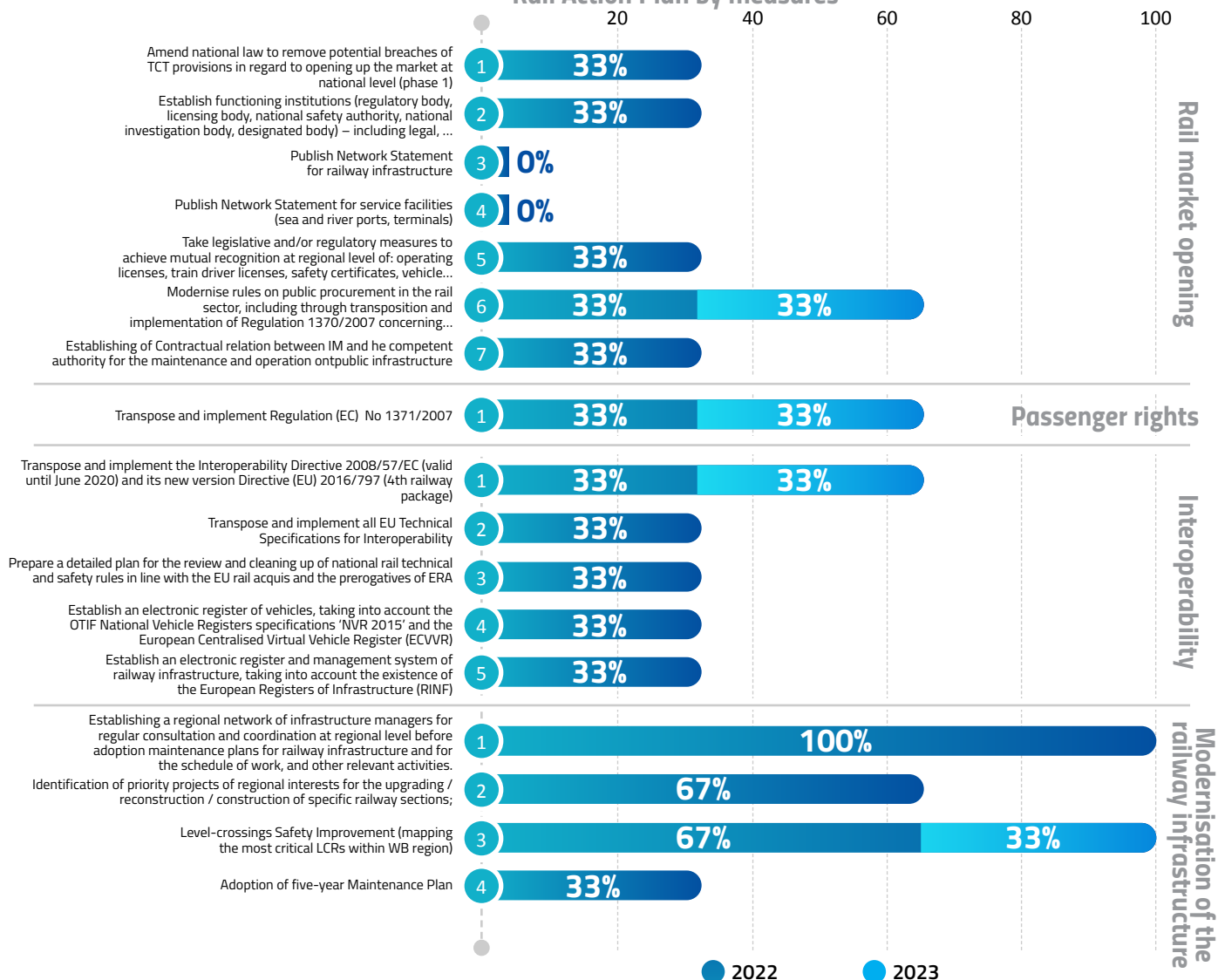
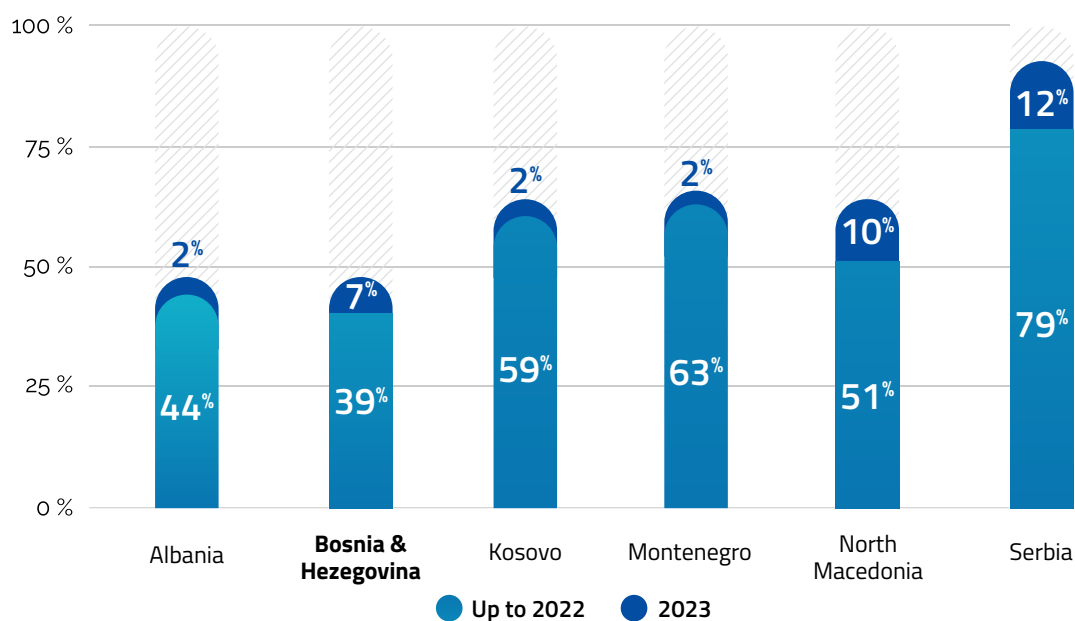


Figure 45
OVERALL PROGRESS
Rail action plan per each regional partner



2.2.2 Road

Overall summary

Bosnia and Herzegovina has made moderate progress in implementing the measures outlined in the Road Action Plan, achieving an overall implementation rate of 47%. However, progress remains slow in the reporting period, showing only a 4% increase.

The finalizations of the ITS Strategy and operational concept for Road Traffic Management Centres have been carried out by CONNECTA in August 2023. However, the approval for these initiatives is still pending. One notable accomplishment is the successful establishment of e-tolling interoperability across Bosnia and Herzegovina. As of 19 June, a single tag is now applicable across the entire road network.

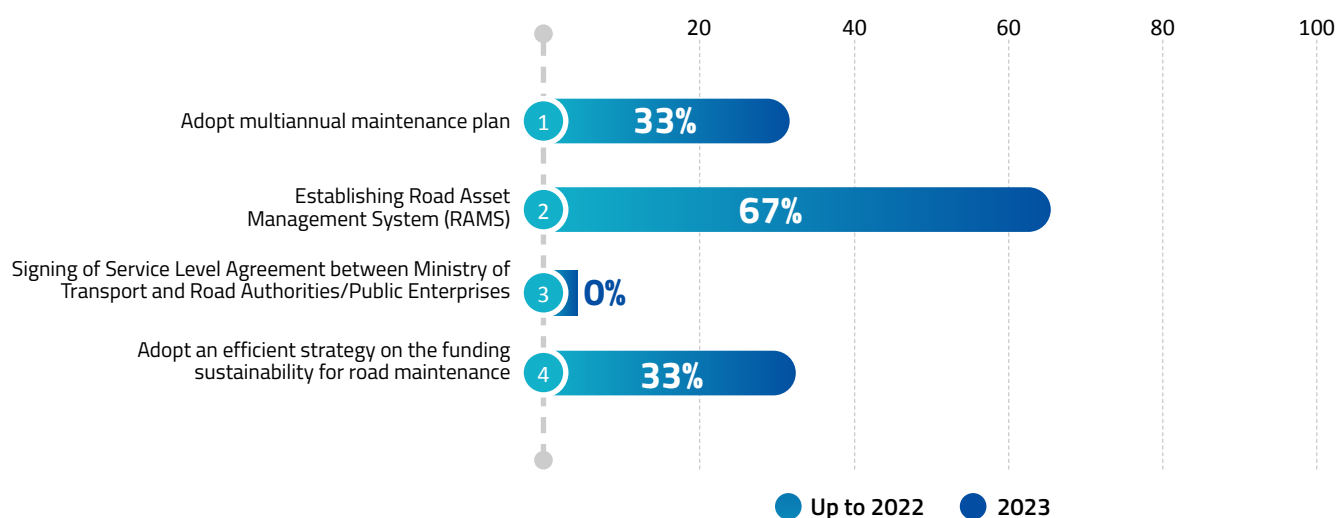
Progress by measures

ESTABLISHING A FUNCTIONING AND EFFICIENT ROAD MAINTENANCE SYSTEM

|| 33%

The multiannual maintenance plans – 3-year planning and 4-year maintenance contracts are still in effect. When it comes to RAMS – each company in BiH has its inventory database which is not up to date. There has been no progress in signing the Service Level Agreement. Funding for the road maintenance strategy includes user charges for future investments, but loans are still needed.

Figure 46
BOSNIA AND HERZEGOVINA
Road maintenance progress



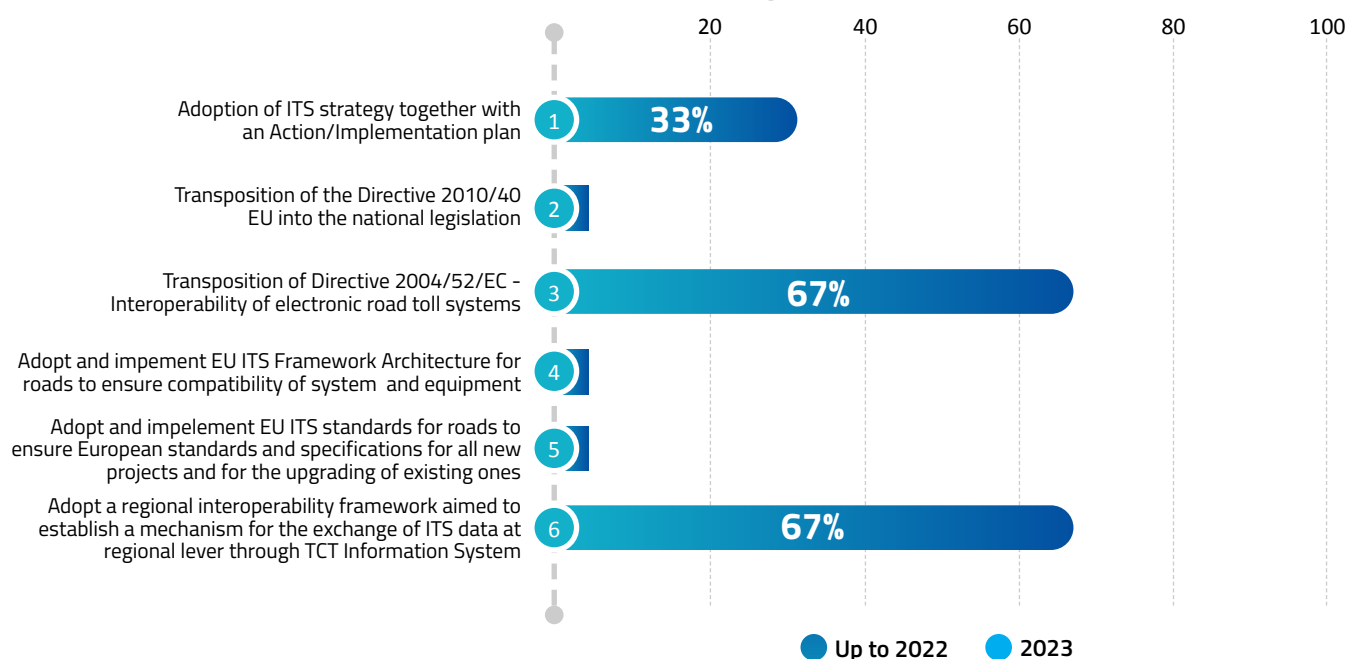
ITS DEPLOYMENT ON CORE/ COMPREHENSIVE ROAD NETWORKS

|| 28%

The finalization of the ITS Strategy and operational concept for Road Traffic Management Centres has

been carried out by CONNECTA in August 2023. However, the approval for these initiatives is still pending. One notable accomplishment is the successful establishment of e-tolling interoperability across Bosnia and Herzegovina. As of 19 June, a single tag is now applicable across the entire road network.

Figure 47
BOSNIA AND HERZEGOVINA
ITS Deployment progress



ENHANCING ROAD TRANSPORT CLIMATE RESILIENCE AND USE OF ALTERNATIVE FUELS

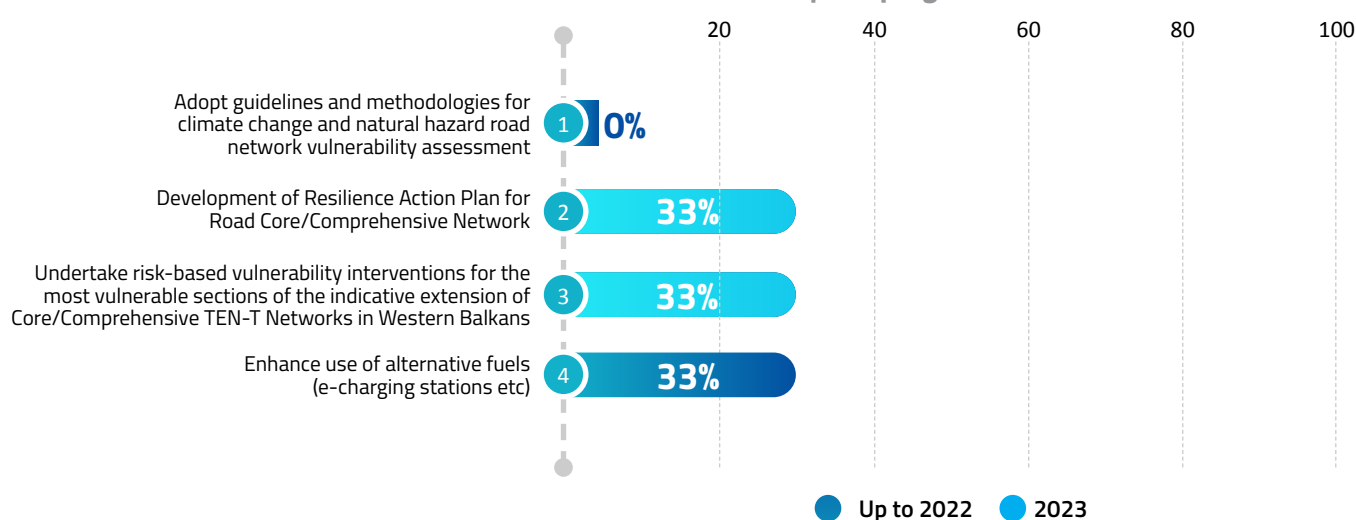
↑ 25%

To supporting for the implementation of Road Action Plans measures related to the improvement of the climate resilience, the TCT Secretariat initiated a Technical Assistance to prepare a risk assessment and a Resilience Plan for the road network on 26 January 2023. The Inception Report has been prepared and the project objectives and tasks were discussed with

the road stakeholders during Road Technical Committees. The project is expected to be completed by the end of 2023.

Furthermore, under CONNECTA's Technical Assistance, the strategic framework for deployment of e-charging stations on TEN-T Core and Comprehensive Network was completed in August 2023. The deliverables are expected to be translated, incorporated into the strategic documents, or adopted as standalone documents.

Figure 48
BOSNIA AND HERZEGOVINA
Climate resilience and alternative fuels progress



Recommendations

1. Establish RAMS in all public road enterprises in Bosnia and Herzegovina
2. Adopt ITS Strategy and the Concept for the Traffic Control Centre
3. Complete the full transposition of the Directive 2010/40/EU into the national legislation. This directive pertains to the deployment of intelligent transport systems crucial for modernising and improving road infrastructure
4. Ensure the full transposition of the Directive (EU) 2019/520 of the European Parliament and of the Council, dated 19 March 2019, which focuses on the interoperability of electronic road toll systems and facilitating cross-border exchange of information on road fee payment issues within the European Union
5. Work towards reaching the interoperability with Serbia and North Macedonia
6. Adopt the deliverables outlined by CONNECTA to establish and deploy e-charging stations in the TEN-T Core and Comprehensive Network. These stations play a significant role in promoting electric mobility and sustainability within the transport sector

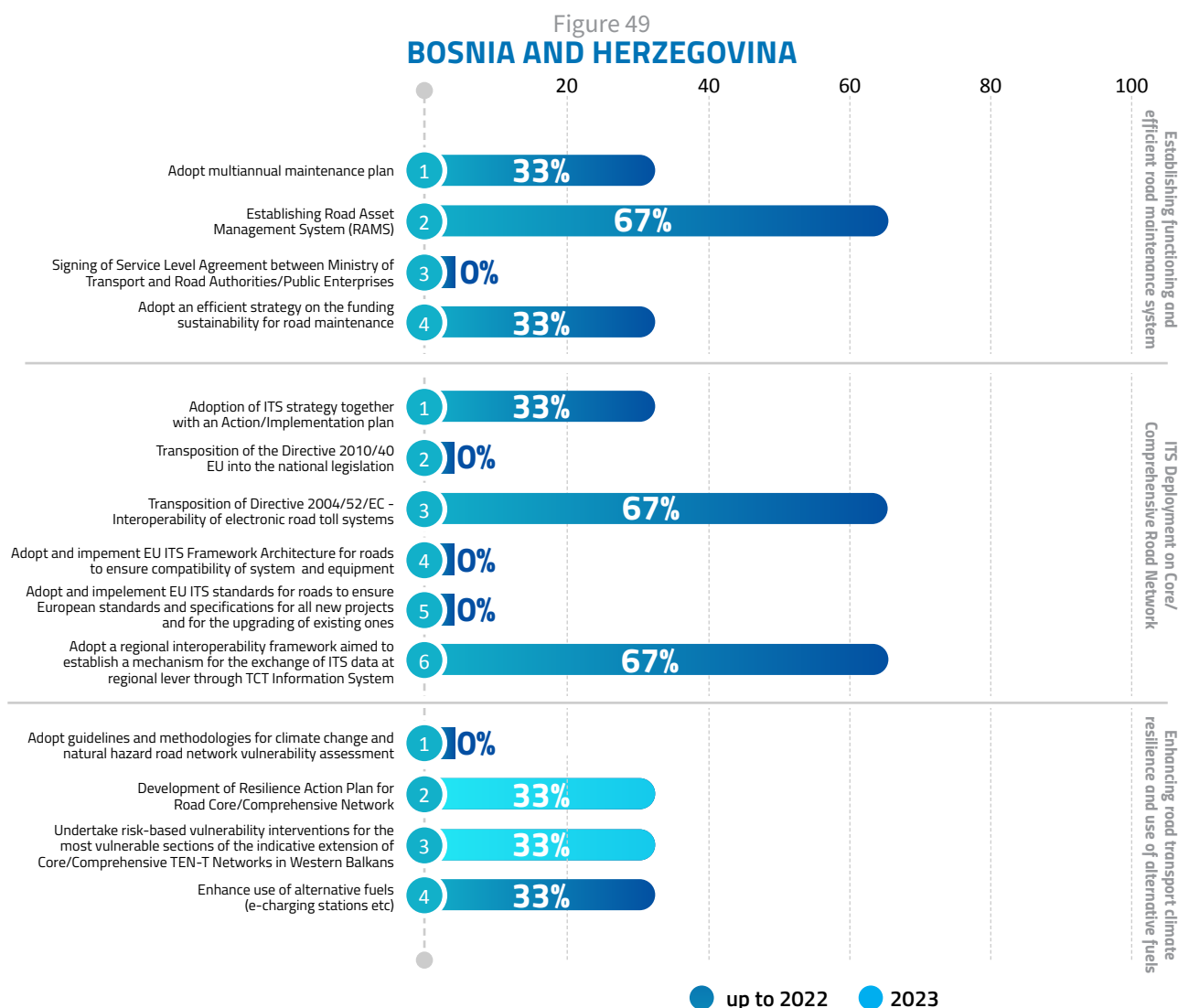
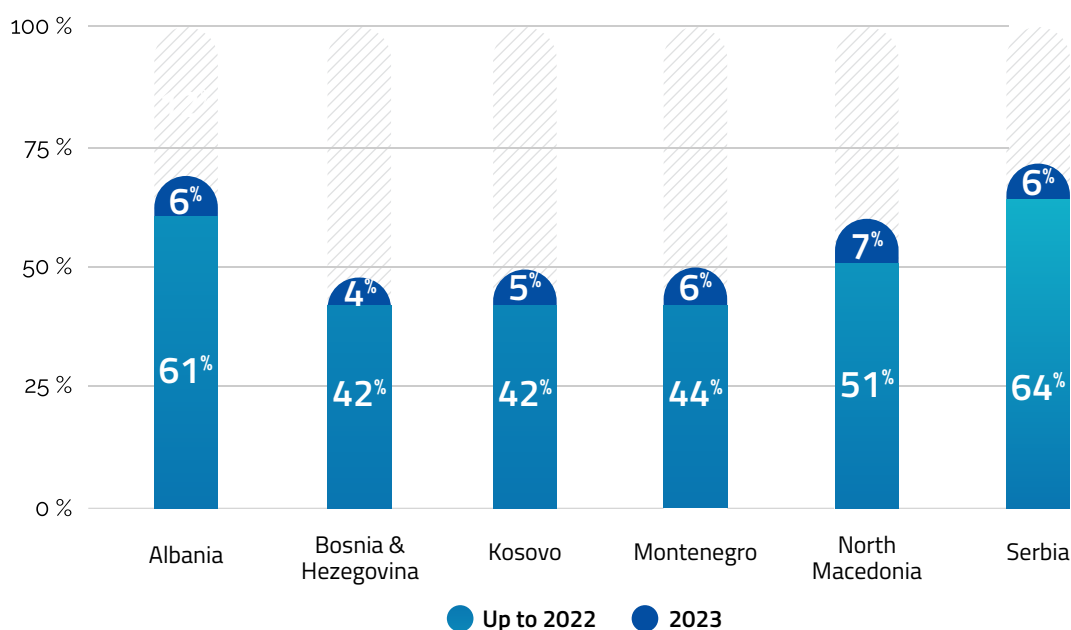




Figure 50
ROAD ACTION PLAN-OVERALL PROGRESS
Rail action plan per each regional partner



2.2.3 Road Safety

Overall Summary

The overall progress of Bosnia and Herzegovina in implementing the Road Safety Action Plan amounts

41%. The Road Safety Strategy is yet to be adopted and a road safety agency model for improving the co-ordination and monitoring the progress of road safety is still to be defined. Besides, the road crash database shall be developed to enable better policy making. Bosnia and Herzegovina has reported a decrease in the number of fatalities in 2022 compared to 2021, saving 33 lives.

Number of Fatalities for 2019-2022 year

| REGIONAL PARTNER | YEAR 2019 | YEAR 2020 | YEAR 2021 | YEAR 2022 | GOAL 2030 |
|------------------------|-----------|-----------|-----------|-----------|-----------|
| BOSNIA AND HERZEGOVINA | 261 | 244 | 255 | 222 | 130 |

Progress by measure

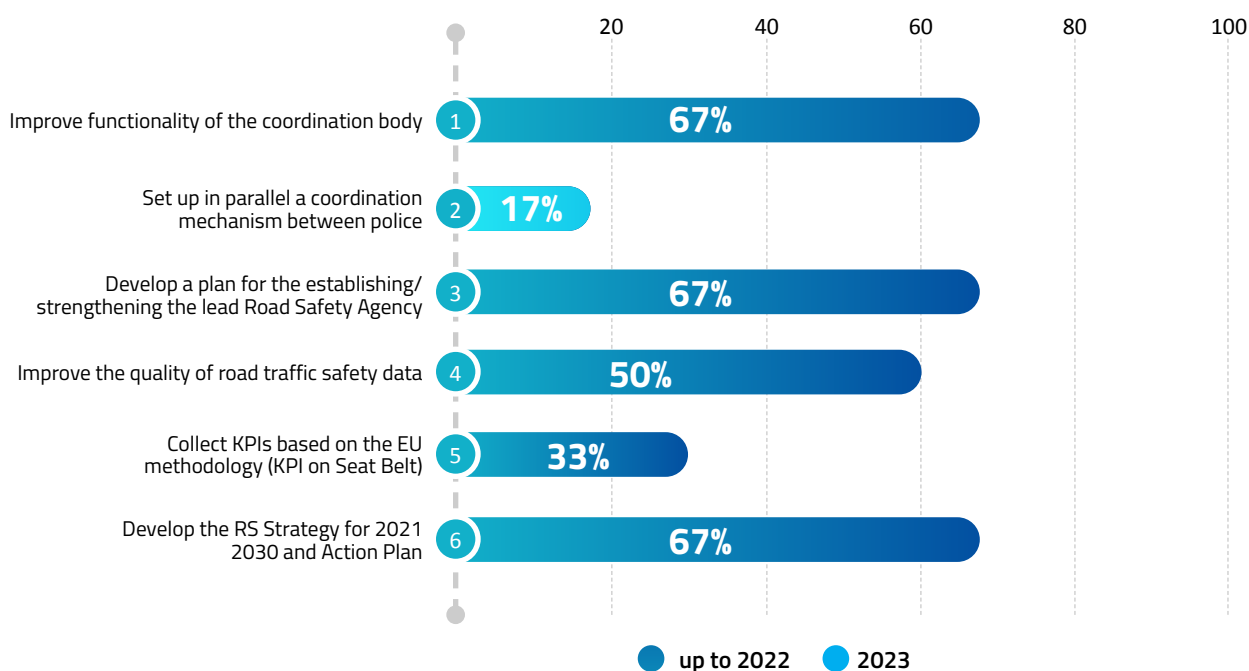
ROAD SAFETY MANAGEMENT ↑ 50%

The Council for Road Traffic Safety in Bosnia and Herzegovina had its first meeting in June 2020 and has been active since. The role of this body will be very important in inspiring and steering the work of all

respective authorities in Bosnia and Herzegovina for road safety, as well as in achieving the common goal on halving the number of fatalities and serious injuries by 2030.

The draft of the Road Safety Strategy is still on hold, as well as the signing of Memorandum of Understanding between the Ministry and the UNDP. The project on an in-depth study analysis was approved by UN Road Safety Fund.

Figure 51
BOSNIA AND HERZEGOVINA
Road safety management



ENSURE SAFER INFRASTRUCTURE II 78%

In cooperation with EBRD and the Ministry of Transport and Communications of the Federation of Bosnia and Herzegovina, a pilot training on the Directive 2004/54/EC on minimum safety requirements for tunnels in the Trans-European Road network was held. Representatives of Public Company “Motorways”, Public Company “Roads” and the Ministries of Transport were part of the training. Based on the outcomes of this pilot training, EBRD is preparing a new e-learning course in this regard. The training took place on 7-9 June 2023.

PROTECTION OF VULNERABLE ROAD USERS ↑ 33%

A programme for protection of Vulnerable Road Users is not drafted; however, the authorities are working in promoting and raising awareness of road safety. The Ministry of Transport and Communications of the Federation of Bosnia and Herzegovina, in cooperation with mobile phone operators and the Ministries of the Interior, conducted a media campaign “Head up! Stop using mobile phones in traffic!”

Recommendations

1. Adopt the Road Safety Strategy linked to the Action Plan with aspirational targets to reduce 50% fatalities and serious injuries by 2030
2. Establish a Road Traffic Safety Agency with full competencies to coordinate and lead the improvements in road safety and strengthen the road safety management system
3. In close cooperation with Ministry of Interior and Health, establish a road crash database with a common approach to crash data collection (CADAS protocol)
4. Collect EU Key Performance Indicators (seat belt use, drink driving, helmet use, infrastructure, and post-crash care) and take measures based on the data collected.

2.2.4 *Transport Facilitation*

Overall summary

Bosnia and Herzegovina has made steady progress in implementing the Transport Facilitation Action Plan, achieving an overall implementation rate of 57%.

Bosnia and Herzegovina continues its good cooperation with its neighbours on border crossing facilitation issues and actively participates in regional initiatives. Upon signing the Memorandum of Understanding on exchange of customs data through the SEED system with Croatia, the system is now operational at the shared BCPs. This enables faster processing of trucks exiting Bosnia and Herzegovina and entering EU (Croatia). However, there are number of pending issues regarding the BCPs with Croatia, including the bilateral rail agreement and the bilateral agreement on road BCPs. These agreements should also regulate the status of the BCP Svilaj and Gradiska. Further concrete developments are expected resulting from the ongoing talks and initiatives with neighbouring partners - Montenegro and Serbia.

Coordination among the key institutions for transport facilitation in Bosnia and Herzegovina, namely the Ministry of Communication and Transport, the Ministry of Security, and the Indirect Tax Authority, has improved.

PROGRESS BY MEASURES RAIL BORDER CROSSING/COMMON CROSSING MEASURES

↑ 67 %

There has been some progress in finalising negotiations for the draft rail agreement between Bosnia and Herzegovina and Serbia, but the process is on the right track. The draft agreement for determining rail procedures on the common rail border crossing Brasina-Zvornik has been exchanged and mostly harmonised, except for the location of the future joint border station. This issue is subject to future official bilateral discussions. One round of negotiations has been scheduled for the beginning of September 2023.

There is no progress regarding the initiative for concluding an Agreement between the Council of Minis-

ters of Bosnia and Herzegovina and the Government of the Republic of Croatia for determining the border procedures for the rail BCPs Samac-Slavonski Samac (North) and Capljina-Metkovic (South) on the Corridor Vc. There is no information whether the new version of the agreement has been prepared, given that the previous draft was not accepted by Croatia, nor if the responsible Ministries have appointed the inter-state committee.

ROAD BORDER CROSSING/COMMON CROSSING MEASURES

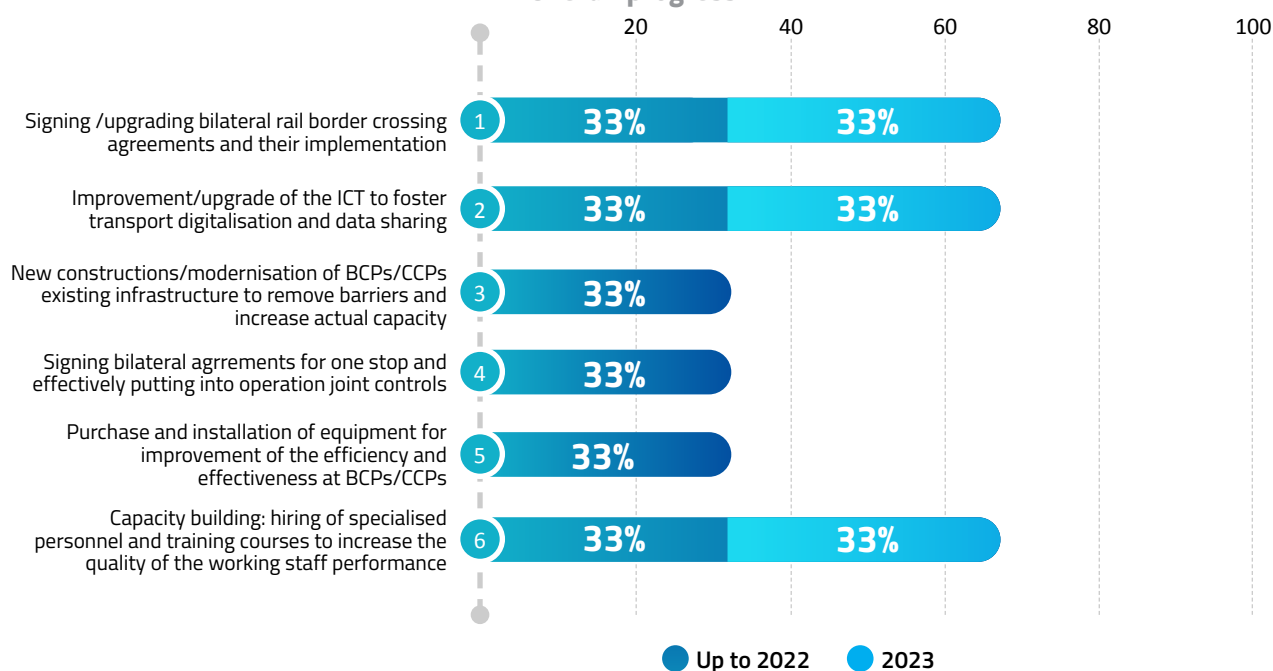
↑ 47%

There are no major developments related to upgrading the BCP infrastructure in Bosnia and Herzegovina. The construction of the joint BCP Sremska Raca/Raca is planned on Serbian side, and, for the moment, there are no concrete plans to introduce a one-stop on the BCP Mali Zvornik/Karakaj.

Pursuant to the Annex of the Agreement between the Council of Ministers of Bosnia and Herzegovina and the Government of Montenegro for conducting border checks on the common border crossings, the construction of the JBCPs Ilino Brdo/Klobuk and Zupci is within the responsibility of the Indirect Tax Authority of Bosnia and Herzegovina. On 1 April 2023, a multi-year budget was adopted for the implementation of the reconstruction projects of BCP Zupci and BCP Klobuk. This will create conditions for the establishment of joint border crossing points on the side of Bosnia and Herzegovina. A project for the reconstruction of the BCP Zupci has been prepared in accordance with the user requirements of the border services of Montenegro, and everything is ready for tendering once the budget is operational. For the BCP Klobuk, the design has not yet been done, and it is expected that this activity will follow the beginning of the project at Zupci.

No progress has been made regarding the formal status of the BCP Svilaj. In order to be permanently categorised as an international BCP, it has to be duly included in an international agreement signed between Bosnia and Herzegovina and Croatia. Until then, the Ministry of Security of Bosnia and Herzegovina issues a temporary Decision. The current one is for international crossing for passengers and freight, except for excise duties undergoing veterinary inspection, and is in force until 31 December 2023. The exchange of pre-arrival customs information through the SEED system has been made functional from Bosnia and Herzegovina to Croatia, with the support of CEFTA.

Figure 52
BOSNIA AND HERZEGOVINA
Overall progress



Recommendations

1. Conclude the negotiations for the facilitation of rail border crossing procedures between Bosnia and Herzegovina and Serbia
2. Engage in negotiations with Croatia regarding the bilateral rail agreement for determining the border procedures for the rail BCPs Samac-Slavovski Samac and Capljina-Metkovic
3. Engage in negotiations with Croatia to conclude an international agreement defining the final status of the road BCPs Svilaj and Gradiska
4. Complete the preparation of the infrastructure project for reconstruction of the joint BCP Ilino Brdo/Klobuk and, if needed, consider co-financing of the EU funds (use of the Smart and Sustainable Transport Programme) in BCP projects
5. Consider digital technology and smart management systems at the BCP Mali Karakaj/Zvornik to improve efficiency and capacity at this BCP.

2.2.5 Waterborne Transport and Multimodality

Overall summary

During the reporting period, Bosnia and Herzegovina made slow progress in implementing the Action Plan for Waterborne Transport, attaining a comprehensive implementation rate of 11%. Nonetheless, advancement has been gradual, indicating only a 2% rise.

There is a need for a comprehensive legal framework to serve as the basis for all other necessary legislation on maritime and inland waterways. This represents a significant obstacle for the further implementation of the Action Plan. Progress is made on the rehabilitation and upgrade of the facilities at the Port of Brcko. However, developing studies for improving the navigability and removing bottlenecks in Sava River still do not exist.

Progress by measures

TRANSPPOSITION OF LEGISLATION || 0 %

Bosnia and Herzegovina's advancement in transposing the EU Acquis for waterborne transport and establishing a comprehensive national legal framework has been gradual. A pivotal factor hindering progress is the lack of a national-level navigation law. Such a law would delineate institutional responsibilities encompassing both maritime and inland waterways transport, covering all entities in Bosnia and Herzegovina. Moreover, it would serve as the catalyst for the transposition of EU Acquis regulations from Annex I of the Treaty and the Action Plan for Waterborne Transport and Multimodality.

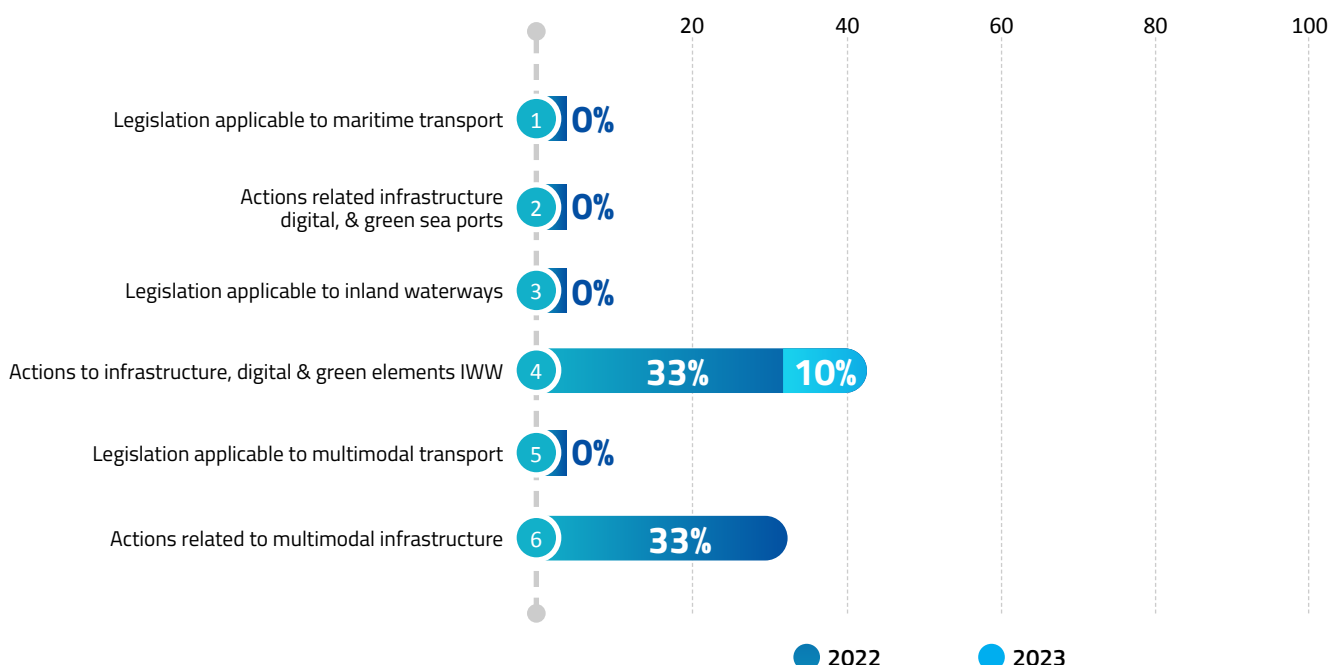
INFRASTRUCTURE, DIGITAL AND GREEN ELEMENTS ↑43 %

Progress has been made regarding the project on the Demining of the right bank of Sava River, in-

volving the demining of 40 km of the right bank of the River Sava in Bosnia and Herzegovina to comply with safety and navigability requirements. Increased usage of lower-emission and lower-cost combined transport modes, as well as facilitated navigation with authorities in the region, have not started due to the lack of some internal procedures of the financial institutions. It is, however, envisaged to start in 2024.

The reconstruction and modernisation of the River Port of Brcko project commenced in 2021. This includes the construction and arrangement of the port plateau, the purchase of a new crane, the reconstruction of the access road from the port to Bijeljinska cesta, as well as the industrial railway from the Port to Brcko Novo railway station. The works on the reconstruction of the plateau are completed. The works are now proceeding, with the purchase of a new crane, to the reconstruction of the access road from the port to Bijeljinska cesta and of the industrial railway from the port to Brcko Novo railway station.

Figure 53
BOSNIA AND HERZEGOVINA
Progress in waterborne transport and multimodality



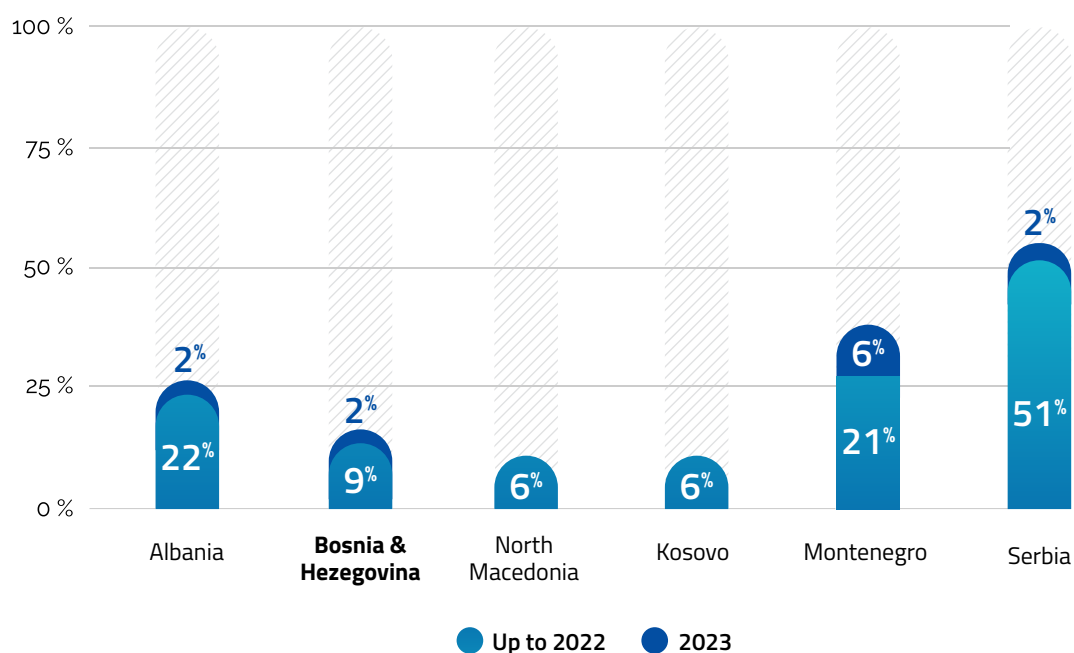
The overall progress of Bosnia and Herzegovina is slow regarding the transposition of legislation since it has not been completed during the reporting period. The same goes for actions related to infrastructure

and digital, social and green elements of inland waterways, where only the Flagship 1 WBIF project Reconstruction and Modernisation of the River Port of Brcko is in process.



Figure 54

OVERALL PROGRESS PER REGIONAL PARTNER



Recommendations

It is imperative for Bosnia and Herzegovina to promptly initiate the following actions:

1. Draft and approve the national-level legislation relating to navigation in Bosnia and Herzegovina
2. Expedite the completion of Flagship 1, focusing on the reconstruction and modernisation of the Brcko River Port
3. Commence the implementation of Flagship 1, specifically addressing the demining efforts on the right bank of the Sava River
4. Initiate the process of transposing EU legislation listed in Annex I and Action Plan for Waterborne Transport and Multimodality into the national legislation.



| | |
|-------|--|
| 2.3.1 | Rail Overall summary Progress by measures Recommendations |
| 2.3.2 | Road Overall summary Progress by measures Recommendations |
| 2.3.3 | Road Safety Overall summary Progress by measures Recommendations |
| 2.3.4 | Transport Facilitation Overall summary Progress by measures Recommendations |
| 2.3.5 | Waterborne Transport and Multimodality Overall summary Progress by measures Recommendations |

2.3



Kosovo

2.3.1 Rail

Overall summary

During the reporting period, Kosovo has made slow progress in executing the Rail Action Plan, attaining an overall implementation rate of 61%. Nonetheless, the advancement has been gradual, indicating only a 2% rise.

The Railway Regulatory Agency published few legislative acts within the reporting period. These acts mainly pertain to the technical specifications of interoperability. Preparatory work for drafting the new Railway Law and Railway Safety and Interoperability Law is still ongoing.

Progress by measures

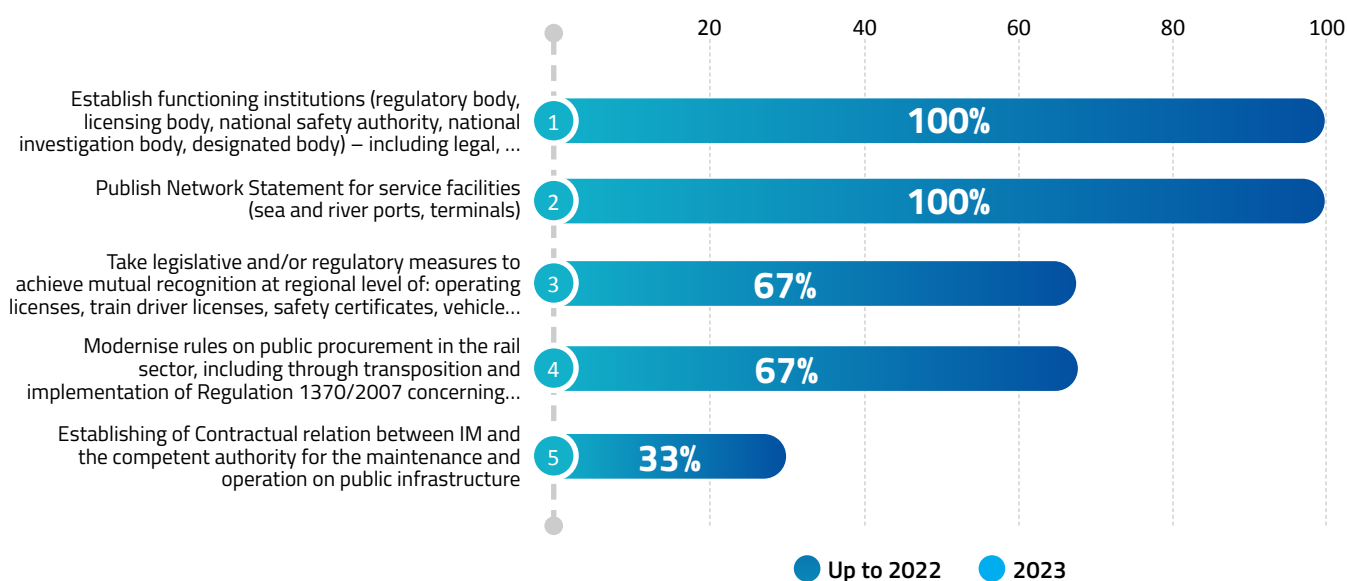
RAIL MARKET OPENING

II 73%

In recent years, Kosovo has made significant progress in consolidating its institutional framework and establishing the National Investigation Body, reporting directly to the Prime Minister's Cabinet. During the reporting period, the Railway Regulatory Agency has taken notable steps by publishing various bylaws concerning safety matters. Future plans include amending the Railway Law and developing a new Rail Safety and Interoperability Law. Furthermore, the infrastructure manager - "Infrakos JSC" has drafted a multiannual contract between the Infrastructure Manager and the relevant authority; however, the contract is pending approval from the competent authority.

The Ministry of Environment, Spatial Planning and Infrastructure has signed a new five -year PSO contract with the public Railway Undertaking TRAINKOS JSC for the provision of public passenger railway transport services. However, progress in the reporting period is not considerably satisfactory.

Figure 55
KOSOVO
Rail market opening



PASSENGER RIGHTS

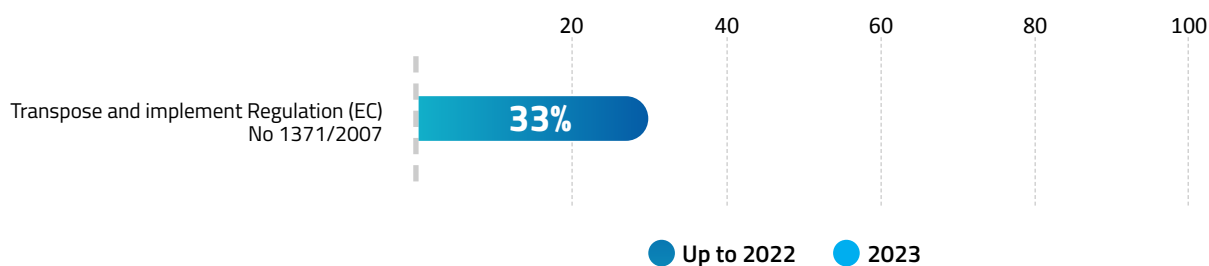
II 33%

Passenger rights are a horizontal measure applicable to all transport modes. All regional partners have taken specific steps in compliance with various sections of EU Regulation 1371/2007. The main objective of

these measures is to revitalise passenger transport in the entire region, as well as to provide improved conditions for passengers.

In the reporting period, Kosovo has not made progress in this regard.

Figure 56
KOSOVO
Passenger rights

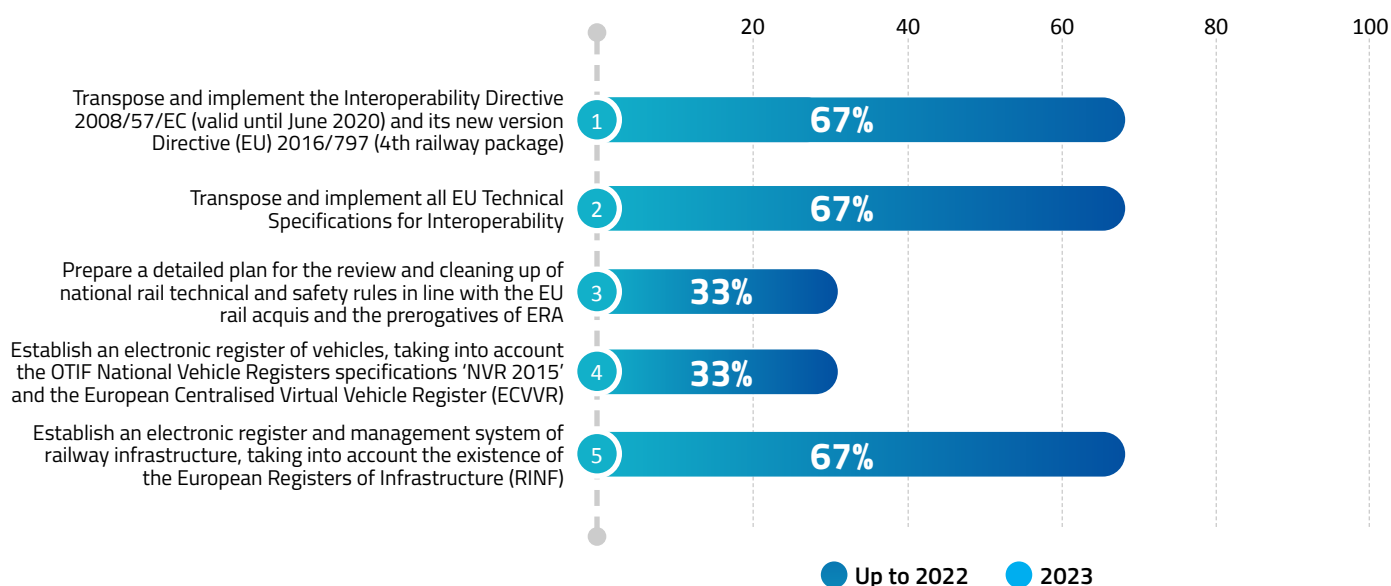


INTEROPERABILITY

II 53%

Further efforts are needed in the adoption and publishing of the TSIs. Additionally, the new Railway Safety and Interoperability Laws should be adopted.

Figure 57
KOSOVO
Interoperability



MODERNISATION OF RAILWAY INFRASTRUCTURE

↑ 83%

The Railway Infrastructure Managers Network (RIMN) organised two meetings in 2023. The main outcome of the meeting in Tirana in March 2023 is the further development of the idea to establish a Regional Railway Centre of Excellence. Also, Kosovo contributed to the successful completion of the first regional project – “*Safety improvement on the level crossings*”.

In terms of implementing the agreement facilitated by RIMN, “Infrakos JSC” organised regular meetings with “Trainkos JSC” and “Railtrans JSC” as well as with MZ - Infrastructure and MZ - Transport of North Macedonia. These discussions involved the annual train itinerary and the issue of maintenance of the railway infrastructure.

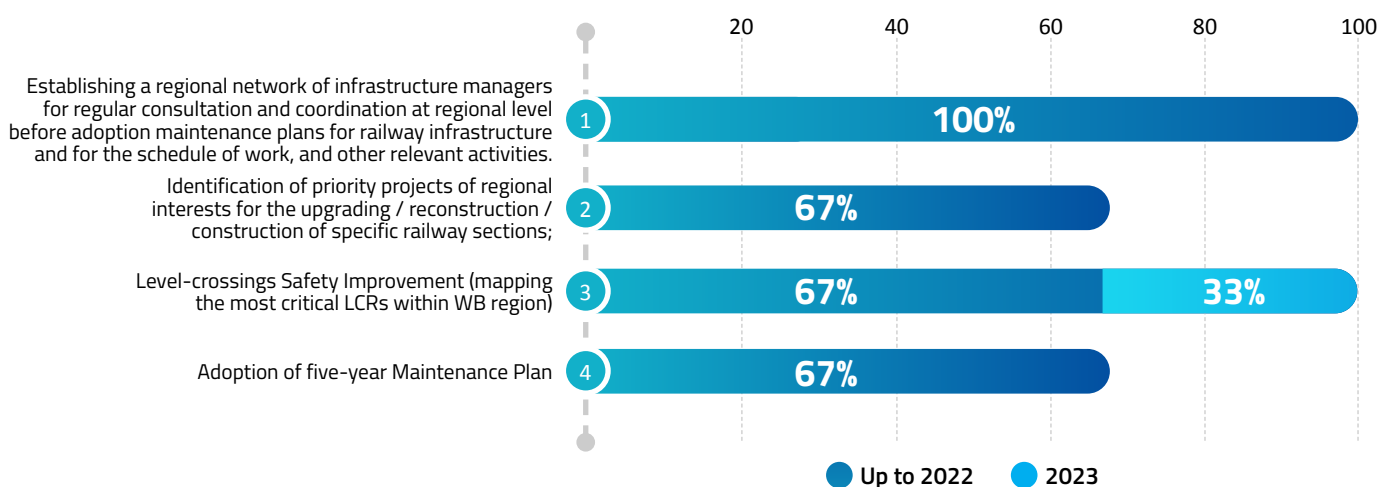
“Infrakos JSC” adopted the Programme for construction, reconstruction and maintenance of railway infrastructure and organization and management of rail traffic for 2018 with a Projection of Asset Management Plan

and Track Access Charges, in compliance with the Law on Railways and the relevant directives. The plan is now in the phase of implementation within “Infrakos JSC”.

Based on this plan and in the infrastructure’s current condition, Infrakos JSC prepared the Agreement for the financing of railway infrastructure 2023 - 2027 between competent authority and Infrakos JSC, and it is should be signed soon.

Kosovo continued with construction works on Route 10; the section from Fushe Kosove/Kosovo Polje towards North Macedonia (Hani Elezit). The civil works will be finished on 30.09.2024, while for the section Fushe Kosove/Kosovo Polje – Mitrovica, the construction works have started on 10 October 2022, the end date for works is planned for 8 January 2024. The next step involves the works on signalisation and telecommunication across the section Mitrovica - Fushe Kosova/Kosovo Polje – Hani Elezit, as well as the commencement of the implementation of the detailed design on the section Mitrovica – Leshak.

Figure 58
KOSOVO
Modernisation of the railway infrastructure



Pending issues: firstly, the multiannual contract between “Infrakos JSC” and the relevant authorities has been finalised and it is expected to be signed soon. Secondly, the drafting and further adoption of the Railway Safety and Interoperability Law is a priority. Additionally, the upcoming changes in the Railways Law should encompass the market pillar outlined in the fourth railway package. By addressing these matters, Kosovo can further enhance its railway infrastructure and safety regulations.

Figure 59
KOSOVO
Rail Action Plan by Measures

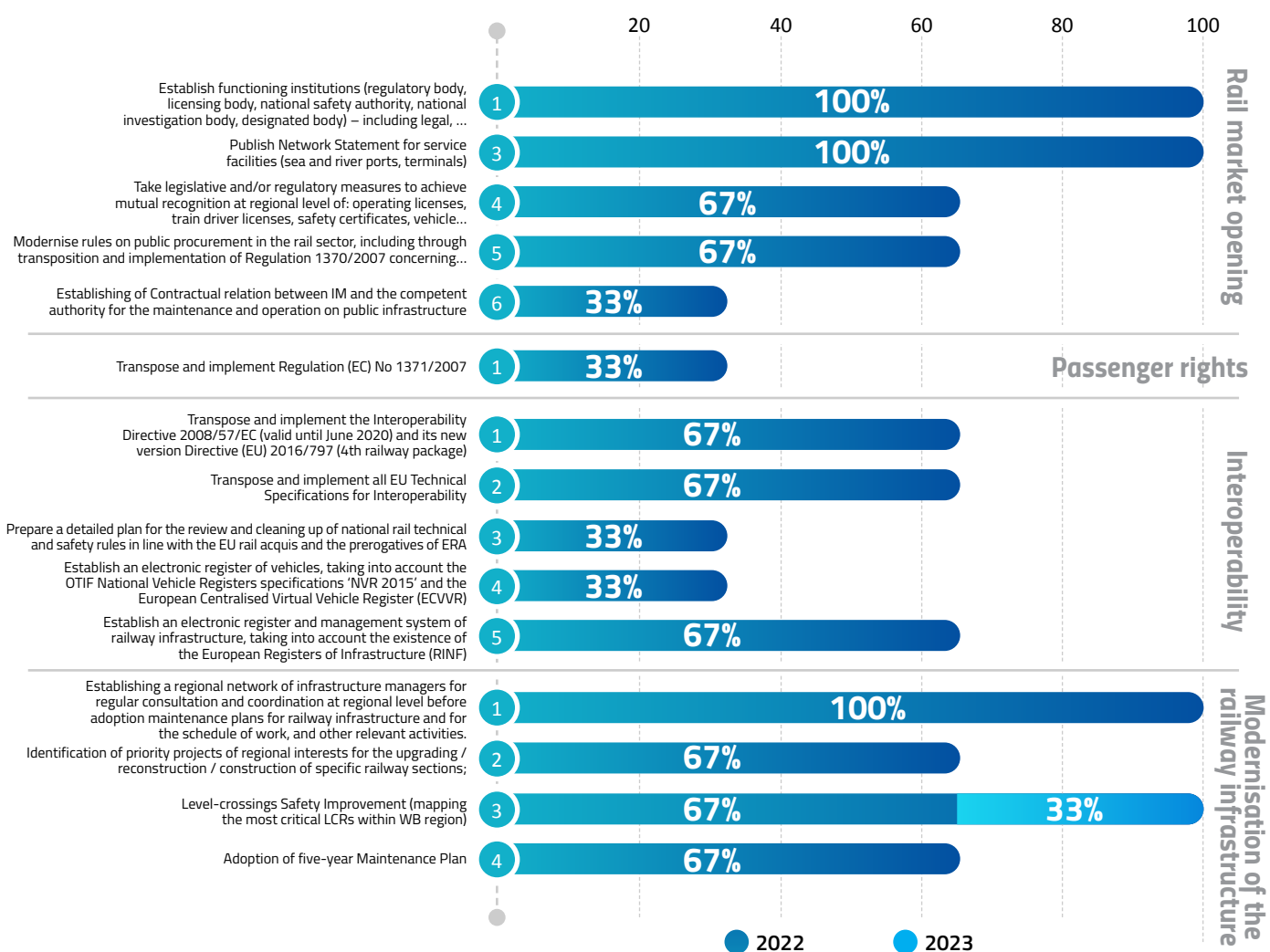
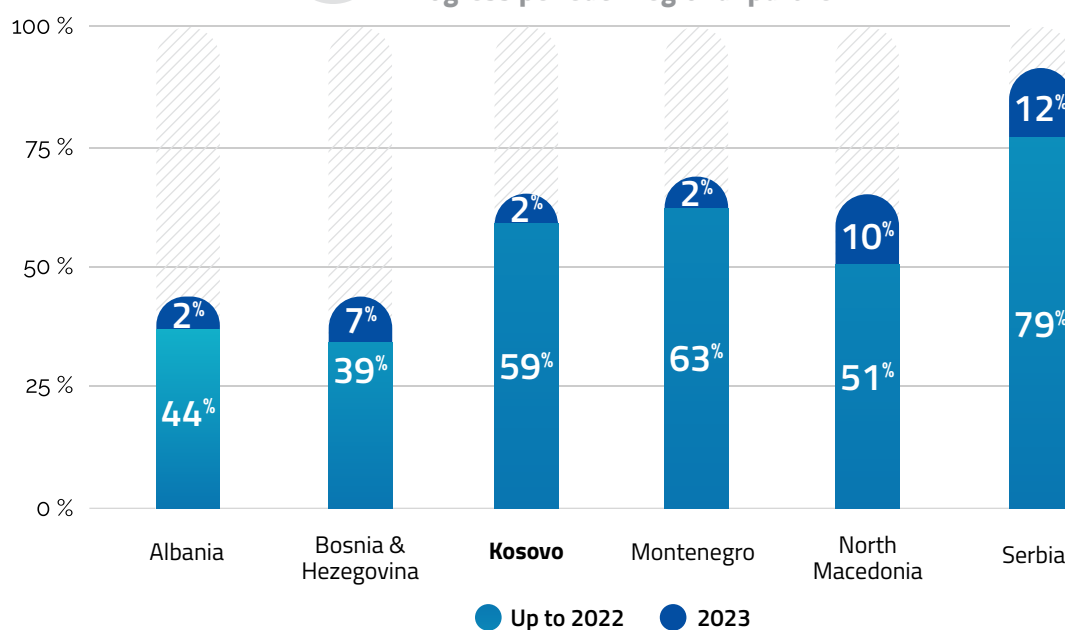


Figure 60
OVERALL PROGRESS
Progress per each regional partner



Recommendations

1. Draft and approve the Railway Safety and Interoperability Law
2. Draft and approve the new Railway Law
3. Sign the Multi Annual Contract between “Infra-kos JSC” and the relevant authority
4. Transpose and publish the Technical Specifications of Interoperability
5. Complete construction works on the section Fushe Kosova/Kosovo Polje – Hani Elezit and on the section Fushe Kosova/Kosovo Polje – Mitrovica section and start works on the section Mitrovica-Leshak.

2.3.2 Road

Overall summary

Kosovo has made moderate progress towards implementing the measures outlined in the Road Action Plan, achieving an overall implementation rate of 47%. However, the progress remains slow during the reporting period, showing only a 5% increase.

Positive steps have been taken on preparing the strategic framework for the development of transport sector in Kosovo during the reporting period. Notably, in January 2023, the Multimodal Transport Strategy was approved, including all the Road Action Plan measures. The Strategy Action Plan is being prepared and will be approved soon. The draft Law on Roads is being finalised and will be sent soon for adoption. The approval of the Administrative Instruction on ITS is still pending, awaiting the adoption of the Law on Roads. Furthermore, the preparation of ITS Strategy for all modes of transport and the operational concept for Road Traffic Management Centres have been finalised.

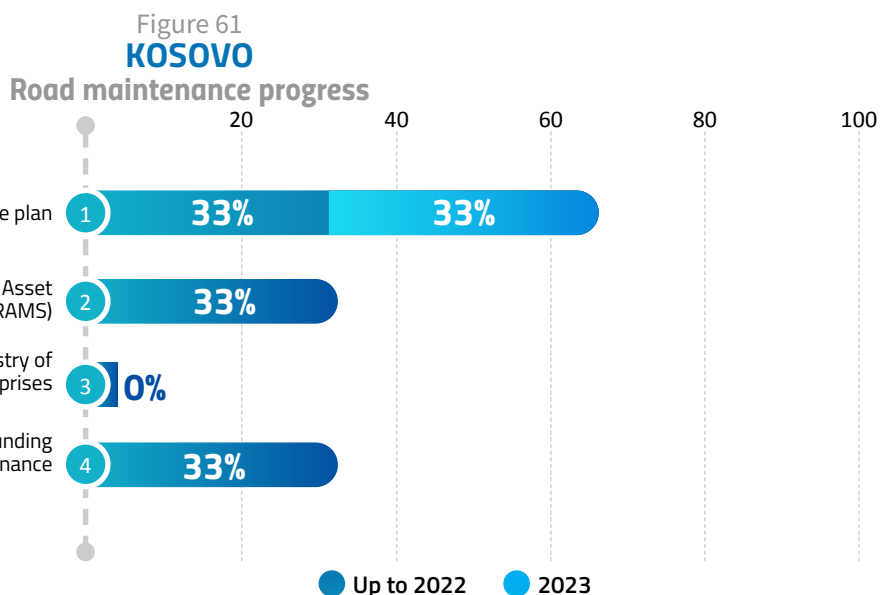
Progress by measures

ESTABLISHING A FUNCTIONING AND EFFICIENT ROAD MAINTENANCE SYSTEM

↑ 33%

The maintenance contracts signed last year, the 3-year frameworks, for the road network are based on unit price and are valid until summer 2025. The draft Law on Roads is the final phase, currently focusing on the preparation of the compatibility tables with EU legislation. Upon that, the law will be sent for approval, and then to the parliament for adoption. This will allow for the establishment of a new agency that will have the Road Safety Department, covering road infrastructure planning, safety and management.

Several meetings were held with representatives of the World Bank, seeking support for the development of RAMS.



ITS DEPLOYMENT ON CORE/ COMPREHENSIVE ROAD NETWORKS

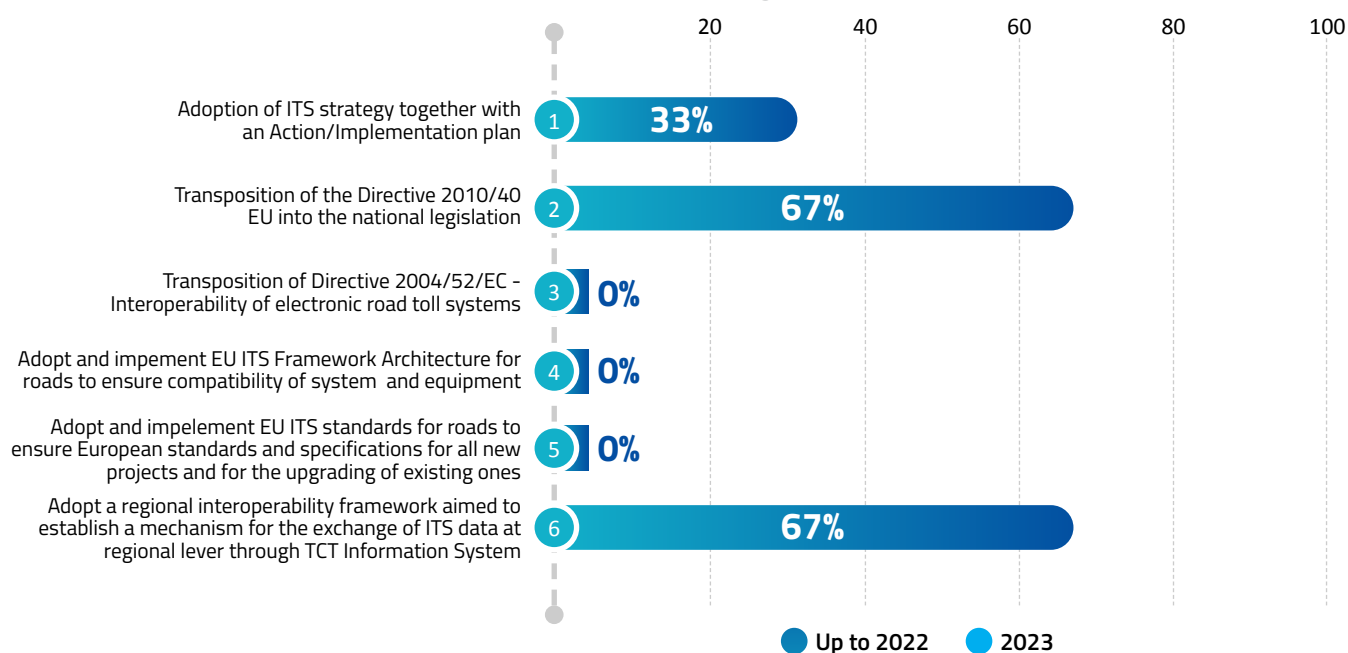
|| 28%

The preparation of ITS Strategy for all modes of transport, as well as the operational concept for Road Traffic Management Centres, were finalised by CONNECTA in August 2023. In order to start the adoption process, a meeting was organised with the Prime Minister's office for strategic documents. Following this meet-

ing, the steps forward were agreed upon; firstly, an approval from the Minister defining the organisational structure responsible for the ITS deployment, and then a working group to adapt the document in compliance with the legal requirements.

The approval of the Administrative Instruction on ITS aiming to transpose ITS Directive 2010/40/EU is still pending, awaiting the approval of the Law on Roads.

Figure 62
KOSOVO
ITS Deployment progress



ENHANCING ROAD TRANSPORT CLIMATE RESILIENCE AND USE OF ALTERNATIVE FUELS

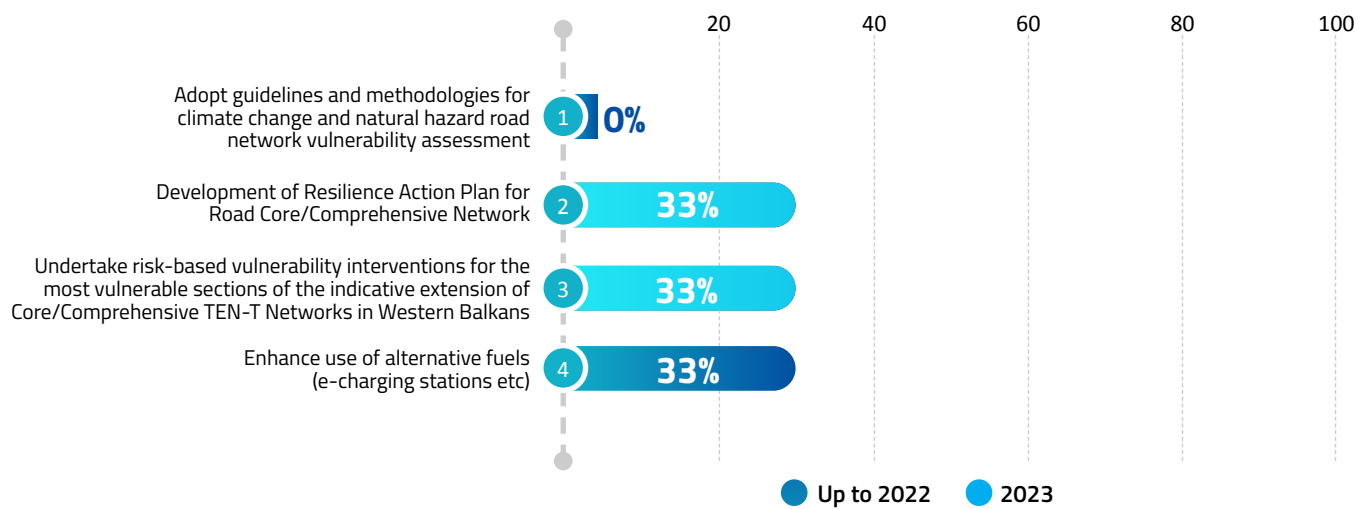
↑ 25%

To further support the implementation of Road Action Plans measures related to the improvement of climate resilience, the TCT Secretariat initiated a Technical Assistance to prepare a risk assessment and a Resilience Plan for the road network on 26 January 2023. The Inception Report has been prepared and the project objectives and tasks were

discussed with the road stakeholders in Road Technical Committees. The project is expected to be completed by the end of 2023.

Furthermore, under CONNECTA, a Technical Assistance was completed in August 2023, concerning the strategic framework for the deployment of e-charging stations on TEN-T Core and Comprehensive Network. The deliverables are expected to be translated, incorporated into the strategic documents, or adopted as standalone documents.

Figure 63
KOSOVO
Climate resilience and alternative fuels progress



Recommendations

1. Finalise the adoption of the new Law on Roads
2. Finalise the efforts to secure funding for setting up RAMS
3. Complete the full transposition of Directive 2010/40/EU by signing the Administrative Instruction
4. Adopt ITS Strategy for all modes of transport and the Operational Concept of Traffic Control Centre
5. Adopt the deliverables outlined by CONNECTA to establish and deploy e-charging stations in the TEN-T Core and Comprehensive Network. These stations play a significant role in promoting electric mobility and sustainability within the transport sector.

Figure 64
KOSOVO
Road action plan measures

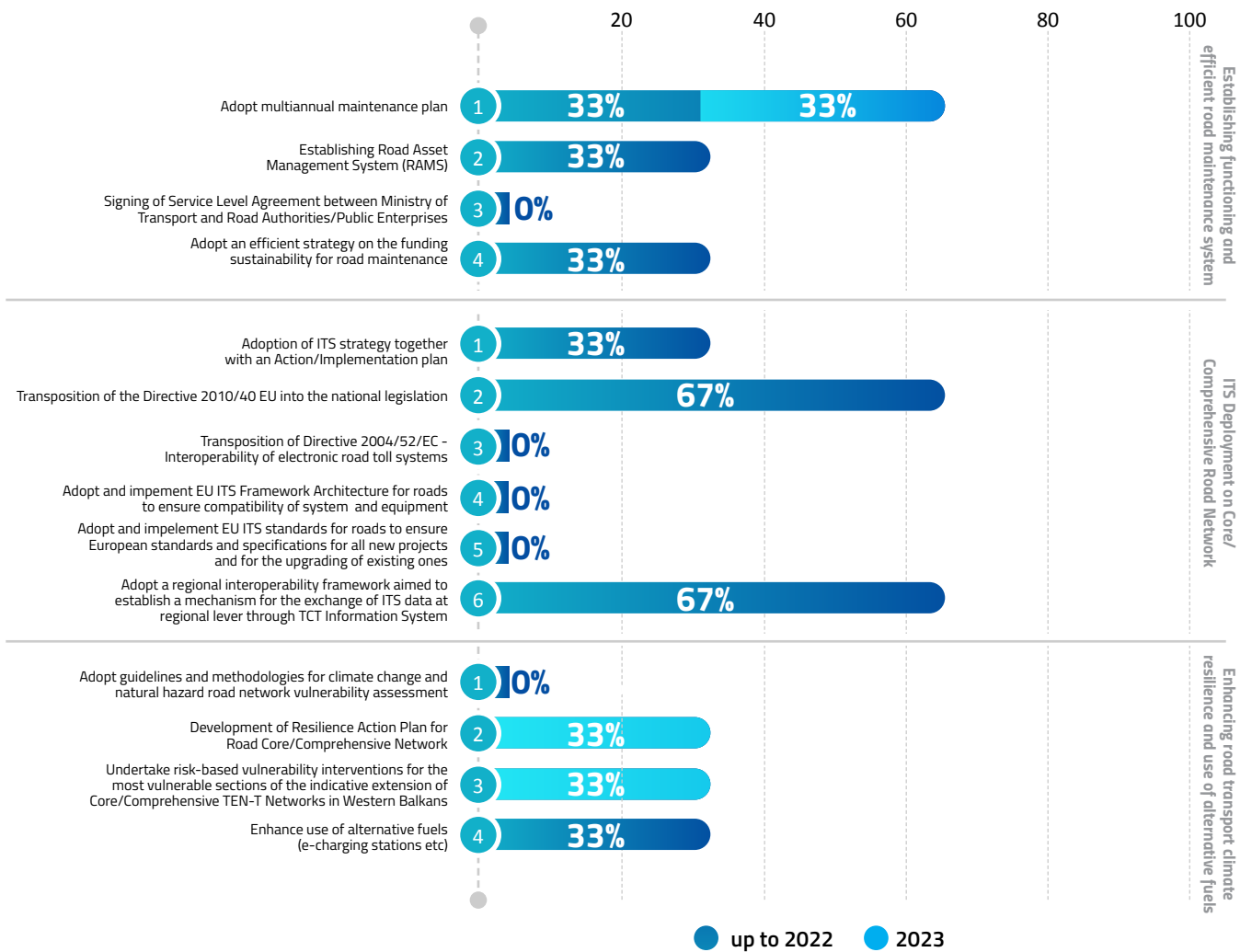
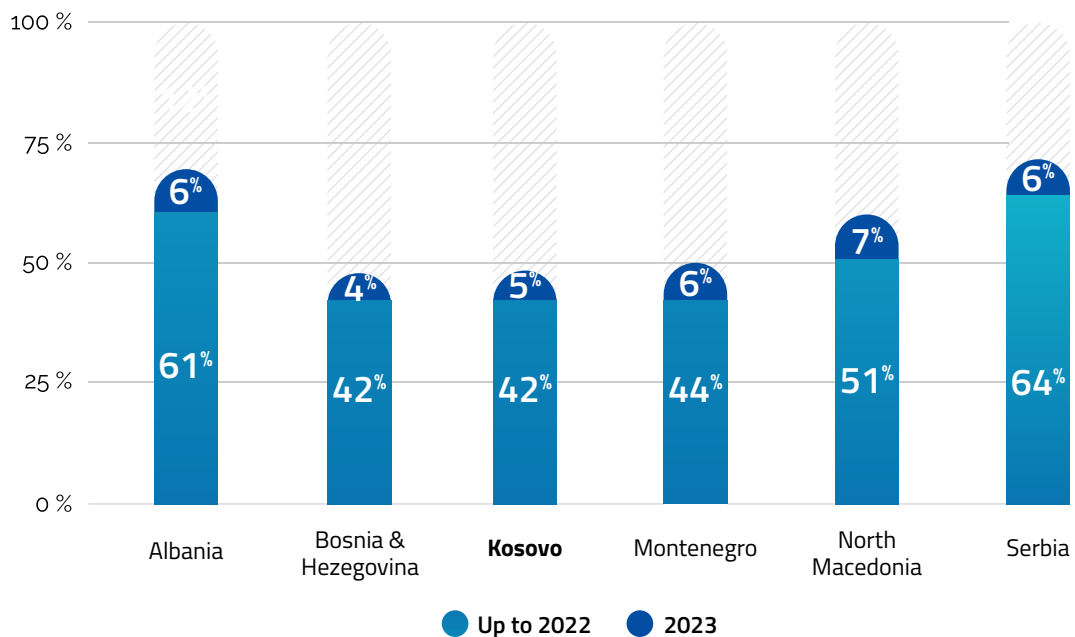


Figure 65
ROAD ACTION PLAN-OVERALL PROGRESS



2.3.3 Road Safety

Overall summary

The overall progress until 2023 is at a 26% rate. Kosovo is restructuring the Institutional Structure which will be implemented once the draft Law on Roads is

adopted. The Road Safety Strategy is adopted; however, its targets are not in line with UN and EU standards. There is a need for investments for improving the data crash system.

Kosovo reported a decrease of the number of fatalities for 2022, saving 5 lives.

Number of Fatalities for 2019-2022 year

| REGIONAL PARTNER | YEAR 2019 | YEAR 2020 | YEAR 2021 | YEAR 2022 | GOAL 2030 |
|------------------|-----------|-----------|-----------|-----------|-----------|
| KOSOVO | 113 | 81 | 111 | 106 | 56 |

Progress by measures

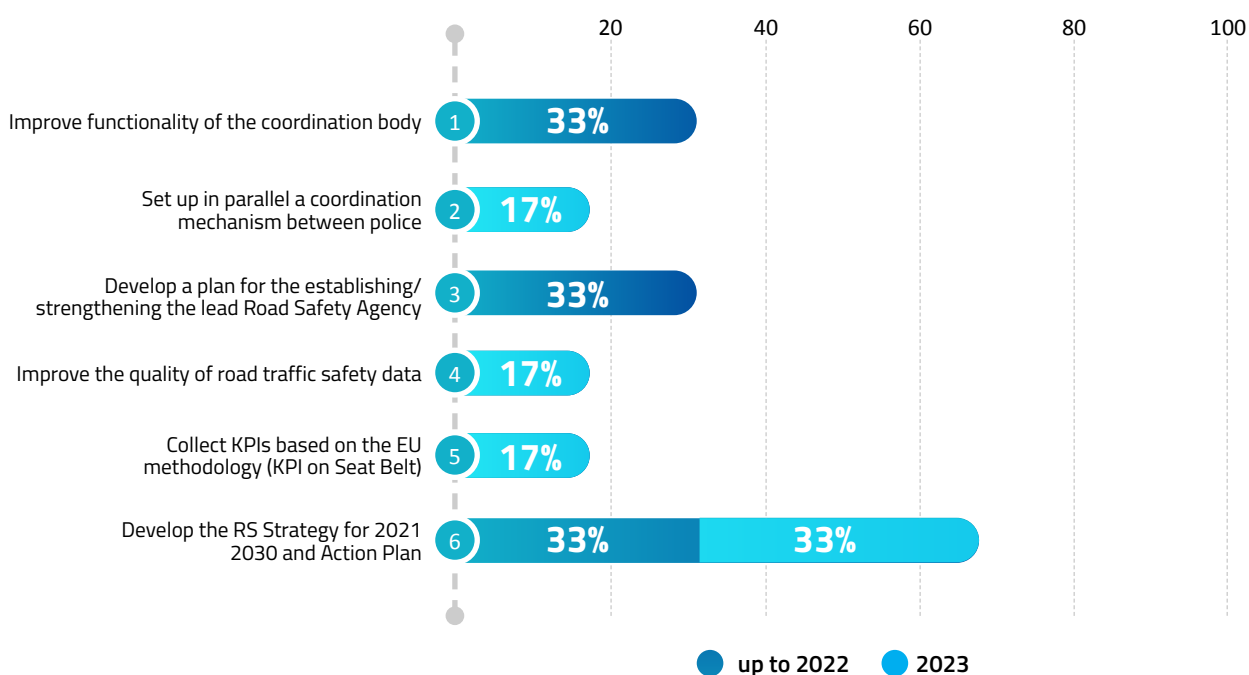
ROAD SAFETY MANAGEMENT

The coordinating body, led by the Ministry of Environment and Spatial Planning, was established in 2018. The draft Law on Roads, having passed the internal consultations, foresees the establishment of the Road Safety Agency as part of the new structure within the

Ministry of Transport. In 2024, the Law on Driver's Licenses and Traffic Rules is to be amended.

The Ministry of Environment and Spatial Planning, in cooperation with the TAIEX expert mission, organized a workshop, resulting in a report with recommendations for the establishment of a road crash database in line with CADAS protocol. A Road Safety Action Plan is in the drafting process and is to be finalised by end of 2023.

Figure 66
KOSOVO
Road safety management



ENSURE SAFER INFRASTRUCTURE || 78%

In February 2021, detailed designs for 10 high-risk sections covering approximately 300 km were finalised. The projects have reached their maturity and are ready for investments. The list of high-risk road sections falls under the recently approved “Safe and Sustainable Programme”, supported by the European Commission (DG NEAR and MOVE).

It is recommended to start aligning and transposing the legislation with the EU *Directive 2008/96/EC on Road Infrastructure Safety Management*. Developing the curricula and licensing the Road Safety Audits and Road Safety Inspections is still pending, including the adoption of 3-year plans for Road Safety Audits and Road Safety Inspections.

Carrying out RSA/RSI and improving dangerous road sections are based on funding from IFIs or other programmes. The lack of funding for the improvement of black spots/high risk road sections is identified as a critical issue.

2.3.4 Transport Facilitation

Overall summary

Kosovo has made steady progress in implementing the measures from the Transport Facilitation Action Plan, achieving an overall implementation rate of 60%.

The good coordination between the main institutional stakeholders in Kosovo regarding transport facilitation issues is welcomed. The role of the Customs authority in the intra- and inter- agency coordination has particularly been strengthened, and it provides regular capacity building programmes to its officials and border officers.

PROTECTION OF VULNERABLE ROAD USERS

↑ 33%

The Ministry, together with NGOs and the Kosovo Police has launched campaigns related to speed limits and seatbelts and mobile phones usages. In cooperation with the Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ), an App for schoolchildren has been developed aiming to teach them and raise awareness about road safety traffic signs. Kosovo plans to increase the budget for road infrastructure.

Recommendations

1. Adopt the Law on Roads and make the Road Safety Agency operational
2. Adopt the Action Plan on Road Safety
3. In close cooperation with the Ministry of Interior and Health, establish a road crash database with a common approach to crash data collection (CADAS protocol)
4. Collect EU Key Performance Indicators (speed, seat belt use, alcohol, helmet use, distraction, vehicle safety, infrastructure and post-crash care).

The functioning of the joint BCP Vermice/Morine (Kosovo-Albania) represents a good example in the region. Decent progress has been made by signing the bilateral agreement with North Macedonia on joint controls on the road BCPs. However, there have not been notable developments regarding the rail BCP Hani i Elezit.

Progress by measures

RAIL BORDER CROSSING/ COMMON CROSSING MEASURES ↑ 67 %

The joint rail station between Kosovo and North Macedonia in Hani i Elezit (on the side of Kosovo) has not yet been put into operation. Kosovo authorities had completed the refurbishment of the existing station already in 2022, and it is now ready to ac-

commodate the border agencies from both parties. However, the official kick-off of the joint controls has not taken place, as there are ongoing works for the rehabilitation of the railway line. Also, there is no information as to when the rail freight traffic will be restored. No developments have been reported on rail Routes 7 and 10.

ROAD BORDER CROSSING/ COMMON CROSSING MEASURES ↑ 53 %

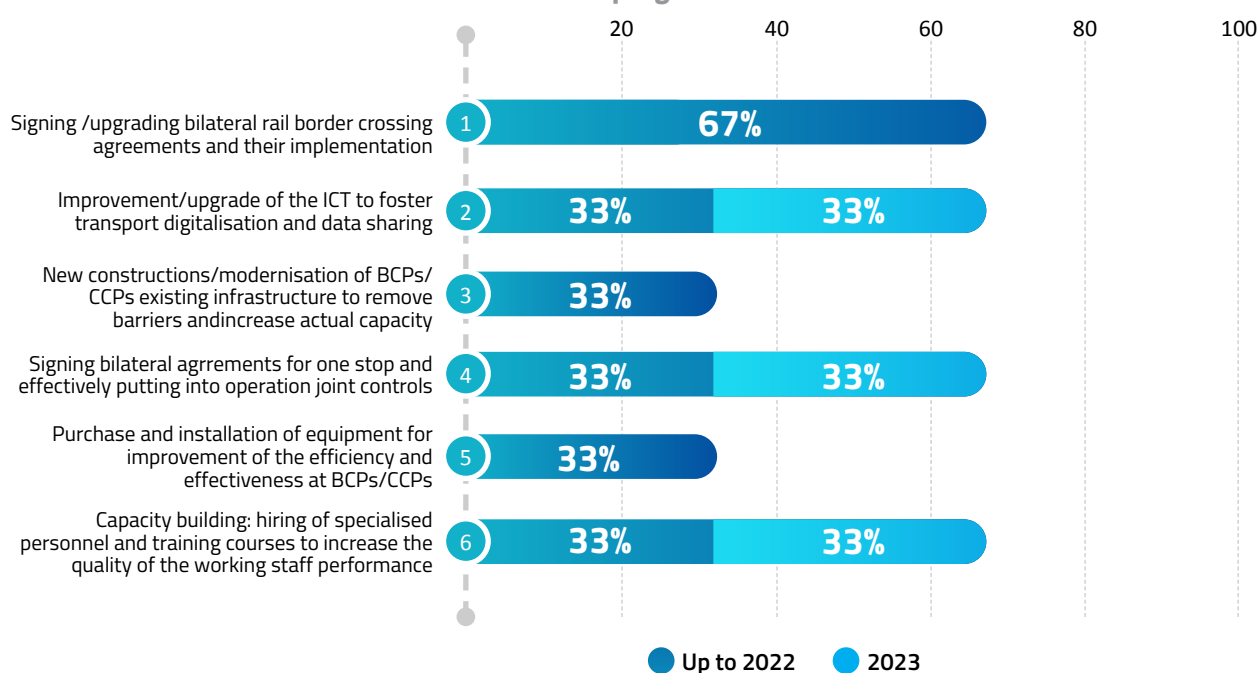
Significant progress has been made in finalising the negotiations and signing the Agreement between Kosovo and North Macedonia for joint border crossing points Hani Elezit/Blace and Jazince/ Globochica on 18 September. According to the agreed method of controls, customs and border controls on the BCP Hani i Elezit/

Blace will be conducted on the side of North Macedonia, while at the joint BCP Jazince/Globochica, they will be done on the side of Kosovo. With the support of CONNECTA, the Technical Assistance on the preparation of the design for physical improvements on the BCP Hani i Elezit/Blace was completed in May 2023.

The Customs Administration of Kosovo is taking steps forward to foster transport digitalisation and improve data sharing systems. Green Lanes in Kosovo have been extended to all BCPs/CCPs, ensuring now the pre-arrival information through the SEED system for all goods requiring phytosanitary, veterinary, or food inspections.

No notable developments have been reported on the common crossing points (CCPs) with Serbia and BCP Kula with Montenegro.

Figure 67
KOSOVO
Overall progress



Recommendations

1. Proceed with the institutional arrangements as per the agreement to establish one stop and joint controls with North Macedonia at shared BCPs
2. Undertake the necessary steps to have the joint rail station Hani i Elezit operational immediately upon the rail traffic is restored on the Rail Route 6. Develop the plans for personnel, equipment and eventual trainings in close coordination with Macedonian authorities
3. Assess the infrastructure needs on the BCP Kula to establish a model of joint controls
4. Allocate national funds for the rehabilitation/modernisation of the BCP Hani i Elezit/Blace and/or for co-financing the EU funds (for the potential use of the Smart and Sustainable Transport Programme) in BCP projects.

2.3.4 Waterborne Transport and Multimodality

Overall summary

Due to the geographical position as a landlocked region and the absence of navigable rivers or lakes, the transposition of legislation has not been a high priority. However, the recently approved Strategy for Multimodal Transport 2023-2030 partially includes legislation related to waterborne transport. Moreover, the relevant authorities are drafting the Law on Transport which will include waterborne transport.

Progress by measures

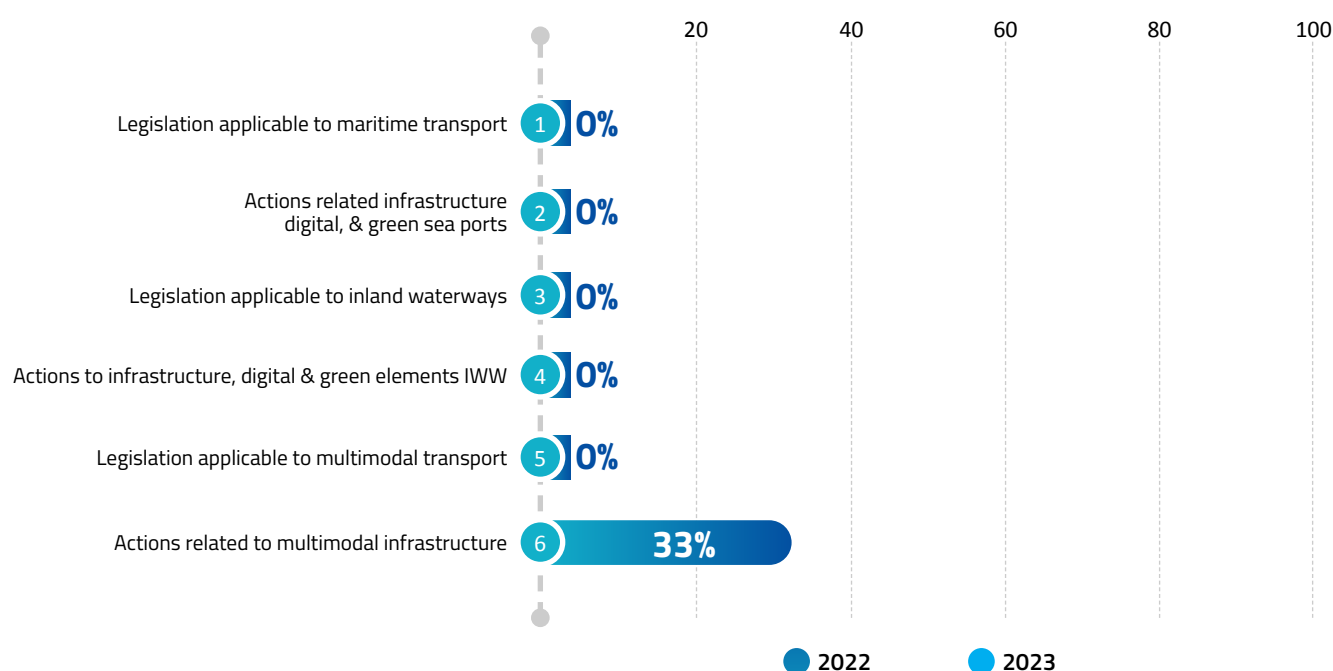
TRANSPPOSITION OF LEGISLATION 0 %

Kosovo has made slow progress in transposing the EU Acquis in waterborne transport. During the reporting period, the Strategy for Multimodal Transport 2023-2030 was approved and the implementation has commenced. The Law on Transport is being drafted in the process of discussions with the stakeholders. Together with other modes of transport, the waterborne transport is also incorporated into the draft law.

INFRASTRUCTURE, DIGITAL AND GREEN ELEMENTS 0 %

Since there are no ports, this measure is not applicable.

Figure 68
KOSOVO
Overall progress on waterborne transport and multimodality

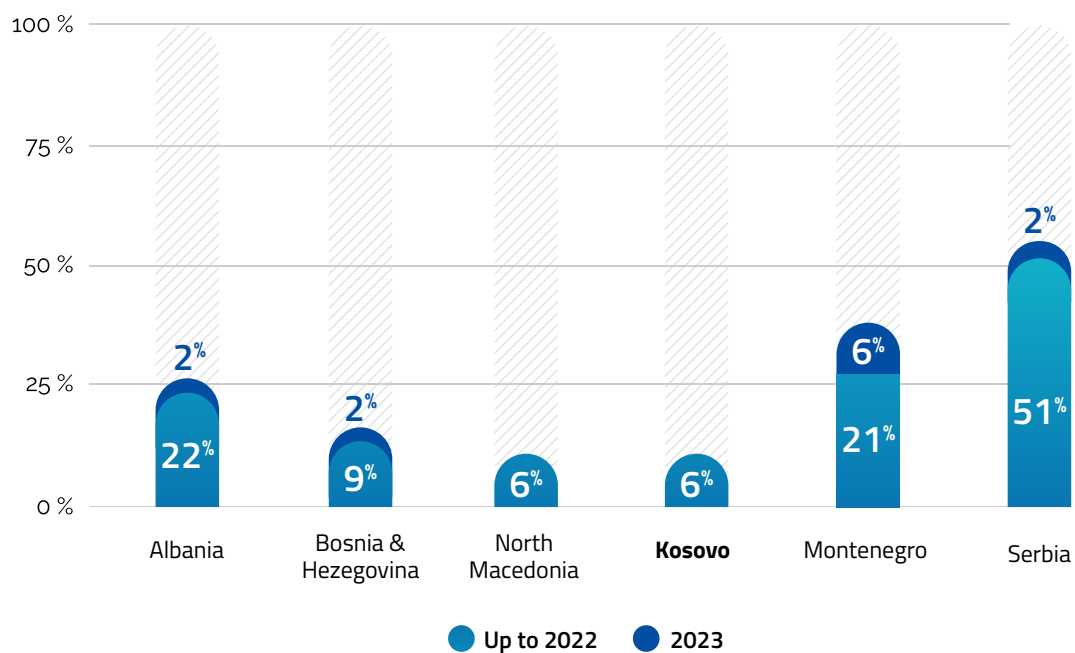


Due to the geographic position as a landlock region/ not having access to the sea or navigable rivers or lakes the overall progress of Kosovo is stagnant; however there are some initiatives with the drafting of legislation on transport where waterborne transport will be included together with other modes of transport; worth mentioning that authorities of Kosovo have initiated cooperation with Albania on assisting on the transposition of the relevant legislation.



Figure 69

OVERALL PROGRESS PER REGIONAL PARTNER



Recommendations

1. Approve the Law on Transport
2. Take direct measures in increasing the capacities /human resources in this sector
3. Continue the cooperation with Albania in transposing legislation on waterborne transport.

2.4.1

Rail

Overall summary

Progress by measures

Recommendations:

2.4.2

Road

Overall summary

Progress by measures

Recommendations

2.4.3

Road Safety

Overall summary

Progress by measures

Recommendations

2.4.4

Transport Facilitation

Overall summary

Progress by measures

Recommendations

2.4.5

Waterborne Transport and Multimodality

Overall summary

Progress by measures

Recommendations



2.4

Montenegro

2.4.1 Rail

Overall summary

Montenegro has been making steady progress in executing the actions specified in the Rail Action Plan, achieving a comprehensive implementation rate of 65%. Nonetheless, the advancement has been gradual, indicating only a 2% rise.

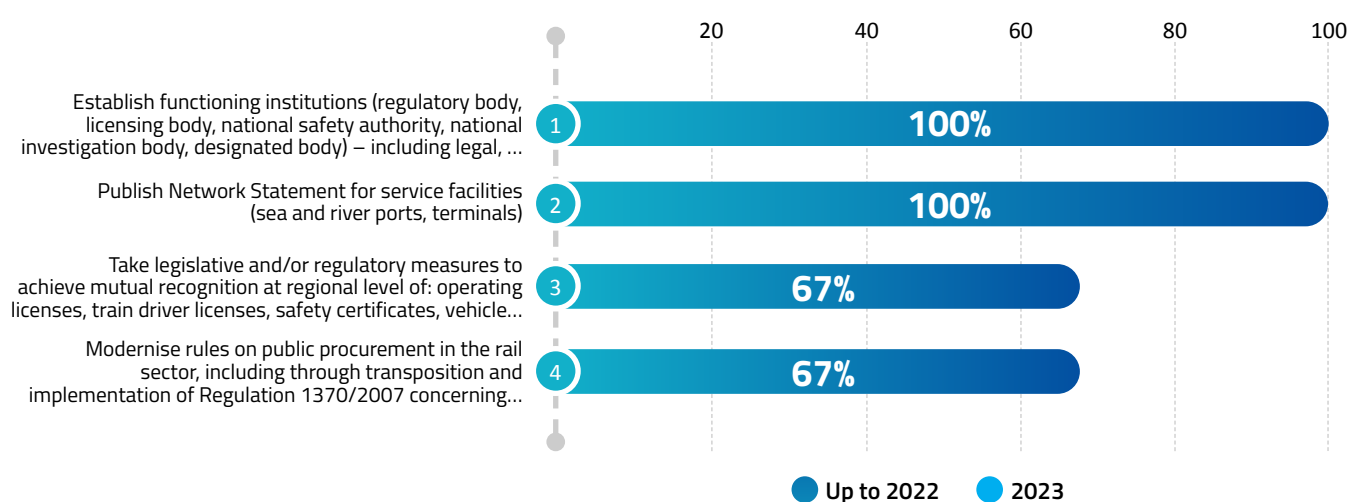
Progress by measures

RAIL MARKET OPENING

|| 83%

Montenegro decided to open the rail market in 2016. However, till now, there have been no interested parties. This year, the first private railway undertaking is operational. Montenegro has completed the institutional framework in full capacity by adding independency within the Railway Directorate (NSA and RRA). The Network Statement for the Port of Bar has been published, accompanied by the drafting of the new Railway Law. The Law on Safety (including the 3rd package and passenger rights) is expected to be adopted by the end of 2023.

Figure 70
MONTENEGRO
Rail market opening



PASSENGER RIGHTS

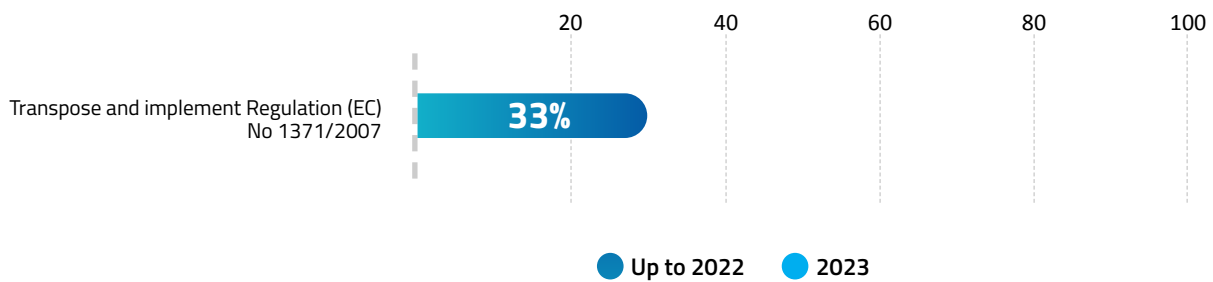
|| 33%

Passenger rights are a horizontal measure for all transport modes. All regional partners have taken concrete steps regarding specific sections of the EU Regulation 1371/2007. The main purpose of these measures is the reinvigoration of passenger transport in the entire region, as well better conditions for passengers.

During the reporting period, Montenegro has not made progress in this regard.

Further efforts are needed for Montenegro to draft and adopt the Railway Safety Law.

Figure 71
MONTENEGRO
Passenger rights

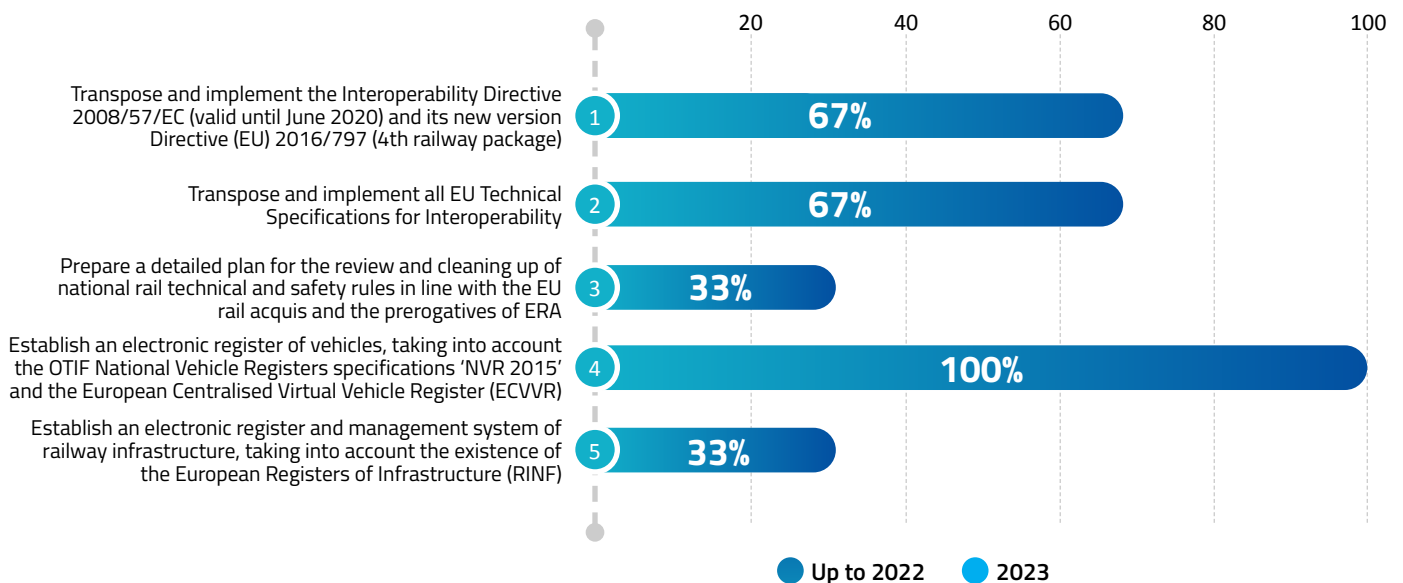


INTEROPERABILITY

|| 60%

Montenegro prepared the Railway Safety Law. It will be ready for a public discussion soon. Further efforts are needed to publish the TSIs and adopt the new Railway Safety and Interoperability Law.

Figure 72
MONTENEGRO
Interoperability



MODERNISATION OF RAILWAY INFRASTRUCTURE

↑ 83%

Railway Infrastructure Managers Network organised two meetings in 2023. The main outcome of the meeting held in Tirana in March 2023 is the further development of the idea to establish a Regional Railway Centre of Excellence.

Also, Montenegro contributed to the successful completion of the first regional project – “*Safety improvement on the level crossings*”. Montenegro continued upgrading Route 4. The reconstruction of ten bridges and four tunnels Bijelo Polje – Podgorica – Bar is completed.

Figure 73
MONTENEGRO
Modernisation of the railway infrastructure

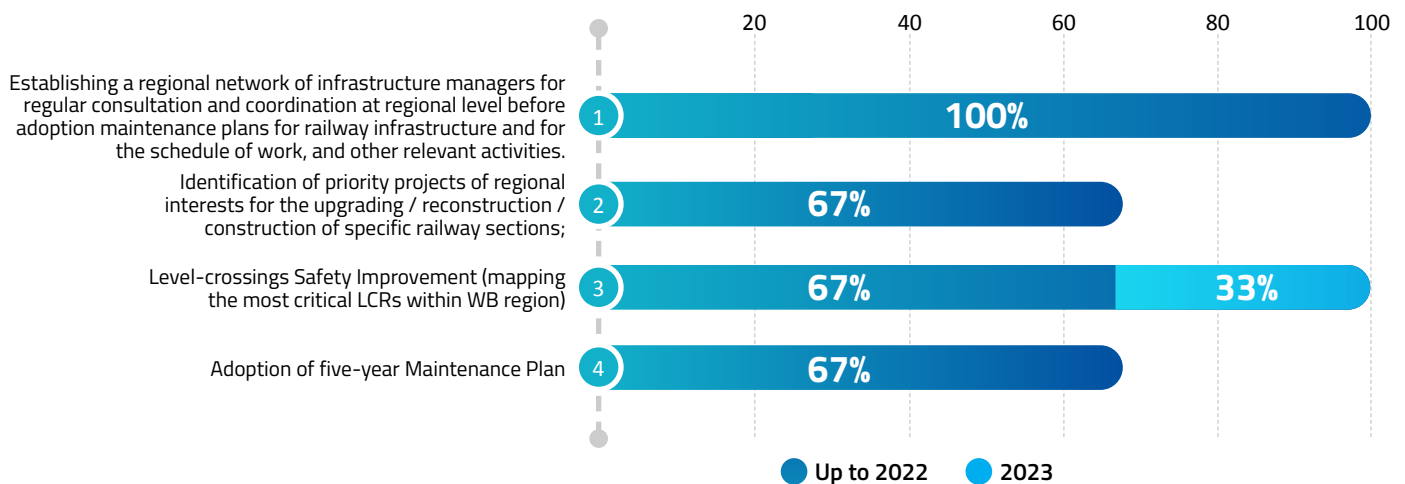


Figure 74
MONTENEGRO
Rail action plan by measures

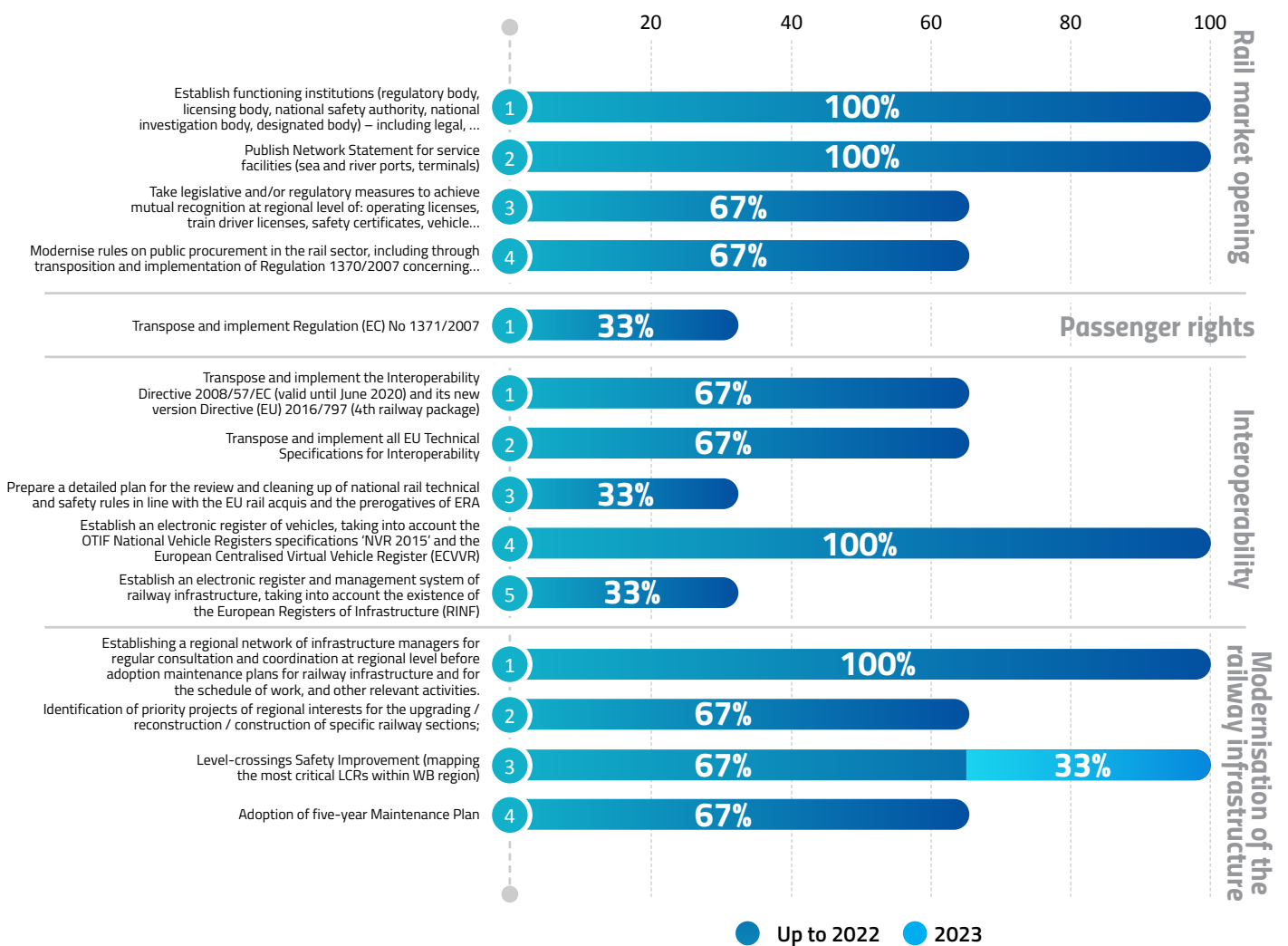
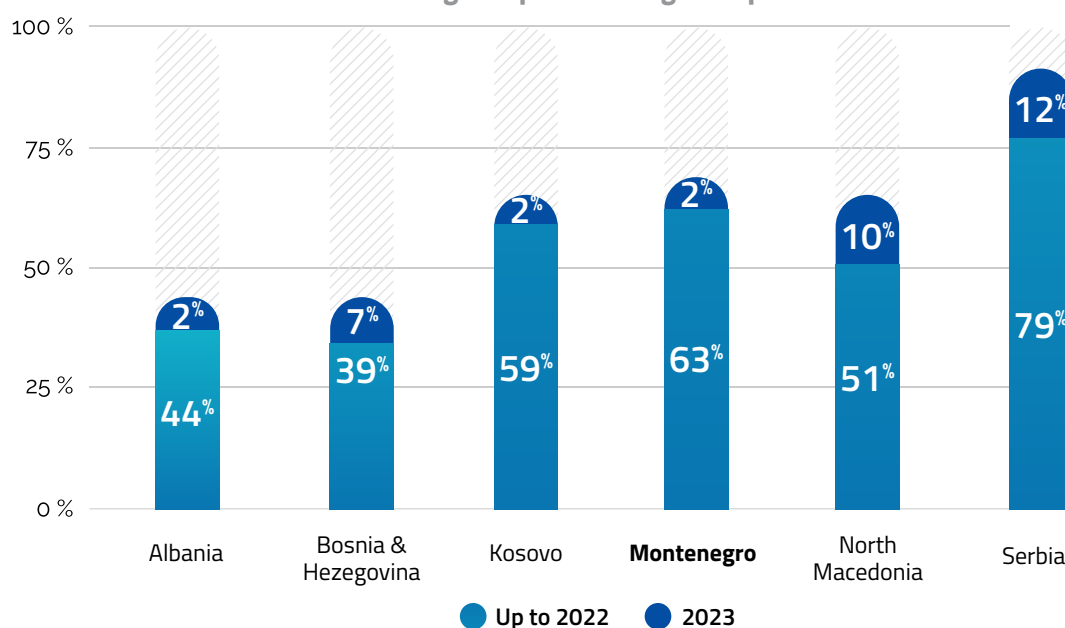




Figure 75

OVERALL PROGRESS

Progress per each regional partner

**Recommendations:**

1. Adopt the Railway Law and the Railway Safety Law
2. Transpose the Technical Specifications of Interoperability and publish it accordingly
3. Complete construction works on twelve tunnels and thirteen bridges.

2.4.2 Road

Overall summary

Montenegro has made moderate progress towards implementing the measures outlined in the Road Action Plan, achieving an overall implementation rate of 49%. However, progress remains slow during the reporting period, showing only a 6% increase.

Notably, during the reporting period, there are positive efforts to establish RAMS and finalise the Medium-term Plan for the construction, reconstruction, and maintenance of the road network for the next four-year period (2024-2027). Furthermore, following the adoption of the ITS strategy last year, preparations are on track to deploy ITS on the road network. While progress is steady, continued efforts and timely execution will be crucial to achieve the desired outcomes of the Road Action Plan.

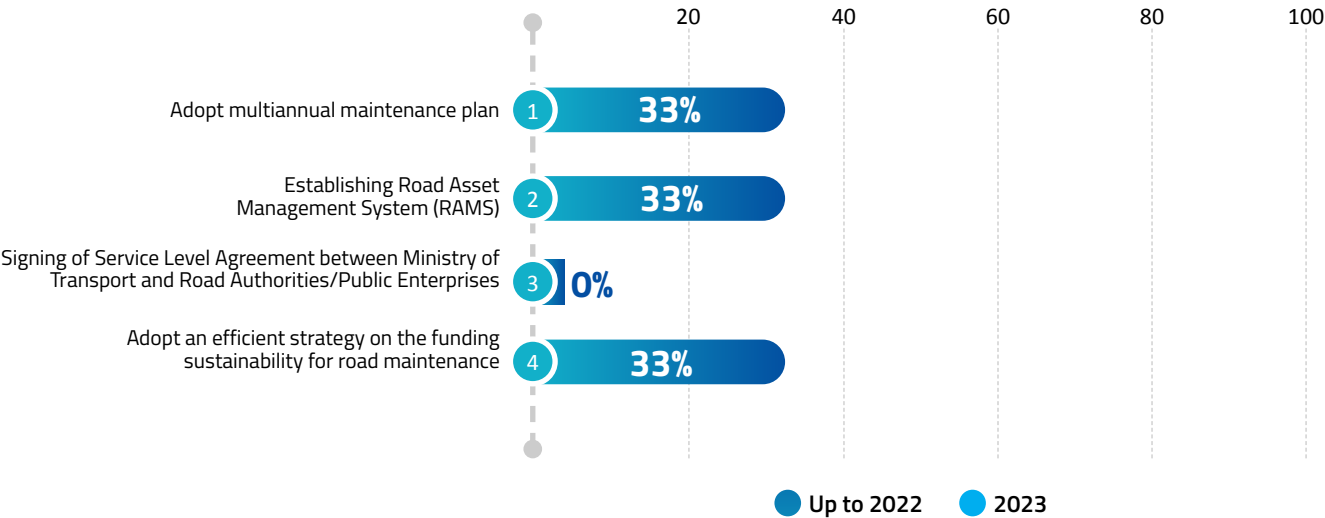
Progress by measures**ESTABLISHING A FUNCTIONING AND EFFICIENT ROAD MAINTENANCE SYSTEM****|| 25%**

The existing multiannual contract for the maintenance of the entire network of state roads in Montenegro, which had a duration of 4 years, expires in December 2023. Under the new Law on Roads, there is now a requirement to develop a Medium-term Plan for the construction, reconstruction, and maintenance of the road network for the next four-year period (2024-2027). The preparation of this Medium-term Plan is currently in progress and is expected to be finalized by the end of 2023.

As part of the Consultancy Service Agreement, EBRD financed, for the implementation of the next section of the Bar-Boljare highway, the documentation for establishing the Road Asset Management System (RAMS) for the highway will be included. Additionally, the Sustainable and Smart Programme incorporates the implementation of RAMS, pending the final approval of this proposal.

The development of the Rulebook for maintenance is also one of the deliverables specified in the Consultancy Service Agreement for the establishment of (RAMS) for the trunk and regional roads. Until the new Rulebook for maintenance is prepared, the situation remains unchanged and it is a prerequisite for applying the Service Level Agreement.

Figure 76
MONTENEGRO
Road maintenance progress



ITS DEPLOYMENT ON CORE/
COMPREHENSIVE
ROAD NETWORKS

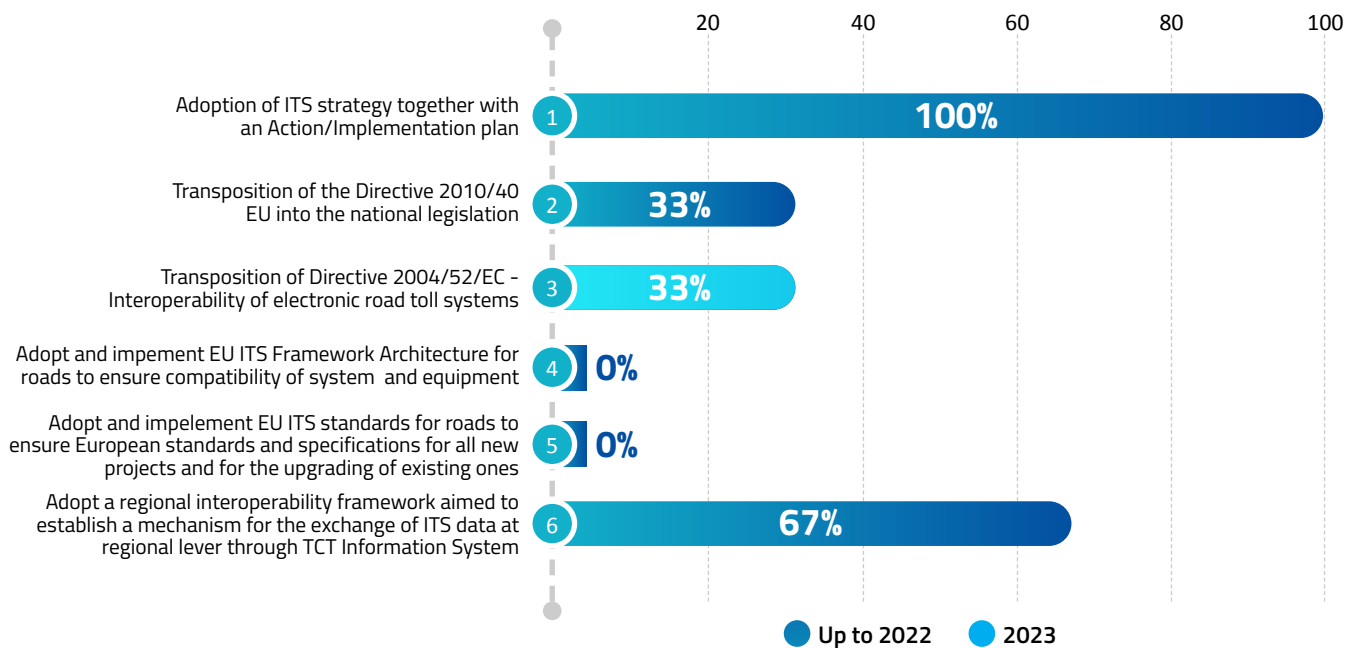
↑ 39%

As part of the “Technical Assistance for Capacity Support to the Transport Sector and EU Acquis Alignment in Montenegro” project, funded through the IPA fund, the Programme for the Development and Introduction of Intelligent Transport Systems (ITS) in Road Transport in Montenegro has been prepared for the period 2022-2026. The first section of the Bar-Boljare highway project, Smokovac-Matesevo, has already implemented ITS equipment at a cost of 25 million Euros. For the required investment assessment and concrete ITS investment in the trunk and regional road network, the European Bank for Reconstruction and

Development (EBRD) will provide a Loan Agreement to the Transport Administration. The signing of this Loan Agreement is anticipated to take place in 2024.

Within the same project, a Rulebook has been developed outlining detailed conditions, technical requirements, particular conditions, and interoperability elements of the electronic toll collection system. Presently, only the Sozina tunnel, connecting Podgorica to the coast, operates under a tolling system. The existing tolling system at the tunnel includes both a traditional toll gate and an e-tolling option through a smart card system issued by the operator “Monte-put” d.o.o. Additionally, a tolling scheme is being implemented for the first section of the Bar-Boljare highway.

Figure 77
MONTENEGRO
ITS Deployment progress



ENHANCING ROAD TRANSPORT CLIMATE RESILIENCE AND USE OF ALTERNATIVE FUELS

33%

During the design phase of road investments, resilience issues are taken into account in accordance with the relevant design standards. Montenegro received the support from the European Bank for Reconstruction and Development (EBRD) to develop the “Road Infrastructure Climate Resilience Strategy for Montenegro and Action Plan.” Additionally, with the assistance of the United Nations Environment Programme (UNEP), a “Regional Strategy for Climate Resilient Infrastructure” has been developed.

As part of the Smart and Sustainable Programme, proposals have been put forward to include National Resilient Strategies for Roads, Railway, and Maritime sectors. Furthermore, every grant application for available EU funds requires a mandatory risk assessment and the incorporation of appropriate mitigation measures.

To continue supporting for the implementation of Road Action Plans measures related to the improvement of the climate resilience, the TCT Secretariat initiated a Technical Assistance to prepare a risk assessment and a Resilience Plan for the road network on 26 January 2023. The Inception Report has been prepared and the project objectives and tasks were discussed with the road stakeholders in Road Technical Committees. The project is expected to be completed by the end of 2023.

Montenegro is currently developing its National Plan of Adaptation to Climate Change (NAP) in line with the EU Directive. A Feasibility Study for the use of alternative fuels is scheduled for preparation in 2024.

Addressing the negative impacts of climate change is mandated by the Law on Protection against the Negative Impacts of Climate Change. As a result, a Strategy for Low Carbon Development with an Action Plan is being drafted, with support from the World Bank. The World Bank also completed a study “Policy Instruments for Managing Road Vehicle Emissions in the Western Balkans” in May 2023.

The Ministry of Capital Investments, supported by GLZ, is preparing Montenegro’s first National Energy and Climate Plan.

Furthermore, under CONNECTA, a Technical Assistance for the strategic framework for deployment of e-charging stations on TEN-T Core and Comprehensive Network was completed in August 2023. The deliverables are expected to be translated, incorporated into the strategic documents, or adopted as stand-alone documents.

In 2024, the main Transport Development Strategy for Montenegro will undergo an update, incorporating green elements. Additionally, efforts are underway to develop LNG terminals, especially in the vicinity of the Port of Bar.

Figure 78
MONTENEGRO
Climate resilience and alternative fuels progress

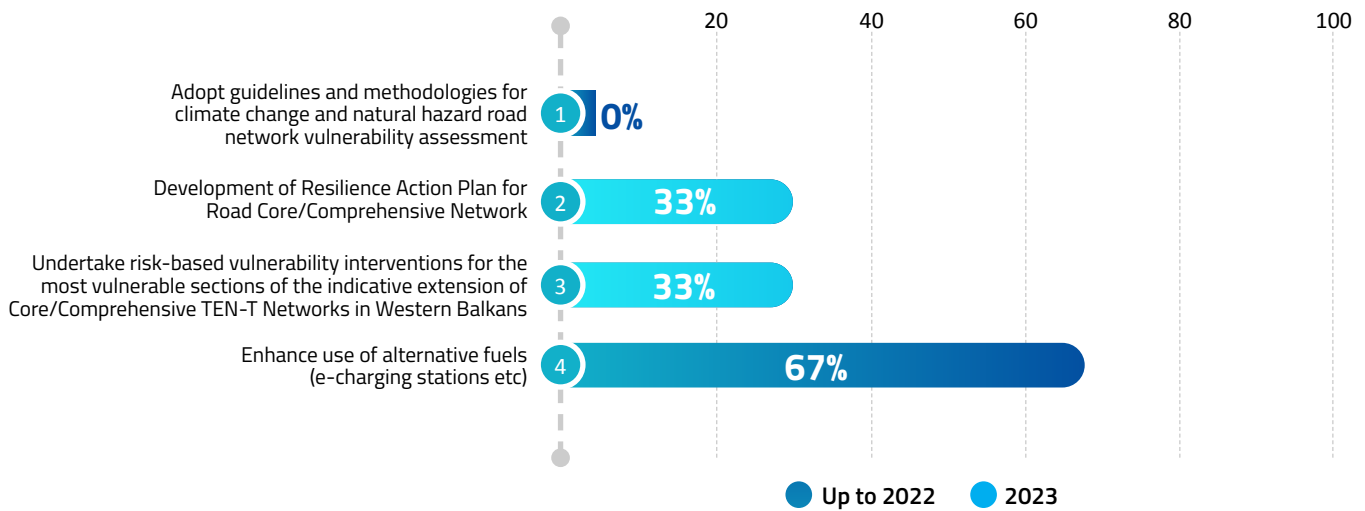


Figure 79
MONTENEGRO
Road action plan measures

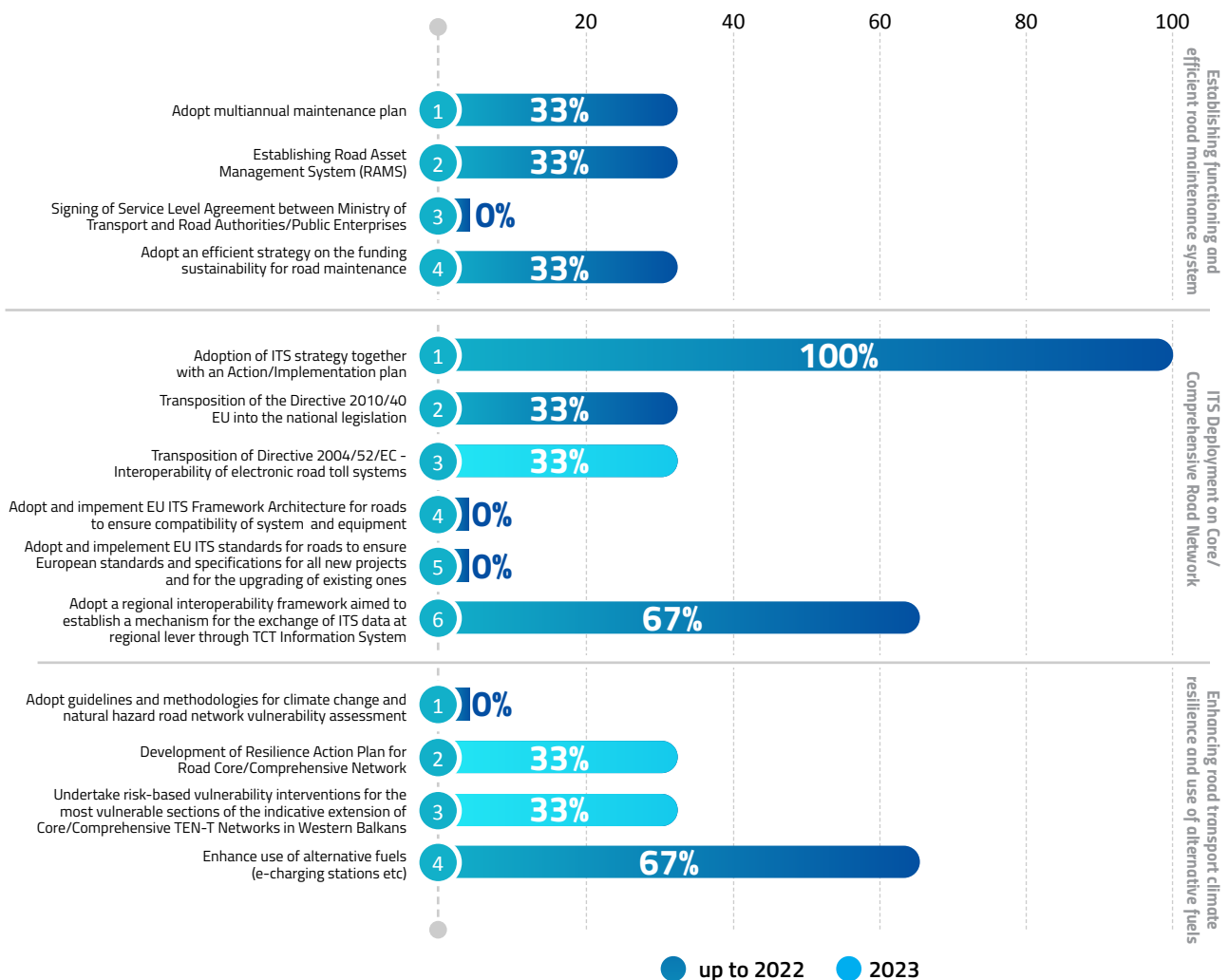
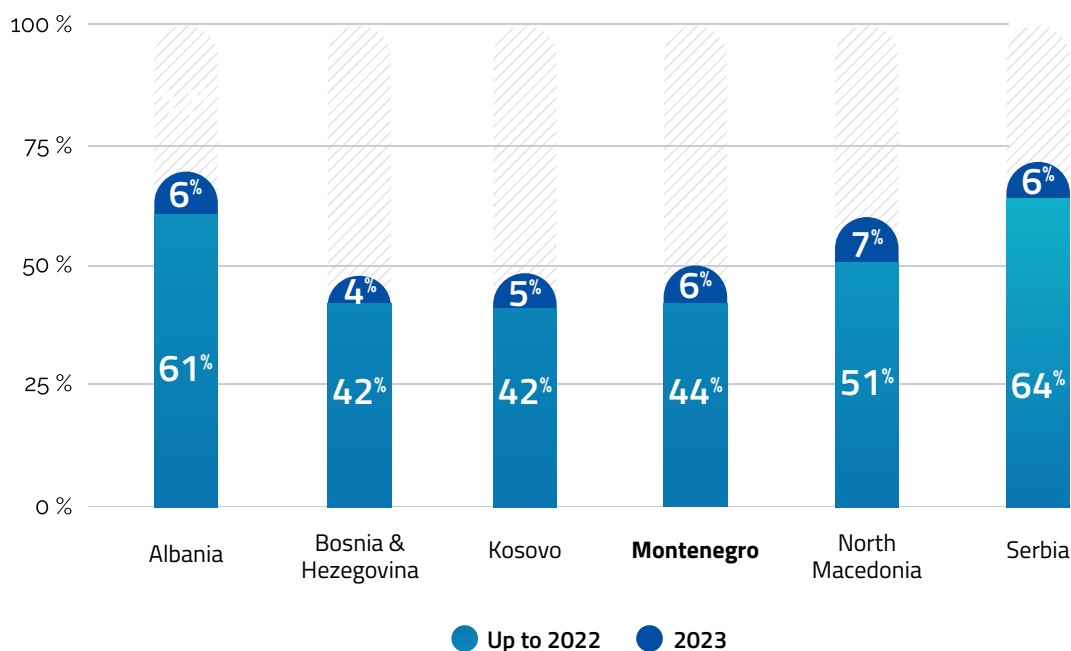




Figure 80

ROAD ACTION PLAN-OVERALL PROGRESS



Recommendations

1. Finalise the Medium-term Plan for the construction, reconstruction, and maintenance of the road network in Montenegro for the next four-year period (2024-2027). This plan will outline the necessary infrastructure developments and maintenance strategies to ensure a well-functioning and efficient road network
2. Move forward with the finalisation of the agreement for establishing a Road Asset Management System. This system is essential for implementing the Road Action Plan, as it will help monitor and manage the condition of road assets, ensuring their optimal usage and longevity
3. Ensure the full transposition of the Directive (EU) 2019/520 of the European Parliament and of the Council, dated 19 March 2019, which focuses on the interoperability of electronic road toll systems and facilitating cross-border exchange of information on road fee payment issues within the European Union
4. Adopt and implement EU Intelligent Transport Systems (ITS) standards and framework. By aligning with these standards, Montenegro can benefit from advanced technologies and solutions to improve road safety, traffic management, and overall transport efficiency
5. Adopt the deliverables outlined by CONNECTA to establish and deploy e-charging stations in the TEN-T Core and Comprehensive Network. These stations play a significant role in promoting electric mobility and sustainability within the transport sector.

2.4.3 Road Safety

Overall summary

Montenegro has made significant progress in the implementation of road safety measures, achieving an

overall progress rate of 72%. This ranks Montenegro as the second regional partner in implementing the road safety measures in the Action Plan. Montenegro has taken a set of measures to enhance the institutional structures, improve the road safety data, make investments in the infrastructure safety, as well as align with the EU Acquis. It ranks the second regional partner in making progress.

Number of Fatalities for 2019-2022 year

| REGIONAL PARTNER | YEAR 2019 | YEAR 2020 | YEAR 2021 | YEAR 2022 | GOAL 2030 |
|------------------|-----------|-----------|-----------|-----------|-----------|
| MONTENEGRO | 47 | 48 | 55 | 77 | 23 |

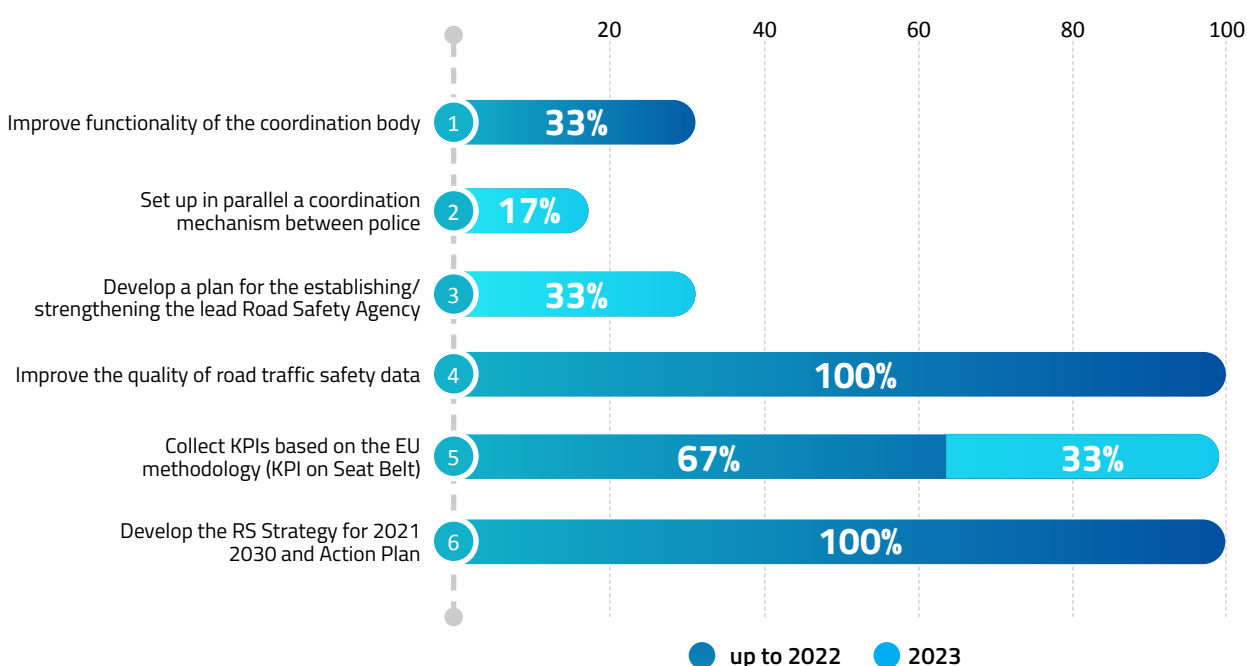
Progress by measures

ROAD SAFETY MANAGEMENT ↑ 64%

The Ministry of Interior, which is the leading partner in road safety, has drafted the Road Traffic Safety Strategy (2023-2030) along with its two-year Action Plan (2023-2024). The Strategy is expected to be completed and adopted later this year. The working group

has been formed, and expertise has been provided through the project “Technical Assistance for Capacity Support to the Transport Sector and EU Acquis Alignment in Montenegro”. Through the same Technical Assistance, a study for analysing the current institutional structure and road safety management in Montenegro has started. A model for the future Road Traffic Safety Agency is expected to be developed, leading to the improvement in coordination and monitoring of road safety.

Figure 81
MONTENEGRO
Road safety management



ENSURE SAFER INFRASTRUCTURE II 78%

In February 2021, detailed designs for 10 high-risk sections covering approximately 300 km were finalised. The projects have reached their maturity and are ready for investments. The road sections are falling under the recently approved “Safe and Sustainable Programme” supported by European Commission. The investments for the road section Podgorica-Mioska, part of the CONNECTA study, has been covered by the national budget.

Aligning and transposing of the legislation with the EU Directive 2008/96/EC on Road Infrastructure Safety Management is completed. Curricula and licensing of the experts for Road Safety Audits and Road Safety Inspections are finalised. Continuous three-year plans for Road Safety Audits and Road Safety Inspections will be incorporated into the Road Authority budget planning.

Montenegro had a public call for improving 15 locations of school zones on the main roads network. Road Safety Inspections for 100 km on state roads network and Road Safety Audits for four tunnels longer than 500m on state roads network are finalised. In addition, the Rulebook on the arrangement of school zones was adopted, and the Rulebook on bus stops is expected to be adopted by the end of September.

Elaborates for 13 black spots on the state roads network have been prepared, and the next stage concerns project documentation for remediation through IPA funding.

PROTECTION OF VULNERABLE ROAD USERS

↑ 100%

A programme for protection of vulnerable users exists, further supported by the Ministry of Capital Investments by having published a new call for NGO projects on increasing the awareness in road safety (120 000 euros) in August 2023.

Recommendations

1. Establish a Road Safety Agency based on the model aligning with the current institutional structure
2. Collect EU Key Performance Indicators (speed, seat belt use, alcohol, helmet use, distraction, vehicle safety, infrastructure and post-crash care)
3. In collaboration with the TCT Secretariat and DG MOVE, start work on “Joining EU CARE”.

2.4.4 Transport Facilitation

Overall summary

Montenegro has made steady progress in implementing the measures from the Transport Facilitation Action Plan, achieving an overall implementation rate of 60%.

The lead role and pro-active stance of the Ministry of Capital Investments regarding the coordination of the transport facilitation process is highly welcomed. However, some coordination challenges among the key authorities in Montenegro were experienced in the implementation of the CONNECTA Technical assistance for physical improvements of the BCP Bozaj/Hani i Hotit (Montenegro-Albania).

Significant progress was made with the completion of the construction works on the joint rail station Bijelo Polje which is to serve as a joint rail BCP between Montenegro and Serbia.

Montenegro maintains good cooperation with the neighbouring parties on border facilitation issues and actively participates in regional initiatives.

Progress by measures

RAIL BORDER CROSSING/COMMON CROSSING MEASURES ↑ 67%

The construction of the joint rail station Bijelo Polje in Montenegro was completed and inaugurated on 15 May during the visibility event within the TCT-CEFTA Connectivity Summit held in Montenegro. The Project for reconstruction, contracted by the Montenegrin Ministry of Capital Investments commenced in February 2022 and was financed through the EU Instrument for pre-accession assistance (IPA 2017) with the funding of 2.1 million Euros. The reconstruction and adaptation of the rail station will enable significant improvements and allow faster dispatching of trains in the border zone. This will be achieved by performing controls by the railway companies and states border authorities in one joint place.

However, the official kick-off of the joint controls has not taken place, due to some legal and institutional arrangement that need to be resolved. There is an ongoing intensive communication between the Montenegrin and Serbian rail authorities, the “Infrastructure of Serbian Railways JSC” and the “Railway Infrastructure Montenegro JSC”, over the Rulebook on organising and regulating rail traffic on the border line Vrbnica-Bijelo Polje, closely monitored by the TCT Secretariat. The discussions are on good track, and it is expected that the adoption of the Rulebook, as well as the operational start of the joint controls, could take place by the end of 2023.

ROAD BORDER CROSSING/COMMON CROSSING MEASURES ↑ 53 %

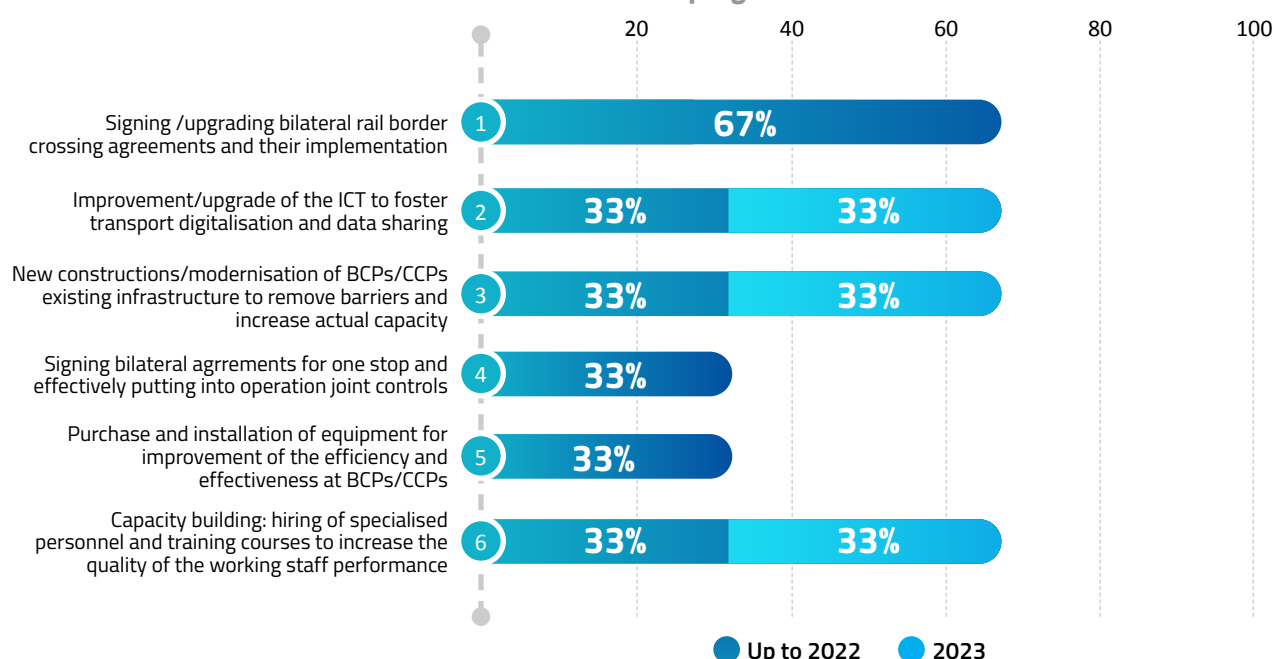
Montenegro is progressing steadily in the implementation of the Agreement and annexes on joint border crossing points signed with Bosnia and Herzegovina. At BCP Scepce Polje, a specific microlocation has been identified for the construction of the future JBCP, and the dynamics of the construction of this BCP will be harmonized with the construction of the bridge over the Tara River. Moreover, Montenegro has coordinated with the authorities in Bosnia and Herzegovina to obtain consent for the installation of optical cables in the road zone at the border crossing points Klobuk and Zupci on the side of Bosnia and Herzegovina. All this in an attempt to efficiently fulfil the international obligations under the Agreement.

Montenegro has made a good progress regarding the measure on the modernisation of BCPs infrastructure by opening the reconstructed BCP Rance with Serbia (along the road Plevlja-Prijepolje) on 8 June 2023. The reconstruction reduced the distance between the facilities on the BCPs from 1km to 250m, in line with Schengen standards and best practices. Additionally, six traffic lanes were built, two of which for trucks and two traffic lanes in both directions for passenger vehicles and buses, as well as an administrative facility, a canopy, a facility for detailed inspection of vehicles, customs scale, control police and customs booths.

No agreement has been reached with the Albanian Customs on establishing joint border controls, despite the good initiative undertaken by the Ministries of Interior (Border Police) of Albania and Montenegro, and many meetings of the inter-state commission. According to the conclusions from the meeting held on 20 December 2022, the CONNECTA TA should elaborate a design for a separate model of border controls. The design should also include a technical solution for integrated/joint border control to be implemented once the technical conditions are met on-site.

Activities are underway to create project documentation for the BCP Kula (Montenegro-Kosovo). There have been no developments regarding the two main BCPs with Serbia: Dobrakovo-Gostun and Dracenovac-Spiljani.

Figure 82
MONTENEGRO
Overall progress



Recommendations

1. Conduct timely discussions with the Serbian rail authorities. Complete all necessary conditions for the operational start of joint rail controls in Bijelo Polje by the end of 2023. This is a reasonable timeframe given that the facilities at the joint rail station were constructed and put in function in May 2023
2. Continue the good pace of preparatory activities and coordination with Bosnia and Herzegovina on fulfilling the obligations under the bilateral agreement concerning the remaining three joint BCPs which need to be opened
3. Prepare project documentation for the BCP Kula in view of the future established model of joint controls
4. Re-open discussions on the model of joint controls on the BCP Hani i Hotit/Bozaj within the inter-state commission. Assess the possibility/need to re-categorize the BCP Sukobin/Muriqan (Albania-Montenegro) to enable its service for freight vehicles as well
5. Allocate national funds for the rehabilitation/modernisation of the BCP Bozaj/Hani i Hotit and/or for co-financing EU funds (for the eventual use of the Smart and Sustainable Transport Programme) in BCP projects.

2.4.5 Waterborne Transport and Multimodality

Overall summary

During the reporting period, Montenegro has made gradual to moderate progress in implementing the

actions outlined in the Action Plan for Waterborne Transport. Notably, there were no reported transpositions of EU Acquis during this period. However, with valuable support from the European Maritime Safety Agency (EMSA) and the IPA II Country Action Programme IPA 2017, Montenegro is actively engaged in transposing various EU legislations, crucial to the Action Plan for Waterborne Transport and Multimodality, as well as Annex I of the Treaty.

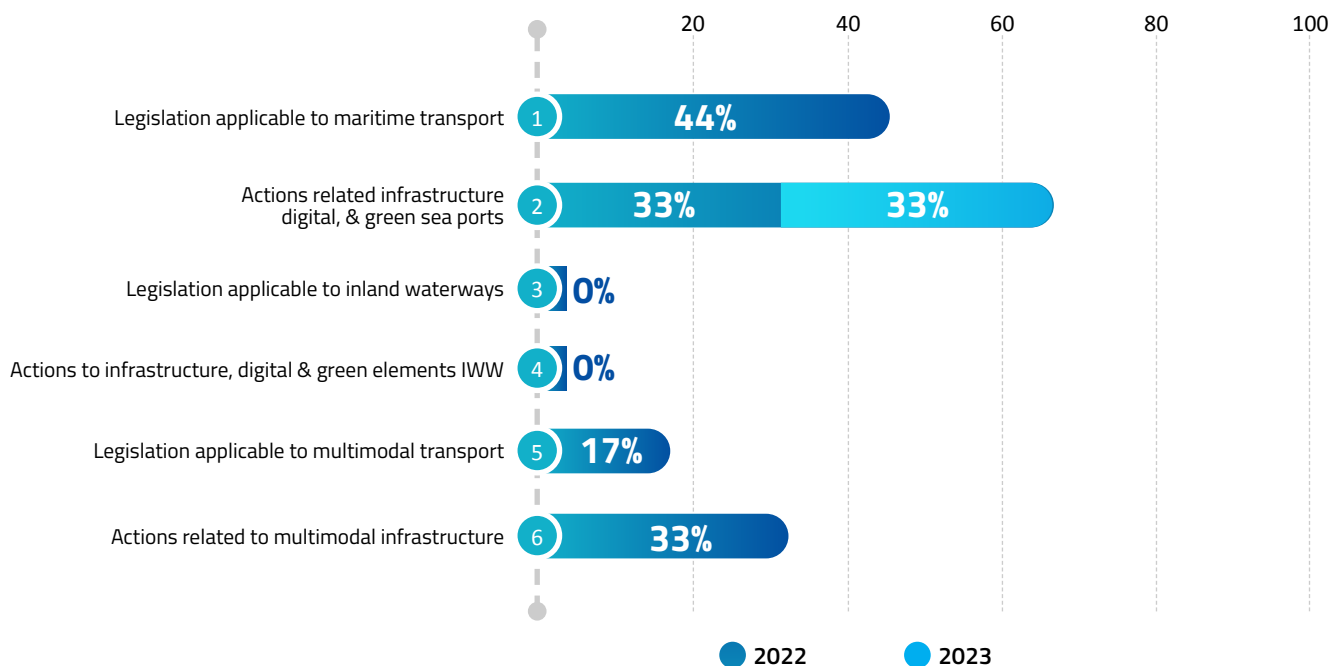
A significant milestone for Montenegro in 2023 was its attainment of full membership in the Par-

is MoU for Port State Control, a goal pursued diligently for several years, with the effective date set for 1 July 2023.

In terms of infrastructure, digital initiatives, and envi-

ronmentally sustainable measures, notable progress has been made, resulting in a comprehensive implementation rate of 27%. However, it is worth noting that this progress occurred gradually over the reporting period, reflecting only a 6% increase.

Figure 83
MONTENEGRO
Overall progress on waterborne transport and multimodality



Progress by measures

TRANSPPOSITION OF THE LEGISLATION

|| 44 %

During the reporting period, Montenegro has made moderate progress in the transposition of the EU Acquis in waterborne transport. During this period, Montenegro is working on:

Preparation of the draft Law on the Prevention of Marine Pollution from Vessels, implementing the consolidated edition of MARPOL Convention 2020. The draft law is prepared with the Technical Assistance of EMSA under the IPA II EU funded project. This TA ended in May 2023. Along with the draft law, the following EU Acquis part of the Action Plan for Waterborne Transport and Multimodality and the Annex I of the Treaty were prepared for transposing into the national legislation:

Directive (EU) 2019/883 on port reception facilities for the delivery of waste from ships, together with the As-

essment of the Adequacy of Port Reception Facilities (PRF) and the development of Waste Reception and Handling Plans (WRHP) in the ports of Bar and Kotor

- Directive 2005/35/EC on ship-source pollution and on the introduction of penalties, including criminal penalties, for pollution offences
- Regulation (EC) No 782/2003 on the prohibition of organotin compounds on ships
- Regulation (EU) No 530/2012 on the accelerated phasing-in of double-hull or equivalent design requirements for single-hull oil tankers
- Regulation 1257/2013 on ship recycling and amending Regulation (EC) No 1013/2006 and Directive 2009/16/EC.

The preparation of the legislation regarding accident/incident investigation is ongoing with the Technical Assistance based on a financial agreement between the European Commission and the Government of Montenegro for IPA II Country Action Programme IPA 2017 (CAP 2017). The TA will propose the amendment of different legislation in regard to accident/incident

investigation and will transpose the Directive 2009/18/EC on the fundamental principles governing the investigation of accidents in the maritime transport sector.

The preparation of the legislation for the implementation of the Vessel traffic monitoring and Information System (VTMIS) and Reporting formalities (NMSW) is ongoing, supported by the Technical Assistance based on financial agreement between the European Commission and the Government of Montenegro for IPA II Country Action Programme IPA 2017 (CAP 2017). The TA will propose the amendment of several legislation related to accident/incident investigation and will transpose the Directive 2002/59/EC on community vessel traffic monitoring and information system, as well as the and Directive 2010/65/EU on reporting formalities for ships arriving in and/or departing from ports.

Regarding the transposition of the legislation on inland waterway transport, Montenegro, supported by the Technical Assistance based on the financial agreement between the European Commission and the Government of Montenegro for IPA II Country Action Programme IPA 2017 (CAP 2017), has started preparing legislation related to regulatory areas such as access to the market, access to the profession, boatmasters' certificate, and safety-technical requirements. This TA will assist on the transposition of the following EU Acquis:

- Directive 2017/2397 on the recognition of professional qualifications in inland navigation
- Directive 2016/1629 laying down technical requirements for inland waterway vessels;
- Directive 2009/100/EC on reciprocal recognition of navigability licenses for inland waterway vessels, and
- Directive 2013/53/EU on recreational craft and personal watercraft.

INFRASTRUCTURE, DIGITAL AND GREEN ELEMENTS ↑ 66%

In view of the action on the improvement of the interoperability of IT systems and solutions in ports including the development and/or improvement of Port Community Systems, the Core Port of Bar JSC AD has concluded two contracts for upgrading the Port Community System. The upgrades are financed through two international projects by the EU, namely EFINTIS and LASTING within the IPA CBC Italy-Albania-Montenegro programme. The upgrade of PCS through the EFINTIS project aims to connect the PCS with the Cus-

toms information system. In addition, a basic module related to transshipment of dangerous goods, integration with the National Maritime Single Window, etc. is under preparation. The upgrade through the LASTING project, with the goal to introduce RFID cards for workers and visitors in the port area (checking at entry/exit), whether entering by vehicle/truck or on foot, has been realized. All this is in line with the current ISPS code.

In terms of the action on the purchase and installation of equipment for the improvement of the process efficiency in ports, within the scope of process of continuous improvements of port cargo handling technologies, the procurement of port equipment is ongoing: two ro-ro trailers with six axes (for operations with general cargoes), two tipper trucks (for internal transport of dry bulks), and one material handler (unloading/loading cargoes from/to wagons).

Concerning the action on developing concepts of „green ports” to improve the environmental sustainability of the ports including availability of alternative fuels, the Port of Bar JSC has installed 73 reflectors that were procured through the SMARTPORT project (also the IPA CBC Italy-Albania-Montenegro programme). Additionally, a hybrid bus is purchased - that was also financed through EU project SuMo (IPA CBC Italy-Albania-Montenegro program) and the Port of Bar. The hybrid bus will serve for Transport of workers and guests in the port area and will significantly reduce the use of private cars.

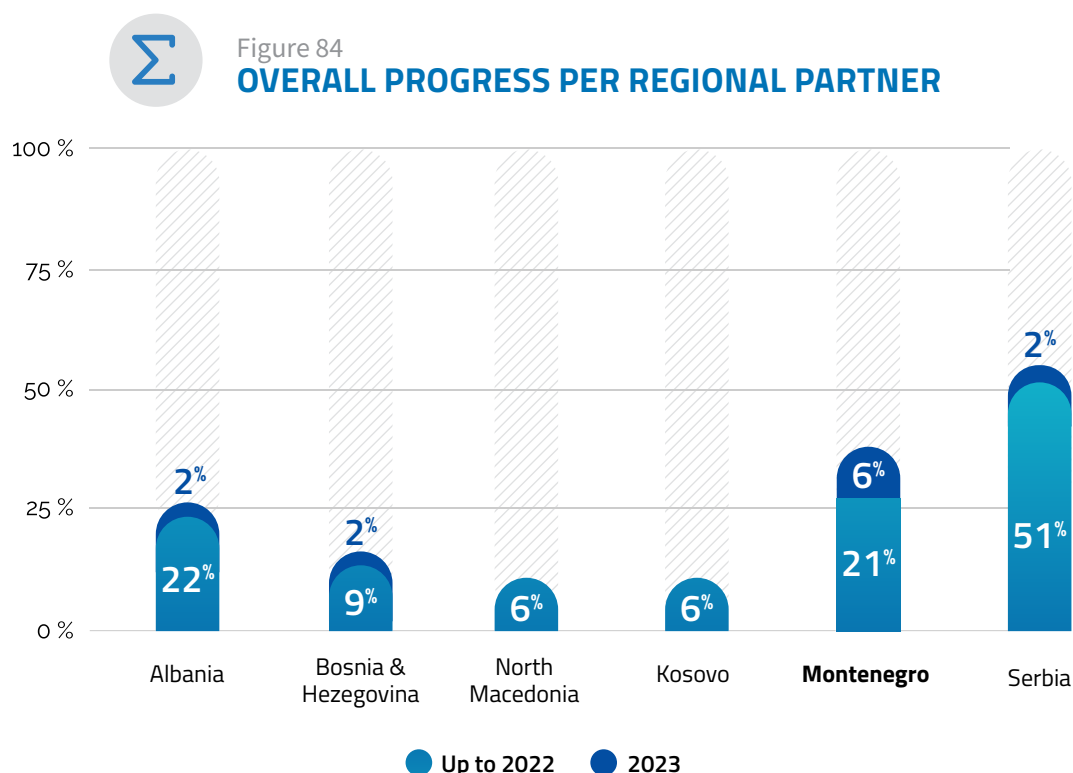
Regarding the action on the establishment and/or upgrading the current community vessel traffic monitoring and information system (VTMIS) at the end of 2021, tender procedures for VTMIS were completed and the system has been established.

As per MNSW, the contract for the second phase was signed, and the project is ongoing, planned to be completed during the first quarter of 2024, when NMSW is expected to be commissioned. At the same time with the establishment of the NMSW, the drafting of legislation for the implementation of the NMSW into the national legislation is planned. The draft regulation is prepared with the “Technical assistance for capacity building and harmonization of national legislation with the EU Acquis in the transport sector”. The adoption of this regulation is scheduled for IV/Q 2023.

For the dredging and expansion of the port for transshipment the project documentation for the extension of the operational quay at the Dry Bulk Cargo, a Terminal for 166ml has been completed, and the main

design for the extension of the operational quay at the Passenger Terminal was prepared and is to enter the reviewing process. Initial phases of preparing techni-

cal documentation for a partial dredging of port water area have been, completed with preparations of subsequent phases underway.



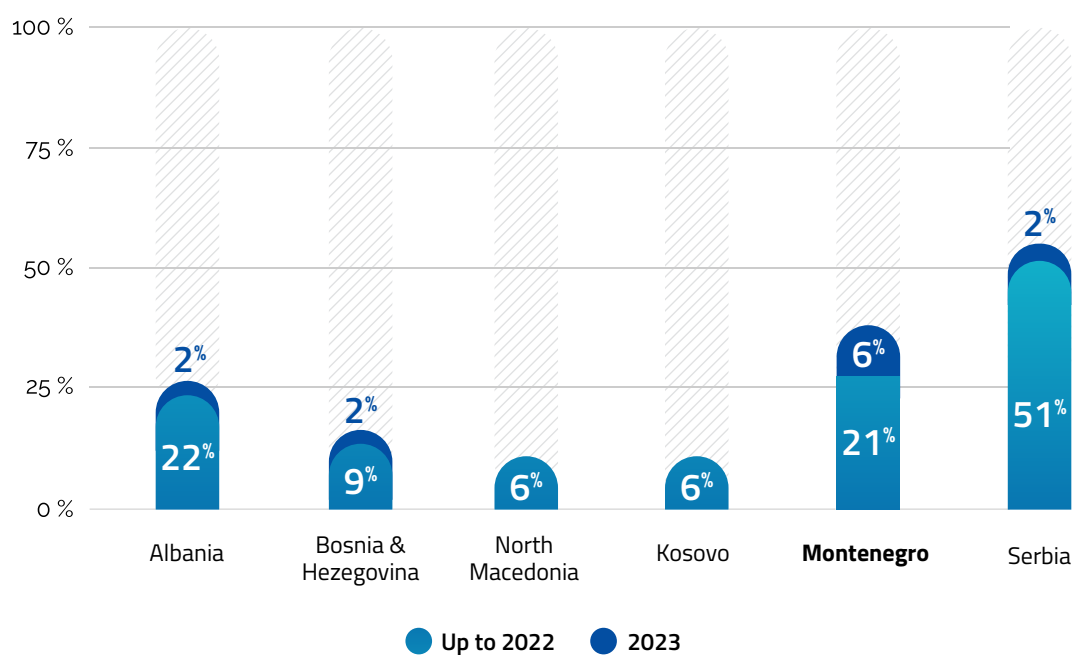
Recommendations

1. Finalise the transposition of EU Acquis regulations concerning the protection of the marine environment, starting with the valuable Technical Assistance of EMSA
2. Complete the transposition of EU Acquis regulations related to accident and incident investigations
3. Conclude the transposition of legislation governing Vessel Traffic Management and Information Systems (VTMIS) and the Maritime National Single Window (MNSW), and establish the National Single Window system
4. Accomplish the transposition of EU Acquis regulations concerning inland waterway operations
5. Advance the development of environmentally sustainable port practices at the Port of Bar, including the promotion of alternative fuels, as part of the greening of ports concept aimed at enhancing their environmental sustainability.



Figure 85

OVERALL PROGRESS PER REGIONAL PARTNER



2.5.1

Rail

Overall summary

Progress by measures

Recommendations:

2.5.2

Road

Overall summary

Progress by measures

Recommendations

2.5.3

Road Safety

Overall summary

Progress by measure

Recommendations

2.5.4

Transport Facilitation

Overall summary

Progress by measures

Recommendations

2.5.5

Waterborne Transport and Multimodality

Overall summary

Progress by measures

Recommendations



2.5



North Macedonia

2.5.1 Rail

Overall summary

The greatest momentum during the reporting period was the adoption of the Railway System Law. Thus, North Macedonia has complied with the Treaty. The railway market was open at the domestic level.

Progress is also visible in the modernisation and maintenance of the railway infrastructure. North Macedonia has achieved total progress of 61% in implementing the Rail Action Plan, while progress during the reporting period amounted 10%.

Progress by measures

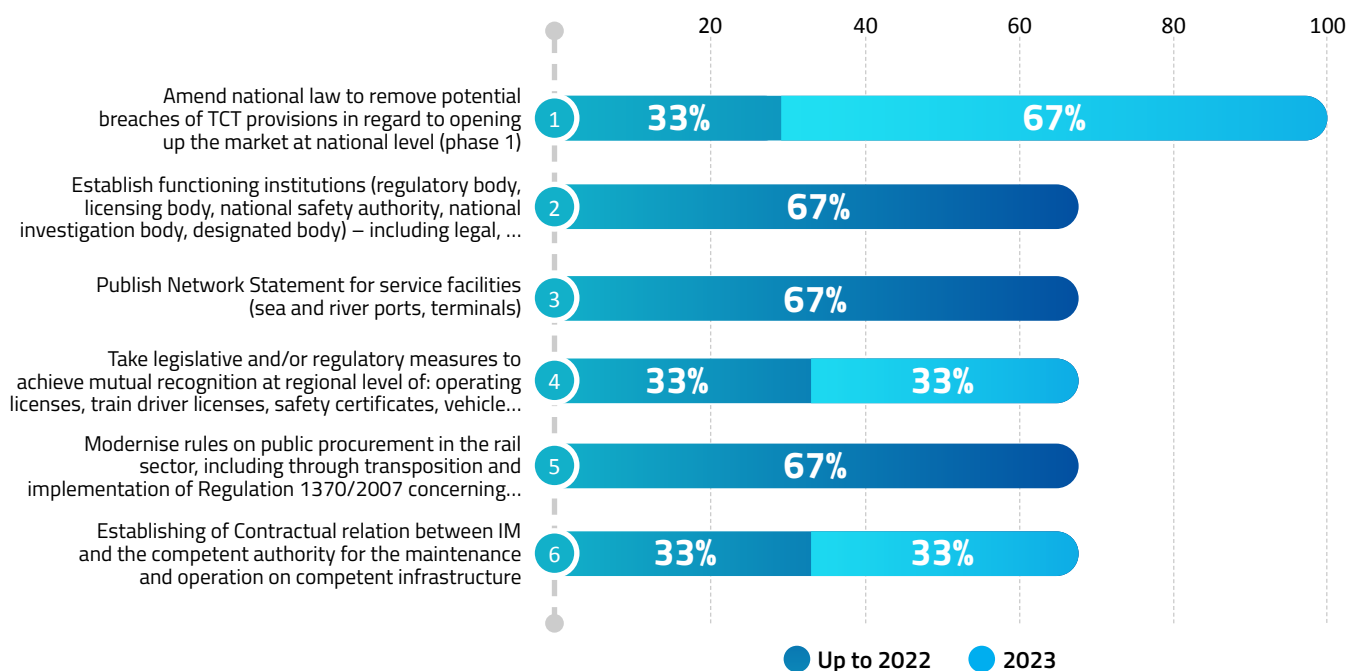
RAIL MARKET OPENING⁹

↑ 72%

In North Macedonia, a direct award contract has been concluded between the infrastructure manager and the relevant competent authority. A draft of the Multi Annual Contract is under review by both signatories, IM and MoTC. The drafts of the Railway Safety Law and Interoperability Law have been finalised and are expected to be adopted by the end of 2023.

Furthermore, the Network Statement for the terminal has been successfully drafted and finalised.

Figure 86
NORTH MACEDONIA
Rail market opening



PASSENGER RIGHTS

|| 33%

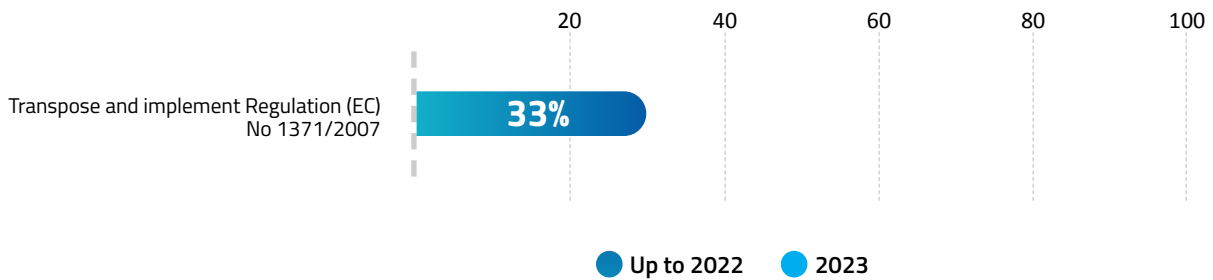
Passenger rights are a horizontal measure applicable to all transport modes. All regional partners have taken specific steps in compliance with various sections of EU Regulation 1371/2007. The main objective of

these measures is to revitalise passenger transport in the entire region, as well as to provide improved conditions for passengers.

In the reporting period, North Macedonia has not made progress in this regard.

⁹ The Scoring in MKD related to the parts covered by the proposed changes in the Law on Railways is done based on the assumption that the Macedonian parliament will vote positively on amendments to the Law on Railways until the approval of this report.

Figure 87
NORTH MACEDONIA
Passenger rights



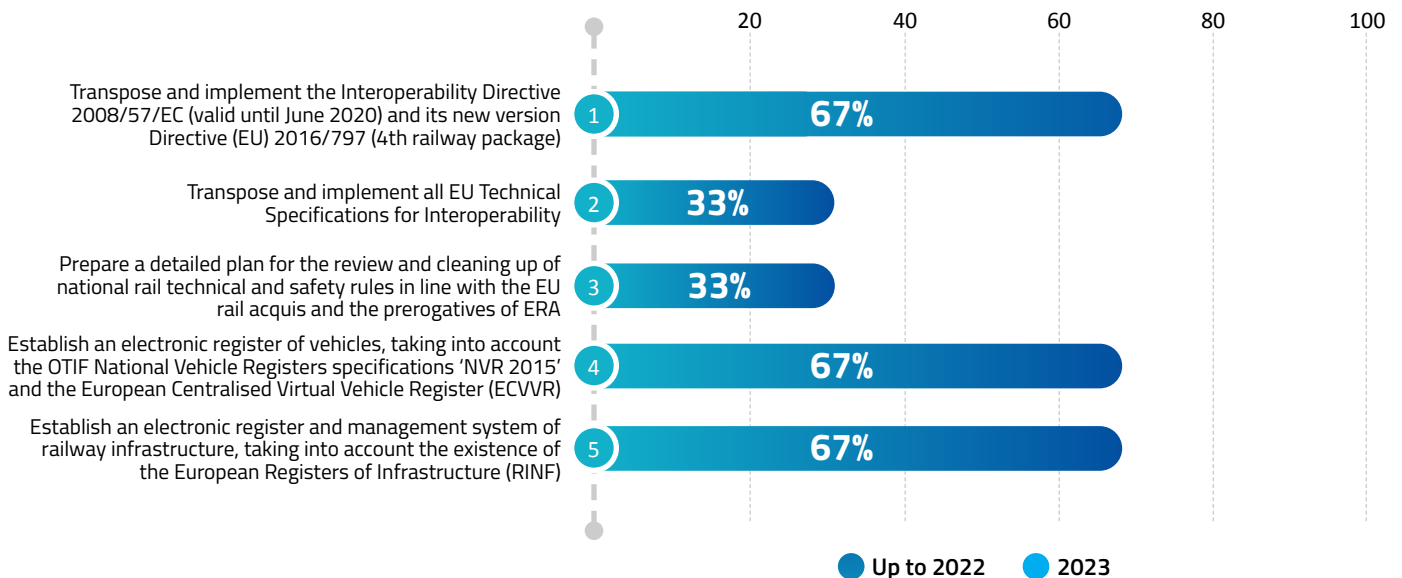
INTEROPERABILITY

|| 53%

Under the current Law on Railways, driving licenses of train drivers from EU Member States and other countries

are recognized, while safety certificates and vehicle permits are only acknowledged for EU Member States.

Figure 88
NORTH MACEDONIA
Interoperability



MODERNISATION OF RAILWAY INFRASTRUCTURE

↑ 83%

Railway Infrastructure Managers Network organised two meetings in 2023. The main outcome of the meeting in Tirana in March 2023 is the further development of the idea on establishing a Regional Railway Centre of Excellence.

Also, North Macedonia contributed to the successful completion of the first regional project – “Safety im-

provement on the level crossings”.

North Macedonia concluded a contract with a company for the construction works on Kumanovo – Beljakovce and Beljakovce – Kriva Palanka sections. The construction commenced on 19 October 2022, with a scheduled duration of 24 months. The civil works on Kumanovo – Beljakovce and Beljakovce – Kriva Palanka sections are proceeding in line with the schedule. A tender for the construction of the section Kriva Palanka – border with Bulgaria, will be published by the end of year.

Figure 89
NORTH MACEDONIA
Modernisation of the railway infrastructure

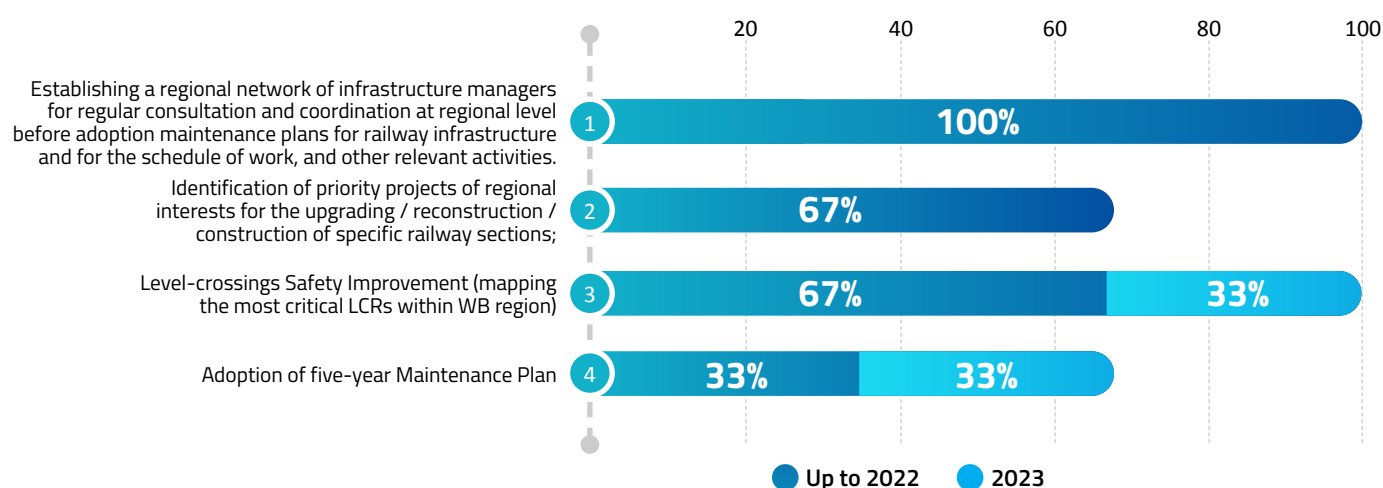


Figure 90
NORTH MACEDONIA
Rail Action Plan by measures

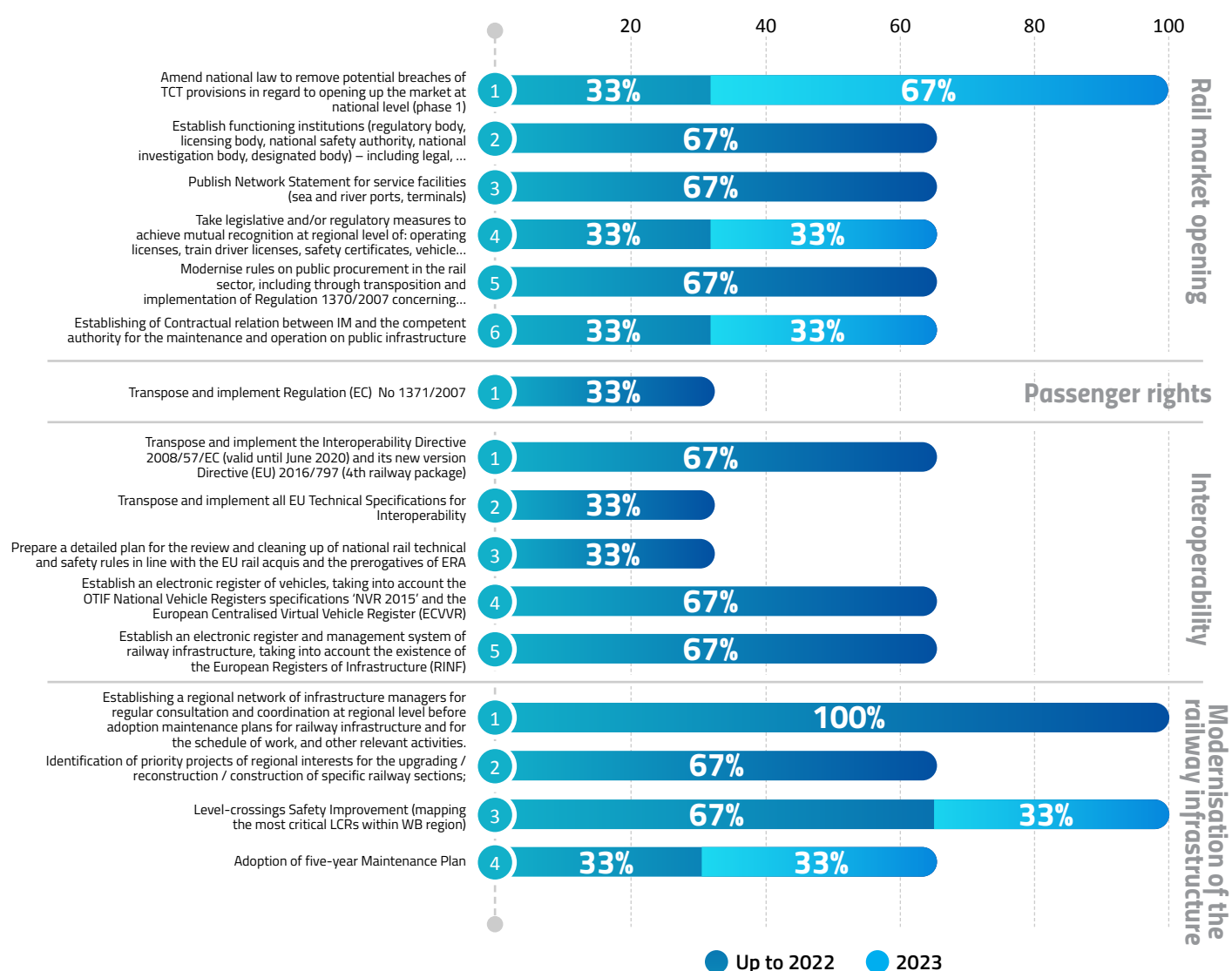
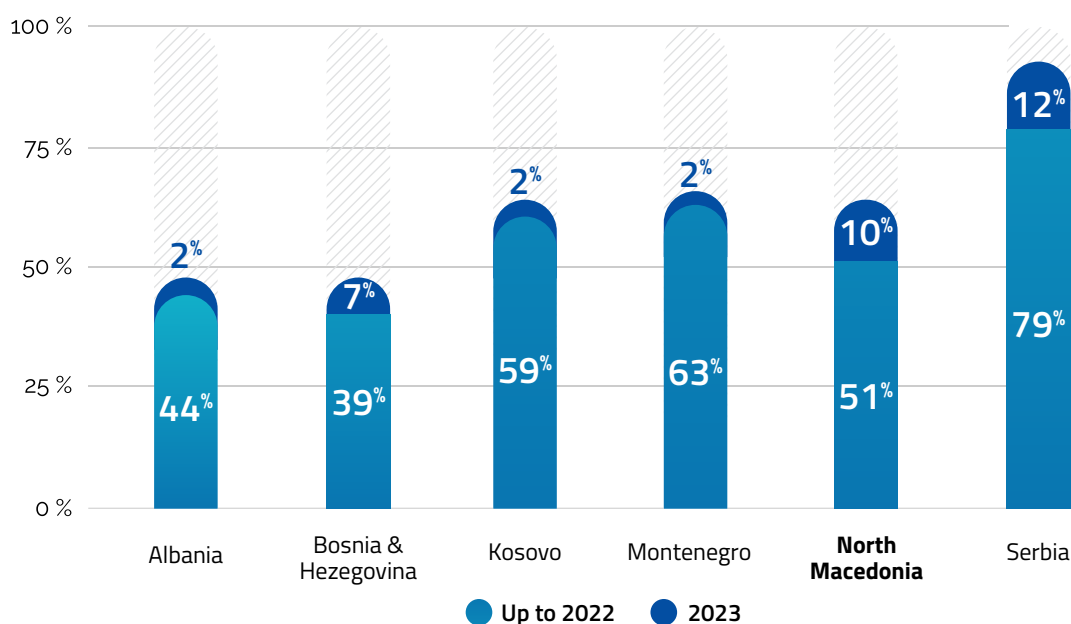




Figure 91
OVERALL PROGRESS
Rail action plan per each regional partner



Recommendations:

1. Enlarge efforts to adopt the Railway Safety and Interoperability Law. Additionally, priority should be given to the publishing of the TSIs
2. Finalise the multiannual contract between the infrastructure manager and the relevant authority, as prescribed in the new Railway System Law. Additionally, efforts should be made to ensure the establishment of the National Investigation Body.

2.5.2 Road

Overall summary

North Macedonia has made steady progress towards implementing the measures outlined in the Road Action Plan, achieving an overall implementation rate of 58%. However, progress has been slow during the reporting period, showing only a 7% increase.

Notably, there has been limited progress on the road maintenance measures, while efforts regarding climate resilience and alternative fuels will be necessary to adopt the deliverables of both projects.

The main achievement of this reporting period is the finalisation of the ITS strategy, pending adoption by the Government. Deployment of ITS on Corridor X is progressing, with the bid launched for the south section of Corridor X. As of 1 July, interoperability of electronic toll collection between Serbia and North Macedonia is in place, facilitated by a single tag device.

Progress by measures

ESTABLISHING A FUNCTIONING AND EFFICIENT ROAD MAINTENANCE SYSTEM

↑ 42%

Due to the ongoing construction activities, it is not possible to formulate a Multiannual Plan at this time. The most recent IRI and IRAP surveys indicate a budgetary shortfall for implementing all necessary actions. Emphasis has been placed on prioritising primary transport routes.

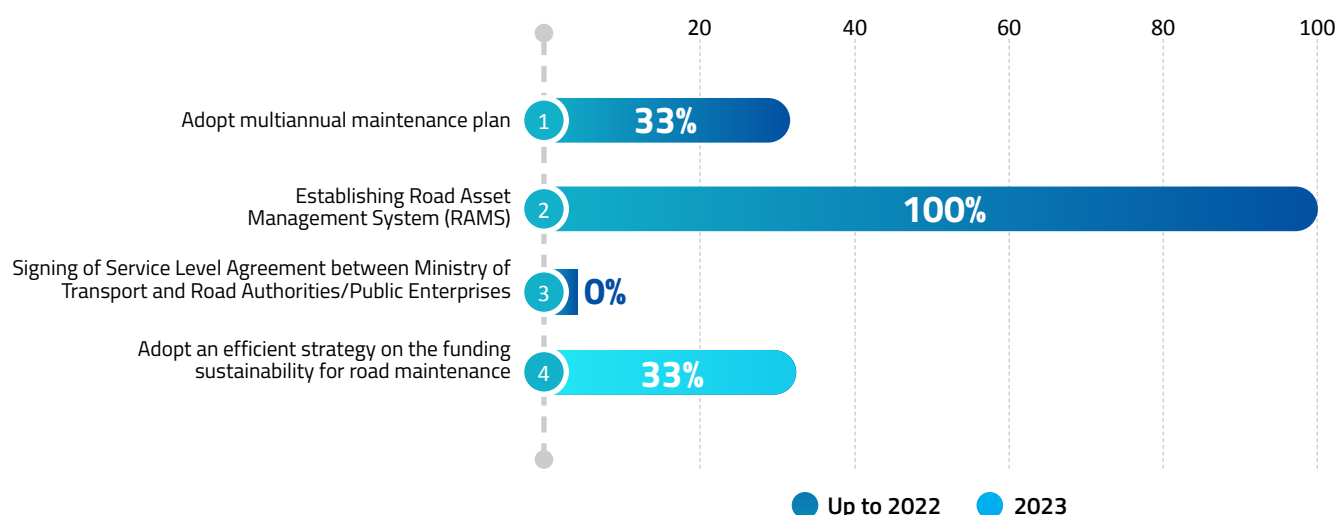
Service Level Agreements (SLAs) have been established between the public enterprise responsible for state

roads and the public agency for maintenance. These agreements align with existing annual maintenance contracts and adhere to performance-based standards as defined by the Law on Public Roads. North Macedonia is presently engaged in the process of market liberalisation within this sector, with private companies set to join maintenance efforts in the near future.

The challenge of achieving a fully staffed RAMS unit persists.

All toll revenue, as well as funds from road taxes, fuel excise, and fees related to larger-sized heavy vehicles, are allocated to the Public Enterprise for State Roads (PESR).

Figure 92
NORTH MACEDONIA
Road maintenance progress



ITS DEPLOYMENT ON CORE/ COMPREHENSIVE ROAD NETWORKS

↑ 67%

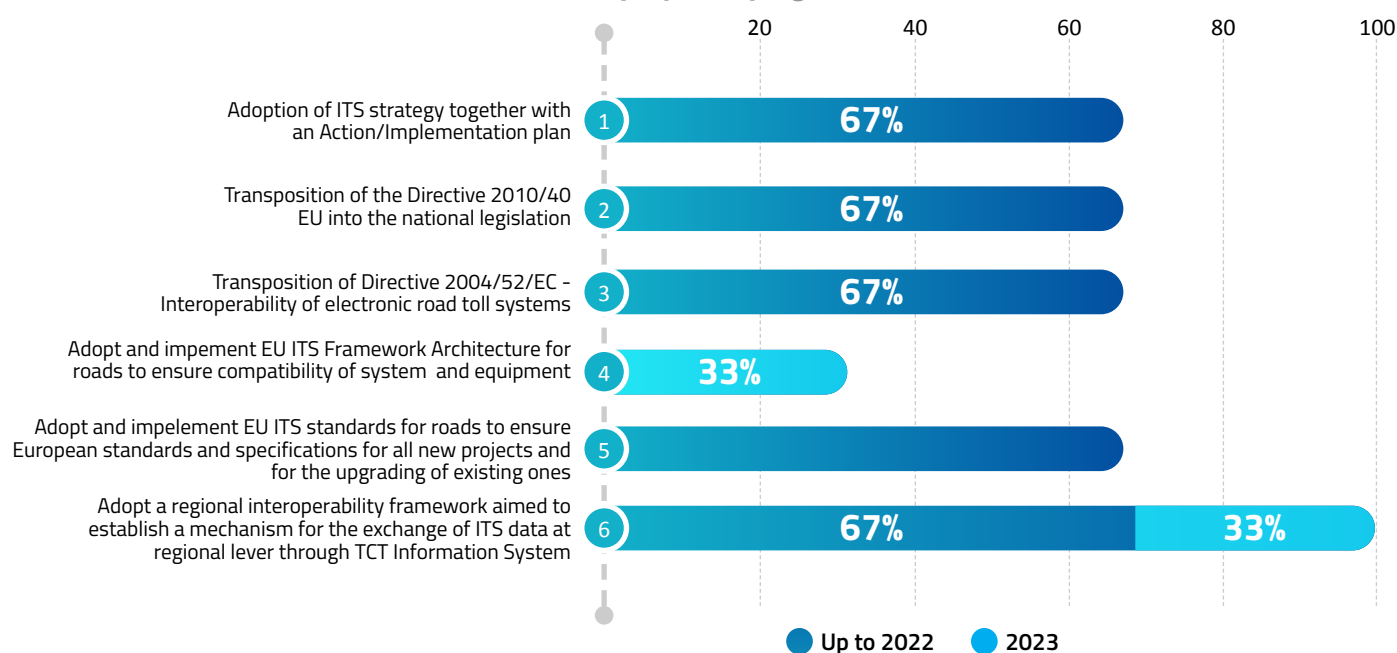
The transposition of the ITS Directive is supported by the ongoing project *Support for Policy Reform, Accession and Effectiveness* (SUPRAE). Its aim is to assist the authorities to harmonise the ITS Directive with the national legislation, particularly changes that are needed in the Law on Public Roads.

The National Strategy for ITS is prepared and it is expected to be adopted by the Government. Deployment of ITS on the south part of Corridor X - Inter-

change Veles South to Border Crossing Bogorodica, launched the tender procedure on 31 July 2023. For the northern part, the tender procedure is expected in the coming months.

When it comes to interoperability, as of 1 July, electronic toll collection interoperability between Serbia and North Macedonia has been established, facilitated by a single tag device.

Figure 93
NORTH MACEDONIA
ITS Deployment progress



ENHANCING ROAD TRANSPORT CLIMATE RESILIENCE AND USE OF ALTERNATIVE FUELS

↑ 25%

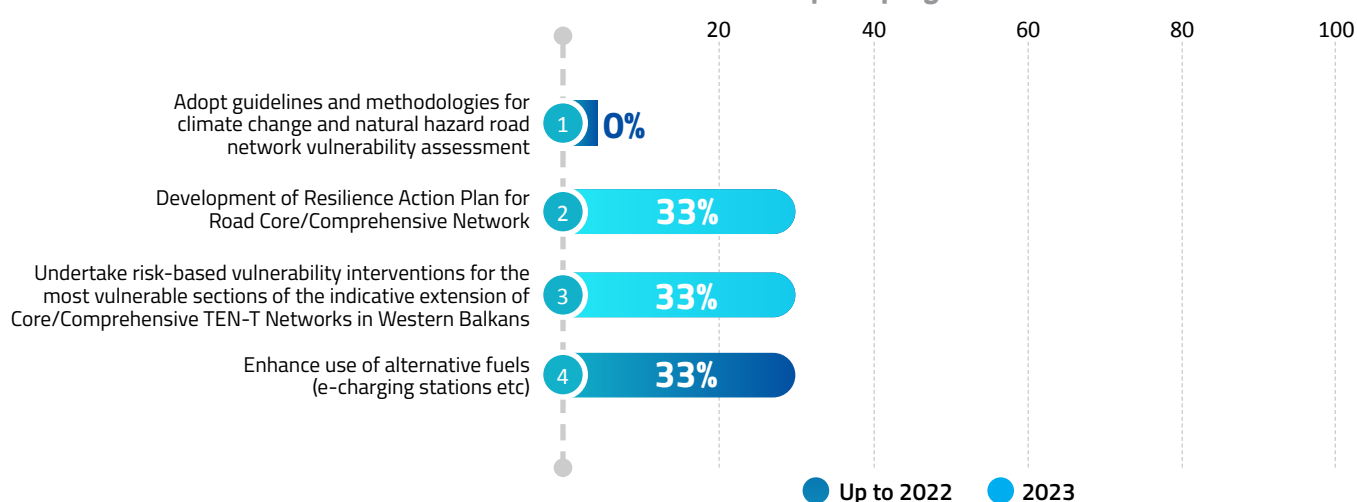
Resilience considerations are included in the preparation of the detailed design for road infrastructure. There is a need to include in the legislation provisions for addressing the natural hazardous and adaptation to climate change.

To continue with the support in implementing the Road Action Plan measures related to the improvement of the climate resilience, the TCT Secretariat initiated a Technical Assistance to prepare a risk assessment and a Resilience Plan for the road network

on 26 January 2023. The Inception Report has been prepared, and project objectives and tasks were discussed with the road stakeholders in Road Technical Committee meetings. The project is expected to be completed by the end of 2023.

In the road section from Skopje to Blace, financed by an EBRD loan, an e-charging station will be installed. Furthermore, under CONNECTA Technical Assistance, the strategic framework for deployment of e-charging stations on TEN-T Core and Comprehensive Network has been completed as of August 2023. The deliverables are expected to be translated, incorporated into the strategic documents, or adopted as standalone documents.

Figure 94
NORTH MACEDONIA
Climate resilience and alternative fuels progress



Recommendations

1. Prepare a multiannual maintenance plan and allocate the necessary budget for the road maintenance
2. Complete the full transposition of the Directive 2010/40/EU into the national legislation. This directive pertains to the deployment of intelligent transport systems crucial for modernising and improving road infrastructure
3. Ensure the full transposition of the Directive (EU) 2019/520 of the European Parliament and of the Council, dated 19 March 2019, which focuses on the interoperability of electronic road toll systems and facilitating cross-border exchange of information on road fee payment issues within the European Union
4. Adopt the deliverables outlined by CONNECTA to establish and deploy e-charging stations in the TEN-T Core and Comprehensive Network. These stations play a significant role in promoting electric mobility and sustainability within the transport sector.

Figure 95
NORTH MACEDONIA
Road action plan measures

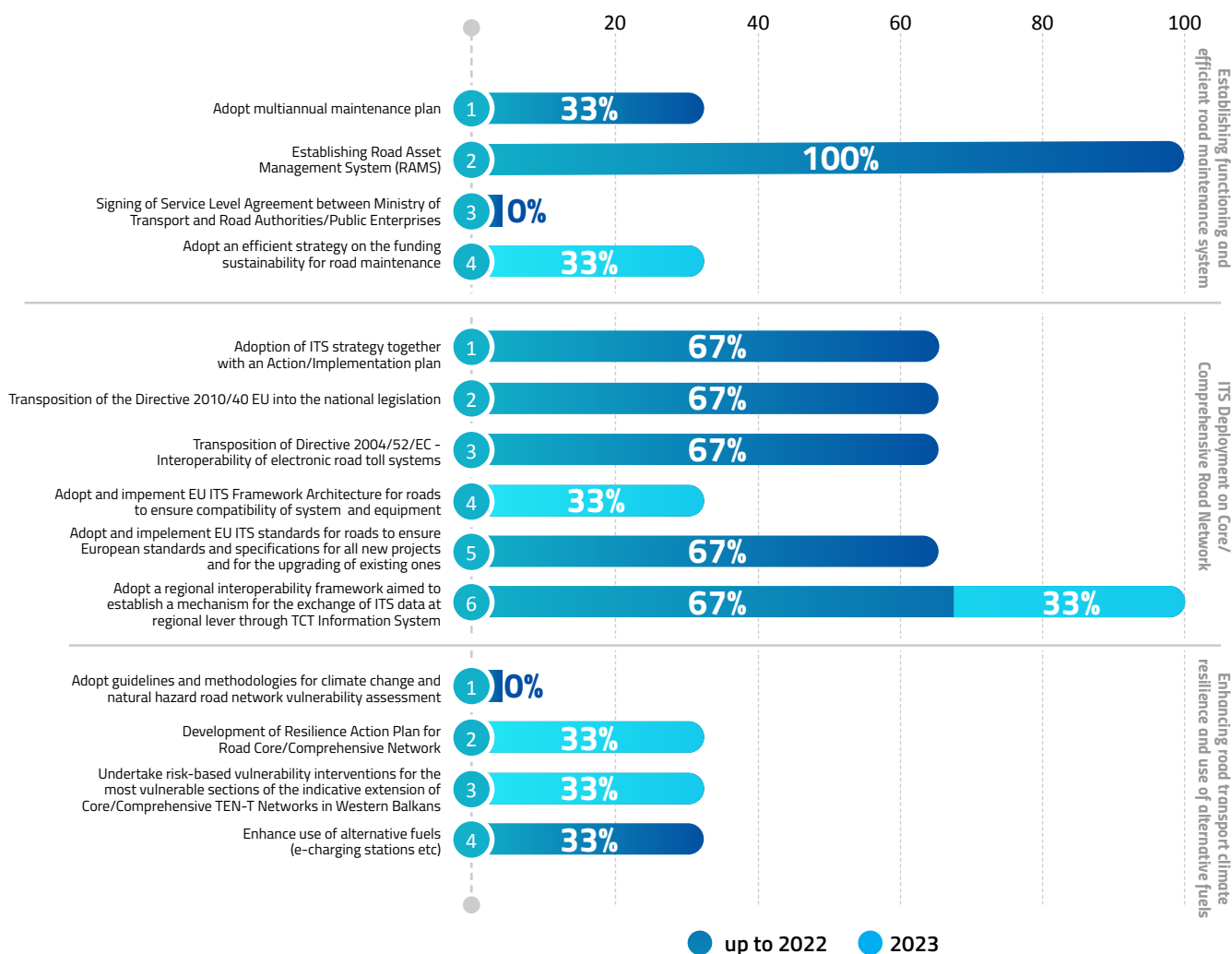
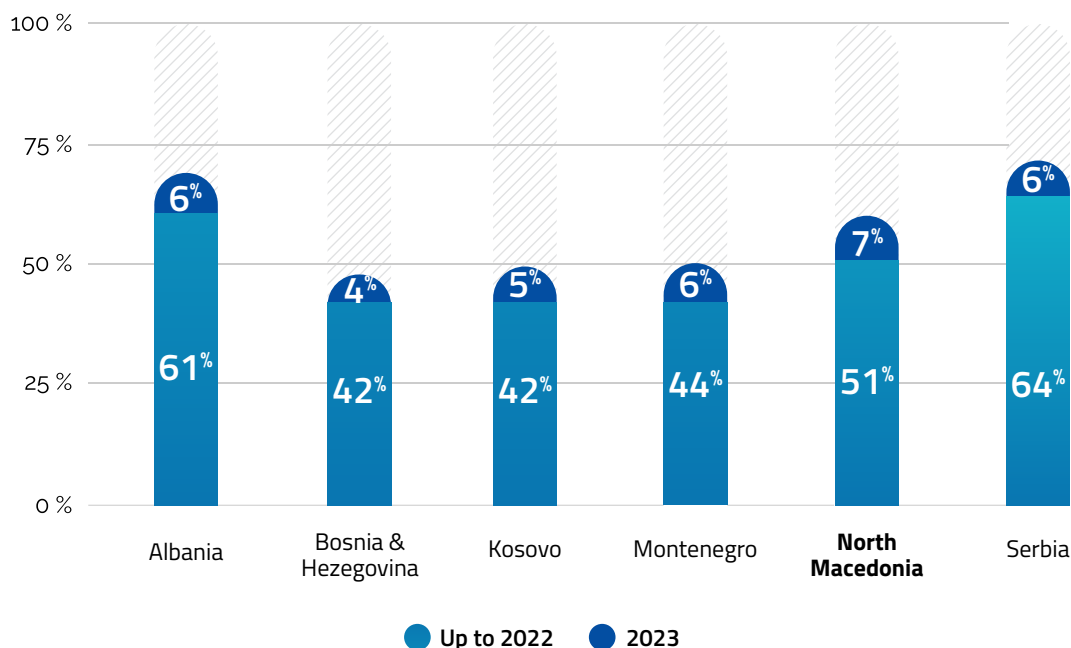




Figure 96

ROAD ACTION PLAN-OVERALL PROGRESS

2.5.3 Road Safety

Overall summary

The overall progress in implementing the Road Safety Action Plan amounts 19%. The establishment of a Road Safety Agency is pending a government's deci-

sion which is expected to be made in the last quarter of 2023. The project is financed by EU funding and includes the Road Safety Audits and Inspections, with licensing process to be carried out by the Agency. In addition, drafting the Road Safety Strategy will be the task of the new Agency once it is established.

North Macedonia has reported an increase in number of road deaths in 2022 compared to 2021, with 8 more.

Number of Fatalities for 2019-2022 year

| REGIONAL PARTNER | YEAR 2019 | YEAR 2020 | YEAR 2021 | YEAR 2022 | GOAL 2030 |
|------------------|-----------|-----------|-----------|-----------|-----------|
| NORTH MACEDONIA | 132 | 125 | 116 | 124 | 66 |

Progress by measure

ROAD SAFETY MANAGEMENT

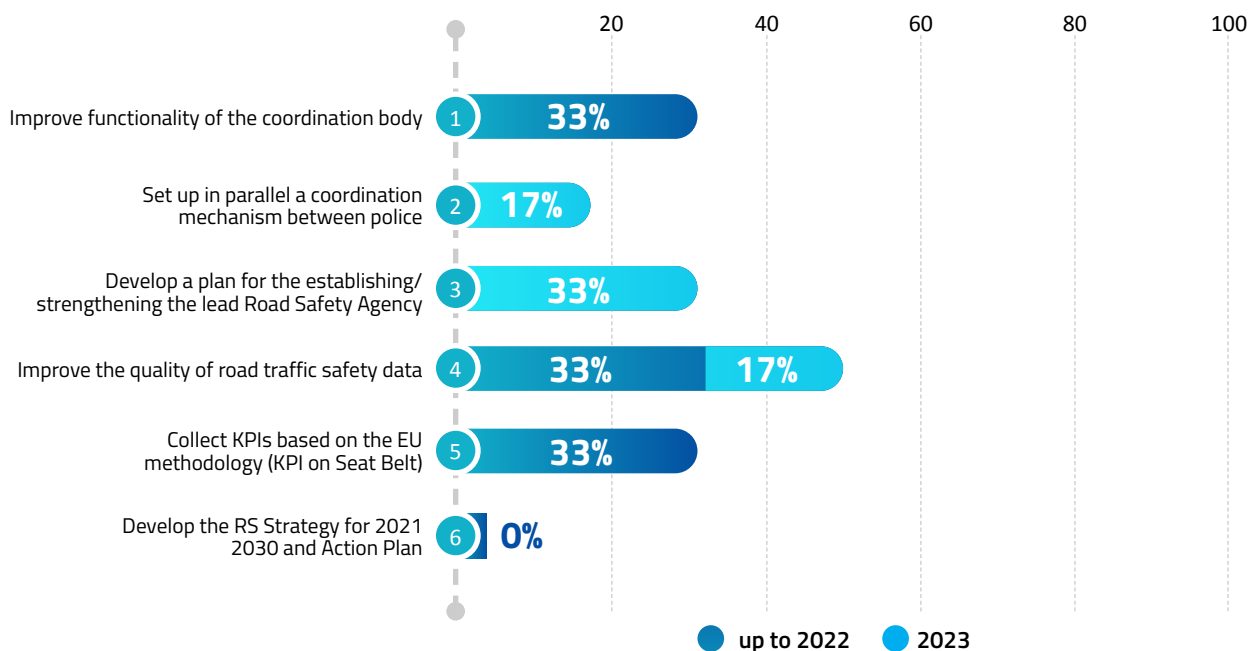
↑ 22%

The draft Law on Road Safety foresees the establishment of a high-level Coordination Body comprising experts. The draft law also defines the establishment of the Road Safety Agency, as well as its role and tasks.

Regarding road safety data, the Ministry of Interior is continuously improving the dataset, although it is still not fully compliant with CADAS.

The Technical Assistance financed by TCT Secretariat in collecting KPIs in seat belt usage will be the first to provide values in KPIs. Following the shared knowledge and the methodology used in this project, North Macedonia can continue to collect KPIs in the future on its own.

Figure 97
NORTH MACEDONIA
Road safety management



ENSURE A SAFER INFRASTRUCTURE

↑ 78%

In February 2021, CONNECTA finalised detailed designs for 10 high-risk sections covering approximately 300 km. The projects have reached maturity level and are ready for investments. The list of high-risk road sections is under the recently approved “Safe and Sustainable Programme” supported by the European Commission.

Aligning and transposition of the legislation with the EU *Directive 2008/96/EC on Road Infrastructure Safety Management* is recommended to start. Developing the curricula and licensing of the Road Safety Audits and Road Safety Inspections is still pending, including the adoption of three-year plans in the Road Safety Audits and Road Safety Inspections.

North Macedonia has reported that the Ministry has prepared a detailed design tender for ITS on Corridor X. The final beneficiary is the Public Enterprise for State of Roads (PESR), and the project is expected to be completed next year. The project on implementing a bridge management system in PESR includes a condition survey of 1480 bridges on state roads. The obtained data will determine the priorities for reconstruction. Currently, there is an ongoing Technical Assistance by SAFEGE for road safety audits on local roads (360km).

Recommendations

1. Adopt the Law on Road Safety and make the Road Safety Agency operational
2. Draft and adopt the Road Safety Strategy and its Action Plan on road safety
3. In close cooperation with the Ministry of Interior and Health, improve the road crash database with a common approach to crash data collection (CADAS protocol)
4. Collect EU Key Performance Indicators (speed, seat belt use, alcohol, helmet use, distraction, vehicle safety, infrastructure and post-crash care)
5. Draft a programme for protection of vulnerable road users.

2.5.4 *Transport Facilitation*

Overall summary

North Macedonia has made good progress towards implementing the measures from the Transport Facilitation Action Plan, achieving an overall implementation rate of 63%.

During the reporting period, having completed the legal framework, North Macedonia undertook the necessary technical pre-conditions to introduce and make functional the one-stop system at the border-crossing point Kjafasan with Albania. This represents a significant milestone for both partners.

Good progress has been made by signing the bilateral agreement with Kosovo on introducing joint controls on the road BCPs. However, there have been some coordination challenges among the key authorities in North Macedonia in implementing the CONNECTA Technical Assistance for physical improvements at the BCP Blace/Hani i Elezit (North Macedonia- Kosovo).

Further improvements on the infrastructure set-up at BCP Tabanovce-Presevo have been completed.

North Macedonia actively participates in regional initiatives. For example, the exchange of pre-arrival customs information with Greece has been successful.

Progress by measures

RAIL BORDER CROSSING/COMMON CROSSING MEASURES ↑ 67 %

The joint rail station between Kosovo and North Macedonia in Hani i Elezit (on the side of Kosovo) has not been operational yet due to ongoing rehabilitation works on the railway line. There is no information on when rail freight traffic will be restored.

No developments have been reported on the construction of the joint rail station Tabanovce (North Macedonia-Serbia), and the project is already significantly delayed. This measure has been stagnant during the reporting period.

Regarding the draft rail agreement between North Macedonia and Greece, there has been no response by the Greek authorities despite the issue being brought to their attention also by the TCT Secretariat.

ROAD BORDER CROSSING/COMMON CROSSING MEASURES ↑ 60%

The biggest achievement of North Macedonia in the reporting period is the establishment of a one-stop on the BCP Kjaľasan/ Qafe Thane with Albania, effectively implemented as of 1 August 2023.

Following the signing of the final protocol for the implementation of the agreement on the establishment of a joint border crossing point, and having carried out the appropriate infrastructure measures by the Customs administration and Ministry of Interior (Border Police) in North Macedonia, the prerequisites for initiating joint controls at the Kjaľasan - Qafthane border crossing point have been met. The implementation of this measure, supported by both governments and the World Bank, will facilitate trade, improve the competitiveness of companies, reduce waiting time at the border, and foster cooperation and trust. This will contribute to enhanced border security and the reduction of corruption.

It has to be emphasized that the modernisation of this BCP is still ongoing. With the support of the World Bank's Transport and Trade Facilitation Project, infrastructure improvements and new equipment are expected to be in place for increasing the capacity throughput of the BCP. The Macedonian authorities need to speed up the activities related to the implementation of the project.

Significant progress has been made in finalising the negotiations and signing the Agreement between Kosovo and North Macedonia for joint border crossing points Hani Elezit/Blace and Jazince/ Globochica, on 18 September. According to the agreed method of controls, the customs and border controls on the BCP Hani i Elezit/Blace will be carried out on the side of North Macedonia in the future, while at the joint BCP Jazince/Globochica, they will be conducted on the side of Kosovo. With support of CONNECTA, the Technical Assistance on preparation of design for physical improvements on the BCP Hani i Elezit/Blace was completed in May 2023.

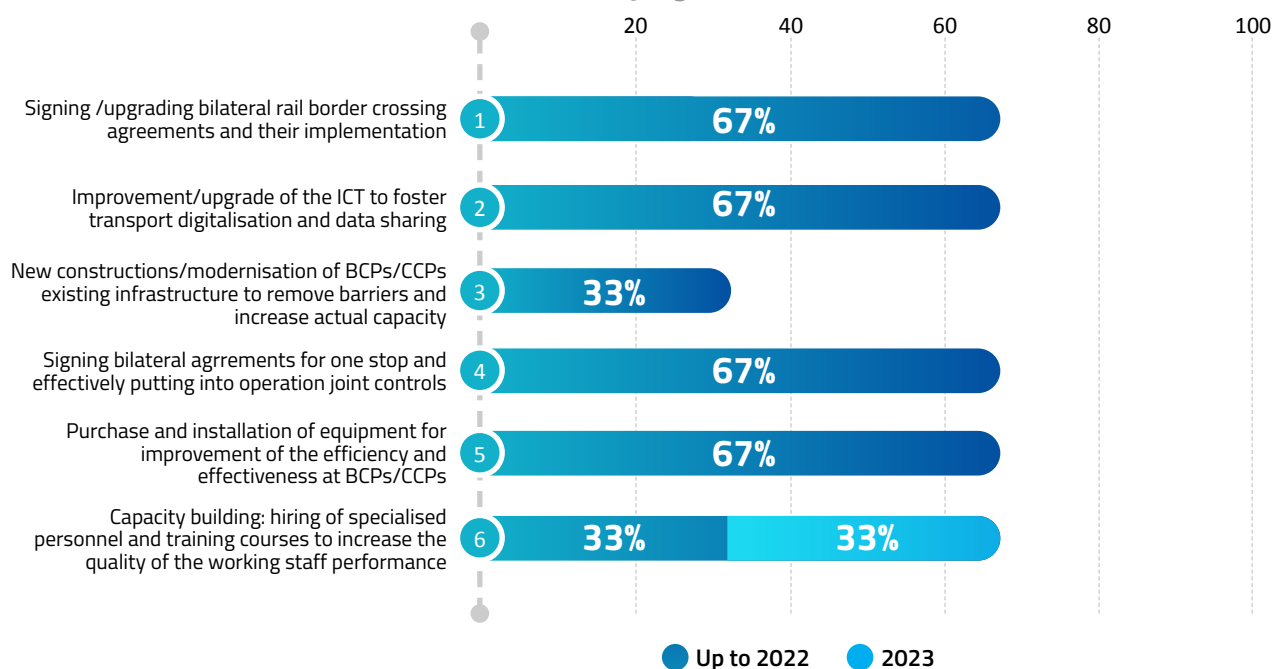
Certain improvements in the BCP Tabanovce-Presevo (North Macedonia-Serbia) have been done.

Before the start of the summer tourist season, the Customs Administration improved the infrastructure and work conditions of the border services at the Tabanovce BCP, adding new booths for the border police and customs officers from both parties, new ramps, installed necessary network and telecommunication infrastructure, and opened two

new lanes for the entrance of passenger motor vehicles. All this contributed to reducing the delays for entering the country and shortening the time for passport control.

The SEED system has been successfully implemented between North Macedonia and Greece.

Figure 98
NORTH MACEDONIA
Overall progress



Recommendations

1. Proceed with the institutional arrangements as per the agreement for establishing one stop and joint controls with Kosovo at the shared BCPs
2. Undertake the necessary steps to make the joint rail station Hani i Elezit operational immediately upon the rail traffic is restored on the Rail Route 6. The plans for personnel, equipment and eventual trainings should be done in close coordination with the Kosovo authorities
3. Constantly monitor, further upgrade and gradually turn the one-stop control on the BCPS Kja-fasan/QafeThane and Tabanovce-Presevo into genuine joint BCPs where the checks are to be performed only once
4. Implement the TTF project by the World Bank concerning the infrastructure improvements on

the BCPs Kjafasan (with Albania) and Deve Bair (with Bulgaria)

5. Allocate national funds for the rehabilitation/modernisation of the BCP Blace and/or for co-financing EU funds (for the eventual use of the Smart and Sustainable Transport Programme) in BCP projects.

2.5.5 Waterborne Transport and Multimodality

Overall summary

Given North Macedonia's lack of sea access, waterborne transport primarily relies on its natural and man-made lakes. While most lakes serve recreational purposes, Lake Ohrid stands out as the sole commercial transportation hub.

Regarding inland navigation, North Macedonia has an existing law on this issue, currently undergoing revisions. Furthermore, there are ongoing efforts to transpose the EU legislation related to inland waterway transport into national regulations.

lated to waterborne transport. Notably, no legislation linked to the Action Plan and Annex I of the treaty has been successfully transposed. A significant challenge faced by North Macedonia is the establishment of a training centre for boatmasters and ship crews.

To address this challenge, North Macedonia has sought assistance from the Transport Community Permanent Secretariat during technical committee meetings, in collaboration with neighbouring partners. Together, they have initiated the process for mutual recognition of diplomas, certificates, and other formal qualifications related to this occupation. This initiative aligns with the Directive No 87/540/EEC and aims to facilitate the recognition of professional qualifications in inland navigation, as outlined in the Directive (EU) 2017/2397. These directives are integral parts of the Action Plan for Waterborne Transport and Multimodality and Annex I.5, specifically focusing on 'Access to the profession.'

INFRASTRUCTURE, DIGITAL AND GREEN ELEMENTS

|| 0%

Progress by measures

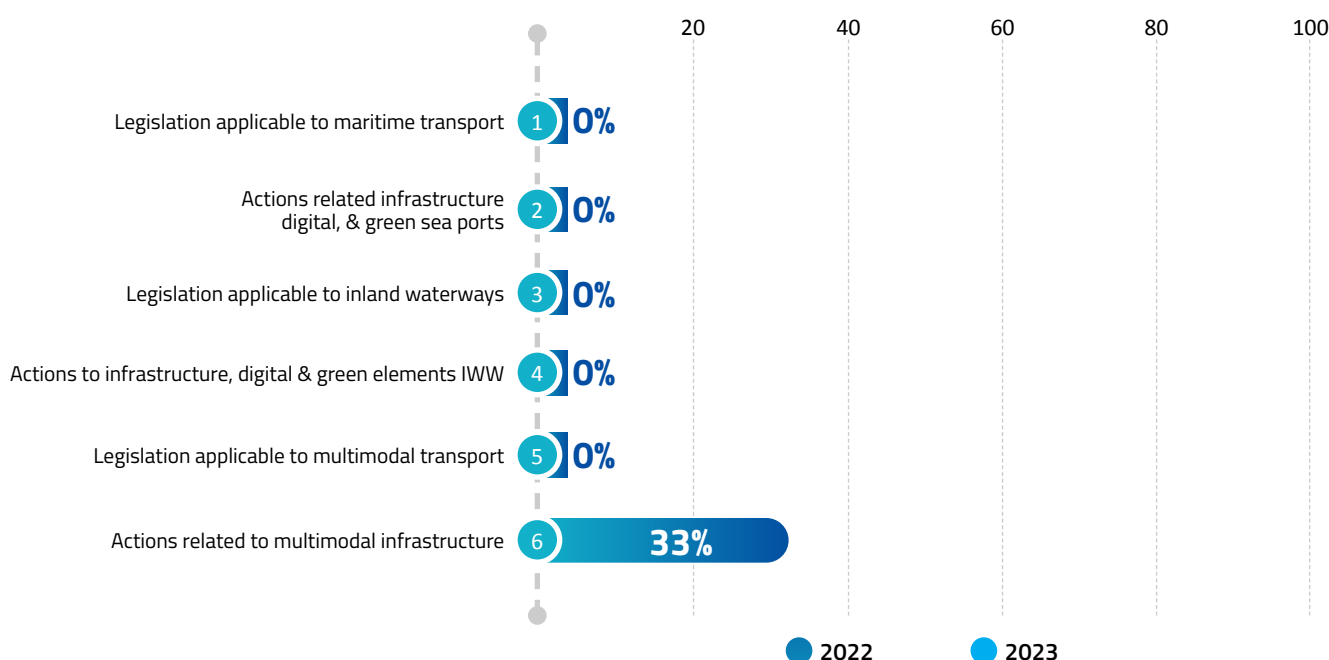
TRANSPPOSITION OF THE LEGISLATION

|| 0%

During the reporting period, North Macedonia encountered challenges in transposing the EU Acquis re-

The ports of Ohrid and Saint Naum, primarily utilized for passenger transport on Ohrid Lake, are showing signs of age and neglect. Improvements are required, including essential infrastructure enhancements. These ports currently lack critical components such as breakwaters, hydrographic resources, navigation aids, and digital systems, which are vital for their modernisation and efficient operation.

Figure 99
NORTH MACEDONIA
Overall progress on waterborne transport and multimodality

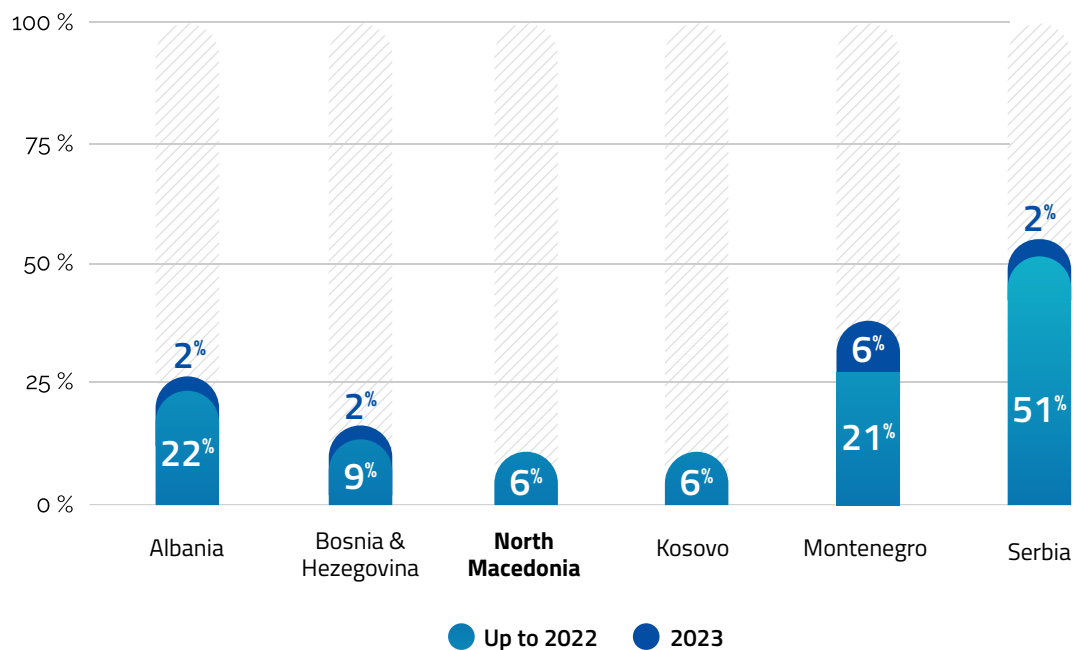


There is slow progress on the implementation of the Action Plan for Waterborne Transport and Multimodality.



Figure 100

OVERALL PROGRESS PER REGIONAL PARTNER



Recommendations

1. Conclude the revision of the current Law on Navigation
2. Initiate the process of transposing the EU Acquis on waterborne transport in alignment with the Action Plan and Annex I of the Transport Community Treaty
3. Sustain collaboration with neighbouring partners to advance crew training and facilitate mutual recognition of boatmasters' training programmes and certificates.



2.6.1

Rail

Overall summary

Progress by measures

Recommendations:

2.6.2

Road

Overall summary

Progress by measures

Recommendations

2.6.3

Road Safety

Overall summary

Progress by measure

Recommendations

2.6.4

Transport Facilitation

Overall summary

Progress by measures

Recommendations

2.6.5

Waterborne Transport and Multimodality

Overall summary

Progress by measures

Recommendations

2.6



Serbia

2.6.1 Rail

Overall summary

Serbia is a frontrunner regarding the transposition of the EU railway legislation. Significant progress has been made in the interoperability and safety area. In total, Serbia has achieved 91% of the Rail Action Plan, while progress in the last year was 12%, which is highest among the regional partners. The main achievement during the reporting period is certainly the adoption of Railway Interoperability Law as well as Amendments to the Railway Law. Competition on the market is visible, and there are no claims. Railway institutions are working at full capacity.

Progress by measures

RAIL MARKET OPENING

II 92%

There are ten private railway undertakings with 25% of the market share. Still, the domestic freight carrier “Serbia Kargo” is dominant, but the growth of the private sector’s share has been a trend in the last few years.

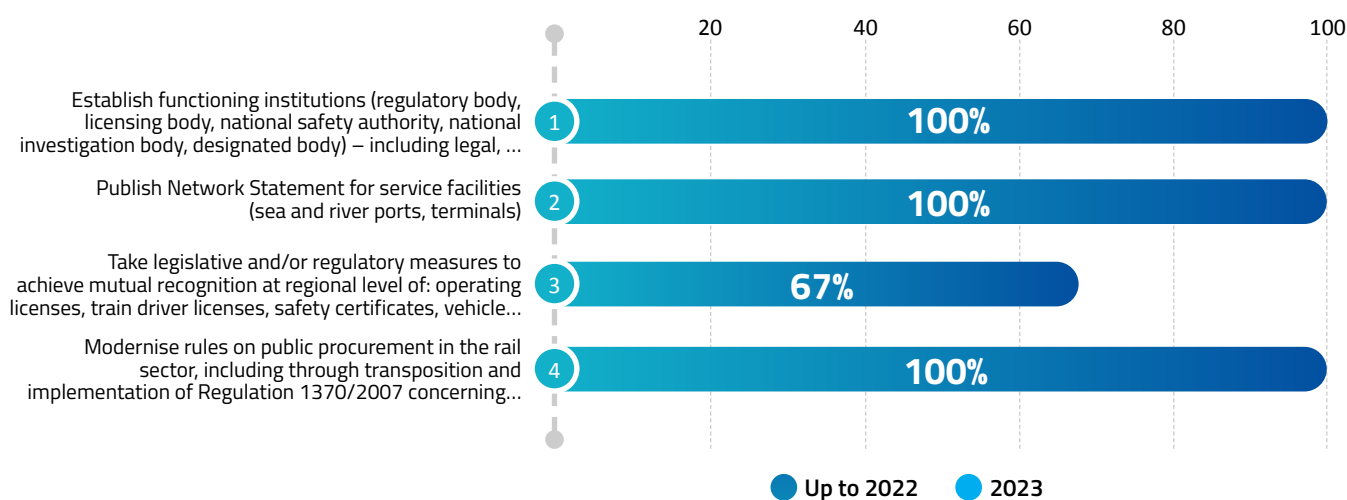
The Network statement is published regularly, but only in the domestic language.

Within the Network Statement for 2024, the Service Facility Description for “Nelt” Terminal is published, while the Service Facility Descriptions for “Specijalna Luka” doo and Luka “Senta” are still published on their respective websites, with links provided in the Network Statement.

A Multi Annual Infrastructure Contract is in place with a 5-year duration.

PSO contract from 2017 was extended to 2023, considering that the new contract has not yet been fully completed.

Figure 101
SERBIA
Rail market opening



PASSENGER RIGHTS

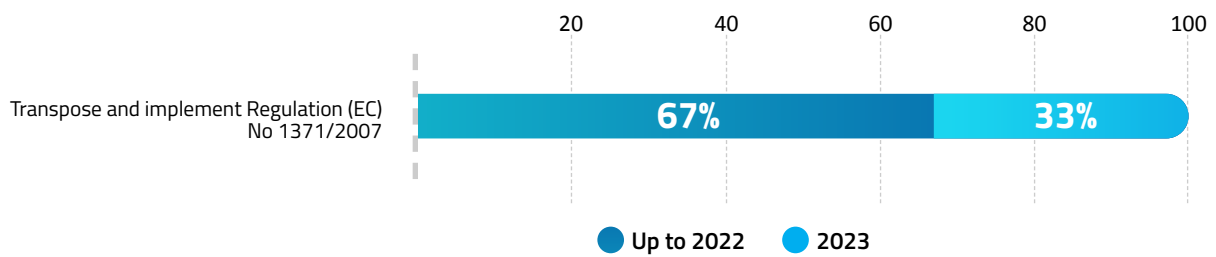
↑100%

Passenger rights are a horizontal measure applicable to all transport modes. All regional partners have taken specific steps in compliance with various sections of EU Regulation 1371/2007. The main objective of these measures is to revitalise passenger transport in the entire region, as well as to provide improved con-

ditions for passengers.

Last year, Serbia made good progress by adopting the Law on Contracts in Railway Traffic. Additionally, Serbia has transposed the remaining parts of the Regulation (EC) 1371/2007 on the rights and obligations of rail passengers and its other provisions by adopting the Amendments to the Law on Railways.

Figure 102
SERBIA
Passenger rights



INTEROPERABILITY

↑ 80%

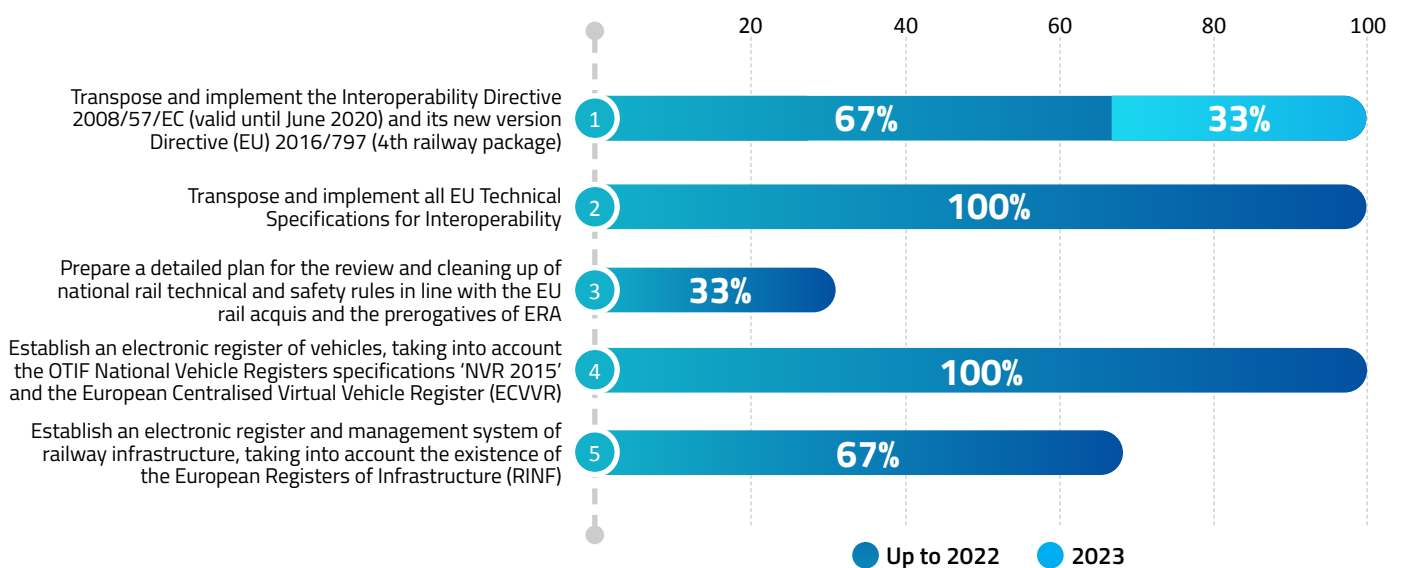
Serbia reported that it has fully aligned its legislation with the interoperability and the safety EU Acquis through the latest amendments of the Railway Law and the Railway Interoperability laws. Serbia continues with its efforts in this area and the draft of the Law on Railway Safety has been finalised.

Technical Specifications of Interoperability are partly published into the Official Gazette, but all TSIs are available on the website of the Railway Directorate (NSA in Serbia).

The National Vehicle Register was established ten years ago. Now, Serbia is ready for inclusion in the European Electronic Vehicle Register. The European Union Agency for Railway is managing the process.

The transfer of data from the NVR to the EVR, as well as the way of using the new register, require a careful preparation in cooperation with the ERA. With support from ERA, Serbia received a training on accessing and aligning the National Register with the European Electronic Vehicle Register.

Figure 103
SERBIA
Interoperability



MODERNISATION OF RAILWAY INFRASTRUCTURE

↑ 92%

The main outcome from the meeting of the Railway Infrastructure Managers Network in Tirana in March 2023 is the further development of the idea of establishing a Regional Railway Centre of Excellence.

Also, Serbia contributed to the successful completion of the first regional project – “Safety improvement on

the level crossings”.

Serbia also completed the reconstruction of the railway line Subotica – Horgos, fully complying with TEN-T standards.

Following the completion of the line between Belgrade and Novi Sad, Serbia continued with works on the Novi Sad-Subotica section. The expected deadline for construction works is the end of 2024 or beginning of 2025.

On the Corridor X, sections Nis – Brestovac and Nis – Dimitrovgrad are ready for construction works, expected to start by October 2023.

Moreover, the construction of a single operational

centre for railway traffic management on the railway network of the Republic of Serbia is mature and ready for the implementation. Phase 2 of the construction works on the main railway station should start in September 2023.

Figure 104
SERBIA
Modernisation of the railway infrastructure

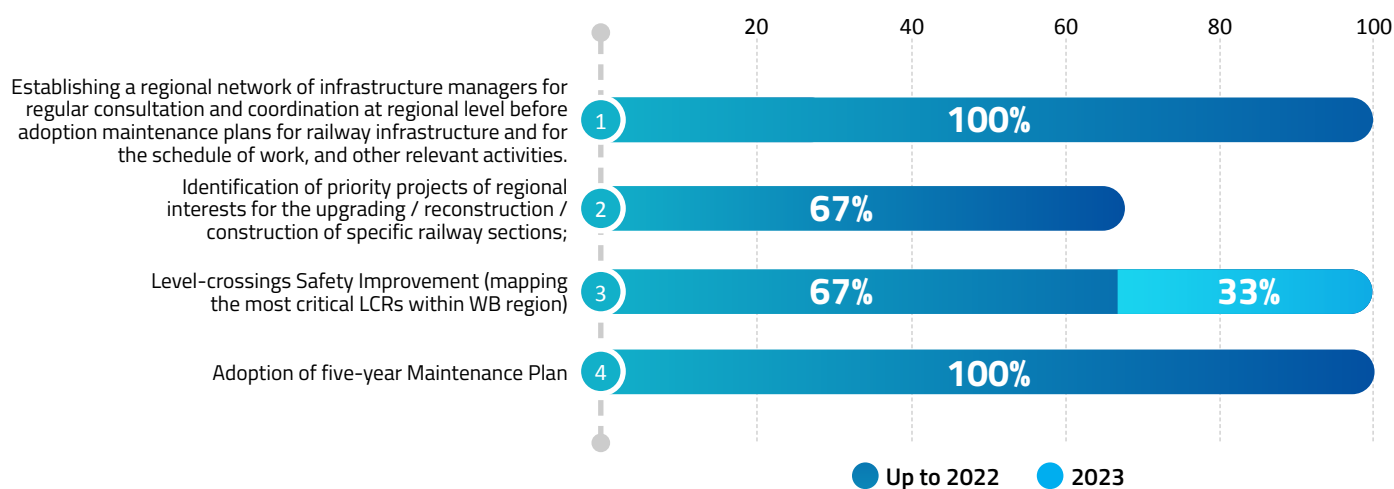
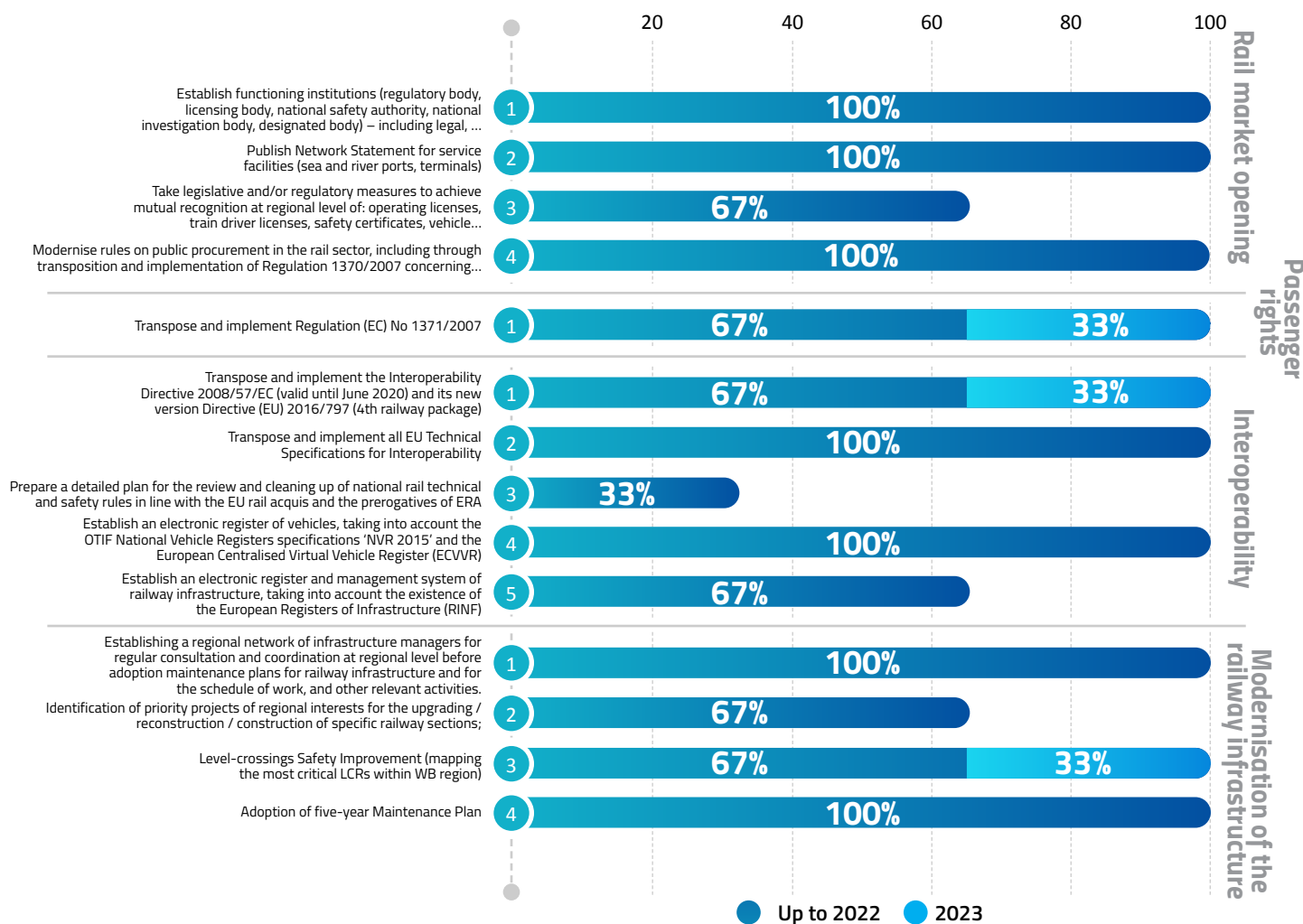
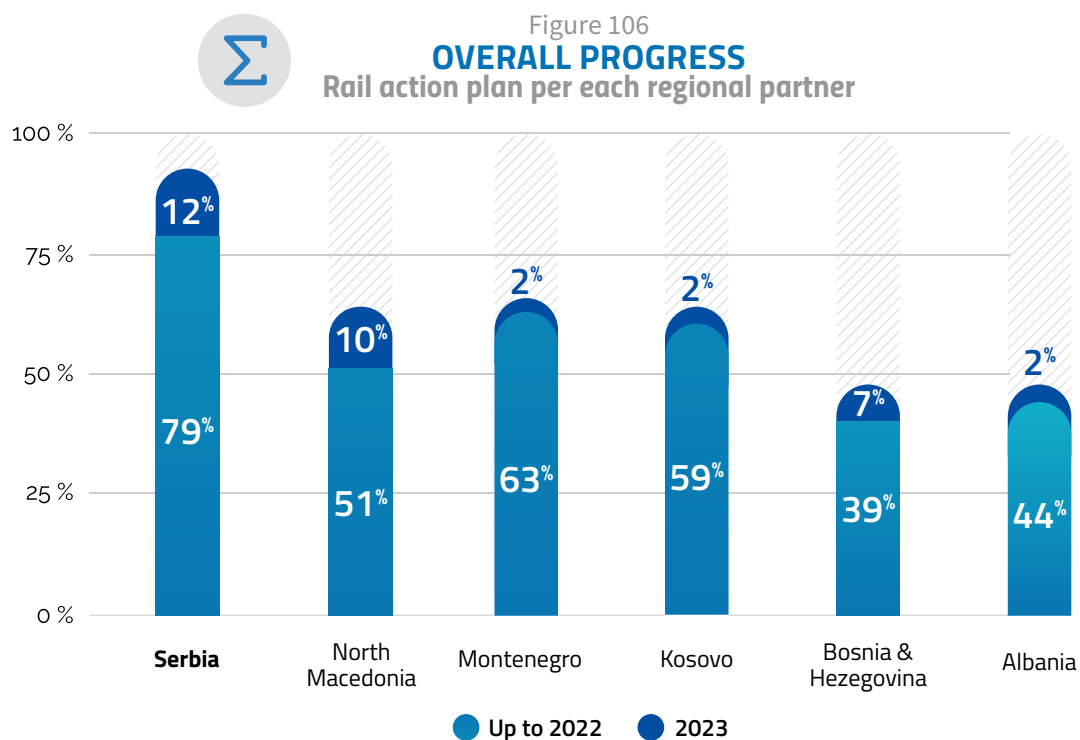


Figure 105
SERBIA
Rail Action Plan by measures





Recommendations

1. Further efforts are needed to adopt the Railway Safety Law
2. Mutual recognition of the licences, safety certificates and vehicle permits with regional partners and with EU member states.

2.6.2 Road

Overall summary

Serbia is making steady progress towards implementing the measures outlined in the Road Action Plan, achieving an average implementation rate of 69%. However, progress has been slow during the reporting period, showing only a 6% increase.

Notably, during the reporting period, progress has been made in drafting, for the first time in the region, a Service Level Agreement (SLA) ready to be piloted. The preparation of the ITS strategy is progressing. A major milestone was reached with the operational start of e-tolling interoperability between Serbia and North Macedonia from 1 July. Positive steps have been taken in the construction of the Regional Traffic Control Centre in Nis,

which is currently underway. Furthermore, several amendments to different laws are under consideration, aiming to create favourable conditions and incentives for electrical vehicles, including the establishment of e-charging stations and potential reductions in tolling fees.

Progress by measures

ESTABLISHING A FUNCTIONING AND EFFICIENT ROAD MAINTENANCE SYSTEM

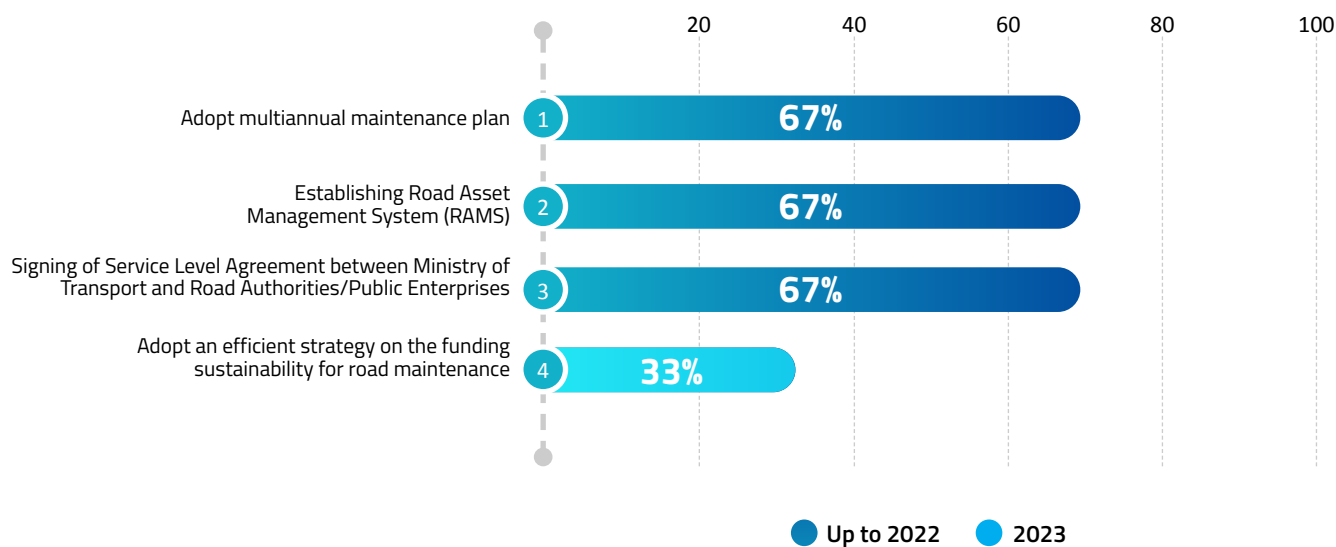
↑ 58%

The Annual Business Plan for 2023 by the Public Enterprise “Roads of Serbia” (PERS) includes a project to update and expand the databases of the current state road network. It also involves providing technical support for programme analysis to establish a foundation for a multi-year maintenance plan.

The signing of the SLA contract between PERS and the Government of the Republic of Serbia, which guarantees funds and the implementation of the PBMC contract, has not taken place yet. The final version of the pilot one-year SLA for 2023 has been completed and is expected to be signed by December 2023. Subsequently, a three-year SLA for 2024-2026 will be prepared and executed.

Within the Annual Business Plan for 2023, PERS has allocated financial resources for the operation of RAMS unit. The main responsibility of this RAMS unit is to develop a multi-year maintenance plan. PERS aims to establish the RAMS unit in the fourth quarter (Q4) of 2023 and will hire staff during that period.

Figure 107
SERBIA
Road maintenance progress



ITS DEPLOYMENT ON CORE/COMPREHENSIVE ROAD NETWORKS

↑ 61%

The draft version of the ITS Strategy is expected to be completed by the first half of September 2023. The establishment of a Working Group for amendments to the Law on Roads took place in the first quarter of 2021. Throughout 2023, numerous meetings were held, resulting in the definition and inclusion of several new provisions related to the further alignment with the Directive 2004/52/EC. It is foreseen that the process of adopting these Law amendments will commence in the fourth quarter (Q4) of 2023.

PERS, in collaboration with MCTI, has initiated a proposal to the Ministry of Finance to amend the Law on Fees for the Utilisation of Public Goods. This proposal consists of a discount of up to 13% on toll payments for electric vehicles, across all categories, utilizing the ENP. The law amendments are currently in procedure.

PERS has facilitated access to statistical data on traffic networks and traffic-related information through the web GIS platform (<https://gisportal.rs/portal/apps/sites/#/gis>), accessible to all data users.

The implementation of the V2X system is under construction on the E761 highway (Moravian Corridor). This pilot project should meet the preconditions for the further development of the V2X system on Serbian highways.

In preparation for the upcoming winter season, software for enhancing winter maintenance strategies has been implemented. This entails presenting weather forecasts and operational recommendations for winter service, ultimately enhancing traffic safety and reducing winter maintenance expenses.

A Memorandum of Understanding has been established between MoI and PERS, facilitating mutual utilisation of video surveillance to enhance traffic safety,

as well as more efficient traffic control and management on the road network.

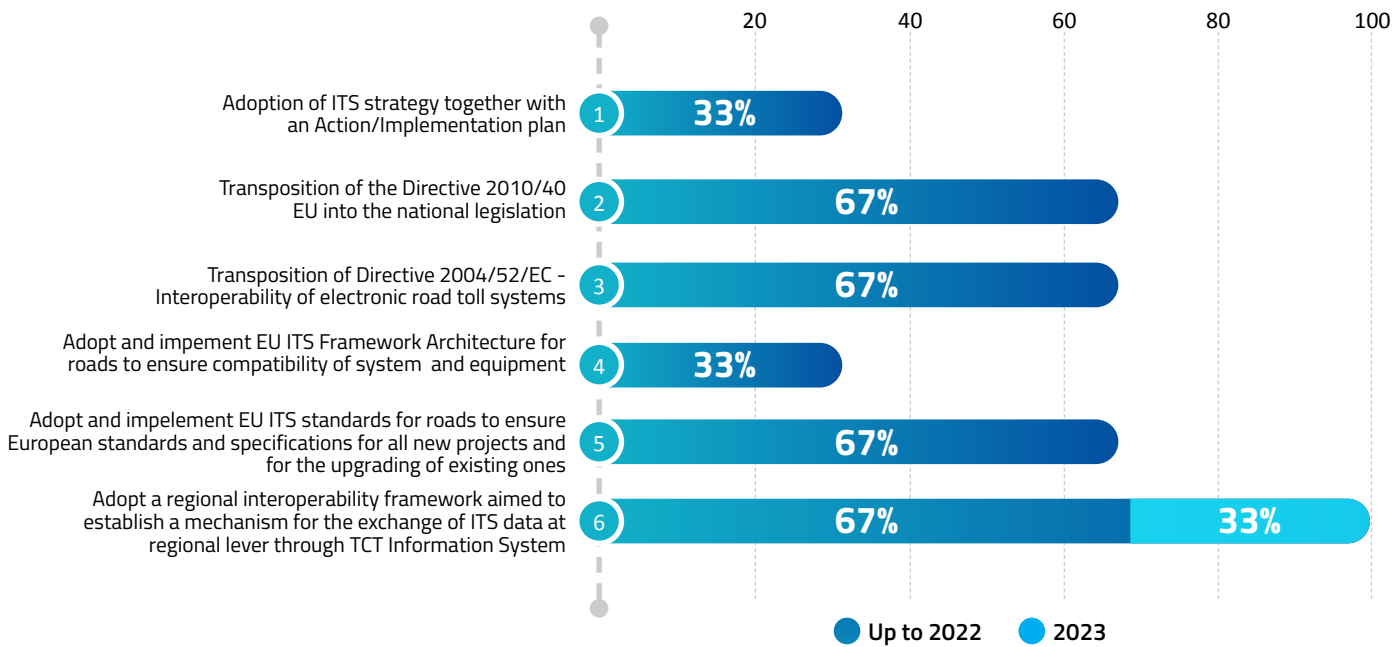
The regional ITS centre in Nis has concluded its construction phase. The procurement of equipment and installation have been completed, and as of 1 April 1st 2023, the process of relocating staff to the offices and conducting their training has commenced. An ongoing public procurement process is underway for additional equipment.

Within the WB-financed Regional Transport and Trade Facilitation Project, a subcomponent includes the de-

ployment of ITS. Approximately \$10 million is allocated for installing ITS devices on a section of Corridor X currently in operation. Tender procedures for the activities included in this project are planned to be launched during September – October 2023.

A Memorandum of Understanding on the interoperability of electronic toll collection was signed between the Republic of Serbia and the Republic of North Macedonia on 31 March 2023 in Belgrade. Commencing as of 1 July 2023, the interoperability of the ETC system between Serbia and North Macedonia is operational, allowing citizens to use a single tag device.

Figure 108
SERBIA
ITS Deployment progress



**ENHANCING ROAD TRANSPORT
CLIMATE RESILIENCE AND USE
OF ALTERNATIVE FUELS** **↑ 58%**

PERS has successfully completed the installation of 54 Road Weather Information Systems (RWIS), contributing to a total of 81 RWIS units now operational across the entire network.

The amendments to the Law on Planning and Construction, ratified in July 2023, have introduced the concept of electromobility. This refers to electromo-

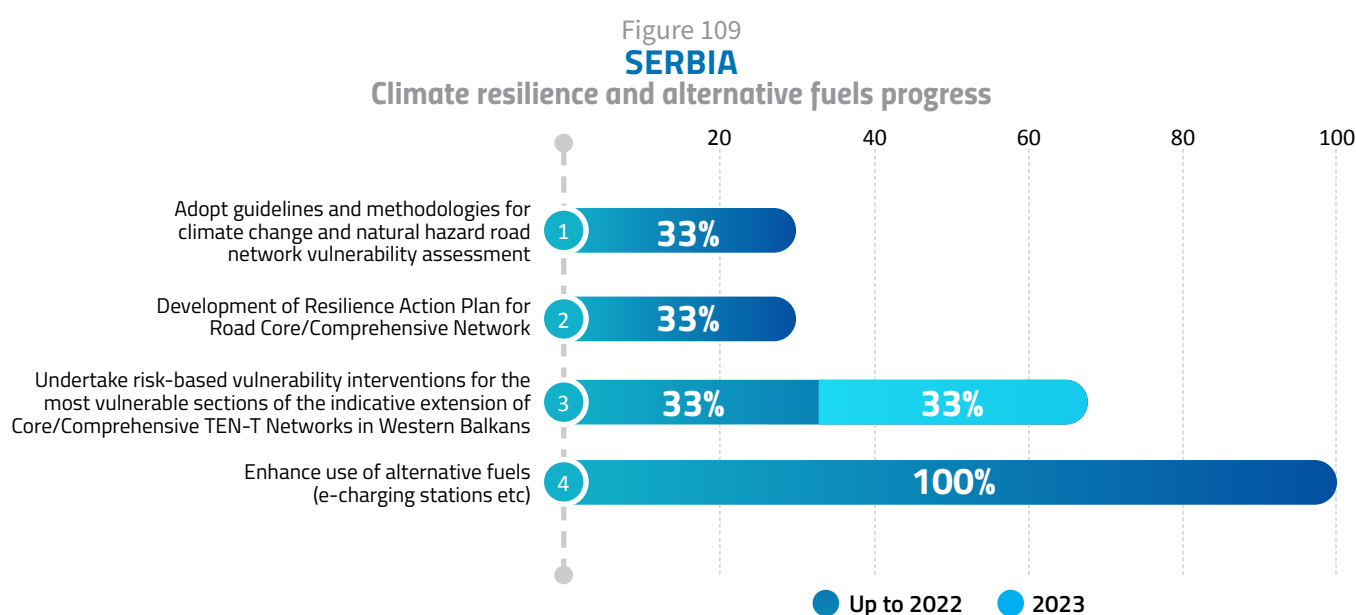
bility definition as a form of environmentally friendly transport using electric vehicles, with the charger being identified as a device that can be situated in public spaces or within structures intended for public or private use. The obligation to build e-chargers was introduced when defining the building rules in the spatial plan of the special purpose area, the spatial plan of the local self-government unit, and the general and detailed regulation plans. These rules must contain the number of garages or parking spaces with a mandatory minimum number of spaces for charging electric vehicles. That number is determined by the minister.

To continue with the support for the implementation of Road Action Plans measures related to the improvement of the climate resilience, the TCT Secretariat initiated a Technical Assistance to prepare a risk assessment and a Resilience Plan for the road network on 26 January 2023. The Inception Report has been prepared and the project objectives and tasks were discussed with the road stakeholders during Road Technical Committees. The project is expected to be completed by the end of 2023.

Furthermore, the amendments to the aforementioned law outline the responsibilities of motor vehicle refu-

eling station owners, particularly those situated along motorways. They are required to align their operations with the stipulations of this law within two years from the date of entry into force of the by-laws regulating the issue of installing electric vehicle chargers.

In addition, under CONNECTA Technical Assistance, the strategic framework for deployment of e-charging stations on TEN-T Core and Comprehensive Network was completed in August 2023. The deliverables are expected to be translated, incorporated into the strategic documents, or adopted as standalone documents.



Recommendations

- Finalise the procurement of a regular maintenance contract for the first and second level of state roads as per the PBMC model
- Establish a RAMS unit by the end of 2023
- Sign and pilot a Service Level Agreement (SLA) by the end of 2023
- Finalise and adopt the ITS Strategy and EU ITS Framework
- Complete the full transposition of the Directive 2010/40/EU into the national legislation. This directive pertains to the deployment of intelligent transport systems, which are crucial for modernising and improving road infrastructure
- Ensure the full transposition of the Directive (EU) 2019/520 of the European Parliament and of the Council, dated 19 March 2019, which focuses on the interoperability of electronic road toll systems and facilitating cross-border exchange of information on road fee payment issues within the European Union
- Adopt the deliverables outlined by CONNECTA to establish and deploy e-charging stations in the TEN-T Core and Comprehensive Network. These stations play a significant role in promoting electric mobility and sustainability within the transport sector.

Figure 110
SERBIA
Road action plan measures

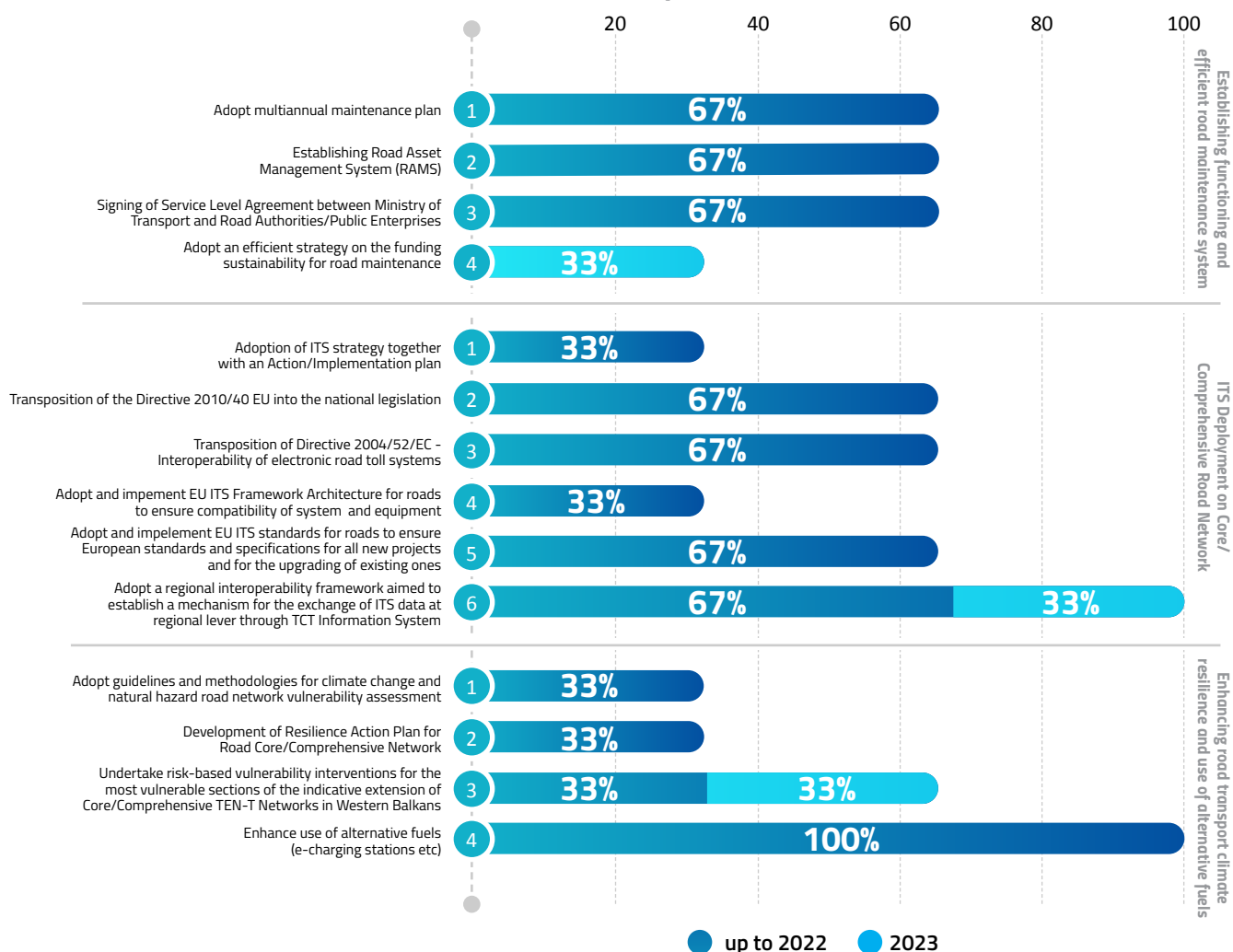
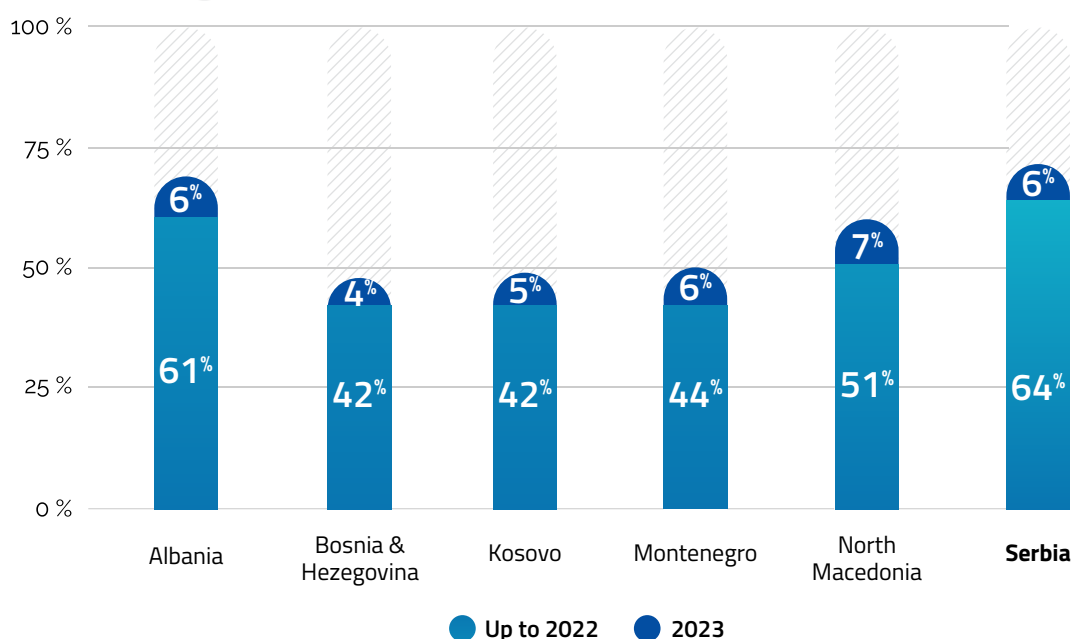


Figure 111
ROAD ACTION PLAN-OVERALL PROGRESS



2.6.3 Road Safety

Overall Summary

Serbia is a frontrunner in road safety with an overall progress rate of 87% in implementation. It possesses a good institutional structure led by the High Level Coordination Body, and the progress of the measures is monitored by the Road Traffic Safety Agency. Good quality of road safety data led to the opportunity for

Serbia to join the EU CARE database and be part of the CARE expert group.

Despite these achievements, Serbia reported an increase in the number of fatalities in 2022 compared to 2021, resulting in 32 more fatalities. The Road Safety Strategy and its Action Plan based on a safe system approach was adopted in September 2023. In due time, continuous efforts are being made to remove high-risk road sections.

Number of Fatalities for 2019-2022 year

| REGIONAL PARTNER | YEAR 2019 | YEAR 2020 | YEAR 2021 | YEAR 2022 | GOAL 2030 |
|------------------|-----------|-----------|-----------|-----------|-----------|
| SERBIA | 534 | 492 | 521 | 553 | 267 |

Progress by measure

ROAD SAFETY MANAGEMENT ↑ 78%

The Decision to establish of the Road Safety Coordination Body was published in the “Official Gazette of RS, no: 81/2018”. During the reporting period October 2022 - September 2023, the Road Safety Coordination Body in Serbia demonstrated a proactive approach. The Body comprises the Ministers of Internal Affairs, Transport, Health, Labour, Justice, Education, Trade and the Director of the Road Traffic Safety Agency. Nine expert working groups were formed, working on behalf of this Body. Three meetings of the High-Level coordination body were held, during which the draft Road Safety Strategy and its Action Plan were voted on.

The Ministry of Interior of Serbia had a TAIEX study visit in Vienna in support of the implementation of the Directive (EU) 2015/413 on facilitating cross-border exchange of information on road-safety-related traffic offences. However, cross-border information between regional partners and with EU Member States is still not in place.

The Road Traffic Safety Agency has been established and operational since 2010, prior to the endorsement of the TCT Road Safety Action Plan. Given the successful model of a stand-alone agency in the region, the TCT has promoted it during the meetings

of the Technical Committee on Road Safety as a good example.

The highlight of this year was that the EU High-Level Group on Road Safety approved the TCT proposal to invite Serbia to join the Community database on Accidents on the Roads in Europe (CARE). Thus, Serbia became the first regional partner in the Western Balkans to be approved to participate in the European Union CARE expert group for traffic safety. This accomplishment follows a thorough feasibility study, started in early 2021 and driven by the Transport Community in collaboration with Road Safety UNIT, DG MOVE. Serbia demonstrated its fulfilment of the criteria outlined for inclusion in CARE. By joining CARE, Serbia will be able to contribute valuable disaggregated data on road crashes annually to the European Commission, while also participating as an observer in the CARE expert group, which convenes twice per year.

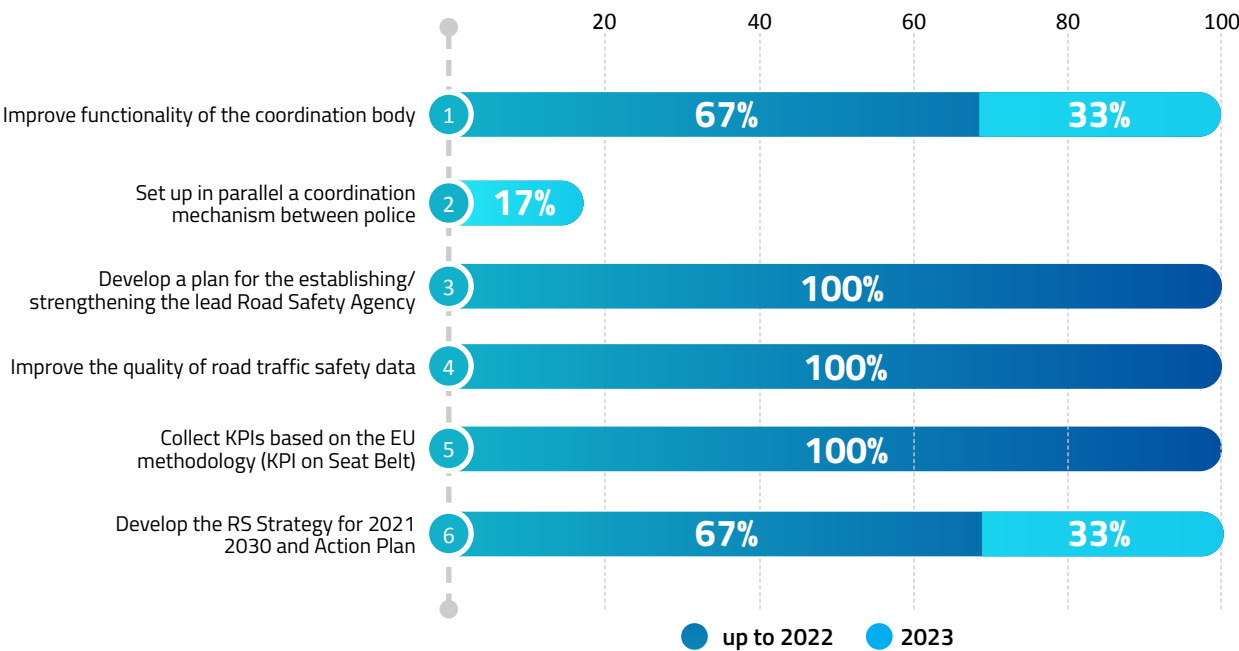
Serbia has been consistently collecting Key Performance Indicators (KPIs) for nearly a decade. It is worth noting that the KPIs collected in Serbia throughout 2022 fully adhere to the new EU Methodology. The research for 2023 will also be conducted using the same methodology. The research is performed at the local self-government level, then aggregated to police administration (27) and the national level. This achievement positions Serbia on the right track to fulfil this particular measure.

The Road Safety Strategy 2023-2030 has been drafted, together with the Action Plan for 2023-2025. The High-Level Coordination Body for Road Safety has approved both documents and in September 2023, they were adopted.

The Road Safety Strategy is in line with the main international documents - UN Resolution A/Res/74/299,

the Global Plan for the Decade of Action 2021-2030, the Stockholm Declaration, the EU Policy Framework for Road Safety 2021-2030, and the Road Safety Action Plan for the Western Balkans. The main goal is a 50% reduction in the number of road deaths and seriously injured people by 2030 with a baseline year 2019, and ZERO DEATHS in CHILDREN by 2030 (the Vision Zero approach).

Figure 112
SERBIA
Road safety management



ENSURING A SAFER INFRASTRUCTURE

↑ 78%

Improving infrastructure is a cornerstone of road safety and is critical to achieving the EU's new road safety targets for 2030 and for implementing a safe infrastructure across the road network. In February 2021, detailed designs for 10 high-risk sections, covering approximately 300 km, were finalised. The projects have reached maturity level and are ready for investments. The list of high risk road sections falls under the recently approved "Safe and Sustainable Programme" supported by the European Commission.

Guidelines, curricula, and training for Road Safety Inspections (RSI) and Road Safety Audits (RSA) have been conducted, aligning the legislation with the EU Directive 2008/96/EC on Road Infrastructure Safety Management.

Improvement of high-risk road sections is continuously carried out and three-year plans have been adopted. A Road Impact Safety Assessment started last

year. In addition, approximately 850,000 Euros have been allocated for a programme of support to cities and local communities, assisting them to implement innovative solutions in the field of road safety within their road network.

In July 2023, the Regulation on the determination of state roads through which transit traffic of goods vehicles must be carried out through Serbia was adopted ("Transit Corridor") ("Official Gazette of RS", no. 55/23). The Local Infrastructure and Institutional Development Project (LIID), in cooperation with the World Bank and the French Development Agency, provided a total of 265.2 million Euros.

These funds can be utilised for rehabilitation and reconstruction projects of existing road infrastructure, construction of bicycle and pedestrian paths, increasing the resistance of traffic infrastructure to climate change, development of smart city systems and sustainable urban mobility, and strengthening the capacity of infrastructure service providers.

PROMOTE THE PROTECTION OF VULNERABLE ROAD USERS II 100%

A programme for protection of vulnerable road users has been developed. The Road Traffic Safety Agency conducts safe driving trainings for bicycle, moped, and motorcycle drivers. Safe driving training for bicycle and motorcycle drivers has been conducted since 2017, while safe driving trainings for moped drivers has been conducted since 2018.

Starting from the next school year (2023/24), the Ministry of Interior and the Ministry of Education, with the support of the Road Traffic Safety Agency, will be implementing a new project dedicated to improving the safety of children in traffic called “Together and Safely through Childhood”. The project will be implemented in the form of interactive workshops for pupils from the first to the fourth grade of elementary schools.

Children will acquire the necessary knowledge on how to safely participate in traffic as pedestrians, bicycle drivers, and passengers in vehicles.

In terms of legislation, Serbia is working towards further alignment with the EU Directive 96/53 on maximum authorized dimensions in national and international traffic and the maximum authorized weights in international traffic. The amendments to the Rulebook are expected to be adopted by the end of 2023.

Recommendations

1. Extend the collection of KPIs including KPIs in Infrastructure and Post Crash Care.

2.6.4 Transport Facilitation

Overall summary

Serbia has made steady progress in the implementation of the measures from the Transport Facilitation Action Plan, achieving an overall implementation rate of 63%.

There is some progress with regards to the implementation of rail border crossing measures in Serbia. The discussions on draft bilateral agreements for establishing joint rail operations with Bosnia and Herzegovina, Croatia and Hungary are on a good track. The joint rail station with Montenegro in Bijelo Polje is yet to become functional, requiring the parties to conclude an additional protocol between the railway infrastructure companies.

When it comes to the agreements for joint road border crossings on the main TEN-T Network, Serbia is effectively implementing only the one with North Macedonia. There are plans to establish one joint BCP with Bosnia and Herzegovina in Sremska Raca (on the

Serbian side), while no such considerations exist the BCPs with Montenegro.

In addition, based on bilateral agreements with Bosnia and Herzegovina and Hungary, joint border controls are carried out at the following smaller BCPs: BCP Bratunac (Novi Most) - Ljubovija (Novi Most), as well as Rabe – Kübekháza, Horgos 2 – Roszke 2, Bački Vinogradi – Asotthalom and Rastina – Bácsszentgyörgy, respectively. Despite the fact that the mentioned BCPs between Serbia and Hungary are designated for the control of passenger traffic only, the joint control contributes to reducing the pressure on the large BCPs.

Serbia is advancing well in the infrastructure projects on its BCPs. The works at the BCP Gostun (between Serbia and Montenegro) on the Serbian side were completed in March 2023. The works on the expansion of the BCP Horgos (Serbia-Hungary) are progressing well, and there are also plans for opening new BCP Kelebija-Tompa 2 (Serbia-Hungary) already agreed by the authorities from both parties.

Serbia has not signed the Memorandum of Understanding for exchange of the pre-arrival customs information with Croatia, offered by CEFTA as part of the EU-WB6 Green Lanes initiative.

Progress by measures

RAIL BORDER CROSSING/COMMON CROSSING MEASURES ↑ 67%

The start of the operations of the rail station Bijelo Polje (between Serbia and Montenegro), has been slightly postponed due to some legal and institutional arrangement that need to be first put in place. There is an ongoing intensive communication between the Serbian and Montenegrin rail authorities over the Rulebook on organising and regulating the rail traffic on the border line Vrbnica-Bijelo Polje between “Infrastructure of Serbian Railways JSC” and “Railway Infrastructure Montenegro JSC” which is closely followed by the TCT Secretariat. The talks between the authorities are on a good track, and it is expected that the adoption of the Rulebook, as well as the operational start of the joint controls, could take place by the end of 2023.

There has been some advancement in the negotiations for the draft rail agreement between Serbia and Bosnia and Herzegovina, and the process is on a good track. The draft agreement for determining rail procedures on the common rail border crossing Brasina-Zvornik has been exchanged by the parties and harmonised in most of the parts, with the exception of the location of the future joint border station, which is subject to future official bilateral discussions. One round of negotiations took place on 5 September 2023.

Serbia maintains an active side in the negotiations with its EU member States on the rail border crossing agreements. The draft agreements with Croatia and Hungary are in a more advanced stage. The next steps are the mutual agreement of the final version of the draft texts and drafting a platform for official negotiations, after which adoption can be expected. In the meantime, Hungarian side informed that passenger rail traffic on the Horgos-Roszke railway line would be established from 24 October 2023.

No developments can be reported in the negotiations with Romania and Bulgaria.

ROAD BORDER CROSSING/COMMON CROSSING MEASURES ↑ 60 %

In terms of border crossing measures, the greatest advancements have been made in infrastructure improvements.

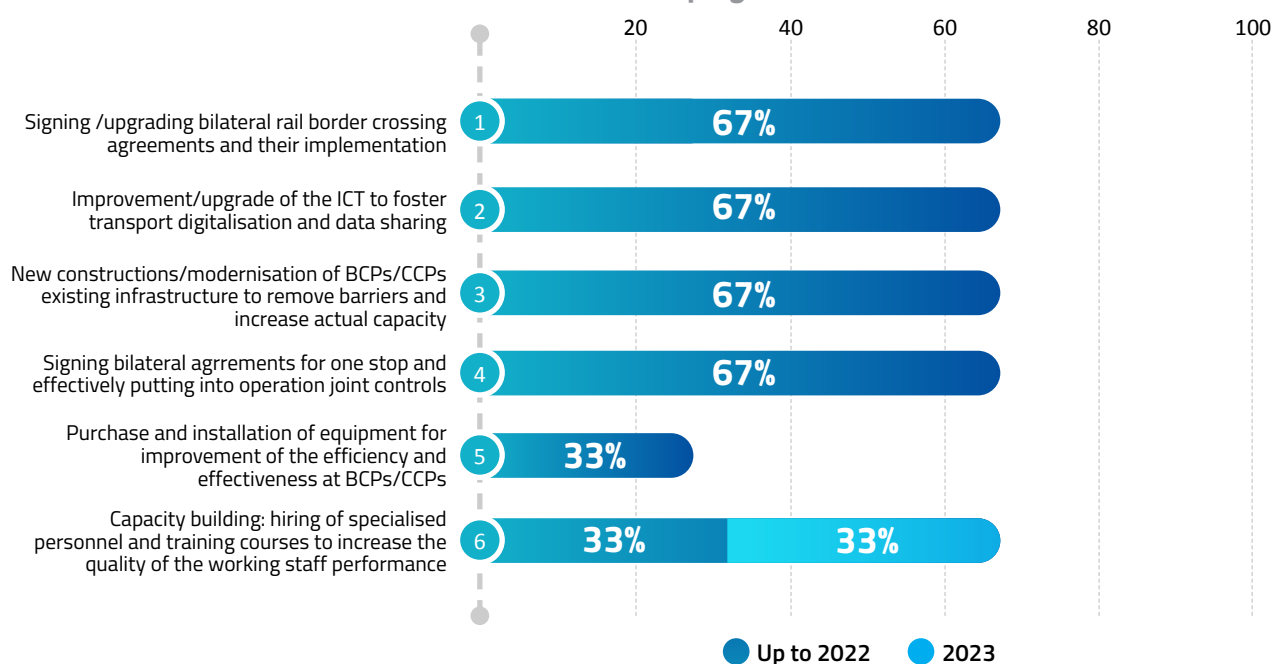
The budget of the Republic of Serbia for 2023 has allocated funds for the reconstruction of the old bridge at the BCP Mali Zvornik/Karakaj (Serbia-Bosnia and Herzegovina). The urban planning project for the BCP Mali Zvornik has been completed. The development of urban documentation within the project for the construction of the joint BCP Sremska Raca has been finalised. A contract for the preparation of the technical design documentation was also concluded.

According to the plan, works at BCP Gostun (Serbia-Montenegro) were completed in March 2023. The work of the Commission for technical acceptance of constructed objects is underway. The project entails the construction of seven entry and seven exit lanes, as well as all ancillary facilities needed for the proper functioning of border services.

The project for the reconstruction of the BCP Backi Breg-Hercegszanto (Serbia-Hungary) is underway, to be implemented within the framework of the IPA-Interreg Program of Cross-Border Cooperation Hungary-Serbia 2021-2024. The Serbian side prepared the project and technical documentation, for enabling flow of goods vehicles through this BCP. In addition, it has been agreed to build a new BCP near the existing Kelebija - Tompa BCP (BCP Kelebija-Tompa 2), which is planned to meet all standards and requirements of passengers and cargo transport, and to serve as an integrated BCP. Both projects are expected to relieve the burden on the main BCPs between Serbia and Hungary: BCP Horgos and BCP Kelebija.

The Customs Administration of Serbia attended the negotiation round with Croatia regarding the extension of the EU-Western Balkans Green Lanes and the modalities for exchange of information through the SEED system. However, Serbia withdrew from signing the proposed MoU until the conditions for the exchange of the pre-arrival information in both directions are met.

Figure 113
SERBIA
Overall progress



Recommendations

1. Finalise the negotiations with Bosnia and Herzegovina for the Agreement on facilitation of rail border crossing procedures
2. Finalise the talks with the Montenegrin rail authorities without any further delays, and complete all necessary conditions for the operational start of the joint rail controls in Bijelo Polje until the end of 2023. The timeframe is reasonable since the facilities at the joint rail station were constructed and put in function in May 2023
3. Constantly monitor, further upgrade and gradually turn the one-stop control on the BCP Tabanovce-Presevo into a genuine joint BCPs where checks are performed only once
4. Adhere to the planned dynamics on the preparatory projects and projects with ongoing works on its road BCPs
5. Conclude the MoU for exchange of customs information through SEED with Croatia, as well as with other neighbouring EU Member States as the cornerstone of the widely accepted EU-Western Balkans initiative.

2.6.5 Waterborne Transport and Multimodality

Overall summary

During the reporting period, Serbia did not transpose any directive associated with the Action Plan for Waterborne Transport and Annex I of the Treaty. However, Serbia has achieved commendable results in implementing multiple projects within the Danube, Sava, and Tisa Rivers.

Progress by measures

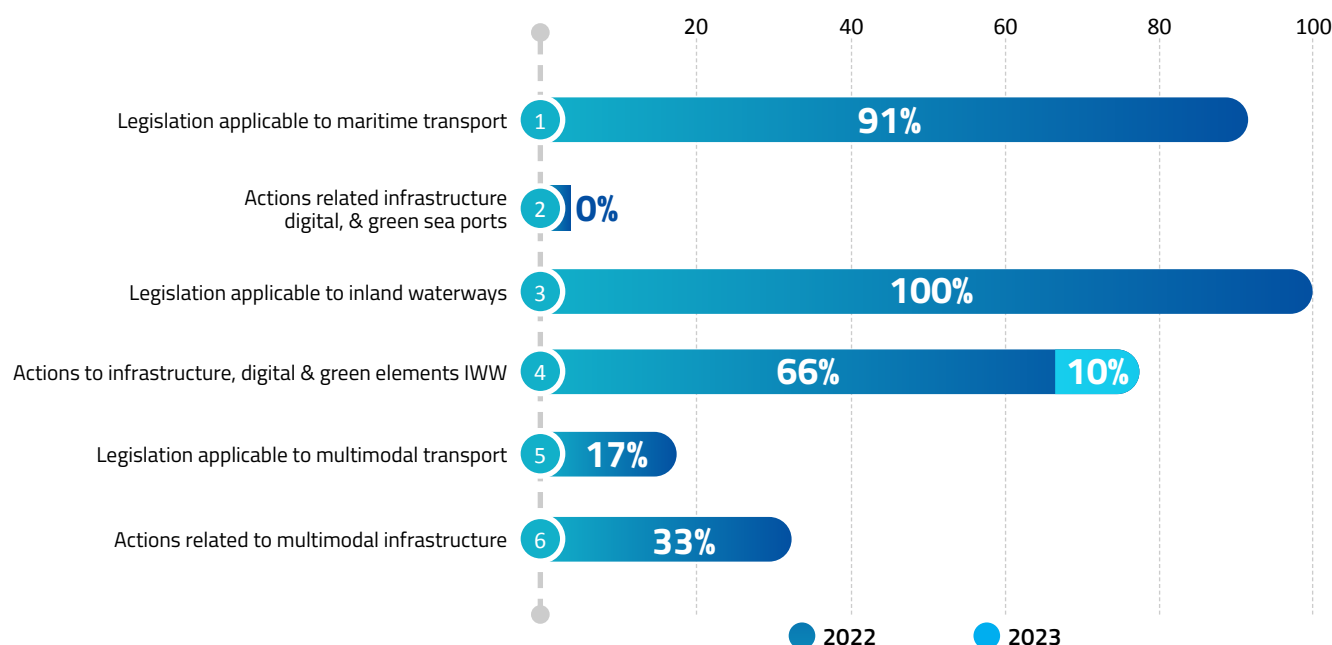
Serbia has made moderate strides in advancing the implementation of actions outlined in the Action Plan for Waterborne Transport and Multimodality, achieving a dynamic implementation rate of 53%. However, progress during the reporting period has been slow, with only a 2% increase.

It is noteworthy that Serbia has transposed a significant portion of the EU Acquis related to inland waterway and maritime transport. This achievement is underscored by the impressive 95% implementation rate of measures concerning the transposition of legislation within the Action Plan for Waterborne Transport and Multimodality, as well as Annex I of the Treaty.

During this reporting period, notable enhancements have been made in various aspects of inland waterways, encompassing infrastructure, digitalisation, social aspects, and environmental sustainability. Multiple projects aimed at bolstering digital infrastructure and resolving critical bottlenecks in the Danube, Sava, and Tisa River regions are currently underway.

Figure 114
SERBIA

Overall progress on waterborne transport and multimodality



TRANSPPOSITION OF LEGISLATION ↑ 95%

In 2022, Serbia successfully transposed the directive pertaining to the recognition of professional qualifications in inland navigation. Additionally, Serbia ratified the Protocol '88 to the International Convention

for the Safety of Life at Sea (SOLAS Convention) by enacting the necessary legislation. Looking ahead, Serbia has outlined plans to commence the transposition of the Regulation 2015/757, which addresses the monitoring, reporting, and verification of carbon dioxide emissions from maritime transport.

INFRASTRUCTURE, DIGITAL AND GREEN ELEMENTS. ↑ 76 %

The “Connecting East to West” waterways project under FLAGSHIP 1, focused on the removal of WWII German sunken vessels from the Danube Prahovo Sector, holds a total value of €29.8 million. Funding for this project comes from a European Union grant of over €16.6 million and a €13.2 million loan from the European Investment Bank. The contract was signed in June 2023, with an anticipated completion timeline of five years.

Vessel Traffic Services (VTS) implementation began in May 2023, with plans to enter the testing phase in November 2023.

Having commenced on 25 July 2023, the Aids to Navigation (AtoNs) project has successfully covered the

entire Danube River with buoys, providing real-time information to navigators. The project’s second phase, focusing on the application of AtoNs in the Sava River, is expected to be concluded within eight months.

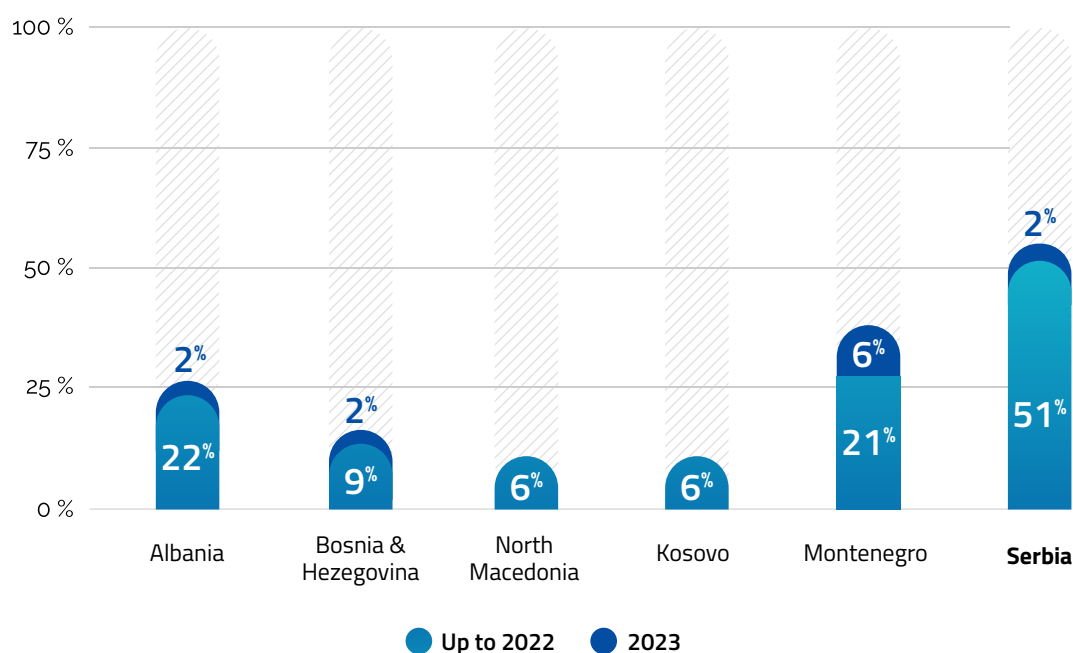
The first phase of the “FAIRway works” project, aimed at upgrading Iron Gate Block II, was initiated on 18 July 2023. This phase involves significant modifications to mechanical, hydraulic, and electrical components and is scheduled for completion within one year.

A collaborative project with Croatian partners addresses the removal of bottlenecks at the Serbia-Croatia border. Seventeen critical sectors have been identified, and ongoing river activities are under monitoring. The modelling phase is set to commence in September 2023, with the project expected to be concluded in September 2024.



Figure 115

OVERALL PROGRESS PER REGIONAL PARTNER



Recommendations

1. Develop the River Information System (RIS) for the Tisa River
2. Progress with the ongoing project aimed at eliminating bottlenecks in the Tisa River, with the objective of establishing an environmentally friendly lock and upgrading navigation to CEMT Class V
3. Complete the Sava-Drina River confluence project, encompassing the ports of Sremska Mitrovica on the Sava River and the ports of Bogojewo and Prahovo on the Danube River
4. Finalize the Flagship 1 project focused on the removal of WWII sunken vessels.



Monitoring the transposition of ANNEX I of
Transport Community Treaty – Rules
applicable to transport sector

Annex I.2 – Rules applicable
to rail transport

Annex I.3 – Rules applicable
to Road Transport

Annex I.4 – Rules applicable
to Maritime Transport

Annex I.5 – Rules applicable
to Inland Waterway Transport

Annex I.6 – Environmental Rules
Applicable to the Transport Sector

Annex I.7 – Public procurement
rules applicable to the transport sector

Annex 1A: Definition and description
of progress indicators

Annex 2A: Monitoring Mechanism

Annex 3A: Implementation scoring

3

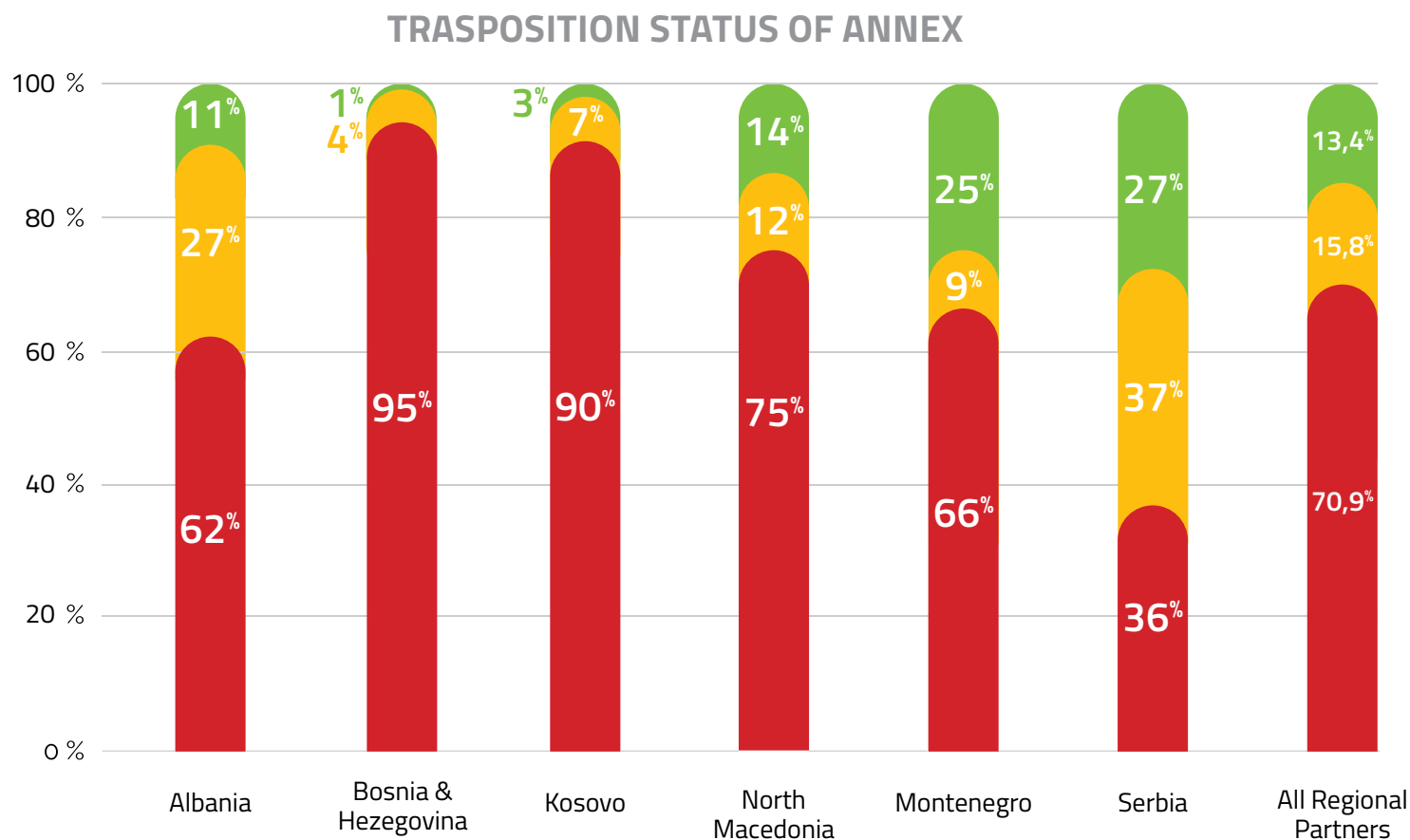
An aerial photograph of a road and a forest, overlaid with a blue gradient. The road is on the left, and the forest is on the right. A small white car is visible on the road.

Annexes

Monitoring the transposition of ANNEX I of Transport Community Treaty – Rules applicable to transport sector











































TCT Secretariat carried out the data collection on the level of the transposition of Annex I through Technical Committees, questionnaires and TODIS data collection. All the analysis provided here are based on the reporting made by regional partners. At regional level close to 71% of Annex I legal

acts remains to be transposed. Transposed legislations count for approx. 30%, at different transposition levels with 13,4% fully transposed and 15,8 % partially transposed. Detailed status of transposition for Annex I.2 – I.7 is provided below.



Annex I.2 – Rules applicable to rail transport

| No | ANNEX I.2. RULES APPLICABLE TO RAIL TRANSPORT RELEVANT EU ACQUIS | REGULATORY AREA | LEVEL OF COMPLIANCE: | | | | | |
|---------------|---|--------------------|--|--|--|--|--|--|
| | | | Fully Transposed / Not transposed / Partially transposed | | | | | |
| | | | Albania | Bosnia and Herzegovina | North Macedonia | Kosovo | Montenegro | Serbia |
| Market access | | | | | | | | |
| 1 | Regulation No 11 concerning the abolition of discrimination in transport rates and conditions, in implementation of Article 79 (3) of the Treaty establishing the European Economic Community. | Market Access | <div><div></div>Partially transposed</div> | <div><div></div>Not transposed</div> | <div><div></div>Not transposed</div> | <div><div></div>Partially transposed</div> | <div><div></div>Not transposed</div> | <div><div></div>Not transposed</div> |
| 2 | Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 establishing a single European railway area. | Market Access | <div><div></div>Partially transposed</div> | <div><div></div>Not transposed</div> | <div><div></div>Partially transposed</div> | <div><div></div>Partially transposed</div> | <div><div></div>Partially transposed</div> | <div><div></div>Partially transposed</div> |
| 3 | Directive (EU) 2016/2370 of the European Parliament and of the Council of 14 December 2016 amending Directive 2012/34/EU as regards the opening of the market for domestic passenger transport services by rail and the governance of the railway infrastructure. | Market Access | <div><div></div>Not transposed</div> | <div><div></div>Not transposed</div> | <div><div></div>Not transposed</div> | <div><div></div>Not transposed</div> | <div><div></div>Not transposed</div> | <div><div></div>Not transposed</div> |
| 4 | Commission Delegated Decision (EU) 2017/2075 of 4 September 2017 replacing Annex VII to Directive 2012/34/EU of the European Parliament and of the Council establishing a single European railway area. | Market Access | <div><div></div>Partially transposed</div> | <div><div></div>Partially transposed</div> | <div><div></div>Partially transposed</div> | <div><div></div>Not transposed</div> | <div><div></div>Partially transposed</div> | <div><div></div>Partially transposed</div> |
| 5 | Commission Implementing Regulation (EU) No 869/2014 of 11 August 2014 on new rail passenger services. <i>(Not in force - replaced by (EU) 2018/1795)</i> | Market Access | <div><div></div>Not transposed</div> | <div><div></div>Not transposed</div> | <div><div></div>Not transposed</div> | <div><div></div>Not transposed</div> | <div><div></div>Not transposed</div> | <div><div></div>Not transposed</div> |

| No | ANNEX I.2. RULES APPLICABLE TO RAIL TRANSPORT RELEVANT EU ACQUIS | REGULATORY AREA | LEVEL OF COMPLIANCE: | | | | | |
|----|--|--------------------|--|--|--|--|--|--|
| | | | <i>Fully Transposed / Not transposed / Partially transposed</i> | | | | | |
| | | | Albania | Bosnia and Herzegovina | North Macedonia | Kosovo | Montenegro | Serbia |
| 6 | 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. | Market Access |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Fully transposed |
| 7 | Commission Implementing Regulation (EU) 2015/171 of 4 February 2015 on certain aspects of the procedure of licensing railway undertakings. | Market Access |  Not transposed |  Not transposed |  Not transposed |  Partially transposed |  Not transposed |  Fully transposed |
| 8 | Commission Implementing Regulation (EU) 2015/429 of 13 March 2015 setting out the modalities to be followed for the application of the charging for the cost of noise effects. | Market Access |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |
| 9 | 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. | Market Access |  Not transposed |  Not transposed |  Not transposed |  Partially transposed |  Not transposed |  Fully transposed |
| 10 | 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. | Market Access |  Not transposed |  Not transposed |  Not transposed |  Partially transposed |  Not transposed |  Not transposed |
| 11 | Commission Implementing Regulation (EU) 2016/545 of 7 April 2016 on procedures and criteria concerning framework agreements for the allocation of rail infrastructure capacity. | Market Access |  Not transposed |  Not transposed |  Not transposed |  Partially transposed |  Not transposed |  Fully transposed |
| 12 | Commission Implementing Regulation (EU) 2017/2177 of 22 November 2017 on access to service facilities and rail-related services. | Market Access |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Fully transposed |

ANNEX I.2.

RULES APPLICABLE TO RAIL TRANSPORT RELEVANT EU ACQUIS

| No | RULES APPLICABLE TO RAIL TRANSPORT RELEVANT EU ACQUIS | REGULATORY AREA | Fully Transposed / Not transposed / Partially transposed | | | | | |
|----|--|-----------------|--|--|--|--|--|--|
| | | | Albania | Bosnia and Herzegovina | North Macedonia | Kosovo | Montenegro | Serbia |
| | | | | | | | | |
| 13 | Commission Implementing Regulation (EU) 2018/1795 of 20 November 2018 laying down procedure and criteria for the application of the economic equilibrium test pursuant to Article 11 of Directive 2012/34/EU of the European Parliament and of the Council. | Market Access | <div><div></div></div> Not transposed | <div><div></div></div> Not transposed | <div><div></div></div> Not transposed | <div><div></div></div> Not transposed | <div><div></div></div> Not transposed | <div><div></div></div> Not transposed |
| 14 | Regulation (EU) No 913/2010 of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight. | Market Access | <div><div></div></div> Partially transposed | <div><div></div></div> Not transposed | <div><div></div></div> Not transposed | <div><div></div></div> Not transposed | <div><div></div></div> Partially transposed | <div><div></div></div> Fully transposed |
| 15 | Commission Implementing Decision (EU) 2018/500 of 22 March 2018 on the compliance of the proposal to establish the Alpine-Western Balkan rail freight corridor with Article 5 of Regulation (EU) No 913/2010 of the European Parliament and of the Council. | Market Access | <div><div></div></div> Not transposed | <div><div></div></div> Not transposed | <div><div></div></div> Not transposed | <div><div></div></div> Not transposed | <div><div></div></div> Not transposed | <div><div></div></div> Fully transposed |
| 16 | Commission Implementing Decision (EU) 2018/491 of 21 March 2018 on the compliance of the joint proposal submitted by the Member States concerned for the extension of the North Sea Mediterranean rail freight corridor with Article 5 of Regulation (EU) No 913/2010 of the European Parliament and of the Council. | Market Access | <div><div></div></div> Not transposed | <div><div></div></div> Not transposed | <div><div></div></div> Not transposed | <div><div></div></div> Not transposed | <div><div></div></div> Not transposed | <div><div></div></div> Not transposed |
| 17 | Commission Implementing Decision (EU) 2018/300 of 11 January 2018 on the compliance of the joint proposal submitted by the Member States concerned for the extension of the Atlantic rail freight corridor with Article 5 of Regulation (EU) No 913/2010 of the European Parliament and of the Council. | Market Access | <div><div></div></div> Not transposed | <div><div></div></div> Not transposed | <div><div></div></div> Not transposed | <div><div></div></div> Not transposed | <div><div></div></div> Not transposed | <div><div></div></div> Not transposed |

[illegible]

ANNEX I.2.































RULES APPLICABLE TO RAIL TRANSPORT RELEVANT EU ACQUIS

| No | RULES APPLICABLE TO RAIL TRANSPORT RELEVANT EU ACQUIS | REGULATORY AREA | Fully Transposed / Not transposed / Partially transposed | | | | | |
|----|--|------------------------|--|---|---|---|---|---|
| | | | Albania | Bosnia and Herzegovina | North Macedonia | Kosovo | Montenegro | Serbia |
| | | | | | | | | |
| | Train driver licensing: | | | | | | | |
| 22 | Directive 2007/59/EC of the European Parliament and of the Council of 23 October 2007 on the certification of train drivers operating locomotives and trains on the railway system in the Community. | Train driver licensing | <div><div></div><div>Partially transposed</div></div> | <div><div></div><div>Partially transposed</div></div> | <div><div></div><div>Partially transposed</div></div> | <div><div></div><div>Partially transposed</div></div> | <div><div></div><div>Partially transposed</div></div> | <div><div></div><div>Fully transposed</div></div> |
| 23 | Commission Regulation (EU) 2019/554 of 5 April 2019 amending Annex VI to Directive 2007/59/EC of the European Parliament and of the Council on the certification of train drivers operating locomotives and trains on the railway system in the Community. | Train driver licensing | <div><div></div><div>Partially transposed</div></div> | <div><div></div><div>Not transposed</div></div> | <div><div></div><div>Not transposed</div></div> | <div><div></div><div>Not transposed</div></div> | <div><div></div><div>Not transposed</div></div> | <div><div></div><div>Not transposed</div></div> |
| 24 | Commission Regulation (EU) No 36/2010 of 3 December 2009 on Community models for train driving 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 Council. | Train driver licensing | <div><div></div><div>Partially transposed</div></div> | <div><div></div><div>Not transposed</div></div> | <div><div></div><div>Partially transposed</div></div> | <div><div></div><div>Partially transposed</div></div> | <div><div></div><div>Fully transposed</div></div> | <div><div></div><div>Fully transposed</div></div> |
| 25 | 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. | Train driver licensing | <div><div></div><div>Partially transposed</div></div> | <div><div></div><div>Not transposed</div></div> | <div><div></div><div>Partially transposed</div></div> | <div><div></div><div>Not transposed</div></div> | <div><div></div><div>Fully transposed</div></div> | <div><div></div><div>Fully transposed</div></div> |
| 26 | 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. | Train driver licensing | <div><div></div><div>Partially transposed</div></div> | <div><div></div><div>Not transposed</div></div> | <div><div></div><div>Partially transposed</div></div> | <div><div></div><div>Not transposed</div></div> | <div><div></div><div>Fully transposed</div></div> | <div><div></div><div>Fully transposed</div></div> |

| ANNEX I.2. RULES APPLICABLE TO RAIL TRANSPORT RELEVANT EU ACQUIS | | | LEVEL OF COMPLIANCE: | | | | | |
|---|--|--------------------|--|---|---|---|---|---|
| No | | REGULATORY AREA | Fully Transposed / Not transposed / Partially transposed | | | | | |
| | | | Albania | Bosnia and Herzegovina | North Macedonia | Kosovo | Montenegro | Serbia |
| Interoperability: | | | | | | | | |
| 27 | Directive (EU) 2016/797 of the European Parliament and of the Council of 11 May 2016 on the interoperability of the rail system within the European Union. | Interoperability | <div><div></div></div> Partially transposed | <div><div></div></div> Partially transposed | <div><div></div></div> Partially transposed | <div><div></div></div> Partially transposed | <div><div></div></div> Not transposed | <div><div></div></div> Partially transposed |
| 28 | Commission Implementing Regulation (EU) 2018/545 of 4 April 2018 establishing practical arrangements for the railway vehicle authorisation and railway vehicle type authorisation process pursuant to Directive (EU) 2016/797 of the European Parliament and of the Council (OJ L 90, 6.4.2018, p. 66). | Interoperability | <div><div></div></div> Partially transposed | <div><div></div></div> Not transposed | <div><div></div></div> Not transposed | <div><div></div></div> Not transposed | <div><div></div></div> Not transposed | <div><div></div></div> Not transposed |
| 29 | Commission Delegated Decision (EU) 2017/1474 of 8 June 2017 supplementing Directive (EU) 2016/797 of the European Parliament and of the Council with regard to specific objectives for the drafting, adoption and review of technical specifications for interoperability (OJ L 210, 15.8.2017, p. 5). | Interoperability | <div><div></div></div> Partially transposed | <div><div></div></div> Not transposed | <div><div></div></div> Not transposed | <div><div></div></div> Not transposed | <div><div></div></div> Not transposed | <div><div></div></div> Not transposed |
| 30 | Commission Implementing Decision (EU) 2018/1614 of 25 October 2018 laying down specifications for the vehicle registers referred to in Article 47 of Directive (EU) 2016/797 of the European Parliament and of the Council and amending and repealing Commission Decision 2007/756/EC (OJ L 268, 26.10.2018, p. 53). | Interoperability | <div><div></div></div> Partially transposed | <div><div></div></div> Not transposed | <div><div></div></div> Not transposed | <div><div></div></div> Not transposed | <div><div></div></div> Not transposed | <div><div></div></div> Fully transposed |
| 31 | Commission Decision 2009/965/EC of 30 November 2009 on the reference document referred to in 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. | Interoperability | <div><div></div></div> Not transposed | <div><div></div></div> Not transposed | <div><div></div></div> Partially transposed | <div><div></div></div> Partially transposed | <div><div></div></div> Partially transposed | <div><div></div></div> Not transposed |































ANNEX I.2.

RULES APPLICABLE TO RAIL TRANSPORT RELEVANT EU ACQUIS

| No | REGULATORY AREA | LEVEL OF COMPLIANCE: | | | | | |
|----|---|---|---|---|---|---|---|
| | | Fully Transposed / Not transposed / Partially transposed | | | | | |
| | | Albania | Bosnia and Herzegovina | North Macedonia | Kosovo | Montenegro | Serbia |
| 32 | Commission Regulation (EU) No 1299/2014 of 18 November 2014 on the technical specifications for interoperability relating to the 'infrastructure' subsystem of the rail system in the European Union. |  Not transposed |  Not transposed |  Not transposed |  Fully transposed |  Fully transposed |  Fully transposed |
| 33 | Commission Regulation (EU) No 1300/2014 of 18 November 2014 on the technical specifications for interoperability relating to accessibility of the Union's rail system for persons with disabilities and persons with reduced mobility. |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Fully transposed |  Fully transposed |
| 34 | Commission Implementing Regulation (EU) 2019/772 of 16 May 2019 amending Regulation (EU) No 1300/2014 as regards inventory of assets with a view to identifying barriers to accessibility, providing information to users and monitoring and evaluating progress on accessibility (OJ L 139I, 27.5.2019, p. 1). |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |
| 35 | Commission Regulation (EU) No 1301/2014 of 18 November 2014 on the technical specifications for interoperability relating to the 'energy' subsystem of the rail system in the Union. |  Not transposed |  Fully transposed |  Not transposed |  Not transposed |  Fully transposed |  Fully transposed |
| 36 | Commission Implementing Regulation (EU) 2018/868 of 13 June 2018 amending Regulation (EU) No 1301/2014 and Regulation (EU) No 1302/2014 as regards provisions on energy measuring system and data collecting system (OJ L 149, 14.6.2018, p. 16). |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |

ANNEX I.2.































RULES APPLICABLE TO
RAIL TRANSPORT
RELEVANT EU ACQUIS

| No | REGULATORY AREA | LEVEL OF COMPLIANCE: | | | | | |
|----|--|---|--|---|---|---|---|
| | | <i>Fully Transposed / Not transposed / Partially transposed</i> | | | | | |
| | | Albania | Bosnia and Herzegovina | North Macedonia | Kosovo | Montenegro | Serbia |
| 37 | Commission Regulation (EU) No 1302/2014 of 18 November 2014 concerning a technical specification for interoperability relating to the 'rolling stock — locomotives and passenger rolling stock' subsystem of the rail system in the European Union. Interoperability |  Not transposed |  Not transposed |  Not transposed |  Fully transposed |  Fully transposed |  Fully transposed |
| 38 | Commission Regulation (EU) No 1303/2014 of 18 November 2014 concerning the technical specification for interoperability relating to 'safety in railway tunnels' of the rail system of the European Union. Interoperability |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Fully transposed |  Fully transposed |
| 39 | Commission Regulation (EU) No 1304/2014 of 26 November 2014 on the technical specification for interoperability relating to the subsystem 'rolling stock — noise' amending Decision 2008/232/EC and repealing Decision 2011/229/EU. Interoperability |  Not transposed |  Partially transposed |  Not transposed |  Not transposed |  Fully transposed |  Fully transposed |
| 40 | Commission Implementing Regulation (EU) 2019/774 of 16 May 2019 amending Regulation (EU) No 1304/2014 as regards application of the technical specification for interoperability relating to the subsystem 'rolling stock — noise' to the existing freight wagons (OJ L 139I, 27.5.2019, p. 89). Interoperability |  Not transposed |  Partially transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |
| 41 | Commission Regulation (EU) No 1305/2014 of 11 December 2014 on the technical specification for 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. Interoperability |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Fully transposed |

ANNEX I.2.

























RULES APPLICABLE TO RAIL TRANSPORT RELEVANT EU ACQUIS

| No | REGULATORY AREA | LEVEL OF COMPLIANCE: | | | | | |
|----|--|--|------------------------|-----------------|----------------|------------------|------------------|
| | | Fully Transposed / Not transposed / Partially transposed | | | | | |
| | | Albania | Bosnia and Herzegovina | North Macedonia | Kosovo | Montenegro | Serbia |
| 42 | Commission Implementing Regulation (EU) 2018/278 of 23 February 2018 amending the Annex to Regulation (EU) No 1305/2014 as regards the structure of the messages, data and message model, Wagon and Intermodal Unit Operating Database, and to adopt an IT standard for 9 the communication layer of the Common Interface (OJ L 54, 24.2.2018, p. 11). | Not transposed | Not transposed | Not transposed | Not transposed | Not transposed | Not transposed |
| 43 | Commission Implementing Regulation (EU) 2019/778 of 16 May 2019 amending Regulation (EU) No 1305/2014 as regards Change Control Management (OJ L 139I, 27.5.2019, p. 356). | Not transposed | Not transposed | Not transposed | Not transposed | Not transposed | Not transposed |
| 44 | Commission Implementing Regulation (EU) 2021/541 of 26 March 2021 amending Regulation (EU) No 1305/2014 as regard the simplification and improvement of data calculation and exchange and the update of the Change Control Management process (OJ L 108, 29.3.2021, p. 19–56). | Not transposed | Not transposed | Not transposed | Not transposed | Not transposed | Not transposed |
| 45 | Commission Implementing Decision 2011/665/EU of 4 October 2011 on the European register of authorised types of railway vehicles. | Not transposed | Not transposed | Not transposed | Not transposed | Fully transposed | Not transposed |
| 46 | Commission Implementing Regulation (EU) 2019/777 of 16 May 2019 on the common specifications for the register of railway infrastructure and repealing Implementing Decision 2014/880/EU (OJ L 139I, 27.5.2019, p. 312). | Partially transposed | Not transposed | Not transposed | Not transposed | Not transposed | Not transposed |
| 47 | Commission Decision 2012/757/EU of 14 November 2012 concerning the technical specification for interoperability relating to the 'operation and traffic management' subsystem of the rail system in the European Union and amending Decision 2007/756/EC. | Not transposed | Not transposed | Not transposed | Not transposed | Not transposed | Fully transposed |

| ANNEX I.2. RULES APPLICABLE TO RAIL TRANSPORT RELEVANT EU ACQUIS | | | LEVEL OF COMPLIANCE: | | | | | |
|---|--------------------|--|--|--|--|--|--|--|
| No | REGULATORY AREA | | Fully Transposed / Not transposed / Partially transposed | | | | | |
| | | | Albania | Bosnia and Herzegovina | North Macedonia | Kosovo | Montenegro | Serbia |
| 48 | Interoperability | Commission Implementing Regulation (EU) 2019/773 of 16 May 2019 on the technical specification for interoperability relating to the operation and traffic management subsystem of the rail system within the European Union and repealing Decision 2012/757/ EU (OJ L 139I, 27.5.2019, p. 5) |  Partially transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |
| 49 | Interoperability | Commission Implementing Regulation (EU) 2021/2238 of 15 December 2021 amending Implementing Regulation (EU) 2019/773 as regards the phasing out of specific cases for rear end signal (OJ L 450, 16.12.2021, p. 57). |  Partially transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |
| 50 | Interoperability | Commission Regulation (EU) No 454/2011 of 5 May 2011 on the technical specification for interoperability relating to the subsystem 'telematics applications for passenger services' of the trans-European rail system. |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Fully transposed |
| 51 | Interoperability | Commission Implementing Regulation (EU) 2019/250 of 12 February 2019 on the templates for 'EC' declarations and certificates for railway interoperability constituents and subsystems, on the model of declaration of conformity to an authorised railway vehicle type and on the 'EC' verification procedures for subsystems in accordance with Directive (EU) 2016/797 of the European Parliament and of the Council and repealing Commission Regulation (EU) No 201/2011 (OJ L 42, 13.2.2019, p. 9) |  Partially transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |
| 52 | Interoperability | Commission Regulation (EU) 2016/919 of 27 May 2016 on the technical specification for interoperability relating to the 'control-command and signaling' subsystems of the rail system in the European Union (OJ L 158, 15.6.2016, p. 1). |  Partially transposed |  Not transposed |  Not transposed |  Fully transposed |  Not transposed |  Fully transposed |





































ANNEX I.2.

RULES APPLICABLE TO RAIL TRANSPORT RELEVANT EU ACQUIS

| RULES APPLICABLE TO RAIL TRANSPORT RELEVANT EU ACQUIS | | REGULATORY AREA | Albania | Bosnia and Herzegovina | North Macedonia | Kosovo | Montenegro | Serbia |
|---|---|------------------|---|---|---|---|---|---|
| 53 | Commission Regulation (EU) No 321/2013 of 13 March 2013 concerning the technical specification 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 L 104, 12.4.2013, p. 1). | Interoperability |  Partially transposed |  Not transposed |  Not transposed |  Fully transposed |  Fully transposed |  Fully transposed |
| 54 | 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 L 319, 4.12.2010, p.1). | Interoperability |  Partially transposed |  Partially transposed |  Not transposed |  Not transposed |  Not transposed |  Fully transposed |
| 55 | Commission Implementing Regulation (EU) 2019/776 of 16 May 2019 amending Commission Regulations (EU) No 321/2013, (EU) No 1299/2014, (EU) No 1301/2014, (EU) No 1302/2014, (EU) No 1303/2014 and (EU) 2016/919 and Commission Implementing Decision 2011/665/EU as regards the alignment with Directive (EU) 2016/797 of the European Parliament and of the Council and the implementation of specific objectives set out in Commission Delegated Decision (EU) 2017/1474 (OJ L 139I, 27.5.2019, p. 108). | Interoperability |  Partially transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |
| 56 | Commission Implementing Regulation (EU) 2020/387 of 9 March 2020 amending Regulations (EU) No 321/2013, (EU) No 1302/2014 and (EU) 2016/919 as regards the extension of the area of use and transition phases (OJ L 73, 10.3.2020, p. 6). | Interoperability |  Partially transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |































ANNEX I.2.

























RULES APPLICABLE TO
RAIL TRANSPORT
RELEVANT EU ACQUIS

| No | REGULATORY AREA | LEVEL OF COMPLIANCE: | | | | | |
|----|--|--|--|--|--|--|--|
| | | <i>Fully Transposed / Not transposed / Partially transposed</i> | | | | | |
| | | Albania | Bosnia and Herzegovina | North Macedonia | Kosovo | Montenegro | Serbia |
| 57 | Commission Implementing Regulation (EU) 2020/424 of 19 March 2020 on submitting information to the Commission as regards nonapplication of technical specifications for interoperability in accordance with Directive (EU) 2016/797 (OJ L 84, 20.3.2020, p. 20). European Union Agency for Railways Interoperability |  Partially transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |
| 58 | Regulation (EU) 2016/796 of the European Parliament and of the Council of 11 May 2016 on the European Union Agency for Railways and repealing Regulation (EC) No 881/2004 (OJ L 138, 26.5.2016, p. 1). European Union Agency for Railways |  Partially transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |
| 59 | Commission Implementing Regulation (EU) 2018/867 of 13 June 2018 laying down the rules of procedure of the Board(s) of Appeal of the European Union Agency for Railways (OJ L 149, 14.6.2018, p. 3). European Union Agency for Railways |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |
| 60 | Commission Implementing Regulation (EU) 2018/764 of 2 May 2018 on the fees and charges payable to the European Union Agency for Railways and their conditions of payment (OJ L 129, 25.5.2018, p. 68). European Union Agency for Railways |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |
| 61 | Commission Implementing Regulation (EU) 2021/1903 of 29 October 2021 amending Implementing Regulation (EU) 2018/764 on the fees and charges payable to the European Union Agency for Railways and their conditions of payment (OJ L 387, 3.11.2021, p. 126) European Union Agency for Railways |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |
| 62 | Railway safety Directive (EU) 2016/798 of the European Parliament and of the Council of 11 May 2016 on railway safety (OJ L 138, 26.5.2016, p. 102). Railway safety |  Partially transposed |  Fully transposed |  Partially transposed |  Not transposed |  Not transposed |  Partially transposed |

ANNEX I.2.

RULES APPLICABLE TO RAIL TRANSPORT RELEVANT EU ACQUIS

| No | REGULATORY AREA | LEVEL OF COMPLIANCE: | | | | | |
|----|--|---|---|---|---|---|---|
| | | <i>Fully Transposed / Not transposed / Partially transposed</i> | | | | | |
| | | Albania | Bosnia and Herzegovina | North Macedonia | Kosovo | Montenegro | Serbia |
| 63 | Regulation (EU) 2020/1530 of the European Parliament and of the Council of 21 October 2020 amending Directive (EU) 2016/798, as regards the application of railway safety and interoperability rules within the Channel Fixed Link (OJ L 352, 22.10.2020, p. 1) |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |
| 64 | Commission implementing Regulation (EU) 2018/763 of 9 April 2018 establishing practical arrangements for issuing single safety certificates to railway undertakings pursuant to Directive (EU) 2016/798 of the European Parliament and of the Council, and repealing Commission Regulation (EC) No 653/2007 (OJ L 129, 25.5.2018, p. 49). |  Partially transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |
| 65 | Commission implementing Regulation (EU) 2019/779 of 16 May 2019 laying down detailed provisions on a system of certification of entities in charge of maintenance of vehicles pursuant to Directive (EU) 2016/798 of the European Parliament and of the Council and repealing Commission Regulation (EU) No 445/2011 (OJ L 139I, 27.5.2019, p. 360). |  Partially transposed |  Fully transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |
| 66 | Commission Regulation (EU) No 1158/2010 of 9 December 2010 on a common safety method for assessing conformity with the requirements for obtaining railway safety certificates (OJ L 326, 10.12.2010, p. 11). |  Partially transposed |  Not transposed |  Not transposed |  Partially transposed |  Not transposed |  Fully transposed |
| 67 | Commission delegated Regulation (EU) 2018/762 of 8 March 2018 establishing common safety methods on safety management system requirements pursuant to Directive (EU) 2016/798 of the European Parliament and of the Council and repealing Commission Regulations (EU) No 1158/2010 and (EU) No 1169/2010 (OJ L 129, 25.5.2018, p. 26). |  Partially transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |

| | | | LEVEL OF COMPLIANCE: | | | | | |
|----|--|--------------------|--|--|--|--|--|--|
| No | ANNEX I.2. RULES APPLICABLE TO RAIL TRANSPORT RELEVANT EU ACQUIS | REGULATORY AREA | Fully Transposed / Not transposed / Partially transposed | | | | | |
| | | | Albania | Bosnia and Herzegovina | North Macedonia | Kosovo | Montenegro | Serbia |
| 68 | 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 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 L 320, 17.11.2012, p. 8). | Railway safety |  Partially transposed |  Not transposed |  Partially transposed |  Partially transposed |  Not transposed |  Fully transposed |
| 69 | Commission delegated Regulation (EU) 2018/761 of 16 February 2018 establishing common safety methods for supervision by national safety authorities after the issue of a single safety certificate or a safety authorisation pursuant to Directive (EU) 2016/798 of the European Parliament and of the Council and repealing Commission Regulation (EU) No 1077/2012 (OJ L 129, 25.5.2018, p. 16). | Railway safety |  Partially transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |
| 70 | 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 13 European Parliament and of the Council (OJ L 150, 13.6.2009, p. 11). | Railway safety |  Partially transposed |  Not transposed |  Partially transposed |  Partially transposed |  Not transposed |  Not transposed |
| 71 | Commission recommendation (EU) 2019/780 of 16 May 2019 on practical arrangements for issuing safety authorisations to infrastructure managers (OJ L 1391, 27.5.2019, p. 390). | Railway safety |  Partially transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |

























ANNEX I.2.

RULES APPLICABLE TO RAIL TRANSPORT RELEVANT EU ACQUIS

| No | RULES APPLICABLE TO RAIL TRANSPORT RELEVANT EU ACQUIS | REGULATORY AREA | Fully Transposed / Not transposed / Partially transposed | | | | | |
|----|---|-------------------------------------|--|--------------------------------------|--|--|--|--|
| | | | Albania | Bosnia and Herzegovina | North Macedonia | Kosovo | Montenegro | Serbia |
| | Inland transport of dangerous | | | | | | | |
| 72 | Directive 2008/68/EC of the European Parliament and of the Council of 24 September 2008 on the inland transport of dangerous goods (OJ L 260, 30.9.2008, p. 13). | Inland transport of dangerous | <div><div></div>Partially transposed</div> | <div><div></div>Not transposed</div> | <div><div></div>Partially transposed</div> | <div><div></div>Partially transposed</div> | <div><div></div>Not transposed</div> | <div><div></div>Fully transposed</div> |
| | Transportable pressure equipment | | | | | | | |
| 73 | 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, 84/526/EEC, 84/527/EEC and 1999/36/EC (OJ L 165, 30.6.2010, p. 1). | Transportable pressure equipment | <div><div></div>Fully transposed</div> | <div><div></div>Not transposed</div> | <div><div></div>Fully transposed</div> | <div><div></div>Partially transposed</div> | <div><div></div>Partially transposed</div> | <div><div></div>Fully transposed</div> |
| | Social field - working time / hours | | | | | | | |
| 74 | Directive 2003/88/EC of the European Parliament and of the Council of 4 November 2003 concerning certain aspects of the organisation of working time (OJ L 299, 18.11.2003, p. 9). | Social field - working time / hours | <div><div></div>Partially transposed</div> | <div><div></div>Not transposed</div> | <div><div></div>Partially transposed</div> | <div><div></div>Not transposed</div> | <div><div></div>Not transposed</div> | <div><div></div>Fully transposed</div> |
| | | | | | | | | |
| 75 | 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 L 195, 27.7.2005 p. 15). | Social field - working time / hours | <div><div></div>Partially transposed</div> | <div><div></div>Not transposed</div> | <div><div></div>Not transposed</div> | <div><div></div>Not transposed</div> | <div><div></div>Not transposed</div> | <div><div></div>Fully transposed</div> |

























| ANNEX I.2. RULES APPLICABLE TO RAIL TRANSPORT RELEVANT EU ACQUIS | | REGULATORY AREA | LEVEL OF COMPLIANCE: | | | | | |
|---|--|--|--|--|--|--|--|--|
| No | | | Fully Transposed / Not transposed / Partially transposed | | | | | |
| | | | Albania | Bosnia and Herzegovina | North Macedonia | Kosovo | Montenegro | Serbia |
| Passenger rights: | | | | | | | | |
| 76 | Regulation (EC) No 1371/2007 of the European Parliament and of the Council of 23 October 2007 on rail passengers' rights and obligations. | Passenger rights | <div><div></div>Partially transposed</div> | <div><div></div>Partially transposed</div> | <div><div></div>Partially transposed</div> | <div><div></div>Partially transposed</div> | <div><div></div>Partially transposed</div> | <div><div></div>Partially transposed</div> |
| 77 | Regulation (EU) 2021/782 of the European Parliament and of the Council of 29 April 2021 on rail passengers' rights and obligations (OJ L 172, 17.5.2021, p. 1–52), applicable as of 7 June 2023. | Passenger rights | <div><div></div>Not transposed</div> | <div><div></div>Not transposed</div> | <div><div></div>Not transposed</div> | <div><div></div>Not transposed</div> | <div><div></div>Not transposed</div> | <div><div></div>Not transposed</div> |
| Electronic freight transport information | | | | | | | | |
| 78 | 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). | Electronic freight transport information | <div><div></div>Partially transposed</div> | <div><div></div>Not transposed</div> | <div><div></div>Not transposed</div> | <div><div></div>Not transposed</div> | <div><div></div>Not transposed</div> | <div><div></div>Not transposed</div> |































Annex I.3 – Rules applicable to Road Transport

| No | ANNEX I.3. RULES APPLICABLE TO ROAD TRANSPORT RELEVANT EU ACQUIS | REGULATORY AREA | LEVEL OF COMPLIANCE | | | | | |
|----|--|---|---|---|---|---|---|---|
| | | | Fully Transposed / Not transposed / Partially transposed | | | | | |
| | | | Albania | Bosnia and Herzegovina | Kosovo | North Macedonia | Montenegro | Serbia |
| 1 | Directive 1999/62/EC of the European Parliament and of the Council of 17 June 1999 on the charging of heavy goods vehicles for the use of certain infrastructures (OJ L 187, 20.7.1999, p. 42). | Road charging infrastructure - annual vehicle taxes |  Not transposed |  Not transposed |  Not transposed |  Partially transposed |  Partially transposed |  Partially transposed |
| 2 | Regulation (EC) No 1071/2009 of the European Parliament and of the Council of 21 October 2009 establishing common rules concerning the conditions to be complied with to pursue the occupation of road transport operator and repealing Council Directive 96/26/EC | Admission to the occupation of road operator |  Partially transposed |  Not transposed |  Partially transposed |  Fully transposed |  Fully transposed |  Partially transposed |
| 3 | Regulation (EU) No 2020/1055 of the European Parliament and of the Council of 15 July 2020 amending Regulations (EC) No 1071/2009, (EC) No 1072/2009 and (EU) No 1024/2012 with a view to adapting them to developments in the road transport sector | Admission to the occupation of road operator |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |
| 4 | Regulation (EC) No 561/2006 of the European Parliament and of the Council of 15 March 2006 on the harmonisation of certain social legislation relating to road transport and amending Council Regulations (EEC) No 3821/85 and (EC) No 2135/98 and repealing Council Regulation (EEC) No 3820/85 | Social provisions - driving time and rest periods |  Fully transposed |  Partially transposed |  Partially transposed |  Fully transposed |  Fully transposed |  Partially transposed |

ANNEX I.3.

























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| No | REGULATORY AREA | LEVEL OF COMPLIANCE | | | | | |
|----|--|---|---|---|---|---|---|
| | | Fully Transposed / Not transposed / Partially transposed | | | | | |
| | | Albania | Bosnia and Herzegovina | Kosovo | North Macedonia | Montenegro | Serbia |
| 5 | Commission Delegated Regulation (EU) 2022/1012 of 7 April 2022 supplementing Regulation (EC) No 561/2006 of the European Parliament and of the Council with regard to the establishment of standards detailing the level of service and security of safe and secure parking areas and to the procedures for their certification (OJ L 170, 28.6.2022, p.27). |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |
| 6 | 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 L 168, 2.7.2010, p. 16). |  Not transposed |  Partially transposed |  Partially transposed |  Fully transposed |  Fully transposed |  Fully transposed |
| 7 | Regulation (EU) 2020/1054 of the European Parliament and of the Council of 15 July 2020 amending Regulation (EC) No 561/2006 as regards minimum requirements on maximum daily and weekly driving times, minimum breaks and daily and weekly rest periods and Regulation (EU) No 165/2014 as regards positioning by means of tachographs (OJ L 249, 31.7.2020, p. 1). |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |
| 8 | Regulation (EU) No 165/2014 of the European Parliament and of the Council of 4 February 2014 on 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 and of the Council on the harmonisation of certain social legislation relating to road transport (OJ L 60, 28.2.2014, p. 1). |  Partially transposed |  Not transposed |  Partially transposed |  Partially transposed |  Partially transposed |  Partially transposed |

| No | ANNEX I.3. RULES APPLICABLE TO ROAD TRANSPORT RELEVANT EU ACQUIS | REGULATORY AREA | LEVEL OF COMPLIANCE | | | | | |
|----|--|--------------------|---|--|--|--|--|--|
| | | | <i>Fully Transposed / Not transposed / Partially transposed</i> | | | | | |
| | | | Albania | Bosnia and Herzegovina | Kosovo | North Macedonia | Montenegro | Serbia |
| 9 | Commission Implementing Regulation (EU) 2016/68 of 21 January 2016 on common procedures and specifications necessary for the interconnection of electronic registers of driver cards (OJ L 15, 22.1.2016, p. 51). | Tachographs |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |
| 10 | Commission Implementing Regulation (EU) 2016/799 of 18 March 2016 implementing Regulation (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 (OJ L 139, 26.5.2016, p. 1). | Tachographs |  Not transposed |  Not transposed |  Not transposed |  Partially transposed |  Not transposed |  Partially transposed |
| 11 | Commission Implementing Regulation (EU) 2021/1228 of 16 July 2021 amending Implementing Regulation (EU) 2016/799 as regards the requirements for the construction, testing, installation, operation and repair of smart tachographs and their components (OJ L 273, 30.7.2021, p. 1–140). | Tachographs |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |
| 12 | Commission Implementing Regulation (EU) 2018/502 of 28 February 2018 amending Implementing Regulation (EU) 2016/799 laying down the requirements for the construction, testing, installation, operation and repair of tachographs and their components (OJ L 85, 28.3.2018, p. 1). | Tachographs |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |
| 13 | Council Regulation (EEC) No 3821/85 on recording equipment in road transport (OJ L 370, 31.12.1985, p. 8). (See however Article 46 of Regulation (EU) No 165/2014). | Tachographs |  Partially transposed |  Partially transposed |  Partially transposed |  Not transposed |  Fully transposed |  Fully transposed |

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| No | REGULATORY AREA | LEVEL OF COMPLIANCE | | | | | |
|----|--|---|---|---|---|---|---|
| | | Fully Transposed / Not transposed / Partially transposed | | | | | |
| | | Albania | Bosnia and Herzegovina | Kosovo | North Macedonia | Montenegro | Serbia |
| 14 | Regulation (EU) 2020/1054 of the European Parliament and of the Council of 15 July 2020 amending Regulation (EC) No 561/2006 as regards minimum requirements on maximum daily and weekly driving times, minimum breaks and daily and weekly rest periods and Regulation (EU) No 165/2014 as regards positioning by means of tachographs (OJ L 249, 31.7.2020, p. 1). Tachographs |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |
| 15 | Directive (EU) 2020/1057 of the European Parliament and of the Council of 15 July 2020 laying down specific rules with respect to Directive 96/71/EC and Directive 2014/67/EU for posting drivers in the road transport sector and amending Directive 2006/22/EC as regards enforcement requirements and Regulation (EU) No 1024/2012 (OJ L 249, 31.7.2020, p. 49). Enforcement of social legislation |  Fully transposed |  Partially transposed |  Partially transposed |  Fully transposed |  Fully transposed |  Not transposed |
| 16 | Directive 2006/22/EC of the European Parliament and of the Council of 15 March 2006 on minimum 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 Directive 88/599/EEC (OJ L 102, 11.4.2006, p. 35) as amended by: Enforcement of social legislation |  Fully transposed |  Partially transposed |  Partially transposed |  Fully transposed |  Fully transposed |  Fully transposed |
| 17 | Commission Decision 2007/230/EC of 12 April 2007 on a form concerning social legislation relating to road transport activities (OJ L 99, 14.4.2007, p. 14). Form of attestation of activities |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Fully transposed |  Fully transposed |

| No | ANNEX I.3. RULES APPLICABLE TO ROAD TRANSPORT RELEVANT EU ACQUIS | REGULATORY AREA | LEVEL OF COMPLIANCE | | | | | |
|----|--|----------------------------------|---|--|--|--|--|--|
| | | | <i>Fully Transposed / Not transposed / Partially transposed</i> | | | | | |
| | | | Albania | Bosnia and Herzegovina | Kosovo | North Macedonia | Montenegro | Serbia |
| 18 | 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 L 80, 23.3.2002, p. 35). | Working time |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Fully transposed |  Fully transposed |
| 19 | 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, 84/526/EEC, 84/527/EEC and 1999/36/EC (OJ L 165, 30.6.2010, p. 1). | Transportable pressure equipment |  Partially transposed |  Not transposed |  Partially transposed |  Partially transposed |  Partially transposed |  Fully transposed |
| 20 | Directive 2014/45/EU of the European Parliament and of the Council of 3 April 2014 on periodic roadworthiness tests for motor vehicles and their trailers and repealing Directive 2009/40/EC (OJ L 127, 29.4.2014, p. 51). | Roadworthiness |  Fully transposed |  Not transposed |  Fully transposed |  Fully transposed |  Fully transposed |  Fully transposed |
| 21 | Commission Delegated Directive (EU) 2021/1717 of 9 July 2021 amending Directive 2014/45/EU of the European Parliament and of the Council as regards the updating of certain vehicle category designations and the addition of eCall to the list of test items, methods, reasons for failure and assessment of deficiencies in Annex I and Annex III to that Directive (OJ L 342, 27.9.2021, p. 48–51). | Roadworthiness |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |
| 22 | Commission Implementing Regulation (EU) 2019/621 of 17 April 2019 on the technical information necessary for roadworthiness testing of the items to be tested, on the use of the recommended test methods, and establishing detailed rules concerning the data format and the procedures for accessing the relevant technical information (OJ L 108, 23.4.2019, p. 5–28). | Roadworthiness |  Fully transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |































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| No | REGULATORY AREA | LEVEL OF COMPLIANCE | | | | | |
|----|--|--|--|--|--|--|--|
| | | Fully Transposed / Not transposed / Partially transposed | | | | | |
| | | Albania | Bosnia and Herzegovina | Kosovo | North Macedonia | Montenegro | Serbia |
| 23 | 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 repealing Directive 2000/30/EC (OJ L 127, 29.4.2014, p. 134). |  Fully transposed |  Not transposed |  Fully transposed |  Not transposed |  Fully transposed |  Partially transposed |
| 24 | Commission Delegated Directive (EU) 2021/1716 of 29 June 2021 amending Directive 2014/47/EU of the European Parliament and of the Council as regards modifications to the vehicle category designations stemming from amendments to the type-approval legislation (OJ L 342, 27.9.2021, p. 45–47). |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |
| 25 | Commission Implementing Regulation (EU) 2017/2205 of 29 November 2017 on detailed rules concerning the procedures for the notification of commercial vehicles with major or dangerous deficiencies identified during a technical roadside inspection (OJ L 314, 30.11.2017, p. 3–11). |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |
| 26 | Council Directive 92/6/EEC of 10 February 1992 on the installation and use of speed limitation devices for certain categories of motor vehicles in the Community (OJ L 57, 2.3.1992, p. 27). |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Fully transposed |  Fully transposed |
| 27 | Council Directive 91/671/EEC of 16 December 1991 relating to the compulsory use of safety belts and child-restraint systems in vehicles (OJ L 373, 31.12.1991, p. 26). |  Partially transposed |  Partially transposed |  Fully transposed |  Not transposed |  Fully transposed |  Partially transposed |































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| No | REGULATORY AREA | LEVEL OF COMPLIANCE | | | | | |
|----|--|--|---|---|---|---|---|
| | | Fully Transposed / Not transposed / Partially transposed | | | | | |
| | | Albania | Bosnia and Herzegovina | Kosovo | North Macedonia | Montenegro | Serbia |
| 28 | 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 L 184, 14.7.2007, p. 25). |  Not transposed |  Not transposed |  Fully transposed |  Not transposed |  Fully transposed |  Partially transposed |
| 29 | Registration documents Council Directive 1999/37/EC of 29 April 1999 on the registration documents for vehicles (OJ L 138, 1.6.1999, p. 57). 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 L 363, 20.12.2006, p. 344). |  Not transposed |  Not transposed |  Fully transposed |  Not transposed |  Fully transposed |  Fully transposed |
| 30 | Registration documents 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 L 363, 20.12.2006, p. 344). |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Fully transposed |  Fully transposed |
| 31 | Training of drivers Directive 2003/59/EC of the Parliament and of the Council of 15 July 2003 on the initial qualification and periodic training of drivers of certain road vehicles for the carriage of goods or passengers, amending Council Regulation (EEC) Not transposed 3820/85 and Council Directive 91/439/EEC and repealing Council Directive 76/914/EEC (OJ L 226, 10.9.2003, p. 4). |  Fully transposed |  Not transposed |  Fully transposed |  Not transposed |  Fully transposed |  Fully transposed |
| 32 | Training of drivers Directive (EU) 2018/645 of the European Parliament and of the Council of 18 April 2018 amending Directive 2003/59/EC on the initial qualification and periodic training of drivers of certain road vehicles for the carriage of goods or passengers and Directive 2006/126/EC on driving licences (OJ L 112, 2.5.2018, p. 29) |  Fully transposed |  Not transposed |  Not transposed |  Not transposed |  Fully transposed |  Partially transposed |

| No | ANNEX I.3. RULES APPLICABLE TO ROAD TRANSPORT RELEVANT EU ACQUIS | REGULATORY AREA | LEVEL OF COMPLIANCE | | | | | |
|----|--|--------------------------------------|--|--|--|--|--|--|
| | | | Fully Transposed / Not transposed / Partially transposed | | | | | |
| | | | Albania | Bosnia and Herzegovina | Kosovo | North Macedonia | Montenegro | Serbia |
| 33 | Directive 2006/126/EC of the European Parliament and of the Council of 20 December 2006 on driving licences (OJ L 403, 30.12.2006, p. 18). | Driving licence |  Fully transposed |  Partially transposed |  Fully transposed |  Not transposed |  Fully transposed |  Fully transposed |
| 34 | Commission Regulation (EU) No 383/2012 of 4 May 2012 laying down technical requirements with regard to driving licences which include a storage medium (microchip) (OJ L 120, 5.5.2012, p. 1). | Driving licence |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Fully transposed |  Not transposed |
| 35 | Directive (EU) 2015/413 of the European Parliament and of the Council of 11 March 2015 facilitating cross-border exchange of information on road-safety-related traffic offences (OJ L 68, 13.3.2015, p. 9). | Cross-border exchange of information |  Partially transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |
| 36 | Directive 2008/68/EC of the European Parliament and of the Council of 24 September 2008 on the inland transport of dangerous goods (OJ L 260, 30.9.2008, p. 13). | Inland transport of dangerous |  Partially transposed |  Not transposed |  Partially transposed |  Partially transposed |  Partially transposed |  Fully transposed |
| 37 | Council Directive 95/50/EC of 6 October 1995 on uniform procedures for checks on the transport of dangerous goods by road (OJ L 249, 17.10.1995, p. 35–40) | Checks on transport of dangerous |  Partially transposed |  Not transposed |  Partially transposed |  Partially transposed |  Partially transposed |  Fully transposed |
| 38 | Directive 2004/54/EC of the European Parliament and of the Council of 29 April 2004 on minimum safety requirements for tunnels in the trans-European road network (OJ EU L 167, 30.4.2004, p. 39). | Tunnels |  Fully transposed |  Not transposed |  Not transposed |  Not transposed |  Fully transposed |  Partially transposed |


























| No | ANNEX I.3. RULES APPLICABLE TO ROAD TRANSPORT RELEVANT EU ACQUIS | REGULATORY AREA | LEVEL OF COMPLIANCE | | | | | |
|----|---|---------------------------------------|--|---|---|---|---|---|
| | | | <i>Fully Transposed / Not transposed / Partially transposed</i> | | | | | |
| | | | Albania | Bosnia and Herzegovina | Kosovo | North Macedonia | Montenegro | Serbia |
| 39 | Directive 2008/96/EC of the European Parliament and of the Council of 19 Not transposed November 2008 on road infrastructure safety management (OJ EU L 319, 29.11.2008, p. 59). | Road infrastructure safety management |  Partially transposed |  Partially transposed |  Not transposed |  Not transposed |  Fully transposed |  Fully transposed |
| 40 | Council Directive 96/53/EC of 25 July 1996 laying down for certain road vehicles circulating within the Community the maximum authorized dimensions in national and international traffic and the maximum authorized weights in international traffic (OJ L 235, 17.9.1996, p. 59). | Dimensions and weight of vehicles |  Partially transposed |  Not transposed |  Partially transposed |  Not transposed |  Fully transposed |  Partially transposed |
| 41 | Decision (EU) 2019/984 of the European Parliament and of the Council of 5 June 2019 amending Council Directive 96/53/EC as regards the time limit for the implementation of the special rules regarding maximum length for cabs delivering improved aerodynamic performance, energy efficiency and safety performance (OJ L 164, 20.6.2019, p. 30–31). | Dimensions and weight of vehicles |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |
| 42 | Regulation (EU) 2019/1242 of the European Parliament and of the Council of 20 June 2019 setting CO2 emission performance standards for new heavy-duty vehicles and amending Regulations (EC) No 595/2009 and (EU) 2018/956 of the European Parliament and of the Council and Council Directive 96/53/EC (OJ L 198, 25.7.2019, p. 202–24) (as regards the amendment of Council Directive 96/53/EC only). | Dimensions and weight of vehicles |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |

| No | ANNEX I.3. RULES APPLICABLE TO ROAD TRANSPORT RELEVANT EU ACQUIS | REGULATORY AREA | LEVEL OF COMPLIANCE | | | | | |
|----|--|--|--|--|--|--|--|--|
| | | | Fully Transposed / Not transposed / Partially transposed | | | | | |
| | | | Albania | Bosnia and Herzegovina | Kosovo | North Macedonia | Montenegro | Serbia |
| 43 | 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 L 55, 28.2.2011, p. 1). | Road - Passenger rights |  Partially transposed |  Not transposed |  Not transposed |  Not transposed |  Partially transposed |  Partially transposed |
| 44 | Directive 2009/33/EC of the European Parliament and of the Council of 23 April 2009 on the promotion of clean road transport vehicles in support of low-emission mobility (OJ L 120, 15.5.2009, p. 5). | Clean vehicles and/or alternative fuels infrastructure |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |
| 45 | Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure (OJ L 307, 28.10.2014, p. 1). | Clean vehicles and/or alternative fuels infrastructure |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |
| 46 | Directive 2010/40/EU of the European Parliament and of the Council of 7 July 2010 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 L 207, 6.8.2010, p. 1). | Intelligent Transport Systems |  Partially transposed |  Not transposed |  Not transposed |  Partially transposed |  Fully transposed |  Partially transposed |
| 47 | Commission Implementing Decision 2011/453/EU of 13 July 2011 adopting guidelines for reporting by the Member States under Directive 2010/40/EU of the European Parliament and of the Council (OJ L 193, 23.7.2011, p. 48). | Intelligent Transport Systems |  Not transposed |  Not transposed |  Not transposed |  Partially transposed |  Not transposed |  Not transposed |

| No | ANNEX I.3. RULES APPLICABLE TO ROAD TRANSPORT RELEVANT EU ACQUIS | REGULATORY AREA | LEVEL OF COMPLIANCE | | | | | |
|----|--|-------------------------------|--|---|---|---|---|---|
| | | | <i>Fully Transposed / Not transposed / Partially transposed</i> | | | | | |
| | | | Albania | Bosnia and Herzegovina | Kosovo | North Macedonia | Montenegro | Serbia |
| 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 L 39, 16.2.2016, p. 48). | Intelligent Transport Systems |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |
| 49 | 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 for an interoperable EU-wide eCall (OJ L 91, 3.4.2013, p. 1). | Intelligent Transport Systems |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |
| 50 | 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 information services for safe and secure parking places for trucks and commercial vehicles (OJ L 247, 18.9.2013, p. 1). | Intelligent Transport Systems |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |
| 51 | 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 the provision, where possible, of road safety-related minimum universal traffic information free of charge to users (OJ L 247, 18.9.2013, p. 6). | Intelligent Transport Systems |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |

























ANNEX I.3.

RULES APPLICABLE TO ROAD
TRANSPORT RELEVANT EU
ACQUIS































| No | REGULATORY AREA | LEVEL OF COMPLIANCE | | | | | |
|----|--|--|--|--|--|--|--|
| | | Fully Transposed / Not transposed / Partially transposed | | | | | |
| | | Albania | Bosnia and Herzegovina | Kosovo | North Macedonia | Montenegro | Serbia |
| 52 | 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 L 157, 23.6.2015, p. 21). | Intelligent Transport Systems |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |
| 53 | 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 L 164, 3.6.2014, p. 6). | Intelligent Transport Systems |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |
| 54 | Directive (EU) 2019/520 of the European Parliament and of the Council of 19 March 2019 on the interoperability of electronic road toll systems and facilitating cross-border exchange of information on the failure to pay road fees in the Union (OJ L 91, 29.3.2019, p. 45). | Road toll |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |
| 55 | Commission Delegated Regulation (EU) 2020/203 of 28 November 2019 on classification of vehicles, obligations of European Electronic Toll Service users, requirements for interoperability constituents and minimum eligibility criteria for notified bodies (OJ L 43, 17.2.2020, p. 41–48). | Road toll |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |
| 56 | Commission Implementing Regulation (EU) 2020/204 of 28 November 2019 on detailed obligations of European Electronic Toll Service providers, minimum content of the European Electronic Toll Service domain statement, electronic interfaces, requirements for interoperability constituents and repealing Decision 2009/750/EC (OJ L 43, 17.2.2020, p. 49–62). | Road toll |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |





































ANNEX I.3.




































RULES APPLICABLE TO ROAD TRANSPORT RELEVANT EU ACQUIS











































| No | REGULATORY AREA | LEVEL OF COMPLIANCE | | | | | |
|----|---|--|---|---|---|---|---|
| | | <i>Fully Transposed / Not transposed / Partially transposed</i> | | | | | |
| | | Albania | Bosnia and Herzegovina | Kosovo | North Macedonia | Montenegro | Serbia |
| 57 | Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC (OJ L 151, 14.6.2018, p. 1). Type approval |  Not transposed |  Fully transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |
| 58 | Regulation (EU) No 167/2013 of the European Parliament and of the Council of 5 February 2013 on the approval and market surveillance of agricultural and forestry vehicles (OJ L 60, 2.3.2013, p. 1). Type approval |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |
| 59 | Regulation (EU) No 168/2013 of the European Parliament and of the Council of 15 January 2013 on the approval and market surveillance of two- or three-wheel vehicles and quadricycles (OJ L 60, 2.3.2013, p. 52). Type approval |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |
| 60 | 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). (to the extent relevant for acts falling within the scope of this Annex) Electronic freight transport information |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |































Annex I.4 – Rules applicable to Maritime Transport











































| NO | ANNEX I.4 RULES APPLICABLE TO MARITIME TRANSPORT | REGULATORY AREA | LEVEL OF COMPLIANCE | | | | | |
|----|--|----------------------|--|--|--|--|--|--|
| | | | Fully Transposed / Not transposed / Partially transposed | | | | | |
| | | | Albania | Bosnia and Herzegovina | North Macedonia | Kosovo | Montenegro | Serbia |
| 1 | Regulation (EU) No 1255/2011 of the European Parliament and of the Council of 30 November 2011 establishing a Programme to support the further development of an Integrated Maritime Policy (OJ EU L 132 5.12.2011, p. 1). | Maritime policy |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |
| 2 | Council Regulation (EEC) No 3577/92 of 7 December 1992 applying the principle of freedom to provide services to maritime transport within Member States (maritime cabotage) (OJ EC L 364, 12.12.1992, p. 7). | Access to the market |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Partially transposed |
| 3 | Council Regulation (EEC) No 4055/86 of 22 December 1986 applying the principle of freedom to provide services to maritime transport between Member States and between Member States and third countries (OJ EC L 378, 31.12.1986, p. 1). | Access to the market |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Partially transposed |
| 4 | Regulation (EC) No 789/2004 of the European Parliament and of the Council of 21 April 2004 on the 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). | Access to the market |  Fully transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Partially transposed |
| 5 | 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). | Access to the market |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Partially transposed |































| | | | LEVEL OF COMPLIANCE | | | | | |
|----|---|---|---|---|---|---|---|---|
| NO | ANNEX I.4 RULES APPLICABLE TO MARITIME TRANSPORT | REGULATORY AREA | Fully Transposed / Not transposed / Partially transposed | | | | | |
| | | | Albania | Bosnia and Herzegovina | North Macedonia | Kosovo | Montenegro | Serbia |
| 6 | 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 relations |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Partially transposed |
| 7 | Council Decision 2012/22/EU of 12 December 2011 concerning the accession of the European Union 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). | International agreements |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Partially transposed |
| 8 | Council Decision 2012/23/EU of 12 December 2011 concerning the accession of the European Union 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). | International agreements |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Partially transposed |
| 9 | Directive 2009/15/EC of the European Parliament and of the Council of 23 April 2009 on common rules and standards for ship inspection and survey organisations and for the relevant activities of maritime administrations (OJ EU L 131, 28.5.2009). | Ship inspection and survey organisations - recognised organisations |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Partially transposed |
| 10 | 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). | Ship inspection and survey organisations - recognised organisations |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |
| 11 | Regulation (EC) No 391/2009 of the European Parliament and of the Council of 23 April 2009 on common rules and standards for ship inspection and survey organisations (OJ EU L 131, 28.5.2009). | Ship inspection and survey organisations - recognised organisations |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Partially transposed |





































| NO | ANNEX I.4 RULES APPLICABLE TO MARITIME TRANSPORT | REGULATORY AREA | LEVEL OF COMPLIANCE | | | | | |
|----|--|---|--|--|--|--|--|--|
| | | | Fully Transposed / Not transposed / Partially transposed | | | | | |
| | | | Albania | Bosnia and Herzegovina | North Macedonia | Kosovo | Montenegro | Serbia |
| 12 | Commission Regulation (EU) No 788/2014 of 18 July 2014 laying down detailed rules for the 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 the European Parliament and of the Council (OJ EU L 214, 19.7.2014, p. 12). | Ship inspection and survey organisations - recognised organisations |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Partially transposed |
| 13 | 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). | Flag State |  Fully transposed |  Not transposed |  Not transposed |  Not transposed |  Partially transposed |  Partially transposed |
| 14 | Directive 2009/16/EC of the European Parliament and of the Council of 23 April 2009 on port State control (OJ EU L 131, 28.5.2009, p. 57). | Port State control |  Fully transposed |  Not transposed |  Not transposed |  Not transposed |  Fully transposed |  Partially transposed |
| 15 | Directive 2002/59/EC of the European Parliament and of the Council of 27 June 2002 establishing a Community vessel traffic monitoring and information system and repealing Council Directive 93/75/EEC (OJ EC L 208, 5.8.2002, p. 10). | Vessel traffic monitoring |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Partially transposed |  Partially transposed |
| 16 | Regulation (EC) 336/2006 of the European Parliament and of the Council of 15 February 2006 on the implementation of the International Safety Management Code within the Community and repealing Council Regulation (EC) No 3051/95 (OJ EU L 64, 4.3.2006, p. 1). | International Safety Management Code |  Fully transposed |  Not transposed |  Not transposed |  Not transposed |  Partially transposed |  Partially transposed |
| 17 | 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 and repealing Directive 2002/6/EC (OJ EU L 283, 29.10.2010, p. 1). | Reporting formalities | Partly transposed |  Not transposed |  Not transposed |  Not transposed |  Partially transposed |  Partially transposed |

| NO | ANNEX I.4 RULES APPLICABLE TO MARITIME TRANSPORT | REGULATORY AREA | LEVEL OF COMPLIANCE | | | | | |
|----|---|---------------------------|--|--|--|--|--|--|
| | | | <i>Fully Transposed / Not transposed / Partially transposed</i> | | | | | |
| | | | Albania | Bosnia and Herzegovina | North Macedonia | Kosovo | Montenegro | Serbia |
| 18 | Directive 2014/90/EU of the European Parliament and of the Council of 23 July 2014 on marine equipment and repealing Council Directive 96/98/EC (OJ EU L 257, 28.8.2014, p. 146). | Marine equipment |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Partially transposed |  Partially transposed |
| 19 | Directive 2003/25/EC of the European Parliament and of the Council of 14 April 2003 on specific stability requirements for ro-ro passenger ships (OJ EU L 123, 17.5.2003, p. 22). | Passenger ships |  Partly transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Partially transposed |
| 20 | Regulation (EC) No 392/2009 of the European Parliament and of the Council of 23 April 2009 on the liability of carriers of passengers by sea in the event of accidents (OJ EU L 131, 28.5.2009, p. 24). | Passenger ships |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Partially transposed |
| 21 | Council Directive 98/41/EC of 18 June 1998 on the registration of persons sailing on board passenger ships operating to or from ports of the Member States of the Community (OJ EC L 188, 2.7.1998, p. 35). | Passenger ships |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Partially transposed |
| 22 | Directive 2009/45/EC of the European Parliament and of the Council of 6 May 2009 on safety rules and standards for passenger ships (OJ EU L 163, 5.6.2009). | Passenger ships |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Partially transposed |  Partially transposed |
| 23 | Council Directive 1999/35/EC of 29 April 1999 on a system of mandatory surveys for the safe operation of regular ro-ro ferry and high-speed passenger craft services (OJ EC L 138, 1.6.1999, p. 1). | Passenger ships |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Partially transposed |
| 24 | Council Directive 97/70/EC of 11 December 1997 setting up a harmonised safety regime for fishing vessels of 24 metres in length and over (OJ EC L 34, 9.2.1998, p. 1). | Safety of fishing vessels |  Fully transposed |  Not transposed |  Not transposed |  Not transposed |  Partially transposed |  Partially transposed |






























| NO | ANNEX I.4 RULES APPLICABLE TO MARITIME TRANSPORT | REGULATORY AREA | LEVEL OF COMPLIANCE | | | | | |
|----|---|------------------------|--|--|--|--|--|--|
| | | | Fully Transposed / Not transposed / Partially transposed | | | | | |
| | | | Albania | Bosnia and Herzegovina | North Macedonia | Kosovo | Montenegro | Serbia |
| 25 | 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). | Oil tankers |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Partially transposed |  Partially transposed |
| 26 | Directive 2001/96/EC of the European Parliament and of the Council of 4 December 2001 establishing harmonised requirements and procedures for the safe loading and unloading of bulk carriers (OJ EC L 13, 16.1.2002, p. 9). | Bulk carriers |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Partially transposed |
| 27 | 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) | Accident investigation |  Fully transposed |  Not transposed |  Not transposed |  Not transposed |  Partially transposed |  Partially transposed |
| 28 | Commission Implementing Regulation (EU) No 651/2011 of 5 July 2011 adopting the rules of 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). | Accident investigation |  Fully transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |
| 29 | 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). | Accident investigation |  Fully transposed |  Not transposed |  Not transposed |  Not transposed |  Fully transposed |  Partially transposed |

| NO | ANNEX I.4 RULES APPLICABLE TO MARITIME TRANSPORT | REGULATORY AREA | LEVEL OF COMPLIANCE | | | | | |
|----|---|-----------------------|--|--|--|--|--|--|
| | | | <i>Fully Transposed / Not transposed / Partially transposed</i> | | | | | |
| | | | Albania | Bosnia and Herzegovina | North Macedonia | Kosovo | Montenegro | Serbia |
| 30 | 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). | Insurance |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Partially transposed |  Partially transposed |
| 31 | Directive 2005/35/EC of the European Parliament and of the Council of 7 September 2005 on ship-source pollution and on the introduction of penalties, including criminal penalties, for pollution offences (OJ EU L 255, 30.9.2005, p. 11). | Ship-source pollution |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Partially transposed |  Partially transposed |
| 32 | Directive 2000/59/EC of the European Parliament and of the Council of 27 November 2000 on port reception facilities for ship-generated waste and cargo residues (OJ EC L 332, 28.12.2000). | Ship-generated waste |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Partially transposed |  Partially transposed |
| 33 | Regulation (EC) No 782/2003 of the European Parliament and of the Council of 14 April 2003 on the prohibition of organotin compounds on ships (OJ EU L 115, 9.5.2003, p. 1) | Organotin compounds |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Partially transposed |
| 34 | Regulation (EC) No 725/2004 of the European Parliament and of the Council of 31 March 2004 on enhancing ship and port facility security (OJ EU L 129, 29.4.2004). | Maritime security |  Fully transposed |  Not transposed |  Not transposed |  Not transposed |  Partially transposed |  Partially transposed |
| 35 | Directive 2005/65/EC of the European Parliament and of the Council of 26 October 2005 on enhancing port security (OJ EU L 310, 25.11.2005, p. 28). | Maritime security |  Fully transposed |  Not transposed |  Not transposed |  Not transposed |  Partially transposed |  Partially transposed |
| 36 | Commission Regulation (EC) No 324/2008 of 9 April 2008 laying down revised procedures for conducting Commission inspections in the field of maritime security (OJ EU L 98, 10.4.2008, p. 5). | Maritime security |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Partially transposed |

| NO | ANNEX I.4 RULES APPLICABLE TO MARITIME TRANSPORT | REGULATORY AREA | LEVEL OF COMPLIANCE | | | | | |
|----|---|-----------------------|--|--|--|--|--|--|
| | | | Fully Transposed / Not transposed / Partially transposed | | | | | |
| | | | Albania | Bosnia and Herzegovina | North Macedonia | Kosovo | Montenegro | Serbia |
| 37 | Directive 2008/106/EC of the European Parliament and of the Council of 19 November 2008 on the minimum level of training of seafarers (OJ EU L 323, 3.12.2008, p. 33). | Training of seafarers |  Fully transposed |  Not transposed |  Not transposed |  Not transposed |  Partially transposed |  Partially transposed |
| 38 | Directive 2005/45/EC of the European Parliament and of the Council of 7 September 2005 on the mutual recognition of seafarers' certificates issued by the Member States (OJ EU L 255, 30.9.2005, p. 160). | Training of seafarers |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Partially transposed |
| 39 | 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). | Social aspects |  Fully transposed |  Not transposed |  Not transposed |  Not transposed |  Partially transposed |  Partially transposed |
| 40 | Council Directive 1999/63/EC of 21 June 1999 concerning the Agreement on the organisation of 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, p. 33). | Social aspects |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Partially transposed |
| 41 | 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). | Social aspects |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Partially transposed |  Partially transposed |

| NO | ANNEX I.4 RULES APPLICABLE TO MARITIME TRANSPORT | REGULATORY AREA | LEVEL OF COMPLIANCE | | | | | |
|----|---|---|--|--|--|--|--|--|
| | | | <i>Fully Transposed / Not transposed / Partially transposed</i> | | | | | |
| | | | Albania | Bosnia and Herzegovina | North Macedonia | Kosovo | Montenegro | Serbia |
| 42 | Council Directive 2009/13/EC of 16 February 2009 implementing the Agreement concluded by the European Community Shipowners' Associations (ECSA) and the European Transport Workers' Federation (ETF) on the Maritime Labour Convention, 2006, and amending Directive 1999/63/EC (OJ EU L 124, 20.5.2009, p. 30). | Social aspects |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Partially transposed |
| 43 | Council Directive 92/29/EEC of 31 March 1992 on the minimum safety and health requirements for improved medical treatment on board vessels (OJ EC L 113, 30.4.1992, p. 19). | Social aspects |  Fully transposed |  Not transposed |  Not transposed |  Not transposed |  Fully transposed |  Partially transposed |
| 44 | 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). | Sea and inland waterway |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Fully transposed |  Partially transposed |
| 45 | 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, 84/526/EEC, 84/527/EEC and 1999/36/EC (OJ EU L 165, 30.6.2010, p. 1). | Transportable pressure equipment |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Partially transposed |
| 46 | Regulation (EC) No 1406/2002 of the European Parliament and of the Council of 27 June 2002 establishing a European Maritime Safety Agency (OJ EC L 208, 5.8.2002, p. 1). | European Maritime Safety Agency |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |
| 47 | Regulation (EC) No 2099/2002 of the European Parliament and of the Council of 5 November 2002 establishing a Committee on Safe Seas and the Prevention of Pollution from Ships (COSS) and amending the Regulations on maritime safety and the prevention of pollution from ships (OJ EC L 324, 29.11.2002, p. 1). | Committee on Safe Seas and the Prevention of Pollution from Ships |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Partially transposed |

Annex I.5 – Rules applicable to Inland Waterway Transport





































| NO | ANNEX I.5 RULES APPLICABLE TO INLAND WATERWAY TRANSPORT | REGULATORY AREA | LEVEL OF COMPLIANCE: | | | | | |
|----|--|----------------------|--|--|--|--|--|--|
| | | | <i>Fully Transposed / Not transposed / Partially transposed</i> | | | | | |
| | | | Albania | Bosnia and Herzegovina | North Macedonia | Kosovo | Montenegro | Serbia |
| 1 | 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). | Access to the market |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Fully transposed |
| 2 | 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). | Access to the market |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Fully transposed |
| 3 | Council Regulation (EC) No 718/99 of 29 March 1999 on a Community fleet capacity policy to promote inland waterway transport (OJ EC L 90, 2.4.1999) | Access to the market |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Fully transposed |
| 4 | Council Directive (EC) No 96/75 of 19 November 1996 on the systems of chartering and pricing in national and international inland waterway transport in the Community (OJ EC L 304, 27.11.1996) | Access to the market |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Fully transposed |
| 5 | 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 market |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed | Not Applicable |































ANNEX I.5 NO RULES APPLICABLE TO INLAND WATERWAY TRANSPORT

REGULATORY AREA

LEVEL OF COMPLIANCE:

Fully Transposed / Not transposed / Partially transposed

| | | Albania | Bosnia and Herzegovina | North Macedonia | Kosovo | Montenegro | Serbia |
|----|--|---|--|--|--|--|--|
| 6 | 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) |  Not transposed |  Not transposed |  Fully transposed |  Not transposed |  Not transposed |  Fully transposed |
| 7 | 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). |  Not transposed |  Not transposed |  Fully transposed |  Not transposed |  Not transposed |  Fully transposed |
| 8 | Council Directive (EC) 96/50 of 23 July 1996 on the harmonisation of the conditions for obtaining 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). |  Not transposed |  Not transposed |  Fully transposed |  Not transposed |  Not transposed |  Fully transposed |
| 9 | Directive 2009/100/EC of the European Parliament and of the Council of 16 September 2009 on reciprocal recognition of navigability licences for inland waterway vessels (OJ EU L 259, 2.10.2009, p. 8). |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Fully transposed |
| 10 | Directive (EU) 2016/1629 of the European Parliament and of the Council of 14 September 2016 laying 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). |  Not transposed |  Not transposed |  Fully transposed |  Not transposed |  Not transposed |  Fully transposed |
| 11 | Directive 2006/87/EC of the European Parliament and of the Council of 12 December 2006 laying down technical requirements for inland waterway vessels and repealing Council Directive 82/714/EEC (OJ EU L 389, 30.12.2006, p. 1)(See however Article 38 of Directive (EU) 2016/1629). |  Not transposed |  Not transposed |  Fully transposed |  Not transposed |  Not transposed |  Fully transposed |
























| | | | LEVEL OF COMPLIANCE: | | | | | |
|----|---|-------------------------------------|---|---|---|---|---|---|
| | | | Fully Transposed / Not transposed / Partially transposed | | | | | |
| NO | ANNEX I.5 RULES APPLICABLE TO INLAND WATERWAY TRANSPORT | REGULATORY AREA | Albania | Bosnia and Herzegovina | North Macedonia | Kosovo | Montenegro | Serbia |
| 12 | Directive 2008/68/EC of the European Parliament and of the Council of 24 September 2008 on the inland transport of dangerous goods (OJ EU L 260, 30.9.2008, p. 13). | Inland transport of dangerous goods |  Not transposed |  Not transposed |  Not transposed |  Partially transposed |  Not transposed |  Fully transposed |
| 13 | Directive 2005/44/EC of the European Parliament and of the Council of 7 September 2005 on harmonised river information services (RIS) on inland waterways in the Community (OJ EU L 255, 30.9.2005, p. 152). | River information services |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Fully transposed |
| 14 | 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). | River information services |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Fully transposed |
| 15 | 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). | River information services |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Fully transposed |
| 16 | Commission Regulation (EC) No 416/2007 of 22 March 2007 concerning the technical specifications 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 Community (OJ EU L 105, 23.4.2007). | River information services |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Fully transposed |

ANNEX I.5
NO RULES APPLICABLE TO INLAND WATERWAY TRANSPORT

REGULATORY AREA

























LEVEL OF COMPLIANCE:

























Fully Transposed / Not transposed / Partially transposed

| | | Albania | Bosnia and Herzegovina | North Macedonia | Kosovo | Montenegro | Serbia |
|-----------|--|---|--|--|--|--|--|
| 17 | Commission Regulation (EC) No 415/2007 of 13 March 2007 concerning the technical specifications for vessel tracking and tracing systems 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). |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Fully transposed |
| 18 | Commission Regulation (EC) No 414/2007 of 13 March 2007 concerning the tech. guidelines for the planning, implement. 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). |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Fully transposed |
| 19 | Directive 2009/30/EC of the European Parliament and of the Council of 23 April 2009 amending Directive 98/70/EC as regards the specification of petrol, diesel and gasoil and introducing a mechanism to monitor and reduce greenhouse gas emissions and amending Council 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). |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed | Not Applicable |
| 20 | (EU) 2016/1628 of the European Parliament and of the Council of 14 September 2016 on requirements relating to gaseous and particulate pollutant emission limits and type-approval for internal combustion engines for non-road mobile machinery, amending Regulations (EU) 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). |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Fully transposed |

























| ANNEX I.5 RULES APPLICABLE TO INLAND WATERWAY TRANSPORT | | REGULATORY AREA | LEVEL OF COMPLIANCE: | | | | | |
|---|---|----------------------------|--|---|---|---|---|---|
| NO | | | Fully Transposed / Not transposed / Partially transposed | | | | | |
| | | | Albania | Bosnia and Herzegovina | North Macedonia | Kosovo | Montenegro | Serbia |
| 21 | Directive 97/68/EC of the European Parliament and of the Council of 16 December 1997 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 installed in non-road mobile machinery (OJ EC L 59, 27.2.1998, p. 1).(See however Article 64 of Regulation (EU) 2016/1628). | Environment | <div><div></div><div>Not transposed</div></div> | <div><div></div><div>Not transposed</div></div> | <div><div></div><div>Not transposed</div></div> | <div><div></div><div>Not transposed</div></div> | <div><div></div><div>Not transposed</div></div> | <div><div></div><div>Fully transposed</div></div> |
| 22 | Directive 2004/26/EC of the European Parliament and of the Council of 21 April 2004 amending 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 installed in non-road mobile machinery (OJ EU L 146, 30.4.2004, p. 1). | Environment | <div><div></div><div>Not transposed</div></div> | <div><div></div><div>Not transposed</div></div> | <div><div></div><div>Not transposed</div></div> | <div><div></div><div>Not transposed</div></div> | <div><div></div><div>Not transposed</div></div> | <div><div></div><div>Fully transposed</div></div> |
| 23 | 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). | Sea and inland waterway | <div><div></div><div>Not transposed</div></div> | <div><div></div><div>Not transposed</div></div> | <div><div></div><div>Not transposed</div></div> | <div><div></div><div>Not transposed</div></div> | <div><div></div><div>Fully transposed</div></div> | <div><div></div><div>Fully transposed</div></div> |

























Annex I.6 – Environmental Rules Applicable to the Transport Sector

| No | ANNEX I.6 – ENVIRONMENTAL RULES APPLICABLE TO THE TRANSPORT SECTOR | REGULATORY AREA | LEVEL OF COMPLIANCE | | | | | |
|----|---|-----------------------|--|--|--|--|--|--|
| | | | Fully Transposed / Not transposed / Partially transposed | | | | | |
| | | | Albania | Bosnia and Herzegovina | Kosovo | North Macedonia | Montenegro | Serbia |
| 1 | Directive 2011/92/EU of the European Parliament and of the Council of 13 December 2011 on the assessment of the effects of certain public and private projects on the environment, as amended by Directive 2014/52/EU (OJ L 26, 28.1.2012, p. 1) and the Convention on Environmental Impact Assessment in a Transboundary Context of 1991 (Espoo Convention). | Assessment of effects |  Partially transposed |  Not transposed |  Not transposed |  Partially transposed |  Not transposed |  Partially transposed |
| 2 | 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 L 197, 21.7.2001, p. 30) and the Protocol on strategic Environmental Assessment to the Espoo Convention (SEA protocol). | Assessment of effects |  Not transposed |  Not transposed |  Not transposed |  Fully transposed |  Not transposed |  Partially transposed |
| 3 | Directive 2009/147/EC of the European Parliament and of the Council of 30 November 2009 on the conservation of wild birds, (OJ L 20, 26.1.2010, p. 7). | Conservation |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Partially transposed |
| 4 | Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora (OJ L 206, 22.7.1992, p. 7). | Conservation |  Not transposed |  Not transposed |  Not transposed |  Fully transposed |  Not transposed |  Partially transposed |

| ANNEX I.6 – ENVIRONMENTAL RULES APPLICABLE TO THE TRANSPORT SECTOR | | | LEVEL OF COMPLIANCE | | | | | |
|--|---|---------------------------------------|--|--|--|--|--|--|
| No | | REGULATORY AREA | Fully Transposed / Not transposed / Partially transposed | | | | | |
| | | | Albania | Bosnia and Herzegovina | Kosovo | North Macedonia | Montenegro | Serbia |
| 5 | Directive 98/70/EC of the European Parliament and of the Council of 13 October 1998 relating to the quality of petrol and diesel fuels and amending Council Directive 93/12/EEC (OJ L 350, 28.12.1998, p. 58). | Fuels, air quality and climate change |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Fully transposed |  Not transposed |
| 6 | 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 L 132, 21.5.2016, p. 58). | Fuels, air quality and climate change |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Fully transposed |  Not transposed |
| 7 | Directive 2002/49/EC of the European Parliament and of the Council of 25 June 2002 relating to the assessment and management of environmental noise - Declaration by the Commission in the Conciliation Committee on the Directive relating to the assessment and management of environmental noise, (OJ L 189, 18.7.2002, p. 12) | Noise |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |
| 8 | Directive 2000/60/EC of the European Parliament and of the Council of 23 October 2000 establishing a framework for Community action in the field of water policy (OJ L 327, 22.12.2000, p. 1). | Water policy |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |

Annex I.7 – Public procurement rules applicable to the transport sector

| ANNEX I.7. PUBLIC PROCUREMENT RULES APPLICABLE TO TRANSPORT SECTOR | | REGULATORY AREA | LEVEL OF COMPLIANCE: | | | | | |
|---|---|------------------------|--|--|--|--|--|--|
| | | | Fully Transposed / Not transposed / Partially transposed | | | | | |
| | | | Albania | Bosnia and Herzegovina | Kosovo | North Macedonia | Montenegro | Serbia |
| 1 | Council Directive 89/665/EEC of 21 December 1989 on the coordination of the laws, regulations and administrative provisions relating to the application of review procedures to the award of public supply and public works contracts (OJ L 395, 30.12.1989, p. 33). | Review procedures |  Fully transposed |  Not transposed |  Not transposed |  Partially transposed |  Fully transposed |  Partially transposed |
| 2 | Council Directive 92/13/EEC of 25 February 1992 coordinating the laws, regulations and administrative provisions relating to the application of Community rules on the procurement procedures of entities operating in the water, energy, transport and telecommunications sectors (OJ L 76, 23.3.1992, p. 14). | Review procedures |  Fully transposed |  Not transposed |  Not transposed |  Partially transposed |  Fully transposed |  Partially transposed |
| 3 | Directive 2014/23/EU of the European Parliament and of the Council of 26 February 2014 on the award of concession contracts (OJ L 94, 28.3.2014, p. 1). | Procurement procedures |  Partially transposed |  Not transposed |  Not transposed |  Not transposed |  Fully transposed |  Not transposed |
| 4 | Directive 2014/24/EU of the European Parliament and of the Council of 26 February 2014 on public procurement and repealing Directive 2004/18/EC (OJ L 94, 28.3.2014, p. 65). | Procurement procedures |  Partially transposed |  Not transposed |  Not transposed |  Fully transposed |  Fully transposed |  Partially transposed |

| No | ANNEX I.7. PUBLIC PROCUREMENT RULES APPLICABLE TO TRANSPORT SECTOR | REGULATORY AREA | LEVEL OF COMPLIANCE: | | | | | |
|----|---|------------------------|--|--|--|--|--|--|
| | | | <i>Fully Transposed / Not transposed / Partially transposed</i> | | | | | |
| | | | Albania | Bosnia and Herzegovina | Kosovo | North Macedonia | Montenegro | Serbia |
| 5 | Directive 2014/25/EU of the European Parliament and of the Council of 26 February 2014 on procurement by entities operating in the water, energy, transport and postal services sectors and repealing Directive 2004/17/EC (OJ L 94, 28.3.2014, p. 243). | Procurement procedures |  Partially transposed |  Not transposed |  Not transposed |  Fully transposed |  Fully transposed |  Partially transposed |
| 6 | Commission Implementing Regulation (EU) 2019/1780 of 23 September 2019 establishing standard forms for the publication of notices in the field of public procurement and repealing Implementing Regulation (EU) 2015/1986 (eForms) (OJ L 272, 25.10.2019, p. 7–73). | Procurement procedures |  Partially transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |
| 7 | Regulation (EC) No 1370/2007 of the European Parliament and of the Council of 23 October 2007 on public passenger transport services by rail and by road and repealing Council Regulations (EEC) Nos 1191/69 and 1107/70 (OJ L 315, 3.12.2007, p. 1). | Public services |  Partially transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |
| 8 | Regulation (EU) 2016/2338 of the European Parliament and of the Council of 14 December 2016 amending Regulation (EC) No 1370/2007 concerning the opening of the market for domestic passenger transport services by rail (OJ L 354, 23.12.2016, p. 22). | Public services |  Partially transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |  Not transposed |

Annex 1A: Definition and description of progress indicators

INDICATOR

DEFINITION

No progress
(scoring 0 points)

No steps have been taken by the respective authorities in relation to:
Preparation of laws, bylaws, maintenance plans, strategies, TORs, tender documents, etc.; providing information, data as per request.

Progress on track (scoring 1 point)

Clearly demonstrated steps have been taken by the respective authorities, as per the timeline agreed in the Action Plan, in relation to:
Laws, bylaws, maintenance plans, strategies, guidelines, etc. are drafted; all the necessary data are submitted to interested parties;

Significant progress (scoring 2 points)

Clearly demonstrated steps have been taken by the respective authorities, as per or in advance of the timeline agreed in the Action Plan, in relation to:
Laws, bylaws are in Governmental/Parliamentary procedure; guidelines, maintenance plans, studies recommendations by relevant stakeholders formally adopted; project documentation/studies completed.

Accomplished
(scoring 3 points)

Clearly demonstrated steps have been taken by the respective authorities in relation to:
Laws, bylaws being approved by the parliaments and entered into force; maintenance plans, strategies being implemented;

Stagnant
(scoring 1 point)

It has been clearly demonstrated by the respective authorities that the process is stagnant, that there have been no further developments, or that implementation has stopped, as per timelines agreed in the Action Plan.

Annex 2A: Monitoring Mechanism

Following the update of ANNEX I, the respective changes will be reflected within each Action Plan. Furthermore, due to other technical circumstances, such as unexpected delays in getting projects off the ground, and with technical assistance expected to come on stream in the near future, there is a need to update the five (5) Action Plans in the upcoming period through a separate process, and to present them the Regional Steering Committee for a decision.

The monitoring methodology to assess the implementation of Action Plans was agreed at the 5th Regional Steering Committee meeting held in June 2019.

The objective of the monitoring mechanism is to track the progress and regress of the implementation and to provide the various stakeholders involved in implementing the Plan with an objective view as to where and by whom further efforts are needed.

The measures will not be compared with each other, but each measure will be appraised using the same scale and weighting.

The monitoring mechanism enables qualitative assessments of the implementation of each measure. There are four basic progress indicators demonstrating the progress achieved in the implementation of each measure by assessing its sub-actions, and one indicator to demonstrate the regress, as Stagnant (Pending). The overview of the indicators is provided in the diagram below.

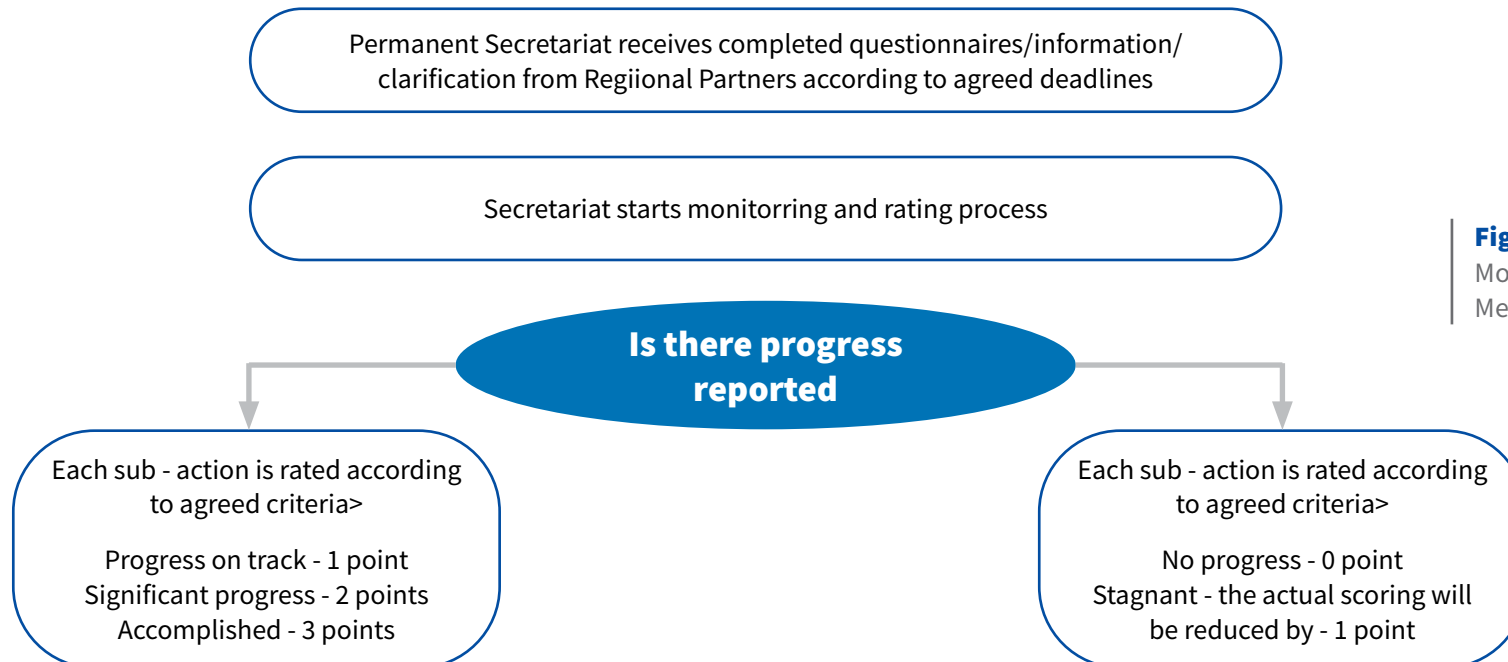
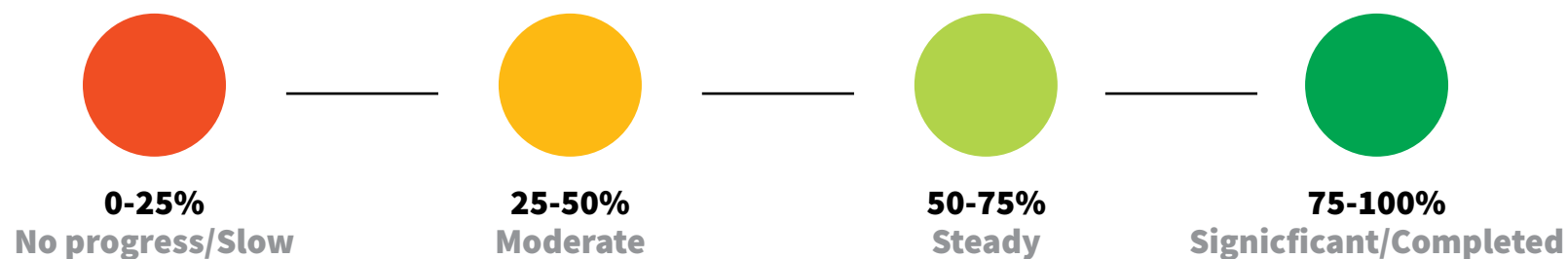


Figure 104
Monitoring
Mechanism process

A stagnant indicator will not apply to a no-progress indicator. For the other indicators, it will mean that the progress rate will be downgraded to the previous level. In other words, if a sub-action was rated as “significant progress”, but within the stipulated timeline no activities occurred, it will be downgraded to “progress on track” with its respective scoring. A detailed description of progress indicators is provided in Annex I (Definition and description of progress indicators p.140) of the report.























































The overall progress will be ranked based on the average scoring for each group of measures. The diagram below defines the 4 stages of progress in correlation to the scoring.































































Annex 3A: Implementation scoring





































Rail – Monitoring mechanism – Implementation Scoring

| MEASURE | SUBACTION | PREPARATION DEADLINE | IMPLEMENTATION DEADLINE | IMPLEMENTING BODY (Stakeholders) | REGIONAL PARTNERS | | | | | |
|---------------------|---|---|--|--|-------------------|------------------------|--------|------------|-----------------|--------|
| | | | | | Albania | Bosnia and Herzegovina | Kosovo | Montenegro | North Macedonia | Serbia |
| Rail market opening | SA. 1 Amend national law to remove potential breaches of TCT provisions in regard to opening up the market at national level (phase 1) | Q2 2021 - MK Q1 2022 - BIH | Q4 2021 – MK Q4 2022 -BIH | Ministries of Transport supported by the Railway Regulatory bodies | n/a | 1 | n/a | n/a | 3 | n/a |
| | SA. 2. Establish functioning institutions (regulatory body, licensing body, national safety authority, national investigation body, designated body) – including legal, administrative, and budgetary actions | Q1 2021 | Q4 2022 | Ministries of Transport supported by the Railway Regulatory bodies and TCT Secretariat | 2 | 1 | 3 | 3 | 2 | 3 |
| | SA. 3. Publish Network Statement for railway infrastructure | Q1 2021 - ALB Q2 2021 - BIH | Q2 2021 – ALB Q4 2021 - BIH | Infrastructure managers supported by the TCT Secretariat | 2 | 0 | n/a | n/a | n/a | n/a |
| | SA. 4. Publish Network Statement for service facilities (sea and river ports, terminals) | Q4 2020 | Q1 2021 | Infrastructure managers supported by the TCT Secretariat | 1 | 0 | 3 | 3 | 2 | 3 |
| | SA. 5. Take legislative and/or regulatory measures to achieve mutual recognition at regional level of: operating licenses, train driver licenses, safety certificates, vehicle authorisation | Q2 2021 | Q1 2022 | Ministries of Transport supported by the Railway Regulatory bodies and TCT Secretariat | 1 | 1 | 2 | 2 | 2 | 2 |
| | SA. 6. Modernise rules on public procurement in the rail sector, including through transposition and implementation of Regulation 1370/2007 concerning public transport services by rail | Q1 2021 | Q1 2022 | Ministries of Transport supported by the Ministries of Finance and TCT Secretariat | 1 | 2 | 2 | 2 | 2 | 3 |
| | SA 7. Establishing of Contractual relation between IM and the competent authority for the maintenance and operation on public infrastructure | Q4 2021 - BIH; Q1 2021 - KOS, MK, ALB | Q2 2021 – KOS, Q2 2021 - ALB, MK Q2 2022 - BIH | Infrastructure managers, Ministries of Transport and Ministries of Finance | 1 | 1 | 1 | n/a | 2 | n/a |
| TOTAL SCORING | | | | | 44% | 29% | 73% | 83% | 72% | 92% |
| Passenger rights | SA. 1 Transpose and implement Regulation (EC) No 1371/2007 | Q1 2021 | Q2 2021 | Ministries of Transport supported by the Railway Regulatory bodies and TCT Secretariat | 1 | 2 | 1 | 1 | 1 | 3 |
| TOTAL SCORING | | | | | 33% | 40% | 33% | 33% | 33% | 100% |





































| MEASURE | SUBACTION | PREPARATION DEADLINE | IMPLEMENTATION DEADLINE | IMPLEMENTING BODY (Stakeholders) | REGIONAL PARTNERS | | | | | |
|---|--|----------------------|-------------------------|---|---|---|---|---|---|---|
| | | | | | Albania | Bosnia and Herzegovina | Kosovo | Montenegro | North Macedonia | Serbia |
| Interoperability | SA. 1 Transpose and implement the Interoperability Directive 2008/57/EC (valid until June 2020) and its new version Directive (EU) 2016/797 (4th railway package) | Q1 2021 | Q2 2021 | Ministries of Transport supported by the Railway Regulatory bodies and TCT Secretariat |  2 |  2 |  2 |  2 |  2 |  3 |
| | SA. 2 Transpose and implement all EU Technical Specifications for Interoperability | Q1 2021 | Q4 2021 | Ministries of Transport supported by the Railway Regulatory bodies and TCT Secretariat |  0 |  1 |  2 |  2 |  1 |  3 |
| | SA. 3 Prepare a detailed plan for the review and cleaning up of national rail technical and safety rules in line with the EU rail acquis and the prerogatives of ERA | Q1 2021 | Q4 2022 | Ministries of Transport supported by the Railway Regulatory bodies and ERA |  1 |  1 |  1 |  1 |  1 |  1 |
| | SA. 4: Establish an electronic register of vehicles, taking into account the OTIF National Vehicle Registers specifications 'NVR 2015' and the European Centralised Virtual Vehicle Register (ECVVR) | Q2 2021 | Q1 2022 | Railway Regulatory bodies supported by ERA and OTIF |  1 |  1 |  1 |  3 |  2 |  3 |
| | SA. 5 Establish an electronic register and management system of railway infrastructure, taking into account the existence of the European Registers of Infrastructure (RINF) | Q2 2021 | Q2 2022 | Infrastructure Managers supported by the ERA and DG Move |  1 |  1 |  2 |  1 |  2 |  2 |
| TOTAL SCORING | | | | | 33% | 40% | 53% | 60% | 53% | 80% |
| Modernisation of the railway infrastructure | SA. 1. Establishing a regional network of infrastructure managers for regular consultation and coordination at regional level before adoption maintenance plans | Q1 2021 | Q3 2021 | Infrastructure managers supported by Ministries of Transport and TCT Secretariat |  3 |  3 |  3 |  3 |  3 |  3 |
| | SA. 2. Identification of priority projects of regional interests for the upgrading / reconstruction / construction of specific railway sections; | permanent task | permanent task | Ministries of Transport supported by the infrastructure managers and TCT Secretariat |  2 |  2 |  2 |  2 |  2 |  2 |
| | SA. 3. Level-crossings Safety Improvement (mapping the most critical LCRs within WB region) | Q1 2021 | Q1 2022 | Ministries of Transport supported by the Railway Regulatory bodies, ERA and TCT Secretariat |  3 |  3 |  3 |  3 |  3 |  3 |
| | SA. 4. Adoption of five-year Maintenance Plan | Q2 2021 | Q1 2022 | Infrastructure Managers supported by the ERA, DG Move and TCT Secretariat |  1 |  1 |  2 |  2 |  2 |  3 |
| TOTAL SCORING | | | | | 75% | 75% | 83% | 83% | 83% | 92% |
| OVERALL SCORING | | | | | 47% | 46% | 61% | 65% | 61% | 91% |





































Road – Monitoring mechanism – Implementation Scoring



















| MEASURE | SUBACTION | PREPARATION DEADLINE | IMPLEMENTATION DEADLINE | IMPLEMENTING BODY (Stakeholders) | REGIONAL PARTNERS | | | | | |
|---|--|--|--|---|---|---|---|---|---|---|
| | | | | | Albania | Bosnia and Herzegovina | Kosovo | Montenegro | North Macedonia | Serbia |
| Establishing functioning and efficient road maintenance system | Adopt multiannual maintenance plan | All RPs Q3 2020 | All RPs Q1 2021 | Road Authorities/ Public Road Enterprises |  3 |  1 |  2 |  1 |  1 |  2 |
| | Establishing Road Asset Management System (RAMS) | ALB, BIH, SRB - Q2 2021 KOS, MNE - Q4 2021 MKD - Completed | ALB, BIH, SRB - Q3 2021 KOS, MNE - Q1 2022 MKD - Completed | Road Authorities/ Public Road Enterprises |  2 |  2 |  1 |  1 |  3 |  2 |
| | Signing of Service Level Agreement between Ministry of Transport and Road Authorities/Public Enterprises | ALB, BIH, SRB - Q1 2021 KOS, MKD, MNE - Q4 2021 | ALB, BIH, SRB - Q2 2021 KOS, MKD, MNE-Q1 2022 | MoT, Road Authorities, |  1 |  0 |  0 |  0 |  0 |  2 |
| | Adopt an efficient strategy on the funding sustainability for road maintenance | All RPs Q4 2021 | All RPs Q2 2022 | MoT, Road Authorities, |  1 |  1 |  1 |  1 |  1 |  1 |
| TOTAL SCORING | | | | | 58% | 33% | 33% | 25% | 42% | 58% |
| ITS Deployment on Core/ Comprehensive Road Network | Adoption of ITS strategy together with an Action/ implementation plan | ALB completed MKD- Q4 2021 SRB - Q1 2022 BiH, KOS, MNE - Q4 2021 | ALB – Q4 2020 MKD – Q1 2022 SRB - Q2 2022 BiH, KOS, MNE - Q1 2022 | MoT |  3 |  1 |  1 |  3 |  2 |  1 |
| | Transposition of the Directive 2010/40/EU into the national legislation | All RPs Q4 2021 | All RPs Q1 2022 | MoT |  2 |  0 |  2 |  1 |  2 |  2 |
| | Transposition of Directive 2004/52/ EC - Interoperability of electronic road toll systems (amended) | All RPs Q4 2021 | All RPs Q1 2023 | MoT |  0 |  2 |  0 |  1 |  2 |  2 |
| | Adopt and implement EU ITS Framework Architecture for roads to ensure compatibility of system and equipment | All RPs Q4 2021 | All RPs Q1 2022 | MoT, Road Authorities, |  2 |  0 |  0 |  0 |  1 |  1 |
| | Adopt and implement EU ITS standards for roads to ensure European standards and specifications for all new projects and for the upgrading of existing ones | ALB, MKD, SRB- Q4 2021 BiH, KOS, MNE - Q2 2022 | ALB, MKD, SRB - Q1 2022 BiH, KOS, MNE - Q3 2022 | MoT, Road Authorities, |  2 |  0 |  0 |  0 |  2 |  2 |
| | Adopt a regional interoperability framework aimed to establish a mechanism for the exchange of ITS data | All RPs Q4 2021 | All RPs Q4 2022 | MoT, Road Authorities, |  2 |  2 |  2 |  2 |  3 |  3 |
| TOTAL SCORING | | | | | 61% | 28% | 28% | 39% | 67% | 61% |

| MEASURE | SUBACTION | PREPARATION DEADLINE | IMPLEMENTATION DEADLINE | IMPLEMENTING BODY (Stakeholders) | REGIONAL PARTNERS | | | | | |
|--|--|----------------------|-------------------------|----------------------------------|---|---|---|---|---|---|
| | | | | | Albania | Bosnia and Herzegovina | Kosovo | Montenegro | North Macedonia | Serbia |
| Enhancing road transport climate resilience and use of alternative fuels | Adopt guidelines and methodologies for climate change and natural hazard road network vulnerability assessment | All RPs Q3 2021 | All RPs Q1 2022 | MoT, Road Authorities, |  1 |  0 |  0 |  0 |  0 |  1 |
| | Development of Resilience Action Plan for Road Core/ Comprehensive Network | All RPs Q4 2021 | All RPs Q4 2022 | MoT, Road Authorities, |  1 |  1 |  1 |  1 |  1 |  1 |
| | Undertake risk-based vulnerability interventions for the most vulnerable sections of the indicative extension of Core/Comprehensive TEN-T Networks in Western Balkans | All RPs Q1 2022 | All RPs Q1 2024 | MoT, Road Authorities, |  2 |  1 |  1 |  1 |  1 |  2 |
| | Enhance use of alternative fuels (e-charging stations etc) | All RPs Q2 2021 | All RPs Q2 2023 | MoT, Road Authorities, TCT, RCC |  2 |  1 |  1 |  2 |  1 |  3 |
| TOTAL SCORING | | | | | 50% | 25% | 25% | 33% | 25% | 58% |
| Enhancing regional cooperation and experience exchange | Establishing a regional network of road authorities/ public enterprises for regular consultation and coordination at the regional level before adoption maintenance plans, deployment of ITS etc | All RPs Q1 2021 | All RPs Q2 2021 | Road Authorities, TCT |  3 |  3 |  3 |  3 |  3 |  3 |
| | Identify the areas of capacity building needs/ experience exchange/organise stakeholders' workshops to accommodate the broad range of technical experiences | All RPs Q4 2020 | All RPs 2021-onward | Road Authorities, TCT |  3 |  3 |  3 |  3 |  3 |  3 |
| TOTAL SCORING | | | | | 100% | 100% | 100% | 100% | 100% | 100% |
| OVERALL SCORING | | | | | 67% | 47% | 47% | 49% | 58% | 69% |

Road safety – Monitoring mechanism – Implementation Scoring

| MEASURE | SUBACTION | IMPLEMENTATION DEADLINE | IMPLEMENTING BODY (Stakeholders) | REGIONAL PARTNERS | | | | | |
|---|---|-------------------------|--|---|---|---|---|---|---|
| | | | | Albania | Bosnia and Herzegovina | Kosovo | Montenegro | North Macedonia | Serbia |
| Improve functionality of the coordination body under the supervision of the Competent Authorities and ensure its functionality. | Screening of the current structure; -Best practice examples | Q4 2021 | 1. TCT Permanent Secretariat 2. All RPs | n/a | n/a | n/a | n/a | n/a | n/a |
| | Improve/Ensure functionality of the coordination body based on the recommendations and best practice examples (provided under 1.) | | |  1 |  2 |  1 |  2 |  1 |  3 |
| | TOTAL SCORING | | | 33% | 67% | 33% | 67% | 33% | 100% |
| Set up in parallel a coordination mechanism between police and justice ensuring the full implementation and strict enforcement of road safety legislation at in each of the South East European Parties, including offences committed by non-resident drivers; | Screening of the current channels of communications; best practice examples | Q2 2021 | TCT Permanent Secretariat |  0 |  0 |  0 |  0 |  0 |  0 |
| | Setting up a coordination mechanism | Q4 2021 | All Regional Participants |  1 |  1 |  1 |  1 |  1 |  1 |
| | TOTAL SCORING | | | 17% | 17% | 17% | 17% | 17% | 17% |
| Develop a plan for the establishing/ strengthening the lead Road Safety Agency | Assistance and recommendation for each Regional Participant | By 2021 Q1 2021 | TA needs | n/a | n/a | n/a | n/a | n/a | n/a |
| | Plan for establishing/ strengthening of a Road Safety Agency -best examples in the region or in EU Member States | Q4 2021 | Serbia - Completed RPs |  0 |  2 |  1 |  1 |  1 |  3 |
| | TOTAL SCORING | | | 0% | 67% | 33% | 33% | 33% | 100% |
| Improve the quality of systematic and consolidated data collection on road traffic deaths and serious road injuries in line with existing EU standards and definitions (CARE data model) | Draft a ToR for developing a data collection system | By 2021 | All RPs |  3 |  3 |  1 |  3 |  2 |  3 |
| | Implementation - Development of the database | By 2022 | All RPs |  0 |  0 |  0 |  3 |  1 |  3 |
| | TOTAL SCORING | | | 50% | 50% | 17% | 100% | 50% | 100% |





























| MEASURE | SUBACTION | IMPLEMENTATION DEADLINE | IMPLEMENTING BODY (Stakeholders) | REGIONAL PARTNERS | | | | | |
|--|--|-------------------------|--------------------------------------|---|---|---|---|---|---|
| | | | | Albania | Bosnia and Herzegovina | Kosovo | Montenegro | North Macedonia | Serbia |
| Develop KPIs including unique and harmonized methodology for monitoring and evaluation of safety performance | Develop KPIs with a methodology for monitoring and evaluation of them (regional one) | Q3 2021 | EC | n/a | n/a | n/a | n/a | n/a | n/a |
| | Develop KPIs in national level based in the methodology under | Q4 2022 | All RPs |  0 |  1 |  0 |  3 |  0 |  3 |
| TOTAL SCORING | | | | 0% | 33% | 0% | 100% | 0% | 100% |
| TA on KPIs - Seat Belt Use | TA on KPIs - Seat Belt Use | Q2 2024 | TCT |  1 |  1 |  1 |  1 |  1 |  1 |
| TOTAL SCORING | | | | 33% | 33% | 33% | 33% | 33% | 33% |
| Develop the RS Strategy and Action Plan with the aspirational targets for halving the number of fatal and serious road traffic injuries from 2021 to 2030, in line with the fatality and injury targets applied at the EU and UN level. | Screening based on the previous strategy and Action plans. Define the needs for renewing the strategy (capacity and financial needs) | Q4 2021 | TCT Permanent Secretariat | n/a | n/a | n/a | n/a | n/a | n/a |
| | Drafting and adopting new strategy and Action Plan in compliance with the new goals set for the 2021-2030 (based on Safe System Approach and introduce KPIs) | Q4 2021 | All RPs |  1 |  2 |  2 |  3 |  0 |  3 |
| TOTAL SCORING | | | | 33% | 67% | 67% | 100% | 0% | 100% |
| Actions to promote safer infrastructure | | | | | | | | | |
| Identify the most dangerous sections of the extended Trans-European road network to the Western Balkans, where most fatal and serious accidents happen | Identification of the high risk road sections and carrying out RSI Reports | Completed | TCT Permanent Secretariat & CONNECTA |  3 |  3 |  3 |  3 |  3 |  3 |
| | Detailed Design studies for Improvement of Road Safety | Q1 2021 | CONNECTA |  3 |  3 |  3 |  3 |  3 |  3 |
| | Works for Improvement of high risk sections | Q1 2022 | RPs |  3 |  1 |  1 |  3 |  1 |  3 |
| TOTAL SCORING | | | | 100% | 78% | 78% | 100% | 78% | 100% |

| MEASURE | SUBACTION | IMPLEMENTATION DEADLINE | IMPLEMENTING BODY (Stakeholders) | REGIONAL PARTNERS | | | | | |
|---|--|-------------------------|---|---|---|---|---|---|---|
| | | | | Albania | Bosnia and Herzegovina | Kosovo | Montenegro | North Macedonia | Serbia |
| Actions to promote the protection of the road users | | | | | | | | | |
| Develop specific (regional/ national) programme for the protection of vulnerable road users and in particular for powered-two-wheelers. | Current state/ screening of the programme for the protection of vulnerable road users and for powered-two-wheelers. | Q4 2021 | TCT Secretariat through Technicial Committee Meetings | n/a | n/a | n/a | n/a | n/a | n/a |
| | Draft/Develop a programme for the protection of vulnerable road users and for powered-two-wheelers. | | RPs |  |  |  |  |  |  |
| TOTAL SCORING | | | | 33% | 33% | 33% | 100% | 33% | 100% |
| Actions to enhance cooperation and exchange of experience | | | | | | | | | |
| Mobilise all partners at national, regional and local levels to strengthen the focus on road safety and support the exchange of experience and best practices; - Capacity building, training, twinning, sharing best practice examples | Identify the main key issues in a road safety system and bring at least one as a priority on which the exchange of the best practice is needed (refer to the principle of EU Road Safety Exchange project) | | |  |  |  |  |  |  |
| | Mapping with another Country/ Member State on the same issue – Proposal for Twinning/ Exchange of the Best practice | | |  |  |  |  |  |  |
| TOTAL SCORING | | | | 100% | 100% | 100% | 100% | 100% | 100% |
| OVERALL SCORING | | | | 33% | 41% | 26% | 69% | 22% | 91% |

Transport Facilitation – Monitoring mechanism – Implementation Scoring

| MEASURE | SUBACTION | IMPLEMENTATION DEADLINE | IMPLEMENTING BODY (Stakeholders) | REGIONAL PARTNERS | | | | | |
|---|--|-------------------------|----------------------------------|-------------------|------------------------|--------|------------|-----------------|--------|
| | | | | Albania | Bosnia and Herzegovina | Kosovo | Montenegro | North Macedonia | Serbia |
| Rail border crossing/ common crossing measures | Signing/upgrading bilateral border crossing agreements and their implementation | Q4 2023 | MoT, Customs, Border Police | ● 2 | ● 2 | ● 2 | ● 2 | ● 2 | ● 2 |
| TOTAL SCORING | | | | 67% | 67% | 67% | 67% | 67% | 67% |
| Road border crossing/ common crossing measures | Improvement/upgrade of the ICT to foster transport digitalisation and data sharing | Q2 2022 | MoT, Customs, Border Police | ● 2 | ● 2 | ● 2 | ● 2 | ● 2 | ● 2 |
| | new constructions/modernisation of BCPs/ CCPs existing infrastructure to remove barriers and increase actual capacity | Q4 2023 | MoT, Customs, Border Police | ● 1 | ● 1 | ● 1 | ● 2 | ● 1 | ● 2 |
| | signing bilateral agreements for one stop and effectively putting into operation joint controls | Q4 2022 | MoT, Customs, Border Police | ● 2 | ● 1 | ● 1 | ● 1 | ● 2 | ● 2 |
| | purchase and installation of equipment for improvement of the efficiency and effectiveness at BCPs/CCPs | Q1 2022 | MoT, Customs, Border Police | ● 1 | ● 1 | ● 1 | ● 1 | ● 2 | ● 1 |
| | Capacity building: hiring of specialised personnel and training courses to increase the quality of the working staff performance | Q4 2022 | MoT, Customs, Border Police | ● 2 | ● 2 | ● 2 | ● 2 | ● 2 | ● 2 |
| TOTAL SCORING | | | | 53% | 47% | 47% | 53% | 60% | 60% |
| OVERALL SCORING | | | | 60% | 57% | 57% | 60% | 63% | 63% |

Waterborne and multimodality – Monitoring mechanism – Implementation Scoring

| MEASURE | SUBACTION | IMPLEMENTATION DEADLINE | IMPLEMENTATION BODY | REGIONAL PARTNERS | | | | | |
|--------------------|---|-------------------------|----------------------------|---|---|---|---|---|---|
| | | | | Albania | Bosnia and Herzegovina | Kosovo | Montenegro | North Macedonia | Serbia |
| Maritime Transport | Rules applicable to maritime transport | 2023 | TCT PS Regional Partners |  1 |  0 |  0 |  1 |  0 |  3 |
| | Actions related to infrastructure, digital, and green elements of seaports | 2023 | Ministries, Maritime Ports |  2 | n/a | n/a |  2 | n/a | n/a |
| TOTAL SCORING | | | | 71% | 0 | n/a | 66% | 0 | 71% |
| Inland Waterway | Rules applicable to Inland Waterway | 2023 | TCT PS Regional Partners |  0 |  0 |  0 |  0 |  0 |  3 |
| | Actions related to infrastructure and digital, social, and green elements of inland waterways | 2023 | Ministries, IWW Ports | n/a |  2 | n/a | n/a |  0 |  2 |
| TOTAL SCORING | | | | 0 | 43% | 0 | 0 | 0 | 91% |
| Multimodality | Legislation applicable to multimodal transport | 2025 | TCT PS Ministries, |  0 |  0 |  1 |  0 |  0 |  1 |
| | Definition of actions related to infrastructure interventions related to multimodality | 2023 | Ministries, Authorities |  1 |  1 | n/a |  1 |  1 |  1 |
| TOTAL SCORING | | | | 33% | 33% | 6% | 33% | 33% | 33% |
| OVERALL SCORING | | | | 24% | 11% | 6% | 27% | 6% | 53% |

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