

Action Plans and the EU Acquis Progress Report



2024

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List of Abbreviations

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 Centre
B2B	Business-to-Business
BCAs	Border Crossing Agreements
BCPs/CCPs	Border Crossing Points/Common Crossing Points
CADAS	Common Accident Data Set
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
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
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 – International Road Transport
EU	European Union
EU DEL(s)	European Union Delegation(s)
EU Member State(s)	European Union Member State(s)
EVR	European Vehicle Register

eQMS	Electronic Queuing Management System
FIA	Fédération Internationale de l'Automobile
FIDIC	International Federation of Consulting Engineers, Fédération Internationale des Ingénieurs-Conseils
G2G	Government-to-Government
HSH	Albanian Railways
ICT	Information and Communications Technology
IFI	International Financial Institution
IM(s)	Infrastructure Manager(s)
IPA	the Instrument for Pre-Accession Assistance
ITS	Intelligent Transport Systems
IWW	Inland Waterways
JASPERS	Joint Assistance to Support Projects in European Regions
JBCPs	Joint Border Crossing Points
KPIs	Key Performance Indicators
LCs	Level-Crossings
MNSW	Maritime National Single Window
MoU	Memorandum of Understanding
MoT(s)	Ministry(ies) of Transport
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
OTIF	Intergovernmental Organisation for International Carriage by Rail
PIU	Project Implementation Units
PSO	Public Service Obligation
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
RP_s	Regional Participants (SEE Parties)
S2R JU	Shift2Rail Joint Undertaking
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
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
UNDP	United Nations Development Program
USAID	United States Agency for International Development
VIAS Institute	Virtual Institute of Applied Science
VTMIS	Vessel Traffic Monitoring and Information System
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 present the progress made in implementing the Transport Community Permanent Secretariat's (TCT Secretariat) Five Action Plans and to provide an update, as reported by the regional partners, on the transposition of **ANNEX I of the Transport Community Treaty**.

This year's progress report will be the final report covering the first generation of the action plans drafted for the period 2020 -2024. Consequently, the TCT Secretariat together with all relevant stakeholders has drafted the **Next Generation Action Plans** for the period 2025-2027.

This report offers various stakeholders, relevant regional authorities, and other international institutions an objective view of additional efforts, concrete measures taken, and necessary future actions, including timelines and coordination mechanisms. Regional partners and stakeholders have committed time and efforts to deliver and progress in all six sectors covered by the Action Plans: (i) Rail, (ii) Transport Facilitation, (iii) Road, (iv) Road Safety, (v) Waterborne Transport and Multimodality and (vi) Social Issues and Passenger Rights. This includes but is not limited to rail market opening, the facilitation of border/common crossing point procedures, infrastructure maintenance, the Intelligent Transport System (ITS) Strategic Framework, and establishing the Road Safety Observatory for the Western Balkans. Additionally, this year's progress report includes the developments made on Social Issues and Passenger Rights.

During this reporting period (October 2023 – October 2024) numerous activities related to capacity building/training and workshops, were carried out to further enhance the understanding and capacities related to the Transport Acquis (ANNEX I to the Transport Community Treaty). Several technical assistance programmes, contracted during 2023 and financially supported through the TCT Secretariat budget, EU Instruments, the European Commission's technical assistance for the implementation of the Connectivity Agenda "CONNECTA", and other IFIs. Measures supported through these technical assistance programmes saw the most progress, indicating that the region requires continuous support, through technical assistance, in transposing and implementing ANNEX I of the Transport Community Treaty.

There were several key achievements during this reporting period (October 2023 – October 2024): **9% decrease in road fatalities in Serbia**, the TCT Secretariat completed the **regional study on seat belt usage** KPIs, **Serbia and Montenegro adopted Road Safety Strategies with Action Plans that include** aspirational targets for **halving the number of fatal and serious road traffic injuries** by 2030, the finalisation of the **Level Crossing Campaign**, the **Rail Market Study**, and the completion of CONNECTA technical assistance projects on: (i) the **Smart and Sustainable Mobility** project, (ii) preparation of **ITS Strategies**, and (iii) preparation of the **Technical Documentation related to Border Crossing Points, adoption of ITS Strategies in Kosovo and North Macedonia, piloting of the Service Level Agreement, electronic toll collection interoperability** between Serbia, Montenegro, North Macedonia, and Bosnia and Herzegovina is currently in the testing phase with Croatia. Albania improved its fleet performance and is now on the **Grey List of the Paris MoU on Port State Control**, Montenegro transposed the directive on **vessel traffic monitoring and information system** and successfully implemented the **Maritime National Single Window**, while Serbia finalised the **Batajnica intermodal terminal**. In the area of transport facilitation, the most significant achievement was the **start of effective joint rail border controls** on July 8, 2024, by the border authorities of Montenegro and Serbia at the common rail station in Bijelo Polje (in Montenegro), which serves as a joint rail border crossing point (BCP) between the two parties. This represents a milestone event for the rail sector and sets an example for all regional parties and neighbouring EU Member States to follow.

Key progress in the field of **social issues and passenger rights** was achieved by Montenegro in aligning its legislation with the EU, particularly on working hours, rest periods, and the use of tachographs. Similarly, Serbia has aligned its legislation on working hours, driving time and rest period regulations, as well as legislation on conditions for the enforcement of social legislation related to road transport, particularly in terms of driving times, rest periods, and working hours for professional drivers.

In 2024, the “**Green Mobility Summit**”, held on 6-7 June in Sarajevo, Bosnia and Herzegovina, brought together experts and leaders to discuss and promote innovative sustainable transport solutions. The event fostered discussions and knowledge exchange on greening the transport sector. Organised by the Transport Community Permanent Secretariat and the German Federal Ministry for Economic Cooperation and Development (BMZ), through the Regional Climate Partnership between Germany and the Western Balkans, the Summit explored ways to improve transport infrastructure and climate resilience in the Western Balkans, Georgia, Moldova, and Ukraine.

The Summit culminated with the endorsement of the **Declaration for Green Mobility of South East European Parties and Observing Participants**, which aims to promote zero-emission and smart mobility, enhance climate resilience in transport networks, and foster regional cooperation for sustainable transport solutions. The document emphasises sustainable mobility through alternative fuel infrastructure, e-charging stations, and sustainable urban mobility plans, while also improving climate resilience in transport networks. The Declaration included two dedicated annexes: the Clean Bus and Clean Fleet Platform and the Cycling Declaration.







Overall, considering the current reporting period, the progress on the implementation of the action plans has only gradually moved forward. There is a strong need to increase the pace of legislative alignment in order to progress on the commitments contained in the Transport Community Treaty. **The overall progress made on the five action plans covering: Rail, Road, Road Safety, Waterborne and Multimodality, and Transport Facilitation is moderate. The overall fulfilment rate of all five action plans remains between 50% - 75%, with an average rate at the end of this reporting period of 54.8%.**

Regional Outlook

1

1.1 Overall Progress

Summary of Implementation of the TCT Action Plans

Action Plan	Progress Status (%)	General Objectives
 Rail	<div> <div>2023</div> <div>2024</div> </div> <div> <div>62%</div> <div>66%</div> </div>	<ul style="list-style-type: none"> • Rail market opening at the domestic and regional level • Enhancing regional cooperation • Improving the quality of passenger and freight services • Improving railway safety and interoperability • Improving the maintenance of railway infrastructure
 Road	<div> <div>2023</div> <div>2024</div> </div> <div> <div>56%</div> <div>61%</div> </div>	<ul style="list-style-type: none"> • Improving road maintenance planning and practices • Deployment of ITS (Intelligent Transport Systems) • Improving climate resilience planning and practices • Enhancing the use of alternative fuels and the deployment of e-charging stations • Promoting regional cooperation
 Road Safety	<div> <div>2023</div> <div>2024</div> </div> <div> <div>48%</div> <div>58%</div> </div>	<ul style="list-style-type: none"> • Road Safety Management • Ensure safer Infrastructure • Protecting Vulnerable Road Users • Enhancing cooperation and exchange of experience
 Waterborne Transport & Multimodality	<div> <div>2023</div> <div>2024</div> </div> <div> <div>21%</div> <div>24%</div> </div>	<ul style="list-style-type: none"> • Increasing the volume of waterways transport. • Enhancing the safety and security of navigation, • Transitioning to zero-emission waterborne transport • Improving the efficiency and reliability of navigation and traffic management. • Improving digitalisation. • Promoting multimodal transport solutions and modal shifts.
 Transport Facilitation	<div> <div>2023</div> <div>2024</div> </div> <div> <div>60%</div> <div>62%</div> </div>	<ul style="list-style-type: none"> • Addressing inefficiencies and delays • Improving operations and physical capacity at the main BCPs • Introducing models of one-stop and joint controls at the main road and rail BCPs • Strengthening the capacities of border agencies
 Social Issues & Passenger Rights	<div> <div>2023¹</div> <div>2024</div> </div> <div> <div></div> <div>56%</div> </div>	<ul style="list-style-type: none"> • Improving the working environment concerning the health and safety of workers in the transport sector. • Improving gender balance and contributing to a more diverse workforce. • Ensuring a just transition for transport workers as digitalisation progresses • Protecting passenger rights for reliable and accessible travel.

1 No figures are available for previous years as the report was endorsed in 2023.

Rail

The overall implementation of the Rail Action Plan at the regional level is steady, with an average **completion rate of 66%** and a **4%** increase during this reporting period.

Among the six regional partners, four have opened their rail markets, allowing more than sixteen private railway operators to participate, collectively holding a market share of over 30%. Notably, safety enhancements have been made at critical level-crossings within the Western Balkans region. The TCT Secretariat has prepared the technical specifications for level crossings investments. While there is clear prioritisation of projects for modernising the railway infrastructure, a lack of funding continues to be a challenge, as infra-

structure managers struggle to allocate sufficient resources for routine and investment maintenance. However, Kosovo has established a contractual relationship between the Infrastructure Manager and relevant authorities by signing a Multi-Annual Infrastructure Contract. Among the key accomplishments during this reporting period is the joint establishment of a Railway Centre of Excellence, a powerful tool aimed at advancing the education and skills of railway personnel. There has been progress in establishing the Electronic Vehicle Register and further inclusion in the European Electronic Vehicle Register. Regarding interoperability, several training sessions have been organised in collaboration with the European Union Agency for Railways.

Road

The overall implementation of the Road Action Plan has also been steady, achieving an average **completion rate of 61%**, with **5%** increase for this reporting period.

Significant progress has been made in the deployment of Intelligent Transport Systems (ITS) across the region. All regional partners, except Bosnia and Herzegovina, have either adopted or are close to adopting an ITS strategy, marking a shift from previous deployments that lacked a strategic framework. However, recent changes in EU ITS-related legislation mean that from 2025 onward, the focus should shift towards the transposition of the ITS Directive and Delegated Regulations. In addition, electronic tolling interoperability has been successfully established between North Macedonia and Serbia. While Montenegro has achieved interopera-

bility with Serbia, similar progress is expected with North Macedonia. Bosnia and Herzegovina achieved interoperability between its two operators in 2023 and is now testing interoperability with Croatia. In contrast, progress in road maintenance has been stagnant, with major challenges in establishing Road Asset Management Systems (RAMS) and preparing multi-annual maintenance plans. However, Serbia has advanced by signing and piloting the Service Level Agreement (SLA), and Albania has established RAMS. Progress in enhancing climate resilience and promoting alternative fuels across most regional partners has been largely driven by technical assistance from CONNECTA and the Transport Community Secretariat. Albania has taken concrete steps to improve climate resilience, while Serbia has advanced green mobility through legal reforms and the deployment of e-charging stations.

Road Safety

The overall implementation of the Road Safety Action Plan has been steady, achieving an average completion rate of **58%** with a **10%** increase during this reporting period.

The overall progress during the reporting period has been affected by delays in various initiatives, such as establishing Road Safety Agencies and improving data collection systems. However, some regional partners have adopted Road Safety Strategies and Action Plans, and some had made significant efforts to improve high-risk road sections and ramp up enforcement against speeding, alcohol use, and seat belt compliance.

Notable achievements for this reporting period include the launch of the EU Road Safety Project in Albania, the adoption of the Road Safety Strategy in Serbia and Montenegro, and the collection of

KPIs on seat belt use and child restraint use in the Western Balkan region. These milestones were accomplished with support from the EU and the Transport Community Permanent Secretariat. Another step forward is that some regional partners are working intensively to improve school zones and protect children's lives. That said, the TCT Secretariat has promoted "Safer to School" Guidelines², a best practice from Slovenia, an EU Member State. A translated version in all official regional languages has been provided to key stakeholders for implementation and is available on the Transport Community website.

Statistics show that in 2023, the Western Balkans region recorded 1,261 fatalities, marking an increase of 15 lives lost compared to 2022. This brings the region far from achieving the goal of halving the number of fatalities by 2030.

Waterborne Transport & Multimodality

The overall implementation of the Action Plan for Waterborne Transport and Multimodality has been slow to moderate, with a completion rate of **24%** and a **3%** increase during this reporting period.

During this reporting period, Albania made significant progress by successfully implementing the roadmap drafted with the assistance of the Transport Community Secretariat, leading to its removal from the Paris MoU blacklist on Port State Control. Following this success, Albania will soon begin procedures to apply for membership.

In Montenegro, the Maritime National Single Window (MNSW) has entered the testing phase, while the second phase of the Vessel Traffic Management

Information System (VTMIS) is operational since December 2024. In Albania, the implementation of VTMIS is ongoing, with completion targeted for 2025.

On the infrastructure front, several important projects are advancing, particularly those incorporating digital, social, and green elements for inland waterways. Notably, the rehabilitation and modernisation of the river port of Brčko in Bosnia and Herzegovina is completed in 2024 while the Batajnica intermodal terminal was completed by Serbia. Additionally, multiple projects focused on improving the navigability of the Danube and Sava rivers are underway.

² Safer to school guidelines link: <https://www.transport-community.org/wbrso/library>

Transport Facilitation

The overall progress in implementing the Transport Facilitation Action Plan has been steady, with a completion rate of 62%, and a 2% increase during this reporting period.

The biggest achievement in 2024 is the initiation of effective joint rail border controls on 8 July 2024 by the border authorities of Montenegro and Serbia at the common rail station in Bijelo Polje (Montenegro), which serves as a joint rail BCP between the two parties.

In the road sector, after the conclusion of several one-stop border agreements in the previous reporting period, there has been some slowdown

in 2024, leaving room for further progress in the coming period.

Completing the Comprehensive roadmap for enhancing Green Lanes, improving customs cooperation, and modernising BCPs has been another major achievement. Following its endorsement by political leaders, significant efforts were made by regional partners, EU Member States, as well as TCT and CEFTA Secretariats, in cooperation with European Commission (EC), in 2024 to develop the Green Lanes BCP fiches. Signing the MoU for customs pre-arrival data exchange between Serbia and Hungary is another important step forward in the Green Lanes initiative.

Social Issues and Passenger Rights

The overall implementation rate on social issues and passenger rights up to September 2024 has been slow to moderate, achieving an average completion rate of 56% with significant room for improvement in key areas.

While progress has been made, several aspects, including workers' rights, passenger protection, and gender equality, require further attention to meet EU standards.

Notable achievements include tangible steps toward the transposition of EU regulations on working time and rest periods for road and rail sectors. However, full compliance with smart tachograph regulations remains a challenge, particularly in aligning regional practices with the latest EU standards. Despite advancements, enforcement of social legislation concerning workers' rights, rest periods, and the use of smart tachographs has been uneven across the region. Montenegro and Serbia have made

commendable strides toward compliance, whereas Bosnia and Herzegovina and North Macedonia have encountered delays in aligning with the latest EU regulations, indicating a need for more robust efforts. Albania has also made notable progress in implementing working time regulations and improving enforcement mechanisms in the road sector, setting a strong example in the region. Kosovo, while making steps forward, still faces challenges in ensuring full alignment with EU social legislation, particularly in the consistent use of tachographs and the enforcement of rest period regulations for transport workers.

Efforts to enhance passenger rights and promote gender equality within the transport sector are still in the early stages. A continuous focus on developing enforcement mechanisms and achieving comprehensive alignment with EU standards remains essential to closing existing gaps.

1.2 Background

The four Action Plans³ endorsed by the Transport Community Ministerial Council on 26 October 2020, the Transport Community's Action Plan on Waterborne and Multimodality⁴ endorsed in July 2021 and the Action Plan for the implementation of Social Issues and Passenger Rights⁵, endorsed in November 2023, represent important steps and milestones.

The general aim of these Action Plans is to guide the region in delivering safer, smarter, and more sustainable roads, a reliable, modern, and interoperable rail system, and reduced queuing times at borders. These Action Plans are key documents for the region, and the measures included within them are derived from the TCT ANNEX I and other strategic documents at both the EU and Western Balkans levels.

1.2.1 Rail



The Rail Action Plan focuses on several key areas, with its main goal being the opening of the railway market at both domestic and regional levels. This effort aims to create new opportunities for railway companies and infrastructure managers. By fostering regional cooperation through joint planning, the plan is set to enhance maintenance practices and add significant value.

The document is structured into six pillars: Market Opening, Passenger Rights, Governance, Interoperability, Border Crossing Agreements, and Infrastructure Modernisation. It includes a combination of legislative measures and practical initiatives. A crucial step toward better utilisation of funds for new infrastructure and maintenance is the adoption and further implementation of the EU Rail Acquis, as detailed in Annex I.2 of the TCT.

1.2.2 Road



The Road Action Plan provides a roadmap for the region to support the development of a climate-resilient, intelligent, and resource-efficient TEN-T road network in the Western Balkans, focusing on the deployment of green and smart elements in road transport. The ultimate goal is to stimulate innovative, low-emission, and fit-for-digital-age road transport infrastructure and operations.

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

Several EU Directives, as outlined in Annex I.3 (Rules applicable to road transport), are included in the Road Action Plan, related to Intelligent Transport Systems (ITS), electronic tolling interoperability, and alternative fuels. Furthermore, road maintenance and climate resilience measures are directly related to the implementation of TEN-T Regulation (EU) No 1315/2013 and EC Technical Guidance on the Climate Proofing of Infrastructure for the period 2021-2027.

³ Action Plans - Transport Community (transport-community.org)

⁴ Not covered under this reporting period (endorsed in July 2021)

⁵ https://www.transport-community.org/wp-content/uploads/2024/01/TC-Action-Plan-Social-and-PAX-rights-Acquis_WEB.pdf

1.2.3 Road Safety



The Road Safety Action Plan encompasses four pillars: strengthening road safety management, promoting safer infrastructure, promoting the protection of road users, and enhancing cooperation and exchange of experience. It aims to ensure that transport systems, regardless of their configuration, are safe, sustainable, and equitable. Road traffic crashes may be an everyday occurrence, but they must be both predictable and preventable.

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

The document aligns 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.

1.2.4 Waterborne Transport and Multimodality



The Action Plan for Waterborne Transport and Multimodality outlines a series of short- and medium-term initiatives aimed at addressing key challenges within the waterborne transport sector. This includes maritime affairs, inland waterways, and port infrastructure, focusing on promoting more efficient use of these modes of transport through specific, targeted measures. The plan identifies actions that yield substantial benefits, such as increasing the use of waterborne and multimodal transport to improve overall transport efficiency while also delivering environmental gains. These advantages include reduced congestion, lower transport costs, and diminished environmental impact.

The Action Plan is structured into three core pillars: maritime transport and maritime ports, inland waterways transport and ports and multimodality.

Each pillar is divided into two components: the first focuses on legislative actions required to align with EU standards and international obligations, while the second part emphasises concrete actions related to infrastructure development, social considerations, digitalisation, and green elements. Through these integrated measures, the Action Plan aims to foster a more efficient, sustainable, and connected waterborne transport network.

1.2.5 Transport Facilitation



The Transport Facilitation Action Plan envisages actions for road/rail border crossing/common crossing points in the Western Balkans. It aims to address inefficiencies and delays and improve/modernise/digitalise operations along the indicative extension of the TEN-T Network in the Western Balkans. The bulk of activities envisaged in the Action Plan primarily focuses on establishing joint controls and one-stop procedures at rail and road BCPs/CCPs. In the case of road BCPs/CCPs, there are also improvements in BCP/CCP infrastructure conditions, capacity throughput, and border agencies' performance.

During the reporting period, in addition to the regular TCTF meetings, tailored and more focused meetings were held among the national authorities of Bosnia and Herzegovina-Montenegro-Serbia-Croatia, as well as Albania-North Macedonia-Kosovo and Greece. This type of coordinative meetings, which included active participation from EU Member States, proved to be very fruitful and useful for bringing forward some of the pertinent BCP initiatives. The active and participatory approach from the observing participants Georgia and the Republic of Moldova within the TCTF is also highly welcomed.

A special Green Lanes Steering Committee has been established and co-chaired by the TCT Secretariat and CEFTA as a coordination mechanism for steering the Green Lanes initiative. Two meetings of the Green Lanes Steering Committee were held in 2024, gathering representatives from the Customs administrations of all CEFTA/Western Balkans partners, neighbouring EU Member States, and the Transport/Infrastructure Ministries from the Western Balkans, providing valuable inputs to the Green Lanes Roadmap and draft BCP fiches.

1.2.6 Social Issues and Passenger Rights









The Action Plan for Social Issues and Passenger Rights provides a list of short-and medium-term initiatives (2023-2025). The Action Plan is divided into four pillars: workers' fundamental rights, focusing on improvements in the working environment concerning the health and safety of workers in the transport sector; equal opportunities to improve gender balance and contribute to a more diverse workforce; just transition for transport workers as digitalisation and innovation bring new opportunities and solutions; and passenger rights for safer and more accessible travel.

Coordination for implementing the Action Plan on Social Issues and Passenger Rights is conducted through two Informal working groups: one on Tachographs, and one on Passenger Rights.

1.3 Progress by Action Plans⁶

1.3.1 Rail

Action Plan	Progress Status (%)		Trend
 Rail market opening	2024	68%	▲
	up to 2023	66%	▲
 Passenger rights	2024	46%	▲
	up to 2023	46%	
 Governance	2024	100%	
	up to 2023	100%	
 Interoperability	2024	57%	▲
	up to 2023	53%	▲
 Border crossings agreements	2024	67%	▲
	up to 2023	67%	▲
 Modernisation of the railway infrastructure	2024	92%	▲
	up to 2023	82%	▽
 Rail All (total)	2024	66%	▲
	up to 2023	62%	▲

⁶ Progress noted in the report is based on self-reporting by the Regional Partners.

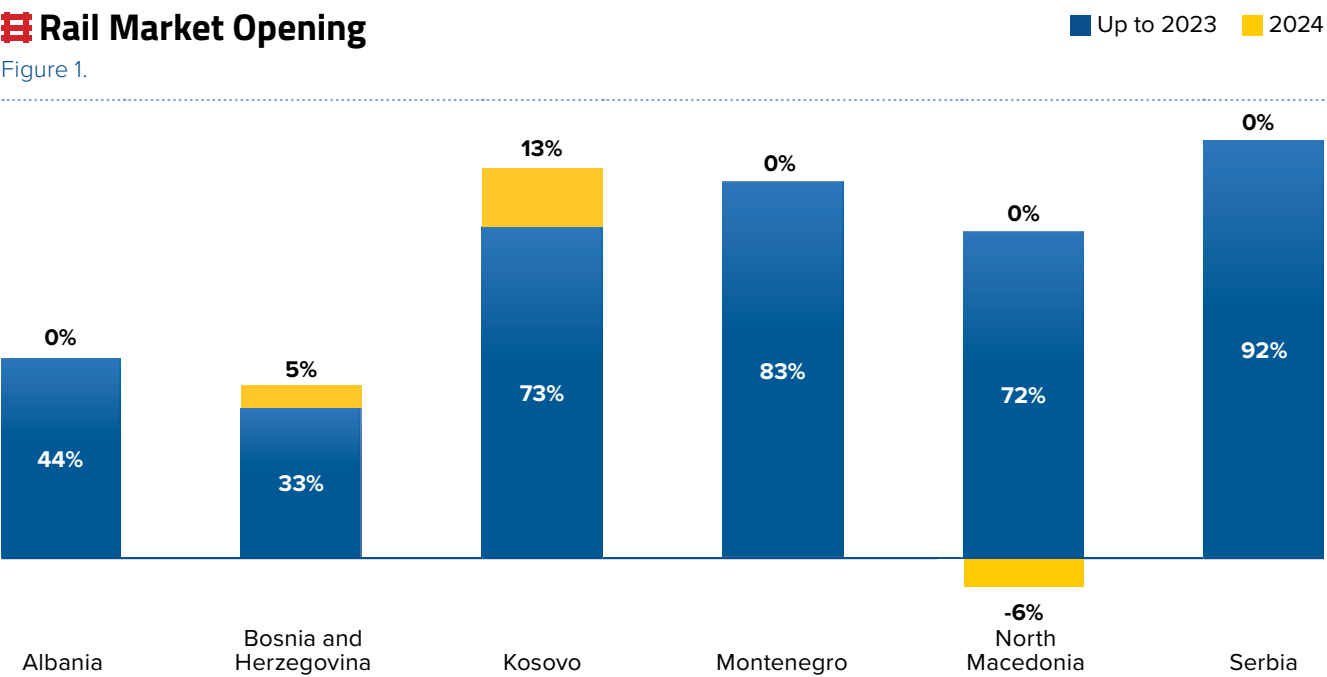
Rail Market Opening

68% ▲

Eight years ago, the rail market in the Western Balkans was entirely closed to private railway undertakings. Starting from the conclusion of the 2015 Berlin Process meeting in Vienna⁷, the Connectivity Reform has gradually opened this market at the domestic level; however, further efforts are needed to align with EU standards. Currently, the region hosts sixteen private railway undertakings in freight transport, but none in passenger transport operations. Opening the rail market solely at the domestic level may not be financially or operationally sustainable. Therefore, opening the market at the regional level offers greater advantages. The lack of competitiveness is a barrier to sustainable transport and improving services for passengers and freight. To address these challenges, regional partners have agreed to prioritise market opening, fully implement EU interoperability legislation, and enhance overall governance in the railway sector. Additionally, inadequate maintenance remains a significant obstacle, prompting regional partners to establish contractual relationships between infrastructure managers and relevant government authorities. During the reporting period, the Infrastructure Manager from Kosovo – Infrakos signed the Multi Annual Infrastructure Contract with the relevant authority. In Bosnia and Herzegovina, the Infrastructure Manager in the entity of the Republic of Srpska has prepared a draft of the Multi Annual Infrastructure Contract, but the procedure for signing is not yet completed.


Although progress has been steady, five regional partners have chosen to open their railway markets by 2024, when North Macedonia decided to close the market after several months of opening, which had a negative effect on the scoring system (see chart below). Now, Bosnia and Herzegovina and North Macedonia remain the only regional partners that have yet to make progress in this regard.

All regional partners have actively contributed to the activities of the Network of Infrastructure Managers (IMs). The IMs played a vital role in successfully finalising technical specifications and tender documents for the “Level Crossings Safety Improvement” project. As a result, all regional partners can now move forward with securing financing and publishing calls for proposals.



7 https://www.berlinprocess.de/uploads/documents/chairs-final-declaration-2015_1714043784.pdf

Passenger Rights

46% 

Passenger rights are a horizontal measure for all transport modes. All regional partners have taken concrete steps regarding specific parts of EU Regulation 1371/2007 in the past. The main purpose of these measures is to reinvigorate passenger transport across the entire region, as well as to improve conditions for passengers. However, no progress was marked during the reporting period.

Passenger Rights



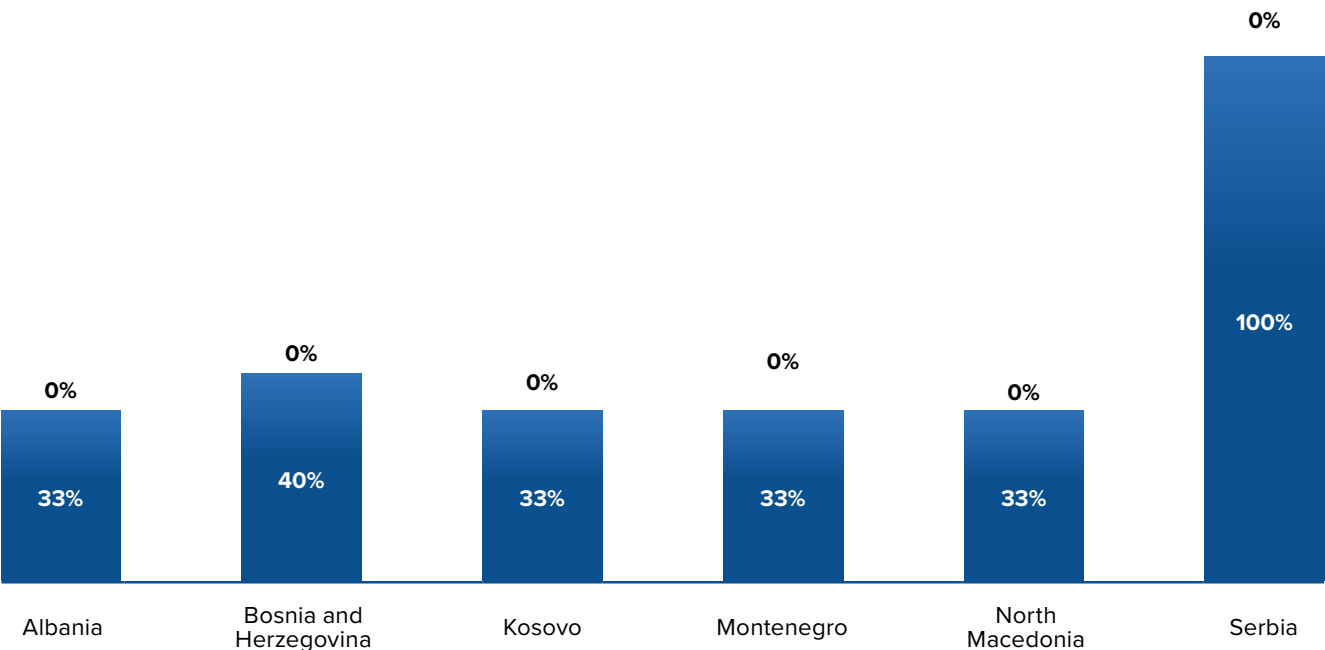
 Up to 2023  2024

Figure 2.



Governance

100% 

During the reporting period, the TCT Secretariat continued cooperation and coordination among various stakeholders—including the ERA, Network Infrastructure Managers, EU Delegations, International Financial Institutions, and other key entities—as part of the effort to implement the Rail Action Plan and uphold the Ministerial Commitment to Rail. All regional partners were actively involved in Technical Committees dedicated to railways, where regular consultations and information sharing on the reform process were central to discussions.

In line with the Memorandum of Understanding (MoU) for establishing the Rail Infrastructure Managers Network of the Western Balkans (RIMN WB), which is supported by the Secretariat, rail infrastructure managers met twice over the past year. These meetings laid the groundwork for extended cooperation and coordination among the managers. Regular consultations with the EU delegations also took place as scheduled, ensuring continuous dialogue.

Based on a request from Regional Partners, a regional Network of National Infrastructure Bodies (NIB), National Safety Authorities (NSA), and Rail Regulatory Authorities (RRA) will be established to enhance regional cooperation. The TCT Secretariat remained committed to fostering strong communication with all regional partners. Improved coordination and communication among stakeholders—including Infrastructure Managers, railway undertakings, and others—are expected to further enhance the overall rail network by facilitating the exchange of perspectives, experiences, and best practices.

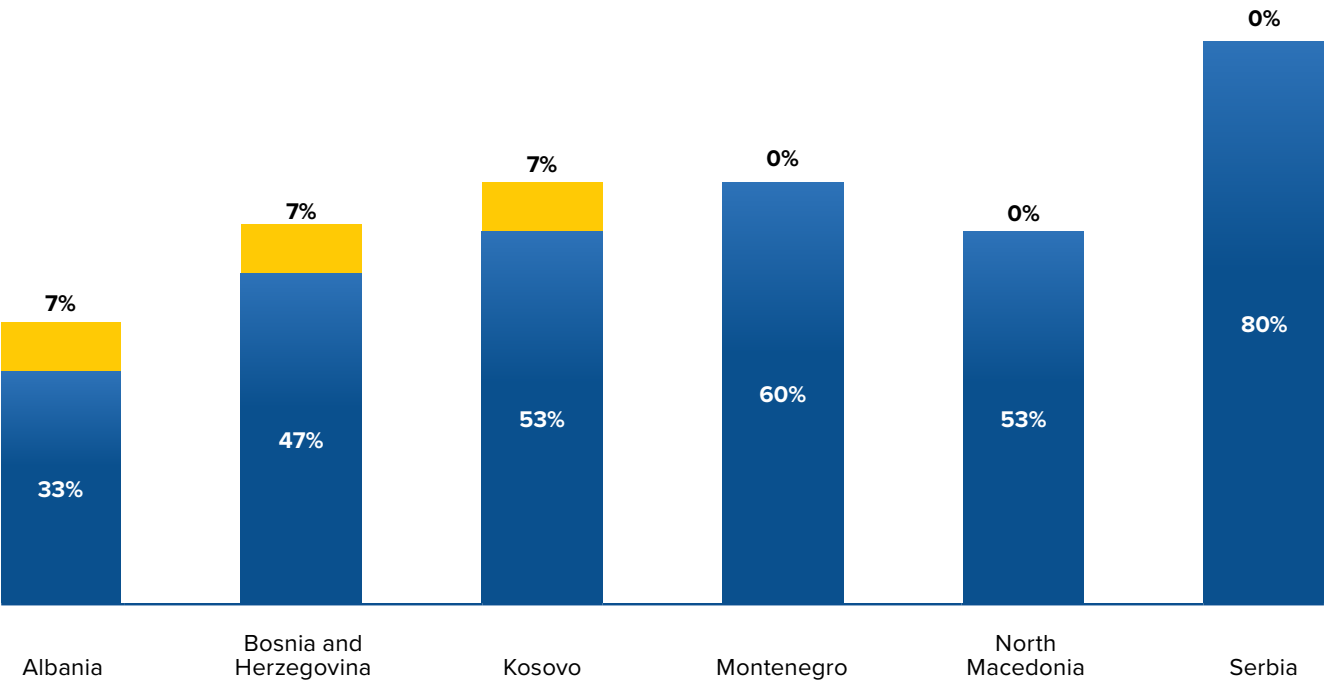
Aligning with Interoperability and Safety Standards is crucial for enhancing future regional cooperation, opening regional markets, and significantly reducing waiting times at border and common crossing points. Mutual recognition of operating licences, train driver licences, safety certificates, and vehicle authorisations is a prerequisite for opening the rail market at the regional level.

In this context, the TCT Secretariat, in collaboration with the DG MOVE and the ERA, has continued to offer assistance and support to help all regional partners reach a mutual agreement. During this reporting period, Albania, Bosnia and Herzegovina, and Kosovo made progress in interoperability compliance by taking concrete steps toward establishing an electronic register of vehicles. Three regional partners (Montenegro, Serbia and Kosovo) drafted a Railway Safety Law with the aim of adopting it by the end of 2024. However, no tangible measures have been taken by any regional partner regarding the mutual recognition of licences and certificates. Legislative changes are essential to improving the current situation.

Interoperability

■ Up to 2023 ■ 2024

Figure 3.



Border Crossing Agreements

One of the most critical factors that will positively impact the improvement of rail services is reducing the waiting times at border/common crossing points. A joint effort (one-stop shop) by all relevant authorities (border police, inspection, customs, and rail authorities) during checks will halve the waiting time.

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

The current average speed and quality of services in the rail sector are unsatisfactory, with operations being slow and unreliable. A key factor contributing to this is the lack of proper maintenance systems, including multiannual maintenance plans. Placing greater emphasis on improving maintenance systems by developing and implementing appropriate multiannual maintenance plans is essential. In this regard, establishing a multiannual maintenance plan with a clear budget structure provides a solid foundation for ensuring more reliable and sustainable services across the region.

Two sub-actions of the Rail Action Plan—(i) establishing the Network of Infrastructure Managers (IMs) and (ii) improving level crossing safety—are directly aligned with the regional connectivity agenda. Both initiatives have been completed due to effective cooperation and coordination among regional partners, the TCT Secretariat and JASPERS.

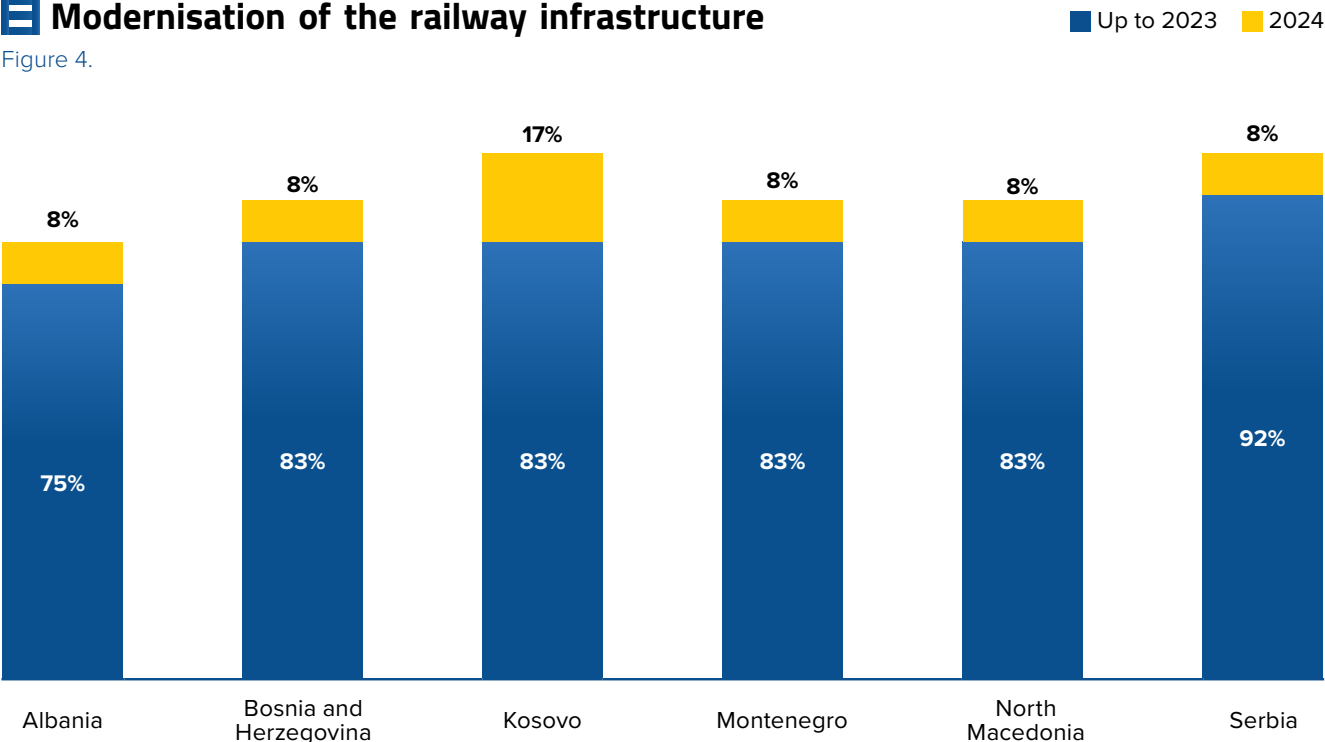
All regional partners have made significant progress in these areas. They actively participated in establishing the Network of Infrastructure Managers, with two meetings held during the 2023/2024 reporting period. A major concern raised during these meetings was the lack of human resources. In response, the TC Secretariat contracted a consultant to develop the framework for establishing a Regional Centre of Excellence, which will focus on training and education for operational staff as well as industry and policy experts. By 2025, the outcomes will be ready for further development, enabling the region to make informed decisions regarding the establishment of the Regional Centre.

The first regional project under the TCT Secretariat’s umbrella, “Level Crossings Safety Improvement,” has been completed. The TCT Secretariat has shared the Technical Specifications for the Upgrade of Level Crossings with all regional partners. These specifications will serve as the foundation for the next phase of the project, potentially supported by the WBIF, the World Bank, and/or the Smart and Sustainable Transport Programme.

As part of these two sub-actions, all regional partners have reported on the identification of priority projects of regional interest for the upgrading, reconstruction, or construction of specific railway sections.

Modernisation of the railway infrastructure

Figure 4.



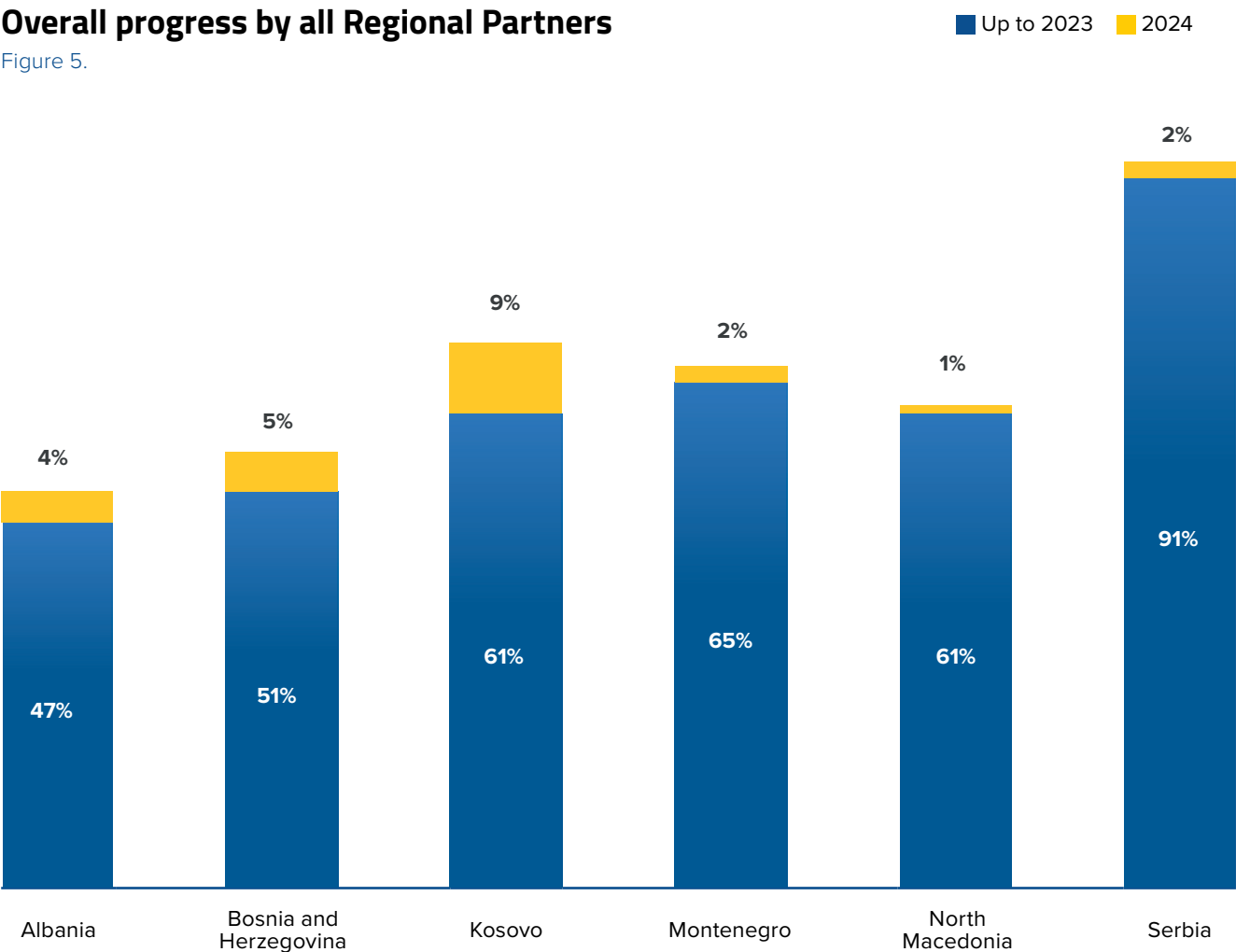
All Regional Partners have established clear priorities regarding railway infrastructure projects through the Single Project Pipeline as well as through domestic-level documents (Strategies, Action plans, etc). There are currently 20 ongoing/finance-secured rail projects related to the upgrading, electrification, and reconstruction of new railway lines, with a total investment of 3.1 billion EUR. 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 regional 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

66% ▲

The overall progress of the region is shown in the next figure, and it is noticeable that all regional partners have made advancements. The most significant qualitative progress was achieved by Kosovo, with concrete steps toward an electronic register of vehicles and the signing of the Multiannual Contract for maintenance.



1.3.1 Road

Action Plan Pillar/Chapter	Progress Status (%)	Trend
Establishing a functioning and efficient road maintenance system	<div><div>202447%</div><div>up to 202342%</div></div>	▲
ITS Deployment on Core/Comprehensive Road Networks	<div><div>202454%</div><div>up to 202347%</div></div>	▲
Enhancing road transport climate resilience and use of alternative fuels	<div><div>202444%</div><div>up to 202336%</div></div>	▲
Enhancing regional cooperation and experience exchange	<div><div>2024100%</div><div>up to 2023100%</div></div>	

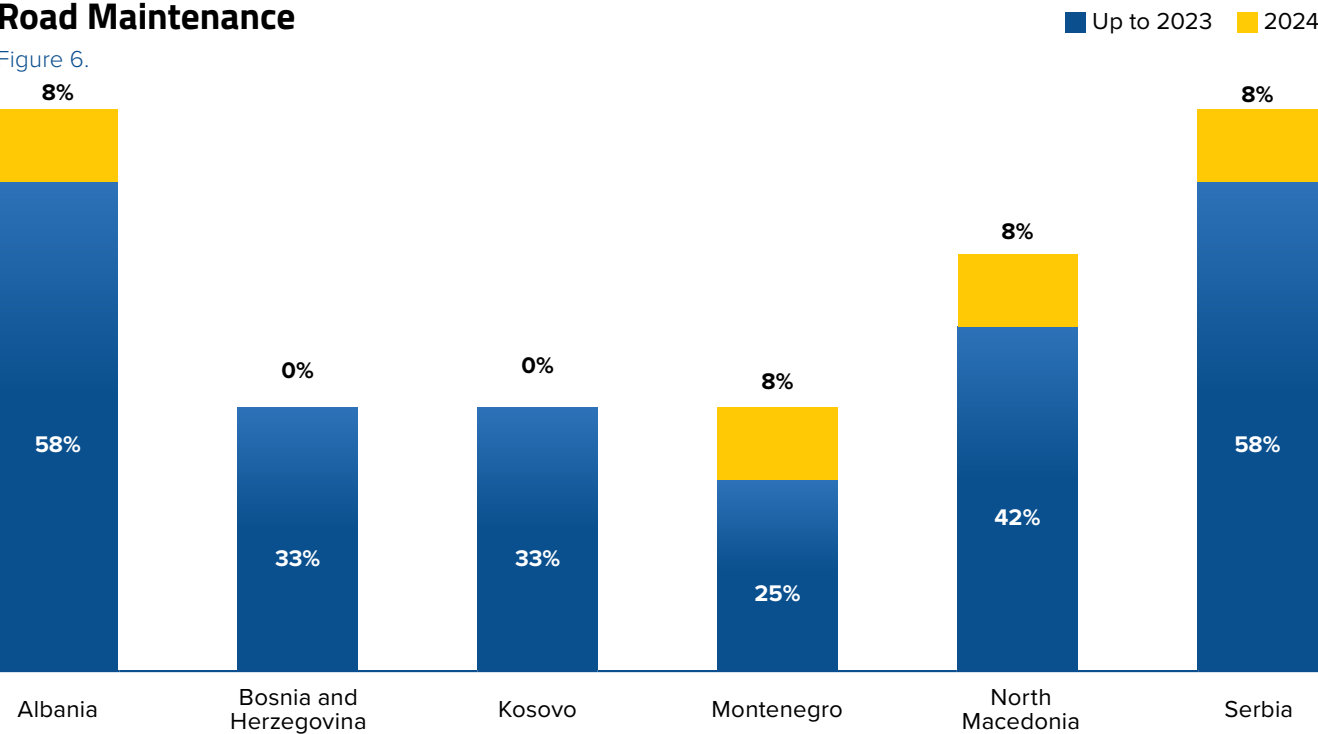
Overall Progress

Establishing a functioning and efficient road maintenance system 47% ▲

The overall progress on this set of measures has been moderate, with an average regional implementation rate of 47%. Key achievements include the signing of multiannual maintenance plans in Albania, the establishment and operation of a Road Asset Management System (RAMS) in Albania and North Macedonia, and Serbia’s piloting of a Service Level Agreement (SLA) in the region. All regional partners have established multiannual road maintenance frameworks with annual contracts. However, most regional partners are encountering challenges in advancing the RAMS. Additionally, Montenegro is still in the process of finalising its Medium-Term Plan for Road Network Development, Reconstruction, and Maintenance (2024-2027).

Road Maintenance

Figure 6.



The overall progress on this set of measures has been steady, with an average regional implementation rate of 54%. Key achievements during this reporting period include the adoption of ITS strategies in Kosovo, North Macedonia and Serbia expected to follow by the end of 2024. Bosnia and Herzegovina, with support from CONNECTA, has already prepared a draft. Significant progress has also been made in the deployment of ITS and the establishment of Traffic Control Centres in Albania, Serbia, and Montenegro on a new road section.

As of 1 July 2023, electronic toll collection interoperability between Serbia and North Macedonia has been operational using a single tag device. Montenegro reached interoperability with Serbia in June 2024, and the same is expected with North Macedonia by the end of 2024. Additionally, since 19 June 2023, e-tolling interoperability has been successfully implemented between the two highway operators in Bosnia and Herzegovina, with testing underway with Croatia since June 2024.

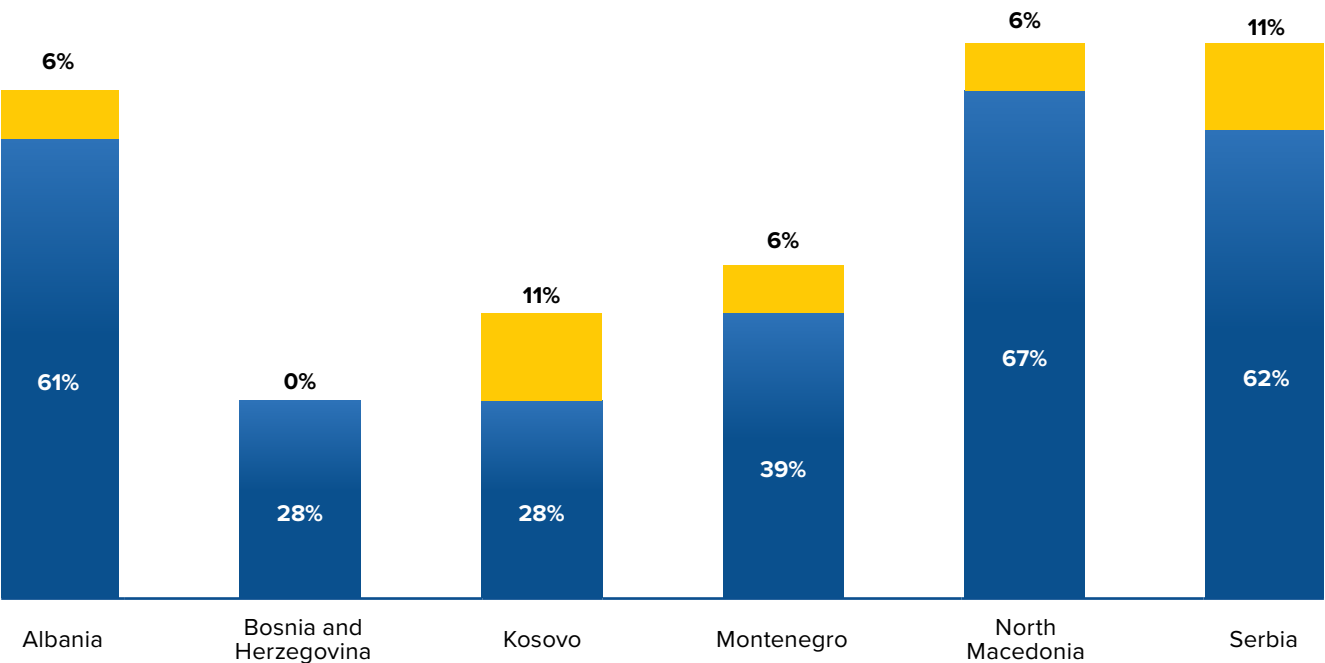
In Kosovo, the draft Law on Roads has progressed through its first reading in Parliament. The endorsement of the Administrative Instruction on Intelligent Transport Systems (ITS) is pending approval of the Law on Roads.

New momentum in the advancement of ITS in the region is anticipated due to the New Growth Plan and its Reform Agenda, which prioritises the transposition and implementation of EU-related ITS legislation.

ITS Deployment

■ Up to 2023 ■ 2024

Figure 7.



Enhancing Road Transport Climate Resilience and Use of Alternative Fuels

44% ▲

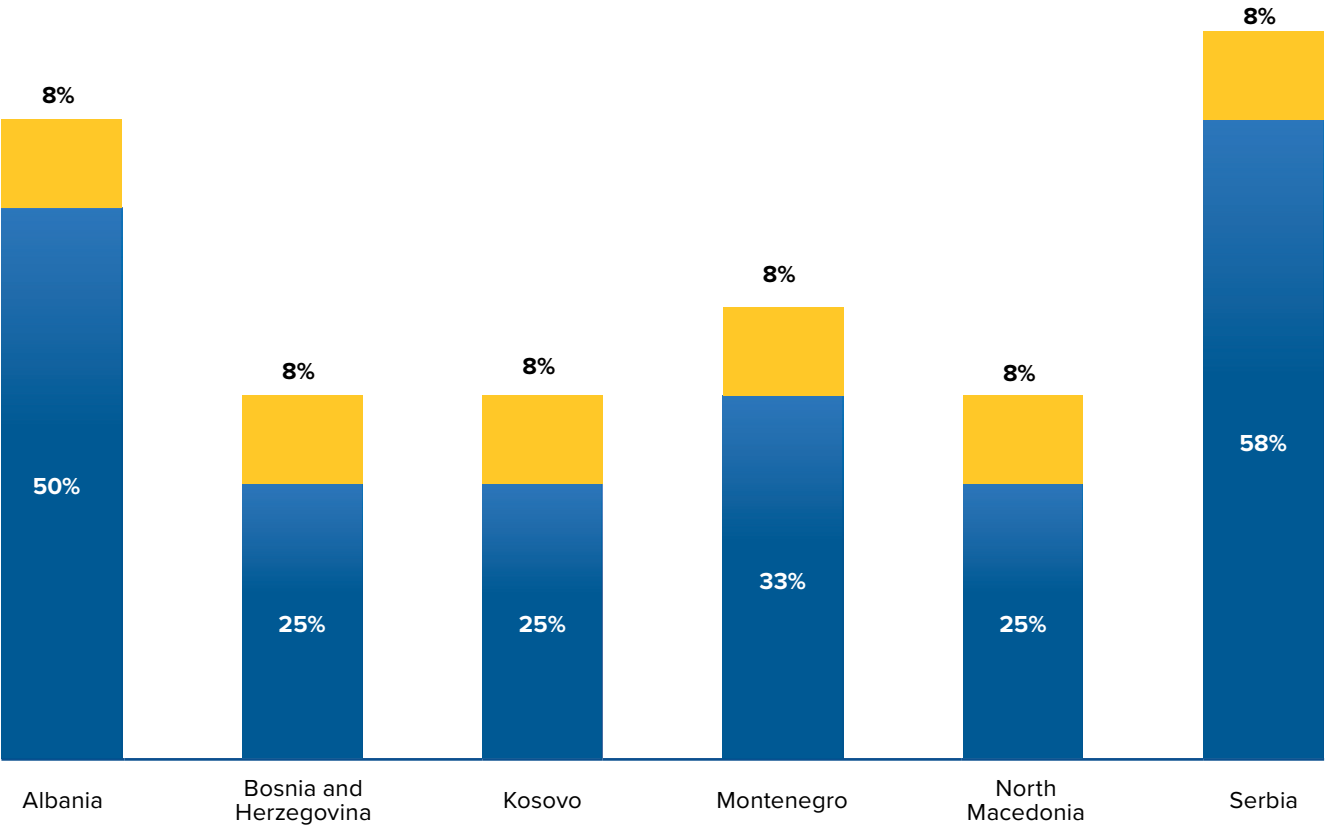
The overall progress on this set of measures has been moderate, with an average regional implementation rate of 44%. This progress is largely due to the support provided by CONNECTA and the TCT Secretariat in developing strategic plans for the deployment of e-charging stations and a regional plan for improving the climate resilience of the road network. However, regional partners have yet to take significant steps to incorporate these deliverables into their strategic documents or to adopt them as standalone plans.

There have been positive developments in Albania, where climate-proofing interventions are ongoing on 15 high-risk bridges with the support of the World Bank, and in Serbia, where the deployment of e-charging stations is progressing well, and the implementation of legislative changes is supporting the purchase and use of electric and hybrid vehicles.

Climate resilience and alternative fuels

■ Up to 2023 ■ 2024

Figure 8.



Enhancing Regional Cooperation and Experience Exchange

100% 

The Memorandum of Understanding signed during the Road Summit in June 2022 by the Directors of Road Authorities and Public Enterprises has injected new momentum into regional coordination for developing the indicative TEN-T extension of the Road Core/Comprehensive Network in the Western Balkans. Since then, the Network of Road Executives, which includes the top management of road authorities and public enterprises in the region, has met twice—first in Belgrade in May 2023 and then in Vienna in May 2024.

These forums provided a platform for Road Directors to discuss shared challenges and best practices related to road network maintenance, the deployment of Intelligent Transport Systems (ITS), e-tolling interoperability, and the expansion of alternative fuels, particularly focusing on establishing a network of electric vehicle charging points.

Capacity-building activities are a cornerstone of the Transport Community Secretariat’s support to the region. Each year, targeted training sessions are organised on key issues related to the Road Action Plan, including road maintenance, Road Asset Management Systems, e-tolling, and ITS deployment. Additionally, dedicated study visits to EU Member States offer valuable opportunities for exchanging insights on the transposition and implementation of EU Directives. These visits, which have taken place in Italy, Slovenia, Austria, Poland, and Norway, have proven beneficial by providing the region with first-hand experience and knowledge from EU Member States.

Road Action Plan - Overall Progress



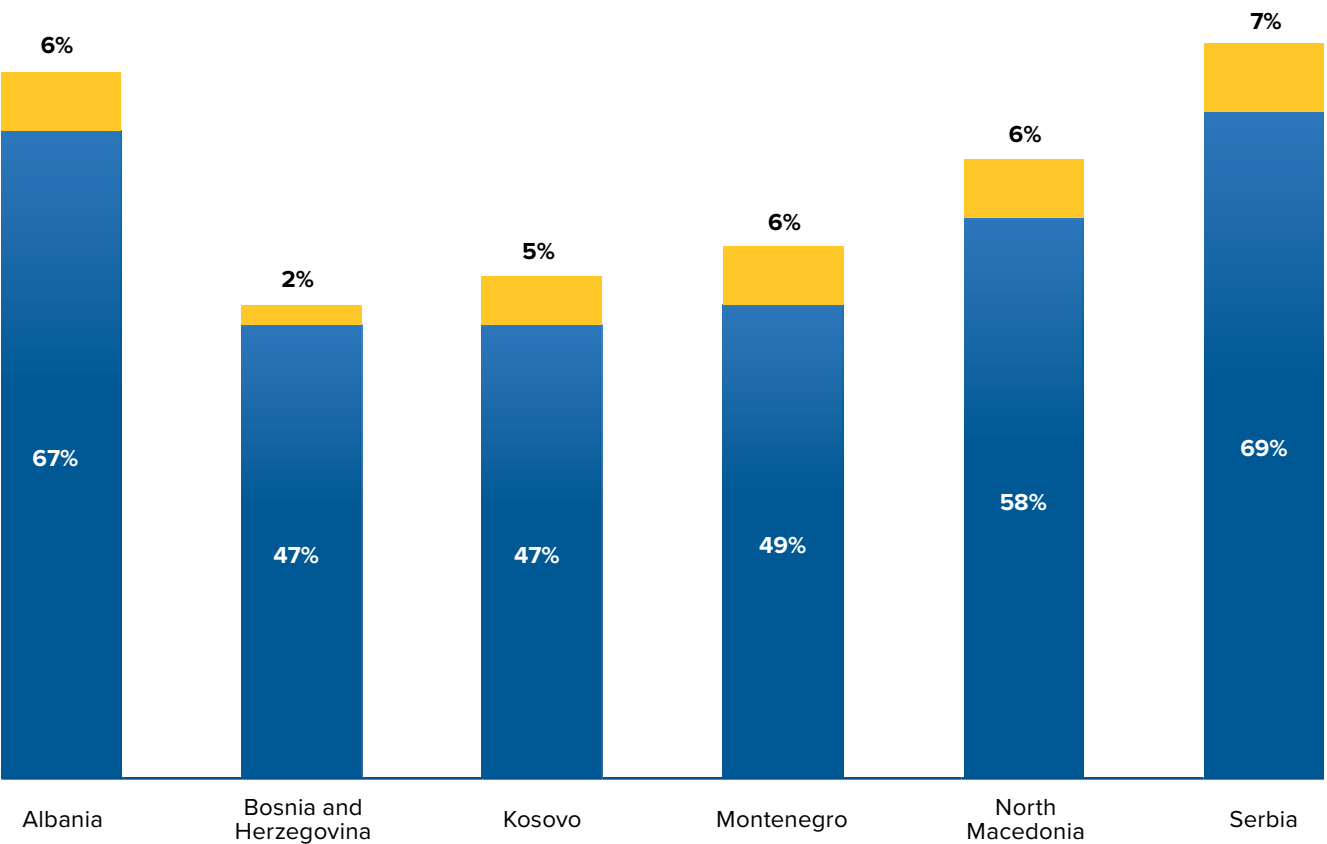
 Up to 2023  2024

Figure 9.



1.3.2 Road Safety

Overall Progress

Pillar/Chapter	Progress Status (%)	Trend
Road Safety Management	<div> <div>2024</div> <div>up to 2023</div> </div> <div>59%</div> <div>47%</div>	▲
Ensure Safer Infrastructure	<div> <div>2024</div> <div>up to 2023</div> </div> <div>56%</div> <div>50%</div>	▲
Protection of Vulnerable Road Users	<div> <div>2024</div> <div>up to 2023</div> </div> <div>56%</div> <div>50%</div>	▲
Enhancing regional cooperation and experience exchange	<div> <div>2024</div> <div>up to 2023</div> </div> <div>100%</div> <div>100%</div>	

The statistics reveal that in 2023, the Western Balkans region lost 1,261 lives, showing an increase in fatalities of 15 compared to the previous year. It must be emphasised that the most significant increases were in Albania and Bosnia and Herzegovina, while Serbia reduced fatalities, saving 50 more lives than in 2022.

Regional Partner	2019	2020	2021	2022	2023	Trend
Albania	227	181	197	164	192	▲
Bosnia and Herzegovina	261	244	255	222	255	▲
Kosovo	113	81	111	106	106	
Montenegro	47	48	55	77	78	▲
North Macedonia	132	125	116	124	127	▲
Serbia	534	492	521	553	503	▼
Western Balkans	1,314	1,171	1,255	1,246	1,261	▲

Improve the Coordination Body for Road Safety and Ensure its Proper Functioning

56% 

There was no progress on this measure. To achieve effective coordination among all stakeholders, it is important to establish the appropriate institutional structures.

For the reporting period October 2023 - September 2024, only Serbia has adopted a proactive approach. One meeting of the High-Level Coordination Body has been held, and several expert groups have been created to support its work. In the remaining regional partners, the High-Level Coordination Bodies are inactive. Additionally, some regional partners will need to further revise and strengthen the structure of their High-Level Coordination Bodies, following best practices from EU Member States.

Enforcement of Road Safety Legislation, Including Offences by Non-Resident Drivers

19% 

The Ministry of Interior of Serbia conducted a TAIEX study visit in Vienna in 2023 to support the implementation of Directive (EU) 2015/413, which facilitates the cross-border exchange of information on road safety-related traffic offences. Given the specifics that each regional partner has for this measure, it is not suitable for a regional approach via TAIEX. Hence, regional partners are encouraged to cooperate with their Ministries of Interior and individually apply for a study visit to one of the EU Member States, where they can discuss specifics related to transposing the Directive.

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

Develop a Plan to Establish/ Strengthen the Lead Road Safety Agency

50% 

The lead Road Safety Agency plays a key role in mobilising resources, coordinating multisectoral partnerships in the pursuit of agreed targets, and consulting with a broader group of stakeholders.⁸ The current status shows a slight increase of 6% compared to the previous year, due to the EU Project “Support for Road Sector Reform and Road Safety Strategy” which has started in Albania to support the Road Safety agenda. Currently, there is only one operational road traffic safety agency in the region (in Serbia).

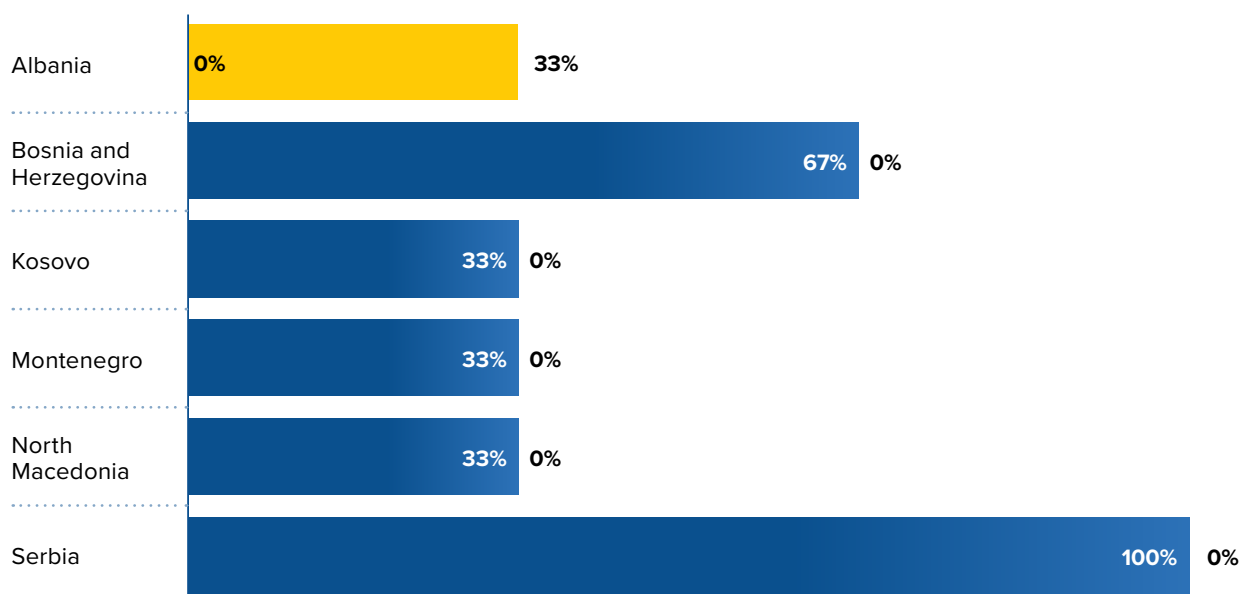
The adoption of the draft law that will establish a Road Safety Agency in North Macedonia is awaiting government approval, while in Kosovo, the draft of the new Law on Roads is still pending approval. The transfer of some existing departments in the Ministry to the new road safety agency will be proposed in the law. Montenegro has taken initial steps toward reviewing its institutional structure, and a model for the establishment of the Agency will be provided. It is important to note that the establishment of such agencies should have strong political support from all stakeholders to achieve success.

⁸ ec.europa.eu/transport/road_safety/specialist/knowledge/rsm/the_road_safety_management_system/multi_sectoral_co_ordination_en

Develop a plan for the establishment of the lead road safety agency

■ Up to 2023 ■ 2024

Figure 10.



Regional Partners' efforts to enhance the coordination mechanism remain strong. However, this measure is influenced by several factors, including human resources, financial constraints, amendments to the Road Safety Law and the level of political support for its adoption

Establishing a Tool for Monitoring Road Safety – Western Balkans Road Safety Observatory⁹

100% ■■

The Western Balkans Road Safety Observatory became operational following its establishment at the Ministerial Council of the Transport Community, held in Brdo pri Kranju (Slovenia) in July 2021. A key component of this initiative was the development of an Information System designed to provide a tailored solution through its dashboard¹⁰. The TCT Secretariat has supported regional partners by contracting Technical Assistance for the “Design, implementation and maintenance of the Information System for the Western Balkans Road Safety Observatory (WBRSO).”

The launch of the dashboard represents the first time that annual road safety indicators for the Western Balkans are accessible online and consolidated in one location. The dashboard provides dynamic and aggregated road safety data that is easily understandable and accessible to stakeholders. Users can access tailored solutions to set and monitor regional road safety targets, contributing to the improvement and harmonisation of road safety data.

Regional partners are actively contributing to ensuring the sustainability of the Observatory and to improve road safety data.

⁹ www.transport-community.org/wbrso/

¹⁰ wbrso.transport-community.org/

Road Traffic Deaths and Serious Road Injuries (CARE data model)

61% **II**

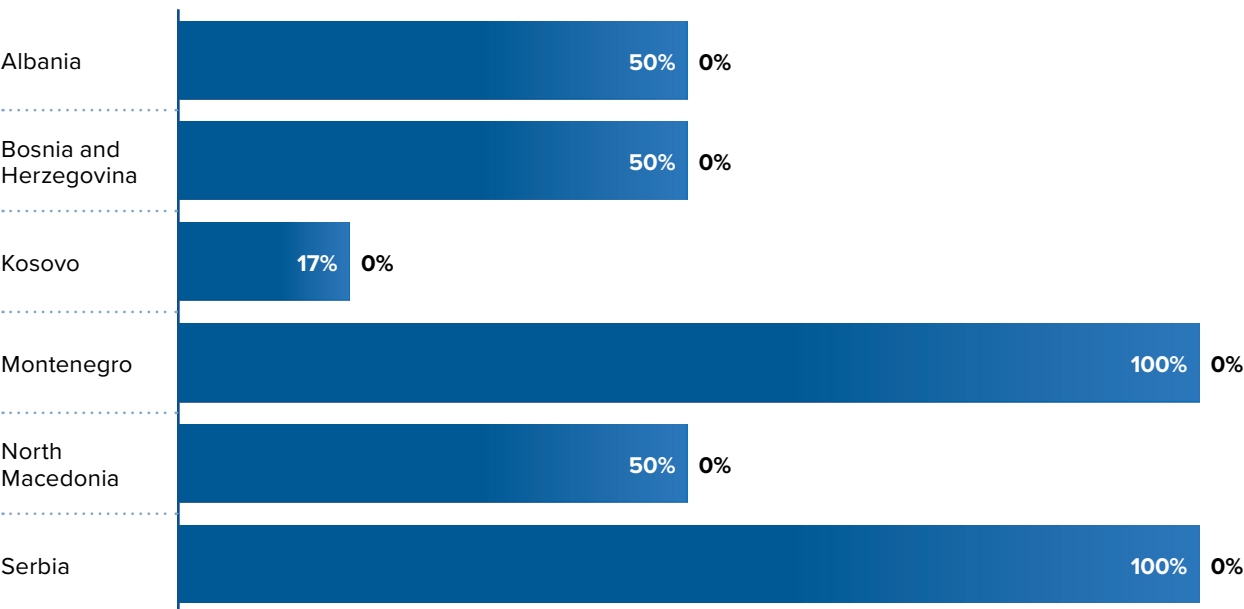
In the previous period, Albania and Bosnia and Herzegovina received support from international financial institutions (IFIs), specifically the World Bank and EBRD, to draft the Terms of Reference for establishing a road crash data system. However, no progress has been made in the development and implementation of this system due to a lack of funding. North Macedonia has improved its dataset and collected high-level parameters defined in the CADaS protocol; however, further upgrades to the road crash database system are necessary for full compliance. Kosovo, with support from DG Near, hosted a TAIEX expert mission aimed at sharing knowledge on improving the system and road safety data.

Montenegro and Serbia are the only regional partners currently collecting road safety data in full alignment with the CADaS protocol. Both countries are continuously collaborating with their respective Ministries of Health to implement the Maximum Abbreviated Injury Scale (MAIS) 3+.

Improve the quality of data collection

■ Up to 2023 ■ 2024

Figure 11.



Following the successful completion of the Project “Joining CARE” in Serbia, an opportunity has arisen for additional regional partners to join CARE. Montenegro and North Macedonia are the next regional partners to initiate their submission process.

Collect Key Performance Indicators based on EU Methodology

33% 

Serbia has consistently gathered Key Performance Indicators (KPIs) for over a decade. In a significant development, the Ministry of Capital Investments in Montenegro, in collaboration with the University of Montenegro, has launched its inaugural KPI measurement initiative. As of the third quarter of 2022, they successfully obtained results. Notably, the KPIs collected in Serbia and Montenegro during 2022 and 2023 fully adhere to the new EU Methodology, positioning them on track to achieve this objective. Bosnia and Herzegovina also participated in the ESRA survey to collect the KPIs for this reporting period.

The TCT Secretariat funded Technical Assistance for a pilot project aimed at **collecting Key Performance Indicators (KPIs) on the use of safety belts and Child Restraint Systems in the Western Balkans**. The EU Methodology was employed to define appropriate locations, data collection and data processing. The project started in mid-August 2023 and produced values that compares the values from across all regional partners and from the EU Member States. This marks the first time the region has produced reliable data that meets the European Commission’s minimum methodological requirements. The results are available on the TCT website¹¹.

Regional Partners are encouraged to annually collect KPIs based on EU methodology and to draft the policy measures informed by evidence-based results.

Collect KPIs based on EU methodology



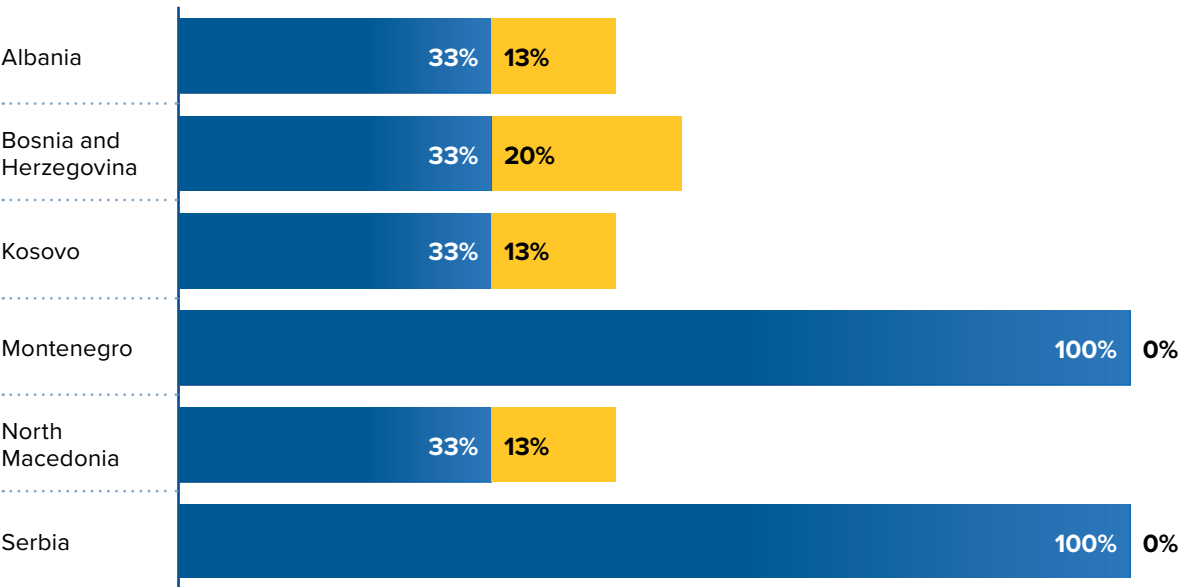
 Up to 2023  2024

Figure 12.



¹¹ www.transport-community.org/wp-content/uploads/2024/04/Brochure-Westbelt.pdf

Draft and Adopt the Road Safety Strategy its Action Plan

56% ▲

Regional partners are making efforts in the process of finding solutions for developing a new road safety strategy for the period 2021-2030. The strategy will be in line with the fatality and injury reduction targets set by the EU and UN.

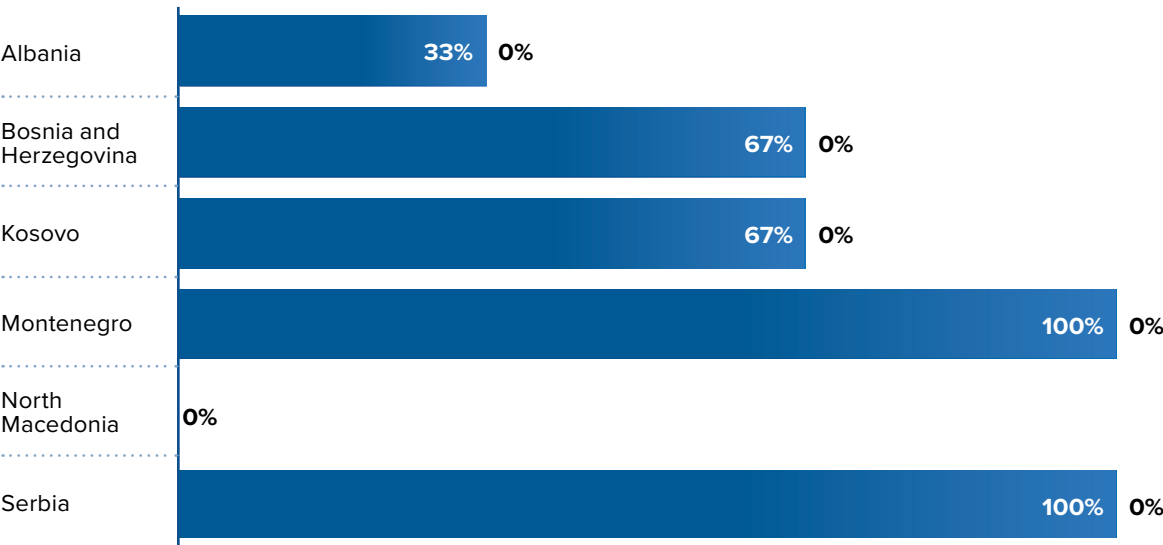
In Albania, the drafting of a new Road Safety Strategy has commenced under the EU project “Support for Road Sector Reform and Road Safety Strategy,” which also includes the restructuring of the Albanian Road Authority. In contrast, Bosnia and Herzegovina has shown no progress in this area. The draft Road Safety Framework Strategy and Action Plan for 2024-2028 are awaiting approval from the Road Safety Council before moving forward to adoption. Kosovo has a Multimodal Transport Strategy that includes, in a separate chapter, the Road Safety Strategy; however, the Road Safety Action Plan still awaits adoption.

For North Macedonia, there have been no reported developments. A commission for drafting a new Road Safety Strategy is established. Montenegro had already implemented a Road Safety Improvement Programme and a Road Action Plan for the period 2020-2022. Without creating a gap, they drafted the Road Traffic Safety Strategy (2023-2030) along with a two-year action plan (2023-2024), both of which were adopted in July 2024. Serbia followed by adopting its Road Safety Strategy for 2023-2030 and the accompanying Action Plan for 2023-2025 in September 2023.

Develop the strategy and action plan 2021 to 2030

■ Up to 2023 ■ 2024

Figure 13.



Improve Road Infrastructure

78% ■■

Improving infrastructure is a cornerstone of road safety and is essential to achieving the EU’s new road safety targets for 2030. Regional Partners are continuously working on identifying dangerous road sections and providing inspection reports, however, a lack of financing is hindering the implementation of these measures and delaying necessary improvements to road safety.

The “Safe and Sustainable Transport Programme” managed by the World Bank, aims to provide financial support for small-scale projects that promote safety and sustainability, particularly in the road and railway sectors, in line with the

Green Agenda’s goals. Some regional partners have proposed projects focused on high-risk sections for financing under this programme, while others have prioritised projects from other transport modes.

Overall, progress has been slow. Continuous yearly financial planning of the budget is essential to improve the current conditions of road infrastructure, particularly in high-risk sections. Albania, Montenegro and Serbia have already implemented licensing systems for Road Safety Audits and Inspections and have dedicated budgets for improving high-risk road sections and black spots. Regional partners should continue efforts to fully transpose and implement Directive 2008/96/EC on Road Infrastructure Safety Management.

Develop Programmes for the Safety of Vulnerable Road Users/Motorised Two-Wheel Vehicles

56% ▲

Overall progress in this area has been slow. Serbia and Montenegro are the only two regional partners who have developed specific programmes for vulnerable road user safety.

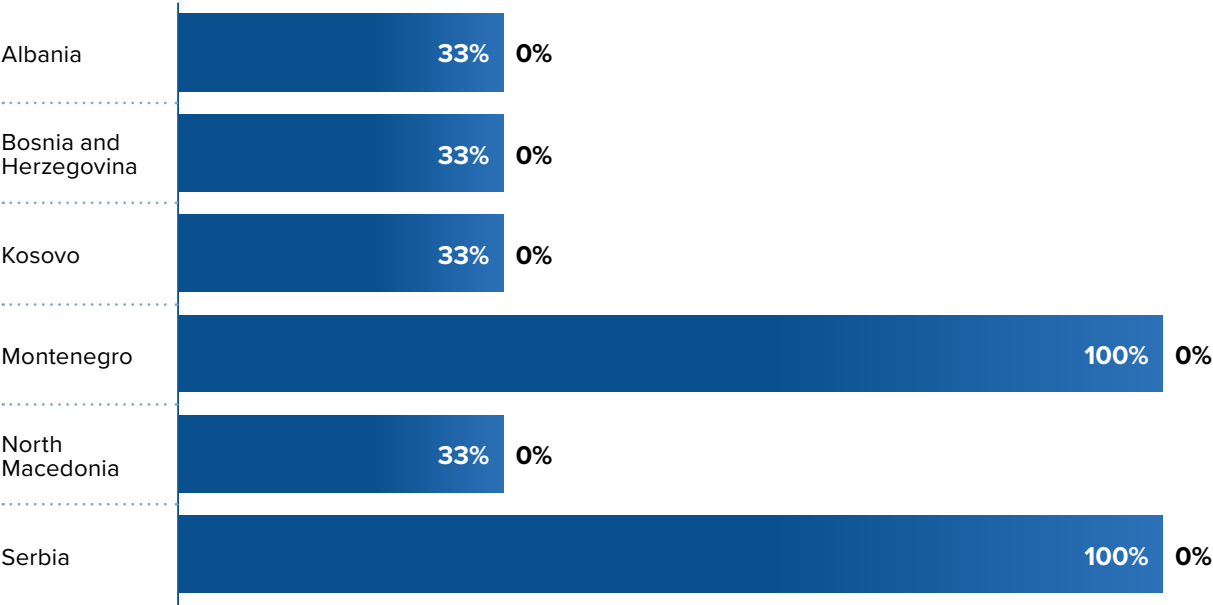
Other regional partners have not yet drafted specific programmes and their efforts are primarily limited to occasional interventions. Greater attention must be given to vulnerable road users, as they are the most affected by road crashes.

The TCT Secretariat has translated the “Safer to School” guidelines into all official languages¹² of the Western Balkans and distributed them throughout the region. These guidelines aim to improve safety in school zones to safeguard children’s lives. Securing funding for improving signage and infrastructure in school zones remains crucial for successfully implementing the guidelines.

Develop a Specific Programme for Vulnerable Road User Safety

■ Up to 2023 ■ 2024

Figure 14.



12 <https://www.transport-community.org/wbrso/library/>

To promote best practices and knowledge exchange, the TCT Secretariat has invited several key speakers to Technical Committee meetings to present topics related to cooperation and experience-sharing with EU Member States. As part of these efforts, Austria’s Road Safety Strategy 2021-2030 and Action Plan were showcased as a case study for the members of the Technical Committee.

Following the establishment of the WBRSO, the TCT Secretariat also organised a workshop to introduce the Maximum Abbreviation Injury Scale (MAIS3+). The event aimed to enhance the understanding of relevant stakeholders understanding of the subject and further enhance data collection processes, particularly for the classifications and reporting of serious injuries. The workshop successfully bridged the gap between the regional partners’ reports and WHO calculations (data), reducing existing discrepancies in injury counts and improving overall data accuracy.

Road Safety Action Plan - Overall Progress



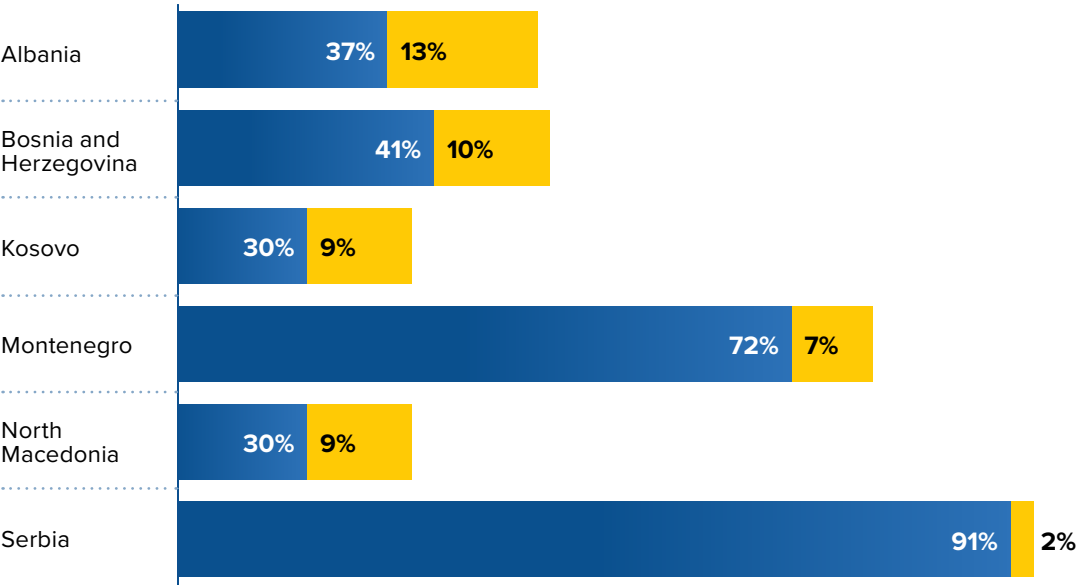
 Up to 2023  2024

Figure 15.



1.3.3 Waterborne Transport and Multimodality

Overall Progress

Pillar/Chapter	Overall Progress	Trend
Legislation applicable to maritime transport	<div> <div>2024</div> <div>29%</div> </div> <div> <div>up to 2023</div> <div>28%</div> </div>	▲
Actions related to infrastructure, digital, and green elements of seaports	<div> <div>2024</div> <div>26%</div> </div> <div> <div>up to 2023</div> <div>23%</div> </div>	▲
Legislation applicable to inland waterways	<div> <div>2024</div> <div>20%</div> </div> <div> <div>up to 2023</div> <div>20%</div> </div>	
Actions related to infrastructure and digital, social, and green elements of inland waterways	<div> <div>2024</div> <div>25%</div> </div> <div> <div>up to 2023</div> <div>20%</div> </div>	▲
Legislation applicable to multimodal transport	<div> <div>6%</div> </div> <div> <div>6%</div> </div>	
Definition of actions related to infrastructure interventions related to multimodality	<div> <div>2024</div> <div>40%</div> </div> <div> <div>up to 2023</div> <div>37%</div> </div>	▲

Transposition of the Legislation Applicable to Maritime Transport

29% ▲

Overall progress on this measure has been slow, with a regional average accomplishment rate of 29%. Progress during the reporting period has been uneven among the partners. For example, Serbia reported significant progress, having transposed most of the relevant EU Acquis related to maritime transport, while Montenegro and Albania are working intensively towards the transposition of the EU Acquis.

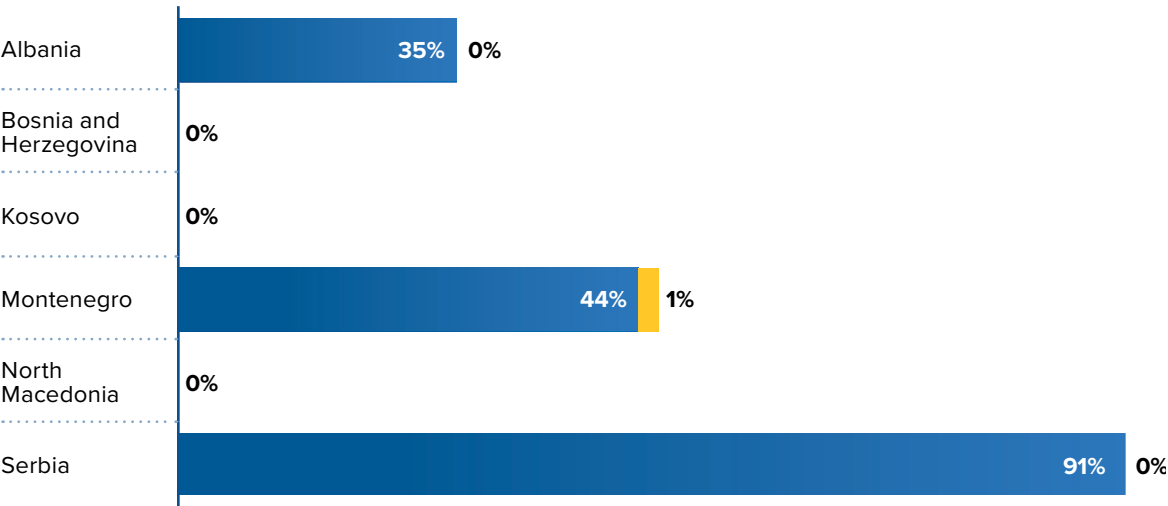
As landlocked economies, Bosnia and Herzegovina, Kosovo, and North Macedonia have placed lower priority on maritime legislation, resulting in a more gradual approach to aligning with the Maritime and Inland Waterway Acquis and developing the necessary legal frameworks. Notably, Albania has committed to actively supporting Kosovo in its ongoing efforts to transpose maritime legislation.

Key achievements during the reporting period include Montenegro’s successful transposition of the directive on Vessel Traffic Monitoring and Information Systems (VTMIS) and putting in operation the Maritime National Single Window, as well as Albania’s removal from the Paris MoU blacklist for Port State Control and its attainment of the observer status in the MED MoU for Port State Control, while in Bosnia and Herzegovina the project on modernisation of port of Brcko is finalised and in Serbia the Batajnica multimodal terminal was completed and put in operation.

Legislation applicable to maritime transport

■ Up to 2023 ■ 2024

Figure 16.



Infrastructure, Digital and Green Elements of Maritime Ports

26% ▲

Overall progress on this measure has been slow, with an average regional accomplishment rate of 26%. Since these measures primarily concern Montenegro and Albania, both partners have consistently provided updates on their progress during technical committee meetings.

Key achievements during the reporting period include Albania’s upgrade of its Port Community System (PCS) by integrating new modules to fully support the operations of the General Cargo Terminal. In Montenegro, the testing phase for the National Maritime Single Window (NMSW) has begun, and the second phase of the VTMIS is completed in December.

The Centre of Excellence in Maritime Affairs (CEMA) has been actively involved in strengthening human resources and institutional capacities, benefiting not only for the port operators in Durrës but also for other ports across the region.

The development of ‘green ports’ is also underway; however, there is still a need for onshore port equipment to support alternative fuelling. In Montenegro, Phase II of the Vessel Traffic Management and Information System (VTMIS) is completed in 2024, while in Albania, the construction of the VTMIS is ongoing, with finalisation expected in 2025.

The chart below illustrates the collective progress made by each regional partner during the reporting period in relation to infrastructure, digitalisation, and environmental aspects of seaports.

Infrastructure, Digital and Green Elements of Seaports

■ Up to 2023 ■ 2024

Figure 17.



Legislation Applicable to Inland Waterways

20% ■■

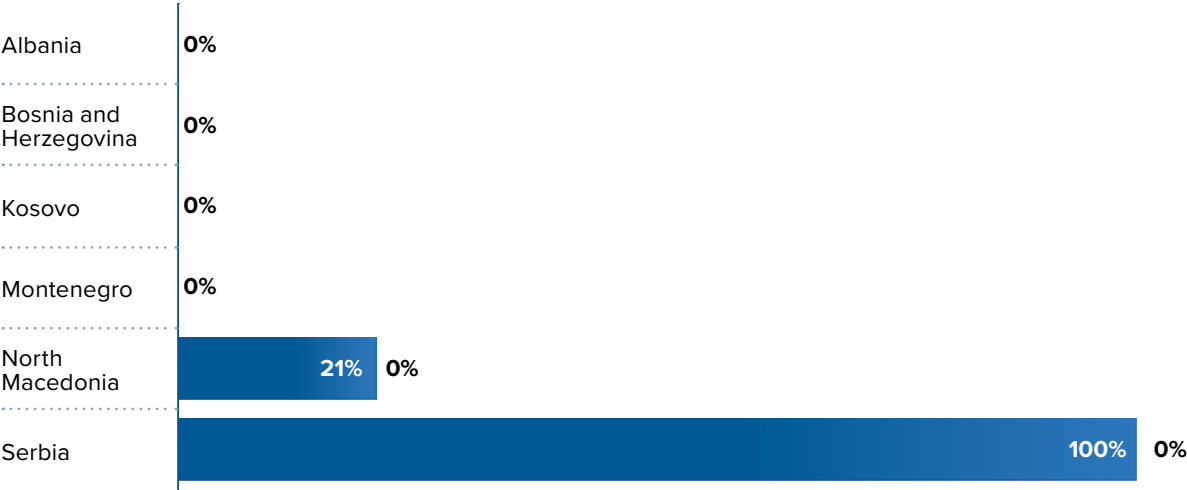
Overall progress on this measure has been slow, with an average regional accomplishment rate of 20%. While all regional partners are required to align their legal systems with Annex I.5 of the Treaty and the Action Plan for Waterborne Transport and Multimodality, not all have active inland navigation systems. As a result, only a few regional partners have prioritised the transposition of the EU Acquis for Inland Waterways.

Serbia has reported nearly 100% alignment of its legislation relevant to inland waterways with both the Action Plan and Annex I of the Treaty. Meanwhile, Montenegro is in the process of drafting a Law on Inland Navigation that will transpose four pieces of EU legislation. Additionally, Albania has requested assistance from the Transport Community Secretariat to support the sustainable development of its inland waterways transport sector, that was finalised within 2024.

Legislation applicable to inland waterway

■ Up to 2023 ■ 2024

Figure 18.



Actions Related to Infrastructure, Navigability, Digital and Green Elements of Inland Waterway

25% ▲

Overall progress on this measure has been slow, with an average regional accomplishment rate of 25%. As inland waterways can be found in Serbia and Bosnia and Herzegovina, both of which actively reported their progress during technical committee meetings.

Significant improvements have been made in inland navigation infrastructure, particularly regarding digital elements in Serbia. The upgrade of the Iron Gate II Lock, designed to enhance functional performance and reduce vessel transit time, has been completed. Additionally, Aids to Navigation (AtoNs) on the Sava River have seen substantial improvements, including the installation of 100 new buoys equipped with lights and AIS modules, allowing for remote monitoring. of floating marking signs. Communication will be managed from a central marking control room that became operational in February 2024.

Furthermore, Serbia has completed its Vessel Traffic Monitoring System (VTS) , and the project to remove World War II sunken vessels from the Danube has commenced, with four vessels already removed and ongoing work progress.

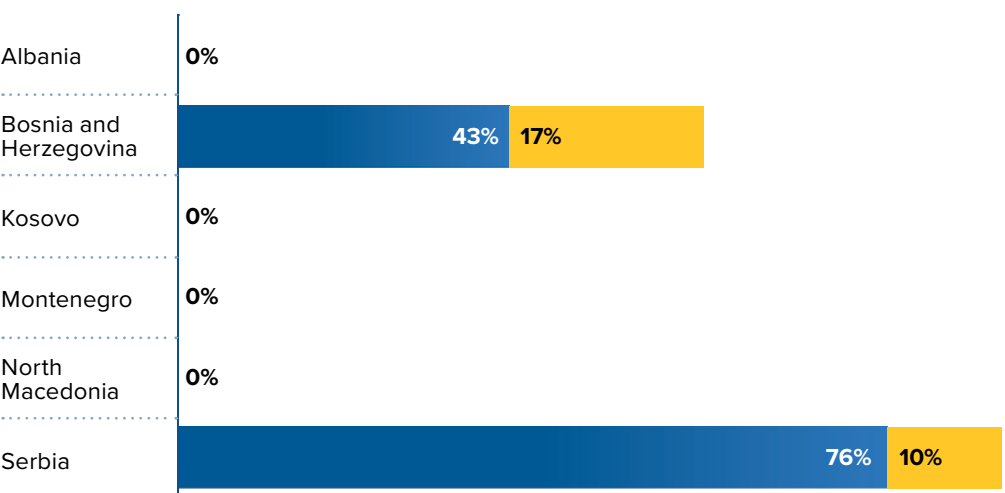
In Bosnia and Herzegovina, the second phase of the rehabilitation and upgrade of facilities at the Port of Brčko has been completed. This phase included the purchase of a new 16-ton crane which is three times larger than the existing one, significantly enhancing the port’s handling capacity to 150-200 tons per hour. The third and final phase of the project, which involves reconstructing the access road from the port to Bijeljinska cesta and upgrading the industrial railway connecting the port to the Brčko Novo railway station, is scheduled for completion in 2025.

The chart below illustrates the overall progress of implementing measures related to infrastructure and digital, social, and green elements of inland waterways for each regional partner during the reporting period.

Infrastructure, digital and green elements of inland waterway

■ Up to 2023 ■ 2024

Figure 19.



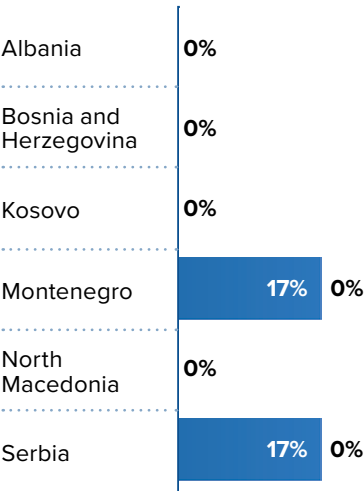
Following technical assistance related to Regulation (EU) 2020/1056 of the European Parliament and Council, which was enacted on 15 July 2020 regarding electronic freight transport information, the transposition of the e-freight Regulation has become one of the priorities within the New Growth Plan and the Reform agenda. This underscores the importance of e-freight for enhancing trade in the Western Balkans.

Regarding Council Directive 92/106/EEC of 7 December 1992, which establishes common rules for certain types of combined transport of goods between Member States, some regional partners, including Serbia and Montenegro, reported the transposition of some provisions of the combined transport directive. However, there has been no progress since the previous year, and full transposition is yet to be achieved.

Legislation applicable to multimodal transport

■ Up to 2023 ■ 2024

Figure 20.



Definition of Actions Related to Infrastructure Interventions Related to Multimodality

Significant progress has been achieved with the completion of the intermodal terminal at Batajnica and the port of Brčko, while other Regional Partners continue to work on ongoing projects, such as the port of Durrës in Albania.

The Batajnica intermodal terminal, located in the industrial zone, was completed in the second quarter of 2024 and is expected to increase Serbia’s combined transport capacity eightfold. The total investment for the project is €15.5 million, with 90% funded by an EU grant and the remaining 10% by Serbia. The terminal is designed to handle approximately 50,000 TEUs annually, covers an area of 13 hectares, and is connected by road to the Batajnica interchange and by rail to the Batajnica station.

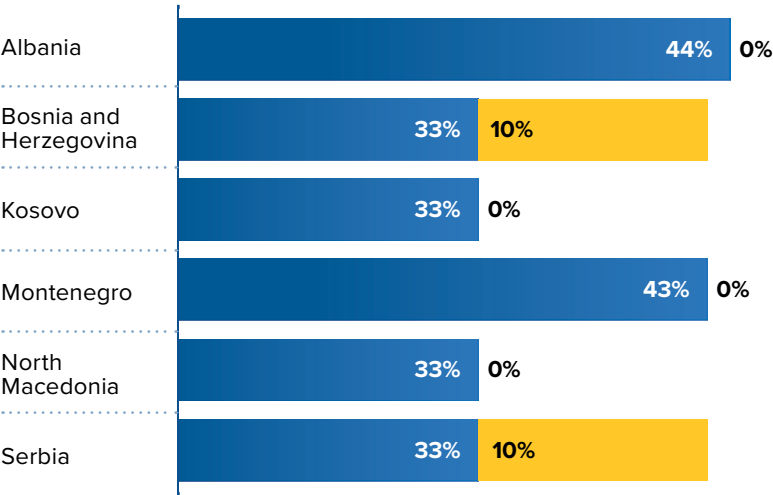
The WBIF project for the reconstruction and modernisation of Brčko River Port (Phase 1) has been completed. This project included the construction of the port plateau, the purchase of a new crane, and the reconstruction of the access road and industrial railway to Brčko Novo station. The new crane, with a capacity of 16 tons, has increased goods handling to 150-200 tons per hour. Valued at €10 million, the project was funded by a €3 million EU grant and a €7 million EBRD loan and is part of the EU’s Economic and Investment Plan for the Western Balkans, identified as Flagship 1 for sustainable transport.

The overall progress of the implementation of the measures related to infrastructure interventions in multimodality per regional partner in the reporting period has been slow. Namely, within the three sub-measures: a) infrastructure improvement or expansion of road and rail last-mile connections within and outside node areas; b) construction of intermodal terminals and the purchase of related equipment; and c) introduction of digital solutions to improve multimodality, all regional partners have recorded only 35% progress.

Action related to multimodal infrastructure

Up to 2023 2024

Figure 21.



1.3.5 Transport Facilitation

Overall Progress

Pillar/Chapter	Overall Progress		Trend
Rail border crossing /common crossing measures	2024	67%	
	up to 2023	67%	
Road border crossing/common crossing measures	2024	57%	▲
	up to 2023	54%	

Rail Border Crossing/Common Crossing Measures67%||

The most significant achievement in 2024 regarding rail border crossing measures, as well as the entire Action Plan for transport facilitation, is the commencement of effective joint border controls on July 8, 2024, by the border authorities of Montenegro and Serbia at the common rail station in Bijelo Polje (Montenegro). This station serves as a joint rail BCP between the two parties. By introducing joint controls and opening the joint rail station in Bijelo Polje, Montenegro and Serbia are showcasing a perfect example of excellent cooperation and a cross-border project that will improve connectivity along the entire rail corridor, increase the efficiency of rail and logistics operations, and further boost the attractiveness of railway transport for both passengers and cargo.

Additionally, following the re-establishment of the railway passenger line between Subotica and Szeged, Serbia and Hungary have agreed to implement joint passenger controls at the rail BCP in Röszke, Hungary. This Agreement is in accordance with the bilateral framework established between the Government of the Republic of Serbia and the Government of Hungary regarding border control in road, rail and water traffic.

For all other concerned parties, however, there has been little to no progress in 2024 in establishing the necessary legal grounds for operating common rail border crossing point controls through the negotiation of bilateral framework agreements.

Rail Border Crossing/Common Crossing Measures

■ Up to 2023 ■ 2024

Figure 22.



In 2024, limited progress can be reported regarding the regulatory, infrastructure and operational measures aimed at improving the functioning of road BCPs/CCPs on the extended TEN-T Network in the Western Balkans.

After achieving the milestones in 2023 by the start of the functioning of the one-stop model between Albania and North Macedonia at the BCP QafeThane/Kjafasan, as well as signing the bilateral agreement between Kosovo and North Macedonia for establishing joint road BCPs, further developments in 2024 have been progressing at rather slower pace.

Infrastructure improvements and modernisation projects at the BCP QafeThane/Kjafasan, also supported by the World Bank under the Transport and Trade Facilitation Project (TTFP), are ongoing. These should be implemented in a timely manner, with overall coordination between both parties over the planned interventions, to ensure that the benefits of the established one-stop model are fully recognized by transport operators and passengers. Progress has also been limited in implementing the Agreement on the joint border crossing points between Kosovo and North Macedonia, particularly regarding the effective establishment of joint controls at the Hani i Elezit/Blace road BCP. Bilateral coordination is expected to continue through the work of the inter-state commission between the two parties.

There have been positive developments between Bosnia and Herzegovina- Montenegro, and Bosnia and Herzegovina-Serbia. The ongoing preparation of documentation for the construction of joint BCPs at Hum/Scepan Polje and Ilino Brdo/Klobuk between Bosnia and Herzegovina- Montenegro, as well as Raca/Sremska Raca between Bosnia and Herzegovina-Serbia, is progressing well. Regarding Montenegro-Serbia, some improvements at the shared BCPs have been reported, particularly with the renewal of equipment on the Montenegro side. Both parties are expected to initiate discussion on establishing some models of one-stop/joint controls, following the good example of the Bijelo Polje rail BCP. The Transport Community Secretariat has sent a letter of support for such an initiative to the respective Transport Ministers.

Regarding BCPs between the Western Balkans and EU Member States, significant progress has been made under the Green Lanes initiative. Following the EU-Western Balkans Summit in December 2023 in Brussels, a *Comprehensive Roadmap for enhancing Green Lanes, improved customs cooperation and modernization of border crossing points (BCPs)* was drafted by the Transport Community Secretariat and CEFTA Secretariat. One of the activities foreseen in this roadmap is the preparation of so-called BCP fiches to guide decision-makers and investors in considering small-scale projects related to BCP interventions and to assist in the further project preparation of such projects.

Throughout 2024, the Transport Community Secretariat with the help of a consultant and input from national administrations, has prepared 11 BCP fiches for BCPs shared between all pairs of EU -Western Balkans parties (Albania-Greece, Bosnia and Herzegovina-Croatia, Montenegro-Croatia, North Macedonia-Bulgaria, North Macedonia-Greece, Serbia-Croatia, Serbia-Bulgaria, Serbia-Hungary and Serbia-Romania) as well as between Kosovo-North Macedonia.

The identified measures and interventions have a proposed implementation timeline of three years, which is in line with the next generation Action Plan on transport facilitation (2025-2027).

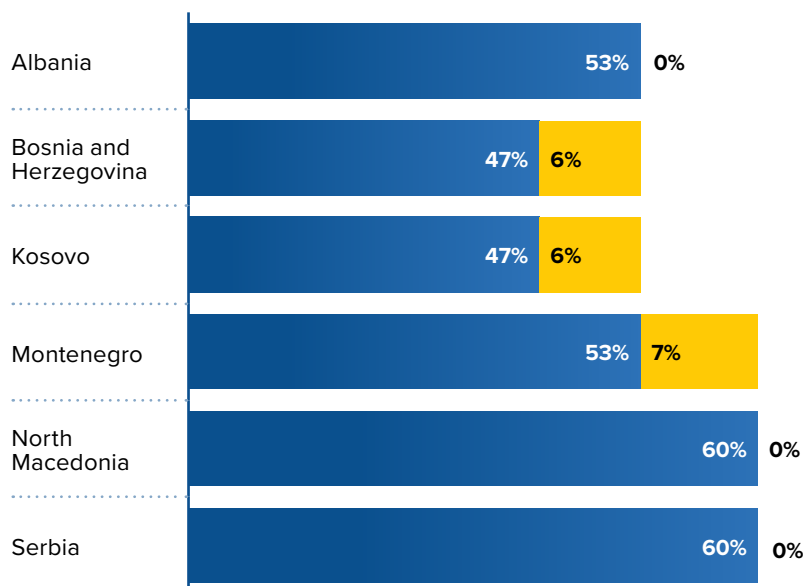
In addition, the Governments of Serbia and Hungary have progressed meaningfully toward enhancing cross-border trade and mobility by signing a Memorandum of Understanding (MoU) for exchange of pre-arrival customs information. The MoU between Serbia and Hungary builds on this success by expanding the Green

Lanes Initiative to one of the most important transit routes in the wider region. They have joined the other EU-Western Balkans partners – including Greece with North Macedonia, Croatia with Bosnia and Herzegovina and Montenegro, and Italy with Albania and Montenegro – where the exchange of customs data has already been improved through signing of separate MoUs. This expansion will enhance the flow of goods and reduce long queues at the Serbia-Hungary border, bringing economic benefits to businesses on both sides.

Road border crossing/common crossing measures

■ Up to 2023 ■ 2024

Figure 23.

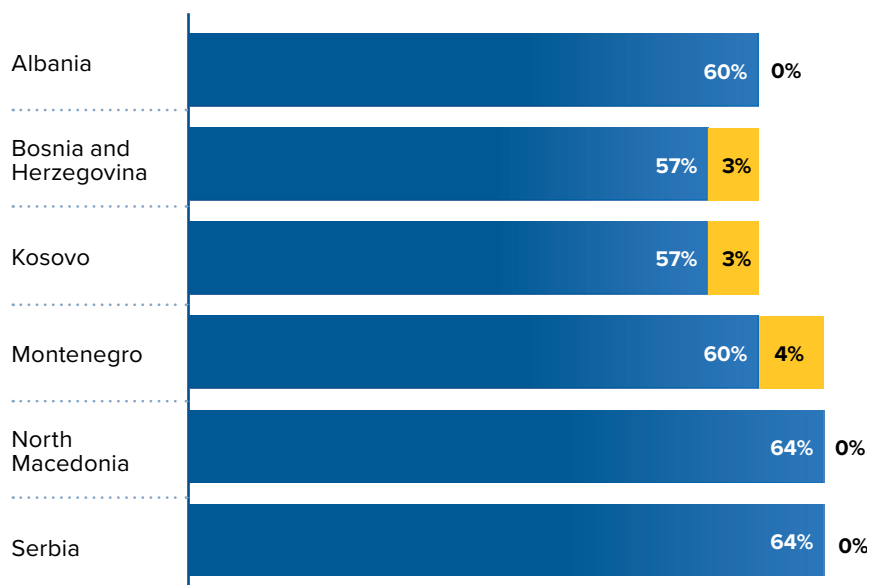


The overall progress in the implementation of the Transport Facilitation Action Plan is presented in the figure below.

Transport Facilitation Action Plan

■ Up to 2023 ■ 2024

Figure 24.



1.3.6 Social Issues and Passenger Rights

Overall Progress

Pillar/Chapter	Overall Progress
Workers' fundamental rights	52%
Equality to improve the gender balance and contribute to a more diverse workforce	Not scored ¹³
Just transition for transport workers as digitalisation and innovation bring new opportunities	Not scored ¹⁴
Passenger rights	60%

Workers' Fundamental Rights

52%

The Regional Partners are encouraged to prioritise the transposition of legislation that provides higher social standards, aiming to ensure fair, healthy, and safe working conditions. This chapter is divided into two sections, addressing road and rail social issues actions.

Progress in transposing workers' rights directives across the region has been slow to moderate. Serbia and Montenegro have fully aligned their national legislation with key EU directives, such as Directive 2003/88/EC on working time and Regulation (EC) No 561/2006 on driving time and rest periods for road transport workers. North Macedonia has partially transposed these directives but faces delays in full implementation. Bosnia and Herzegovina and Albania have more gaps in both road and rail sectors. Greater efforts are required to fully align working conditions and ensure the protection of workers' health and safety in the region. The enforcement of smart tachographs remains a challenge for most partners, and more comprehensive approaches are needed to ensure driver compliance.

A successful Study Visit to Brussels from March 13-14, 2023 marked a key initiative in providing technical assistance on workers' fundamental rights. Representatives from Albania, North Macedonia, Montenegro, and Serbia met with the CORTE Secretariat and DG MOVE to discuss the implementation of smart tachographs and the challenges of aligning with EU regulations. Key challenges identified during the visit included the harmonization of AETR with EU regulations, the lack of infrastructure for smart tachograph installation in some countries, and translation and software limitations in North Macedonia.

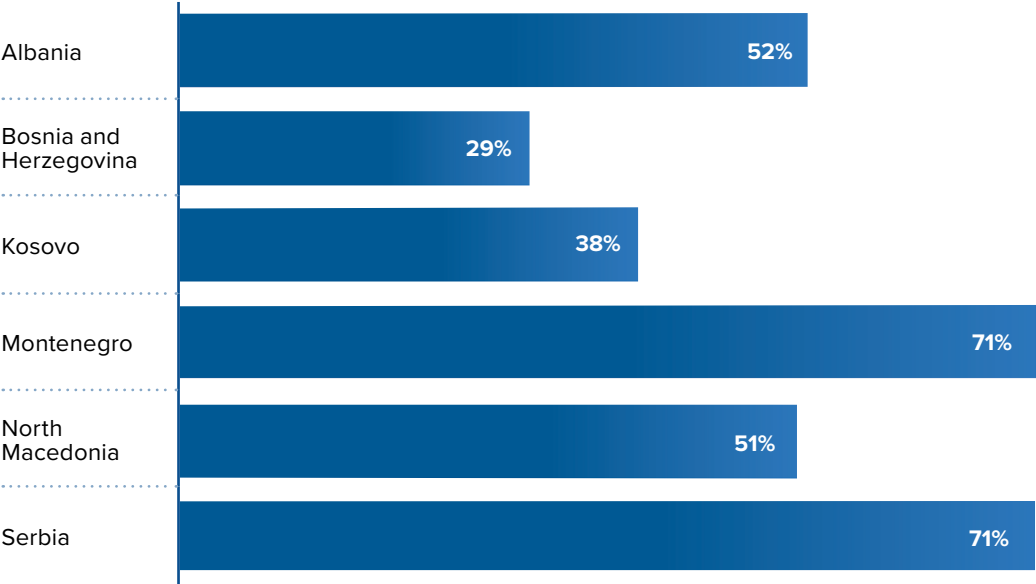
¹³ Measures related to equal opportunities in the transport sector have not been scored, as they are non-legislative in nature. These measures are primarily aimed at encouraging regional partners to initiate actions that promote gender balance, diversity in the workforce, and the transition to a more digital and sustainable transport environment.

¹⁴ Measures related to a just transition for transport workers have not been scored, as they are non-legislative in nature. These measures are primarily aimed at encouraging regional partners to initiate actions that promote gender balance, diversity in the workforce, and the transition to a more digital and sustainable transport environment.

Participants also discussed difficulties in adopting recent EU mobility packages, which introduce stricter enforcement measures. While Serbia and Montenegro have made progress in issuing tachograph cards and amending legislation, other regional partners, such as Albania, lack the necessary technology and infrastructure to fully implement these measures. The visit highlighted the need for continuous capacity building, technical assistance, and collaborative efforts to overcome these challenges.

Workers’ Fundamental Rights

Figure 25.



Equality to Improve Gender Balance - Measures Related to Public Campaigns and Raising Awareness

not scored

There is a need for strong regional cooperation in addressing the gender gap within the transport sector. Above all political support is essential to empower women to join and contribute to the transport sector, while also closing the gap in the use of transport services. Raising awareness and taking concrete measures is key to reducing the existing gender balance gap by taking various initiatives that will positively impact accessibility and inclusion of women in the Western Balkans transport sector.

Efforts to address the gender gap in the transport sector have been initiated, but progress has been slow. Serbia has committed to the Declaration on Equal Opportunities for Women in Transport and has begun raising awareness about gender inclusivity in the workforce. However, practical measures—such as dedicated platforms for women’s economic empowerment and the establishment of gender equality ambassadors—remain largely underdeveloped. Albania has presented an Action Plan for Equal Opportunities, focusing on creating a fair, inclusive and diverse workforce. A more unified regional approach is necessary to achieve significant improvements in workforce diversity and inclusion.

Just Transition for Transport Workers as Digitalisation and Innovation Bring New Opportunities

not scored

Regional Partners need to be prepared for the ongoing digital transformation which presents new opportunities, such as an improved working environment and the creation of quality jobs that could become more attractive for women and young people.

As digitalization of the transport sector continues, the region faces the challenge of preparing for a just transition. Efforts to modernize the transport workforce, attract young professionals, and provide training in emerging technologies are crucial for adapting to these changes. The region needs more coordinated support to leverage new digital opportunities while ensuring the social well-being of workers.

In November 2023, together with Regional School of Public Administration (RESPA), we organized the Regional Dialogue on Advancing Skills in the Transport Sector, bringing together over 40 stakeholders, including educational institutions, government bodies, and industry leaders. The event emphasized the need for a just transition for transport workers as the sector undergoes digital and green transformation. Key challenges highlighted were the aging workforce, the sector's limited attractiveness, and the necessity for reskilling. The dialogue fostered collaboration and laid the groundwork for ongoing efforts to address these issues

Passenger Rights

60%

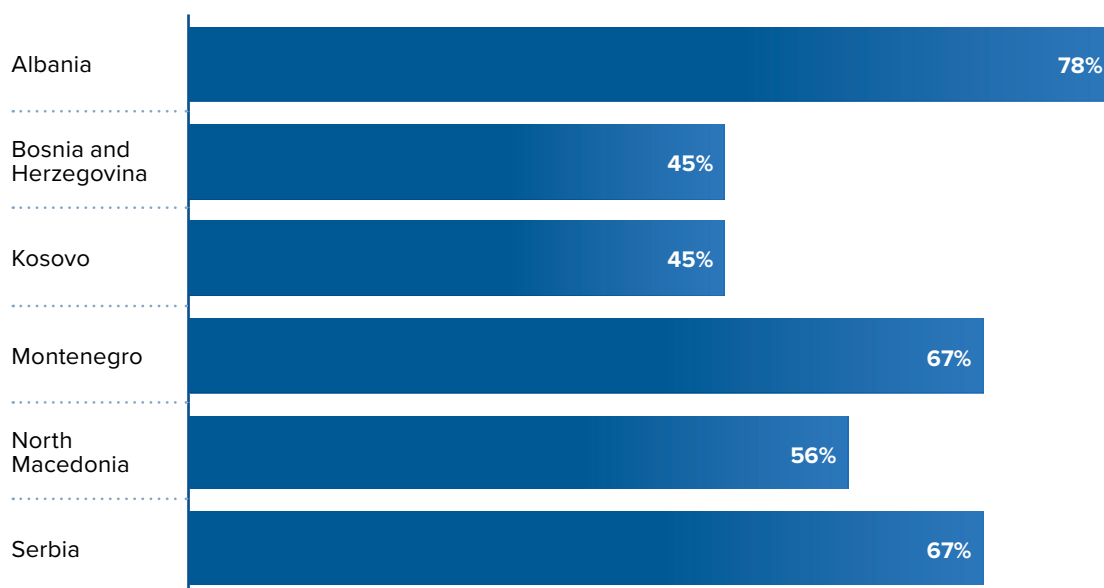
The Regional Partners are encouraged to prioritise the transposition of rail, bus and coach passenger rights legislation, that will lead to availability of real time travel information, adequate assistance for people with reduced mobility and disabilities, and reimbursement or possible compensation in case of disruptions. This chapter is divided into two parts, addressing road and rail social issues actions.

The region has made moderate progress in transposing passenger rights regulations. Albania and Serbia have taken significant steps toward implementing Regulation (EC) No 1371/2007 on rail passengers' rights and Regulation (EU) No 181/2011 on bus and coach passenger rights. However, Bosnia and Herzegovina and North Macedonia have been slower in aligning with these standards. The main challenges include developing real-time travel information systems, improving accessibility for passengers with reduced mobility, and ensuring adequate complaint handling systems. While some bus terminals have become more accessible, substantial work is still needed to fully meet the EU passenger rights framework.

Progress on passenger rights in the Western Balkans is expected to advance with the completion of the "Technical Assistance for Strengthening Regulatory Framework for Passenger Rights" study, scheduled for submission in December 2024. This study aims to enhance both the transposition and implementation of passenger rights, ensuring alignment with EU standards. It will provide a comprehensive assessment of current legislation, conduct a gap analysis, and offer tailored recommendations for each regional partner. The study will also foster a clearer understanding of rights for both carriers and passengers, laying out a roadmap for full alignment.

Passenger Rights

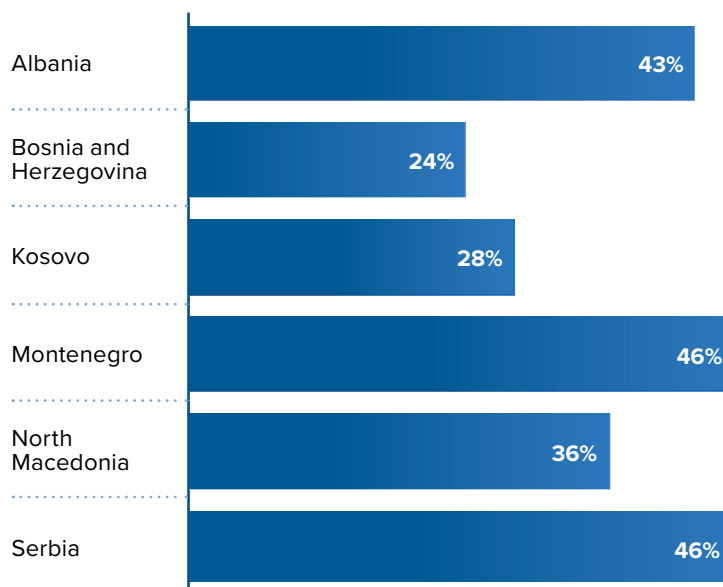
Figure 26.



The overall progress in the implementation of the Action Plan for Social Issues and Passenger Rights in Transport is presented in the figure below

Social Issues and Passenger Rights Action Plan

Figure 27.



1.4 Technical Assistances

1.4.1 Rail

The **Level Crossings Safety Improvement** has been set as a priority for the Western Balkan Region. Accordingly, during the Sixth Technical Committee on Railway in November 2020 and the Seventh in February 2021, all regional partners agreed that improving safety at level crossings (LCs) should be a high-ranking priority. The first phase was completed in cooperation with Infrastructure Managers from across the region and JASPERS during 2021 and 2022. The second phase involved preparing the technical and general documentation for the tender dossier for the selected 140 level crossing in the entire region.

The Summary Report for the project “Preparation of project documentation for increasing safety on railway level crossings in the Western Balkans” (second phase), which is a continuation and outcome of the preparatory work undertaken in the first phase with JASPERS, the Regional Partners, and the TCT Secretariat for Level Crossings Safety Improvement, was completed in July 2024.

During the first half of 2024, the TCT Secretariat selected a consultant to define the details for **establishing a Regional Centre of Railway Excellence**. The objective of this assignment is to portray the essential particulars for the establishment of a Regional Centre of Railway Excellence in the Western Balkans. Focused on defining key components such as infrastructure and equipment requirements, specialised training programmes, and strategic collaborations, the assignment explores the comprehensive framework necessary for creating a hub of excellence in the railway sector. By examining specific details crucial for the centre’s success, including technology integration, curriculum development, and industry partnerships, the study provides a roadmap for stakeholders and decision-makers involved in the planning and execution of this regional railway centre, along with step-by-step guidelines, objectives and full framework details for establishing the Regional Centre of Excellence.

1.4.2 Road

On 26 January 2023, the TCT Secretariat initiated Technical Assistance to prepare a **risk assessment and a Resilience Plan for the road and rail network**. The project was conducted throughout 2023, with two dissemination workshops held involving representatives from road and rail authorities. The project was completed on 15 December 2023.

The project focused on evaluating the vulnerability of the indicative extension of the TEN-T Comprehensive and Core Road and Railway networks in the Western Balkans to climate change. It involved a criticality assessment of 5,287 km of TEN-T roads, including 3,540 km of the Core Network. Key deliverables were discussed in regular Road Technical Committee meetings and included:

- Vulnerability analysis based on the sensitivity and exposure of the Core and Comprehensive Road and Rail networks to climate hazards.
- Criticality assessment of the road and rail networks.
- Development of adaptation measures and strategies to mitigate climate hazards.
- Institutional capacity building on climate resilience.

To ensure that climate-proofing is integrated into all implementation plans, it is essential to incorporate climate-proofing and adaptation into the national transport and climate adaptation strategies of the Regional

Partners. This includes embedding climate-proofing considerations in the design of new projects and in the development of maintenance plans for existing road and rail infrastructure, especially in critical sections. These measures will also be integrated into the next generation of the Road Action Plan, which will focus, among other things, on adopting the European Commission's technical guidance on climate-proofing infrastructure projects for the period 2021-2027.

1.4.3 Road Safety

The accomplishments and the progress of the Road Safety Action Plan have been achieved due to the professional and financial support of the Transport Community Secretariat. Hence, the following Technical Assistances were carried out during the reporting period:

The Technical Assistance involved a pilot project for **collecting Key Performance Indicators (KPIs) on safety belt use and Child Restraint Systems in Western Balkans** regional partners using the new EU Methodology started in mid-August 2023 and ended in mid-March 2024. The pilot project produced values that will be comparable across all regional partners and EU Member States. This is the first time that the whole region has come out with data that is reliable and meets the minimum methodological requirements of the European Commission. This project also contributed to capacity building for regional partners that have not yet collected and calculated the data for the KPIs.

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 (CARE¹⁵)**. This accomplishment follows a thorough feasibility study initiated in early 2021 and driven by the Transport Community, during which Serbia demonstrated its fulfilment of the criteria outlined for inclusion in CARE. By joining CARE, Serbia not only upholds its obligations but also serves as a good model for other regional partners in the Western Balkans. Consequently, the exercise is now open to other regional partners that would potentially comply with the outlined set of criteria.

1.4.4 Waterborne Transport and Multimodality

To further support the implementation of the Action Plan for Waterborne Transport and Multimodality, the regional partners received the following technical assistance during the reporting period: were assisted by:

In July 2024, the Transport Community Permanent Secretariat, following a request from Albania, launched a call for a **locally contracted expert**. The expert will provide technical assistance to the Ministry of Infrastructure and Energy to enhance the sustainable development of inland waterways transport in Albania. This initiative is part of broader efforts to strengthen the inland waterway sector, aligning it with EU standards and fostering environmentally friendly transport solutions. The technical Assistance was completed in 2024.

During this reporting period, the TCT Secretariat supported the implementation of several TAIEX applications from regional partners for the better implementation of the Action Plan for Waterborne Transport and Multimodality. These applications have been submitted and approved as follows:

¹⁵ 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

a. Albania

1. TAIEX - Series of events on “Recognition of seafarers’ certificates from the EU.” The third and final Expert Mission was completed from 04 to 07 March 2024 in Durrës.
2. TAIEX - Series of events on the Adjustment of procedures applicable for the implementation of the IMDG Code in the context of the implementation of Directive 2008/68/EC. The first Regional Workshop was organised at the Durres Port Authority from 06 to 08 November 2023 and a second event, a ‘Study Visit,’ is planned for the first quarter of 2025 in the Port of Valencia, Spain.

b. Montenegro

1. TAIEX Expert Mission on Law on Ports. The first Expert Mission was organised in November 2024 in Podgorica.
2. TAIEX Expert Mission on “Independent evaluation, Regulation I/8 (Quality standard) of the STCW Convention, in line with Directive (EU) 2022/993.” This was implemented in November 2024.

1.4.5 Transport Facilitation

Following the endorsement of the roadmap for enhancing Green Lanes, improved customs cooperation, and modernisation of border crossing points, the TCT Secretariat engaged a short-term consultant in April 2024 to help identify and present, within the BCP fiches, the needs for improvements in: 1) Infrastructure, 2) New technologies & digitalisation, and 3) Synchronised border controls and capacity building. The prepared BCP fiches identify all investment needs as follows:

- investment needs in infrastructure *aimed at increasing BCP capacity throughput* (modernisation/ upgrade of outdated BCP facilities, additional truck/bus/car lanes, weighbridges (scales for trucks), traffic signalisation and lane management, etc.).
- investment in new equipment, installation of new IT systems, and digitalisation of services *aimed at facilitating, accelerating, and simplifying procedures*
- investments in human resources & inter-and intra-agency coordination *aimed at improving the efficiency and performances of border staff*

The 11 BCP draft fiches are currently in the consultation stage and are expected to be endorsed at the EU-Western Balkans summit planned for December 2024.

1.4.6. Social Issues and Passenger Rights

During the reporting period, one **technical assistance in passenger rights** carried out by consultants was completed. The last report for the technical assistance for Strengthening the Regulatory Framework for Passenger Rights in the Western Balkans will be submitted at the beginning of December 2024.

The objective of the study is twofold: first, to improve the transposition and implementation of passenger rights in the region, and second, to ensure that carriers and passengers have a clear understanding of these rights. The Study is a significant step towards achieving alignment with EU standards. The comprehensive reports produced will not only enhance regional transposition and implementation but also foster a clearer understanding of passenger rights for carriers and travellers alike.

Contracting Parties

2

Albania

2.1

2.1.1 Rail

Overall Summary

Albania is making consistent strides in executing the actions specified in the rail action plan, achieving an overall implementation rate of **51%**. Nonetheless, advancement has been gradual during the review period, indicating a **4%** increase.

In 2021, Albania made notable efforts to form an institutional framework by enacting four laws approved by the parliament. These legislations aimed at establishing the National Safety Authority (NSA), the National Investigating Body (NIB), the Regulatory Body (RRA), and segmenting the National Rail Company (HSH) into four distinct entities responsible for infrastructure, freight operations, passenger operations, and vehicle maintenance. However, they are encountering considerable challenges, and this process is currently ongoing. Changes to the Law on Segmentation of the National Rail Company (HSH) have been prepared and should be adopted by November 2024. The primary challenges include a lack of human resources and budgetary allocations for the new institutions, alongside a pronounced emphasis on new infrastructure projects overshadowing reform efforts.

Progress by Measures

Rail Market Opening - Albania

44% 

During 2023 and 2024, Albania continued preparing for the implementation of reform laws; however, some challenges persisted, particularly regarding insufficient human resources and financial constraints. To aid in this process, the TCT Secretariat supported Albania in drafting documents for the functioning of the Railway Regulatory Agency and the National Safety Authority. The National Safety Authority was effectively established at the end of 2023, while the establishment of the Regulatory Agency and the National Investigation Body is still pending.

Although draft documents for establishing new rail companies were prepared, these companies are still not operating as independent entities. The prompt operation of these companies is crucial, especially for ongoing projects like the Tirana-Durrës route, where the timely separation of entities is essential for successful completion. The future infrastructure company is expected to oversee all construction and project monitoring activities. Meanwhile, Albania has decided to prepare Changes to the Law on Segmentation of the National Rail Company (HSH,) targeting adoption by November 2024.

Additionally, the National Rail Company (HSH) and the private operator “Albrail” contributed to the successful conclusion of the second phase of the Level Crossing project. Albania received both the technical and general part of the tender dossier for three level crossings as well as a template for all future upgrades of level crossings.

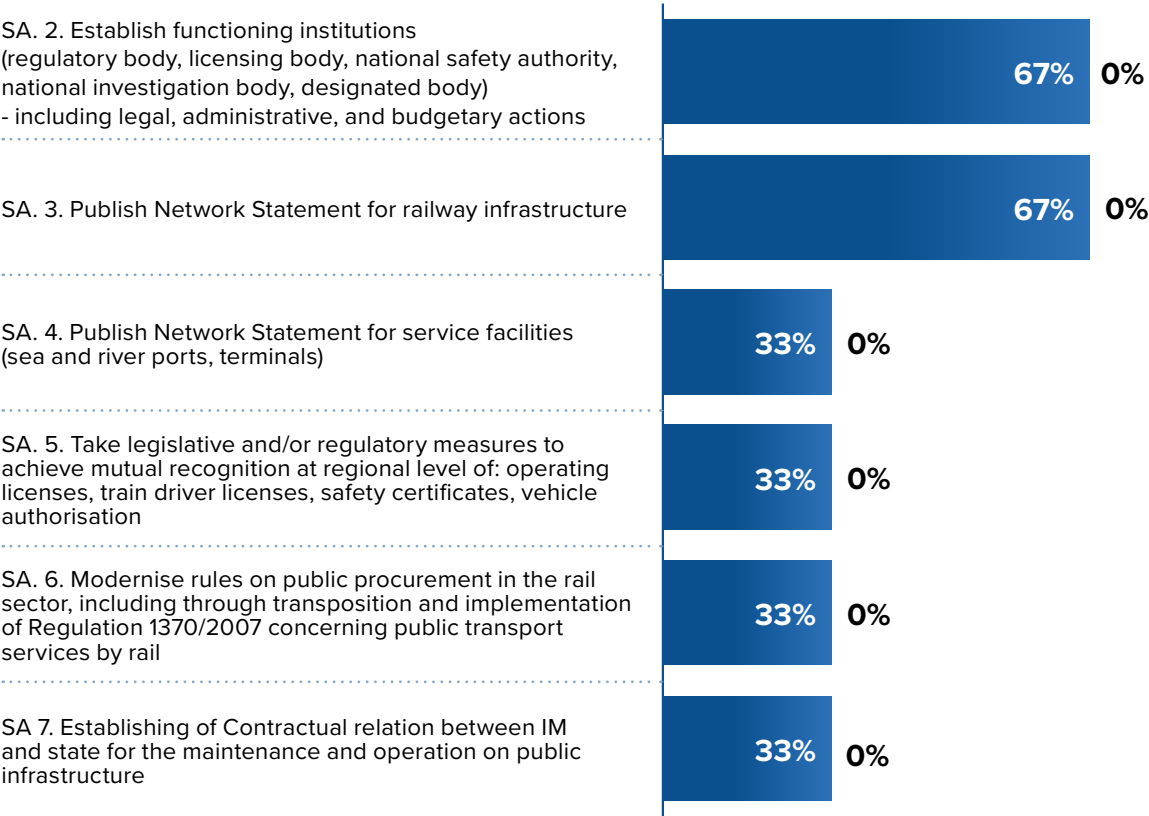
The Network Statement is published by both railway administrations: the state (latest for 2021) and the private operator “Albrail” (for 2024), which has a railway line under concession. It is currently in the revision stage for 2024 (for the state company).

As nearly the entire railway network in Albania is under reconstruction in different phases, maintenance will be a priority after the completion of the investment cycles. The current direct grant contract for the maintenance and operation between the Albanian Railways (HSH) and the relevant public authority should be replaced with a Multi-Annual infrastructure contract.

Rail market opening - Albania

■ Up to 2023 ■ 2024

Figure 28.



Passenger Rights

33% **II**

Passenger rights are a horizontal measure applicable to all transport modes. All regional partners have taken concrete steps regarding specific parts of EU Regulation 1371/2007. The main purpose of these measures is to reinvigorate passenger transport throughout the region and to improve conditions for passengers.

Passenger rights - Albania

Figure 29.



Interoperability

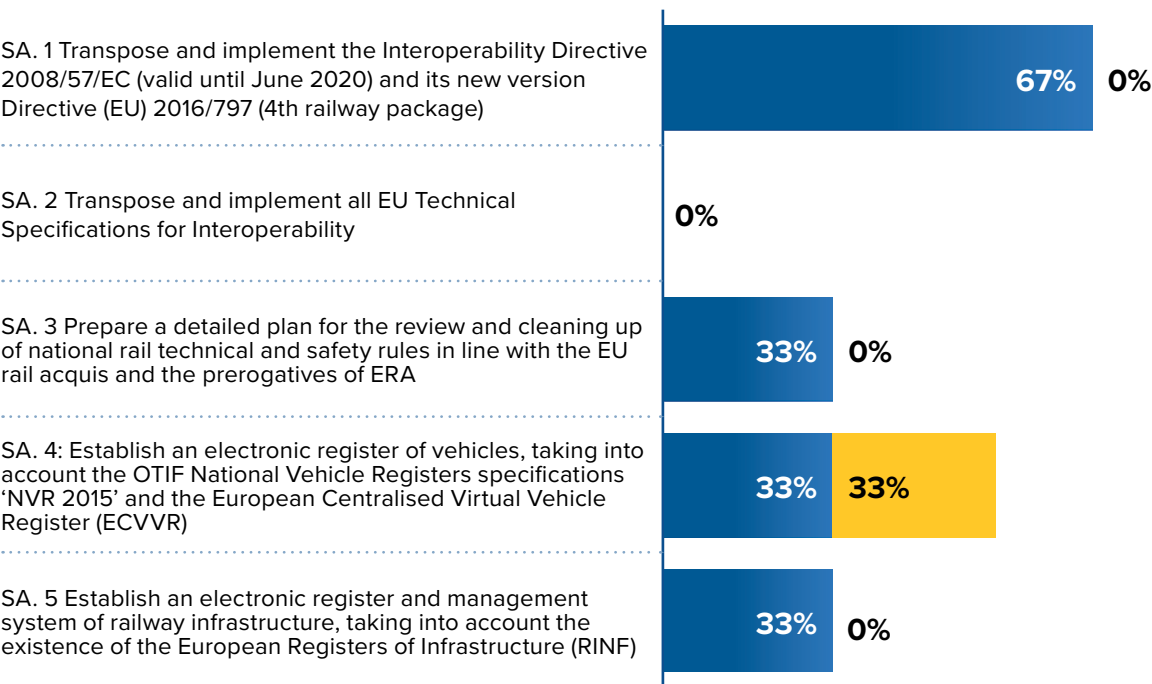
40% **II**

Further efforts are needed to publish the TSIs and to continue with the transposition of the 4th Railway Package and the establishing of the Electronic Vehicle Register. In May 2024, the TCT Secretariat and ERA organised training for the European Electronic Vehicle Register, covering all necessary elements of data collection, structure, usage, and further access to the European EVR System in 2024. This structure will be used by Albania to systematically collect the required data. With this action, Albania has made progress of 7% during the last observation period.

Interoperability - Albania

■ Up to 2023 ■ 2024

Figure 30.



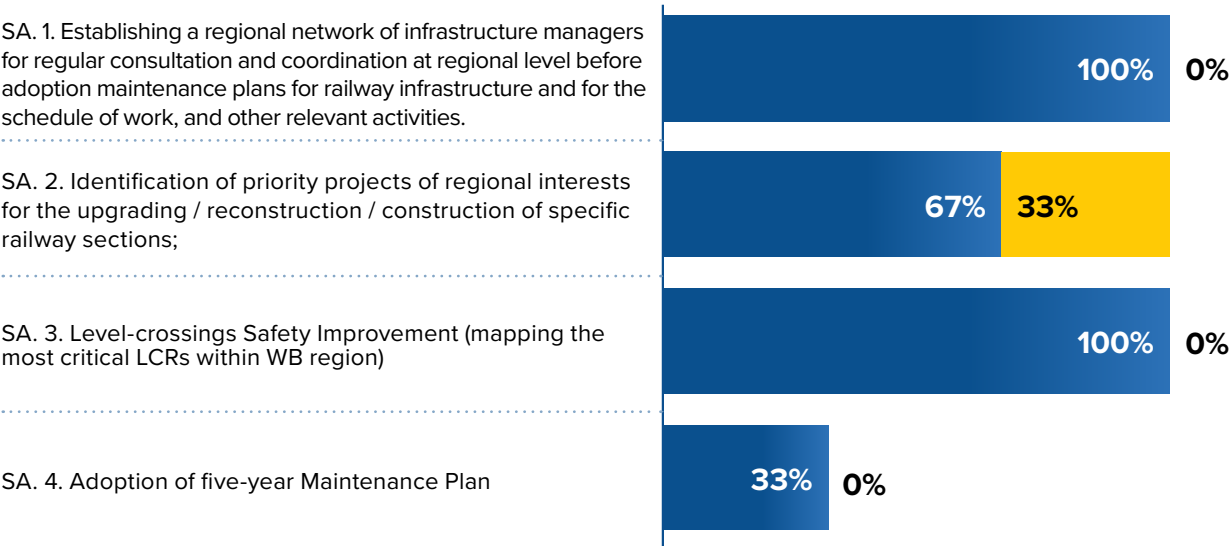
The progress of 8% under this measure was the highest for Albania. There were two meetings of the Railway Infrastructure Managers Network in the past period. One was organised in Madrid under the Albanian Railways Chairmanship, while the second was held in Pristina in 2024 under Trainkos Chairmanship. The main outcome from these meetings was the further development of the idea of establishing a Regional Railway Centre of Excellence. Based on the consensus achieved at the meetings, the TCT Secretariat launched a public call for the Establishment of a Regional Centre of Excellence.

The reconstruction and modernisation of the railway line from Rinas (int. Airport) to Tirana and Durrës began in January 2022. This 41 km line will provide a direct link to Tirana airport, marking the first rail connection to an airport in the Western Balkan Region. The deadline for the completion of civil works is set for 2024; however, this deadline may be extended due to the electrification of the line. The project for the Rehabilitation of the railway line Vore – Hani Hotit, with total financing of €318 million (co-financed by the European Commission (EC), European Bank for Reconstruction and Development (EBRD), European Investment Bank (EIB), and the national budget) is a finance-secured project and the tendering procedure for the civil works is foreseen to start in 2024.

Modernisation of railway infrastructure - Albania

■ Up to 2023 ■ 2024

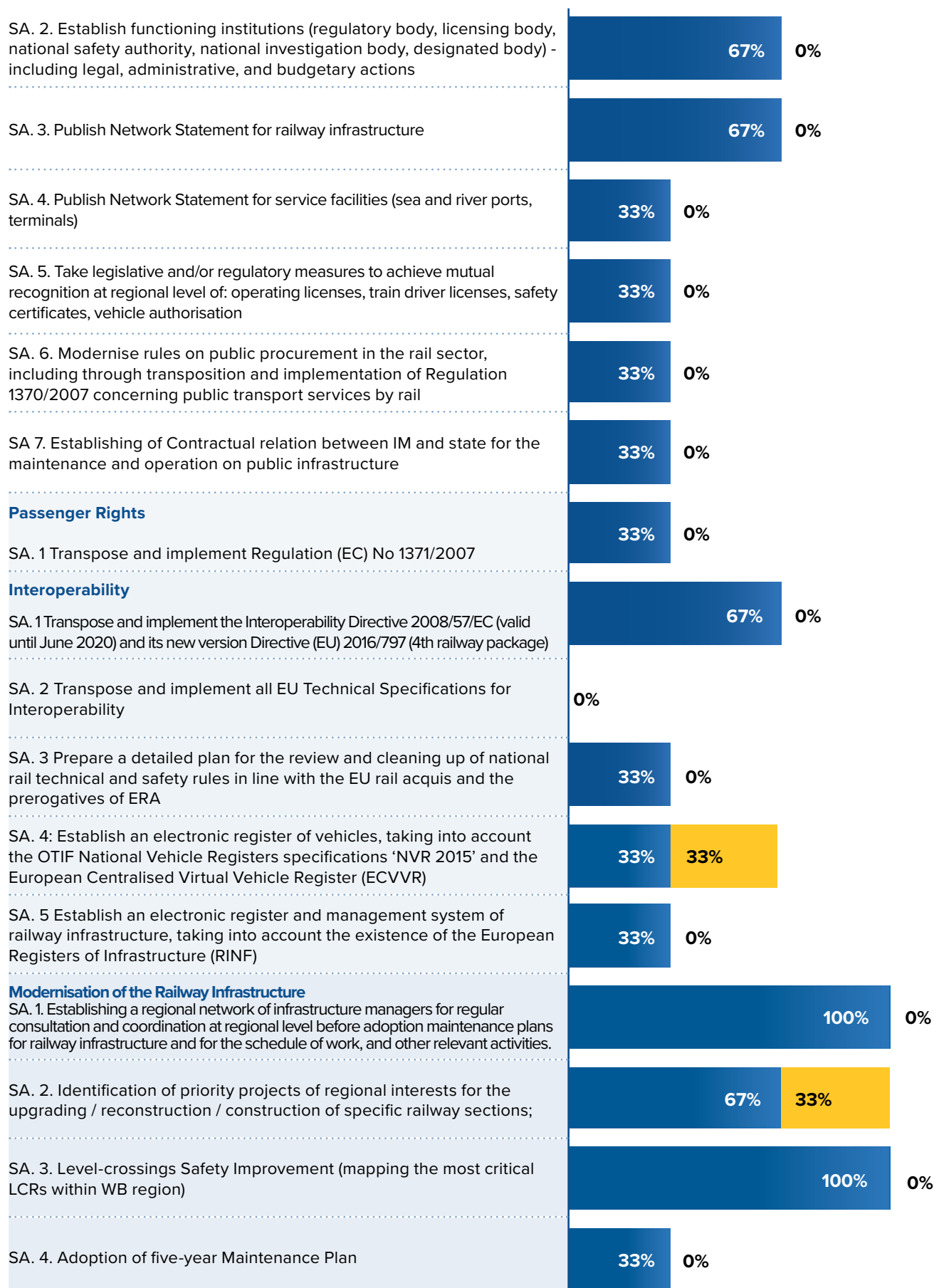
Figure 31.



Railway action plan by measures - Albania

■ Up to 2023 ■ 2024

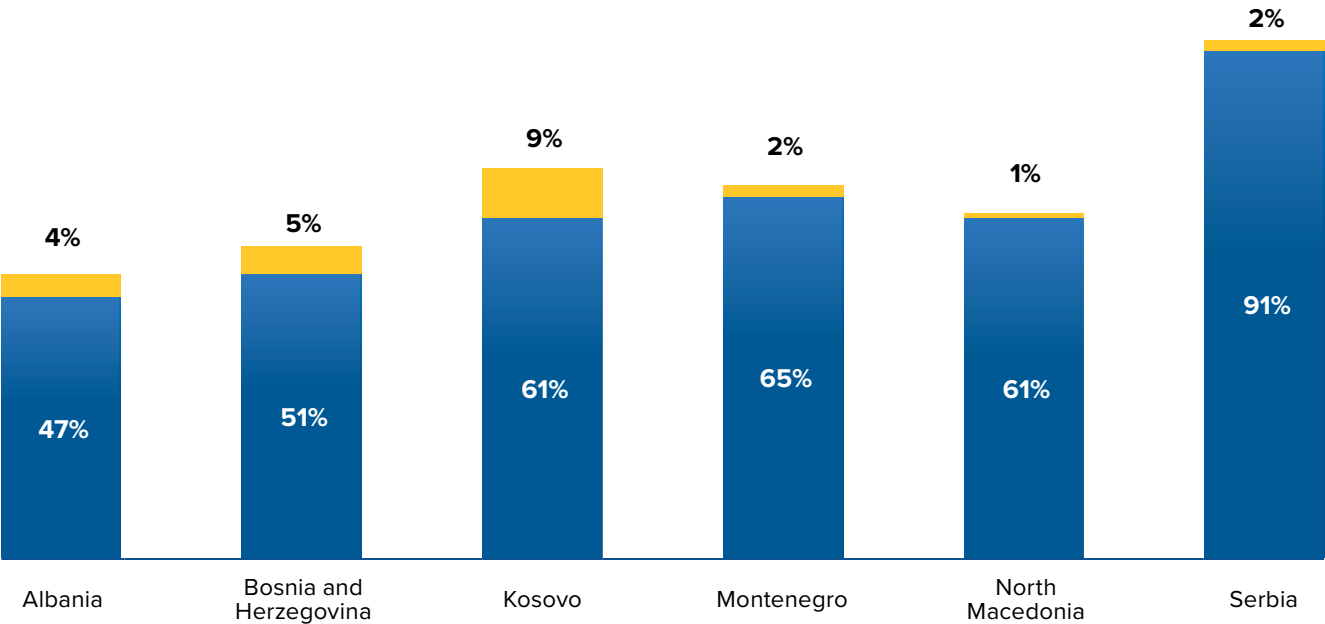
Figure 32.



Overall progress rail action plan

■ Up to 2023 ■ 2024

Figure 33.



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 **73%**. However, progress has been slow during the reporting period, showing a **6%** increase.

Notably, the main achievements during this reporting period include the deployment of ITS over 200 km, the construction of the Traffic Control and Monitoring Centre, and progress in addressing RAMS setbacks. Additionally, efforts are being made to enhance climate resilience by rehabilitating 15 high-risk bridges.

Progress by Measures

Establishing a Functioning and Efficient Road Maintenance System 67% ▲

The national road network currently managed by ARRSH spans 3,667.2 km, according to the latest inventory update under VKM no. 234, dated April 17, 2024. Significant progress has been made on the four-year maintenance plan for the entire network which is scheduled for completion by 2028.

The primary network, covering approximately 1,400 km and comprising all major roads, is undergoing performance maintenance through four contracts (A, B, C, and D) under the 2022-2026 framework agreement. The total value of these contracts is €58,290,428, including VAT.

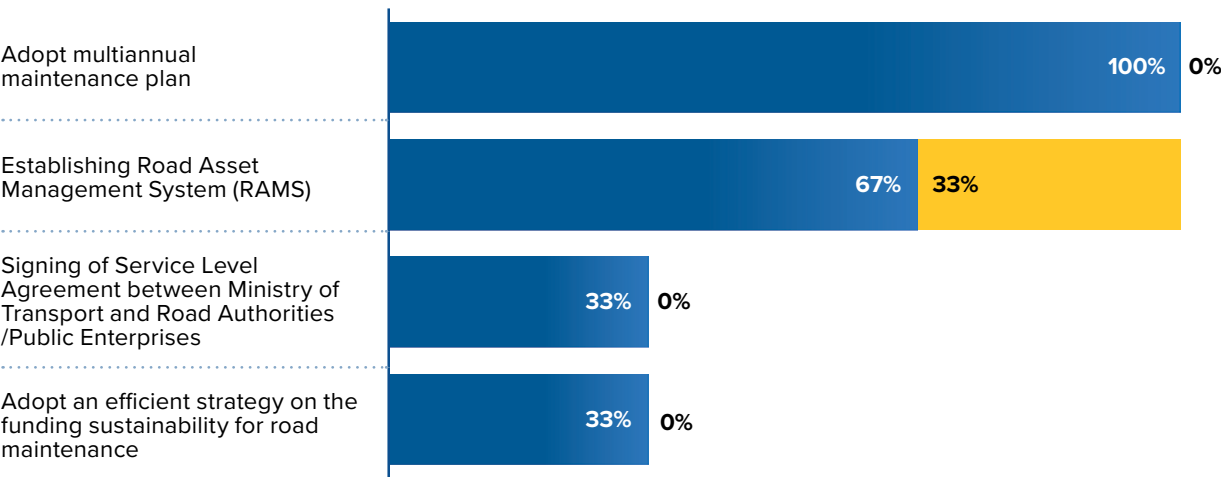
Significant effort has been invested in developing the Road Asset Management System (RAMS) within the Albanian Road Authority (ARA). Initially supported by World Bank programmes, a comprehensive, GIS-based system was planned, with a consultant commissioned to develop, test, and implement it. Despite facing challenges, including temporary setbacks, the system is now fully functional and technically sound, offering all essential features for a web-based road asset management system. Currently, it holds data for approximately 100 kilometres of road, with ongoing plans to expand data collection and enhance its usage.

However, the issue regarding the Service Level Agreement remains unresolved and requires further attention.

Road maintenance – Albania

■ Up to 2023 ■ 2024

Figure 34.



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

Progress in the completion of ANTOCC is provided below:

Phase One: Completion of the Traffic Management Centre

- The construction of the Traffic Management Centre was completed in April 2024.

Phase Two: Installation of ITS Equipment on the First 200 km

- The physical infrastructure and hardware devices are expected to be delivered, installed, and fully configured by the end of 2024. The first three months of 2025 will focus on testing the entire software platform, training user staff, and testing the platform's integration with third-party systems. Additionally, the contractor has begun analysing the system's cybersecurity, considering market developments in this sector, integrating AI technology into the platform, and exploring the potential expansion of the platform into other areas such as smart cities, urban traffic, and railway traffic.

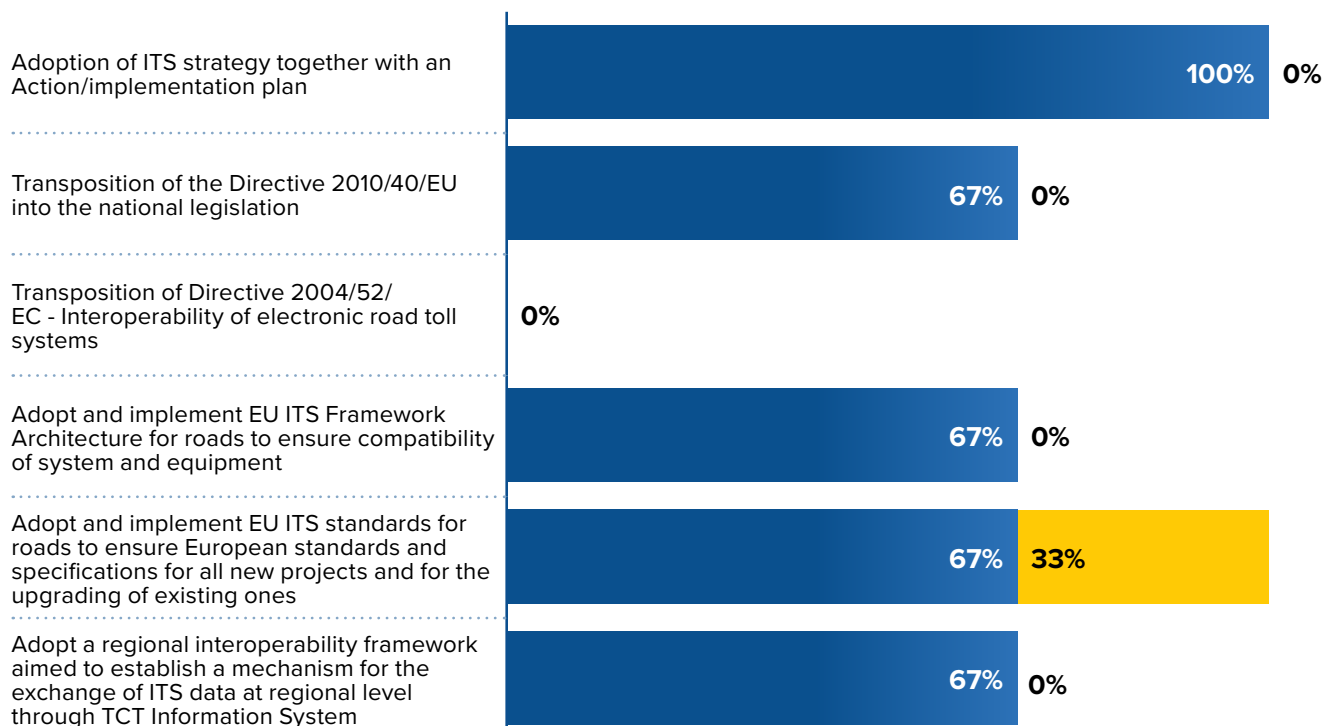
Phase Three: Expansion to the Entire National Road Network

- This phase is currently in the tendering process and is expected to be completed by the end of 2026.

ITS Deployment - Albania

■ Up to 2023 ■ 2024

Figure 35.



Albania, in cooperation with the World Bank, has launched the Building Resilient Bridges (BRB) programme, aiming to enhance infrastructure safety and strengthen resilience to climate change and natural disasters. The programme, with a total financing of USD 100 million, is divided into two phases: USD 55 million for Phase 1 and USD 45 million for Phase 2. The BRB programme aims to improve the resilience of bridges within the Albanian National Road Network against climate change and natural hazards. Effective from December 2023, the programme is now in the implementation phase, which includes preparing feasibility studies and detailed design plans for the reconstruction of 15 high-risk bridges, all in accordance with European and international standards to ensure maximum safety and durability.

The TCT Secretariat completed, on 15 December 2023, the Technical Assistance to improve climate resilience for the road network. It is pending the incorporation of the deliverables into the strategic documents or their adoption as standalone document.

In the National Plan for European Integration 2024-2026 (approved by a decision of the Council of Ministers in January 2024), the Ministry of Infrastructure and Energy has foreseen the transposition of Directive 2009/33/EC of the European Parliament and of the Council of 23 April 2009, "On the promotion of clean and energy-efficient road transport vehicles", which establishes a framework for the purchase of road vehicles by contracting authorities and operators to fulfil public service obligations under a public service contract by 2026. the transposition of Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure, establishing a common framework for measures for the deployment of alternative fuels infrastructure, aims to reduce dependence on oil and the environmental impact of transport by 2026.

Under the EU IPA III funded Operational Programme for Energy 2024-2027, the area of support for the Deployment of electric high-speed recharging infrastructure for clean road vehicles focuses on acquis harmonisation, investments, and related technical studies. The Operational Programme will focus on:

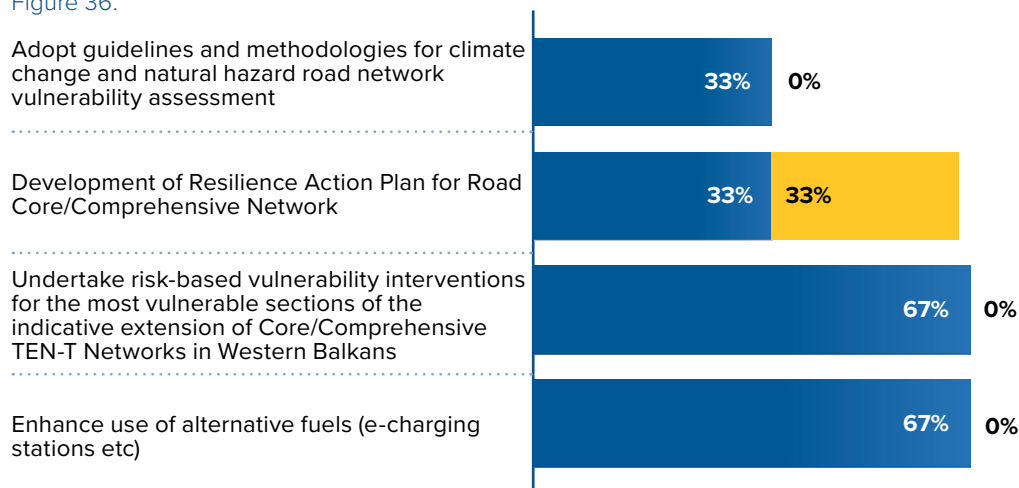
- Aligning Albanian legislation with EU Directives 2014/94 and other relevant legislation through the preparation of new laws, bylaws, or amendments that will ensure an up-to-date legal framework for the deployment of alternative fuel infrastructure.
- Supplying and installing up to 130 electric vehicle charging stations and their respective grid connections, power transformers (if necessary), infrastructural preparation in new locations, and an IT system to manage the Charging Stations Network.
- Conducting technical studies to assess the feasibility of locations for Electric Vehicles Charging Stations, determine charger specifications, estimate investment and operation costs, identify operation modalities, and prepare the necessary designs, environmental impact assessments, permitting procedures, and supervision.
- Conducting capacity-building activities to train the Agency for Energy Efficiency on the installation, operation, and maintenance of charging stations, as well as the new legislative framework.

The Agency for Energy Efficiency, based on the study completed in 2021 for the development of a network of charging stations for electric cars throughout Albania, has installed five charging stations in the city of Tirana, with several more in the pipeline. In addition, this year the EEA will install 8 – 9 charging stations for electric cars at various border crossings and coastal towns in Albania.

Climate resilience and alternative fuels – Albania

■ Up to 2023 ■ 2024

Figure 36.



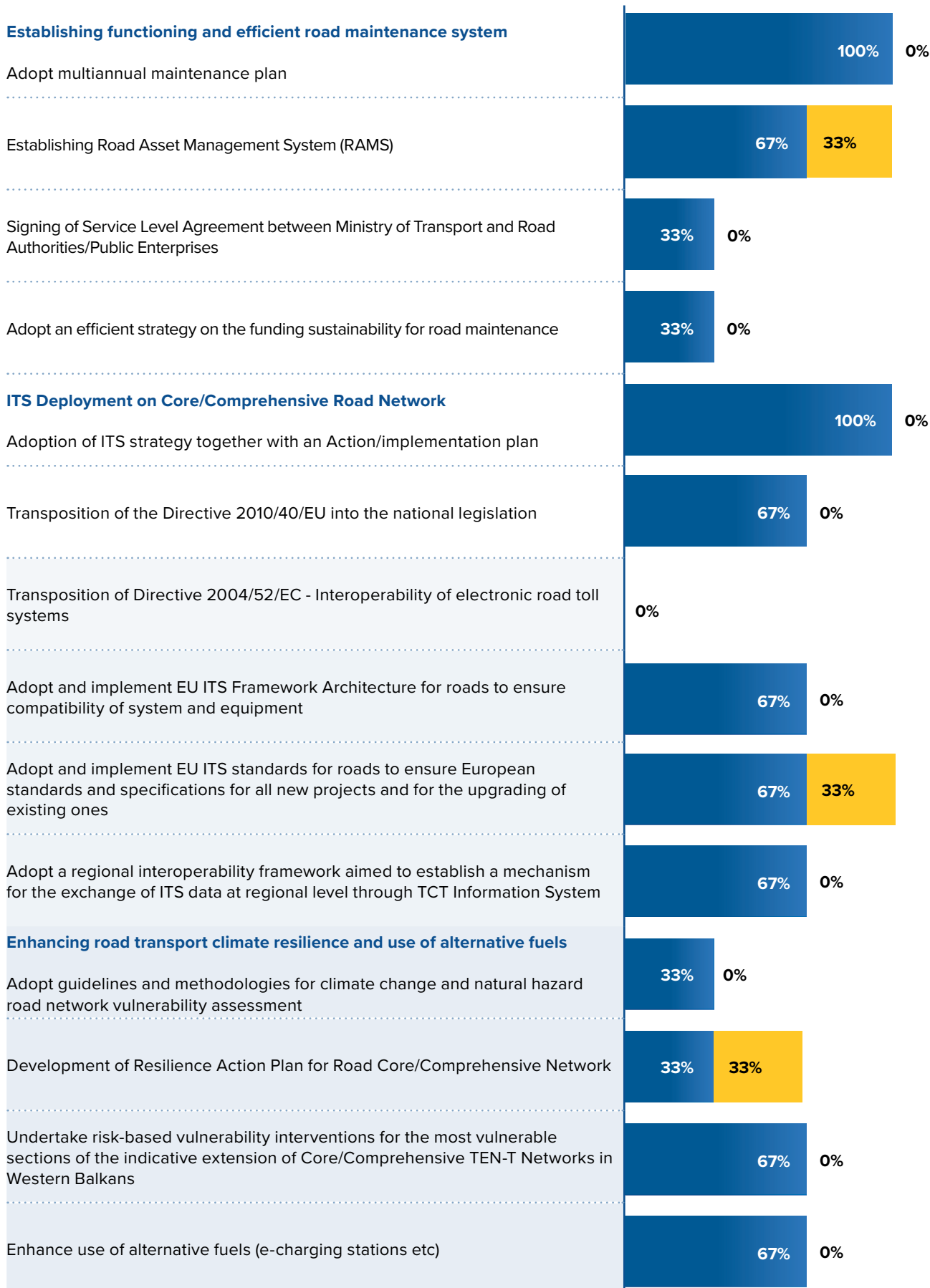
Recommendations

- Finalise the restructuring of the Albanian Road Authority to enable the smooth progression of the Service Level Agreement.
- As Albania plans to extend the tolling schemes in the road network, it is advisable to sign an Agreement of Intent to join North Macedonia and Serbia.
- Incorporate the deliverables outlined by CONNECTA into the strategic documents to establish and deploy e-charging stations in the TEN-T Core and Comprehensive Network
- Incorporate the deliverables of the Technical Assistance for improving Climate resilience in the road network into the activities of the Albanian Road Authority.

Road Measures – Albania

■ Up to 2023 ■ 2024

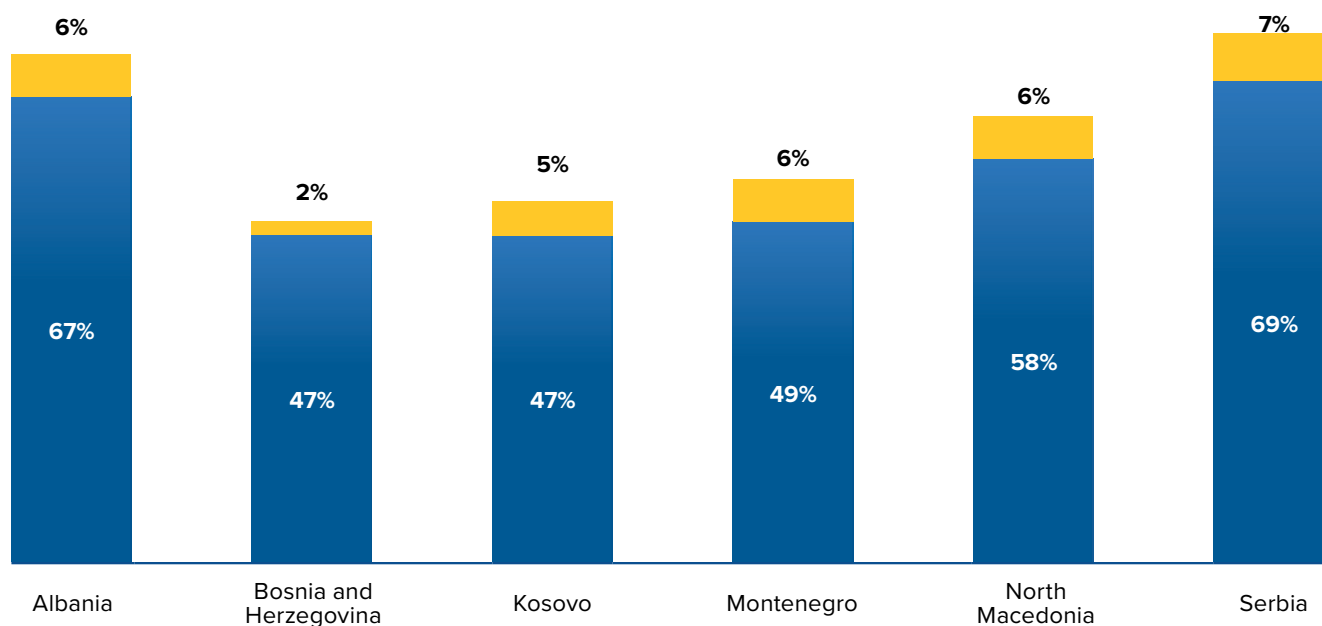
Figure 37.



Road action plan - overall progress

■ Up to 2023 ■ 2024

Figure 38.



2.1.3 Road Safety

Overall Summary

Overall progress in implementing the measures of the action plan is 48%. The design for four projects supported by the World Bank for the reconstruction of two bridges is currently in the tendering procedure, while the transport monitoring centre project is in the implementation phase for 200 km. Investments aimed at eliminating seven blackspots at intersections are ongoing. Following the completion of the World Bank project, the Albanian Road Authority continues to fund maintenance contracts for roads, using the same technical specifications as those utilised in the project. Albania reported a 14% increase in the number of fatalities in 2023 compared to 2022.

Number of Fatalities in 2019-2023:

Regional Partner	2019	2020	2021	2022	2023	Goal 2030
Albania	227	181	197	164	192	113

Within IPA III/2024/454-582, the project “Support for Road Sector Reform and Road Safety Strategy” started in April 2024. The implementation period for the tasks is 36 months from the start date and includes the development of the Road Safety Strategy and Action Plan, as well as the reform of the Albanian Road Authority. The draft strategy is expected to be completed by mid-2025. Two investment proposals within the Safe and Sustainable Transport Programme were submitted to the TCT Secretariat.

Progress by Measures

Road Safety Management

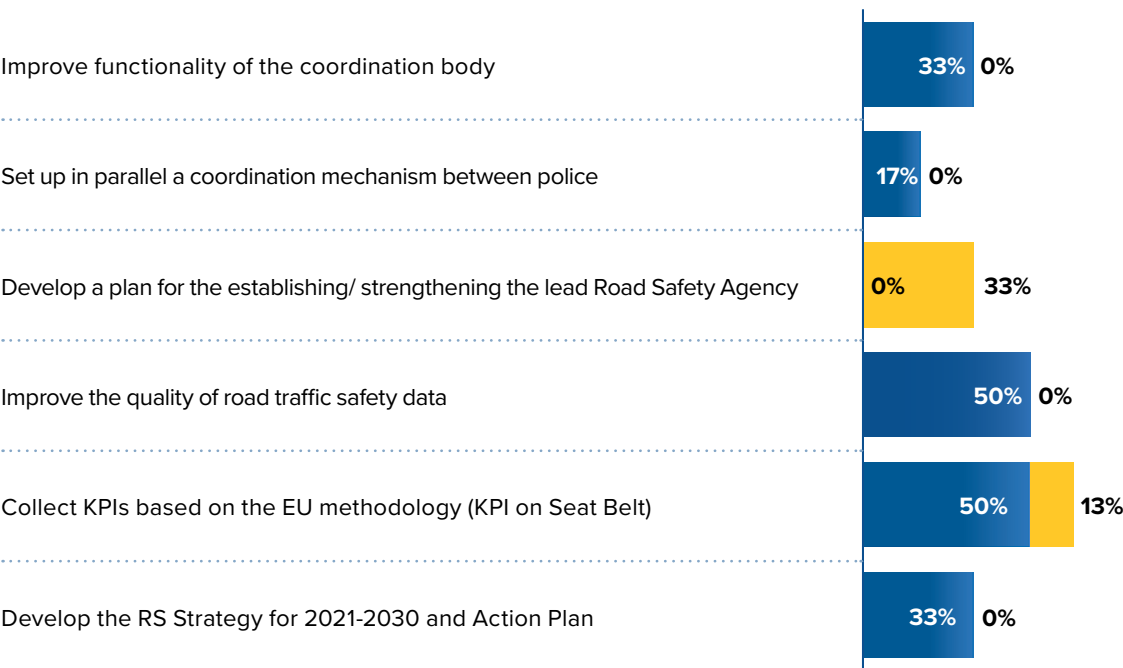
50% ▲

The inter-institutional setup for road safety is governed by Prime Ministerial Orders and related regulations. The composition, tasks, and related entities of the Inter-Ministerial Road Safety Committee, such as the Central Steering Group and Technical Secretariat, are outlined in the Rules of Procedure. The Inter-Ministerial Road Safety Committee has not held any meetings during the reporting period. A draft proposal for improving the inter-institutional setup will be prepared by the beginning of 2025 under the EU project “Support for Road Sector Reform and Road Safety Strategy”.

Road Safety Management - Albania

■ Up to 2023 ■ 2024

Figure 39.



Ensuring a Safer Infrastructure

100%

Improving infrastructure is a cornerstone of road safety and will be critical to achieving the EU’s new road safety targets for 2030, as well as implementing safe infrastructure across the road network. Albania was one of the first regional partners to adopt the guidelines, draft curricula, and complete training for Road Safety Inspections (RSI) and Road Safety Audits (RSA) thus aligning its legislation with EU Directive 2008/96/EC on Road Infrastructure Safety Management.

The road authority continuously identifies high-risk sections. Investments for improving road safety in high-risk sections were covered by the World Bank maintenance project and are being followed up by the Road Authority. Twinning programmes, along with the support of the EU delegation office in Tirana and the Permanent Secretariat of the Transport Community, have facilitated significant progress.

In previous years, the General Directorate of Road Transport Services organised 47 educational events during school hours in 10 cities, with about 2,051 children participating. Work has begun on constructing the first public driving license practical test site and the first Digital Educational Centre of Virtual Simulations for driving licenses, in Fushë-Prezë, Tirana.

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

The TCT Secretariat has translated the “Safer to School” guidelines into all official languages of the Western Balkans and distributed them throughout the region¹⁶. These guidelines aim to improve safety in school zones to safeguard children’s lives. Securing funding for the improvement of signage and infrastructure in school zones remains central to implementing the guidelines. The GIZ Office in Albania, in cooperation with the Municipality of Tirana, has improved several school zones and will extend this project in future years.

Recommendations

- **Create a structure/expert group under the coordination of the Inter-Ministerial Committee for Road Safety and agree to implement it.**
- **Establish a Road Traffic Safety Agency with full competencies to coordinate and lead improvements in road safety and strengthen the road safety management system.**
- **Draft a New Road Safety Strategy linked to the implementation of the Action Plan, with aspirational targets to reduce fatalities and serious injuries by 50% by 2030, and reach Vision 0 by 2050.**
- **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).**
- **Collect EU Key Performance Indicators (speed, seat belt use, alcohol consumption, helmet use, distraction, vehicle safety, infrastructure and post-crash care).**

¹⁶ Albanian: https://www.transport-community.org/wp-content/uploads/2024/04/ONLINE_Safer-to-School_ALB-document.pdf

2.1.4 Transport Facilitation

Overall Summary

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

During the reporting period, there has been a slower pace in implementing the legal framework introduced in 2023 for establishing one-stop BCPs with North Macedonia, and for making the one-stop system at the QafeThane/Kjafasan border-crossing point fully functional. No progress can be reported on the BCPs shared with Montenegro.

Albania participates in the Green Lanes initiative. For the BCP Kakavia/Ktismata between Albania and Greece, which is one of the 11 selected Green Lanes BCPs, a BCP fiche has been prepared identifying the short-, medium- and long-term investment needs. The proposed timeline for the identified measures and interventions is three years, in line with the next generation Action Plan on transport facilitation (2025-2027).

Further efforts are needed to strengthen the administrative capacities of national authorities and border agencies, as well as to secure dedicated funds for investments in modernising the infrastructure and equipment at its BCPs.

Progress by Measures

Rail Border Crossing/Common Crossing Measures

67% 

Albania has only one rail BCP with Montenegro, where a bilateral agreement for joint operations and a common border station exists. However, joint border control at the common rail station in Tuzi (on the Montenegrin side) is not performed de facto. Furthermore, rail traffic is suspended due to the reconstruction of the Vore-Hani i Hotit section.

Road Border Crossing/Common Crossing Measures

53% 

Following the establishment of a one-stop system at the Qafe Thane BCP with North Macedonia on August 1, 2023, it is essential to further agree upon and implement the infrastructure protocol to ensure the effective execution of the Agreement establishing a joint border crossing. The work of the authorities from both parties within the inter-state commission should be intensified. The implementation of this measure, supported by the Governments of both parties and the World Bank, aims to facilitate trade, improve the competitiveness of companies, reduce waiting time at the border, and enhance cooperation and trust, which will contribute to improved border security and a reduction of corruption.

With the support of the World Bank's Transport and Trade Facilitation Project, infrastructure improvements and new equipment are expected to increase the capacity throughput of the Qafe Thane/Kjafasan BCP between Albania and North Macedonia. The contract for modernisation of the Qafe Thane BCP was signed on 17 September

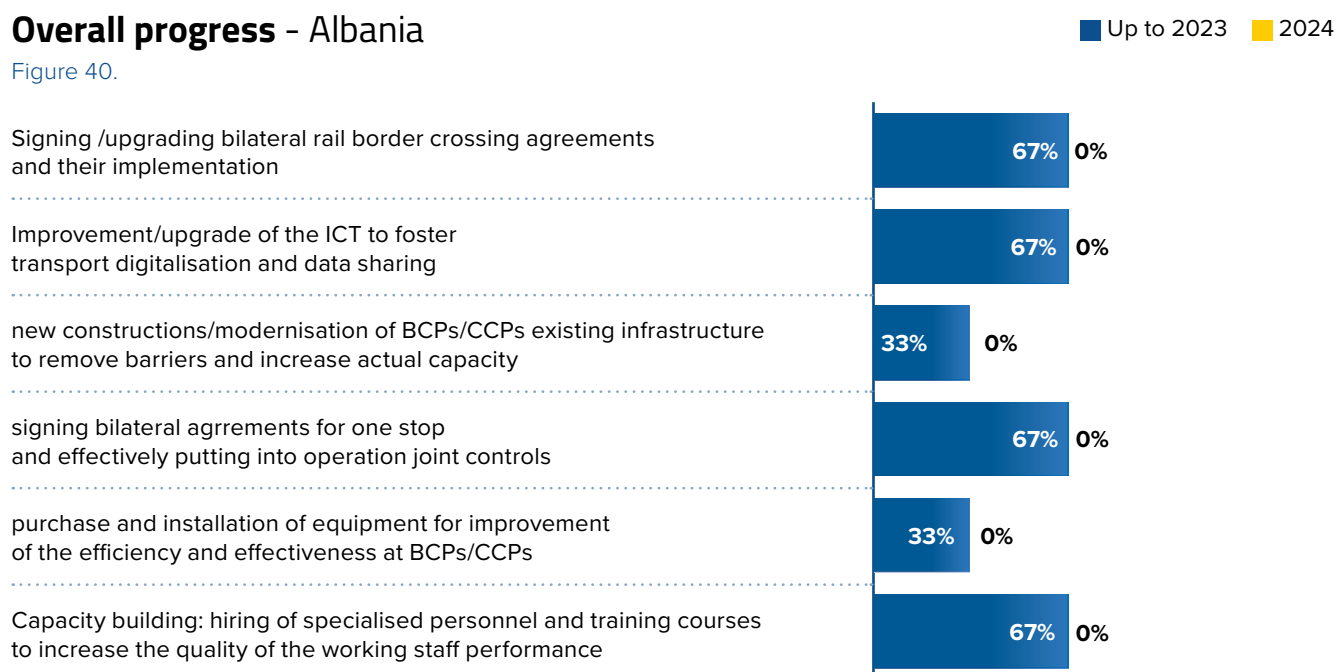
2024. The contractor for the civil works must start work 20 days after the signing of the contract. As for the current state of play, the Building Permit has been issued, and the project was discussed and approved in advance by all beneficiary institutions. The duration period for the works is 12 months from the date of commencement.

No developments between Albania and Montenegro occurred in the reporting period regarding the shared BCP Hani i Hotit/Bozaj. Discussions on the model of joint controls at this BCP have been discontinued.

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

Overall progress - Albania

Figure 40.



Recommendations

- **Actively engage with and fully implement the ongoing project from the World Bank (TTF) on the modernisation of the BCP Qafe Thane, enabling users to benefit fully from the established one-stop control**
- **Constantly monitor, upgrade and gradually transform the one-stop control at the BCP Qafe Thane/ Kjafasan into a genuine joint BCP, where checks are performed only once**
- **Prepare the project documentation regarding the proposed physical improvements and equipment supplies within the BCP fiche for Kakavia/Ktismata, also utilising the existing TA instruments. Allocate national funds for the investment projects to co-finance the EU funds (for potential use of the Smart and Sustainable Transport Programme)**
- **Re-open discussions on the model of joint controls at the BCP Hani i Hotit/Bozaj within the inter-institutional commission, and assess the possibility/need to re-categorize the BCP Sukobin/Muriqan (Albania-Montenegro) to enable it to serve freight vehicles as well**
- **Present a comprehensive plan for capacity building of the national administration on transport facilitation issues, as well as for the border agencies in their respective areas of competence, including inter- and intra-agency coordination and cooperation.**

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 **26%**. Nonetheless, progress during the reporting period has been slow, with only a marginal increase of **1%** noted.

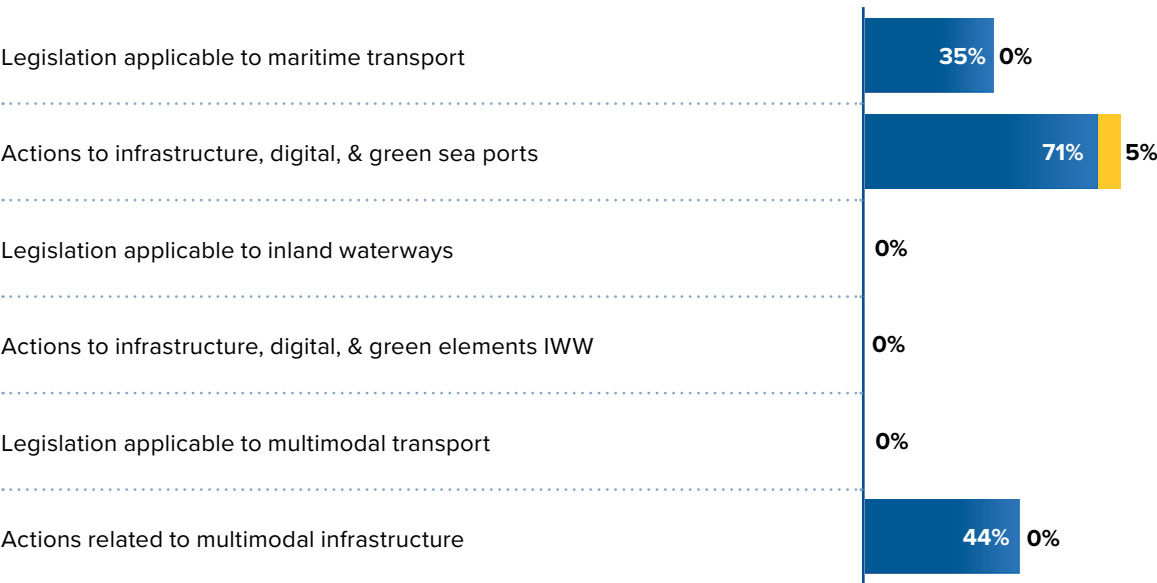
This progress primarily involves improving the standard of the Albanian fleet in relation to the Paris Memorandum of Understanding for Port State Control (Paris MoU). Following the successfully implementation of the actions outlined in the Road Map drafted with the assistance of the Transport Community Secretariat, Albania is now off of the blacklist and complies with the requirements to apply for membership in the Paris MoU. Additionally, another milestone is the application for membership in the Mediterranean Memorandum of Understanding for Port State Control and receiving the status of Observer.

Simultaneously, Albania has taken an initiative aimed at enhancing the system for the Adjustment of procedures applicable to the implementation of the international code for the maritime transport of dangerous goods in packaged form (IMDG Code) and the Facilitation of International Maritime Traffic. These efforts underscore Albania's commitment to implementing the Action Plan.

Progress in waterborne transport and multimodality - Albania

■ Up to 2023 ■ 2024

Figure 41.



Progress by Measures

Transposition of Legislation

35% ■■

During the reporting period, Albania made slow progress in transposing the EU Acquis related to waterborne transport, maintaining an overall transposition rate of 35%.

The working group for transposing Directive 2010/65/EU on reporting formalities for ships has been established and is actively working on this priority task. Initially scheduled for adoption by the end of 2024, the transposition has been postponed to the second quarter of 2025 due to additional actions required for full compliance.

With technical assistance from the European Maritime Safety Agency (EMSA), Albania is working on transposing key EU legislation as part of its Action Plan and Annex I of the Treaty. This includes:

- Directive 2009/45/EC on safety rules and standards for passenger ships (recast),
- Regulation (EC) No 391/2009 on common rules and standards for ship inspection and survey organizations (recast), and
- Directive 2009/15/EC on common rules and standards for ship inspection and survey organizations and maritime administration activities (recast).
- Directive 2009/45/EC of the European Parliament and of the Council of 6 May 2009 on safety rules and standards for passenger ships (Recast).

The first draft legislation for the transposition of these directives has been prepared by EMSA and delivered to the Albanian Maritime Directorate for review. The transposition of these EU Acquis is scheduled to be completed by the end of 2025.

Simultaneously, Albania is preparing for the IMO Member State Audit Scheme (IMSAS), which is conducted by the IMO every seven years for each member state. Albania's IMSAS is scheduled for 2025. For this reason, Albania has requested EMSA's assistance to conduct a mock audit and to address any identified areas for improvement, which was conducted in December 2024.

Regarding inland waterway transport, Albania has yet to begin transposing the EU Acquis outlined in the Action Plan for Waterborne Transport and Multimodality and Annex I.5 of the Treaty. The Albanian authorities have requested technical assistance from the Transport Community Permanent Secretariat to conduct a gap analysis of inland waterway transport and develop a roadmap for the necessary legislation, prioritising effective implementation and monitoring. This technical assistance was completed in 2024.

Following the successful implementation of the roadmap for improving fleet performance in line with the Paris Memorandum of Understanding (Paris MoU), drafted with the support of the Transport Community Secretariat, the Albanian Flag's performance has significantly improved. As of December 31, 2023, the excess factor for the Albanian Flag was 0.75, placing Albania on the Grey List according to Paris MoU calculations. For the reporting period, ten inspections of Albanian Flag vessels by foreign Port State Control (PSC) Officers, part of the Paris MoU resulted in no detentions, and the excess factor has since decreased to 0.53, indicating further progress for 2024.

In parallel, Albania has officially requested to join the Mediterranean Memorandum of Understanding for Port State Control (MED MoU). This request has been approved, and as of October 2024, Albania will join the MED MoU with observer status.

During the reporting period, Albania made slow progress in actions related to infrastructure, digital and green elements of ports, maintaining an overall transposition rate of 76% with a 5% improvement during 2024.

The Core Port of Durres is enhancing its Port Community System (PCS) by integrating new modules to fully manage the General Cargo Terminal. This project has a 60-month timeline and a budget of €660,972.

During the reporting period, CEMA conducted around 80 activities, including staff training, workshops, and postgraduate programmes for DPA staff. Ongoing EU-funded projects include SA-Connectivity (Interreg IPA South Adriatic), focusing on governance and regional mobility; TREASURE (Interreg Euro-Med), aiming to reduce pollution and improve biodiversity in urban areas; and ADRIREC (Interreg IPA Adrion) promoting renewable energy use, with photovoltaic panels installed at DPA. The RENEWPORT project is also in progress, while a national project on CO2 emissions evaluates the environmental impact at the Durres-Porto Romano Complex Port.

The Vessel Traffic Monitoring and Information System (VTMIS) is in its final stages, with testing expected by the end of 2025. Thirty Harbor Master Inspectors have been trained as VTS Operators in line with IALA recommendations. Regarding the National Maritime Single Window (NMSW), the existing “Albanian Marine Traffic” system is under EMSA audit to assess compliance with Directive 2010/65/EU.

In 2024, the DPA launched an international tender for Phase 1 of the new integrated port in Porto Romano, with a budget of €390 million. The contract is expected to be signed by Q2 2025.

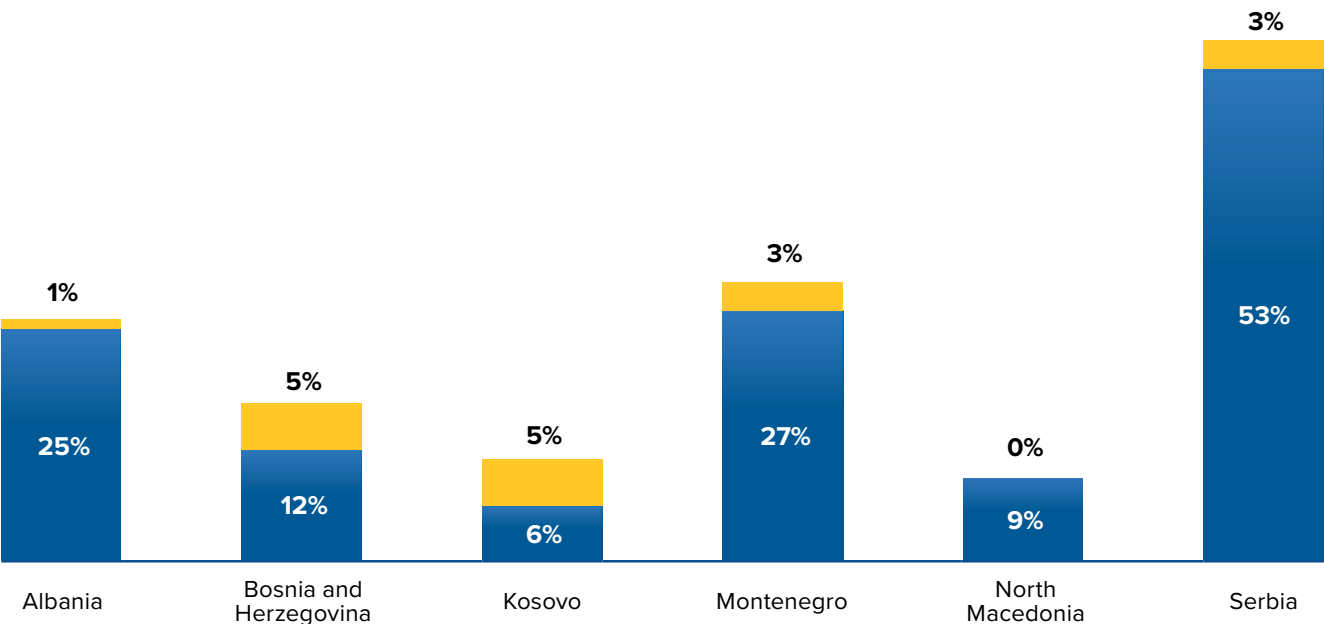
Multimodality

Following the 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, the transposition of e-freight Regulation has become one of the priorities within New Growth Plan and Reform agenda, signifying the importance of e-freight for increasing trade in WB. The project for the construction of the new port in Porto Romano, once completed, will be crucial for the further development of multimodality.

Overall Progress per regional partner

■ Up to 2023 ■ 2024

Figure 42.



Recommendations

- Increase efforts to align with Annex I.4 of the Transport Community Treaty by fully transposing the relevant EU Acquis related to maritime transport.
- Initiate the transposition of EU Acquis regulations specifically related to inland waterway transport.
- Begin the process for membership in the Paris MoU on Port State Control, as Albania is currently listed on the Grey List.
- Continue advancing mutual recognition of seafarer training and certification with the European Union.
- Promote environmentally sustainable port practices, including the adoption of alternative fuels, within the framework of greening port operations.
- Complete the development of Vessel Traffic Management and Information Systems (VTMIS) and the Maritime National Single Window (MNSW).

2.1.6 Social Issues and Passenger Rights

Overall Summary

Albania **overall implementation rate is 43%** in aligning its national legislation with the EU Social and Passenger Rights Acquis, as defined within the ANNEX of the Transport Community Treaty (TCT). While there has been noteworthy transposition of key directives and regulations, particularly in the areas of working time, rest periods, and passenger rights, some aspects, such as smart tachographs and comprehensive complaint systems, remain partially aligned.

Progress by Measures

Workers' Fundamental Rights

🚆 Rail **50%** 🛣️ Road **44%**

Rail Sector (Working Time/Hours): Albania has partially transposed Directive 2003/88/EC regarding the organization of working time for rail sector employees. The Labor Code of Albania, amended in 2015, reflects some of the provisions necessary to align with EU regulations. Additionally, Albania has railway cross-border connections only with Montenegro for freight transport. Although Directive 2005/47/EC on the working conditions of mobile workers engaged in cross-border rail services has not been fully transposed, Albania's membership in the Community of European Railways (CER) since 2018 obligates further compliance with this directive. Full alignment is still in progress, with national labour laws continuing to regulate working conditions and safety.

Albania - Rail working time/hours

Figure 43.

33%

Council Directive 2005/47 EC on certain aspects of the working conditions of mobile workers engaged in interoperable cross-border services in the railway sector

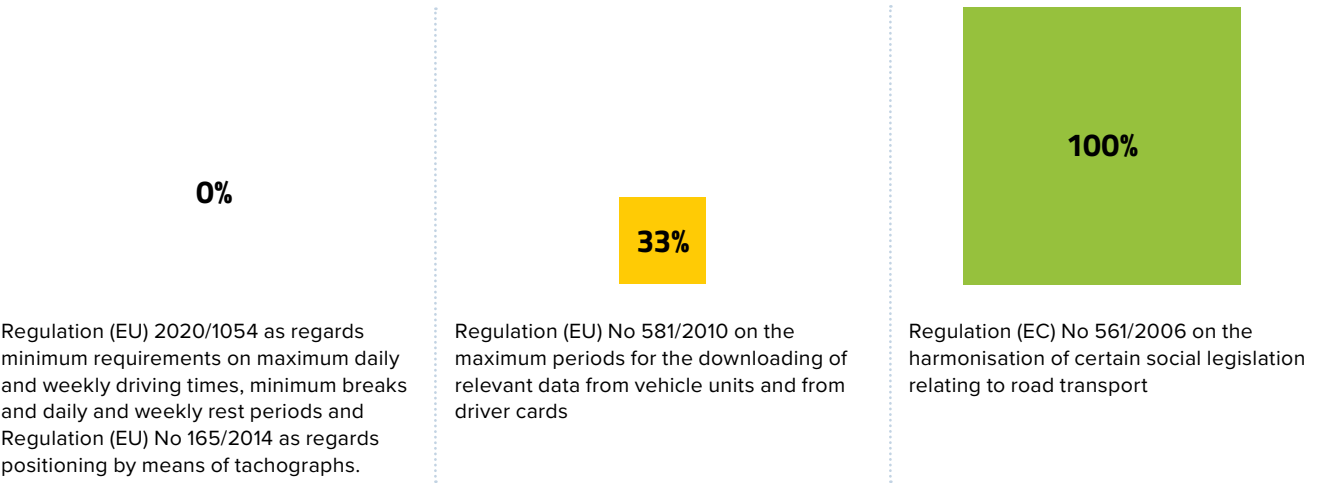
67%

Directive 2003/88/EC concerning certain aspects of the organisation of working time

Road Sector (Driving Time and Rest Periods): Albania has made significant progress in aligning with Regulation (EC) No 561/2006, which sets out standards for driving time and rest periods in the road transport sector. The country has fully transposed the regulation through its national laws, notably through amendments to the Law on Road Transports and relevant decisions by the Council of Ministers. Tachographs have been made mandatory for vehicles exceeding specific weight and passenger limits, ensuring compliance with driving and rest period regulations. However, certain provisions of Regulation (EU) 2020/1054, which amends the daily and weekly driving time requirements, have not yet been transposed, with full alignment expected by 2026.

Road driving time/rest time - Albania

Figure 44.



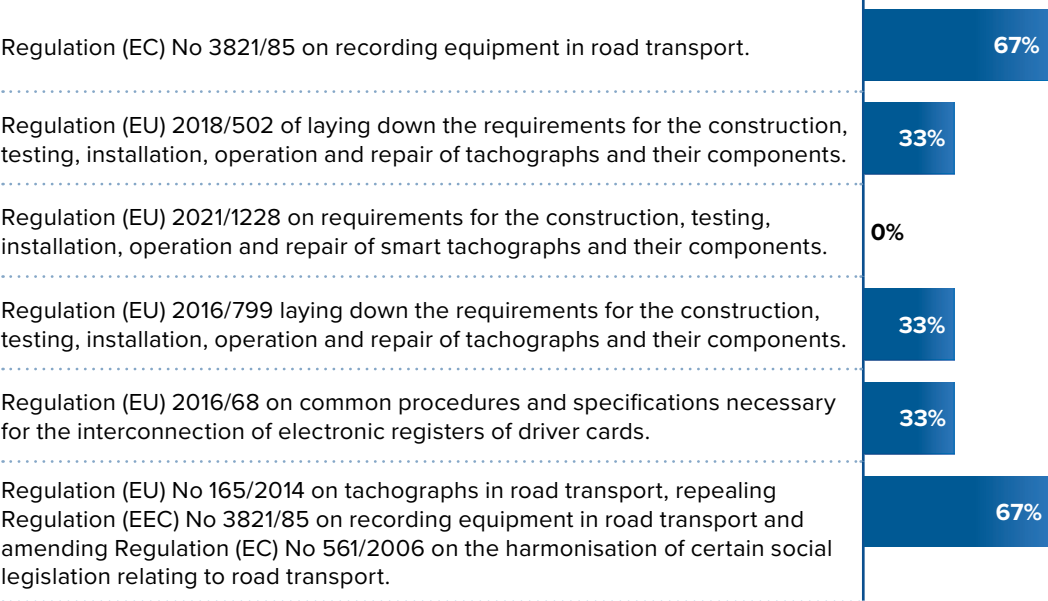
Tachographs

38%

Albania has partially transposed Regulation (EU) No 165/2014 concerning the use of tachographs in road transport, focusing on the standards and procedures for their installation and operation. The Ministry of Infrastructure and Energy has licensed 14 technical centres across Albania for the installation and maintenance of analogue and digital tachographs. These measures are critical in ensuring that drivers comply with rest and driving time regulations, contributing to improved working conditions and safety in road transport. However, several aspects, such as smart tachographs and further technical regulations (Regulation (EU) 2021/1228), are still in the process of transposition, with fully alignment expected by 2026.

Tachograph - Albania

Figure 45.



Albania has made significant strides in implementing Directive 2006/22/EC, which establishes minimum conditions for the enforcement of social legislation relating to road transport, particularly in terms of driving time and rest periods. The country has improved its enforcement mechanisms, especially with the use of smart tachographs, which help monitor compliance with these rules. However, Directive 2002/1057/EC, which provides guidelines on ensuring fair competition in the transport sector and addressing issues of cross-border cabotage, remains an area requiring further alignment. Albania has taken steps toward compliance but must continue focusing on consistent enforcement across all areas of transport to fully meet EU standards.

Enforcement of social legislation - Albania

Figure 46.



Equality in Transport

not scored

Albania has taken steps to promote gender equality in the transport sector. The Albanian Railways, based in Durres, presented its “Equal Opportunities Action Plan” as part of a broader initiative supported by the European Bank for Reconstruction and Development. The plan focuses on creating a diverse, inclusive, and fair workplace by addressing barriers to women’s participation in the sector. Workshops and training programmes have been held to promote these values.

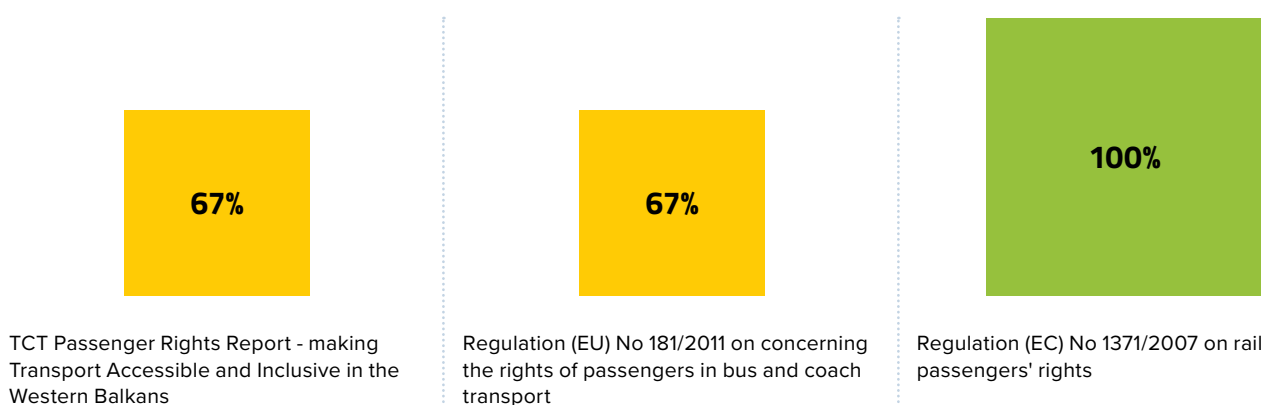
During the March 2023 Regional Steering Committee meeting, Albania was encouraged to join the “Platform for Change – Women in Transport”. To support this initiative further, a study visit to Brussels is scheduled for December 2024, where Albanian representatives will receive detailed guidance and technical information on joining the Platform. During this visit, they will also be introduced to best practices and successful examples of gender balance actions within the transport sector, aiding them in developing their own strategies for promoting equality.

Rail Passengers' Rights: Albania has fully transposed Regulation (EC) No 1371/2007 concerning rail passengers' rights and obligations into its national legislation. Recent updates in 2023, including Guideline No. 15, have ensured full alignment with the new EU Regulation (EU) 2021/782. This guarantees that Albanian rail passengers enjoy the same protections as their counterparts across the EU, including provisions for accessibility and real-time travel information.

Bus and Coach Passengers' Rights: Albania has made substantial progress in transposing Regulation (EU) No 181/2011 on bus and coach passengers' rights. However, some aspects of the regulation, such as the complaint submission processes and cooperation between enforcement bodies, are still not fully aligned. Key provisions related to passenger compensation in cases of injury or damage are covered under Albania's Law No. 32/2021 on compulsory insurance in the transport sector. While Albania has designated several bus terminals to comply with accessibility standards, full transposition of this regulation is still ongoing.

Passenger Rights - Albania

Figure 47.



Recommendations

- Continue efforts to achieve full alignment with Regulation (EU) No 165/2014 and Regulation (EU) 2021/1228 on smart tachographs.
- Develop a Roadmap based on the Study for Strengthening the Regulatory Framework for Passenger Rights in the Western Balkans.
- Further strengthen monitoring and enforcement mechanisms for driving time, rest periods, and working conditions in road transport.
- Commit to the Declaration on Equal Opportunities for Women in Transport and develop initiatives to encourage women's participation in the transport sector.

Bosnia and Herzegovina

2.2

2.2.1 Rail

Overall Summary

Bosnia and Herzegovina is making steady progress moving towards the execution of the actions specified in the rail action plan, attaining an overall implementation rate of **51%**. However, progress during the reporting period has been gradual, with only a **5%** increase.

The Railway Regulatory Board (NSA in BIH) published a few legislative acts during the reporting period, primarily concerning technical specifications for interoperability.

However, there has been only partial progress in the area of passenger rights, with improvements to the rules on public service obligations made through the adoption of appropriate rulebooks applicable to part of the network.

Progress by Measures

Rail Market Opening – Bosnia and Herzegovina

33% ▲

Bosnia and Herzegovina is one of two regional partners with a closed railway market for the third parties, a common situation in both entities. Two integrated companies continue to function as both infrastructure managers and railway undertakings.

A Railway Law at the state level is urgently needed to resolve ongoing disputes between railway authorities at the state level and railway companies and authorities at the entity level. A working group was established in 2021, but no updates on their progress have been provided.

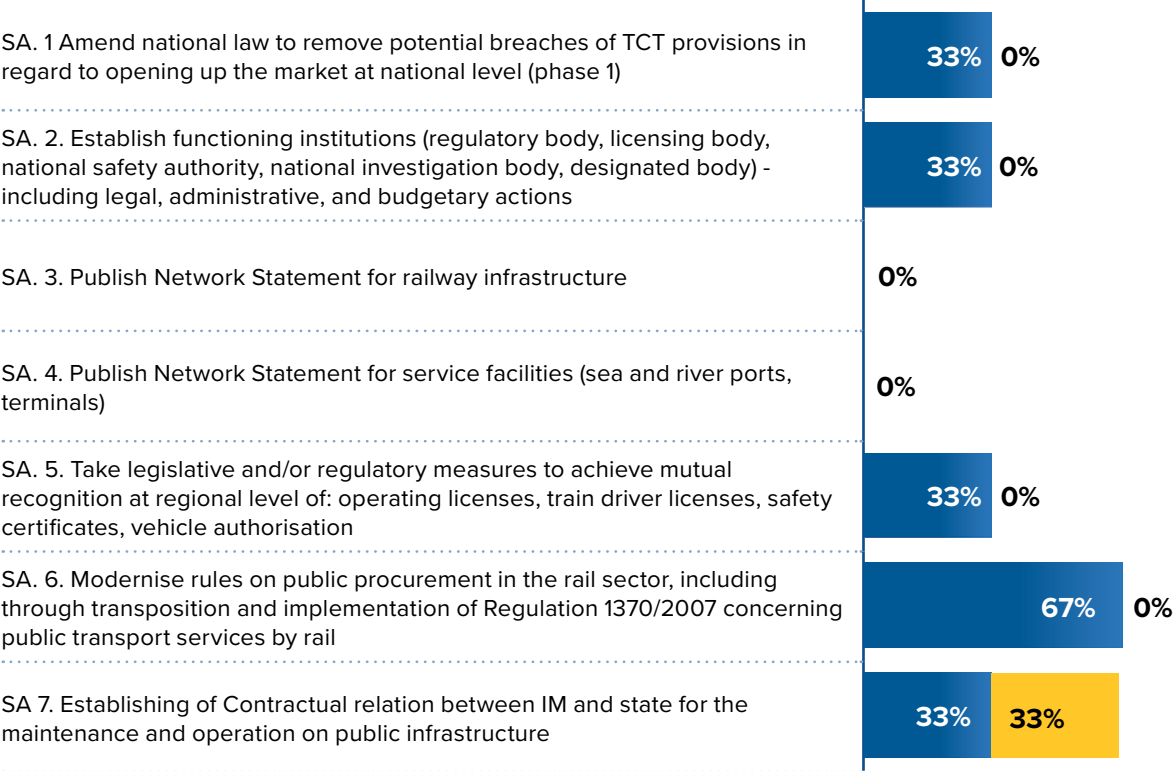
Ongoing activities include the restructuring of the railway company “Željeznice Republike Srpske”, aiming to establish a holding company divided into three sectors: infrastructure, passenger, and freight. However, this restructuring process has not yet been completed and has been postponed until the end of 2024.

An Annual Infrastructure Maintenance Contract is under preparation in the Republic of Srpska entity and is expected to be finalised and signed by the end of the year. Additionally, a PSO contract is under negotiation between the rail company and the relevant entity authority.

Rail market opening - Bosnia and Herzegovina

Up to 2023 2024

Figure 48.



Passenger Rights

40% II

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

Bosnia and Herzegovina reported that in 2023, it adopted a new Rulebook on passenger rights and obligations, fully compliant with this Regulation, though it applies only to part of the railway network. During the reporting period, there was no progress made.

Passenger rights - Bosnia and Herzegovina

Figure 49.



In the previous two years, Bosnia and Herzegovina transposed several EU rail legislative acts to the domestic legislation. Some of them are:

- Rulebook on the use of the European Vehicle Register, Official Gazette of Bosnia and Herzegovina, No. 15/24, effective date 27.02.2024;
- Rulebook on the application of the technical specification for interoperability relating to the operation and traffic management subsystem in Bosnia and Herzegovina, Official Gazette of Bosnia and Herzegovina, No. 86/23, effective date 22.12.2023;
- Rulebook on the application of the technical specification for interoperability relating to the subsystem 'rolling stock — freight wagons', Official Gazette of Bosnia and Herzegovina, No. 49/24, effective date 19.07.2024;
- Rulebook on the application of modules in the railway system in Bosnia and Herzegovina, Official Gazette of Bosnia and Herzegovina, No. 58/24, effective date 28.09.2024;
- Rulebook on the technical specifications for interoperability relating to accessibility for person with disabilities and persons with reduced mobility, Official Gazette of Bosnia and Herzegovina, No. 24/24, effective date 05.04.2024;
- Rulebook on the application of the technical specifications for interoperability relating to the 'infrastructure' subsystem in Bosnia and Herzegovina, Official Gazette of Bosnia and Herzegovina, No. 84/22, effective date 25.12.2022;

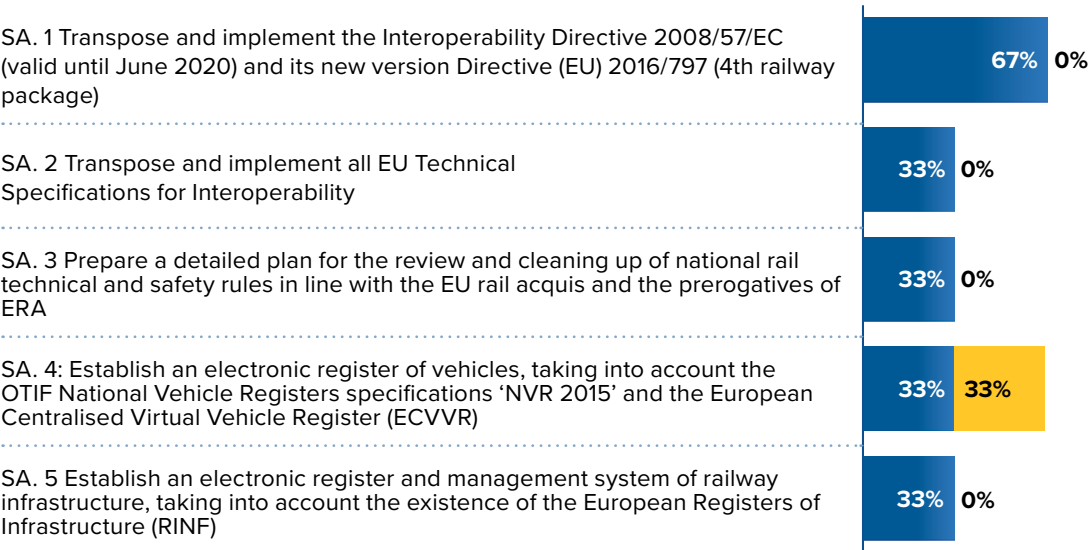
Further efforts are needed to publish the rest of TSIs, adopt the new Railway Safety and Interoperability Law, and establish the Vehicle Inventory List. Additionally, establishing the National Investigation Body and the Electronic Vehicles Register (EVR) should be top priorities. In cooperation with the European Union Agency for Railways (ERA), the TCT Secretariat organised training on accessing and aligning the National Vehicle Register with the European EVR. This training covered all needed elements of data collection, structure, usage and further access to the European EVR System in 2024.

In the Republic of Srpska, several bylaws were adopted in 2023 including the Rulebook on the certification of drivers and centres for education (Directive 1007/59), and the Rulebook on interoperability (Directive 2016/797).

Interoperability - Bosnia and Herzegovina

■ Up to 2023 ■ 2024

Figure 50.



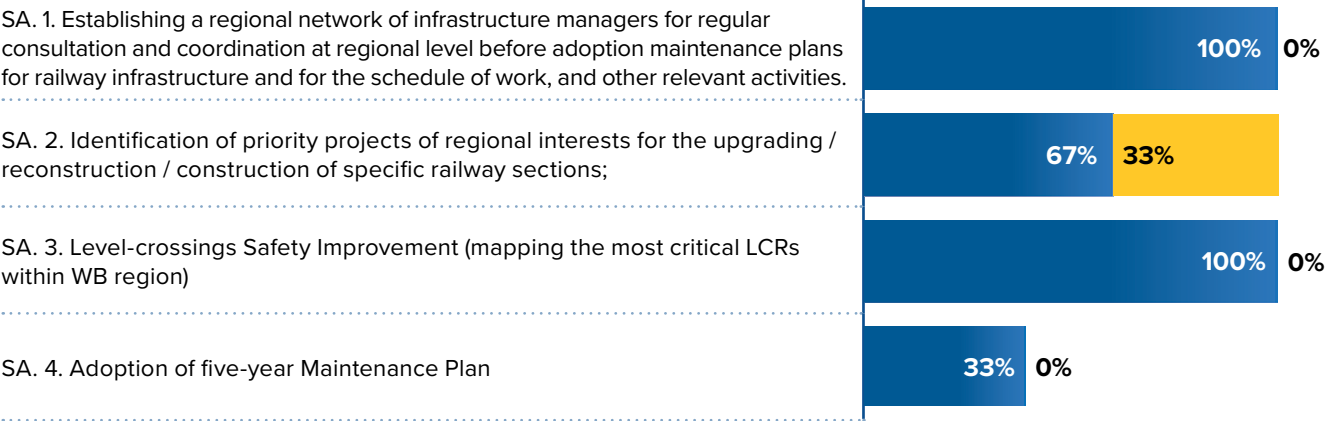
All rail projects are identified within the single project pipeline at the national level in Bosnia and Herzegovina.

There are ongoing activities for the upgrade of Corridor Vc, specifically the Šamac – Doboj (section I) – Rječica, and Rječica – Sarajevo (section II) routes. For the first section, the technical documentation has been finalised, and negotiations with International Financial Institutions (IFIs) are expected to conclude soon. For the second section, the detailed design will be completed by the end of 2023, with the tender for works expected to be published by the end of the year.

Detailed design is ongoing for the Visoko – Konjic section, as well as for the connection between Mostar Airport and the railway infrastructure. The Tuzla – Zvornik section and connection to Tuzla Airport are at the conceptual design stage, with completion expected by the end of 2024. Track overhaul for the Doboj-Maglaj, Jelina-Zenica and Podlugovi – Sarajevo sections on Corridor Vc are scheduled for 2024 and the first half of 2025.

Modernisation of railway infrastructure - Bosnia and Herzegovina

Figure 51.



Recommendations

- Further efforts are needed to finalise and adopt the new Railway Law.
- Define the competencies of the regulatory agency (ROZ),
- Complete the institutional framework,
- Establish the NIB and restructure the railway companies in both entities.

Railway Action Plan by measures - Bosnia and Herzegovina

■ Up to 2023 ■ 2024

Figure 52.

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)

33% 0%

SA. 2. Establish functioning institutions (regulatory body, licensing body, national safety authority, national investigation body, designated body) - including legal, administrative, and budgetary actions

33% 0%

SA. 3. Publish Network Statement for railway infrastructure

0%

SA. 4. Publish Network Statement for service facilities (sea and river ports, terminals)

0%

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

33% 0%

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

67% 0%

SA 7. Establishing of Contractual relation between IM and state for the maintenance and operation on public infrastructure

33% 33%

Passenger Rights

SA. 1 Transpose and implement Regulation (EC) No 1371/2007

67% 0%

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)

67% 0%

SA. 2 Transpose and implement all EU Technical Specifications for Interoperability

33% 0%

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

33% 0%

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)

33% 33%

SA. 5 Establish an electronic register and management system of railway infrastructure, taking into account the existence of the European Registers of Infrastructure (RINF)

33% 0%

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 for railway infrastructure and for the schedule of work, and other relevant activities

100% 0%

SA. 2. Identification of priority projects of regional interests for the upgrading / reconstruction / construction of specific railway sections;

67% 33%

SA. 3. Level-crossings Safety Improvement (mapping the most critical LCRs within WB region)

100% 0%

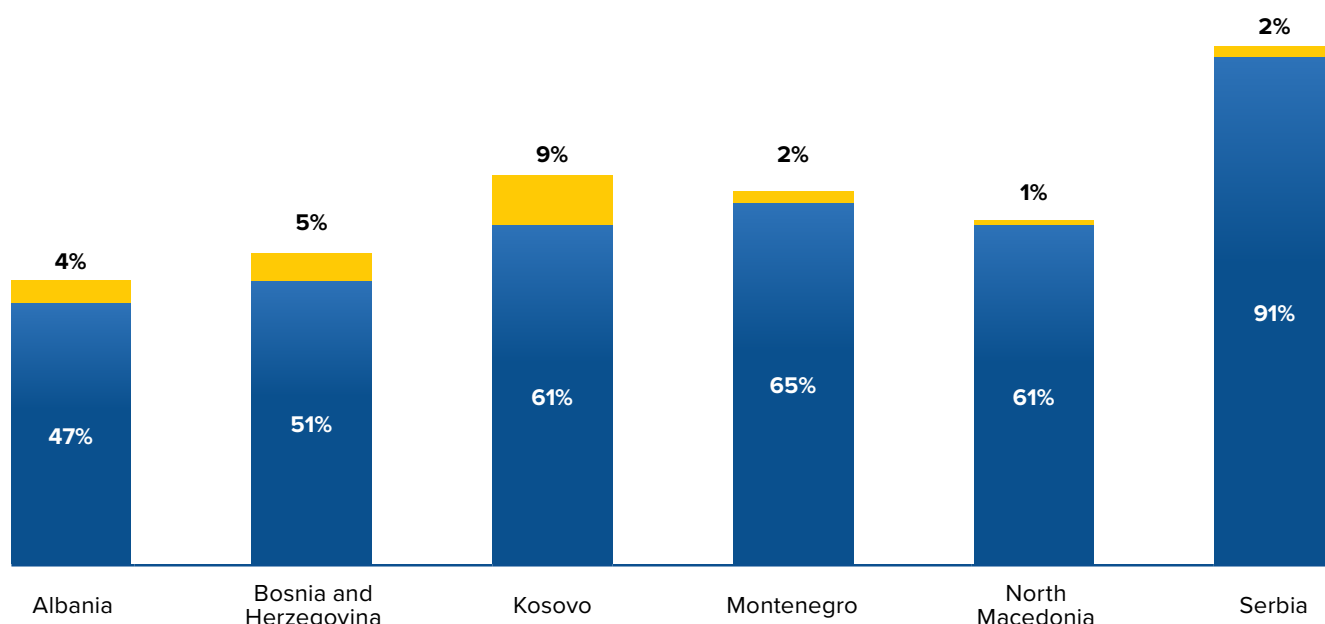
SA. 4. Adoption of five-year Maintenance Plan

33% 0%

Rail Action Plan per each regional partner

Figure 53.

■ Up to 2023 ■ 2024



2.2.2 Road

Overall Summary

Bosnia and Herzegovina has made moderate progress towards implementing the measures outlined in the road action plan, achieving an overall implementation rate of 50%. However, progress remains slow during the reporting period, showing only a 2% increase.

The main achievements are related to ITS, with the finalisation of the ITS Strategy and operational concept for Road Traffic Management Centres by CONNECTA in August 2023; its approval is still pending. Following the successful establishment of e-tolling interoperability across Bosnia and Herzegovina, testing of interoperability with Croatia has been ongoing since June 2023, with discussions at the technical level continuing with Serbia and North Macedonia.

Progress by Measures

Establishing a Functioning and Efficient Road Maintenance System

33% ■■

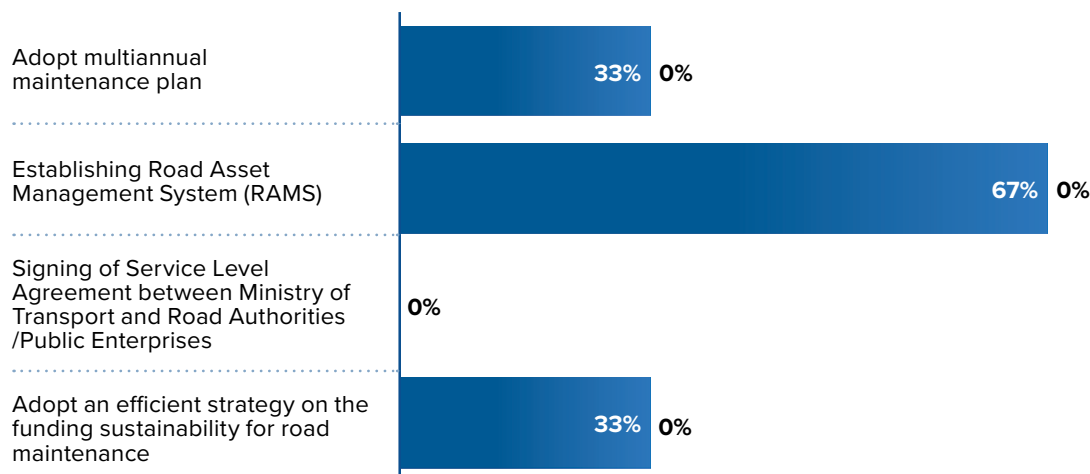
The multiannual maintenance plans – three-year planning and four-year maintenance contracts – are still in force. When it comes to the Road Asset Management System (RAMS), each company in BiH has its inventory database, which is not up to date.

The European Bank for Reconstruction and Development (EBRD) is supporting Bosnia and Herzegovina in the preparation of the Road Sector policy framework. The Sector Policy framework has been drafted and is currently being consulted with all stakeholders. Furthermore, the EBRD is assisting the Public Road Enterprise JP Autoceste in drafting the Service Level Agreement.

Road maintenance - Bosnia and Herzegovina

■ Up to 2023 ■ 2024

Figure 54.



ITS Deployment on Core/Comprehensive Road Networks

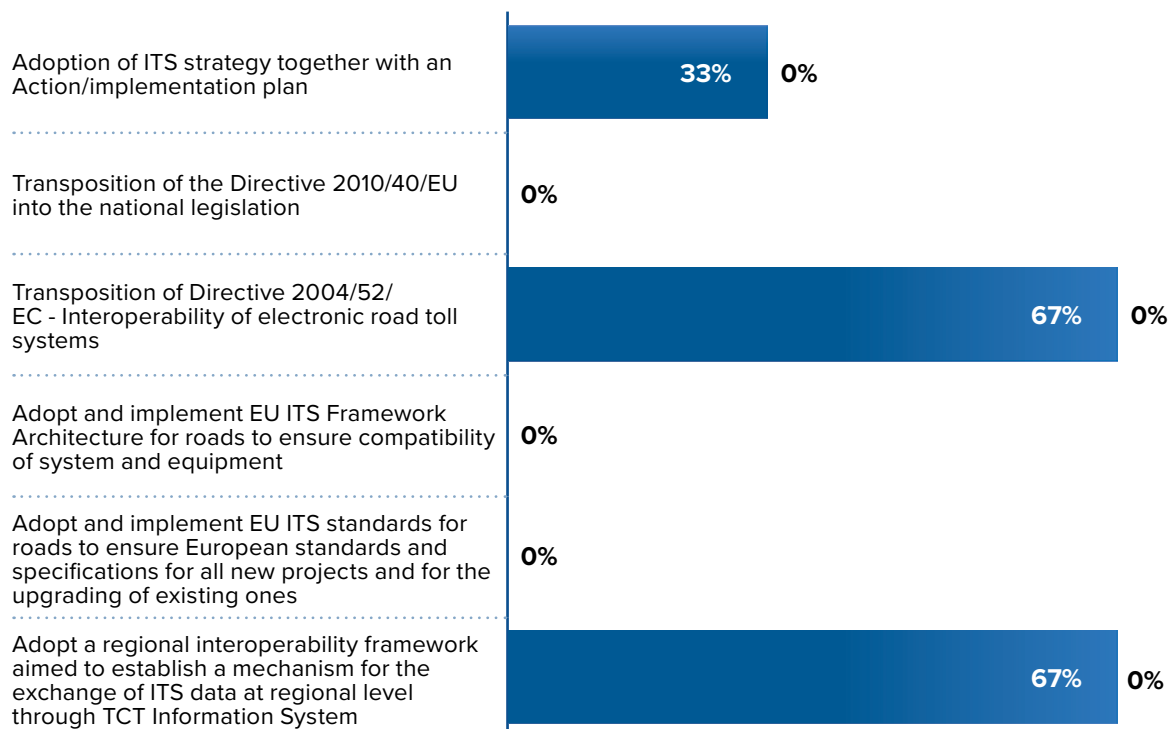
33% ■■

The ITS Strategy and operational concept for Road Traffic Management Centres were drafted by CONNECTA in August 2023. However, approval is still pending. Following the successful establishment of e-tolling interoperability across Bosnia and Herzegovina, testing of interoperability with Croatia has been ongoing since June 2023, and discussions at the technical level are ongoing with Serbia and North Macedonia.

ITS Deployment - Bosnia and Herzegovina

■ Up to 2023 ■ 2024

Figure 55.



Enhancing Road Transport Climate Resilience and Use of Alternative Fuels

33% ▲

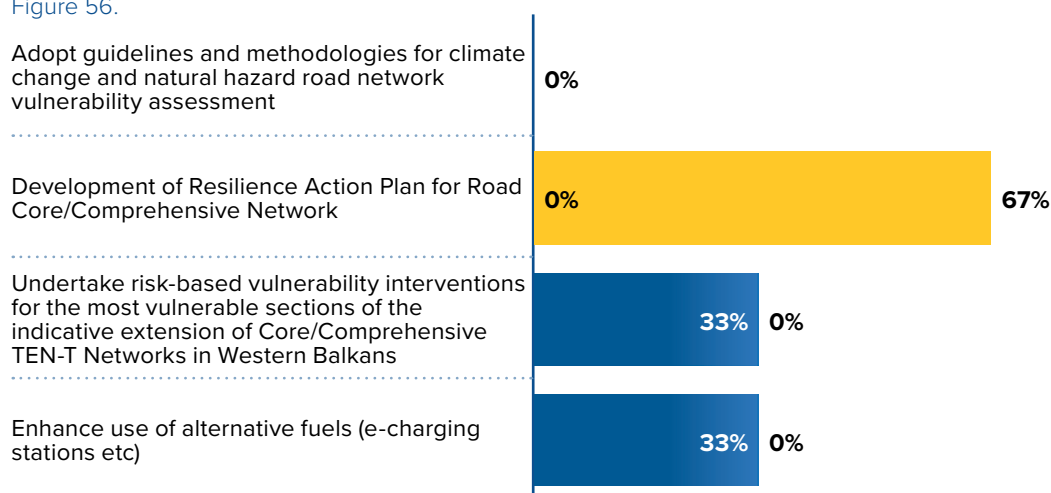
On 15 December 2023, the TCT Secretariat completed, the Technical Assistance to improve climate resilience for the road network. The incorporation of the deliverables into the strategic documents or their adoption as standalone documents is still pending.

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

Bosnia and Herzegovina - Climate resilience and alternative fuels

■ Up to 2023 ■ 2024

Figure 56.



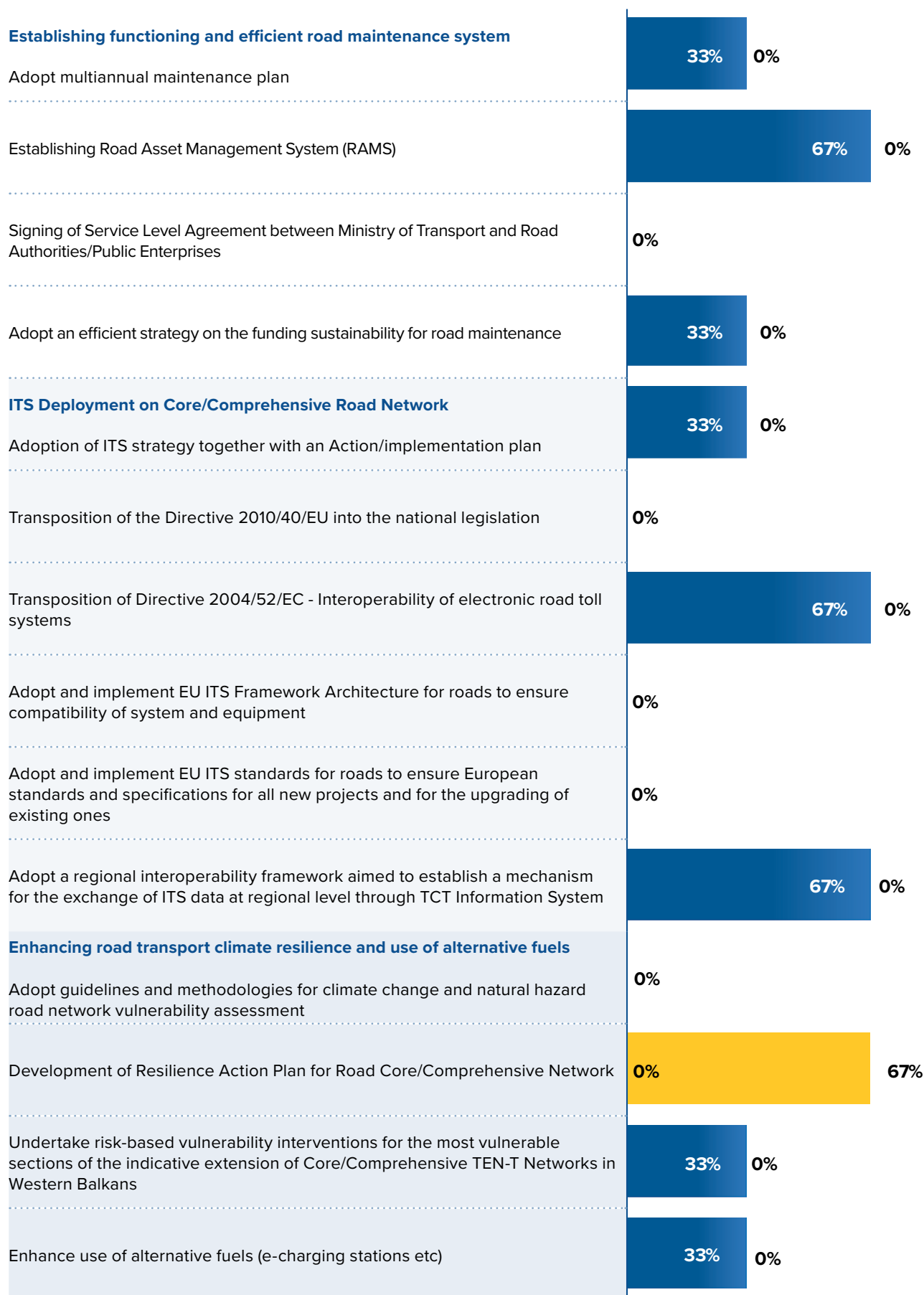
Recommendations

- Establish the RAMS in all public road enterprises.
- Adopt the ITS Strategy and the Concept for the Traffic Control Centre.
- Complete the full transposition of Directive 2010/40/EU into national legislation.
- Work toward reaching interoperability with Serbia and North Macedonia.
- Incorporate the deliverables outlined by CONNECTA into the strategic documents to establish and deploy e-charging stations in the TEN-T Core and Comprehensive Network.
- Incorporate the deliverables of the Technical Assistance for the improvement of climate resilience for the road network in ongoing activities.

Road Action Plan measures - Bosnia and Herzegovina

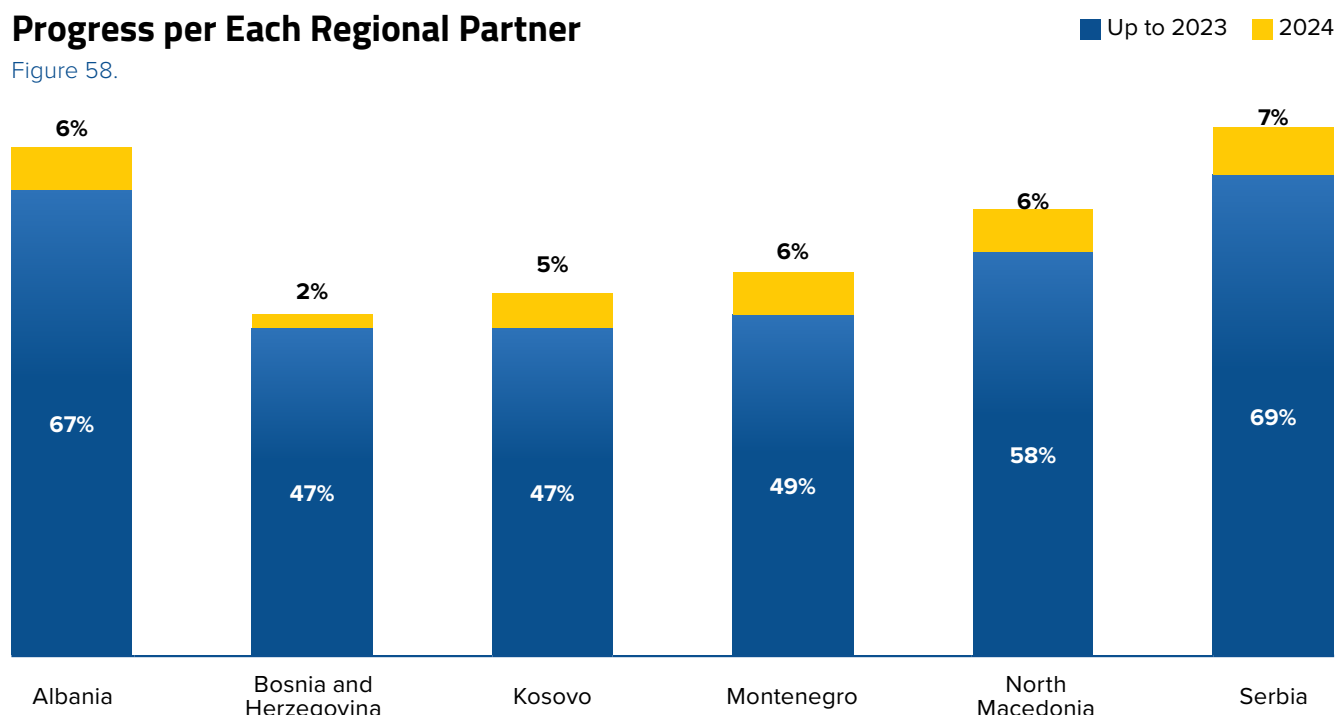
■ Up to 2023 ■ 2024

Figure 57.



Progress per Each Regional Partner

Figure 58.



2.2.3 Road Safety

Overall Summary

The overall progress of Bosnia and Herzegovina in the implementation of the road safety action plan is 50%. The Road Safety Strategy is still pending adoption procedures and a road safety agency model for improving the coordination and monitoring the progress of road safety is still to be defined. The TCT Secretariat has proposed a potential model for Bosnia and Herzegovina and submitted it to the respective authorities. Additionally, the road crash database at the local level shall be developed to help with better policymaking. In 2023, Bosnia and Herzegovina reported an increase in fatalities, with 33 more road deaths compared to 2022.

Number of Fatalities in 2019-2023:

Regional Partner	2019	2020	2021	2022	2023	Goal 2030
Bosnia and Herzegovina	261	244	255	222	255	130

Progress by Measure

Road Safety Management

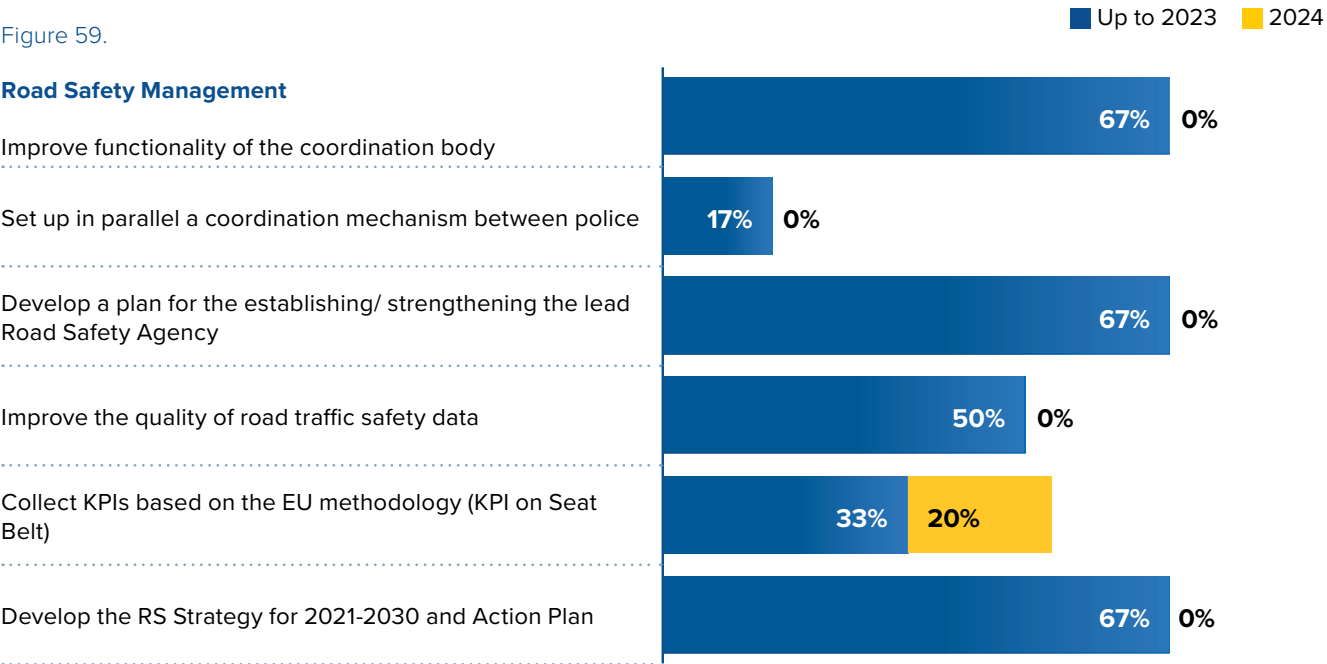
60% **II**

The Council for Road Traffic Safety in Bosnia and Herzegovina held its first meeting in June 2020 and has since been inactive. 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, aiming to achieve the common goal of halving the number of fatalities and serious injuries by 2030.

The Draft of the Road Safety Strategy is still on hold. The Memorandum of Understanding between the Ministry and the UNDP has been signed. The project for an in-depth study analysis at the local level has been approved by the UN Road Safety Fund. Progress has been made with Bosnia and Herzegovina's participation in the ESRA (E-Survey of Road Users' Attitudes). The ESRA3 survey in Bosnia and Herzegovina was supported by the WHO Regional Office for Europe, as part of the 5th Regional Status Report on Road Safety. An overview of the initiative and the additional results are available on the ESRA website¹⁷.

Road Safety management Overall progress - Bosnia and Herzegovina

Figure 59.



Ensure Safer Infrastructure

78% **II**

Last year's work in building capacities related to Directive 2004/54/EC on minimum safety requirements for tunnels in the Trans- European Road Network has not progressed during 2024. However, the TCT Secretariat has prepared a proposal for the necessary changes to be introduced in the Law and for the bodies to be created, which will help the authorities to easily transpose Directive 2004/54/EC.

Protection of Vulnerable Road Users

33% **II**

A programme for the protection of Vulnerable Road Users has not yet been drafted; however, the authorities are working on 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 titled "Head up! Stop using mobile phones in traffic!" The TCT Secretariat has translated the "Safer to School" guidelines into all official languages of the Western Balkans¹⁸ and distributed them throughout the region. These guidelines aim to improve safety in school zones to safeguard children's lives. The next step will be to obtain funding for their implementation.

¹⁷ https://www.google.com/url?sa=t&source=web&rct=j&opi=89978449&url=https://www.esranet.eu/storage/minisites/esra2023countryfactsheetbosnia-herzegovina.pdf&ved=2ahUKewjk3t-iu7GIAxU68LsiHfhEGFUQFnoECBcQAQ&usq=AOvVaw2BgEi68_dwO1xF0Fn-sZ8

¹⁸ Bosnian: https://www.transport-community.org/wp-content/uploads/2024/04/ONLINE_Safer-to-School_BIH-document.pdf
Serbian (Bosnia and Herzegovina): https://www.transport-community.org/wp-content/uploads/2024/04/ONLINE_Safer-to-School_BIH-SRB-document.pdf
Croatian: https://www.transport-community.org/wp-content/uploads/2024/04/ONLINE_Safer-to-School_HR-document.pdf

Recommendations

- **Adopt the Road Safety Strategy linked to reducing fatalities and serious injuries by 50% by 2030.**
- **Establish a Road Traffic Safety Agency with full competencies.**
- **Establish a road crash database with a common approach to crash data collection (CADAS protocol).**
- **Collect EU Key Performance Indicators (speed, seat belt use, drunk driving, use of mobile phones, 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 is making steady progress in the implementation of the Transport Facilitation Action Plan, achieving an overall implementation rate of 60%. There are number of pending issues to be agreed upon regarding the BCPs with Croatia, including the bilateral rail agreement and the bilateral agreement on road BCPs, which should also regulate the status of the BCPs Svilaj and Gradiška. Ongoing talks and initiatives with other neighbouring partners- Montenegro and Serbia- are on a good track.

Bosnia and Herzegovina actively participate in the Green Lanes initiative. Two BCPs with Croatia (Gradiška/Stara Gradiška and Bosanski Šamac/Slavonski Šamac) are included in the 11 Green Lanes BCPs, for which the fiches have been prepared. 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 significantly, which should be an important advantage for the future implementation of the measures and infrastructure projects foreseen in the fiche. The proposed timeline for the identified measures and interventions is three years.

Progress by Measures

Rail Border Crossing/Common Crossing Measures

67% 

The rail agreement between Bosnia and Herzegovina and Serbia for determining rail procedures on the common rail border crossing Brasina-Zvornik is in the alignment phase between the parties. The draft has been exchanged by the parties and harmonised in most parts, with the exception of the location of the future joint border station, which is subject to future official bilateral discussions. The first round of negotiations took place in September 2023, but no developments have been reported since then, except that internal consultations are still ongoing on the Serbian side.

Regarding the initiative for concluding an Agreement between the Council of Ministers of Bosnia and Herzegovina and the Government of the Republic of Croatia for determining the border procedures for the rail BCPs Šamac-Slavonski Šamac (North) and Čapljina-Metković (South) on Corridor Vc, following a joint session of the two Governments, both parties agreed to establish a joint coordination body that will work on the preparation of the draft Agreement. The Ministry of Communication and Transport of Bosnia and Herzegovina nominated the members of its team in June 2024. The first meeting of the coordination body is yet to be scheduled.

In accordance with the Annex of the Agreement between the Council of Ministers of Bosnia and Herzegovina and the Government of Montenegro for conducting border checks at the common border crossings, the construction of the JBCPs Ilino Brdo/Klobuk and Zupci is the responsibility of the Indirect Tax Authority of Bosnia and Herzegovina. On 29 March 2024, a Contract was signed with the designer for the preparation of project documentation for the reconstruction of BCP Klobuk- Ilino Brdo. It is expected that by the end of 2024, the project documentation necessary for the tender for the reconstruction of this BCP will be completed. The Directorate for Indirect Taxation of Bosnia and Herzegovina will provide the same conditions for the stay and work of the border services of Montenegro and Bosnia and Herzegovina, with the aim of creating conditions for joint border control at the future JBCP in Klobuk.

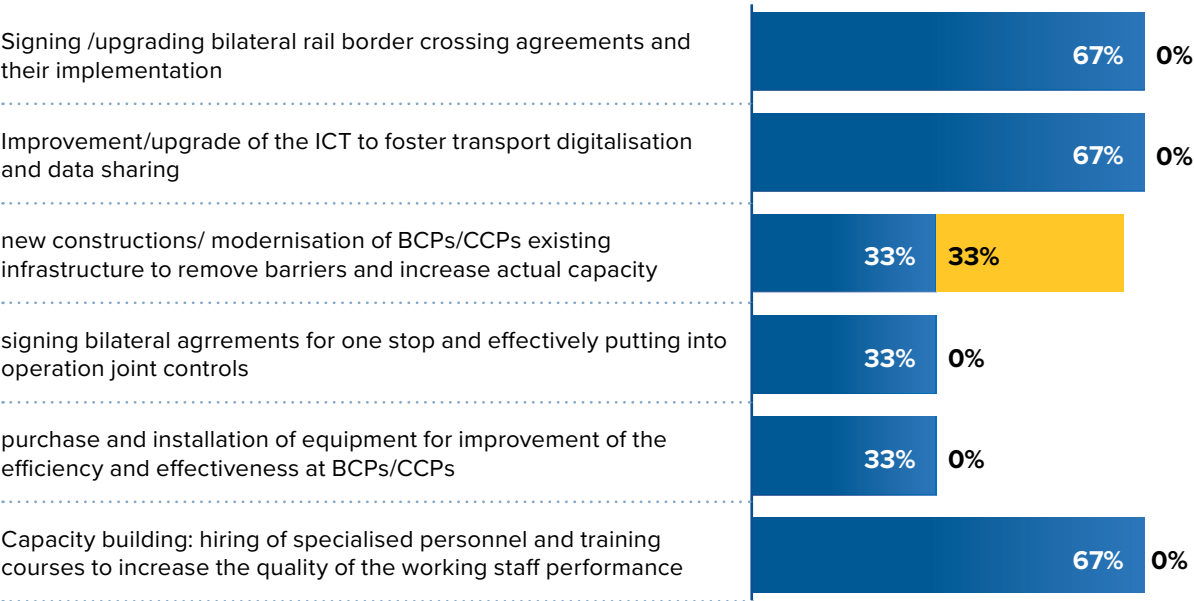
Regarding the existing JBCP Vračnovići-Deleuša between Bosnia and Herzegovina and Montenegro, the authorities of Bosnia and Herzegovina submitted the consents related to the adequate positioning of control booths for performing border and customs controls at the JBCP. Considering that this JBCP is located in a common location on the territory of Montenegro, the competent authorities of Montenegro will perform the necessary works and fulfil the technical conditions so that the IT services of the Border Police of BiH can implement their activities and enable their police officers to carry out border checks in control booths of the Indirect Taxation Administration, where they would be temporarily relocated.

No progress has been made regarding the formal status of the BCP Svilaj. In order to be permanently categorised as an international BCP, it would have 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 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.

Overall progress - Bosnia and Herzegovina

■ Up to 2023 ■ 2024

Figure 60.



Recommendations

- **Conclude the negotiations for the facilitation of rail border crossing procedures between Bosnia and Herzegovina and Serbia.**
- **Engage in negotiations with Croatia regarding the bilateral rail agreement for determining the border procedures for the rail BCPs Šamac-Slavonski Šamac and Čapljina-Metković**
- **Engage in negotiations with Croatia to conclude an international agreement that will define the final status of the new road BCPs Svilaj and Gradiška**
- **Prepare the project documentation regarding the proposed physical improvements and equipment supplies within the BCP fiches for Gradiška/Stara Gradiška and Bosanski Šamac/Slavonski Šamac,**
- **Complete the preparation in a timely manner and carry out the infrastructure project for the construction of the joint facilities for the border agencies of Bosnia and Herzegovina and Montenegro at the JBCP Ilino Brdo/Klobuk**

2.2.5 Waterborne Transport and Multimodality

Overall Summary

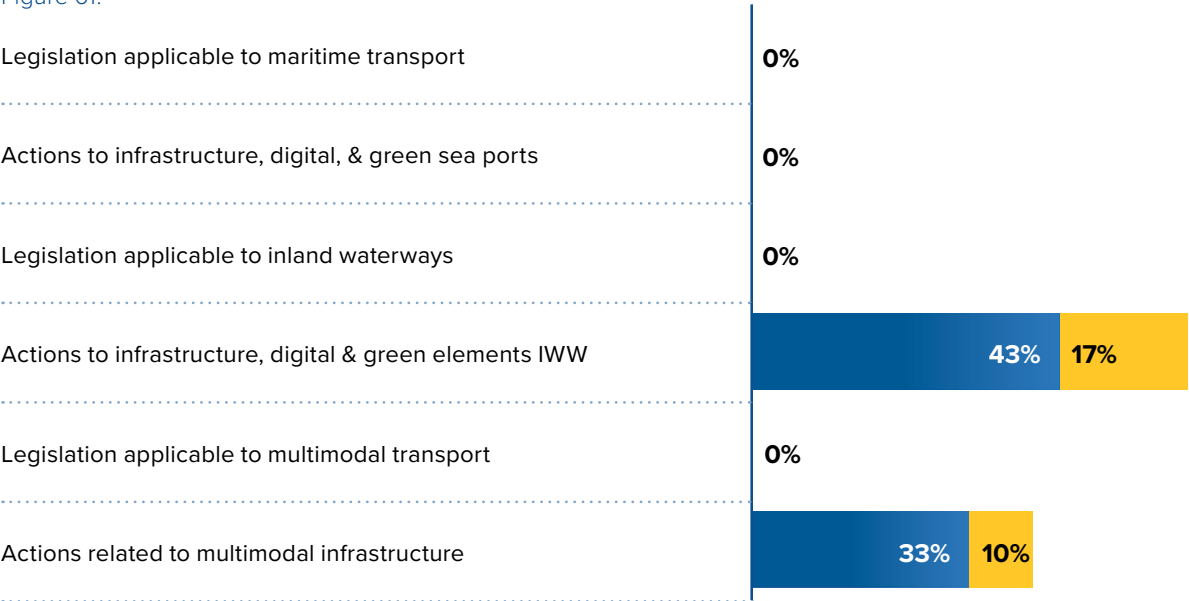
During the reporting period Bosnia and Herzegovina made slow progress towards implementing the actions specified in the Action Plan for Waterborne Transport, attaining a comprehensive implementation rate of **17%**. Nonetheless, advancement has been gradual during the review period, indicating **5%** rise, mainly in the actions related to infrastructure digital and green elements.

The need for a comprehensive legal framework that will serve as the basis for all other necessary legislation on maritime and inland waterways is still pending, presenting a significant barrier to the further implementation of the actions in the Action Plan. The project on the rehabilitation and upgrade of the facilities at the port of Brčko is planned to be completed in 2024 but still lacks the development studies for the improving navigability and removing bottlenecks in the Sava River.

Overall progress of Bosnia and Herzegovina in Waterborne Transport and multimodality

Up to 2023 2024

Figure 61.



Progress by Measures

Transposition of Legislation

0% II

Bosnia and Herzegovina’s progress in transposing the EU Acquis for waterborne transport and establishing a comprehensive national legal framework has been slow.

A key factor in this slow pace is the need for a national-level Navigation Law. This law would define institutional responsibilities for both maritime and inland waterway transport across all entities in Bosnia and Herzegovina and would be instrumental in initiating the transposition of EU Acquis regulations from Annex I of the Treaty and the Action Plan for Waterborne Transport and Multimodality.

During the reporting period, it was reported that the Ministry has begun drafting the law on maritime and inland waterway transport at the state level, aligning with the Action Plan for Waterborne Transport and Multimodality and Annex I of the Treaty. The drafting process is expected to be completed in 2025.

Infrastructure, Digital and Green Elements

60% ▲

The reconstruction and modernisation of the River Port of Brčko, including the port plateau and a new crane, have been completed. The ‘last mile’ by road and railway was completed in 2024.

To promote Brčko as a logistics gateway and enhance its integration into the Rhine-Danube TEN-T core corridor, the Transport Community, in collaboration with DG MOVE, the Danube Commission, and the International Sava Basin Commission, organised a workshop on 19 September 2024. The event aimed to highlight the port’s logistics potential and facilitate cargo flow via the Danube and Sava Rivers.

The Sava River Demining Project, covering 40 km of Bosnia and Herzegovina’s right bank, is pending due to financial procedures but is planned to start in 2025.

Multimodality

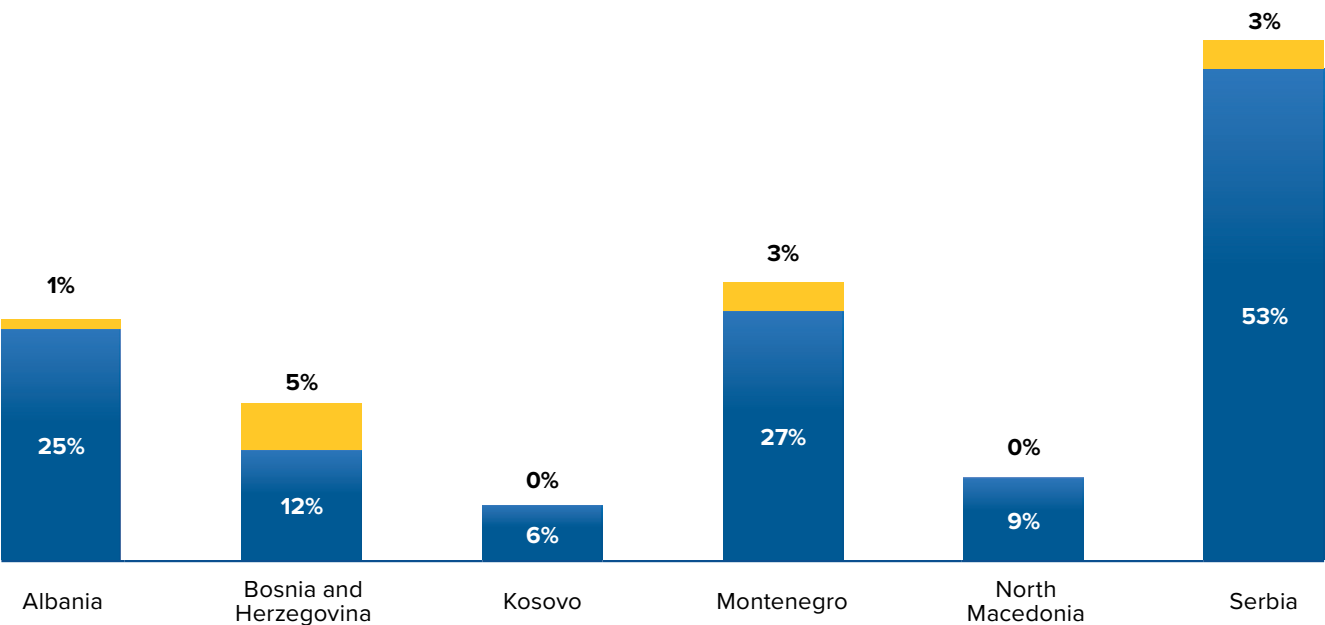
40% ▲

Following the technical assistance related to Regulation (EU) 2020/1056 of the European Parliament and of the Council of 15 July 2020 on electronic freight transport in formation, the transposition of the e-freight Regulation has become one of the priorities within the New Growth Plan and Reform agenda, signifying the importance of e-freight for increasing trade in the Western Balkans. As mentioned before, the port of Brčko is being rehabilitated, which includes better multimodal connectivity through improved access road and railways tracks. If the Sava River is rehabilitated and made navigable, the port of Brčko has the potential to become a multimodal hub in this part of the region.

Progress per Each Regional Partner

■ Up to 2023 ■ 2024

Figure 62.



Recommendations

- Draft and approve the legislation regarding navigation at the state-level.
- Initiate the process of transposing the EU legislation listed in Annex I and the Action Plan for Waterborne Transport and Multimodality into national law.

2.2.6 Social Issues and Passenger Rights

Overall Summary

Bosnia and Herzegovina **overall implementation rate is 24%** in aligning their transport sector with the EU acquis on social issues and passenger rights. However, significant efforts are still required to fully transpose and implement the relevant EU legislation. Strengthening institutional capacity, enhancing stakeholder engagement, and prioritizing key areas such as workers' rights, tachograph implementation, gender equality, and passenger rights will be crucial for advancing compliance with EU standards.

Progress by Measures

Workers' Fundamental Rights

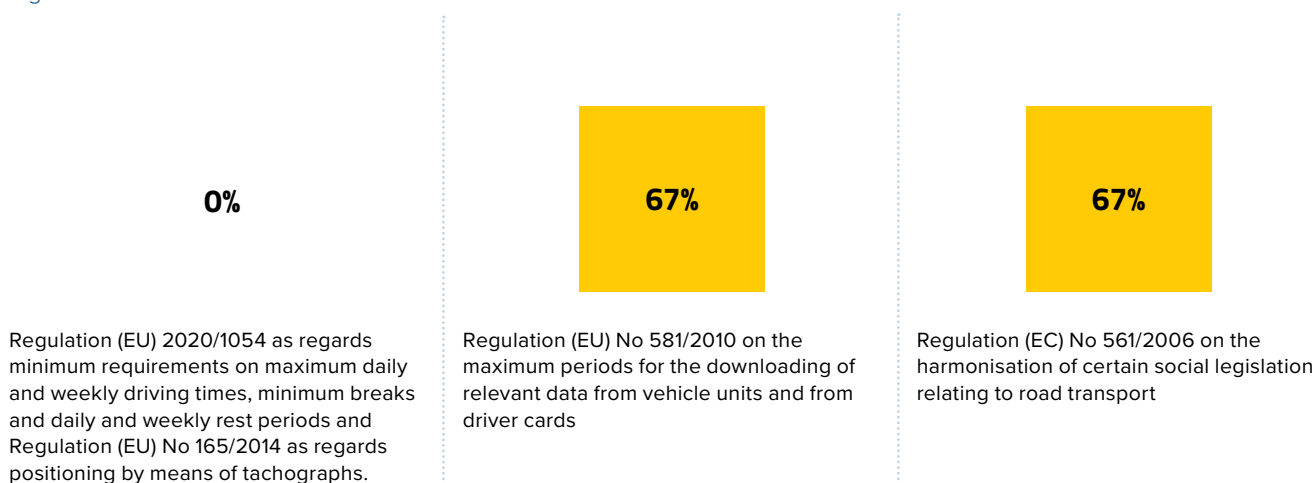
🚆 Rail **0%** 🛣️ Road **44%**

Rail Sector (Working Time/Hours): There is limited information on the transposition of Directive 2003/88/EC (working time) and Directive 2005/47/EC (working conditions for mobile workers in cross-border rail services). Bosnia and Herzegovina needs to initiate or accelerate efforts to align its national laws with these directives to ensure fair working conditions for rail workers.

Road Sector (Driving Time and Rest Periods): Partial transposition of Regulation (EC) No 561/2006 concerning driving times and rest periods may exist, but comprehensive alignment with EU standards, including the Mobility Package I, is necessary. Implementation of enforcement mechanisms is also crucial.

Road driving time/rest periods - Bosnia and Herzegovina

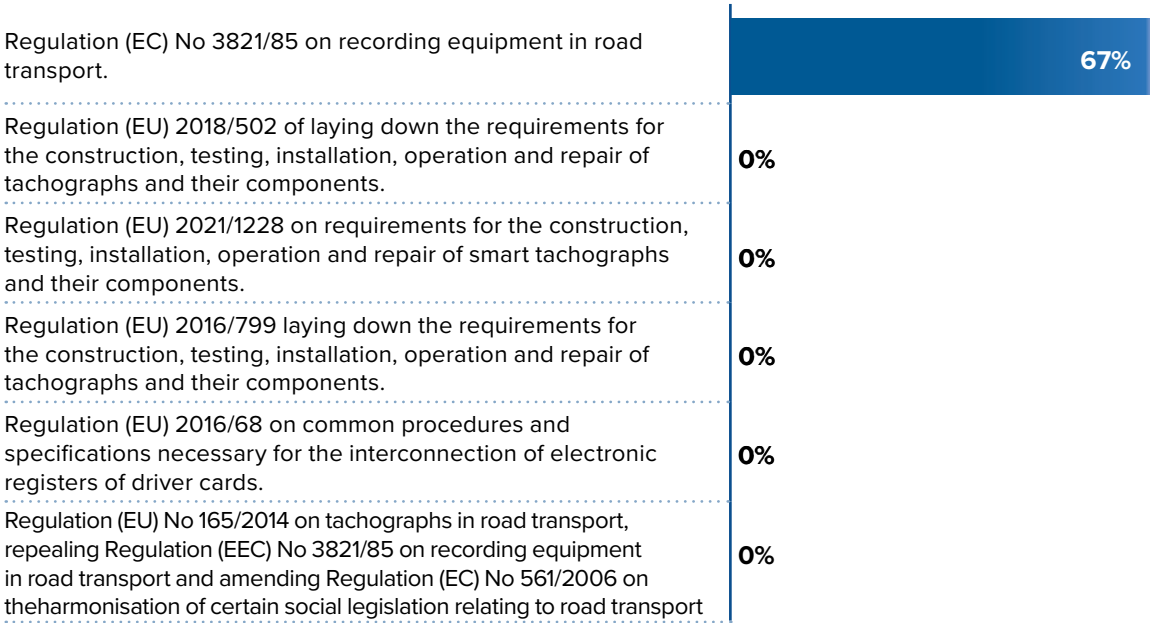
Figure 63.



Implementation of Tachograph Regulations: Bosnia and Herzegovina needs to transpose Regulation (EU) No 165/2014 on tachographs in road transport and its subsequent amendments. Establishing the legal framework and technical infrastructure for smart tachographs is essential for compliance and improving road safety.

Tachograph - Bosnia and Herzegovina

Figure 64.



Enforcement of Social Legislation

Bosnia and Herzegovina is facing challenges in the enforcement of Directive 2006/22/EC, particularly in monitoring and enforcing compliance with driving time, rest periods, and working conditions. The implementation of smart tachographs has been delayed, and there is an uneven application of the rules. As for Directive 2002/1057/EC, the country has yet to make significant progress in ensuring fair competition and cross-border enforcement of cabotage rules. The lack of harmonized enforcement mechanisms highlights the need for further efforts to align with EU legislation.

Enforcement of social legislation - Bosnia and Herzegovina

Figure 65.



Bosnia and Herzegovina was encouraged during the March 2023 Regional Steering Committee meeting to join the Platform for Change – Women in Transport. To further support this initiative, a study visit to Brussels is scheduled for December 2024, where representatives from Bosnia and Herzegovina will receive detailed guidance and technical information on how to join the Platform. During this visit, they will also be introduced to best practices and successful examples of gender balance actions within the transport sector, aiding them in developing their own strategies for promoting equality.

Passenger Rights

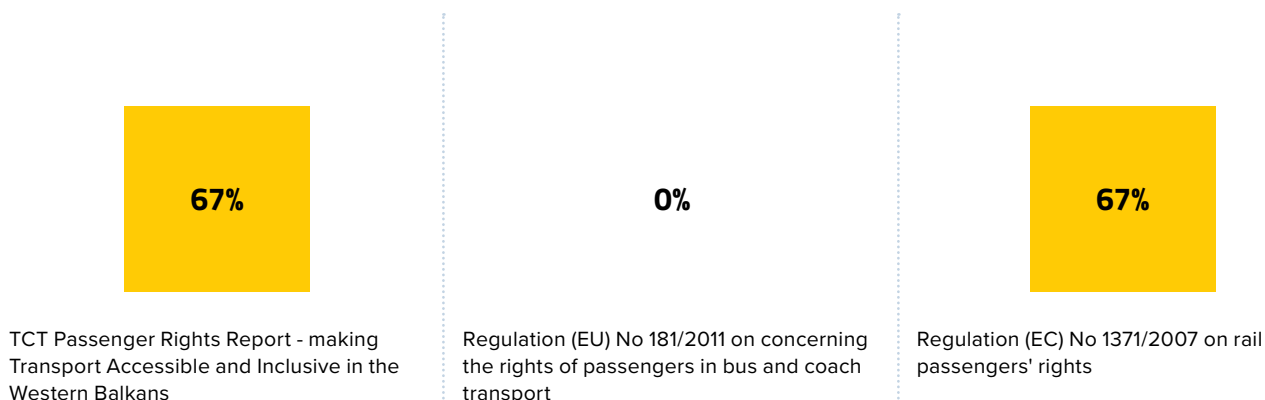
44%

Rail Passengers' Rights: The transposition of Regulation (EC) No 1371/2007 on rail passengers' rights and obligations appears to be incomplete. Enhancing legislative efforts to protect passengers in accordance with EU standards is necessary.

Bus and Coach Passengers' Rights: Limited progress is observed in aligning with Regulation (EU) No 181/2011 concerning the rights of passengers in bus and coach transport. Actions to improve accessibility, information provision, and complaint handling are needed.

Passenger Rights - Bosnia and Herzegovina

Figure 66.



Recommendations

- Conduct a thorough assessment of existing national laws and regulations to identify gaps in the transposition of EU social legislation and passenger rights directives.
- Strengthen the capacities of relevant ministries, agencies, and enforcement bodies through training, resource allocation, and technical assistance. This will improve their ability to implement and monitor compliance with EU regulations effectively.
- Develop a Roadmap based on the Study for Strengthening the Regulatory Framework for Passenger Rights in the Western Balkans. The roadmap outlined in the “Study for Strengthening the Regulatory Framework for Passenger Rights in the Western Balkans” should be adopted.
- Commit to the Declaration on Equal Opportunities for Women in Transport and develop initiatives to encourage women’s participation in the transport sector.
- Accelerate the transposition of passenger rights regulations for both rail and road transport. Implement mechanisms for handling complaints, provide accessible travel information, and ensure that facilities accommodate persons with reduced mobility.

Kosovo

2.3

2.3.1 Rail

Overall Summary

Kosovo is making steady progress towards executing the actions specified in the rail action plan, attaining an overall implementation rate of **61%**. Nonetheless, advancement has been moderate during the review period, indicating a mere **9%** rise.

The Railway Regulatory Agency published several legislative acts during the reported period. These acts are mainly connected to the technical specifications of interoperability. Preparatory work for drafting the new Railway Safety Law has been completed, and the drafting of the Law on Rail Safety is ongoing.

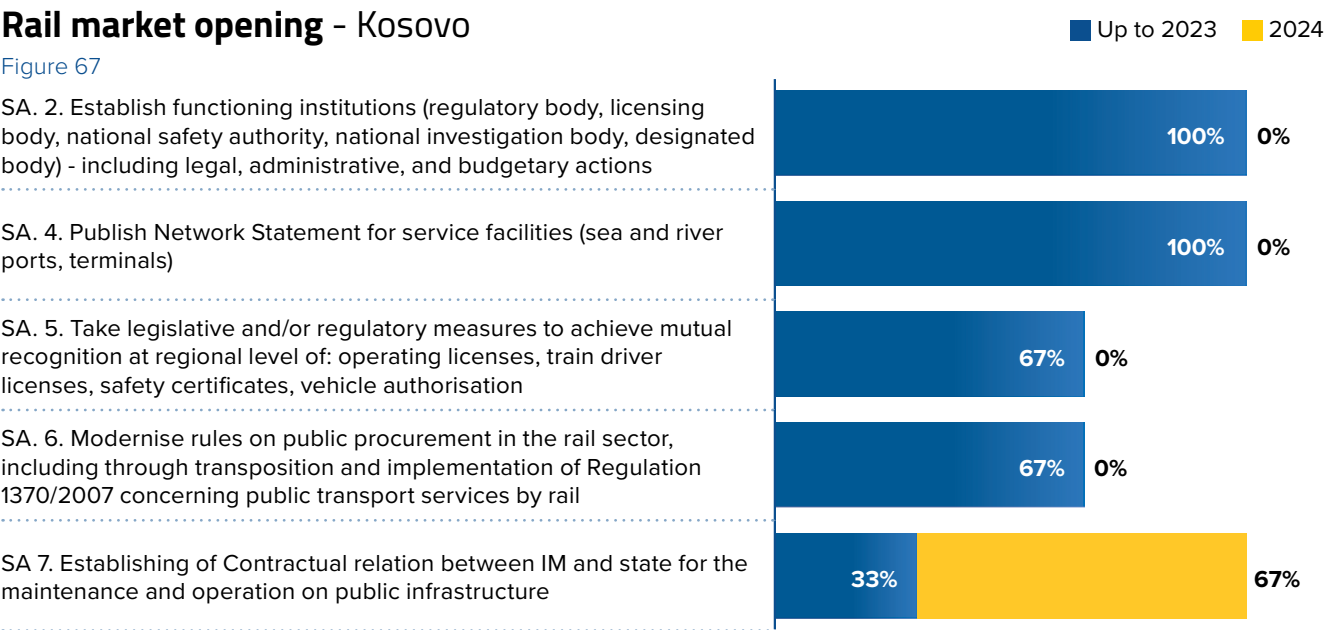
Progress by Measures

Rail Market Opening

87% ▲

In recent years, Kosovo has made significant progress in consolidating its institutional framework and establishing the National Investigation Body, which reports 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 signed a Multi-Annual Infrastructure Contract with the relevant authority. This contract will provide greater sustainability for the infrastructure manager. The Ministry of Environment, Spatial Planning and Infrastructure has signed a new five -year PSO contract with the public Railway Undertaking TRANKOS JSC for the provision of public passenger railway transport services. However, progress during the reported period cannot be regarded as satisfactory.



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

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

Passenger Rights - Kosovo

Figure 68.



Interoperability

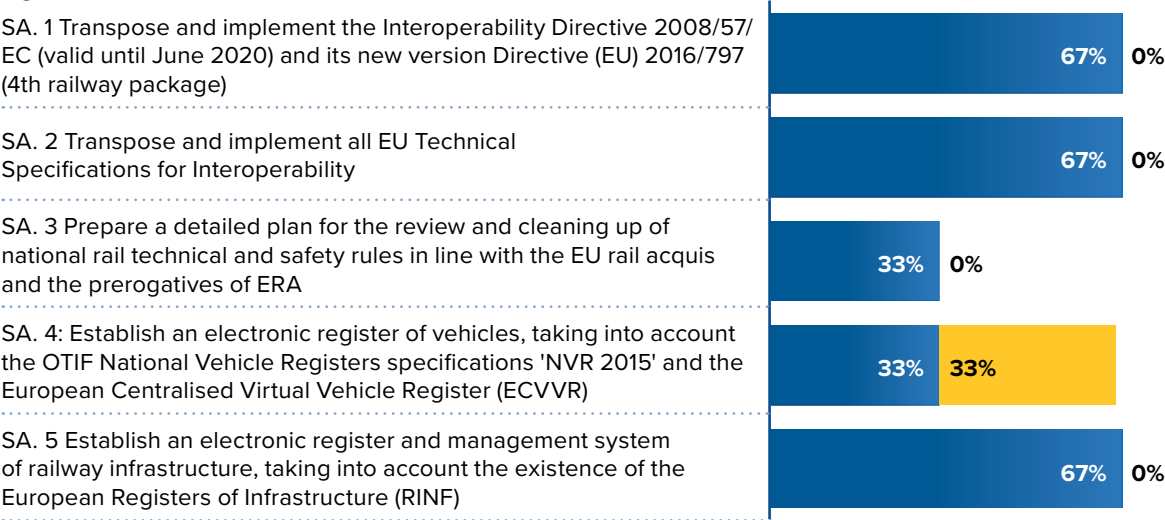
Further efforts are needed to publish the TSIs and continue the transposition of the 4th Railway Package, as well as to establish the Electronic Vehicle Register. In May 2024, the TCT Secretariat and ERA organised training on the European Electronic Vehicle Register, covering all needed elements of data collection, structure, usage and further access to the European EVR System. This structure will be used by Kosovo to systematically collect the required data. With this action, Kosovo progressed by 7% in the last observation period.

Additionally, the new Railway Safety and Interoperability Laws should be adopted. A working group was established in May 2024 and TCPS contributed to the preparation of the base for drafting the Law on Rail Safety.

Kosovo - Interoperability

Up to 2023 2024

Figure 69.



The progress of 17% under this measure was the highest. There were two meetings of the Railway Infrastructure Managers Network in the past period. One was organised in Madrid under the Albanian Railways Chairmanship, while the second was held under Trainkos Chairmanship in Pristina in 2024. The main outcome of the meetings was a further development of the idea of establishing a Regional Railway Centre of Excellence. Based on the consensus achieved at the meeting, the TCT Secretariat launched a public call for Establishing this Regional Centre of Excellence. Additionally, Kosovo contributed to the successful completion of the first regional project – “Safety Improvement of the Level Crossings”.

“Infrakos JSC” adopted the Programme for the construction, reconstruction and maintenance of railway infrastructure, as well as the organisation and management of rail traffic for 2018, which includes 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 implementation phase within Infrakos JSC.

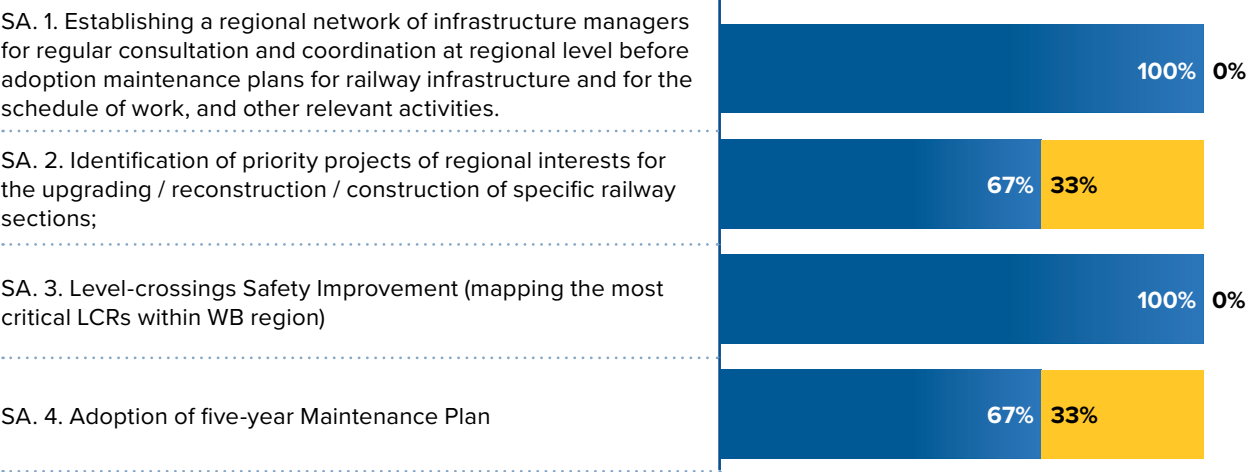
Based on this plan and the current condition of the infrastructure, Infrakos JSC prepared the Agreement for the financing of railway infrastructure 2023 - 2027 (MAIC) between the relevant authorities and Infrakos JSC, which is expected to be signed by the end of 2023.

Kosovo continued with construction works on Route 10; the section from Fushe Kosove/Kosovo Polje towards North Macedonia is finished (civil works), while the works on two other sections are still ongoing.

Modernisation of railway infrastructure - Kosovo

■ Up to 2023 ■ 2024

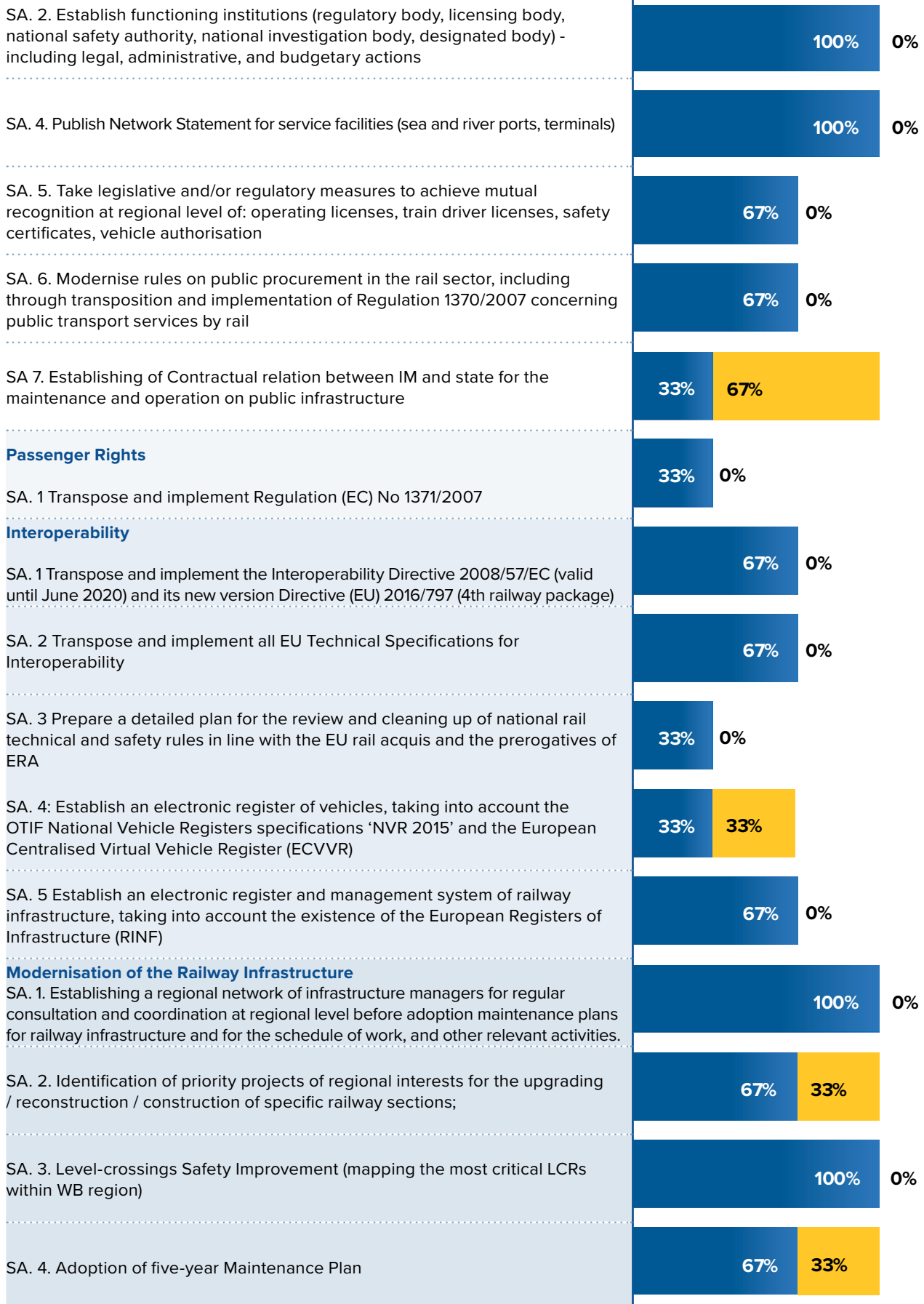
Figure 70.



Railway Action Plan by measures – Kosovo

■ Up to 2023 ■ 2024

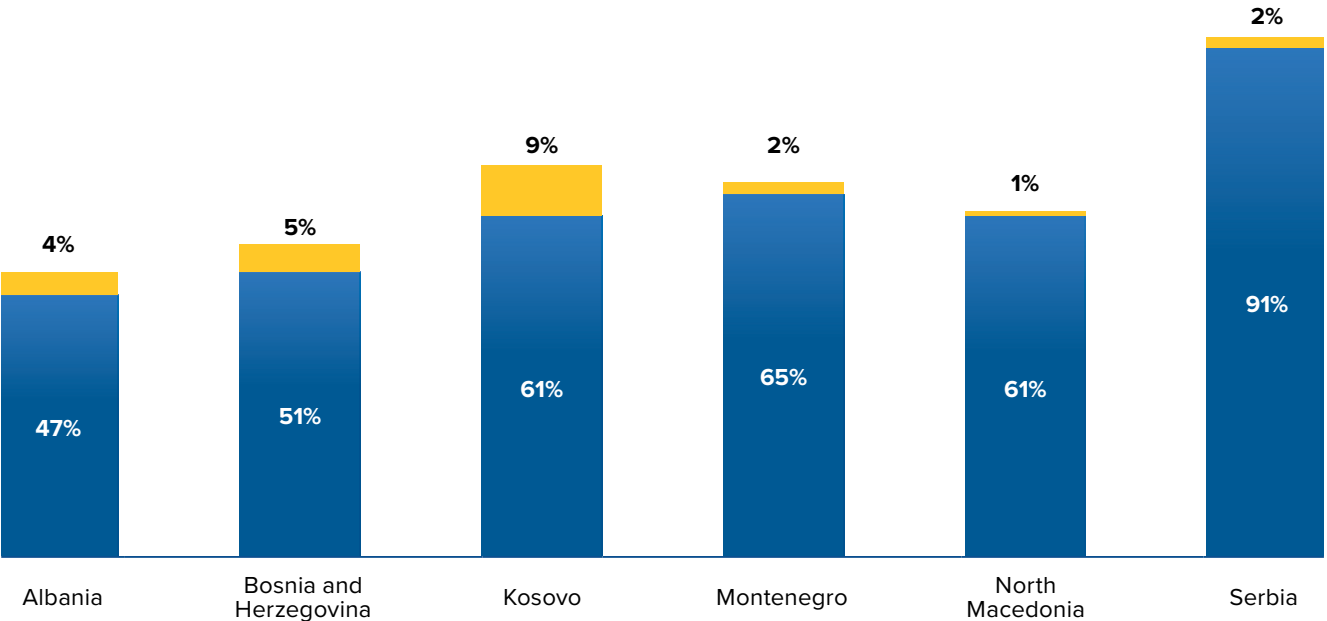
Figure 71.



Progress per Each Regional Partner

Figure 72.

■ Up to 2023 ■ 2024



Recommendations

- Draft and approve the Railway Safety and Interoperability Law
- Draft and approve amendments to the Railway Law.
- Transpose and publish the Technical Specifications of Interoperability.

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 **51%**. However, progress remains slow during the reporting period, showing a **5%** increase.

Positive steps have been taken in preparing the strategic framework for the development of the transport sector, with the ITS Strategy adopted by the Government on 15 February 2024 and the ITS Action Plan on 9 October 2024. Approval of the Administrative Instruction on ITS is still pending the adoption of the Law on Roads.

Progress by Measures

Establishing a Functioning and Efficient Road Maintenance System

33% 

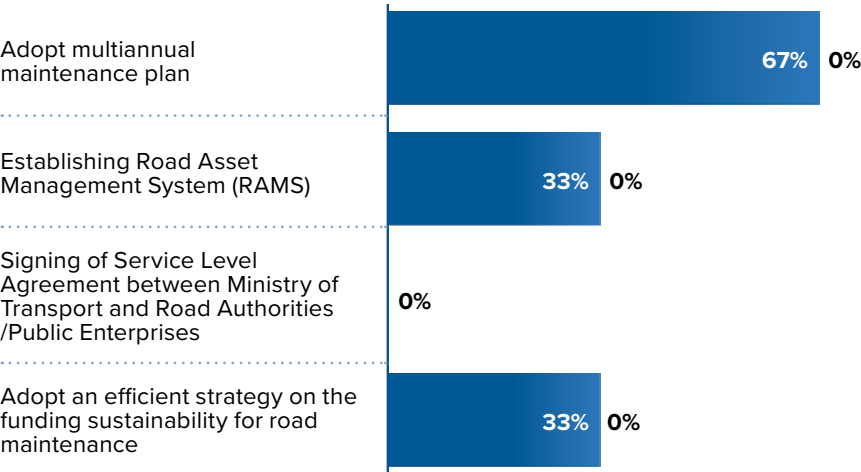
The maintenance contracts signed two years ago - three yearly frameworks for the road network - are based on unit price and are valid until Autumn 2025.

The Road Law has been drafted and sent to the parliament and is expected to receive final approval by the end of 2024. This will be a game changer for Kosovo, as it will pave the way to establish the Kosovo Road Directorate.

Road maintenance - Kosovo



Figure 73.



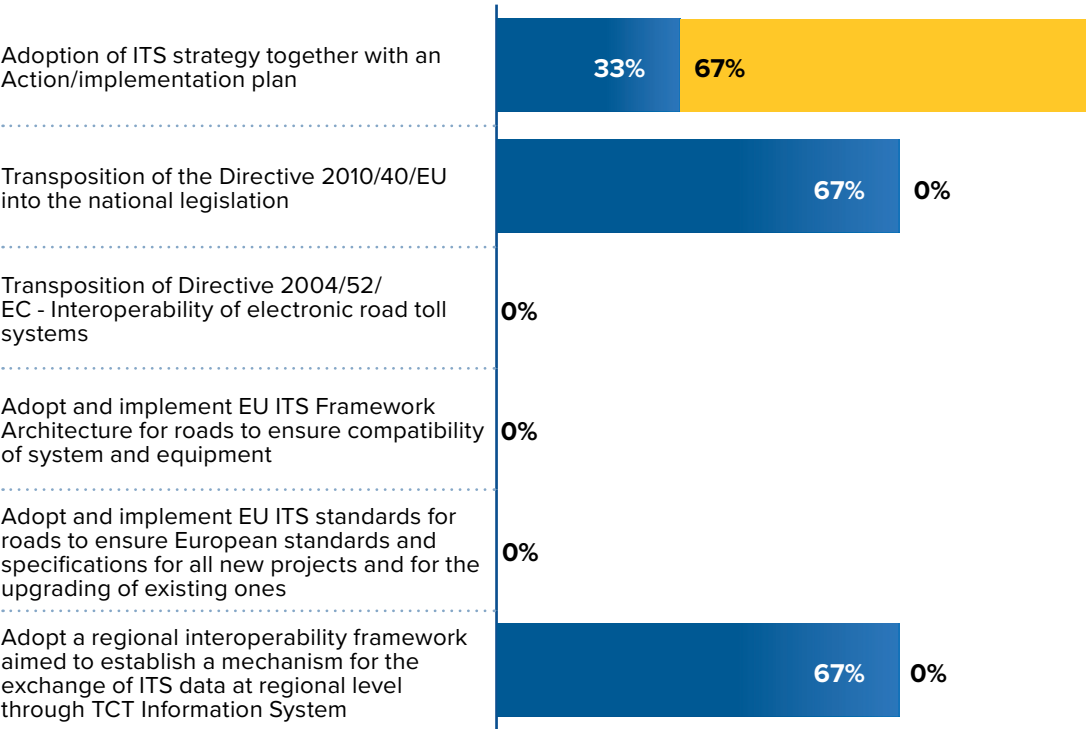
The ITS Strategy was adopted by the Government on 15 February 2024 and the 3-year Action Plan for the implementation of the ITS strategy was approved on 9 October 2024. Furthermore, a company has been selected to design the Traffic Management Center, a key project aimed at improving traffic control and monitoring capabilities in Kosovo.

Approval of the Administrative Instruction on ITS, which aims to transpose ITS Directive 2010/40/EU, is still pending the approval of the Law on Roads.

ITS Deployment - Kosovo

■ Up to 2023 ■ 2024

Figure 74.



Enhancing Road Transport Climate Resilience and Use of Alternative Fuels

33% ▲

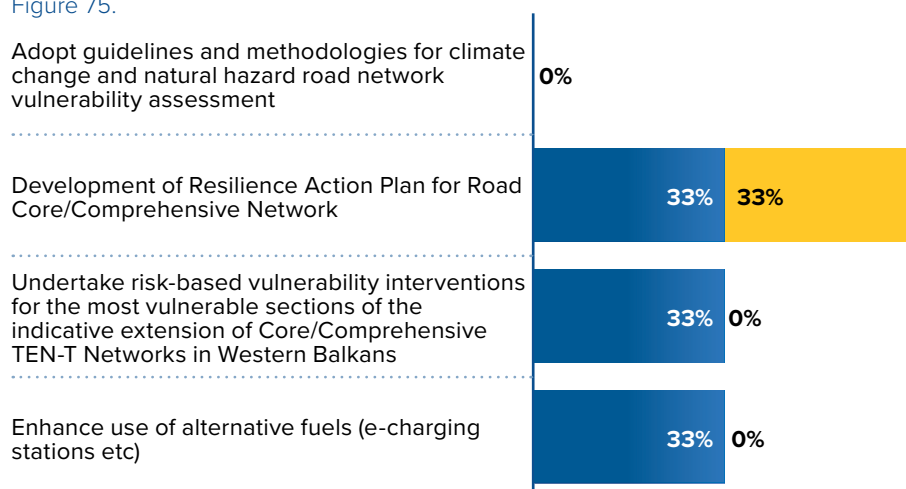
The TCT Secretariat completed the Technical Assistance to improve climate resilience for the road network on 15 December 2023. The incorporation of the deliverables into the strategic documents or their adoption as a standalone document is still pending.

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

Climate resilience and alternative fuels - Kosovo

■ Up to 2023 ■ 2024

Figure 75.



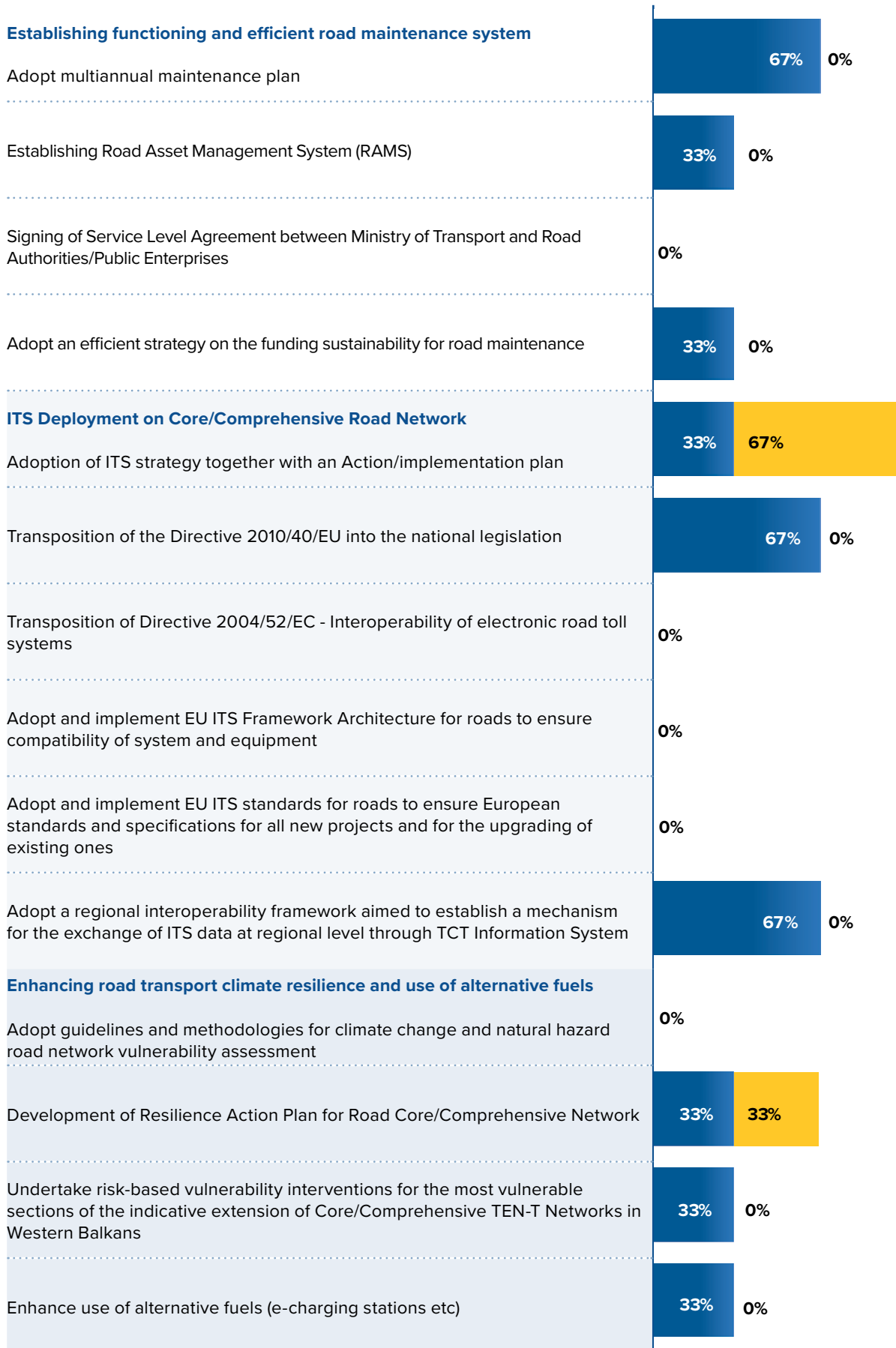
Recommendations

- Finalise the adoption of the new Law on Roads.
- Finalise efforts to secure funding for setting up RAMS.
- Complete the full transposition of Directive 2010/40/EU by signing the Administrative Instruction.
- Incorporate the deliverables outlined by CONNECTA into the strategic documents to establish and deploy e-charging stations on the TEN-T Core and Comprehensive Network
- Incorporate the deliverables of the Technical Assistance for improving Climate resilience for the road network into the strategic documents.

Road Action Plan measures - Kosovo

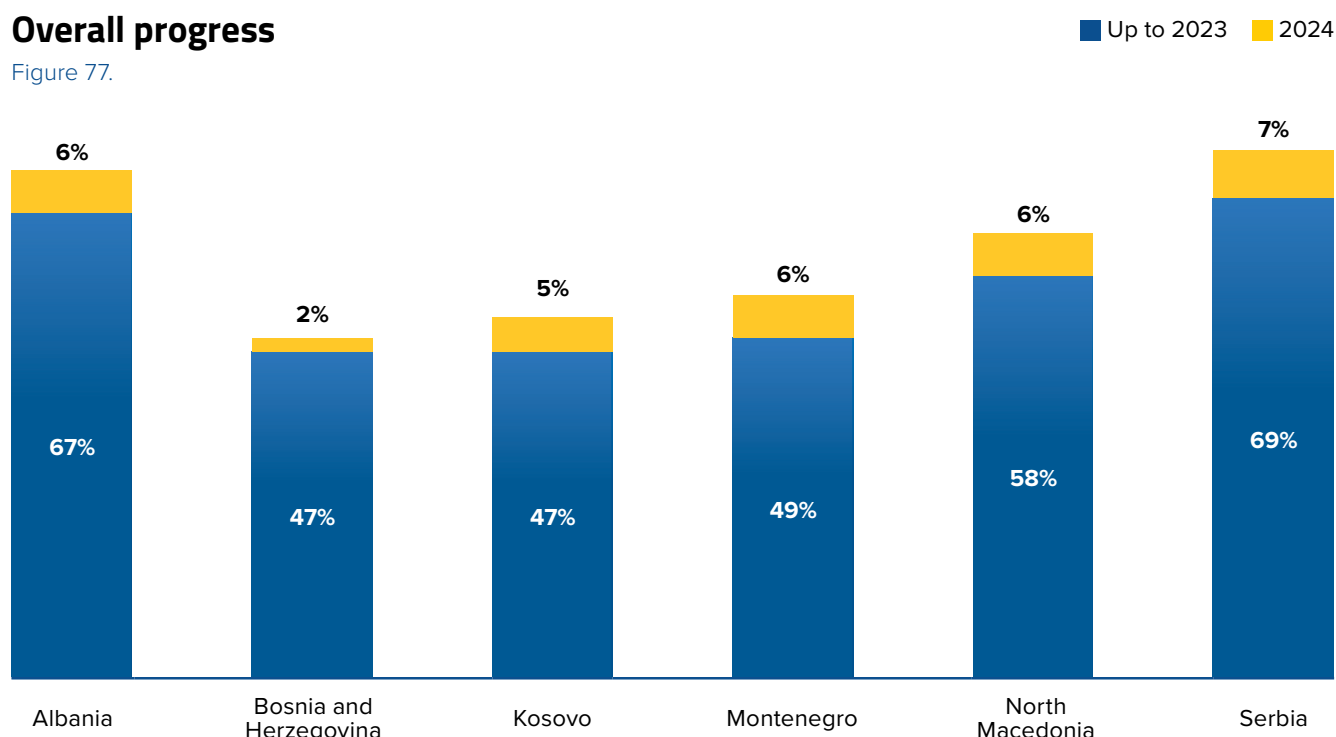
■ Up to 2023 ■ 2024

Figure 76.



Overall progress

Figure 77.



2.3.3 Road Safety

Overall Summary

Overall progress for the road safety action plan is 38%. Kosovo is undergoing a restructuring of its Institutional Structure, which will be implemented once the Draft Law on Roads is adopted. The Multimodal Transport Strategy was adopted in March 2024, and the programme for road safety is expected to be approved by the Council. The Law on Traffic Rules introduced increased penalties and was approved in April 2024. The Law on Roads has been approved at the interinstitutional level and is in the process of final approval by Parliament. However, there is still a need for investments in improving the crash data system. Kosovo reported the same number of fatalities in 2023 as in 2022.

Number of Fatalities in 2019-2023:

Regional Partner	2019	2020	2021	2022	2023	Goal 2030
Kosovo	113	81	111	106	106	56

Progress by Measures

Road Safety Management

35% ▲

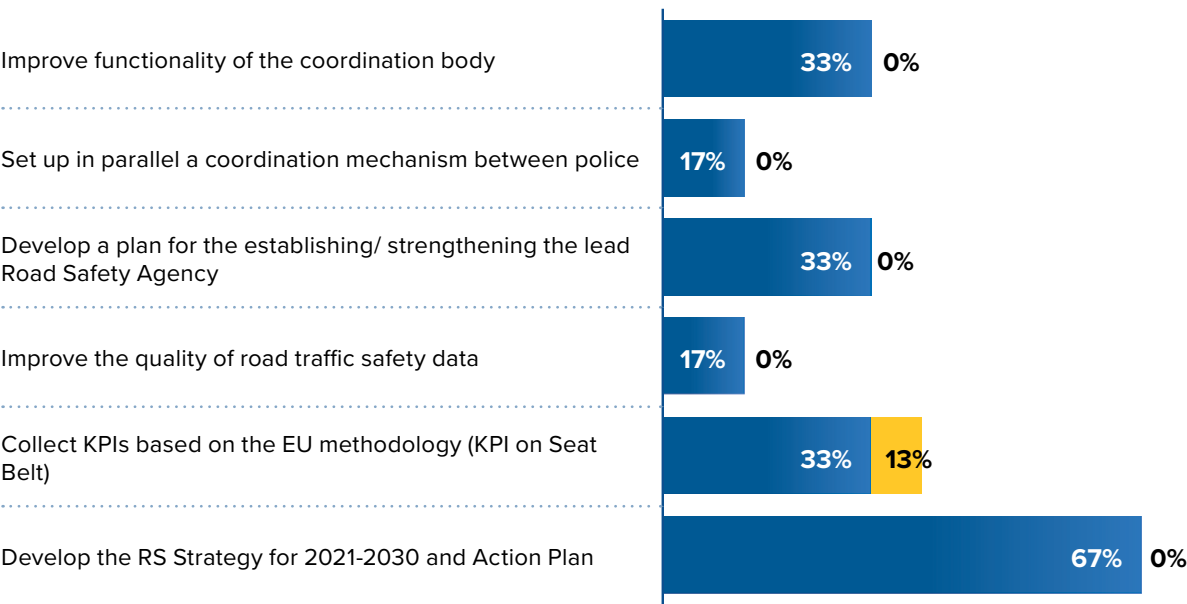
The coordinating body, led by the Ministry of Environment and Spatial Planning, was established in 2018. The draft Law on Roads is in the process of adoption by Parliament and foresees the establishment of the Road Safety Agency as part of the new structure within the Ministry.

The Road Safety Action Plan is in the process of approval by the Council.

Road Safety management Overall progress - Kosovo

■ Up to 2023 ■ 2024

Figure 78.



Ensure Safer Infrastructure

78% ■■

In 2021, detailed designs for 10 high-risk sections, with an approximate length of 300 km, were finalised. The projects have reached maturity and are now ready for investments. The list of high-risk road sections falls under the recently approved “Safe and Sustainable Programme”; however, they were not included in the list of project proposals.

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

Conducting RSA/RSI and improving dangerous road sections are dependent on funding from IFIs or other programmes. The lack of funding for improving black spots/high-risk road sections remains a significant challenge.

The relevant Ministry, together with NGOs and the Police, launched campaigns related to speed limits, the use of seatbelts, and mobile phones. The Law on Traffic Rules introduced increased penalties and was approved in April 2024. In cooperation with the Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ), an APP was developed for school kids to teach them about road safety and raise awareness of traffic signs. Kosovo plans to increase the budget for improving road infrastructure.

Recommendations

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

2.3.4 Transport Facilitation

Overall Summary

Kosovo is making steady progress towards implementing the measures from the Transport Facilitation Action Plan, achieving an overall implementation rate of 60%.

Some progress has been made in institutional set-up and internal coordination regarding the implementation of the Agreement on the joint border crossing points between Kosovo and North Macedonia, but more effort is needed from both sides to introduce joint controls at the road BCP Hani i Elezit/Blace.

This BCP is part of the 11 selected Green Lanes BCP fiches, which have identified the main investment needs. Coordination among key institutions for transport facilitation in Kosovo, namely the Customs Administration, Border Police and Ministry of Infrastructure, is at a good level, which should be an important advantage for future implementation of the measures and infrastructure projects foreseen in the fiche.

No developments have been reported regarding other neighbouring parties.

Progress by Measures

Rail Border Crossing/Common Crossing Measures

67% **II**

The joint rail station between Kosovo and North Macedonia at Hani i Elezit is not yet operational. Kosovo authorities completed the refurbishment of the existing station in 2022, and it is now ready to accommodate border agencies from both parties. However, the official kick-off of joint controls has not occurred, as ongoing works for the rehabilitation of the railway line are expected to be completed by the end of 2024, after which the rail freight traffic is expected to be restored. No developments have been reported on rail Routes 7 and 10.

Rail Border Crossing/Common Crossing Measures

53% **▲**

The Agreement between Kosovo and North Macedonia on joint border crossing points at Hani Elezit/Blace and Jazince/Globochica, signed by the two Governments on 18 September 2023, is still in the initial phase of implementation.

According to the agreed method of controls, customs and border controls at 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. According to the interpretation of the authorities from both parties, the joint controls at BCP Hani i Elezit/Blace will only apply to passenger transport.

The work of the inter-state commission overseeing the implementation of the mentioned agreement will begin once the Macedonian members are nominated. Kosovo has already nominated members from all relevant institutions..

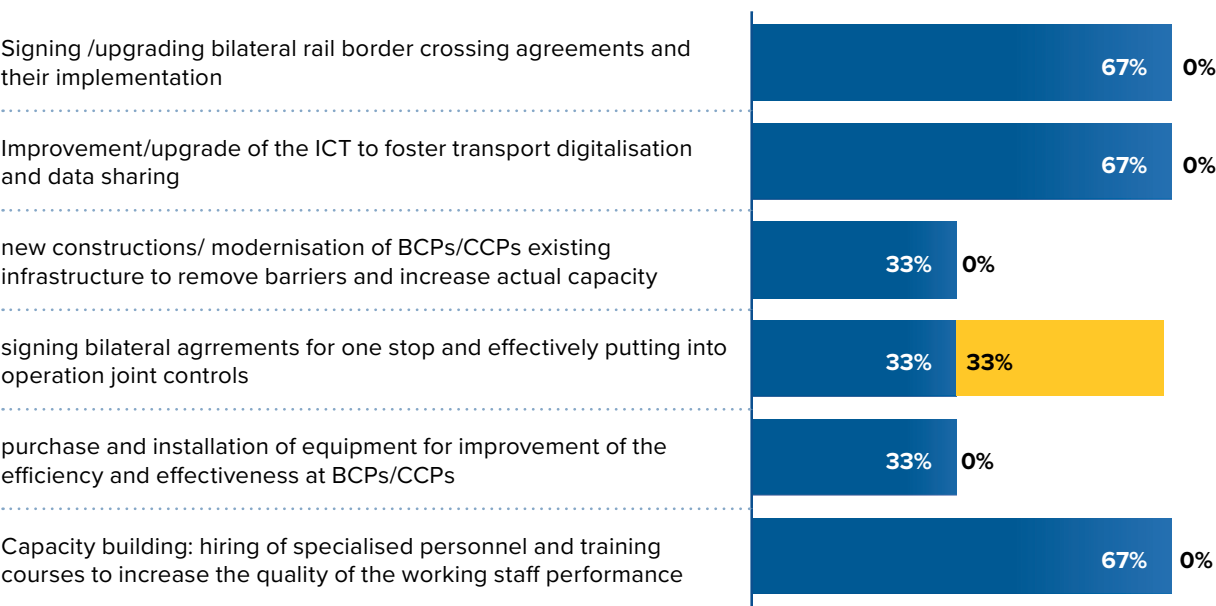
With support from CONNECTA, Technical assistance for the design of physical improvements at BCP Hani i Elezit/Blace was completed in May 2023. However, given the new developments regarding joint controls and the needs identified in the BCP fiche, the design will need updates and improvements through a new TA.

No developments have been reported at the BCPs with Albania and Montenegro.

Overall progress – Kosovo

■ Up to 2023 ■ 2024

Figure 79.



Recommendations

- Proceed with the institutional arrangements as per the agreement for establishing joint controls with North Macedonia at the shared BCPs.
- Undertake the necessary steps to ensure the joint rail station at Hani i Elezit becomes operational immediately once rail traffic is restored on Rail Route 6. The plans for personnel, equipment and eventual training should be coordinated closely with the authorities of North Macedonia.
- Prepare the project documentation regarding the proposed physical improvements and equipment supplies within the BCP fiche for Hani i Elezit/Blace, making use of existing TA instruments. Allocate national funds for the investment projects, to co-finance with EU funds (for potential use of the Smart and Sustainable Transport Programme)
- Initiate bilateral discussions with Montenegro on establishing a model for joint controls at the BCP Kula/Kullina

2.3.5 Waterborne Transport and Multimodality

Overall Summary

Kosovo is making slow progress in implementing the measures outlined in the action plan for Waterborne Transport and Multimodality, achieving an overall implementation rate of 6%. Progress has been slow during the reporting period.

Due to its geographical position as a landlocked economy with no access to navigable sea, rivers or lakes, the transposition of related legislation has not been prioritised. However, the Multimodal Transport Strategy for 2023-2030 was approved, which includes some actions related to waterborne transport. Moreover, the relevant authorities are in the process of finalising the Law on Transport, which will include provisions for waterborne transport.

Progress by Measures

Transposition of Legislation

0%

Kosovo has made slow progress in transposing the EU Acquis in waterborne transport. The Law on Transport has been drafted and is currently being discussed with stakeholders. Waterborne transport is included in the draft law alongside other transport modes.

Infrastructure, Digital and Green Elements

0%

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

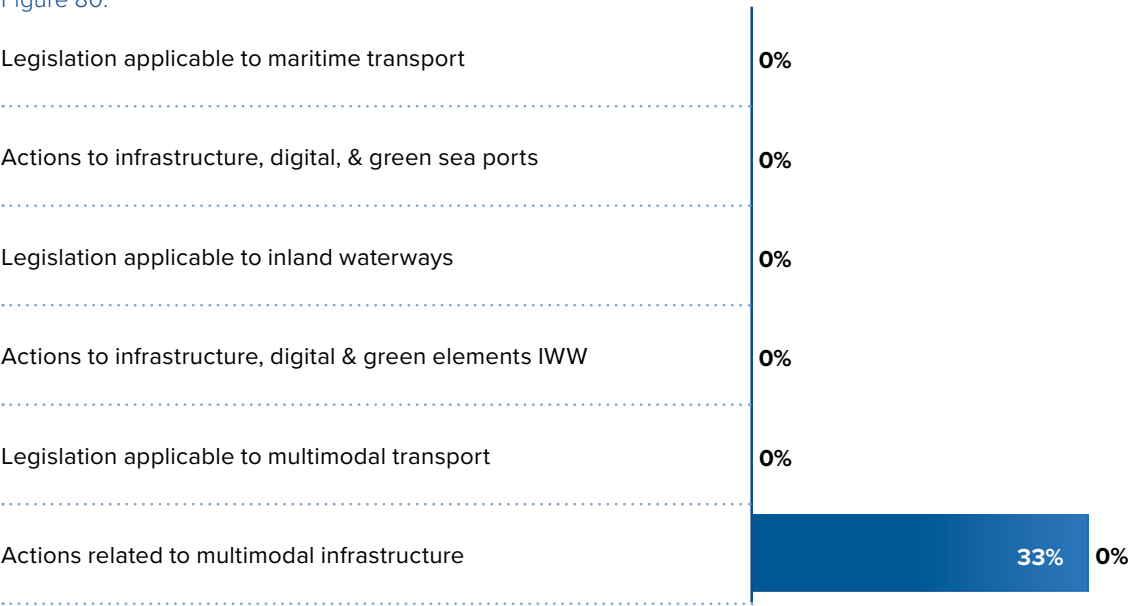
Following technical assistance related to Regulation (EU) 2020/1056 of the European Parliament and of the Council of 15 July 2020 on electronic freight transport information, the transposition of the e-freight Regulation has become one of the priorities within the New Growth Plan and Reform agenda, signifying the importance of e-freight for increasing trade in the Western Balkans.

There has been little progress in multimodal transport.

Overall progress of Kosovo in Waterborne Transport and multimodality

Up to 2023 2024

Figure 80.

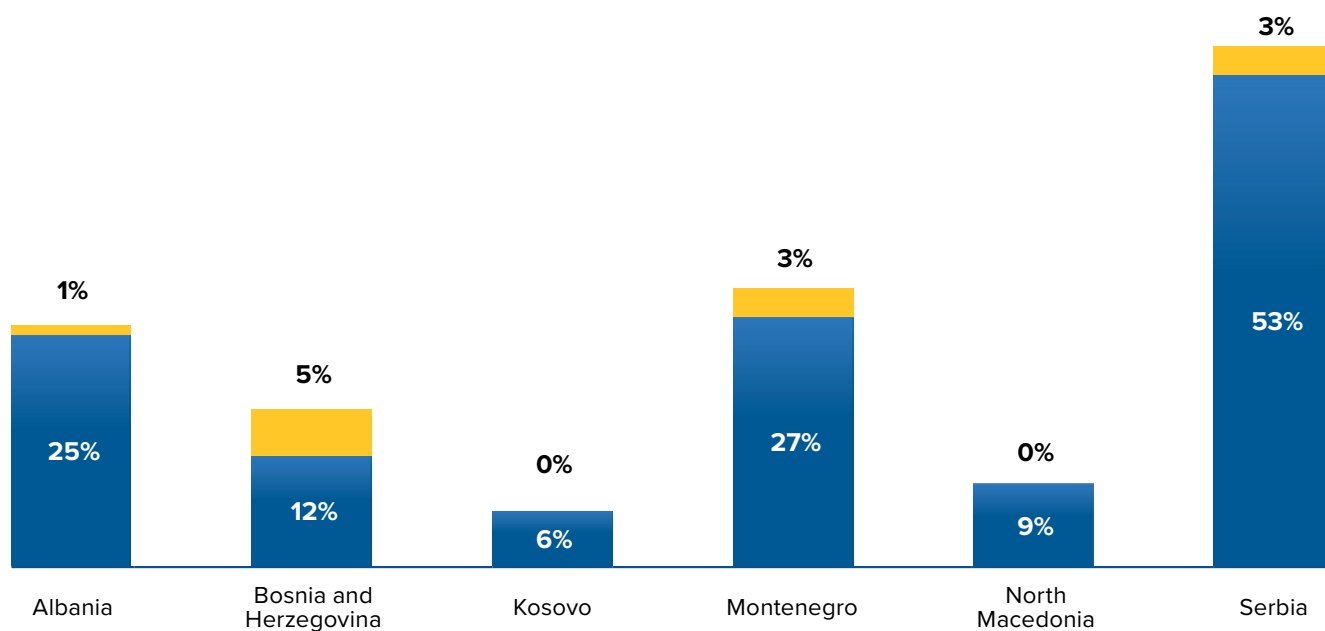


Due to its geographical position as a landlocked region, with no access to the sea or navigable rivers or lakes, Kosovo's overall progress in waterborne transport is stagnant. However, there are some initiatives, including the drafting of transport legislation that will encompass waterborne alongside other modes. Notably, Kosovo has initiated cooperation with Albania to assist in the transposition of relevant legislation.

Progress per Each Regional Partner

Figure 81.

■ Up to 2023 ■ 2024



Recommendations

- Finalise the Law on Transport.
- Take direct measures to increase capacities and human resources in this sector.
- Continue cooperation with Albania to transpose legislation regarding the EU Acquis on waterborne transport.

2.3.6 Social Issues and Passenger Rights

Overall Summary

Kosovo **overall implementation rate is 28%** in aligning its transport sector with the EU acquis on social issues and passenger rights. While there have been partial steps towards the transposition of key regulations, significant areas still require attention to fully align with EU standards. Continued efforts, technical assistance, and clear guidance are necessary to address existing gaps and enhance Kosovo's capacity to meet the requirements set out in the action plan.

Progress by Measures

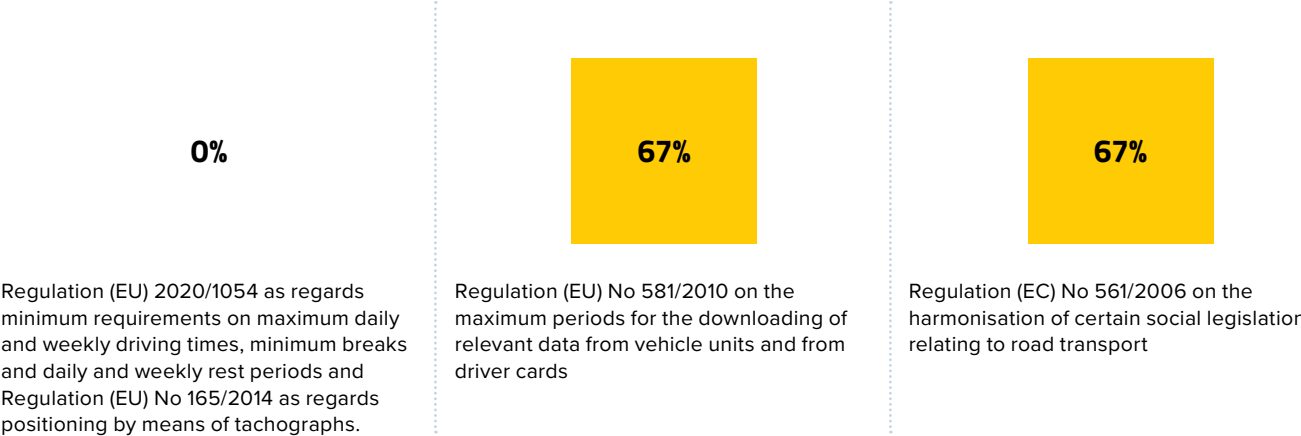
Workers' Fundamental Rights

 Rail **0%**  Road **44%**

Kosovo has partially transposed Directive 2003/88/EC concerning working time in the rail sector but has not yet addressed Directive 2005/47/EC on working conditions for mobile workers in cross-border rail services. In the road sector, Kosovo has made some strides by partially transposing Regulation (EC) No 561/2006 on driving time and rest periods. However, full alignment with other road sector regulations, including Regulation (EU) No 581/2010 and Regulation (EU) 2020/1054, remains incomplete.

Road driving time/rest periods - Kosovo

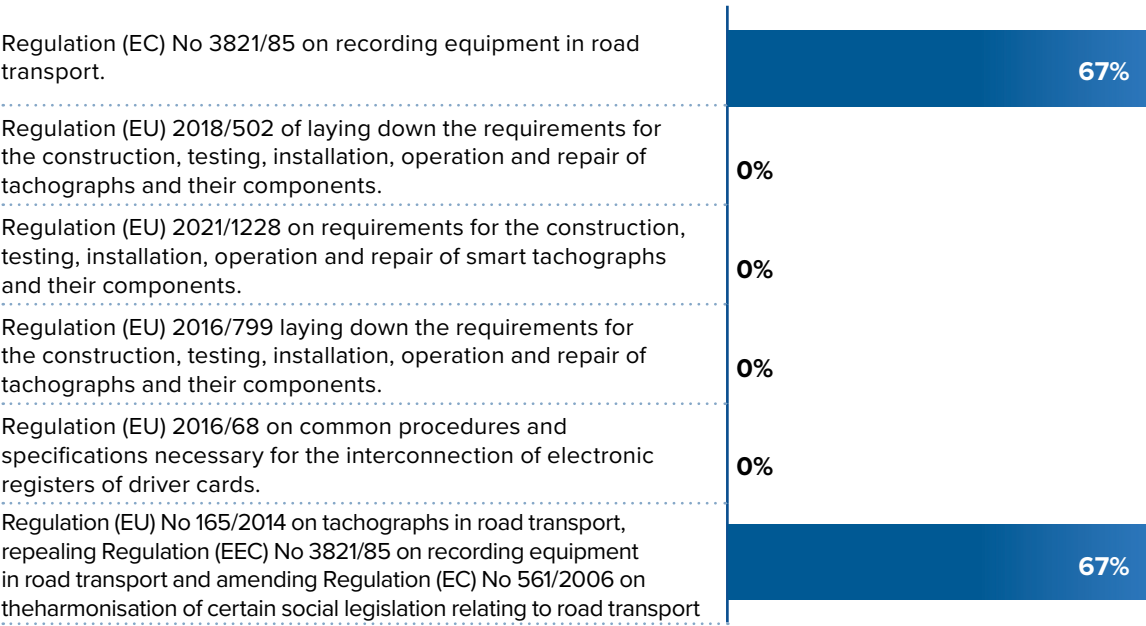
Figure 82.



Kosovo still has substantial work to do in transposing tachograph-related regulations. While there has been some partial transposition of Regulation (EU) No 165/2014 on tachographs, other key regulations, such as Regulation (EU) 2016/68 and Regulation (EU) 2021/1228 on smart tachographs, have not yet been addressed. This lack of progress indicates that Kosovo needs to focus more on adopting technical regulations to ensure compliance with EU road transport standards.

Tachograph - Kosovo

Figure 83.

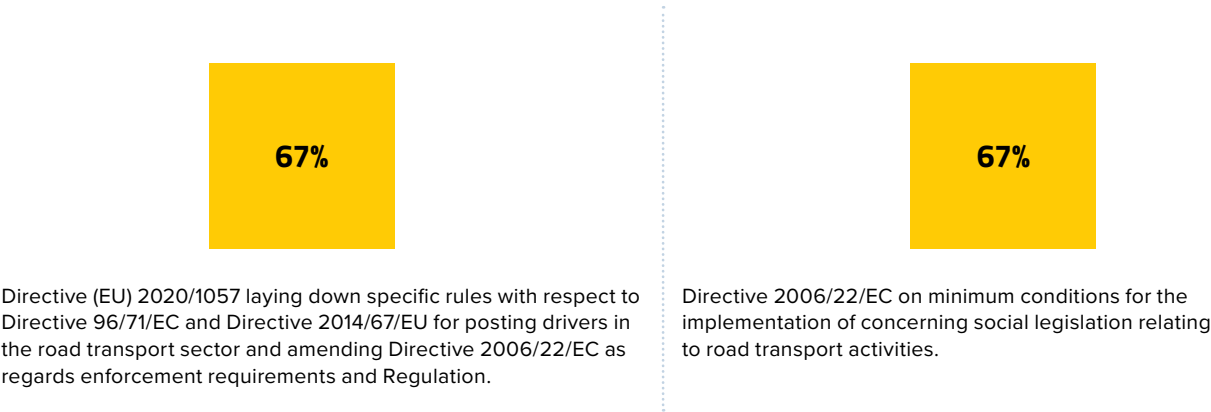


Enforcement of Social Legislation

Kosovo has made moderate progress in aligning with Directive 2006/22/EC. While the country has introduced some measures to enforce rules on driving time, rest periods, and working conditions in road transport, full compliance remains a challenge, particularly with the consistent use of tachographs. Regarding Directive 2002/1057/EC, Kosovo is still in the early stages of ensuring fair competition in the road transport sector. Cross-border cabotage and the establishment of a level playing field remain areas where additional work is required to align with EU standards.

Enforcement of social legislation - Kosovo

Figure 84.



Kosovo was encouraged during the March 2023 Regional Steering Committee meeting to join the Platform for Change – Women in Transport. To further support this initiative, a study visit to Brussels is scheduled for December 2024, during which Kosovo representatives will receive detailed guidance and technical information on how to join the Platform. They will also be introduced to best practices and successful examples of gender balance actions within the transport sector, aiding them in developing their own strategies for promoting equality.

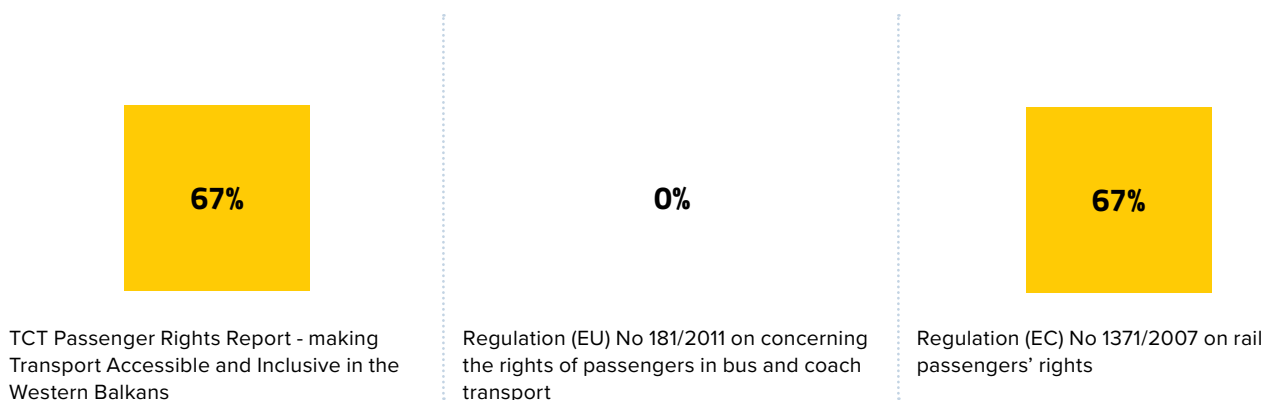
Passenger Rights

44%

Kosovo has partially transposed Regulation (EC) No 1371/2007 concerning rail passengers' rights and obligations. However, Regulation (EU) No 181/2011 on the rights of passengers in bus and coach transport has not yet been transposed. Further efforts are needed to align national legislation with EU passenger rights standards, particularly in the areas of complaint mechanisms and accessibility for passengers with reduced mobility.

Passenger Rights - Kosovo

Figure 85.



Recommendations

- **Develop a Roadmap from the Study for Strengthening the Regulatory Framework for Passenger Rights in the Western Balkans.** Kosovo should adopt the roadmap outlined in the “Study for Strengthening the Regulatory Framework for Passenger Rights in the Western Balkans” as a guiding document for the transposition of EU passenger rights regulations.
- **Commit to the Declaration on Equal Opportunities for Women in Transport and develop initiatives to encourage women’s participation in the transport sector.**
- **Prioritise the transposition of Smart Tachograph Regulations, focusing on the full implementation of Regulation (EU) No 165/2014 and its subsequent amendments.**

Montenegro

2.4

2.4.1 Rail

Overall Summary

Montenegro is making steady progress moving towards executing the actions specified in the rail action plan, attaining a comprehensive implementation rate of **67%**. Nonetheless, advancement during the reporting period has been gradual, with only a **2%** increase.

Progress by Measures

Rail Market Opening

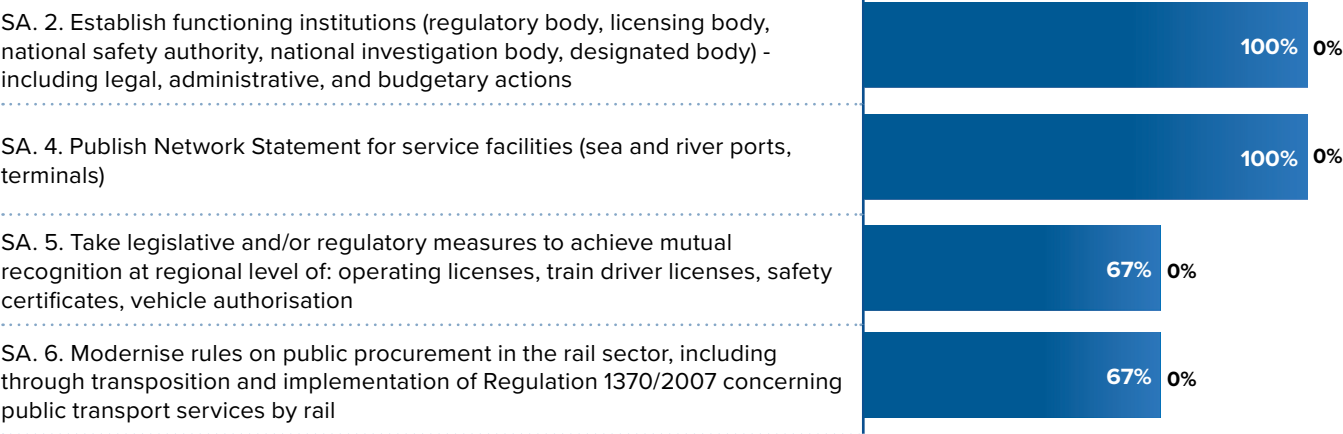
83% **II**

Montenegro decided to open its rail market in 2016. However, until 2023, there were no interested parties. This year, the first private railway undertaking began operation. **Montenegro** has fully completed its institutional framework by granting full independency to the Railway Directorate (NSA and RRA). The Network Statement for the Port of Bar has been published, the and the drafting of the new Railway Law is completed. The Law on Safety (including the 3rd package and passenger rights) is expected to be adopted by the end of 2024.

Rail market opening - Montenegro

■ Up to 2023 ■ 2024

Figure 86.



Passenger rights are a horizontal measure for all transport modes. All regional partners have taken concrete steps regarding specific parts of EU Regulation 1371/2007. The main purpose of these measures is to revitalise passenger transport across the region and improve conditions for passengers. No progress was reported in Montenegro during the reporting period.

Passenger rights - Montenegro

Figure 87.



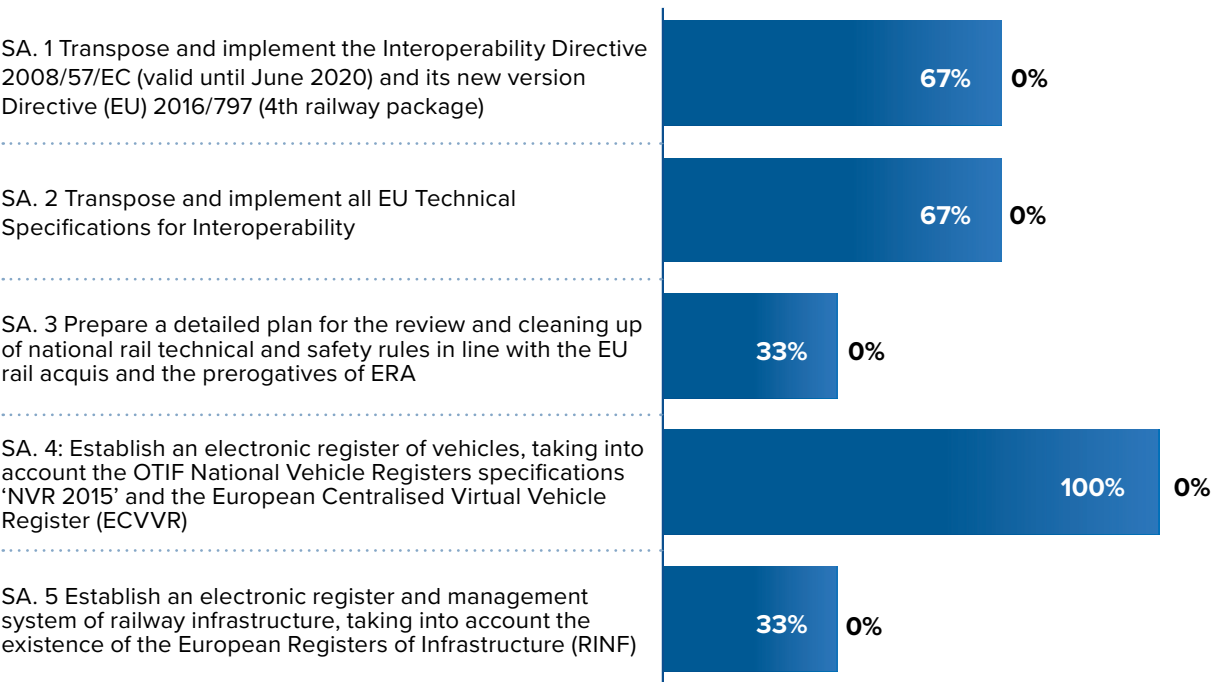
Montenegro has prepared a Railway Safety Law, which will soon be ready for public discussion. Further efforts are needed to publish the TSIs and adopt the new Railway Safety Law.

The National Vehicle Register was established in 2019 and data is ready to be transferred to the European Electronic Vehicle Register.

Interoperability - Montenegro

Up to 2023 2024

Figure 88.



There were two meetings of the Railway Infrastructure Managers Network during the reporting period. One was organised in Madrid under the Albanian Railways Chairmanship, while the second was held in Pristina in 2024 under Trainkos Chairmanship. The main outcome of these meetings was the further development of the idea of establishing a Regional Railway Centre of Excellence. Following the consensus reached at one of the meetings, the TCT Secretariat launched a public call for the Establishment of a Regional Centre of Excellence. Also, the Infrastructure Manager from Montenegro contributed to the successful completion of the first regional project, “Level Crossings Safety Improvement.”

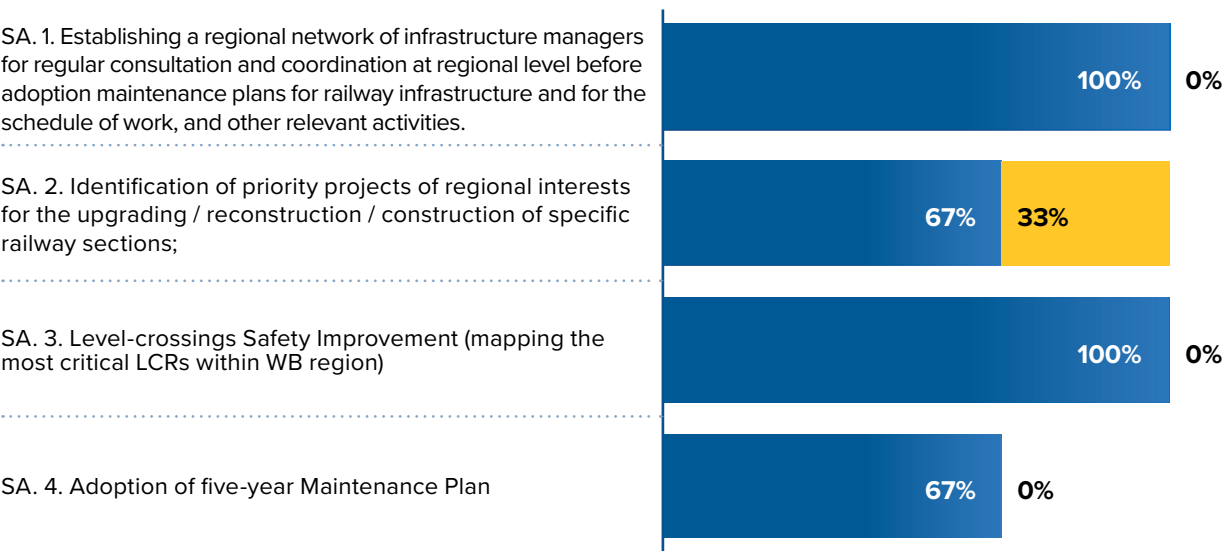
Montenegro continued upgrading Route 4. The reconstruction of ten bridges and four tunnels between Bijelo Polje, Podgorica and Bar has been completed.

In September 2024, Bijelo Polje railway station became a joint border station for railway traffic between Montenegro and Serbia. Based on the “one-stop shop” principle all border authorities will work together simultaneously. This is expected to reduce waiting time at the border by 50% for both passengers and freight transport.

Modernisation of railway infrastructure - Montenegro

■ Up to 2023 ■ 2024

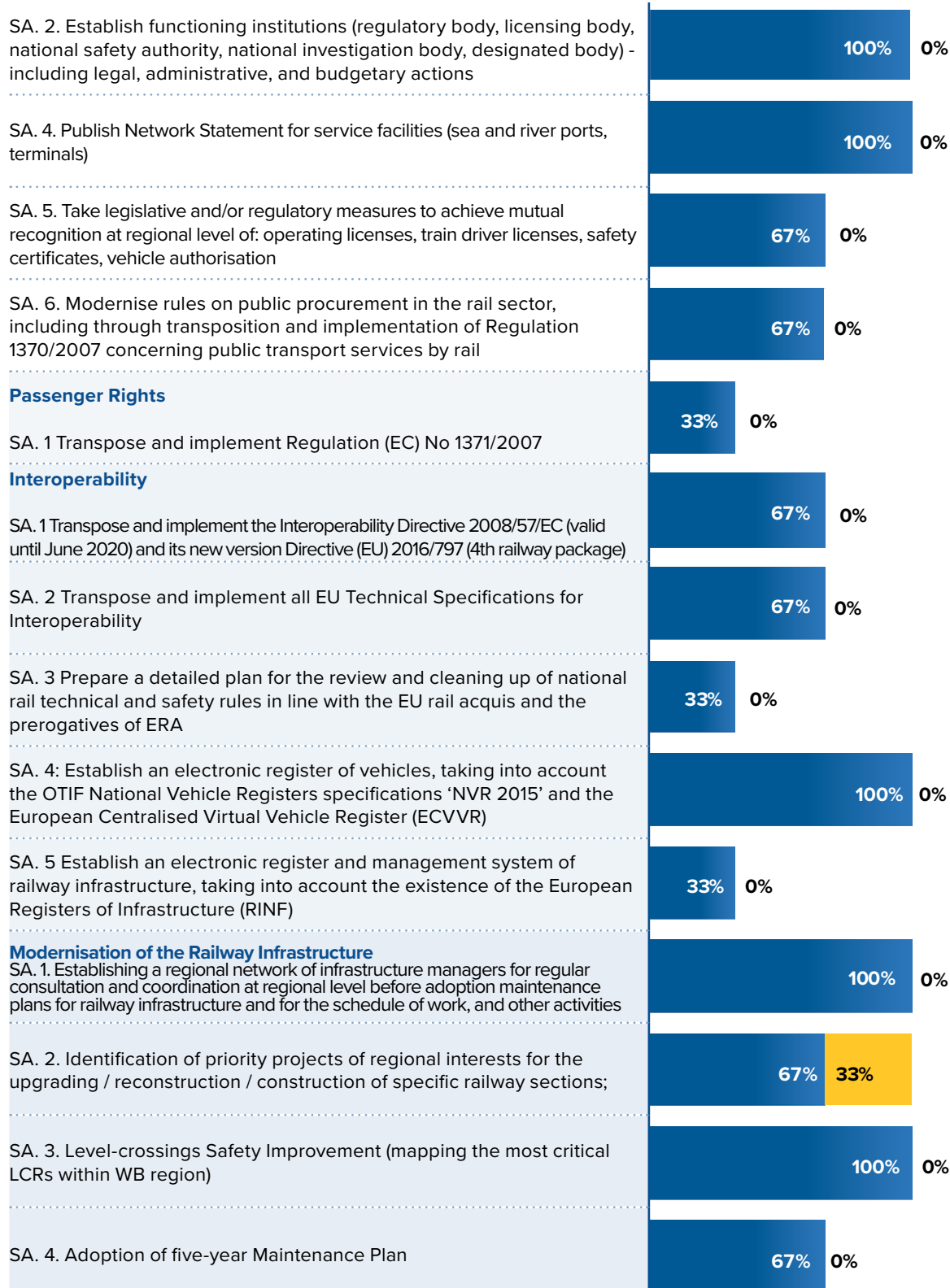
Figure 89.



Railway action plan by measures - Montenegro

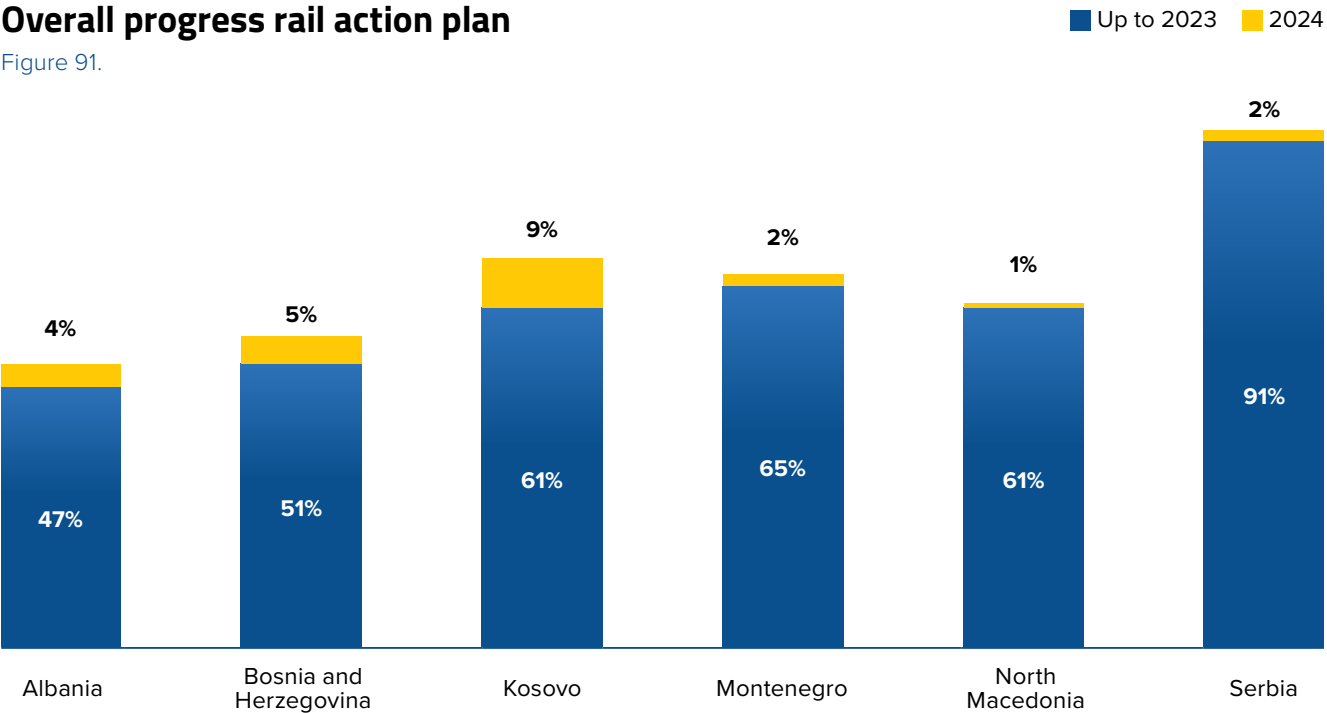
■ Up to 2023 ■ 2024

Figure 90.



Overall progress rail action plan

Figure 91.



Recommendations

- Further efforts are needed for the adoption of the Railway Law and the Railway Safety Law.
- Transposition and further publication of the Technical Specifications for Interoperability
- Completion of construction works on twelve tunnels and thirteen bridges

2.4.2 Road

Overall Summary

Montenegro is making moderate progress towards implementing the measures outlined in the road action plan, achieving an overall implementation rate of 55%. However, progress during the reporting period was slow, with a 6% increase.

Notably, during the reporting period, a multiannual contract for the maintenance of the entire state road network in Montenegro was signed, covering the next four years. Preparations are also underway for the deployment of ITS on the road network. Additionally, Montenegro has joined the e-tolling interoperability scheme with Serbia.

Progress by Measures

Establishing a Functioning and Efficient Road Maintenance System

33% ▲

In November 2023, a multiannual contract was signed for the maintenance of the entire state road network in Montenegro, lasting four years. This contract will remain in effect until December 2027.

The finalisation of the Medium-term Plan for the construction, reconstruction, and maintenance of the road network in Montenegro for the next four-year period is still pending, due to the preparation of a new Spatial Plan of Montenegro.

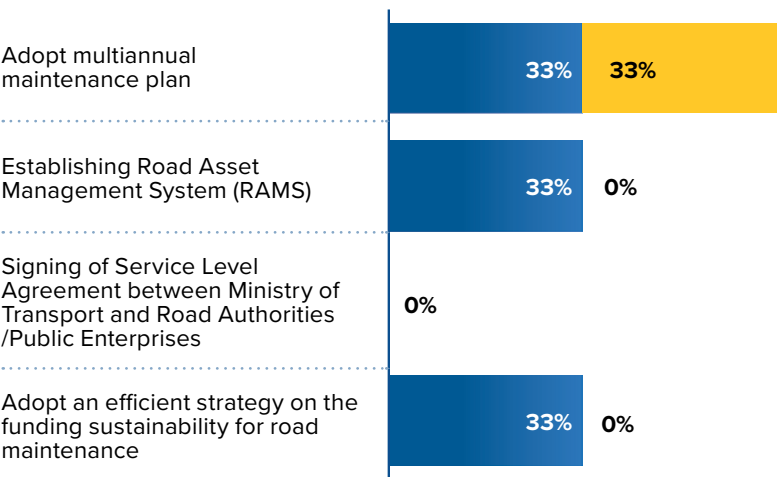
Under the EBRD-financed Consultancy Service Agreement, documentation for establishing a Road Asset Management System (RAMS) for the Bar-Boljare highway will be developed as part of the next section's implementation. A key deliverable, the Rulebook for maintenance, has been completed as a part of the Consultancy Service Agreement for establishing RAMS for trunk and regional roads.

Additionally, the Sustainable and Smart Programme includes the implementation of RAMS, pending final approval.

Road maintenance - Montenegro

■ Up to 2023 ■ 2024

Figure 92.



ITS Deployment on Core/Comprehensive Road Networks

44% ▲

As part of the “Technical Assistance for Capacity Support to the Transport Sector and EU Acquis Alignment in Montenegro” project, funded through the IPA programme, a 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-Mateševo, has already implemented ITS equipment at a cost of €25 million. 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 2025.

Additionally, the EBRD has provided financing to the Government of Montenegro for the development and implementation of Intelligent Transportation Systems (ITS) for Road Transport in Montenegro. Specifically, the Consultant will provide information, analysis, recommendations, and documentation needed for the development and implementation of the following ITS investments in Road Transport:

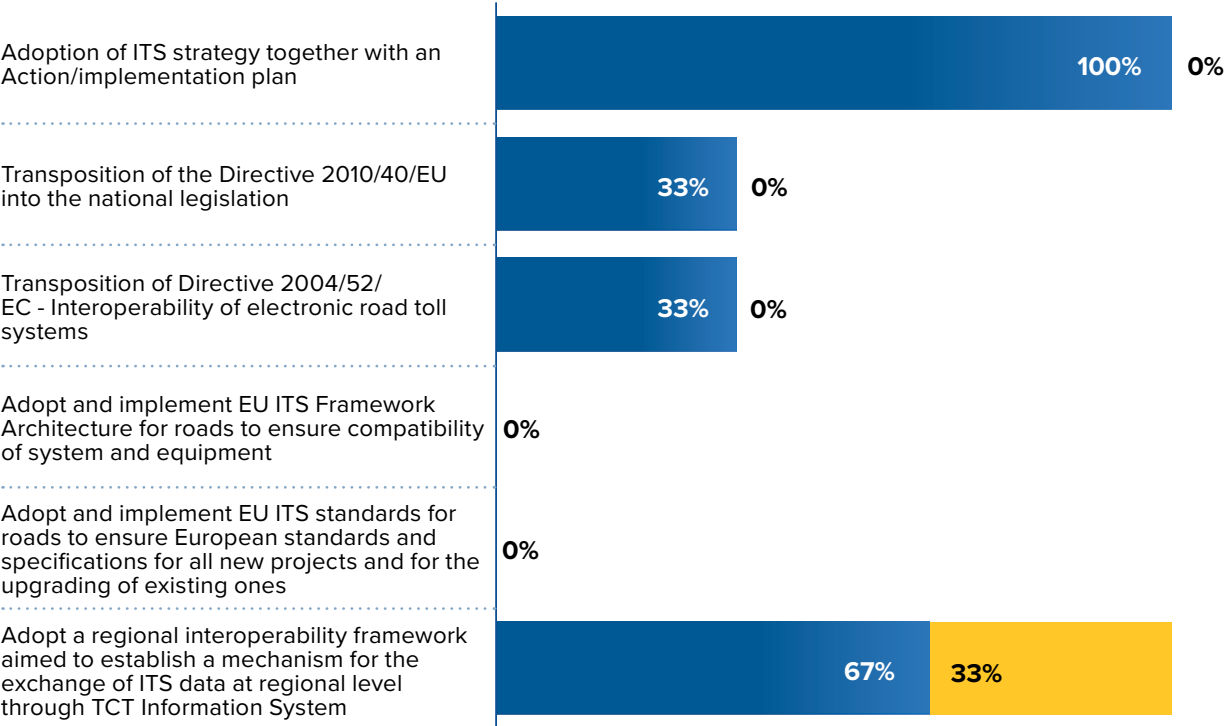
- A. Traffic Data Collection System; and**
- B. Enforcement Cameras.**

Within the same project, a Rulebook has been formulated outlining detailed conditions, technical requirements, particular conditions, and interoperability elements of the electronic toll collection system. During the reporting period, Montenegro joined the e-tolling interoperability scheme with Serbia.

ITS Deployment - Montenegro

Figure 93.

■ Up to 2023 ■ 2024



Enhancing Road Transport Climate Resilience and Use of Alternative Fuels

42% ▲

During the design phase of road investments, resilience issues are taken into account in accordance with the relevant design standards. Montenegro has benefited from the support of the European Bank for Reconstruction and Development (EBRD) to develop the “Road Infrastructure Climate Resilience Strategy for Montenegro and Action Plan.”

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

On 15 December 2023, the TCT Secretariat completed the Technical Assistance to improve climate resilience for the road network. The incorporation of the deliverables into strategic documents is pending, or they may be adopted as a standalone document. Montenegro is actively working on its National Plan of Adaptation to Climate

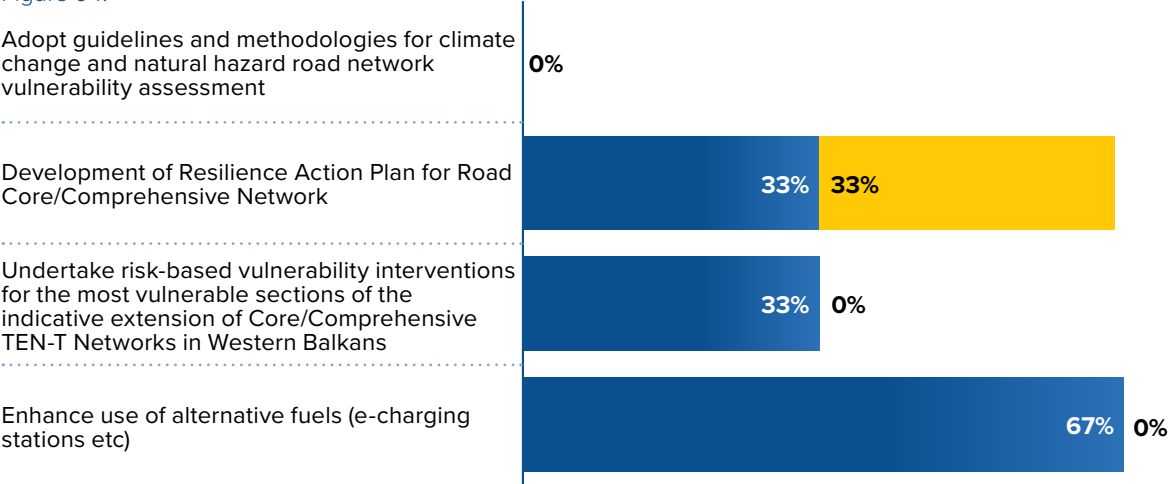
Change (NAP), which is currently being developed. The first National Energy and Climate Plan is also under preparation. In line with EU Directive, a Feasibility Study for the use of alternative fuels is scheduled to start by the end of 2024.

The deliverables of CONNECTA Technical Assistance, completed in August 2023, include a strategic framework for the deployment of e-charging stations on the TEN-T Core and Comprehensive Network. These are expected to be translated and incorporated into the upcoming update of the main Transport Development Strategy of Montenegro 2019-2035.

Climate resilience and alternative fuels - Montenegro

■ Up to 2023 ■ 2024

Figure 94.



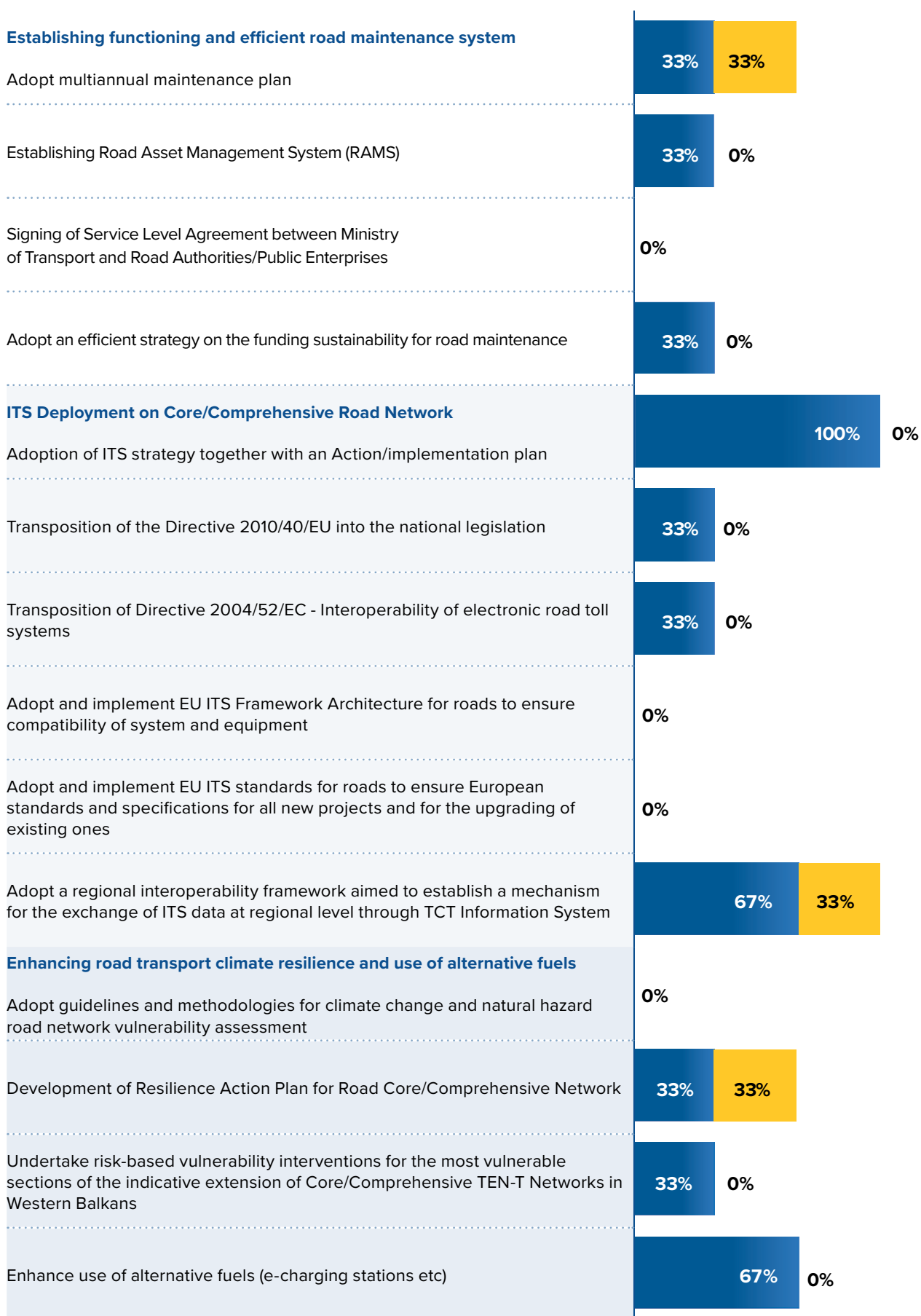
Recommendations

- 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.
- Move forward with the finalisation of the agreement on setting up a Road Asset Management System.
- Incorporate the deliverables outlined by CONNECTA into strategic documents to establish and deploy e-charging stations in the TEN-T Core and Comprehensive Network
- Incorporate the deliverables of the Technical Assistance for the improvement of climate resilience for the road network into strategic documents.

Road Measures - Montenegro

■ Up to 2023 ■ 2024

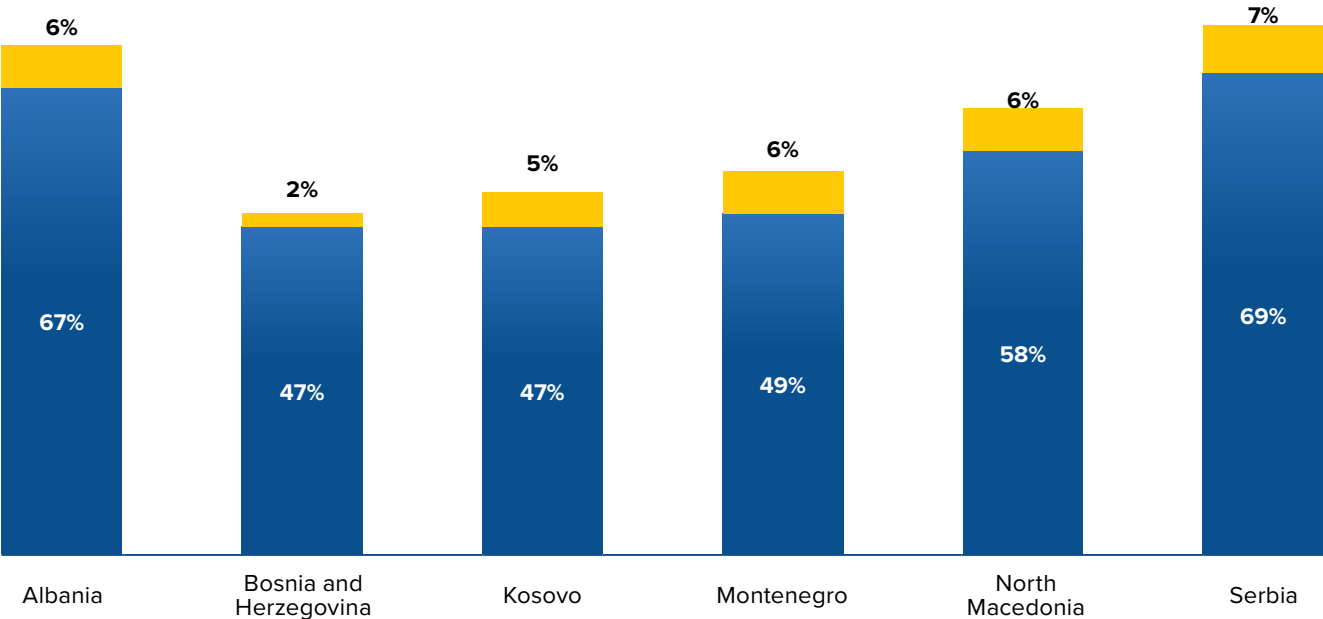
Figure 95.



Road Action Plan

Up to 2023 2024

Figure 96.



2.4.3 Road Safety

Overall Summary

Overall progress is 80 % which ranks Montenegro as the second regional partner in making progress on implementing the road safety measures in the action plan. Montenegro has taken a set of measures to improve Institutional Structures, enhance road safety data, invest in infrastructure safety, and align with the EU Acquis.

Montenegro reported 78 fatalities in 2023, one more than in 2022.
The target for 2030 is to reduce this number to 23 fatalities.

Number of Fatalities in 2019-2023:

Regional Partner	2019	2020	2021	2022	2023	Goal 2030
Montenegro	47	48	55	77	78	23

Progress by Measures

Road Safety Management

77% ▲

The recently adopted Road Safety Strategy 2024-2030, along with the Action Plan 2024-2025, outlines the activities and responsibilities of the Coordination Body. It specifies that the Coordination Body will establish expert working groups in various areas: road safety management, road infrastructure safety, vehicle safety, traffic participant safety, child safety in traffic, and post-crash care. These expert working groups will be led by Assistant

Ministers and include members from Ministries, the Traffic Administration, Police Administration, universities, secondary and primary schools, preschool institutions, driving schools, emergency medical assistance institutes, local authorities, the prosecutor's office, the judiciary, and other relevant organizations, all appointed by the Coordination Body. As the Strategy has been newly adopted, related activities are currently underway, with an expected completion by the end of September 2024.

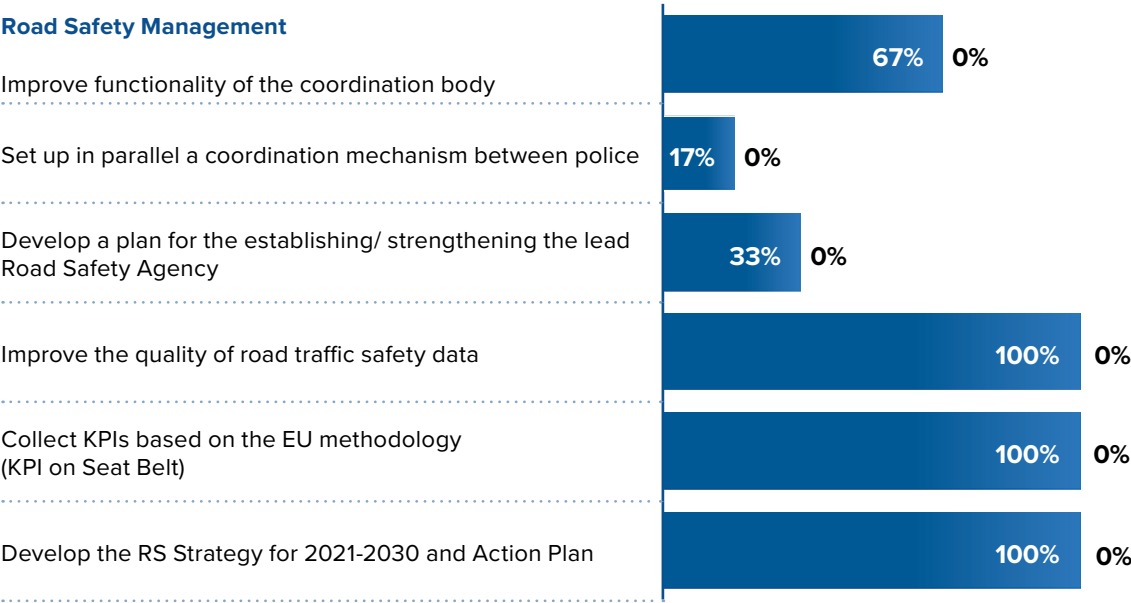
The Road Safety Strategy has also foreseen the establishment of a special expert body, to permanently monitor the traffic safety situation, coordinate efforts to improve traffic safety, and act as an advisory body to the Coordination Body for Traffic Safety. The creation of this expert body requires a legal basis, financing, professional staffing, and other actions that may take significant time. The Coordination Body will propose the dynamics and the most adequate model for its establishment, and a future model for road traffic safety is expected to be proposed soon.

Overall road safety management progress - Montenegro

Up to 2023

2024

Figure 97.



Ensure Safer Infrastructure

100%

Montenegro reported that the alignment of the legislation with EU *Directive 2008/96/EC on Road Infrastructure Safety Management* have been 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 are part of the Road Authority budget planning.

Road Safety Inspections (RSI) and Audit reports for 100 km on the state road network are finalised. The tender procedure for preparing project documentation for improving road safety based on RSI reports for 100 km of state road is ongoing; the tender procedure was conducted, and contracts were signed for RSI reports for an additional 100 km on the state road network.

Elaborates for 13 black spots on the state road network have been prepared, with the next stage being the development of project documentation for remediation through IPA funding. As part of the project “Technical Assistance for the Preparation of Investment Projects in the Transport Sector in Montenegro,” the consultant has finished project documentation and has begun preparing tender dossiers and contract documentation following international procedures for works contracts related to the remediation measures of 11 black spots.

Montenegro had a public call to improve 15 locations of school zones on the main roads network. Road Safety Inspections for 100 km of the state road network and Road Safety Audits for 4 tunnels longer than 500m are finalised. Additionally, the Rulebook on the arrangement of school zones has been adopted, and the Rulebook on bus stops is expected to be adopted by the end of September.

In September, the Ministry of Transport announced a public tender for distributing funds to non-governmental organisation projects in the following fields:

- Traffic and road safety,
- Environmental protection in transport,
- Protection of people with disabilities in traffic.

The total amount available is €240.000.00.

Recommendations

- **Establish a road safety agency based on a model that fits the current institutional structure**
- **Collect EU Key Performance Indicators (vehicle safety, infrastructure, and post-crash care)**
- **In collaboration with the TCT Secretariat and DG MOVE begin work on “Joining EU CARE”**

2.4.4 Transport Facilitation

Overall Summary

Montenegro is making steady progress towards implementing the measures in the Transport Facilitation Action Plan, achieving an overall implementation rate of 64%.

Significant progress was made with the commencement of joint controls at Bijelo Polje rail station, which now serves as a joint rail BCP between Montenegro and Serbia. The completion of the project and the effectuation of this initiative, represents the successful accomplishment of bilateral agreements and good relations, efficient use of EU funds, the application of EU best practices, and a milestone in the implementation of the Transport Community's agreed measures under the Transport Facilitation Action Plan.

By introducing joint controls and opening the joint rail station in Bijelo Polje, Serbia and Montenegro are showcasing excellent cooperation on a cross-border project that will improve connectivity along the entire rail corridor, increase the efficiency of rail and logistic operations, and further boost the attractiveness of railway transport for both passengers and cargo.

There have also been developments regarding BCPs with Bosnia and Herzegovina and Serbia. Additionally, Montenegro participates in the Green Lanes initiative, and the Debeli Brijeg-Karasovići BCP with Croatia is included in the 11 Green Lanes BCPs, for which a fiche has been prepared. The coordination and capacities of the various institutions involved in transport facilitation in Montenegro should be strengthened.

Rail Border Crossing/Common Crossing Measures

67% ▲

As of 8 July 2024, after all legal and operational conditions were put in place by the authorities of Montenegro and Serbia, border control for rail traffic between Montenegro and Serbia is being carried out jointly at the Joint Border Station in Bijelo Polje (in Montenegro), discontinuing the previous practice of performing border control at two stations on both sides of the border. This is in accordance with the provisions of the respective Agreements between the Government of Montenegro and the Government of the Republic of Serbia, and all implementing protocols.

With the kick-off of joint border operations, the recently modernised and inaugurated facilities at the Bijelo Polje rail station have become fully operational and effective, serving the main purpose.

Prior to the start of joint controls, the Project for the reconstruction of the border-crossing rail station in Bijelo Polje, on the Vrbnica-Bar rail track, was completed. This project was financed through the EU Instrument for pre-accession assistance (IPA 2017), with a total of 2.1 million EUR. The reconstruction and adaptation of the rail station have enabled significant improvements, allowing for faster dispatching of trains in the border zone by performing controls jointly by the railway companies and the states' border authorities in a single location. This means that the controls, which were previously carried out at border stations in Montenegro and Serbia, have since 8 July 2024 been conducted in one place - at Bijelo Polje station - in accordance with protocols agreed upon by both parties.

Passenger trains are expected to save a minimum of 30 minutes in waiting time, while freight trains are anticipated to save at least 60 minutes. This is the first fully operational joint rail BCP in the region. It will also enhance the convenience and appeal of the region's only international passenger train route, connecting Belgrade to Podgorica and Bar, making it more attractive to both passengers and tourists.

Road Border Crossing/Common Crossing Measures

60% ▲

Montenegro is making steady progress in implementing the Agreement on BCPs in International and Border Traffic and the annexes on joint border crossing points signed with Bosnia and Herzegovina. Regular meetings are being held by the mixed Montenegrin-Bosnian and Herzegovinian commission to monitor the implementation of the Agreement.

At BCP Šćepan Polje, a micro-location has been determined for the construction of the future JBCP, but the technical conditions necessary for preparing project documentation for the construction of the future JBCP Šćepan Polje-Hum, in Šćepan Polje, at the Paklic site, have not yet been received from the Municipality of Plužine. The Montenegro's Ministry of Interior has provided funding for the preparation of project documentation for this JBCP. The Ministry of Transport, in cooperation with the relevant authorities in Bosnia and Herzegovina, will submit a joint application to the World Bank's investment funds to co-finance the works on access roads and bridge construction.

There have been no developments regarding the BCPs with Albania and Kosovo. Activities from the Action Plan related to these BCPs remain stagnant.

However, many developments have been reported concerning the shared BCPs between Montenegro and Serbia. During the summer tourist season, several activities were undertaken to simplify border check procedures at BCPs. These were in accordance with the Plan of measures and activities drawn up in May 2024 by representatives from the Ministry of Interior, the Police Administration, the Customs Administration, the Administration for Food Safety, Veterinary and Phytosanitary Affairs and the Administration for Inspection Affairs of Montenegro. Additional equipment, including travel document readers, computer equipment, and additional control cabins on traffic lanes, has been installed to accelerate border procedures and reduce waiting times at BCPs.

At the second meeting of the Joint Commission for monitoring the implementation of the provisions of the agreement in international road, rail and border traffic between the Government of Montenegro and the Government of the Republic of Serbia, held on April 12, 2024, in Podgorica, the implementation dynamics of the signed Agreement on the international road BCP Dračnovac - Špiljani, on the Rožaje - Novi Pazar route were agreed upon, focusing on increasing the frequency and speeding up the movement of people and goods.

Additionally, simplified procedures were agreed upon the Border Police of the Republic of Serbia, , especially for citizens living in the border municipalities of Rožaje, Novi Pazar, and Tutin. At the end of June 2024, the reconstructed Rožaje - Špiljani road, 18 kilometers in length, was opened and - additional lanes were built, as part of a 29 million euros project that will improve connectivity between the cities, foster economic cooperation, and facilitate cross-border traffic between both parties.

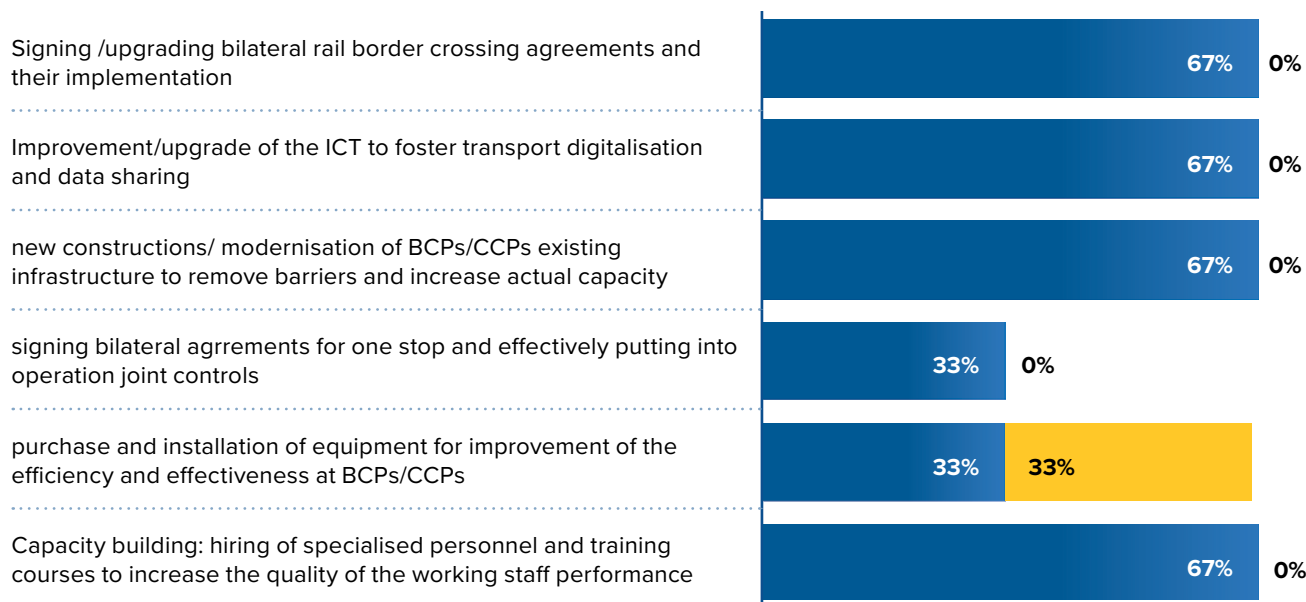
Furthermore, there are plans to widen access to the mentioned BCP by building new entry-exit lanes, installing additional control cabins between them and expanding and reconstructing the canopy. New technical equipment and special devices are also planned for purchase.

Finally, both sides agreed to soon sign an agreement to open a BCP, or a joint BCP, on the future highway connecting Montenegro and Serbia, with a connection point at Boljari, between the border municipalities of Sjenica and Bijelo Polje. Establishing joint border control is under consideration, as it will likely become the most frequent BCP for passenger and goods traffic between the two parties. Before this, the micro-location for the future BCP will need to be determined after Montenegro's Ministry of Transport and Serbia's Ministry of Construction, Transport and Infrastructure agree on the merging point of the roads on the border line. Also, the food and veterinary authorities of both Montenegro and Serbia will consider the need to open border inspection posts (BIPs) for veterinary and phytosanitary controls at this future border crossing.

Overall Progress - Montenegro

■ Up to 2023 ■ 2024

Figure 98.



Recommendations

- Continue preparatory activities and coordination with Bosnia and Herzegovina to fulfil the obligations of the bilateral agreement regarding the remaining three joint BCPs that need to be opened. Complete the project documentation for the BCP Šćepan Polje/Hum and secure fundings for the works.
- Engage in discussions with Serbia to establish joint controls at road BCPs
- Re-open discussion on the model of joint controls at the BCP Hani i Hotit/Božaj between Montenegro and Albania within the inter-institutional commission, and coordinate plans for its modernisation. Utilize existing TA instruments for project preparation
- Prepare project documentation for the proposed physical improvements and equipment supplies within the BCP fiche for Debeli Brijeg/Karasovići, utilising existing TA instruments. Allocate national funds for investment projects to co-finance EU funds (for potential use under the Smart and Sustainable Transport Programme)
- Initiate bilateral discussions with Kosovo on establishing a model for joint controls at the BCP Kula/Kullina

2.4.5 Waterborne Transport and Multimodality

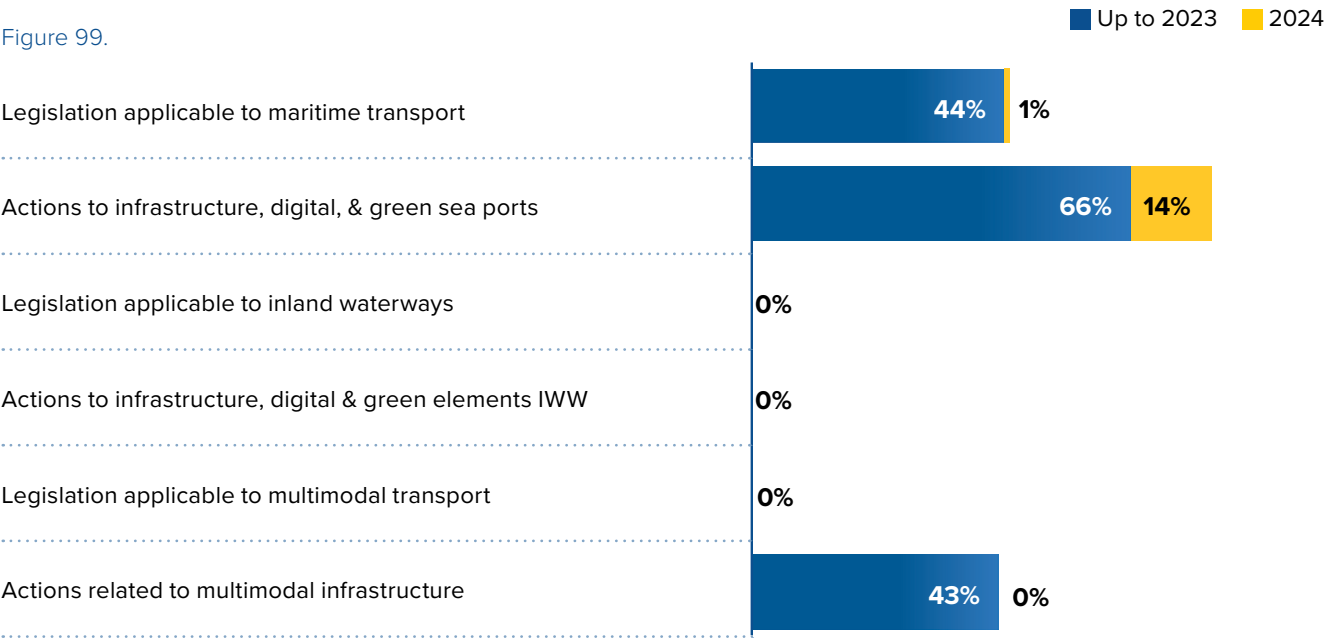
Overall Summary

During the reporting period, Montenegro made slow progress in implementing the Action Plan for Waterborne Transport and Multimodality, achieving a **30%** implementation rate with a marginal **3%** increase. Key achievements include the transposition of the EU Acquis on Vessel Traffic Monitoring and the ratification of the Nairobi International Convention on the Removal of Wrecks.

Montenegro is, however, in the process of drafting important legislation, including the Law on Ship-Source Pollution, the Law on Ports, and revisions to the Navigation Safety Law—all of which are essential for the Action Plan and Annex I of the Treaty. Additionally, the Law on Inland Navigation, aimed at transposing four EU regulations related to Annex I.5 (Inland Waterways), is in progress.

Infrastructure advancements include the development of the National Maritime Single Window (NMSW), the upgrade of the Port Community System (PCS) for the Port of Bar, and the second phase of the Vessel Traffic Monitoring and Information System (VTMIS), which is expected to be completed by the end of 2024.

Overall progress in Waterborne Transport and Multimodality - Montenegro



Progress by Measures

Transposition of the Legislation 45% ▲

During the reporting period, Montenegro made slow progress in transposing the EU Acquis for waterborne transport, partially transposing Directive 2002/59/EC on vessel traffic monitoring and information system and ratifying the International Convention on the Removal of Wrecks.

Montenegro is also working on the Draft Law on the Prevention of Marine Pollution from Vessels, which implements the 2020 MARPOL Convention and transposes the following EU Acquis: port reception facilities, including Waste Reception and Handling Plans (WRHP) for the ports of Bar and Kotor; ship-source pollution and penalties; organotin compounds; double-hull oil tankers; and ship recycling.

The public hearing for the draft law concluded in July 2024, and the Table of Concordance is being prepared for submission to the European Commission, with adoption expected by Q1 2025.

The rulebook for the National Maritime Single Window (NMSW), transposing Directive 2010/65/EU on ship reporting formalities, is also in development, with completion planned by March 2025.

Additionally, Montenegro is preparing the Law on Inland Navigation, which will transpose key EU Acquis related to inland waterways, including professional qualifications, technical vessel requirements, navigability licenses, and recreational craft.

Montenegro has entered the testing phase of its National Maritime Single Window (NMSW) system, integrating it with the Port Community System through the EFINTIS and LASTING projects under the IPA CBC Italy-Albania-Montenegro programme.

In July 2024, significant investments were made in port machinery, including six tipper trucks, a wheel loader, and a material handler for cargo operations. However, the Core Port of Bar suffered heavy damage from a hurricane, destroying three gantry cranes and a ship loader at the Dry Bulk Cargo Terminal, significantly reducing capacity. Efforts are underway to secure financing for new cranes to restore operations.

For the second phase of the Vessel Traffic Monitoring and Information System (VTMIS), expanding coverage to the Bay of Kotor, installation has begun following the completion of permits for antenna masts, with the system now operational since the end of 2024.

To support environmental sustainability, Montenegro is in the tendering phase for a dust emission reduction system, which includes wheel washing and de-mucking systems, with completion expected by the end of 2024. Montenegro does not have Inland waterway transport; therefore, the action related to infrastructure and green elements of inland waterway are not applicable.

Multimodality

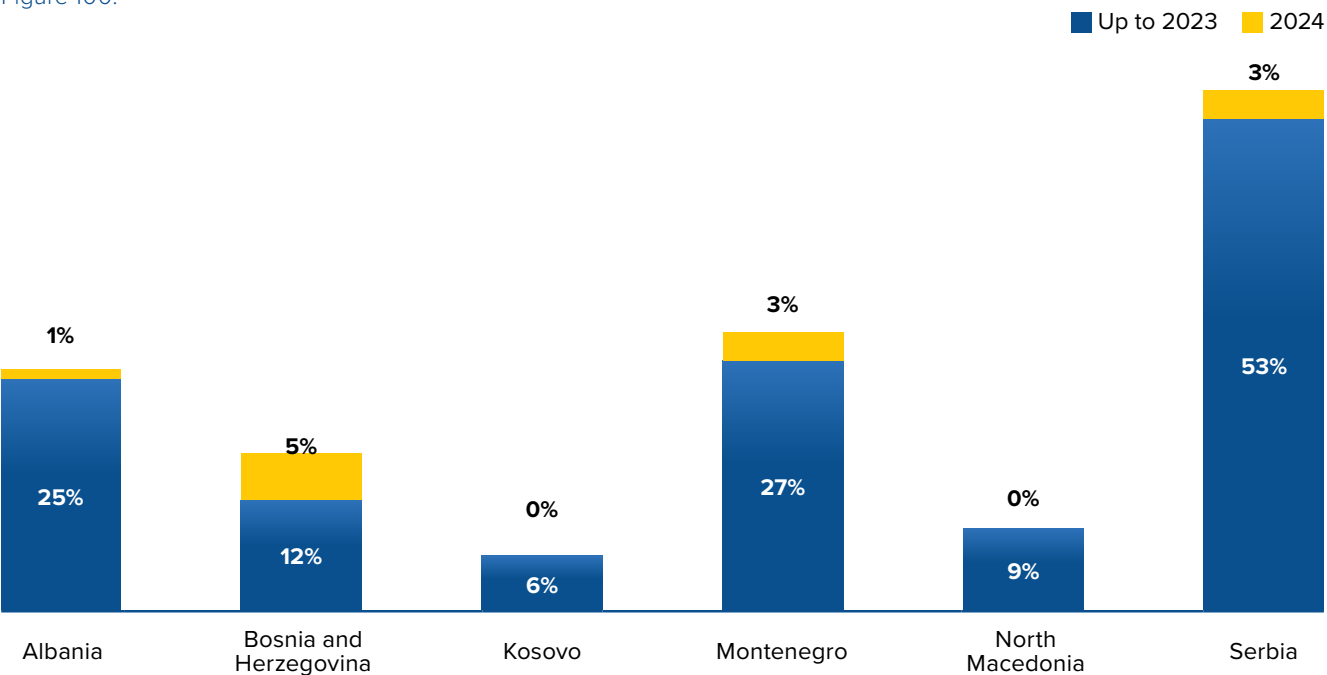
43% ■■

Following 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, the transposition of the e-freight Regulation has become a priority within the New Growth Plan and Reform agenda, signifying the importance of e-freight in increasing trade in the Western Balkans.

As regards 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, Montenegro has transposed some provisions of the combined transport directive. However, nothing has changed from the previous year, and full transposition is yet to be achieved.

Overall progress in Waterborne Transport and Multimodality

Figure 100.



Recommendations

- Finalise the transposition of legislation governing the National Maritime Single Window (NMSW) to ensure full compliance with EU standards.
- Complete the preparation of the Law on Ports,
- Finalise the Law for Prevention of Marine Pollution from Vessels.
- Complete the Law on Inland Navigation and ensure the transposition of EU Acquis regulations related to Inland Waterway operations.
- Advance the implementation of environmentally sustainable port practices at the Port of Bar, including the promotion of alternative fuels, as part of the green port initiative to enhance environmental sustainability.

2.4.6 Social Issues and Passenger Rights

Overall Summary

Montenegro **overall implementation rate is 46%** in aligning its legislation with the EU acquis on social issues and passenger rights, particularly in the rail sector. While compliance with older regulations is strong, efforts to align with recent regulations, such as those governing smart tachographs and enhanced passenger rights, need to accelerate. Full transposition is expected by the end of 2024, supported by ongoing legislative work and efforts to promote gender equality in the transport sector.

Progress by Measures

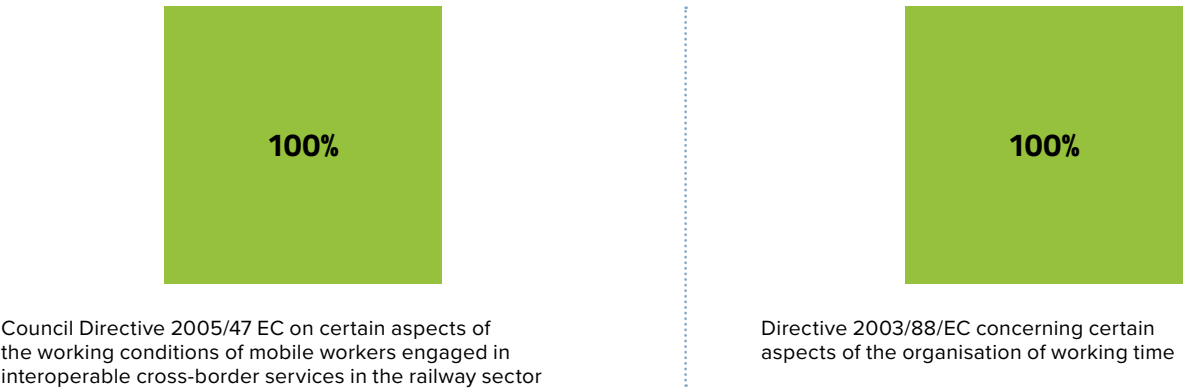
Workers' Fundamental Rights

 Rail **100%**  Road **72%**

Montenegro has made solid progress in aligning with EU regulations on workers' rights, particularly in the rail sector. Full transposition of Directives 2003/88/EC and 2005/47/EC has been achieved, ensuring compliance with EU standards on working time and safety. In the road sector, Regulation (EC) No 561/2006 is fully implemented, though adjustments are needed for Regulation (EU) 2020/1054.

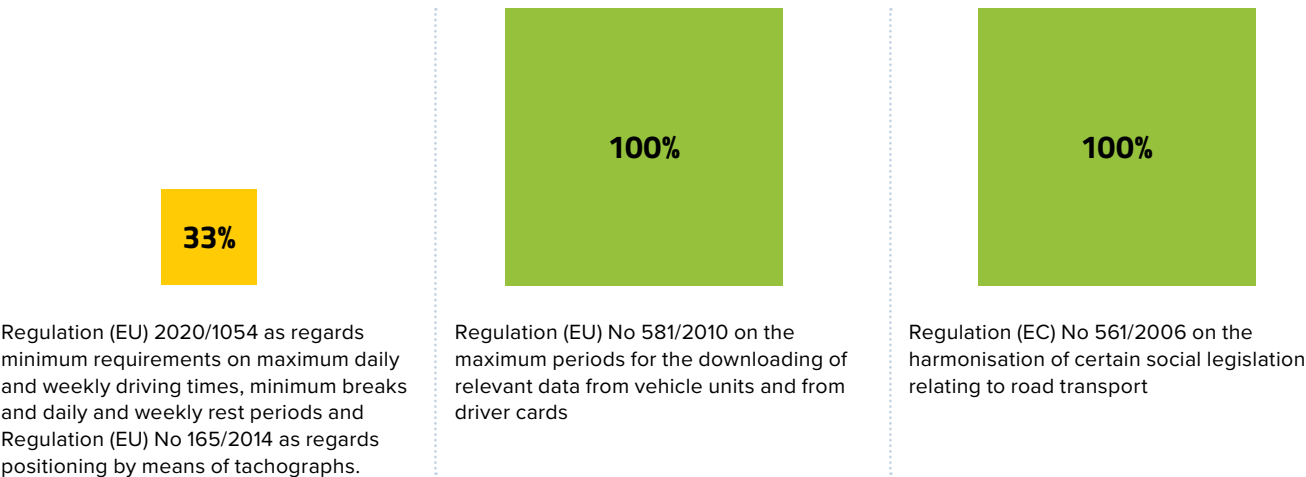
Rail working time/hours - Montenegro

Figure 101.



Road driving time/rest periods - Montenegro

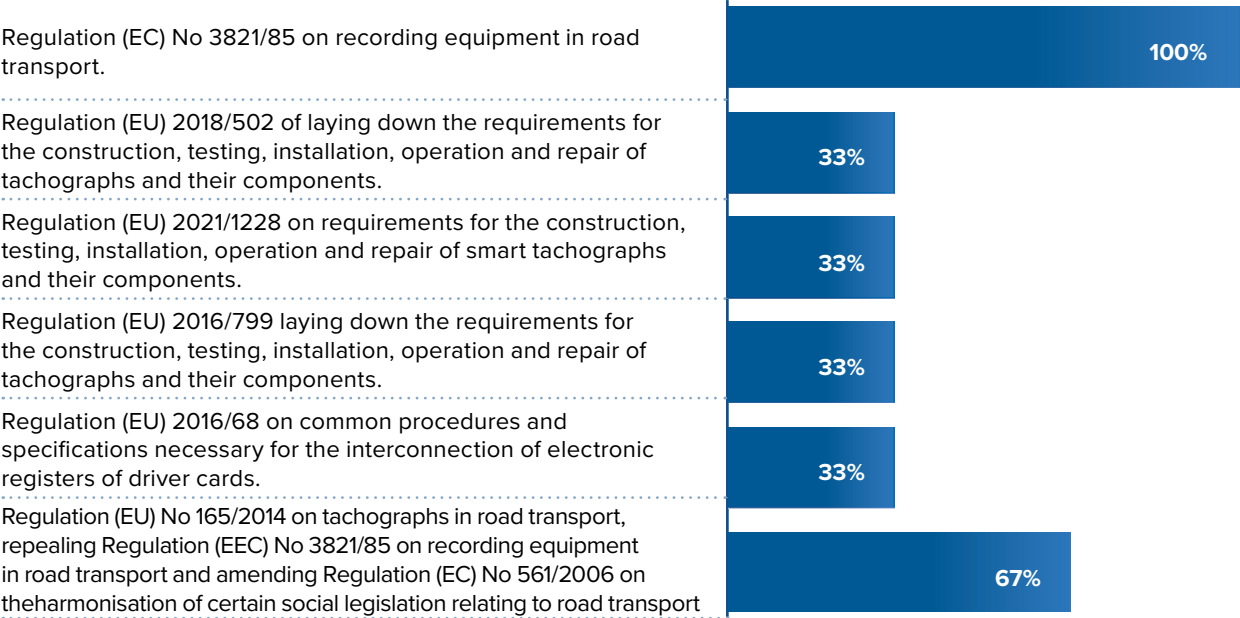
Figure 102.



Although Montenegro has partially implemented Regulation (EU) No 165/2014 on tachographs, there is a significant delay in transposing subsequent regulations on smart tachographs. A draft law has been prepared to address these gaps, and full transposition is expected by the end of 2024.

Tachograph – Montenegro

Figure 103.

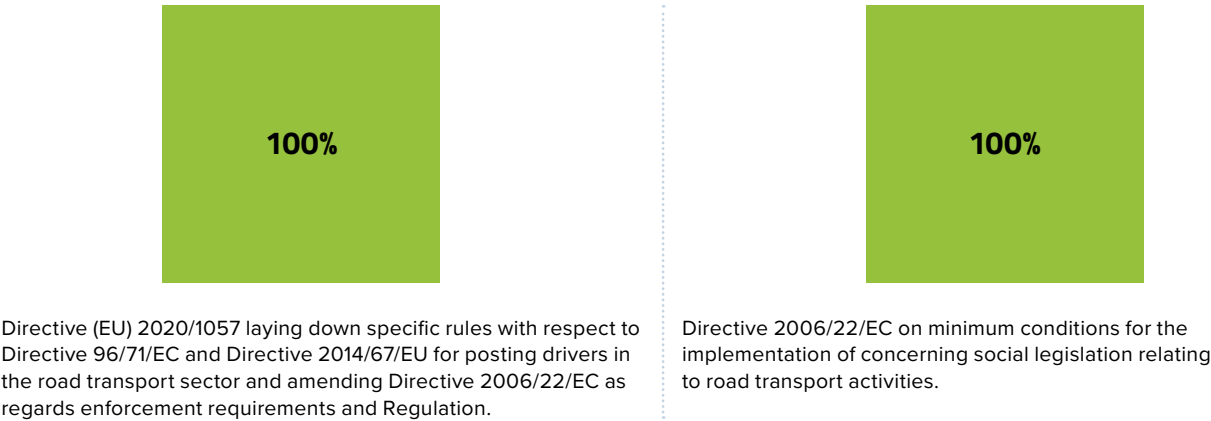


Enforcement of Social Legislation

Montenegro has made commendable progress in enforcing Directive 2006/22/EC, particularly in ensuring that driving time, rest periods, and working conditions are monitored and enforced. The country has successfully implemented smart tachographs, ensuring compliance with EU rules. In terms of Directive 2002/1057/EC, Montenegro has also taken steps to ensure fair competition in the road transport sector, particularly in cross-border operations. However, continuous efforts are required to maintain the enforcement of cabotage rules and ensure alignment with all EU standards.

Enforcement of social legislation – Montenegro

Figure 104.



Montenegro was encouraged during the March 2023 Regional Steering Committee meeting to join the Platform for Change – Women in Transport. To further support this initiative, a study visit to Brussels is scheduled for December 2024, where Montenegro representatives will receive detailed guidance and technical information on how to join the Platform. During this visit, they will also be introduced to best practices and successful examples of gender balance actions within the transport sector, aiding them in developing their own strategies for promoting equality.

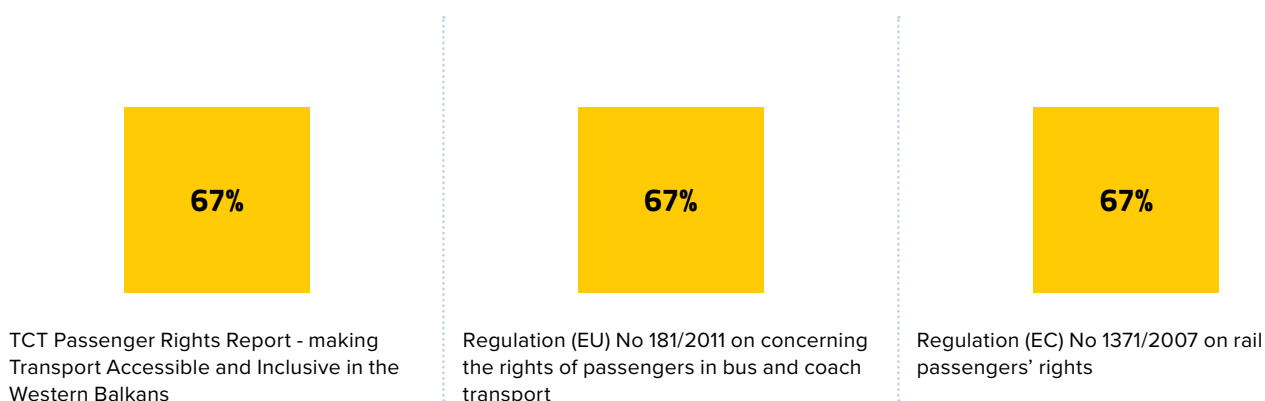
Passenger Rights

67%

Montenegro has partially transposed passenger rights regulations for both rail and bus transport, covering essential rights such as real-time travel information and compensation mechanisms. However, full transposition of Regulation (EU) No 181/2011 is still in progress, and further improvements in accessibility at transport terminals are required.

Passenger Rights - Montenegro

Figure 105.



Recommendations

- **Develop a Roadmap based on the Study for Strengthening the Regulatory Framework for Passenger Rights in the Western Balkans.** Montenegro should adopt this roadmap as a guiding document for the transposition of EU passenger rights regulations.
- **Enhance roadside inspections and enforcement of social legislation in road transport** to ensure compliance with driving time and rest period regulations.
- **Commit to the Declaration on Equal Opportunities for Women in Transport** and develop initiatives to encourage women's participation in the transport sector.
- **Ensure compliance with Regulation (EU) 2022/1012 concerning the safety and security of parking areas,** alongside improved monitoring systems for vehicle rest areas across major corridors in Montenegro.

North Macedonia

2.5

2.5.1 Rail

Overall Summary

In 2023, the greatest momentum was the adoption of the Railway System Law. With it, North Macedonia removed breaches of the Treaty. However, in September 2024, North Macedonia amended the Railway System Law, closed the market again to the third parties until the accession to the EU. Progress is visible in the modernisation and maintenance of the railway infrastructure. North Macedonia achieved a total progress of **61%**, reflecting a **1%** increase in the implementation of the Rail Action Plan.

Progress by Measures

Rail Market Opening

67% ▽

Reversals were seen due to amendments to the Railway System Law, which will close the rail market to third parties until EU accession resulting in a lower score (see chart below). All licences and certificates issued in the previous period will be cancelled.

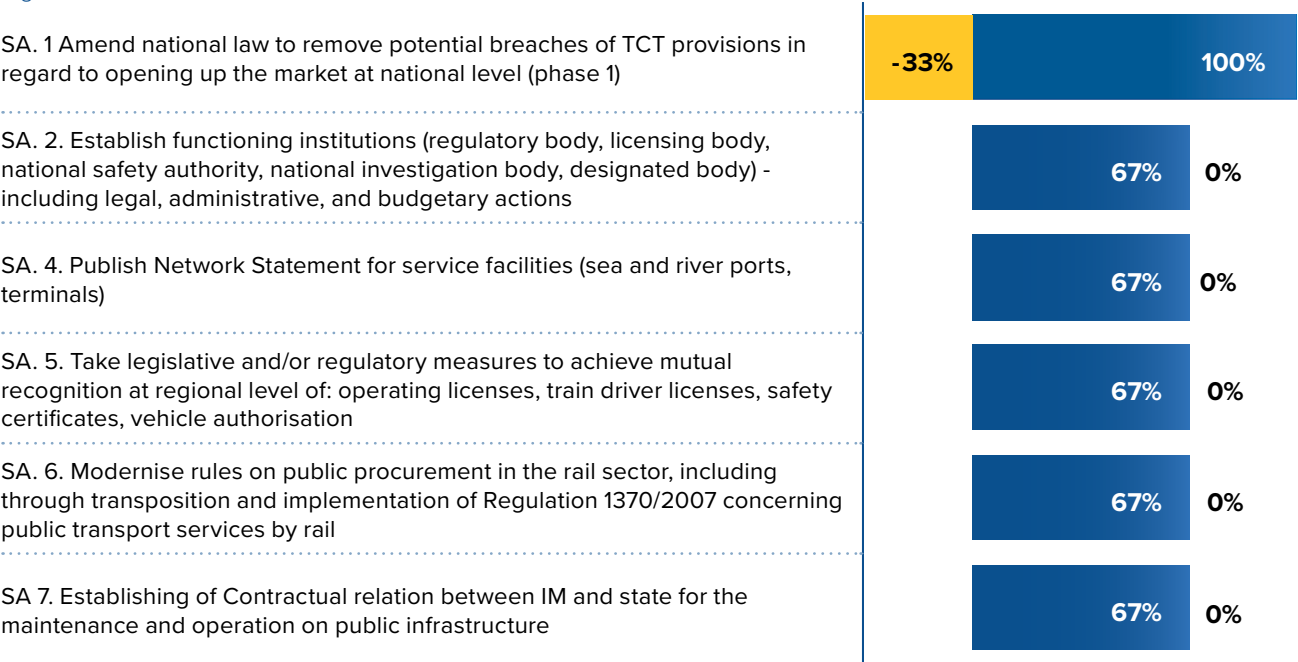
In North Macedonia, a direct award contract has been established between the Infrastructure Manager and the relevant authority. A draft of the Multi-Annual Contract is under review by both the Infrastructure Manager (IM) and the Ministry of Transport and Communications (MoTC). The draft Railway Safety Law and Interoperability Law have been prepared and expected to be adopted by the end of 2024.

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

Rail market opening - North Macedonia

■ Up to 2023 ■ 2024

Figure 106.



Passenger rights are a horizontal measure for all transport modes. All regional partners have taken concrete steps regarding specific parts of EU Regulation 1371/2007. The main purpose of these measures is to revitalise passenger transport across the region and improve conditions for passengers. However, no progress has been made by North Macedonia in the reporting period.

Passenger rights - North Macedonia

Figure 107.



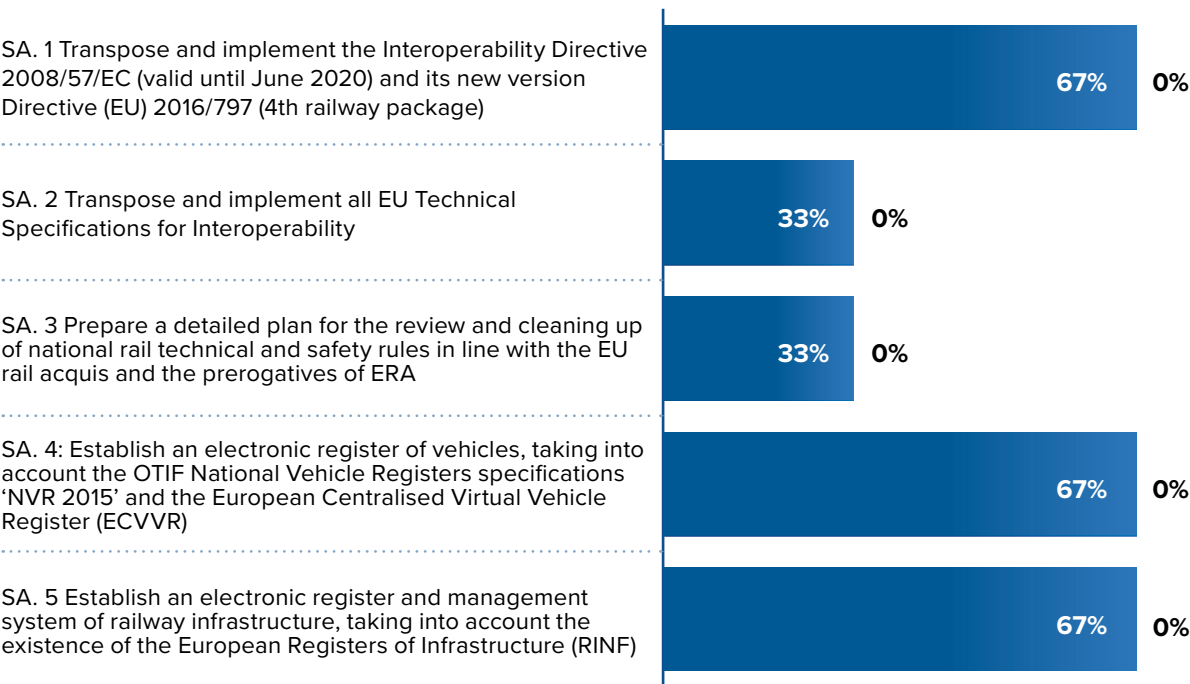
Under the current Law on Railways, train driving licenses from EU Member States and other authorities are recognised, but safety certificates and vehicle permits are only acknowledged for EU Member States.

Further efforts are needed to publish the TSIs and continue the transposition of the 4th Railway Package, as well as establish the Electronic Vehicle Register. In May 2024, the TCT Secretariat and ERA organised training on the EVR system, covering data collection, structure, usage, and further access to the European EVR System in 2024. This structure will be used by North Macedonia to systematically collect the necessary data.

Interoperability - North Macedonia

Up to 2023 2024

Figure 108.



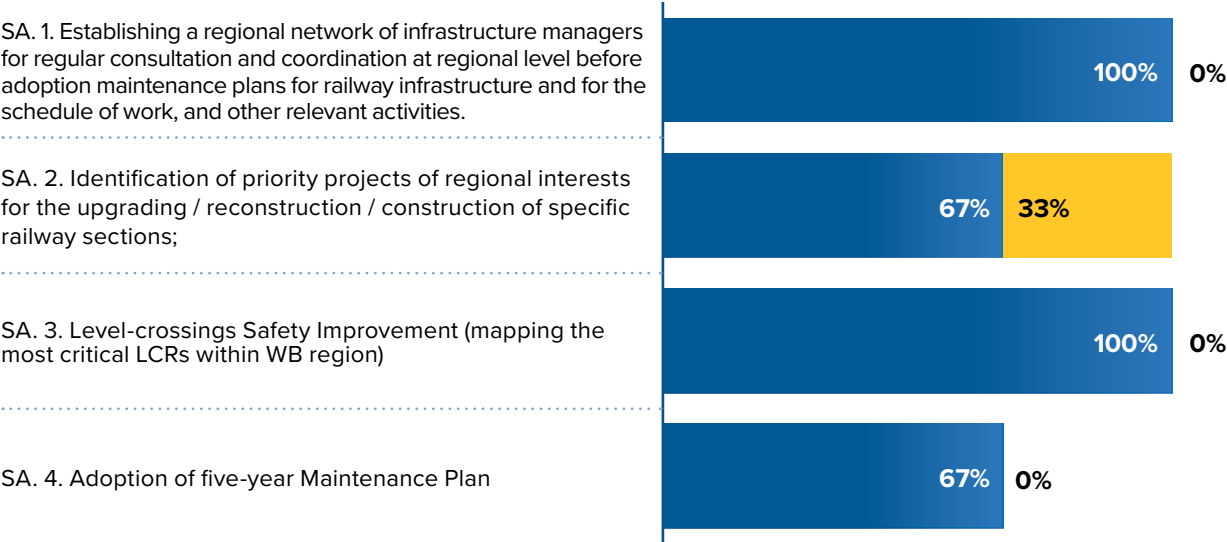
Two meetings of the Railway Infrastructure Managers Network took place during the reporting period. One was held in Madrid under the Albanian Railways Chairmanship, And the second in Pristina in 2024 under the Trainkos Chairmanship. The main outcome was further development of the idea of establishing a Regional Railway Centre of Excellence. Based on the consensus reached, the TCT Secretariat launched a public call for the Establishment of the Regional Centre of Excellence. North Macedonia’s Infrastructure Manager contributed to the successful completion of the first regional project, “Level Crossings Safety Improvement.”

North Macedonia concluded a contract with a company for construction works on the Kumanovo – Beljakovce and Beljakovce – Kriva Palanka sections. The commencement date was 19 October 2022, with a duration of 24 months. Construction works are progressing according to schedule on these sections. A tender for construction works on the Kriva Palanka – Bulgaria border section was published, but the evaluation process was never finalised, leading to project failure.

Modernisation of railway infrastructure - North Macedonia

■ Up to 2023 ■ 2024

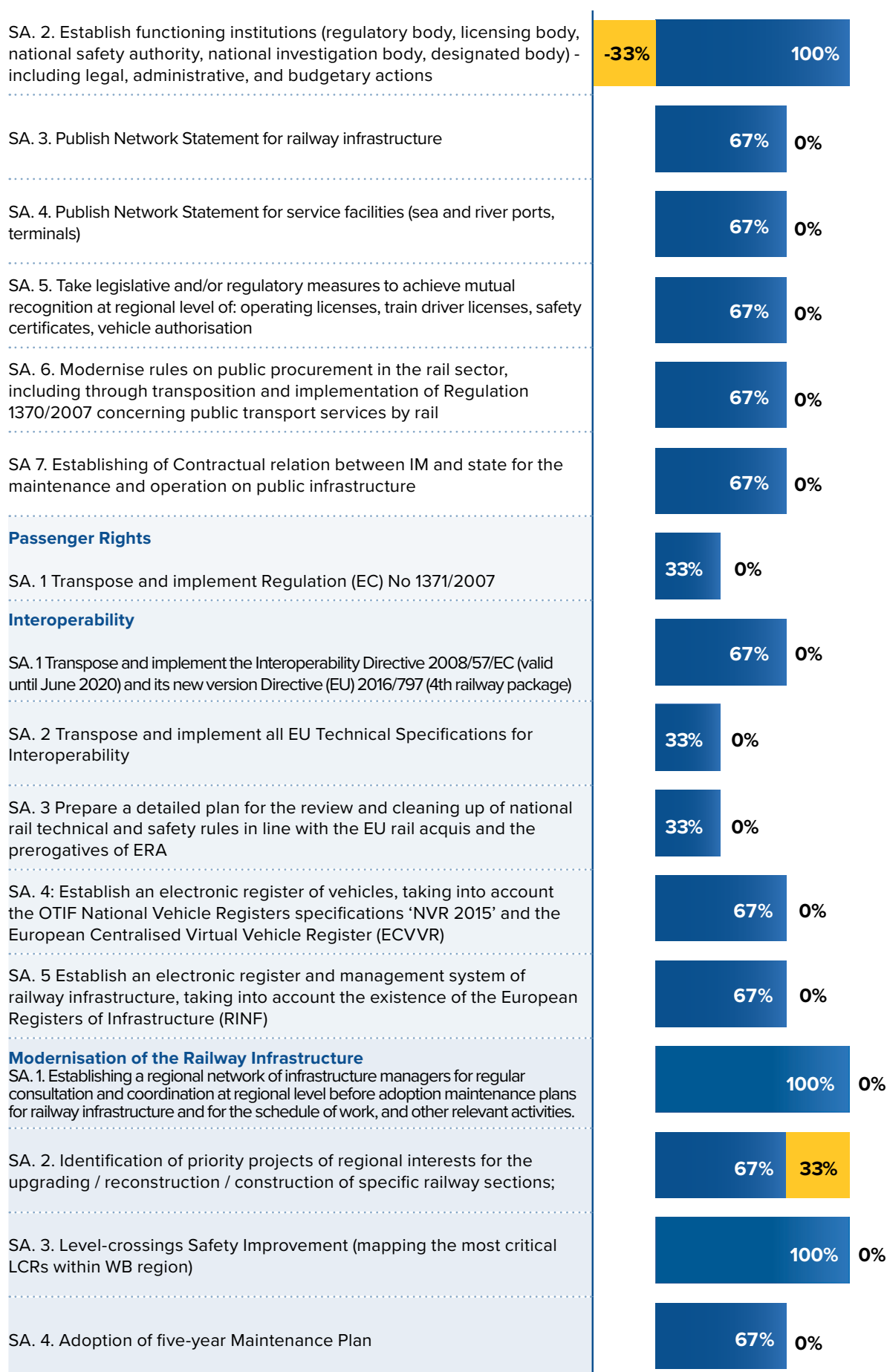
Figure 109.



Railway action plan by measures – North Macedonia

■ Up to 2023 ■ 2024

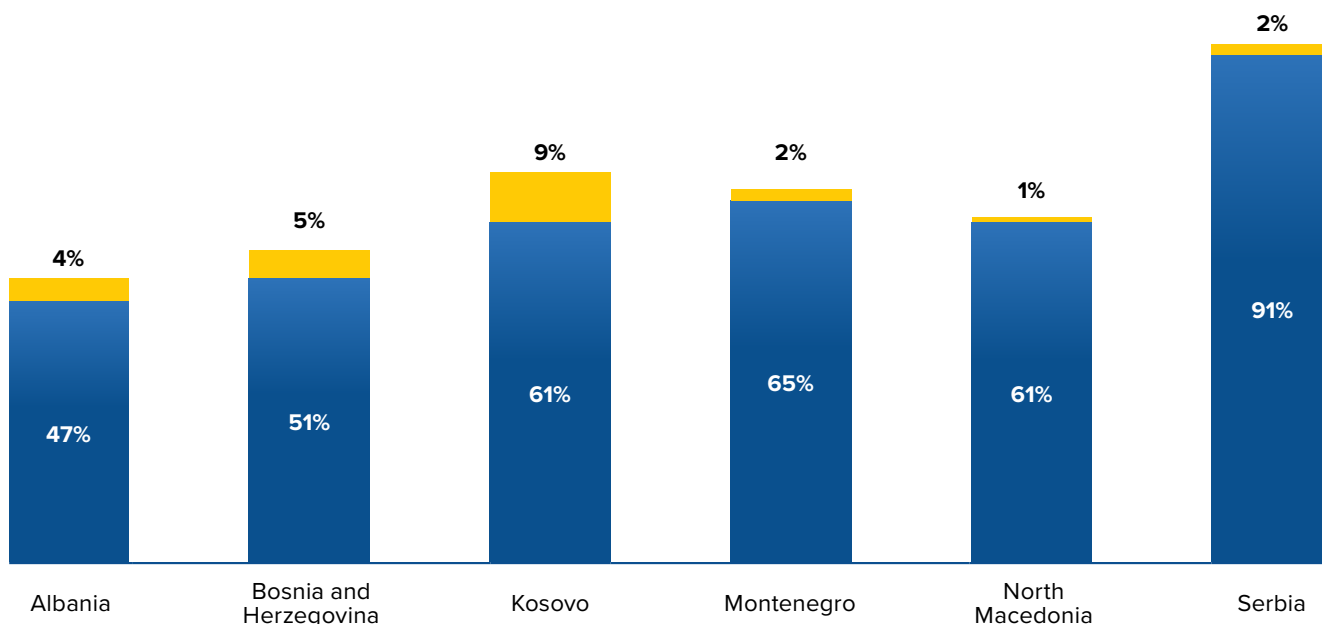
Figure 110.



Rail Action Plan per each regional partner

■ Up to 2023 ■ 2024

Figure 111.



Recommendations

- The domestic Rail Market should be open to third parties, requiring changes to the Railway System Law.
- Further efforts are needed for North Macedonia to adopt the Railway Safety and Interoperability Law. Additionally, priority should be given to the publication of the TSIs.
- The multiannual contract between the infrastructure manager and the relevant authority, as prescribed in the new Railway System Law, should be finalised. Additionally, efforts should be made to establish the National Investigation Body.

2.5.2 Road

Overall Summary

North Macedonia is making steady progress in implementing the measures outlined in its road action plan, achieving an overall implementation rate of 64%. However, during the reporting period, progress has been slow, with only a 6% increase.

The key achievement of this reporting period is the adoption of the ITS strategy by the Government on 28 November 2023. Progress on ITS deployment along Corridor X continues, with a tender launched for the southern section.

Since 1 July 2023, interoperability of electronic toll collection (ETC) between Serbia and North Macedonia has been established, allowing for the use of a single tag device. Montenegro has achieved interoperability with Serbia and is expected to achieve the same with North Macedonia by the end of the year.

Establishing a Functioning and Efficient Road Maintenance System

50% ▲

Due to the ongoing construction activities, it is not currently feasible to formulate a Multiannual Plan. The most recent IRI and IRAP surveys indicate a budgetary shortfall for implementing all necessary actions. Priority has been given to the primary Transport routes.

An alternative agreement to Service Level Agreements (SLAs) has been established between the public enterprise responsible for state roads and the public enterprise for maintenance and protection of national and regional roads. These agreements align with existing annual maintenance contracts and adhere to performance-based standards as defined by the Law on Public Roads.

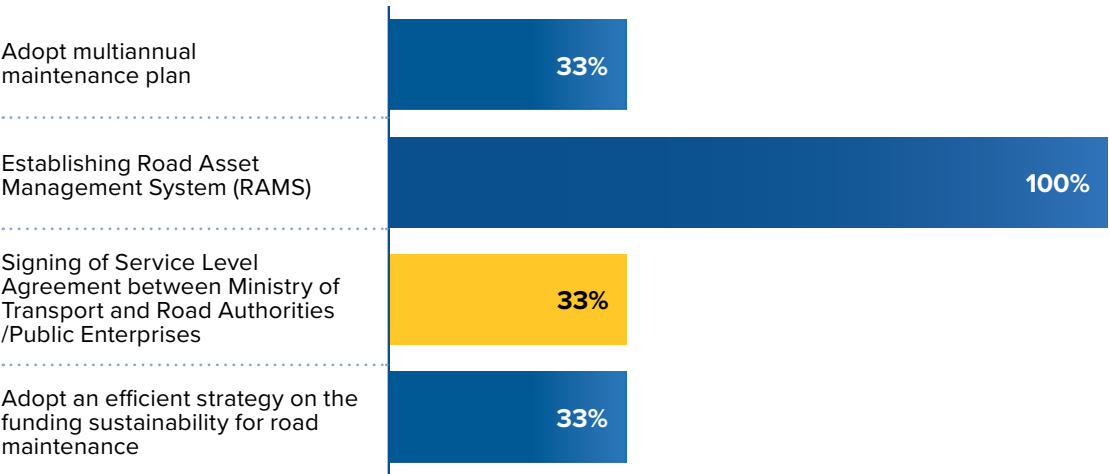
The challenge of achieving a fully staffed RAMS unit persists.

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

Road maintenance - North Macedonia

Up to 2023 2024

Figure 112.



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 in harmonising the ITS Directive with national legislation, particularly the changes required in the Law on Public Roads. The working group will begin the transposition process in mid-September, with completion expected by the end of 2024.

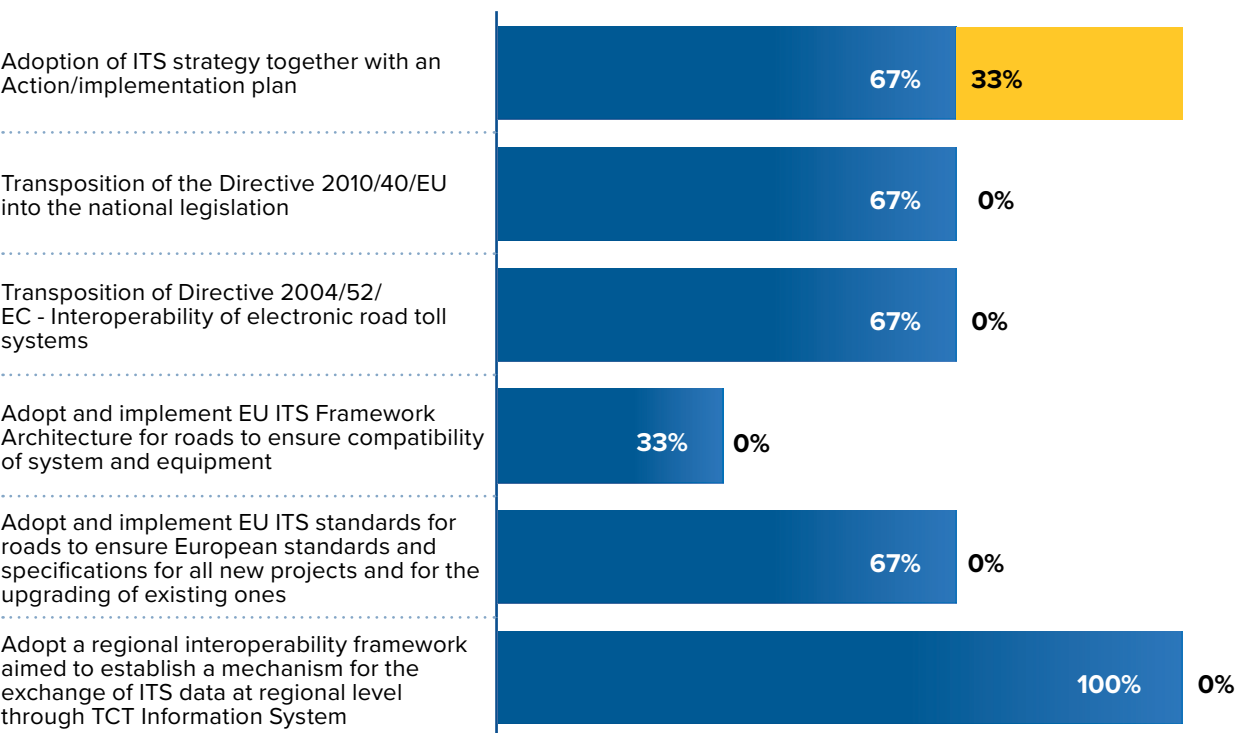
The national strategy for ITS was adopted by the Government on 28 November 2023. For the ITS deployment on Corridor X (South part), covering the section from Interchange Veles South to the Bogorodica Border Crossing, the tender process was initially launched on 31 July 2023, but was subsequently cancelled. It was relaunched in May 2024, with the opening scheduled for September 2024. For the Northern part of Corridor X, the tender process is anticipated to commence in 2025.

As of July 1, 2023, the interoperability of the electronic tolling system between Serbia and North Macedonia became operational, enabling citizens to use a single tag device. On 5 June 2024, interoperability between Serbia and Montenegro was also established, with full interoperability with North Macedonia expected within the year. Technical negotiations for interoperability are ongoing with Bosnia and Herzegovina, Croatia, and Greece.

ITS Deployment - North Macedonia

■ Up to 2023 ■ 2024

Figure 113.



Enhancing Road Transport Climate Resilience and Use of Alternative Fuels

33% ▲

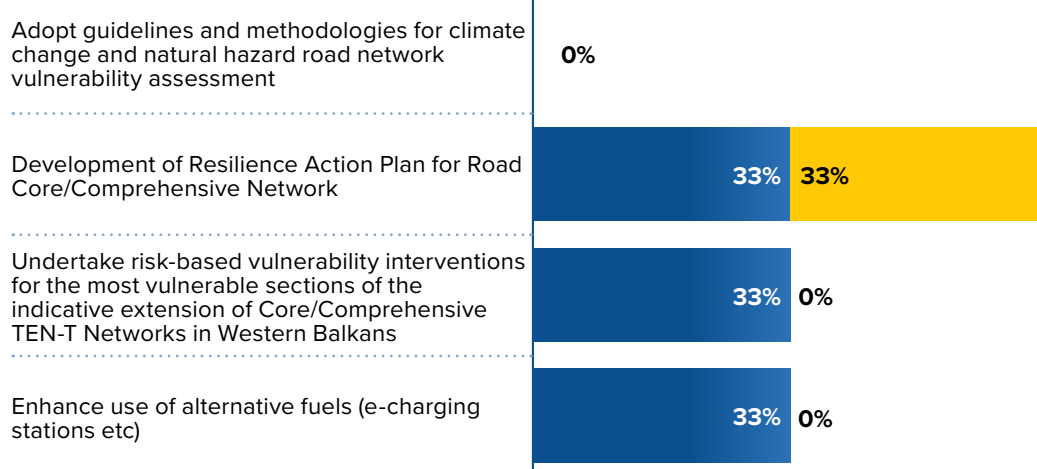
The TCT Secretariat completed, on 15 December 2023, the Technical Assistance aimed at improving climate resilience for the road network. The deliverables are pending incorporation into strategic documents or adoption as a standalone document.

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

Climate resilience and alternative fuels - North Macedonia

■ Up to 2023 ■ 2024

Figure 114.



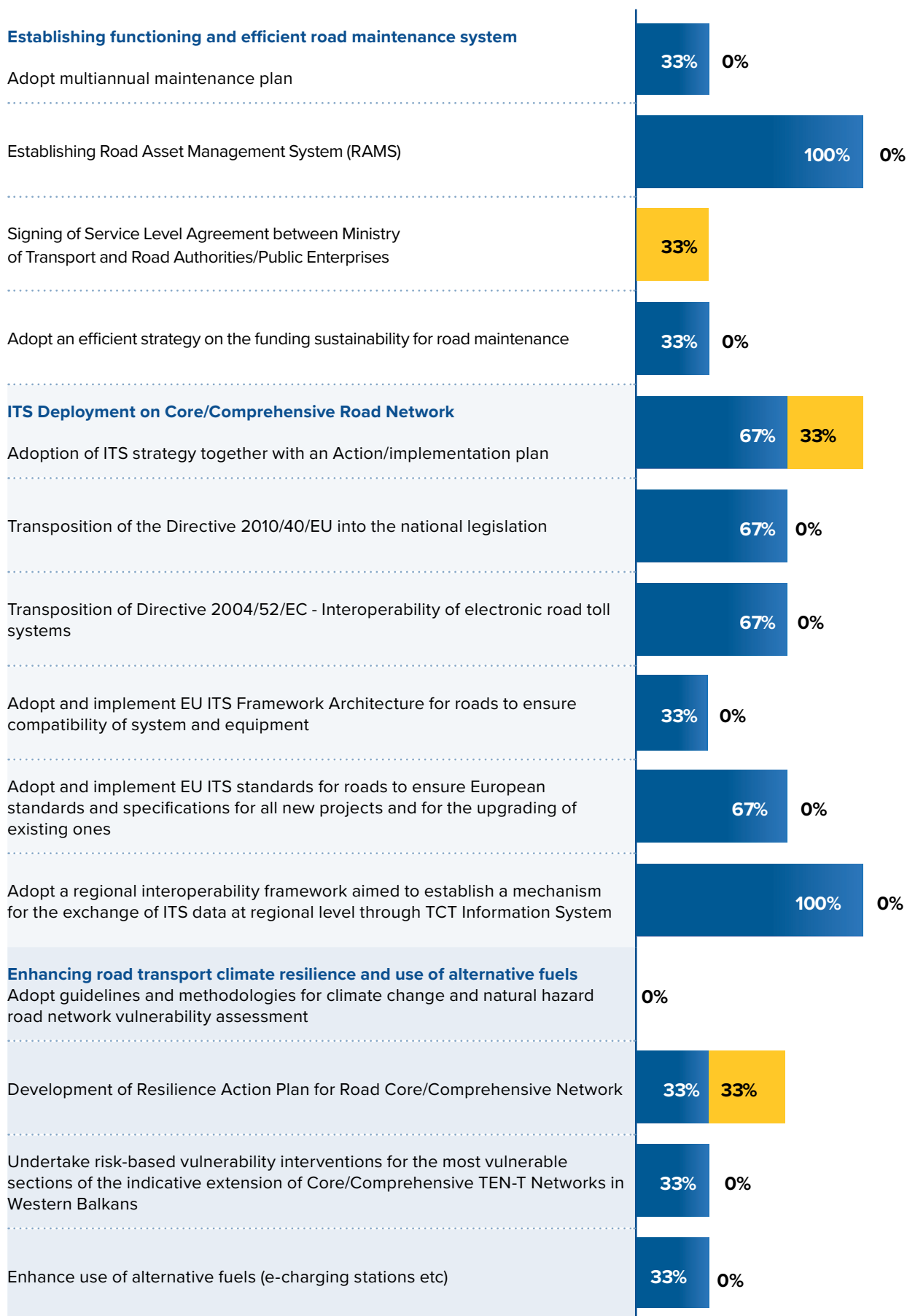
Recommendations

- Prepare a multiannual maintenance plan and allocate the necessary budget for the road maintenance.
- Complete the full transposition of 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.
- Incorporate the deliverables outlined by CONNECTA into strategic documents to establish and deploy e-charging stations in the TEN-T Core and Comprehensive Network.
- Incorporate the deliverables from the Technical Assistance for improving climate resilience for the road network into strategic documents.

Road Measures - North Macedonia

■ Up to 2023 ■ 2024

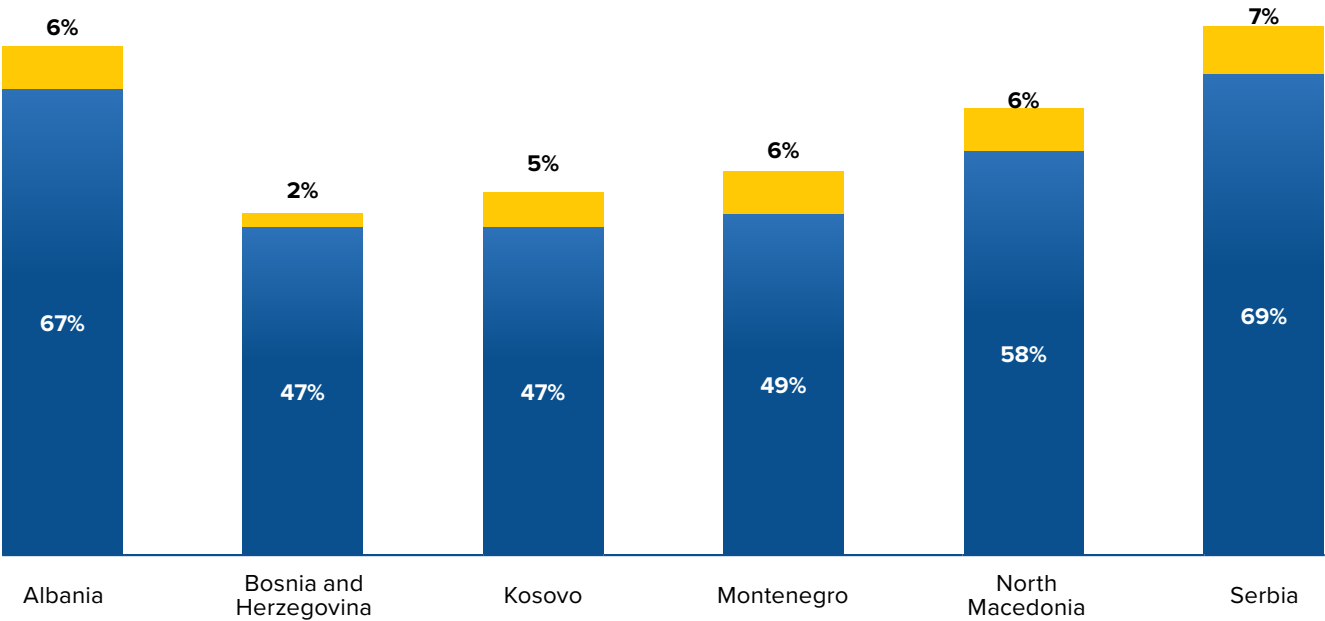
Figure 115.



Progress per Each Regional Partner

Up to 2023 2024

Figure 116.



2.5.3 Road Safety

Overall Summary

The overall progress in implementing the road safety action plan is 38%. The establishment of a road safety agency is still awaiting the government's decision. The project was financed by the EU Delegation Office in North Macedonia and includes the Road Safety Audits and Inspections licensing process, which will be carried out by the Agency. In addition, the drafting of the Road Safety Strategy will be one of the tasks of the new established working group.

North Macedonia has reported an increase in the number of road deaths in 2023 compared to 2022, with 3 more lives lost!

Number of Fatalities in 2019-2023:

Regional Partner	2019	2020	2021	2022	2023	Goal 2030
North Macedonia	132	125	116	124	127	66

Progress by Measure

Road Safety Management

30% ▲

The draft Law on Road Safety foresees the establishment of a high-level Coordination Body, composed of senior officials and expert groups. The draft Law also defines the establishment of the road safety agency, its role and its tasks.

Regarding road safety data, the Ministry of Interior continuously improves the dataset; however, it has not yet achieved full compliance with all CADAS variables.

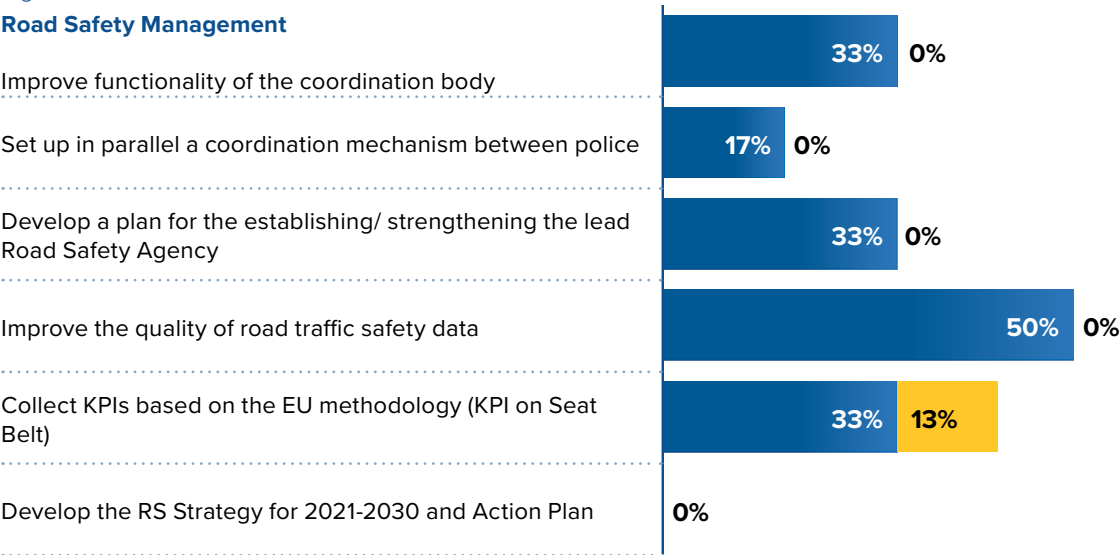
Technical Assistance, financed by the TCT Secretariat, in collecting KPIs on Seat Belt use will, for the first time, provide KPI values for North Macedonia. By following the knowledge and methodology shared in this project, North Macedonia will be able to continue collecting KPIs independently in the future.

Road Safety Management - North Macedonia

■ Up to 2023 ■ 2024

Figure 117.

Road Safety Management



In 2021, with the help of CONNECTA, detailed designs for 10 high-risk sections, with an approximate length of 300 km, were finalised. The projects have reached maturity and are ready for investment. These high-risk road sections fall under the recently approved “Safe and Sustainable Programme” and each regional partner will submit proposals for funding.

Aligning and transposing legislation with EU *Directive 2008/96/EC on Road Infrastructure Safety Management* is recommended. Developing the curricula and licensing of Road Safety Audits and Road Safety Inspections remains a challenge, including the adoption of 3-year plans for Road Safety Audits and Road Safety Inspections. The improvement of road infrastructure continues with the signing of the Contract for the completion of Corridor 8 as a highway. The construction of the expressway on Corridor 10d, running parallel to the existing road, specifically the Gradsko-Faris and Prilep-Bitola sections, which will be reserved for motorized traffic only, will significantly increase road user safety, as the existing road is for mixed traffic and passes through an agricultural region with a high number of traffic accidents.

Protection of Vulnerable Road Users

The TCT Secretariat has translated the “Safer to School” guidelines into all official languages of the Western Balkans¹⁹ and distributed them throughout the region. These guidelines aim to improve safety in school zones to safeguard children’s lives. Securing funding for improving signage and infrastructure in school zones remains a core aspect of implementing the guidelines.

Recommendations

- **Adopt the Law on Road Safety and operationalise the road safety agency**
- **Draft and Adopt the Road Safety Strategy and its Action Plan.**
- **In close cooperation with the Ministries of Interior and Health, improve the road crash database, using a common approach to crash data collection (CADAS protocol).**
- **Collect EU Key Performance Indicators (speed, seat belt use, alcohol consumption, helmet use, distraction, vehicle safety, infrastructure, and post-crash care).**
- **Draft a programme for the protection of Vulnerable Road Users**

¹⁹ Macedonian: https://www.transport-community.org/wp-content/uploads/2024/04/ONLINE_Safer-to-School_MK-document.pdf

2.5.5 Transport Facilitation

Overall Summary

North Macedonia is making steady progress towards implementing the measures from the Transport Facilitation Action Plan, achieving an overall implementation rate of 64%.

During the reporting period, there has been a slower pace in implementing the legal framework introduced in 2023 for establishing one-stop border control at road BCPs with North Macedonia and for making the one-stop system at the QafeThane/Kjafasan border-crossing fully functional.

Further progress is needed in the institutional set-up and internal coordination regarding the implementation of the Agreement on joint border crossing points with Kosovo, and for introducing joint controls at the Hani i Elezit/Blace road BCP.

North Macedonia participates in the Green Lanes initiative. Three of the selected 11 Green Lanes BCP fiches are relevant for North Macedonia (Bogorodica/Evzoni, Deve Bair/Gyuesevo and Blace/Hani i Elezit) and the respective BCP fiches have been prepared, identifying the main investment needs. It is expected that the identified measures are going to be implemented over the next three years. Therefore, coordination among the key institutions for transport facilitation in North Macedonia should be further strengthened.

Progress by Measures

Rail Border Crossing/Common Crossing Measures

67% 

The joint rail station between Kosovo and North Macedonia at Hani i Elezit (on the Kosovo side) has not yet become operational due to ongoing railway line rehabilitation works, with no information on when rail freight traffic will resume.

No developments have been reported on the construction of the joint rail station at Tabanovce (North Macedonia-Serbia), and the project is already seriously delayed. This measure has stagnated during the reporting period. No progress has been reported on the draft rail agreement between North Macedonia and Greece.

Road Border Crossing/Common Crossing Measures

60% 

Following the initiation of one-stop border control at BCP Qafe Thane/Kjafasan with Albania on August 1, 2023, proper implementation of the Agreement on the establishment of a joint border crossing point requires further agreement and implementation of the infrastructure protocol. The work of the authorities from both parties within the inter-state commission should be intensified. The implementation of this measure, with support from the Governments of both parties and the World Bank, aims to facilitate trade, improve the competitiveness of companies, reducing waiting times at the border, and increase cooperation and trust, contributing to enhanced border security and a reduction in corruption.

The Infrastructure Protocol was planned to be implemented under the TTFP1 Project. However, due to rising prices, the available project funds have become insufficient to implement the original plans. Consequently, on the Macedonian side, the work will proceed in two phases, though the overall duration of the Project and the available funds may not allow for full infrastructure updates at the BCP. The reconstruction Project under TTFP1 commenced in July 2024 (with a narrower scope) and is expected to end in July 2026.

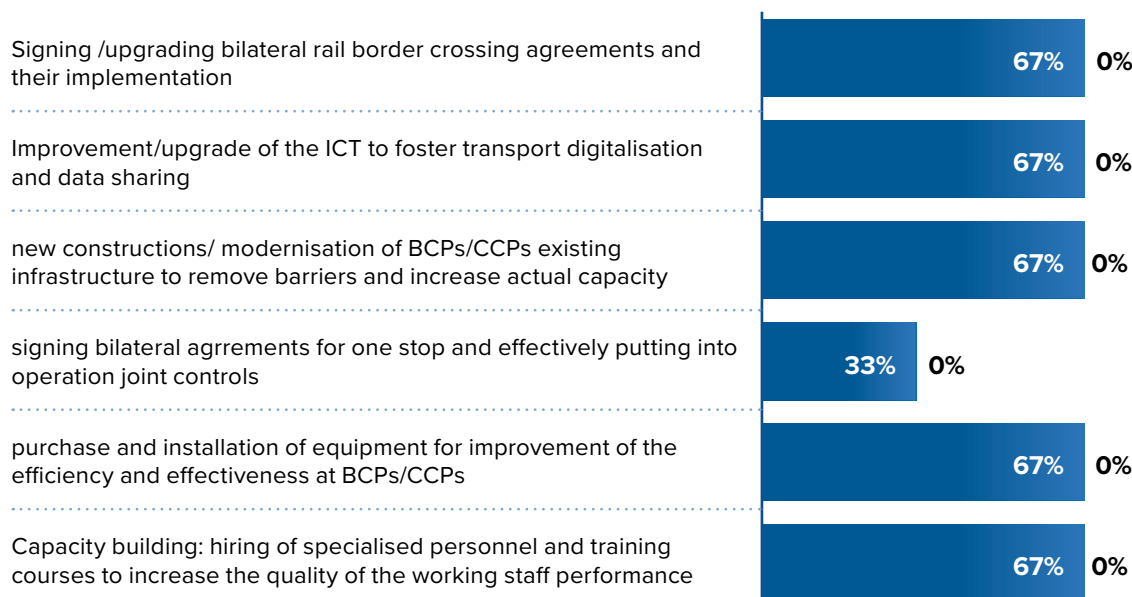
Regarding the BCP Blace (with Kosovo), as a result of CONNECTA work, only draft Conceptual Design with some alternatives are currently available for the passenger crossing, but no final construction designs or permits have been issued.

The Customs Administration has begun preparing planning documentation for the area requiring updates to establish the necessary preconditions for infrastructure improvements at BCP Tabanovce (with Serbia).

Overall progress - North Macedonia

■ Up to 2023 ■ 2024

Figure 118.



Recommendations

- Proceed with institutional arrangements as per the agreement for establishing one stop and joint controls with Kosovo at the shared BCPs.
- Actively engage in and fully implement the ongoing World Bank (TTF) project on modernising BCP Qafe Thane.
- Undertake the necessary steps to make the joint rail station at Hani i Elezit operational as soon as rail traffic on Rail Route 6 is restored.
- Prepare project documentation regarding the proposed physical improvements and equipment supplies within the BCP fiches for Bogorodica/Evzoni, Deve Bair/Gyuesevo and Blace/Hani i Elezit, using existing TA instruments.
- Constantly monitor, further upgrade, and gradually implement one-stop control at BCPs Kjafasan/QafeThane and Tabanovce-Presevo, ensuring checks are performed only once.

2.5.6 Waterborne Transport and Multimodality

Overall Summary

North Macedonia has made slow progress in implementing the Waterborne Transport and Multimodality Action Plan, with an implementation rate of **9%** during the reporting period.

Due to its lack of sea access, waterborne transport is mainly focused on natural lakes, particularly Lake Ohrid, which serves as a hub for cross-border transport and local economic activities. This UNESCO World Heritage site, shared with Albania, is vital for the region's commercial and tourism sectors.

North Macedonia's Law on Inland Navigation is currently under revision to align with international and EU standards, aiming to enhance safety, environmental protection, and operational efficiency. However, North Macedonia must begin transposing EU legislation, as outlined in the Action Plan and Annex I of the Treaty, including regulations on navigation safety, professional access, and passenger rights.

Progress by Measures

Transposition of the Legislation

21% II

During the reporting period, North Macedonia made slow progress in transposing the EU Acquis related to waterborne transport, achieving an implementation rate of 21%, with no legislation tied to the Action Plan or Annex I of the Treaty successfully transposed.

A key challenge has been training boat masters and crews working on board ships. To address this, North Macedonia sought assistance from the Transport Community Permanent Secretariat, collaborating with neighbouring partners on mutual recognition of qualifications, in line with Directive 87/540/EEC on "Access to the Profession," part of the Action Plan and Annex I.5.

However, participation by North Macedonian representatives in the 2024 Technical Committees for Waterborne Transport has been limited.

Infrastructure, Digital and Green Elements

0% II

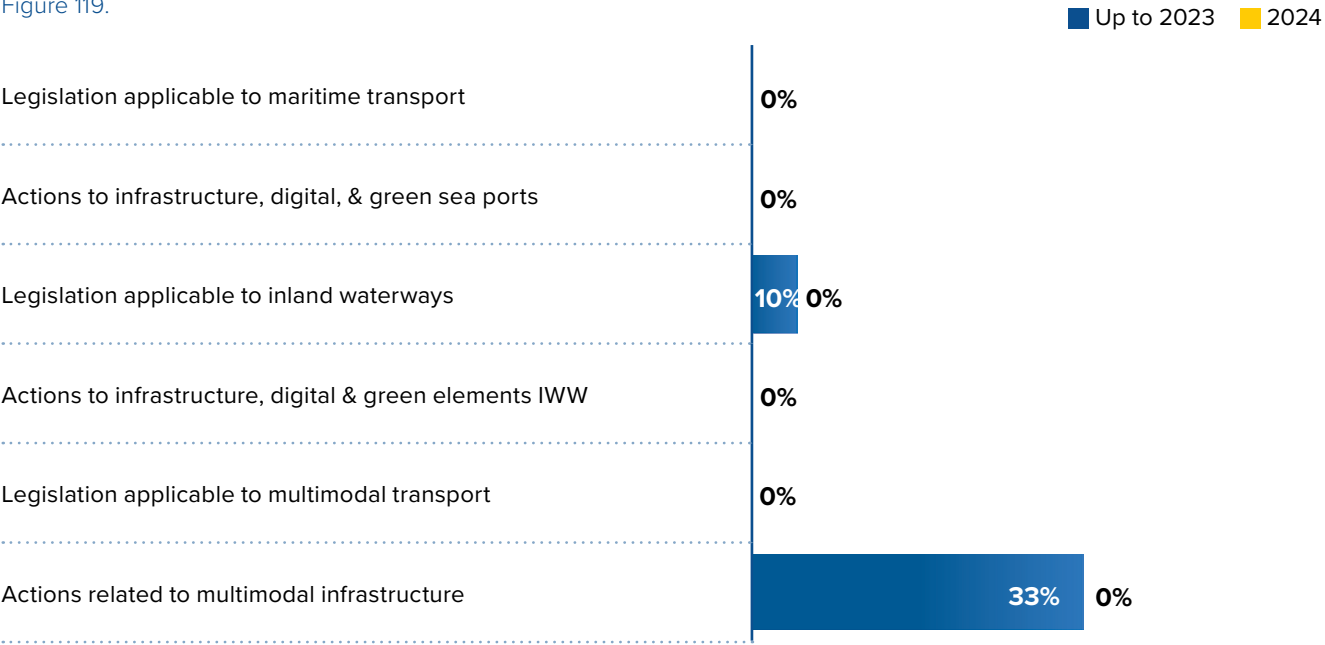
During the reporting period, North Macedonia made slow progress in actions related to infrastructure, digital, and green elements of ports.

In North Macedonia, the ports of Ohrid and Saint Naum, primarily utilised 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 modernisation and efficient operation.

Following 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, transposition of the e-freight Regulation has become a priority within the New Growth Plan and Reform agenda, signifying the importance of e-freight for increasing trade in the Western Balkans.

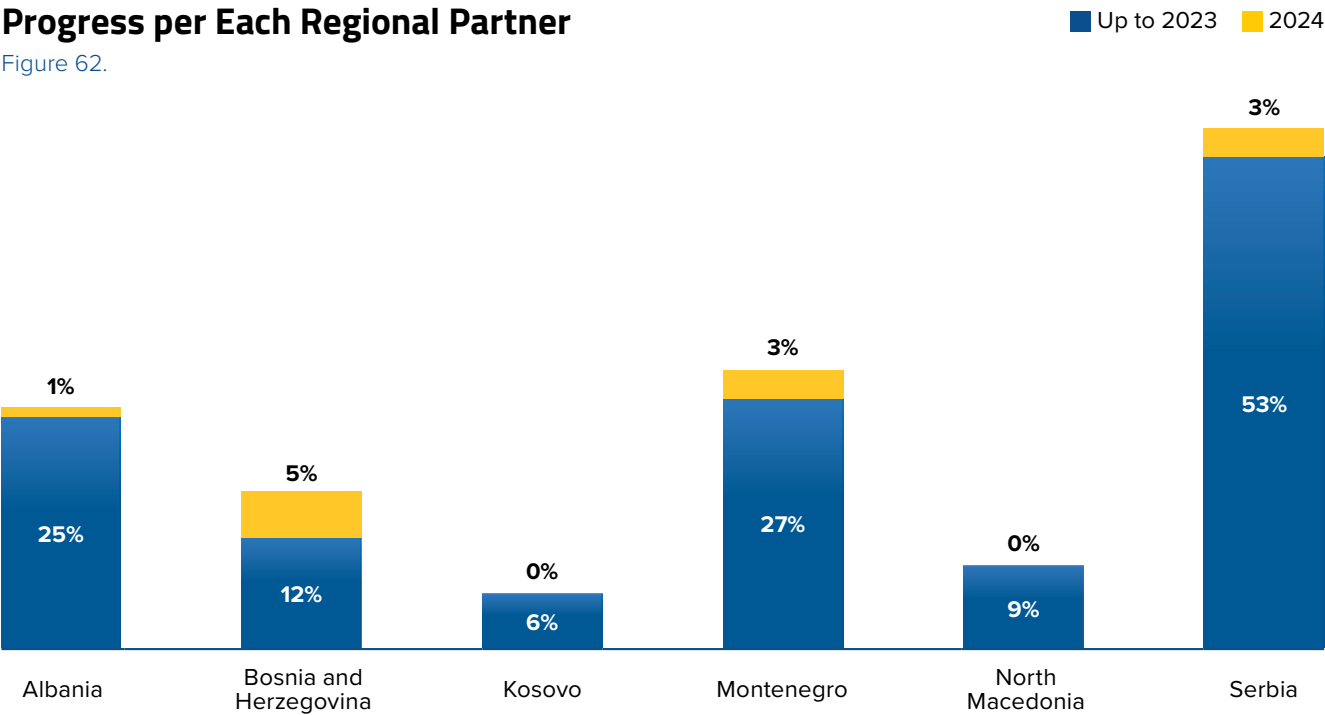
Overall progress in Waterborne Transport and multimodality - North Macedonia

Figure 119.



Progress per Each Regional Partner

Figure 62.



Recommendations

- **Enhance Engagement:** Increase participation in Technical Committee meetings for Waterborne Transport and Multimodality to stay informed and actively contribute to regional developments.
- **Complete Legal Revisions:** Finalise the ongoing revision of the Inland Navigation Law to ensure it meets current international standards and addresses evolving industry needs.
- **Initiate EU Acquis Transposition:** Begin the process of transposing EU Acquis related to waterborne transport, in accordance with the Action Plan and Annex I of the Transport Community Treaty.
- **Promote Regional Cooperation:** Strengthen collaboration with neighbouring countries to improve crew training standards and facilitate mutual recognition of boat masters' training programmes and certifications.

2.5.6 Social Issues and Passenger Rights

Overall Summary

North Macedonia **overall implementation rate is 36%** in transposing EU social and passenger rights acquis, particularly in the road sector, with full compliance on driving time and rest periods. However, further efforts are needed to align with EU regulations on rail workers' rights, smart tachographs, and passenger rights. The country is still in the early stages of promoting gender equality in transport, with initiatives being developed to support women's empowerment.

Progress by Measures

Workers' Fundamental Rights

🚆 Rail **33%** 🛣️ Road **78%**

Rail Sector (Working Time/Hours): North Macedonia has partially transposed Directive 2003/88/EC on working time in the rail sector. However, Directive 2005/47/EC, which governs the working conditions of mobile workers in cross-border rail services, has not yet been transposed.

Rail working time/hours - North Macedonia

Figure 121.

0%

Council Directive 2005/47 EC on certain aspects of the working conditions of mobile workers engaged in interoperable cross-border services in the railway sector

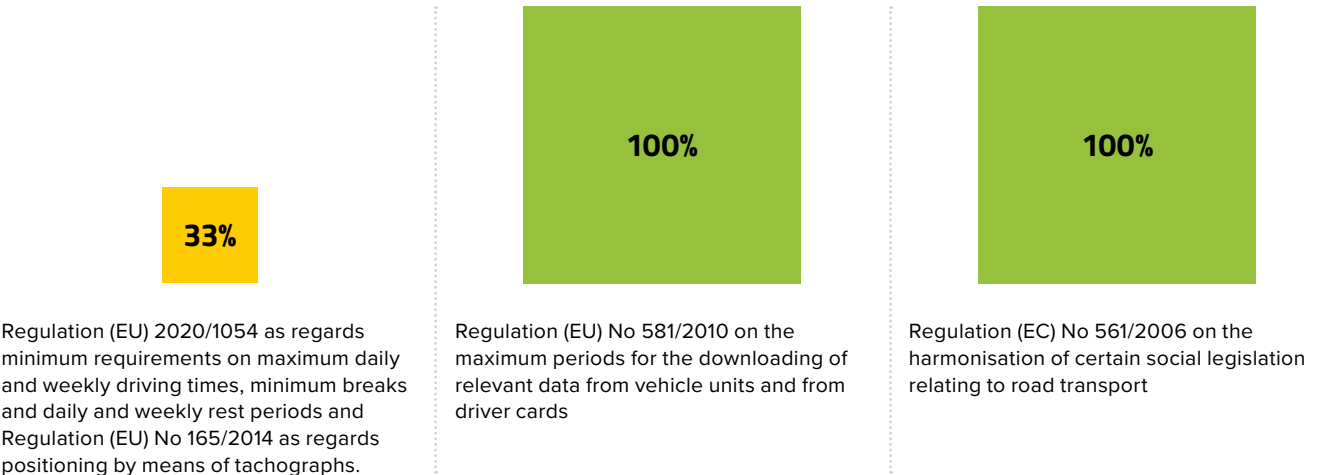
67%

Directive 2003/88/EC concerning certain aspects of the organisation of working time

Road Sector (Driving Time and Rest Periods): North Macedonia has fully transposed Regulation (EC) No 561/2006, ensuring compliance with EU standards for driving times, breaks, and rest periods for road transport workers.

Road driving time/rest periods - North Macedonia

Figure 122.



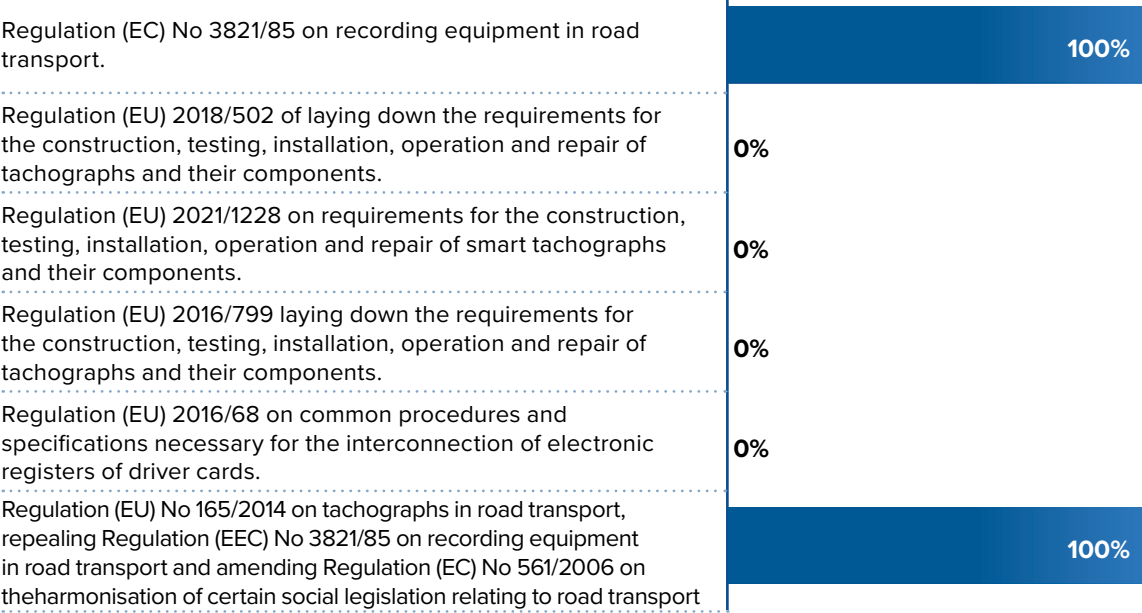
Tachographs

33%

North Macedonia has partially transposed Regulation (EU) No 165/2014 on tachographs in road transport, though full implementation of newer regulations related to smart tachographs remains pending. Transposition of additional regulations related to tachograph standards and procedures is also incomplete.

Tachograph - North Macedonia

Figure 123.



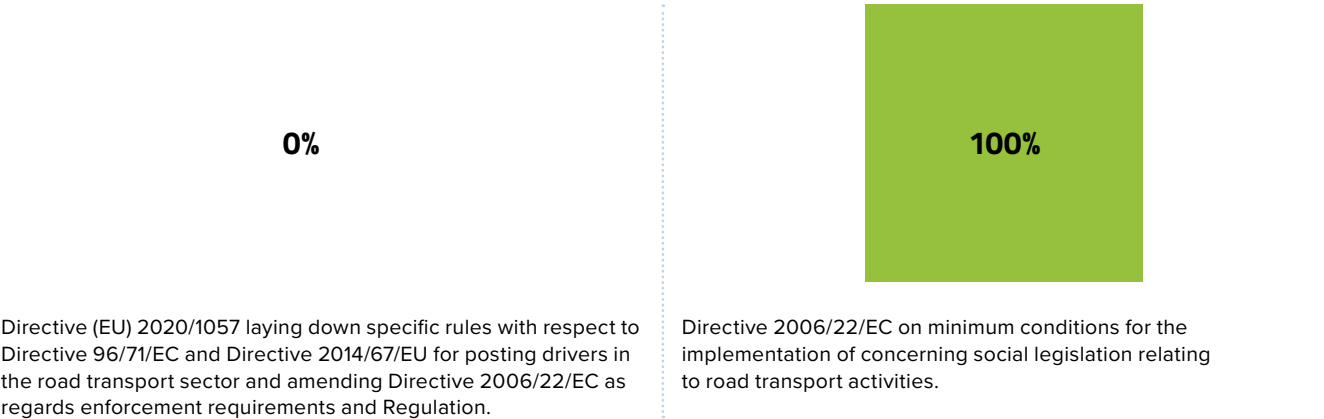
Enforcement of Social Legislation

50%

North Macedonia has not yet fully enforced Directive 2006/22/EC, particularly in terms of monitoring driving time, rest periods, and the working conditions of transport workers. The use of smart tachographs is still inconsistent, and enforcement of the directive's provisions remains a challenge. Regarding Directive 2002/1057/EC, North Macedonia is lagging in aligning with the rules that regulate cross-border competition and cabotage, necessitating more focused efforts to ensure fair competition within the transport sector.

Enforcement of Social Legislation - North Macedonia

Figure 124.



Equality in Transport

not scored

North Macedonia was encouraged during the March 2023 Regional Steering Committee meeting to join the Platform for Change – Women in Transport. To further support this initiative, a study visit to Brussels is scheduled for December 2024, where representatives from North Macedonia will receive detailed guidance and technical information on how to join the Platform. During this visit, they will also be introduced to best practices and successful examples of gender balance actions within the transport sector, aiding them in developing their own strategies for promoting equality.

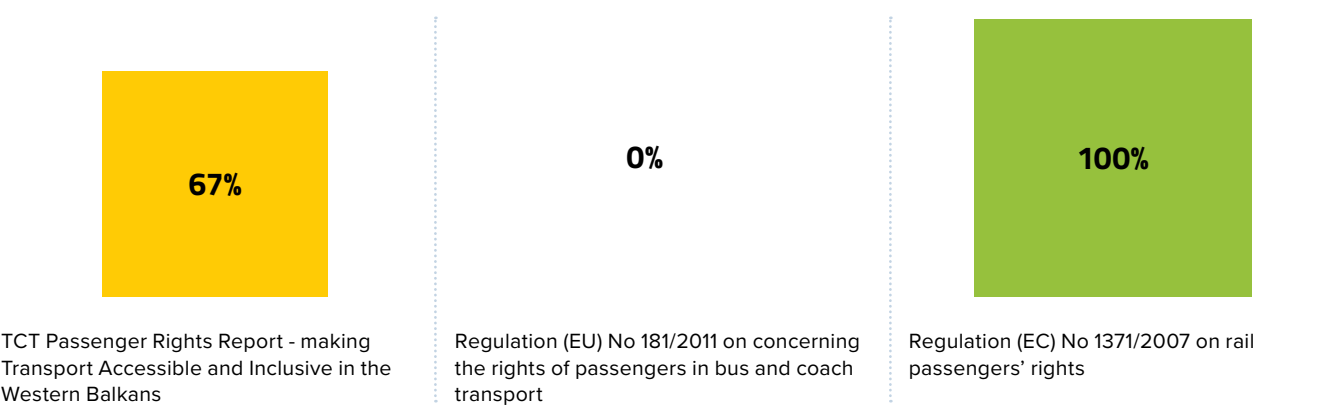
Passenger Rights

55% II

Rail Passengers' Rights: The transposition of Regulation (EC) No 1371/2007 regarding rail passengers' rights has been partially achieved. Further work is needed to ensure full compliance. Bus and Coach Passengers' Rights: Regulation (EU) No 181/2011 concerning passenger rights in bus and coach transport has not yet been fully transposed.

Passenger Rights - North Macedonia

Figure 125.



Recommendations

- **Prioritise Smart Tachograph Regulations:** Accelerate the transposition of Regulation (EU) No 165/2014 and subsequent tachograph regulations to enhance road safety and driver compliance.
- **Complete transposition of Rail Workers' Rights:** Fully transpose Directive 2005/47/EC to ensure compliance with EU standards on working conditions for mobile workers in cross-border rail services.
- **Develop a Roadmap from the Study for Strengthening the Regulatory Framework for Passenger Rights in the Western Balkans.** Adopt the roadmap outlined in the “Study for Strengthening the Regulatory Framework for Passenger Rights in the Western Balkans.”
- **Commit to the Declaration on Equal Opportunities for Women in Transport** and develop initiatives to encourage women's participation in the transport sector.
- **Further strengthen the institutional capacity:** Provide training and resources for relevant authorities to improve the enforcement of social and passenger rights legislation in the transport sector.

Serbia

2.6

2.6.1 Rail

Overall Summary

Serbia is still a frontrunner regarding the transposition of EU railway legislation. Significant progress has been made in the market, interoperability and safety area. In total, Serbia has achieved **93%** of the Rail Action Plan, while in the last year, progress was **2%**. The main achievement during the reporting period is the drafting of the Railway Safety Law, as well as Amendments to the Railway Law. Competition in the market is evident, and there are no claims. Railway institutions are working at full capacity.

In the past period, a Working Group was formed to draft the new Law on Railways, which will be harmonized with the IV package of European directives. The Draft of the new Railway Law has been completed, and in September 2024, a public hearing will be held regarding the Law.

Adoption of the new Law on Railways is expected by the end of 2024.

After the public hearing held in 2023, the Draft of the new Law on Safety was sent for the procedure of obtaining the opinions of competent institutions, During September, it is expected that the Government of the Republic of Serbia will issue a conclusion adopting the Draft Law on Safety. Adoption of the new Law on Safety is expected by the end of 2024.

Progress by Measures

Rail Market Opening 92%

There are sixteen private railway undertakings with approximately 35% 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 domestic language.

Within the Network Statement for 2024, the Service Facility Description for the “Nelt” Terminal is published, while 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 5-year duration. The PSO contract from 2017 was extended for 2024, considering that the new contract has not yet been fully completed.

Rail market opening - Serbia



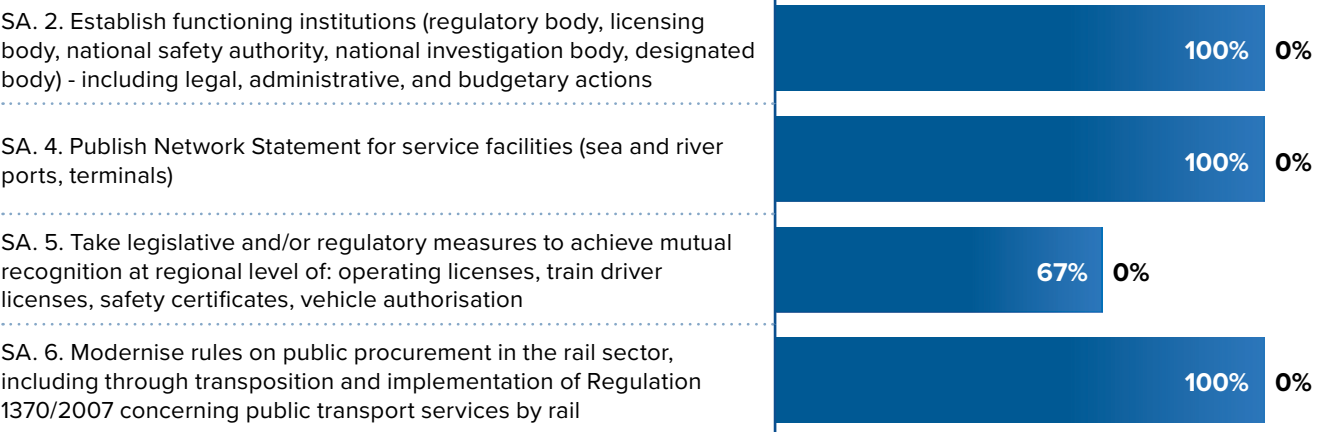
 Up to 2023  2024

Figure 126



Passenger Rights

100% 

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

Last year, there was a progress in adopting the Law on Contracts in Railway Traffic. Additionally, Serbia has transposed the remaining parts of Regulation (EC) 1371/2007 on the rights and obligations of rail passengers and the other provisions from Regulation 1371/20007 through the adoption of Amendments to the Law on Railways.

Passenger Rights - Serbia

Figure 127.



Interoperability

80% 

Serbia reported it has fully aligned its legislation with the interoperability and safety EU acquis, with the latest amendments to the Railway Law and the Railway Interoperability Laws. **Serbia** has continued its efforts in this area, and the draft of the Law on Railway Safety has been finalised.

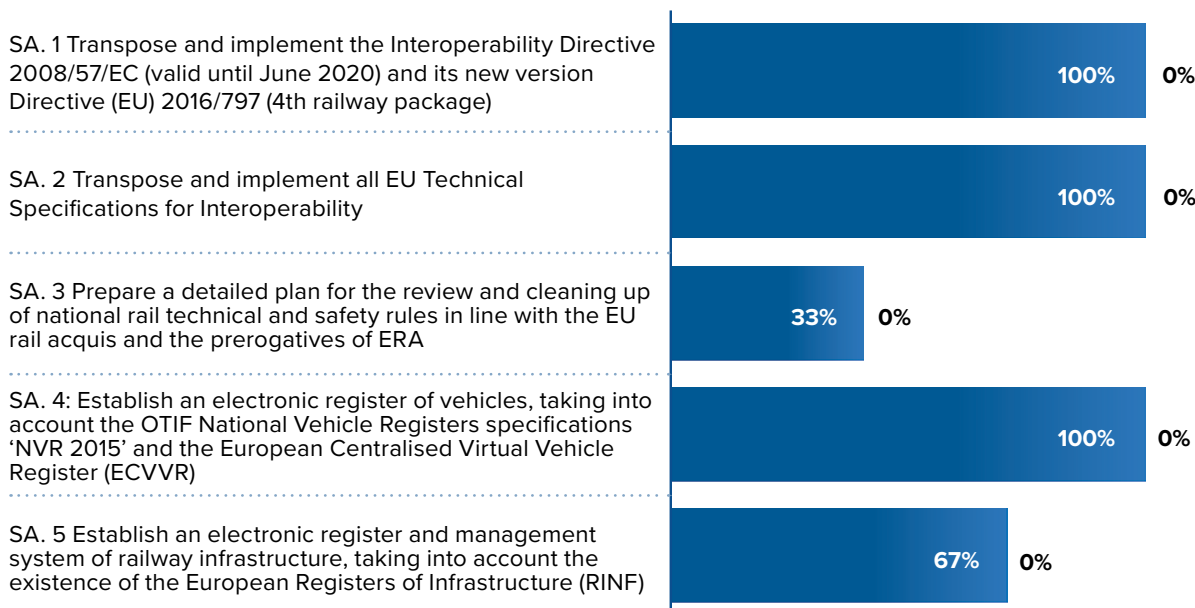
Technical Specifications of Interoperability are partly published in the Official Gazette, but all TSIs are published on the website of the Railway Directorate (NSA in Serbia).

The National Vehicle Register was established ten years ago. Now, Serbia is ready for inclusion in the European Electronic Vehicle Register. This process is managed by the European Union Agency for Railways. The transfer of data from the NVR to the EVR, as well as the utilisation of the new register, requires careful preparation in cooperation with the ERA. With support from the ERA, Serbia received training on access and alignment of the National Register with the European Electronic Vehicle Register

Interoperability - Serbia

■ Up to 2023 ■ 2024

Figure 128



Modernisation of Railway Infrastructure

100% ▲

There were two meetings of the Railway Infrastructure Managers Network in the past period. One was organised in Madrid under Albanian Railways Chairmanship, and the second was organised under Trainkos Chairmanship in Pristina in 2024. The main outcome of the meetings was the further development of the idea of establishing a Regional Railway Centre of Excellence. Based on the consensus achieved at the meeting, the TCT Secretariat launched a public call for Establishing a Regional Centre of Excellence.

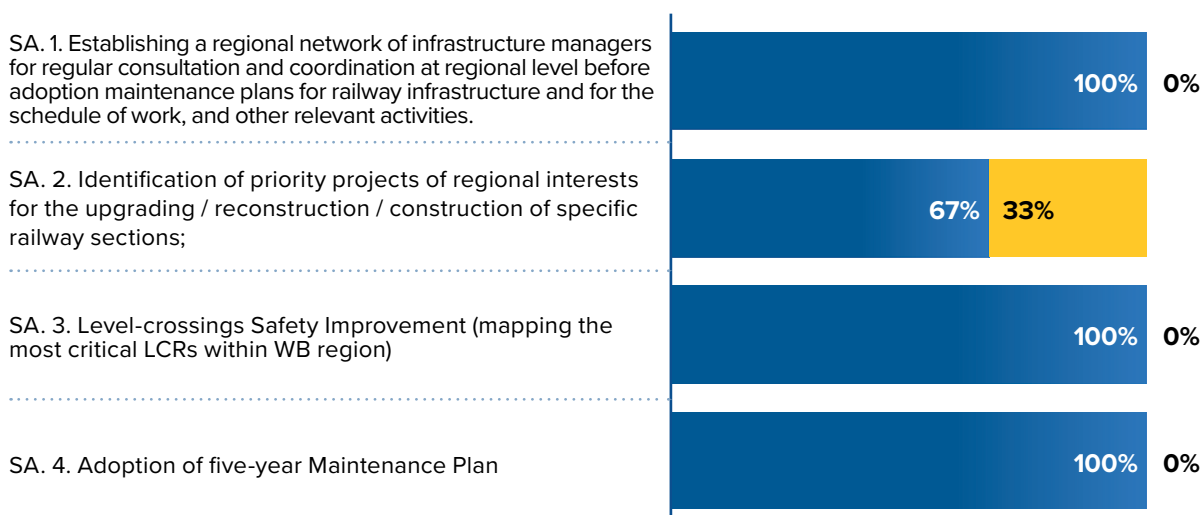
Additionally, the Infrastructure Manager from Serbia contributed to the successful completion of the first regional project – “Level Crossings Safety Improvement.”

Following the completion of the line between Belgrade and Novi Sad, Serbia continued work on the stretch from Novi Sad to Subotica. The expected deadline for construction works is the end of 2024 or the beginning of 2025. Construction works on the Niš - Dimitrovgrad section began in November 2023, with an expected completion deadline in the second half of 2025.

Modernisation of railway infrastructure - Serbia

■ Up to 2023 ■ 2024

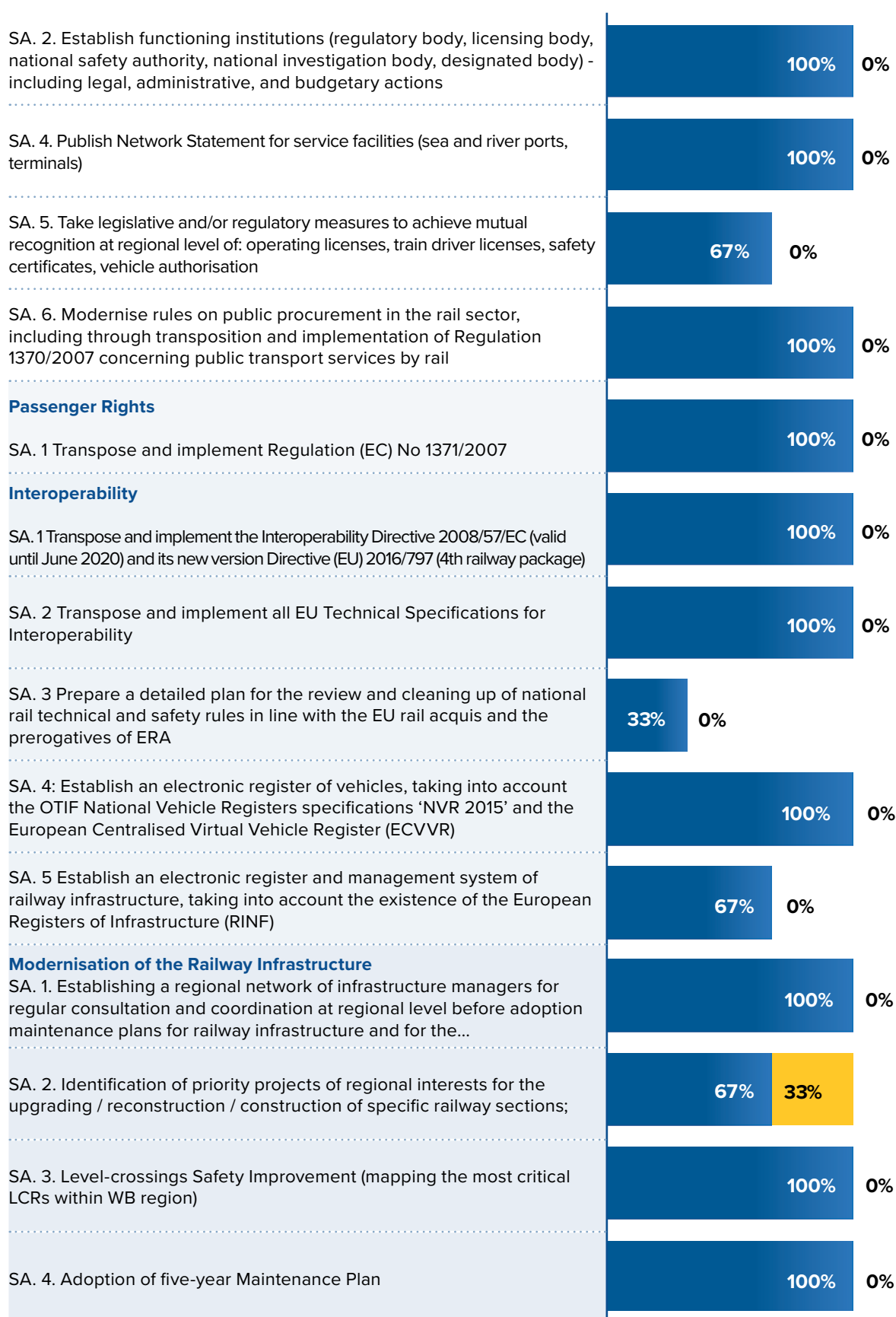
Figure 129.



Railway action plan by measures – Serbia

■ Up to 2023 ■ 2024

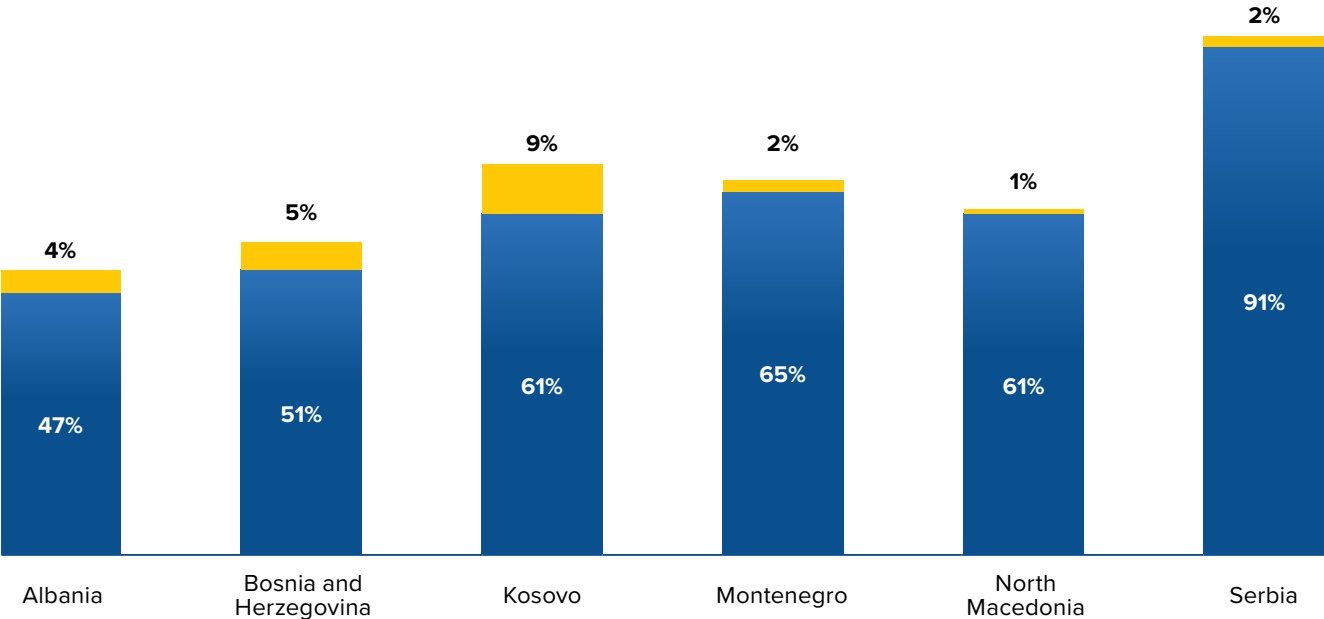
Figure 130.



Rail Action Plan per each regional partner

Up to 2023 2024

Figure 131.



Recommendations

- Further efforts are needed to adopt the Railway Safety Law
- Mutual recognition of licences, safety certificates and vehicle permit with regional partners and 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 76%. However, progress has been moderate during the reporting period, showing a 7% increase.

Notably, the main achievement during the reporting period is the signing, for the first time in the region, of the Service Level Agreement (SLA) for the period 2024 -2026. The ITS strategy has been finalised and is expected to be adopted. Serbia is making significant progress in ITS deployment, including a draft law to align with EU directives and interoperability of the ETC directive, amendments to the Law for discounted tolls for electric vehicles, and enhancements to traffic safety and winter maintenance strategies. PERS is also advancing efforts to improve road safety and climate resilience, such as installing RWIS units, e-charging stations, “smart” traffic signs, and the ongoing development of secure parking lots for commercial vehicles.

Establishing a Functioning and Efficient Road Maintenance System

67% ▲

The Annual Business Plan for 2024 by Public Enterprise “Roads of Serbia” (PERS) includes a project to update and expand the databases of the current state road network. It will provide technical support for programme analysis to lay the groundwork for a multi-year maintenance plan. The contract covers tasks such as routine maintenance work, regular upkeep of first- and second-level state roads, and emergency repairs to address damages caused by extreme weather, natural disasters, or other extraordinary events.

PERS has prepared procurement documents for the “Regular Maintenance of First and Second-Level State Roads,” which will follow the Performance-Based Maintenance Contract (PBMC) model. The contract is set to last three years; however, it is not included in the 2024 Annual Plan due to funding constraints.

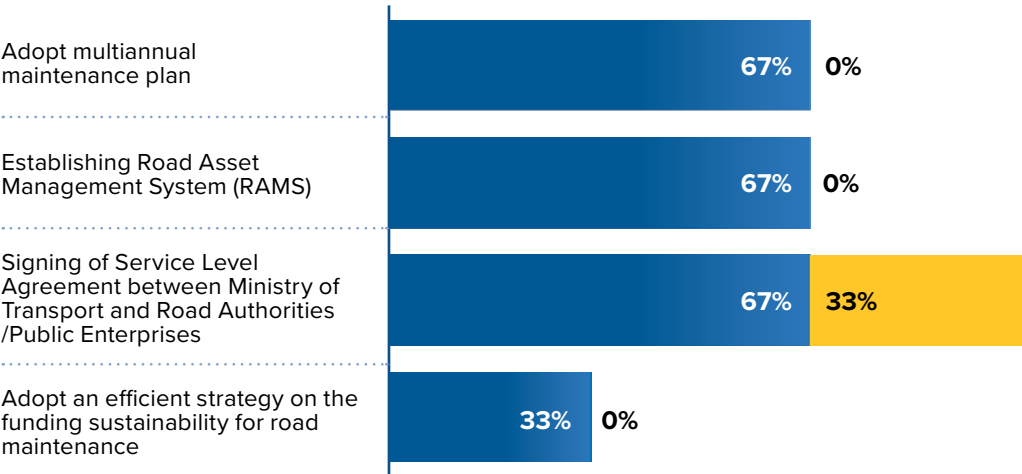
Within the 2024 Annual Business Plan, PERS has allocated financial resources for the operation of a Road Asset Management System (RAMS) unit. The primary responsibility of this unit is to develop a multi-year maintenance plan. PERS plans to establish the RAMS unit in the fourth quarter (Q4) of 2024 and will hire staff during that period. The process of signing a Service Level Agreement (SLA) between PERS and the Government of the Republic of Serbia has been completed. The SLA was signed on December 20, 2023, covering the period from 2024 to 2026, and its implementation is currently underway.

Additionally, PERS has received Technical Assistance (TA) funded by the EU Delegation in Serbia. The purpose of this TA is to support PERS in implementing the SLA and further developing performance-based maintenance practices. The project began in January 2024 and will run for three years.

Road maintenance - Serbia

Up to 2023 2024

Figure 132.



The draft version of the Programme of ITS deployment with an Action plan has been finalised by the consultant. It is expected that the process of adopting the Programme for ITS deployment with the Action plan will commence in September and be finalised by the fourth quarter (Q4) of 2024.

The draft Law on amendments to the Law on Roads has been finalised. Numerous meetings took place, resulting in the definition and inclusion of several new provisions related to the further alignment with Directive 2004/52/EC, as well as Directive 2019/520/EU, Directive 2010/40/EU, and Directive 2023/2661. The process of adopting the Law on amendments is ongoing. In this regard, public consultation is expected on 4 October.

The Law on Fees for the Utilisation of public goods was amended in October 2023. The amendment consists of a discount of up to 13% on toll payments for electric vehicles, across all categories, utilising the ENP.

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 has been completed on the E761 highway (Moravian Corridor – Route 5). This pilot project should meet the preconditions for the further development of the V2X system on Serbian's highways. Regarding that, Serbia joined the C-Roads platform (June 2024) as an associated member for testing and implementing C-ITS Services in light of cross-border harmonisations and interoperability.

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 Niš was opened for operation in 2023. Currently, 16 employees are working in the centre.

Within the World Bank-financed Regional Transport and Trade Facilitation Project, a subcomponent includes the deployment of ITS. Approximately \$10 million is allocated for installing ITS devices on a section of Corridor X. **The tender documentation has been completed, and is** currently under review by the Consultant. In addition, a tender for technical support for the project has been launched, and the evaluation of the received offers is ongoing.

Since July 1st, 2023, the interoperability of the ETC system between Serbia and North Macedonia is operational, allowing citizens to use a single tag device. Since June 5th, 2024, the interoperability of the ETC system between Serbia and Montenegro is functional. Negotiations with Bosnia and Herzegovina, Croatia, and Greece are ongoing at a technical level.

PE "Roads of Serbia" implemented the "Pilot project of safe parking lots (rest areas)" with the aim of providing safe parking places for trucks and commercial vehicles, at the location of the rest area "Bobovište" on the state road A1, highway section from Belgrade to Niš. The system of Secure parking lots enables the detection of access control using the most modern video surveillance technology for special purposes, which verifies vehicles transporting dangerous goods by recognizing vehicle registration plates, colour, type and model of the vehicle. The installed

cameras are integrated into a software platform that has the following features: detection of parking space occupancy (occupied/vacant), average parking space occupancy time per unit of time, and all data in real time. The plan is to continue equipping the parking lot and to equip 12 more in the next three years.

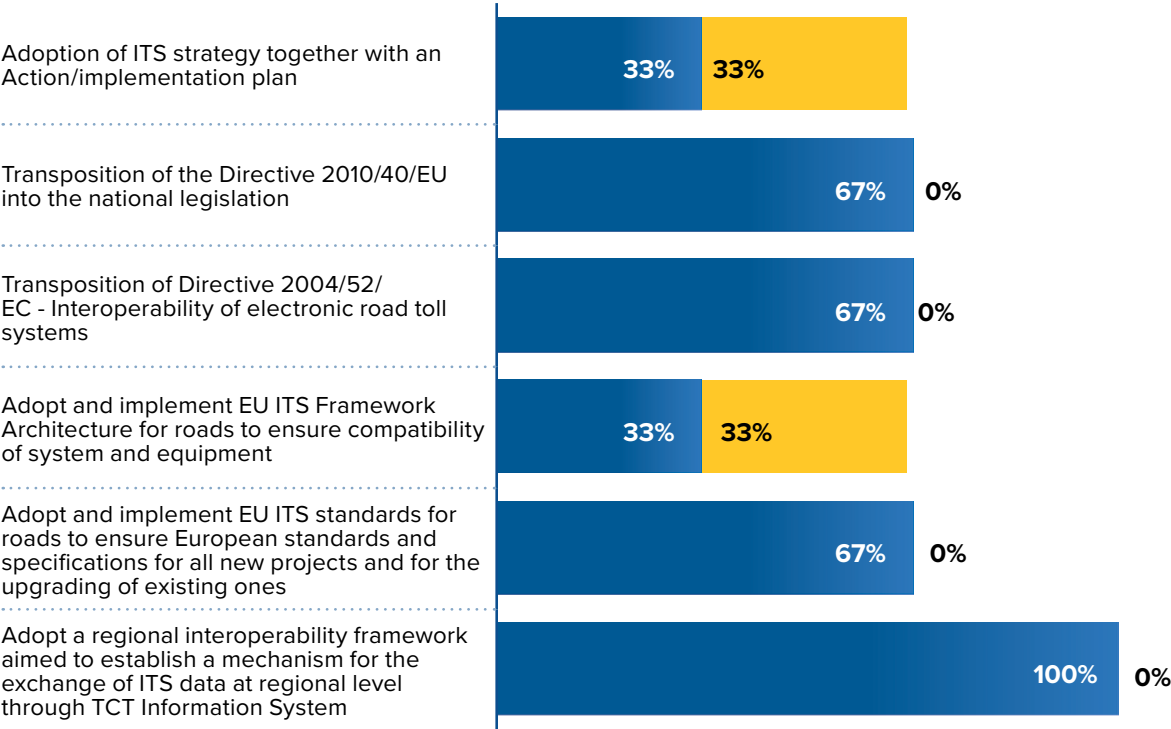
To improve traffic safety on state roads, the Public Enterprise „Roads of Serbia” launched a project on the state road of IB category number 23, which involves the installation of “smart” traffic signs (4 sections – 8 signs) that will recommend to road users the safest speed at which their vehicle can move in the current conditions (road conditions, weather conditions and conditions in the traffic flow), depending on the nature of changes in driving conditions. When an unfavourable change in driving conditions occurs (e.g. heavy rain combined with reduced visibility, strong wind, and traffic congestion), the smart traffic sign independently calculates and reduces the recommended speed to the safest speed for the current driving conditions, using sensors that collect data from environments: sensor for measuring visibility, sensor for measuring wind speed, sensor for measuring the friction coefficient on the pavement and sensor for detecting congestion in the traffic flow. The “smart” traffic sign, which is autonomous in terms of operation and electrical supply, is suitable for installation on any section of the road, and implementation is planned on other IB roads as well.

Serbia has opened a 24.6-kilometer section of the A8 highway from Ruma to Šabac, which includes three interchanges: Ruma, Hrtkovci, and Drenovac. This road is part of the expressway from Šabac to Loznica, within the TEN-T Network. The A8 highway (Ruma-Šabac) is equipped with several Intelligent Transport System (ITS) elements, including a traffic counting system, variable message signs, video surveillance, road weather stations, and communication infrastructure. Additionally, three new toll stations were built: TS “Ruma” with 11 lanes, TS “Hrtkovci” with 6 lanes, and TS “Šabac” with 8 lanes.

ITS Deployment - Serbia

Up to 2023 2024

Figure 133.



Enhancing Road Transport Climate Resilience and Use of Alternative Fuels

58% ▲

PERS has installed 81 RWIS units and now are operational across the entire network.

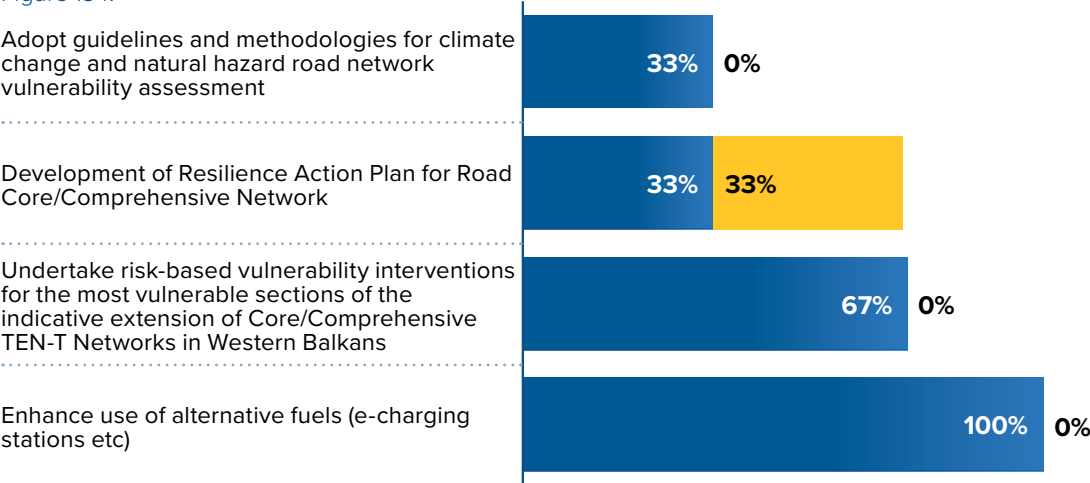
16 new e-charging stations will be installed on Serbian motorways each with at least 5 e-chargers offering a minimum power 150 kW per charger and with a minimum of two connections for simultaneous charging. It is planned that by the end of November 2024, 6 e-charging stations with 5 e-chargers, will be operational.

In January 2024, the Serbian Government adopted the Regulation for subsidised purchase of new vehicles that are exclusively electric (marking the fifth year of this initiative). The allocated budget for this year is 1.45 mil euros. In May 2024, the Minister of Transport established a working group to prepare the Law on Deployment of Alternative Fuel Infrastructure in accordance with EU Regulation 2023/1804.

Climate resilience and alternative fuels - Serbia

■ Up to 2023 ■ 2024

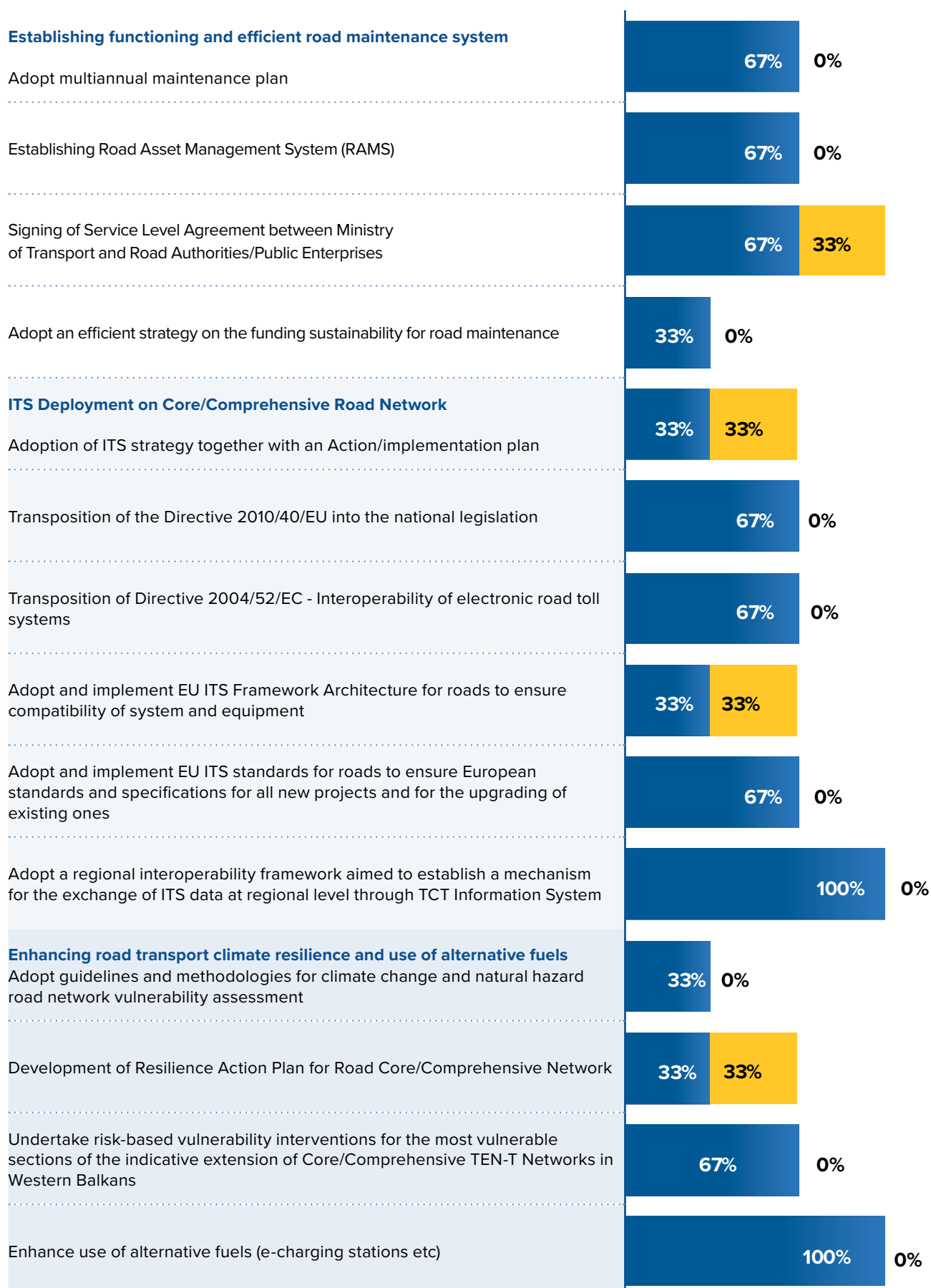
Figure 134.



Recommendations

- Finalise the procurement of the regular maintenance contract for the first and second level of state roads, as per the PBMC model.
- Finalise the setup of the RAMS unit by the end of 2024.
- Finalise and adopt the ITS Strategy and EU ITS Framework.
- Incorporate the deliverables outlined by TCT Technical Assistance on improving climate resilience for the Core and Comprehensive Road network in strategic documents.

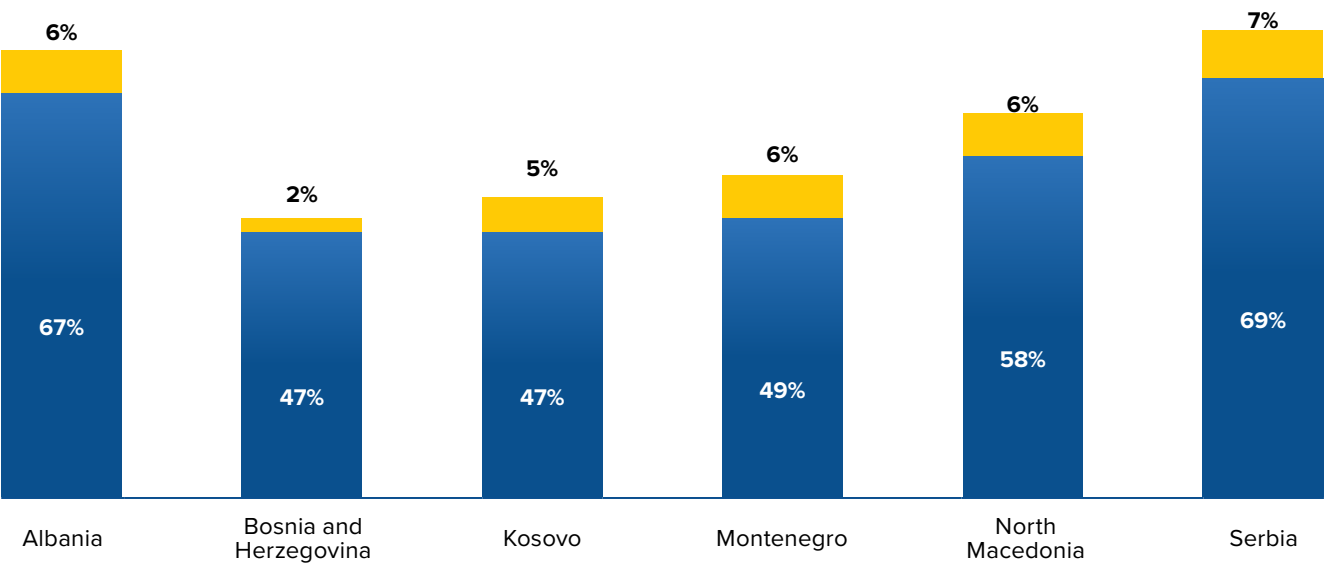
Figure 135.



Progress per Each Regional Partner

■ Up to 2023 ■ 2024

Figure 136.



2.6.3 Road Safety

Overall Summary

Serbia has made overall progress of 93 %. It possesses a good institutional structure led by the High-Level Coordination Body, with the Road Traffic Safety Agency monitoring the progress of measures. That said, road safety management is advancing well. The good quality of road safety data enabled Serbia to join the EU CARE database and become part of the CARE expert group.

Another area of progress for Serbia is the reduction of fatalities in 2023. The country reported 503 road deaths in 2023, 50 fewer than in 2022. The Road Safety Strategy and its Action Plan, based on a safe system approach, were adopted in September 2023. Ongoing efforts are focused on improving high-risk road sections.

Number of Fatalities in 2019-2023:

Regional Partner	2019	2020	2021	2022	2023	Goal 2030
Serbia	534	492	521	553	503	267

Progress by Measure

Road Safety Management

90% ▲

The Body for the Coordination of Road Traffic Safety Affairs has held one meeting. It consists of the Ministers responsible for internal affairs, transport, health, labour, justice, education, and trade, as well as the Director of the Road Traffic Safety Agency. Nine expert working groups have been established to operate on behalf of the Body. These groups have held regular meetings over the past twelve months. Also, two meetings of the Expert Groups

leaders have been held. Given the recent establishment of the government, a new Body is expected to be established in the upcoming period. In this regard, the updated Decision to the establishment of the Road Safety Coordination Body was adopted and published in the Official Gazette on 16 July 2024.

In the upcoming period, the drafting of a new Law on Road Safety is planned. As part of this, the text of Directive 2015/413 will be transposed, although full implementation is far more complex due to the costs associated with connection to the Trans European Services for Telematics between Administrations (TESTA) network and the annual membership fees for the European car and driving licence information system (EUCARIS).

The Road Traffic Safety Agency, established in 2010, is operational and active. The RTSA represents Serbia in the CARE Expert Groups meetings, having been accepted into the group as a result of the successful project led by the TCT Secretariat and supported by DG MOVE, titled “Serbia Joining 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 submitted data for 2019, 2020, 2021, and 2022 to the CARE database.

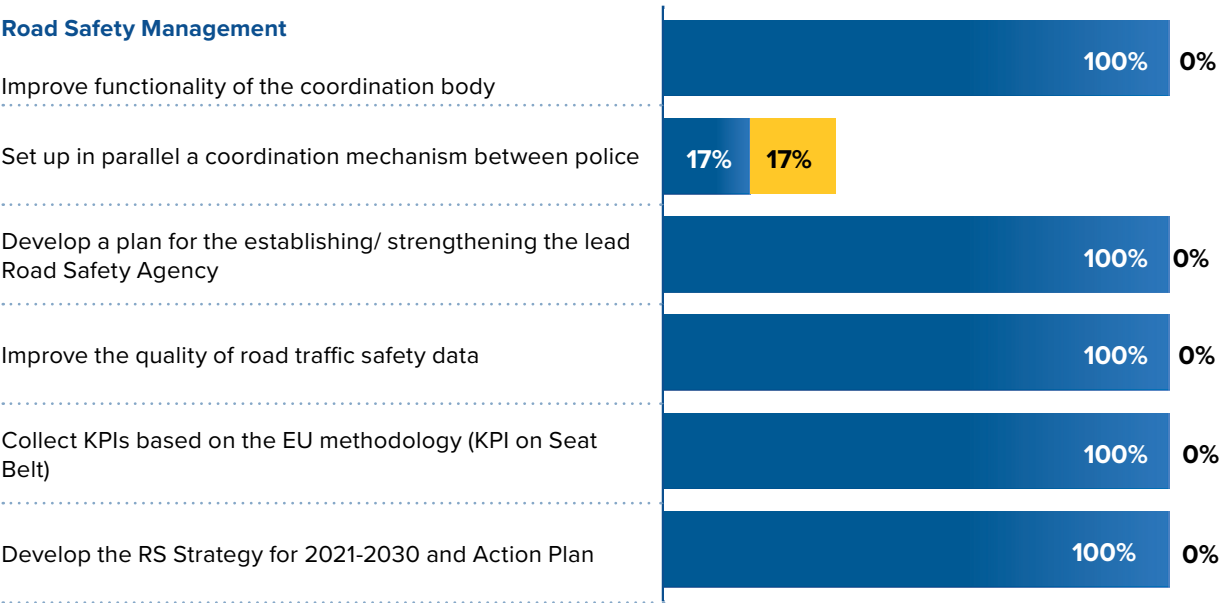
Serbia has consistently collected Key Performance Indicators (KPIs) for nearly a decade. It is worth noting that the KPIs collected in Serbia throughout 2022 and 2023 fully adhere to the new EU Methodology.

The Road Safety Strategy 2023-2030 was adopted on 28 September 2023, along with the Action Plan 2023-2025. The main goal is to achieve a 50% reduction in road deaths and serious injuries by 2030, compared to 2019.

Road Safety management Overall progress - Serbia

Up to 2023 2024

Figure 137.



Improving infrastructure is a cornerstone of road safety and will be critical to achieving the EU's new road safety targets for 2030 and implementing safe infrastructure across the road network.

Guidelines, curricula, and training for Road Safety Inspections (RSI) and Road Safety Audits (RSA) are being carried out by aligning the legislation with EU Directive 2008/96/EC and its amendment (Directive (EU) 2019/1936) on Road Infrastructure Safety Management.

The improvement of high-risk road sections is continuously carried out, and three-year plans have been adopted. Road Impact Safety Assessment implementation began in 2022.

Promote the Protection of Vulnerable Road Users

A programme for the protection of vulnerable road users has been developed. The Road Traffic Safety Agency conducts safe driving training for cyclists, moped drivers and motorcyclists. Training for cyclists and motorcyclists has been conducted since 2017, while training for moped drivers has been conducted since 2018.

The Road Traffic Safety Agency published a Practical Guide²⁰ for young drivers at the beginning of 2024.

In terms of legislation, Serbia is working on further alignment of its legislation with EU Acquis. During 2024, the following rulebooks were adopted: the Rulebook on Amendments to the Rulebook on vehicle testing (in terms of testing of non-type approved vehicles); the Rulebook on the conditions and method of obtaining a certificate of professional competence (CPC) and a driver's qualification card, replacing the existing one; the Rulebook on determining the status of Oldtimers; the Rulebook on Amendments to the Rulebook on homologation; the Rulebook on Amendments to the Rulebook on the division of motor vehicles and trailers and technical conditions for vehicles in road traffic; the Rulebook on Amendments on Traffic Signs and Signals; and the Rulebook on Amendments to the Rulebook on vehicle testing, enabling the testing of autonomous vehicles (M1, N1, L7 categories) on roads.

Recommendations

- **Extend the collection of KPIs to include Infrastructure and Post Crash Care KPIs**
- **Continue working on fully transposing the EU Directives related to road safety under Annex I.3**

²⁰ https://abs.gov.rs/static/uploads/15970_prakticni-vodic-za-mlade-vozace.pdf

2.6.4 Transport Facilitation

Overall Summary

Serbia made a steady progress in implementing the measures from the Transport Facilitation Action Plan, achieving an overall implementation rate of 64%.

Great progress was achieved with the start of the effective joint controls at the common rail station in Bijelo Polje, which serves as a joint rail BCP between Montenegro and Serbia.

Serbia plans to establish joint crossing points (BCPs) on the main TEN-T Network, including one with Bosnia and Herzegovina at Sremska Rača (on Serbian territory) and another with Romania at Vatin-Moravita 2 (on Romanian territory), as part of the new Pančevo-Timisoara highway.

Serbia is advancing well with infrastructure projects at its BCPs. The ongoing projects with Bosnia and Herzegovina and Hungary are progressing well.

Serbia has signed the Memorandum of Understanding for the exchange of pre-arrival customs information with Hungary, marking a new milestone in the Green Lanes initiative. Four out of the 11 selected Green Lanes BCP fiches are relevant for Serbia (for Batrovci/Bajakovo, Horgos/Roszké, Gradina/Kalotina and Vatin/Stamora Moravita). The respective BCP fiches have been prepared, identifying the main investment needs. It is expected that the identified measures are going to be implemented over the next three years. The coordination among national authorities in Serbia responsible for transport facilitation is at a good level.

Progress by Measures

Rail Border Crossing/Common Crossing Measures

67% 

As of 8th of July 2024, after all legal and operational conditions were put in place by the authorities of Montenegro and Serbia, border control for rail traffic between the two parties is now being carried out jointly at the Joint Border Station Bijelo Polje (in Montenegro), discontinuing the previous practice of performing border control at two stations on both sides of the border. This is done in accordance with the provisions of the respective Agreements between the Government of Montenegro and the Government of the Republic of Serbia and all implementing protocols.

With the kick-off of joint border operations, the previously modernised and inaugurated facilities at Bijelo Polje rail station are now fully operational, effective and serving their main purpose.

There has been some advancement in negotiations for the draft rail agreement between Serbia and Bosnia and Herzegovina. The draft agreement for rail procedures at the common rail border crossing Brasina-Zvornik has been exchanged and harmonised in most parts, except for the location of the future joint border station, which will be the subject of future official bilateral discussions. One round of negotiations took place on September 5th, 2023, but no further developments have been reported since. Further activities towards adopting the agreement are expected in the coming period.

Serbia remains an active party in negotiations with EU member States regarding rail border crossing agreements. On May 31, 2024, the Serbian side sent an official letter to the Ministry of the Sea, Transport and Infrastructure of the Republic of Croatia, proposing a draft of the new Agreement and requesting the start of official negotiations.

Positive developments have been reported between Serbia and Hungary regarding cross-border rail traffic. In the presence of both parties' transport ministers, the railway passenger line on the Subotica - Szeged route was re-established on 28 November 2023, after eight years, with 5 trains per day in both directions. Under the Agreement between the Government of the Republic of Serbia and the Government of Hungary on border control in road, rail, and water traffic, the contracting parties may agree to conduct joint passenger train controls to expedite the process. Consequently, Serbia and Hungary have agreed to perform joint controls at the Röszke BCP - on the territory of Hungary. To facilitate this, a document titled "Operational Procedures for Carrying Out Border Checks and the Functioning of the Horgoš-Röszke Railway Border Crossing" was signed on 8 November 2023.

No developments have been reported in negotiations with Romania and Bulgaria.

Road Border Crossing/Common Crossing Measures

60% 

Regarding road border crossing measures, significant progress has been made in infrastructure improvements projects.

The reconstruction of the old bridge at the BCP Mali Zvornik/Karakaj began on August 19 2024, and is expected to be completed by the end of 2024. Regarding the joint BCP at Sremska Rača, the contract for the execution of works and professional supervision has been concluded, and preparatory works for the opening of the construction site are underway.

Works on the expansion of BCP Horgoš (Serbia-Hungary) are progressing well, with 96% of the project completed. The works are expected to be finished by the end of 2024.

The project for reconstruction of the BCP Bački Breg-Hercegszanto (Serbia-Hungary) is underway, which will be implemented within the framework of the IPA-Interreg Programme of Cross-Border Cooperation Hungary-Serbia 2021-2024. The Serbian side has prepared the project and technical documentation to facilitate goods vehicle flow through this BCP. The preparation of project and technical documentation is in progress. In addition, it has been agreed to build a new BCP near the existing Kelebija - Tompa BCP (BCP Kelebija-Tompa 2), which will meet all standards and requirements for passenger and cargo transport and serve as an integrated BCP. The conceptual project is under preparation, with the final design expected to be completed by September 2025.

Overall Progress - Serbia



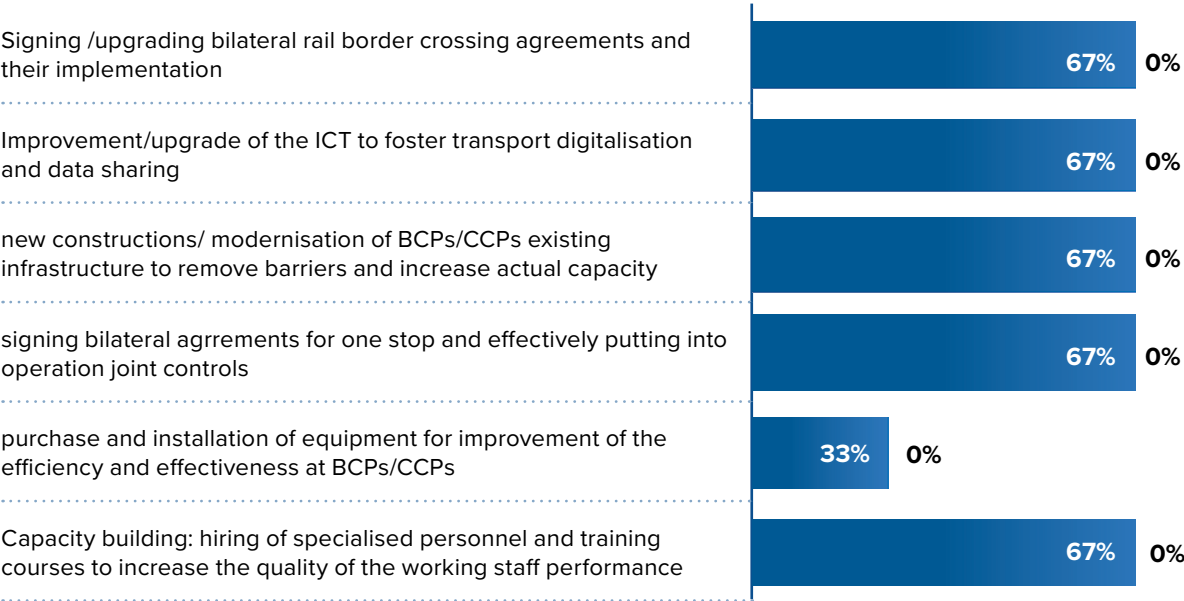
 Up to 2023  2024

Figure 138.



Recommendations

- Finalise negotiations with Bosnia and Herzegovina, and Croatia, for Agreements on facilitating rail border crossing procedures
- Constantly monitor, further upgrade, and gradually transform the one-stop control at the Tabanovce-Presevo BCP into a fully integrated joint BCP, ensuring that checks are performed only once
- Adhere to the planned dynamics for preparatory projects and ongoing works at road BCPs
- Prepare the project documentation for the proposed physical improvements and equipment supplies within the BCP fiches for Batrovci/Bajakovo, Horgos/Roszke, Gradina/ Kalotina and Vatin/Stamora Moravita, utilising existing TA instruments.
- Conclude the MoU for the exchange of customs information through SEED with the remaining neighbouring EU Member States

2.6.5 Waterborne Transport and Multimodality

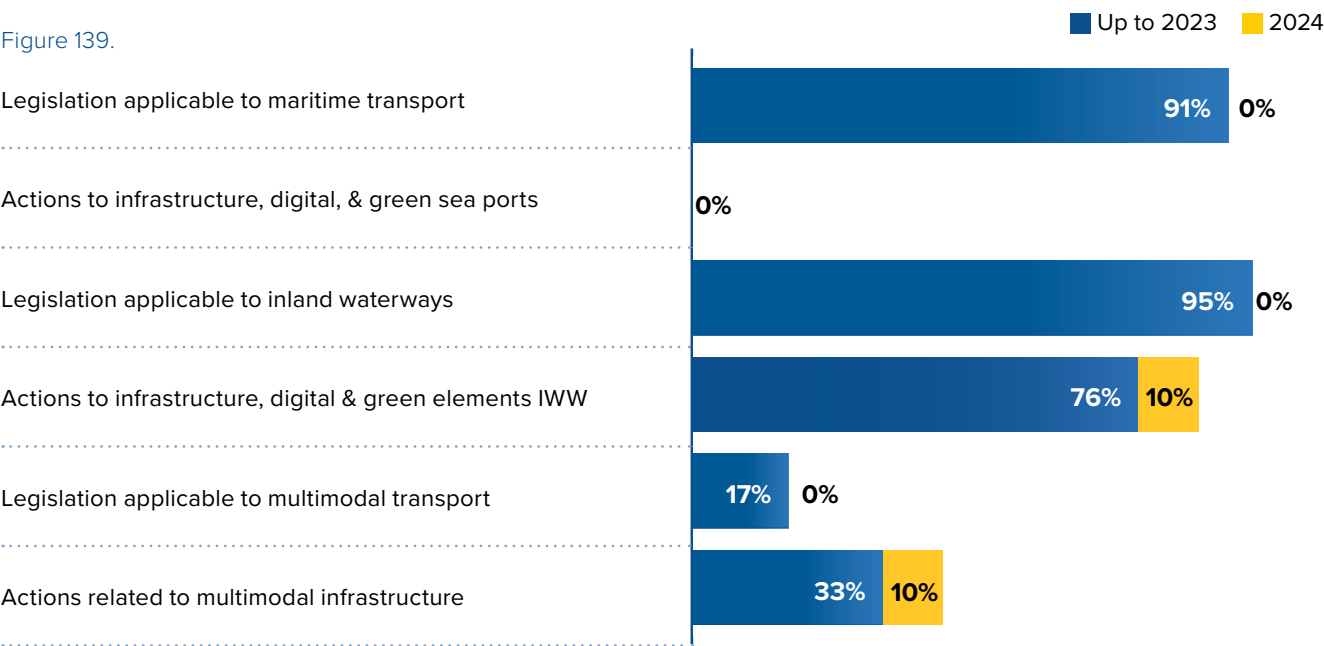
Overall Summary

Serbia has made solid progress in implementing the Action Plan for Waterborne Transport and Multimodality, achieving a 56% overall implementation rate. However, progress during the reporting period was slow, with only a 3% increase. While no new directives from the Action Plan or Annex I of the Treaty were transposed, Serbia has advanced the process of mutual recognition of professional qualifications within EU.

Serbia has already transposed 93% of the EU Acquis related to inland waterway and maritime transport, demonstrating significant advancements. Notable progress has also been made in infrastructure, digitalisation, social aspects, and environmental sustainability, with various projects addressing digital infrastructure and bottlenecks in the Danube, Sava, and Tisa River regions.

Overall progress in Waterborne Transport and multimodality - Serbia

Figure 139.



Progress by Measures

Transposition of Legislation

95% II

During the reporting period progress has been made in the process of recognition of certificates for crew members of inland navigation vessels with the EU. In this regard, an assessment of Serbia's certification system, in accordance with Article 10(5) of Directive 2017/2397, was carried out by European Commission representatives on 28 and 29 May 2024. The next steps have been agreed upon by the European Commission and the Ministry of Construction, Transport and Infrastructure.

The “Connecting East to West” waterways project, part of FLAGSHIP 1, aims to remove sunken German vessels from the Prahovo Sector of the Danube. Valued at €29.8 million, it is co-funded by over €16.6 million from the EU and a €13.2 million loan from the European Investment Bank. Since the contract signing in June 2023, four vessels have been removed, with the project expected to be completed within five years.

Another key initiative is the upgrade of the Iron Gate II Lock, aimed at improving operational performance and reducing vessel transit time. The contract was signed on March 26, 2023, and the upgrade was completed ahead of schedule in July 2024.

The implementation of Aids to Navigation (AtoNs) on the Sava River is also part of the FAIRway works in the Rhine-Danube Corridor. This project, involving the procurement of 100 new buoys with lights and AIS modules for remote monitoring, was contracted in April 2023 and completed in July 2024.

FAIRway 2 Works (07/2020–12/2024) is an EU co-financed project involving Austria, Croatia, and Serbia, focused on enhancing Danube waterway infrastructure. Recent achievements include the completion of a study on mooring locations and a monitoring report.

A collaborative project with Croatia targets the removal of bottlenecks at the Serbia-Croatia border, identifying 17 critical sectors. The modelling phase began in September 2023, with project completion expected by September 2024. Additionally, the AtoNs project, initiated on July 25, 2023, successfully covered the entire Danube with buoys, providing real-time navigation information. The second phase, for the Sava River, is expected to be completed by Q2 2025.

Regarding infrastructure, digital, and green initiatives in maritime ports, these actions are not applicable to Serbia, as does not have maritime ports.

Multimodality

43% ▲

Following technical assistance on Regulation (EU) 2020/1056 regarding electronic freight transport information, the transposition of the e-freight regulation has become a priority within the New Growth Plan and Reform agenda, highlighting its significance for enhancing trade in the Western Balkans.

Regarding Council Directive 92/106/EEC on combined transport, Serbia has partially transposed some provisions; however, full transposition remains pending.

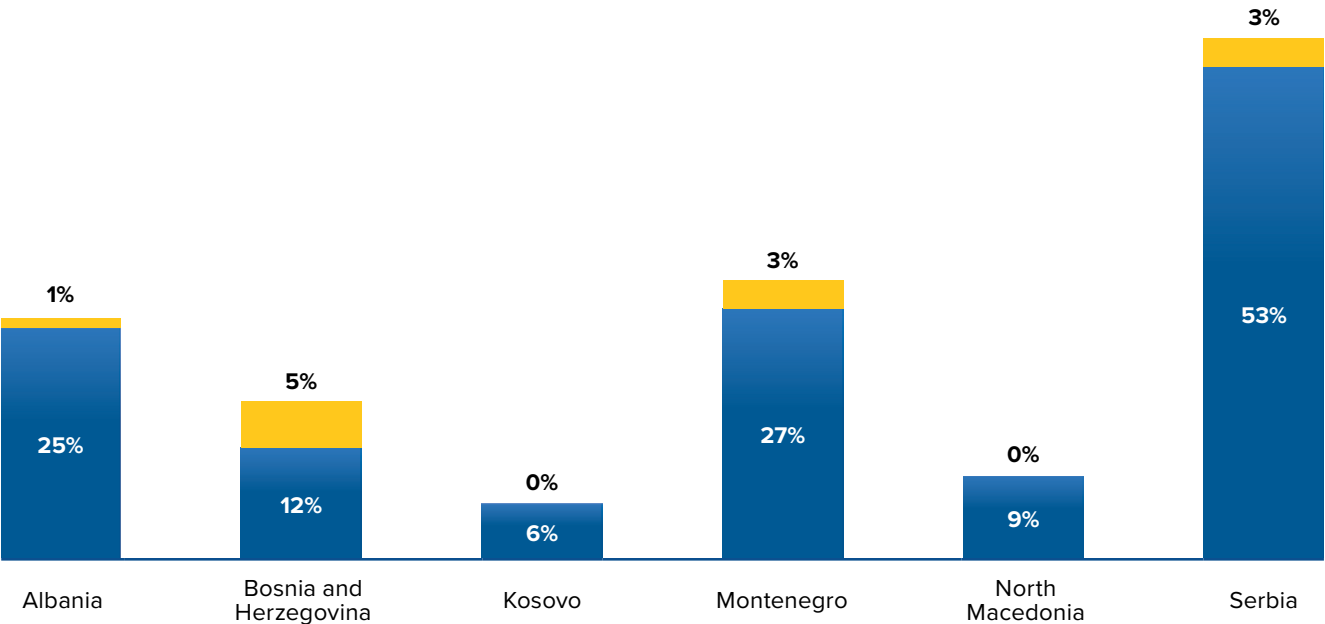
The Batajnica intermodal terminal was completed in Q2 2024, significantly increasing Serbia’s combined transport capacity by eight times. Located in the Batajnica industrial zone, the project cost €15.5 million, with 90% funded by the EU through a grant and the remainder by the Republic of Serbia.

The terminal has a capacity of approximately 50,000 TEUs per year and spans 13 hectares. It features three 650-meter railway tracks, four truck lanes, a container storage area, and an administrative section (including a terminal management building, customs office, and parking). Additionally, it has 600-meter and 700-meter access railway and road connections to the Batajnica interchange and railway station, respectively.

Progress per Each Regional Partner

Figure 140.

■ Up to 2023 ■ 2024



Recommendations

- Finalise the recognition process for certificates for crew members of inland navigation vessels with the EU.
- Advance the implementation of environmentally sustainable port practices, including the promotion of alternative fuels, as part of the green port initiative to enhance environmental sustainability.

2.6.6 Social Issues and Passenger Rights

Overall Summary

Serbia **overall implementation rate is 46%** in aligning its transport sector with EU social legislation and passenger rights, particularly in the rail sector, where working time and safety conditions have been fully transposed. However, further efforts are needed in the road sector to fully harmonize driving times and rest periods with the EU’s Mobility Package I. Serbia has also advanced in implementing smart tachographs, and initiatives promoting gender equality and passenger rights in both rail and road sectors are underway, with full alignment expected by 2027.

Progress by Measures

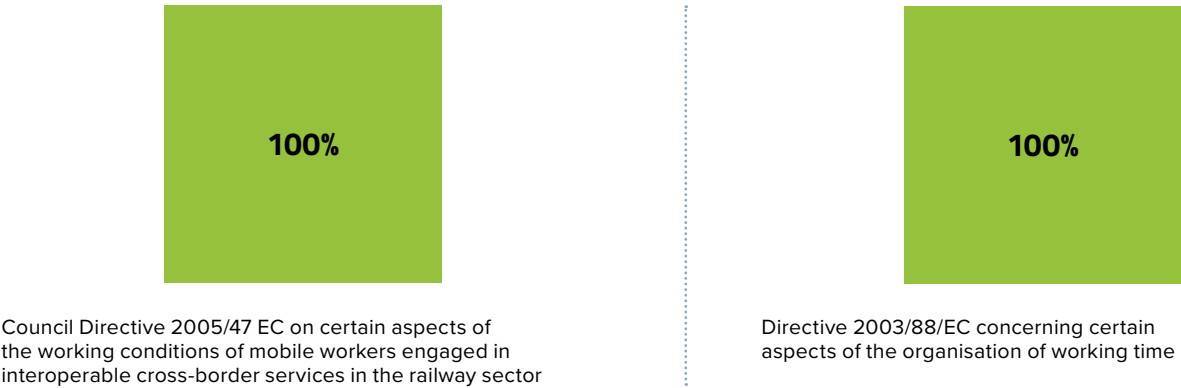
Workers’ Fundamental Rights

 Rail **100%**  Road **77%**

Rail Sector (Working Time/Hours): Serbia has fully transposed Directive 2003/88/EC, which governs various aspects of working time organization in the rail sector, ensuring compliance with EU standards on worker protection. Additionally, Directive 2005/47/EC, which addresses working conditions for mobile workers involved in interoperable cross-border rail services, has also been fully transposed. These directives provide fair and safe working conditions for rail workers, contributing improving labour practices across the sector.

Rail working time/hours - Serbia

Figure 141.



Road Sector (Driving Time and Rest Periods): Serbia has made progress but still faces challenges in fully aligning with EU legislation, particularly Regulation (EC) No 561/2006, which sets standards for driving times, rest periods, and working hours in road transport. Serbia has only partially transposed this regulation, with significant efforts still required to harmonize it with the 2020 EU Mobility Package I. Discrepancies between the AETR Agreement (to which Serbia is a signatory) and newer EU rules have posed considerable challenges. Despite this, Serbia has taken concrete steps to address the issue by establishing a working group tasked with drafting amendments to the national legislation. This working group, which has already held 22 meetings, is focused on aligning Serbia’s road transport legislation with the EU framework. Moreover, a TAIEX expert mission provided crucial guidance on aligning Serbia’s social legislation with EU requirements, further underscoring the country’s commitment to full compliance.

Road driving time/rest periods - Serbia

Figure 142.



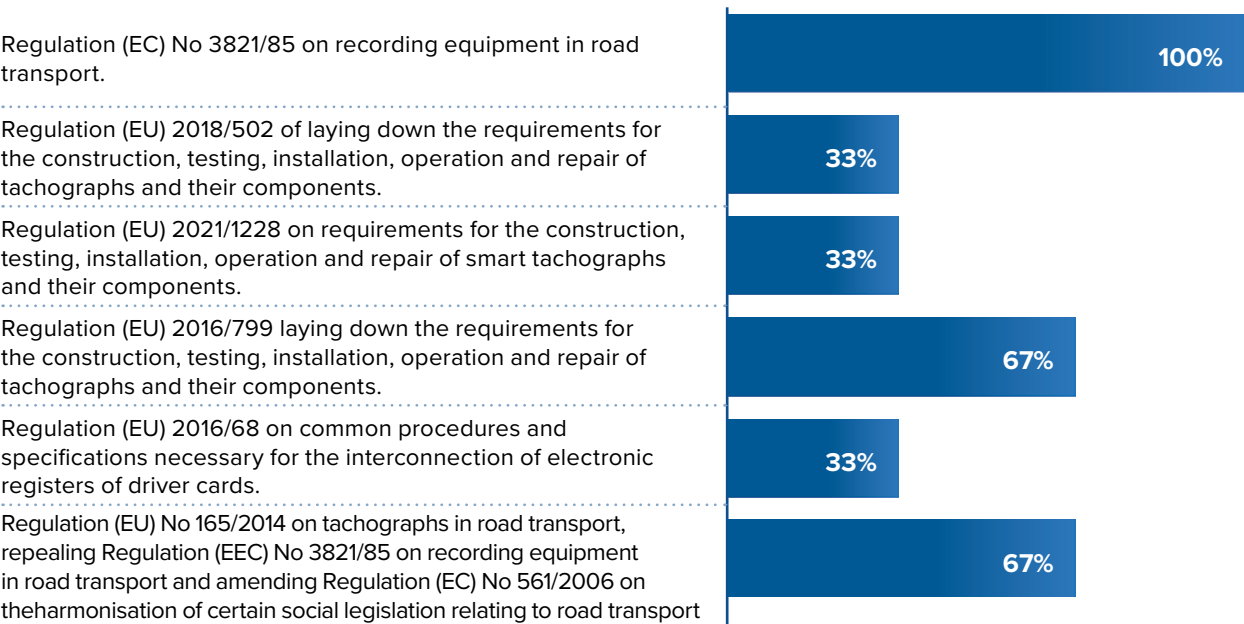
Tachographs

55% **II**

Serbia has achieved significant milestones in implementing smart tachographs, a key component of EU road transport regulation. The Smart Tachograph National Policy was approved by the European Root Certification Authority (ERCA), and Serbia began producing second-generation tachograph cards (Gen 2 Version 1 in 2022). This progress reflects Serbia's proactive approach to upgrading its road transport infrastructure in line with EU standards. A working group has been established to continue harmonising legislation with EU regulations, with the aim of achieving full alignment by the end of 2027. Serbia's National Programme for the Adoption of the Acquis (NPAA) for 2024-2027 is currently under revision, and this process is expected to further streamline the legislative framework for smart tachographs.

Tachograph - Serbia

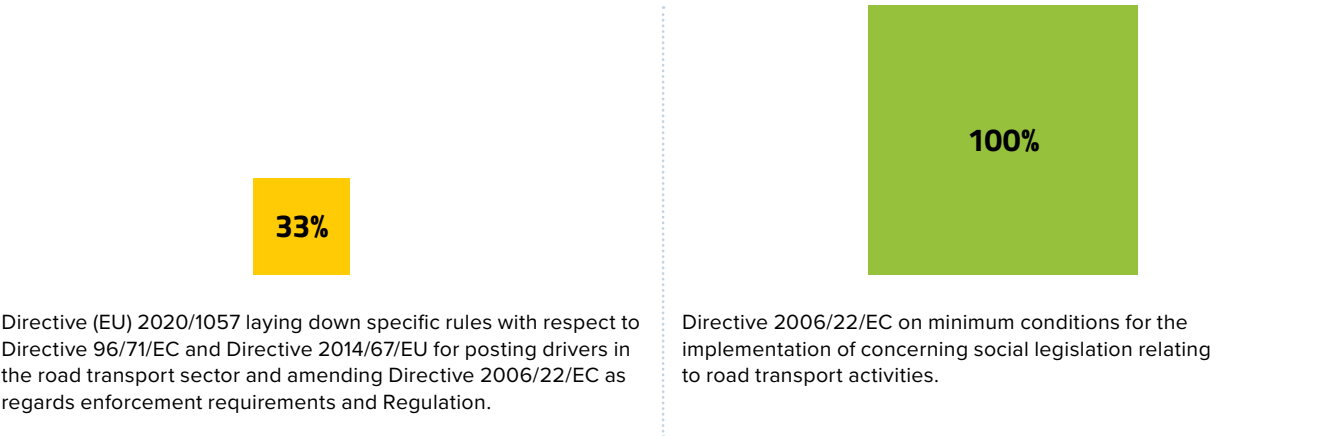
Figure 143.



Serbia has made significant developments in enforcing Directive 2006/22/EC, ensuring compliance with regulations on driving time, rest periods, and working conditions. The country has implemented smart tachographs effectively, which supports the monitoring and enforcement of these rules. Regarding Directive 2002/1057/EC, Serbia has taken steps to ensure fair competition in the road transport sector, particularly in cross-border operations and cabotage. While progress is notable, continuous monitoring and enforcement are essential to maintaining compliance with EU standards.

Enforcement of social legislation - Serbia

Figure 144.



Equality in Transport

not scored

Serbia has committed to the Declaration on Equal Opportunities for Women in the Transport Sector. This step represents early but promising moves toward narrowing the gender gap in transport-related professions and ensuring equal access and opportunities for women.

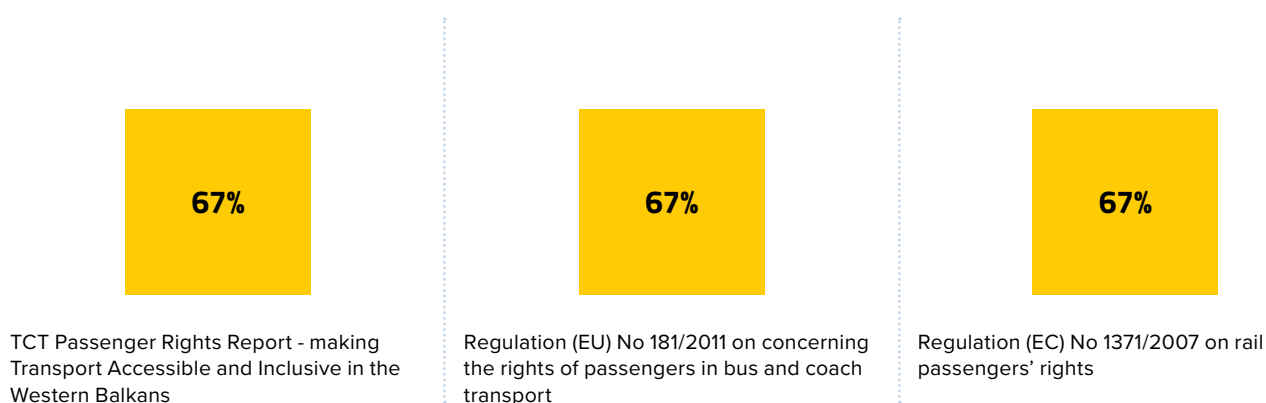
During the March 2023 Regional Steering Committee meeting, Serbia was encouraged to join the Platform for Change – Women in Transport. To further support this initiative, a study visit to Brussels is scheduled for December 2024, where representatives from Serbia will receive detailed guidance and technical information on how to join the Platform. During this visit, they will also be introduced to best practices and successful examples of gender balance actions within the transport sector, aiding them in developing their own strategies for promoting equality.

Rail Passengers' Rights: Serbia has made progress in aligning with EU legislation concerning rail passengers' rights and obligations. Regulation (EC) No 1371/2007 has been partially transposed, and while Serbia has begun to implement some of its provisions, there is still work to be done to fully integrate the regulation. Serbia must focus on improving real-time travel information for passengers and ensuring the accessibility of rail services for persons with reduced mobility and disabilities. These areas are essential for providing a seamless and inclusive travel experience for all passengers.

Bus and Coach Passengers' Rights: In the area of bus and coach transport, Serbia has also partially transposed Regulation (EU) No 181/2011, which governs the rights of passengers in this mode of transport. The primary focus going forward will be on enhancing accessibility, particularly through the designation of bus terminals that offer assistance to persons with reduced mobility. Serbia's efforts in this area are crucial for ensuring that all passengers, regardless of physical ability, can enjoy equitable access to transport services.

Passenger Rights – Serbia

Figure 145.



Recommendations

- Expedite the transposition of Regulation (EC) No 561/2006 and fully align with the EU Mobility Package I. Increased collaboration with EU bodies through technical assistance missions can help accelerate this process.
- Continue efforts to align with the EU's smart tachograph regulations by 2027, focusing on implementing second-generation tachographs and ensuring compliance through regular updates to the NPAA (National Programme for the Adoption of the Acquis).
- Develop a Roadmap based on the "Study for Strengthening the Regulatory Framework for Passenger Rights in the Western Balkans." Serbia should adopt this roadmap as a guiding document for the transposition of EU passenger rights regulations.
- Establish concrete actions following the commitment to the Declaration on Equal Opportunities for Women in the Transport Sector.

Annexes

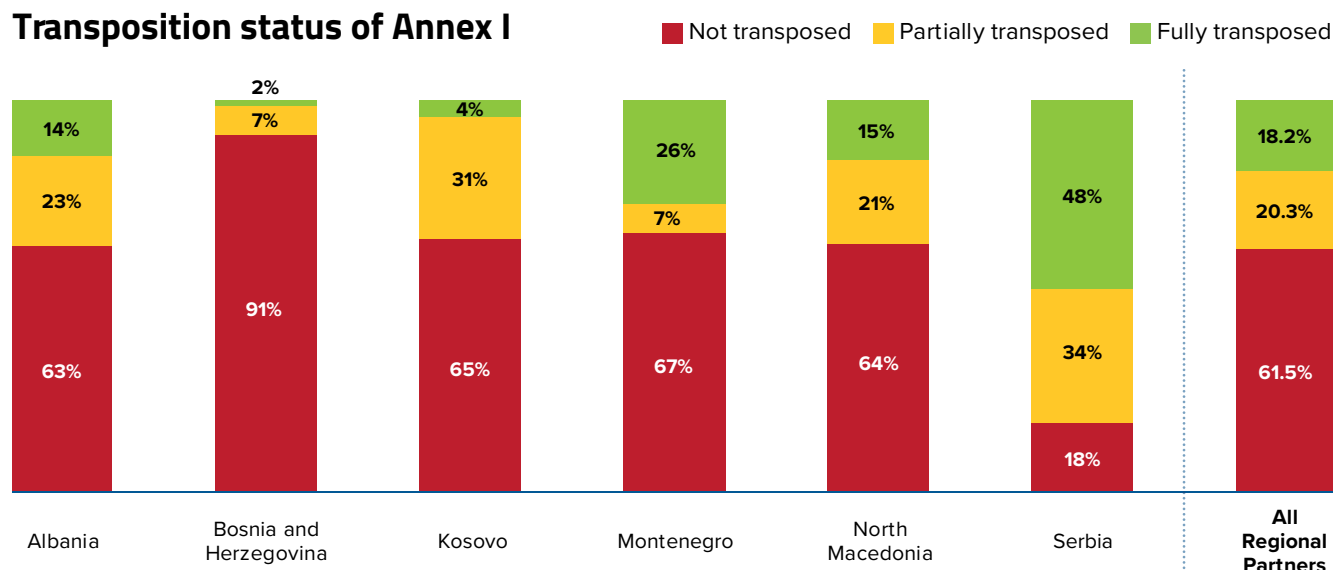
3

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 over 62% of Annex I legal acts remains to be transposed. Transposed legislations count for approx. 38%, at different transposition levels with 18% fully transposed and 20 % partially transposed. Detailed status of transposition for Annex I.2 – I.7 is provided below.

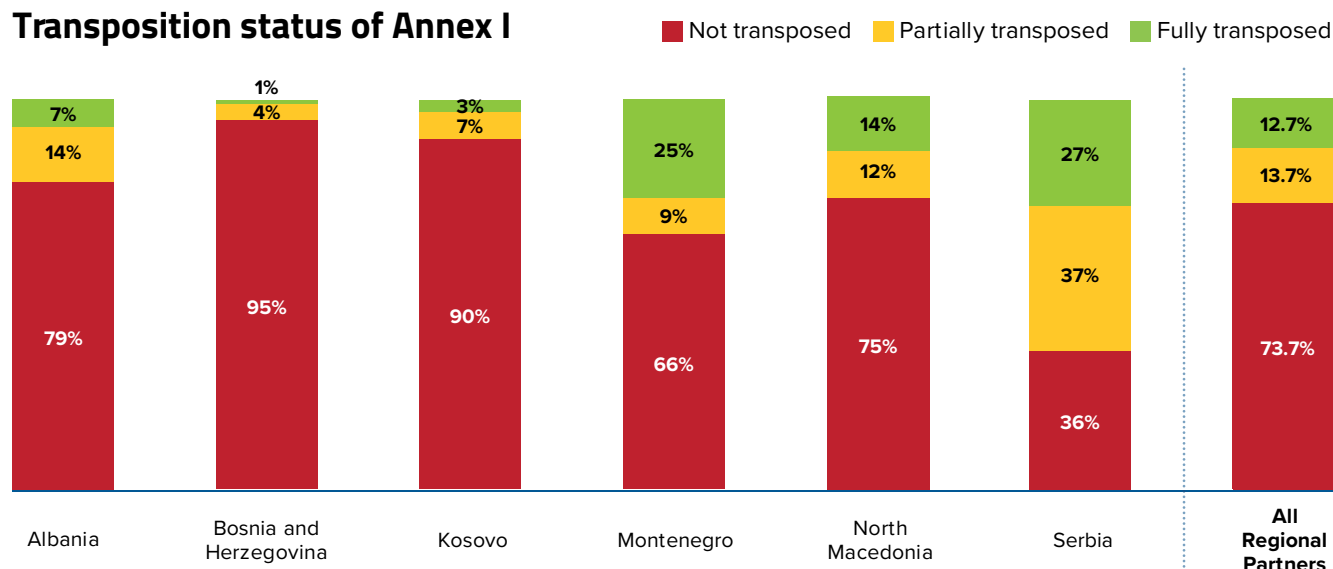
Reporting Period 2023 -2024

Transposition status of Annex I



Reporting Period 2022 -2023

Transposition status of Annex I










































Annex 1.2

Rules applicable to Rail Transport

#	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> Partially transposed	<div>■</div> Not transposed	<div>■</div> Not transposed	<div>■</div> Partially transposed	<div>■</div> Not transposed	<div>■</div> Not transposed
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> Partially transposed	<div>■</div> Partially transposed	<div>■</div> Partially transposed	<div>■</div> Partially transposed	<div>■</div> Partially transposed	<div>■</div> Partially transposed
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> Partially transposed	<div>■</div> Not transposed	<div>■</div> Not transposed	<div>■</div> Not transposed	<div>■</div> Not transposed	<div>■</div> Not transposed
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> Partially transposed	<div>■</div> Partially transposed	<div>■</div> Partially transposed	<div>■</div> Not transposed	<div>■</div> Partially transposed	<div>■</div> Partially transposed
5	Commission Implementing Regulation (EU) No 869/2014 of 11 August 2014 on new rail passenger services. (Not in force - replaced by (EU) 2018/1795)	Market Access	<div>■</div> Not transposed	<div>■</div> Not transposed	<div>■</div> Not transposed	<div>■</div> Not transposed	<div>■</div> Not transposed	<div>■</div> Not transposed
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	<div>■</div> Not transposed	<div>■</div> Not transposed	<div>■</div> Not transposed	<div>■</div> Not transposed	<div>■</div> Not transposed	<div>■</div> 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	<div>■</div> Fully transposed	<div>■</div> Fully transposed	<div>■</div> Not transposed	<div>■</div> Partially transposed	<div>■</div> Not transposed	<div>■</div> 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	<div>■</div> Not transposed	<div>■</div> Not transposed	<div>■</div> Not transposed	<div>■</div> Not transposed	<div>■</div> Not transposed	<div>■</div> Not transposed














































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
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
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	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ 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	■ Partially transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Partially transposed	■ 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	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ 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	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed

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
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></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>
18	Commission Implementing Decision (EU) 2017/178 of 31 January 2017 amending Implementing Decision (EU) 2015/1111 on the compliance of the joint proposal of the Member States concerned to extend the North Sea-Baltic rail freight corridor with Article 5 of Regulation (EU) No 913/2010 of the European Parliament and of the Council concerning a European rail network for competitive freight.	Market Access	<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>Not transposed</div></div>
19	Commission Implementing Decision (EU) 2017/177 of 31 January 2017 on the compliance with Article 5 of Regulation (EU) No 913/2010 of the European Parliament and of the Council of the joint proposal to establish the ‘Amber’ rail freight corridor.	Market Access	<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>Not transposed</div></div>
20	Commission Implementing Decision (EU) 2015/1111 of 7 July 2015 on the compliance of the joint proposal submitted by the Member States concerned for the extension of the North Sea-Baltic rail freight corridor with Article 5 of Regulation (EU) No 913/2010 of the European Parliament and of the Council concerning a European rail network for competitive freight.	Market Access	<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>Not transposed</div></div>
21	Commission Delegated Regulation (EU) 2022/1036 of 29 June 2022 amending Regulation (EU) 2020/1429 of the European Parliament and of the Council, as regards the extension of the reference period (Text with EEA relevance) (OJ L 173, 30.6.2022, p. 50).	Market Access	<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>Not transposed</div></div>
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>Fully 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>

#	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
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	 Fully transposed	 Not transposed	 Not transposed	 Not transposed	 Not transposed	 Fully transposed
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	 Fully transposed	 Fully transposed	 Partially transposed	 Partially transposed	 Fully transposed	 Fully transposed
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	 Fully transposed	 Fully transposed	 Partially transposed	 Not transposed	 Fully transposed	 Fully transposed
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	 Fully transposed	 Partially transposed	 Partially transposed	 Not transposed	 Fully transposed	 Fully transposed
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	 Partially transposed	 Partially transposed	 Partially transposed	 Partially transposed	 Not transposed	 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	 Partially transposed	 Not transposed	 Not transposed	 Not transposed	 Not transposed	 Not transposed

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
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	■ Partially transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ 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	■ Partially transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ 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	■ Not transposed	■ Not transposed	■ Partially transposed	■ Partially transposed	■ Partially transposed	■ Not transposed
32	Commission Regulation (EU) No 1299/2014 of 18 November 2014 on the technical specifications for interoperability relating to the 'infrastructure' sub-system of the rail system in the European Union.	Interoperability	■ Not transposed	■ Partially 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.	Interoperability	■ Not transposed	■ Partially 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).	Interoperability	■ Not transposed	■ Partially transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Fully transposed

#	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
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.	Interoperability	■ 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).	Interoperability	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Fully transposed
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	■ Fully 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		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).	Interoperability	 Not transposed	 Not transposed	 Not transposed	 Not transposed	 Not transposed	 Fully 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).	Interoperability	 Not transposed	 Not transposed	 Not transposed	 Not transposed	 Not transposed	 Fully 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).	Interoperability	 Not transposed	 Not transposed	 Not transposed	 Not transposed	 Not transposed	 Fully transposed
45	Commission Implementing Decision 2011/665/EU of 4 October 2011 on the European register of authorised types of railway vehicles.	Interoperability	 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).	Interoperability	 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.	Interoperability	 Not transposed	 Not transposed	 Not transposed	 Not transposed	 Not transposed	 Fully transposed
48	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)	Interoperability	 Not transposed	 Not transposed	 Not transposed	 Not transposed	 Not transposed	 Fully transposed

#	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
49	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).	Interoperability	■ Partially transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Fully transposed
50	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.	Interoperability	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Fully transposed
51	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)	Interoperability	■ Partially transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed
52	Commission Implementing Regulation (EU) 2023/1695 of 10 August 2023 on the technical specification for interoperability relating to the control-command and signalling subsystems of the rail system in the European Union and repealing Regulation (EU) 2016/919 (OJ L 222, 8.9.2023, p. 380–560)	Interoperability	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Fully transposed
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	■ Partially 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

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
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	<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>Fully transposed</div></div>
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	<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>Fully transposed</div></div>
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).	Interoperability	<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>
58	Commission Implementing Regulation (EU) 2023/1694 of 10 August 2023 amending Regulations (EU) No 321/2013, (EU) No 1299/2014, (EU) No 1300/2014, (EU) No 1301/2014, (EU) No 1302/2014, (EU) No 1304/2014 and Implementing Regulation (EU) 2019/777 (OJ L 222, 8.9.2023, p. 88–379)	Interoperability	<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>
European Union Agency for Railways								
59	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	<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>
60	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	<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>Not transposed</div></div>

#	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
61	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
62	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
Railway safety								
63	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
64	Commission Implementing Regulation (EU) 2020/572 of 24 April 2020 on the reporting structure to be followed for railway accident and incident investigation reports (OJ L 132, 27.4.2020, p. 10).	Railway safety	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed
65	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)	Railway safety	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed
66	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).	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		Regulatory area	Level of compliance: ■ Fully Transposed / ■ Not transposed / ■ Partially transposed					
			Albania	Bosnia and Herzegovina	North Macedonia	Kosovo	Montenegro	Serbia
67	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).	Railway safety	■ Partially transposed	■ Fully transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed
68	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).	Railway safety	■ Partially transposed	■ Not transposed	■ Not transposed	■ Partially transposed	■ Not transposed	■ Fully transposed
69	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).	Railway safety	■ Partially transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed
70	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).	Railway safety	■ Partially transposed	■ Not transposed	■ Partially transposed	■ Partially transposed	■ Not transposed	■ Fully transposed
71	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	■ Fully transposed	■ Partially transposed	■ Partially transposed	■ Not transposed	■ Fully transposed
72	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	■ Fully transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed

#	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
73	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
74	Commission recommendation (EU) 2019/780 of 16 May 2019 on practical arrangements for issuing safety authorisations to infrastructure managers (OJ L 139I, 27.5.2019, p. 390).	Railway safety	■ Partially transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed
Inland transport of dangerous								
75	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	■ Partially transposed	■ Partially transposed	■ Partially transposed	■ Not transposed	■ Fully transposed
76	Commission Delegated Directive (EU) 2022/2407 of 20 September 2022 amending the Annexes to Directive 2008/68/EC of the European Parliament and of the Council to take into account scientific and technical progress (OJ L 317, 9.12.2022, p. 64.)	Inland transport of dangerous	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed
77	Commission Implementing Decision (EU) 2023/1198 of 21 June 2023 amending Directive 2008/68/EC of the European Parliament and of the Council on the inland transport of dangerous goods to authorise certain national derogations (OJ L 158, 21.6.2023, p. 73–105)	Inland transport of dangerous	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed
Transportable pressure equipment								
78	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	■ Fully transposed	■ Not transposed	■ Fully transposed	■ Partially transposed	■ Partially transposed	■ Fully transposed
Social field - working time / hours								
79	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	■ Partially transposed	■ Not transposed	■ Partially transposed	■ Not transposed	■ Not transposed	■ Fully transposed








































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
80	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> Partially transposed	<div>■</div> Not transposed	<div>■</div> Not transposed	<div>■</div> Not transposed	<div>■</div> Not transposed	<div>■</div> Fully transposed
Passenger rights:								
81	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> Fully transposed	<div>■</div> Partially transposed	<div>■</div> Not transposed	<div>■</div> Not transposed	<div>■</div> Not transposed	<div>■</div> Fully transposed
Electronic freight transport information								
82	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> Partially transposed	<div>■</div> Not transposed	<div>■</div> Not transposed	<div>■</div> Not transposed	<div>■</div> Not transposed	<div>■</div> Not transposed

Annex 1.3

Rules applicable to Road Transport

#	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	Directive (EU) 2022/362 of the European Parliament and of the Council of 24 February 2022 amending Directives 1999/62/EC, 1999/37/EC and (EU) 2019/520, as regards the charging of vehicles for the use of certain infrastructures (OJ L 69, 4.3.2022, p. 1).	Road charging infrastructure - annual vehicle taxes	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed
3	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	■ Partially transposed	■ Partially transposed	■ Fully transposed	■ Fully transposed	■ Partially transposed
4	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
5	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	■ Fully transposed
6	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).	Social provisions - driving time and rest periods	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed

#	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
7	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).	Social provisions - driving time and rest periods	■ Not transposed	■ Partially transposed	■ Partially transposed	■ Fully transposed	■ Fully transposed	■ Fully transposed
8	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).	Social provisions - driving time and rest periods	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed
9	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).	Tachographs	■ Partially transposed	■ Not transposed	■ Partially transposed	■ Partially transposed	■ Partially transposed	■ Partially transposed
10	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
11	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
12	Commission Implementing Regulation (EU) 2023/980 of 16 May 2023 amending Implementing Regulation (EU) 2016/799 as regards a transitional smart tachograph and its use of the Galileo Open Service Navigation Message Authentication and amending Implementing Regulation (EU) 2021/1228 (OJ L 134, 22.5.2023, p. 28–35)		■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed

#	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
13	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
14	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
15	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	 Fully transposed	 Fully transposed	 Fully transposed
16	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
17	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	 Not transposed	 Fully transposed	 Not transposed
18	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

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
19	Commission Implementing Regulation (EU) 2022/695 of 2 May 2022 laying down rules for the application of Directive 2006/22/EC of the European Parliament and of the Council as regards the common formula for calculating the risk rating of transport undertakings (OJ L 129, 3.5.2022, p. 33).		■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed
20	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
21	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	■ Fully transposed	■ Fully transposed	■ Fully transposed
22	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
23	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	■ Partially transposed
24	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

#	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
25	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	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed
26	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).	Roadside inspection	■ Fully transposed	■ Not transposed	■ Fully transposed	■ Not transposed	■ Fully transposed	■ Partially transposed
27	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).	Roadside inspection	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed
28	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).	Roadside inspection	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed
29	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).	Speed limitation devices	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Fully transposed	■ Fully transposed
30	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).	Safety belts	■ Partially transposed	■ Partially transposed	■ Fully transposed	■ Not transposed	■ Fully transposed	■ Partially transposed
31	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).	Mirrors	■ Not transposed	■ Not transposed	■ Fully transposed	■ Not transposed	■ Fully transposed	■ Partially transposed

#	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
32	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).	Registration documents	■ Not transposed	■ Not transposed	■ Fully transposed	■ Not transposed	■ Fully transposed	■ Fully transposed
33	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).	Registration documents	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Fully transposed	■ Fully transposed
34	Directive (EU) 2022/362 of the European Parliament and of the Council of 24 February 2022 amending Directives 1999/62/EC, 1999/37/EC and (EU) 2019/520, as regards the charging of vehicles for the use of certain infrastructures (OJ L 69, 4.3.2022, p. 1).	Registration documents	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed
35	Directive (EU) 2022/2561 of the European Parliament and of the Council of 14 December 2022 on the initial qualification and periodic training of drivers of certain road vehicles for the carriage of goods or passengers (OJ L 330, 23.12.2022, p. 46).	Training of drivers	■ Not transposed	■ Not transposed	■ Partially transposed	■ Not transposed	■ Not transposed	■ Partially transposed
36	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).	Training of drivers	■ Fully transposed	■ Not transposed	■ Fully transposed	■ Not transposed	■ Fully transposed	■ Fully transposed
37	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)	Training of drivers	■ Not transposed	■ Not transposed	■ Fully transposed	■ Not transposed	■ Fully transposed	■ Partially transposed
38	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

#	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
39	Commission Regulation (EU) No 383/2012 of 4 May 2012 laying down technical requirements with regard to driving licences which include a storage medium (micro-chip) (OJ L 120, 5.5.2012, p. 1).	Driving licence	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Fully transposed	■ Not transposed
40	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)	Driving licence	■ Not transposed	■ Not transposed	■ Fully transposed	■ Not transposed	■ Not transposed	■ Partially transposed
41	Commission Directive (EU) 2020/612 of 4 May 2020 amending Directive 2006/126/EC of the European Parliament and of the Council on driving licences (OJ L 141, 5.5.2020, p. 9).	Driving licence	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Fully transposed
42	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	■ Not transposed	■ Not transposed	■ Partially transposed	■ Not transposed	■ Not transposed	■ Not transposed
43	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
44	Commission Delegated Directive (EU) 2022/2407 of 20 September 2022 amending the Annexes to Directive 2008/68/EC of the European Parliament and of the Council to take into account scientific and technical progress (OJ L 317, 9.12.2022, p. 64)	Inland transport of dangerous	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed
45	Commission Implementing Decision (EU) 2023/1198 of 21 June 2023 amending Directive 2008/68/EC of the European Parliament and of the Council on the inland transport of dangerous goods to authorise certain national derogations (OJ L 158, 21.6.2023, p. 73–105)	Inland transport of dangerous	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed
46	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

#	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
47	Directive (EU) 2022/1999 of the European Parliament and of the Council of 19 October 2022 on uniform procedures for checks on the transport of dangerous goods by road (OJ L 274, 24.10.2022, p. 1).	Checks on transport of dangerous	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Partially transposed
48	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
49	Directive 2008/96/EC of the European Parliament and of the Council of 19 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
50	Directive (EU) 2019/1936 of the European Parliament and of the Council of 23 October 2019 amending Directive 2008/96/EC on road infrastructure safety management (OJ L 305, 26.11.2019, p. 1)	Road infrastructure safety management	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Partially transposed	■ Fully transposed
51	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
52	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	■ Fully transposed
53	Regulation (EU) 2019/1242 of the European Parliament and of the Council of 20 June 2019 setting CO ₂ 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	■ Partially transposed

#	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
54	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
55	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
56	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
57	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
58	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
59	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
60	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

#	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
61	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
62	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
63	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	■ Not transposed
64	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	■ Not transposed
65	Commission Delegated Regulation (EU) 2022/670 of 2 February 2022 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 122, 25.4.2022, p. 1).	Intelligent Transport Systems	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed
66	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	■ Partially transposed

#	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
67	Directive (EU) 2022/362 of the European Parliament and of the Council of 24 February 2022 amending Directives 1999/62/EC, 1999/37/EC and (EU) 2019/520, as regards the charging of vehicles for the use of certain infrastructures (OJ L 69, 4.3.2022, p. 1).	Road toll	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed
68	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	■ Not transposed
69	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	■ Not transposed
70	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	■ Partially transposed
71	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	■ Partially transposed
72	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	■ Partially transposed
73	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 1.4

Rules applicable to Maritime Transport

#	Annex I.4 – Rules applicable to Maritime 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	Regulation (EU) No 508/2014 of the European Parliament and of the Council of 15 May 2014 on the European Maritime and Fisheries Fund and repealing Council Regulations (EC) No 2328/2003, (EC) No 861/2006, (EC) No 1198/2006 and (EC) No 791/2007 and Regulation (EU) No 1255/2011 of the European Parliament and of the Council (OJ L 149, 20.5.2014, p. 1).	Maritime policy	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Partially 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 L 364, 12.12.1992, p. 7).	Access to the market	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Fully 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 L 378, 31.12.1986, p. 1).		■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Fully transposed	■ Fully 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 L 138, 30.4.2004, p. 19).		■ Fully transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Fully 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 L 378, 31.12.1986, p. 21).		■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Fully transposed	■ Fully transposed
6	Council Regulation (EEC) No 4057/86 of 22 December 1986 on unfair pricing practices in maritime transport (OJ L 378, 31.12.1986, p. 14).	International relations	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Fully 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 L 8, 12.1.2012, p. 1).	International agreements	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Fully transposed	■ Fully transposed


































#	Annex I.4 – Rules applicable to Maritime Transport Relevant EU Acquis	Regulatory Area	Level of compliance: ■ Fully Transposed / ■ Not transposed / ■ Partially transposed					
			Albania	Bosnia and Herzegovina	Kosovo	North Macedonia	Montenegro	Serbia
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 L 8, 12.1.2012, p. 13).		■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Fully 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 L 131, 28.5.2009, p. 47).	Ship inspection and survey organisations - recognised organisations	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Fully 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 L 162, 25.6.2009, p. 6).		■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Fully 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 L 131, 28.5.2009, p. 11).		■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Fully transposed
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 L 214, 19.7.2014, p. 12).		■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Fully 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 L 131, 28.5.2009, p. 132).	Flag State	■ Fully transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Partially transposed	■ Fully transposed
14	Directive 2009/16/EC of the European Parliament and of the Council of 23 April 2009 on port State control (OJ 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 L 208, 5.8.2002, p. 10).	Vessel traffic monitoring	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Partially transposed	■ Fully transposed

#	Annex I.4 – Rules applicable to Maritime Transport Relevant EU Acquis	Regulatory Area	Level of compliance: ■ Fully Transposed / ■ Not transposed / ■ Partially transposed					
			Albania	Bosnia and Herzegovina	Kosovo	North Macedonia	Montenegro	Serbia
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 L 64, 4.3.2006, p. 1).	International Safety Management Code	■ Fully transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Partially transposed	■ Fully 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 L 283, 29.10.2010, p. 1).	Reporting formalities	■ Partially transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Partially transposed	■ Fully transposed
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 L 257, 28.8.2014, p. 146).	Marine equipment	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Partially transposed	■ Fully transposed
19	Commission Implementing Regulation (EU) 2022/1157 of 4 July 2022 laying down rules for the application of Directive 2014/90/EU of the European Parliament and of the Council, as regards design, construction and performance requirements and testing standards for marine equipment and repealing Implementing Regulation (EU) 2021/1158 (Text with EEA relevance) (OJ L 180, 6.7.2022, p.1).		■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Partially transposed
20	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 L 123, 17.5.2003, p. 22).	Passenger ships	■ Partially transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Fully transposed
21	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 L 131, 28.5.2009, p. 24).		■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Fully transposed
22	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 L 188, 2.7.1998, p. 35).		■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Fully transposed
23	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 L 163, 25.6.2009, p. 1).		■ Fully transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Partially transposed	■ Fully transposed

#	Annex I.4 – Rules applicable to Maritime Transport Relevant EU Acquis	Regulatory Area	Level of compliance: ■ Fully Transposed / ■ Not transposed / ■ Partially transposed					
			Albania	Bosnia and Herzegovina	Kosovo	North Macedonia	Montenegro	Serbia
24	Directive (EU) 2017/2110 of the European Parliament and of the Council of 15 November 2017 on a system of inspections for the safe operation of ro-ro passenger ships and high-speed passenger craft in regular service and amending Directive 2009/16/EC and repealing Council Directive 1999/35/EC (OJ L 315, 30.11.2017, p. 61).		■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Partially transposed
25	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 L 34, 9.2.1998, p. 1).	Safety of fishing vessels	■ Fully transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Partially transposed	■ Partially transposed
26	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 L 172, 30.6.2012, p. 3).	Oil tankers	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Partially transposed	■ Fully transposed
27	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 L 13, 16.1.2002, p. 9).	Bulk carriers	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Fully transposed
28	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 L 131, 28.5.2009, p. 114).	Accident investigation	■ Fully transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Partially transposed	■ Fully transposed
29	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 L 177, 6.7.2011, p. 18).		■ Fully transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed
30	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 L 328, 10.12.2011, p. 36).		■ Fully transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Fully transposed	■ Fully transposed

#	Annex I.4 – Rules applicable to Maritime Transport Relevant EU Acquis	Regulatory Area	Level of compliance: ■ Fully Transposed / ■ Not transposed / ■ Partially transposed					
			Albania	Bosnia and Herzegovina	Kosovo	North Macedonia	Montenegro	Serbia
31	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 L 131, 28.5.2009, p. 128).	Insurance	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Partially transposed	■ Fully transposed
32	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 L 255, 30.9.2005, p. 11).	Ship-source pollution	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Partially transposed	■ Fully transposed
33	Directive (EU) 2019/883 of the European Parliament and of the Council of 17 April 2019 on port reception facilities for the delivery of waste from ships, amending Directive 2010/65/EU and repealing Directive 2000/59/EC (OJ L 151, 7.6.2019, p.116).	Ship-generated waste	■ Partially transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Partially transposed	■ Partially transposed
34	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 L 115, 9.5.2003, p. 1).	Organotin compounds	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Fully transposed
35	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 L 129, 29.4.2004, p. 6).	Maritime security	■ Fully transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Fully transposed	■ Fully transposed
36	Directive 2005/65/EC of the European Parliament and of the Council of 26 October 2005 on enhancing port security (OJ L 310, 25.11.2005, p. 28).		■ Fully transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Fully transposed	■ Fully transposed
37	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 L 98, 10.4.2008, p. 5).		■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Fully transposed
38	Directive (EU) 2022/993 of the European Parliament and of the Council of 8 June 2022 on the minimum level of training of seafarers (codification) (Text with EEA relevance), OJ L 169, 27.6.2022, p. 45.	Training of seafarers	■ Fully transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Fully transposed	■ Not 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 L 329, 10.12.2013, p. 1).	Social aspects	■ Fully transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Partially transposed	■ Fully transposed

#	Annex I.4 – Rules applicable to Maritime Transport Relevant EU Acquis	Regulatory Area	Level of compliance: ■ Fully Transposed / ■ Not transposed / ■ Partially transposed					
			Albania	Bosnia and Herzegovina	Kosovo	North Macedonia	Montenegro	Serbia
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 L 167, 2.7.1999, p. 33).		■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Fully 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 L 14, 20.1.2000, p. 29).		■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Partially transposed	■ Fully transposed
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 L 124, 20.5.2009, p. 30).		■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Fully 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 L 113, 30.4.1992, p. 19).		■ Fully transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Fully transposed	■ Fully 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 L 334, 17.12.2010, p. 1).	Passenger rights	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Fully transposed	■ Fully 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 L 165, 30.6.2010, p. 1).	Transportable pressure equipment	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Fully 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 L 208, 5.8.2002, p. 1).	European Maritime Safety Agency	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed

#	Annex I.4 – Rules applicable to Maritime Transport Relevant EU Acquis	Regulatory Area	Level of compliance:  Fully Transposed /  Not transposed /  Partially transposed					
			Albania	Bosnia and Herzegovina	Kosovo	North Macedonia	Montenegro	Serbia
47	Regulation (EC) No 2009/2002 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 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
48	Regulation (EU) 2017/352 of the European Parliament and of the Council of 15 February 2017 establishing a framework for the provision of port services and common rules on the financial transparency of ports (OJ L 57, 3.3.2017, p. 1).	Port Services	 Not transposed	 Not transposed	 Not transposed	 Not transposed	 Not transposed	 Not transposed
49	Regulation (EU) 2019/1239 of the European Parliament and of the Council of 20 June 2019 establishing a European Maritime Single Window environment and repealing Directive 2010/65/EU (OJ L 198, 25.7.2019, p. 64).	Maritime Single Window	 Not transposed	 Not transposed	 Not transposed	 Not transposed	 Fully transposed	 Not transposed
50	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).	Environment	 Partially transposed	 Not transposed	 Not transposed	 Not transposed	 Not transposed	 Partially transposed
51	Commission Implementing Decision (EU) 2015/253 of 16 February 2015 laying down the rules concerning the sampling and reporting under Council Directive 1999/32/EC as regards the sulphur content of marine fuels (OJ L 41, 17.2.2015, p. 55)		 Not transposed	 Not transposed	 Not transposed	 Not transposed	 Not transposed	 Partially transposed

Annex 1.5

Rules applicable to Inland Waterway Transport

#	Annex I.5 – Rules applicable to Inland Waterway 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	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 L 175, 13.7.1996, p. 7).	Access to the market	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Partially 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 L 373, 31.12.1991, p. 1).	Access to the market	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Partially transposed
3	Council Regulation (EC) No 718/1999 of 29 March 1999 on a Community fleet capacity policy to promote inland waterway transport (OJ L 90, 2.4.1999, p. 1).	Access to the market	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Fully transposed
4	Council Directive 96/75/EC of 19 November 1996 on the systems of chartering and pricing in national and international inland waterway transport in the Community (OJ L 304, 27.11.1996, p. 12).	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 L 280, 22.10.1985, p. 4).	Access to the market	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Fully transposed
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 L 322, 12.11.1987, p. 20).	Access to the profession	■ Not transposed	■ Not transposed	■ Not transposed	■ Fully transposed	■ Not transposed	■ Fully transposed
7	Directive (EU) 2017/2397 of the European Parliament and of the Council of 12 December 2017 on the recognition of professional qualifications in inland navigation and repealing Council Directives 91/672/EEC and 96/50/EC (OJ L 345, 27.12.2017, p. 53).	Access to the profession	■ Not transposed	■ Not transposed	■ Not transposed	■ Partially transposed	■ Not transposed	■ Fully transposed

#	Annex I.5 – Rules applicable to Inland Waterway Transport Relevant EU Acquis	Regulatory Area	Level of compliance: ■ Fully Transposed / ■ Not transposed / ■ Partially transposed					
			Albania	Bosnia and Herzegovina	Kosovo	North Macedonia	Montenegro	Serbia
8	Directive (EU) 2021/1233 of the European Parliament and of the Council of 14 July 2021 amending Directive (EU) 2017/2397 as regards the transitional measures for the recognition of third-country certificates (OJ L 274, 30.7.2021, p. 52–54).	Access to the profession	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Fully transposed
9	Commission Delegated Regulation (EU) 2022/184 of 22 November 2021 amending Annex IV to Directive (EU) 2017/2397 of the European Parliament and of the Council (OJ L 30, 11.2.2022, p. 3–4).	Access to the profession	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Fully transposed
10	Commission Delegated Directive (EU) 2020/12 of 2 August 2019 supplementing Directive (EU) 2017/2397 of the European Parliament and of the Council as regards the standards for competences and corresponding knowledge and skills, for the practical examinations, for the approval of simulators and for medical fitness (OJ L 6, 10.1.2020, p. 15).	Access to the profession	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Fully transposed
11	Commission Delegated Regulation (EU) 2020/473 of 20 January 2020 supplementing Directive (EU) 2017/2397 of the European Parliament and of the Council with regard to the standards for databases for the Union certificates of qualification, service record books and logbooks (OJ L 100, 1.4.2020, p. 1).		■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Fully transposed
12	Commission Implementing Regulation (EU) 2020/182 of 14 January 2020 on models in the field of professional qualifications in inland navigation (OJ L 38, 11.2.2020, p. 1).		■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Fully transposed
13	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 L 259, 2.10.2009, p. 8).	Safety / technical requirements	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Fully transposed
14	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 L 252, 16.9.2016, p. 118).	Safety / technical requirements	■ Not transposed	■ Not transposed	■ Not transposed	■ Fully transposed	■ Not transposed	■ Fully transposed

#	Annex I.5 – Rules applicable to Inland Waterway Transport Relevant EU Acquis	Regulatory Area	Level of compliance: ■ Fully Transposed / ■ Not transposed / ■ Partially transposed					
			Albania	Bosnia and Herzegovina	Kosovo	North Macedonia	Montenegro	Serbia
15	Commission Delegated Regulation (EU) 2021/1308 of 28 April 2021 amending Annexes I and II to Directive (EU) 2016/1629 of the European Parliament and of the Council as regards modifying the list of Union inland waterways and the minimum technical requirements applicable to craft C/2021/2853 (OJ L 284, 9.8.2021, p. 1–13).	Safety / technical requirements	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Fully transposed
16	Commission Delegated Directive (EU) 2018/970 of 18 April 2018 amending Annexes II, III and V to Directive (EU) 2016/1629 of the European Parliament and of the Council laying down technical requirements for inland waterway vessels (OJ L 174, 10.7.2018, p. 15).	Safety / technical requirements	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Fully transposed
17	Commission Delegated Regulation (EU) 2020/474 of 20 January 2020 on the European Hull Data Base (OJ L 100, 1.4.2020, p. 12).	Safety / technical requirements	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Fully transposed
18	Commission Implementing Decision (EU) 2020/1122 of 28 July 2020 on the recognition of DNV GL AS as a classification society for inland waterway vessels in accordance with Directive (EU) 2016/1629 of the European Parliament and of the Council (OJ L 245, 30.7.2020, p. 15).	Safety / technical requirements	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not 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).	Safety / technical requirements	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Fully transposed
20	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 goods	■ Not transposed	■ Not transposed	■ Not transposed	■ Partially transposed	■ Not transposed	■ Fully transposed
21	Commission Delegated Directive (EU) 2022/2407 of 20 September 2022 amending the Annexes to Directive 2008/68/EC of the European Parliament and of the Council to take into account scientific and technical progress (OJ L 317, 9.12.2022, p. 64)	Inland transport of dangerous goods	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed

#	Annex I.5 – Rules applicable to Inland Waterway Transport Relevant EU Acquis	Regulatory Area	Level of compliance: ■ Fully Transposed / ■ Not transposed / ■ Partially transposed					
			Albania	Bosnia and Herzegovina	Kosovo	North Macedonia	Montenegro	Serbia
22	Commission Implementing Decision (EU) 2023/1198 of 21 June 2023 amending Directive 2008/68/EC of the European Parliament and of the Council on the inland transport of dangerous goods to authorise certain national derogations (OJ L 158, 21.6.2023, p. 73–105)	Inland transport of dangerous goods	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed
23	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 L 255, 30.9.2005, p. 152).	River information services	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Partially transposed
24	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 L 258, 28.9.2013, p. 1).	River information services	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Partially transposed
25	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 L 105, 23.4.2007, p. 88).	River information services	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Fully transposed
26	Commission Regulation (EC) No 414/2007 of 13 March 2007 concerning the technical guidelines for the planning, implementation and operational use of river information services (RIS) referred to in Article 5 of Directive 2005/44/EC of the European Parliament and of the Council on harmonised river information services (RIS) on inland waterways in the Community (OJ L 105, 23.4.2007, p. 1).	River information services	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Fully transposed
27	Commission Implementing Regulation (EU) 2018/2032 of 20 November 2018 amending Commission Regulation (EC) No 416/2007 concerning the technical specifications for Notices to Skippers (OJ L 332, 28.12.2018, p. 1).	River information services	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Fully transposed

#	Annex I.5 – Rules applicable to Inland Waterway Transport Relevant EU Acquis	Regulatory Area	Level of compliance: ■ Fully Transposed / ■ Not transposed / ■ Partially transposed					
			Albania	Bosnia and Herzegovina	Kosovo	North Macedonia	Montenegro	Serbia
28	Commission Implementing Regulation (EU) 2018/1973 of 7 December 2018 amending Implementing Regulation (EU) No 909/2013 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 L 324, 19.12.2018, p. 1).	River information services	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Partially transposed
29	Commission Implementing Regulation (EU) 2019/838 of 20 February 2019 on technical specifications for vessel tracking and tracing systems and repealing Regulation (EC) No 415/2007 (OJ L 138, 24.5.2019, p. 31).	River information services	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Partially transposed
30	Commission Implementing Regulation (EU) 2019/1744 of 17 September 2019 on technical specifications for electronic ship reporting in inland navigation and repealing Regulation (EU) No 164/2010 (OJ L 273, 25.10.2019, p. 1).	River information services	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Partially transposed
31	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 gas-oil 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 L 140, 5.6.2009, p. 88).	Environment (air quality) and Climate change	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Fully transposed
32	Regulation (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 L 252, 16.9.2016, p. 53).	Environment (air quality) and Climate change	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Not transposed	■ Fully transposed

Annex I.5 – Rules applicable to Inland Waterway 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	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 L 334, 17.12.2010, p. 1).	Passenger rights	<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>
34	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><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>Partially transposed</div></div>
35	Council Directive 2014/112/EU of 19 December 2014 implementing the European Agreement concerning certain aspects of the organisation of working time in inland waterway transport, concluded by the European Barge Union (EBU), the European Skippers Organisation (ESO) and the European Transport Workers' Federation (ETF) (OJ L 367, 23.12.2014, p. 86).	Working time	<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>




















































Annex 1.6

Environmental Rules Applicable to the Transport Sector

Annex 1.6 # – 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, 28.12.2012, p. 1) and the Convention on Environmental Impact Assessment in a Transboundary Context of 1991 (Espoo Convention).	Assessment of effects	■ Partially transposed	■ Not transposed	■ Partially 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	■ Partially 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	■ Partially transposed	■ Partially 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	■ Partially transposed	■ Partially transposed	■ Not transposed	■ Partially transposed
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).	Fuel, air, quality and climate change	■ Not transposed	■ Not transposed	■ Partially transposed	■ Partially transposed	■ Fully transposed	■ Partially 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).	Fuel, air, quality and climate change	■ Not transposed	■ Not transposed	■ Partially transposed	■ Fully transposed	■ Fully transposed	■ Partially 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	■ Partially transposed	■ Partially transposed	■ Not transposed	■ Partially 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	■ Partially transposed	■ Partially transposed	■ Not transposed	■ Partially transposed

Annex 1.7

Public Procurement Rules Applicable to the Transport Sector

#	Annex I.7 – Public Procurement 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	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	 Partially transposed	 Fully transposed	 Fully transposed	 Fully 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	 Partially transposed	 Partially transposed	 Fully transposed	 Fully transposed	 Fully 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	 Partially 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	 Partially transposed	 Fully transposed	 Fully transposed	 Fully transposed
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	 Partially transposed	 Fully transposed	 Fully transposed	 Fully 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	 Fully transposed	 Not transposed	 Not transposed	 Fully 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	 Partially transposed	 Not transposed	 Partially 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	 Fully 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)	<u>No steps</u> have been taken by the respective authorities in relation to: <ul style="list-style-type: none">• 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: <ul style="list-style-type: none">• Laws, bylaws, maintenance plans, strategies, guidelines, etc. are <u>drafted</u>; all the necessary <u>data</u> are <u>submitted</u> 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: <ul style="list-style-type: none">• Laws, bylaws are <u>in Governmental/Parliamentary procedure</u>; guidelines, maintenance plans, studies recommendations by relevant stakeholders <u>formally adopted</u>; project documentation/studies <u>completed</u>.
Accomplished (scoring 3 points)	Clearly demonstrated steps have been taken by the respective authorities in relation to: <ul style="list-style-type: none">• Laws, bylaws being <u>approved</u> by the parliaments and <u>entered into force</u>; maintenance plans, strategies <u>being implemented</u>;
Stagnant (scoring 1 point)	It has been clearly demonstrated by the respective authorities that the process is <u>stagnant</u> , that there have been <u>no further developments</u> , or that implementation <u>has stopped</u> , as per timelines agreed in the Action Plan.

Annex 2A

Monitoring Mechanism

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.

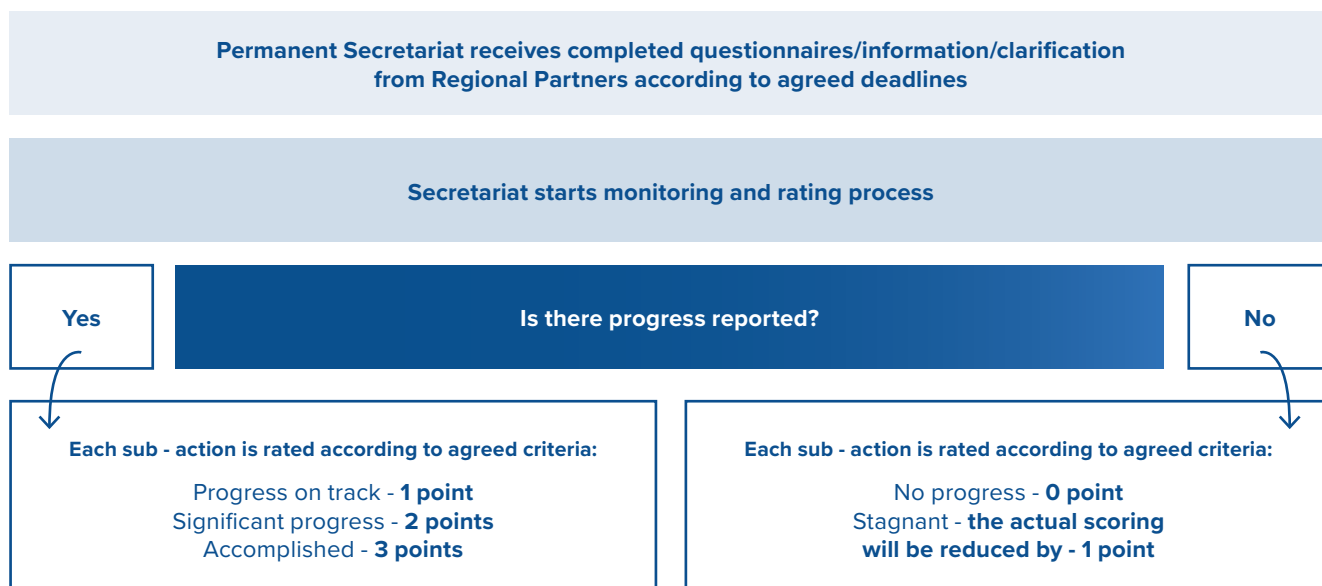


Figure 1. Monitoring Mechanism process

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	2	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 state 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	2	3	n/a	2	n/a
Total scoring					44%	33%	87%	83%	67%	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	2	2	2	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					40%	47%	60%	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	3	3	3	3	3	3
	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	3	2	2	3
Total scoring					83%	83%	100%	92%	92%	100%
OVERALL SCORING					50%	51%	70%	67%	61%	93%

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	2	1	2
	Establishing Road Asset Management System (RAMS)	ALB, BIH, SRB Q2 2021	ALB, BIH, SRB Q3 2021	Road Authorities/ Public Road Enterprises	3	2	1	1	3	2
		KOS*, MNE Q4 2021	KOS, MNE Q1 2022							
	Signing of Service Level Agreement between Ministry of Transport and Road Authorities/Public Enterprises	MKD Completed	MKD Completed	MoT, Road Authorities,	1	0	0	0	1	3
		ALB, BIH, SRB Q1 2021	ALB, BIH, SRB Q2 2021							
ITS Deployment on Core /Comprehensive Road Network	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				67%	33%	33%	33%	50%	67%
	Adoption of ITS strategy together with an Action/ implementation plan	ALB completed	ALB – Q4 2020	MoT	3	1	3	3	3	2
		MKD – Q4 2021	MKD – Q1 2022							
		SRB- Q1 2022	SRB - Q2 2022							
		BiH, KOS, MNE Q4 2021	BiH, KOS, MNE Q1 2022							
	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	2
	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	ALB, MKD, SRB Q1 2022	MoT, Road Authorities,	3	0	0	0	2	2
		BiH, KOS, MNE Q2 2022	BiH, KOS, MNE Q3 2022							
	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	3	3	3
	Total scoring				67%	28%	39%	44%	72%	72%

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,	2	2	2	2	2	2
	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					58%	33%	33%	42%	33%	67%
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					73%	49%	51%	55%	64%	76%

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	2
Total scoring				17%	17%	17%	17%	17%	33%
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	1	2	1	1	1	3
Total scoring				33%	67%	33%	33%	33%	100%
Establishing a tool for monitoring Road Safety performance under TCS umbrella (WBRSo)	Define the model	Q4 2020	TCT Secretariat	3	3	3	3	3	3
	Implementation	Q4 2022	TCT Secretariat	3	3	3	3	3	3
Total scoring				100%	100%	100%	100%	100%	100%

Measure	Subaction	Implementation Deadline	Implementing Body (Stakeholders)	Regional Partners					
				Albania	Bosnia and Herzegovina	Kosovo	Montenegro	North Macedonia	Serbia
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%
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	1	1	1	3	1	3
Total scoring				46%	53%	46%	100%	46%	100%
TA on KPIs - Seat Belt Use	TA on KPIs - Seat Belt Use	Q2 2024	TCT	3	3	3	3	3	3
Total scoring				100%	100%	100%	100%	100%	100%
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)		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/ Curricula and Licensing system for RSA and RSI	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					
AlbaniaBosnia and HerzegovinaKosovoMontenegroNorth MacedoniaSerbia									
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 Technical 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	1	1	1	3	1	3
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)			3	3	3	3	3	3
	Mapping with another Country/Member State on the same issue – Proposal for Twinning/ Exchange of the Best practice			3	3	3	3	3	3
Total scoring				100%	100%	100%	100%	100%	100%
OVERALL SCORING				48%	50%	38%	80%	38%	93%

Transport Facilitation – Monitoring mechanism – Implementation Scoring

Measure	Subaction	Implementing Body (Stakeholders)	Regional Partners					
			Albania	Bosnia and Herzegovina	North Macedonia	Kosovo	Montenegro	Serbia
Rail border crossing/common crossing measures	Signinen and her latermentarier crossing		2	2	2	2	2	2
Total scoring			67%	53%	53%	60%	60%	60%
Road border crossing/common crossing measures the	Improvement/upgrade of the ICT to foster transport digitalisation and data sharing	MoT	2	2	2	2	2	2
	new constructions/modernisation of BCPs/CCPs existing infrastructure to remove barriers and increase actual capacity	MoT	1	2	1	2	1	2
	signing bilateral agreements for one stop and effectively putting into operation joint controls	MoT	2	1	2	1	2	1
	purchase and installation of equipment for improvement of the efficiency and effectiveness at BCPs/CCPs	MoT, Road Authorities,	1	1	1	2	2	2
	Capacity building: hiring of specialised personnel and training courses to increase the quality of the working staff performance	MoT, Road Authorities,	2	2	2	2	2	2
Total scoring			67%	53%	53%	60%	60%	60%
OVERALL SCORING			67%	60%	60%	63%	63%	63%

Waterborne and Multimodality – Monitoring mechanism – Implementation Scoring

Measure	Subaction	Implementation Deadline	Implementing Body (Stakeholders)	Regional Partners					
				Albania	Bosnia and Herzegovina	North Macedonia	Kosovo	Montenegro	Serbia
Total scoring				67%	53%	53%	60%	60%	60%
Maritime Transport	Rules applicable to maritime transport	2024	TCT PS Regional Partners	0	0	0	1	0	0
	Actions related to infrastructure, digital, and green elements of seaports	2024	Ministries, Maritime Ports	5	n/a	n/a	14	n/a	n/a
Total scoring				56%	0	0	63%	0	46%
Inland Waterway	Rules applicable to Inland Waterway	2024	TCT PS Regional Partners	0	0	0	0	0	0
	Actions related to infrastructure and digital, social, and green elements of inland waterways	2024	Ministries, IWW Ports	n/a	17	n/a	n/a	0	2
Total scoring				0	30%	0	0	11%	93%
Multimodality	Legislation applicable to multimodal transport	2025	TCT PS Ministries	0	0	1	0	0	0
	Definition of actions related to infrastructure interventions related to multimodality	2024	Ministries, Authorities	0	2	n/a	0	0	2
Total scoring				22%	22%	17%	30%	17%	30%
OVERALL SCORING				26%	17%	6%	30%	9%	56%

Social Issues and Passenger Rights – Monitoring mechanism – Implementation Scoring

Measure	Subaction	Implementation Deadline	Implementing Body (Stakeholders)	Regional Partners					
				Albania	Bosnia and Herzegovina	Kosovo	Montenegro	North Macedonia	Serbia
Workers Fundamental Rights	Directive 2003/88/EC concerning certain aspects of the organisation of working time		Ministries of Transport	2	0	2	3	2	3
	Council Directive 2005/47/EC on certain aspects of the working conditions of mobile workers engaged in interoperable cross-border services in the railway sector		Ministries of Transport	1	0	0	3	0	3
	Regulation (EC) No 561/2006 on the harmonisation of certain social legislation relating to road transport		Ministries of Transport	3	2	2	3	3	3
	Regulation (EU) No 581/2010 on the maximum periods for the downloading of relevant data from vehicle units and from driver cards		Ministries of Transport	1	2	2	3	3	3

Workers Fundamental Rights	Regulation (EU) No 165/2014 on tachographs in road transport, repealing Regulation (EEC) No 3821/85 on recording equipment in road transport and amending Regulation (EC) No 561/2006 on the harmonisation of certain social legislation relating to road transport (OJ L 60, 28.2.2014, p. 1).	Ministries of Transport	2	0	2	2	3	2
	Regulation (EU) 2016/68 on common procedures and specifications necessary for the interconnection of electronic registers of driver cards.	Ministries of Transport	1	0	0	1	0	1
	Regulation (EU) 2016/799 laying down the requirements for the construction, testing, installation, operation and repair of tachographs and their components.	Ministries of Transport	1	0	0	1	0	2
	Regulation (EU) 2021/1228 on requirements for the construction, testing, installation, operation and repair of smart tachographs and their components.	Ministries of Transport	0	0	0	1	0	1
	Regulation (EU) 2018/502 of laying down the requirements for the construction, testing, installation, operation and repair of tachographs and their components.	Ministries of Transport	1	0	0	1	0	1
	Regulation (EC) No 3821/85 on recording equipment in road transport.	Ministries of Transport	2	2	2	3	3	3
	Regulation (EU) 2020/1054 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.	Ministries of Transport	0	0	0	1	0	1
	Directive 2002/15/EC on the organisation of the working time of persons performing mobile road transport activities.	Ministries of Transport	2	2	2	2	3	3
	Baseline assessment and setting up of a road map for safe and secure parking deployment on the indicative extensions of the TEN-T Core and Comprehensive Corridors in Western Balkans.	Ministries of Transport						
	Directive 2006/22/EC on minimum conditions for the implementation of concerning social legislation relating to road transport activities.	Ministries of Transport	3	2	2	3	3	3
	Directive (EU) 2020/1057 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.	Ministries of Transport	3	2	2	3	0	1
	Regulation (EU) 2022/1012 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.	Ministries of Transport	0	0	0	0	0	0
Total scoring			52%	29%	38%	71%	51%	71%

Equality in the transport sector	Establishing a Platform for identifying challenges to women's economic empowerment and nominating Diversity Ambassadors	Ministries of Transport	n/a	n/a	n/a	n/a	n/a	n/a
	Committing to the Declaration on equal opportunities and for women in the transport sector	Ministries of Transport	n/a	n/a	n/a	n/a	n/a	n/a
Total scoring								
Just transition for transport workers	Impact Assessment of the transition to automation and digitalisation	Ministries of Transport	n/a	n/a	n/a	n/a	n/a	n/a
Total scoring								
Passenger Rights	Regulation (EC) No 1371/2007 on rail passengers' rights and obligations	Ministries of Transport	3	2	2	2	3	2
	Regulation (EU) No 181/2011 on concerning the rights of passengers in bus and coach transport	Ministries of Transport	2	0	0	2	0	2
	TCT Passenger Rights Report – making Transport Accessible and Inclusive in the Western Balkans	Ministries of Transport	2	2	2	2	2	2
Total scoring			78%	45%	45%	67%	56%	67%
OVERALL SCORING			43%	24%	28%	46%	36%	46%

