

Next Generation Action Plans 2025 - 2027 for the Western Balkans



2024

Next Generation Action Plans 2025 - 2027 for the Western Balkans

2024

Table of contents:

List of Abbreviations	2
Foreword	4
Introduction	6
1. Next Generation Rail Action Plan	8
1.1. Content	8
1.2. Market Access	9
1.3. Train Driver Licencing	11
1.4. Interoperability	12
1.5. Railway Safety	13
1.6. Modernisation of rail network infrastructure	14
1.7. Cooperation within the region	15
1.8. Sustainable and multimodal measures	16
1.9. Concluding Remarks	17
2. Next Generation Road Action Plan	18
2.1. Content	18
2.2. Establishing a functioning and efficient road maintenance system	19
2.3. ITS Deployment on Core/Comprehensive Road Network	20
2.4. Enhancing road transport climate resilience and use of alternative fuels	21
2.5. Enhancing regional cooperation and experience exchange	23
2.6. Concluding Remarks	23
3. Next Generation Road Safety Action Plan	25
3.1. Content	25
3.2. Strengthening the road safety management	26
3.3. Promote safer infrastructure	28
3.4. Promote the protection of road users	29
3.5. Promote the use of safer vehicles	30
3.6. Enhancing regional cooperation and experience exchange	31
3.7. Concluding Remarks	31
4. Next Generation Waterborne and Multimodality Action Plan	32
4.1. Content	33
4.2. Promoting green and smart waterborne transport	33
4.3. Promoting a safe and secure waterborne transport	34
4.4. Improving navigability, port infrastructure and multimodal systems	35
4.5. Increasing the attractiveness of working in the waterborne sector	36
4.6. Concluding Remarks	37
5. Next Generation Transport Facilitation Action Plan	38
5.1. Content	39
5.2. Improving Efficiency of Rail BCPs/CCPs	39
5.3. Improving Efficiency of Road BCPs/CCPs	42
5.4. Horizontal measures for transport facilitation	48
5.5. Concluding remarks	49

List of Abbreviations

Annex I	Annex I to the Transport Community Treaty
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
CEFTA	Central European Free Trade Agreement
CONNECTA	Technical Assistance to Connectivity in the Western Balkans
DEBO	Designated Body
DG MOVE	Directorate General for Mobility and Transport
DG NEAR	Directorate General for Neighbourhood and Enlargement Negotiations
EBRD	European Bank for Reconstruction and Development
EC	European Commission
eCMR	Digital version of the freight document CMR
eFTI	Electronic freight transport information
EIB	European Investment Bank
EMSA	European Maritime Safety Agency
ERA	European Union Agency for Railways
EU	European Union
EU DEL(s)	European Union Delegation(s)
EU Member State(s)	European Union Member State(s)
EVR	European Register of Vehicle
eQMS	Electronic Queuing Management System
ICT	Information and Communications Technology
IFI	International Financing Institutions
IM(s)	Infrastructure Manager(s)
IPA	the Instrument for Pre-Accession Assistance
ITS	Intelligent Transport Systems
IWW	Inland Waterways
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
NIB	National Investigation Body
NS	Network Statement
NSA	National Safety Authority
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
RRA	Railway Regulatory Agency
RP_s	Regional Partners
RSC	Regional Steering Committee
RSA	Road Safety Audit
RSI	Road Safety Inspection
RU	Railway Undertaking
SEE Parties	Southeast European Parties: Albania, Bosnia and Herzegovina, Kosovo*, North Macedonia, Montenegro, Serbia
SEED	System for Electronic Exchange of Data
TA	Technical Assistance
TAIEX	Technical Assistance and Information Exchange instrument of the European Commission
TCT Secretariat	Transport Community Permanent Secretariat
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
VTMIS	Vessel Traffic Monitoring and Information System
WBIF	Western Balkans Investment Framework
WBRSO	Western Balkans Road Safety Observatory

* 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.

Foreword

As we celebrate the fifth anniversary of the entry into force of the Treaty Establishing the Transport Community, 2024 marks an important milestone towards a more connected, resilient, and integrated transport network across the Western Balkans and beyond. Over the past five years, we have undertaken a concerted effort to lay the foundations for sustainable, modern, and efficient transport systems through the development and implementation of the comprehensive Action Plans. Created through joint efforts of the Transport Community, the governments from the region and their experts, these Action Plans are the result of the authorities' commitment to integrating their transport markets into the EU. They have also served as strategic roadmaps for aligning the transport policies and frameworks of our regional partners with EU standards and best practices.

While the success of this period is both undeniable and commendable, it is equally important to recognise that progress has not been uniform across the region. The varying pace and scope of implementation across our regional partners shows the need for renewed efforts and collective commitment. This divergence in progress serves as a reminder that, although we are moving in the right direction, there is still considerable work to be done to achieve full alignment and deeper integration within the Transport Community.

A New Political Reality and Unprecedented Momentum

The current political and institutional context provides us with a unique and unprecedented opportunity to accelerate progress. Today, we are witnessing a new political reality – one that is characterised by advancements in the EU integration process for the Western Balkans and the active participation of our observing participants, namely Georgia, Moldova, and Ukraine. This evolving political landscape, coupled with the rollout of the Growth Plan for the Western Balkans, has created fertile ground for deeper regional cooperation and a renewed sense of commitment in aligning with EU transport legislation. Moreover, 2024 witnessed the TEN-T Regulation revision which aims to reduce the environmental and climate impact of transport and to increase the safety and the resilience

of the TEN-T network. Finally, for the first time, this revision also regulates the integration of the six Western Balkan partners into the newly established Western Balkans-Eastern Mediterranean European Transport Corridor. In this context, it is not only necessary but essential to speed up the transposition of the EU acquis and to pursue reforms with greater determination.

A Critical Juncture and New Opportunities

As we approach the conclusion of the first generation of our Action Plans, and with the anticipated adoption of the Next Generation of Action Plans, we are presented with a unique opportunity to accelerate the transposition of the EU acquis and intensify our reform efforts. The need to act has never been greater, and the time has come for a renewed commitment to change. Now is the time for a new start, a new beginning.

A New Start, A New Momentum

The first five years of the Transport Community's work have demonstrated that meaningful progress is possible when there is political will, regional cooperation, and a shared vision for the future. The Green Lanes initiative, jointly steered by the Transport Community and CEFTA, is an illustrative example of this. However, we must also acknowledge that the disparities in implementation across our regional partners must be addressed with a sense of urgency. Success in the implementation of the Treaty and the associated Action Plans should not vary so widely from one partner to another. All regional partners must fully embrace the opportunities presented by the Transport Community. The disparities in implementation must be closed if we are to move forward as a united and cohesive Transport Community.

The Next Five Years: A Decisive Leap Forward

The next five years will be crucial in shaping the future trajectory of the Transport Community. This period represents a critical phase in our mission to foster greater connectivity, enhance economic resilience, and align with EU standards across all transport sectors. To fully capitalise on the new thinking that informs the Next Generation of Action Plans, we must advance the transposition of the EU acquis across all modes of transport, including road safety, railways, road, inland waterways, and maritime transport.

It is the time for a new way forward. The Transport Community is uniquely positioned to lead the region through this critical period of transformation. By working in concert and leveraging the momentum we have built over the past five years, we can ensure that the Western Balkans and our observing participants are fully integrated into the broader European transport network. The next five years offer a window of opportunity to implement the necessary reforms and to ensure that these reforms translate into tangible benefits for the citizens of the region.

Measuring Success: From Reforms to Real Impact

In the coming years, the success of our collective efforts will be measured not solely by the passage of reforms but by their effective implementation and the real-world benefits they deliver. The alignment with EU legislation will not only enhance regional connectivity and improve transport safety, but it will also serve as a catalyst for economic growth, job creation, and sustainable development. These objectives are within our reach, but they will only be realised if we commit to speeding up our efforts and intensifying our focus on implementation.

Responsibility for a Shared Future

As we enter this new phase, it is imperative that we approach the challenges ahead with a sense of shared responsibility and unwavering commitment. The Transport Community will continue to provide support and guidance to our regional partners, but the ultimate responsibility for seizing this moment rests with each partner.

Once again, as we jointly shaped the Next Generation of Action Plans which offers a clear and comprehensive roadmap for achieving full alignment with EU transport legislation, it is up to each regional partner to take ownership of this process and to drive it forward. The Transport Community Permanent Secretariat remains committed to assisting each of our regional partners as per their needs on this way forward.

The next five years will define the future of transport in the Western Balkans and beyond. Let us ensure that they count. By embracing this new start and committing to a new way forward, we can jointly shape a future of a more connected, prosperous, and successful region.

Introduction

The first generation of five Action Plans (2020-2024) on Rail, Road, Road Safety, Transport Facilitation, and Waterborne and Multimodality was prepared to serve as a roadmap for the region to prioritise measures for improving transport across all modes and further facilitate the movement of goods and passengers. Moreover, it served to assist the regional partners in meeting the requirements stipulated under Annex I of the Transport Community Treaty.

The overall progress in the implementation of the first generation of Action Plans has been moderate and varies among Action Plans. The identified measures were/are in line with the commitments of the Transport Community Treaty (notably with regards to the acquis in ANNEX I) and other strategic documents (mentioned below) from both the region and the European Union. The same approach was used when drafting the Next Generation Action Plans.

During the 5th Ministerial Council in Skopje on 12 December 2023, it was announced that 2024 would mark the final year for the monitoring of the first-generation Action Plans (2020-2024) and that the process of drafting the Next Generation Action Plans for the period 2025–2027 would begin. The Next Generation of Action Plans are guided by insights gained from the existing Action Plans (2021-2024) and anticipate legal and strategic shifts in the upcoming period of 2025–2027.

The Next Generation Action Plans includes several ongoing measures from the previous action plans (2020-2024), primarily actions that were not fully accomplished during the indicated period, while excluding measures already completed by the regional partners. The Next Generation Action Plans are based on important lessons learned from the implementation of the previous Action Plans, resulting in clearer and more realistic objectives. Moreover, the Next Generation Action Plans include measures based on an updated EU legislative framework, as defined in the revised version of ANNEX I of the TCT, as well as other recent strategic documents, EU policy papers, and declarations/joint statements.

The measures identified within the Next Generation of Action Plans are defined based on the following documents:

- Transport Community Treaty
- Strategy for Smart and Sustainable and Smart Mobility in the Western Balkans from July 2021
- Transport Community Declarations from Summits, including declarations from Regional Conferences, such as the ITS Conference
- The New Growth Plan for the Western Balkans and the relevant Priority Actions for Integration into the EU single market
- EU Road Safety Policy Framework 2021-2030 -Next steps towards Vision Zero
- Global Plan for the Decade of Action for Road Safety 2021-2030
Comprehensive Roadmap for Enhancing Green Lanes
- Economic and Investment Plan for the Western Balkans

The Next Generation Action Plans (2025-2027) of the Transport Community were developed through close cooperation and coordination with all relevant stakeholders: regional partners, representatives from the European Commission, members of technical committees from all relevant sectors, and other pertinent institutions.

Draft versions were completed and endorsed at the technical level for Rail, Road, Road Safety, Waterborne and Multimodality, and Transport Facilitation in June 2024. The Next Generation Action Plans are expected to be endorsed by the Regional Steering Committee (RSC) at the 25th RSC meeting in Brussels in November 2024 and at the upcoming 7th Ministerial Council meeting to be held in Belgrade on 17 December 2024.

The Next Generation Action Plans of the Transport Community will continue to serve as a roadmap, outlining key steps and milestones with associated timeframes. Identified measures and actions will guide all regional partners and relevant stakeholders in achieving the objectives outlined in the strategic documents.

Overall, the Next Generation Action Plans aim to offer better and more sustainable services, enhance competitiveness, improve resilience, introduce smart transport systems, make the transport sector in the Western Balkans greener and safer, improve connectivity, reduce identified physical and non-physical bottlenecks, lower CO₂ emissions, and reduce overall travel costs. At the same time, the implementation of identified measures will further enhance the process of transposing the relevant legislation. Furthermore, they aim to improve maintenance practices, ensuring that the overall network meets the requirements of the TEN-T Regulation.

In particular, the full implementation of the Next Generation Action Plans will further support the region substantially achieve important milestones derived from Annex I of the Transport Community Treaty.

On this basis, the Transport Community Permanent Secretariat will continue to produce its annual progress report, including monitoring the implementation of the Action Plans and the progress in transposing EU legislation as outlined in ANNEX I of the TCT. The scoring mechanism will follow the previously agreed-upon mechanism, with specific indicators for each phase of progress.

The Transport Community Permanent Secretariat will continue to play a vital role in supporting and assisting regional partners in their efforts to implement the measures defined under each Next Generation Action Plan, aiming to improve the EU transposition rate and the transposition rate of the acquis. Moreover, the Transport Community Permanent Secretariat will continue to coordinate its activities with other supporting institutions, as well as with technical assistance offered through various EU instruments.

1. Next Generation Rail Action Plan

The first publication of the Rail Action Plan 2020-2024 focused on a roadmap for the rail market opening, the development of a sustainable and efficient Trans-European Transport Network (TEN-T) in the Western Balkans, as well as on maintenance and safety elements in railway network and operations. The overall progress in implementing the Rail Action Plan was moderate. The implementation of actions foreseen within the rail action plan was supported by the TCT Secretariat and available instruments/assistance provided by the European Commission through its IPA program (CONNECTA) and the European Union Agency for Railway.

Before the endorsement of the rail action plan, the rail market in the Western Balkans was closed to private railway undertakings, which is against the requirements as set in Annex I of the TCT. Starting in 2015 in Vienna, the Berlin process² represented a significant change of direction, as all regional leaders agreed on a list of the “connectivity reform measures” that enabled the gradual opening of the rail market at the domestic level. However, alignment with the EU standards, specifically the ones listed in Annex I, requires further efforts. Currently, the rail market is open at the domestic level in four TCT Parties, and there are sixteen private railway undertakings dealing with freight transport and none on passenger transport.

The lack of competitiveness hinders sustainable transport and better services for passengers and freight. To address this, the regional partners have agreed to prioritise addressing the challenges related to market opening, fully implementing the EU interoperability legislation, and enhancing the railway sector’s overall governance. Moreover, the lack of maintenance causes an additional obstacle. All Regional Partners were advised to establish contractual relationships between infrastructure managers and relevant authorities to tackle this.

In terms of maintenance, three out of six regional partners established a Multi-Annual Infrastructure Contract between the infrastructure manager and relevant authority. Regarding the institutional framework, all regional partners made progress, but the process should continue in the future to fully align with the EU acquis in this area.

The Next Generation Action Plan covers almost 80% of Annex I of the TCT, which is nearly 30% more than the first Rail Action Plan. The Next Generation Action Plan consists of seven pillars. The pillars contain measures related to the EU transport legislation included in ANNEX I of the TCT, measures to enhance regional cooperation, and measures included in the Growth Plan and other strategic documents and political declarations. The action plan aims to prepare the environment for establishing a unified rail market in the Western Balkans that aligns with the EU transport legislation (as defined in ANNEX I of the TCT).

1.1. Content

The Next Generation Rail Action Plan for the Western Balkans consists of seven pillars:

- Market Access
- Train Driver licencing
- Railway Safety
- Interoperability
- Modernisation of the Railway Infrastructure
- Cooperation Western Balkans – European Union Member States
- Sustainable and Multimodal Measures

² https://www.berlinprocess.de/uploads/documents/chairs-final-declaration-2015_1714043784.pdf

1.2. Market Access

The foundation of a common regional rail market is a top priority for all stakeholders within the Transport Community. The following actions/measures aim to prepare all regional partners for the opening of the rail market at the domestic and regional levels: ensuring compliance with TCT provisions (as defined within the ANNEX I) to avoid market opening breaches at the domestic level and during the second transitional period; finalising the institutional framework with bodies like National Safety Agency (NSA), National Investigation Body (NIB), Railway Regulatory Agency (RRA), and Designated Body (DEBO); ensuring management, functional and financial independence of infrastructure managers for competitive rail market; improve the overall process of the network statement for railway infrastructure, service facilities statements for ports and terminals; implementing contracts to compensate Public Service Obligations on passenger transport as per EU regulations; as well as establishing of the multi-annual contracts between relevant authorities and infrastructure managers to ensure stability and effective management.

Action	Regional partners concerned, and deadlines ³		Relation with the TCT Annex I – European Union Legislation /New Growth Plan
	Transposition	Implementation	
Ensure the opening of the market at the domestic level	North Macedonia Q1 2026	North Macedonia Q4 2026	Annex I.2 Rules applicable to Rail transport in the Market Access Regulatory Area, closely related to: - Directive 2012/34/EU of the European Parliament and the Council of 21 November 2012.
	Bosnia and Herzegovina Q4 2026	Bosnia and Herzegovina Q4 2027	
Ensure the opening of the market on a regional level and enter the second transitional period as per TCT Protocols.	Serbia, Montenegro Q1 2026	Serbia, Montenegro Q4 2026	Annex I.2 Rules applicable to Rail transport in the Market Access Regulatory Area, Interoperability Regulatory Area and Train Driver Licensing Regulatory Area, closely related to: - Directive 2012/34/EU of the European Parliament and the Council of 21 November 2012. - Commission Implementing Regulation (EU) 2016/545 of 7 April 2016.
	Kosovo Q1 2026	Kosovo Q4 2026	
	Albania, Bosnia and Herzegovina, North Macedonia, Q1 2027	Albania, Bosnia and Herzegovina, North Macedonia Q4 2027	
Establish functioning institutions (NSA, NIB, RRA, DEBO)	Albania, Bosnia and Herzegovina - Q2 2025	Albania, Bosnia and Herzegovina Q2 2026	Annex I.2 Rules applicable to Rail transport in the Market Access Regulatory Area, Interoperability Regulatory Area and Train Driver Licensing Regulatory Area closely related to: - Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012. - Directive (EU) 2016/798 of the European Parliament and of the Council of 11 May 2016.
	North Macedonia - Q1 2025	North Macedonia Q3 2025	

³ The Regional Partners not mentioned have completed the action.

			<ul style="list-style-type: none"> - Directive (EU) 2016/797 of the European Parliament and of the Council of 11 May 2016. - Commission Implementing Regulation (EU) 2016/545 of 7 April 2016.
Ensure managerial and financial independence of the infrastructure manager	Albania Q1 2025 Bosnia and Herzegovina - Q1 2026	Albania Q2 2025 Bosnia and Herzegovina Q4 2026	Annex I.2 Rules applicable to Rail transport in the Market Access Regulatory Area closely related to: <ul style="list-style-type: none"> - Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012. - Directive (EU) 2016/2370 of the European Parliament and of the Council of 14 December 2016
Publish Network Statement for Railway Infrastructure	Albania Q1 2025 Bosnia and Herzegovina Q1 2026	Albania Q2 2025 Bosnia and Herzegovina Q4 2026	Annex I.2 Rules applicable to Rail transport in the Market Access Regulatory, closely related to: <ul style="list-style-type: none"> - Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012.
Publish Service Facilities Description (sea and river ports, terminals)	Bosnia and Herzegovina Q2 2025 Albania Q2 2025	Bosnia and Herzegovina Q4 2025 Albania Q4 2025	Annex I.2 Rules applicable to Rail transport in the Market Access Regulatory Area, closely related to: <ul style="list-style-type: none"> - Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012. - Commission Implementing Regulation (EU) 2016/545 of 7 April 2016. - Commission Implementing Regulation (EU) 2017/2177 of 22 November 2017.
Award a Contract to compensate Public Service Obligations on passenger transport and award procedure as per EU Acquis concerning the opening of the market for domestic passenger transport services by rail	All Regional Partners Q1 2025	All Regional Partners Q4 2026	Annex I.2 Rules applicable to Rail transport in the Market Access Regulatory Area, closely related to: <ul style="list-style-type: none"> - Regulation (EC) No 1370/2007 amended with Regulation (EU) 2016/2338.
Ensure award of Multi-annual contracts between the relevant authority and the infrastructure manager	All Regional Partners Q1 2025	All Regional Partners Q4 2026	Annex I.2 Rules applicable to Rail transport in the Market Access Regulatory Area, closely related to: <ul style="list-style-type: none"> - Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012.

Expected outcomes:

Opened rail market by all regional partners at the domestic level. Two of the regional partners have entered the second phase of the transitional period leading towards the market's opening at the regional level. Completion of the institutional framework for the NSA, NIB, RRA, and DEBO, ensuring their independent operation and sufficient resources and staffing. Improved publishing process of the comprehensive network statement for railway infrastructure, including the service facility statements for sea and river ports and terminals. Improved the overall compensation environment of public service obligations (PSOs) on passenger transport. Increased number of established multi-annual contracts between relevant authorities and the infrastructure manager.

1.3. Train Driver Licencing

Train driver licensing is critical for ensuring safe and efficient railway operations. They represent a combination of technical proficiency, regulatory compliance, and commitment to maintaining high safety standards in railway transport. The main focus will be on further implementing EU Directive 2007/59, Regulation (EU) 2019/554 and Regulation (EU) No 36/2010.

Action	Regional partners concerned, and deadlines		Relation with the TCT Annex I – European Union Legislation/New Growth Plan
	Transposition	Implementation	
Transpose and implement EU Acquis on the certification of train drivers operating locomotives and trains on the railway system.	All Regional Partners Q4 2025	All Regional Partners Q4 2026	Annex I.2 Rules applicable to Rail transport in the Train Driver Licensing Regulatory Area, closely related to: - Directive 2007/59/EC of the European Parliament and of the Council of 23 October 2007. - Regulation (EU) 2019/554 of 5 April 2019 amending Annex VI to Directive 2007/59/EC of the European Parliament and of the Council.
Transpose and implement EU Acquis on models for train driving licences, registers, complementary certificates, certified copies of complementary certificates, examination centres and application forms for train driving licenses.	All Regional Partners Q4 2025	All Regional Partners Q4 2026	Annex I.2 Rules applicable to Rail transport in the Train Driver Licensing Regulatory Area, closely related to: - Regulation (EU) 36/2010 of 3 December 2009. - Commission Decision 2010/17/EC of 29 October 2009. - Commission Decision 2011/765/EU of 22 November 2011.

Expected outcomes:

Transposed legislation related to the train driver licensing process. Ensured safe and efficient railway operations by guaranteeing technical proficiency, regulatory compliance, and a commitment to high safety standards in railway transport. Sustainable process of train driver licensing ensured by all regional partners.

1.4. Interoperability

All regional partners aspiring to integrate with the European TEN-T Network must comply and align their legislation with the regulations and standards defined in ANNEX I of the TCT. This includes interoperability of railway systems, enabling cross-border operations, and enhancing connectivity within the region and with the neighbours.

In order to enhance railway operations and integration, it is essential to transpose and implement the interoperability Directive 2008/57/EC and its updated version, Directive (EU) 2016/797, known as the 4th Railway Package. Additionally, all EU Technical Specifications for Interoperability (TSIs) must be adopted and enforced. Additionally, there is a need to establish an electronic register of vehicles within the European Vehicle Register (EVR) and an electronic register and management system for railway infrastructure in line with the European Registers of Infrastructure (RINF).

Action	Regional partners concerned, and deadlines		Relation with the TCT Annex I – European Union Legislation /New Growth Plan
	Transposition	Implementation	
Transpose and implement the EU Acquis related to Interoperability from the 4th Railway Package	All Regional Partners Q2 2025	All Regional Partners Q4 2026	Annex I.2 Rules applicable to Rail transport in the Interoperability Regulatory Area, closely related to: - Directive (EU) 2016/797 (4th railway package).
Transpose and implement all EU Technical Specifications for Interoperability	Bosnia and Herzegovina – Q2 2026	Bosnia and Herzegovina – Q4 2027	Annex I.2 Rules applicable to Rail transport in the Interoperability Regulatory Area.
	Others Q2 2025	Others Q4 2026	
Establish an electronic register of vehicles within the European Vehicle Register (EVR)	Bosnia and Herzegovina Q4 2025	Bosnia and Herzegovina Q1 2027	Annex I.2 Rules applicable to Rail transport in the Interoperability Regulatory Area, closely related to: - Directive (EU) 2016/797 of the European Parliament and of the Council of 11 May 2016. - Implementing Decision (EU) 2018/1614 of the European Parliament and of the Council of 25 October 2018.
	Others Q2 2025	Others Q4 2026	
Establish an electronic register of railway infrastructure, taking into account the existence of the European Registers of Infrastructure (RINF)	Bosnia and Herzegovina Q4 2025	Bosnia and Herzegovina Q1 2027	Annex I.2 Rules applicable to Rail transport in the Interoperability Regulatory Area, closely related to: - Commission Implementing Regulation (EU) 2019/777 of 16 May 2019.
	Others Q2 2025	Others Q4 2026	

Expected outcomes:

Transposed and initiated the implementation of the interoperability Directive. Strengthened enforcement of the Technical Specifications for Interoperability (TSIs). Established an electronic register of vehicles within the European Vehicle Register (EVR) and management system for railway infrastructure aligned with the European Registers of Infrastructure (RINF).

1.5. Railway Safety

The listed measures aim to establish mutual recognition of operating licenses, train driver licenses, safety certificates, and vehicle authorisations at a regional level, alongside implementing a Safety Management System. Additionally, certified maintenance workshops and streamlined national rules will contribute to standardised and efficient railway operations.

Action	Regional partners concerned, and deadlines		Relation with the TCT Annex I – European Union Legislation /New Growth Plan
	Transposition	Implementation	
The legislative, regulatory or other activities to achieve mutual recognition at the regional level of operating licenses, train driver licenses, safety certificates, and vehicle authorisation.	All Regional Partners Q2 2025	All Regional Partners Q4 2026	Annex I.2 Rules applicable to Rail transport in the Railway Safety Regulatory Area, closely related to: - Directive (EU) 2016/798 of the European Parliament and of the Council of 11 May 2016.
Safety Management System implemented	All Regional Partners Q2 2025	All Regional Partners Q4 2026	Annex I.2 Rules applicable to Rail transport in the Railway Safety Regulatory Area, closely related to: - Directive (EU) 2016/798 of the European Parliament and of the Council of 11 May 2016.
Entity in charge of vehicle maintenance, certified maintenance workshops	All Regional Partners Q2 2025	All Regional Partners Q4 2025	Annex I.2 Rules applicable to Rail transport in the Railway Safety Regulatory Area, closely related to: - Commission implementing Regulation (EU) 2019/779 of 16 May 2019.
Clean-up of national rules	All Regional Partners Continuously	All Regional Partners Q4 2027	Annex I.2 Rules applicable to Rail transport in the Railway Safety Area and the Interoperability Regulatory Area, closely related to: - Directive (EU) 2016/798 of the European Parliament and of the Council of 11 May 2016.

Expected outcomes:

Mutual recognition of main rail documents by at least two regional partners. Improved and more advanced safety management system, lowered risks and further improved regulatory compliance and safety performance across all aspects of railway operations.

1.6. Modernisation of rail network infrastructure

Listed actions involve establishing a Rail Infrastructure Asset Management System, developing Strategy/Action Plans for priority regional railway projects, particularly those specified in the European Investment Plan (EIP), and preparing tender dossiers to enhance safety at level crossings.

Action	Regional partners concerned, and deadlines		Relation with the TCT Annex I – European Union Legislation /New Growth Plan
	Transposition	Implementation	
Railway Infrastructure Asset Management System (RIAMS) established	All Regional Partners Q2 2025	All Regional Partners Q4 2027	Annex I.2 Rules applicable to Rail transport.
Adopt a national rail infrastructure development strategy/ plan	All Regional Partners Q2 2025	All Regional Partners Q4 2027	Economic and Investment Plan for the Western Balkans and New Growth Plan Reform Agenda. Annex I.2 Rules applicable to Rail transport in the Railway Safety Regulatory Area, closely related to: - Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012. - Regulation (EU) No. 1679/2024 repealing Regulation (EU) No. 1315/2013.
Level-Crossings Safety Improvement – preparation of tender dossier	All Regional Partners Q4 2024	All Regional Partners Q4 2026	Annex I.2 Rules applicable to Rail transport in the Railway Safety Regulatory Area, closely related to: - Directive (EU) 2016/798 of the European Parliament and of the Council of 11 May 2016.

Expected outcomes:

Established Railway Infrastructure Asset Management Systems. Drafted and approved Strategy/Action Plans for priority regional projects. Drafted and finalised tender dossiers for projects related to the Level-Crossings Safety Improvement.

1.7. Cooperation within the region

Listed actions involve establishing regional networks for Rail Regulatory Authorities, National Safety Authorities (NSAs), and National Investigation Bodies (NIBs) to enhance coordination, cooperation, and regulatory oversight across the region's railway systems.

Action	Regional partners concerned, and deadlines		Relation with the TCT Annex I – European Union Legislation /New Growth Plan
	Transposition	Implementation	
Establishing a Regional Network of Rail Regulatory Authorities	All Regional Partners	All Regional Partners	Annex I.2 Rules applicable to Rail transport in the Market Access Regulatory Area, closely related to:
	Q4 2025	Q4 2026	- Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012.
Establishing a Regional Network of NSAs	All Regional Partners	All Regional Partners	Annex I.2 Rules applicable to Rail transport in the Railway Safety Regulatory Area, closely related to:
	Q2 2025	Q4 2026	- Directive (EU) 2016/798 of the European Parliament and of the Council of 11 May 2016.
Establishing a Regional Network of NIBs	All Regional Partners	All Regional Partners	Annex I.2 Rules applicable to Rail transport in the Railway Safety Regulatory Area, closely related to:
	Q2 2025	Q4 2026	- Directive (EU) 2016/798 of the European Parliament and of the Council of 11 May 2016.

Expected outcomes:

Established the above-listed bodies, improved coordination and streamlined governance of railway operations, and increased efficiency in handling safety and regulatory matters. Further enhancement of knowledge sharing and adoption of best practices among all network members.

1.8. Sustainable and multimodal measures

The listed actions focus on advancing digitalisation and e-freight capabilities by adopting legislation aligned with the EU Acquis. Additionally, efforts are directed towards promoting multimodality through preparing and approving action plans for developing a network of multimodal freight terminals. Enhancing resilience and sustainability in the rail sector is an additional priority.

	Regional partners concerned, and deadlines		Relation with the TCT Annex I – European Union Legislation /New Growth Plan
Action	Transposition	Implementation	
Digitalisation and e-freight			
Adopt relevant legislation to align with the regulation on electronic freight transport information (eFTI)	All Regional Partners Q4 2025	All Regional Partners Q1 2026	Annex I.2 Rules applicable to Rail transport in the electronic freight transport information area, closely related to: - Regulation (EU) 2020/1056 of the European Parliament and of the Council of 15 July 2020.
Pilot eFTI platform	All Regional Partners Q4 2027	All Regional Partners Q4 2027	Annex I.2 Rules applicable to Rail transport in the electronic freight transport information area, closely related to: - Regulation (EU) 2020/1056 of the European Parliament and of the Council of 15 July 2020.
Advancement of multimodality			
Preparation and approval of an action plan for the development of a multimodal freight terminal network developed under TCT TA on multimodality	All Regional Partners Q1 2025	All Regional Partners Q2 2026	Strategy for Sustainable and Smart Mobility in the Western Balkans (TCT Secretariat, 2021). Annex I.2 Rules applicable to Rail transport, closely related to: - Regulation (EU) No. 1679/2024 repealing Regulation (EU) No. 1315/2013.
Resilience			
Build and strengthen institutional capacities for infrastructure risk assessments, resilience planning and mainstreaming of climate adaptation measures across infrastructure sectors	All Regional Partners Continuously	All Regional Partners Q4 2027	Annex I.2 Rules applicable to Rail transport, closely related to: Regulation (EU) No. 1679/2024 repealing Regulation (EU) No. 1315/2013.

Expected outcomes:

Enhanced efficiency and transparency in freight transport through digitalisation and the adoption of the eFTI. Further improvement of connectivity through the strengthening of multimodality. Strengthened institutional capacities for infrastructure resilience and climate adaptation measures are expected to mitigate risks, ensuring robust infrastructure systems capable of withstanding environmental challenges and enhancing the overall sustainability and resilience of transport networks.

1.9. Concluding Remarks

The measures outlined in the Next Generation of Rail Action Plans are crucial for enhancing the transposition of the relevant EU Rail legislation and ensuring compliance with the extended TEN-T Rail Network in the Western Balkans.

The Action Plan is expected to lead to the regional rail market opening by at least two regional partners by addressing challenges in the transposition of EU rail legislation. In addition, all regional partners are expected to fully comply with the Conditions relating to transition for rail transport stipulated in the Regional Partners individual protocols in the Transport Community Treaty.

The implementation of the Interoperability Directive and advancing with the enforcement of the EU Technical Specifications for Interoperability (TSIs) will ensure efficient cross-border traffic without technical obstacles. It will result in reduced border waiting time and more efficient train operations.

All Regional Partners are expected to join the European Vehicle Register (EVR). Additionally, the modernisation of railway infrastructure through ongoing projects should improve the overall compliance rate with the TEN-T standards by 20%.

Establishing three Rail Networks – Regional Network of Rail Regulatory Authorities, Regional Network of NSAs, and Regional Network of NIBs – will further improve regional cooperation.

Sustainable and multimodal measures will level up all regional partners' digitalisation and e-freight capabilities by adopting legislation aligned with EU Acquis. Furthermore, the advancement of multimodality and improved resilience of the railway infrastructure is expected.

2. Next Generation Road Action Plan

The first generation of the Road Action Plan 2020-2024 served as a strategic guide for developing an efficient, climate-resilient, intelligent, and resource-efficient Trans-European Transport Network (TEN-T) in the Western Balkans, with an emphasis on incorporating “green” and “smart” elements into the road network and its operations. The overall progress in implementing the first-generation Road Action Plan was moderate. The execution of the planned actions was supported by the TCT Secretariat and various instruments, and assistance was provided by the European Commission through its IPA program (CONNECTA), including contributions from other International Financial Institutions.

Road maintenance measures remained relatively stagnant, notably because the region has insufficiently developed RAMS (Road Asset Management System) and implemented SLA (Service Level Agreement) as a road maintenance contracting model. At the same time, the implementation of ITS and e-tolling interoperability progressed satisfactorily, and measures to improve the climate resilience of the network and the use of alternative fuels have made moderate progress.

Key achievements during the past three years include the preparation and adoption of the ITS strategy in almost all regional partners, the preparation of the regional plan for the installation of e-charging stations, and the Regional Climate Resilience Action Plan. Additionally, there has been successful interoperability of e-tolling between Serbia and North Macedonia, joined by Montenegro in 2024. Interoperability has also been established between both operators in Bosnia and Herzegovina, with a pilot program underway in collaboration with Croatia.

While some progress was achieved with the support of the previous Road Action Plan, significant work remains to be done in this area to fully align with EU policies. This next generation of Road Action Plan, covering the period until 2027, aims to support this process, building on lessons learned and achievements of its predecessor.

The Next Generation Road Action Plan supports the transposition of Annex I.3 of the Transport Community Treaty, covering rules applicable to road transport while incorporating the latest changes in EU legislation and aligning with the New Growth Plan Reform Agenda. It introduces forward-looking measures to enhance the efficiency and responsiveness of road transport for both goods and passengers. Though it retains the four main pillars of the previous plan, this updated version provides more precisely defined actions, reflecting progress achieved, the specific needs of regional partners, and recent updates to relevant EU regulations.

The aim of the Next Generation Road Action Plan is not only to drive economic growth but also to enhance the quality of life for citizens across the Western Balkans region.

2.1. Content

The Next Generation Road Action Plan for the Western Balkans consist of four pillars:

- Establishing a functioning and efficient road maintenance system,
- ITS Deployment on the Core/Comprehensive Road Network,
- Enhancing Road transport resilience and use of alternative fuels
- enhancing regional cooperation and experience exchange.

2.2. Establishing a functioning and efficient road maintenance system

The listed actions aim to enhance road infrastructure planning and management through a multiannual maintenance plan, systematic data collection, asset condition assessment, and the establishment of a Road Asset Management System (RAMS). The maintenance plan outlines scheduled activities, prioritises tasks, and allocates resources. Data collection utilises technologies like GIS to create a detailed inventory of road assets. Regular asset condition assessments will evaluate the physical state of infrastructure using standardised methodologies. RAMS integrates these processes into a cohesive framework for optimised decision-making and asset sustainability. A Service Level Agreement (SLA) between the Ministry of Transport and Road Authorities/Public Enterprises also formalises terms, responsibilities, and performance expectations.

Action	Regional partners concerned, and deadlines		Relation with the TCT Annex I – European Union Legislation /New Growth Plan
	Transposition	Implementation	
Adopt a multiannual maintenance plan	All Regional Partners Q3 2025	All Regional Partners Q1 2026	Regulation (EU) No. 1679/2024 repealing Regulation (EU) No. 1315/2013 Regulation (EU) No. 1315/2013
Data Collection and Inventory	All Regional Partners Q4 2024	All Regional Partners Q1 2025	Regulation (EU) No. 1679/2024 repealing Regulation (EU) No. 1315/2013 Regulation (EU) No. 1315/2013
Asset Condition Assessment	Regional partners Q2 2025	All Regional Partners Q3 2025	Regulation (EU) No. 1679/2024 repealing Regulation (EU) No. 1315/2013 Regulation (EU) No. 1315/2013
Establishing Road Asset Management System (RAMS)	Albania, Bosnia and Herzegovina, Kosovo, Montenegro, Serbia Q2 2026	Albania, Bosnia and Herzegovina, Kosovo, Montenegro, Serbia Q3 2026	Regulation (EU) No. 1679/2024 repealing Regulation (EU) No. 1315/2013 Regulation (EU) No. 1315/2013
Signing of Service Level Agreement between Ministry of Transport and Road Authorities/ Public Enterprises/ Public Enterprises for Maintenance	Albania, Bosnia and Herzegovina, Kosovo, Montenegro, North Macedonia Q4 2025	Albania, Bosnia and Herzegovina, Kosovo, Montenegro, North Macedonia Q1 2026	Regulation (EU) No. 1679/2024 repealing Regulation (EU) No. 1315/2013 Regulation (EU) No. 1315/2013

Expected outcomes:

The efficiency, predictability, and sustainability of road infrastructure will be improved by optimising budget allocation. A multiannual maintenance plan will minimise disruptions and enhance budget management. The established data collection system will create a more accurate and accessible database of road assets, supporting informed decision-making. Regular condition assessments will ensure timely maintenance and prioritisation of tasks. The implementation of RAMS (Road Asset Management System) will strengthen data-driven decision-making, optimise investments, and improve the resilience and reliability of the road infrastructure. The Service Level Agreement (SLA) will also streamline service delivery, enhance service quality and efficiency, and promote transparent governance, ultimately leading to higher public satisfaction and better infrastructure performance. These improvements will result in a road network that complies with EU standards, as outlined in Annex I of the Transport Community Treaty.

2.3. ITS Deployment on Core/Comprehensive Road Network

The scope of these measures involves the comprehensive integration of advanced technologies and data-driven solutions into transport infrastructure and operations, guided by a strategic framework to enhance safety, efficiency, and sustainability. This includes the adoption of an Intelligent Transport System (ITS) Strategy, the transposition of the ITS EU Directive and Delegated Regulations into national legislation, and the establishment of centralised platforms and organisational structures like the National Access Point (NAP) and National Bodies. These measures aim to promote harmonisation, interoperability, and standardisation across the region, improve real-time traffic information services (RTTI) and multimodal travel information systems and facilitate the consistent implementation of interoperable electronic tolling systems across the Western Balkans region.

Action	Regional partners concerned, and deadlines		Relation with the TCT Annex I – European Union Legislation /New Growth Plan
	Transposition	Implementation	
Adopt ITS Strategy and Action Plans aligned with regional ITS Vision and strategic objectives	Bosnia and Herzegovina, Serbia Q4 2024	Bosnia and Herzegovina, Serbia Q1 2025	Regulation (EU) No. 1679/2024 repealing Regulation (EU) No. 1315/2013 Growth Plan Reform Agenda
Transposition of Directive on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport	All Regional Partners Q2 2026	All Regional Partners Q1 2027	Annex I.3 Rules applicable to road transport in the regulatory area of Intelligent Transport System: Directive (EU) 2661/2023 Directive (EU) 40/2010 Growth Plan Reform Agenda
Establishment of the National Access Points and National Bodies	All Regional Partners Q4 2026	All Regional Partners Q2 2027	Annex I.3 Rules applicable to road transport in the regulatory area of Intelligent Transport System: Directive (EU) 2661/2023 Directive (EU) 40/2010 Delegated Regulation (EU) 670/2022 Growth Plan Reform Agenda

Transposition of Delegated Regulation on real-time traffic information services (RTTI)	All Regional Partners Q4 2026	All Regional Partners Q2 2027	Annex I.3 Rules applicable to road transport in the regulatory area of Intelligent Transport System: Delegated Regulation (EU) 670/2022 Delegated Regulation (EU) 962/2015 Growth Plan Reform Agenda
Transposition of Delegated Regulation on Multimodal Travel Information Services (MTIS)	All Regional Partners Q4 2026	All Regional Partners Q2 2027	Annex I.3 Rules applicable to road transport in the regulatory area of Intelligent Transport System: Delegated Regulation (EU) 490/2024 New Growth Plan Reform Agenda
Transposition of Directive on the interoperability of electronic road toll systems	All Regional Partners Q4 2024	All Regional Partners Q1 2025	Annex I.3 Rules applicable to road transport in the regulatory area of Road Toll Systems: Directive (EU) 520/2019
Sign the electronic tolling interoperability agreement between Regional Partners	Albania Q2 2025 Bosnia and Herzegovina Q1 2025 Kosovo, once tolling is in place	Albania Q3 2025 Bosnia and Herzegovina Q2 2025 Kosovo, once tolling is in place	Annex I.3 Rules applicable to road transport in the regulatory area of Road Toll Systems: Directive (EU) 520/2019

Expected outcomes:

The deployment of Intelligent Transport Systems (ITS) will enhance safety, efficiency, and sustainability. Key improvements include real-time traffic information services, streamlined toll collection systems, and strengthened regional connectivity, benefiting mobility and trade. These advancements align the region with EU Directives, fostering closer integration. The e-tolling interoperability will enable real-time traffic monitoring, improve the quality of traffic services, and support the growth of digital services in transport.

2.4. Enhancing road transport climate resilience and use of alternative fuels

The measures to enhance road transport climate resilience and the use of alternative fuels in the Western Balkans include adopting the European Commission Technical Guidance on climate-proofing infrastructure, implementing a Resilience Action Plan for Core and Comprehensive Road Network, undertaking risk-based vulnerability interventions for the TEN-T Networks, and enhancing the use of alternative fuels by deploying e-charging stations. These initiatives involve integrating climate risk assessments and adaptation measures into infrastructure projects, strengthening road networks against natural disasters, prioritising interventions based on risk assessments, and promoting electric vehicle uptake through the strategic deployment of charging infrastructure.

Action	Regional partners concerned, and deadlines		Relation with the TCT Annex I – European Union Legislation /New Growth Plan
	Transposition	Implementation	
Adopt European Commission Technical Guidance on the climate-proofing of infrastructure in the period 2021 -2027 (2021/C 373/01)	All Regional Partners Q2 2025	All Regional Partners Q4 2025	Regulation (EU) No. 1679/2024 repealing Regulation (EU) No. 1315/2013
Adopt the Resilience Action Plan for Road Core/Comprehensive Network	All Regional Partners Q4 2024	All Regional Partners Q1 2025	Regulation (EU) No. 1679/2024 repealing Regulation (EU) No. 1315/2013
Undertake risk-based vulnerability interventions for the most vulnerable sections of the indicative extension of Core/ Comprehensive TEN-T Networks in the Western Balkans	All Regional Partners Q3 2025	All Regional Partners Q1 2026	Regulation (EU) No. 1679/2024 repealing Regulation (EU) No. 1315/2013
Enhancing the use of alternative fuels in the Western Balkans:			
Transposition of Alternative Fuel Infrastructure Regulation (AFIR)	All Regional Partners Q4 2025	All Regional Partners Q1 2026	Regulation (EU) 1804/2023 repealing Directive (EU) 2014/94/EU
Adopt the National policy frameworks for deployment of e-charging stations meeting the AFIR targets in the Road Core/ Comprehensive network and the AFIR fleet-based targets	All Regional Partners Q4 2026	All Regional Partners Q1 2027	Regulation (EU) No. 1679/2024 repealing Regulation (EU) No. 1315/2013 Regulation (EU) 1804/2023 repealing Directive (EU) 2014/94/EU
Deploy e-charging stations on the Road Core/Comprehensive network meeting the AFIR requirements	All Regional Partners Q4 2026	All Regional Partners Q4 2026	Regulation (EU) No. 1679/2024 repealing Regulation (EU) No. 1315/2013 Regulation (EU) 1804/2023 repealing Directive (EU) 2014/94/EU

Expected outcomes:

Improved resilience to climate change and natural disasters through enhanced planning and design processes, resulting in better-prepared and more functional infrastructure networks. The increased deployment of e-charging stations will further reduce greenhouse gas emissions and air pollution.

2.5. Enhancing regional cooperation and experience exchange

These measures aim to enhance regional cooperation and efficiency in road network management within the Western Balkans. This includes the functioning of Road Executive Networks to facilitate consultation and coordination before adopting maintenance plans and deploying ITS. Stakeholders will engage in capacity-building through workshops to exchange technical experiences and enhance skills across the region.

Action	Regional partners concerned, and deadlines		Relation with the TCT Annex I – European Union Legislation /New Growth Plan
	Transposition	Implementation	
Functioning of Road Executive Networks for regular consultation and coordination at the regional level before adoption of maintenance plans, deployment of ITS, etc	Memorandum of Understanding signed on 7 June 2022	Regional partners Continuously, annual meetings	Transport Community Treaty

Expected outcomes:

Established Road Executive Networks will continue to foster collaboration and mutual understanding, enhancing the effectiveness of joint initiatives. Increased human capacities will ensure the wider dissemination and utilisation of technical expertise.

2.6. Concluding Remarks

The measures outlined in the Road Action Plan related to road maintenance complement the efforts to develop the TEN-T Road Network in the Western Balkans in line with the TEN-T standards following Regulation (EU) No. 1679/2024. This Regulation stipulates that it is important that the TEN-T — once built — is adequately maintained to ensure a high quality of services, following a life cycle approach when planning and procuring infrastructure projects.

Significant improvements in road quality and road profile compliance rates can be achieved by addressing road maintenance issues, alongside the efforts to complete the ongoing projects as per the Economic Investment Plan timeline, 2027. Specifically, the compliance rate for the Road Core network is expected to increase from 52% in 2023 to 62% by 2027 and for the Comprehensive Network from 70% to 75% by 2027.

The deployment of Intelligent Transport Systems (ITS) and the improvement of climate resilience are integral to implementing TEN-T standards under Regulation (EU) 1679/2024. This Regulation mandates the deployment of ITS and addresses the impacts of climate change, natural hazards, and human-made disasters on infrastructure and accessibility, with a particular focus on regions, like the Western Balkans, that are most affected by climate change.

The European Commission's New Growth Plan for the Western Balkans recognises the importance of developing digital solutions. Establishing a robust strategic and legal framework for the deployment of Intelligent Transport Systems (ITS), in accordance with Annex I.3 of the Treaty and aligned with the deadlines of the Reform Agendas under the New Growth Plan, will accelerate progress toward achieving and maintaining compliance with TEN-T standards.

The deployment of e-charging stations every 60 km, following Regulation (EU) 1804/2023 on the deployment of alternative fuels infrastructure, will contribute significantly to the overall transport decarbonisation goals outlined in the Strategy for Sustainable and Smart Mobility for the Western Balkans.

Finally, the ongoing focus on capacity-building activities across all topics in this action plan will remain essential. High-level support for these measures, facilitated through discussions at regular meetings of the Network of Road Executives and the work of the Road Technical Committee, is of paramount importance. Referring to Annex I.3, Rules applicable to road transport, the transposition rate will be improved by the transposition of three ITS-related EU legislations and one Alternative Fuels Regulation by 2027.

3. Next Generation Road Safety Action Plan

The first publication of the Road Safety Action Plan 2020-2024 was intended as a roadmap for enhancing the safety measures related to road safety management, improving infrastructure, and ensuring the protection of vulnerable road users.

The overall progress during the first generation of the Action Plan has been moderate due to delays in various initiatives, such as the adoption of Road Safety Strategies and Action Plans and the establishment of Road Safety Agencies. However, the region has made significant efforts to improve high-risk road sections, advance data collection, and increase the enforcement against speeding, alcohol use, and seat belt compliance. Notable achievements for this reporting period have been the successful completion of the project for Serbia to “Join CARE Expert Group (as an observer) and Database”, the development of the Western Balkans Road Safety Observatory Information System and the collection of Key Performance Indicators on seat belt use based on the EU Methodology. These milestones have been accomplished with the support of the EU and the Transport Community Permanent Secretariat.

The statistics reveal that in 2023, the Western Balkans region had a very high number of road deaths, and there has not been a significant reduction as planned. Although there has been a slight decrease in the numbers (a reduction of 4% compared to baseline year 2019), it must be emphasised that the regional partners are far from reaching the goal of reducing fatalities by 50% by 2030 and that some regional partners are experiencing an increase in number of fatalities, rather than a reduction. The Safe System approach, a core feature of the Decade of Action in Road Safety for 2021-2030 and EU Road Safety Policy Framework 2021-2030, recognises that road transport is a complex system and places safety at its core. It also recognises that humans, vehicles and road infrastructure must interact in a way that ensures a high level of safety.

This Next Generation Road Safety Action Plan recommends actions and best practices for preventing serious road injuries and fatalities, in line with the Safe System Approach, and supports the transposition of the acquis related to road safety contained in TCT Annex I.3 and the EU Road Safety Policy Framework 2021-2030. It emphasises the importance of a holistic approach to road safety and calls for continued improvements in the design of roads and vehicles, enhancement of laws and law enforcement, and provision of timely, life-saving emergency care for the injured. That said, the goal is to integrate safety measures into every part of the road system to create a secure environment for all road users, including pedestrians, cyclists, and drivers.

3.1. Content

The Next Generation Road Safety Action Plan for the Western Balkans consist of five pillars:

- Strengthening road safety management,
- Promote safer infrastructure,
- Promote the protection of road users (including speed management),
- Promote the use of safer vehicles and
- Enhance cooperation and exchange of experience.

3.1. Strengthening the road safety management

To enhance road safety management, the implementation of several critical measures should be prioritised. First and foremost, establishing a Lead Road Traffic Safety Agency serves as the cornerstone, ensuring centralised monitoring and coordination. The agency will streamline efforts across various stakeholders under the supervision of Competent Authorities, thereby enhancing efficiency and accountability in implementing road safety measures.

A critical aspect concerns improving systematic data collection on road traffic fatalities and serious injuries, according to EU standards such as the CARE data model (also known as the Common Accident Data Set (CADaS) protocol). By consolidating and enhancing data quality, authorities can accurately assess trends, identify high-risk areas, and tailor interventions effectively. Meeting criteria for integration into the EU CARE database further reinforces transparency and benchmarking against international best practices. Introducing the Maximum Abbreviated Injury Scale (MAIS) 3+ and trauma registries strengthens the system's capacity to promptly address serious injuries, ensuring a holistic approach to road safety that prioritizes both prevention and response measures.

Moreover, developing a comprehensive Road Safety Strategy and Action Plan with the aim of a 50% reduction in fatal and serious injuries by 2030, in line with both EU and UN frameworks, and reflecting a commitment to reducing road accidents through evidence-based strategies is imperative. Through these pillars, a cohesive and proactive approach emerges, aimed at significantly mitigating road traffic risks and saving lives.

Action	Regional partners concerned, and deadlines		Relation with the TCT Annex I – European Union Legislation /New Growth Plan
	Transposition	Implementation	
Improve the functionality of the coordination body under the supervision of the Competent Authorities and ensure its functionality	All Regional Partners Q1 2027	All Regional Partners Q4 2027	Valletta Declaration endorsed by Ministers of Transport of EU Ljubljana Road Safety Declaration endorsed by Transport Ministers of Western Balkans UN General Assembly Resolution
Establish a Lead Road Traffic Safety Agency	All Regional Partners (excluding Serbia) Q4 2026	All Regional Partners Q4 2027	EU Road Safety Policy Framework 2021-2030 UN General Assembly Resolution
Improve or establish 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)	All Regional Partners (excluding Serbia and Montenegro) 2026	All Regional Partners Q1 2027	Council Decision of 30 November 1993 on the creation of a community database on road accidents Annex I.3 Rules applicable to road transport in the regulatory area of road infrastructure safety management Directive (EU) 2019/136 amending Directive 2008/96/EC Valletta Declaration endorsed by Ministers of Transport of EU Ljubljana Road Safety Declaration endorsed by Transport Ministers of Western Balkans

Fulfil criteria for joining the EU CARE database	All Regional Partners (excluding Serbia) Q2 2026	Montenegro, North Macedonia Q4 2025	Council Decision of 30 November 1993 on the creation of a community database on road accidents Directive (EU) 2019/1936 amending Directive 2008/96/EC
Improve serious injuries dataset and establish trauma registries, including the introduction and implementation of MAIS3	All Regional Partners Q2 2026	All Regional Partners Q4 2026	Valletta Declaration endorsed by Ministers of Transport of EU Ljubljana Road Safety Declaration endorsed by Transport Ministers of Western Balkans
Develop the Road Safety Strategy and Action Plan with the aspirational targets for halving the number of fatal and serious road traffic injuries between 2021 and 2030	All Regional Partners (excluding Serbia and Kosovo) Q1 2025	Albania, Montenegro, Bosnia and Herzegovina, North Macedonia Q1 2027	EU Road Safety Policy Framework 2021-2030 UN General Assembly Resolution

Expected outcomes:

Further strengthened institutional framework. Enhanced data collection systems, including a more robust governance structure capable of effectively coordinating and implementing safety measures. This leads to better oversight and evaluation of initiatives, ensuring timely adjustments and improvements where needed.

3.2. Promote safer infrastructure

Promoting safer infrastructure secured through rigorous implementation of key EU Directives aimed at enhancing road network safety and minimising risks for all users. Directive 2008/96/EC, alongside its 2019 amendment (Directive (EU) 2019/1936), serves as a pivotal framework for road infrastructure safety management. These directives mandate comprehensive safety assessments and management practices across road networks, ensuring consistent standards in identifying and mitigating hazards. By adhering to these directives, authorities can systematically enhance infrastructure resilience, promote safer road conditions, and ultimately reduce the frequency and severity of accidents.

In addition, Directive 2004/54/EC sets stringent safety requirements specifically for tunnels, ensuring they meet minimum safety standards to protect users during transit. These measures encompass everything from lighting and ventilation to emergency response preparedness, fostering a secure environment in tunnels across the TEN-T network.

Moreover, establishing and enforcing appropriate speed limits supported by advanced safety measures like road signs, speed cameras, and speed-restricting mechanisms are essential components of a comprehensive road safety strategy. These measures not only promote compliance with regulations but also enhance awareness and accountability among drivers, contributing significantly to overall road safety outcomes.

Action	Regional partners concerned, and deadlines		Relation with the TCT Annex I – European Union Legislation /New Growth Plan
	Transposition	Implementation	
Implementation of the Road Infrastructure Safety Management Directive and its amendment Directive	All Regional Partners Q2 2026	All Regional Partners Q2 2027	Annex I.3 Rules applicable to road transport in the regulatory area of <i>road infrastructure safety management</i> Directive (EU) 2019/1936 amending Directive 2008/96/EC
Implementation of the Directive on Minimum Safety Requirements for Tunnels	All Regional Partners Q2 2026	All Regional Partners Q2 2027	Directive 2004/54/EC on minimum safety requirements for tunnels in the trans-European road network
Establish and enforce adequate speed limits supported by appropriate safety measures, such as road signs, speed cameras, and other speed-restricting mechanisms, to ensure the safety of all road users.	All Regional Partners Q4 2026	All Regional Partners Q4 2027	Annex I.3 Rules applicable to road transport in the regulatory area of tunnels Directive (EU) 2019/1936 amending Directive 2008/96/EC Council Directive 92/6/EEC on the installation and use of speed limitation devices for certain categories of motor vehicles

Expected outcomes:

Implemented Road Infrastructure Safety Management and Tunnel Safety EU Directives, minimising road accident risks and enhancing overall transportation safety. Contribution to the creation of safe infrastructure that meets the regulatory requirements. These outcomes promise to establish a secure and reliable transportation network that prioritizes the well-being and safety of all users.

3.3. Promote the protection of road users

Ensuring the safety of vulnerable road users demands a multifaceted approach centred on targeted programs and infrastructure enhancements. Key initiatives include developing specific protection programs tailored for powered-two-wheelers and addressing their unique safety challenges through education and infrastructure improvements. Enhancing the safety of pedestrians, cyclists, and motorcyclists involves infrastructure design that integrates dedicated lanes, crossings, and traffic calming measures coupled with speed management protocols. Effective enforcement of road safety measures is critical to curbing unsafe behaviours such as speeding, impaired driving, and distracted driving, thereby protecting vulnerable road users from preventable risks. Moreover, continuous education and training initiatives are pivotal in promoting responsible road behaviour, particularly among novice drivers, motorcycle riders, and professional drivers, reinforcing the importance of respecting the traffic rules and promoting a safety culture on our roads.

Action	Regional partners concerned, and deadlines		Relation with the TCT Annex I – European Union Legislation /New Growth Plan
	Transposition	Implementation	
Develop specific programmes for the protection of vulnerable road users and, in particular, for the safety of pedestrians, cyclists and powered two-wheelers by appropriate infrastructure design and speed management	All Regional Partners Q1 2027	All Regional Partners Q4 2027	Annex I.3 Rules applicable to road transport in the regulatory area of road infrastructure safety management Directive (EU) 2019/1936 amending Directive 2008/96/EC Valletta Declaration endorsed by Ministers of Transport of EU Ljubljana Road Safety Declaration endorsed by Transport Ministers of Western Balkans
Enforce effective road safety measures to address unsafe behaviour, like speeding, drunk and drug driving, failing to use seatbelts, child restraints, helmets, use of mobile phones	All Regional Partners Q1 2026	All Regional Partners Q4 2027	Council Directive 92/6/EEC on the installation and use of speed limitation devices for certain categories of motor vehicles Council Directive 91/671/EEC relating to the compulsory use of safety belts and child-restraint systems in vehicles Valletta Declaration endorsed by Ministers of Transport of EU Ljubljana Road Safety Declaration endorsed by Transport Ministers of Western Balkans
Measures related to the requirements for driving licences and better cross-border enforcement of road traffic rules (road safety package March 2023)	All Regional Partners 2026	All Regional Partners Q1 2027	Annex I.3 Rules applicable to road transport in the regulatory area of Driving Licence and cross-border enforcement of road traffic rules
Improve road users' behaviour through continued and effective education and training, focusing in particular on novice drivers, motorcycle riders and professional drivers, awareness-raising campaigns	All Regional Partners 2026	All Regional Partners Q1 2027	Valletta Declaration endorsed by Ministers of Transport of EU Ljubljana Road Safety Declaration endorsed by Transport Ministers of Western Balkans UN General Assembly Resolution

Expected outcomes:

Further strengthened responsible driving and adherence to safety regulations through enhanced awareness campaigns, education programs, and enforcement of traffic laws. Improved safer road designs, installation of appropriate signage and barriers, and speed management measures.

3.4. Promote the use of safer vehicles

Enhancing vehicle safety standards is a pivotal strategy in safeguarding all road users. Central to this effort is promoting and enforcing safety measures, ensuring that vehicles meet stringent criteria for occupant protection. This includes equipping vehicles with essential safety features such as seat belts, airbags, and advanced active safety systems, which are crucial in mitigating injury risks during accidents. Moreover, as intelligent transport systems (ITS) become increasingly integrated, it is imperative to ensure compatibility and interoperability with EU standards, particularly emphasizing systems like e-Call and 112 emergency services. Supporting the harmonization of EU regulations further strengthens vehicle safety across borders, encompassing comprehensive standards for homologation of motor vehicles, trailers, motorcycles, and agricultural vehicles. By adhering to these measures and enhancing collaboration, stakeholders can collectively advance vehicle safety, fortifying a safer and more resilient road network for all.

Action	Regional partners concerned, and deadlines		Relation with the TCT Annex I – European Union Legislation /New Growth Plan
	Transposition	Implementation	
Improve safety standards and roadworthiness of vehicles to protect road users	All Regional Partners Q2 2026	All Regional Partners Q1 2027	Directive 2014/45/EU on periodic roadworthiness tests for motor vehicles and their trailers and repealing Directive 2009/40/EC; Commission Delegated Directive (EU) 2021/1717 amending Directive 2014/45/EU; Commission Implementing Regulation (EU) 2019/621 on the technical information necessary for roadworthiness testing of the items to be tested.
Given the use of intelligent transport systems across the region, ensuring that services and systems are compatible and interoperable with EU standards (e-Call and 112)	All Regional Partners Q2 2025	All Regional Partners Q1 2027	Regulation (EU) No 305/2013 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
Support for harmonization of EU Regulations in the area of type-approval requirements for motor vehicles and their trailers	All Regional Partners Q2 2026	All Regional Partners Q1 2027	Regulation EU 2018/858, Regulation EU 167/2013, Regulation EU 168/2013. Regulation EU 2019/2144

Expected outcomes:

Increased number of vehicles equipped with advanced safety features such as airbags and anti-lock braking systems (ABS), resulting in a significant decrease in road accidents. Ensured compatibility and interoperability with emergency systems.

3.5. Enhancing regional cooperation and experience exchange

The measure will facilitate a more cohesive approach to road safety across the region, promoting uniform standards and practices prioritising the prevention of road traffic accidents. By fostering the exchange of experiences and best practices, the initiative aims to enhance the knowledge gained leading to more tailored interventions to local needs.

Action	Regional partners concerned, and deadlines		Relation with the TCT Annex I – European Union Legislation /New Growth Plan
	Transposition	Implementation	
Exchange of best practices within the region	All Regional Partners Q1 2027	All Regional Partners Q4 2027	Transport Community Treaty

Expected outcomes:

Increased capacities and knowledge gained from the regional partners. Improved policy-making processes will have an impact on lowering the number of road accidents with serious injuries and fatalities.

3.6. Concluding Remarks

Implementation of the comprehensive measures outlined in a road safety action plan is expected to contribute towards achieving the goals of reducing serious injuries and fatalities by 25% by 2027 and beyond to 50% by 2030.

Establishing a dedicated road safety agency plays a crucial role by centralising efforts, enhancing coordination among stakeholders, providing evidence-based policy measures and implementing targeted interventions based on data-driven insights.

Improving road infrastructure involves upgrading roads, intersections, and pedestrian crossings to meet safety standards, which, coupled with enhanced speed management, should reduce the number and severity of road accidents. These enhancements not only improve traffic flow but also mitigate risks associated with poor road conditions, contributing directly to the reduction of fatalities and injuries.

Preparing specific programmes for the protection of vulnerable road users—such as pedestrians, cyclists, and motorcyclists—through safer infrastructure, such as dedicated bike lanes and safe crossings, enhanced visibility measures, awareness campaigns, speed management, and increased enforcement of other road users (cars, vans, lorries, etc.) aims to decrease their involvement in road accidents.

Finally, capacity-building initiatives aimed at educating stakeholders and empowering local communities to enforce safety measures effectively contribute to continuous improvements in road safety outcomes.

4. Next Generation Waterborne and Multimodality Action Plan

Waterborne transport has been a crucial driver of economic development, facilitating trade and connections between nations, ensuring the secure supply of energy, food, and commodities, and serving as a key means of transport for imports and exports. In the Western Balkans, enhancing waterborne transport and multimodality is vital for regional integration, economic growth, and sustainable development.

The first Action Plan for Waterborne Transport and Multimodality provided a list of short and medium-term activities aimed at addressing critical issues in maritime transport, inland waterways as well as multimodality aspects and promoting their efficient use by targeting appropriate measures per the Transport Community Treaty and its Annexes I.4 and I.5.

The overall progress in implementing the first-generation Action Plan for Waterborne Transport and Multimodality was slow to moderate.

Regarding actions related to infrastructure, digitalisation, and green initiatives in ports, 30% of the planned measures for maritime ports have been implemented. Key achievements include the establishment of the Centre of Excellence for Maritime Affairs (CEMA), improvements to the Port Community Systems (PCS) in the ports of Durrës and Bar, the establishment of the Vessel Traffic Monitoring and Information System (phase I) in Montenegro, Montenegro's full membership in the Paris Memorandum of Understanding on Port State Control (Paris MoU), and the improved performance of the Albanian fleet, leading to its removal from the Paris MoU Blacklist.

For inland waterways, 20% of the planned actions have been implemented. Notable progress includes the reconstruction and modernisation of the River Port of Brčko in Bosnia and Herzegovina, the commencement of the project to remove sunken vessels in the Danube River, the implementation of Aids to Navigation (ATON), River Information Services (RIS), and Vessel Traffic Monitoring Systems (VTS) in Serbia, as well as the upgrade of the Iron Gate II Lock.

This Next Generation Action Plan outlines the priorities for the transposition of the EU Acquis outlined in Annex I.4 and I.5 of the Treaty, upgrade of port infrastructure, protection of the environment including decarbonisation, improvement of digitalisation, sustainability, human elements, and multimodal transport for Western Balkan Regional Partners, in full implementation of the Transport Community Treaty and its Annex I.

4.1. Content

The Next Generation Action Plan on Waterborne Transport and Multimodality for Western Balkan consists of four pillars:

- Promoting green and smart waterborne transport
- Promoting a safe and secure waterborne transport
- Improving navigability, port infrastructure and multimodal systems
- Enhancing the attractiveness of the workforce in waterborne sector

4.2. Promoting green and smart waterborne transport

Identified measures are in line with the Paris Agreement, which will gradually improve the overall waterborne transport conditions, mainly by making this sector greener, as well as improving the overall processes by deploying smart technology systems. Additionally, listed measures will reduce the administrative burden on ships and promoting the use of digital information will enhance the sector's efficiency, attractiveness, and environmental sustainability, integrating it into the digital multimodal logistics chain.

Action	Regional partners concerned, and deadlines		Relation with the TCT Annex I – European Union Legislation /New Growth Plan
	Transposition	Implementation	
Taking measures toward the path to zero-emission in waterborne transport. Development and implementation of EU legislation	All Regional Partners Q4 2026	All Regional Partners Q2 2027	Directive (EU) 2016/802 of 11 May 2016 Regulation (EU) 2023/1805 of 13 September 2023 Regulation (EU) 2023/1804 of 13 September 2023
Transposition of the EU Acquis on-port reception facilities for the delivery of wastes from ships.	Albania, Montenegro Q3 2026	Albania, Montenegro Q4 2026	Directive (EU) 2019/883 of 17 April 2019
Establish and upgrade the digital systems for monitoring navigation and smart solutions in ports.	Albania, Montenegro Q4 2025	Albania, Montenegro Q1 2026	Regulation (EU) No 2019/1744 of 17 September 2019 Regulation (EU) No. 1679/2024 repealing Regulation (EU) No. 1315/2013.
Transposition and implementation of legislation on ship reporting formalities.	Albania, Montenegro Q4 2025	Albania, Montenegro Q1 2026	Directive 2010/65/EU of 20 October 2010, as amended Regulation (EU) 2019/1239 of the Council of 20 June 2019
Transposition and implementation of legislation on Vessel Traffic Monitoring & Information Systems	Albania, Montenegro Q1 2026	Albania, Montenegro Q2 2026	Directive 2002/59/EC of 27 June 2002 as amended

Transposition and implementation of legislation on electronic freight transport information and implementation of digital solutions to improve multimodality.	All Regional Partners Q3 2027	All Regional Partners Q4 2027	Regulation (EU) 2020/1056 of 15 July 2020 as amended
Transposition and implementation of legislation on combined transport	All Regional Partners Q3 2027	All Regional Partners Q4 2027	Council Directive 92/106/EEC of 7 December 1992, as amended

Expected outcomes:

Enhanced progress in achieving the zero-emission targets. Improved waste management systems through upgraded port reception facilities, establishment and upgrade of digital navigation systems and smart port solutions, streamlined ship reporting formalities, upgraded vessel traffic monitoring and promoted digital solutions for multimodal transport integration.

4.3. Promoting a safe and secure waterborne transport

The general aim is to eliminate substandard shipping, protect passengers and crews, reduce the risk of environmental pollution, and ensure that operators adhering to good practices are not commercially disadvantaged compared to those neglecting vessel safety. Recognising the strategic importance of waterborne transport to the region's economy. Efforts in waterborne safety, security, and environmental protection significantly enhance the international legal framework, ensuring harmonised application across the region.

Action	Regional partners concerned, and deadlines		Relation with the TCT Annex I – European Union Legislation /New Growth Plan
	Transposition	Implementation	
Taking measures to improve the fleet's performance in line with the Memorandum of Understanding on Port State Control.	Albania, Montenegro Q4 2026	Albania, Montenegro Q4 2027	Directive 2009/16/EC of 23 April 2009 as amended
Safety Acquis including the incorporation of the latest amendments to Port State, Flag State, Accident investigation and ship source pollution Directives	Albania, Montenegro, Serbia Q3 2026	Albania, Montenegro, Serbia Q4 2026	Directive 2009/21/EC of 23 April 2009, as amended Directive 2009/16/EC of 23 April 2009 as amended
	Bosnia and Herzegovina, North Macedonia Q3 2027	Bosnia and Herzegovina, North Macedonia Q4 2027	Directive 2009/18/EC of 23 April 2009, as amended Directive 2005/35/EC of 7 September 2005 as amended
	All Regional Partners Q2 2027	All Regional Partners Q4 2027	Directive 2009/15/EC of 23 April 2009 as amended

Taking necessary measures to enhance Waterborne Security in line with Annex I of the Treaty.	Bosnia and Herzegovina Q3 2027	All Regional Partners Q4 2027	Regulation (EC) No 725/2004 of 31 March 2004, as amended Directive 2005/65/EC of 26 October 2005 as amended
Taking necessary measures to enhance Waterborne Cybersecurity in line with the European Union Agency for Cyber Security waterborne sector recommendations.	All Regional Partners Q4 2026	All Regional Partners Q3 2027	Directive (EU) 2022/2555 of 14 December 2022

Expected outcomes:

Enhanced safety and operational environment by aligning the sector with the latest safety and security standards. Improved fleet performance as defined under the Memorandum of Understanding on Port State Control, transposing and implementing the newly approved EU Safety Package.

4.4. Improving navigability, port infrastructure and multimodal systems

The actions listed below will further enhance navigability through dredging, channel deepening, and improved waterway management, which not only facilitates smoother vessel passage but also reduces transit times and operational costs. Upgrading port infrastructure, including modernising terminals, improving berthing facilities, and implementing advanced cargo handling technologies, supports operational efficiency.

Action	Regional partners concerned, and deadlines		Relation with the TCT Annex I – European Union Legislation /New Growth Plan
	Transposition	Implementation	
Construction and upgrade of the new port facilities and intermodal terminals and smooth transfer of the processes and services.	Albania, Bosnia and Herzegovina, Montenegro, Serbia Q3 2027	Albania, Bosnia and Herzegovina, Montenegro, Serbia Q4 2027	Regulation (EU) No. 1679/2024 repealing Regulation (EU) No. 1315/2013.
Rules applicable to the transport of goods or passengers with a view to establishing freedom to provide such transport services	Albania, Bosnia and Herzegovina, Montenegro Q3 2027	All Regional Partners Q4 2027	Council Regulation (EEC) No 3577/92 of 7 December 1992, as amended Council Regulation (EC) No 1356/96 of 8 July 1996
Improving the Good Navigation Status in line with new TEN-T regulation.	Albania, Bosnia and Herzegovina, Montenegro, Serbia Q3 2027	Albania, Bosnia and Herzegovina, Montenegro, Serbia Q4 2027	Regulation (EU) No. 1679/2024 repealing Regulation (EU) No. 1315/2013.

Improvement of effectiveness in ports for smooth integration to multimodal mobility and logistics systems.	Albania, Bosnia and Herzegovina, Montenegro, Serbia Q3 2027	Albania, Bosnia and Herzegovina, Montenegro, Serbia Q4 2027	Regulation (EU) No 2024/1679 of 13 June 2024
-------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------	------------------------------------------------------------------------------	----------------------------------------------

Expected outcomes:

Increased regional connectivity and economic growth by enhancing ports' capacities, efficiency, and attractiveness for shipping and logistics. Upgraded port equipment and infrastructure, making waterborne transport more attractive. Further strengthened the development of multimodal transport, enabling continuous integration into broader mobility and logistics systems.

4.5. Enhancing the attractiveness of the workforce in waterborne sector

The general aim is to standardise and improve working conditions, ensuring equitable opportunities and promoting regulatory consistency. This will not only enhance labour rights and protections but also foster a more stable and predictable working environment for maritime professionals.

The listed measures are essential for stimulating interest in careers within the waterborne transport sector, attracting skilled individuals to the sector, and ultimately addressing the looming labour shortage issue.

Action	Regional partners concerned, and deadlines		Relation with the TCT Annex I – European Union Legislation /New Growth Plan
	Transposition	Implementation	
Finalise the process of mutual recognition of professional training and qualifications in line with Annex I of the Treaty.	Serbia Q2 2026 Albania, Bosnia & Herzegovina, North Macedonia Q3 2027	Serbia Q3 2026 Albania, Bosnia & Herzegovina, North Macedonia Q4 2027	Directive 2022/993 of 8 June 2022 Directive (EU) 2017/2397 of 12 December 2017 as amended
Legislation concerning working hours of the ships' crew in line with Annex I.	Albania, Bosnia and Herzegovina, Montenegro Q2 2027	All Regional Partners Q3 2027	Directive 1999/95/EC of 13 December 1999. Council Directive 2014/112/EU of 19 December 2014
Improve training and certification systems through collaboration between universities, training centres, CEMA and industry in compliance with Annex I.	All Regional Partners Q3 2027	All Regional Partners Q4 2027	Directive 2022/993 of 8 June 2022
Provide technical assistance, training, and capacity-building to regional partners to strengthen human resources and institutional capacities in waterborne transport.	All Regional Partners Q4 2027	All Regional Partners Q4 2027	Directive 2022/993 of 8 June 2022

Expected outcomes:

Increased attractiveness of careers in the waterborne transport sector. Increased the number of the working force in onshore and offshore activities, improved workforce mobility and established standardised working conditions. Enhanced crew training and certification systems through collaboration among academia, training centres, and industry stakeholders.

4.6. Concluding Remarks

The Waterborne Transport and Multimodality Action Plan is essential for promoting legislative reforms following Annex I.4 and I.5 of the Treaty and ensuring compliance with the extended TEN-T Network in the Western Balkans. Implementing these measures across all pillars is expected to raise the transposition of maritime and inland waterway legislation.

Key actions, such as implementing market access requirements, improving port infrastructure, and resolving 30% of bottlenecks on navigable rivers, will increase the transport of passengers and goods by waterborne transport by 10%, promote sustainable transport, and support intermodal exchanges.

The completion of telematic systems—including the National Maritime Single Window (NMSW) and Vessel Traffic Monitoring System (VTMIS) improve compliance with the revised TEN-T Regulation, ensuring that the VTMIS in one regional partner and MNSW in two regional partners becomes fully operational following Annex I.4 of the Treaty and the TEN-T Regulation.

Finally, enhancing training and certification systems and improving the working conditions in the waterborne sector will increase interest by attracting younger talents and professionals, potentially expanding the workforce. One regional partner is expected to initiate mutual recognition of seafarer certification with the EU, while another will complete the process for professional qualifications.

5. Next Generation Transport Facilitation Action Plan

The legal basis for transport and border crossing facilitation stems from Article 15 of the Treaty establishing the Transport Community, which stipulates that the *“Contracting Parties shall facilitate administrative procedures (formalities) for crossing from one customs territory to another”*. Annex I of the TCT does not contain specific legislation related to transport facilitation.

The purpose of the Next Generation Action Plan for transport facilitation is to provide a list of short and medium-term activities aiming at addressing the bottlenecks on the extended road and rail TEN-T Network in the Western Balkans caused by the waiting times and delays at the border-crossing points by promoting more efficient operations and improvements of the capacity throughputs.

The Transport Facilitation Action Plan 2025-2027 follows and builds up on the former Action Plan 2020-2024. It remains focused on improving the efficiency and capacity of the intra-Western Balkans and EU-Western Balkans Road and rail border-crossing points by exercising joint border operations. Moreover, it considers the developments concerning the Green Lanes initiative and the Transport Community's priorities for introducing new digital solutions for the exchange of information and paperless.

A concerted political commitment, strong inter-institutional coordination and administrative efficiency are crucial pre-conditions for effective implementation of the Action Plan on transport facilitation. Due to the perplexed institutional structures and multiple agencies' involvement, improving the BCP capacities and operations represents a challenging task in a given period. Therefore, a number of activities foreseen under the former action plan will remain as priority actions.

The challenges experienced with the implementation of the previous Action Plan are going to be addressed by constant support from the Transport Community Secretariat through facilitating the bilateral negotiations and utilising the results from the last technical assistances carried out with the support from the TCT Secretariat, as well as conducting regional capacity and confidence building programmes for national authorities and border agencies.

Finally, considering the biggest trading partner of the Western Balkans is the EU, a considerable positive impact from enhanced transport facilitation can be expected from measures targeting the cooperation between the Western Balkans parties and their immediate neighbouring EU Member States. In order to ensure engagement from EU Member States in this regard, the TCT-CEFTA Green Lanes initiative proves to be successful in enhancing cooperation and coordination.

It has to be emphasized that the foreseen measures on the EU-Western Balkans BCPs solely apply to the Western Balkans parties. Nevertheless, to accomplish these measures and promote transport facilitation, mutual coordination and planning between the Western Balkans and their neighbouring EU Member States will be essential. Therefore, this will be promoted through discussions in the Technical committee on Transport facilitation and within the Green Lanes initiative framework. The Transport Community Secretariat, within its mandate to support the transport integration of the Western Balkan parties, shall track the record of the commitments and the level of progress solely of the Western Balkans parties. As it was the case with the monitoring of the previous generation of Action Plan, the annual progress reports to be prepared by the TCT Secretariat regarding the implementation of the new generation Action Plan will apply the scoring methodology and accordingly present the progress made only by the Western Balkans parties.

5.1. Content

The Next Generation Transport Facilitation Action Plan for Western Balkans is divided into three action pillars:

- Improving Efficiency of Rail BCPs/CCPs,
- Improving Efficiency of Road BCPs/CCPs,
- Horizontal measures for transport facilitation

5.2. Improving Efficiency of Rail BCPs/CCPs

One of the ways to improve railway connectivity in the region, in addition to infrastructure investments, is by creating joint rail border crossings that facilitate railway transportation across the region and between the Western Balkans region and the EU. The following proposed actions aim to lay the necessary legal grounds for operating common rail border crossing points' controls on the extended TEN-T Rail network through the negotiation of a bilateral framework agreement between the concerned parties and agreeing on all legal, procedural and technical aspects of exercising joint controls at a mutually agreed common rail station. As part of the Connectivity agenda for the Western Balkans, this measure has been included in the previous Action Plan for transport facilitation, and little progress has been made. However, in some cases, the final aim of functional joint controls has not been accomplished due to missing infrastructure or missing rail traffic, and in many cases, the agreements have not even been signed yet.

Intra - Western Balkans rail BCPs/CCPs:

Regional Partners concerned	Actions	Deadline		Relation with TCT Annex I / European Union Legislation / New Growth Plan
		Preparation	Implementation	
1. Albania - Montenegro	1. Revising/upgrading the bilateral railway BCP agreement/protocols	Q2 2025	Q4 2025	Article 15, Transport Community Treaty
	2. Re-establishment and continuous railway border joint operations	Q1 2025	Q4 2025	Article 15, Transport Community Treaty
	3. Preparation of a Project for the modernisation of the common rail station Tuzi (new equipment and renewal of the facilities)	Q1 2026	Q2 2027	Article 15, Transport Community Treaty
2. Bosnia and Herzegovina -Serbia	1. Signing bilateral railway BCP agreement	Q2 2024	Q1 2025	Article 15, Transport Community Treaty
	2. Signing relevant protocols between railway companies, border police and customs	Q1 2025	Q2 2025	Article 15, Transport Community Treaty
	3. Commencement and continuous railway border joint operations	Q1 2025	Q3 2025	Article 15, Transport Community Treaty
	4. Preparation of a project for the modernisation of the future common rail station of the BCP Brasina-Zvornik	Q1 2026	Q1 2027	Article 15, Transport Community Treaty

3. Kosovo -North Macedonia	1. Commencement and continuous joint operations in the common rail station Hani i Elezit	2024	Q1 2026	Article 15, Transport Community Treaty
4. Kosovo -Serbia	1. Preparation of technical arrangements on Rail Routes 7 and 10	Q2 2026	Q2 2027	Article 15, Transport Community Treaty
5. Montenegro -Serbia	1. Continuous joint operations in the common rail station Bijelo Polje	Q3 2024	2025-2027	Article 15, Transport Community Treaty
6. North Macedonia - Serbia	1. Commencement and continuous joint railway border joint operations	Q1 2025	Q4 2025	Article 15, Transport Community Treaty
	2. Construction of the common rail station Tabanovce	Q1 2025	Q3 2027	Article 15, Transport Community Treaty

Western Balkans-EU rail BCPs:⁴

Regional Partners concerned	Actions	Deadline		Relation with TCT Annex I / European Union Legislation / New Growth Plan
		Preparation	Implementation	
1. Bosnia and Herzegovina (with regards to the border with Croatia)	1. Endeavour to conclude negotiations on a bilateral railway BCP agreement	Q2 2024	Q2 2025	Article 15, Transport Community Treaty
	2. Endeavour to conclude negotiations on relevant protocols between railway companies, border police and customs	Q2 2025	Q3 2025	Article 15, Transport Community Treaty
	3. Commencement of continuous railway border joint operations	Q3 2025	Q1 2026	Article 15, Transport Community Treaty)
	4. Preparation of a project for modernisation of the future common rail station of the BCP Capljina-Metkovic	Q1 2026	Q4 2027	Regulation 2024/1679 on Union guidelines for the development of the trans-European transport network
	5. Preparation of a project for modernisation of the future common rail station of the BCP Dobrljin-Volinja	Q1 2026	Q4 2027	Regulation 2024/1679 on Union guidelines for the development of the trans-European transport network

⁴ The proposed actions outlined here are intended solely for the Western Balkan partners and do not impose or imply any commitments or obligations on the part of EU Member States.

2. North Macedonia (with regards to the border with Greece)	1. Endeavour to conclude negotiations on a bilateral railway BCP agreement	Q2 2024	Q3 2025	Article 15, Transport Community Treaty
	2. Endeavour to conclude negotiations on protocols between railway companies, border police and customs	Q3 2024	Q4 2025	Article 15, Transport Community Treaty
	3. Commencement of continuous railway border joint operations	Q1 2025	Q1 2026	Article 15, Transport Community Treaty
	4. Preparation of a project for modernisation of the future common rail station of the BCP Gevgelija-Idomeni	Q1 2026	Q4 2027	Regulation 2024/1679 on Union guidelines for the development of the trans-European transport network
	5. Opening of the cross-border rail line Bitola-Florina and establishing BCP checks	Q2 2025	Q3 2026	Regulation 2024/1679 on Union guidelines for the development of the trans-European transport network
3. Serbia (with regards to the border with Bulgaria)	1. Endeavour to conclude negotiations on a bilateral railway BCP agreement	Q2 2024	Q3 2026	Article 15, Transport Community Treaty)
	2. Endeavour to conclude negotiations on relevant protocols between railway companies, border police and customs	Q3 2026	Q4 2026	Article 15, Transport Community Treaty
	3.Re-introducing and continuous joint operations in the common rail station Dimitrovgrad	Q1 2026	Q3 2027	Article 15, Transport Community Treaty
4. Serbia (with regards to the border with Croatia)	1. Endeavour to conclude negotiations on a railway BCP agreement	Q3 2024	Q4 2025	Article 15, Transport Community Treaty
	2. Endeavour to conclude negotiations on relevant protocols between railway companies, border police and customs	Q1 2025	Q1 2026	Article 15, Transport Community Treaty
	3.Commencement of continuous joint operations in future common rail station of the BCP Sid-Tovarnik	Q1 2025	Q3 2026	Article 15, Transport Community Treaty
	4. Preparation of a project for modernisation of the future common rail station of the BCP Sid-Tovarnik	Q1 2026	Q4 2027	Regulation 2024/1679 on Union guidelines for the development of the trans-European transport network

5. Serbia (with regards to the border with Hungary)	1. Endeavour to conclude negotiations on relevant protocols between railway companies, border police and customs	Q1 2025	Q4 2025	Article 15, Transport Community Treaty
	2. Commencement of continuous joint operations in future common rail station of the BCP Subotica-Roszké	Q1 2025	Q2 2026	Article 15, Transport Community Treaty
6. Serbia (with regards to the border with Romania)	1. Endeavour to conclude negotiations on a bilateral railway BCP agreement	Q4 2025	Q4 2026	Article 15, Transport Community Treaty
	2. Endeavour to conclude negotiations on relevant protocols between railway companies, border police and customs	Q3 2026	Q1 2027	Article 15, Transport Community Treaty
	3. Commencement of continuous railway border joint operations	Q1 2026	Q1 2027	Article 15, Transport Community Treaty
	4. Preparation of a project for modernisation of the future common rail station of the BCP Kikinda-Jimbolia	Q1 2026	Q4 2027	Regulation 2024/1679 on Union guidelines for the development of the trans-European transport network

Expected outcomes:

Full implementation of the already signed railway border crossing agreements (joint control introduced) and modernisation and equipping of the remaining joint BCPs.

5.3. Improving Efficiency of Road BCPs/CCPs

Long waiting times at the road BCPs/CCPs represent a severe bottleneck on the TEN-T network in the Western Balkans, leading to increased costs for their economies and weakening the overall regional competitiveness.

To alleviate the negative economic, social, safety and environmental impacts from the queues and delays at the road BCPs/CCPs, the Transport Community Secretariat proposes measures aiming at increasing the BCP capacity throughput; accelerating and simplifying procedures, and improving the efficiency and performances of border staff.

They broadly fit under three pillars of measures: 1) improvements in BCP/CCP infrastructure, 2) new technologies and digitalisation, and 3) synchronised border controls. Additionally, strengthening the capacities of the border staff is framed as a horizontal measure under a different sub-heading, together with the second pillar of measures, which is relevant across all concerned BCPs/CCPs.

Following the EU-WB6 Summit held in December 2023 in Brussels, a *Comprehensive Roadmap for enhancing Green Lanes, improved customs cooperation and modernization of border crossing points (BCPs)* has been drafted

by the Transport Community Secretariat and CEFTA Secretariats. One of the activities foreseen in the roadmap is preparation of so-called BCP fiches to help decision makers and investors when considering small-scale projects related to BCP interventions and to serve for further project preparation of such projects. Based on the prepared fiches, in the next three years period, the authorities, with the support of TCT and CEFTA Secretariats, as well as EC, will work on the needed improvements in BCP infrastructure, new technologies & digitalisation, and synchronised border controls and capacity building.

Intra - Western Balkans road BCPs/CCPs:

Regional Partners concerned	Actions	Deadline		Relation with TCT Annex I / European Union Legislation / New Growth Plan
		Preparation	Implementation	
1. Albania - Montenegro	1. Signing bilateral agreement and protocols for one-stop controls at BCP Hani i Hotit/Bozaj	Q1 2025	Q1 2026	Article 15, Transport Community Treaty
	2. Introducing continuous, coordinated controls at the BCP Hani i Hotit/Bozaj	Q1 2025	Q2 2026	Article 15, Transport Community Treaty
	3. Physical improvements of the BCP Hani i Hotit/Bozaj	Q1 2026	Q4 2027	Article 15, Transport Community Treaty
	4. Re-categorization of the BCP Sukobin/Muriqan for allowing freight transport	Q1 2027	Q3 2027	Article 15, Transport Community Treaty
2. Albania - North Macedonia	1. Implementation of the bilateral agreement and protocols for continuous one-stop controls at the BCP QafeThane/Kjafasan	Q2 2024	Q2 2026	Article 15, Transport Community Treaty
	2. Completion of the first phase of the reconstruction project of the BCP QafeThane/Kjafasan financed through TTFP1 (World Bank)	Q3 2024	Q2 2026	Article 15, Transport Community Treaty
3. Albania -Kosovo	1. Improvements of the practices and infrastructure at the BCP Morine/Vermice as per the recommendations from the IFC/World Bank mission	Q2 2025	Q4 2026	Article 15, Transport Community Treaty
4. Bosnia and Herzegovina -Montenegro	1. Introducing continuous one-stop controls at the BCP Ilino Brdo/Klobuk, in Klobuk - Bosnia and Herzegovina, as per the bilateral agreement	Q2 2024	Q4 2025	Article 15, Transport Community Treaty
	2. Introducing continuous one-stop controls at the BCP Hum/Scepan Polje, in Scepan Polje- Montenegro, as per the bilateral agreement	Q1 2025	Q4 2026	Article 15, Transport Community Treaty

	3. Preparation of project for physical improvements and modernisation of equipment for the BCP Ilino Brdo/ Klobuk	Q1 2025	Q1 2026	Article 15, Transport Community Treaty
	4. Preparation of project for physical improvements and modernisation of equipment for the BCP Hum/Scepan Polje	Q1 2026	Q1 2027	Article 15, Transport Community Treaty
	5. Improvements of the practices and infrastructure at the BCP Vracenovici / Deleusa in Vracenovici-Montenegro, as per the recommendations from the IFC/World Bank mission	Q2 2026	Q3 2027	Article 15, Transport Community Treaty
5. Bosnia and Herzegovina -Serbia	1. Signing of relevant bilateral agreement and protocols for all major BCPs	Q1 2024	Q3 2025	Article 15, Transport Community Treaty
	2. Introducing continuous one-stop controls at the new BCP Raca/Sremska Raca	Q3 2027	Q4 2027	Article 15, Transport Community Treaty
	3. Introducing continuous one-stop controls at the BCP Karakaj/Mali Zvornik	Q1 2026	Q3 2026	Article 15, Transport Community Treaty
	4. Introducing continuous one-stop controls at the BCP Vardiste/Kotroman	Q3 2026	Q3 2027	Article 15, Transport Community Treaty
	5. Preparation of project for the construction of the new BCP Raca/Sremska Raca	Q4 2025	Q4 2026	Article 15, Transport Community Treaty
	6. Preparation of project for physical improvements and modernisation of equipment for the BCP Karakaj/Mali Zvornik	Q1 2026	Q1 2027	Article 15, Transport Community Treaty
6. Kosovo -Montenegro	1 Signing bilateral agreements and protocols for one-stop controls	Q3 2025	Q2 2026	Article 15, Transport Community Treaty
	2. Introducing continuous one-stop controls at the BCP Kulla/Kula	Q1 2025	Q3 2026	Article 15, Transport Community Treaty
	3. Preparation of project for physical improvements and modernisation of equipment for the BCP Kulla/Kula	Q1 2026	Q1 2027	Article 15, Transport Community Treaty
7. Kosovo -North Macedonia	1. Commencement and continuous one-stop controls in the joint BCP Hani i Elezit/Blace	Q2 2024	Q4 2027	Article 15, Transport Community Treaty

	2. Physical improvements and modernisation of equipment for the joint BCP Hani i Elezit/Blace	Q2 2025	Q4 2027	Article 15, Transport Community Treaty
8. Kosovo-Serbia	1. Preparation of project for physical improvements and modernisation of equipment for Tabalije (CCP)-Brnjak (CCP)/ Tabavije (CCP)-Bërnjak (CCP) (in line with the IBM agreement)	Q3 2025	Q3 2026	Article 15, Transport Community Treaty
9. Montenegro-Serbia	1. Signing bilateral agreements and protocols for one-stop controls	Q1 2026	Q4 2026	Article 15, Transport Community Treaty
	2. Introducing continuous one-stop controls at the BCP Dobrakovo/Gostun	Q1 2025	Q2 2027	Article 15, Transport Community Treaty
	3. Preparation of project for physical improvements and modernisation of equipment for the BCP Dracenovac/ Spiljani	Q4 2026	Q4 2027	Article 15, Transport Community Treaty
10. North Macedonia - Serbia	1. Upgrade of the one-stop concept to full joint operations at the BCP Tabanovce/Presevo	Q1 2024	Q3 2025	Article 15, Transport Community Treaty
	2. Physical improvements and modernisation of equipment for the BCP Tabanovce/Presevo	Q3 2026	Q4 2027	Article 15, Transport Community Treaty

Western Balkans - EU road BCPs:⁵

Regional Partners concerned	Actions	Deadline		Relation with TCT Annex I / European Union Legislation / New Growth Plan
		Preparation	Implementation	
1. Albania (with regards to the border with Greece)	1. Preparation of project for physical improvements and modernisation of equipment, as per the fiche for BCP Kakavia/Ktismata	Q1 2025	Q4 2025	Regulation 2024/1679 on Union guidelines for the development of the trans-European transport network
	2. Preparation of project for physical improvements and modernisation of equipment for the BCP Kapshtice/ Krystallopigi	Q2 2026	Q2 2027	Regulation 2024/1679 on Union guidelines for the development of the trans-European transport network

⁵ The proposed actions outlined here are intended solely for the Western Balkan partners and do not impose or imply any commitments or obligations on the part of EU Member States.

2. Bosnia and Herzegovina (with regards to the border with Croatia)	1. Operational and physical improvements (infrastructure), and modernisation of equipment, as per the fiche for BCP Bosanski Samac/ Slavonski Samac	Q1 2025	Q4 2026	Regulation 2024/1679 on Union guidelines for the development of the trans-European transport network
	2. Formal categorisation of BCP Svilaj as in international BCP and enabling crossings for all type of goods	Q1 2024	Q2 2025	Regulation 2024/1679 on Union guidelines for the development of the trans-European transport network
	3. Operational and physical improvements (infrastructure), and modernisation of equipment, as per the fiche for BCP Gradiska/Stara Gradiska	Q1 2025	Q4 2026	Regulation 2024/1679 on Union guidelines for the development of the trans-European transport network
	4. Preparation of project for physical improvements and modernisation of equipment on BCP Capljina/Metkovic	Q1 2026	Q1 2027	Regulation 2024/1679 on Union guidelines for the development of the trans-European transport network
	5. Preparation of project for physical improvements and modernisation of equipment on BCP Novi Grad/Dvor	Q4 2026	Q4 2027	Regulation 2024/1679 on Union guidelines for the development of the trans-European transport network
3. Montenegro (with regards to the border with Croatia)	1. Operational and physical improvements (infrastructure), and modernisation of equipment, as per the fiche for BCP Debeli Brijeg/ Karasovici	Q1 2025	Q4 2027	Regulation 2024/1679 on Union guidelines for the development of the trans-European transport network
4. North Macedonia (with regards to the border with Greece)	1. Endeavour to conclude negotiations on bilateral road BCP agreement and protocols	Q1 2026	Q4 2027	Article 15, Transport Community Treaty
	2. Operational and physical improvements, and modernisation of equipment, as per the fiche for BCP Bogorodica/Evzoni	Q1 2025	Q4 2027	Regulation 2024/1679 on Union guidelines for the development of the trans-European transport network
5. North Macedonia (with regards to the border with Bulgaria)	1. Operational and physical improvements, and modernisation of equipment, as per the fiche for the BCP Deve Bair/ Gyuesevo	Q1 2025	Q4 2027	Regulation 2024/1679 on Union guidelines for the development of the trans-European transport network

6.Serbia (with regards to the border with Bulgaria)	1.Operational and physical improvements, and modernisation of equipment, as per the fiche for the BCP Gradina/ Kalotina	Q1 2025	Q4 2027	Regulation 2024/1679 on Union guidelines for the development of the trans-European transport network
7.Serbia (with regards to the border with Croatia)	1. Endeavour to conclude negotiations on bilateral road BCP agreement and protocols	Q1 2025	Q1 2026	Article 15, Transport Community Treaty
	2.Physical improvements and modernisation of equipment, as per the fiche for the BCP Batrovci/ Bajakovo	Q1 2025	Q1 2027	Regulation 2024/1679 on Union guidelines for the development of the trans-European transport network
	4.Preparation of project for physical improvements and modernisation of equipment for the BCP Sid/Tovarnik	Q1 2026	Q4 2027	Article 15, Transport Community Treaty
8.Serbia (with regards to the border with Hungary)	1. Endeavour to conclude negotiations on bilateral road BCP agreement and protocols	Q1 2026	Q1 2027	Article 15, Transport Community Treaty
	2.Physical improvements and modernisation of equipment, as per the fiche for the BCP Horgos/Roszke	Q1 2025	Q3 2026	Regulation 2024/1679 on Union guidelines for the development of the trans-European transport network
	3.Preparation of project for physical improvements and modernisation of equipment for the BCP Kelebija/Tompa	Q3 2026	Q4 2027	Article 15, Transport Community Treaty
9.Serbia (with regards to the border with Romania)	1. Endeavour to conclude negotiations on bilateral road BCP agreement and protocols	Q1 2025	Q1 2026	Article 15, Transport Community Treaty
	2.Operational and physical improvements (infrastructure), and modernisation of equipment, as per the fiche for the BCP Vatin/Stamora Moravita	Q1 2025	Q2 2026	Regulation 2024/1679 on Union guidelines for the development of the trans-European transport network
	2.Preparation of project for physical improvements and modernisation of equipment for the BCP Srpska Crnja/Jimbolia	Q3 2026	Q4 2027	Article 15, Transport Community Treaty

Expected outcomes:

Reduction of the waiting times by up to 30%. More efficient services on the extended TEN-T Network and improved conditions for cross-border passenger and freight transport.

5.4. Horizontal measures for transport facilitation

The measures identified in the list below complement the priorities for road and rail BCPs listed under 2.1 and 2.2 and contribute to transport facilitation in general. The focus is put on strengthening the administrative capacities of the border agencies, for which, in addition to the national efforts, the TCT Secretariat enabled institutional cooperation with CELBET (Customs Eastern and South Eastern Land Border Expert Team), which provides specialised professional training for customs and other border officials. Furthermore, the foreseen digitalisation aligns with the new Growth Plan and the respective EU legislation in the field (the eFTI Regulation).

Action	Regional Partners concerned, and deadlines	Relation with the TCT Annex I – European Union Legislation/New Growth Plan
Strengthening the administrative capacities of the border agencies		
1.1 Execution of yearly training programmes for border officials	All Regional Partners Q4 2025-2027	Transport Community Treaty
1.2 Execution of yearly recruitment programmes for border officials	All Regional Partners Q4 2025-2027	Article 15, Transport Community Treaty
1.3 Participation in training events and other cooperation initiatives by Customs Eastern and South-Eastern Land Border Expert Team (CELBET)	All Regional Partners Q4 2025-2027	Transport Community Treaty (regional cooperation)
1.4 Continuous implementation of the processes and procedures under the Integrated Border Management (IBM)	All Regional Partners Q4 2025-2027	Article 15, Transport Community Treaty
Digitalisation and e-freight		
2.1 Adopt relevant legislation to align with the Regulation of EU 2020/1056 on electronic freight transport information (eFTI)	All Regional Partners Q2 2026	Western Balkans Growth Plan/Reform Agenda
2.2 Ratify the added Protocol to the United Nations Convention for the carriage of goods on the “electronic consignment note” (eCMR) for International Carriage of Goods by Road needed to deploy eFTI	Albania, Bosnia and Herzegovina, Montenegro, North Macedonia and Serbia Q4 2026	Western Balkans Growth Plan/Reform Agenda
2.3 Pilot eFTI platform	All Regional Partners Q4 2027	Western Balkans Growth Plan/Reform Agenda

Expected outcomes:

Further strengthened administrative capacities and improved digital solutions by reducing the paper/manual trade and transport procedures; moreover, increased overall logistics efficiency by reducing waiting times by up to 30%.

5.5. Concluding remarks

The New Generation Transport Facilitation Action Plan promotes different patterns in managing border-crossing operations. In contrast, the redundant and excessive controls are to be changed with one-stop and joint border management. By implementing the actions outlined above, the quality of services on the TEN-T Road and Rail Network will be significantly improved by reducing travel time and enabling uninterrupted and smooth logistic chains.

Overall waiting time cumulatively at all TEN-T BCPs is expected to decrease on average up to 30 % by the end of 2027, and by that, it shall reduce the transport and logistic costs for the business operators.

The newly constructed modern facilities, the establishment of smart and tailored-to-user BCP infrastructure and traffic technology, the enhanced cooperation between border agencies, and the digital services will allow the border agencies to cope with cross-border traffic and enable its fluidity through the border.

Overall, it will provide for safer, more comfortable and more sustainable travel across the wider region. The benefits will be tangible for the travellers, drivers, businesses, and border administrations, with a positive impact on the national economies.

