

Next Generation Road Action Plan 2025 - 2027 for the Western Balkans



2024

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.

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.