

29th Regional Steering Committee Meeting

4 December 2025, Brussels

Minutes and Conclusions

Representatives from Albania, Bosnia and Herzegovina, Kosovo*, Montenegro, North Macedonia, and Serbia attended the meeting, together with representatives of the European Commission. Observing Participants (Georgia, the Republic of Moldova, and Ukraine).

The meeting was chaired by Ms Erjola Muka, Regional Steering Committee member representing Albania in its current role as RSC Presidency, and co-chaired by Ms Mona Björklund from the European Commission.

In her opening remarks, Ms Muka welcomed the participants and emphasised that the current meeting is a follow-up up to the previous meeting and that the agenda touched upon international commitments.

In her opening remarks, Ms Björklund, Director of the Policy Coordination Directorate at the European Commission, referred to key developments achieved over the year 2025, including close cooperation with Montenegro in making progress on the closing benchmarks for chapters 14 and 21, which also provides valuable experience for other candidate countries, notably Albania. She also welcomed the progress made by Bosnia and Herzegovina on adopting its Reform Agenda in 2025. Ms Björklund highlighted the importance of continued progress on the Reform Agendas and underlined the relevance of the Green Lanes initiative. She concluded by stressing that the European Commission expects accelerated progress in 2026, particularly regarding EU acquis alignment.

Finally, the agenda for the 29th RSC meeting was adopted.

*This designation is without prejudice to positions on status and is in line with UNSCR 1244/1999 and the ICJ Opinion on the Kosovo declaration of independence.

POLICY	
1.	<p>TRANSPORT OF DANGEROUS GOODS</p> <p>A) Endorsement of the Next Generation Guidelines on Transport of Dangerous Goods 2025-2027</p> <p>B) Endorsement of the Annual report on the implementation of the Guidelines on Transport of Dangerous Goods 2025</p> <p>The two documents together provide a comprehensive and forward-looking framework for strengthening dangerous goods transport in the Western Balkans. The <i>Next Generation Guidelines on Transport of Dangerous Goods 2025–2028</i> introduce an updated structure with clearer measures, refined KPIs, and harmonised implementation tools aimed at improving enforcement, translation cycles, and institutional coordination across the region. The <i>Fourth Progress Report on the Guidelines on Transport of Dangerous Goods</i> offers an evidence-based assessment of each Regional Partner's implementation progress, outlining key achievements, remaining challenges, and priority actions needed to advance alignment with Directive 2008/68/EC on inland transport of dangerous goods, Directive (EU) 2022/1999 on uniform roadside-check procedures, and Directive 2010/35/EU on transportable pressure equipment (TPED). Together, these two documents set the strategic direction for the coming period and provide targeted recommendations to support a safer, more harmonised, and EU-aligned TDG system.</p> <p>The Chairperson stated that the report provides a clear and accurate picture of how the region is progressing, both overall and across all regional partners, including Albania, reflecting a factual and objective assessment of the current situation. Albania expressed its support for the Transport Community Permanent Secretariat and the new guidelines, noting that they effectively incorporate lessons learned and are realistic, flexible, and adaptable.</p> <p>Serbia proposed that regional partners strengthen coordination within Technical Approval and Inspection Systems by establishing an exchange of information on non-compliant equipment and vehicles. Such an approach would prevent situations in which equipment or vehicles rejected by one designated body are subsequently approved by another, thereby ensuring consistency, safety, and market integrity. Furthermore, all regional partners should verify and enforce compliance with the minimum ADR training hours required prior to driver certification examinations, in order to safeguard road safety and maintain the credibility and sustainability of the ADR certification system across the region. The European Commission underlined that transport of dangerous goods is a complex area and emphasised that capacity building is essential to drive this process. The Commission expressed its satisfaction with this year's report, noting that the region is making good progress and moving toward implementation, an area in which the Transport Community Secretariat can continue to provide further support. The importance of the Next Generation Guidelines was stressed. All participants were invited to make full use of these guidelines.</p>

	<p>Conclusion:</p> <p>The Regional Steering Committee formally endorsed the <i>Next Generation Guidelines on Transport of Dangerous Goods 2025–2028</i> and the <i>Fourth Progress Report on the Guidelines on Transport of Dangerous Goods</i>. Together, these documents set the direction for further alignment and improved implementation in the coming period. The Committee recognises the need for continued efforts and commits to supporting national experts in advancing progress.</p>
2.	<p>Endorsement of the Annual report on the implementation of the Western Balkans Smart and Sustainable Strategy 2025</p> <p>The Transport Community Permanent Secretariat presented Annual report on the implementation of the Western Balkans Smart and Sustainable Strategy 2025. The report provides a comprehensive assessment of the Western Balkans' progress in implementing the SSMS, outlining major achievements, remaining gaps, and areas where further action is needed. Its structure follows the three pillars of the Strategy—Sustainable Mobility, Smart Mobility, and Resilient Mobility—examining developments under each flagship initiative. The final chapter summarises key findings and proposes targeted recommendations to advance the region toward its long-term transport goals.</p> <p>The Smart and Sustainable Strategy 2024–2025 Progress Report shows the Western Balkans have made some tangible steps from planning toward implementation, however overall progress remains uneven, and more effort required to meet EU-aligned targets. Improvements are visible in areas such as the gradual expansion of EV charging networks, the preparation of SUMPs, initial ITS deployment, and the identification of priority multimodal terminals. However, most core requirements—such as AFIR and ITS Directive transposition, e-freight legislation, interoperability, railway rehabilitation, climate resilience measures, and data governance—are still far from full implementation. Digitalisation efforts are progressing but remain fragmented, and investment readiness, institutional capacity, and cross-border coordination continue to limit the pace of change. The region is moving in the right direction, but significant gaps in legislation, financing, technical expertise, and long-term planning still need to be addressed for the SSMS to deliver its intended outcomes.</p> <p>Albania welcomed the report, noting that it provides a factual assessment by identifying the real progress achieved in the region, which, although gradual in light of the available human resources and expertise, demonstrates that the region is moving in the right direction. It was further underlined that the report continues to serve as a valuable tool for reflecting the overall situation and guiding future steps. Albania also expressed its readiness to continue close cooperation with all partners in order to achieve further progress.</p> <p>The European Commission expressed its support for the report and welcomed the opportunity to review the current state of play and the improvements achieved in this important sector. It noted with satisfaction the progress made in a number of areas, while also underlining that challenges remain with regard to areas such as</p>

	<p>alternative fuels, ITS, e-Freight, and ERTMS . In this context, the Commission called on all partners to prioritise further efforts in this area.</p> <p>Conclusion:</p> <p>The Regional Steering Committee endorsed the Annual report on the implementation of the Western Balkans Smart and Sustainable Strategy 2025.</p> <p>Regional Steering Committee members reaffirm their commitment to intensifying efforts in the coming period to enhance legislative alignment, strengthening data integration, and accelerating the deployment of sustainable and smart mobility measures across the region.</p> <p>The RSC agreed to include a point at the next meeting on eFTI Regulation, including its transposition and implementation within the legislative frameworks of each Regional Partner. In this regard, the European Commission (DG ENEST) and GIZ were invited to participate and report on their respective involvement in this matter.</p>
3.	<p>Information regarding European Court of Justice Rulings with relevance to the Contracting Parties of the Transport Community Treaty – update by the European Commission</p> <p>The European Commission updated the RSC on the latest Rulings of the European Court of Justice relevant to the TCT's Contracting Parties.</p> <p>Conclusion:</p> <p>The Regional Steering Committee acknowledged the information regarding European Court of Justice Rulings with relevance to the Contracting Parties of the Transport Community Treaty – update by the European Commission.</p>
4.	<p>Status of the Technical Assistance and Capacity Building Program for the Observing Participants</p> <p>The Transport Community Permanent Secretariat presented achievements within 6 ongoing Technical Assistance programs and results of Capacity Building Programs that included 344 attendees from Observing Participants.</p> <p>These achievements reflect not only technical progress but also the strong commitment of our partners to harmonize with European standards. The Transport Community remains fully dedicated to supporting Observing Participants on this path, strengthening their legal frameworks, institutions, and administrative capacities.</p> <p>Representatives from the Observing Participants highlighted that support received from Transport Community, and financed by the European Union, is the most efficient and concrete support for the transport sector. There are still strategic and</p>

	<p>technical gaps that need to be addressed in the Republic of Moldova and Ukraine, and therefore they are looking forward to expanding cooperation with the Transport Community.</p> <p>Albania expressed its support for the observing participants and the training activities provided, reaffirming its commitment to continue supporting efforts to strengthen the capacities of the observers.</p> <p>The European Commission expressed its appreciation for the work of the Transport Community Permanent Secretariat and its efforts to support the observing participants through the EU grant, as well as the willingness of Western Balkans partners to share their experience (example of Serbian authorities supporting study visit in rail sector), while reiterating its expectation that, in the near future, the observing participants will become full members of the Transport Community Treaty. In this context, the European Commission called upon RSC members to reply to the invitation of the Commissioner and appoint chief negotiators for the Transport Treaty revision negotiations.</p> <p>Conclusion:</p> <p>The Regional Steering Committee acknowledged the information regarding Technical Assistance and Capacity Building Program for the Observing Participants.</p>
	<p>ADMINISTRATION</p> <p>5. Adoption of the Decision on the Budget of the Transport Community for the year 2026</p> <p>Ms Cristina Cuadra Garcia, chair of the Budget Committee thanked all members of the Budget Committee for their contribution, including the Transport Community Permanent Secretariat, for their support, organisation, and steering of meetings held during 2025. She acknowledged the quality of the reporting and the positive outcomes achieved throughout the year. She further informed that the proposed budget had been presented to the Budget Committee, which welcomed it and recommended its approval.</p> <p>Albania, in principle, endorsed the 2026 budget at the previous meeting. It expressed its expectation that the Transport Community Permanent Secretariat would continue its work on the further development of the Transport Observatory Data Information System (TODIS) and on continued support in the area of acquis alignment.</p> <p>The European Commission has endorsed the proposed 2026 Budget.</p> <p>Conclusion:</p> <p>The Regional Steering adopted the Decision on the Budget of the Transport Community for the year 2026. Serbia supported the adoption of the Budget 2026 in principle, and the formal notification will follow in writing.</p>

6.	<p>Endorsement of the Annual Work Programme 2026</p> <p>The Transport Community Permanent Secretariat informed that the draft Annual Work Programme for 2026, outlining its key priorities, milestones, and planned activities for the forthcoming year was presented at the Regional Steering Committee meeting in October.</p> <p>Conclusion:</p> <p>The Regional Steering Committee endorsed the Annual Work Programme 2026.</p>
7.	<p>Adoption of the amendments to the Annex I of the TCT Financial rules</p> <p>The Transport Community Permanent Secretariat once again underlined information shared with RSC Members during the 28th RSC meeting in October 2025, that these amendments introduce a simplified procurement procedure for contracts with a value not exceeding EUR 20,000, under which at least three offers must be collected and evaluated based on objective criteria, including price, quality, and capacity to deliver the required services. Amendments will enhance efficiency while maintaining transparency and accountability.</p> <p>Conclusion:</p> <p>The Regional Steering adopted the amendments to the Annex I of the TCT Financial rules.</p>

Chair of the Regional Steering Committee
Ms Erjola Muka

Co-Chair of the Regional Steering Committee
Ms Mona Björklund