

ADDENDUM TO MEMORANDUM OF  
UNDERSTANDING

BETWEEN

ROAD AUTHORITIES/PUBLIC ENTERPRISES

ON COOPERATION FRAMEWORK FOR  
CLIMATE- PROOFING ROAD  
INFRASTRUCTURE IN EXTREME WEATHER  
EVENTS

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LET US BUILD TOGETHER THE ROADS OF THE FUTURE

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3 June 2026, Helsinki

# **ADDENDUM TO THE MOU BETWEEN ROAD AUTHORITIES/PUBLIC ENTERPRISES IN THE WESTERN BALKANS:**

## **COOPERATION FRAMEWORK FOR CLIMATE - PROOFING ROAD INFRASTRUCTURE IN EXTREME WEATHER EVENTS**

Helsinki 2026

*The Memorandum of Understanding (MoU) is made between General Directors of the Road Authorities/Public Enterprises of the Transport Community Treaty South East European Parties (Albania, Bosnia and Herzegovina, Kosovo\*, Montenegro, North Macedonia and Serbia):*

***“Albanian Road Authority” – “Autoriteti Rrugor Shqiptar”,***

***“Public Company Motorways of RS” – “J.P Autoputevi RS”,***

***“Public Company Roads of RS” – “J.P Putevi RS”,***

***“Public Company Motorways of FBiH”- “J.P Autoceste FBiH”,***

***“Public Company Roads of FBiH”- “J.P Ceste FBiH”,***

***“Ministry of Infrastructure and Transport of Kosovo” – “Ministria e Infrastrukturës dhe Transportit e Kosovës”***

***“Road Infrastructure of Montenegro” - “Monteput” d.o.o,***

***“Transport Administration of Montenegro” - Uprava za saobraćaj***

***“Public Enterprise for State Roads” – “ЈАВНО ПРЕТПРИЈАТИЕ ЗА ДРЖАВНИ ПАТИШТА”,***

***“Roads of Serbia LLC” - “Putevi Srbije d.o.o”,***

*(Hereinafter referred to as “the Parties”, or individually “the Party”).*

\* 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

## **Preamble**

The Road Executives Network was established based on the Memorandum of Understanding signed between the Road Authorities/Public Enterprises of the Western Balkans during the Road Summit, 7 June 2022, Tirana. The primary objective is to foster cooperation for the safe, smart, and sustainable development of the indicative extension of the TEN-T Road Network.

At the highest management level, this collaboration aims to achieve several key goals. It focuses on enhancing the planning of the indicative TEN-T extension for the Road Core/Comprehensive Network in the Western Balkans. This includes prioritising road safety measures, ensuring proper road network maintenance, and deploying Intelligent Transport Systems (ITS) and tolling systems to ensure interoperability. The Road Executives Network is committed to promoting the use of alternative fuels, with a specific emphasis on building an extensive network of electric vehicle charging points. Furthermore, it strives to improve climate resilience and facilitate the exchange of best practices among our members.

The Road Executives Network serves as a platform to facilitate continued, deepened, and strengthened cooperation among all participating parties. We are dedicated to supporting the safe, smart, and sustainable development of the indicative TEN-T extension for the Road Core/Comprehensive Network in the Western Balkans. Additionally, it maintains close collaboration with the Transport Community Road and Road Safety Technical Committees, aligning our efforts with the objectives outlined in the Transport Community Treat.

Climate resilience - Transport infrastructure in the Western Balkans is highly vulnerable to climate change, facing significant risks due to limited resilience and adaptive capacity.

The Vulnerability Assessment Report for the Western Balkans evaluates the sensitivity and exposure of the TEN-T core and comprehensive road networks to multiple climate-related hazards, considering both the current climate scenario for 2030 and a future scenario for 2050. It identifies floods, landslides, high temperatures, sea surges, and snowdrifts as the main hazards affecting the region's transport infrastructure.

Findings reveal that while flooding and landslides are primary hazards for both road and rail networks, rising temperatures and snowdrifts are also projected to increase vulnerability, especially in certain regions, such as the northern parts of the area of interest. The assessment highlights that nearly 56% of road links are categorised as highly vulnerable for both timeframes. This high vulnerability rating suggests that large portions of these networks will require significant resilience-building efforts.

To ensure rapid response and effective recovery, this framework establishes a structured cooperation mechanism among public road authorities for emergency assistance and climate-proofing measures.

**THE PARTIES HAVE REACHED THE FOLLOWING UNDERSTANDING:**

**Article 1**

**Objectives**

The main objective of the Addendum to the Mou between Road Authorities/Public Enterprises in the Western Balkans on Cooperation Framework for Climate - Proofing Road Infrastructure In Extreme Weather Events is to:

- Facilitate collaborative emergency response for restoring critical road infrastructure impacted by extreme weather.
- Establish standardized protocols for information sharing and resource allocation.
- Strengthen cross-border joint resilience planning and regional cooperation for swift and coordinated recovery efforts.

**Article 2**

**Scope of Cooperation**

Addendum to the Mou between Road Authorities/Public Enterprises in the Western Balkans will focus on cooperation on in area of climate proofing and in cases of extreme weather events. By signing this cooperation framework, participating public road authorities commit to a proactive, structured, and collaborative approach in safeguarding road networks against climate-induced disruptions. The provision of assistance shall be carried out in accordance with the available capacities of the Road Authorities/Public Enterprises and the operational possibilities at the relevant time. This partnership strengthens resilience and ensures the swift restoration of critical infrastructure, minimising economic and operational impacts. Scope of cooperation under this Addendum shall include:

- Mutual Support Mechanism: Signatory parties agree to provide technical expertise, workforce, and materials to assist affected infrastructure managers in restoring operations.
- Real-Time Information Sharing: Implement a common reporting system for immediate updates on infrastructure damage and response needs.

- Joint Capacity Building: Conduct training programs, simulations, and best practice exchanges to improve preparedness for extreme weather events.

### **Article 3**

#### **Governance and Implementation**

Governance and implementation will be led by following principles:

- Coordinating Body: A designated task force comprising representatives from TCT Secretariat and participating infrastructure managers will oversee implementation.
- Activation Process: Upon declaration of an emergency, affected parties may formally request assistance through an agreed-upon notification system.
- Funding & Resources: Cooperation may be supported by available national, regional, and EU-level funding mechanisms.
- The Conclusions of each meeting shall be prepared by the Transport Community Permanent Secretariat and distributed to members and observers.

### **Article 4**

#### **Enter into force and termination**

This Addendum to MoU on cooperation framework for climate - proofing road infrastructure in extreme weather events should come into force on the date it has been signed by all the Parties and should continue to be applicable until termination by either of them.

Each Party may terminate this MoU by giving six months prior written notice to other Parties.  
Signed in Helsinki on 3 June 2026 by the signatory Parties:

## **Annex 1**

### **Notification System Template**

#### **1. Infrastructure Manager Information:**

- Name of Public Road Authority: [Insert Name]
- Contact Person: [Insert Name]
- Position: [Insert Title]
- Email: [Insert Email]
- Phone: [Insert Phone Number]

#### **2. Incident Details:**

- Date & Time of Incident: [Insert Date/Time]
- Location of Affected Infrastructure: [Insert Location]
- Type of Extreme Weather Event: [Flooding / Landslide / Storm / Heatwave / Other]
- Description of Damage: [Brief Description]

#### **3. Assistance Requested:**

- Type of Support Needed (Check all that apply):
  - ☐ Technical Expertise
    - Engineering assessments
    - Repair planning and structural integrity analysis
    - Climate adaptation strategies
  - ☐ Workforce Support
    - Emergency response crews
    - Skilled labor force for on-site repairs
    - Safety and risk management personnel
  - ☐ Equipment & Materials
    - Heavy construction machinery
    - Safety gear and temporary infrastructure (bridges, barriers, shelters)
  - ☐ Logistical Support
    - Transport of emergency equipment and materials
    - Coordination of emergency teams across affected regions
    - Temporary storage and distribution of essential supplies

#### **4. Urgency & Expected Duration:**

- Level of Urgency: [Immediate / High / Moderate / Low]

- Estimated Time for Repair/Recovery: [Insert Duration]

**5. Additional Comments:**

[Insert Any Additional Information]

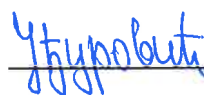
**6. Signature & Date:**

- Name: [Insert Name]
- Position: [Insert Title]
- Date: [Insert Date]

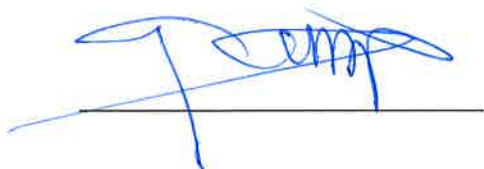
**Autoriteti Rrugor Shqiptar**

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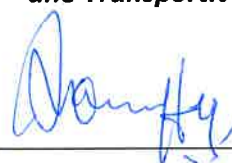
**Putevi Srbije d.o.o**

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**J.P Ceste FBiH**

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**Ministria e Infrastrukturës  
dhe Transportit e Kosoves**

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**Monteput d.o.o**

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**Transport Administration of  
Montenegro**

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