



SEETO

SOUTH-EAST EUROPE TRANSPORT OBSERVATORY



Development of Resilient Transport Networks in Western Balkans 6



UNECE and EUSDR PA1b - Workshop
Ljubljana, Slovenia



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South East Europe Transport Observatory (SEETO)

**Memorandum of Understanding (MoU)
on the development of the South East
Europe Core Regional Transport Network (2004)**

FYR MACEDONIA

MONTENEGRO

BOSNIA AND
HERZEGOVINA

SERBIA

ALBANIA

KOSOVO*

SEETO governance:

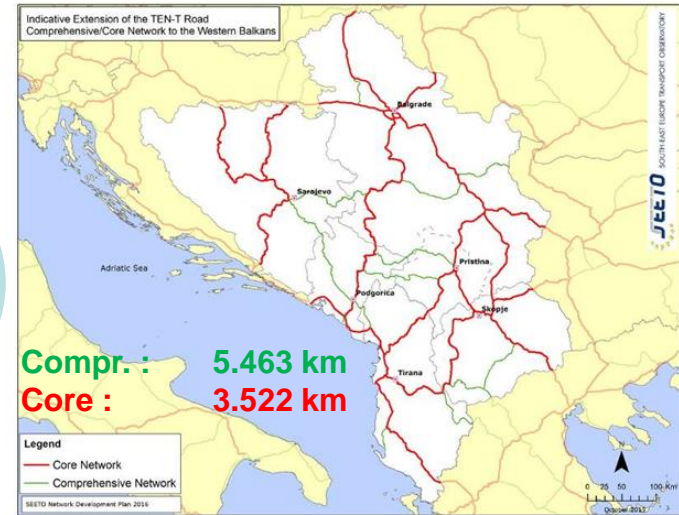
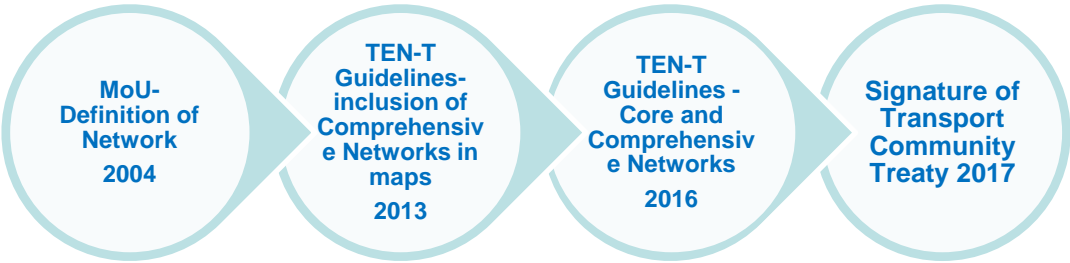
- Annual Meeting of Transport Ministers
- Steering Committee
- National Coordinators and Key Users
- SEETO Secretariat (Belgrade based)
- Working Groups :
 - Railways and intermodality
 - Road safety
 - Transport facilitation

SEETO role:

- Transport infrastructure planning - improvement & modernization of the extended TEN-T Network to the Western Balkans
- Transport policy- strategic and legal framework for aligning with EU standards and acquis;
- Monitoring of the Western Balkans 6 connectivity agenda
- Cooperation & information exchange: with EC, international organisations and financial institutions

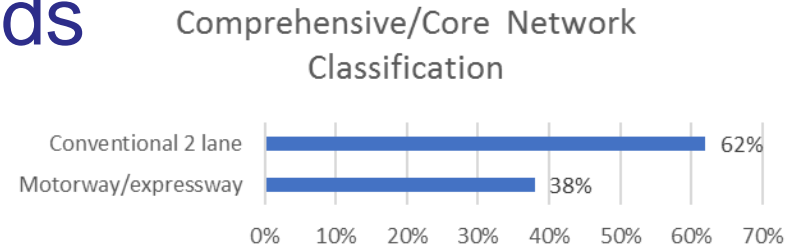
More info on: www.seetoint.org

Western Balkans Transport Network

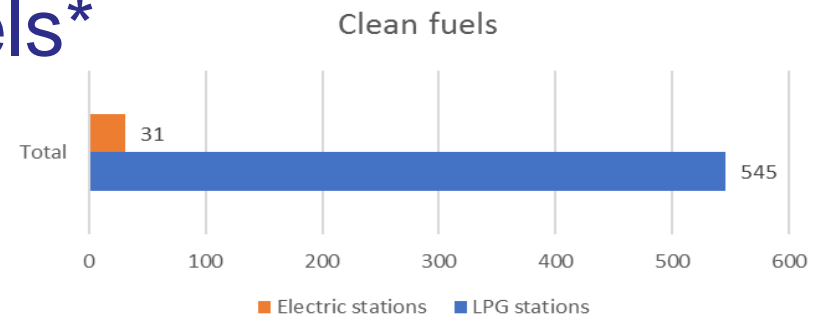


Compliance to TEN-T Requirements

- Motorways/express roads



- Availability of clean fuels*



- Availability of rest areas every 100km
- 2014 parking facilities

* source: www.mylpg.eu/www.chargemap.com

Capacity assessment - Road sections

Low/moderate traffic growth



Moderate/high traffic growth



Source: REBIS estimates based on SEETO data (2012) and model output (forecasts)

Intervention to address capacity assessment

- No immediate maintenance or upgrade requirements - The current road conditions and ongoing construction are considered to provide sufficient capacity to address road traffic demands up to 2030.

 47%

- Requirement for immediate maintenance/rehabilitation - There appears to be a need for road maintenance, rehabilitation or possibly pavement reconstruction

 33%

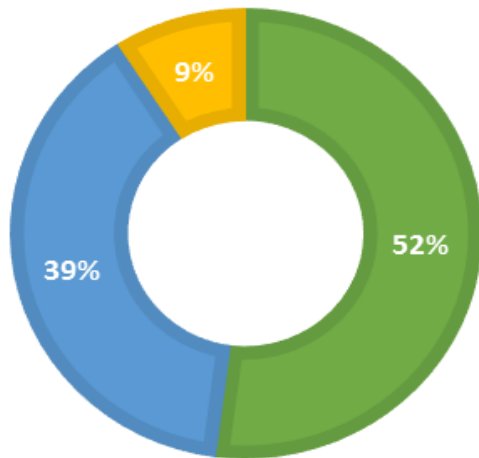
- Requirement for future upgrading to increase capacity - There are specific sections where the current road conditions are considered to provide adequate capacity at present but by inadequate by 2030

 20%

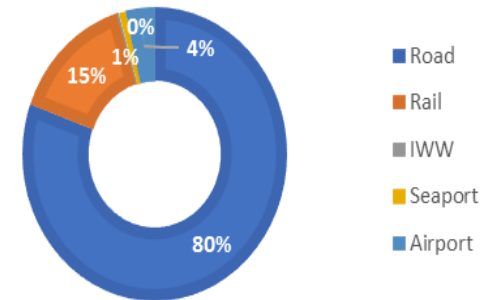
Infrastructure investment overview

€13,2 BILLION - DISBURSED, COMMITTED AND SECURED INVESTMENTS (2004-2016)

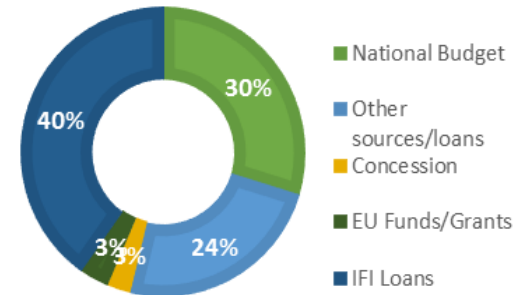
■ Disbursed ■ Committed ■ Secured



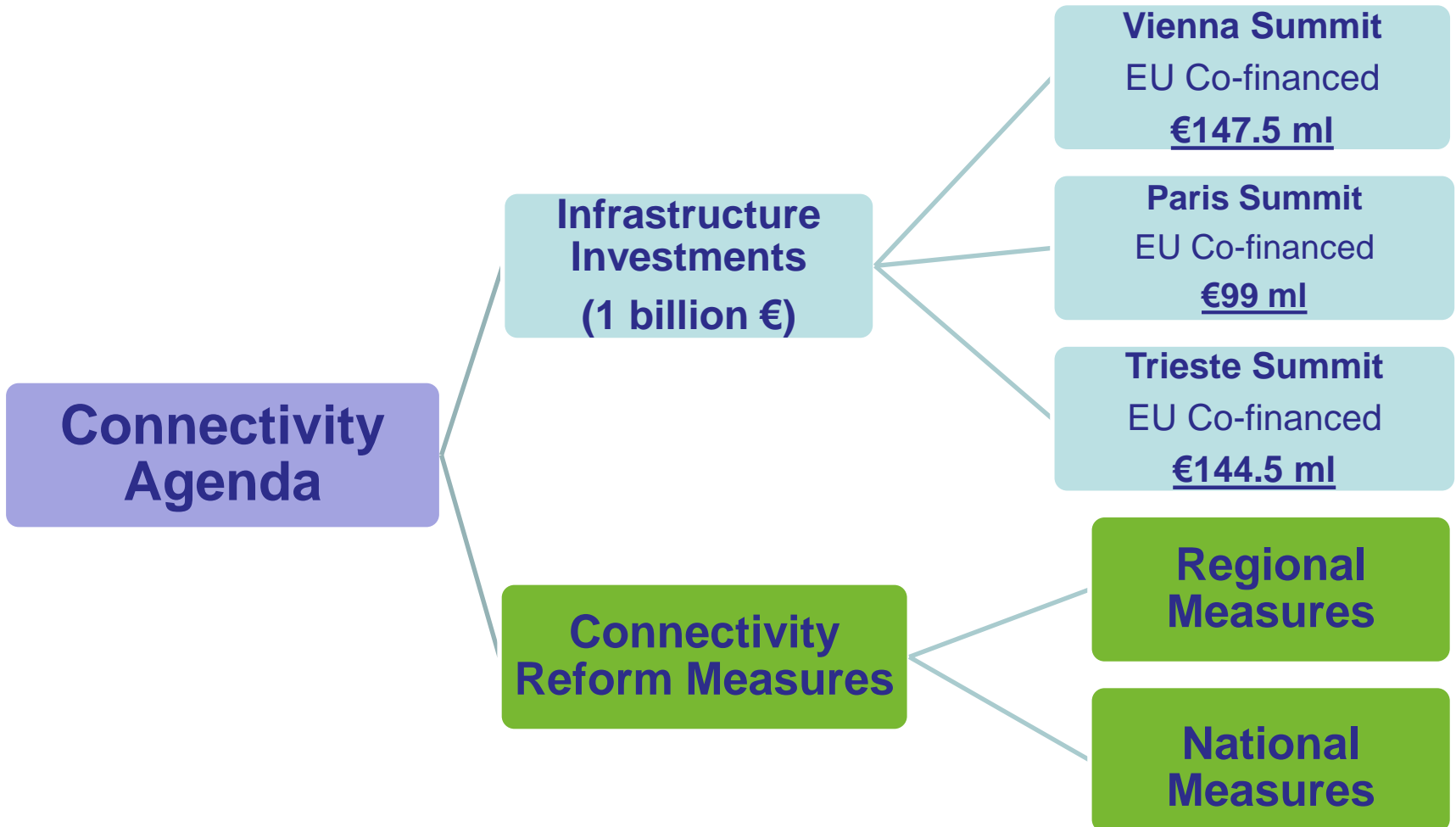
TOTAL SHARE BY MODE OF TRANSPORT



TOTAL SHARE BY SOURCE OF FUNDING



Connectivity Agenda



Connectivity Reform Measures

2.4.1 Establishment of functioning maintenance system ensuring no section in poor/very poor condition by 2020.

- ❖ Assessment Report for Road Maintenance Needs in WB6
- ❖ Guidelines for pavement and structural maintenance for the whole region
- ❖ Preparation of 5 Year Road Maintenance Plan Core/Comprehensive Networks
- ❖ Analysis & Recommendations for setting up RAMS and PBMC in region

EU financed TA, Connecta started in January 2017

2.4.3 Improving Transport Network Resilience in the Western Balkan

- ❖ Carry out scoping phase of developing Network Resilience Plan

Why WB6 should act on Network Resilience?

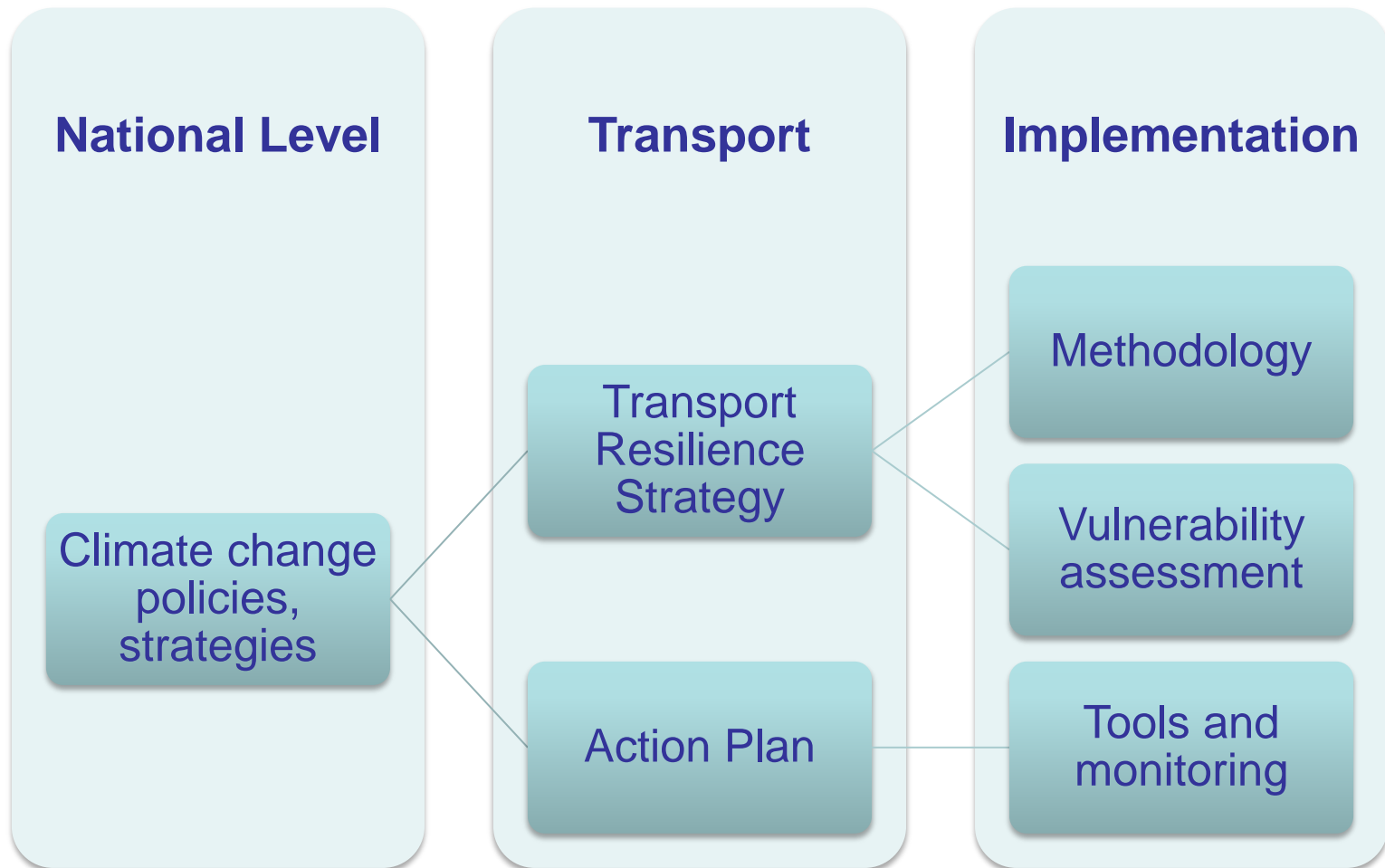




Why we should think about Network Resilience?

- Climate change is putting at risk the lives of millions of people worldwide, and millions in investments in transport infrastructure and services.
- A transport system that cannot withstand the emerging impacts of climate change will prove burdensome, impose high costs for repair, and cause significant economic losses.
- It needs a better understanding of existing vulnerability assessment tools, cost-effective engineering measures and technologies all designed to ensure robustness, redundancy and resilience are designed into road networks.

Scoping Phase Findings – Legal framework





Scoping Phase Findings – Legal framework

RP	National level	Transport Resilience strategy
ALB	UNFC on Climate change ratified CCS under preparation	No Cross sectoral strategy ongoing
BIH	UNFC on Climate change ratified Yes	No Cross sectoral strategy ongoing
MKD	UNFC on Climate change ratified UN National Communications	No
MNE	UNFC on Climate change ratified UN National Communications	No
KOS	UN National Communications	No
SER	UNFC on Climate change ratified UN National Communications	No Cross sectoral strategy ongoing

Scoping Phase Findings – Adaptation actions

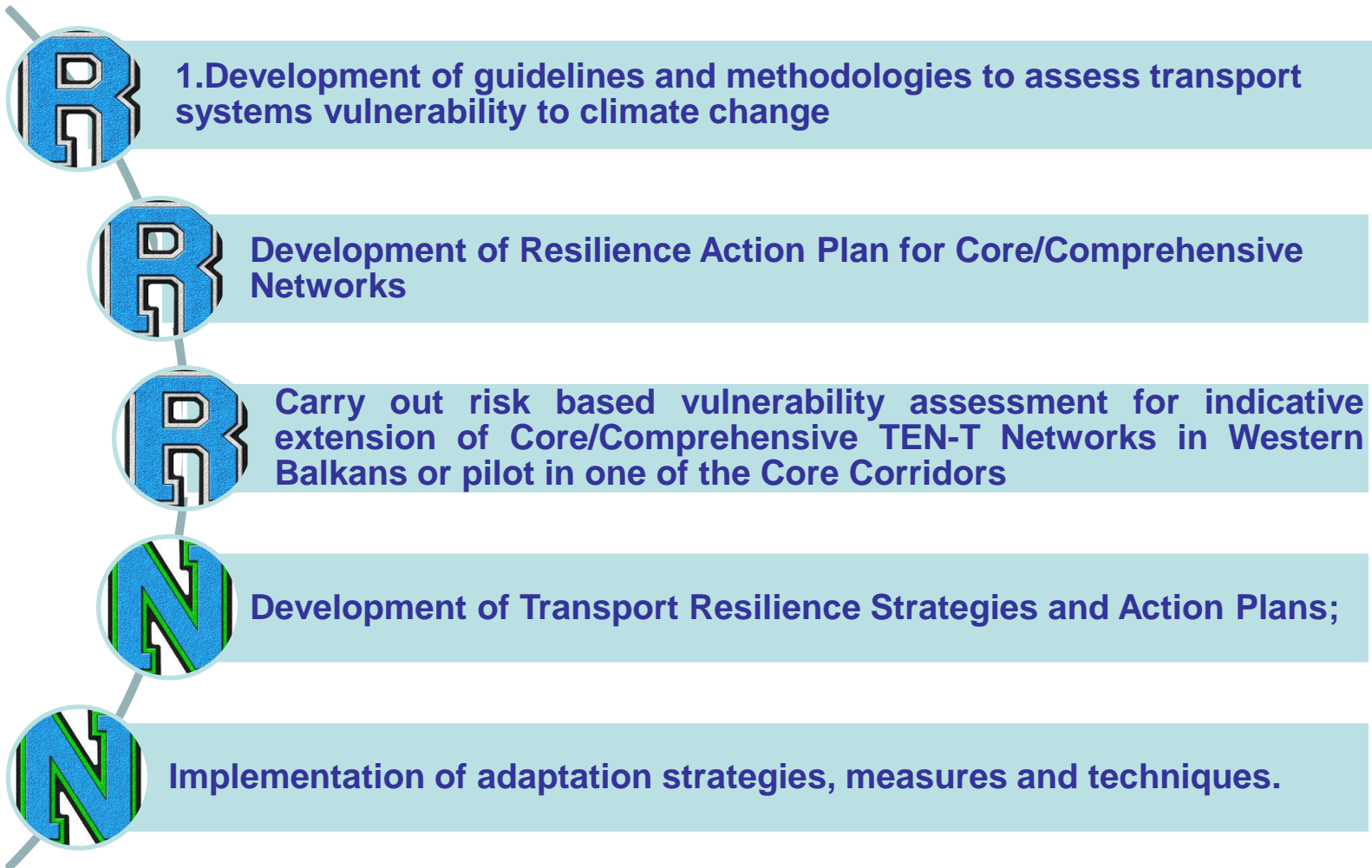
- Protection of embankments of the bridges
- The implementation of the carbon tax system in Albania
- System maintenance of transport infrastructure, preparedness in case of natural disasters in BiH
- Adaptation is regular component of National Plans in MKD.
- In the scope of the Road Rehabilitation and Safety Project, the specific component is addressed to installation of 9 Road Weather Information Systems (RWIS) stations along the state road network in Serbia.
- Air: ANTB had provided all necessary landing/take-off capacities and human resources needed during major Serbia floods catastrophe in 2014

Scoping Phase Findings - Obstacles

Main obstacles listed by the regional participants :

- Lack of knowledge
- Lack of guidelines and methodologies to assess vulnerability
- Lack of resources human, financial etc
- Lack of coordination between the ministry in charge of environment and transport ministry/institutions

Recommendations



Conclusions

Building Resilient Road Transport Network

Mature projects needs €3,6 bn

Project for Preparation needs €6,3 bn

Establishment of efficient road maintenance system

Incorporate network resilience from the early stages of project cycle

Thank you for your attention !

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