



# DEVELOPMENT OF INDICATIVE EXTENSION OF TEN-T NETWORKS IN WESTERN BALKANS

Ljubljana, 4-5 December 2018

**Mr. Dejan Lasica**, SEETO General Manager

# SEETO Regional Cooperation

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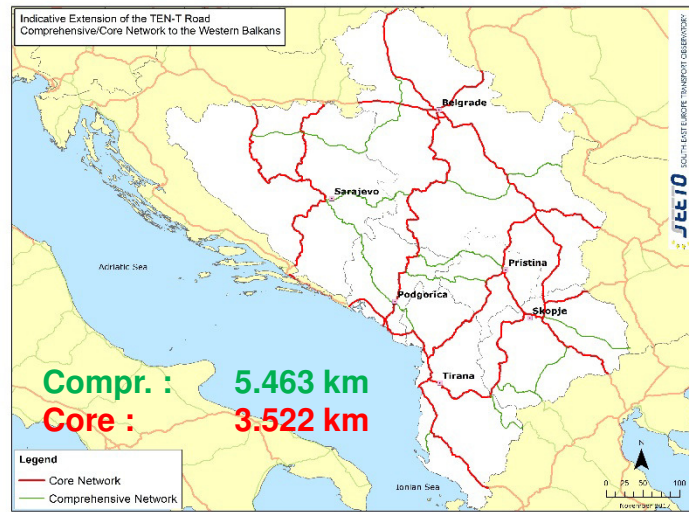
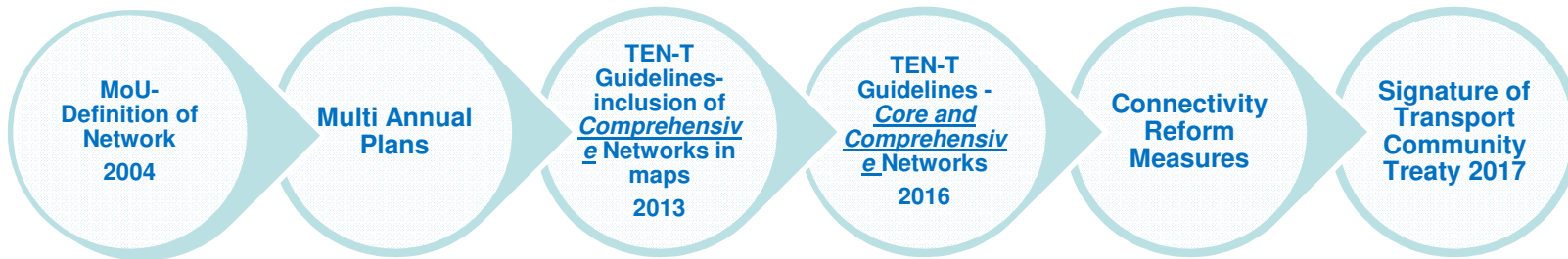


**MoU**  
11<sup>th</sup> June 2004

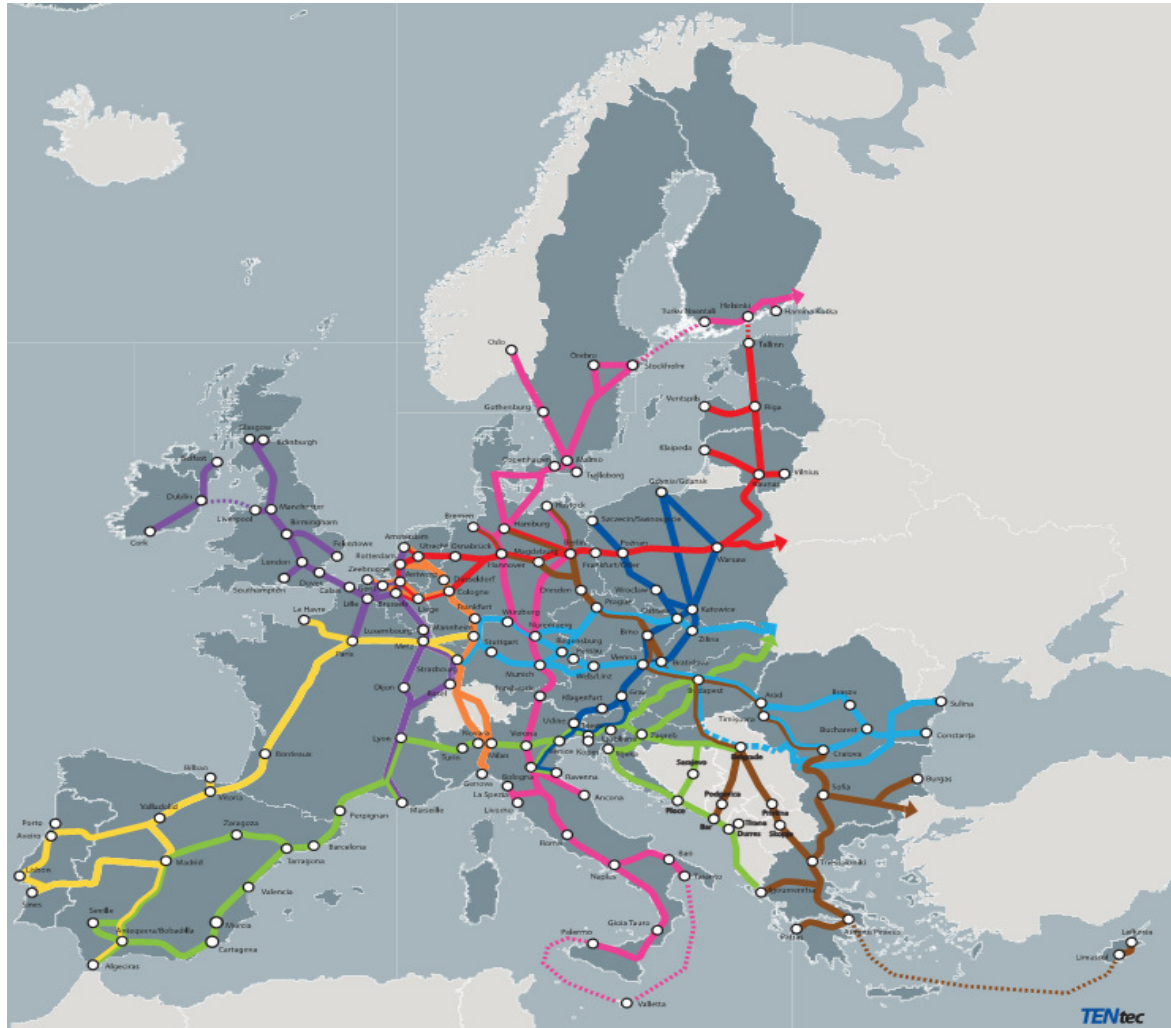


**TCT**  
12<sup>th</sup> July 2017

# Indicative Extension of TEN-T to WB



# Core Corridors extension



*TEN-T Core Corridors extended to Western Balkan:*

- ***Orient/East-Med***
- ***Mediterranean***
- ***Danube-Rhine***

# Transport indicators

- *Av. AADT range from 4,000 – 14,000 veh/day*
- *Road accidents:*
- *Fatalities 1,537*
- *Injuries 54,677*

## **Roads**



- *Total million t/km range from 200 to 1400*
- *Total million pass km up to 200*

## **Rail**



- *Total freight:*
- *5.53 ml ton*
- *155,000 TEUs*
- *Total passengers: 1.2 million*

## **Seaports**



- *Total turnover: 1,7 ml ton*
- *Total: 75,552 passengers*

## **River ports**



- *Total passengers: 13 million*

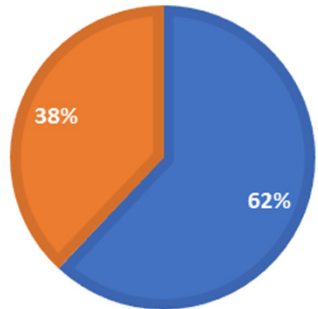
## **Airports**



# Compliance to TEN-T Standards

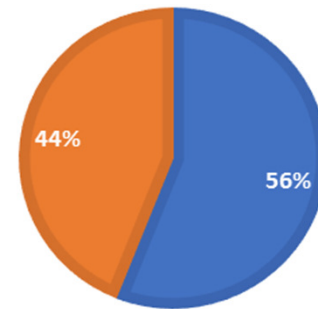
## ROAD CORE NETWORK

■ Conventional (2 lane) ■ Motorway (4 lane)



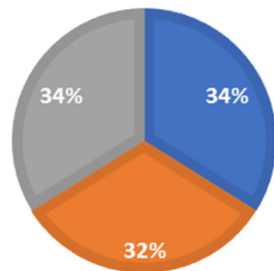
## RAIL CORE NETWORK

■ Electrified ■ Non-electrified

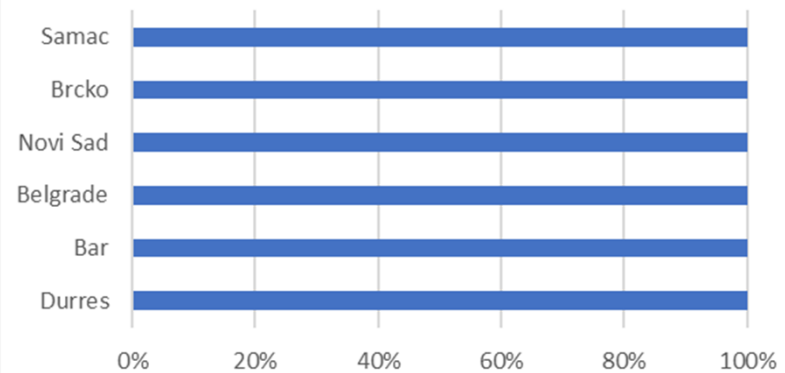


## IWW (ECMT CLASS, TONNAGE, VESSEL LENGTH)

■ Danube ■ Sava ■ Tisa



## Railway Connection to ports



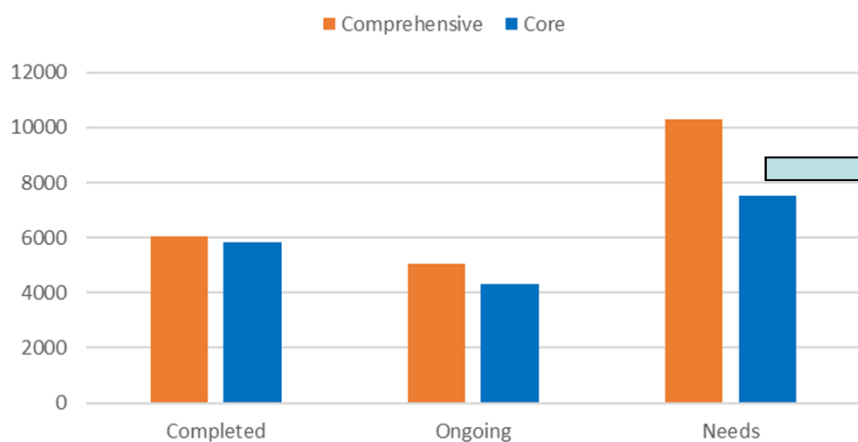


# Transport networks capacity assessment

<b>Road</b>	<ul style="list-style-type: none"><li>• 47% is in no need of immediate intervention by 2030</li><li>• 33% in need of immediate maintenance/rehabilitation</li><li>• 20% needs to be upgrade/widening by 2030</li></ul>
<b>Railway</b>	<ul style="list-style-type: none"><li>• 48% is in no need of immediate intervention by 2030</li><li>• 19% in need of immediate maintenance/rehabilitation</li><li>• 33% needs to be upgraded by 2030</li></ul>
<b>Airports</b>	<ul style="list-style-type: none"><li>• Adequate to meet the demand by 2030</li></ul>
<b>IWW ports</b>	<ul style="list-style-type: none"><li>• IWW ports requires expansion by 2030</li></ul>
<b>Maritime ports</b>	<ul style="list-style-type: none"><li>• Increase the capacity to handle passenger transport and Port of Durres for freight flows too</li></ul>

# Ongoing projects

Investments in Road Network (in ml €)



Corridor Vc: Pocitelj-Medjugorje, €117ml  
 Johovac-Rudanka, €70 ml  
 etc.

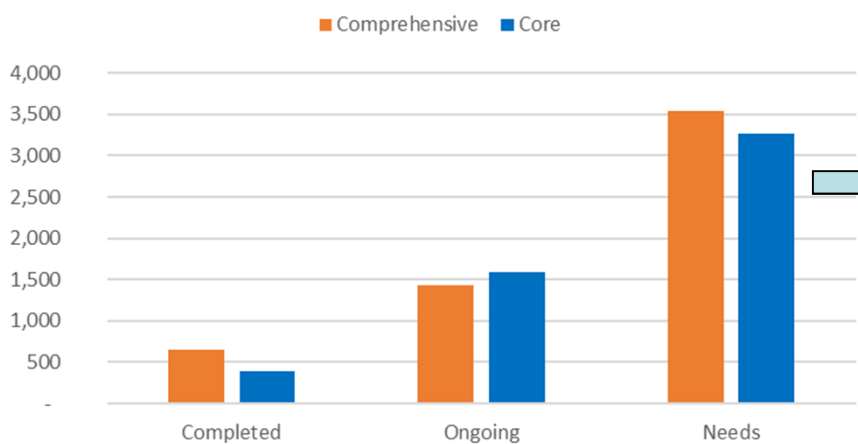
Corridor VIII: Tirana-Elbasan, €268ml  
 Ohrid – Kicevo, €600ml  
 etc.

Corridor X+: Demir Kapija-Smokvica, €227ml  
 Grdelica -Vladicin Han, €305ml  
 etc.

Route 4: Smokovac-Mateševo, €800 ml

Route 6: Pristina-Hani Elezit, €600 ml

Investments in Rail Network (in ml €)



Corridor Vc: Sarajevo-Bradina, €41ml

Corridor VIII: Durres – Tirana Terminal, €90ml  
 Beljakovce - Kriva Palanka, €145ml

Corridor X+: Stara Pazova - Novi Sad, €296ml  
 Zezelj Bridge in Novi Sad, €45ml  
 etc.

Route 4: Resnik - Valjevo, €73 ml

Route 10: Overall rehab. €208 ml



# Multi Annual Plan 2018

## Mature Priority Projects



16 road project	5 rail project	4 IWW project	1 airport project
total amount	total amount	total amount	total amount
3.6 Bn€	942 M€	87 M€	25 M€

**TOTAL NEEDS:**  
**4.6 billion €**

# Multi Annual Plan 2018

## Priority Projects for preparation



19 road project	13 rail project	1 project	4 airport projects	2 port projects
total estimated amount	total estimated amount	total estimated amount	total estimated amount	total estimated amount
6.3 Bn€	2.6 Bn€	343 M€	55 M€	9.1 M€

**TOTAL ESTIMATED NEEDS:  
9.3 billion €**

# Connectivity Measures Progress

- Railway market open for domestic carries
  - ✓ *In Albania, Kosovo\*, Montenegro, Serbia*
- Road safety inspections, ITS deployment, Road/rail maintenance and road border crossing facilitation
  - ✓ *Connecta TA completed in 2018*
- National Connectivity Reform Measures
  - ✓ *Joint operation in Tuzi between Albania and Montenegro operational*
  - ✓ *Merdare new CCP operational*



\* 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

# Commitments and challenges ahead

- ❖ Transport Community structures to be established as a legal successor of SEETO
- ❖ Continued commitment towards development of multimodal Core/Comprehensive Network
- ❖ Regional Participants to work together towards the aligning of the transport system with the EU, for enabling market rules and EU standards
- ❖ Full ownership of Connecta TA needs to be materialized by the RPs. Further assistance is needed in order to achieve some of 2020 targets.



# Thank you for your attention !

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