

**Five-year Rolling Work Plan for
Development of the Indicative
TEN-T Extension**
of the Comprehensive and
Core Network in Western Balkans

APRIL 2022

Five-year Rolling Work Plan for Development of the Indicative TEN-T Extension of the Comprehensive and Core Network in Western Balkans

Why a Five-year rolling work plan for TEN-T...?



From a **patchwork** to a **network**: Need to improve regional level planning and prioritisation

Obligation provided under Art. 9(1) of **The Treaty for establishing the Transport Community**



2022 Five-year rolling work plan – how we did it

Key issues considered:



Strategic

- Priority projects at regional level already defined for the 2027 time-horizon (Flagships initiatives under the Economic and Investment Plan)
- Project prioritisation is done by each Regional Partner based on a unitary methodology (Single Projects Pipelines)
- WBIF financing mechanism is based on open call and competition, not favouring a top-down planning approach



Methodological

The Transport Observatory's analytical tools (**database** and **regional transport model**) are not yet ready

2022 Five-year rolling work plan – added value elements



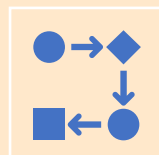
Focus on:



Strengthened cooperation at regional level for the implementation of the already-agreed priority projects



“Buying more for less”: quick wins



Horizontal/policy reform measures

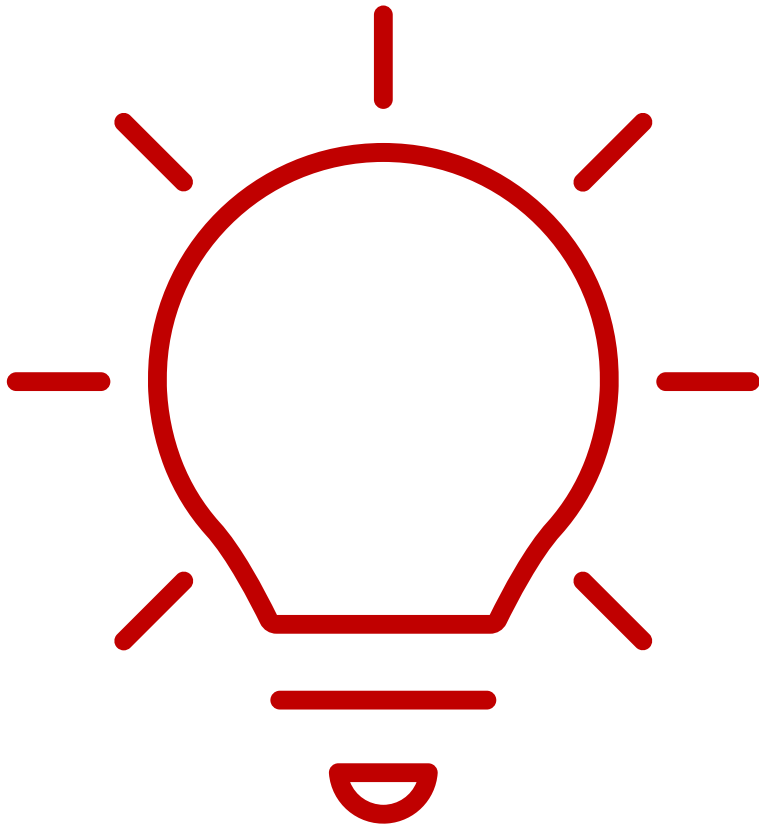
TEN-T in Western Balkans – where are we now?

TEN-T standards compliance:

- Varies significantly between transport modes (rail sector is lagging behind significantly)
- Is uneven between various criteria for the same transport mode
- Particularly low for key criteria like ERTMS, train length, alternative fuels, ITS or road safety



TEN-T in Western Balkans – where are we now?



Key issues to cope with:

- Core Network to be completed by 2030, Comprehensive by 2050
- Approx. 2,800 km of roads require upgrade
- Lack of regular railway maintenance
- Horizontal criteria requiring EU acquis implementation and institutional reforms

TEN-T in Western Balkans – where are we heading to...?



The 6 Regional Partners' development needs in key sectors have been reflected in the **Single Project Pipelines (SPP)** framework.

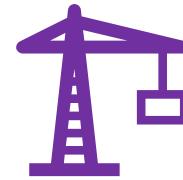
77 TEN-T transport projects > € 22.5 billion:



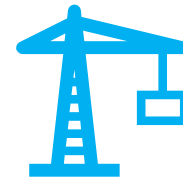
43 Roads (> € 14.28 billion)



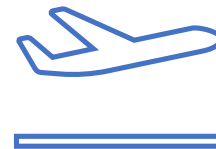
26 Railway (> € 7.84 billion)



2 Seaports (> € 26.3 million)



4 Inland Waterways (> € 245.9 million)



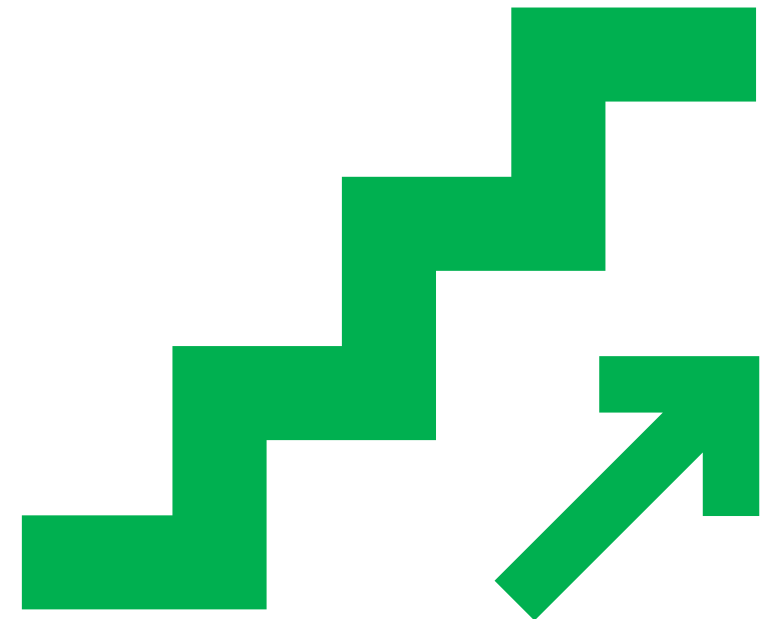
2 Airports (> € 138.4 million)

TEN-T in Western Balkans – where are we heading to...?



Significant **improvements** ahead:

- Road Core Network compliance: from **45% (2020)** to **60% (2027)** and **77% (2030)**!
- Rail Core Network electrification: **73% (2020)** to **(83% 2027)** and **(86% 2030)**
- Rail Core Network minimum operational speed compliance: **15% (2020)** to **44% (2027)**!



TEN-T in Western Balkans – where are we heading to...?



The 2030 perspective: not just more concrete, asphalt, and money spent but...



A high-quality network uniting people and communities in a smart, safe, green, resilient and sustainable manner!

TEN-T in Western Balkans – the challenges

Getting there will not simply happen!

Building the TEN-T Network of the future requires:

- Better **planning** and **prioritization**
- **Capacity** development
- **Institutional** and **policy reforms**
- Paradigm shift towards a **safe, green and digital** transport system



Better planning and prioritization of projects



SPPs have become **overloaded with projects** (rather wishlists than prioritization tools)

Way too many projects to realistically implement

If everything is a priority, then there are no priorities!

Need to:

- Keep **TEN-T** at the core of national-level transport infrastructure planning
- Focus on already agreed projects list (**Flagships**)
- Define and observe mid-term **fiscal and budgetary frameworks**

Capacity development

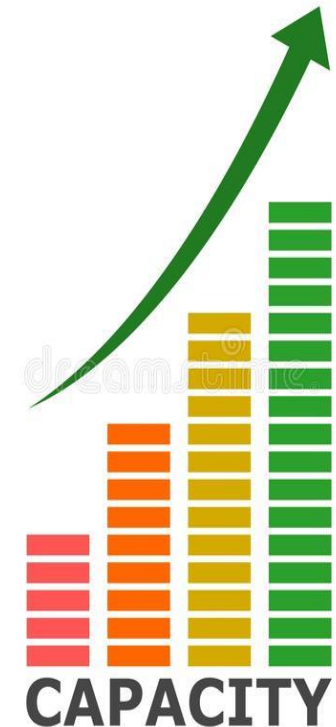


Systemic **gaps** in **quality management process** resulting in:

- Poor implementation record of already-approved projects
- Avoidable delays in all project-cycle stages

Need to:

- Engage in systematic interventions to address the identified short-comings (TA on-going under WBIF)
- Make better use of available TA resources
- Stop the brain-drain!



Institutional and policy reforms

TEN-T compliance is not solely a matter of infrastructure improvement!

Compliance with key criteria requires also **legislative** and **institutional reforms**

The Transport Community's **Action Plans** provide key priority actions the region needs to implement.

Need to:

- Implement the Action Plans on Rail, Road, Road Safety, Transport Facilitation and Waterborne Transport

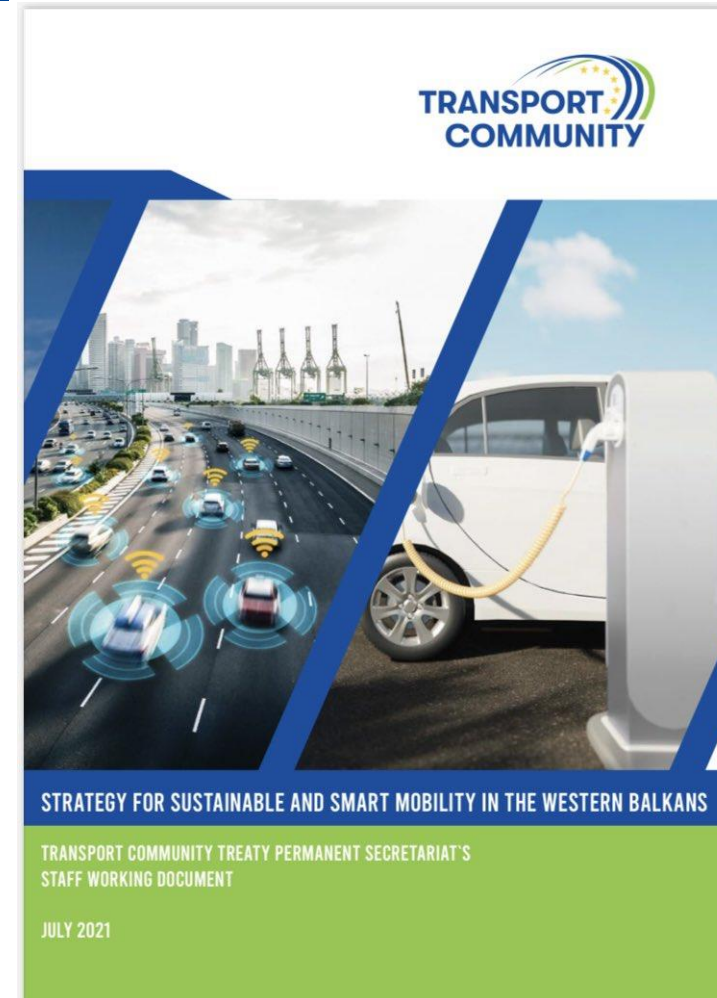


Green & digital transformation

Increasing priority is given to the green and digital transition at European level!

Need to:

- Take actions to stimulate shift towards eco-friendly transport modes and de-carbonize road transport
- Update SPPs in order to reflect green and digital elements
- Align national transport strategies to the green & digital transition



Green & digital transformation

“Buying more for less” – quick wins:

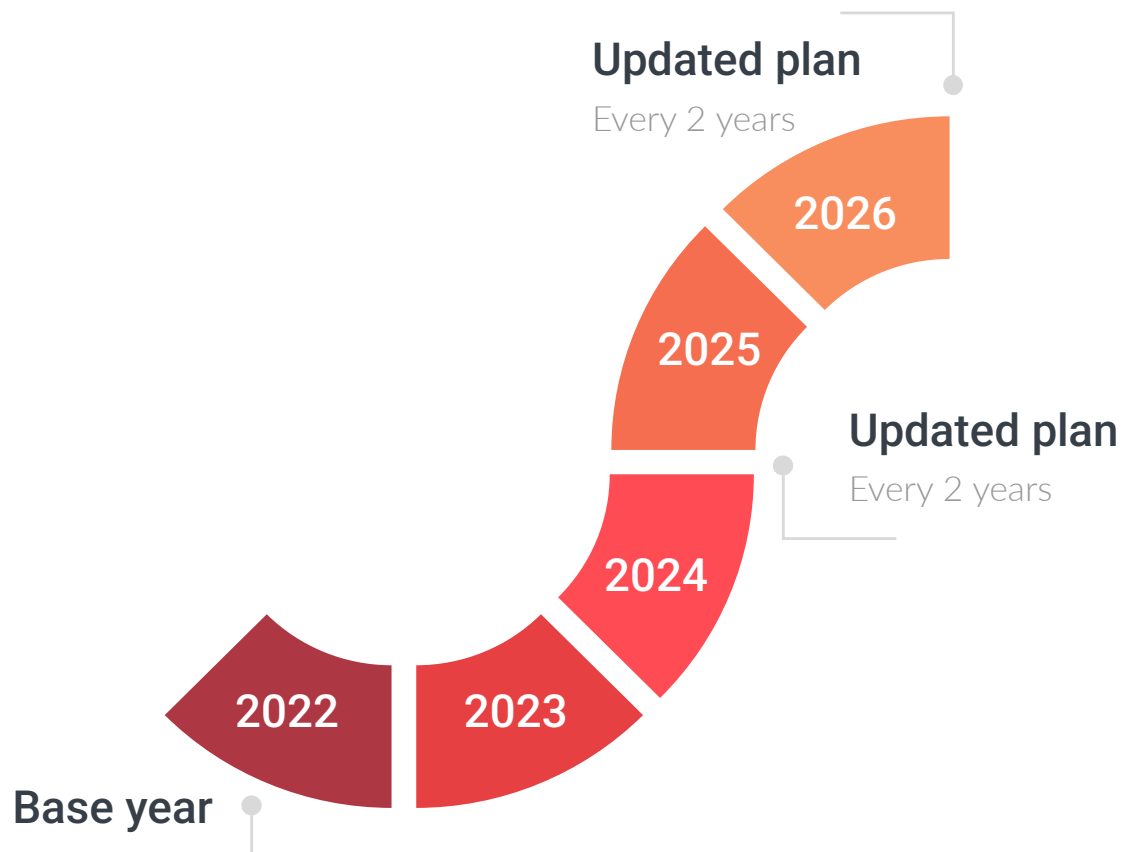
- Smaller-scale well-targeted interventions could achieve significant **economic and social benefits** at a **fraction of the cost** of large projects
- **Enhance and multiply** the **effects** of infrastructure investments

Need to focus attention on:

- **Removing non-physical barriers** to transport and trade
- Addressing TEN-T Network critical **safety** issues
- Implementing priority actions under the **Sustainable and Smart Mobility Strategy in Western Balkans**



Five-year rolling plan – what's next...?



17 May 2022

Implementation!

Transport Community shall develop 5-year TEN-T development plans every 2 years;

Updated revisions of the document to benefit of:

- Re-negotiated **agreement on TEN-T network development priorities beyond the Flagship projects time-horizon**;
- **Transport Observatory's** analytical tools (TEN-T database and transport model).



Thank you for your
attention!

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