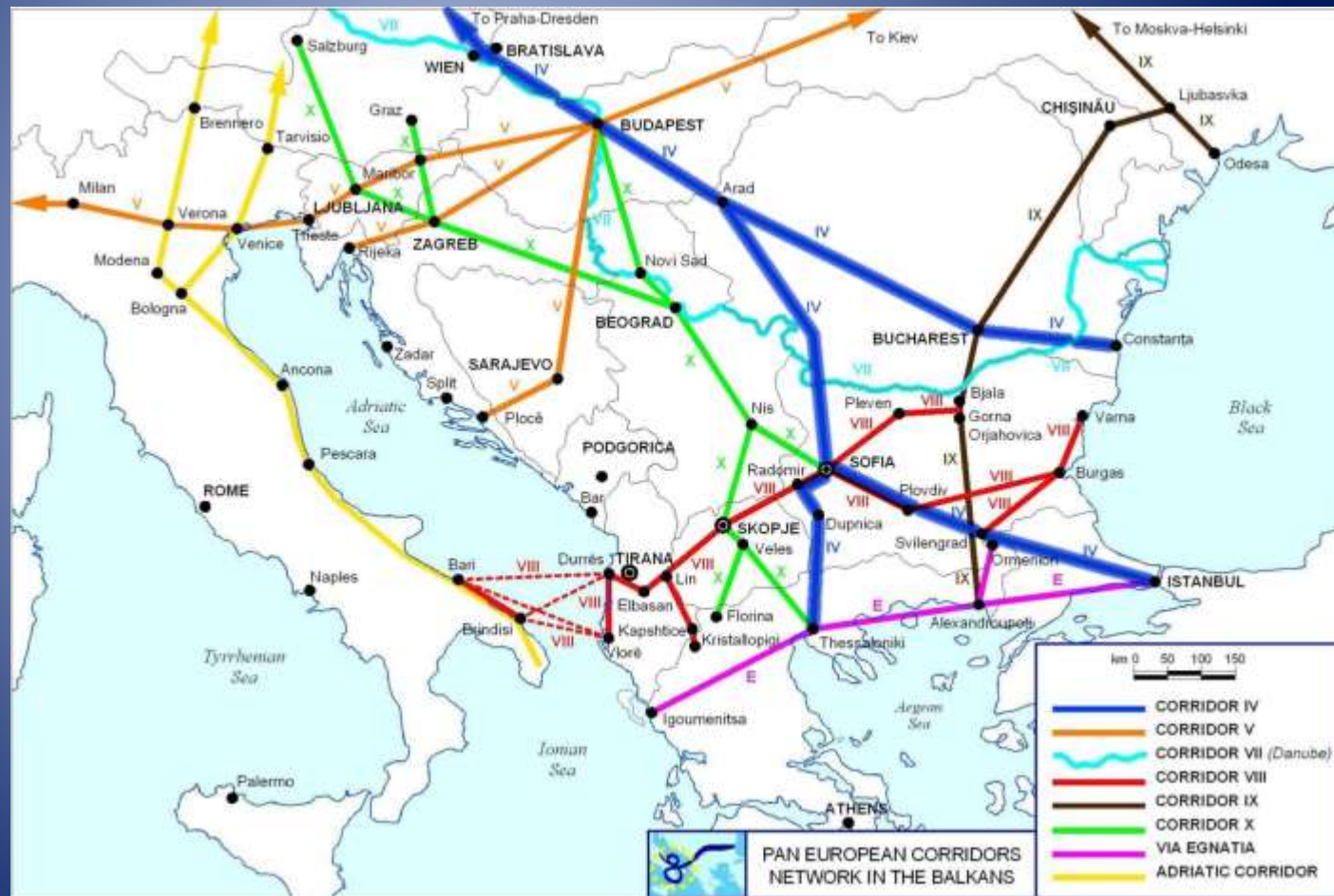# The Balkan: EAST – WEST CONNECTION
Road infrastructure potentials of Corridor X and its surrounding

Dušan Mladenović, PhD

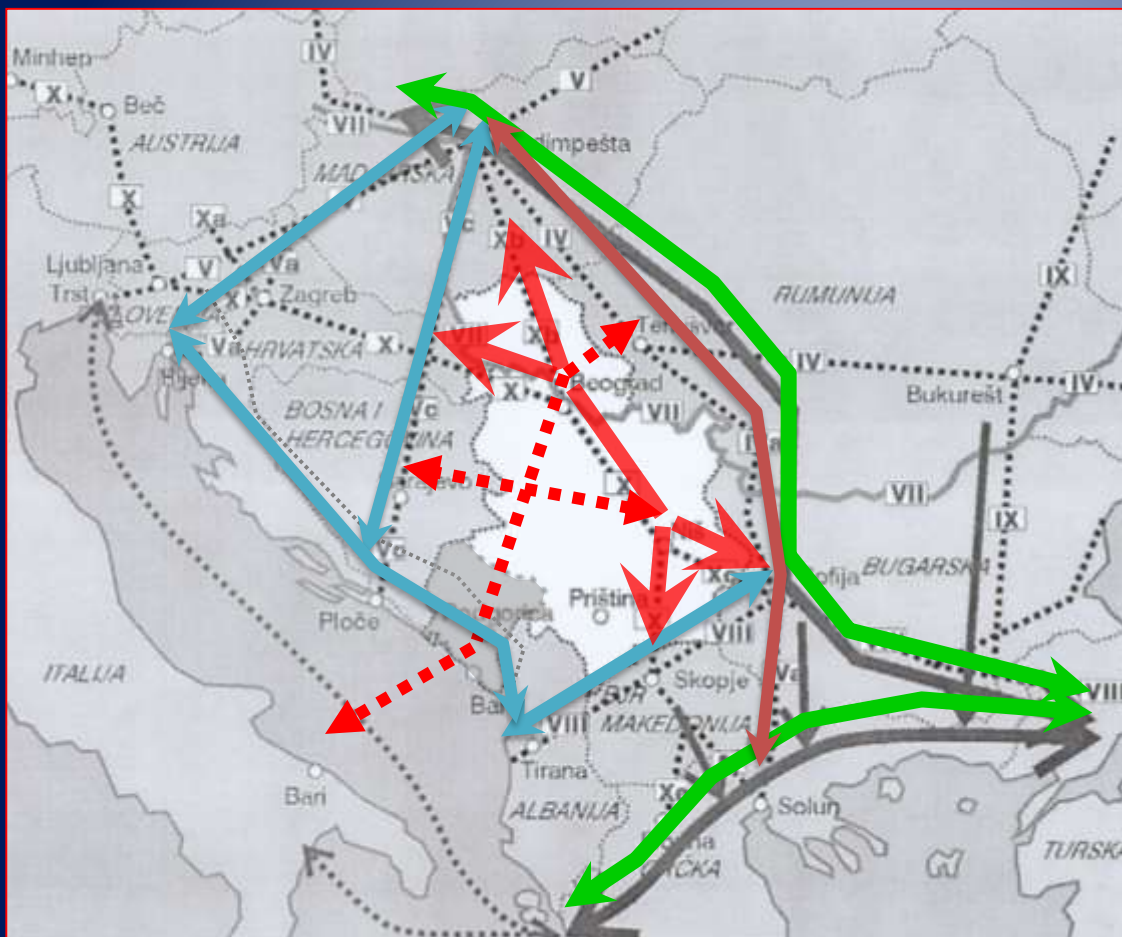## Pan-european Corridors

Pan-European corridors which are connecting EAST and WEST countries

PAN EUROPEAN CORRIDORS NETWORK IN THE BALKANS

CORRIDOR IV
CORRIDOR V
CORRIDOR VII (Danube)
CORRIDOR VIII
CORRIDOR IX
CORRIDOR X
VIA EGNATIA
ADRIATIC CORRIDOR

Reality before 2013

EU has defined its priority axes that run parallel with Corridor 10 in Serbia. The neighbouring countries construct speedily the infrastructure network in the close vicinity.

Road transit transport on Corridor 10 has stagnated, and an increasing trend is recorded only on the directions east-west and northeast-southwest.
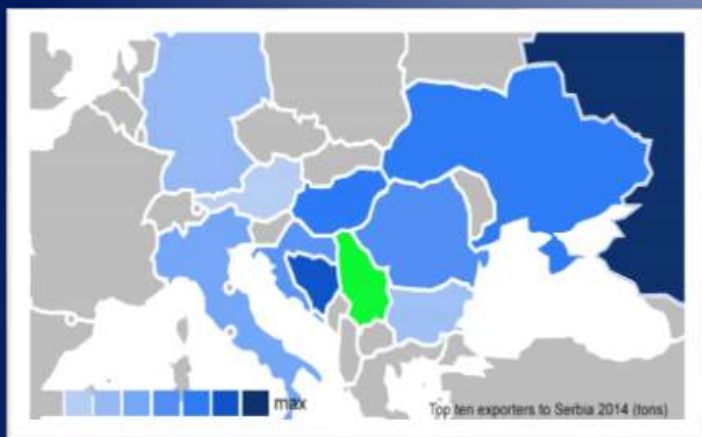
Priority Projects of the EU Road Network 2005

After 2005 European Union hasn't been planning any activities on connecting with SEE or WB (*TEN-T Priorities 2005*)
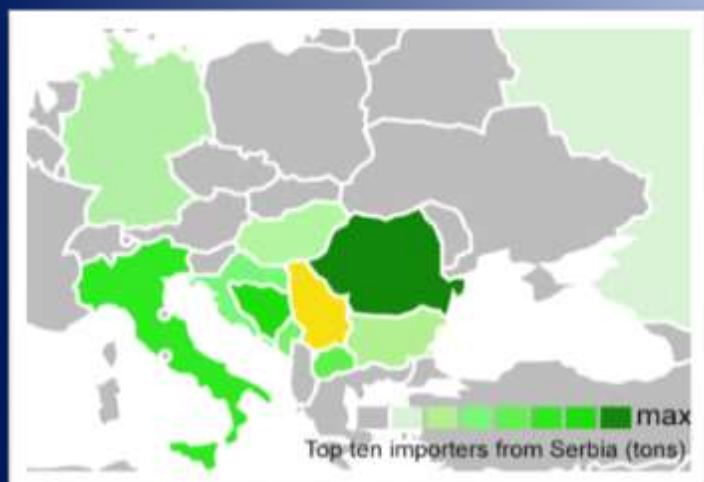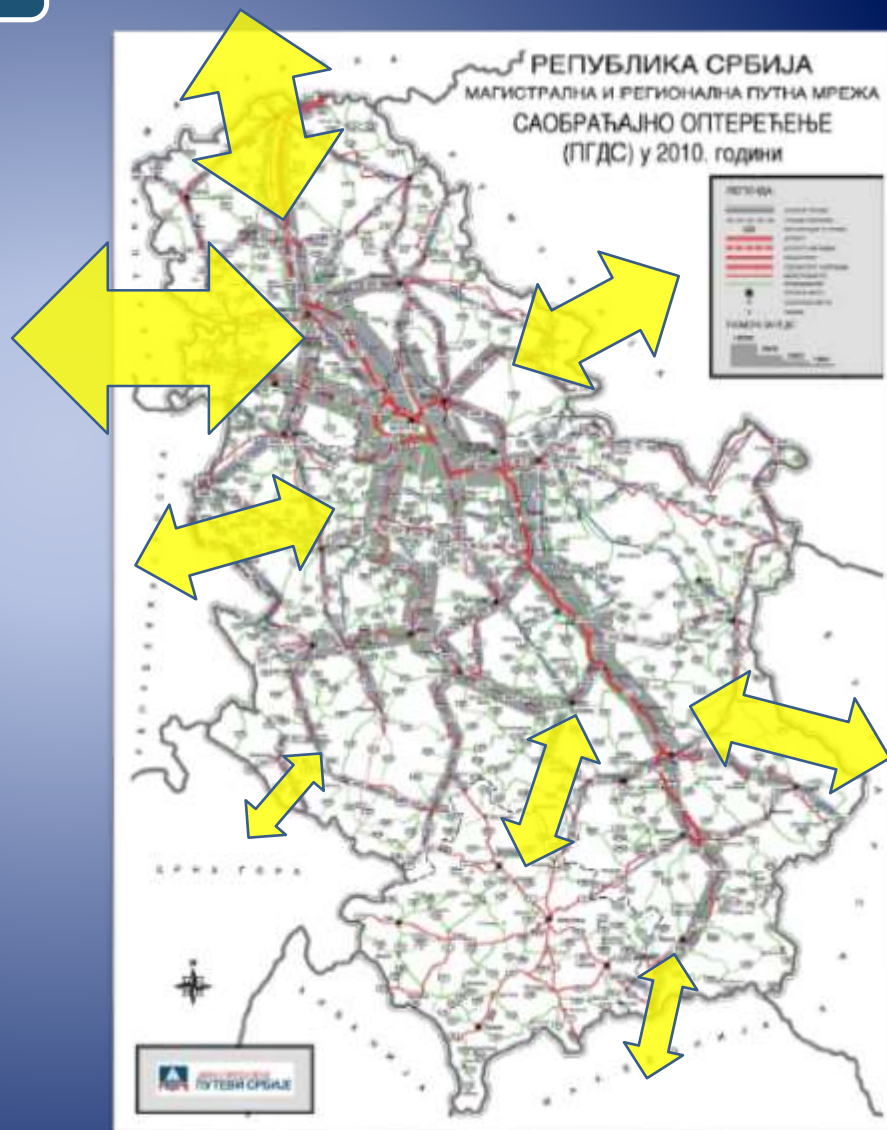
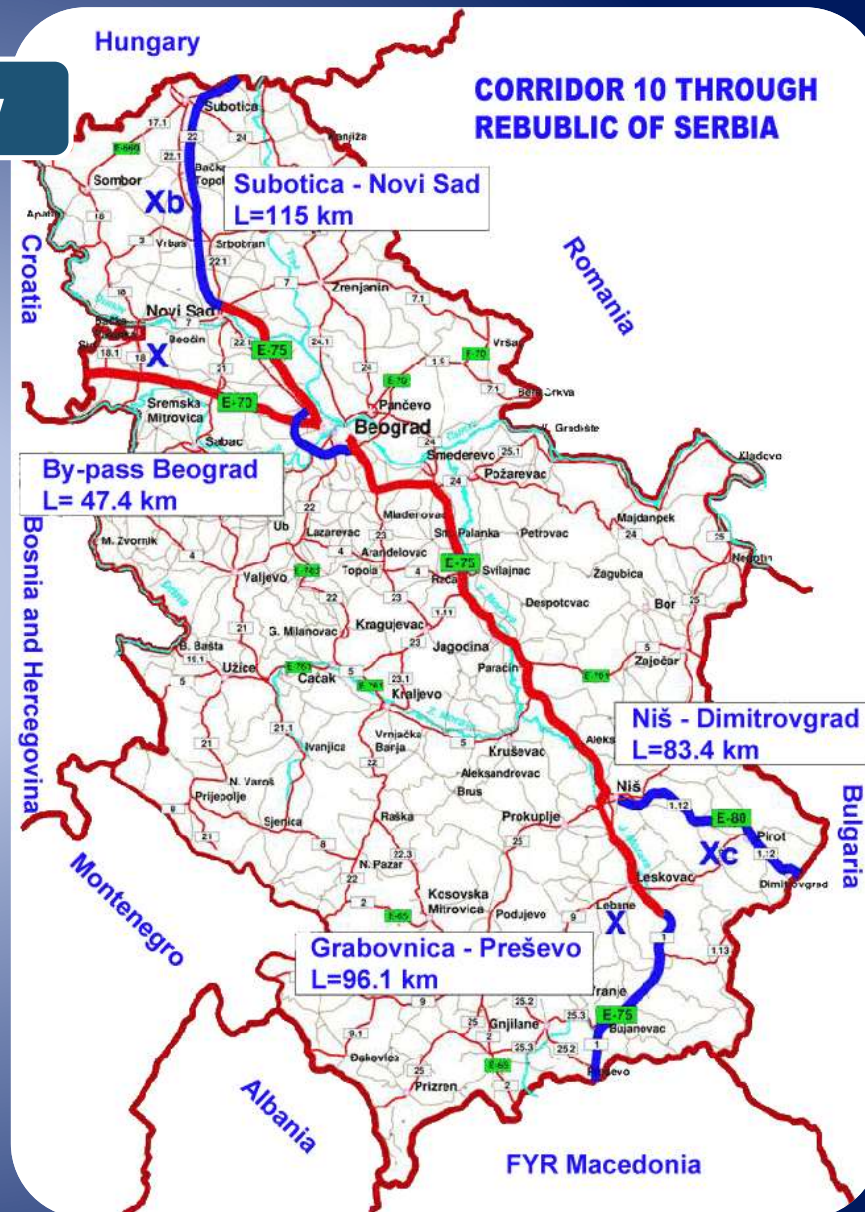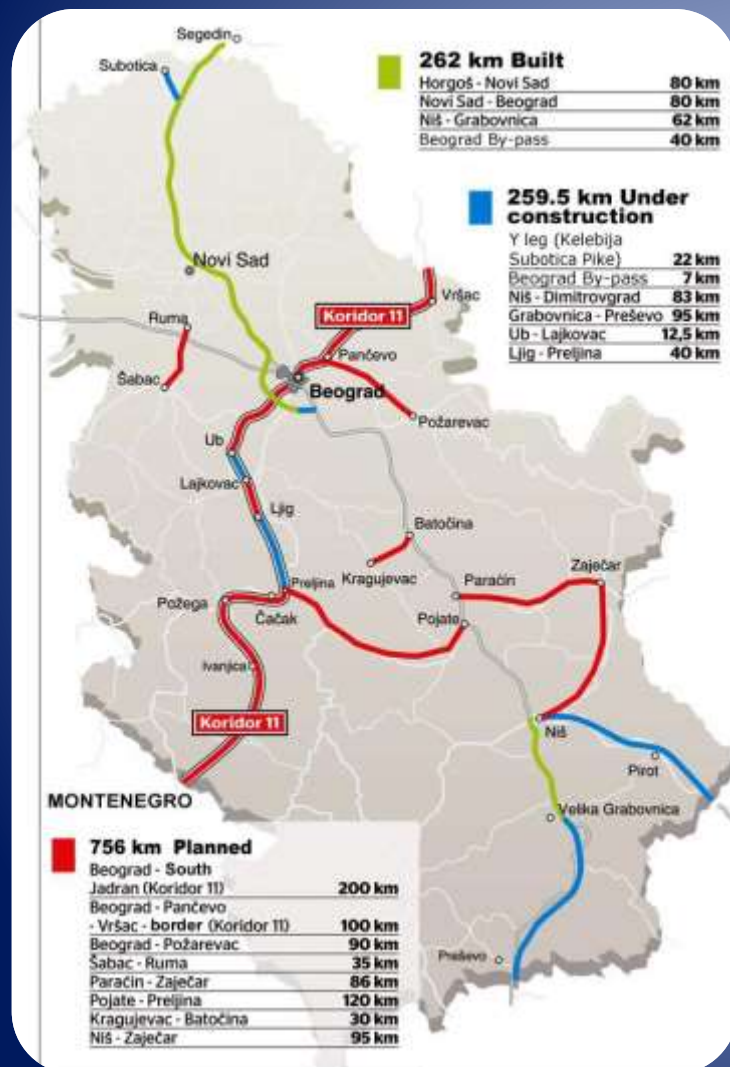# Volumes of trade, transport and traffic

Top 10 exporters to Serbia

Top 10 importers from Serbia

Improvement of Serbian infrastructure capacity

262 km Built

Horgoš - Novi Sad	80 km
Novi Sad - Beograd	80 km
Niš - Grabovnica	62 km
Beograd By-pass	40 km

259.5 km Under construction
Y leg (Kelebija

Subotica Pike)	22 km
Beograd By-pass	7 km
Niš - Dimitrovgrad	83 km
Grabovnica - Preševo	95 km
Ub - Lajkovac	12,5 km
Ljig - Preljina	40 km

756 km Planned

Beograd - South Jadran (Koridor 11)	200 km
Beograd - Pančevo - Vršac - border (Koridor 11)	100 km
Beograd - Požarevac	90 km
Šabac - Ruma	35 km
Paraćin - Zaječar	86 km
Pojate - Preljina	120 km
Kragujevac - Batočina	30 km
Niš - Zaječar	95 km

CORRIDOR 10 THROUGH REBUBLIC OF SERBIA

Subotica - Novi Sad L=115 km

By-pass Beograd L= 47.4 km

Niš - Dimitrovgrad L=83.4 km

Grabovnica - Preševo L=96.1 km

Potetials of regional road network

Investing in road transport network will rise capacity and shorten the travel time, bring higher level of services and less traffic accidents. Also, for local companies and industry, availability and access to the network are of great significance.

Issues:
• Encourage national authorities to interconnect through stronger cooperation
• Improvement and harmonization of regional transport policies and technical standards;
• Integration of regional network development in wider Trans European Network Framework (TEN-T);
• Improving cross-border cooperation and usage of best practice and implementation of "Soft measures" to avoid waiting times and losses.

Reality from 2014 – Extension TEN-T to WB

Indicative extension of TEN-T network to Western Balkan

Branch of Mediterranean Corridor (Ljubljana-Belgrade)

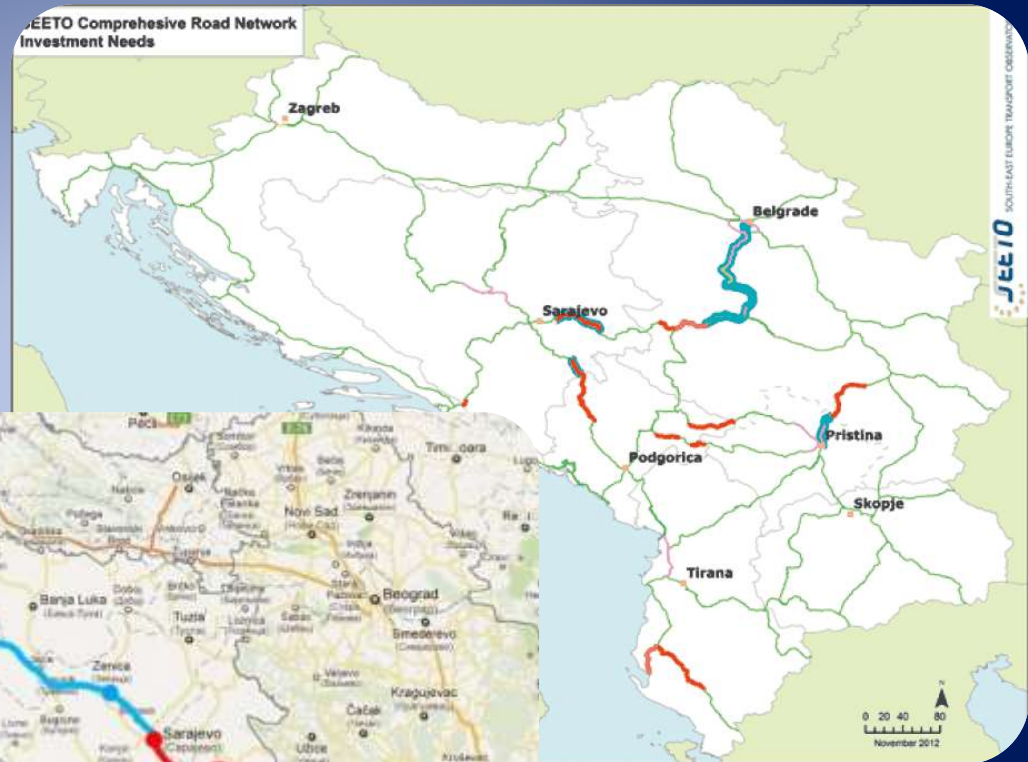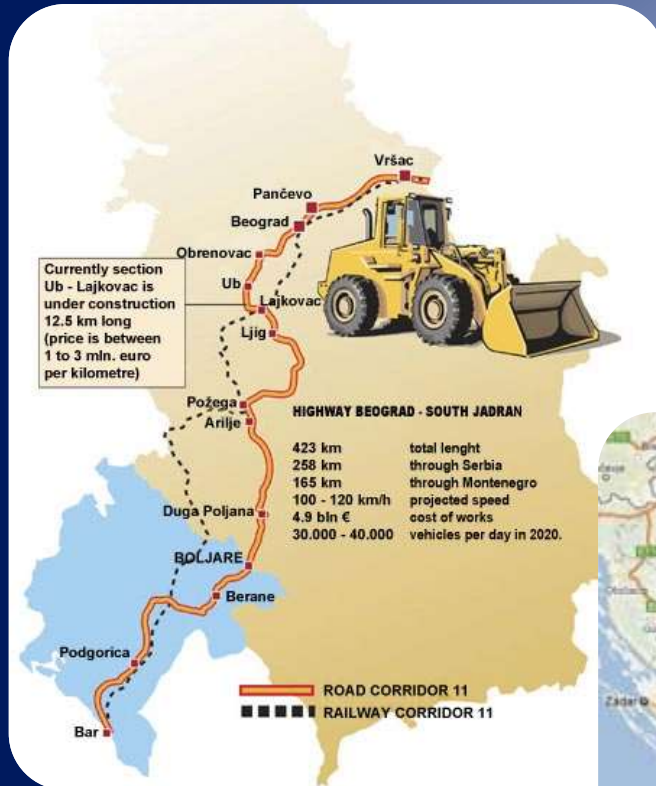Branch of Orient - East Med Corridor (Budapest – Belgrade, Belgrade to Bar; Belgrade to Thessaloniki)

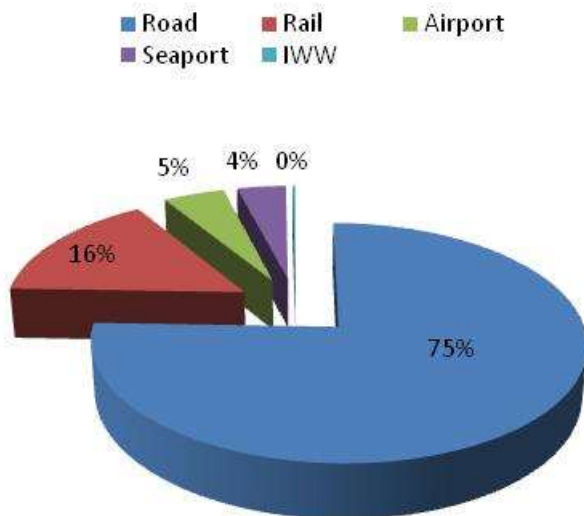## Priority projects – Roads 2018 (SEETO)

Regional connectivity development (examples)

Currently section Ub - Lajkovac is under construction 12.5 km long (price is between 1 to 3 mln. euro per kilometre)

HIGHWAY BEOGRAD - SOUTH JADRAN

423 km	total lenght
258 km	through Serbia
165 km	through Montenegro
100 - 120 km/h	projected speed
4.9 bln €	cost of works
30.000 - 40.000	vehicles per day in 2020.

▬▬▬ ROAD CORRIDOR 11
▪▪▪▪ RAILWAY CORRIDOR 11

SEETO Comprehesive Road Network Investment Needs

Investment in transport infrastructure (by SEETO)

SEETO Comprehensive Network investments per transport mode

- Road
- Rail
- Airport
- Seaport
- IWW

5% 4% 0%
16%
75%

SEETO Comprehensive Network project investments per source of funding

7% 6%
19%
41%
27%

- IFI Loans
- Budget
- Other
- Concessions
- EU fund

€ 9.9 billion total investments in Road transport network since 2004 (SEETO)
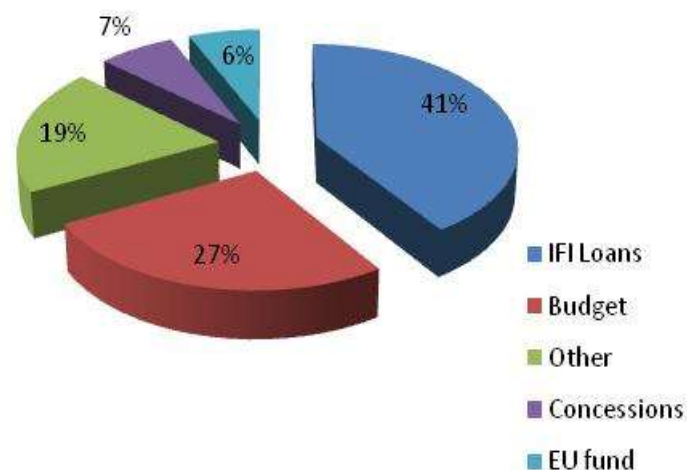
Waiting time at border crossings

to distinguish:

-Waiting of trucks on customs preocedures (average less then two hours)

- Waiting on inspections + waiting in line, can be more than 12 hours (total time lost on borders)

Examples of waiting time on border-crossings

25

Soft measures – simplified example

Reconstrunction of 100 km road section	time (min)	lenght (km)	speed (km/h)	.
old road	100	100	60	
new road	67	100	90	target!
	33 minutes time saving			
Construction cost: minimum € 100 milion.				

What we can:

•Use of EDI and electronic documents (e.g. TIR-EPD, e-CMR)

• Cross-border cooperations (establishing common rules and agreements – under the framework of trade agreements or in particular transport treaty)

•Risk-based inspections

•Provide the "Single window" (linking not only traders and customs, but all involved)

• Combined measures (organisational + new technolgy) e.g. TIR-EPD Green Lanes

| Extending working time of inspection	average waiting (hours)	wroking time (hours)	number of employees	.
old situation	6	8	2	
new situation	1	24	6	
	300 minutes time saving			
	Implementation cost:			
	Project and implementation: € 100.000			
	Additional 4 employees: € 10.000			
	Additional equipment: € 200.000			
Total cost:	€ 310.000			

Acceleration of Vehicle Flow

Dedicating separate lanes for vehicles with Electronic pre-declaration and e-documents:
• Waiting times reduced a lot
• High financial savings to customs authorities
• Higher efficiency in risk assessment
• Ensures and facilitates international trade
(Examples: e-CMR, TIR-EPD)
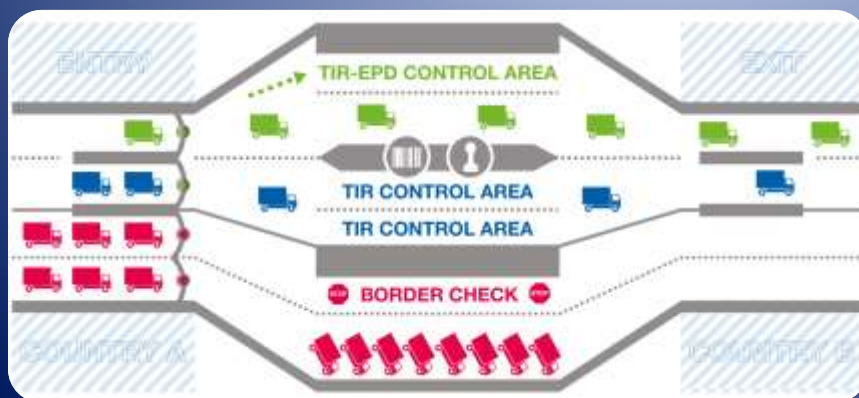
How to achieve improvements

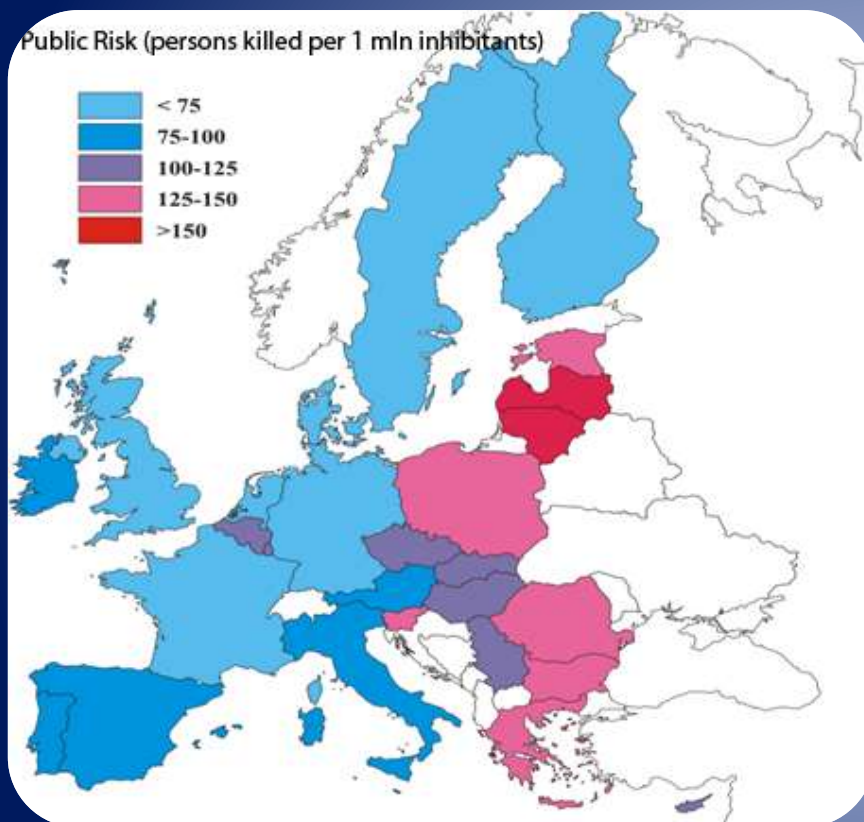Balkan peninsula is covered by two EU Macro-Regional Strategies, for

- Danube Region
- Adriatic-Ionian Region

Recently signed and ratified Transport Community Treaty of WB6
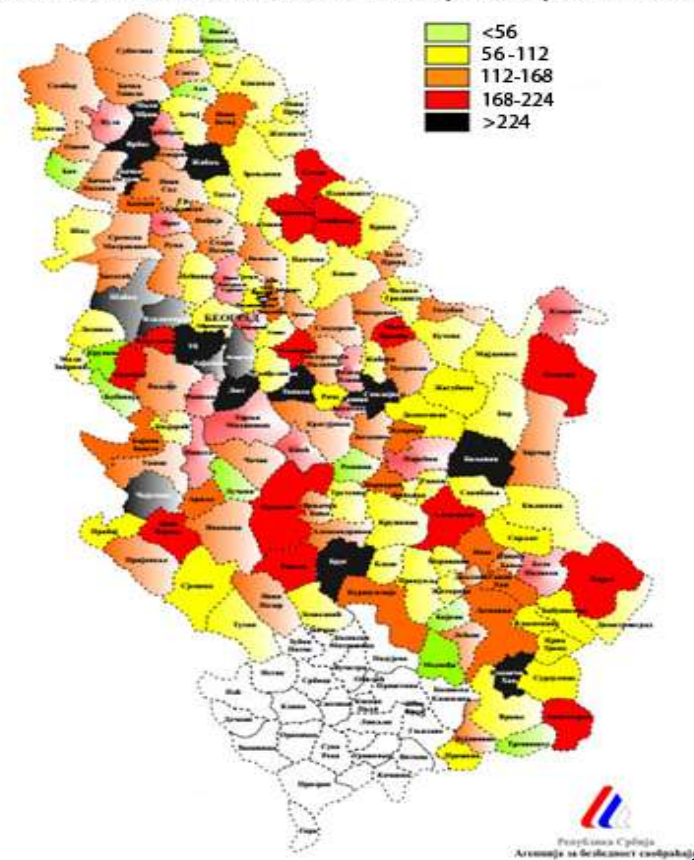Secretariat is expected to start working in 2019.

Traffic safety

Public Risk (persons killed per 1 mln inhibitants)

< 75
75-100
100-125
125-150
>150

Public Risk of traffic accidents in Serbia, by municipalities 2010

<56
56-112
112-168
168-224
>224

Thank you for your attention!

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