

TRANSPORT COMMUNITY PERMANENT SECRETARIAT

Priority measures on border crossing points (BCPs) - common crossing points (CCPs) for endorsement at the Western Balkans Summit in Poznan

With the signing and ratification of the Transport Community Treaty, border crossing facilitation between Western Balkans and the EU now has a legal basis. In accordance with Article 15 of the Treaty, the Contracting Parties shall facilitate administrative procedures (formalities) for crossing from one customs territory to another. Upon the establishment of the Permanent Secretariat of the Transport Community and the Technical Committee for transport facilitation, the regional institutional structure is now in place to fully guide and monitor the priority plan of measures for BCPs/CCPs facilitation, now being endorsed at the Western Balkans Summit in Poznan, which will ensure the much needed high level political commitment for its enforcement.

In the period November 2017- April 2019, with support of the European Commission through the Technical assistance (CONNECTA) for the Connectivity agenda for the Western Balkans, a study for border crossings/common crossings facilitation and improvement of the cross-border road transport on the indicative extension of TEN-T Road Core/Comprehensive Network in the Western Balkans was carried out.

The CONNECTA team was commissioned to undertake an institutional, technical, economic and financial assessment of all Border Crossing Points (BCPs) and Common Crossing Points (CCPs) on the Core and Comprehensive Road Network in the Western Balkans, to validate the need for implementation of one-stop-shops and electronic queuing management systems (eQMS). The study area comprised 32 BCPs/CCPs along the indicative extension of the TEN-T Road network in the Western Balkans.

Based on the findings and recommendations from the study, as well as in line with the World Bank "Transport and Trade Facilitation" Project, the following tables present lists of priority measures for identified BCPs.

Additionally, some of the priorities included in the tables reflect the benefits of having joint border facilities, instead of continuing the current modus operandi involving separate facilities. There are clear operational advantages, as well as significant reductions in the operating and maintenance expenditure, as teams are co-located on one site as opposed to two.

In this respect, on top of the high volume of traffic, and frequent bottlenecks at particular border/common crossing points, one additional consideration for selection of the priorities for one stop shops (OSS) and joint controls, is the availability of existing infrastructure that is already largely fit-for purpose, as well as good operational working relationships between the officials on both sides.

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1) Priorities - BCP's/CCP's for which mobilisation of assistance will start in 2019

In summary, by grouping the BCPs, two technical assistances (TA's) are suggested for 2019:

- for Design-Build for the BCP's Hani i Elezit/Blace, Gostun/Dobrakovo and Bijaca/Prud
- for Design-Install or Design-Build-Maintain of eQMS on the BCP's along Corridor X

	BCP name	BCP location	Description of activities	Timing and duration;	Expected outcome
1.	Road BCP's:				
	1) Hani i Elezit/ Blace	KOS/MKD Route 6a Orient-East/Med Corridor	<p><u>Soft (legal and institutional measures) for establishing One stop shop (OSS) and joint controls:</u></p> <ul style="list-style-type: none"> - Bilateral agreement signing - Formation of inter-state working group to work towards implementation of OSS with joint facility - Pre-clearance using Advance Notification (submitting all declarations together with the support documents to Customs prior to the arrival of the truck) - Alignment of legal frameworks to mutually recognise certificates, especially veterinary and phytosanitary, given the volumes of livestock and produce passing through the BCP Bijaca/Prud - Plan for physical implementation of OSS (including migration plan to selected site, procurement of goods and installation of necessary IT equipment) <p><u>Physical investments (including traffic technology and equipment):</u></p> <ul style="list-style-type: none"> - Preparation of design and installation of a mobile truck scanner so the Customs and Border Police can carry out 100% physical examination and eliminating the need for the visual checks. - Preparation of design and installation of weigh bridge in other lanes so trucks can use more than one lane - Preparation of design and installation of "herringbone" truck parking thereby eliminating the front truck delaying trucks behind (as well as extra truck lane in some cases to be used for 	TA for a Design Study and Procurement Plan to be launched	Higher rates of physical inspections whilst achieving against quicker processing times (i.e. win-win for security and trade)
	2) Dobrakovo Gostun	MNG/SRB Route 4 Orient-East/Med Corridor		For physical works-tendering period as per partners' procurement rules for Design-Build (6-12 months)	Shortening processing time for trucks for about 10 min per truck
	3) Bijaca/ Prud	BiH/HR Corridor Vc MED Corridor		Faster processing while at the same time improving detection, as part of the anti-narcotics and smuggling effort. Faster, safer and more efficient bus passenger checking. Saving between 10 to 20 minutes each bus.	
				Increased performance by Customs and Border Police staff sharing same booth Increased vehicle throughput and time	

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			<p><i>priority for AEO)- not for Bijaca/Prud</i></p> <ul style="list-style-type: none"> - <i>Preparation of design and installation of automatic number plate recognition (ANPR) system</i> - <i>Preparation of design for secondary vehicle inspection facility and consolidated Police and Customs booth</i> - <i>Preparation of design and installation of electronic lane signs and Slip lane diverting trucks to dedicated inspection facility (for Hani I Elezit/Blace)</i> - <i>Procurement of a mobile X-Ray scanner and CCTV (for Dobrakovo/Gostun)</i> - <i>Preparation of design of a dedicated bus passenger facility with particulate detection equipment given the high volume of coaches passing through Bijaca/Prud</i> 		<p><i>savings of up to 30 minutes processing time per truck.</i></p> <p><i>Herringbone type truck parking configuration will eliminate the “first in and first out” checking method and reduce truck queue lengths</i></p>
2.	<p>Cluster of road BCP’s:</p> <p>Horgos/Roszke</p> <p>Batrovci/Bajakovo;</p> <p>Presevo/Tabanovci;</p> <p>Bogorodica/Evzoni</p>	<p>HR-SRB-MKD-GR</p> <p>Corridor X MED and Orient-East/Med Corridor</p>	<p><u>ITS investments for establishing electronic queuing system:</u></p> <ul style="list-style-type: none"> - <i>Preparation and development of the specifications of the IT system for eQMS</i> - <i>Preparation of procurement procedures</i> - <i>Deployment/Commissioning and testing of the system</i> - <i>Plan for physical implementation of OSS and joint controls (for selected BCP sites)</i> 	<p><i>TA for a Design and Procurement Study to be launched</i></p> <p><i>System installation (12 months after procurement)</i></p>	<p><i>Completely reducing queues- Removing the trucks and buses from the general circulation lanes as they will be parked at a dedicated waiting area</i></p> <p><i>Shortening waiting time outside the Customs Control Zone for trucks; time savings are estimated to be some 30 to 45 minutes for HGVs in peak Period; Huge benefits in terms of safety of users at the BCP, security (of the cargo), environment, health (of drivers)</i></p>

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2) Potential priorities for 2020 (for implementation and to complete already supported actions by the World Bank)

1.	Road BCP Qafe Thane/ Kjafasan	AL/MKD Corridor VIII	<p><u>Soft (legal and institutional measures) for establishing One stop shop (OSS) and joint controls:</u></p> <ul style="list-style-type: none"> - Bilateral agreement signing - Formation of inter-state working group to work towards implementation of OSS - Alignment of legal frameworks to mutually recognise certificates <p><u>Physical investments (including traffic technology and equipment):</u></p> <ul style="list-style-type: none"> - Refurbishment of the buildings and facilities including installation of solar panels and energy efficiency improvements - Installation of booths for customs to streamline processes - Installation of an expanded truck parking facility (herringbone configuration) - Installation of an extra weigh scale 	Physical works already envisaged in the World Bank Trade and Transport Facilitation Project- Phase 1	<p>Positive impact on logistic costs, attracting more international road users and increasing economic opportunities for long distance truck drivers</p> <p>Improved circulation of trucks would reduce delays; Increasing truck processing capacity would help reduce queue lengths and queuing times; Estimated truck time savings up to 10 minutes each vehicle</p>
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2.	Road BCP Deve Bair/ Gyesevo	MKD-BG Corridor VIII	<p><u>Physical investments (including traffic technology and equipment):</u></p> <ul style="list-style-type: none"> - Improvements of the administrative building, including installation of solar panels and energy efficiency improvements - Extension of the border passage on the exit from MKD with the construction of a one-way carriageway that would be used exclusively for cargo vehicles - Improvements of the access road to the customs terminal of the entry MKD in order to be able to use it even in winter; - improvements of the asphalt surfaces on the border line and of the border area with the planting of trees; - Installation of weigh bridge for trucks - Improvement of signage and pavement markings 	Physical works already envisaged in the World Bank Trade and Transport Facilitation Project- Phase 1	<p>Positive impact on logistic costs, attracting more international road users and increasing economic opportunities for long distance truck drivers</p> <p>Improved circulation of trucks would reduce delays; Increasing truck processing capacity would help reduce queue lengths and queuing times; Estimated truck time savings up to 10 minutes each vehicle</p> <p>Improved road safety</p>
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<p>3.</p>	<p>Cluster of road BCP's:</p> <p>Gradiska/ Nova Gradiska;</p> <p>Bosanski Samac/ Slavonski Samac;</p> <p>Doljani/ Metkovic *</p> <p> </p> <p>*for peak season</p>	<p>BiH-HR</p> <p>Route 2a and Corridor Vc MED Corridor</p>	<p><u>ITS investments for establishing electronic queuing system:</u></p> <ul style="list-style-type: none"> - Preparation and Development of the specifications of the IT system for eQMS - Preparation of Procurement procedures - Deployment/Commissioning and testing of the system 	<p>TA for a Design and Procurement Study (12 months after it is launched); to be carried out in 2020</p> <p> </p> <p>System installation (12 months after procurement) (World Bank identified eQMS at key locations in BiH within the TTF Project-Phase 2)</p>	<p>Completely reducing queues-removing the trucks and buses from the general circulation lanes as they will be parked at a dedicated waiting area</p> <p> </p> <p>Huge benefits in terms of safety of users at the BCP, security (of the cargo), environment, health (of drivers)</p>
<p>4.</p>	<p>Rail BCP Hani I Elezit/ Volkovo</p>	<p>KS-MKD</p>	<p><u>Soft (legal and institutional measures) for establishing OSS*</u></p> <ul style="list-style-type: none"> - Railway agreement for establishing joint border-crossing controls-already signed and ratified - Signing of bilateral protocols- pending <p> </p> <p>* a measure included within the Connectivity reform measures management plan since 2017</p> <p> </p> <p><u>Physical investments (including traffic technology and equipment):</u></p> <ul style="list-style-type: none"> - Construction and equipment of joint rail BCP station in Hani i Elezit 	<p>Legal measures to be completed in 2019</p> <p> </p> <p>TA for a Design and Procurement Study – to start in 2020</p> <p> </p> <p>Physical works (World Bank identified it within TTF Project- Phase 2)</p>	<p>Shortening of the time needed for completion of all procedures by 50 % (joint border controls)</p>