



# Technical Assistance to Connectivity in the Western Balkans EuropeAid/13785/IH/SER/MULTI

## Strategic Framework for implementation of Intelligent Transport Systems in the Western Balkans

### REGIONAL

#### Partners:

- South East Europe Transport Observatory (SEETO) Secretariat
- Western Balkan Regional Participants
- Ministries of Transport and respective transport infrastructure managers and service providers in the region

#### Budget of Technical Assistance:

- Euro 440,000

#### EU contribution<sup>1</sup>:

- As above (100%)

#### Technical Assistance provided by:

- CONNECTA (Technical Assistance to Connectivity in the Western Balkans)

## Transport

Intelligent Transport Systems (ITS) can contribute significantly to a cleaner, safer, more efficient and sustainable transport system by applying various information and communication technologies to all modes of passenger and freight transport. Moreover, the integration of existing technologies can create new services.

The EU-Western Balkans summits provided a real opportunity to improve connectivity within the Western Balkan region as well as with the EU. Infrastructure and soft investment priorities were agreed at the summit in Vienna. One of the soft measures identified was the deployment of ITS for all transport modes on the Core and Comprehensive SEETO Networks. Furthermore, deployment of ITS for all modes is one of the infrastructure requirements stated in the TEN-T guidelines (EU Regulation 1315/2013).

The **specific objective** of this assignment was to provide a strategic framework for the ITS (European Railways Traffic Management System-ERTMS, roads ITS, River Information System-RIS, Vessels Traffic Management and Information System-VTMIS) and IT system (e-documents, interfaces etc) deployment in the region through targeted action plans for each mode and their interfaces. More precisely, it should provide a portfolio for enhancement of transport flows in the region and integration of all transport modes together with the other public systems (customs, border police etc).

The scope of the assignment included, in brief:

- Identification of user needs at national level and assessment of priority ITS services;
- All transport modes as well as interfaces;
- Impact assessment for ITS deployment and associated costs and benefits;
- Regional ITS vision, strategic objectives and deployment plans per country and mode.



Regional ITS strategic objectives

#### Results achieved by the TA:

- Scoping and needs assessment per transport mode;
- Assessment of standards and specifications related to ITS;
- Requirements for approximation of national ITS legislations;
- ITS deployment, cost estimates and impact assessment;
- Strategic framework for ITS deployment per transport mode;
- Roadmaps for ITS deployment.



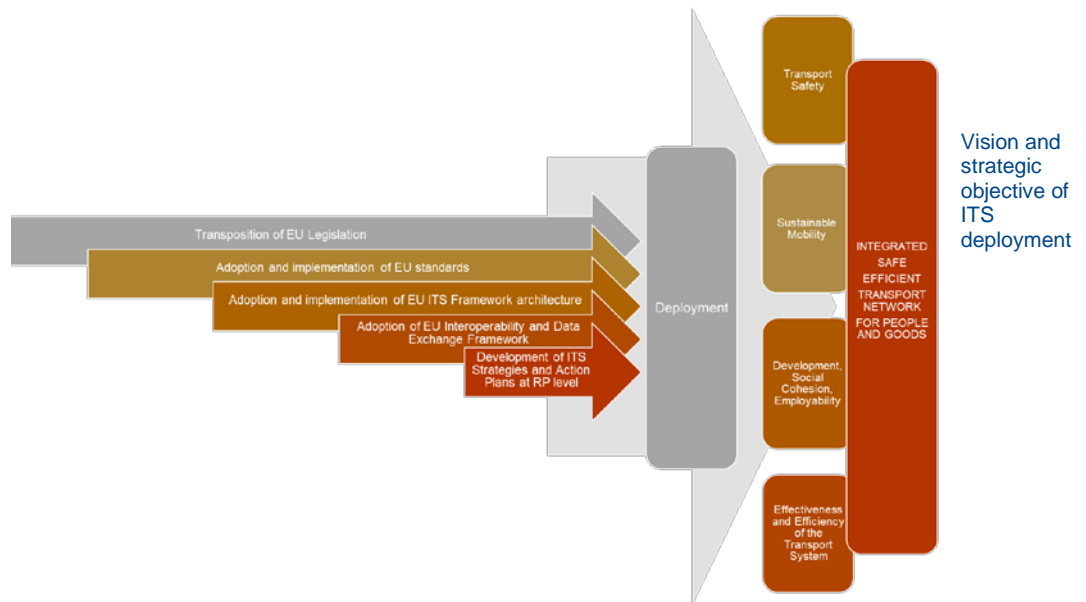
Cooperative ITS Components

<sup>1</sup> EU contribution concerns only Technical Assistance services for project development

## Key recommendations - further actions:

- Develop coherent national ITS strategies and action plans for the regional strategic framework;
- Transpose EU ITS Directive (2010/40) and Delegated Acts;
- Transpose relevant EU Directives, Regulations and technical standards and specifications for each transport mode;
- Adopt EU ITS architectural framework;
- Develop day to day and emergency operations manuals for ITS operators;
- Develop ERTMS implementation strategies;
- Legal harmonisation for railways interoperability and safety;
- Develop regional linked GIS and data sharing (DATEX II platform).

## Transport



## Key conclusions:

The transport sectors covered by this subproject are Roads, Railways, Inland Waterways (IWW) and Maritime/Sea-Ports, and consequently their networks, links and nodes: 5,470km of Roads, 4,017km of Railways, 1,345km of inland waterways, four IWW-ports and two seaports.

ITS implementation in the region is limited to road sections and tunnels newly constructed or currently under construction, to railway upgrade/modernisation projects already under way, to River Information Services already established and mostly on the Danube, and to Vessel Traffic Monitoring Information System, also partly implemented. ITS have been developed separately for every mode, usually with insufficient collaboration and coordination. Raising awareness of ITS benefits with the stakeholders and wider public is important and identified as one of the regional barriers hampering ITS implementation, together with a lack of relevant legislation and scarcity of funds. Additionally, the Western Balkan is facing two main challenges: to enable changes at institutional level by adopting the EU's ITS guidelines and standards and to promote best practices.

A variety of positive impacts have been identified, illustrating a wide range of benefits expected from ITS deployment in the region.

Savings in travel time from the implementation of ITS and ERTMS along the indicative extension of the TEN-T Core/Comprehensive Network to the Western Balkans alone have been estimated at EUR 185 and 38 million per

annum respectively for roads and railways for the whole region.

Given that the technical and legal ITS framework in the Western Balkans is either non-existent or still at an early stage of development, a series of administrative and legislative actions are required to ensure the smooth operation and deployment of ITS. A number of actions have been proposed which serve not only the regional strategic objectives, but also the specific characteristics of each country.

## Benefits expected due to Technical Assistance:

- Coherent guidance for achieving the 2020 target of the Connectivity Reform Measures management plan for ITS deployment;
- Use of EU best practices and standards;
- More efficient use of current infrastructure;
- Travel time savings and improved information services.

## Impacts anticipated:

- Harmonised ITS applications and services across the Western Balkans;
- Improved transport safety;
- Interoperability across the indicative extension of the TEN-T Core/Comprehensive Network to the Western Balkans;
- Enhancement and facilitation of multi-modal transport services;
- Reduction of transport costs.