



# Technical Assistance to Connectivity in the Western Balkans

## EuropeAid/13785/IH/SER/MULTI

### REGIONAL

### Technical Assistance for preparation of technical documentation for modernisation and infrastructure's capacity improvements of selected road border crossing points (BCP) on the extended TEN-T network in the Western Balkans

This sub-project is still ongoing. The description that follows is for information purposes only and subject to the sub-project's completion.

#### Partners:

- Transport Community Permanent Secretariat (TCPS)
- Western Balkan Regional Participants
- Ministries of Transport, Internal Affairs, Customs and Road Authorities

#### Budget of Technical Assistance:

- Euro 400,000

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

- As above (100%)

#### Technical Assistance provided by:

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

This Technical Assistance (TA) derives from the completed CONNECTA regional study on road BCP facilitation (Feasibility Study for road border crossing facilitation on the indicative extension of TEN-T road core/comprehensive network in the Western Balkans – CONNECTA-TRA-CRM-REG-04) where 32 selected BCPs and common crossing points (CCPs) were elaborated and prioritisation was made, hence it is a direct follow-up. The Western Balkan summit in Poznan, held in July 2019, endorsed the implementation of One Stop Shops (OSS) as one of the regional Transport Community priorities.

The **purpose** of this assignment is to develop mature documentation for further tendering for infrastructure construction and physical interventions and specification needed for equipment.

The **main objective** is to enhance transport facilitation by focusing on reducing bottlenecks and the control process time whilst crossing borders in the region, especially along indicative extensions of the TEN-T road network in the Western Balkans.

The **specific objective** of this TA is to reduce physical queues on two pairs of BCPs:

- Hani I Hotit/Bozaj between Albania and Montenegro, and
- Hani i Elezit/Blace between Kosovo\* and North Macedonia,

by designing new or improved facilities, BCP infrastructure and equipment.



Location of the two BCPs for OSS implementation

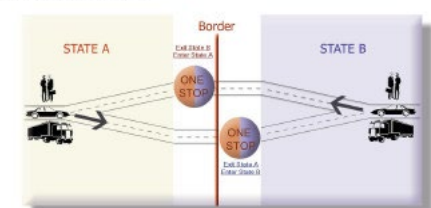
#### Results achieved by TA:

- Scoping and needs assessment on the selected BCPs;
- Presentation of proposals for all interventions needed at each BCP;
- Preparation of detailed designs (or all design levels requested by national rulebooks which include detailed design) of all needed infrastructure elements;
- Provision of technical specifications for necessary equipment; and
- Preparation of a procurement plan (including bill of quantities, costs breakdown and timeline) for each BCP.

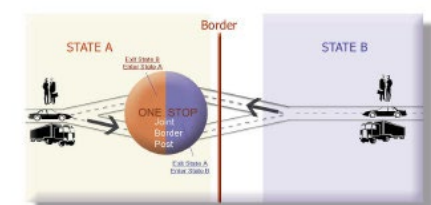
Straddling Facility



Juxtaposed Facilities



Single Facility in One Country



OSS types

Transport

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

\*This designation is without prejudice to positions on status and is in line with UNSCR1244/1999 and the ICJ Opinion on the Kosovo Declaration of independence.

Hani I Hotit



Bozaj



Blace



Hani i Elezit



Existing BCPs between ALB (Hani i Hotit) and MNE (Bozaj) and between MKD (Blace) and KOS (Hani i Elezit) (source: Google Earth)

## Key recommendations - further actions:

- Improve BCPs with the implementation of OSS and potentially replicate technical solution provided for these BCPs on other BCP pairs as the throughput could be increased with cheap and simple measures especially at the passenger terminals
- Improve energy efficiency in outdated and not well-maintained facilities at the BCPs
- Improve and digitise both passenger and freight terminal which can lead to the stronger security control at the BCPs, as well as to a faster and cleaner transport

## Key conclusions:

- The sub-project output will be of significant benefit to the economy, the environment and transport safety; and
- The beneficiaries should further enhance their participation in the sub-project in order to achieve the most desirable results.

## Benefits expected due to Technical Assistance:

- Time savings - shorter waiting times, both for passenger and commercial vehicles;
- More streamlined operations on sites and increased performance of BCP staff;
- Reduced queue lengths;
- Increased BCP capacity throughout;
- Greater security for cargo and improved trade and logistic performance; and
- Improved road safety and fewer greenhouse gas emissions.

## Impacts anticipated:

- Enhancement of Trade among the Western Balkans as well as with the EU countries; and
- Improved regional cooperation.