



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

REGIONAL

Technical Assistance for preparation of national ITS strategy for Bosnia and Herzegovina, Kosovo* (all modes), Albania (railway and maritime) and Montenegro (railway) and deployment of road traffic management centres in Bosnia Herzegovina and Kosovo

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 and respective transport infrastructure managers and service providers in the region

Budget of Technical Assistance:

- Euro 630,000

EU contribution¹:

- As above (100%)

Technical Assistance provided by:

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

This Technical Assistance (TA) is a follow up of the "Strategic Framework for implementation of Intelligent Transport Systems in the Western Balkans" which was performed by CONNECTA and endorsed by the former SEETO in December 2018. It defined the regional ITS strategy and set the foundation for the development of national ITS strategies for each regional participant.

This Technical Assistance is bifold:

Component 1 – Technical Assistance to prepare national ITS strategy for Bosnia and Herzegovina, Kosovo (all modes), Albania (railway and maritime) and Montenegro (railway). This derives from the above-mentioned CONNECTA regional study on ITS.

Component 2 – Technical Assistance for the development of an operational concept for Road Traffic Management Centres in Bosnia and Herzegovina and Kosovo. This will be a significant milestone of ITS implementation for the respective Regional Participants (RPs) and for the region.

The purpose of the first component is to set the framework for harmonised planning and interoperable ITS implementation among transport modes and between RPs. This will provide added value for the infrastructure operators as well as for the end users.

The purpose of the second component will be to create an operational concept which will form a cornerstone for ITS implementation according to the national and therefore regional ITS strategy (Component 1).

The development of the operational concept shall involve all stakeholders of operations, maintenance and infrastructure planning, ensuring a resilient and future-proof ITS implementation and exemplifying best practice for the region.



Regional ITS strategic objectives

Results achieved by the TA:

Component 1

- Assessment of the current situation;
- Development of vision and strategic objectives; and
- Definition of measures to achieve the strategic objectives.

Component 2

- Needs assessment;
- Functional requirements and system concept; and
- Cost breakdown (operation and maintenance).

Transport

¹EU contribution concerns only Technical Assistance services for project development

*This designation is without prejudice to positions on status and is in line with UNSCR 1244/1999 and the ICJ Opinion on the Kosovo Declaration of independence.

Key recommendations – further actions:

- Harmonisation with the EU Standards and Procedures
- Application of the short-term measures that will be proposed to achieve the objectives
- Further facilitation of Transportation and Trade
- TMC Construction and Operation

Key conclusions:

- The sub-project results will have a positive impact on the future shaping of transport related legislation in order to be on a par with the EU *acquis* in the Western Balkans.

Benefits expected due to Technical Assistance:

- Defined roadmap and foundations necessary for ITS implementation which will lead towards resilient, de-carbonised transport;
- Defined innovative ITS framework for an easier adoption of potential new technologies;
- Prioritised actions for future ITS investments; and
- Promotion of activities for safer and more efficient transport.

Impacts anticipated:

- Contribution to the implementation of national ITS strategies;
- Enhancement of the institutional capacity of the beneficiaries;
- Contribution to the promotion of sustainable transport.

