



Priorities of SEE, 2009-2013

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MAP 2009-2013 Structure

Adopted on SC 15

1. Introduction
2. Description of the Core Network and its condition
3. Assessment of Core Network performance
4. Priority projects of the Core Network
5. Transport policy and sector reforms
6. Monitoring, evaluation and expected achievements



Core Network description





Core Network assessment

- From the information received for year 2007 it is clear that the overall condition of the Core Network has been improved since 2006. The percent of roads with Very Good to Medium condition rose from 84% in 2006 to 87% in 2007.
- Core Network weighted Average Annual Daily Traffic (AADT) for 2007 is equal to 8,428 veh/day. In comparison to 2006 AADT rose 2.5 %.
- Bottlenecks have been estimated for 2007 and 2013 on the basis of the respective AADT along the Core Network. In 2007 almost 11% of the Core Road Network is facing bottleneck, a percentage which is expected to grow up to 28% in 2013 if existing infrastructure conditions remain.
- The road safety situation in the SEE Region is worrying with the continuous increase of casualties (around 3,000 per annum).
- Overall, 42% of the Core Road Network is considered as completed.



Core Network assessment (II)

- Condition of Rail lines from 2005 to 2007 shows some changes. Improvement was noticed on the sections with Good condition where mileage is doubled. Sections with Poor condition were reduced for 40 % of their length. These figures per se cannot document a concrete pattern of condition evolution.
- With much infrastructure in poor condition, performance of the rail network is inevitably reduced, with adverse effects on speed, capacity and reliability.
- In 2007, only a small part of the Core Network is faced with bottleneck (60 km). The main challenge is to restore design speeds and technical standards of the network.
- Only 7 % of the Core Rail Network is considered as completed.



Core Network assessment (III)

- Airport capacities in the region are inevitably constrained by the single runway and the relatively small terminal and apron areas.
- Passenger traffic exceeds 2,500,000 passengers per annum at Belgrade and around 2,000,000 passengers at Zagreb. Dubrovnik, Split, and Tirane reports passenger traffic above 1,100,000, while Pristina is close to 1,000,000.



Core Network assessment (IV)

- The Core Inland Waterway Network comprises the Danube and Sava Rivers. Inland waterways in SEETO Participants are used in a very limited way, but due to comparable advantages of this transport mode (including price and environmental issues) traffic flows rose year by year.
- Croatia reported freight traffic on the Sava River for 2007 in the order of 180,000 tons and Serbia reported 1,538,345 tons for 2007. Serbia reported traffic flows on the Danube for 2007 as 16.276 million tons of cargo, and around 37,000 passengers.
- The cargo flows on Danube are increased in comparison to 2006 for 8%.



Core Network assessment (V)

- Rijeka is the largest port in terms of cargo throughput and cargo flows are 25% higher than in 2006. Container traffic in Rijeka is by far the highest in the region and between 2006 and 2007 increased by almost 30%.
- Passenger traffic is highest at Split, followed by Durres and Dubrovnik. It should be stated that national passenger's traffic exists only in Croatian Core Network ports.



SEETIS 2

- The data-gathering exercise through National Coordinators was started in 2006 with the usage of various questionnaires. The data collection for the MAP 2009-13 primarily gives attention to cover the gaps of missing information, and also to add dynamics in the performance assessment, focusing on the changes of performance since the previous Plan.
- The main tool for data collection, reporting and dissemination is introduced in 2007 through SEETIS 2, which provide a set of on line questionnaires for data collection.



Priority projects

- In order to accomplish a regional approach to the Core Network planning process, information about financed and committed projects on Core Network as well as planned priority projects are presented in MAP 2009-13.
- Having in mind experience from MAP 2008-12 and comments received, MAP 2009-13 introduces a list of achievements in terms of priority projects having secured finance since previous MAP as well as information about projects on the Core Network which were not part of the priority list.
- The MAP 2009-13 Priority Projects List includes 29 projects groups with 46 individual projects that provide wide strategic coverage over the Core Network - with 24 projects on Corridors, 13 on Routes, and 9 in Terminals.



Priority projects (II)

- All modes of transport are included in the MAP Priority Project List creating the potential for multimodal development, though few projects have a specifically multimodal dimension. Of the 46 priority projects, 41.3% concern roads, 34.8% concern railways, 8.7% inland waterways, 10.9% airports and 4.3% seaports. The indicative investment programme requires €4.745 billion.
- Of the 46 priorities projects, 21 are in an advanced stage of maturity, 6 in the intermediate stage and 19 at the conceptual stage. Of the € 4.745 billion investment required, €3.495 billion is directed to with priority projects with advanced or intermediate maturity. The amount of funding for conceptual stage projects is €1.25 billion.



Soft measures

- “Support for implementing of the SEE Core Regional Transport Network MAP 2008-2012” - Rail reform and road safety auditing (project ongoing)
- Data harmonisation (ToR preparation)
- TEN standards implementation on Core Network gap analysis (identified and proposed)



Thank you for your attention !