

South East European Transport Axis Cooperation

***Report with the recommendations to be addressed to the policy
makers with the identification of priority projects***

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1. Introduction

The South East European area represents a point of crossing for many European Transport Corridors and presents a land bridge between Middle and Far East and Europe. During the last decade, transport infrastructure in SEE was developed mostly along national lines, leaving a plenty of room for improvement and implementation of pan-European transport system. The main purpose of the SEETAC project was to create efficient European oriented transport system by coordinating development along the European and international transport axes.

The SEETAC is a cross-sector project, focusing on transport system and on customer's satisfaction, identifying the scenarios, the transport strategy, the necessary financial resources and donors and the priority interventions needed by the infrastructure and the transport policies in the area.

The geographical area covered by SEETAC transport analysis is the South East Europe (Italy, Austria, Slovenia, Hungary, Slovakia, Romania, Bulgaria, Greece, and SEETO Regional Participants). Improvement of the transport connections between the project partners and identification of infrastructure projects of common interest is one of the focal points of the project.

The aim of this report is to present SEETAC project priority list and to provide clear direction of the infrastructure development for the decision makers. It provides detail insight in the methodologies used for the selection of the transport priorities and provides detailed presentation of projects proposed. SEETAC project priority list will be used as an input for development of transport scenarios, prepared by the Work Package 4 (WP4).

The project data used in the report were submitted by project partners and are based on the data used for TEN-T and SEETO projects.

2. Description of priority project selection methodology

Main idea of SEETAC priority list was to create transport platform for improvement of mobility and connectivity between project partners from the EU Member States and the accession countries with the aim to further deepen and enhance economic and political relations.

SEETAC priority project list was composed combining priority projects identified on the TEN-T Comprehensive Network and the SEETO Comprehensive Network. Additionally list contains projects from the previous SEETO Multi Annual Plans which have secured financing (expected to be implemented in the next years), considering that their implementation will have direct effect on future transport flows in the recent future.

Priority projects presented in the report will be used as an input for traffic and SEA (South East Europe Axis) modelling activities and elaboration of transport development scenarios scheduled within the Work Package 4 (WP4). Analysis and elaboration of transport development scenarios, based on the implementation of the SEETAC priority projects, will be the most important part of the WP4 traffic report.

In project selection process two methodologies were used: TEN-T methodology described in Community guidelines for the development of the trans-European transport network (TEN-T guidelines); SEETO project prioritization methodology described in the SEETO Priority Project Selection Criteria (adopted on 29th SC Meeting, Becici, July 2011) which is used for selection of the regionally important projects in the Western Balkan.

In the following paragraphs, both SEETO and TEN-T project prioritization methodology are presented.

2.1 Description of TEN-T priority project selection methodology

The TEN-T guidelines provide the general reference framework for the establishment of the EU transport network and selection of infrastructure projects, which are the most suitable for receiving TEN-T financial support. The current legal framework based on the European Parliament and the Council Decision No. 884/2004/EC April 2004 on Community guidelines for the development of the trans-European transport network (amending Decision No 1692/96/EC) was further elaborated to include provisions of the TEN-T Core Network [1].

European Commission presented new proposal for the TEN-T guidelines on the 19th October 2011 [2], which was used as a basis for the identification and selection of EU Member State projects for the SEETAC priority projects list.

Main objective of establishing trans-European transport network was to stimulate coordinated development of transport infrastructure to promote the EU single market and further strengthen economic and social cohesion.

General principles applied for the selection of the TEN-T priority projects in all transport modes, taken from the proposed TEN-T guidelines¹, are presented in the following paragraphs.

The trans-European transport network shall enable transport services and operations which:

- (a). meet the mobility and transport needs of its users within the Union and in the relations with third countries, thereby contributing to further economic growth and competitiveness;
- (b). are economically efficient, contribute to the objectives of low-carbon and clean transport, fuel security and environmental protection, are safe and secure and have high quality standards, both for passenger and freight transport;
- (c). promote the most advanced technological and operational concepts;
- (d). provide appropriate accessibility of all regions of the Union, thereby promoting social, economic and territorial cohesion and supporting inclusive growth.
- (e). In developing the infrastructure of the trans-European transport network, the following objectives shall be pursued:
- (f). the interconnection and interoperability of national transport networks;
- (g). the removal of bottlenecks and the bridging of missing links, both within the transport infrastructures and at connecting points between these, within Member States' territories and at border crossing points between them;
- (h). the development of all transport modes in a manner consistent with ensuring sustainable and economically efficient transport in the long term;
- (i). optimal integration and interconnection of all transport modes;
- (j). the efficient use of infrastructure;
- (k). promotion of a broad use of transport with the most carbon neutral effect;
- (l). transport infrastructure connections between the trans-European transport network and transport infrastructure networks of neighbouring countries, and the promotion of their interoperability;

¹ <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2011:0650:REV1:EN:HTML>

- (m). the establishment of infrastructure requirements, notably in the field of interoperability, safety and security, which will benchmark quality, efficiency and sustainability of transport services;
- (n). for both passenger and freight traffic, seamless connections between transport infrastructure for long-distance traffic on the one hand, and regional and local traffic on the other;
- (o). a transport infrastructure that reflects the specific situations in different parts of the Union and provides for a balanced coverage of European regions, including outermost regions and other peripheral ones;
- (p). accessibility for elderly people, persons of reduced mobility and for disabled passengers.²

In addition to the TEN-T projects, several EU Member State projects were added to the SEETAC priority project list due to their high importance for regional traffic.

2.2 Description of SEETO priority project selection methodology

Continued efforts from the Regional Participants and the European Commission to create integrated regional transport network in the Western Balkan resulted in signing the Memorandum of Understanding (MoU) for the Development of the Core Regional Transport Network (nowadays SEETO Comprehensive Network) in 2004 [3]. The main objective of the MoU is to develop regional high level network (SEETO Comprehensive Network) fostering the most efficient and environmentally friendly transport modes, and to promote and enhance common transport policies to substantiate infrastructure development.

One of the tools used for the development of the SEETO Comprehensive Network is the five year Multi Annual Plan (MAP), which gives annually an overview of the entire transport system of the South East Europe and identifies main regional infrastructure priorities for the next five years.

In order to emphasise development of regional transport priorities rather than national, SEETO Steering Committee adopted a screening mechanism for selection of priority projects to be included and presented in the Multi Annual Plan, the main regional transport infrastructure planning document for the South East Europe.

The purpose of the priority project selection is to choose the most relevant projects proposed by the SEE Regional Participants. Selection procedure has several phases and includes verification of the following requirements:

² European Commission: Proposal for a Regulation of the European Parliament and of the Council on Union guidelines for the development of the trans-European transport network, COM (2011) 650/2, 2011

- location on the SEETO Comprehensive Network
- completeness and relevance of the information provided;
- regional relevance;
- Priority Projects identification.

Since SEETO only deals with transport issues of regional importance, first and elimination requirement is that only projects located on the SEETO Comprehensive Network are taken into consideration.

Secondly, the availability of the relevant and complete project information is checked. Projects data analysed during project selection process encompass information about strategic importance of the project (position, current situation, main objectives), economical/financial justification (EIRR/FIRR, time savings, removed bottlenecks, traffic increase, etc.), maturity of the project (stage of project development and the studies done), linkage with other SEETO Comprehensive Network project, environmental impact and technical data (intervention type, length).

Afterwards, the project`s relative strategic contribution to the development of the SEETO Comprehensive Network is assessed according to the following criteria: implication on functionality and coherency of the SEETO Comprehensive Network; economic feasibility; financial viability and sustainability; technical standards (in line with EU/TEN-T standards).

In case that a great number of potential projects meet the general criteria for the MAP Priority Projects List, then the third step, project prioritization, is applied through the comparison of the strengths and weaknesses of each of these projects. The project prioritization methodology is described in the SEETO Technical Note 3 – Project Criteria and Prioritization (adopted on 5th SC Meeting, Belgrade, February 2006) [4].

The suggested multi criteria analysis included measures on regional interest, economic development impact, financial sustainability, environmental and social impact, and technical standards.

Alongside planned SEETO projects, SEETAC project priority list includes projects from previous MAPs with secured financing. Implementation period of the financing secured projects is foreseen in the next five years, and they should have significant influence on the distribution of transport flows in the region especially in the respect of the 2030 horizon, which is analysed in the SEETAC transport modelling scenarios.

3. Priority project list

Transport infrastructure is a prerequisite for the mobility of people and goods, enhanced competitiveness and prosperity, while transport sector development is one of the key drivers of growth.

The SEETAC is focused on promoting and developing projects of regional importance which implementation will result in high performing infrastructure, providing better accessibility within the European continent and towards to the East.

The SEETAC Priority list³ is composed out of 124 projects that will have direct impact on improving regional transport connections. It should be pointed that SEETAC priority list encompasses projects only from road, rail and inland waterway due to the scope of work of the project (refers to land transport modes, thus not excluding any kind of projects that provide connection of ports and airports with the comprehensive network of the SEE region).

Out of 124 projects, 59 are related to SEETO Comprehensive Network. List includes not only SEETO planned priority projects (38) but also projects with secured financing (21), whose implementation is ongoing.

In addition, SEETAC priority project list comprises 65 projects of the highest European interest for the SEETAC participating countries, related to the development of the TEN-T Comprehensive Network and consequently leading to greater territorial cohesion of the EU.

When fragmenting projects per transport mode, it is noticeable that rail and road projects are almost equally represented, 58 and 54 projects on the list respectively. Detailed information about the allocation of priority projects per project partner and per transport mode are presented in the table 1.

Table 1- Distribution of projects by transport mode

Mode	Road	Railway	IWW/ IWW port	Total
SEETO projects	33	18	8	59
TEN-T projects	21	40	4	65
Total	54	58	12	124

Total value of the transport infrastructure projects on the SEETAC project list equals to considerable €94.271 billion. Majority of investments (67%) are related to revitalization of railways infrastructure. Mainly TEN-T high speed line construction and conventional line upgrading projects have contributed to high cost of railway projects. Nevertheless, construction of high speed lines will reduce congestion, alleviate carbon footprint and shift modal split toward environmentally friendly and safer mode.

The second highest share of investment is directed in the road infrastructure (31%) owing to the major motorway construction projects, while investments in inland

³ SEETAC Priority Project list is given in the Annex I

waterways/inland waterway ports are encompassing around 2% (€1.755 billion). Inland waterway projects are present only in seven project partners and are encompassing river navigation improvement and extension of ports capacity. Further analyses in the next period are needed in order to specify exact financial requirements of the projects which do not have financing secured. Detailed information of project value per transport mode and per project partner is presented in Table 2.

Table 2 - Distribution of projects by transport mode per project estimated cost

Mode	Road (billion €)	Railway (billion €)	IWW/ IWW port (billion €)	Total (billion €)
SEETO projects	8.284	2.317	0.181	10.781
TEN-T projects	20.969	60.948	1.573	83.489
Total	29.252	63.264	1.755	94.271

Analysis of projects per intervention type shows that the highest number of projects is related to new construction (60), followed by upgrade (51) and rehabilitation (13) projects.

Due to the vast amount of works and value of high speed lines, the new construction railway projects (21) encompass highest amount of financing, reaching to €33.437 billion. Substantive number of railway projects (31) is related to upgrading and capacity improvement of the existing railway lines as a more economical version of providing essential high performing infrastructure for carrying freight and transport traffic and optimisation of investments` value. Rail upgrade projects are amounting to €27.642 billion invested or planned to be invested in the SEETAC projects.

The largest share of road projects on the SEETAC priority list is related to construction of new road sections (36 projects). Out of which 20 are project of improvement of the SEETO Comprehensive Network and 16 are TEN-T Comprehensive Network projects. Total value envisaged for construction of new motorway sections until 2030 horizon amount to €20.722 billion.

Value of 15 road reconstruction and upgrading projects reaches to €8.443 billion. Two projects on motorway axis Igoumenitsa/Patra-Athina-Sofia-Budapest (Pathe - Section Korinthos-Athina-Thessalloniki and Concession Patra - Korinthos) encompass approximately 70 % share of the abovementioned value. Only three road rehabilitation project are cited in the list, requiring €86.64 million of investments.

Out of 12 inland waterway projects on the SEETAC priority list, highest investments are required for four upgrade projects (€1.490 billion), which are related to removal of bottlenecks along the Danube in Hungary, Bulgaria and Romania and waterway navigability improvement on the River Sava in Croatia. Correlating with Danube upgrade projects is the project of rehabilitation of the Danube in Serbia, which will

most certainly contribute to sustainability of transport flows and competitiveness of inland waterways and help future modal integration.

Five rehabilitation projects (€79.36 million) would have significant impact on ensuring stable transport flows during the whole year (Sava River) and improving efficiency and service quality of concerned ports (port of Brcko, port of Vukovar).

From three new inland waterway projects (€184.74 million), two are associated with modernization of the Croatian port of Osijek and include construction of new quay and cargo terminal.

4. Conclusion

The SEETAC project is aspiring to ensure integration between the Western Balkan countries and the EU transport systems and generate transport continuity and infrastructure development with the aim to create an integrated trans-European transport system. In order to do so, implementation of regionally high added value projects, identified according to a specific methodology, is needed.

In selection of regional priority projects, the SEETAC project used two existing methodologies (TEN-T and SEETO) as recognized instruments in identification of projects of wider regional interest along TEN-T and its extension network in WB. Considering the fact that SEETO Comprehensive Network maps appears in the TEN-T Guidelines as indicative, the SEETAC priority project list will help project partners to match investments, plan cross-border projects and raise awareness of political decision makers and public opinion on the aims and priorities along the South Eastern European Axis.

Main findings deriving from report could be summarised in following:

- Total potential investment value of the transport infrastructure projects on the SEETAC project list equals to considerable €94.271 billion;
- The highest required investments are related to revitalization of railways, €63.265 billion;
- The biggest number of projects is related to new construction (60) and upgrade (51);
- In planning of future transport development aggravating, economic circumstances have to be taken into account.

It is important to underline that projects enlisted in the SEETAC priority project list will be used as an input for traffic modelling and development of transport scenarios, prepared by the WP4, where highly beneficial major investment and smaller scale short term improvements will be identified and promoted as key priorities for improvement of connectivity and mobility in the region.

5. References

- [1] European Union, Decision 884/2004/EC of the European Parliament and the Council for the amendment of Decision 1692/96/EC on Community guidelines for the development of the trans-European transport network, 2004.
- [2] European Commission: Proposal for a Regulation of the European Parliament and of the Council on Union guidelines for the development of the trans-European transport network, COM (2011) 650/2, 2011.
- [3] European Commission and SEETO Regional Participants, Memorandum of Understanding on the development of the SEE Core Regional Transport Network, 2004.
- [4] GOPA – TRADEMCO: South East Europe Transport Observatory (SEETO), Technical Note 3, Multi-Annual Plan for the Development of the Core Regional Transport Network, 2006.
- [5] European Commission: Proposal for a Regulation of the European Parliament and of the Council on Union guidelines for the development of the trans-European transport network, COM (2011) 650/2, 2011.

6. Annex I

Mode	Project Partner Name	SEETO /TEN-TEC Code	Corridor/Priority project axis	Title of programme or project	Section	Intervention type	Estimated total cost (million €)	Length (km)	Project status
TEN-T Projects									
Road	Austria	2503	Motorway axis Gdansk-Brno/Bratislava-Wien	Brno-Wien motorway, cross-border section	CZ/AT border-Vienna	New	2535.35	87	Under Construction
Rail	Austria	20474	-	Bruck Mur:Wr. Neustadt	Semmering Base Tunnel	New	-	28	Under Study
Rail	Austria	20466	-	Klagenfurt:Graz	Klagenfurt:Graz (Koralmbase Tunnel)	New	-	91	Under Construction
Rail	Austria	0104	Railway axis Berlin-Verona/Milano-Bologna-Napoli-Messina-Palermo	Kufstein-Innsbruck	Kufstein - Kundl/Radfeld	New	27.40	24	Planned
Rail	Austria	0104	Railway axis Berlin-Verona/Milano-Bologna-Napoli-Messina-Palermo	Kufstein-Innsbruck	Kundl/Radfeld - Innsbruck (Baumkirchen)	New	2394.32	40	Under Construction
Rail	Austria	0105	Railway axis Berlin-Verona/Milano-Bologna-Napoli-Messina-Palermo	Brenner tunnel, cross-border section	Brenner Tunnel	New	3000.00	55	Under Construction
Rail	Austria	1703	Railway axis Paris-Strasbourg-Stuttgart-Wien-Bratislava	München-Salzburg, cross-border section	Freilassing-Salzburg	Upgrade	203.23	5	Under Construction
Rail	Austria	1704	Railway axis Paris-Strasbourg-Stuttgart-Wien-Bratislava	Salzburg-Wien	Salzburg-Vienna	Upgrade	6686.69	315	Under Construction
Rail	Austria	1705	Railway axis Paris-Strasbourg-Stuttgart-Wien-Bratislava	Wien-Bratislava, cross-border section	Vienna - Bratislava (II)	Upgrade	1398.15	48	Under Construction
Rail	Austria	2203	Railway axis Athina-Sofia-Budapest-Wien-Praha-Nürnberg/Dresden	Railway Budapest-Wien, cross-border section	AT/HU Border-Wien (completed)	Upgrade	640.20	60	Under Construction
Rail	Austria	2205	Railway axis Athina-Sofia-Budapest-Wien-Praha-Nürnberg/Dresden	Railway axis Praha-Linz	CZ/A Border - Linz	Upgrade	297.80	62	Under Study
Road	Bulgaria	0703	Motorway axis Igoumenitsa/Patra-Athina-Sofia-	Sofia-Kulata-Greek/Bulgarian border	Sofia-Kulata-EL/BG border	New	738.00	133	Under Study

			Budapest	motorway, with Promahon-Kulata as cross-border section					
Rail	Bulgaria	2201	Railway axis Athina-Sofia-Budapest-Wien-Praha-Nürnberg/Dresden	Greek/Bulgarian Border-Kulata-Sofia-Vidin-Calafat	Greek/Bulgarian Border-Kulata-Sofia-Vidin-Calafat	New	2400.00	269	Under Study
IWW	Bulgaria	1805	Rhine/Meuse-Main-Danube inland waterway axis	Bottlenecks in Romania and Bulgaria	Bottlenecks in Romania and Bulgaria	Upgrade	15.00	0	Planned
IWW	Bulgaria	1805	Rhine/Meuse-Main-Danube inland waterway axis	Bottlenecks in Romania and Bulgaria	Bulgaria (Bathin-Belene)	New	138.00	26	Under Study
Road	Greece	0701	Motorway axis Igoumenitsa/Patra-Athina-Sofia-Budapest	Via Egnatia	Via Egnatia: section "Ardanio-Ormenio-EL/BG Borders"	New	230.00	124	Under Construction
Road	Greece	0702	Motorway axis Igoumenitsa/Patra-Athina-Sofia-Budapest	Pathe	Section "Attiki odos"	New	3022.93	65	Completed
Road	Greece	0702	Motorway axis Igoumenitsa/Patra-Athina-Sofia-Budapest	Pathe	Pathe: Section "Korinthos-Athina-Thessaloniki"	Upgrade	4188.51	n.a.	Under Construction
Road	Greece	0702	Motorway axis Igoumenitsa/Patra-Athina-Sofia-Budapest	Pathe	Pathe: Concession "Patra - Korinthos"	Upgrade	1713.55	n.a.	Under Construction
Rail	Greece	2255	Railway axis Athina-Sofia-Budapest-Wien-Praha-Nürnberg/Dresden	Kulata-Athina	Kulata-Athina (2255) *NP	Upgrade	4160.23	623	Under Construction
Rail	Greece	2901	Railway axis of the Ionian/Adriatic intermodal corridor	Kozani-Kalambaka-Igoumenitsa	Kozani-Kalambaka-Igoumenitsa	New	2754.32	514	Planned
Rail	Greece	2902	Railway axis of the Ionian/Adriatic intermodal corridor	Ioannina-Antirrio-Rio-Kalamata	Ioannina-Antirrio-Rio-Kalamata	New	1412.04	180	Planned
Rail	Greece	-	Railway axis SKA (Athina area) - Rio (Patras area)	-	SKA-Rio	Upgrade	2162.51	199	Under Construction
Road	Hungary	0751	Motorway axis Igoumenitsa/Patra-Athina-Sofia-Budapest	Budapest-Nadlac	Budapest-Nadlac	New	250.40	n.a.	Under Construction

Rail	Hungary	0607	Railway axis Lyon-Trieste-Divača/Koper-Divača-Ljubljana-Budapest-Ukrainian border	Ljubljana-Budapest	SI/HU border-Budapest	Upgrade	1238.13	n.a.	Under Study
Rail	Hungary	0651	Railway axis Lyon-Trieste-Divača/Koper-Divača-Ljubljana-Budapest-Ukrainian border	Budapest-Ukrainian border	Budapest-Ukrainian border	Rehabilitation	559.37	n.a.	Under Study (50% completed)
Rail	Hungary	2203	Railway axis Athina-Sofia-Budapest-Wien-Praha-Nürnberg/Dresden	Railway Budapest-Wien, cross-border section	Budapest-AT/HU border	Upgrade	495.74	n.a.	Preparation of design for approval
Rail	Hungary	2253	Railway axis Athina-Sofia-Budapest-Wien-Praha-Nürnberg/Dresden	Budapest-Curtici	Budapest-Curtici	Rehabilitation	1101.74	n.a.	Under Study
IWW	Hungary	1804	Rhine/Meuse-Main-Danube inland waterway axis	Palkovicovo-Mohács	Palkovicovo-Mohács	Upgrade	313.22	0	Under Study
Road	Italy	-	-	Venezia-Trieste	Venezia-Trieste	Upgrade	n.a.	n.a.	Under Construction
Rail	Italy	0152	Railway axis Berlin-Verona/Milano-Bologna-Napoli-Messina-Palermo	Fortezza-Verona	Circonvallazione di Trento (lotto 3) *NP	New	1452.00	n.a.	Under Study
Rail	Italy		Railway axis Berlin-Verona/Milano-Bologna-Napoli-Messina-Palermo	Fortezza-Verona	Fortezza-Verona (lotti 1-2-4) *NP	New	2500.00	89	Under Study
Rail	Italy	0604	Railway axis Lyon-Trieste-Divača/Koper-Divača-Ljubljana-Budapest-Ukrainian border	Torino-Venezia	Verona-Padova	New	5130.00	n.a.	Under Study
Rail	Italy	0605	Railway axis Lyon-Trieste-Divača/Koper-Divača-Ljubljana-Budapest-Ukrainian border	Venezia-Ronchi Sud-Trieste-Divača	Linea AV/AC Venezia-Ronchi Sud	New	4200.00	n.a.	Under Study
Rail	Italy	0605	Railway axis Lyon-Trieste-Divača/Koper-Divača-Ljubljana-Budapest-Ukrainian border	Venezia-Ronchi Sud-Trieste-Divača	Linea AV/AC VE-TS Tratta Ronchi-Trieste	New	1929.00	32	Under Study

Rail	Italy	0605	Railway axis Lyon-Trieste-Divača/Koper-Divača-Ljubljana-Budapest-Ukrainian border	Venezia-Ronchi Sud-Trieste Divača	Trieste-Divaca (italian share)	New	182.13	n.a.	Under Study
Rail	Italy	-	-	Vienna - Udine	Trieste-Udine-Villach (new Pontebbana)	Upgrade	n.a.	n.a.	Under Study
Road	Romania	0704	Motorway axis Igoumenitsa/Patra-Athina-Sofia-Budapest	adlac-Sibiu motorway branch towards Bucuresti and Constanța	Nadlac - Arad Motorway and Connesction road	New	229.10	38.87	Under Constructi on
Road	Romania	0704	Motorway axis Igoumenitsa/Patra-Athina-Sofia-Budapest	adlac-Sibiu motorway branch towards Bucuresti and Constanța	Arad - Timisoara Motorway	New	139.48	32.25	Under Constructi on
Road	Romania	0704	Motorway axis Igoumenitsa/Patra-Athina-Sofia-Budapest	adlac-Sibiu motorway branch towards Bucuresti and Constanța	Bypass Arad	New	123.89	12.25	Under Constructi on
Road	Romania	0704	Motorway axis Igoumenitsa/Patra-Athina-Sofia-Budapest	adlac-Sibiu motorway branch towards Bucuresti and Constanța	Timisoara - Lugoj Motorway	New	237.12	35	Under Constructi on (lot1), In tender for execut ion (lot2)
Road	Romania	0704	Motorway axis Igoumenitsa/Patra-Athina-Sofia-Budapest	adlac-Sibiu motorway branch towards Bucuresti and Constanța	Lugoj - Deva Motorway , Lot 1	New	1101.34	99	Under Constructi on (lot1), Preparing tender for execut ion (lot2-3-4)
Road	Romania	0704	Motorway axis Igoumenitsa/Patra-Athina-Sofia-Budapest	adlac-Sibiu motorway branch towards Bucuresti and Constanța	Deva - Orastie Motorway	New	219.80	32.80	Under Constructi on
Road	Romania	0704	Motorway axis Igoumenitsa/Patra-Athina-Sofia-Budapest	adlac-Sibiu motorway branch towards Bucuresti and Constanța	Orastie - Sibiu and Bypass Sebes Motorway , Lot 1	New	582.07	82	Under Constructi on
Road	Romania	0752	Motorway axis Igoumenitsa/Patra-Athina-Sofia-Budapest	Sibiu - Bucuresti - Constanta	Bypass Sibiu	Existent	61.44	21.60	Under Constructi on
Road	Romania	0752	Motorway axis Igoumenitsa/Patra-Athina-Sofia-	Sibiu - Bucuresti - Constanta	Sibiu - Pitesti Motorway	New	3245.75	116.64	Planned

			Budapest						
Road	Romania	0752	Motorway axis Igoumenitsa/Patra- Athina-Sofia- Budapest	Sibiu - Bucuresti - Constanta	Pitesti - Bucharest Motorway	Existent	0.00	111.20	In operation
Road	Romania	0752	Motorway axis Igoumenitsa/Patra- Athina-Sofia- Budapest	Sibiu - Bucuresti - Constanta	Bucharest Bypass Motorway	New	1869.96	105.80	Planned
Road	Romania	0752	Motorway axis Igoumenitsa/Patra- Athina-Sofia- Budapest	Sibiu - Bucuresti - Constanta	Cernavoda - Constanta Motorway	New	353.39	51	Under Constructi on
Road	Romania	0752	Motorway axis Igoumenitsa/Patra- Athina-Sofia- Budapest	Sibiu - Bucuresti - Constanta	Bypass Constanta	New	126.46	22.10	Under Constructi on
Rail	Romania	2201	Railway axis Athina-Sofia- Budapest-Wien- Praha- Nürnberg/Dresden	Railway Greek/Bulgarian border-Kulata- Sofia- Vidin/Calafat	Adjoining/Access infrastructure at Calafat *NP	New	51.00	16	Under Constructi on
Rail	Romania	2202	Railway axis Athina-Sofia- Budapest-Wien- Praha- Nürnberg/Dresden	Railway Curtici- Brasov towards Bucuresti and Constanta	Curtici-Brasov	Upgrade	5546.12	480	Part Under Constructi on, Part Under Study
Rail	Romania	2256	Railway axis Athina-Sofia- Budapest-Wien- Praha- Nürnberg/Dresden	Brasov- Bucuresti- Constanta	Predeal - Campina *NP	Upgrade	312.12	480	Complete d
Rail	Romania	2256	Railway axis Athina-Sofia- Budapest-Wien- Praha- Nürnberg/Dresden	Brasov- Bucuresti- Constanta	Campina - Bucuresti *NP	Upgrade	273.00	92	Complete d
Rail	Romania	2256	Railway axis Athina-Sofia- Budapest-Wien- Praha- Nürnberg/Dresden	Brasov- Bucuresti- Constanta	Bucuresti Nord – Bucuresti Baneasa; Fetesti - Constanta *NP	Upgrade	469.53	84	Complete d
Rail	Romania	2256	Railway axis Athina-Sofia- Budapest-Wien- Praha- Nürnberg/Dresden	Brasov- Bucuresti- Constanta	Bucuresti Baneasa - Fetesti *NP	Upgrade	338.55	141	Complete d
Rail	Romania	2256	Railway axis Athina-Sofia- Budapest-Wien- Praha- Nürnberg/Dresden	Brasov- Bucuresti- Constanta	Brasov - Predeal *NP	Upgrade	744.50	26	Under Study

IWW	Romania	1805	Rhine/Meuse-Main-Danube inland waterway axis	Bottlenecks in Romania and Bulgaria	Romania	Upgrade	1107.25	0	Under Study
Rail	Slovenia	0605	Railway axis Lyon-Trieste-Divača/Koper-Divača-Ljubljana-Budapest-Ukrainian border	Venezia-Ronchi Sud-Trieste Divača	Trieste-Divaca (slovenian share)	New	823.13	24	Under Study
Rail	Slovenia	0606	Railway axis Lyon-Trieste-Divača/Koper-Divača-Ljubljana-Budapest-Ukrainian border	Koper- Divača – Ljubljana	Divaca-Ljubljana (II)	Upgrade	229.37	8	Under Construction
Rail	Slovenia	0606	Railway axis Lyon-Trieste-Divača/Koper-Divača-Ljubljana-Budapest-Ukrainian border	Koper- Divača – Ljubljana	Koper-Divaca (II)	Upgrade	171.19	86	Under Construction
Rail	Slovenia	0606	Railway axis Lyon-Trieste-Divača/Koper-Divača-Ljubljana-Budapest-Ukrainian border	Koper- Divača – Ljubljana	Koper-Divaca (I)	New	800.00	30	Under Study
Rail	Slovenia	0606	Railway axis Lyon-Trieste-Divača/Koper-Divača-Ljubljana-Budapest-Ukrainian border	Koper- Divača – Ljubljana	Divaca-Ljubljana (I)	New	1642.00	55	Under Study
Rail	Slovenia	0607	Railway axis Lyon-Trieste-Divača/Koper-Divača-Ljubljana-Budapest-Ukrainian border	Ljubljana-Budapest	Ljubljana-SI/HU border (I)	New	1986.60	80	Under Study
Rail	Slovenia	0607	Railway axis Lyon-Trieste-Divača/Koper-Divača-Ljubljana-Budapest-Ukrainian border	Ljubljana-Budapest	Ljubljana-SI/HU border (II)	Upgrade	1235.40	186	Under Construction
SEETO Projects									
Road	Albania	ALBRD 026	Corridor VIII	Construction and upgrade of sections on Road Corridor VIII	Qukes- Qafe Ploce	New	100.00	35	Prefeasibility Study completed
Road	Albania	ALBRD 028	Corridor VIII	Construction and upgrade of Road Corridor VIII in Albania	Tirana Bypass	New	100.00	22	n.a.
					Elbasan Bypass	New	70.00	10	
					Elbasan -	New	320.00	43	

					Qukes				
Road	Albania	ALBRD 027	Route 2c	Construction of Central East and Central South Road Corridor	Berat - Tepelene (Luftinje)	New	210.00	43	Design completed
Road	Albania	ALBRD 007	Route 2b	Upgrading Hani Hotit – Shkoder road	Hani Hotit-Shkoder	Upgrade	21.70	39	Ongoing
Road	Albania	ALBRD 013	Route 7	Upgrading Milot – Morine road, Section: Milot – Rreshen	Milot- Rreshen	Upgrade	36.00	26	Finished
Road	Albania	ALBRD 013	Route 7	Upgrading Milot – Morine road, Section: Kalimash – Morine	Kalimash - Morine	Upgrade	120.00	29	Finished
Road	Albania	ALBRD 004	Corridor VIII	Construction of Rogozhine bypass	Rogozhine bypass	New	6.40	5	Ongoing
Road	Albania	ALBRD 023	Corridor VIII	Upgrading of Qafe Thane – Pogradec road	Qafe Thane-Pogradec	Upgrade	44.60	32	Finished
Road	Albania	ALBRD 013	Route 7	Upgrading Milot – Morine road, Section Rreshen – Kalimash	Rreshen-Kalimash	Upgrade	250.00	61	Finished
Road	Albania	ALBRD 025	Route 2c	Construction of Tepelene and Gjirokaster bypass	Tepelene and Gjirokaster bypass	New	33.00	23	Finished
Rail	Albania	ALBRW 019	Corridor VIII	Rehabilitation of Rail Corridor VIII	Durres - Rrogozhine	Upgrade	35.00	35	Feasibility Study completed
Rail	Albania	ALBRW 020	Corridor VIII	Rehabilitation of Rail Corridor VIII	Vore- Milot	Upgrade	39.50	35	Prefeasibility Study completed
Rail	Albania	ALBRW 021	Corridor VIII	Rehabilitation of Rail Corridor VIII	Milot - Tirana - Durres- Rrogozhine (signalling)	Upgrade	40.00	107.2	
Road	Bosnia and Herzegovina	BIHRD0 51	Corridor Vc	Completion of motorway on Road Corridor Vc	Vukosavlje - Karuse	Upgrade	354.00	50	Feasibility Study completed
					Karuse - Banlozi	Upgrade	889.00	60.00	
Road	Bosnia and	BIHRD0	Corridor Vc	Completion of motorway on	Mostar Bypass	Upgrade	36.00	13.00	

	Herzegovina	10		Road Corridor Vc					
Road	Bosnia and Herzegovina	BIHRD021	Route 2b	Construction on Road Route 2b	Brod na Drini (Foca) - Hum (Scepan Polje)	Upgrade	62.00	23	Feasibility Study completed
Road	Bosnia and Herzegovina	BIHRD049a	Corridor Vc	Completion of motorway, Section: Kakanj – Vlakovo	Kakanj-Josanica	New	350.00	45	Finished
					Josanica-Vlakovo	New	0.00	15	Ongoing
Road	Bosnia and Herzegovina	BIHIRD052	Route 3	Completion of bypass East Sarajevo road	Mesici-Praca-Pale-Sarajevo Airport	Upgrade	391.00	87	Project identified and ToR prepared
Road	Bosnia and Herzegovina	BIHRD006	Corridor Vc	Reconstruction of Seslije – Samac	Seslije-Samac	Upgrade	18.10	13	Finished
Road	Bosnia and Herzegovina	BIHRD049	Corridor Vc	Corridor Vc motorway project Zenica/Donja Gracanica – Kakanj	Drivusa-Kakanj	New	230.00	24	Ongoing
					Zenica sjever-Drivusa	New	-	11	Finance Secured
IWW	Bosnia and Herzegovina	BIHIW020	Sava River	Reconstruction of navigation and rehabilitation of the River Sava waterway	Drina confluence-Jasenovac	Rehabilitation	22.60	337	Feasibility Study completed
IWW	Bosnia and Herzegovina	BIHIPO18	Sava River	Reconstruction and modernization of the Port of Brcko		Rehabilitation	6.50	n.a.	Project identified and ToR prepared
Rail	Croatia	HRVRW027	Corridor X	Remote Rail Traffic Control System Savski Marof – Zagreb – Tovarnik	Savski Marof-Tovarnik	New	23.40	329	Finished
Rail	Croatia	HRVRW035	Corridor X	Okucani to Novska railway rehabilitation	Okucani - Novska	Rehabilitation	38.50	20	Ongoing
Rail	Croatia	HRVRW034	Corridor X	Zagreb Main Station signalling and interlocking system	-	Upgrade	17.90	n/a	Ongoing
Rail	Croatia	HRVRW018	Corridor Vb	Modernization of Rail Corridor Vb	Dugo Selo-Krizevci	Upgrade/New	198.03	38	Feasibility Study completed
Rail	Croatia	HRVRW036	Corridor X	Rehabilitation of Rail Corridor X	Novska- Dugo Selo	Rehabilitation	255.00	81	Design completed

IWW	Croatia	HRVIPO 02	Drava River	Construction and modernization of the Port of Osijek	South quay construction	New	34.65	n.a.	Design Completed
IWW	Croatia	HRVIPO 03	Drava River	Construction and modernization of the Port of Osijek	bulk cargo terminal construction	New	12.09		
IWW	Croatia	HRVIW 038	Sava River	Rehabilitation of the Sava River waterway	Brcko - Sisak	Upgrade	55.00	385	Feasibility Study completed
IWW	Croatia	HRVIPO 01	River Danube	Rehabilitation of the Port of Vukovar	-	Rehabilitation	21.46	n.a.	Feasibility Study completed
Road	the former Yugoslav Republic of Macedonia	MACRD 032.1	Corridor VIII	Construction and upgrade of Road Corridor VIII in the former Yugoslav Republic of Macedonia	Western Package	New/Upgrade/Rehabilitation	558.50	143	Design completed
Road	the former Yugoslav Republic of Macedonia	MACRD 032.2	Corridor VIII	Construction and upgrade of Road Corridor VIII in the former Yugoslav Republic of Macedonia	Eastern Package	New/Upgrade/Rehabilitation	272.70	60	
Road	the former Yugoslav Republic of Macedonia	MACRD 033	Corridor X	Rehabilitation of Road Corridor X	Miladinovci-Negotino	Rehabilitation	25.00		Project identified and ToR prepared
Road	the former Yugoslav Republic of Macedonia	MACRD 008	Corridor X	Upgrading of road section Demir Kapija – Smokvica	Demir Kapija-Smokvica	Upgrade	310.20	28	Financing secured
Rail	the former Yugoslav Republic of Macedonia	MACRW 026	Corridor VIII	Construction of missing links on Railway Corridor VIII	Kicevo - Albanian border	New	470.00	66	Feasibility Study completed
					Kumanovo - Kriva Palanka	New	260.00	68	
Rail	the former Yugoslav Republic of Macedonia	MACRW 019	Corridor X	Reconstruction of the railway sections along Corridor X	Kumanovo-Deljadrovce	Upgrade	50.00	13	
Rail	the former Yugoslav Republic of Macedonia	MACRW 027	Corridor X	Reconstruction of the railway sections along Corridor X	Dracevo-Veles	Upgrade	125.00	35	
Rail	the former Yugoslav	MACRW	Corridor Xd	Renewal with reconstruction of	Bitola-	Upgrade	9.00	16	Prefeasibility Study

	Republic of Macedonia	018		Rail Corridor Xd	Kremenica				complete
Rail	the former Yugoslav Republic of Macedonia	MACRW 022	Corridor X	Upgrading rail signalling and telecommunications along Corridor X	Tabanovci - Gevgelija	Upgrade	6.00	215	Finances allocated
Rail	the former Yugoslav Republic of Macedonia	MACRW 022	Corridor X	Common Control System Center in Trubarevo	-	Upgrade	1.00	n/a	Finished
Road	Montenegro	MONRD 030	Route 1	Rehabilitation of Road Route1	Debeli Brijeg - Bar	Upgrade	9.02		Prefeasibility Study completed
Road	Montenegro	MONRD 038	Route 2b	Rehabilitation and construction on Road Route 2b	Scepan Polje-Pluzine	Rehabilitation/New	42.00	28	Project identified and ToR prepared
Road	Montenegro	MONRD 028	Route 2b	Rehabilitation and construction on Road Route 2b	Niksic Bypass	New	20.00	11	
Road	Montenegro	MONRD 045 - MONRD 047	Route 4	Construction and upgrade of road Route 4	Smokovac-Mateshevo	New/Upgrade	856.00	43	Feasibility Study completed
Road	Montenegro	MONRD 029	Route 4	Eastern mini bypass Podgorica	Eastern mini bypass Podgorica	New	20.00	7	Ongoing
Rail	Montenegro	MONR W013	Route 4	Rehabilitation of Rail Route 4	Trebesica - Bratnozici	Rehabilitation	19.80	n.a.	Design completed
					Vrbnica- Bar	Rehabilitation	11.30		
Road	Serbia	SERRD 017.4	Corridor X	Completion of Belgrade bypass on Road Corridor X	Strazevica - Bujanj Potok	New	96.50	10	Feasibility Study completed
Road	Serbia	SERRD 011	Route 4	Construction of motorway Belgrade – South Adriatic	Belgrade - Pozega	New	786.00	134	Project Financing Agreement
Road	Serbia	SERRD 017.3	Corridor X	Belgrade bypass, section Ostruznica – Orlovaca	Ostruznica-Orlovaca	New	24.00	8	Finished
Road	Serbia	SERRD 040	Corridor X	Completion of motorway Leskovac – Presevo	Leskovac-Presevo	New	476.00	73	Ongoing

Road	Serbia	SERRD 039	Corridor X	Completion of motorway Nis – border with Bulgaria	Nis- border with Bulgaria	New	180.00	32	Ongoing
Road	Serbia	SERRD 039	Corridor Xc	Completion of motorway, Section Nis – border with Bulgaria	Nis-border with Bulgaria	New	283.00	52	Ongoing
Rail	Serbia	SERRW 025.7	Corridor Xb	Railway modernization of Corridor Xb	Stara Pazova - Novi Sad	Upgrade	350.00	44	Prefeasibility Study completed
Rail	Serbia	SERRW 026	Corridor Xc	Railway reconstruction and modernization on Corridor Xc	Nis - Dimitrovgrad-Bulgarian border	Upgrade	300.00	97	Prefeasibility Study completed
IWW	Serbia	SERIW 032	Corridor VII	Rehabilitation of the Danube River waterway		Rehabilitation	13.80	263	Project identified and ToR prepared
IWW	Serbia	SERIW 039	Sava River	Rehabilitation and improvement of the Sava River waterway	Belgrade -BIH border	Rehabilitation	15.00	211	Feasibility Study completed
Road	Kosovo*	KOSRD 006	Route 6a	Construction of motorway on Route 6a	Lipjan - Kacanik	New	325.00	44	Design completed
					Kacanik-Hani i Elezit	New	358.00	13	
Rail	Kosovo	KOSRW 018	Route 10	Railway modernization on Rail Route 10	Lesak- Hani and Elezit	Upgrade	67.00	148	Prefeasibility Study completed

**"This designation is without prejudice to positions on status, and is in line with UNSCR 1244 and the ICJ Opinion on the Kosovo Declaration of Independence"*

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