
South East Europe needs efficient transport systems for sustainable economic development

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CER represents the European railway community

Transport is a precondition for economic development

Rail transport in Central and South East Europe

What next in Western Balkan?



CER - representing the European railway community

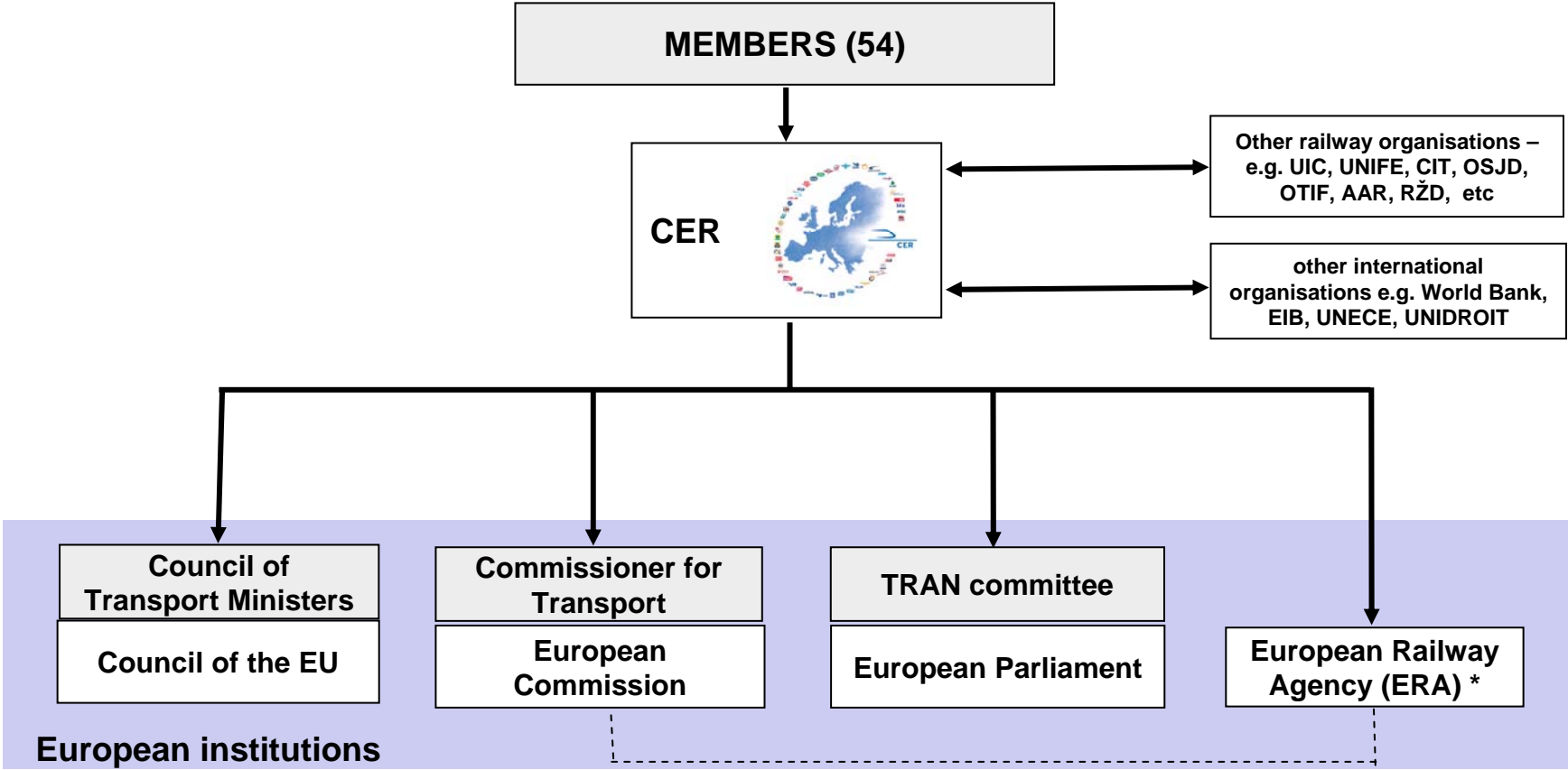
- 54 railways and infrastructure managers
- from entire European area (including also Switzerland, Norway, EU accession states, and aspirant EU members)
- associated with railways beyond Europe (Georgian railways)



Private / State owned • Integrated / Separated • Freight and/or Passenger • East / West • National / Across borders • EU / EU neighbours / EFTA



CER working structure



* The ERA's main task is to draft proposals for the Commission on railway interoperability and safety





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Economic growth needs transport

Already the Romans knew it!

The success of the Roman Empire was largely dependent on its transport system.



Economic growth needs transport

The World Bank: Transport infrastructure is a precondition for economic growth:

World Bank transport sector overview:

*“Public investment in transport typically accounts for between **2.0 and 2.5 % of GDP** and may rise as high as **3.5 %** in countries modernizing outdated transport infrastructure or building new transport infrastructure”.*



Economic growth needs transport

EU - The Maastricht Treaty:

ARTICLE 2

The Community shall have as its task, by establishing a common market and an economic and monetary union and by implementing the common policies or activities referred to in Articles 3 and 3a, to promote throughout the Community a harmonious and balanced development of economic activities, sustainable and non-inflationary growth respecting the environment, a high degree of convergence of economic performance, a high level of employment and of social protection, the raising of the standard of living and quality of life, and economic and social cohesion and solidarity among Member States.'

ARTICLE 3

For the purposes set out in Article 2, the activities of the Community shall include, as provided in this Treaty and in accordance with the timetable set out therein:

- (c) **an internal market characterized by the abolition, as between Member States of obstacles to the free movement of goods, persons**, services and capital;
- ((f) **a common policy in the sphere of transport**;



EU needs rail for successful enlargement

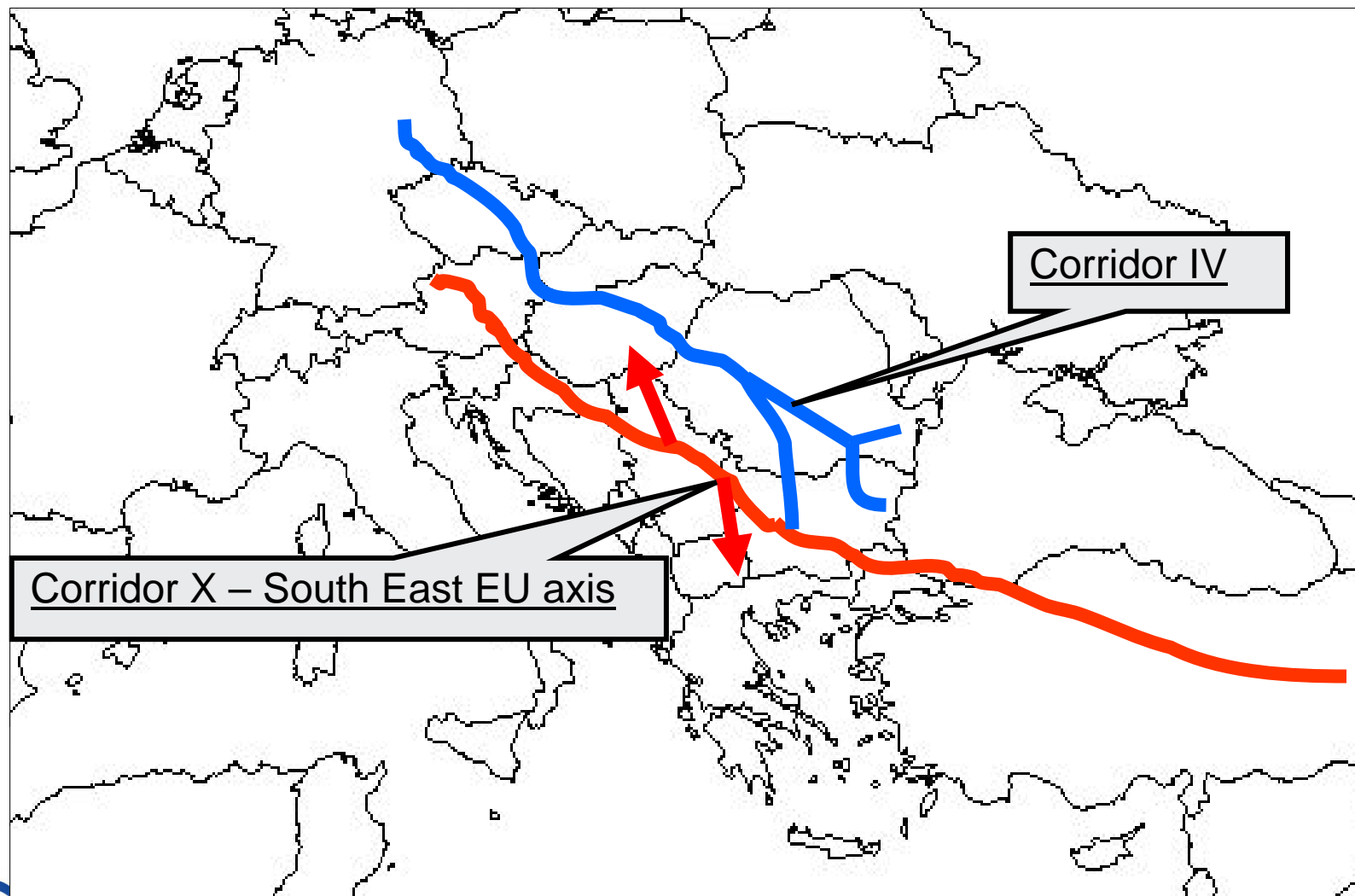
**Strong economic growth
in new EU member states
will be achieved only with
efficient transport network**

**EU transport policy aimed
at sustainability**

**High priority for rail in EU
Transport, Cohesion and
Neighbourhood policies**



EU enlargement has given EU new neighbours



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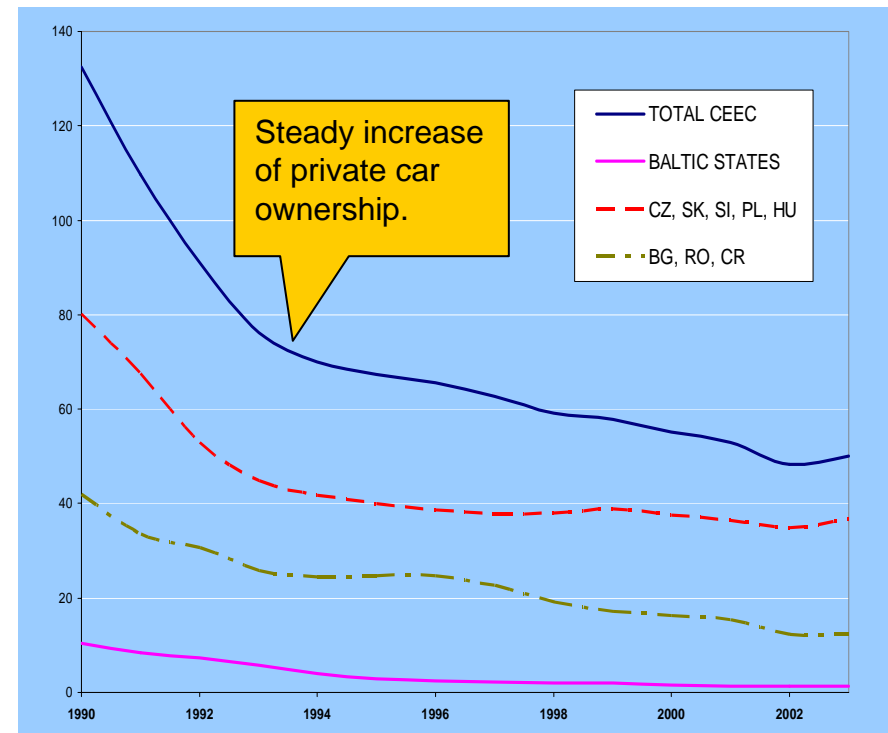
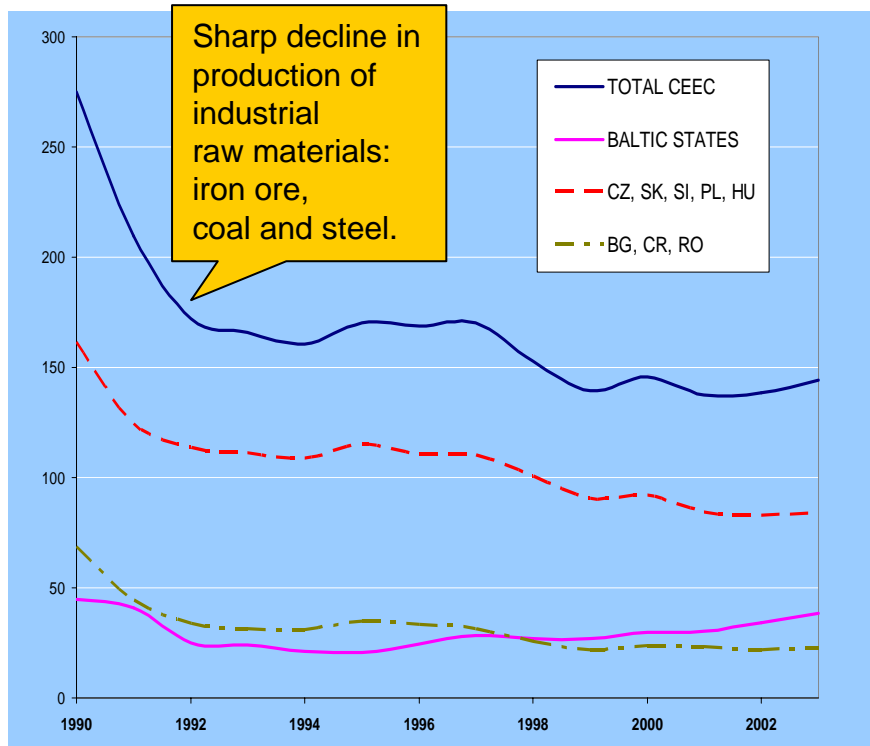
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Changes in the rail sector: *post communism*

Rail transport volumes of freight (billion ton.km) and passengers (billion passenger.km) in CEE countries halved after 1990.



What makes Western Balkan different

The situation in Western Balkan:

1. Traffic far below 50% of pre-1990 level
2. War damages and interruption of traffic (economic boycott)
3. Over 20 years investment backlog
4. Many new states + borders with new procedures





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What is needed in Western Balkan

1. Upgrading of trans European corridors
 2. Investment in national networks and rolling stock
 3. Restructuring of rail sector
 4. Policy on track access charging
 5. Streamlining of border crossing procedures
- } *establishing financial stability*

***Actions on these five issues should take place
at the same time!***



Towards an integrated network: Common policies and regional cooperation for harmonised conditions

- **Restructuring based on EU rail policy**
‘Restructuring of the rail sector is already based on a common rail policy, namely the EU policy based on liberalisation and priority for sustainable transport, but cooperation on implementation is needed.’
- **Regional cooperation on priority corridors**
e.g. UN/ECE, SEETO and SEECF
- **Harmonisation of track access conditions**
*‘Harmonised legal and administrative conditions as well as pricing is the target; a **common network statement** is the tool.’*
- **Streamlining Border crossing operations**
‘Enhanced cooperation between authorities and railways at borders’
‘Telematics and Electronic Data Exchange facilitate border crossing procedures for freight trains.’



Western Balkan has important transit function



A treaty between EU & Western Balkan comparable to the treaty between EU & Switzerland?



Western Balkan has important transit function



A treaty between EU & Western Balkan comparable to the treaty between EU & Switzerland?

‘South East European Transport Community’



Western Balkan has important transit function



A treaty between EU & Western Balkan comparable to the treaty between EU & Switzerland?

‘South East European Transport Community’

Step 1: Non-legally binding MOU with World Bank investment support for regional initiatives and restructuring

Step 2: Legally binding treaty which commits:

- **Western Balkan countries to apply EU legal framework**
(i.e. open access policy with liberalisation including maximum user charges for road and rail infrastructure)
- **EU to support investments + to give access to railways from Western Balkan to network of EU.**



***Thank you for your
attention!***

