European Commission

Regional Balkans Infrastructure Study - Transport

Appendix 6 - Final Report

Project Screening/Project Details

July 2003

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1 Introduction

This appendix presents the result of the screening of projects on the Core Network and provides details of the projects included in the short-term investment plan.

Promising projects, which were excluded from the short-term investment plan for e.g. economic, financial and strategic reasons, are also listed in this appendix.

The result of the project screening is presented in Chapter 2, the details of the projects in the short-term investment plan are presented in Chapter 3 and the projects for consideration in the long term are listed in Chapter 4.

2 Result of project screening

The large number of road and rail projects was screened and a preliminary ranking of the projects was undertaken, as shown in Table 2.1 for road and Table 2.2 for rail.

The ranking was based on a multi-criteria screening. In close co-operation with national authorities, a comprehensive assessment was undertaken of each road and rail project. The assessment included a total of 15 criteria, and for each criterion a score was given. The screening tool assigned weights to these scores and a total score for each project under study was arrived at. The 15 criteria used in the multi-criteria analysis are presented in Appendix 5. Projects for which the screening tool did not apply were assessed on an individual basis.

The results of the screening are shown on Table 2.1 and Table 2.2, and the following provides information on the contents of the tables.

Each project is identified with a **project title** and a unique **project number** specifying the country, the transport modes and a specific number (Albania (Al), Bosnia and Herzegovina (Bo), Croatia (Cr), FYRO Macedonia (Ma), Serbia and Montenegro (Yu), Kosovo (Yu-Ko) and Road/Highway (H), Rail (R), Seaport (S), Airport (A), Inland Waterways (IW), Border Crossing (BCH)). The project Bo-H-03 is thus road project number 3 in Bosnia and Herzegovina.

The **score** is a scale between 0 and 100 where 100 represents the highest possible score and 0 the least possible score. The score is based on 15 criteria (see Main Report). The projects are then **ranked** according to their score with the highest score first. The **economic score** only includes the rating of the criteria "Economic Appraisal", "Environmental Effects" and the "Functionality and Coherency of the Network", and thus excludes the "Financial Viability" and the "Readiness of the Authorities" criteria.

The **project profile** is a mixture of the scores (1 = score > 75; 2 = score 65-75; 3 = score < 65) and the expected speed of implementation (A = ready in short term; B = ready medium term; C = only in the long run). The project ranked 1 (West Ring, Pristina) has the project profile 1B as it has a score 92,2 and is expected to be ready for implementation in the medium term.

The **corridor/route** column indicates on which core road/rail corridor or core road/rail route the project is located.

Table 2.1 Result of project screening - road.

Project number	Project title	Total ranking		Economic ranking		Project profile	Corri-dor/Route
		Rank	Score	Rank	Score		
Yu-Ko-H-05	West ring, Pristina	1	92.2	1	67.2	1B	6
Yu-Ko-H-04	Pristina-Prizren-Vrbnica	2	91.0	2	66.0	1B	7
Bo-H-04	Reconstruction of Doboj - Šešlije	3	87.7	4	57.7	1A	Vc
Yu-H-28N	Čačak by-pass, phase I	4	82.1	6	57.1	1B	4
Yu-H-13	Completion of Belgrade by-pass	5	81.8	7	56.8	1A	X
YU-H-16	Tunnel Sozina; Stage II, access road (6+2 km)	6	81.7	8	56.7	1B	4
Yu-Ko-H-02	Pristina-Mitrovica	7	77.4	5	57.4	1B	6
Yu-H-11	Completion of Motorway Novi Sad-Hung.border	8	77.2	15	52.2	1B	Xb
Bo-H-01	Completion of Gradiška - Banja Luka motorway	9	77.1	16	52.1	1A	2a
Ma - H - 1	Skopje-Blace	10	76.0	18	51.0	1B	6
Bo-H-03	Reconstruction of Šamac - Šešlije	11	75.0	9	55.0	2B	Vc
YU-H-18	Verige bridge in Kotor	12	74.6	11	54.6	2B	1
Ma - H - 10	Kumanovo-Veles	13	74.3	43	44.3	2A	X
Yu-Ko-H-01	Pristina-Blace	14	74.1	3	59.1	2B	6
Yu-H-15	Removal of bottleneck at Ovcar Banja	15	74.1	21	49.1	2A	4
YU-H-37N	Rehabilitation of the existing road Petrovac - Budva	16	74.0	22	49.0	2A	1
CR-H-08	Construction of the new motorway on Corridor Vc	17	73.9	24	48.9	2C	Vc
CR-H-02an	Upgrade semi-motorway to full motorway: Kikovica-Ostrovica section (8.5 km)	18	73.8	25	48.8	2B	Vb
CR-H-02bn	Upgrade semi-motorway to full motorway: Ostrovica-Vrata section (12.44 km)	18	73.8	25	48.8	2B	Vb
CR-H-02cn	Upgrade semi-motorway to full motorway: Vrata-Delnice-Kupjak section (16.85 km)	18	73.8	25	48.8	2B	Vb
Al-H-08	Rehabilitation Lushnje Fier	21	73.1	13	53.1	2B	VIII
Yu-H-27N	Rehabilitation of Čačak - Požega	22	72.8	14	52.8	2B	4
Ma - H - 18	Tabanovce-Kumanovo	23	71.7	35	46.7	2B	X
CR-H-05an	Construction of section Krizisce-Zuta Lokva (60 km) on motorway Rupa-Rijeka-Zuta Lokva (96 km)	24	71.3	36	46.3	2C	Future
YU-H-19	Eastern mini by-pass around Podgorica	25	70.1	20	50.1	2B	4
Bo-H-10	North Zenica - Jošanica - Blažuj - Tarčin improvement	26	70.0	9	55.0	2C	Vc
Ma - H - 6	Veles-Prilep	27	69.8	40	44.8	2C	Xd
CR-H-10n	Construction of motorway Split-Ploce-Metkovic	28	69.7	41	44.7	2C	1
Bo-H-22n	Doboj By-pass	29	69.4	12	54.4	2B	Vc
Ma - H - 5	D. Kapija-Udovo-Smokvica	30	69.2	50	39.2	2B	X
YU-H-20	North of Podgorica Podgorica -Serbian border	31	69.0	22	49.0	2A	4
Ma - H - 3	Struga-Kafasan	32	68.3	28	48.3	2B	VIII
CR-H-07	Construction of the last section of motorway on Corridor X	33	68.2	44	43.2	2B	X
Ma - H - 11	Gradsko - Pletvar	34	67.6	30	47.6	2A	Xd
Yu-H-10	Reconstruction of Rzav - Nova Varos	35	67.5	46	42.5	2B	4
Al-H-06	Rehabilitation Hani Hotet Skoder	36	66.8	33	46.8	2B	2b
YU-H-35N	By-pass Bijelo Polje	37	66.8	17	51.8	2B	4
Bo-H-23n	Improvement of Brod - Šešlije	38	66.0	19	51.0	2B	Vc
Al-H-15	Planning Vore Fushe Kruja	39	65.3	39	45.3	2A	2b
Bo-H-05	Reconstruction of Doboj - Zenica	40	63.1	29	48.1	3B	Vc

Project number	Project title	Total ranking		Economic ranking		Project profile	Corri-dor/Route
		Rank	Score	Rank	Score		
Ma - H - 7	Stracin-Kriva Palanka	41	62.8	45	42.8	3B	VIII
YU-H-30N	By – pass Nikšić	42	62.5	31	47.5	3B	2b
Al-H-09	Rehabilitation Fier Vlore	43	62.4	47	42.4	3B	VIII
Bo-H-06	Construction of Jablanica detour	44	62.3	32	47.3	3B	Vc
Al-H-12	Rehabilitation: Milot Morine	45	61.9	48	41.9	3B	7
Bo-H-11	Mostar By-pass	46	60.5	37	45.5	3B	Vc
YU-H-36N	Podgorica – Nikšić – border of Bosnia	47	60.5	38	45.5	3B	2b
Al-H-04	Rehabilitation Qafe Thanes Pogradec	48	59.4	49	39.4	3B	8
Bo-H-09	Tarčin - Konjic improvement	49	59.3	42	44.3	3B	Vc
Al-H-05	Rehabilitation:Pogradec Korca	50	59.2	50	39.2	3B	8
Al-H-10	Rehabilitation Fier Tepelene	50	59.2	50	39.2	3B	2b
Al-H-07	Rehabilitation Skoder Lezhe	52	58.7	56	33.7	3B	2b
Ma - H - 20	Kumanovo-Deve Bair	53	58.6	53	38.6	3C	VIII
Ma - H - 14	Bitola-Medzitlija	54	58.5	54	38.5	3B	Xd
Bo-H-13	Lašva - Travnik improvement	55	56.8	33	46.8	3B	2a
Ma - H - 19	Gostivar-Trebeniste	56	54.2	55	34.2	3C	VIII
Bo-H-08	Foča/Srbinje - Hum improvement	57	49.2	57	29.2	3B	2b
Yu-Ko-H-03	Mitrovica - Serbia border	58	49.0	58	29.0	3B	6

Table 2.2 Result of project screening - rail.

Project number	Project title	Total ranking		Economic ranking		Project profile	Route
		Rank	Score	Rank	Score		
Yu-R-07	Repair of Danube bridges at Belgrade	1	88.4	1	63.4	1A	X
Yu-R-08	Reconstruction of Zezlj Bridge at Novi Sad	1	88.4	1	63.4	1B	Xb
Yu-R-05b	Upgrading of Valjvo - Pozega	3	82.6	3	57.6	1B	4
Yu-R-12n	Reconstruction of tunnels Ripanj and Ralja	3	82.6	3	57.6	1B	X
Yu-R-11	Electrification of lines (Cacak-Kraljevo-Stalac, Lapovo-Kraljevo, Nis-Pirot-Gradina and Pancevo-Vrsac-Moravita)	5	79.7	6	54.7	1B	4
Yu-R-02	Priority rehabilitation on Belgrade - Nis - Presevo -Tabanovce	6	78.4	9	53.4	1A	X
Yu-R-03	Priority rehabilitation works on Stara Pazova - Kelebia	7	77.6	10	52.6	1A	Xb
CR-R-03b	Ostarije-Knin-Split line: Line electrification	8	77.2	11	52.2	1C	1
Yu-R-04	Priority rehabilitation on Nis - Pirot -Dimitrovgrad	9	76.9	12	51.9	1B	Xc
MA-R-09N	Purchase of tools	10	74.8	5	54.8	2A	X
Yu-R-09	Completion of Belgrade railway junction	11	74.1	7	54.1	2B	X
MA-R-10N	Tabanovci-Skopje	12	74.0	8	54.0	2C	X
Yu-R-01a	Priority rehabilitation works on the line Belgrade-Stara Pazova-Sid-Tovarnik	13	73.6	13	48.6	2B	X
Yu-R-01b	Priority rehabilitation works on the line Belgrade-Stara Pazova-Sid-Tovarnik	13	73.6	13	48.6	2B	X
CR-R-02b	Corridor Vb: Modification of electrical traction system Mo-ravice-Rijeka-Sapjane (Skriljevo-Bakar) section	15	68.8	16	43.8	2C	Vb
CR-R-02c	Corridor Vb: Remote control system on Botovo-Zagreb-Rijeka (329 km) section	16	67.8	17	42.8	2B	Vb

Project number	Project title	Total ranking		Economic ranking		Project profile	Route
		Rank	Score	Rank	Score		
CR-R-05bn	Corridor Vb: Track overhaul Ostarije-Ogulin (6.2 km), Skrad-Drivenik (32,2 km) & Skriljevo-Rijeka (11.4 km) sections. Total 54.8 km of one-track line.	17	67.1	20	42.1	2B	Vb
CR-R-06bn	Corridor X: Track overhaul Savski Marof-Zagreb & Ivankovo-Tovarnik sections. 46.4 km of two tracks line. Total 92.8 km.	18	66.7	21	41.7	2B	X
CR-R-01a	Corridor Vc: Electrification on north section (78.9) Beli Manastir - Strizivojna/Vrpolje	19	66.3	22	41.3	2B	Vc
CR-R-02a	Corridor Vb: Construction of 2nd track on 78 km Botovo-Dugo Selo section	20	65.8	23	40.8	2B	Vb
CR-R-06an	Corridor X: Remote control traffic system Savski Marof-Zagreb-Tovarnik (319 km)	21	65.3	24	40.3	2B	X
Yu-Ko-R-02	Electrification	22	65.1	26	40.1	2A	10
CR-R-05an	Corridor Vb: Construction of 2nd track on 53 km Zagreb-Karlovac section	23	65.0	27	40.0	2B	Vb
Yu-R-06	Rehabilitation of Vrbnica - Podgorica - Bar	24	64.6	28	39.6	2B	4
CR-R-03a	Ostarije-Knin-Split line: Track reconstruction 58.4 km on Perusic-Gracac section	25	64.6	29	39.6	2B	1
Al-R-02	Corridor VIII Missing railway link	26	64.3	15	44.3	2C	VIII
CR-R-02d	Corridor Vb: 42.8 km Krizevci-Botovo track overhaul	27	64.0	31	39.0	2B	Vb
CR-R-03c	Track overhaul on section Kosovo (Knin)-Split 95.8 km one track trail.	28	63.8	32	38.8	2B	1
MA-R-12N	Skopje-Kicevo	29	60.1	25	40.1	2B	VIII
CR-R-02e	Zagreb Main Railway Station	30	59.7	35	34.7	2B	Vb
MA-R-11N	Tabanovci-Gevgelija	31	59.4	30	39.4	2C	X
Bo-R-05	Signalling on C 5c and parallel to C 10	32	57.7	18	42.7	2B	Vc
MA-R-01	Kumanovo-Deve Bair	33	54.3	36	34.3	3C	VIII
Yu-Ko-R-01	Upgrading of North-South line	34	54.3	39	29.3	3A	10
Bo-R-03/2	Track overhaul on: Sarajevo – Bradina and Konjic – Čapljina	35	53.5	33	38.5	3B	Vc
Bo-R-06	Telecommunication systems on C 5c and parallel to C 10	35	53.5	33	38.5	3B	Vc
MA-R-13N	Study of signalling	37	53.2	37	33.2	3A	network
Bo-R-02	Reconstruction of Konjic – Mostar	38	52.7	18	42.7	3B	Vc
Bo-R-03/1	Track overhaul / reconstruction of Doboj – Sarajevo	39	48.8	40	28.8	3B	Vc
MA-R-06	Kicevo-Kafasan	40	48.0	42	28.0	3B	VIII
Bo-R-08n	Information system on C 5c	41	43.8	40	28.8	3B	Vc
Bo-R-01	Track overhaul / reconstruction of Bosanski Šamac / Šamac – Doboj	42	43.0	38	33.0	3B	Vc
MA-R-14N	Fiber Optical	43	31.5	43	11.5	3A	X

3 Project details for short-term investment plan

Details of the projects in the short-term investment plan are presented in this section and shown in Table 3.1. The plan has been prepared in light of the long term investment requirements and priorities and the detailed assessment of projects, e.g. through the screening described above and the pre-feasibility studies.

The contents of the columns which are used in the short-term investment plan in Table 3.1 are presented below.

Each project is identified with a unique **project number** specifying the country, the transport modes and a specific number (Albania (Al), Bosnia and Herzegovina (Bo), Croatia (Cr), FYRO Macedonia (Ma), Serbia and Montenegro (Yu), Kosovo (Yu-Ko) and Road (H), Rail (R), Seaport (S), Airport (A), Inland Waterways (IW), Border Crossing (BCH)). The project Bo-H-03 is thus road project number 3 in Bosnia and Herzegovina. These numbers are also used to indicate the location of projects on Figure 3.1 and Figure 3.2.

The **project name** indicates what the project is concerned with and the **Description of the project** provides additional information on purpose, identified problems, main benefits, concerns and progress in implementation.

The **corridor/route** column indicates on which core road/rail corridor or core road/rail route the project is located.

In the short-term investment plan, shown in Table 3.1, three (3) different types of **project status** are distinguished. These are:

- "On-going projects" which have been receiving funding and are under actual implementation.
- "Committed projects" which have been agreed to be implemented and for which financing has been secured.
- "New projects" which have been identified during the course of the REBIS project. These projects have not obtained financing as yet

Note that the investment costs presented for the "On-going projects" in the short-term investment plan are only those costs which are expected to be spent during the implementation period. The investment costs undertaken in previous

periods are not included in the investment costs for "On-going projects" in the short-term investment plan.

The short-term investments plan includes all projects which can proceed immediately, i.e. in 2003/04, with studies, design or implementation. The actual implementation may take several years, but most of the projects in the short-term investment plan can, if financing is available, be anticipated implemented within the coming 5 years.

In the short-term investment plan the **implementation period** up to year 2009 is considered. Hence, when presenting the phased investment costs it is done for that period.

The **investment costs** comprise the construction costs estimated at 2003 prices, net of taxes and net of land acquisition. Costs for design and supervision (normally 5-10%) are furthermore not included.

The short-term investment plan comprises the projects listed in Table 3.1 and their locations are shown on Figure 3.1 and Figure 3.2.

Figure 3.1 Location of ongoing, committed and new road and airport projects.

Figure 3.2 Location of ongoing, committed and new railway and ports projects.

Table 3.1 Details of projects in short-term investment plan.

Project N°	Project Name	**Description of the project**	Corridor/ routes	Status	*2004*	*2005*	*2006*	*2007*	*2008*	*2009*	**Total (EUR million)**
Al-A-01	Tirana Airport New Terminal	**Purpose:** The project consists of the construction of a new airport terminal for Rinas with all modern facilities including improved access to and a replacement of the present building which is not considered to be up to standard. The government of Albania intends to privatise the airport of Rinas and to finance the project via a BOT concession**. Identified Problem**: The present terminal and airport facilities do not correspond to the norm and will become insufficient with future growth of traffic. **Main Benefits**: Reduced operating costs and time savings for passengers and airlines. **Concerns**: No information available on economic and financial plan. **Progress in implementation**: Four companies have been short-listed for tendering for the complete rehabilitation of the Airport building, hangars, fire brigade aprons and runway including a new access road, based on then revised master plan. Time schedule and investments depend on the final selected tender contract.		Committed		16.0	16.0	8.0			**40.0**
Al-A-02	Tirana Airport ATS improvements	**Purpose**: The project includes the financing of studies, preliminary engineering and construction documentation, followed by the construction of new ACC/ATC Tower. **Identified Problem**: The present installations are outdated and do not permit safe over-flying of the Albanian territory. **Main Benefits**: Reduced operating costs and time savings for airlines. **Concerns**: The project based on a study by Eurocontrol has been given to an American company and there have been doubts on its compatibility with EU systems. **Progress in implementation**: There are negotiations with EIB & EBRD and a private firm which is being considered by NATA. On the basis of the Eurocontrol studies the project has been (end 2002) awarded to Lockheed Martin. The first stage concerns the refurbishment of the existing control tower started 2003 cost $3.2m. The second phase includes the construction of the new tower and installation of all equipment and operation $29.8m. Completion end 2006. Separately a training programme is underway by CARDS/EUROCONTROL starting may 2003. Financing of first stage by COA. For second stage tender has been rewarded to BNP/Paribas		Ongoing	13.0	14.0					**27.0**
Al-H-01	Upgrading of Durres-Pepla road	**Purpose**: The project consists of upgrading a short stretch of substandard road including some infrastructure elements to connect already upgraded links of the North South Corridor by passing the city of Durres. **Identified Problem:** The present road is substandard, very congested due to local urban traffic. **Main Benefits**: Reduced vehicle operating costs and time savings through increased speeds. **Concerns:** No financing commitment after suspension of EU funds, to construct this important link additional funding is required. **Progress in implementation**: Detailed Design Start January 2004,Construction Start Oct 2004, End construction Sept 2005	VIII	New	1.0	4.0					**5.0**

Project N°	Project Name	**Description of the project**	Corridor/ routes	Status	*2004*	*2005*	*2006*	*2007*	*2008*	*2009*	**Total (EUR million)**
Al-H-02	Construction of Rrogozhine Bypass	**Purpose:** This project aims to create a connection between the upgraded North South Corridor in Rrogozhine and the link Rrogozhine - Elbasan of the Pan-European Corridor VIII, presently being completed. It will bypass the city of Rrogozhine. **Identified Problem:** The present road is substandard and carries local urban traffic. **Main Benefits:** Reduced vehicle operating costs and time savings through increased speeds. **Concerns:** No financing commitment after suspension of EU funds, to construct this important link additional funding is required. **Progress in implementation**: Detailed Design Start January 2004, construction start Oct 2004, End construction Sept 2005	VIII	New	1.0	2.0					**3.0**
Al-H-04	Upgrading Qafe Thanes - Pogradec road	**Purpose:** Upgrading and construction of a substandard road on the Pan-European Corridor VIII. In the planning of this road and for the selection of the alignment environmental considerations play an important role, as the existing road is situated at the lakeside in a protected area. **Main Benefits:** Reduced vehicle operating costs, increased speeds environmental protection. **Concerns:** For environmental reasons an alignment on a high level has been chosen, which might pose problems for heavy vehicles, safety and all weather operations. Furthermore the increased cost has delayed negotiations for financing as additional funds will be required. **Progress in implementation:** Feasibility study completed. Conceptual design ready according to the GRD. Detailed Design to start 04/2003.and to be completed end 02/2004.Construction to start 01/2005 and to be completed 01/2007. Financing has not yet been fully secured, as costs have been increased for the alternative chosen.	VIII	New		23.0	23.0				**46.0**
Al-H-05	Upgrading Pogradec - Korca road	**Purpose:** Rehabilitation and upgrading of a substandard road on the Pan-European Corridor VIII. The completion of this stretch will complete a new branch of the Pan-European Corridor VIII to Greece The same status as the preceding project. The road segment Pogradec-Korçe (36 km) will be re-examined. **Identified Problem**: The present road is substandard and carries considerable regional traffic. **Main Benefits:** Reduced vehicle operating costs, all weather operations and increased speeds. **Concerns:** Financing being negotiated, but not committed yet. **Progress in implementation:** Feasibility study completed conceptual design ready according to the GRD detailed Design to start 04/2003 and to be completed end 02/2004. Construction to start 01/2005 and to be completed 01/2007.	VIII	New		15.0	15.0				**30.0**
Al-H-06	Upgrading Hani Hotit - Shkoder road	**Purpose:** Rehabilitation and upgrading of existing road of 33.5 km long, which is an important link between Albania and Montenegro in the North South Corridor. According to the Ministry of Transport and Telecommunications there is a commitment of the Italian Government for the financing of the feasibility study, final design, supervision and construction for this project. **Identified Problem:** Very narrow substandard road about 6 meters wide. Note that the border crossing at Hani Hotet has been recently rehabilitated with financing by PHARE. **Main Benefits**: Reduced vehicle operating costs and increased speeds. Present IRI is assumed to be 8 and 10. Upgrading should be to international standards implying an improvement of 15% of VOC's with present traffic composition. **Concerns**: The connecting link on the Core Network in Montenegro is also substandard and would need to be upgraded. **Progress in implementation**: A pre feasibility study is available. There have been promises for Financing this road by Italian cooperation, but there is as yet no firm financial commitment for the construction of this road.	2b	New	3.0	13.0	13.0				**29.0**

Project N°	Project Name	Description of the project	Corridor/ routes	Status	*2004*	*2005*	*2006*	*2007*	*2008*	*2009*	**Total (EUR million)**
Al-H-07	Upgrading Milot - Shkoder road	**Purpose:** This project aims at creating a direct connection for a missing link on the north south corridor between Milot and Shkoder in continuation of the already rehabilitated link Fushe Kruje-Milot. **Identified Problem**: The present road is substandard and in bad condition. **Main Benefits:** Reduced vehicle operating costs and time savings through increased speeds. **Concerns**: The road is presently financed by the Government of Albania and sufficient funds might not be available to complete this important artery on schedule. **Progress in implementation:** According to planning GRD Lott No 1 to terminate June 2003, lot 2 & 3 September 2003 and lot 4 March 2004. **Speed of Implementation:** The road is already under construction, but financing problems may delay completion of works.	2b	Ongo-ing	7.5	7.5					**15.0**
Al-H-08	Upgrading Lushnje - Fier road	**Purpose:** The project is to rehabilitate and widen 32 km road to 11.5 m wide, 2-lane road and to realignment and reconstruct the rest. **Identified Problem**: The road segment Lushnje – Fier is an essential link for the North South Highway. The alignment is inadequate, as the road over considerable length follows the foothills and has a high degree of curvature and relatively high rate of rise. **Main Benefits**: Increase travel speeds and reduce vehicle operating costs. **Concerns**: The projects should reduce accidents but fear is that under present traffic behaviour this might by outweighed by the risks of speeding. The final design is presently under revision by the Italian cooperation, but the extension to four lane road might complicate financing and implementation. **Progress in implementation**: Detailed design finished. There is a financial commitment of the Italian cooperation for final design, supervision of works and construction, but it is not clear whether this includes the upgrading to four lanes. Detailed design being revised.	VIII	Com-mitted	11.5	12.0					**23.5**
Al-H-09	Upgrading Fier - Vlore road	**Purpose:** The project consists of upgrading of existing substandard road segment Fier Vlore, 35 km long that forms also now part of the Pan-European Corridor VIII as it connects with the port of Vlore. The review of the project design and supervision will be funded by the Italian Government**. Identified Problem:** The present road is substandard and near capacity limits. It is part of the North South Corridor and Pan-European Corridor VIII. **Main Benefits:** Reduced vehicle operating costs, all weather operations and increased speeds **Concerns:** Plans to construct four lane highways may increase costs and risks to upset financing commitments. **Progress in implementation:** Detailed design should be ready March 2003. Construction works will be financed by EIB. Detailed design start June 2003 and end January 2004. Construction start June 2004 and end June 2006	VIII	Commi tted	4.0	8.0	8.0				**20.0**
Al-H-10	Upgrading Fier - Tepelene road	**Purpose:** The project is situated on the North South Corridor involves upgrading of 85km of existing road and associated structures. Several alignment alternatives have been studied, and preference has been given to an alignment. The feasibility study and detailed design will be financed by EU-PHARE**. Identified Problem:** The present road is substandard and carries considerable regional traffic and the existing alignment passes through many built-up areas and is and is not cost efficient. **Main Benefits:** Reduced vehicle operating costs, all weather operations and increased speeds. **Concerns:** None. **Progress in implementation:** A preliminary section of the alternative has been made. Financing for construction is being negotiated with EIB and EBRD, but there is no firm commitment yet from the selected alternative. Design start October 2003 and end October 2004. Construction start January 2005 and end 2007	2c	New		10.0	20.0	23.0			**53.0**

Project N°	Project Name	**Description of the project**	Corridor/ routes	Status	*2004*	*2005*	*2006*	*2007*	*2008*	*2009*	**Total (EUR million)**
Al-H-11	Upgrading Tepelene - Gjirokastre road	**Purpose:** This project consists of the upgrading of a substandard road link in the North South Core Corridor connecting Tepelene with the already upgraded road in Gjirokaster. This segment is already included in the Quick Start package of the Stability Pact. **Identified Problem:** . **Main Benefit**s: Reduced vehicle operating costs, all weather operations and increased speeds. **Concerns:** The level of investment needed for the desired alternative. **Progress in implementation**: Design and Supervision will be financed by EU. Review design start April 2003, to be finalised by August 2004. Construction works start April 2004.Construction works end April 2006. Financing of construction in to 2 segments: Tepelene-Hormova (13.0 m. EIB) and Hormova-Girokaster (7.13 m EU)	2c	Committed	7.5	10.0	3.0				**20.5**
Al-H-12	Upgrading Milot - Morine road	**Purpose:** This project consists of the upgrading of the core roads between Milot and Morine to an all weather modern highway. Presently the road is substandard and in poor condition notwithstanding having been repaired in the WB urgency programme. For the upgrading three alignments are being considered, one including a new road to be constructed, including a long tunnel. **Main Benefits**: Reduced vehicle operating costs, all weather operations and increased speeds. **Concerns**: The level of investment needed for the desired alternative. **Progress in implementation:** A feasibility study financed by the WB is presently underway and is expected to be available end 2003. There is no international financing commitment, except a special dedicated tax for this project that was accepted by parliament in 2002. Detailed design end March 2005. Construction start Jan 2006 and end in 2010	7	New			50.0	50.0	50.0	50.0	**200.0**
Al-H-14	Construction road link to Tirana Airport	**Purpose:** The objective of the project is to provide a new road access for the airport, as the present connection requires a detour and is substandard including a one lane bridge. The alignment of the construction of the road being dependent of the location and situation of the new airport terminal, it has been included in the tender procedure for the BOT project for a New Passengers Terminal of Rinas Airport. **Identified Problem**: The present road is substandard involves a considerable detour and includes one lane bridge. **Main Benefits**: Reduced vehicle operating costs and time savings through increased speeds. **Concerns**: The timing of the project depends on the tendering procedure for the new airport terminal **Progress in implementation**: The alignment of the construction of the road being dependent of the location and situation of the new airport terminal, it has been included in the tender procedure for the BOT project for a New Passengers Terminal of Rinas Airport. The tender for the new airport terminal is in a first stage of an offer to interested parties	VIII	Committed	1.2	2.5	1.3				**5.0**
Al-H-15	Upgrading Vore Fushe - Kruja Spur road	**Purpose:** For the upgrading of this road there is a financial commitment by Islamic Development Bank. **Identified Problem**: Presently substandard road about 7 meters width in very bad state of repair over considerable distances. Has been included in WB financed maintenance pilot programme but will need upgrading as it has heavy traffic with a large proportion of heavy vehicles. **Main Benefits**: Reduced vehicle operating costs and increased speeds. **Concerns**: The road is in a very bad state of repair and decisions on financing and implementation are urgent. Though the MTT says there is a commitment of the Islamic Development Bank, a financing agreement is not yet available although the required studies and final designs are already made some time ago. **Progress in implementation**: The detailed design is already completed. According to the GRD the construction could start Sept 2003. Construction complete by Dec 2004	2b	Committed	10.0						**10.0**

Project N°	Project Name	**Description of the project**	Corridor/ routes	Status	*2004*	*2005*	*2006*	*2007*	*2008*	*2009*	**Total (EUR million)**
Al-H-23	Upgrading Elbasan - Libradz road	**Purpose**: The project covers a missing link on Corridor VIII between the Rrogozhine-Elbasan road also under construction and Libraddz. The contract is in two lots, with different financing: one basically being the bypass around Elbasan and one the road between Elbasan and Libradz. **Identified Problem:** The present road is substandard and carries considerable regional traffic. **Main Benefits:** Reduced vehicle operating costs, all weather operations and increased speeds. **Concerns:** None **Progress in implementation:** Project started April 2003. The contract is divided in two lots Lott 1 planned to end December 2004; Lott 2 planned to end April 2005.	VIII	Ongoing	11.5	8.5					**20.0**
Al-P-01	Upgrade Port of Durres	**Purpose**: The project for the improvement of port operations includes three major contracts (i) cleaning, paving, drainage and of the area behind Quay Nr. 5, nr. 6 with installation of electric and engineering network; (ii) Purchase of two movable cranes (40-45 ton); (iii) The rehabilitation of the Western Break Water. **Identified Problem:** Bad condition of the quays and insufficient and substandard port handling equipment. **Main Benefits:** Reduced operating costs and time savings for users port operator. **Concerns:** The level of investment needed for the desired alternative. **Progress in implementation:** The works behind quays 5 and 6, pavement of 12000 sqm. will be completed in September 2003 (ii) The mobile cranes have been already purchased in 2002 (iii) The tendering for the rehabilitation of the Western Breakwater will start in probably also end 2003 and works should be completed in 2005.		Ongoing	2.0	2.0					**4.0**
Al-P-03N	Dredging Port of Durres	**Purpose:** The project involves the dredging of the access channel to the port and the port basin to its original depth of 10.5 meters depth and 40 meters width. **Identified Problem**: The access channel of the Port has not been maintained for many years limiting the size of vessels able to enter the Port of Durres. **Main Benefits**: Reduced vessel operating costs and time savings for vessels and port users. **Concerns**: None. **Progress in implementation:** An elaborate dredging study has been finished end 2002 and tendering for the project is underway. According to the Port authority some financing might be had from the WB as present EIB credits seem to be fully engaged already.		Committed	4.0						**4.0**
Bo-A-01	Reconstruction and modernisation of Sarajevo International Airport	**Purpose:** Improvement of safety and provision of equipment at main airport of Bosnia and Herzegovina. **Identified Problem:** Safety was at stake in this airport where traffic is developing **Main Benefits:** Increased safety of aircrafts and passengers. Enhancement of airline confidence. **Progress in implementation**: Works under implementation. End: 2004. Total cost: EUR 32 million (EBRD loan signed in 1996).		Ongoing	4.0						**4.0**
Bo-BCH-02	Upgrade border crossing at Vardiste	**Purpose:** Create adequate infrastructure at the border crossing with Serbia and Montenegro. **Identified problems:** Existing facilities are poor and communication lacking. Site often flooded during heavy rain fall. **Concerns:** May be financed by CARDS. **Progress in implementation:** Needs studies if not part of CARDS.	3	New		2.0	1.5				**3.5**
Bo-BCH-03	Upgrade border crossing at Samac	**Purpose:** Create adequate infrastructure at the border crossing with Croatia. **Identified problems:** Temporary settlements, disagreement on location with Rpublika Sprska. **Concerns:** May be financed by CARDS. **Progress in implementation:** Needs studies if not part of CARDS.	Vc	New		2.0	2.0				**4.0**

Project N°	Project Name	Description of the project	Corridor/ routes	Status	*2004*	*2005*	*2006*	*2007*	*2008*	*2009*	**Total (EUR million)**
Bo-BCH-04	Construction of border crossing at Doljani	**Purpose:** Create adequate infrastructure at the border crossing with Croatia. **Identified problems:** Narrow and confined site. **Concerns:** May be financed by CARDS, when bypass issue is solved. **Progress in implementation:** Needs studies if not part of CARDS.	Vc	New			2.5	2.0			**4.5**
Bo-H-01	Construction of a new motorway Banja Luka - Gradiška	**Purpose:** Construction of a new 35 km motorway (new alignment) to provide connection to the Croatian border and further to Corridor X. Links Banja Luka to Gradiška border crossing and further to Zagreb and Belgrade. **Progress in implementation:** One section (16km) at the exit of Banja Luka almost achieved. Another section (6km) Glamocani - Airport under construction. Feasibility study will be made through EBRD funds for continuation of the project.	2a	Ongoing	4.0	11.0	30.0	30.0	30.0	20.0	**125.0**
Bo-H-03	Reconstruction of Šešlije - Šamac road	**Purpose**: Reconstruction of a 46km of existing 2 line highway between Šešlije and the Croatian border. The project links up to Šamac border crossing. Project is part of Corridor 5c. Involves rehabilitation of the long bridge across Bosna river near Modriča, and other small bridges over brooks. **Progress in implementation**: Pre-feasibility Study prepared by REBIS. Funds are required from IFI - there are two versions of construction, one is MEUR 11.92 and the second is MEUR 18.14. Construction will not start before mid 2005.	Vc	New	2.0	7.0	6.0	3.1			**18.1**
Bo-H-04	Reconstruction of Šešlije - Doboj road	**Purpose:** Rehabilitation of a 19 km road section, new pavement. **Progress in implementation:** Project should start in the coming months. Project financed by EIB (50%) and the rest by local funds.	Vc	Ongoing	1.0						**1.0**
Bo-H-09	Upgrading Tarčin - Konjic road	**Purpose:** Upgrading of a major road between Tarčin and Konjic with 2-lanes plus climbing lanes and minor alignment. This section is on Corridor Vc, part of route Sarajevo - Ploče (Croatia). **Identified problem:** Eliminate a bottleneck between Sarajevo and Mostar expected in the near future. **Main benefits:** Decreased travel time and VOC. **Concerns:** Improved road should have sufficient durability against heavy vehicle traffic. **Progress in implementation**: Feasibility study ready.	Vc	New		5.5	9.0	6.0			**20.5**
Bo-H-10	Construction of a motorway on South Zenica - Visoko	**Purpose:** Works to implement a 38,1 km motorway between South Zenica and Visoko. Project includes rehabilitation of more than 20 bridges on existing 2 line highway (Phase I of motorway). Project also includes construction of 2 line highway (Phase II of motorway). **Progress in implementation:** This project is a part of larger project aiming at upgrading road section between North Zenica - Jošanica - Blažuj -Tarčin. Pre-feasibility study has been prepared by REBIS apart from the sub-section South Zenica-Visoko. Funds are required from local budget - Federation B&H but with support from IFIs. Construction will not start before mid 2005.	Vc	New		10.5	45.0	45.0	45.0	10.0	**155.5**
Bo-H-11	Mostar By-pass	**Purpose:** To build a 20 km by-pass round Mostar (part of the Corridor Vc)**. Identified problem:** The exiting road goes through the city. Right-of-way for future four lane widening is highly recommended. **Main benefits:** Improve road safety and road congestion in the city, decreased travel time and VOC. **Concerns:** Resettlements to foresee **Progress in implementation**: Preliminary design already made.	Vc	New		9.0	20.0	20.0	22.0		**71.0**
Bo-H-20N	Strategy for Environment Protection on Corridor Vc	**Purpose:** Safety improvement through works of about 550 km of roads in Bosnia and Herzegovina. The project has two components. The first component relates to road maintenance, rehabilitation, and safety improvements for the main and regional road network. The second component relates to the provision of services for institutional strengthening in the road sector. **Progress in implementation:** Started Oct. 2002. Ends June 2007. Total budget: EUR 41.5 million, out of which the government of Bosnia and Herzegovina provides EUR 11.5	Vc	Ongoing	2.7	2.8	2.8	1.5			**9.8**

Project N°	Project Name	**Description of the project**	Corridor/ routes	Status	*2004*	*2005*	*2006*	*2007*	*2008*	*2009*	**Total (EUR million)**
		million.									
Bo-R-05	Signalling on rail Corridor Vc and line parallel to Corridor X	**Purpose:** The project is to renew the signalling systems in two main railways lines in B&H involving both the Corridor Vc and another line parallel to Corridor X. **Progress in implementation:** Tender should be launched soon in 2003. Planned start of the works in 2004.	Vc	Ongoing	9.0	5.0	25.0	25.0	25.0	25.0	**114.0**
Cr-A-01	Zagreb Air Traffic Control	**Purpose**: The project consists of upgrading the air traffic control between 2003 and 2005 and includes investment of new air traffic management facilities, and a new telecommunication network. The project aims at improving air safety and has been given highest priority by the Croatian government. **Progress in implementation:** Ongoing.		Ongoing	15.0	16.0					**31.0**
Cr-A-03	Split Airport: New Aircraft Platform i.e. apron	**Purpose**: To expand airport facility & improve safety. **Progress in implementation**: Feasibility needs doing.		New		5.0					**5.0**
Cr-BCH-01	Upgrading border crossing at Macelji	**Purpose:** Create adequate infrastructure at the border crossing with Slovenia. **Identified problems:** Bottle neck identified by MOF. Land constraint due to hilly terrain, suggested to build shared cargo terminal on Slovenian side and passenger terminal on Croatian side. **Concerns:** Need further evaluation after pilot project by TTFSE. **Progress in implementation:** Need further evaluation after pilot project.	Xa	New			2.5	1.5			**3.5**
Cr-H-02a	Construction of Section 6,7,8 of Zagreb-Rijeka Motorway	**Purpose:** Construction of sections 7 and 8 (Vukova Gorica-Bosiljevo, Bosiljevo-Vrbovsko) partly funded by EIB/EBRD. Sections 6 (Vrbovsko-Kupjak) funded by Germany KfW.	Vb	Ongoing	141.0						**141.0**
Cr-H-03	Completion of Zagreb - Macelj Motorway i.e. missing section between Krapina & Macelj	**Purpose**: BOT project (Walter Brau 51% and government 49%). Financing from commercial banks, under negotiation. Construction should start at end 2003; completion scheduled end 2006. **Progress in implementation:** Concessionaire is negotiating private finance.	Xa	Committed							**N.A.**
Cr-H-07	Completion of Corridor X motorway (Lipovac & Zupanja)	**Purpose:** Construction of the last section from Zupanja to Lipovac (29,43 km). **Identified Problem: p**resent state road is in bad condition. **Main Benefits:** time savings, VOC savings & increased safety. **Concerns:** Existing traffic is low for this part of Corridor X, making it difficult to justify the project. A full feasibility study is done. **Progress in implementation**: Feasibility study under review by EIB/EBRD, construction start is planned after year 2005. Will be in next five year HAC plan 2005-2009. Cost: EUR 76.873 million.	X	New			19.2	19.2	19.2	19.2	**76.9**
Cr-H-07a	Rehabilitation Zagreb-Slavonski Brod-Lipovac Motorway	**Purpose**: Rehabilitation of Corridor X motorway. EIB/EBRD financing. **Progress in implementation:** Tendering will start in May 2003; construction in June 2003.	X	Committed	55.0	2.0					**57.0**
Cr-P-01	Rijeka Port: rehabilitation and environmental improvement	**Purpose**: Part of Rijeka Gateway project. Gateway project consists of 3 components. The port component refers to a land-use re-development: re-develop passenger terminal, relocate bulk terminal (currently on same site as passenger terminal) and a commercial development to help pay for the re-development. World Bank will finance project. **Progress in implementation:** Loan approval expected Sept 2003.		Committed	23.0	23.0	22.5				**68.5**

Project N°	Project Name	**Description of the project**	Corridor/ routes	Status	*2004*	*2005*	*2006*	*2007*	*2008*	*2009*	**Total (EUR million)**
Cr-P-01b	Port of Rijeka: construction of final phase of container terminal - Brajdica	**Purpose**: To expand capacity of container terminal at Brajdica to handle maximum capacity of 120,000 TEU per year by constructing one more pier (length 250 metres). **Identified problem:** Rijeka eastern bypass, when built, will relieve traffic from the city centre and will provide better access to Brajdica terminal. **Progress in implementation:** Planning stage, preliminary design exists (from original study for the Brajdica container terminal).		New			3.5	3.5			**7.0**
Cr-P-02	Ploce Container Terminal	**Purpose:** Construction a container terminal with one berth, deepen channel access, Ro-Ro ramp, storage and cargo handling areas, and ancillary facilities e.g. power, water & rail lanes within the port. First phase of a longer term project. Note that EIB is already funding Corridor Vc rail between Metkovic & Ploce and in Bosnia and Herzegovina. **Benefits** Accrual depends on the economic development of Bosnia and Herzegovina, which is uncertain. However, Ploce is on Corridor Vc and Vc rail is being upgraded both in Croatia (Metkovic to Ploce) and Bosnia and Herzegovina with EIB funding. This should generate freight traffic from Bosnia and Herzegovina. **Progress in implementation**: Tender planned for the end of 2004, construction for spring 2005.		New				8.0	9.0		**17.0**
Cr-P-05a	Port of Dubrovnik: construction of international passenger terminal	**Purpose**: To provide a better port facility, separation of international and domestic traffic, implementation possibly under BOT. **Identified problem:** None provided. **Progress in implementation:** A study 'Port of Dubrovnik - Passenger Port Development' exists, planning stage.		New	3.5	4.0	4.0	4.0	2.5		**18.0**
Cr-P-05b	Port of Dubrovnik: Construction of passenger Terminal - Domestic transport	**Purpose**: To provide a better port facility. **Identified problem:** Domestic traffic will be separated from international traffic, speeding up traffic throughput. **Progress in implementation:** A study 'Port of Dubrovnik - Passenger Port Development' exists, planning stage.		New			2.0	2.0	2.0		**6.0**
Cr-P-05c	Port of Dubrovnik: Development of the operative coast - Kantafig	**Purpose**: Construct new coastal wall. **Identified problem:** The new coastal wall at Kantafig will improve safety for ships. **Progress in implementation**: A study 'Port of Dubrovnik - Passenger Port Development' exists, planning stage.		New		2.5	2.5	2.5	2.5	2.0	**12.0**
Cr-P-05d	Port of Dubrovnik: Expansion of the operative coast - Gruž	**Purpose**: To improve docking operations. **Progress in implementation:** A study 'Port of Dubrovnik - Passenger Port Development' exists, planning stage.		New	6.0	6.0	5.0				**17.0**
Cr-R-01	Reconstruction of Railway section of Corridor Vc	**Purpose:** Renewal and reconstruction of the south section (Metkovic - Ploce). Renewal and reconstruction of the existing electrical traction facilities, provision of safety facilities for the railway stations and railway-road passageways, provision of up-to-date telecommunication systems, provision of control and service facilities at border crossings and renewal and reconstruction of electrification. EIB funding.	Vc	Ongoing	30.7	30.7					**61.4**
Cr-R-01a	Electrification on north section (78,9) Beli Manastir - Strizivojna/Vrpolje	**Purpose**: Construction of electric substations, installations for sectioning the grid, construction of contact line. **Justification:** Electric power is four times cheaper than diesel. **Main Benefits:** Lower train operating costs. **Progress in implementation**. Planning stage.	Vc	New					10.3	10.3	**20.6**
Cr-R-02	Track overhaul of railway section of Corridor Vb	**Purpose**: Component: track overhaul for Botovo - Dugo Selo section is being funded by World Bank. Section Dugo Selo - Vrbovec will be finished by end 2003. Section Vrbovec-Krizevci will start in 2004. Section Krizevci-Botovo will be financed by the government.	Vb	Ongoing	5.3	15.1	7.7				**28.1**
Cr-R-02a	Construction of 2nd rail track on 36 km Dugo Selo - Krizevci section	**Purpose**: Construction of lower and upper track structures, electrification and signalisation. **Identified problem:** Capacity problem. **Main Benefits:** Capacity increase, time savings and train operating cost savings. **Progress in implementation:** Planning stage.	Vb	New	7.1	20.0	20.0	9.1			**56.1**

Project N°	Project Name	**Description of the project**	Corridor/ routes	Status	*2004*	*2005*	*2006*	*2007*	*2008*	*2009*	**Total (EUR million)**
Cr-R-02b	Modification of the electrical traction system on rail line Moravice-Rijeka-Sapjane (Skriljevo-Bakar)	**Purpose**: Construction of electric power substations, installations for sectioning the grid, recondition of present contact line. Investment cost EUR 63.74 million. Modification from 3kV DC to 25kV 50 Hz AC (Moravice-Rijeka (90 km), Rijeka-Sapjane (28 km) and Skriljevo-Bakar (14km). Present electrical system is 50 years old. With project, the whole HZ network will operate on the 25kV system i.e. a uniform system. **Identified Problem:** Operating under 2 different traction systems implies need to change locomotives at Moravice, 2 different systems of maintenance, workshops need to stock spare parts for the 2 systems and extra manpower training. These incur extra travel time, training costs, operating and maintenance costs (on both operations and infrastructure sides, especially manpower). Current system is getting obsolete and parts of it will need renewal in any case. **Main Benefits:** Passengers time savings and operating and maintenance cost savings. **Progress in implementation:** 2 feasibility studies done, REBIS pre-feasibility confirms project viability.	Vb	New	14.0	19.4	11.4	11.4			**56.2**
Cr-R-02c	Remote control system on rail line Botovo-Zagreb-Rijeka (329 km) section	**Purpose:** Modernisation of traffic control system. **Identified Problem:** Present system is obsolete and requires manpower at individual stations to regulate trains, remote control system would allow train regulation to be centralised, requiring less manpower. **Main Benefits:** Manpower savings & increased safety. **Progress in implementation:** Planning stage.	Vb	New	0.9	1.1	1.1				**3.2**
Cr-R-02e	Reconstruction of Zagreb Main Railway Station	**Purpose:** Reconstruction of Zagreb main railway station to improve security/security and facilitate manipulation of traffic in Zagreb rail junction. **Identified problem:** Present system is over 60 years old. **Main Benefits:** Increase security/safety, improvement in traffic flow**. Progress in implementation:** Planning stage.	X	New		9.3	9.3	22.7	13.3		**54.7**
Cr-R-03c	Ostarije-Knin-Split: Track reconstruction on Kosovo (Knin)-Split section	**Purpose:** Track overhaul, rehabilitation and reconstruction of the existing electrical traction facilities, provision of safety facilities for the railway stations and rail - road passageways, provision of up-to-date telecommunication systems. Completed on section Perusic-Gracac, financed by World Bank & Thyssen. **Progress in implementation:** Work in progress**.**	1	Ongoing	29.9						**29.9**
Cr-R-03d	Reconstruction of stations on rail line Ostarije - Knin - Split	**Purpose:** To repair stations damaged during war. **Progress in implementation:** Main design in progress.	1	New	3.3	2.7					**6.0**
Cr-R-05aN	Construction of 2nd rail track on 53 km Zagreb-Karlovac section	**Purpose:** Construction of lower and upper track structures, electrification and signalisation. **Identified problem:** Capacity problem. **Main Benefits:** Capacity increase, time savings and train operating cost savings. **Progress in implementation:** Planning stage.	Vb	New		8.0	22.7	24.0			**54.7**
Cr-R-05bN	Rail track overhaul Ostarije-Ogulin (6,2 km), Skrad-Drivenik (32,2 km) & Skriljevo-Rijeka (11,4 km) sections. Total 54,8 km of single track line.	**Purpose**: Reconstruction of upper and lower track structures. **Identified problem:** Worn out infrastructure. **Main Benefits**: Time savings and operating cost savings. **Progress in implementation:** Expected implementation 2004, main design under preparation.	Vb	New	9.0	18.9					**27.9**
Cr-R-05c	Construction of 2nd track on section Zagreb-V.Gorica	**Purpose:** Construction of lower and upper track structures, electrification and signalisation. **Identified problem:** Capacity problem. **Main Benefits:** Capacity increase, time savings and train operating cost savings. **Progress in implementation:** Main design under preparation.	Vb	New		8.0	12.0				**20.0**

Project N°	Project Name	**Description of the project**	Corridor/ routes	Status	*2004*	*2005*	*2006*	*2007*	*2008*	*2009*	**Total (EUR million)**
Cr-R-06aN	Remote rail control traffic system Savski Marof-Zagreb-Tovarnik (319 km)	**Purpose:** Modernisation of traffic control traffic system**. Identified Problem**: Present system is obsolete and requires manpower at individual stations to regulate trains, remote control system would allow train regulation to be centralised, requiring less manpower. **Main Benefits:** Manpower savings & increased safety. **Progress in implementation:** Planning stage, REBIS pre-feasibility study indicates project viability.	X	New	7.8	7.8	7.8				**23.4**
Cr-R-06bN	Rail track overhaul Savski Marof-Zagreb & Ivankovo-Tovarnik sections, total 92.8 km.	**Purpose**: Reconstruction of upper and lower track structures and contact net. Problem identified: worn out infrastructure. **Main Benefits:** Time savings. **Progress in implementation**: Section Ivankovo-Tovarnik expected to start in 2004, section Savski Marof-Zagreb in 2006.	X	New	24.3		22.8				**47.1**
Cr-R-09	Project of optical telecommunication rail network (whole HZ network)	**Purpose:** Improvement in telecommunication network and traffic control. **Progress in implementation:** Planning stage.		New	22.7	8.0					**30.7**
Cr-R-10	Ro - La Terminal Spacva (road/rail)	**Purpose:** Construction of Ro - La Terminal in Spacva (Vinkovci). Junction Spacve is on road Corridor X with connection to rail Corridor X. **Main Benefit:** Improvement in capacity for multimodal transport. **Progress in implementation:** Main design in progress.	X	New	1.0						**1.0**
Ma-A-01	Up-grading of Skopje airport	**Purpose:** To built a new passenger terminal at Skopje airport. **Identified Problem**: The air traffic is increasing and the existing passenger terminal is becoming too small. **Main Benefits:** To facilitate and speed-up the transit of passengers through the terminal. **Concerns:** None. **Progress in implementation:** Various studies already exist but the Government should decide on the best way to conduct the project (BOT, Joint venture with private operators or public investment). Civil works would require about 24 months.		New	0.5	10.0	10.0				**20.5**
Ma-BCH-01	Upgrading of border crossing at Tabanovce	**Purpose:** The project would consist in completing the border crossing at Tabanovce. Temporary facilities that need to be rebuild. Part of the up-grading is on-going with financing of the World Bank. **Identified Problem**: At Tabonovce, the on-going financing from the World Bank (about EUR 5.7 million) does not cover the full cost estimated at approx. EUR 7 million. **Main Benefits**: Facilitate border crossing and reducing waiting time. **Concerns**: none. **Progress in implementation:** Rehabilitation, administrative building and a new truck terminal to start civil work in summer 2003 under TTFSE	X	New	0.7	0.7					**1.4**
Ma-BCH-02	Improvement of border crossing at Medzilidja	**Purpose:** The project would bring Water to the border crossing Medzilidja. **Identified Problem**: Water supply would need to be provided at Medzilija. **Main Benefits**: **Concerns**: None. **Progress in implementation:** Phare is doing some rehabilitation.	Xd	New	0.3						**0.3**
Ma-BCH-17	Modernisation of Blace border crossing passenger	**Purpose:** Modernisation of border crossings. **Progress in implementation:** Project financed by EAR, detailed engineering on-going, civil works should start in January 2004.	6	Committed	0.6	0.4					**1.0**
Ma-BCH-18	Improvement of border crossing at Gevgilja	**Purpose:** The project would bring Water to the border crossings of Gevgilja. **Identified Problem**: Water supply would need to be provided at Gevgelija. **Main Benefits**: **Concerns**: None. **Progress in implementation:** .	X	New	0.5						**0.5**
Ma-H-01	Up-grading of Skopje-Blace road	**Purpose:** To rehabilitate and up-grade the existing two lanes road. **Identified Problem**: The traffic is increasing very rapidly on this difficult two lanes road and it is urgent to up-grade it. There are various alternatives that are presently being studied by consultants. **Main Benefits**: Improve speed and safety and reduce VOC. **Concerns**: None. **Progress in implementation**: The result of the feasibility study should be available in the coming weeks. Detailed engineering are available for the various proposed alternatives. Civil works can start as soon	6	New	10.0	14.0					**24.0**

Project N°	Project Name	**Description of the project**	Corridor/ routes	Status	*2004*	*2005*	*2006*	*2007*	*2008*	*2009*	**Total (EUR million)**
		as the decision on the alternative is made and the financing is found. Civil works will require 24 months.									
Ma-H-05-B/1	Up-grading of Smokvica-Gevgelija road	**Purpose:** To built two new lanes to upgrade to a full four lanes motorway. **Progress in implementation:** Project financed by EBRD. Bidding documents for civil works ready.	X	Com-mitted	6.0	4.0					**10.0**
Ma-H-05-B/2	Up-grading of Demir Kapi-ja-Smokvica (ph1) road	**Purpose:** To built a new two lanes road between Demir Kapija and Smokvica in order to complete the motorway along corridor X from the Serbian and Montenegrin border to the Greek border. **Identified Problem**: This section of the road would be the last part of corridor X with only two lanes. The road goes through difficult terrain and it would be important to built, in a first phase, a new two lane road and to up-grade the existing two lanes in a second phase. **Main Benefits**: Improve speed, reduce accident and reduce VOC. **Concerns**: None. **Progress in implementation:** The detailed engineering study would need to be up-dated. The civil work for phase one would require about 21 months.	X	New	0.5	20.0	30.0	7.5			**58.0**
Ma-H-06	Construction of Veles Prilep (corridor Xd)	**Purpose:** To built a new two lanes road between Veles and Prilep to complete corridor Xd. **Identified Problem**: According to the memorandum of understanding establishing Corridor Xd, the route goes directly from Veles to Prilep. For the time being the route follows corri-dor X up to Gradsko and then a regional road to Prilep. **Main Benefits**: The new road would reduce the length between Veles and Prilep by more than 20 km; reducing substantially the VOC. **Concerns**: none. **Progress in implementation:** A details feasibility study should first be conducted to be followed by an up-date of the details engineering study. Civil works will require 24 months.	Xd	New			21.0	60.0	35.0		**116.0**
Ma-H-07	Up-grading of Stracin-Kriva Palanka road	**Purpose:** Up-grade the two lanes road between Stracin and Krivapalanka on the section of corridor VIII linking Skopje with the Bulgarian border. **Identified Problem**: The existing two lanes road is narrow and in poor condition and need to be up-graded to support the fu-ture traffic along this corridor. **Main Benefits**: Increase speed, reduce accidents and reduce VOC. **Concerns**: None. **Progress in implementation:** Detailed engineering already exist but a feasibility study would be needed as well as an up-date of the detailed engineering. Civil work will require about 24 months. Project financed by EBRD, detailed engineering on-going, civil works to start before the end of 2003.	VIII	New	0.2	0.5	10.0	15.0	5.0		**30.7**
Ma-H-10	Rehabilitation Kumanovo-Veles road	**Purpose:** Rehabilitation of the existing four lanes motorway. **Identified Problem**: The existing motorway was built more than 20 years ago and need urgently to be rehabilitated and a stopping lanes needs to be built on one of the two lanes highway. **Main Benefits**: Improve speed and reduce VOC. **Concerns**: None. **Progress in implementation:**	X	New	5.0	13.0	2.0				**20.0**
Ma-H-18	Kumanovo-Tabanovce (corridor X) road	**Purpose:** To build an extra two lanes road and to improve the existing two lanes to complete the motorway from the Serbian and Montenegrin border to Skopje **Identified Problem**: The construction of these two additional lanes road will complete the motorway along corridor X from the Serbian and Montenegrin border up to Skopje and Demir kopje. **Main Benefits**: Increase safety and reduce VOC. **Concerns:** None. **Progress in implementation:** Project financed by EBRD, detailed engineering need to be updated and the bidding documents completed the civil work would require 24 months.	X	New	0.5	3.0	2.2				**5.7**

Project N°	Project Name	**Description of the project**	Corridor/ routes	Status	*2004*	*2005*	*2006*	*2007*	*2008*	*2009*	**Total (EUR million)**
Ma-H-24-N	Up-grading of Nigotino-Demir Kapija (II) road	**Purpose:** To built two new lanes to upgrade to a full four lanes motorway. **Progress in implementation:** Project financed by EAR, bidding for civil works is on-going.	X	Ongo-ing	6.0						**6.0**
Ma-H-24-N	Up-grading of Nigotino-Demir Kapija (III) road	**Purpose:** To built two new lanes to upgrade to a full four lanes motorway. **Progress in implementation:** Project financed by EAR, bidding for civil works is on-going.	X	Com-mitted	10.0	6.0					**16.0**
Ma-H-25-N	Skopje by-pass phase I	**Purpose:** To complete the by-pass of Skopje as a four lanes motorway. **Progress in implementation:** Bidding documents for civil works ready. The project is financed by EBRD (EUR 30 million); EIB (EUR 15 million) and the Government (EUR 25 million); negotiation with IFI on-going.	VIII	Ongo-ing	12.0	15.0	15.0	8.0			**50.0**
Ma-H-25-N	Skopje by-pass phase II	**Purpose:** To complete the by-pass of Skopje as a four lanes motorway. **Progress in implementation:** Bidding documents for civil works ready. The project is financed by EBRD (EUR 30 million); EIB (EUR 15 million) and the Government (EUR 25 million); negotiation with IFI on-going.	VIII	Com-mitted			25.0	25.0	20.0		**70.0**
Ma-R-01	Construction Kumanovo-Debil Bair	**Purpose:** Construction of the last 24 km towards Bulgarian border. **Identified Problem: Main Benefits:** . **Concerns:.** Uncertainty concerning completion of rail line on Bulgariuan side**. Progress in implementation: Ongoing design**.	VIII	Ongo-ing	5.0	5.0	5.0	5.0	5.0		**25.0**
Ma-R-02	Up-grading Veles Kremenica (Ph 1)	**Purpose:** Upgrading of the railway line and provision of equipment along corridor Xd between Veles and Bitola and rehabilitation of the section Bitola Kreminica (Greek Border) presently closed to traffic. **Identified Problem: T**he railway line between Bitola and The Greek border is presently not operational. The Greek Government has officially informed the FYRO Macedonian Government of its willingness to open this line on the Greek side and expect that the line will also be opened to traffic on the FYRO Macedonian side**. Main Benefits:** Allow the international railway traffic to and from Greece to use this railway line. **Concerns:** none**. Progress in implementation:** The details engineering are ready. The civil work would require about 24 months.	Xd	New		3.8	2.0				**5.8**
Ma-R-09N	Rehabilitation rail line Tabanovce-Gevgelija	**Purpose:** Rehabilitation of the existing railway line along corridor X from Tabanovce (Serbian and Montenegrin border) and Gevgilija (Greek border) and purchase of track maintenance equipment. **Identified Problem:** There is urgent need for tools and equipment for the routine and periodic maintenance of tracks on the two corridors which are in poor condition**. Main Benefits:** Increased travel speed. **Concerns:. Progress in implementation:** Details engineering is needed. The installation of the system would require about 22 months	X	New	10.0	5.0					**15.0**
Ma-R-13N	Up-grading rail signalling and telecommunications along corridor X	**Purpose:** To up-grade the signalling and telecommunications systems of the railway lines along corridor X and between Skopje and Blace (Kosovo border) including the setting-up of a fibre optical cable. **Identified Problem:** The up-grading of the signalling and telecommunications of the railway lines along this corridor need to be completed. **Main Benefits:** Facilitate trains operation and reduce overall railway costs. **Concerns:** None**. Progress in implementation:** Details engineering is needed. The installation of the system would require about 22 months.	X	New	0.3	3.5	2.0				**5.8**
Yu-A-01	Functional improvements of Terminal building and land-side at Belgrade airport	**Purpose:** To improve safety and capacity **Progress in implementation:** The Design of terminal building was developed. For other (landside etc) no changes from September 2002		Ongo-ing	27.0						**27.0**
Yu-A-04	Ramp handling and Safety Equipment Modernization at Belgrade airport	**Purpose:** To improve safety and capacity **Progress in implementation:** Some equipment was provided**.**		Ongo-ing	2.7						**2.7**

Project N°	Project Name	**Description of the project**	Corridor/ routes	Status	*2004*	*2005*	*2006*	*2007*	*2008*	*2009*	**Total (EUR million)**
Yu-A-04N	Functional improvements of airside at Belgrade airport	**Purpose:** To improve safety and capacity **Progress in implementation:** Some parts of air-side were finished, for other no changes since September 2002		Ongo-ing	7.2						**7.2**
Yu-A-06N	Cargo hub development in Belgrade airport	**Purpose:** Development of Cargo Hub in the Region is recommended in the "Study of Prior-ity Investments in Transport Infrastructure of FRY for Main Transport Corridors", FTTE, Belgrade, 2001. Infrastructure Development, Introduction of new services, interconnection between existing networks. **Progress in implementation:**		New			16.0	16.0	16.0		**48.0**
Yu-A-07	Extension of facilities at Podgorica airport	**Purpose:** To improve capacity and to improve the standards so that the airport will be able to improve the services **Progress in implementation:**		Com-mitted	20.0	20.0					**40.0**
Yu-A-08N	Extension facilities of the airport of Nis	**Purpose:** The construction works are in progress. The loan is partially from Norway gov-ernment. **Progress in implementation:** The works will be finished in 2004.		Ongo-ing	1.2						**1.2**
Yu-BCH-1N	Upgrading of border cross-ing at Kotroman	**Purpose:** To create adequate infrastructure. **Identified Problem:** Very poor facilities, and lack of communications. **Main Benefits:** Reduced waiting times. **Concerns:** Pre-feasibility needed	3	New		2.0					**2.0**
Yu-BCH-2N	Upgrading of border cross-ing at Presevo	**Purpose:** To create adequate infrastructure. **Identified Problem:** Need for infrastructure **Main Benefits:** Reduced waiting times. **Concerns:** Pre-feasibility needed to assess whether financing should be provided **Progress in implementation:** Design is done, but financial sources are not provided	X	New	3.5	3.5					**7.0**
Yu-BCH-3N	Upgrading of border cross-ing at Gradina	**Purpose:** To create adequate infrastructure. New electronic truck weight planned. **Identified Problem:** High waiting time. **Main Benefits:** Reduced waiting times. **Concerns:** Pre-feasibility needed to assess present and future needs. **Progress in implementation:**	Xc	New		1.0	5.0	4.0			**10.0**
Yu-BCH-4N	Upgrading of border cross-ing at Debeli Brijeg	**Purpose:** To create adequate infrastructure. **Identified Problem:** No parking space, only two lanes, buildings consist of containers, no computer system, access roads on both sides poor. **Main Benefits:** Reduced waiting times. **Concerns:** Is under consideration by EAR and UASD who are preparing as study. Risk of overlap. **Progress in implementation:** Study on the way	1	New			2.0	2.0			**4.0**
Yu-BCH-5N	Upgrading of border cross-ing at Bozaj	**Purpose:** To create adequate infrastructure. **Identified Problem:** Insufficient number of traffic lanes, buildings needs rehabilitation, insufficient technical equipment, and access roads on both sides poor. **Main Benefits:** Reduced waiting times. **Concerns:** Is under con-sideration by EAR and UASD who are preparing as study. Risk of overlap. **Progress in implementation:** Study on the way	2b	New			2.0	2.0			**4.0**
Yu-H-05	Rehabilitation of Bujanovac - Presevo road	**Purpose:** Rehabilitation of the most deteriorated sections. Improving the safety **Progress in implementation:** The section Pecenjevce border with FYROM (length 92.5km) will be rehabilitated in 2003-2004 through EBRD loan	X	Ongo-ing	14.3						**14.3**
Yu-H-06/1	Rehabilitation on Leskovac-Bujanovac	**Purpose:** Rehabilitation of the most deteriorated sections. Improving the safety. **Progress in implementation:** The section Grdelica Predejane Dzep (length of 17.6 km) will be rehabili-tated in 2003-2004 through EIB loan.	X	Ongo-ing	5.8						**5.8**
Yu-H-07	Rehabilitation of Liberty bridge in Novi Sad	**Purpose:** The bridge was destroyed in 1999**. Progress in implementation:** In 2002 con-struction started	Xb	Ongo-ing	20.0						**20.0**
Yu-H-09	Rehabilitation of Belgrade-Nis road	**Purpose:** Rehabilitation of the most deteriorated sections. **Progress in implementation:** Section Belgrade (Bubanj Potok) Pozarevac was finished in 2002. Section Pozarevac Bato-cina (length 50.9km) will start in 2003-2004 and will be finished in 2004. Section Batocina Doljevac (length 149.83km) will start in 2003 and finish in 2004 through EIB and EBRD loans.	X	Ongo-ing	27.9						**27.9**

Project N°	Project Name	**Description of the project**	Corridor/ routes	Status	*2004*	*2005*	*2006*	*2007*	*2008*	*2009*	**Total (EUR million)**
Yu-H-10	Improvement Rzav Nova Varos road	**Purpose:** The projects Yu-H-10,Yu-H-15,YU-H-27N and YU-H-28 are on the road Belgrade Podgorica**. Identified Problem:** Significant capacity and safety problems. **Main Benefits:** Reduction of VOC and improved road safety. **Concerns:** None. **Progress in implementation:** Feasibility study will be prepared by EAR. The tender for feasibility study by EAR was announced in April 2003.The feasibility study covers the following projects:YU-H-10,YU-H-15,YU-H-27N,YU-H-28	4	Committed	9.9						**9.9**
Yu-H-11	Completion of Motorway Novi Sad -Horgos	**Purpose**: Completion of the existing semi motorway from Novi Sad to Hungarian border. The project comprises of construction of a second carriageway and rehabilitation of the most deteriorated sections of the existing road from Novi Sad to Hungarian border on Trans European Motorway road network (TEM) and it is part of Pan-European Multimodal Corridor X (branch Xb). **Identified Problem**: The existing carriageway with high traffic volumes has capacity problems. Vehicles are driving with low speed because of poor road conditions. **Main Benefits**: Increased level of services, speed and capacity, reduction of travel time and VOC, and improved road safety. **Concerns**: None. **Progress in implementation**: The Pre-feasibility study was developed as part of REBIS work in 2003 . Preliminary design completed	Xb	New	50.0	42.0					**92.0**
Yu-H-11a	Completion of motorway Belgrade - Novi Sad	**Purpose:** Construction of the second carriageway on the Belgrade Novi Sad section is in the final stage. The greatest increase of traffic volume occurred on this route in the years 2001/2002 , so capacity problems as well as safety are expected before 2006. **Progress in implementation:** In 2003 construction works started supported by the budget of Republic of Serbia.	Xb	Ongoing	20.0						**20.0**
Yu-H-12	Upgrading Nis - Pirot - Gradina road	**Purpose:** Rehabilitation and upgrade of the most deteriorated sections. Improving the safety. **Progress in implementation: S**ection Prosek Komen (length 12.6km) started in 2003.The section Niska Banja Bulgarian border will be developed in 2004. The length of section is about 66.8 km.	Xc	Ongoing	5.0						**5.0**
Yu-H-13	Completion of Belgrade by pass	**Purpose:** Completion of half of the motorway section which was constructed in 1992. About 40% of the by-pass is completed. Works have been stopped. From the section Batajnica Dobanovci detailed design is being prepared. The by pass is on the corridor X. The current motorway through Belgrade urban area is over saturated (about 130000 vehicles per day) so the capacity problems are evident. **Identified Problem:** The interim bridge constitutes a severe bottleneck and cannot be widened. **Main Benefits**: Reduction of travel time and improved road safety. **Concerns**: None. **Progress in implementation**: Feasibility Study will be prepared by EAR. The tender for feasibility study by EAR was announced in March 2003.	X	Committed		57.5	57.5	57.5			**172.5**
Yu-H-14	Rehabilitation of Pancevo - Romanian border road	**Purpose:** Rehabilitation of the most deteriorated sections. Improving the safety. **Progress in implementation:** The section Pancevo Romanian border (length 37 km) will be developed in 2003-2004.	4	Ongoing	3.8						**3.8**

Project N°	Project Name	**Description of the project**	Corridor/ routes	Status	*2004*	*2005*	*2006*	*2007*	*2008*	*2009*	**Total (EUR million)**
Yu-H-15	Removal of bottlenecks on roads in Ovcar Banja	**Purpose**: The main scope is to improve safety and capacity as well as to rehabilitate most deteriorated sections. The projects Yu-H-10,Yu-H-15,YU-H-27N and YU-H-28 are on the road Belgrade Podgorica. The capacity and safety problems are evident in the current state. **Identified Problem**: The present road crosses a narrow bridge, which results in capacity problems and high travel time. **Main Benefits**: Reduction of travel time, reduction of VOC and improved road safety. **Concern**s: None. **Progress in implementation**: Feasibility study will be prepared by EAR. The tender for feasibility study by EAR was announced in April 2003. The feasibility study covers the following projects:YU-H-10,YU-H-15,YU-H-27N,YU-H-28	4	Committed		3.0	3.0				**6.0**
Yu-H-16	Sozina Tunnel, access roads	**Purpose:** To improve capacity and to shorten the distance between Podgorica and the Port of Bar. Tunnel Sozina. This is for the Stage II, access road consisting in a construction of 12 km access road from the existing main road (Podgorica-Bar) to the tunnel under construction. **Identified Problem:** The existing road in the mountainous area is a long detour, which results in high travel time and a high number of accidents.**Main Benefits:** Reduction of travel time, reduction of VOC and improved road safety. When constructed the access road and the tunnel will be a short-cut in the mountainous area. **Concerns**: None. **Progress in implementation:** Detailed design is completed	4	New	10.0	4.5					**14.5**
Yu-H-19	Eastern mini bypass of Podgorica	**Purpose**: Construction of by-pass to avoid transit traffic through the centre of Podgorica and for improving the condition of Podgorica inhabitants. Improvement of existing road alignment and rehabilitation of the most deteriorated sections. **Identified Problem**: Traffic congestion during the peak hours and summer period. **Main Benefits**: Reduction of travel time, reduction of VOC and improved road safety. **Concerns**: None. **Progress in implementation:** The Pre-feasibility study was developed as part of REBIS work in 2003. Design is ready and the main project of a bridge and overpass across a river is being prepared. The government of Montenegro will finance EUR 4 million from Republic sources and 2 million from local sources. The financial support is required for EUR 9 million.	4	New	3.0	7.0	5.0				**15.0**
Yu-H-20	Rehabilitation of road Podgorica- Bjelo Polje	**Purpose:** To improve capacity and safety. **Progress in implementation:** Some sections as result of BCEOM study were under rehabilitation; There is lack of financial support but this is a priority for Montenegro government. Rough estimations suggests that about EUR 56 million are needed to finalize all works including tunnels, bridges, etc.	4	New	16.0	20.0	20.0				**56.0**
YU-H-20	Rehabilitation of road Podgorica Bjelo Polje	**Purpose:** Different sections involved. Improving the speed, capacity and safety **Progress in implementation:** Some sections are under rehabilitation, and some sections were finished in 2001 and 2002.	4	Ongoing	10.0						**10.0**
Yu-H-27N	Rehabilitation of Cacak-Pozega road	**Purpose**: Construction of by-pass leading traffic out of the city and rehabilitating the most deteriorated sections. Pavement strengthening is needed to increase the bearing capacity. The projects Yu-H-10,Yu-H-15,YU-H-27N and YU-H-28 are on the road Belgrade Podgorica. **Identified Problem**: Traffic congestion during the peak hours. **Main Benefits**: Reduction of VOC and removal of serious congestions. **Concerns:** None. **Progress in implementation**: Feasibility study will be prepared by EAR. The tender for feasibility study by EAR was announced in April 2003. The feasibility study covers the following projects:YU-H-10,YU-H-15,YU-H-27N,YU-H-28	4	Committed		7.0	7.0				**14.0**

Project N°	Project Name	**Description of the project**	Corridor/ routes	Status	*2004*	*2005*	*2006*	*2007*	*2008*	*2009*	**Total (EUR million)**
Yu-H-28N	Cacak bypass, Phase 1	**Purpose:** The projects Yu-H-10,Yu-H-15,YU-H-27N and YU-H-28 are on the road Belgrade Podgorica. **Identified Problem**: The main road from Belgrade to Podgorica passes through Cacak, which results in capacity problems for both local and long distance traffic. The capacity and safety problems are evident in the current state. **Main Benefits**: To improve safety and capacity as well as reduce travel time and improved environmental effects. **Concerns**: None. **Progress in implementation:** Pre-feasibility study exists. The tender for feasibility study by EAR was announced in April 2003.The feasibility study covers the following projects:YU-H-10,YU-H-15,YU-H-27N,YU-H-28	4	Committed		8.0	8.0	9.0			**25.0**
Yu-H-30N	Bypass Niksic	**Purpose:** Construction of the by-pass to avoid transit traffic through the centre of Niksic and for improving the condition of Niksic Polje. Improvement of existing road alignment and rehabilitation of the most deteriorated sections. No study exists. **Identified Problem:** Connection between Montenegro and Bosnia and Herzegovina**. Main Benefits:** To improve travel time, access to Bosnia, reduced accidents. **Concerns:** Not so high traffic	2b	New				5.5	5.5		**11.0**
Yu-H-37N	Rehabilitation of Petrovac Budva road	**Purpose:** Rehabilitation of a road section over 20 km. The road is an important connection between Croatia and Albania through Montenegro with connection to the Port of Bar. **Identified Problem**: The road is in poor condition. **Main Benefits**: Reduction of VOC. Concerns: None. **Progress in implementation:** The Study was developed by BCEOM. Design is ready	1	New	10.0						**10.0**
Yu-Ko-A-01	Rehabilitation of Pristina Airport	**Purpose:** The project will consist in overlying the runway, improving the runway and the fencing, widening the taxi ways and constructing a fire fighting station. **Identified Problem**: Pristina airport is presently operated by the military. It is expected that it will become a civil airport in the near future. In order to be able to certify this airport as a class 2 airport; ICAO, following a study by SOFREAVIA has identified the minimum level of investment. If these investments are not carried-out, the airport will not be able to receive flight from civil carrier. **Main Benefits:** The present traffic of the airport is about one million passengers per years. If the airport is closed these passengers would have to transit through neighbouring airports (more likely Skopje) increasing substantially the costs of the travels. **Concerns:** None. **Progress in implementation:**		New	10.0	5.7					**15.7**
Yu-Ko-A-02	Up-grading air traffic control at Pristina airport	**Purpose:** The project will consist in constructing a new control tower, and installing a new ILS for runway 35. **Identified Problem:** Civil air traffic is presently prohibited over Kosovo except in a limited numbered of access corridors. This limitation increases substantially the air transport cost to and from Kosovo. The opening of the sky would need the construction of a new control tower. **Main Benefits:** Substantially reduce the costs of international air traffic to and from Pristina. **Concerns:** None. **Progress in implementation:**		New	3.0	2.6					**5.6**
Yu-Ko-BCH-01	Construction of Border crossing at Merdare	**Purpose:** The project will finance the construction of border crossing at Merdare. **Identified Problem:** With the separation of the former Yugoslavia in independent states, there is an urgent need to built/up-grade the border crossing. Need for customs building, parking lot and construction of traffic lanes **Main Benefits:** The project will substantially reduce the time necessary to cross the borders. **Concerns:** none. **Progress in implementation:**	7	New		1.0	0.5				**1.5**

Project N°	Project Name	**Description of the project**	Corridor/ routes	Status	*2004*	*2005*	*2006*	*2007*	*2008*	*2009*	**Total (EUR million)**
Yu-Ko-BCH-02	Construction of passenger terminal at Djernal Jankovic border crossing	**Purpose:** The project will finance the construction of a passenger terminal similar to the one on the FYRO Macedonia side. **Identified Problem:** No facilities for passengers. **Main Benefits:** Facilities for passengers. **Concerns:** None. **Progress in implementation:** Some improvements done by EAR and EU plan to provide truck terminal and additional lanes	6	New		1.0					**1.0**
Yu-Ko-BCH-04	Construction of Border crossing at Vrbnica/Vermica	**Purpose:** The project will finance the construction of border crossing at Vrbnica/Vertical. **Identified Problem:** With the separation of the former Yugoslavia in independent states, there is an urgent need to built/up-grade the border crossing. Need for customs building, parking lot and construction of traffic lanes. **Main Benefits:** The project will substantially reduce the time necessary to cross the borders. **Concerns:** none. **Progress in implementation:**	7	New		1.0	0.5				**1.5**
Yu-Ko-H-01-b	Repaving of road M2 Kacanik- Blace (FYRO Macedonian border)	**Purpose:** Repaving of M2 between Kocanik and Blace (FYRO Macedonian border). **Progress in implementation:** Project financed by the EAR. The contract for civil work has been awarded and the work should start in June 2003 and take about 18 months for completion	6	Ongoing	1.3						**1.3**
Yu-Ko-H-01-c	Repairing of 9 bridges on road M2	**Purpose:** Repaired 9 of the most damaged 17 bridges between Oceanic and Blace. **Progress in implementation:** Project financed by the EAR (EUR 3 million) by KAFOR (EUR 1 million) and by the Government (EUR 1 million). The contract for civil work has been awarded, the work should start in June 2003 and take about 18 months for completion. Additional funding is required.	6	Ongoing	2.5	2.5					**5.0**
Yu-Ko-H-01-Nd	Repairing of remaining 8 bridges on road M2	**Purpose:** Repair of 8 of the most damaged 17 bridges between Oceanic and Blace. **Progress in implementation:** Project financed by the EAR (EUR 3 million) by KAFOR (EUR 1 million) and by the Government (EUR 1 million). The contract for civil work has been awarded, the work should start in June 2003 and take about 18 months for completion. Additional funding is required.	6	New			5.0	5.0			**10**
Yu-Ko-H-02	Upgrading Pristina-Mitrovica road	**Purpose:** Road type widening, calibration and overlaying of 2 lanes road**. Identified Problem:** The important connection between two biggest cities in Kosovo belonging to European road E-65, 32.4 km long and already above the capacity of a two lanes highway**. Main Benefits:** Time and vehicle operating cost savings is expected in order of 10-15% (savings in vehicle operating costs and travel time). **Concerns:** None. **Progress in implementation:**	6	New		2.0	2.0				**4.0**
Yu-Ko-H-04	Upgrading Pristina-Prizren-Vrbnica road	**Purpose:** Up-grading 91 km of the road M 25 South between Lipljan and the Albanian border. **Identified Problem**: The traffic is increasing rapidly along this road that would need to be up-graded, including widening, construction of claiming lanes and the improvement of the city streets crosses by the road. As an important connection between Kosovo and Albania, and beyond to Brindizi in Italy, the existing road 6 m wide, will not satisfy future demand from the safety and the capacity services point of view, especially because there is no climbing third lanes for slow vehicles. **Main Benefits:** The project will substantially reduce travel time and VOC. **Concerns**: None **Progress in implementation:**	7	New			1.5	4.0	8.0	5.0	**18.5**

Project N°	Project Name	**Description of the project**	Corridor/ routes	Status	*2004*	*2005*	*2006*	*2007*	*2008*	*2009*	**Total (EUR million)**
Yu-Ko-H-05	West ring Pristina	**Purpose:** Up-grading of M2 Lipljan-Pristina to 4 lanes motorway Upgrading of M2 Pristina Obilic to four lanes motorway. Improvement of existing road 120 between Obilic and Besi; Improvement of the existing 4 lanes highway between Pristina and Polje-Kosovo. Up-grading the two lanes highway Kosovo Polje Airport to a four lanes motorway. **Identified Problem:** Presently, more than 7000 cars and 500 trucks Cross Pristina creating severe traf-fic jams in the centre of the city. Building the by-pass should avoid that traffic along M2 and M25 entering the city centre. **Main Benefits:** The project will substantially reduce the traffic within Pristina, save time and will decrease vehicle operating cost by 25%. **Concerns**: A comprehensive feasibility study should be undertaken to define the best alternative for the through traffic to by-pass Pristina; **Progress in implementation:**	6	New			5.0	15.0	11.0		**31.0**
Yu-Ko-R-01	Rehabilitation of North South rail line	**Purpose:** All the railway infrastructures along this line were severely damaged during the war and need to be rehabilitated in order to allow a regular traffic. The proposed project is to put additional ballast, to purchase track maintenance equipment, to up-grade the signalling and telecommunications system, and to change some rails and sleepers. **Identified Problem:** Using own resources, the Railway has been able to re-open the traffic for right from FYRO Macedonia and for passenger on part of the route to Serbia. Additional investments are ur-gently needed to keep the railway in operation. **Main Benefits:** This project will allow the railway to operate between the border with FYRO Macedonia and the border with Serbia. **Concerns:** None **Progress in implementation:**	10	New	9.5						**9.5**
Yu-P-02N	Ro-Ro Berths on passenger terminal (Port of Bar)	**Purpose:** To accommodate for future larger passenger ships in transit or tourist ships it is projected for the quay to be extended from the berth 54 up to the head of secondary breakwa-ter; total length 400m. **Identified Problem:** The lack of capacity for passenger and tourist ships. **Main Benefits:** More capacity for passenger ships. **Concerns:** None		New	3.8						**3.8**
YU-P-03N	Volujic quay (Port of Bar)	**Purpose:** Rehabilitation of quay for bulk cargo handling. The quay was constructed in 1976 and is the result of an aggressive environment in poor conditions. **Progress in implementa-tion:**		New		4.3					**4.3**
Yu-R-01a/01b	Priority rehabilitation works Belgrade-S.Pazova Tovarnik rail line	**Purpose**: Modernisation of the section up to Tovarnik at the border with Croatia. The project is part of the EU strategic rail network (Corridor X). On the section Stara Pazova - Golubinci (Yu-R-01a). The project is for repairing short stretches, rehabilitation of track, upgrading of signalling-safety and energy supply system. On the section Golubinci - Sid (Yu-R-01b), the project is for the overhaul of infrastructure and tracks, upgrading of catenaries and energy supply systems. Repair and modernisation of signalling-safety systems. **Identified Problem**: The line is in poor condition and speeds have been reduced drastically. **Main Benefits:** Increasing speed and safety on bottleneck on Corridor X. Reduced operating and mainte-nance costs of rail infrastructure; reduced travel time through higher speeds; reduced train operating costs; increased safety level. **Concerns:** Traffic level is not sufficient to support the high investment costs. **Progress in implementation:** Feasibility study and project were completed in 1990 but they are now outdated. Pre-feasibility study was developed as part of REBIS work in 2003 for the first section. For the second, a Feasibility study and project were completed in 1982 but they are now outdated. Financing is not yet secured for both sections.	X	New		23.7	23.7	23.6			**71.0**

Project N°	Project Name	**Description of the project**	Corridor/ routes	Status	*2004*	*2005*	*2006*	*2007*	*2008*	*2009*	**Total (EUR million)**
Yu-R-02/2	Priority rehabilitation on Belgrade - Nis - Presevo rail line	**Purpose**: Priority rehabilitation on Belgrade-Nis-Presevo-Tabanovce. Upgrading of the line Ralja - Kovacevac for increasing speed on Corridor X. The project comprises the elimination of various bottlenecks and repair of tracks and structures. **Identified Problem**: The poor track conditions results in low travel speed. **Main Benefits**: Increasing speed and safety on the Corridor line. **Concerns**: None. **Progress in implementation:** Feasibility study and project completed in 1996. Financing is not yet secured.	X	New	10.0	4.0					**14.0**
Yu-R-02N	Widening of rail tunnels Ripanj and Ralja	**Purpose:** Widening of tunnels at Ripanj and Ralja for bigger tunnel profile. The tunnels on Corridor X have large potential for freight transport and are today a large bottleneck for container transport due to the existing profile. **Progress in implementation:**	X	New		8.0					**8.0**
Yu-R-03/1	Priority rehabilitation works on S.Pazova Kelebia-section Petrovaradin Cortanovci rail line	**Purpose:** Different sections involved. Improving speed, capacity and safety. **Progress in implementation:** The section Petrovaradin Cortanovic will be under construction in 2003-2004. The length of the section is 17km. The costs; EUR 12.5 million. Loan by EIB.	Xb	Ongo-ing	11.2						**11.2**
Yu-R-03/2	Priority rehabilitation of Stara Pazova - Kelebia rail line	**Purpose:** Priority rehabilitation works on Stara Pazova-Kelebia. Capital overhaul of infra-structure, especially superstructure and permanent way and stations. **Identified Problem**: The section is in a very poor condition and the tracks have not been repaired during the last 40 years. Present max speed is 50 km/h and the capacity is low. **Main Benefits**: Increasing speed and safety on the Corridor line. **Concerns**: None. **Progress in implementation:** Fea-sibility study and project were completed in 1994 but they are now outdated. Financing is partly secured.	Xb	New	21.0	21.0					**42.0**
Yu-R-04/1	Priority rehabilitation on Nis - Pirot - Dimitrovgrad	**Purpose:** To improve the capacity and safety. Incompatibility of tracks type with the Corri-dor line. Very low speed, not adequate technical characteristics of the line. Electrification of lines is needed as well as reconstruction of tracks and tunnels. **Progress in implementation:** The project documentation exists but has to be updated. Feasibility study does not exists expect for section Dimitrovgrad Bulgarian border which is under construction. Financial support is needed.	Xc	Com-mitted	10.0	20.0	30.0				**60.0**
Yu-R-05	Upgrading of Valjevo - Pozega rail line	**Purpose:** Improvement of sidings, slopes and superstructure of the line on the Belgrade-Podgorica link. **Progress in implementation**:	4	New		13.5	13.5				**27.0**
Yu-R-06/1	Rehabilitation of Vrbnica - Podgorica - Bar rail line	**Purpose:** Rehabilitation of tracks, bridges, slopes and galleries. Repair of slidings, anticor-rosion and 3 tunnels. Different sections involved. **Identified Problem:** Poor track condition results in low speed and capacity on this connection. **Main Benefits:** Reduction of travel time and improvement of comfort and safety. **Concerns:** None. **Progress in implementa-tion:** Some sections are under rehabilitation as the results of the Study. Rehabilitation of Vrbnica-Podgorica-Bar. Implementation partly secured through a loan from EIB (EUR 15 million). This amount is not enough to cover all urgent works. The detailed description for every section and works exists.	4	Ongo-ing	5.0	2.0					**7.0**
Yu-R-06/2	Rehabilitation of Vrbnica - Podgorica - Bar	**Purpose:** The project comprises the rehabilitation of tracks, bridges, slopes and galleries. Repair of slidings, anticorrosion, rehabilitation of 15 concrete bridges, provision of different equipment, rehabilitation of different tunnels, 2 landslides, passenger station in Podgorica and Bar, revitalization of overhead contact line. **Progress in implementation:**	4	New	15.0	10.0					**25.0**

Project N°	Project Name	**Description of the project**	Corridor/ routes	Status	*2004*	*2005*	*2006*	*2007*	*2008*	*2009*	**Total (EUR million)**
YU-R-07	Repair of Danube and Ostruznica rail bridges at Belgrade	**Purpose:** Reconstruction of the destroyed bridges in Belgrade. The Osrtuznica Bridge crosses the Danube and used to be the by-pass of Belgrade (Corridor X) for freight transport to Ostruznica. The project also comprises the reconstruction of the old bridge Pancevo, on which the second track needs to be re-established**. Identified Problem:** The Osrtuznica Bridge has no traffic because it was bombed. The Pancevo bridge is in poor condition and has large capacity problems**. Main Benefits:** Freight transport will not go through the centre of Belgrade and it will reduce the operation costs. Reduced operating and maintenance costs of rail infrastructure; reduced environmental effects by no more train through Belgrade centre transporting dangerous goods**. Concerns:** None**. Progress in implementation:** Feasibility study and design were completed in 2000 but they are now outdated. Financing has not been yet secured. The Pre-feasibility study was developed as part of REBIS work in April 2003.	X	New	6.0	5.9					**11.9**
YU-R-08	Reconstruction of Zezelj rail bridge at Novi Sad	**Purpose**: Reconstruction of Zezlj Bridge at Novi Sad. Two railway tracks and four road lanes used to cross the Danube on the Zezlj Bridge. Today, the road and rail traffic cross the Danube on a temporary bridge with low capacity. **Identified Problem:** Large capacity problems on the temporary bridge. The temporary bridge hampers the river transport on the Danube. **Main Benefits**: Substantially increase of river, road and railway traffic, and reduction of VOC. **Concerns**: The cost of the project is very high. **Progress in implementation**: Feasibility study was completed in 2000 but it is now outdated. The Pre-feasibility study was developed as part of REBIS work in 2003. Financing has not been yet secured.	Xb	New	15.0	15.0					**30.0**
Yu-R-09	Completion of Belgrade railway junction	**Purpose**: Completion of construction of the railway junction initiated in the late 1970's. Facilities such as bridges, tunnels, tracks etc, have already been constructed, but the railway junction was never completed. **Identified Problem**: This junction is a major bottleneck on Corridor X. The speed ad the capacity is low on this section. **Main Benefits**: Increasing speed and safety on bottleneck on Corridor X. Concerns: The cost of the project is very high. **Progress in implementation:** Feasibility study and project were completed in 1990 but they are now outdated. Financing is not yet secured.	X	New			34.0	33.0	33.0	33.0	**133.0**
Yu-R-11	Electrification of rail lines	**Purpose**: The following lines will be electrified: Cacak-Kraljevo-Stalac, Lapovo-Kraljevo and Pancevo-Vrsac-Moravita, in order to progressively develop a unique haulage on the main international lines. **Identified Problem:** No unique facilitating and pooling of locomotives and rolling stock with neighbouring countries. **Main Benefits**: Harmonization of branch lines and unique pooling system and increased travel speed. **Concerns:** None. **Progress in implementation**: Feasibility study and project were partly completed in 1987 but they are now outdated. Financing is not yet secured.	4	New	10.0	10.0	5.0				**25.0**
Yu-W-01	**Clearance of the Danube waterway**	**The tender for feasibility study of Inland Waterways by EAR was announced in 2003. The study will cover also this aspect.**	**VII**	**Committed**		**2.0**	**3.7**				**5.7**

4 Project details for long-term investments

Investment planning is an ongoing, rolling process, where new projects are continuously identified and assessed as needs arise, and where final selection is based on strategic priorities, economic feasibility studies and availability of financial means.

The short-term investment plan includes only those projects, for which concrete action - project preparation or implementation as relevant - is recommended in the immediate future, i.e. before the end of 2004. This means that, already after two years, further projects need to be identified and included in the planning process. The application of screening techniques and pre-feasibility studies - as presented in the present report - may be useful in this task, as a basis for selection of projects for detailed project preparation.

During the REBIS project, a large number of possible projects were identified and assessed. For economic, financial and strategic reasons many promising projects were excluded from the short-term investment plan. These projects are listed in Table 4.1 and should be considered in future investment planning.

The contents of the columns used in the long-term investment plan in Table 4.1 are generally the same as those presented in Chapter 3 for the short-term investment plan.

Table 4.1 Details of projects in long-term investment plan.

Project N°	Project Name	Description of the project	Corri-dor/routes	Status	Total (EUR million)
Al-P-02	Upgrade Port of Vlore	**Purpose:** The project envisaged the rehabilitation and upgrading of the Port of Vlore that presently has substandard facilities and problems of access, in particular during the winter. **Identified Problem:** The present port is in bad condition with insufficient facilities and not sufficiently protected. **Main Benefits**: Reduced port operating costs and time savings for vessels and port users. **Concerns:** The first phase had to be discontinued due to problems with the contractor and as there are doubts on the design of the Port Master Plan, the necessary improvements might be delayed. As the PHARE funds apparently have been cancelled the project is not funded at present **Progress in implementation:** A Port plan had been made but the first phase of the construction has been discontinued. The present status of the project is not known, but the programming for the project is however retained.		New	15.0
Al-P-04N	Ferry Terminal Port of Durres	**Purpose:** The project consists of the construction of a ferry terminal for passengers and freight to replace the very substandard existing facilities. It includes the terminal, pavement for parking cars and trucks, access via a new route and processing facilities for customs and police. **Identified Problem:** The present facilities are substandard and insufficient for the present and future traffic by Ferries. **Main Benefits**: Reduced operating costs and time savings for users and operators. **Concerns:** Financing status unknown. **Progress in implementation**: The conceptual design study has been completed and the final design study will start in September 2003. It is estimated that the construction works will be finished in 2006		New	20.0
Al-R-02	Corridor VIII Missing railway link	**Purpose**: Construction of a rail link to complete the rail network to the FYRO Macedonian border. **Identified Problem**: Due to the fact that the Albanian Rail network does not reach the FYRO Macedonian border the Pan-European rail corridor is not realisable. **Main Benefits**: Potential transport savings due to long distance transport by rail. **Concerns**: There are considerable missing links in the Core rail network for Pan-European Corridor VIII. Potential benefits can only be realised if these sections are also completed at the same time.	VIII	New	6.0
Bo-BCR-01	Upgrade border crossing at Samac	**Purpose:** Create adequate infrastructure at the border crossing with Croatia. **Identified problems:** Track ready but no trains yet, disagreement on location with Rpublika Sprska. **Concerns:** May be financed by CARDS. **Progress in implementation:** Needs studies if not part of CARDS.	Vc	New	4.0
Bo-H-05	Reconstruction of Doboj - Zenica	**Purpose:** Reconstruction of an 82 km of existing 2 line highway between Doboj and Zenica. Project is part of Corridor 5c. Involves rehabilitation of 2 bridges across Bosna river and 2 tunnels (1,5 km together). **Identified problem**s: Road is in bad shape. **Main benefits**: Provides additional highway capacity and increases safety. **Concerns**: Complex and long works as road sits along the river partly in mountains. **Progress in implementation:** 3 variants of preliminary design made before war.	Vc	New	47.5
Bo-H-06	Construction of Jablanica detour	**Purpose:** Construction of a new 2 lane 5 km highway and associated structures**. Identified problems:** Bottlenecks in the city of Jablanica. Increases capacity and safety. **Concerns:** None**. Progress in implementation:** Some studies performed before the war	Vc	New	9.0
Bo-H-08	Foča/Srbinje - Hum improvement	**Purpose**: Upgrading of a 21 km 2 lane section between Foca and Hum, border with Montenegro. **Identified problems**: Road in bad conditions. Increases safety. **Concerns**: None. **Progress in implementation**: Preliminary design made before war.	2b	New	88.0
Bo-H-13	Construction of a new 2-lane road Lašva - Travnik to widen up to a 4-lane road	**Purpose:** Widening up to 4 lanes of an existing 26 km 2 - lane section between Lasva and Travnik. **Identified problems:** Road is currently congested. Improves safety and capacity. Stimulation of economic activities**. Concerns:** None. **Progress in implementation:** Detailed preliminary design done before war.	2a	New	51.0
Bo-H-22N	Doboj By-pass	**Purpose:** To build a 15 km by-pass round Doboj (part of the Corridor Vc)**. Identified problem:** The existing road goes through the city. **Main benefits:** Improve road safety and road congestion in the city, decreased travel time and VOC. **Concerns:** Some resettlements to foresee. **Progress in implementation**: Preliminary design already made.	Vc	New	55.0
Bo-R-01	Track overhaul / reconstruction of Bosanski Šamac / Šamac – Doboj	**Purpose:** Improve cross border geometry and introduce TER standards in rail infrastructure on this 63 km section **Identified Problem:** Because of war destructions and lack of maintaining, the rail link, between Šamac on Sava river and Doboj is strongly damaged. **Main Benefits:** Increased operational speed, efficiency, safety and capacity of existing infrastructure, shortening of travel time and reduction of TOC **Concerns:** Phasing with other related projects must be strictly followed. **Progress in implementation**: Identification reports exist	Vc	New	42.0

Project N°	Project Name	Description of the project	Corri-dor/routes	Status	Total (EUR million)
Bo-R-02	Reconstruction of Konjic - Mostar	**Purpose:** Rehabilitation of 62km of the single track line section, including superstructure overhaul (replacement of rails, sleepers, fastenings and ballast). **Identified Problem**: War destructions and bad maintenance have strongly damaged this important line: 35 trains per day expected in 2015. **Main Benefits**: Project will increase speed (from 50 to 80-100 km/h), capacity and safety. **Concerns**: Phasing of the projects must be strictly followed. **Progress in implementation:** A pre-feasibility study was done by REBIS. Construction will not start before mid 2005.	Vc	New	26.0
Bo-R-03/1	Track overhaul / re-construction of Doboj – Sarajevo	**Purpose**: Improve geometry and introduce TER standards in rail infrastructure on this 140 km section. **Identified Problem**: Because of war destructions and lack of maintaining, the track is strongly damaged. **Main Benefits**: Increased operational speed, efficiency, safety and capacity of existing infrastructure, shortening of travel time and reduction of TOC **Concerns**: Phasing with other related projects must be strictly followed. **Progress in implementation**: Identification reports exist	Vc	New	45.0
Bo-R-03/2	Track overhaul on Sarajevo - Bradina and Mostar-Čapljina	**Purpose**: Improve geometry and introduce TER standards in rail infrastructure on these two 43 and 33 km sections. **Identified Problem**: Because of war destructions and lack of maintaining, the track is strongly damaged. **Main Benefits**: Increased operational speed, efficiency, safety and capacity of existing infrastructure, shortening of travel time and reduction of TOC. **Concerns:** Phasing with other related projects must be strictly followed. **Progress in implementation**: Identification reports exist	Vc	New	43.0
Bo-R-06	Telecommunication systems on C Vc and parallel to Corridor 10	**Purpose**: Reinstate telecommunication facilities on both Corridors Vc and parallel to X. **Identified Problem**: Because of war damages and lack of maintaining, the telecommunication system is strongly damaged. **Main Benefits**: Progressively introduces TER standards. Safety and capacity increased **Concerns**: Needs for harmonisation of telecom systems with neighbouring railways **Progress in implementation**: Studies have been financed by EBRD	Vc	New	25.0
Bo-R-08N	Information system on Corridor Vc	**Purpose:** Improvement of traffic conditions, as the current system is either damaged after war or very old. **Identified Problem:** War destructions and bad maintenance have strongly damaged information systems and control equipment. **Main Benefits:** Better control operations and improved safety. **Concerns:** Phasing with other related railways projects on Corridor Vc must be strictly followed. **Progress in implementation**: Feasibility study made (Canadian funds).	Vc	New	1.8
Cr-A-04	Zagreb Airport: New Passenger Terminal	**Purpose**: To improve quality of service. **Justification:** Need to justify project, as present terminal is far from being congested. **Progress in implementation**: Feasibility needs doing.		New	130.0
Cr-H-02aN	Upgrade semi-motorway to full motorway: Kikovica-Ostrovica on Corridor Vb	**Purpose:** Part of Zagreb-Rijeka motorway; construction (9 km, extra 2 lanes); construction involves building 4 viaducts. **Identified Problem:** Capacity problems during peak periods (specially during summer season). **Main Benefits:** Time savings, VOC savings & increased safety. **Concerns:** Rebis pre-feasibility study indicates project can not be justified on CBA grounds. **Progress in implementation:** Detailed design to be prepared.	Vb	New	33.4
Cr-H-02bN	Upgrade semi-motorway to full motorway: Ostrovica-Vrata section on Corridor Vb	**Purpose:** Part of Zagreb-Rijeka motorway; construction (12 km, extra 2 lanes); construction includes 2 viaducts and 3 tunnels. **Identified Problem:** Capacity problems during peak periods (specially during summer season). **Main Benefits:** Time savings, VOC savings & increased safety. **Concerns:** Rebis pre-feasibility study indicates project can not be justified on CBA grounds. **Progress in implementation**: Detailed design to be prepared.	Vb	New	69.4
Cr-H-02cN	Upgrade semi-motorway to full motorway: Vrata-Delnice-Kupjak section on Corridor Vb	**Purpose:** Part of Zagreb-Rijeka motorway; construction (17 km, extra 2 lanes); construction involves constructing 3 viaducts and 5 tunnels. **Identified Problem:** Capacity problems during peak periods (specially during summer season). **Main Benefits:** Time savings, VOC savings & increased safety. **Concerns:** Rebis pre-feasibility study indicates project can not be justified on CBA grounds. **Progress in implementation:** Detailed design to be prepared.	Vb	New	85.7
Cr-H-08	Construction of a motorway on Corridor Vc	**Purpose**: Construction of the Corridor Vc motorway: north section (87 km, estimated cost about EUR 470 million) linking Hungary & Bosnia and Herzegovina via Croatia; south section (9 km) from the border of Bosnia and Herzegovina to Ploce via Metkovic. **Identified Problem:** Traffic congestion and capacity problems near urban areas. **Main Benefits:** Time savings, VOC savings & increased safety. **Concerns:** Project benefits depend on a Corridor Vc motorway in Bosnia and Herzegovina, which would be expensive to build because of the terrain. **Progress in implementation:** At planning stage, feasibility study needs doing.	Vc	New	470.0

Project N°	Project Name	Description of the project	Corri-dor/routes	Status	Total (EUR million)
Cr-H-10N	Split-Metkovic-Ploce-Dubrovnik Motorway	**Purpose:** Construction of full motorway, an extension of the Split motorway, would form part of the future 'Adriatic - Ionian' motorway. Cost: Split-B&H border (109.1 km) about EUR 560 million. **Identified Problem:** Capacity problems during peak periods (specially during summer season). **Main Benefits:** Time savings, VOC savings & increased safety. **Progress in implementation**: Planning stage, feasibility needs doing, construction is planned to start after 2005. Will be in the next five year HAC plan 2005-2009.	1	New	560.0
Cr-P-01a	Port of Rijeka: extension of Zagreb berth (length extra 250m)	**Purpose:** Port authority assumes that the first 250 metres of Zagreb pier will be constructed (World Bank Rijeka Gateway project). **Justification:** When the container terminal in Brajdica is overloaded it will be possible to use Zagreb berth as container terminal. **Progress in implementation:** Preliminary design and EIA study done, location permit obtained, feasibility needs doing.		New	100.0
Cr-P-01d	Port of Rijeka: Covered warehouse on De Franceschy's pier	**Purpose**: Construction of covered multi-purpose warehouse (7,500 m2), approximately 75% of pier. **Identified problem:** Poor storage facilities need to build covered-storage. **Progress in implementation:** preliminary design exists.		New	3.0
Cr-P-01e	Port of Rijeka: Warehouse for iron products	**Purpose**: To build a multi-purpose warehouse for general cargo at Moreska. **Identified problem**: Poor storage facilities, construction in 3 phases, Phase 1 on empty space, Phases 2 & 3 after demolition of existing structures. **Progress in implementation:** Planning stage.		New	6.0
Cr-P-04	Port Zadar: Zadar Car Ferry Terminal	**Purpose:** Construction of a new car ferry terminal on the same site as the existing freight port (Gazenica), project includes upgrade/construction of rail and road infrastructure to serve the Gazenica ports. **Identified problem:** The new ferry terminal would relieve traffic congestion in the city centre. **Progress in implementation:** Competition for preliminary design in progress, also in progress main design and EIA study. Port Authority received EUR 2.5 million for documentation preparation, tender and construction should start in 2004.		New	35.0
Cr-R-03b	Electrification of Ostarije-Knin-Split/Sibenik	**Purpose:** To shift from diesel traction to electrified line. **Identified Problem**: Present diesel operation incurs high operating costs. **Main Benefits:** Time savings, operating cost savings. **Concerns:** Present traffic relatively low, hard to justify project on cost-benefit grounds. **Progress in implementation:** Pre-feasibility done by HZ.	1	New	75.6
Ma-R-10N	Up-grading Tabanovce-Skopje	**Purpose:** To up-grade this section of railway line to allow trains to run at 120 Km/h. **Identified Problem: Main Benefits:** Higher speed and shorter travel time**. Concerns:** The pre-feasibility study has shown that this project was not a priority as long as similar investments are not made on the Serbian railway. As a result this project has been withdrawn from the short term investment program and included in the long term investment plan. **Progress in implementation:** Project financed by EBRD, detailed engineering on-going, civil works to start before the end of 2003.	X	New	-
YU-H-06/2	Leskovac Bujanovac	**Purpose:** It is part of Corridor X. The object is to improve the level of services. The section Grabovnica Vladicin Han, length 23km, needs a feasibility study. The costs of construction of the motorway are very high. The section Vladicin Han -Leevosoje, length 46km, needs a feasibility study. The costs of construction of the motorway are very high. **Identified Problem:** Is part of Corridor X. **Main Benefits:** Higher level of service and level of safety. **Concerns:** Traffic flow is not high.	X	New	270.0
Yu-H-18	Verige bridge at Kotor	**Purpose**: Construction of new bridge (967 m) and associated ramps in order to make a short-cut of the existing alignment. **Identified Problem**: Long detour along the Kotor Bay and high travel time. **Main Benefits**: Reduction of travel time, reduction of VOC and improved environmental effects. **Concerns:** Environmental impact to be carefully taken into consideration. **Progress in implementation**: Feasibility study was prepared in 2000	1	New	57.0
YU-H-35N	Bypass Bijelo Polje	**Purpose:** Construction of the by-pass to avoid transit traffic through the centre of Bjelo Polje and for improving the condition of Bjelo Polje. Improvement of existing road alignment and rehabilitation of the most deteriorated sections. No study exists. **Identified Problem:** On the road Belgrade Podgorica/ transit flows are passing through the center of the town. **Main Benefits:** Saving travel time, less accidents, higher environmental quality. **Concerns:** The traffic flow is not so high, and the pre-feasibility showed it is not presently feasible.	4	New	15.1
Yu-H-36N	Podgorica-Niksic Bosnian border	**Identified Problem:** Main connection between Montenegro and Bosnia and Herzegovina. **Main Benefits: Concerns**: Not so high traffic	2b	New	32.0
Yu-Ko-H-03	Mitrovica - Serbia border		6	New	12.0
Yu-Ko-R-02	Electrification	Electrification of rail line in Kosovo	10	New	37.0

Project N°	Project Name	**Description of the project**	Corri-dor/routes	Status	Total (EUR million)
Yu-W-03	Improvement of Bel-grade port	**Purpose:** To improve facilities and equipment in order to increase port performance and safety, and to reduce the cost of operation. Restora-tion or replacement of basic cargo-handling equipment (berth cranes) and storage yard equipment. Purchase of a 45 ton-capacity berth crane. Restoration or replacement of existing container handling equipment. Improvement and expansion of the container terminal. Port modifica-tions to improve communication and introduce new information technologies. Improvement of road and rail access. **Identified problem:** The Port of Belgrade is the largest river port on the Danube in FRY with total annual capacity of 3M tons of cargo. It offers diverse services through specialized general cargo, bulk cargo and container terminals. Present level of service is low due to obsolete and inefficient cargo-handling equipment as well as a lack of regular maintenance. In order to integrate into European transport network and establish unique port infrastructure, the Port of Belgrade must be able to efficiently meet estimated growth in demand for cargo handling. **Progress in implementation**:	VII	New	10.6
Yu-W-06N	YURIS	**Purpose:** Project proposal has been developed by the Danube Project Centre (Belgrade) and the Austrian Agency of the Ministry of Transport Via-Donau, called YURIS, which fully corresponds to the standards of the 5th Framework Programme for Research, Technological Develop-ment and Demonstration of the European Union (FP5). Installation and implementation of River Information Services on the test section of the Danube within Phase I, and other navigable waterways in Phase II, linking the system in international network. **Identified problem:** The FRY signed the Declaration adopted at the Pan-European Conference on Inland Water Transport (Rotterdam, 2001), where all governments concerned to establish a Pan-European River Information Service (RIS) are asked to do that by the year 2005, based on standards to be drawn up in the framework of the European Union, UN/ECE and two River Commissions.	VII	New	2.1