



TRANSPORT SECTOR



SECTOR SUMMARY

The Western Balkans' transport network still requires focused financing, as a considerable proportion of the region's road and rail network needs rehabilitation and upgrading. Non-physical barriers affecting trade and traffic in the region (interoperability, safety, security, traffic management for all modes of transport) must also be addressed.

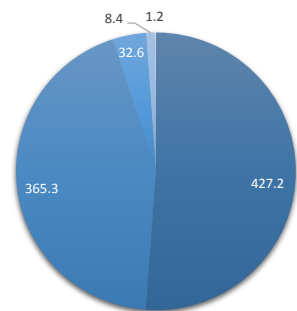
In 2015, the leaders of the Western Balkans adhered to and agreed on a regional Core transport network and an indicative extension of the EU Core Network and Corridors to enhance connectivity within the region and further with the EU network. The signing of the Transport Community Treaty in 2017 encourages better planning of transport investments and procedural streamlining. The new Transport Community Secretariat is based in Belgrade and has a leading role in development of policies and cooperation mechanisms in the region.

WBIF PRIORITIES AND ACTIONS

Transport is WBIF's most active sector, accounting for 45% of the portfolio. The WBIF provides TA grants to develop projects that are part of the Core network. Investment grants co-finance infrastructure projects on the Core Corridors, making use of an allocation of €1 billion available for key connectivity investments over the 2015-2020 period. Roads and railways are the main beneficiaries of funds.

WBIF GRANTS BY SECTOR

Transport subsectors (€m)



- Roads
- Railways
- Maritime and inland ports
- Urban transport
- Regional sector studies

Data as of May 2020.
www.wbif.eu



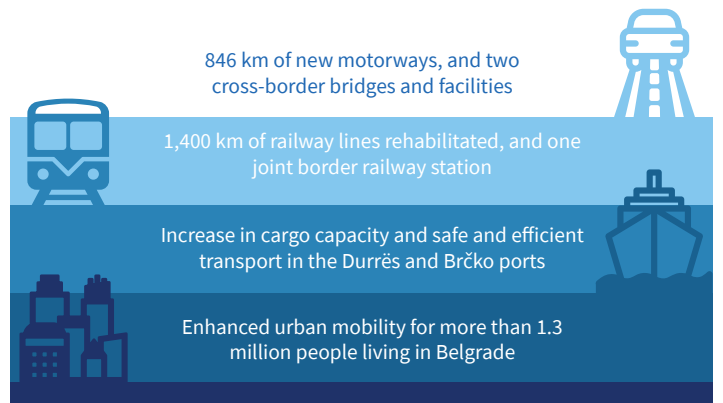
Western Balkans **WBIF**
Investment Framework
BUILDING THE EUROPEAN FUTURE TOGETHER

PROJECTS SUPPORTED:	ESTIMATED PROJECT VALUE:	PROJECTS WITH LOANS SIGNED	WBIF GRANTS AWARDED:	WBIF GRANTS IN 2019:
55	€9.4 bn	25 / €3.3 bn signed loans	€834.7 m	€162.8 m

ACHIEVED RESULTS



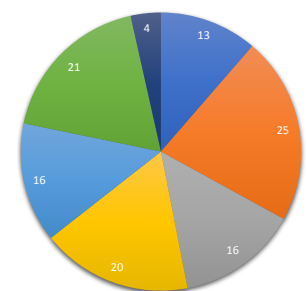
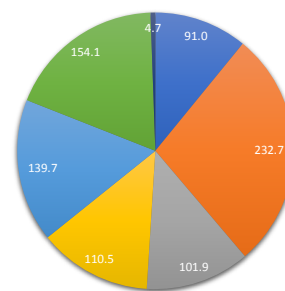
EXPECTED RESULTS



WBIF GRANTS BY BENEFICIARY

Value of grants (€m)

Number of grants



- Albania
- Bosnia and Herzegovina
- Montenegro
- North Macedonia
- Serbia
- Regional projects
- Kosovo*

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

PROJECT EXAMPLES



Orient/East-Med Corridor: Rehabilitation of Railway Route 10 in Kosovo



European
Investment
Bank



European Bank
for Reconstruction and Development

The Orient/East-Med Corridor crosses Kosovo from the north to the south on Route 10 and is Kosovo's connection to the wider region by rail. The entire track is in poor condition, with serious structural constraints limiting traffic to 60km/h. Route 10 is part of the extension of the TEN-T Network to the Western Balkans. It has a total length of 256 km, out of which 148 km are in Kosovo.

The route in Kosovo will be rehabilitated in three phases:

- Phase 1: Fushë Kosovë/Kosovo Polje – border with North Macedonia (64 km);
- Phase 2: Fushë Kosovë/Kosovo Polje – Mitrovicë/Mitrovica (35 km);
- Phase 3: Mitrovicë/Mitrovica – administrative border with Serbia (49 km).

The entire route will be upgraded to TEN-T standards. Passenger and freight travel speed will increase to 100-120 km/h, which will reduce the journey time between Pristina, Skopje and Belgrade by at least ½ hour.

The construction works on Phase 1 began in July 2019, while those on Phase 2 are planned to commence by the end of 2020. Phase 3 is at the detailed design stage. Once in operation, it will provide an interoperable railway route in Kosovo ensuring safe transport services to people and businesses in the region and wider Europe.



Railway Station Fushë Kosovë (c) EU

ESTIMATED TOTAL PROJECT COST:	€251.7 m
WBIF GRANTS:	€84.3 m (INV)
	€5.6 m (TA)
SIGNED LOAN:	€39.9 m (EBRD)
	€42 m (EIB)
EXPECTED COMPLETION:	End of 2023 (Phase 1 & 2)



Bosnia and Herzegovina – Croatia R2a Road Interconnection, Banja Luka – Gradiška and Gradiška Bridge



European
Investment
Bank

This investment project concerns the construction of a border crossing, a cross-border bridge over the River Sava, as well as motorway connections on the Banja Luka – Gradiška road section. The new developments are along Route 2a (R2a) which spans 239 km, from Lašva and Banja Luka in Bosnia and Herzegovina to Okučani in Croatia. It thus connects Bosnia and Herzegovina to the main transport routes in Croatia leading to the Adriatic ports.

Currently, R2a runs through the urban area of Gradiška for approximately 2 km and crosses a 260 m long two-way bridge over the Sava River. The new bridge and border-crossing facilities in Gradiška are being built 3 km to the west of the existing facilities, outside the urban area of Gradiška. The construction of the bridge commenced in October 2019.

Once in operation, the new developments will provide safe and efficient road transport for more than 500,000 people using the R2a motorway, passenger and freight carrying capacity will be significantly improved, and border crossing times, between Bosnia and Herzegovina and Croatia will be reduced to 2-5 minutes for cars and 12-30 minutes for trucks.

The new bridge will also accommodate the traffic generated by the commissioning of the Banja Luka – Gradiška motorway as well as the future Banja Luka – Dobož motorway.



Proposed design for Gradiška Bridge over Sava River, BiH (c) Autoputevi RS

ESTIMATED TOTAL PROJECT COST:	€38.5 m
WBIF GRANT (INV):	€7 m
SIGNED LOAN (EIB):	€10.7 m
EXPECTED COMPLETION:	Mid of 2022