

**Project Fiche – IPA Multi-beneficiary programmes / Component I**

**1 IDENTIFICATION**

<b>Project Title</b>	<b>Support to the Implementation of the Strategic Work Programme of the South East Europe Transport Observatory (SEETO)</b>
<b>CRIS Decision number</b>	2013/024372
<b>Project no.</b>	04
<b>MIPD Sector Code</b>	04. Transport and Energy infrastructure
<b>ELARG Statistical code</b>	02.14 – Transport policy
<b>DAC Sector code</b>	21010
<b>Total cost (VAT excluded)<sup>1</sup></b>	EUR 600 000
<b>EU contribution</b>	EUR 600 000
<b>Management mode</b>	Centralised
<b>Responsible Unit</b>	DG MOVE, Unit E1
<b>Implementation management</b>	DG MOVE, based on a sub-delegation Agreement with DG ELARG
<b>Implementing modality</b>	Stand alone project
<b>Project implementation type</b>	Framework contract, Services
<b>Zone benefiting from the action(s)</b>	Western Balkans: Albania, Bosnia and Herzegovina, Croatia, Kosovo*, the former Yugoslav Republic of Macedonia, Montenegro, Serbia.

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<sup>1</sup> The total project cost should be net of VAT and/or of other taxes. Should this not be the case, clearly indicate the amount of VAT and the reasons why it is considered eligible.

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

## **2 RATIONALE**

### **2.1 PROJECT CONTEXT: ISSUES TO BE TACKLED AND NEEDS ADDRESSED**

The aim of the Transport Community Treaty is the creation of a Transport Community in the field of road, rail, inland waterways and maritime transport as well as the development of the transport network between the European Union and the South East European parties (Albania, Bosnia and Herzegovina, Croatia, Kosovo, the former Yugoslav Republic of Macedonia, Montenegro and Serbia).

Official negotiations of the Treaty were launched in June 2008. During the last regional meeting held in Brussels on 19th May 2010 an agreement has been reached as regards the substance of transport issues. However, despite some positive developments following the agreement between Serbia and Kosovo on the denomination of this latter in regional cooperation arrangements, the prospect for a quick signature of the Transport Treaty are rather remote. Until signature of the Treaty and establishment of the Permanent Secretariat, SEETO should therefore continue to fulfil its role as defined in the Memorandum of Understanding (MoU).

The MoU establishing SEETO aims for co-operation on the development of the agreed regional transport network, the SEETO Comprehensive Network<sup>2</sup>, and the implementation of policies that facilitate such development. This aims at both, infrastructure investment and soft measures including administrative and regulatory procedures.

Before the Transport Community Treaty with the South East European region will be in place, SEETO should prepare the integration of the region into the European Transport market and to complement the Enlargement policy of the European Union and the various bilateral Stabilisation and Association Processes in the region.

### **2.2 LINK WITH MIPD AND NATIONAL SECTOR STRATEGIES**

Support to the transport sector in the region will continue to be pursued under the MIPD 2011-2013 with the ultimate goal to promote the modernisation of the economies of the beneficiaries and increase the access to finance for investments in infrastructure projects. Priority will be given to support and coordinate with regional initiatives as key drivers for economic recovery and growth in the region. In line with those objectives, support granted under the Multi-Beneficiary Programme to the development of the South East Europe Transport Observatory (SEETO) in the implementation of the related Memorandum of Understanding (MoU) is crucial to the successful establishment of the Core Regional Transport Network.

All beneficiaries are making progress in reforming the transport sector by pursuing their National transport strategies and by introducing new legislation compliant to the transport acquis. The implementation of the SEETO Strategic Work Programme 2012-2014 will support beneficiary countries in their efforts to improve transport infrastructure and services compliant with the EU requirements in order to be part of a comprehensive European Transport market. With a view to ensure an effective development and management of the Core Network, expert transport consultant services will help SEETO to improve deliverables such as the multi annual South-East Europe Comprehensive Network development plan. The implementation of the

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<sup>2</sup> Originally named "Core Network" this was later renamed to "Comprehensive Network" in the light of the recent TEN-T policy revision and the corresponding definitions.

Railway Addendum to the MoU, border crossing initiatives and support to improving road safety auditing programmes will act as an instrument to harmonise transport reforms and strengthen transport investments in the region, leading to greater consistency in transport policies.

### **2.3 LINK WITH ACCESSION PARTNERSHIP (AP) / EUROPEAN PARTNERSHIP (EP) / STABILISATION AND ASSOCIATION AGREEMENT (SAA) / ANNUAL PROGRESS REPORT**

The main role of promoting transport infrastructure in the enlargement process is to favour increased mobility, economic growth and long-term stability by creating better links among countries in the region and with the neighbouring European countries. In this respect, adequate development of the transport sector, harmonisation of transport regulatory and administrative provisions as well as creation of multimodal transport networks are some of the major priorities identified in the AP (Accession Partnerships) and the EP (European Partnerships).

There is an increasing need for all countries to ensure adequate conditions for market opening in all transport modes and integration into the Trans-European Transport Network, particularly to adopt implementing legislation, complete alignment with the EU acquis and enhance administrative capacity in the area of road, rail, air, maritime and inland waterway transport.

For all countries, the Accession and European Partnerships set important targets for the implementation of the Memorandum of Understanding (MoU) on the Development of the South East Europe Core Regional Transport Network and strengthen cooperation with the South East Europe Transport Observatory (SEETO). Moreover, regional integration initiatives such as the establishment of the Transport Community Secretariat aimed at improving transport links and facilitating their integration and development are essential for the achievement of above-mentioned objectives and are therefore being prioritised in the enlargement process and the related SAA (Stabilisation and Association Agreements).

Once in place, the Transport Community Treaty will foster this adaptation process and enable the development of the Core Regional Transport Network by allowing countries to join the EU Transport market prior to EU membership. Until signature of the Transport Community Treaty and establishment of the Permanent Secretariat, SEETO will continue further development of the regional transport network and the implementation of policies that facilitate such development. Please see section

### **2.4 PROBLEM ANALYSIS**

SEETO has developed a Strategic Work Programme for 2012-2014 that shall guide the work of the Secretariat in the medium term. The overall objectives of this work programme are:

- the enhanced provision of up-to-date information and analysis of the development of the SEETO comprehensive network
- progress in priority areas of transport policy (railway reform, harmonisation of border crossings in transport, road safety)
- smooth functioning of the SEETO governance structures.

The Strategic Work Programme distinguishes between two main groups of tasks for the Secretariat:

## 1. Project tasks

- a. *Regional Transport Study and improved data collection mechanisms*  
SEETO has sought support to the Regional Transport Study via the Western Balkans Investment Framework (WBIF) funding mechanism. On data collection mechanism and analysis, it is foreseen that SEETO would be soon part of the TEN-TEC exercise. This will require the improvement of the current mechanisms and the development of dedicated tools for network analysis (see also point 2).
- b. *Support the implementation of the Railway Addendum to the MoU*  
In 2007, SEETO has agreed to establish and implement the legal and institutional framework for a gradual market-opening of rail transport in South East Europe, named South East European Railway Transport Area. The European Commission (DG MOVE) is leading a Railway Working Group (RWWG) to implement this addendum to the MoU. The aim is that the regional participants will gradually align their domestic railway legislation with EU railway law. The regional participants will envisage adopting and implementing domestic legislation and restructuring their railway sector.
- c. *Advise on harmonisation of transport related border crossing procedures*  
Border crossing is still a major issue when it comes to facilitation of transport in the region. Travel times could be easily reduced by soft measures and harmonisation. SEETO has established a series of workshops to help to facilitate cross border transport and trade in the region. Integrated border crossing management and operational interoperability will help to create efficient and economic transport.
- d. *Support to improving road safety auditing programmes of the regional participants*  
SEETO has established a working group that should focus on implementing soft measures in the roads sub sector, with the focus on road safety audit. It is expected that this working group will contribute to closing the gap between the regional participants and the EU in road safety with regards to administrative, legislative, organisational, operational and efficiency aspects, and to the earlier integration of these countries to the EU in the years ahead.

## 2. Management tasks

Apart from the support to the SEETO structures and functioning of the governance structure, the Secretariat also manages the core information and communication tasks within SEETO. This consists of collecting and analysing transport related data and subsequent dissemination via the multi annual South-East Europe Comprehensive Network development plan (MAP) and the investment report about on-going and completed infrastructure investment in the region. Past experience has shown that SEETO Secretariat could improve their output and that capacity building in this area is key for better results. Specialist assistance in transport data analysis, communication and dissemination should be sought for the above mentioned tasks and deliverables.

SEETO still needs to strengthen its role as the single framework for transport cooperation in the region. It has to be demonstrated that the regional participants would highly benefit from the regional approach to the reform process. Until the Transport Community Treaty is signed, SEETO is instrumental to address the transport challenges in the region and strengthen infrastructure investments and may therefore also help in this front with a better framework for coordination among donors and stakeholders.

The economic crisis and the consequent slowdown of transport operations had a negative impact in the region. Rail and maritime transport are the most affected sectors, particularly Corridor X as regards rail, but also ports.

Reform of the rail sector in the Western Balkans is on-going, with two major exceptions in Albania (where progress is less quick as foreseen) and Serbia, where the political will to go further is hampered by the fear of competition. Nevertheless, most of the partners need to implement the effective separation of railway undertakings and put independent safety and regulatory bodies at work.

Road transport is definitively the most advanced sector. It is largely liberalised at regional level, with the exception of Kosovo. Bilateral agreements aiming at opening up the sector exist in most cases with the exception of Serbia.

Support for the workshops to implement the project tracks b., c. and d. are vital to secure tangible results in the respective sectors. Capacity building for the SEETO secretariat via expert transport consultant services will secure proper collection, analysis and dissemination of the region's transport data and will ultimately lead to professional transport planning that is aligned across the regional participants. Collection and analysis of data will heavily depend on the SEETO transport data base. This data base shall be made compatible with the EC's TEN-T database TENtec. Another major issue is demonstrated ownership of the SEETO results and deliverables by the regional participants. One mean to achieve this is by translating the main deliverables in the regional participants' languages.

## **2.5 LINKED ACTIVITIES AND DONOR COORDINATION**

Regional cooperation in the transport sector and donors' support have been reinforced over the last years through a number of initiatives in order to address more efficiently the transport challenges in the region.

In the past, the EU has strongly supported countries of the region in the preparation and implementation of the Memorandum of Understanding (MoU) on the Development of the South East Europe Core Regional Transport Network. The agreement was signed in 2004 and integrated with the corresponding addendum in relation to the Railway Transport Area in a view to strengthen trade liberalisation and facilitate the free movement of good and persons in the region.

As a result of the enlargement process and the Commission's strategy in the transport sector, the South East Europe Transport Observatory (SEETO) was established in 2004 to improve and modernise the core transport network of South East Europe and promote social and economic development. Marking a clear starting point of institutionalised regional cooperation in the transport field, the SEETO Secretariat was first entirely financed under the CARDS Regional Programme and after 2006 partly co-financed by the Participants.

In addition, under the 2006 Regional CARDS Programme the EU also financed the Implementation of soft measures of the South East Europe Core Regional Transport Network for the road and road safety sectors with the specific objective to contribute to the reform of the transport sector across the region and support the implementation of the SEETO Multi-Annual Plan 2007-2011. Under the same programme, the EU is also supporting the implementation of the ECAA to assist the beneficiaries in integrating them fully into the European Common Aviation Area and adopt the Single European Sky requirements by 2010 through the implementation of the ECAA acquis.

The possible creation of the Transport Community stems directly from the SEETO process and takes stock of the results achieved over the past years of European Union assistance and the need to develop a regional strategy in the sector. In parallel, there has been an increasing need to streamline coordination between stakeholders at regional level.

IFIs and other bilateral and multilateral donors are extensively supporting the Transport sector in the Western Balkans while cooperation between the Commission and the IFIs increased through the creation of a number of mechanisms to better coordinate investments such as the International Financing Institutions Advisory Group in 2006 (IFI AG), the Infrastructure Project Facility (IPF) in 2008 and recently the Western Balkans Investment Framework (WBIF).

### **3 DESCRIPTION**

#### **3.1 OVERALL OBJECTIVE OF THE PROJECT**

To support the implementation of the Strategic Work Programme of the South East Europe Transport Observatory (SEETO) with the objective of fully integrating South East Europe into the European Transport market. This support is given during an interim phase prior to the setting up of the Permanent Secretariat of the Transport Community, which signature is unlikely to take place before the end of 2012.

#### **3.2 SPECIFIC OBJECTIVE(S) OF THE PROJECT**

To support the implementation of priorities identified in the SEETO Strategic Work Programme. This aims specifically at:

- i. the implementation of the railway addendum to the MoU,
- ii. the harmonisation of transport related border crossing procedures and improvement of road safety in the region;
- iii. in addition consultant services should help SEETO to improve its core tasks of development of the South East European Comprehensive Transport Network – including in terms of data collection an analysis - with a view to bring it as close as possible to the TEN-T standards.

### 3.3 RESULTS

Result 1: *Workshops for the implementation of SEETO's Strategic Work Programme Project Tasks*

#### **Indicators for Result 1:**

- Four annual meetings/workshops of the Railway Working Group with defined objectives and outcomes implemented
- Two annual meeting/workshops of the Road Safety Working Group
- Two annual workshops on addressing transport barriers in Western Balkans
- Annual progress report providing conclusions and recommendations for the regional participants
- Demonstrated ownership of the results of the workshops within the regional participants
- Level of information flow among parties and positive consultation process among Ministries of Transport at regional level in place

Result 2: *Capacity building for the SEETO Secretariat*

#### **Indicators for Result 2:**

- Refined data collection mechanism in place and standardization with the ones used in TEN-TEC;
- Method for analysis and evaluation of MAP Priority Projects in place
- Improvement of the main deliverables (MAP and Investment report) demonstrated by ownership of the regional participants
- Level of progress in the implementation of the Comprehensive Regional Transport Network
- Number and quality of priority projects successfully identified and implemented by sector
- Positive progress in the adoption of internal measures for acquis implementation by sector

### 3.4 MAIN ACTIVITIES

Activity 1. Provide administrative support for the SEETO working groups and workshops (Railway working group, road safety working group, border crossing workshops)

Activity 2. Improve the performance of the SEETO secretariat in terms of capacity to collect, analyze and disseminate transport data (preparing the multi-annual plan, collect and analyze data)

The SEETO Secretariat staff and running cost are financed through fixed contribution of its members. This amounts to approximately € 400.000 per year. The implementation of the project tasks as mentioned above is not foreseen in this budget and was previously sponsored by the EC. The good results from this previous experience justify continuation of support. Concerning the activity "capacity building" past experience has shown that although the SEETO Secretariat staff is committed it requires additional specialised expertise and exposure

to international best practise in order to be able to fully implement the SEETO overall objectives.

### **3.5 SUSTAINABILITY**

*Please see section 2.1 and 3.4*

### **3.6 ASSUMPTIONS AND PRE-CONDITIONS<sup>3</sup>**

The successful implementation of the Action will depend on:

- Commitment and ownership by the Ministries of Transport in the beneficiary countries of the deliverables and the results from SEETO;
- Commitment by the Ministries of Transport in the beneficiary countries to fully implement the SEETO MAP and to introducing new legislation compliant to the transport *acquis* in the respective modes of transport;

After accession of Croatia to the EU, the contributions from the remaining regional participants shall ensure that the SEETO Secretariat remains fully staffed and operational as before.

The implementation of the Action shall phase out after the signature, ratification and entry into force of the Treaty as well as the successful establishment of the operational and administrative structure of the Transport Secretariat.

## **4 IMPLEMENTATION ISSUES**

*Please see section 3.4*

### **4.1 INDICATIVE BUDGET**

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<sup>3</sup> Assumptions are external factors that have the potential to influence (or even determine) the success of a project but lie outside the control of the implementation managers. Such factors are sometimes referred to as risks or assumptions but the Commission requires that all risks shall be expressed as assumptions. Pre-conditions are requirements that must be met before the sector support can start.



**Indicative Project budget (amounts in EUR) (for decentralised management)**

			TOTAL EXP.RE	SOURCES OF FUNDING								
				EU CONTRIBUTION		NATIONAL CONTRIBUTION					PRIVATE CONTRIBUTION	
ACTIVITIES	IB (1)	INV (1)	EUR (a)=(b)+(c)+(d)	EUR (b)	%(2)	Total EUR (c)=(x)+(y)+(z)	% (2)	Central EUR (x)	Regional/ Local EUR (y)	IFIs EUR (z)	EUR (d)	% (2)
Contract 1	X		600 000	600 000	100	0	0	0				
TOTAL IB			600 000	600 000	100	0	0	0				
TOTAL INV												
<b>TOTAL PROJECT</b>			<b>600 000</b>	<b>600 000</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>				

*NOTE: DO NOT MIX IB AND INV IN THE SAME ROW. USE SEPARATE ROWS.*

Amounts net of VAT

- (1) In the Activity row, use "X" to identify whether IB or INV
- (2) Expressed in % of the **Public** Expenditure (column (b))
- (3) Expressed in % of the **Total** Expenditure (column (a))

## INDICATIVE IMPLEMENTATION SCHEDULE (PERIODS BROKEN DOWN BY QUARTER)

Contracts	Start of Tendering/ Call for proposals	Signature of contract	Project Completion
Framework contract	Q1 2013	Q2 2013	Q2 2015

### 4.2 CROSS CUTTING ISSUES

N/A

### ANNEXES

- 1- Log frame in Standard Format
- 2- Amounts contracted and disbursed per Quarter over the full duration of Programme
- 3- Description of institutional framework
- 4 - Reference to laws, regulations and strategic documents
- 5 - Details per EU funded contract

## ANNEX 1: Logical framework matrix in standard format

LOGFRAME PLANNING MATRIX FOR Project Fiche <b>Support to the Implementation of the SEETO Strategic Work Programme 2012-2014</b>		Programme name and number <b>IPA 2013</b>	CRIS No.: 24-372
		Contracting period expires: <b>30 November 2014</b>	Disbursement period expires: <b>30 November 2017</b>
		Total budget : <b>EUR 600 000</b>	IPA budget: <b>EUR 600 000</b>
<b>Overall objective</b>	<b>Objectively verifiable indicators</b>	<b>Sources of Verification</b>	
To support the implementation of the South East Europe Transport Observatory (SEETO) Strategic Work programme 2012-2014.	<p>Positive progress in the implementation of the SEETO Comprehensive Regional Transport Network</p> <p>Number and quality of projects successfully identified and implemented by sector</p> <p>Level of progress in the adoption of internal measures for <i>acquis</i> implementation by sector</p>	<p>Transport laws and deriving secondary legislation adopted in the beneficiary countries</p> <p>National Transport Strategies in the beneficiary countries</p> <p>Enlargement Progress Reports</p> <p>Progress Reports and Monitoring reports published by DG MOVE</p> <p>Progress Reports and Annual Report published by the SEETO Secretariat</p>	
<b>Project purpose</b>	<b>Objectively verifiable indicators</b>	<b>Sources of Verification</b>	<b>Assumptions</b>
To support the implementation of projects identified in the South East Europe Transport Observatory (SEETO) Strategic Work programme. This aims specifically at implementation of the Railway Addendum of the MoU, harmonisation of transport related border crossing procedures and improvement of road safety in the region. In addition consultant services should help SEETO to improve their core tasks of development of the South East European Comprehensive Transport Network.	<p>Number of workshops held</p> <p>Consultant services for SEETO Secretariat capacity building obtained</p> <p>Publication of the Multi Annual Network development plan in the languages of the Regional Participants</p> <p>Annual progress reports from working groups</p>	<p>Report on implementation of previous annual progress reports from working groups</p> <p>Multi Annual Network development plans (MAP) published by the Secretariat</p> <p>Monitoring reports published by the Secretariat</p>	<p>Ministries of Transport in the beneficiary countries are committed to the results of SEETO and display clear ownership of the deliverables and the results from SEETO.</p> <p>Treaty establishing the Transport Community will be signed by all parties, ratified and put in force in national legislations in the medium term.</p> <p>Governments in the beneficiary countries are commitment to fully implement the SEETO MAP and to introducing new</p>

			legislation compliant to the transport acquis in the respective modes of transport.
<b>Results</b>	<b>Objectively verifiable indicators</b>	<b>Sources of Verification</b>	<b>Assumptions</b>
<p><b>Activity 1 – Provide administrative support for the SEETO working groups and workshops</b></p>	<p>Satisfactory level of national participation in the working group meetings / workshops</p> <p>Increased consensus on the adoption of the annual progress reports</p> <p>four annual Railway working groups, two annual road safety working groups, and two border crossing workshops events organised</p> <p>Satisfactory level of information flow among parties and positive consultation process among Ministries of Transport at regional level in place</p>	<p>Annual Work Plan of the working groups</p> <p>Annual progress reports from working groups (Railway, Road Safety) and progress report on border crossing issues.</p> <p>Minutes of meetings of the working groups / workshops</p> <p>Progress and Monitoring reports published by DG MOVE</p>	<p>Governments in the beneficiary countries are commitment to the objectives of the SEETO MoU and its addendum on Railways.</p> <p>Treaty establishing the Transport Community will be signed by all parties, ratified and put in force in national legislations in the medium term.</p> <p>After accession of Croatia to the EU, the contributions from the remaining regional participants will ensure that the SEETO Secretariat will remain fully staffed and operational as before.</p>
<p><b>Activity 2: Improve the performance of the SEETO secretariat in terms of capacity to collect, analyse and disseminate transport data</b></p>	<p>Level of progress in the implementation of the Comprehensive Regional Transport Network</p> <p>Number and quality of priority projects successfully identified and implemented by sector</p> <p>Positive progress in the adoption of internal measures for <i>acquis</i> implementation by sector</p> <p>Positive assessment of evolution on transport market</p> <p>Compatibility of the SEETO transport database with the EC's TENtec database</p>	<p>Multi Annual Network Development Plans</p> <p>Yearly Investment reports published</p> <p>Enlargement Progress Reports</p> <p>Methodology of evaluation of Priority Projects by sector</p> <p>Report on the alignment of the SEETO transport data base with the TENtec database</p>	

Activities	Means	Costs	Assumptions
<p><b>Activity 1</b> – Provide administrative support for the SEETO working groups and workshops</p> <p><b>Activity 2:</b> Improve the performance of the SEETO secretariat in terms of capacity to collect, analyse and disseminate transport data</p>	<p>Framework contract following tender procedure</p>	<p>EUR 600 000</p>	

Pre-conditions:

- Good coordination between DG Elarg and DG Move is put in place for a smooth running of the project
- Good coordination among beneficiary countries on the implementation of the Comprehensive Regional Transport Network is in place and maintained for the whole duration of the project
- All stakeholders are adequately involved in the activities of the Secretariat and positively contribute to the monitoring the Comprehensive Regional Transport Network

**ANNEX II: amounts (in €) Contracted and disbursed by quarter for the project**

<b>Contracted</b>	<b>Q1 2012</b>	<b>Q2 2012</b>	<b>Q3 2012</b>	<b>Q4 2012</b>	<b>Q1 2013</b>	<b>Q2 2013</b>	<b>Q3 2013</b>	<b>Q4 2013</b>	<b>Q1 2014</b>	<b>Q2 2014</b>	<b>Q3 2014</b>	<b>Q4 2014</b>	<b>Q1 2015</b>	<b>Q2 2015</b>
Implementation of the SEETO Strategic Work Programme 2012-2014						600 000								
<b>Cumulated</b>						<b>600 000</b>								
<b>Disbursed</b>														
Implementation of the SEETO Strategic Work Programme 2012-2014							200 000			200 000			200 000	
<b>Cumulated</b>							<b>200 000</b>			<b>400 000</b>			<b>600 000</b>	

### **ANNEX III: Description of Institutional framework**

In June 2004 a Memorandum of Understanding (MoU) on the development of the Core Regional Transport Network was signed by the European Commission, Albania, Bosnia and Herzegovina, Croatia, the Former Yugoslav Republic of Macedonia, Serbia, Montenegro and the United Nations Interim Administration Mission in Kosovo.

The aim of the MoU is to promote regional cooperation in the field of transport and to jointly develop the Core Regional Transport Network defined by previous Commission actions (TIRS 2001/2, financed by France and steered by EC, EIB and ECMT and REBIS 2003/4, financed by the EC). The Core Network includes Pan European Corridors V, VII, VIII and X and also constitutes a large part of the South East Axis formulated by the High Level Group on the extension of the major axis to the neighbouring countries and regions.

Based on the MoU, the following institutional framework is in place to foster the reform process of the South East Europe Core Regional Transport Network:

- The Steering Committee (SC), composed of seniors officials of the Ministries of Transport of each of the 7 participants and co-chaired by the European Commission, has been set up to implement the MoU. The SC has an overall monitoring and supervisory role, being the main structure responsible for guiding SEETO's activities and coordinating transport infrastructure and project planning;
- The South East Europe Transport Observatory (SEETO) became fully operational in June 2005 in Belgrade, hosted in the Ministry of Infrastructure of Serbia. The Secretariat provides technical support to the SC at operational level and ensures proper links other stakeholders involved in the MoU as well as IFIs and other international donors. The role of the Secretariat also includes an Observatory that can collect and analyse information on the performance of the Core Network;
- The Annual Ministerial Meeting is the highest political forum to assess the progress achieved in implementing the MoU on the development of the South East Europe Core Regional Transport Network.

The current institutional structure is complemented by National Coordinators appointed by each Participant and working groups reporting to the SC and including sector experts and occasionally other stakeholders.

## **ANNEX IV: Reference to laws, regulations and strategic documents**

- Reference list of relevant laws and regulations

- **Council of the European Union**, "Draft Council decision on the complementary negotiating directives in the framework of the negotiations of the Transport Community Treaty between the European Union and Albania, Bosnia and Herzegovina, Croatia, the former Yugoslav Republic of Macedonia, Montenegro and Serbia as well as Kosovo
- **Draft Treaty establishing the Transport Community**, 16 July 2010

- Reference to AP /NPAA / EP / SAA

- **South East Europe Transport Observatory, South East Europe Core Regional Transport Network Development Plan. Five year Multi Annual Plan 2010 to 2014, December 2009, Volume 1 and Annexes**
- **European Partnerships (EP) for candidate countries**
- **Accession Partnerships (AP) for potential candidates**
- **Reference to MIPD**
- **Multi-Annual Indicative Planning Document (MIPD) 2009-2011**
- **Sector Plan for Infrastructure, IPA Multi-Beneficiary programming 2011-2013**

## **ANNEX V: Details per EU funded contract**

The project will be implemented with a framework contract for the total value of EUR 600 000 tendered by DG MOVE. Implementation tasks for this project will be sub-delegated to DG MOVE.