

Brussels, 01 December 2025

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INFORMATION

From:	General Secretariat of the Council
To:	Working Party on Transport - Intermodal Questions and Networks
N° prev. doc.:	ST 15164/25
Subject:	EU-Western Balkans Transport Community - Preparation of the 29th Regional Steering Committee of the Transport Community meeting (Brussels, 4 December 2025) - Draft agenda and meeting documents

Delegations will find in the annex final documents in view of the **Ministerial Council Meeting of the Transport Community** on 5 December 2025.

The attached documents, on the one hand replace the previous versions already distributed and discussed at the previous RSC and, on the other, provide new material in view of the above-mentioned meeting. An email with information regarding the logistics will be sent separately.

List of documents in the annex:

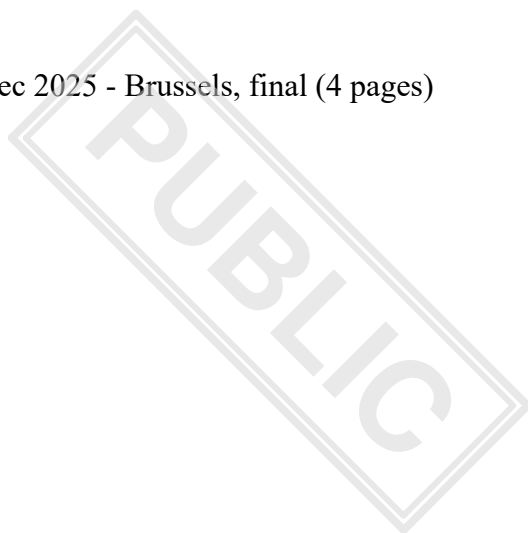
1. Agenda for Ministerial Council 2025 (2 pages)
2. ATT Ia EU Progress Report_ Western Balkans Web (296 pages)
3. ATT Ib EU Progress Report_Observers Web (156 pages)
4. ATT IIb TEN-T_Observers Web (78 pages)

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5. ATT IVa Next Generation Social Issues and Passenger Rights Action Plan (2026 -2028) (14 pages)
6. ATT IVb Conclusions of the 6th Social Forum (3 pages)
7. Draft Presidency conclusions - 9th Ministerial Council Dec 2025 - Brussels, final (4 pages)



AGENDA

9th Meeting of the Ministerial Council of the Transport Community

5 December 2025, 10:00-13:00, Berlaymont (Salle Walter Hallstein), Brussels

Opening remarks by Commissioner Apostolos Tzitzikostas, Presidency in Office – Albania, and TCT Secretariat – Director Matej Zakonjšek

1.	Deepening Regional Integration and Legislative Convergence <i>Towards a Common Transport Policy Framework</i> Guiding Question: <i>How can we accelerate full alignment with the EU transport acquis in the context of the EU accession process and ensure that legislative progress translates into tangible benefits for citizens and businesses across the region?</i> Relevant Documents: • 2025 Progress Report on the implementation of the Transport Community Treaty (TCT) Action Plans and EU Acquis transposition for the Western Balkans and the 2025 corresponding report for the Observing Participants
2.	Advancing Strategic Connectivity through the TEN-T Network <i>Building Seamless Infrastructure Links for Growth and Competitiveness</i> Guiding Question: <i>What further steps are needed to transform the TEN-T extension into a truly integrated, multimodal network that drives economic convergence, sustainability and regional competitiveness?</i> Relevant Documents: • 2025 Annual Report on the Development of the Indicative TEN-T Extension in the Western Balkans and the Observing Participants • First Draft Work Plan of the Western Balkan Eastern Mediterranean Corridor
3.	Accelerating Green and Resilient Transport Corridors <i>Facilitating transport flows and enhancing economic integration</i>

	Guiding Question: <i>How can the Western Balkans, the Observing Participants, and the EU further deepen cooperation to facilitate seamless transport flows that strengthen integration, trade and mobility throughout Europe?</i> Review of progress on the Green Lanes in the Western Balkans and Solidarity Lanes between Ukraine, Moldova, and the EU, highlighting cooperation for a better-connected transport system.
4.	Strengthening the Social Dimension Reinforcing Partnership and Shared Responsibility Guiding Question: <i>How can we strengthen the social dimension of transport by ensuring fair working conditions, passenger rights, and gender equality, while supporting the sector's green and digital transitions?</i> Relevant Documents: Next Generation Action Plan for Social Issues and Passenger Rights 2026–2028, reinforcing the social dimension and citizens' trust in transport policy Conclusions of the 6th Social Forum of the Transport Community (Tirana, April 2025) advancing transposition and implementation of EU acquis on passenger rights
5.	Endorsement 2025 Progress Report on implementation of the Transport Community Treaty (TCT) Action Plans and EU Acquis transposition for the Western Balkans and Observing Participants 2025 Report on the Development of the Indicative TEN-T Extension of the Comprehensive and Core Networks in the Western Balkans and Observing Participants Next Generation Action Plan for Social Issues and Passenger Rights 2026–2028, reinforcing the social dimension and citizens' trust in transport policy
	AOB
6.	Challenges of the transport operators from the Western Balkans entering the Schengen area

Presidency Conclusions of the 9th Meeting of the Ministerial Council of the Transport Community, reaffirming political will for closer transport integration

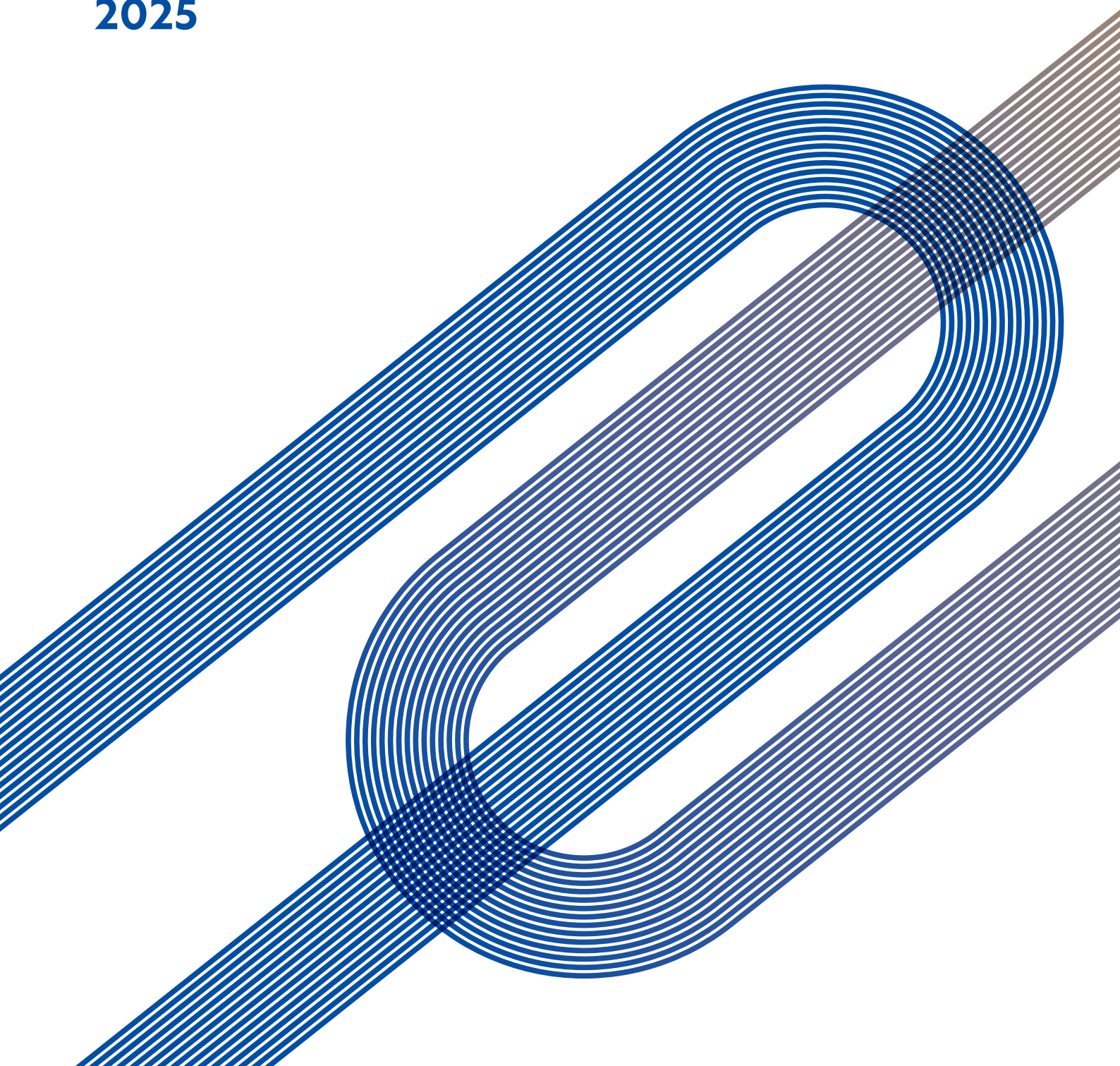
Closing remarks by Commissioner Apostolos Tzitzikostas and Presidency in Office –
Albania

Followed-by high-level lunch

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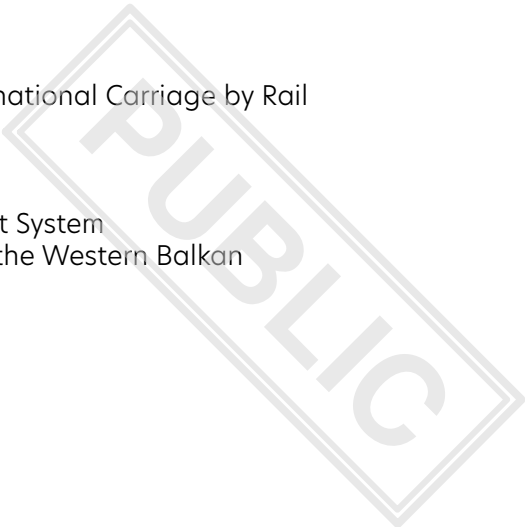
Progress Report on Implementation of Next Generation Action Plans and EU Acquis Transposition for Western Balkans

2025



List of Abbreviations

Annex I	Annex I to the Transport Community Treaty
ATONS	Development and installation of the navigation monitoring and electronic fairway marking system on the Danube River
ANTOC	Albanian National Traffic Operation and Control Centre
B2B	Business-to-Business
BCAs	Border Crossing Agreements
BCPs/CCPs	Border Crossing Points/Common Crossing Points
CADAS	Common Accident Data Set
CARE database	Community database on road accidents resulting in death or injury
CER	Community of European Railway and Infrastructure Companies
CEFTA	Central European Free Trade Agreement
CESNI	European Committee for Drawing Up Standards in The Field of Inland Navigation
CONNECTA	Technical Assistance to Connectivity in the Western Balkans
DG MOVE	Directorate General for Mobility and Transport
DG NEAR	Directorate General for Neighbourhood and Enlargement Negotiations
DINA/RIS	Digital Inland Navigation Area/ River Information Services
ECDIS	Electronic Chart Display and Information System
EBRD	European Bank for Reconstruction and Development
EC	European Commission
eCMR	Digital version of the freight document CMR
ECVVR	European Centralised Virtual Vehicle Register
EIB	European Investment Bank
EIM	European Rail Infrastructure Managers
EMSA	European Maritime Safety Agency
ERA	European Union Agency for Railways
ERTMS	European Rail Traffic Management System
eTIR	Electronic – International Road Transport
EU	European Union
EU DEL(s)	European Union Delegation(s)
EU Member State(s)	European Union Member State(s)
EVR	European Vehicle Register
eQMS	Electronic Queuing Management System
FIA	Fédération Internationale de l'Automobile
FIDIC	International Federation of Consulting Engineers, Fédération Internationale des Ingénieurs-Conseils
G2G	Government-to-Government
HSH	Albanian Railways
ICT	Information and Communications Technology
IFI	International Financial Institution
IM(s)	Infrastructure Manager(s)
IPA	the Instrument for Pre-Accession Assistance
ITS	Intelligent Transport Systems
IWW	Inland Waterways
JASPERS	Joint Assistance to Support Projects in European Regions
JBCPs	Joint Border Crossing Points
KPIs	Key Performance Indicators
LCs	Level-Crossings
MNSW	Maritime National Single Window
MoU	Memorandum of Understanding
MoT(s)	Ministry(ies) of Transport
NAIADES	EC action programme on the Promotion of Inland Waterway Transport
NIB	National Investigation Body
NS	Network Statement
NSA	National Safety Authority
NVR	National Vehicle Register



OTIF	Intergovernmental Organisation for International Carriage by Rail
PIU	Project Implementation Units
PSO	Public Service Obligation
RAMS	Road Asset Management System
RIAMS	Railway Infrastructure Asset Management System
RIMN WB	Rail Infrastructure Managers Network of the Western Balkan
RAP	Rail Action Plan
RINF	European Registers of Infrastructure
RIS	River Information Services
RISM	Road Infrastructure Safety Management
ROADPOL	European Roads Policing Network
RRA	Railway Regulatory Agency
RSC	Regional Steering Committee
RTSA	Road traffic safety agency
ROZ	Bosnia and Herzegovina Regulatory Agency
RSA	Road Safety Audit
RSI	Road Safety Inspection
RU	Railway Undertaking
RP s	Regional Participants (SEE Parties)
S2R JU	Shift2Rail Joint Undertaking
SDG(S)	Sustainable Development Goal(s)
SEE Parties	Southeast European Parties: Albania, Bosnia and Herzegovina, Kosovo*, North Macedonia, Montenegro, Serbia
SEED	System for Electronic Exchange of Data
SLA	Service Level Agreement
TA	Technical Assistance
TAIEX	Technical Assistance and Information Exchange instrument of the European Commission
TCT Secretariat	Transport Community Permanent Secretariat
TEAMS platform	Microsoft Teams business communication platform
TEN-T	Trans-European Transport networks
ToR	Terms of Reference
TSI(s)	Technical Specification(s) of Interoperability
TTF	World Bank Trade and Transport Facilitation Project
UNDP	United Nations Development Program
USAID	United States Agency for International Development
VIAS Institute	Virtual Institute of Applied Science
VTMIS	Vessel Traffic Monitoring and Information System
WB CIF	Western Balkans Chamber of Investment Forum
WBIF	Western Balkans Investment Framework
WBRSO	Western Balkans Road Safety Observatory
WHO	World Health Organisation

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

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Executive Summary

The objective of this report is to present the progress made in implementing the Transport Community Permanent Secretariat's (TCT Secretariat) Five Next Generation Action Plans and to provide an update, as reported by Regional Partners, on the transposition of the ANNEX I of the Transport Community Treaty.

This year's progress report is the first to cover the Next Generation Action Plans for the period 2025 -2027. The chapter on Social Issues and Passenger Rights continues to refer to the former Action Plan and the progress made by Regional Partners, as it remains valid until the end of 2025. The Next Generation Action Plan on Social Issues and Passenger Rights will be presented at the upcoming Regional Steering Committee meeting in October 2025.

This report provides various stakeholders, relevant regional authorities and other international institutions with an objective view of additional efforts undertaken, concrete measures implemented and necessary future actions - including timelines and coordination mechanisms.

The Next Generation Action Plans focus on creating sustainable, smart and resilient transport systems. These plans emphasise digitalisation, decarbonisation and properly maintained infrastructure to address challenges such as climate change, congestion and economic development.

Implementation of measures identified within these plans will increase safety levels by introducing advanced technologies in the key transport areas, ensuring further development of digital platforms for seamless transport. Regarding decarbonisation and the global focus on reducing the Co2 emissions, it has been planned to increase the number of e-charging stations, improve rail legislation and services and align the legislation with the green agenda measures and the New Growth Plan for the Western Balkans, particularly in areas related to e-freight regulations.

Among the key objectives of these plans is the promotion of a modal shift - specifically, increasing the use of rail and public transport through improvements in legislation and overall mobility plans in the region. The Next Generation Action Plans aim to make transport sector more resilient, accessible and safe for all road users.

To achieve the objectives and meet the expectations set under each Next Generation Action Plan, the Transport Community Permanent Secretariat, in coordination with relevant partners such as the European Commission, international financial Institutions and others, has increased cooperation and aligned the overall objectives with the activities foreseen/planned for the 2025 - 2027 period. Moreover, achieving these objectives requires increase of efforts and support from each Regional Partner involved in different segments of transport sector. This includes both high- level officials and technical/experts from the bodies established under the umbrella of the Transport Community Permanent Secretariat.

During this reporting period (October 2024 - October 2025), numerous capacity-building activities, training and workshops were carried out to further enhance the understanding and strengthen capacities related to the Transport Acquis (ANNEX I to the Transport Community Treaty). Several technical assistance programmes, contracted during 2024 and financially supported through the TCT Secretariat budget, EU Instruments and other IFIs, were implemented. Measures supported through these technical assistance programmes showed the most progress, indicating that the region requires continuous support through technical assistance for the transposition and implementation of the ANNEX I of the Transport Community Treaty.

Regional Partners have achieved progress in different areas of transport. This includes advancements in transposition of legislation, such as adoption of railway laws, the establishment of rail agencies and railway regulatory bodies, the signing of the multi-annual maintenance contracts, deployment of e-charging stations and alternative fuels and reduction in the number of road fatalities. The political endorsement and the financial package for modernisation of the 11 Green Lanes priority crossing points at the EU-Western Balkans Summit in Brussels on December 19, 2024, can be considered one of the biggest achievements in transport facilitation. Moreover, one of this year's highlights was the Digital Mobility and ITS Conference for the Western Balkans and Observing Participants, held on May 20, 2025, in Seville as part of the 16th ITS European Congress. At this event, all Regional Partners and observing participants committed to further enhancing the transposition of the required ITS legislation and continuing the deployment along the TEN-T core network.

The Transport Community Permanent Secretariat encourages its Regional Partners to further strengthen efforts related to the transposition of legislative measures identified within each Next Generation Action Plan.

Partners are also encouraged to make full use of the assistance offered by the Transport Community Secretariat, TAIEX, and/or other technical assistance instruments available through IPA programme and other sources. Measures related to ITS system, and other measures identified within the New Growth Plan Reform Agenda will require particular attention to ensure their inclusion on the list of the accomplished measures.

During the 2025 -2027 period, Regional Partners are expected to fully open the rail market at the domestic level, aiming towards full opening at the regional level, and to advance the integration process of the road transport market with the European Union. Furthermore, the European Union candidate partners are expected to make continued progress in negotiating process for both transport chapters, including both opening and the implementation of the closing benchmarks set under these chapters.

Methodology

The monitoring of the Next Generation of Action Plans of the Transport Community Treaty (TCT) builds on the methodology agreed at the 5th Regional Steering Committee meeting held in June 2019. The existing framework of indicators and the established rating approach remain fully applicable, thereby ensuring continuity and comparability across different reporting cycles. This enables consistent tracking of progress over time, at the same time allowing new priorities introduced through the Next Generation of Action Plans to be captured within the same methodology.

The Next Generation of Action Plans contain two types of measures:

- First, measures carried over from the previous Action Plans, which remain relevant and require further work to achieve their objectives. For these, progress will be presented in comparison with the previous reporting period, thereby providing a clear picture of how implementation has advanced or slowed over time.
- Second, new measures introduced to address emerging challenges or to align more closely with evolving EU legislation and policy priorities. For these, progress will be reported starting from the current reporting period.

However, where preparatory activities were undertaken prior to the adoption of the Next Generation Action Plans, these will also be recognised as part of the assessment. This ensures that the monitoring framework captures not only the progress achieved during the reporting cycle, but also the past efforts which have contributed to implementation.

The overall purpose of the monitoring mechanism is to track both progress and regress in the implementation of the measures included within the Next Generation Action Plans, and to provide stakeholders with an objective assessment of achievements, delays and remaining gaps. Each measure is assessed individually; no comparison is made between measures, as each addresses different objectives and contexts. Instead, all measures are evaluated using the same scale and weighting system, thus ensuring consistency across the evaluation. The monitoring mechanism applies a set of four qualitative indicators of progress, complemented by one stagnation indicator, as described in Annex IA and IIA of this Report.

The calculation of the overall progress for each measure is based on the average score of its sub-measures, with aggregated results providing an overview of progress within each thematic group (pillar) of measures. This system allows for both detailed analysis at the level of individual measures and an aggregated overview of implementation at the thematic level. It should be noted that the objective is not to create competition between measures, but rather to present a reliable picture of the extent to which commitments made under the Action Plans are being realised.

The monitoring methodology for the Next Generation of Action Plans, therefore, combines continuity with adaptability. By applying the same established system, it maintains comparability with previous Action Plans, while also integrating the recognition of historic progress for new measures and tracking the long-term evolution of carried-over measures. This ensures that the Secretariat and stakeholders can assess both achievements and challenges in a manner that is consistent, transparent and aligned with the objectives of the Transport Community Treaty.

In the progress charts, “up to 2024” refers to progress achieved up to October 2024 (the date of entry into force of the Next Generation of Action Plans), while “2025” reflects cumulative progress made during the reporting period, up to October 2025.

1. Regional Outlook

1.1 Overall Progress

Implementation Summary

Action Plan	Overall Progress Status (%)	General Objectives
Rail	Up to 2025 58%	- Opening of the rail market to promote competition and improve efficiency - Standardisation of train driver licensing across borders - Improvement of interoperability between national rail systems - Strengthening of railway safety standards and practices - Modernisation of rail network infrastructure - Promoting of regional cooperation - Implementation of sustainable and multimodal transport measures
Road	Up to 2025 53%	- Improving road maintenance planning and practices - Deployment of ITS (Intelligent Transport Systems) - Improving climate resilience planning and practices - Enhancing the use of alternative fuels and the deployment of e-charging stations - Promoting regional cooperation
Road Safety	Up to 2025 55%	- Strengthening road safety management - Promoting safer infrastructure - Promoting the protection of road users (including speed management) - Promoting the use of safer vehicles - Enhancing cooperation and exchange of experience
Waterborne Transport and Multimodality	Up to 2025 22%	- Promoting green and smart waterborne transport - Improving safety and security in waterborne transport - Improving navigability, port infrastructure and multimodal systems - Enhancing the attractiveness of the workforce in waterborne sector
Transport Facilitation	Up to 2025 30%	- Addressing inefficiencies and delays - Improving operations and physical capacity at the main BCPs - Introducing one-stop and joint controls models at the main road and rail BCPs - Strengthening the capacities of border agencies
Social Issues and Passenger Rights	Up to 2025 37.6%	- Improving the working environment and ensuring the health and safety of workers in the transport sector - Promoting gender balance and contributing to a more diverse workforce - Ensuring a just transition for transport workers as digitalisation advances - Protecting passenger rights to ensure reliable and accessible travel

Rail:

Out of the six Western Balkan economies, four have opened their rail markets, enabling eighteen private freight railway undertakings to operate. These companies collectively hold over 30% market share. However, no private passenger operators are present to date.

Important steps have been taken to enhance safety, particularly at critical level crossings across the region.

The Transport Community Secretariat (TCT) has developed technical specifications for such investments. While infrastructure modernisation is prioritised in national plans, funding constraints remain a major challenge, particularly for routine and capital maintenance. Notably, North Macedonia has signed a Multi-Annual Infrastructure Contract between the Infrastructure Manager and national authorities, representing progress in infrastructure governance. Similar contract has been signed in Bosnia and Herzegovina (the entity of Republika Srpska). Montenegro adopted a new Railway Law, marking an important step toward full harmonisation with the EU Rail Acquis.

A key milestone in this reporting period is the initiation of the establishment process for the Railway Centre of Excellence, aimed at strengthening professional education and skills in the railway sector. Additionally, the Regional Network of National Investigation Bodies (NIBs), National Safety Authorities (NSAs) and Regulatory Authorities (RRAs) have been established.

Progress was also made toward setting up an Electronic Vehicle Register (EVR) and integrating it with the European Vehicle Register. On interoperability, several training sessions were conducted in partnership with the European Union Agency for Railways (ERA).

Road:

Progress has been made across several areas, including road maintenance, ITS deployment and alternative fuel infrastructure. Albania continues to maintain its entire national road network through performance-based contracts and has installed 9 fast-charging stations at border crossings, integrated into a central management system. In Bosnia and Herzegovina, all four road authorities operate GIS inventory databases, while PE "Roads of FBiH" manages a fully functional Road Asset Management System. Kosovo has progressed in the preparations for ITS by designing its Traffic Control Centre and drafting the ITS legislation. Montenegro adopted a medium-term road programme covering the period until 2028 and, with EBRD support, introduced RAMS software and established a road network database. North Macedonia is preparing a 10-year Strategy for the Development and Maintenance of State Roads and is about to tender the ITS deployment on Corridor X. Serbia continues with the implementation of its Service Level Agreement for 2024-2026 and has expanded its charging infrastructure, with 19 e-charging stations operational, 13 in the process of connection, and an additional seven planned on new motorway sections.

Road Safety:

Notable achievements for this reporting period include Bosnia and Herzegovina adopting several by-laws related to road safety, and Kosovo adopting the Law on Roads, which includes Article 36 establishing a road agency responsible for road safety – a significant development. Montenegro has drafted the Law on Homologation of Vehicles, Systems, Vehicle Components and Special Technical Units, transposing the Regulations EU 2018/858, EU 167/2013, and EU 168/2013. In North Macedonia, the newly implemented "Safe City" system will automate traffic violation detection as of January 2026. With an updated Decision on establishing the new National Road Traffic Coordination Body adopted in July 2025, Serbia has formed 10 expert working groups to improve the traffic safety management system.

Statistics show that the total number of road fatalities in the Western Balkans decreased from 1,261 in 2023 to 1,225 in 2024 - a reduction of 36 fatalities or 2.9%. Although there has been a decline, the pace of reduction remains insufficient to ensure the achievement of regional targets: a 25% reduction in serious injuries and fatalities by 2027, and a 50% reduction by 2030.

Waterborne Transport and Multimodality:

During the reporting period, notable progress was achieved. Albania transposed three pieces of EU Acquis: Regulation (EU) 2019/1239 on establishing a European Maritime Single Window environment making operational the National Maritime Single Window, Directive 2009/45/EC on Passenger Ship Safety, and Council Directive 98/41/EC on the Registration of Persons Sailing on Board Passenger Ships. Preparatory work for port digitalisation and renewable energy projects has also been finalised. Serbia approved the Regulation on Titles, Conditions for Acquiring Titles and Authorizations of Crew Members of Maritime Ships and the Rulebook on Technical Rules for Statutory Certification of Inland Navigation Ships. It also put into operation a new hydrographic vessel and carried out key feasibility and dredging studies on improving the navigability in the Sava River. Meanwhile, Bosnia and Herzegovina is developing the phase III for construction of the list mile (road and rail) connections at the River Port of Brčko.

Transport Facilitation:

In the road sector, the upgrade of the one-stop system at the road BCP Tabanovci/Presevo between North Macedonia and Serbia represents an important improvement in accordance with the Action Plan. Effective one-stop controls were introduced in July 2025, following the signing of the new agreement and protocol.

Good progress has also been achieved at the shared BCPs between Kosovo and North Macedonia. As of April 2025, the two neighbouring parties have been implementing the entry-entry model of controls for passenger vehicles at the BCP Hani i Elezit/Blace.

The European Commission has made funding available under the Safe and Sustainable Transport Programme 2.0 for the 11 Green Lanes crossing points. Previously, the TCT Secretariat prepared the so-called fiches identifying the most urgent needs in terms of infrastructure, equipment and human resources on those BCPs.

Social Issues and Passenger Rights:

Albania advanced preparations through technical assistance, while Bosnia and Herzegovina worked on draft amendments to strengthen provisions on working time, rest periods and recording devices. Montenegro submitted a new law to the European Commission for opinion, expected to be adopted by the end of the year, ensuring full compliance with the EU framework. In Serbia, the Law on Amendments to the Law on Working Hours of Vehicle Crews Engaged in Road Transport and Tachographs is currently in the Government procedure for adoption.

Measures related to equal opportunities in the transport sector and just transition for transport workers have not been scored, as they are non-legislative in nature. These measures primarily aim to encourage Regional Partners to take initiatives that promote gender balance, workforce diversity and the transition to a more digital and sustainable transport environment. While not mandated by specific legislation, such measures are crucial for fostering inclusive and forward-looking policies in the region.

1.2 Background

During the Ministerial Council in Skopje on December 12, 2023, it was announced that 2024 will mark the final year for monitoring the current Action Plans. Following this announcement, the Transport Community Secretariat initiated the drafting process for the Next Generation of Action Plans. Initial discussions took place within Technical Committees in November and December 2023, during which all technical committee members were consulted and contributed to the whole drafting process. The Next Generation Action Plans were endorsed by the Regional Steering Committee members at the 25th meeting on November 14, 2024, in Brussels and were subsequently presented to the Ministers at the Ministerial Council meeting on May 16, 2025 in Belgrade. These Action Plans were guided by insights gained from monitoring the previous Action Plans (2021-2024) and by anticipated legal and strategic shifts in the upcoming period (2025 - 2027).

The Next Generation Action Plans align, to the extent possible, with the following strategic documents:

- Newly revised Transport Community Treaty ANNEX I.
- The New Growth Plan for the Western Balkans and the relevant Priority Actions for Integration into the EU Single Market.
- European Union - Western Balkans Summit Brussels Declaration, dated December 13, 2023.
- Transport Community Declarations from the Connectivity Summit in 2023, Road Summit 2022 and Rail Summit 2021.
- Strategy for Sustainable and Smart Mobility in the Western Balkans, July 2021.
- EU - Western Balkans Green Lanes Initiative.

1.2.1 Rail

The Next Generation Rail Action Plan focuses on key priority areas, primarily the opening of railway markets at both national and regional levels. It aims to unlock opportunities for railway undertakings and infrastructure managers, promoting joint regional planning and improve maintenance practices for greater efficiency.

The Action Plan is structured around seven pillars:

- Market Access,
- Train Driver Licences,
- Railway Safety,
- Interoperability,
- Infrastructure Modernisation,
- Western Balkans-EU Cooperation,
- Sustainable and Multimodal Measures.

It builds upon the 2020-2024 Rail Action Plan, retaining key priorities such as market opening, interoperability and infrastructure modernisation. It places greater emphasis on alignment with the EU Rail Acquis, particularly reflecting Annex I.2 of the Transport Community Treaty (TCT), which contains all relevant EU Rail legislative acts. It is the obligation of all Regional Partners to transpose these acts into their national legislation. New additions include enhanced cooperation with EU Member States and sustainability-related measures, in line with the Strategy for Sustainable and Smart Mobility in the Western Balkans and the New Growth Plan Reform Agenda.

1.2.2 Road

The Next Generation Road Action Plan provides the framework to support the transposition of Annex I.3 of the Transport Community Treaty, covering rules applicable to road transport while incorporating the latest changes in EU legislation and aligning with the New Growth Plan Reform Agenda. It introduces forward-looking measures to enhance the efficiency and responsiveness of road transport for both goods and passengers. While retaining the four main pillars of the previous plan, this updated version provides more precisely defined actions, reflecting progress achieved, the specific needs of Regional Partners and recent updates to relevant EU regulations.

The measures are structured under four pillars:

- Establishment of an Efficient Maintenance System,
- ITS Deployment in the Core/Comprehensive Road Network,
- Enhancing Road Transport Climate Resilience and Use of Alternative Fuels,
- Enhance Regional Cooperation and Experience Exchange.

The Next Generation of Road Action Plan supports the region's compliance with Regulation (EU) 1679/2024, which repeals Regulation (EU) 1315/2013 and aligns the road network with European standards to increase efficiency and connectivity across the Western Balkans. It also advances the transposition and implementation of Directive (EU) 2661/2023 on Intelligent Transport Systems and related delegated regulations; the application of the European Commission's Technical Guidance on Climate Proofing of Infrastructure (2021-2027); and the transposition of Regulation (EU) 1804/2023, which repeals Directive (EU) 2014/94/EU on alternative fuels infrastructure, thus enabling a more sustainable and integrated regional transport system.

1.2.3 Road Safety

The Next Generation Road Safety Action Plan incorporates the Safe System approach, a core feature of the Decade of Action for Road Safety for 2021-2030 and the EU Road Safety Policy Framework 2021-2030, which are considered the next steps towards Vision Zero. This action plan is structured around five pillars:

- Strengthening road safety management,
- Promoting safer infrastructure,
- Promoting the protection of road users (including speed management),
- Promoting the use of safer vehicles, and
- Enhancing cooperation and exchange of experience.

Within these pillars, the plan outlines actions and best practices aimed at preventing serious road injuries and fatalities. It supports the transposition of the Acquis related to road safety, much of which is contained in TCT Annex I.3. It emphasises the importance of a holistic approach to road safety and calls for continued improvements in road and vehicle design, improvements to laws and law enforcement, road safety data collection and timely, life-saving emergency care for the injured. The overarching goal is to integrate safety measures into every part of the road system, creating a secure environment for all road users, including pedestrians, cyclists and drivers.

This plan recognises that road transport is a complex system and places safety at its core. It stresses that humans, vehicles and road infrastructure must interact in a way that ensures a high level of road safety.

1.2.4 Waterborne Transport and Multimodality

The Next Generation Action Plan for Waterborne Transport and Multimodality outlines the priorities for the transposition of the EU Acquis outlined in Annex I.4 'Maritime Transport' and Annex I.5 'Inland Waterway Transport' of the Transport Community Treaty. The plan aims to support the green transition process, enhance digitalisation of the sector, improve safety and security of navigation and infrastructure, advance multimodal transport, upgrade port infrastructure, strengthen training and education of the professional and improve working conditions in the waterborne sector for Western Balkan Regional Partners, in full implementation of the Transport Community Treaty and its Annex I.

The Action Plan is structured into four core pillars:

- Promoting green and smart waterborne transport,
- Promoting safe and secure waterborne transport,
- Improving navigability, port infrastructure and multimodal systems, and
- Enhancing the attractiveness of the workforce in waterborne sector.

Each pillar is divided into several components focusing on specific legislative actions required to be aligned with EU standards and international obligations, as well as concrete actions related to infrastructure development, social considerations, digitalisation and green elements. Through these integrated measures, the Action Plan aims to foster a more efficient, sustainable and connected waterborne transport network.

1.2.5 Transport Facilitation

The Next Generation Action Plan for transport facilitation provides a list of short and medium-term activities aimed at addressing bottlenecks on the extended road and rail TEN-T Network in the Western Balkans, caused by waiting times and delays at the border-crossing points. The plan promotes more efficient operations and improvements of the capacity throughputs.

The Transport Facilitation Action Plan 2025-2027 builds up on the previous 2020-2024 Action Plan. It remains focused on improving the efficiency and capacity of the intra-Western Balkans and EU-Western Balkans Road and rail border-crossing points through joint border operations. It also considers developments related to the Green Lanes initiative and the Transport Community's priorities for introducing new digital solutions for information exchange and paperless transport and trade.

The plan is structured around three pillars of measures:

- Improving efficiency of the rail BCPs/CCPs,
- Improving efficiency of road BCPs/CCPs,
- Horizontal measures for transport facilitation.

1.2.6 Social Issues and Passenger Rights

The Action Plan for Social Issues and Passenger Rights provide a list of short-and medium-term initiatives (2023 -2025). It is structured around four pillars:

- Workers' fundamental rights: focusing on improvements in the working environment, including the health and safety of workers in the transport sector,
- Equal opportunities: improving gender balance and contribute to a more diverse workforce,
- Just transition for transport workers: addressing changes brought by digitalisation and innovation, which create new opportunities and solutions,
- Passenger rights: promoting safer and more accessible travel.

The first Action Plan for the Implementation of the EU Acquis in the Area of Social Issues and Passenger Rights (2023-2025) will expire at the end of 2025.

1.3 Progress by Action Plans²

1.3.1 Rail

Overall Progress

The average implementation rate at the regional level is 58%. The implementation rate for each Regional Partner is presented in the chart below.

Overall Progress

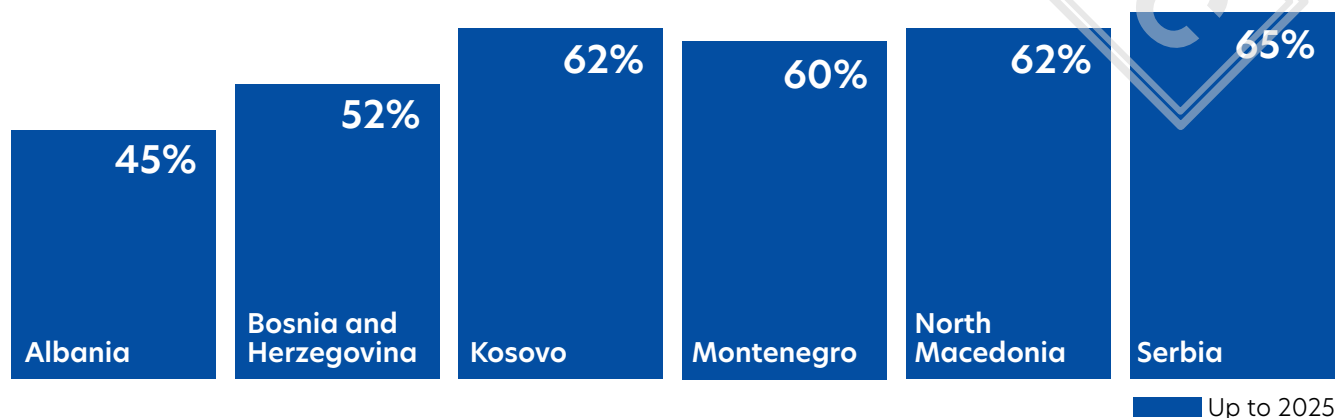


Figure 1. Overall Progress by All Regional Partners

Rail Market Opening

62%

In 2015, the Western Balkans' rail market was fully closed to private operators. Since then, significant liberalisation has occurred, driven by the Connectivity Reform agenda under the Berlin Process. Today, eighteen private freight operators are active in the Region, with the exception of North Macedonia and Bosnia and Herzegovina, where the market remains closed.

However, without regional-level market opening, current progress may not be economically or operationally sustainable. To address this, Regional Partners have committed to further EU legislative alignment, market liberalisation and improved infrastructure governance through contracts between infrastructure managers and government authorities.

During the reporting period:

- Montenegro adopted new Railway Law – a significant step toward full compliance with EU Rail legislation. A new Rail Agency was established, combining the competencies of NSA and RRA.
- Bosnia and Herzegovina, "Railways of the Republika Srpska" signed both a Multi-Annual Infrastructure Contract and a Public Service Obligation Contract.
- Albania established a new Railway Regulatory Agency and, by adopting the 2024 Law on Separation, legally divided its national rail company (HSH) into separate infrastructure and operations entities.
- Infrastructure manager from North Macedonia signed a five-year Multi-Annual Infrastructure Contract.
- Bosnia and Herzegovina still needs to implement structural separation. However, progress is visible in the entity of Republika Srpska, where the public railway operator began functioning as a holding company from January 2025, with clear internal separation of infrastructure and operations.

² Progress noted in the report is based on self-reporting by the Regional Partners.

Rail Market Opening

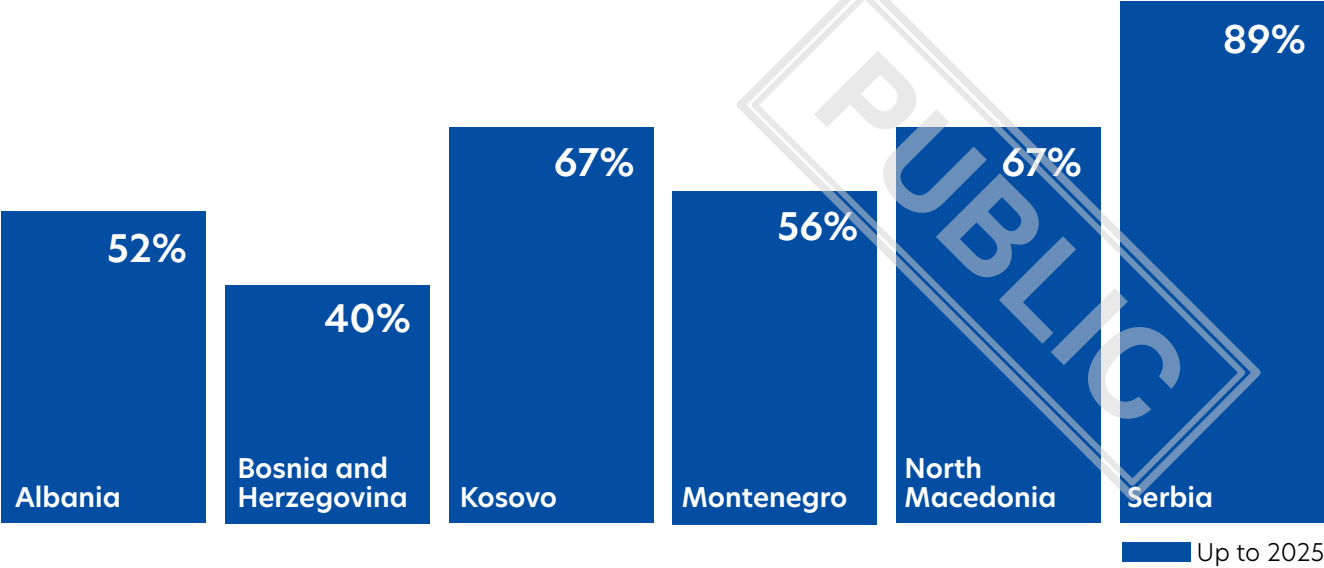


Figure 2. Rail Market Opening

Train Driver Licencing

72%

Train driver licencing is a fundamental component of safe and efficient railway operations, requiring a combination of technical competence, regulatory compliance and a sustained commitment to high safety standards. The focus remains on the full implementation of key EU legislation: Directive 2007/59/EC, Regulation (EU) 2019/554 and Regulation (EU) No 36/2010.

All Regional Partners have initiated this process and made significant progress towards full implementation. It is important to emphasise that the progress reported reflects previous efforts; no additional progress was achieved during the current reporting period.

Train Driver Licencing

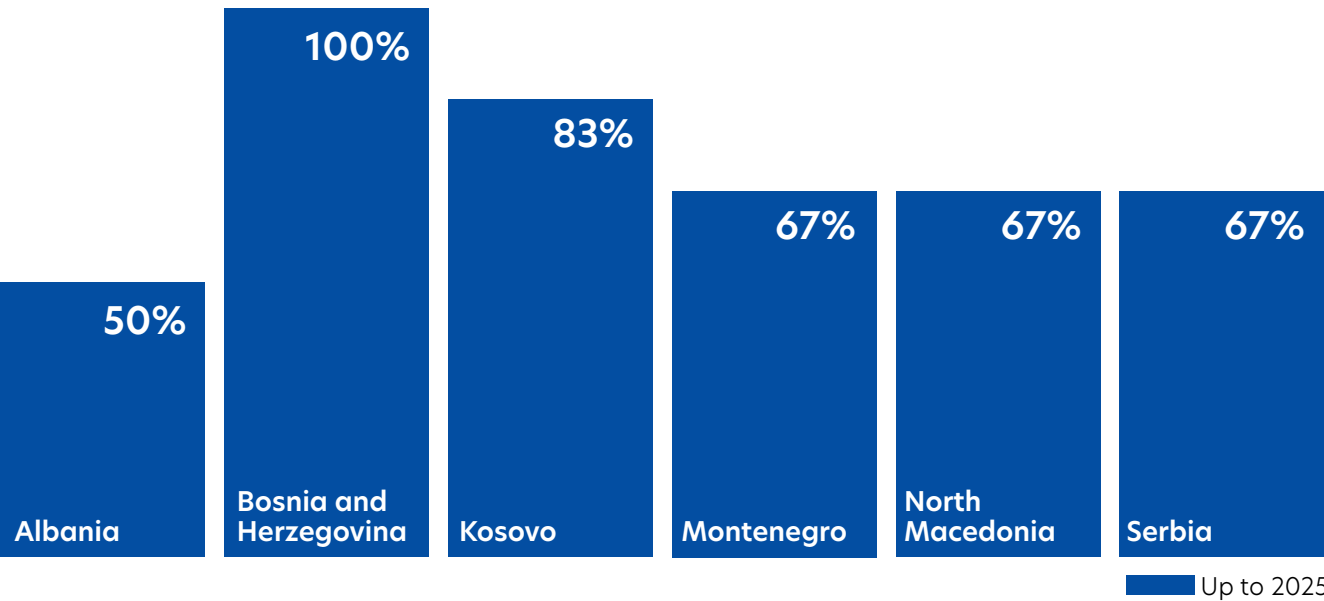


Figure 3. Train Driver Licencing

All Regional Partners seeking integration with the European TEN-T Network must align their legislation with the standards and requirements outlined in Annex I.2 of the Transport Community Treaty (TCT). This Annex consists of all relevant EU Rail legislative acts, and it is the obligation of all Regional Partners to transpose them into national legislation. This includes ensuring the interoperability of railway systems, facilitating cross-border operations and improving overall regional connectivity.

To support this, partners are required to transpose and implement Directive 2008/57/EC and its updated version, Directive (EU) 2016/797, which is part of the 4th Railway Package. In parallel, the establishment of an electronic vehicle register, in line with the European Vehicle Register (EVR), and an infrastructure register aligned with the European Register of Infrastructure (RINF), are necessary steps.

In this context, the TCT Secretariat, in cooperation with DG MOVE and the European Union Agency for Railways (ERA), has continued to provide technical support to all Regional Partners.

During the reporting period:

- Albania, Bosnia and Herzegovina and North Macedonia advanced in interoperability by initiating steps to establish national electronic vehicle registers.
- Montenegro, Serbia and Kosovo have drafted Railway Safety Laws, with adoption expected by the end of 2025.

Interoperability

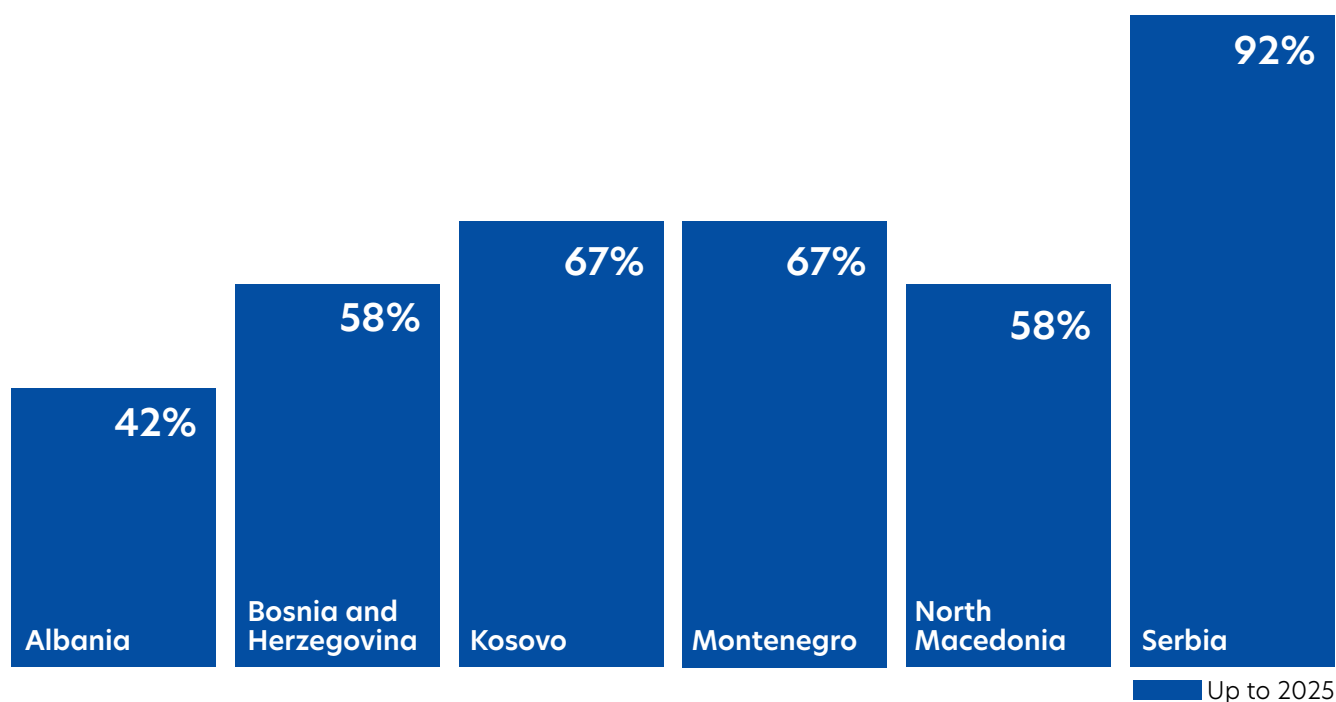


Figure 4. Interoperability

This pillar focuses on achieving mutual recognition of the four key rail safety-related documents at the regional level:

- Operating licences
- Safety certificates,
- Train driver licences
- Vehicle authorisations.

These elements are fundamental for opening the rail market beyond national borders and enabling seamless cross-border operations. In parallel, the implementation of Safety Management Systems, the certification of maintenance workshops, and the streamlining of national safety rules are essential for ensuring harmonised, safe and efficient railway operations across the region.

Despite their importance, further efforts are needed by all Regional Partners to achieve mutual recognition of these four documents. To advance in this area and align with EU requirements, comprehensive legislative reforms are urgently required to advance in this area and align with EU requirements.

None of Regional Partners have made progress on this measure during the current reporting period.

Railway Safety

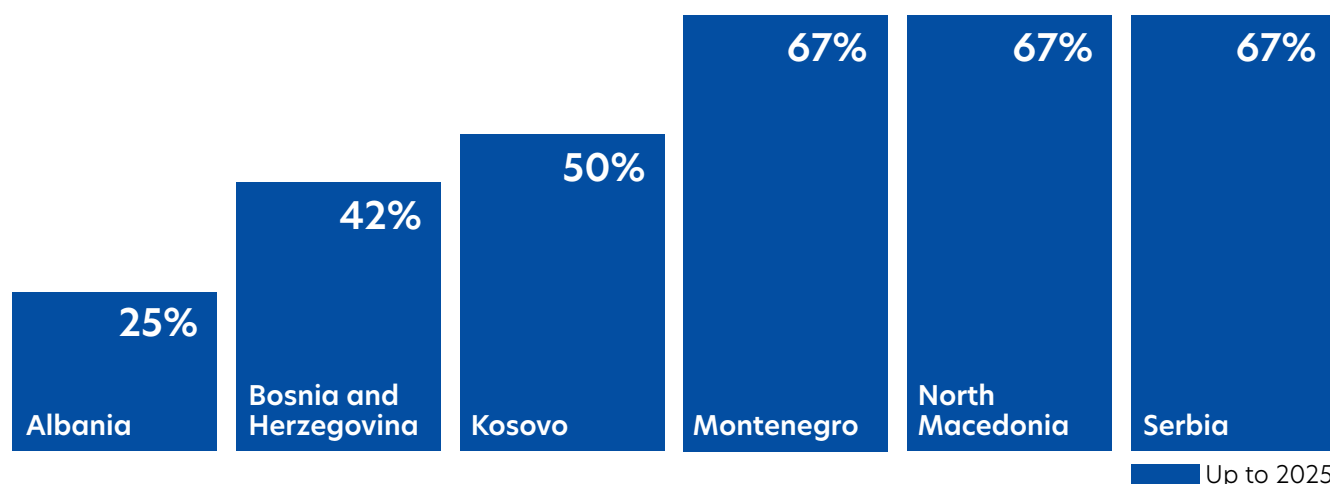


Figure 5. Railway Safety

Modernisation of the Rail Network Infrastructure

54%

This pillar focuses on the modernisation of rail infrastructure through several key actions: the establishment of Rail Infrastructure Asset Management Systems (RIAMS), the development of strategies and action plans for priority regional railway projects - particularly those identified in the European Investment Plan (EIP) and the preparation of tender documentation to improve safety at level crossings.

During the reporting period, Kosovo, Serbia and Montenegro successfully applied for funding through the World Bank under the Smart and Sustainable Transport Programme (SSTP) and were awarded European Commission grants to implement level crossing safety upgrades:

- Kosovo - 22 level crossings
- Serbia - 60 level crossings
- Montenegro - 5 level crossings

The process of establishing RIAMS is ongoing in all Regional Partners and represents a key step toward structured maintenance planning and long-term infrastructure sustainability.

Modernisation of the Rail Network Infrastructure

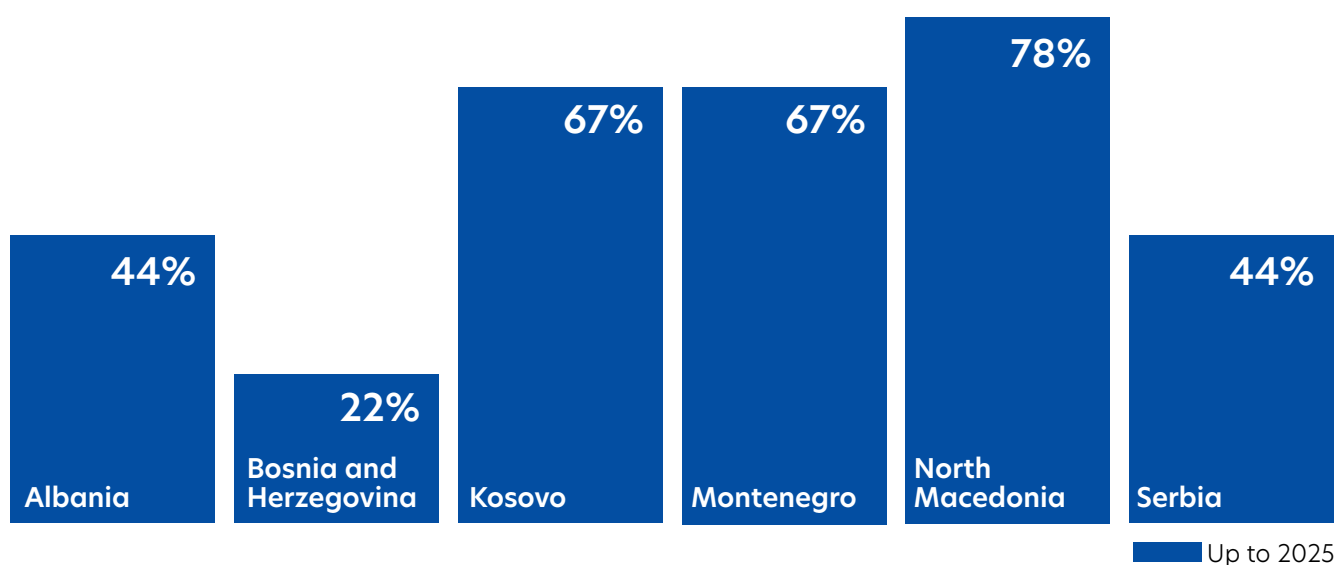


Figure 6. Modernisation of the Rail Network Infrastructure

Cooperation within the region

67%

The primary objective of this pillar is to strengthen regional cooperation. Given that the institutional frameworks in several Regional Partners are still under development, the establishment of regional networks plays a vital role in supporting institutional capacity and fostering alignment with EU practices.

A major milestone was achieved in May 2025, when all National Investigation Bodies (NIBs), National Safety Authorities (NSAs) and Railway Regulatory Authorities (RRAs) from the Western Balkans signed a Memorandum of Understanding to formally establish the Regional Network of Safety Authorities, Investigation Bodies and Regulatory Authorities. This has resulted in 67% progress achieved by all Regional Partners individually.

The above-mentioned measures focus on advancing digitalisation and e-freight capabilities by adopting legislation aligned with the EU Acquis. Additionally, efforts are directed towards promoting multimodality through preparing and approving action plans for developing a network of multimodal freight terminals. Enhancing resilience and sustainability in the rail sector is an additional priority.

e-freight: In late 2024, DG ENEST, in coordination with the TCT Secretariat, launched the EU4Digital initiative, co-funded by the EU and Germany's BMZ, with one of its three core components dedicated to e-freight. The programme aims to accelerate digital transformation in the Western Balkans by improving digital infrastructure, enabling cross-border services and supporting business digitalisation.

Multimodality: In parallel, the TEN-T Regulation extension to the Western Balkans clearly defines the Core and Comprehensive networks for roads, railways and ports, but multimodal terminals remain underdeveloped. The TCT Secretariats, together with Regional Partners, identified barriers to multimodality, conducted market and prospective analysis and drafted an action plan for a cohesive multimodal freight terminal network. Deliverables included surveys, analyses, a digitalisation report and institutional capacity-building activities. Nine key multimodal rail-road terminals were identified and agreed upon with the Regional Partners for potential inclusion in TEN-T Regulation.

Resilience: On March 27-28, 2025, the Transport Community Secretariat and Deutsche Bahn organised the 7th Railway Infrastructure Managers Network meeting in Frankfurt, including a dedicated workshop on railway infrastructure resilience. The workshop addressed climate change challenges and explored a resilience addendum to the regional rail MoU.

By performing these activities, all Regional Partners individually achieved 33% progress in this pillar.

1.3.2 Road

The average implementation rate at the regional level is 53%. The implementation rates for each Regional Partner are presented in the chart below.

Next Generation Road Action Plan - Overall Progress

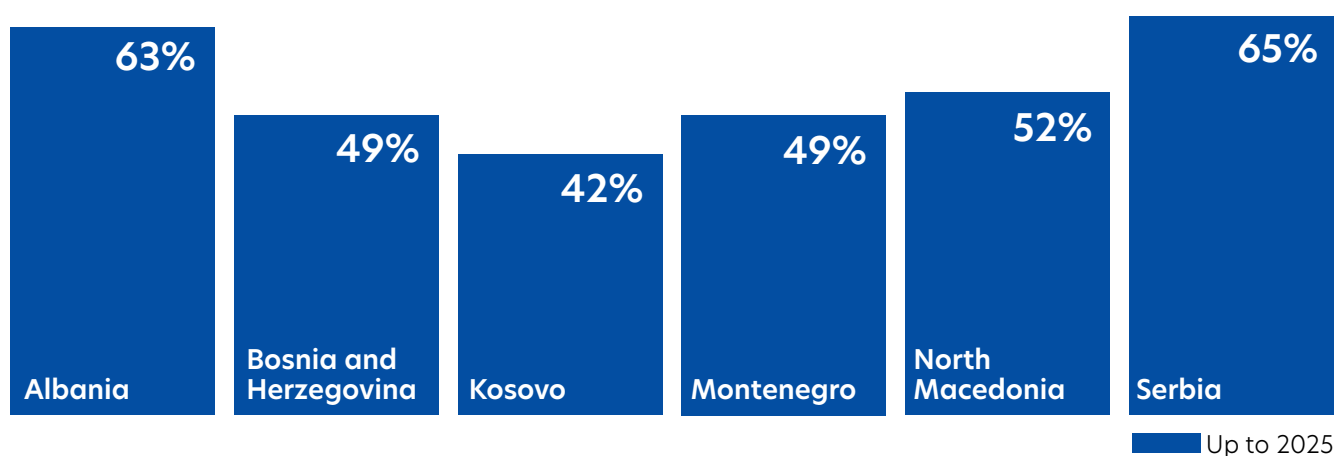


Figure 7. Overall Progress road action plan

Overall Progress

Establishing a Functioning and Efficient Road Maintenance System

42%

The overall progress on this set of measures has been moderate, with an average regional implementation rate of 42%.

Two new measures—Data Collection and Inventory and Asset Condition Assessment—have been added to this pillar. For measures carried over from the previous Action Plan, progress has been very limited, and in most cases, there has been none. This highlights the need for intensified efforts by the Regional Partners to establish Road Asset Management Systems and to sign the Service Level Agreement.

In Albania, the entire national road network continues to be maintained through performance-based contracts, with €105 million which has been earmarked for road maintenance over the next three years. In Bosnia and Herzegovina, all four public road authorities operate GIS inventory databases; however, regular updating of inventory and condition data remains a challenge. Currently, only PE “Roads of FBiH” operates a fully functional RAMS to define maintenance priorities, while the other three companies have achieved only partial implementation. Kosovo has prepared tenders for multiannual maintenance contracts. In Montenegro, a medium-term programme for the construction, reconstruction, maintenance and protection of state roads until 2028 was adopted on June 26, 2025. With EBRD support, RAMS software has been installed, as well as a road network database. North Macedonia is developing a 10-year Strategy for the Development and Maintenance of State Roads. Serbia continues with the implementation of its Service Level Agreement for 2024-2026.

The key challenge in the region remains the continuous collection of data on road network conditions, which is an essential prerequisite for the effective operation of a Road Asset Management System (RAMS). Even where fully functioning RAMS are in place, recruiting and retaining qualified experts within road authorities and public enterprises continue to be a challenge. The introduction of Service Level Agreements is expected to represent a significant step forward and a potential game-changer for the region.

Establishing Functioning and Efficient Road Maintenance System

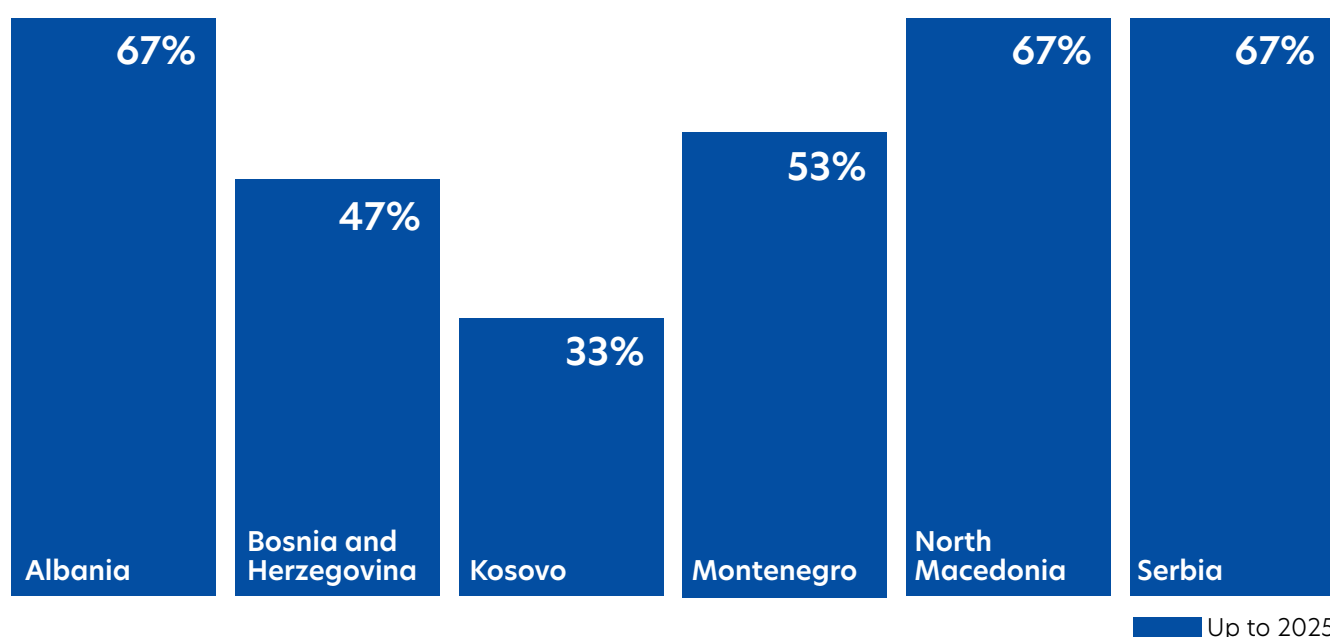


Figure 8. Overall Road Maintenance

ITS Deployment on Core/Comprehensive Road Networks

27%

The overall progress on this set of measures has been slow, with an average regional implementation rate of 27%.

The limited progress is largely due to substantial changes introduced to the pillar to align it with the New Growth Plan Reform Agenda, which now includes the transposition of three new pieces of EU legislation: Directive (EU) 2020/105 amending the ITS Directive 2010/40/EU and two Delegated Regulations, (EU) 2020/1722 and (EU) 2020/1723. Of the seven measures in this pillar, four are newly introduced.

Key achievements in ITS deployment are mixed, with several Regional Partners advancing in preparatory steps but facing delays in formal approvals and large-scale implementation.

In Albania, the National Access Point and National Body have been designated, and Delegated Regulation 670/2022 has been partially transposed. In Bosnia and Herzegovina, despite the finalisation of the ITS Strategy since 2023, its approval is still pending. Kosovo is advancing with the design of its Traffic Control Centre and is in the process of drafting ITS legislation. Montenegro is implementing its 2022-2026 ITS Programme in phases. North Macedonia is progressing with the transposition of relevant legislation under the SUPRAE project; tendering for ITS deployment on Corridor X is planned for late 2025. In Serbia, the ITS Strategy has been finalised and a new Law on Roads has been drafted for EU alignment, though the Strategy is still awaiting adoption. In June 2025, PERS signed a Memorandum of Understanding with motorway operators from Austria, Slovenia, Croatia, Hungary, Italy, Romania and the Czech Republic to strengthen cooperation on motorway traffic management.

New momentum in ITS deployment in the region is anticipated due to the New Growth Plan and its Reform Agenda, which prioritises the transposition and implementation of EU-related ITS legislation.

ITS Deployment on Core/Comprehensive Road Network

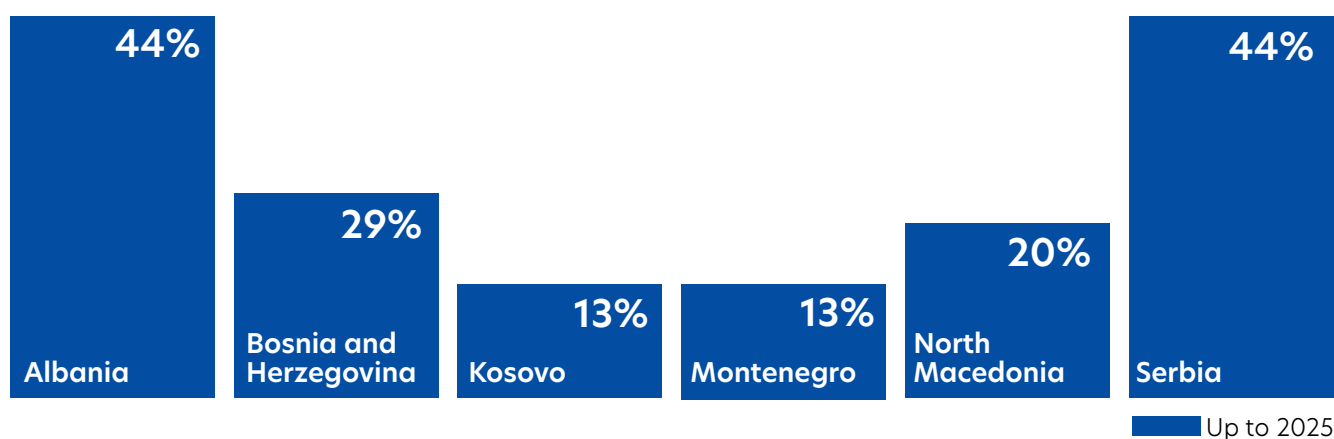


Figure 9. Overall ITS Deployment

Enhancing Road Transport Climate Resilience and Use of Alternative Fuels

31%

Overall progress on this set of measures has been moderate, with an average regional implementation rate of 31%.

This pillar is divided into two groups of measures: those related to climate resilience, which remain unchanged from the previous Action Plan, and those concerning alternative fuel infrastructure, which now include two new measures: the transposition of AFIR Regulation 1679/2024 and the adoption of a National Policy Framework, as one of the obligations under this Regulation.

The most pressing challenges in this pillar remain the slow legal transposition of the AFIR Regulation 1679/2024 and the limited deployment of alternative fuel infrastructure, which has not progressed beyond isolated pilot installations. To support progress in the transposition and implementation of AFIR Regulation 1679/2024 across the region, the Transport Community Permanent Secretariat will launch and award a Technical Assistance project by the end of 2025.

Albania has completed the installation of nine fast-charging stations in key cities, ports and border crossings, each with capacities of up to 150 kW and integrated into a central management system. On the Serbian motorway network, PERS has installed 32 electric vehicle chargers to date. Of these, 19 are already operational, while the remaining 13 are in the process of being connected to the power grid, as they require higher-capacity electricity connections. PERS is actively working on completing these connections, which are expected to be finalised by the end of 2025.

The deliverables from technical assistance relating to climate resilience and e-charging strategic frameworks are still awaiting integration into national strategies across all Regional Partners, hindering coordinated and effective implementation.

Enhancing Road Transport Climate Resilience and use of Alternative Fuels

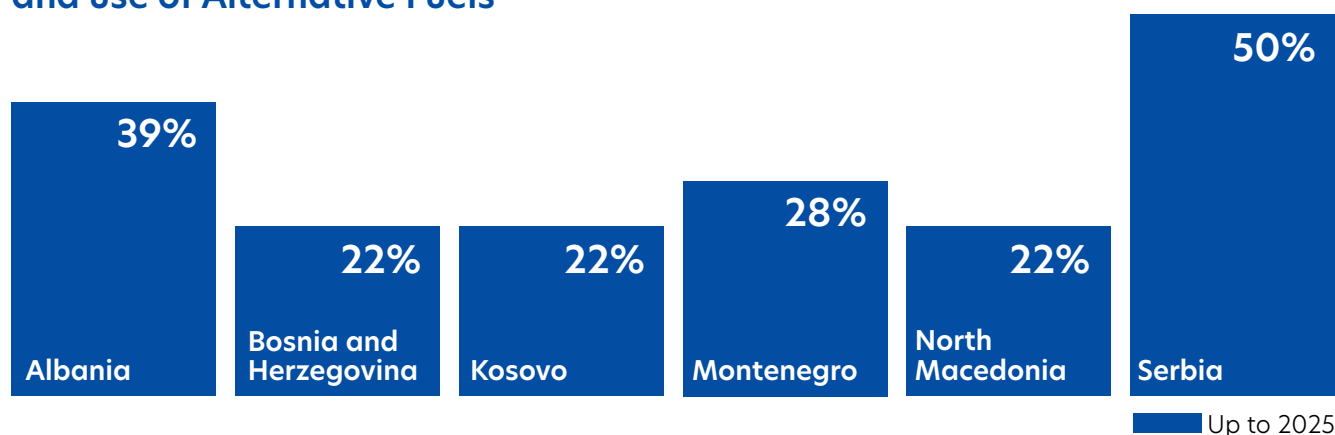


Figure 10. Overall Climate Resilience and Alternative Fuels

Enhancing Regional Cooperation and Experience Exchange

100%

The Memorandum of Understanding signed during the Road Summit in June 2022 by the Directors of Road Authorities and Public Enterprises has given new momentum for regional cooperation in developing the indicative TEN-T extension of the Road Core and Comprehensive Network in the Western Balkans. Its implementation is ongoing, and the Network of Road Executives has continued to meet annually, most recently for the third time in May 2025 in Sofia.

To address the slow progress on climate resilience and to strengthen cooperation in responding to natural hazard events, it is planned to amend the Memorandum by introducing a formal regional framework for climate-related incidents.

Capacity-building activities will continue, with annual training sessions and study visits supporting the implementation of the Road Action Plan.

1.3.3 Road Safety

The average implementation rate at the regional level is 55%. The implementation rate for each Regional Partner is presented in the chart below.

Next generation Road safety action plan - progress

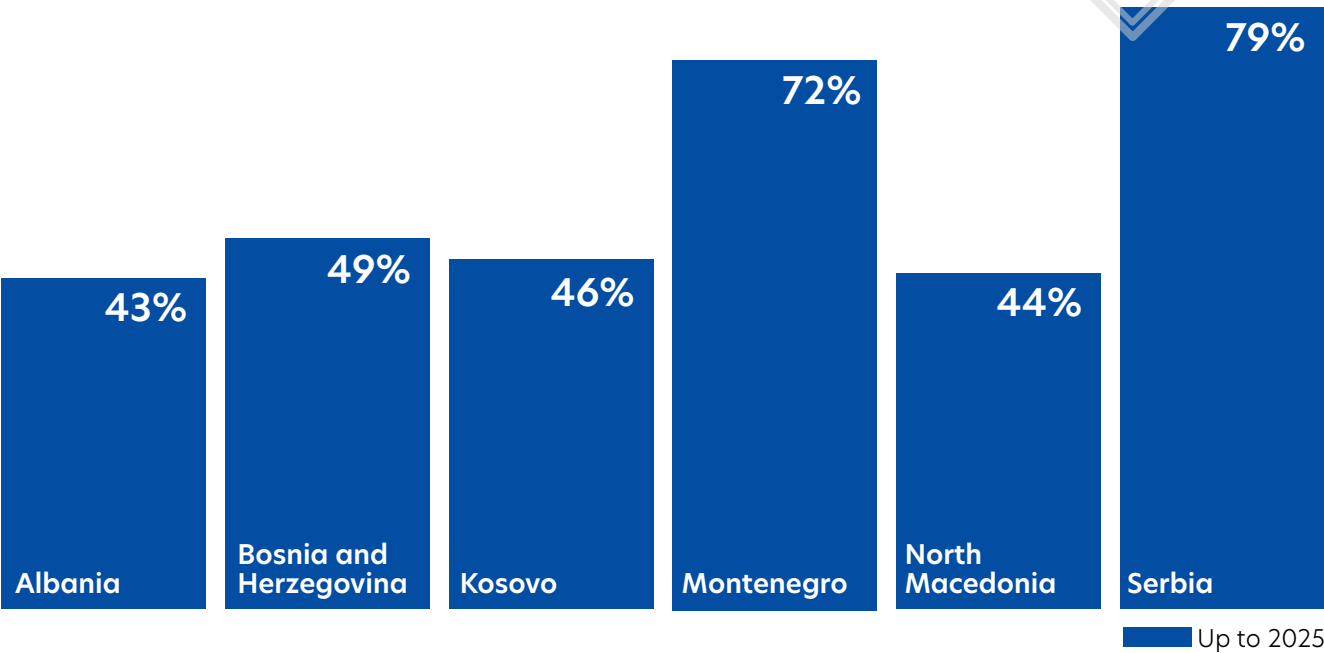


Figure 11. Road Safety Action Plan - Overall Progress

Overall Progress

Road safety statistics in the Western Balkans region show a fluctuating trend in the number of fatalities over the years. The total number of deaths declined from 1,261 in 2023 to 1,225 in 2024, a reduction of 36 deaths, representing a decrease of just 2.9%. North Macedonia and Serbia experienced an increase in fatalities, with North Macedonia rising by 11.8% from 127 to 142, and Serbia by 2.2% from 503 to 514. Four Regional Partners saw decreases: Albania, Bosnia and Herzegovina, Kosovo and Montenegro. Albania's fatalities fell by 8.9% from 192 to 175, Bosnia and Herzegovina by 12.9% from 255 to 222, Kosovo by 8.5% from 106 to 97 and Montenegro by 3.8% from 78 to 75.

Regional Partner	2019	2020	2021	2022	2023	2024
Albania	227	181	197	164	192	↓ 175
Bosnia and Herzegovina	261	244	255	222	255	↓ 222
Kosovo	113	81	111	106	106	↓ 97
Montenegro	47	48	55	77	78	↓ 75
North Macedonia	132	125	116	124	127	↑ 142
Serbia	534	492	521	553	503	↑ 514
Western Balkans	1,314	1,171	1,255	1,246	1,261	↓ 1,225

This raises concerns regarding the region's strategic goal of reducing the number of fatalities and serious injuries by 50% by 2030. The following chart presents the region's percentile progress toward this goal, compared with the European Union's average.

How far from the 2030 aim are WB6 vs EU27

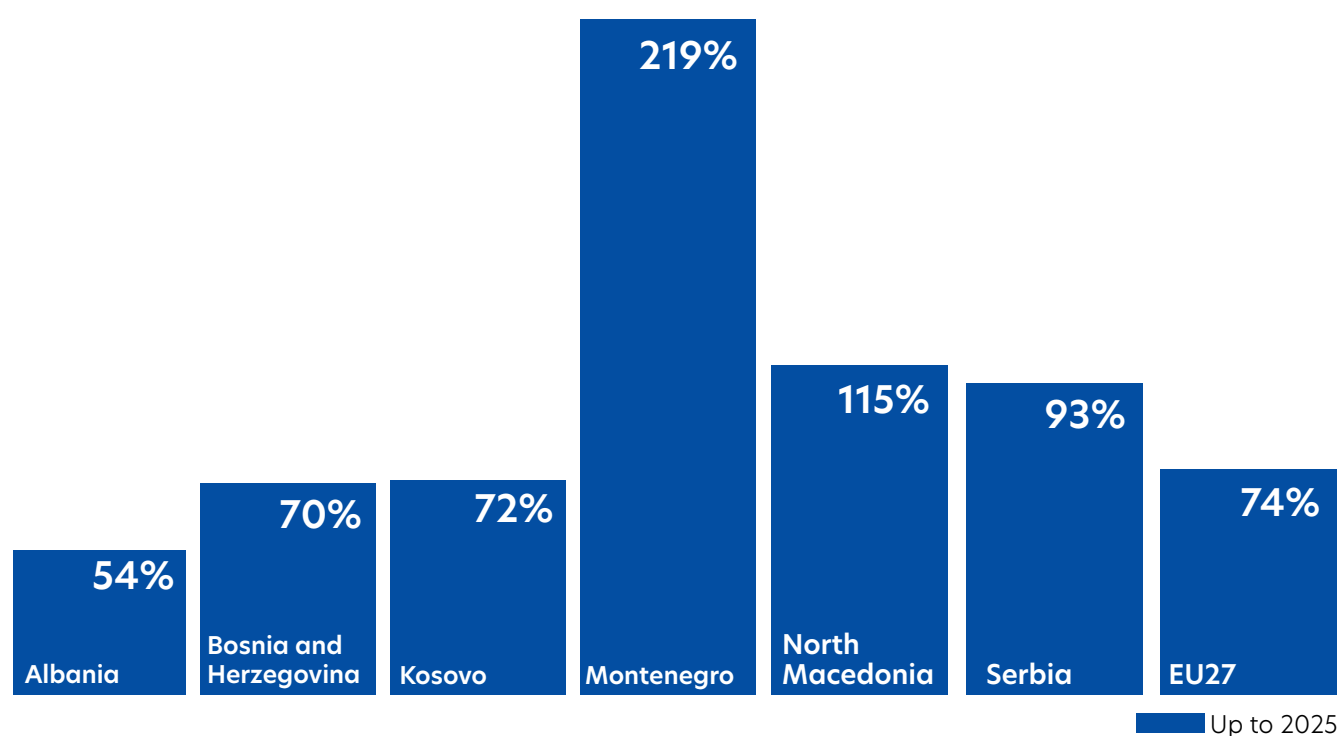


Figure 12. Comparable chart presenting the target reach of WB6 vs the EU27 average

Strengthening road safety management

52%

Regarding the action to improve the coordination body, only Serbia has taken a proactive approach, adopting in July 2025 a Decision to establish the National Road Traffic Coordination Body, which led to the formation of ten expert working groups covering a wide range of areas aimed at improving the traffic safety management system. The 1st meeting of the new Serbian National Road Traffic Coordination Body was held in 1st of October 2025 which was also attended by prime minister. No progress was observed for the other regional partners during the reporting period, as their high-level coordination bodies remained inactive.

Similarly, no new Lead Road Traffic Safety Agency has been established in the region. Kosovo adopted the Law on Roads, which enables the establishment of an agency. In North Macedonia, no progress has been made over the past two years on the draft law establishing a Road Safety Agency. Montenegro decided not to establish a separate road safety agency, as its new coordinating body will cover some of its responsibilities. In Bosnia and Herzegovina, a by-law envisions the creation of a Road Safety Unit within the Ministry's Transport Sector.

In the area of *improving or establishing the quality of systematic and consolidated data collection on road traffic deaths and serious road injuries based on EU methodology*, Bosnia and Herzegovina adopted the Rulebook on traffic Accident Data Collection and Processing. Under a MoU with the Ministry and OECD/ITF, data are also shared with the International Traffic Safety Database (IRTAD). Other Regional Partners have not made progress in this area, except Serbia, which has become an observer in the CARE database since 2023.

Regarding the implementation of MAIS3, Serbia and Montenegro have shown progress. Serbia aims to improve datasets and trauma registries for serious injuries, including the implementation of MAIS3, enhancement of data collection and exchange between the health and traffic sectors, as well as strengthening the health sector's capacity. However, approval of the required legal and financial measures is pending. For the reporting period, Montenegro reported a study on the MAIS3+ scale and draft rulebook amendments.

Regarding the Road Safety Strategy, Albania's new strategy under an EU project is in the final stage. Bosnia and Herzegovina has made no progress in setting up the Road Safety Council. Kosovo's draft National Road Safety Plan awaits approval. North Macedonia established commission to draft a new strategy. Montenegro and Serbia have adopted their strategies and action plans.

Strengthening the road safety management

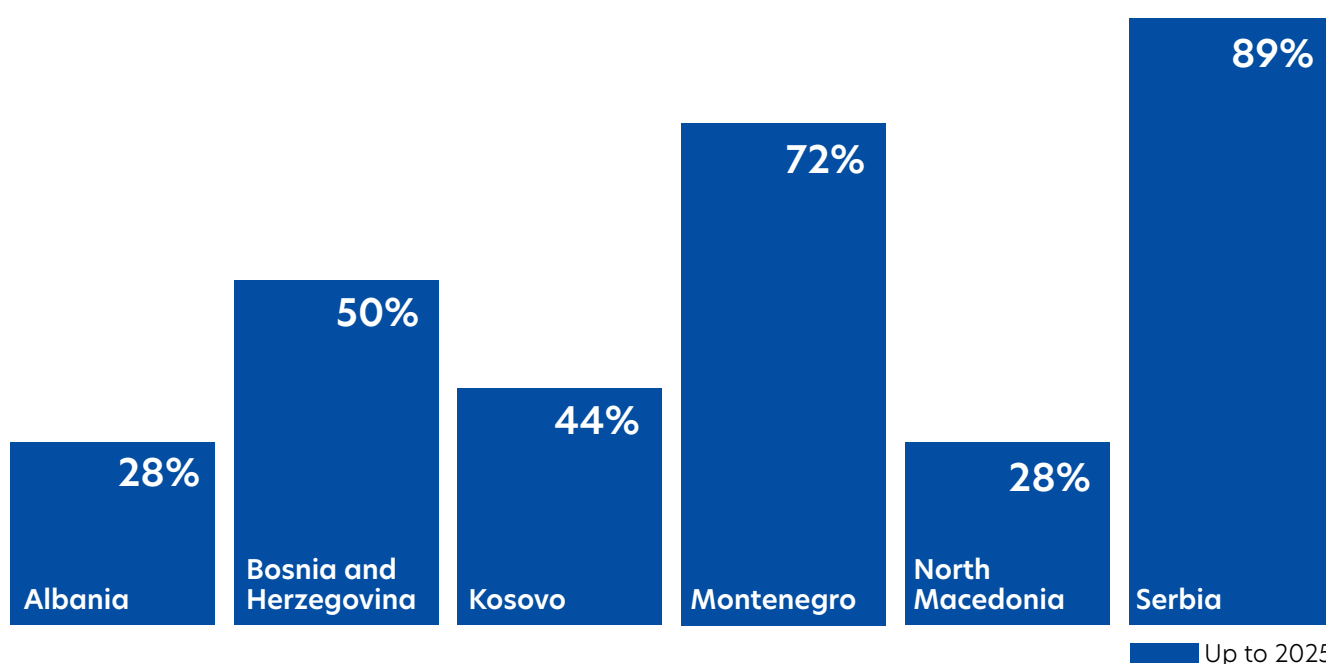


Figure 13. Strengthening Road safety management - overall progress

Promote safer infrastructure

57%

Western Balkan partners have made progress in implementing the Road Infrastructure Safety Management Directive (2008/96/EC) and its 2019 amendment. Albania and Bosnia and Herzegovina have developed legal guidelines and rulebooks; however, their implementation has been limited. Kosovo transposed the directives into its Law on Roads. Montenegro and Serbia demonstrated strong institutional capacity, with certified auditors conducting audits and inspections. North Macedonia combined legislative reforms, major infrastructure projects and safety integration into asset management, while also deploying intelligent traffic solutions.

Some progress has been observed in implementing the Directive on Minimum Safety Requirements for Tunnels (2004/54/EC). Albania transposed it into its draft Road Safety Strategy, and Kosovo included it in its Law on Roads. Montenegro transposed the Directive and extended its scope to include tunnels outside of the TEN-T network, and reported the progress through an EBRD project on intelligent transport systems. Serbia has reported partial transposition of this directive, and no progress was reported from North Macedonia.

Progress has also been made in strengthening speed management, combining legislative reforms with enforcement and technology. Montenegro led in aligning with Directive 92/6/EEC and implementing major projects introducing intelligent transport systems and speed cameras, while Serbia already operates an extensive network of 174 devices. Kosovo, Bosnia and Herzegovina and North Macedonia advanced through upgraded enforcement capacity and surveillance initiatives, whereas Albania remains at the preparatory stage, with measures included only in its draft Road Safety Strategy.

Promote safer infrastructure

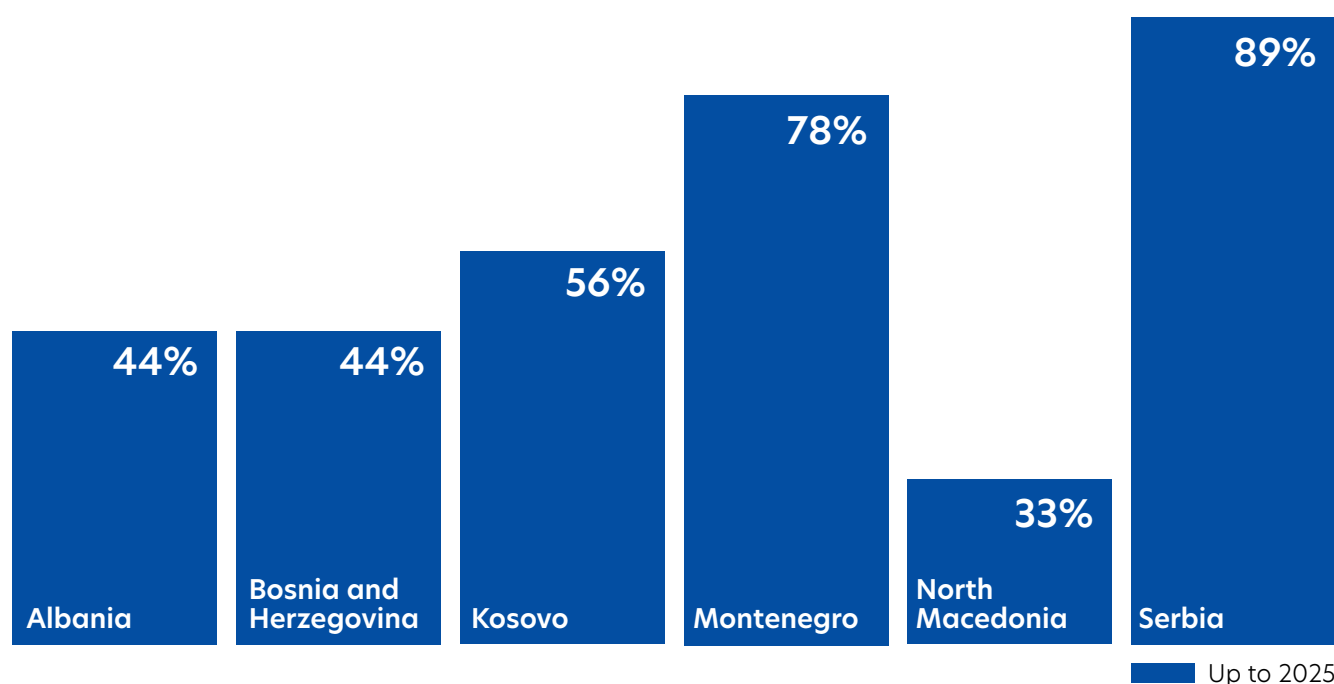


Figure 14. Promoting safer infrastructure - overall progress

Promote the protection of road users

58%

There has been some progress in protecting vulnerable road users. Albania and Montenegro advanced with school zone upgrades, the "Safer to School" guidelines³, and strategic programmes, while Albania's Smart City project aims to improve enforcement. Kosovo focused on child education through digital tools and activities. Serbia expanded awareness campaigns targeting drivers, parents and two-wheeler users. North Macedonia increased roadside checks, penalties and plans to implement the Safe City system. Bosnia and Herzegovina mainly focused on awareness campaigns.

To address unsafe behaviour, the region implemented a combination of legislative amendments, targeted enforcement and awareness campaigns. Albania still has a draft Road Safety Strategy, while Bosnia and Herzegovina introduced harsher penalties for repeat and high-risk offenders. Kosovo raised fines for seatbelt and mobile phone violations. Montenegro uses systematic KPI monitoring and enforces campaigns. North Macedonia increased police capacity with the Safe City automated enforcement system. Serbia reported nearly 1.5 million offences in 2024, highlighting both strong enforcement and the persistence of risky behaviours.

Some progress has been made on driving licence rules and cross-border enforcement of traffic regulations. Albania developed a draft Road Safety Strategy; Bosnia and Herzegovina is modernising training and licensing through updated by-laws; and Kosovo is advancing with the digitalisation of driver education. Montenegro is drafting law that introduces new rules for young drivers. Serbia's Draft Law on Road Traffic Safety will transpose Directive 2015/413 on the cross-border exchange of information, with adoption planned for 2026. While mechanisms for cooperation between police and judiciary exist in all partners, cross-border information sharing has yet to be established leaving a key gap in enforcement.

Some progress is reported in improving road user behaviour by combining education, training and awareness campaigns. Albania is preparing new educational materials, Bosnia and Herzegovina is updating by-laws for driver training and testing, and Kosovo is digitalising the driving education while conducting public awareness campaigns. Montenegro is tightening the rules for novice drivers, implementing school programmes and NGO-led projects. North Macedonia has strengthened enforcement and conducted youth-focused campaigns. Serbia's Road Traffic Safety Agency runs a comprehensive programme, ranging from school education and awareness campaigns to certified training for professional drivers.

Promote the protection of road users

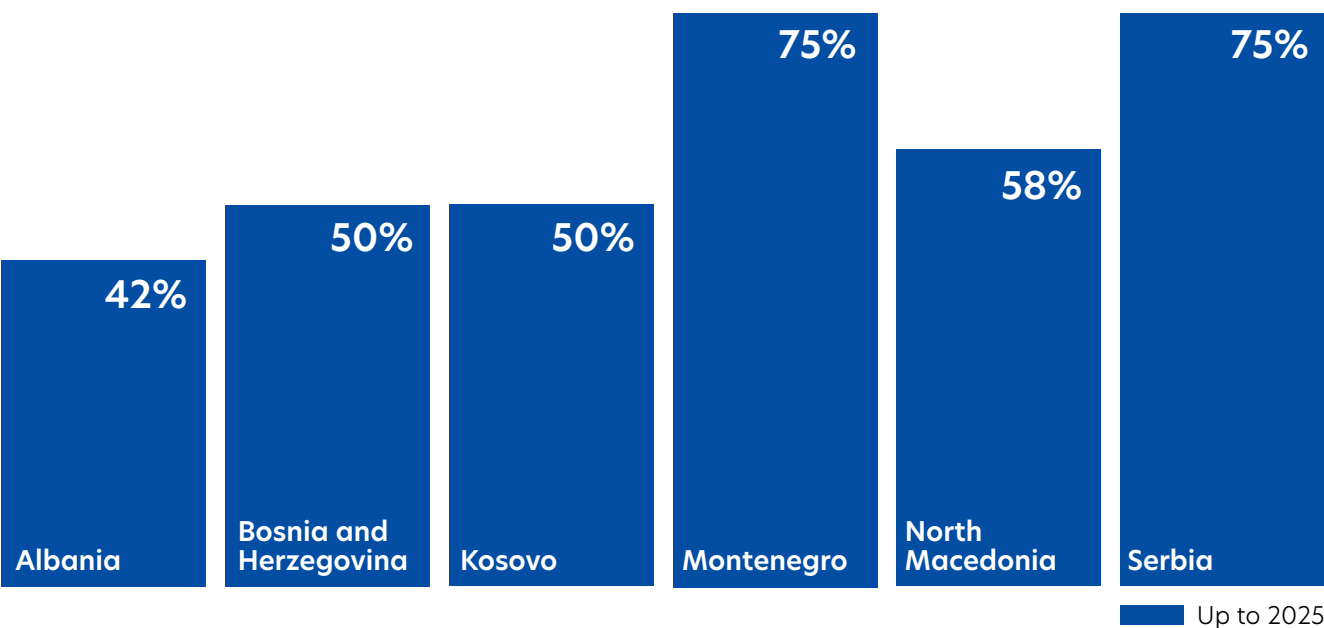


Figure 15. Promote the protection of road users – overall progress

³ <https://www.transport-community.org/wbrso/library/>

Promote the use of safer vehicles

37%

On Vehicle safety and roadworthiness, Albania modernised its inspection system, while Bosnia and Herzegovina is updating rules to align with EU standards. Montenegro has fully transposed the relevant EU directives, and North Macedonia is preparing amendments supported by its planned Safe City system. Serbia's new Law on Road Traffic Safety is expected to ensure full alignment by 2026, though implementation remains partial. Kosovo reported no progress in this area.

To ensure interoperability with EU standards for e-Call and 112 using ITS, Albania's draft Road Safety Strategy includes only initial ITS measures. Kosovo has adopted an ITS Strategy and Action Plan, pending implementation and resource allocation. Montenegro has operationalised the eCall service integrated with its "112" system, routing data and voice to the Operational Communication Centre 112 in line with EU standards. North Macedonia has introduced intelligent traffic systems in Skopje and along the Corridor X. Serbia is working to establish a 112 system under the Ministry of the Interior; however, full functionality has not yet been achieved.

Regarding type-approval alignment with EU regulations, Albania has prepared a Decision to transpose Regulation (EU) 2018/858 and expects TAIEX support. Bosnia and Herzegovina, Kosovo and North Macedonia reported no progress. Montenegro, with the support of the Transport Community, finalised its Law on Homologation, aided by an expert review to ensure EU compliance. Serbia is applying homologation procedures aligned with UNECE Rulebooks, though full EU harmonisation remains challenging and requires ongoing cooperation and support. The TCT Secretariat plans a TAIEX regional workshop for Regulation (EU) 2018/858, providing expertise and promoting harmonised type-approval and market surveillance for vehicles, systems and components. This initiative aims to enhance regulatory convergence and improve long-term vehicle safety across the region.

Promote the use of safer vehicles

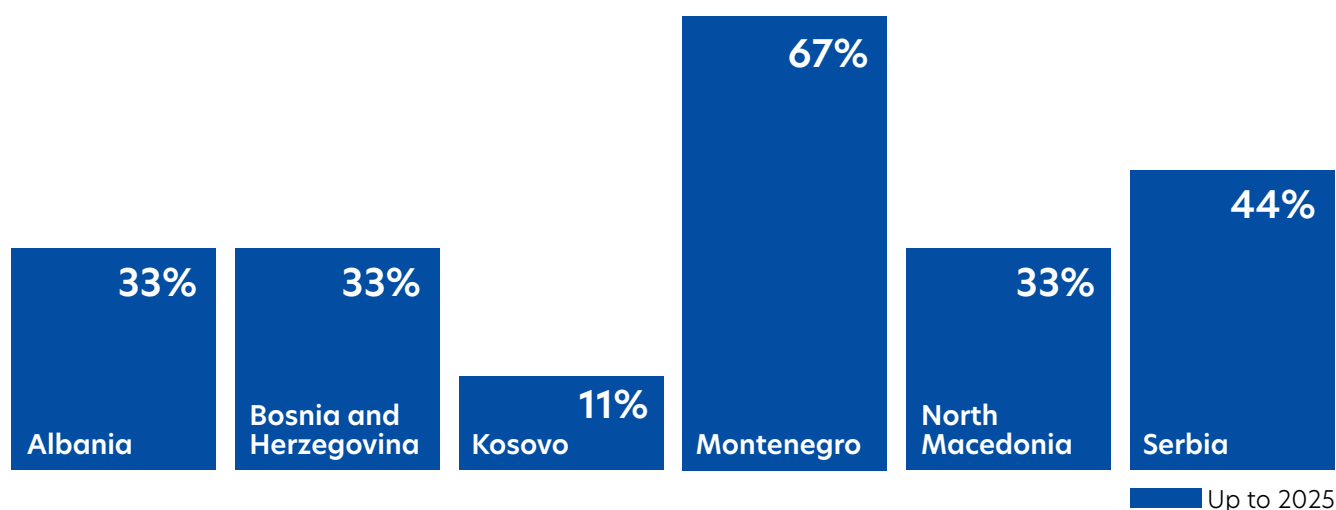


Figure 16. Promote the use of safer vehicles – overall progress

Enhancing regional cooperation and experience exchange

72%

The technical Committee plus WBRSSO meetings covered Global, Regional, EU and Eastern Partnership road safety best practices and knowledge. Key speakers from the EU Road Safety Observatory, the Eastern Partnership Road Safety Observatory and WHO shared their expertise on recent EU road safety developments, focusing on fatality trends and KPIs. The Global Road Safety Conference in Marrakesh, attended by representatives from 46 countries, highlighted a multi-sectoral approach to road safety integrated into the Sustainable Development Goals, emphasising implementation, accountability, sustainable financing and the role of lead agencies. During the reporting period, regional conferences were also held in North Macedonia and Serbia.

1.3.4 Waterborne Transport and Multimodality

Overall Progress

Promoting green and smart waterborne transport

21%

During the reporting period, several important steps were completed across the region to advance green and smart waterborne transport.

Notably, Albania transposed the Regulation (EU) 2019/1239 on establishing a European Maritime Single Window environment and made operational the National Maritime Single Window, supporting digitalisation of port formalities. Training for the implementation of the Vessel Traffic Management and Information System was also finalised.

In Serbia, a new hydrographic vessel was put into operation under the FAIRway Works project, and feasibility and dredging studies for removing bottlenecks on the Sava River were concluded. The Port of Bar established a dust emission reduction system and introduced regular environmental monitoring in ports. Additionally, the Port of Durrës completed a pre-investment study on digitalisation of its cargo-handling systems, and tenders were launched for the installation of photovoltaic panels to reduce reliance on grid electricity.

In late 2024, DG ENEST, in coordination with the TCT Secretariat, launched the EU4Digital initiative, co-funded by the EU and Germany's BMZ, with one of its three core components dedicated to e-freight. The programme aims to accelerate digital transformation in the Western Balkans by improving digital infrastructure, enabling cross-border services and supporting business digitalisation.

Promoting Green and Smart Waterborne Transport

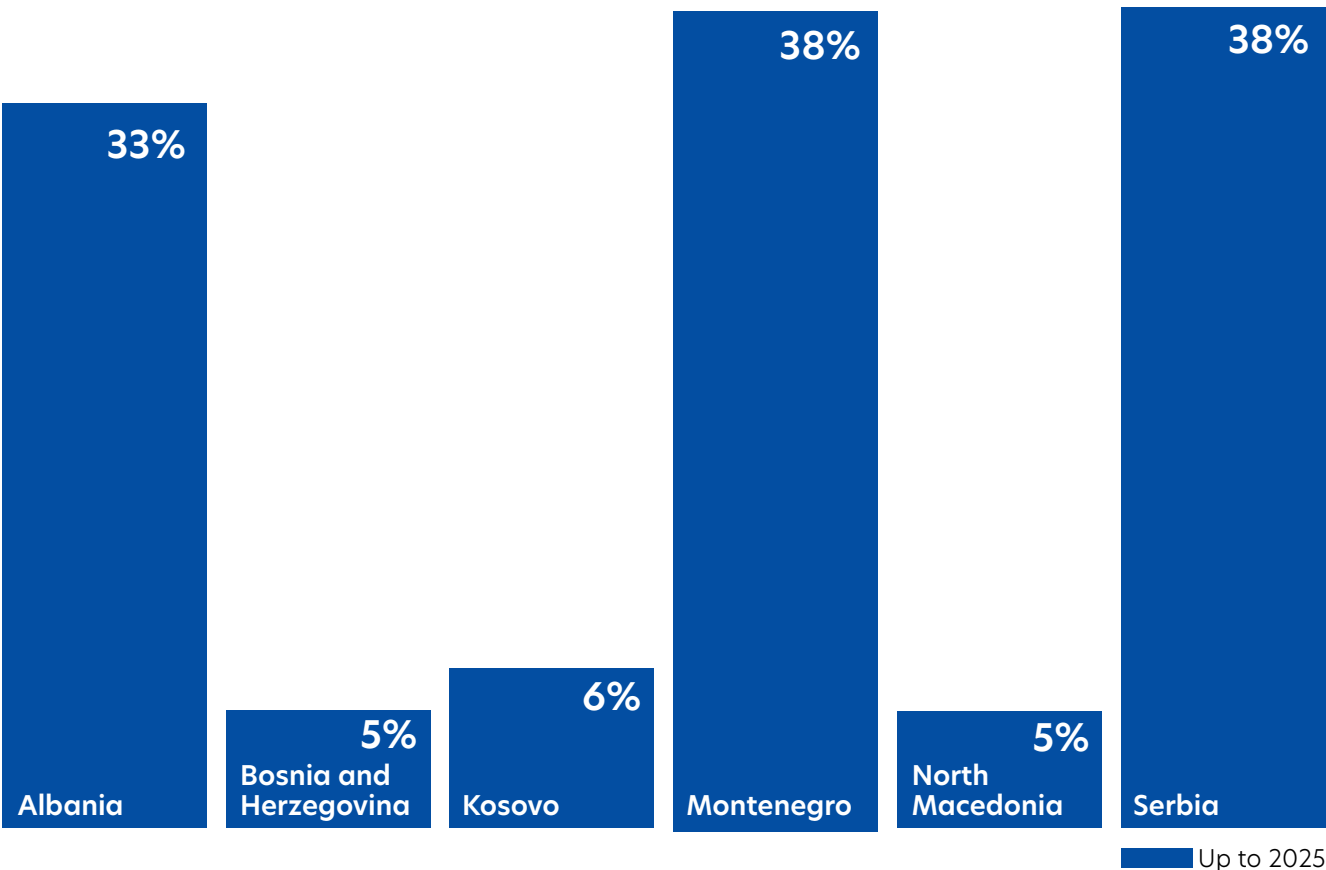


Figure 17. Promoting Green and Smart Waterborne Transport

Promoting safe and secure waterborne transport

20%

Albania fully transposed key EU directives - Directive 2009/45/EC on passenger ship safety and the Council Directive 98/41/EC on the registration of persons sailing on board passenger ships. It has further improved its fleet performance under the Paris MoU, strengthened port security in line with the Action Plan and the International Ship and Port Facility security code, and enhanced cybersecurity for the port community system of the Port of Durres. Serbia achieved full transposition of the Directive 2009/100/EC laying down technical requirements for inland waterway vessels and the installation of buoys providing real-time navigation information.

In Bosnia and Herzegovina the Environmental and Social Management Plan (ESMP) has been prepared for the project on Demining of the Right Bank of the Sava River. The tender is planned to be launched in the fourth quarter of 2025.

Promoting Safe and Secure Waterborne Transport

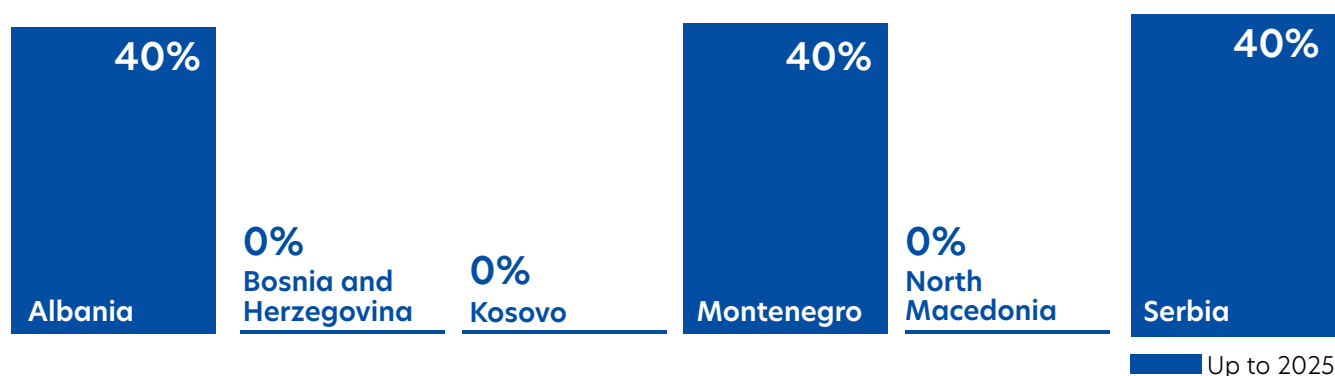


Figure 18. Promoting Safe and Secure Waterborne Transport

Improving navigability, port infrastructure and multimodal systems

27%

In Bosnia and Herzegovina, during the reporting period, 4.5 kilometres of new track and 2 kilometres of new road were constructed, connecting the River Port of Brčko with the nearest network stations.

The project "Demining of the Right Bank of the Sava River" is progressing well. The Environmental and Social Management Plan (ESMP) has been prepared, and a public discussion will be organised before the public tender is published in mid-October. Following the selection of the contractor, the demining works are expected to last 18 months.

Serbia advanced river infrastructure projects under the FAIRway 2 Works programme, completing hydraulic and morphological modelling outputs, as well as initial feasibility studies for navigation bottleneck removal on the Sava and Danube rivers.

Preparatory works for new passenger terminals in Belgrade and Sremski Karlovci have been completed, including legislative framework, piling and pontoon reconstruction.

The project for the removal of the sunken German fleet from World War II has so far recovered four shipwrecks, with work ongoing on the next two. There is a large amount of sediment and old explosive devices that must be cleared first to ensure the safe removal of the remaining shipwrecks.

Montenegro is in the final phase of drafting of the Law on Port, which has been published for public consultation and is planned to be finalised in 2025. Preparatory studies at the Port of Bar, including infrastructure rehabilitation and delivery of new port-handling equipment, have been completed.

No development was reported from North Macedonia and Kosovo.

As for multimodality, the TEN-T Regulation extension to the Western Balkans clearly defines the Core and Comprehensive networks for roads, railways and ports; however, multimodal terminals remain underdeveloped. The TCT Secretariat, in cooperation with Regional Partners, identified barriers to multimodality, conducted market and prospective analysis and drafted an action plan for a cohesive multimodal freight terminal network. Deliverables included surveys, analyses, a digitalisation report and institutional capacity-building activities. Nine key multimodal rail-road terminals were identified and agreed upon with Regional Partners to be proposed for potential inclusion in TEN-T Regulation.

Improving Navigability, Port Infrastructure and Multimodal Systems

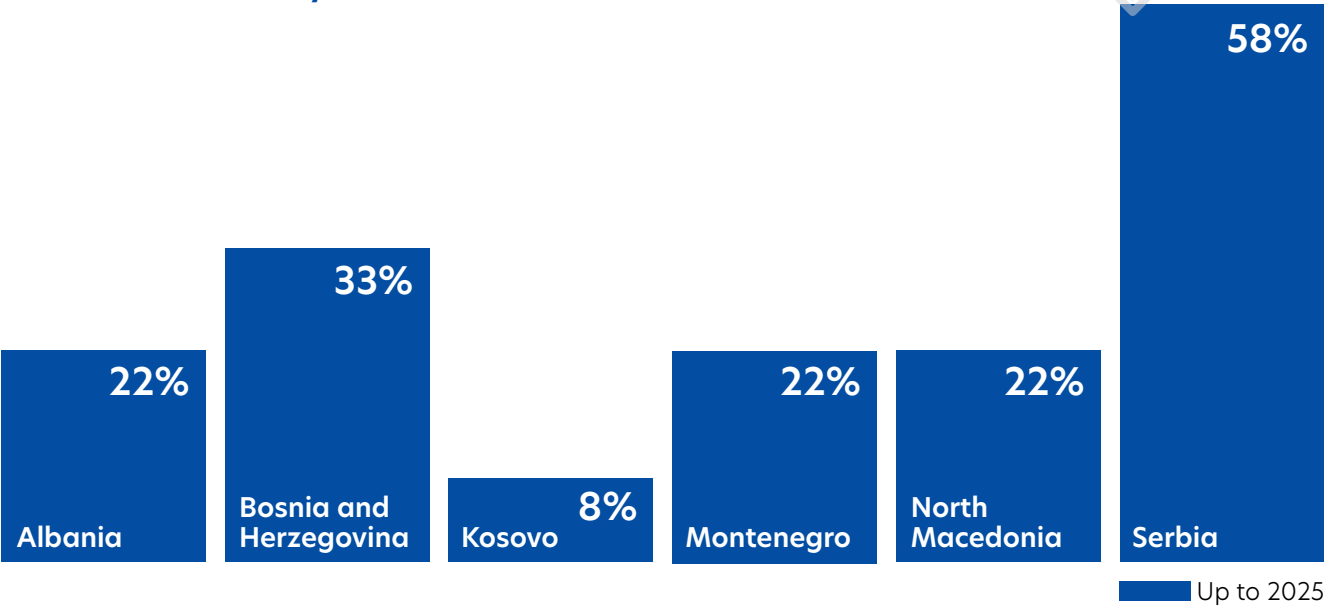


Figure 19. Improving Navigability, Port Infrastructure and Multimodal Systems

Enhancing the attractiveness of the workforce in waterborne sector

31%

During the reporting period, progress has been made in strengthening the regional waterborne workforce. In March 2025, Albania completed an independent evaluation of its maritime education, training and certification system with EMSA support and has begun implementing the Corrective Action Plans. Albania also finalised the digitalisation of seafarers' certificates, enabling instant online verification of document validity.

Serbia adopted a draft regulation updating titles and certification requirements for seagoing crew and is finalising amendments to four rulebooks for inland waterway crew, ensuring full harmonisation with Directive (EU) 2017/2397 and EU standards

Enhancing the Attractiveness of the Workforce in Waterborne Sector

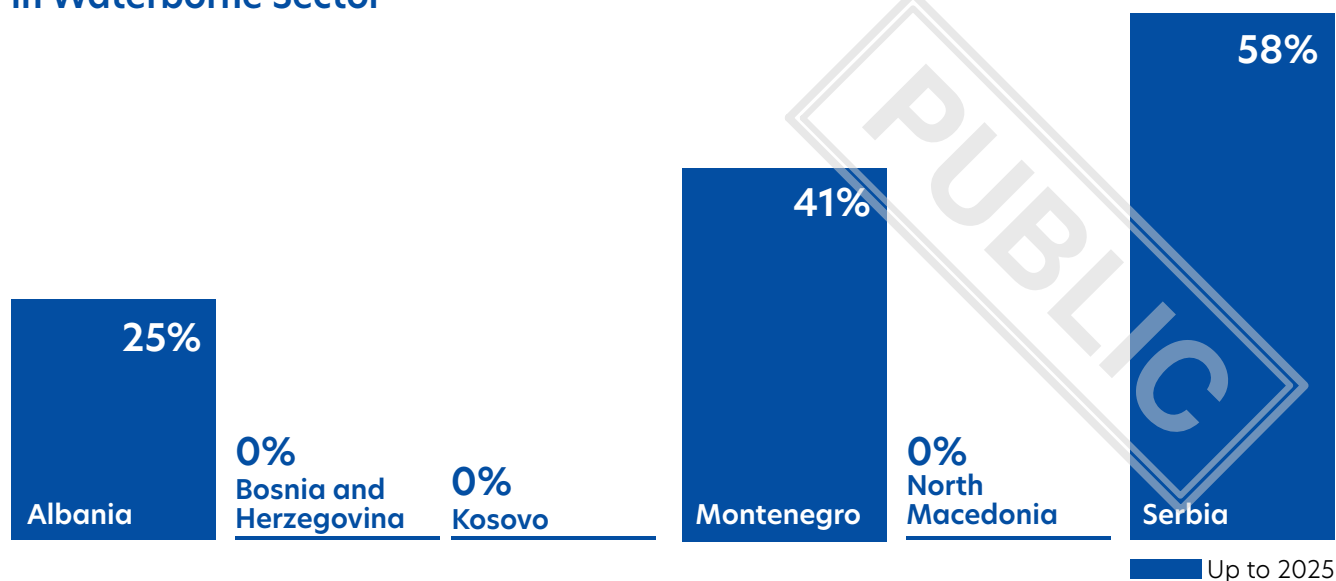


Figure 20. Enhancing the Attractiveness of the Workforce in Waterborne Sector

1.3.5 Transport Facilitation

Overall Progress

The average implementation rate at the regional level is 30%. The overall progress in the implementation of the Next Generation Transport Facilitation Action Plan is shown in the figure below.

Next Generation Transport Facilitation Action Plan – Overall Progress

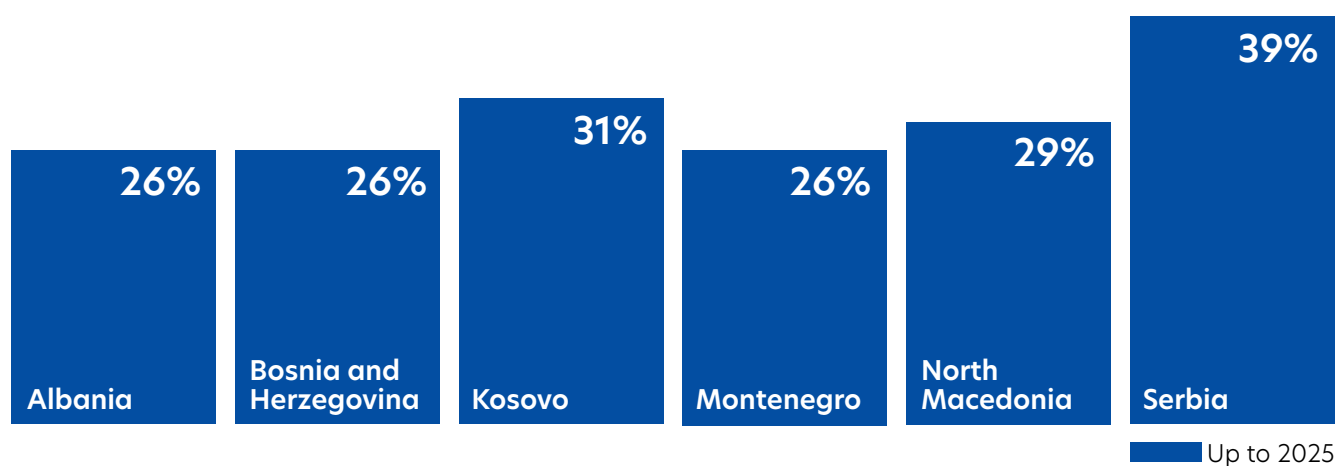


Figure 21. Transport facilitation action plan - overall progress

Improving efficiency of Rail Border Crossing/ Common Crossing Points

19%

Following the commencement of effective joint border controls by the border authorities of Montenegro and Serbia at the common rail station in Bijelo Polje (Montenegro), which was considered one of the most significant achievement in 2024 under the previous Action Plan for transport facilitation, there has been a strong record of implementation of this railway agreement, with continuous and uninterrupted joint operations throughout 2024 and 2025. The positive effects of the established joint railway border controls in Bijelo Polje - in terms of reduced waiting times of both passenger and cargo trains, increased efficiency of rail and logistics operations and boosted attractiveness of railway transport for both passengers and cargo - were clearly presented by the JSC MONTECARGO at the regional event organised by the TCT Secretariat and Central European Initiative (CEI) in December 2024 in Vlore.

Apart from this, the actions foreseen in the Next Generation Action Plan under this measure have shown very little or no progress at all in 2025. With the exception of activities undertaken by Serbia and Hungary regarding the new Border Control Agreement related to rail transport, as well as the operational passenger line between Subotica and Szeged, none of other pair of parties have demonstrated any notable progress either in establishing the necessary legal frameworks for conducting joint rail border controls and putting into operation common rail stations, or in re-establishing cross-border rail lines.

Substantial efforts are still required by Regional Partners, as well as from neighbouring EU Member States (Croatia, Bulgaria, Greece and Romania), to advance the rail transport development in general, and in particular to foster the cross-border links and international rail connections.

It must be emphasized that, with regards to the Next Generation Action Plan measures related to the EU-Western Balkans BCPs - both rail and road - the Transport Community Secretariat monitors the record of commitments and the level of progress solely for the Western Balkans parties in this Progress Report. As in previous years, the 2025 Annual Progress Reports applies the scoring methodology and presents progress made only by the Western Balkans parties. Nevertheless, given the nature of these measures and the fact that their accomplishment depends on joint efforts of the Western Balkan partners and their immediate EU neighbouring Member State, the TCT Secretariat clearly underlines within the narrative sub-sections of this report whether such efforts have taken place or are lacking and emphasizes the presence or absence of cooperation and coordination.

Improving Efficiency of Rail BCP/CCP

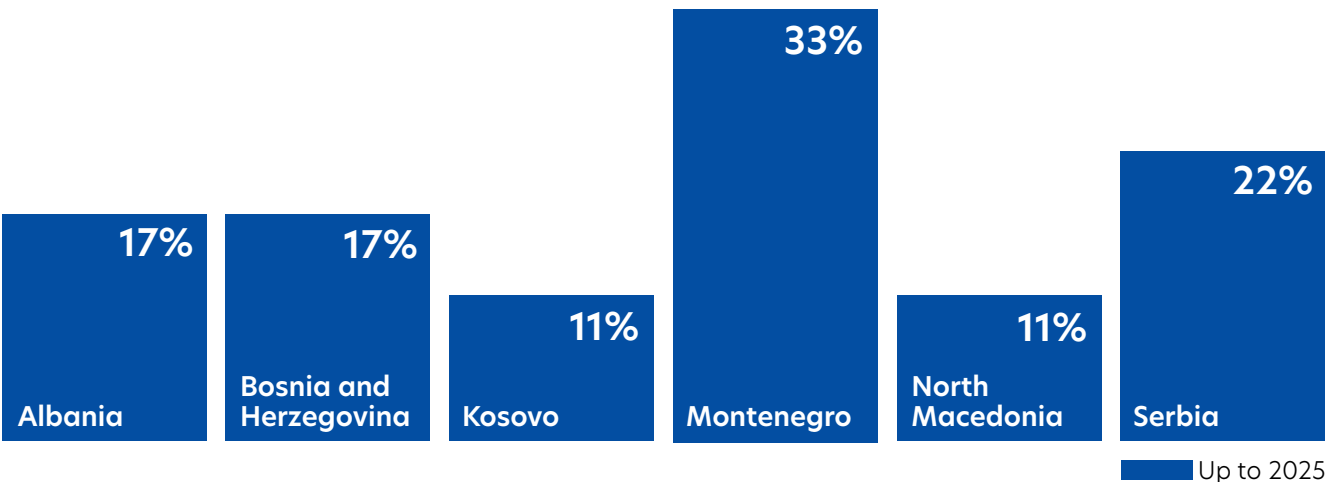


Figure 22. Improving Efficiency of Rail Border Crossing/Common Crossing Points

Improving efficiency of Road Border Crossing/ Common Crossing Points

33%

In 2025, moderate progress has been reported regarding the regulatory, infrastructure and operational measures aimed at improving the functioning of road BCPs/CCPs on the extended TEN-T Network in the Western Balkans.

Based on the signed bilateral agreement between Kosovo and North Macedonia establishing joint road BCPs, joint controls on passenger vehicles were launched at the BCP Hani i Elezit/Blace in May 2025. This represents an important milestone in the implementation of the Next Generation Action Plan and a significant step towards reducing the typically long queues of cars at this TEN-T crossing point.

Similarly, since the beginning of July 2025, one-stop controls have commenced at the BCP Tabanovci/Presevo between North Macedonia and Serbia, by upgrading the previous one-stop arrangement to an even a more simplified concept whereby border checks are carried out solely by the respective authorities on the side of the entry. This has significantly reduced the time required for users to complete border checks and border cross, while also rationalising the number of border staff needed at this BCP and optimising their workload.

A second joint BCP between Bosnia and Herzegovina and Montenegro (BCP Sitnica/Zupci) was opened in April 2025, following the first one established in 2023 (BCP Deleusa/Vracenovici). Although not located on the TEN-T Network and not an explicit activity under the Next Generation Action Plan, it still demonstrates excellent bilateral cooperation and serves as a practical example of cross-border facilitation. Both parties continue to work on the preparing documentation for the construction of the remaining two shared BCPs (part of the Action Plan), for which the necessary infrastructure and other conditions must still be met.

At BCPs between the Western Balkans and EU, the EU-Western Balkans Green Lanes initiative, has fostered more active coordination among the responsible authorities regarding the TCT-CEFTA *Comprehensive Roadmap for enhancing Green Lanes, improving customs cooperation and modernising border crossing points*, and to the identified measures and interventions in the individual fiches for 11 crossing points as prepared by TCT.

The EU-Western Balkans Summit in Brussels laid the groundwork for political endorsement and the financial package for modernisation of the 11 priority crossings. *The European Commission made funding available under the Safe and Sustainable Transport Programme 2.0 for the 11 Green Lanes crossing points*. As the SSTP is a grant programme under WBIF and managed by the World Bank, institutional arrangements between the EC and the World Bank are currently being agreed upon. The overall investment needs have roughly been estimated at 57 million EUR, of which 3.5 million EUR have been foreseen for services (Technical Assistance (TA)). Individual fiches for additional five intra-Western Balkans crossing points have been prepared by CEFTA and are expected to be endorsed at the Western Balkans Leaders' Summit by the end of the year.

Meanwhile, national authorities have begun engaging in the application process to access available TA under the CONNECTA instrument for the preparation of project documentation for infrastructure investments at the Green Lanes BCPs. The European Commission has invited all Regional Partners to express their interest and commitment so that the proposed TA for detailed preparatory work related to the specific Green Lanes BCP/CCP projects - building on the existing fiche - can begin.

To support the authorities in this demanding process of developing concrete project proposals based on the fiches, the Transport Community Secretariat organised a *Workshop on BCP project preparation* on February 26-27, 2025. Part of the workshop was led by CELBET focusing on technical specification of BCP equipment and technology. The workshop gathered more than 30 relevant national experts and contributed to maintaining strong ownership of the overall Green Lanes initiative, particularly regarding the forthcoming technical assistances and the next investment cycle under the Safe and Sustainable Transport Programme for BCP projects.

Moreover, the Albanian Customs Authority, in cooperation with the Italian Customs Authority, CEFTA and TCT Secretariat, hosted the *Second High- Level Conference of Customs Directors General “Deepening CEFTA-EU Customs Cooperation for Seamless Connectivity”*. Regional Partners and neighbouring EU Member States reaffirmed their support for the Green Lanes initiative, with SEED+ providing technical support and a platform to reduce waiting times, streamline procedures and enhance supply chain resilience. Participants called for initiative’s expansion to all key crossing points between the Western Balkans and neighbouring EU Member States, along with further efforts to improve infrastructure and coordination. Real-time data exchange through SEED+ and stronger cooperation among all border agencies remain essential to maximising its impact.

Improving Efficiency of Road BCP/CCP

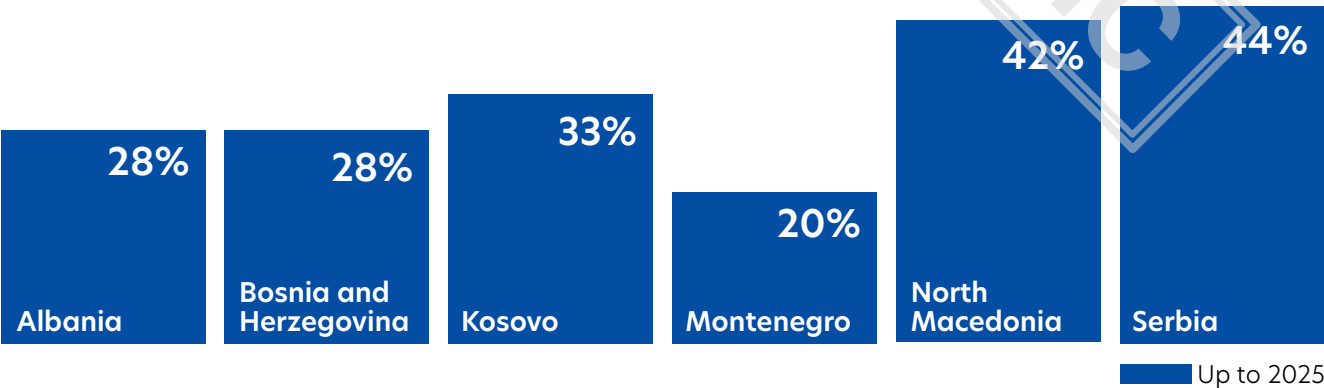


Figure 23. Improving Efficiency of Road Border Crossing/Common Crossing Points

Horizontal measures for transport facilitation

39%

The horizontal measures for transport facilitation are divided in two groups: 1) strengthening the administrative capacities of the border agencies, which apply across both road and rail BCP measures, and 2) digitalisation and e-freight, which also cut across other sectors as well.

Regarding recruitment and training programme for border officials, most Regional Partners reported ongoing activities, mainly related to customs agents, while no information was provided on border guards and other border agencies.

With respect to e-freight, between March and August 2025, the EU4Digital Facility's eFTI pillar made notable progress in supporting the Western Balkans' transition to paperless freight transport. Key actions included exchanges with eFTI4EU/eFTI4ALL and EU Member States to share best practices; the eFTI4WB6 Kick-Off Meeting in Budva (April 2025) which introduced Regulation (EU) 2020/1056 and eFTI architecture; and the launch of a capacity-building webinar series in June 2025. A grant agreement with the Transport Innovation Association (TIA) was signed to sustain awareness-raising and provide technical support until April 2026. By August 2025, national eFTI working groups had been established in Albania, Montenegro, Serbia and Kosovo, while Bosnia and Herzegovina and North Macedonia were progressing towards their establishment, supported by ongoing legal and IT gap analyses to prepare reform roadmaps by early 2026.

Horizontal Measures for Transport Facilitation

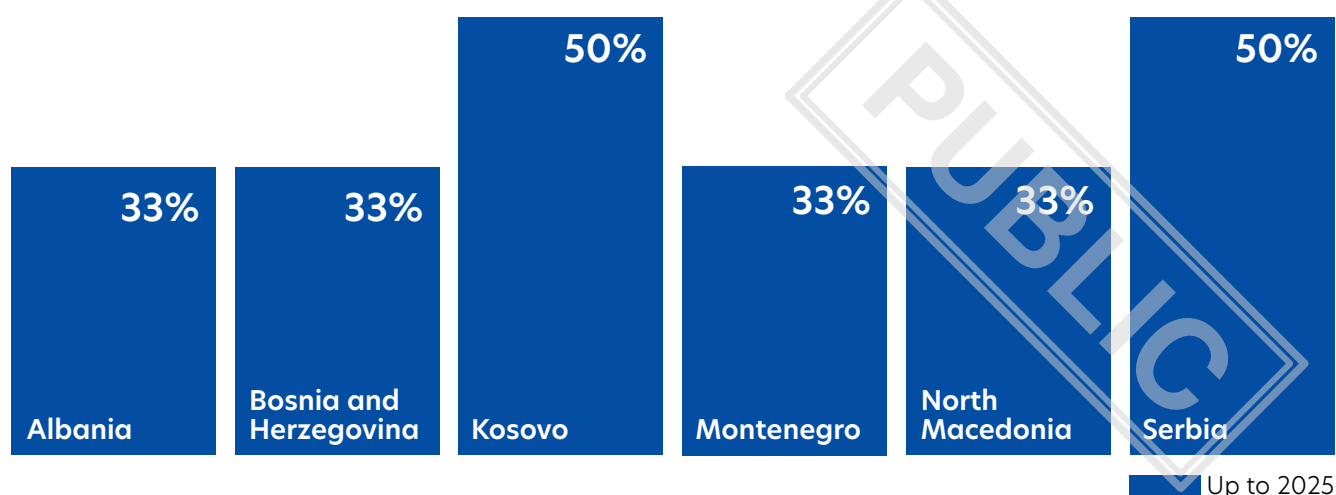


Figure 24. Horizontal Measures for Transport Facilitation

1.3.6 Social Issues and Passenger Rights

Pillar/Chapter	Overall progress
Workers' fundamental rights	Up to 2024 50% 2025 52%
Equality to improve the gender balance and contribute to a more diverse workforce	Not scored ⁴
Just transition for transport workers as digitalisation and innovation bring new opportunities	Not scored ⁵
Passenger rights	Up to 2024 60% 2025 60%

⁴ Measures related to equal opportunities in the transport sector have not been scored, as they are non-legislative in nature. These measures are primarily aimed at encouraging regional partners to initiate actions that promote gender balance, diversity in the workforce, and the transition to a more digital and sustainable transport environment.

⁵ Measures related to a just transition for transport workers have not been scored, as they are non-legislative in nature. These measures are primarily aimed at encouraging regional partners to initiate actions that promote gender balance, diversity in the workforce, and the transition to a more digital and sustainable transport environment.

Overall Progress

The average implementation rate at regional level is 37.3 %. The overall progress in the implementation of the Social Issues and Passenger Rights Action Plan is presented in the figure below.

Social Issues and Passenger Rights Action Plan

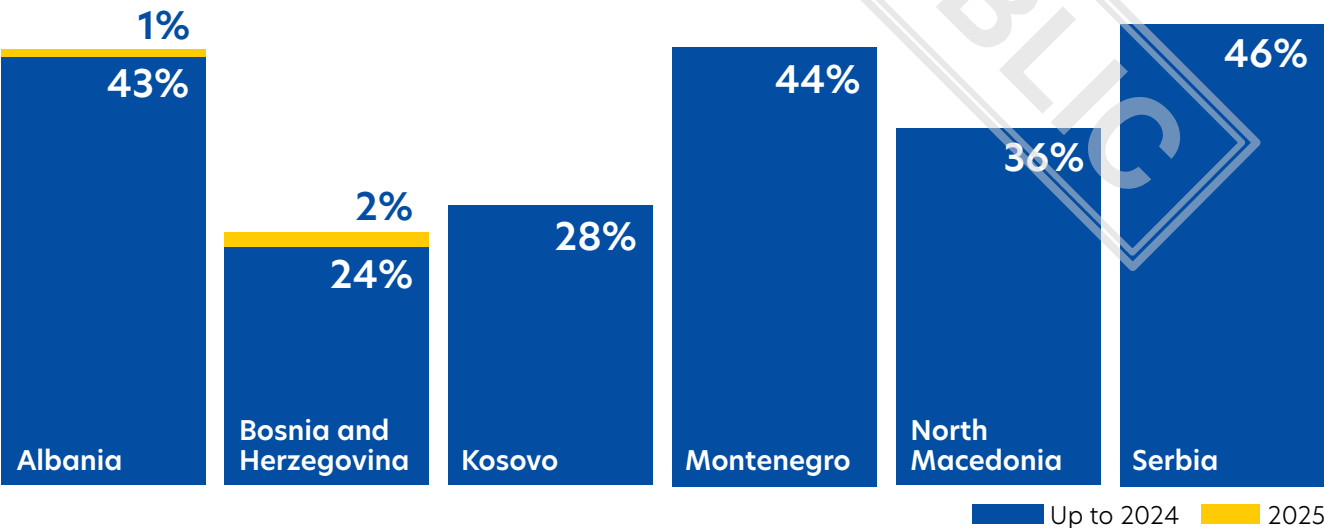


Figure 25. Social Issues and Passenger Rights Action Plan

Workers' Fundamental Rights

↑52%

Progress in transposing workers' rights directives across the region has been slow. Albania made progress on Regulation (EU) 2020/1054 on driving and rest times, along with steps towards transposing Regulations (EU) 2016/68, 2016/799, 2018/502, and 2021/1228, related to alignment with Regulation (EU) 165/2014 on tachographs. Although no legislative changes have been adopted, technical assistance has begun, with full alignment expected by Q3 2026. Bosnia and Herzegovina advanced work on Regulation (EU) 2020/1054 and Regulation (EU) 165/2014 by preparing draft amendments to the Law on Working Time, Rest Period and Recording Devices.

Montenegro submitted a new law to the European Commission for opinion, expected to be adopted by the end of the year, which will ensure compliance with the key EU acquis, including Regulations (EC) 561/2006, (EU) 165/2014, 2020/1054, 2024/1258 and Directives 2002/15/EC and 2006/22/EC.

In the reporting period Serbia prepared the amendment of the Law on working hours of vehicles crews in road transport and tachographs. The amendments of the Law are in Assembly procedures for adoption.

In Kosovo and North Macedonia limited steps were taken during the reporting period to advance legislation related to workers fundamental rights, and further efforts are required to achieve full approximation with the EU social legislation in road transport.

Workers' Fundamental Rights

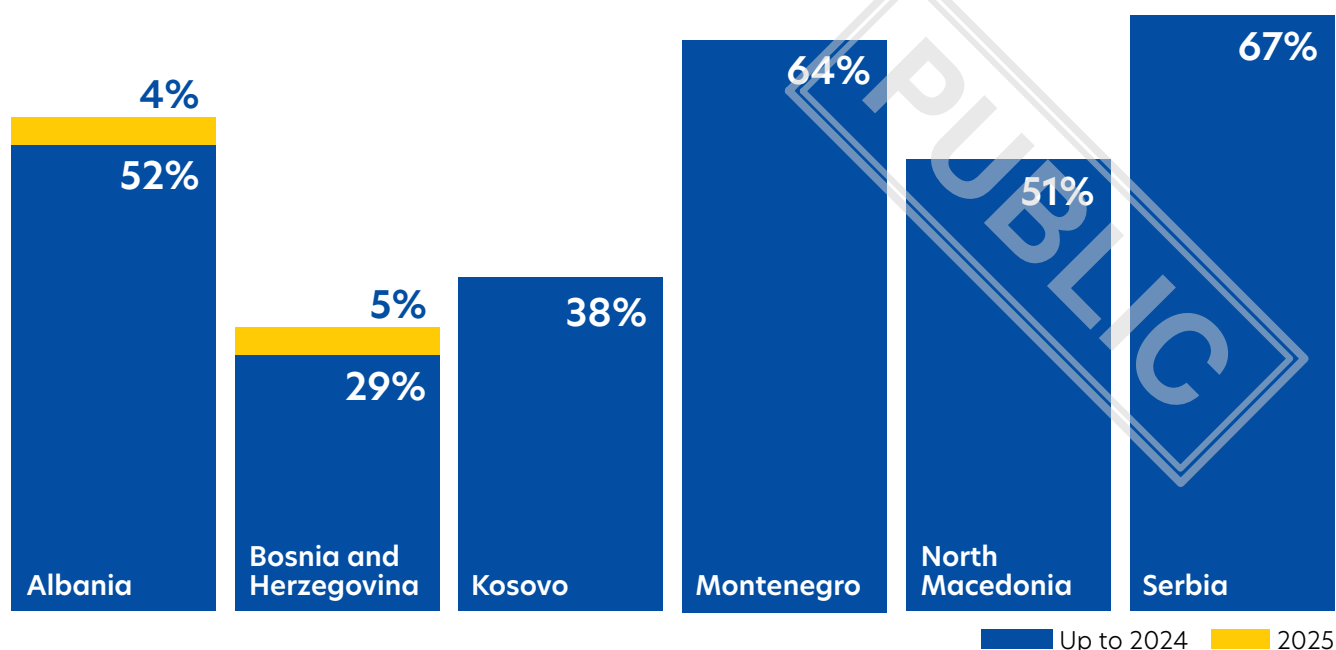


Figure 26. Workers' Fundamental Rights

Equality to Improve Gender Balance

(measures related to public campaigns and raising awareness, no scoring)

Serbia has committed to the Declaration on Equal Opportunities for Women in Transport and has begun raising awareness about gender inclusivity in the workforce. However, practical measures—such as dedicated platforms for women's economic empowerment and the establishment of gender equality ambassadors—remain largely underdeveloped.

Albania has presented an Action Plan for Equal Opportunities, focusing on creating a fair, inclusive and diverse workforce. A more unified regional approach is necessary to achieve significant improvements in workforce diversity and inclusion.

Just Transition for Transport Workers as Digitalisation and Innovation Bring New Opportunities

(no scoring)

Regional Partners need to be prepared for the ongoing digital transformation which presents new opportunities such as an improved working environment and the creation of quality jobs that could become more attractive for women and young people.

As digitalization of the transport sector continues, the region faces the challenge of ensuring for a just transition. Efforts to modernise the transport workforce, attract young professionals and provide training in emerging technologies are crucial for adapting to these changes. More coordinated regional support is required to leverage new digital opportunities while ensuring the social well-being of workers.

There was no progress within the reporting period. However, following the publication of the *Study on Strengthening the Regulatory Framework for Passenger Rights* in December 2024 and the organisation of the 6th Social Forum in April 2025, which focused on passenger rights, Regional Partners benefited from targeted training aimed at strengthening the transposition and implementation of passenger rights legislation. The study also delivered tailored recommendations for each Regional Partner, providing concrete guidance to support their efforts towards closer alignment with EU standards.

Passenger Rights

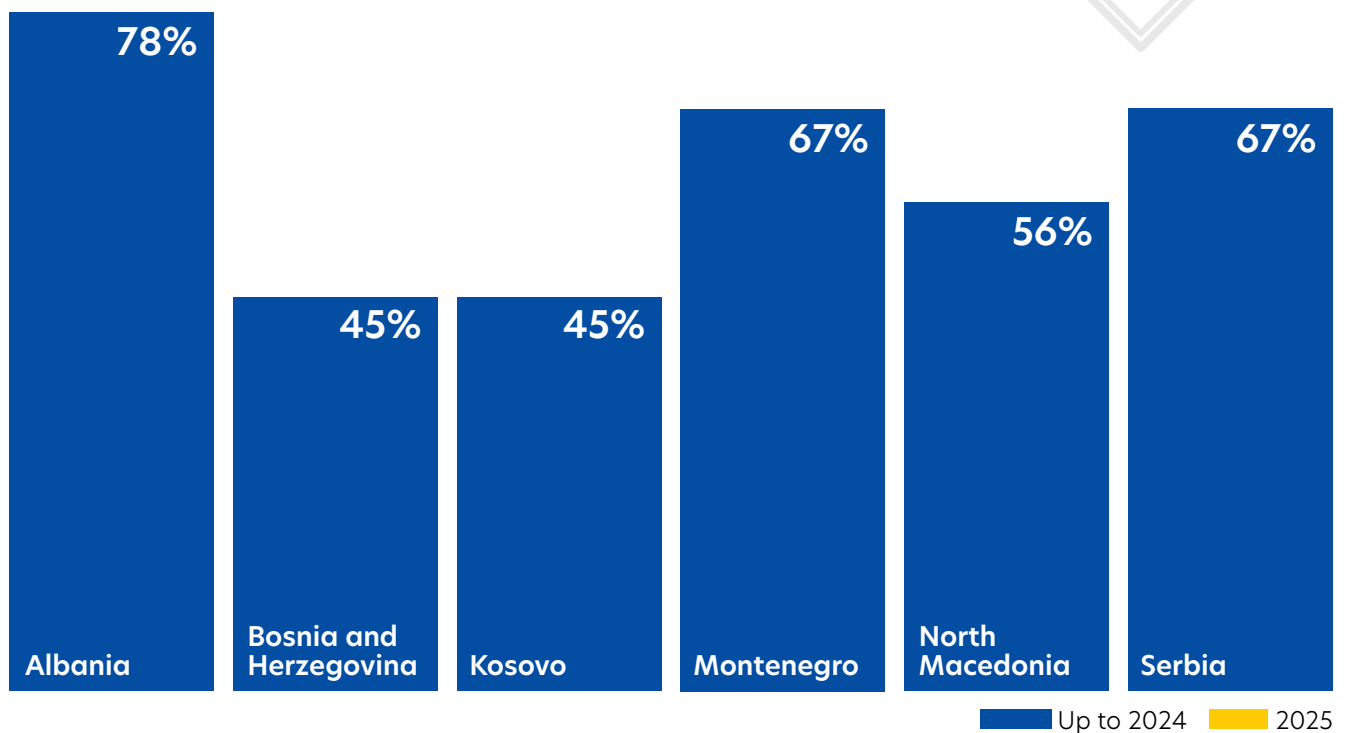


Figure 27. Passenger Rights

1.4 Technical Assistancess

1.4.1 Rail

The Level Crossings Safety Improvement has been established as a priority for the Western Balkan Region. Accordingly, during the Sixth Technical Committee on Railway in November 2020 and the Seventh in February 2021, all Regional Partners agreed that improving safety at level crossings (LCs) should be a high-ranking priority. The first phase of the project was completed in cooperation with Infrastructure Managers from across the region and JASPERS during 2021 and 2022. The second phase involved preparing the technical and general documentation for the tender dossier for the selected 140-level crossings across the region.

The Summary Report for the project “Preparation of Project Documentation for Increasing Safety on Railway Level Crossings in the Western Balkans” (Phase II), which is a continuation and outcome of the preparatory work undertaken in the first phase with JASPERS, Regional Partners and the TCT Secretariat for Level Crossings Safety Improvement, was completed in July 2024.

Based on technical specifications and tender dossier provided by the TCT Secretariat, Kosovo, Serbia and Montenegro applied for SSTP and received EC grant for implementation of the project.

During the first half of 2024, the TCT Secretariat selected a consultant to define the framework for establishing a Regional Centre of Railway Excellence. All the deliverables were completed in July 2025. The objective of this assignment was to outline the key requirements for establishing the Regional Centre of Railway Excellence in the Western Balkans, including infrastructure and equipment requirements, specialised training programs and strategic partnerships - ultimately providing a comprehensive framework for creating a hub of excellence in the railway sector.

The next steps will include presenting the findings to the Regional Steering Committee of the TCT, followed by a decision on the implementation of the Centre.

As for multimodal terminals, the Service Contract “Technical Assistance on Multimodality, Terminal Assessment, and Digitalization” commenced in December 2023 and was finalised on December 10, 2024.

The specific objective of the assignment was to assist the six South East European (SEE) Parties of the Transport Community in aligning with relevant EU acquis, particularly the TEN-T Regulation, by identifying barriers to multimodality (e.g. infrastructure, policy, digitalisation issues), conducting a market and prospective analysis on multimodal freight terminal and developing an Action Plan for establishment of a multimodal freight terminal network.

1.4.2 Road

As part of its 2024 Work Plan, the Transport Community Permanent Secretariat (TCT Secretariat) awarded a technical assistance contract in December 2024, with a duration of 11 months, for the Assessment of Setting Up National Access Points and National Bodies in Regional Partners. This initiative aims to support the Western Balkan partners in establishing National Access Points (NAPs) and National Bodies (NBs) - institutions essential for harmonising the collection, management and dissemination of transport data in line with the revised ITS Directive 2023/2661/EU and its updated regulations, thereby aligning regional transport policies with EU standards.

The project's primary objective is to facilitate the creation of robust and interoperable NAPs and NBs, adapted to each Regional Partner's institutional framework and technical capacity.

The project commenced in January 2025, with deliverables due throughout the year and the final report due in December 2025. These outputs will be reviewed by the relevant regional technical committees and are expected to guide implementation aligned with the Next Generation of Road Action Plans and Reform Agendas.

1.4.3 Road Safety

The accomplishments and progress of the Next Generation Action Plan were made possible through the professional and financial support of the Transport Community Secretariat. The following technical assistances activities were carried out during the reporting period.

To align Montenegro with EU standards, legal reforms were required to ensure compliance with Regulation (EU) 2016/1628, focusing on emission limits and type-approval for non-road machinery. At the request of the Ministry of Transport of Montenegro, the TCT Secretariat hired a locally contracted expert to adapt the draft Law on Homologation of Motor Vehicles to EU legislation on vehicle approval, market surveillance, emissions and technical standards. This law represents a key step in implementing Regulation (EU) 2016/1628, listed in Annex 1 of the Transport Community Treaty. The TCT Secretariat successfully recruited the expert, who prepared the final draft for subsequent government and parliamentary approval.

1.4.4 Waterborne Transport and Multimodality

To support the implementation of the Next Generation Action Plan for Waterborne Transport and Multimodality, the Transport Community Permanent Secretariat (TCT Secretariat) facilitated several technical assistance activities during the reporting period.

A series of events focused on aligning procedures with the IMDG Code under Directive 2008/68/EC were organised. Study visits to the Ports of Hamburg and Bremen (March 25-29) brought together participants from Albania and Montenegro. The final regional workshop was held in Kotor, Montenegro (May 14-16), featured expert contributions from European ports and international organisations.

TAIEX Technical Assistance for Montenegro on the Law on Ports was concluded in August 2025. Experts reviewed the draft legislation to ensure alignment with EU legal acts on port reception facilities, bulk carrier safety procedures and port service transparency. The revised draft was submitted to the Ministry of Maritime Affairs for further action.

1.4.5 Transport Facilitation

Following the endorsement of 11 crossing points fiches in December 2024, prepared with the support of a short-term consultant engaged by the TCT Secretariat, the European Commission secured the financing through the Safe and Sustainable Transport Programme 2 (SSTP 2). This grant programme, under WBIF, will be complemented by a loan programme, both managed by the World Bank. The arrangements between the EC and World Bank are being finalised, and the SSTP 2 is expected to become operational by the end of 2025. The TCT Secretariat was consulted and actively contributed to the draft Grant Application Form for SSTP2. The programme will finance, among other things, the necessary improvements in infrastructure and equipment at the 11 Green Lanes crossing points on the side of the Western Balkans.

To support the national authorities in developing concrete project proposals based on these fiches, additional technical assistance (TA) resources are expected to be mobilised by the European Commission or the World Bank on a case-by-case basis.

The European Commission has already requested all Regional Partners to express their interest and commitment to commence the offered TA for detailed preparatory work on specific BCP projects, building on the existing fiches. Albania, Kosovo, Montenegro, North Macedonia and Serbia have confirmed their commitment in response.

1.4.6 Social Issues and Passenger Rights

During the reporting period, one technical assistance in passenger rights, carried out by consultants, was completed. The most recent Report for the Technical Assistance for Strengthening the Regulatory Framework for Passenger Rights in the Western Balkans was submitted at the beginning of December 2024.

The study on Strengthening Passenger Rights in the Western Balkans had a twofold objective: first, to improve the transposition and implementation of passenger rights across the region, and second, to ensure that carriers and passengers have a clear understanding of these rights. The study represents a significant step towards alignment with EU standards. The comprehensive reports produced are expected not only to enhance regional transposition and implementation but also to foster a clearer understanding of passenger rights for carriers and travellers.

2.1 **Albania**



2 Contracting Parties

2.1 Albania

2.1.1 Rail

Overall Summary

Albania is making moderate progress in implementing the actions outlined in the Next Generation Rail Action Plan, achieving an overall implementation rate of 45%.

In previous period, Albania made notable efforts to establish an institutional framework by enacting four laws approved by the Parliament. These legislations aimed at establishing the National Safety Authority (NSA), the National Investigating Body (NIB), and the Regulatory Body (RRA).

The primary challenges include a lack of human resources and budgetary allocations for the new institutions, as well as a strong focus on new infrastructure projects that have overshadowed reform efforts.

Among major highlights is the opening of the negotiations on two transport chapters: Chapter 14 - Transport Policy, and Chapter 21 - Trans-European Transport Networks.

Progress by Measures

Rail Market Opening

52%

Albania continued preparing for the implementation of reform laws. However, some challenges persisted, particularly regarding insufficient human resources and financial constraints. To support this process, the TCT Secretariat assisted Albania in drafting documents for the functioning of the Railway Regulatory Agency and the National Safety Authority. The establishment of the National Investigation Body is still pending.

The Railway Safety Authority has been established but is not yet fully functional and operational despite the appointment of the General Director; vacant positions are expected to be filled by 2026. The Executive Director of the Railway Regulatory Authority was appointed in July 2024, and the structure is expected to be completed by Q2 2026. The Authority for the Investigation of Railway and Maritime Accidents and Incidents has not yet been established, this is also expected by Q2 2026.

Changes to the Law on Segmentation of the National Rail Company (HSH) were adopted in December 2024, establishing a clear separation between infrastructure and operations. Two new public companies were created as successors to Albanian Railways (HSH). Albania adopted Law No. 119/2024 (dated December 12, 2024) partially adopting amendments and changes to Law no. 90/2021, "On the division of the company 'Albanian Railways' sh.a." Regulations 2015/909 and 2015/429 have been fully transposed.

Additionally, the National Rail Company (HSH) and the private operator "Albrail" contributed to the successful conclusion of the second phase of the Level Crossing project. Albania received both the technical and general parts of the tender dossier for three level crossings, as well as a template for all future upgrades of level crossings.

Regarding the Network Statement, it is published by both railway administrations: the state (latest version for 2021) and the private operator "Albrail" (for 2024), covering the line under concession. The 2025 version for the state company is currently under revision.

Regarding the Service Facility Description, Regulation 2016/545 has been fully transposed, while Regulation 2017/2177 is planned for transposition in Q4 2025.

As nearly the entire railway network in Albania is undergoing reconstruction in different phases, maintenance will become a priority after the completion of the investment cycles.

The current direct grant contract for the maintenance and operation between the Albanian Railways (HSH) and the relevant public authority should be replaced with a multi-annual infrastructure contract between new Infrastructure Company and the relevant authority. Currently, Albanian Railways operates under the annual contract with the Ministry of Infrastructure and Energy and the concession contract with Albrail for 64 km of railway infrastructure.

Albania: Rail Market Opening

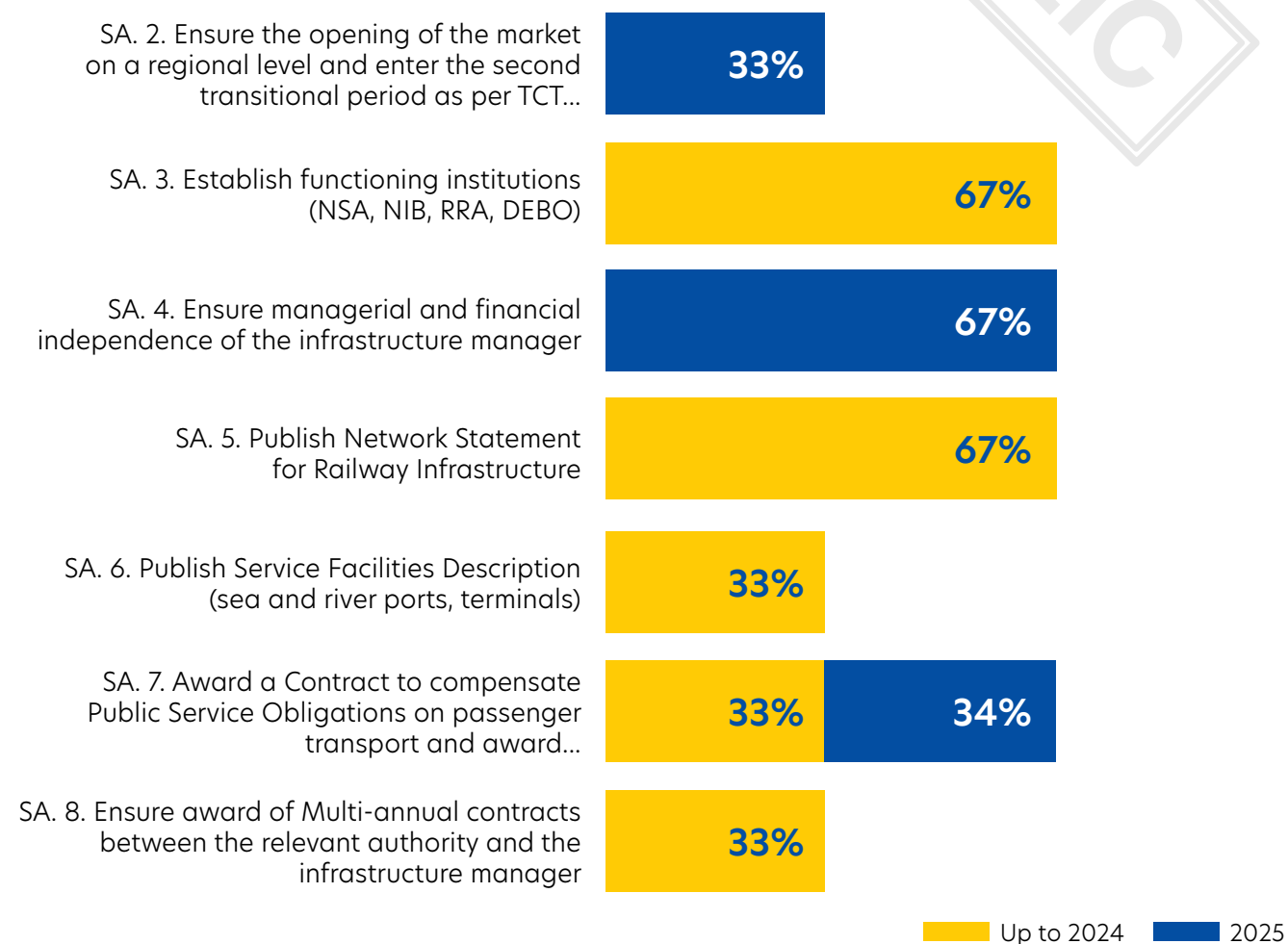


Figure 28. Rail market opening

Train Driver Licencing

50%

This area is regulated by the Rail Code adopted in 2017. Directive 2007/59/EC, Commission Regulation No. 36/2010, and 2019/554 have been fully transposed, according to reports from Albania.

However, the Fourth Rail Package still needs to be transposed. No progress was made during the reporting period.

Albania: Train Driver Licencing

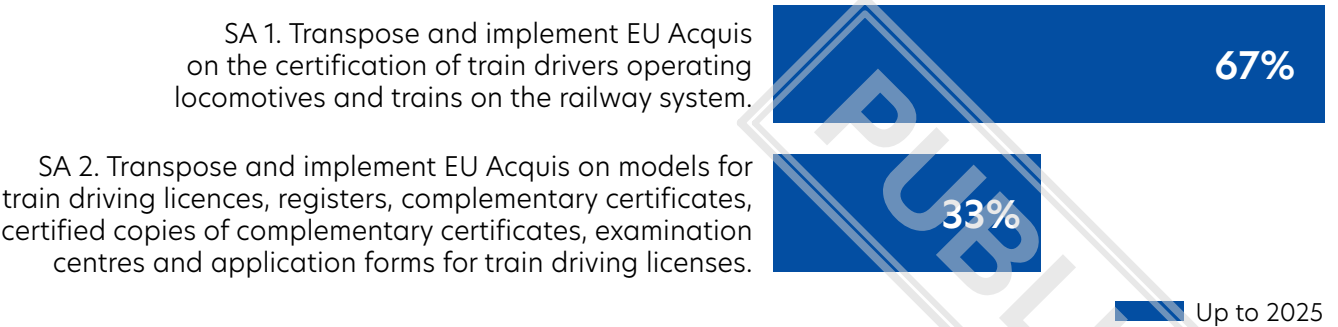


Figure 29. Train Driver Licencing

Interoperability

42%

Further efforts are required to publish the TSIs, continue the transposition of the 4th Railway Package and establish the Electronic Vehicle Register. The TCT Secretariat and ERA organised training for the European Electronic Vehicle Register, covering all aspects of data collection, structure, usage and further access to the European EVR System. This structure will allow Albania to systematically collect the required data once fully prepared.

The newly established NSA plans to transpose the Technical Specifications of Interoperability by Q4 2026, while RINF is expected to be established by the end of 2025.

No progress has been made during the reporting period.

Albania: Interoperability

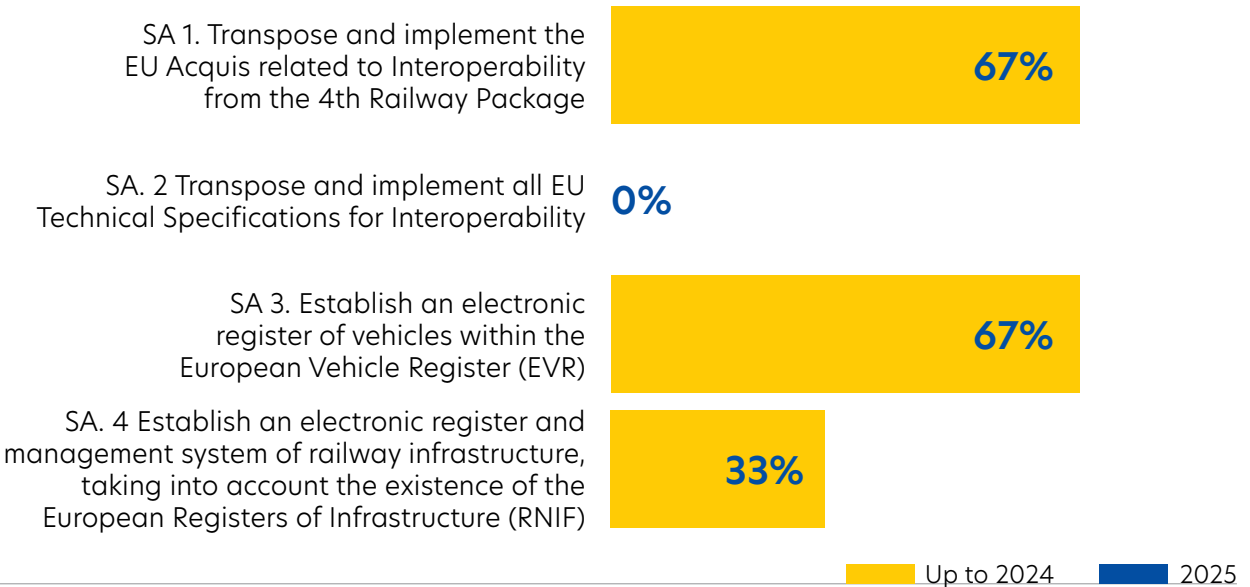


Figure 30. Interoperability

Railway Safety

25%

The institutional framework is still under development. The National Safety Authority was established last year; however, no further progress has been reported.

Safety Management System is supported by transposition of Commission Regulation (EU) No 1078/2012, while the entity responsible for maintenance is expected to be established by Q4 2026.

Albania: Railway Safety

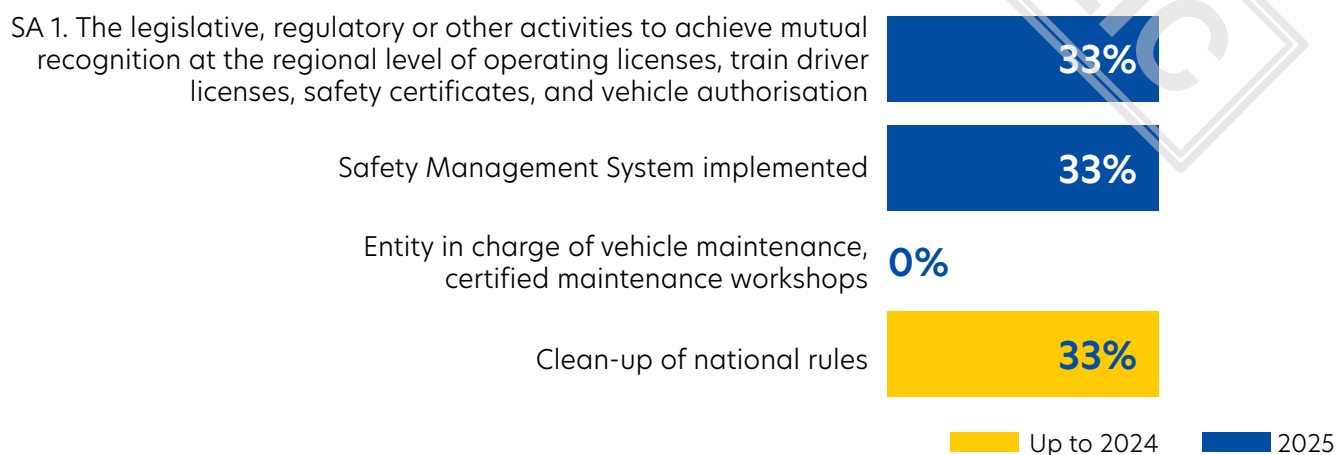


Figure 31. Railway Safety

Modernisation of Rail Network Infrastructure

44%

For the next reporting period, the adoption of the National Rail Infrastructure Plan is expected by Q4 2027, and the Railway Infrastructure Assets Management System is scheduled to be established by Q4 2027.

The TCT Secretariat provided the tender documentation with technical specifications for several level crossings which can be used for procurement of upgrades of these level crossings.

Albania: Modernisation of Rail Network Infrastructure

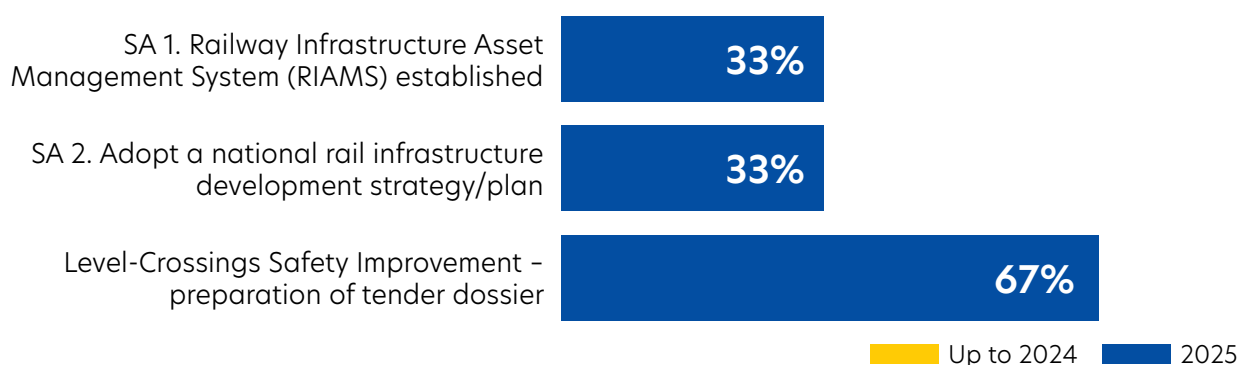


Figure 32. Modernisation of Rail Network Infrastructure

Cooperation with the Region

67%

All Regional Partners have expressed readiness and willingness to contribute to the establishment of a Network of National Investigation Bodies (NIBs), National Safety Authorities (NSAs), and Railway Regulatory Authorities (RRAs). However, the institutional framework is not yet fully established.

In May 2025, all NIBs, NSAs and RRAs from the Western Balkans signed a Memorandum of Understanding to formally establish the regional network of Safety Authorities, Investigation Bodies and Railway Regulatory Bodies. Although the MoU has been signed, it currently exists only in document form, and concrete measures are required for its full operationalisation.

Albania: Cooperation with the Region



Up to 2025

Figure 33. Cooperation with the Region

Sustainable and Multimodal Measures

33%

The listed measures focus on advancing digitalisation and e-freight capabilities by adopting legislation aligned with the EU Acquis. Additionally, efforts are directed towards promoting multimodality through the preparation and approval of action plans for developing a network of multimodal freight terminals. Enhancing resilience and sustainability in the rail sector is an additional priority.

e-freight: In late 2024, DG ENEST, in coordination with the TCT Secretariat, launched the EU4Digital Initiative, co-funded by the EU and Germany's BMZ. One of its three core components is dedicated to e-freight. The programme aims to accelerate digital transformation in the Western Balkans by improving digital infrastructure, enabling cross-border services and supporting business digitalisation. Albania is actively participating in this initiative.

Multimodality: The TEN-T Regulation extension to the Western Balkans clearly defines the Core and Comprehensive networks for roads, railways and ports. However, multimodal terminals remain underdeveloped. The TCT Secretariat, together with Regional Partners, provided technical assistance to identify barriers to multimodality, conduct market and prospective analysis and draft an action plan for a cohesive multimodal freight terminal network. Deliverables included surveys, analyses, a digitalisation report and institutional capacity-building activities. Nine key multimodal rail-road terminals were identified and agreed upon with Regional Partners for potential inclusion in TEN-T Regulation. For Albania specifically, one terminal has been identified.

Resilience: On March 27-28, 2025, the Transport Community Secretariat and Deutsche Bahn organised the 7th Railway Infrastructure Managers Network meeting in Frankfurt. The event included a dedicated workshop on railway infrastructure resilience to address climate change challenges and explore a resilience addendum to the regional rail MoU.

Albania: Sustainable and multimodal measures

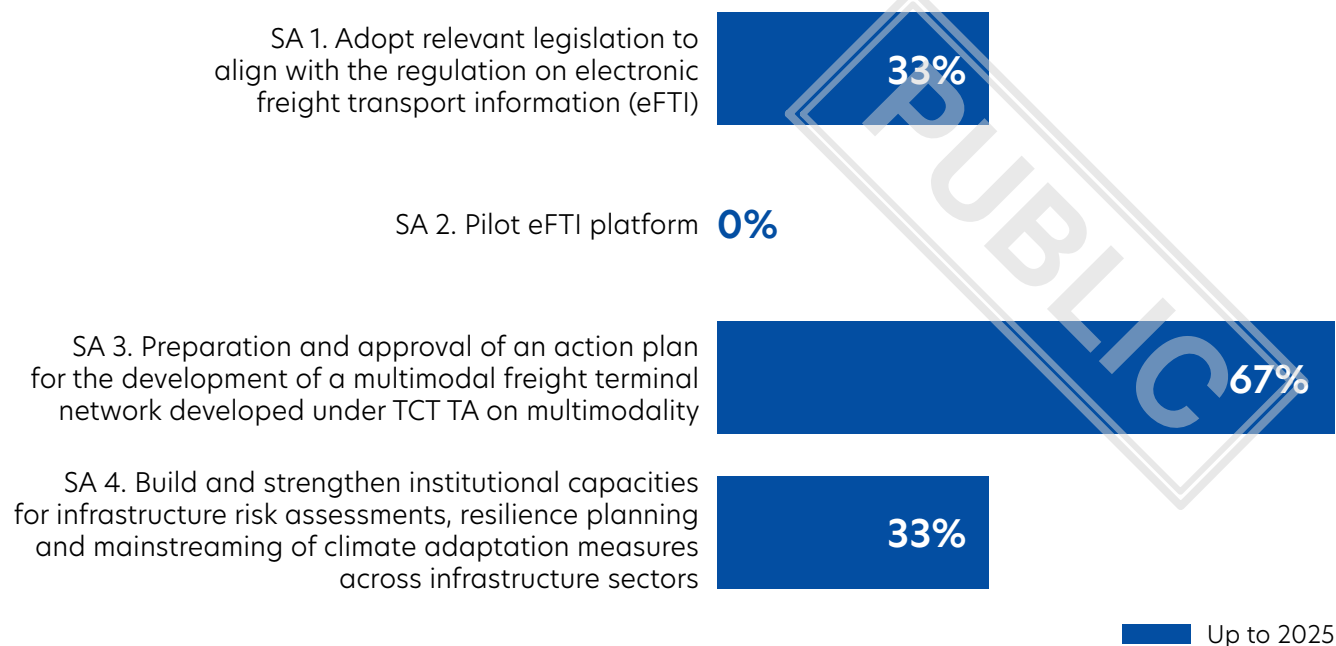


Figure 34. Sustainable and multimodal measures

Recommendations

- Complete the institutional framework – by establishing NIB.
- Ensure full operational capacity of the National Investigating Body (NIB) and Regulatory Body (RRA).
- Complete the restructuring of Albanian Railways (HSH) into separate entities for infrastructure and operations.
- Publish the Network Statement for public railway infrastructure for 2026.
- Publish the Network Statement for the ports of Durres and Vlore.
- Establish contractual relationships between the new rail Infrastructure Manager and the relevant public institutions by signing a Multi-Annual Infrastructure Contract.

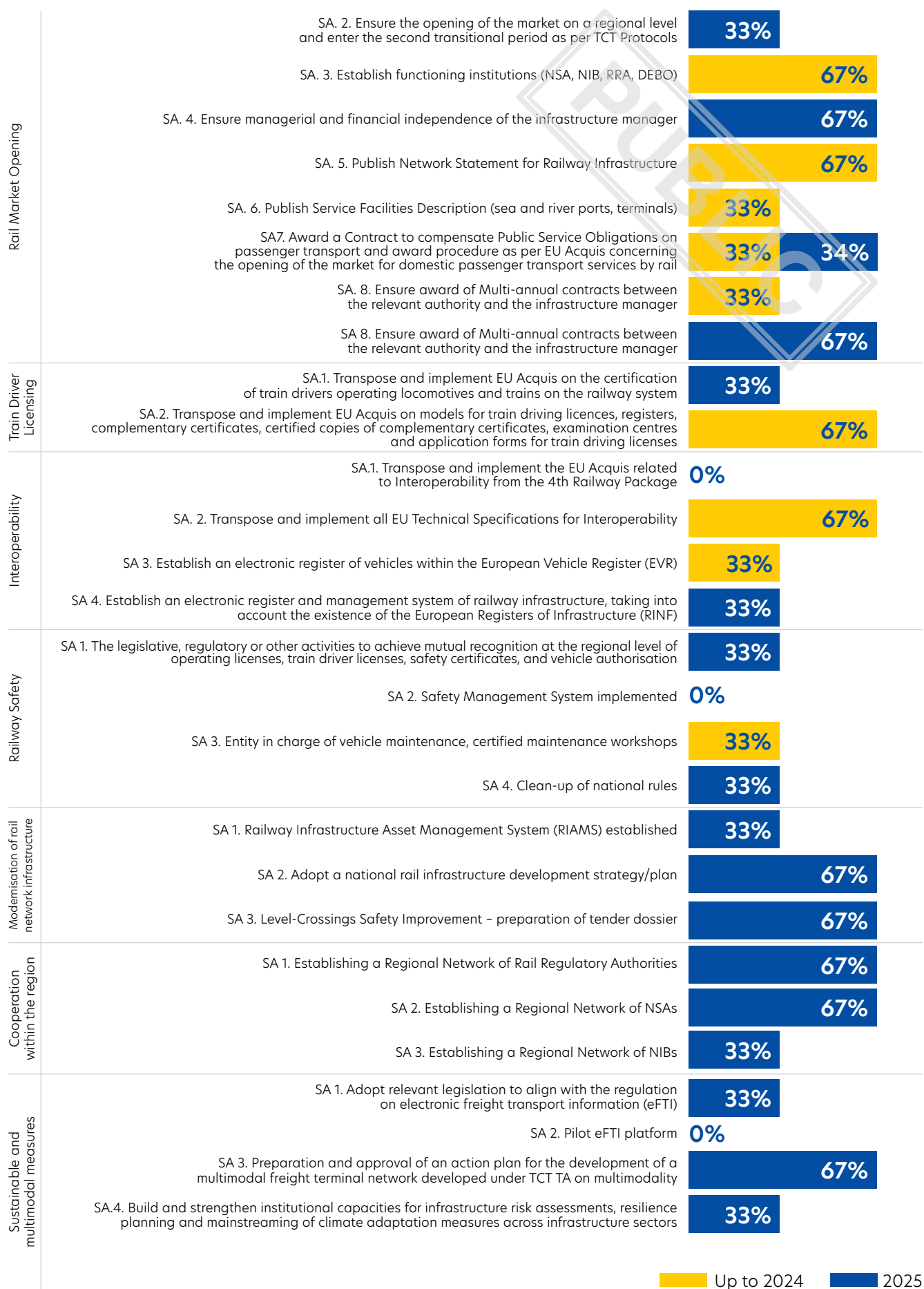


Figure 35. Next Generation Rail Action plan by measures

Overall Progress

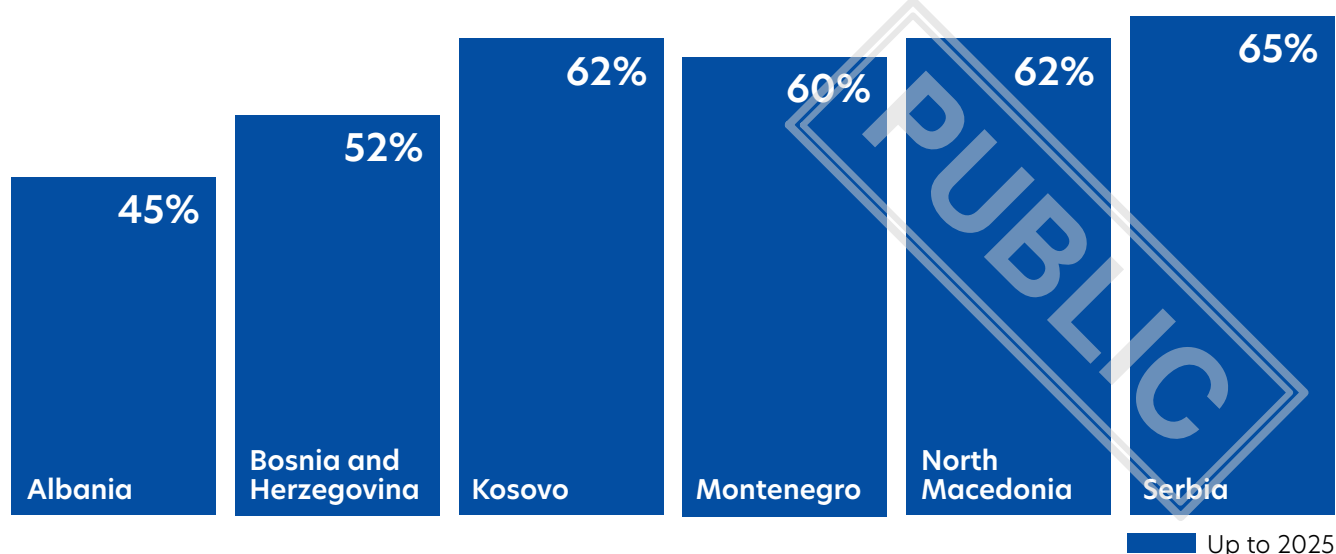


Figure 36. Overall progress of the Next Generation Rail action plan

2.1.2 Road

Overall Summary

Albania is steadily progressing in implementing the measures outlined in the Next Generation Road Action Plan, achieving an overall implementation rate of 63%. However, it is important to note that there has been no progress on measures carried over from the previous Road Action Plan.

Key achievements during this reporting period include: progress through EU-funded technical assistance towards the full operationalisation of Road Asset Management System (RAMS); anticipated drafting of the Service Level Agreement (SLA); partial transposition of Delegated Regulation 962/2015 on real-time traffic information services; and the decision on the institutional bodies designated to serve as the future National Access Point (NAP) and National Body (NB).

Progress by Measures

Establishing a Functioning and Efficient Road Maintenance System

67%

The entire national road network under the administration of the Albanian Road Authority (ARA) is currently maintained through performance-based maintenance contracts. In line with the Medium-Term Budget Plan (2026-2028), a total of €105 million has been allocated for road maintenance services over the next three years.

Pursuant to Decision of the Council of Ministers (DCM) No. 234 of April 17, 2024, "On certain amendments to DCM No. 600 of Oct13, 2021 2021, concerning the ownership of state roads and the transfer of ownership between road-owning entities", a revised inventory of the national road network administered by ARA has been officially approved. The Institute of Transport, in cooperation with ARA, is conducting a detailed review of the road network dataset within the GIS platform and implementing necessary revisions in line with the updated inventory.

Progress in establishing the Road Asset Management System (RAMS) and finalising the Service Level Agreement (SLA) has so far been limited. These areas are now expected to gain momentum through the EU-funded project *Support for Road Sector Reform and Road Safety Strategy*, implemented by the EU Delegation in Tirana. The project commenced on April 15, 2024, and will run for 36 months.

Albania: Road Maintenance Progress

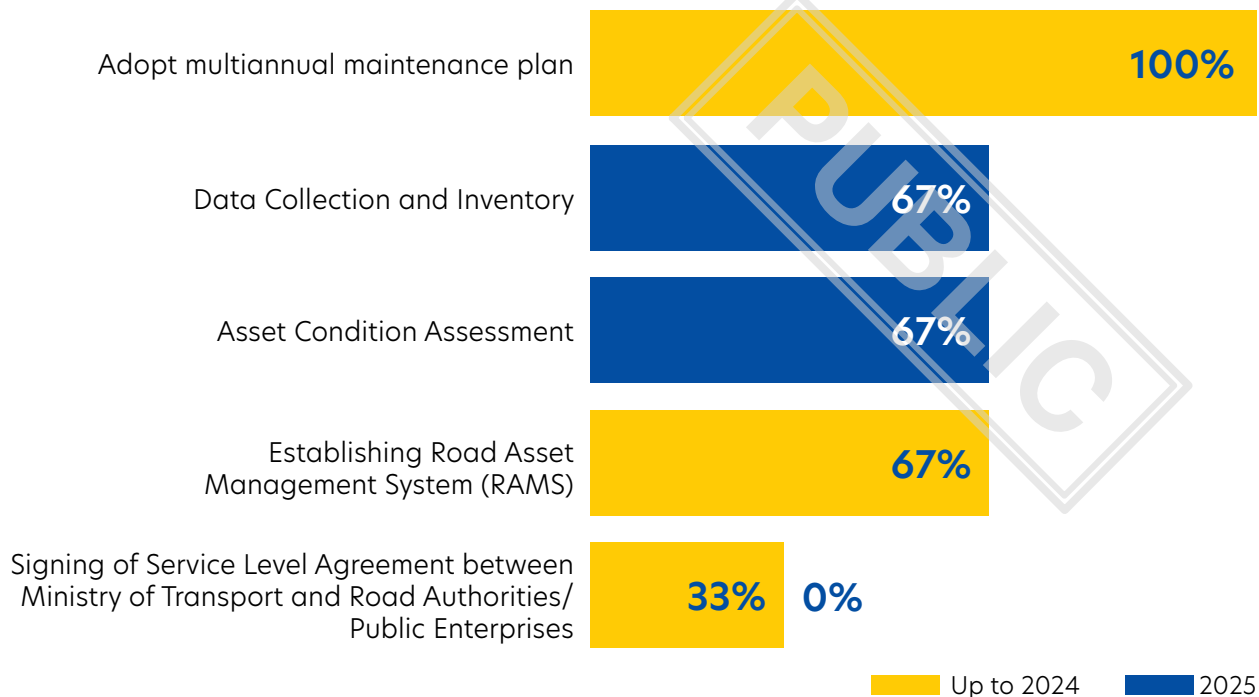


Figure 37. Road maintenance - Albania

ITS Deployment on Core/Comprehensive Road Networks 44%

Albania has made progress in the deployment of Intelligent Transport Systems (ITS), in line with EU directives and regional transport priorities. The national Traffic Monitoring Centre has been constructed and equipped, while works are ongoing to install surveillance cameras and ITS infrastructure along 200 km of the primary road network.

As part of the Growth Plan Reform Agenda 2024–2027, approved by Decision of Council of Ministers No. 621 of October 10, 2024, Albania has acknowledged that its legislation is only partially aligned with Directive 2010/40/EU on the framework for the ITS deployment in road transport and its interfaces with other modes. Relevant legal instruments supporting partial alignment include:

- Law No. 8308 of 18 March 1998 On Road Transport, as amended.
- Guideline No. 3616/3 of 20 July 2017On Rules for Implementation of Intelligent Systems in the Field of Road Transport and Connection with Other Modes of Transport.

Full alignment with the consolidated text of Directive 2010/40/EU is expected by the end of 2025.

With regards to Delegated Regulation (EU) 2022/670 on Real-Time Traffic Information (RTTI) services, Albania has partially transposed it through the Ministerial Guideline No. 12 of December 30, 2024, which: establishes the legal framework for the provision of RTTI services, designates the Albanian Road Authority (ARA) as the future National Access Point, while the Institute of Transport has been proposed as the future National Body. However, certain articles concerning Member States obligations have not been included due to Albania’s candidate country status. Full transposition is planned by 2027.

The implementation process is ongoing, with institutional responsibilities divided between the Albanian Road Authority (ARA) and the National Traffic Management Centre (NTMC). Both institutions are developing the technical and operational capacities required to provide a real-time traffic information in line with EU standards set out in the implementing acts of Directive 2010/40/EU and Delegated Regulation 2015/962.

Preparations are also underway for the transposition of Delegated Regulation (EU) 2017/1926 on Multimodal Travel Information Services (MMTIS).

The National Road Operation Entity (EKORR) was established by DCM No. 684 of November 6, 2024. EKORR has been designated as the authority responsible for tolling operations, with responsibilities including planning, implementing, monitoring and managing a tolling systems across the national road network. A comprehensive assessment of the existing tolling framework is underway to identify necessary amendments for full alignment with EETS requirements, with complete transposition targeted by 2027.

Albania: ITS Deployment Progress

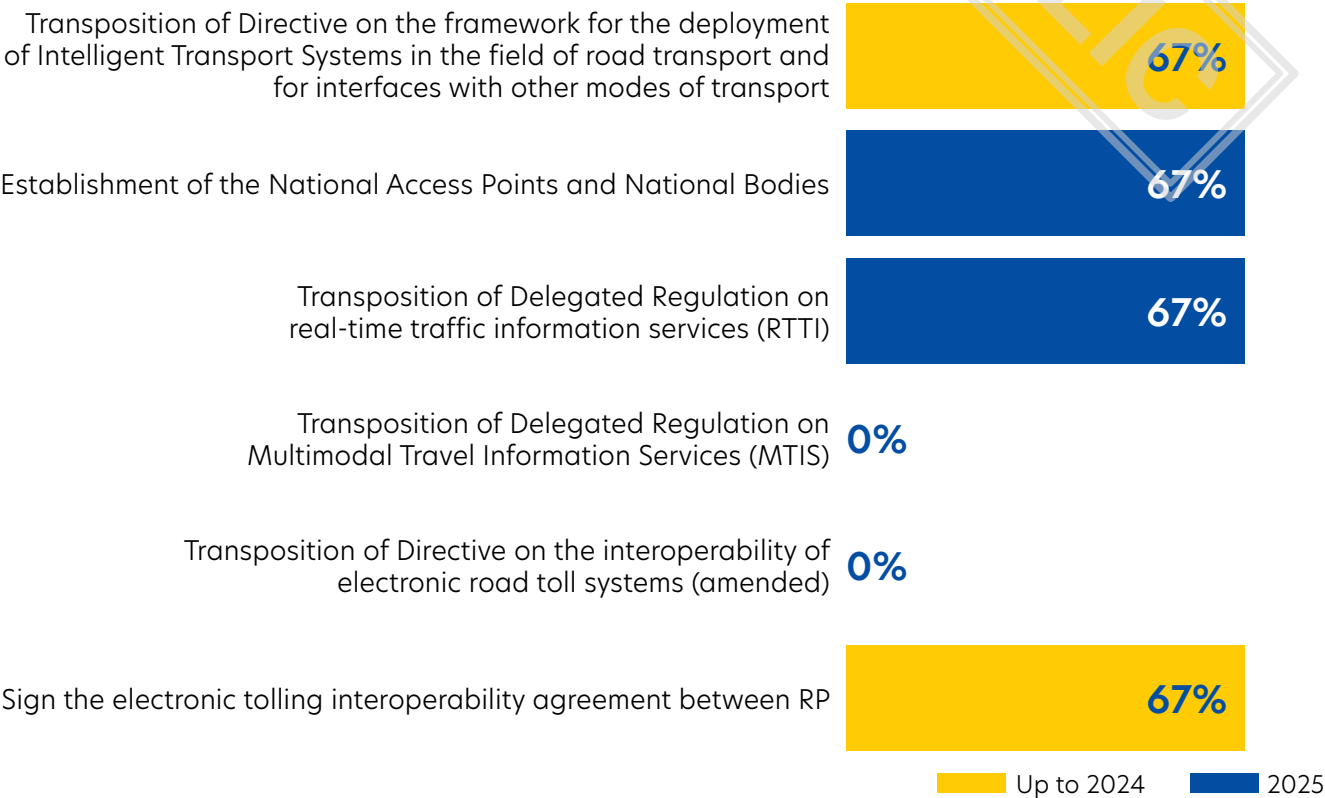


Figure 38. ITS Deployment - Albania

Enhancing Road transport Climate Resilience and Use of Alternative Fuels

39%

Albania is drafting the Regulation (EU) 2023/1804 of the European Parliament and of the Council, dated September 13, 2023, on the deployment of alternative fuels infrastructure, which repeals Directive 2014/94/EU. This alignment is planned to be achieved by the end of 2025 through a draft decision of the Council of Ministers, aimed at promoting clean road transport vehicles and establishing alternative fuel infrastructure. As this draft decision is directly linked to the ongoing revision of the Law on Energy Efficiency, both are scheduled for adoption in 2025.

The World Bank Building Resilient Bridges (BRB) programme, which aims to enhance infrastructure safety and strengthen resilience to climate change and natural disasters, is ongoing.

Additionally, in the National Plan for European Integration 2024-2026 of Albania (approved by the Council of Ministers in January 2024), the Ministry of Infrastructure and Energy has foreseen the transposition of Directive 2009/33/EC of the European Parliament and of the Council of April 23, 2009, on the promotion of clean and energy-efficient road transport vehicles. The draft secondary legislation for implementation of the requirements of the Clean Vehicles Directive has been finalised. Its approval is linked to the

amendment to the Law on Energy Efficiency, which is currently in process. Once the legal amendment has been adopted, the secondary legislation will proceed through the final approval procedure.

The Agency for Energy Efficiency is actively expanding electric vehicle charging infrastructure across Albania, based on a feasibility study and detailed charging stations development report. A significant project completed during the reporting period was the installation of nine fast-charging stations in key border cities and along major transit routes, including Saranda, Vlora, Korça, Dures, Elbasan, Vlora Port Authority, Dures Port Authority and the Hani i Hotit border point, with capacities ranging from 50 kW to 150 kW. All stations are fully operational and have been handed over to local municipalities.

Furthermore, a 150-kW charger is being installed in cooperation with the Kakavija customs point. These stations are integrated into a central cloud-based system that enables real-time communication and management. The contractor is also responsible for completing and adapting parking spaces with appropriate horizontal signage to facilitate vehicle charging.

Despite efforts to transpose legislation concerning clean vehicles and alternative fuel infrastructure, this group of measures remains stalled. To support progress in transposition and implementation of the AFIR Regulation 1679/2024 across the region, the Transport Community Permanent Secretariat will launch and award a Technical Assistance project by the end of 2025.

Albania: Climate Resilience and Alternative Fuels Progress

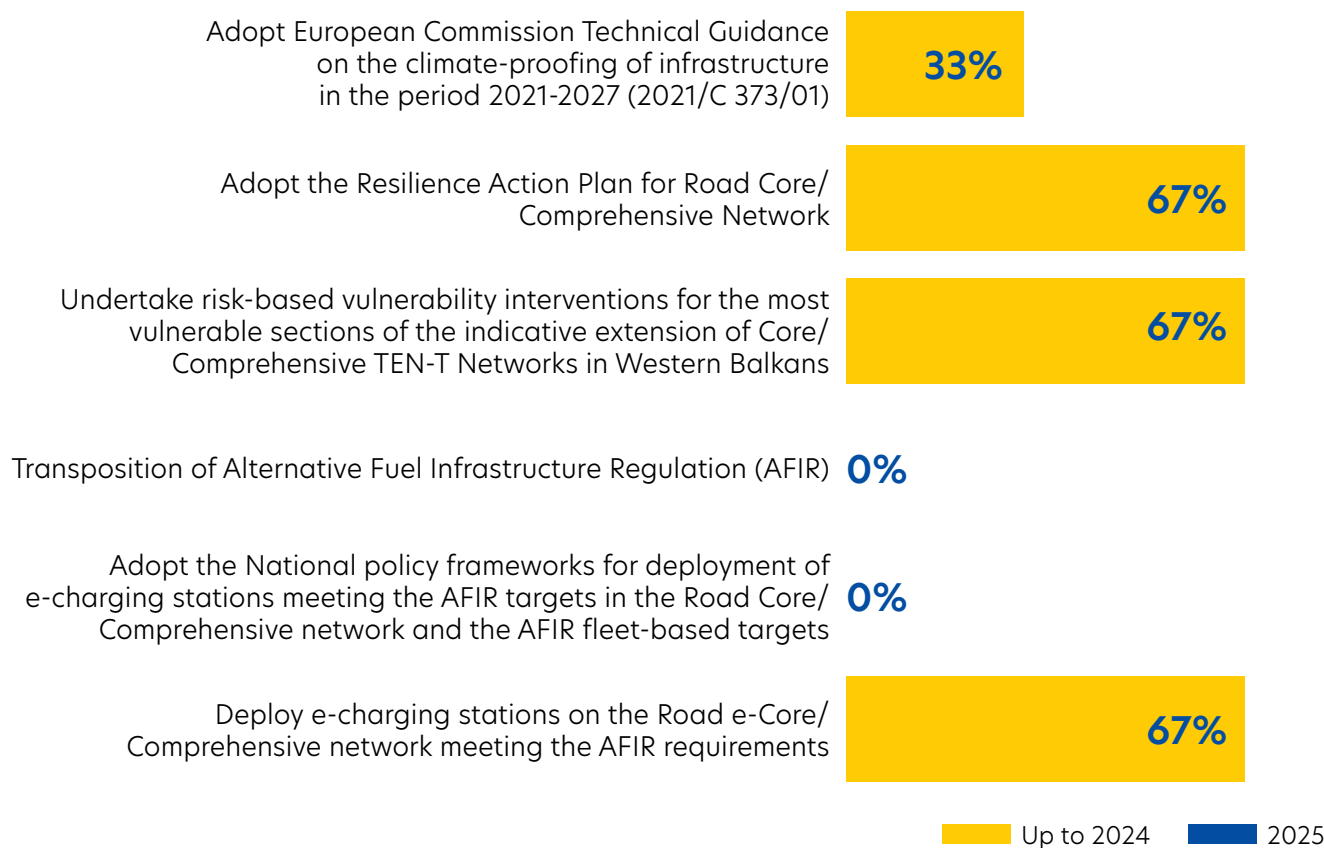


Figure 39. Climate Resilience and Alternative Fuels - Albania

Recommendations

- Ensure full integration and operational use of RAMS data for investment planning.
- Adopt the SLA to clarify institutional responsibilities and implement performance-based management.
- Complete the full transposition of Directive 2661/2023/EU by the 2025 target.
- Finalise the legal and institutional framework for EETS, including necessary reforms to the tolling system and full operationalisation of EKORR.

Albania: Road Action Plan by measures

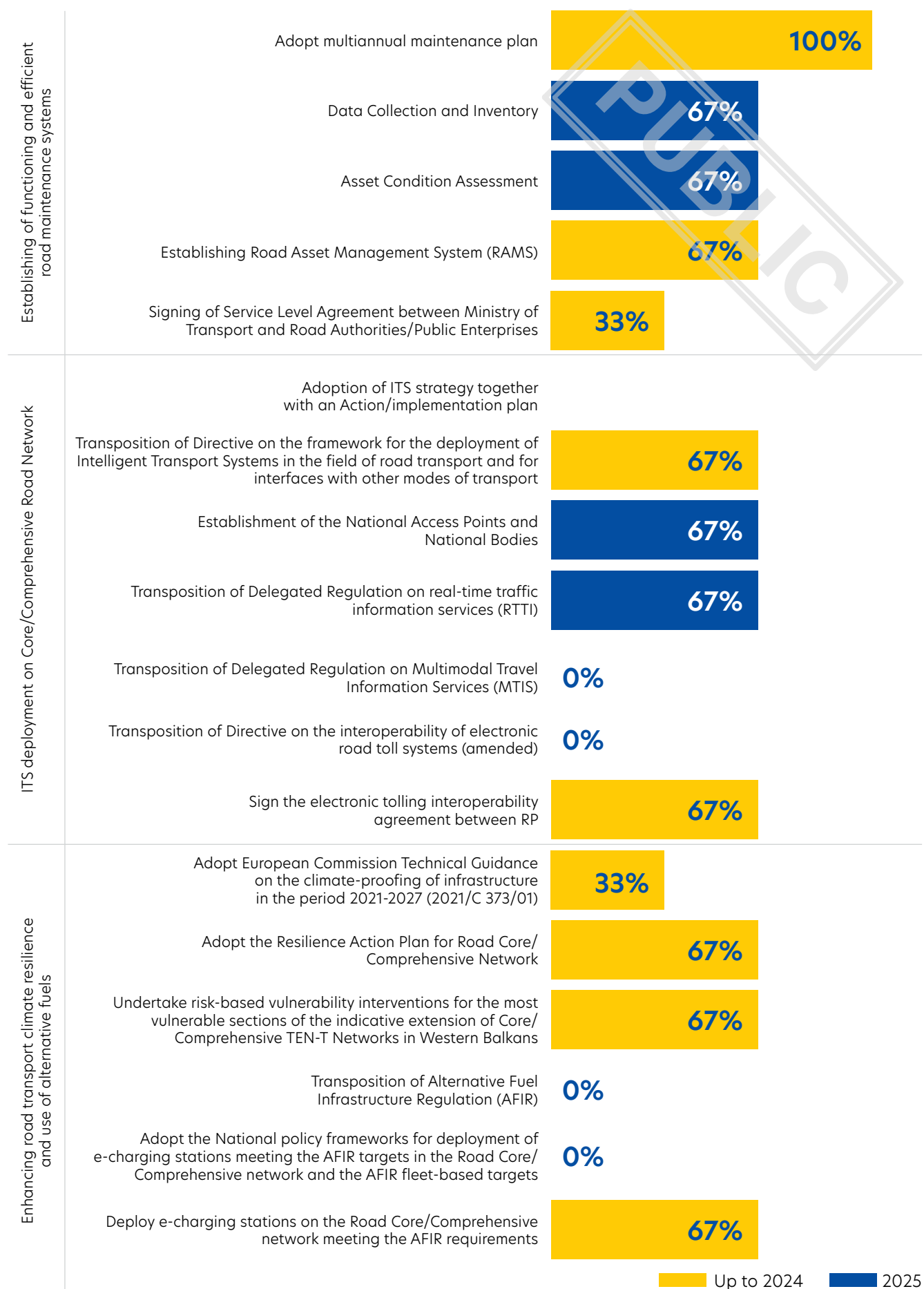


Figure 40. Road action plan by measures - Albania

Next Generation Road Action Plan - Overall Progress

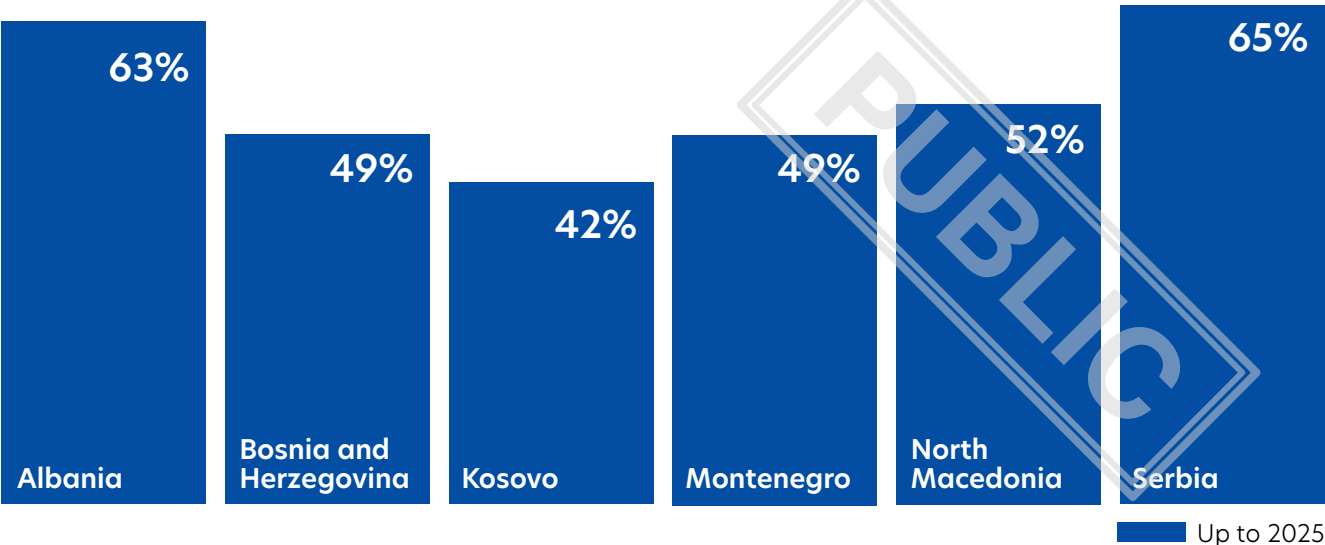


Figure 41. Road Action Plan - Overall Progress

2.1.3 Road Safety

Overall Summary

Overall progress in implementing the measures of the action plan is 43%. The project "Support for Road Sector Reform and Road Safety Strategy", within IPA III/2024/454-582, commenced in April 2024 and will span 36 months. This project focuses on developing of the Road Safety Strategy, the Action Plan and reforms within the Albanian Road Authority. The draft strategy is nearing completion.

In this regard, Albania reduced road fatalities by 8.9%, from 192 to 175, moving closer to the targets set for 2027 and 2030.

Regional Partner	2019	2020	2021	2022	2023	2024	Goal 25% 2027	Goal 50% 2030
Albania	227	181	197	164	192	↓175	170	113

Number of fatalities in 2019-2024

Progress by Measures

Strengthening the Road Safety Management

28%

Some progress has been reported in strengthening Albania's road safety management. Government by-laws define the inter-institutional framework for road safety, including composition, responsibilities and involved entities of the Inter-Ministerial Road Safety Committee, such as the Central Steering Group and Technical Secretariat, as detailed in the Rules of Procedure. However, the Inter-Ministerial Road Safety Committee did not hold any meetings during the reporting period. A draft proposal to enhance the inter-institutional setup will be developed under the EU-funded project "Support for Road Sector Reform and Road Safety Strategy".

The IPA III/2024/454-582 service contract (under Component I) supports the development of Albania's multiannual Road Safety Strategy and Action Plan. The first draft of Albania's Road Safety Strategy 2030 was expected mid-year. Data collection for the strategy is progressing but not yet complete.

No progress has been reported on the following actions: improving or establishing systematic and consolidated data collection on road traffic deaths and serious road injuries in line with existing EU standards and definitions (CARE data model), actions necessary for joining the EU CARE database, and improving serious injury datasets and establishing trauma registries, including the introduction and implementation of MAIS3.

Albania: Strengthening the Road Safety Management

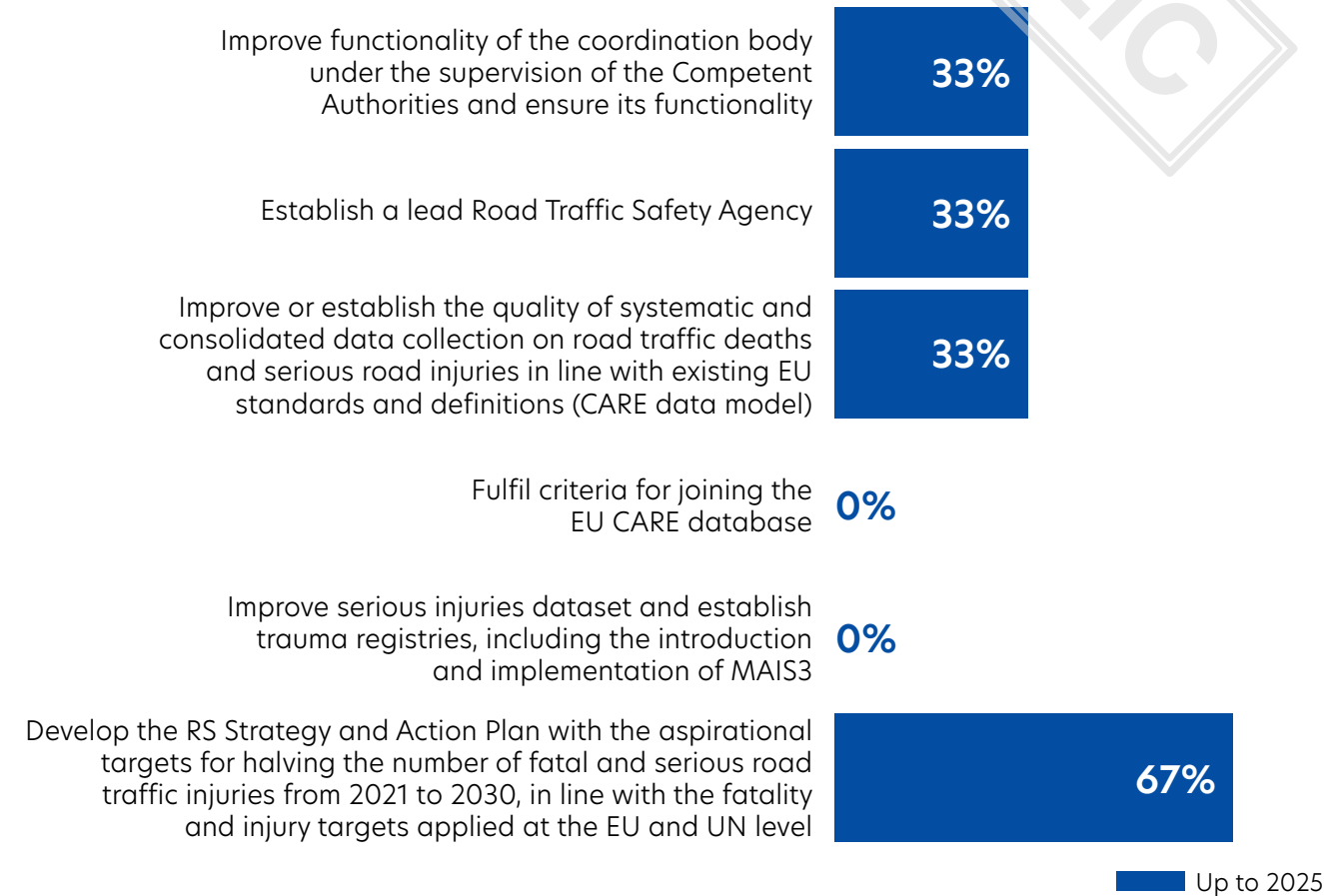


Figure 42. Strengthening the Road Safety Management - Albania

Promote safer infrastructure 44%

Some progress has been reported under this pillar. The World Bank project for reconstructing priority bridges is ongoing, covering feasibility assessments and creating detailed designs for the 12 primary bridges across the national road network within the scope of the World Bank-funded project.

Albania has adopted guidelines, draft curricula and completed training for Road Safety Inspections (RSI) and Road Safety Audits (RSA), aligning its legislation with EU Directive 2008/96/EC on Road Infrastructure Safety Management. The transposition of the Directive (EU) 2019/1936, which amends Directive 2008/96/EC, is expected to be completed soon.

The World Bank maintenance project, focused on improving road safety in high-risk areas, is ongoing and being continued under the implementation of the Road Authority. Additionally, a twinning programme, supported by the EU Delegation Office in Tirana and the Permanent Secretariat of the Transport Community, has contributed to developing safer infrastructure in Albania.

Albania: Promote safer infrastructure

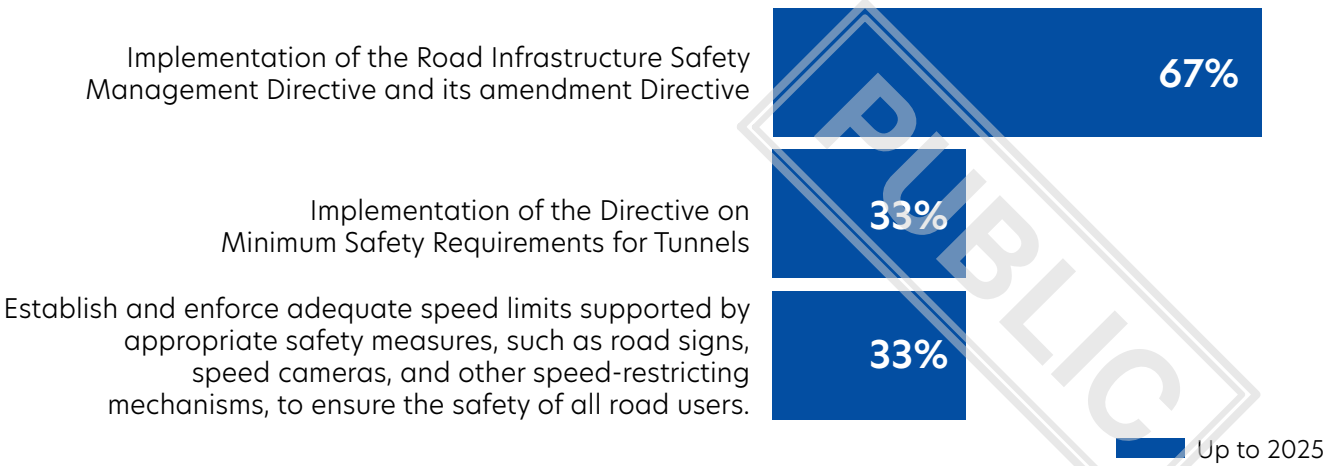


Figure 43. Promote safer infrastructure - Albania

Protection of Road Users

42%

Albania, in collaboration with Tirana Municipality, has upgraded multiple school zones following the “Safer to School” guidelines. The project focused on improving signage and infrastructure in these areas, with plans for further expansion in the coming years. In reference to the safer schools’ guidelines, Albania has adopted an Intersectoral Strategy for Safety in the Community (2021-2026) and its corresponding Action Plan. The strategy includes various intervention measures, such as implementing safety packages in schools.

Albania: Promote the protection of road users

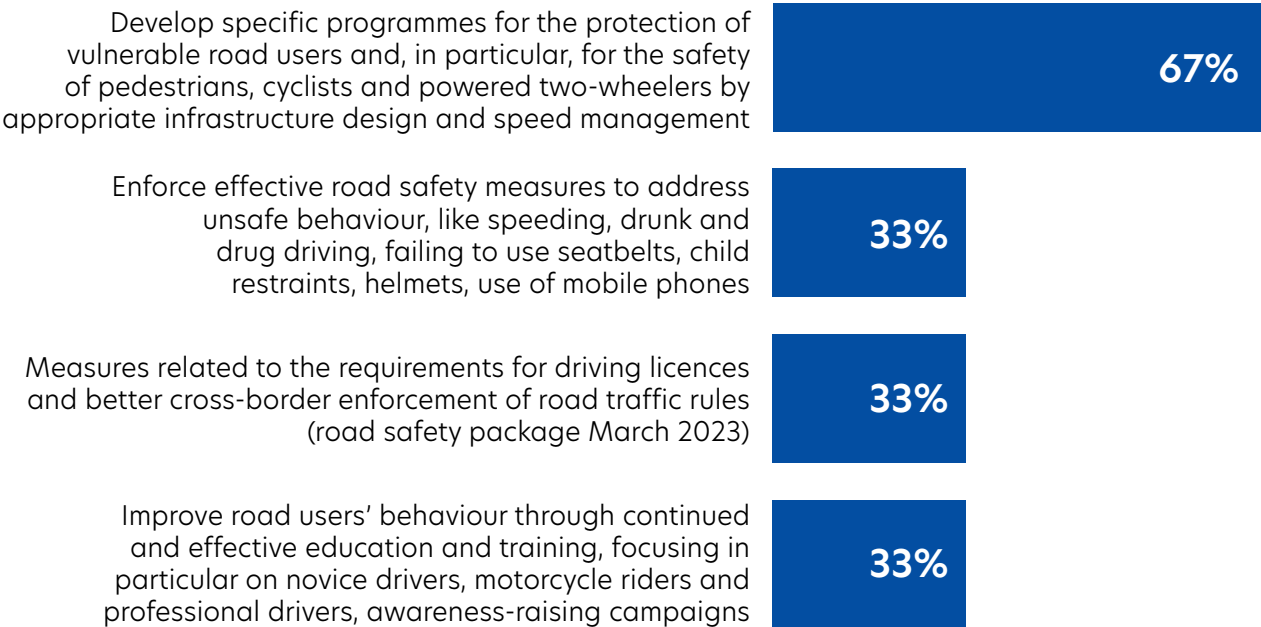


Figure 44. Promote Safer Infrastructure - Albania

Promote the use of safer vehicles

33%

The General Directorate of Roads Transport Services has increased its focus on providing vehicle inspection by investing in physical inspection facilities and upgrading technology used in testing equipment, exhaust gas analysis and other vehicle systems.

Albania has drafted a by-law to transpose the Regulation (EU) 2018/858 on the approval and market surveillance of motor vehicles and their trailers, as well as of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 59/2009 and repealing Directive 2007/46/EC.

Each of the three actions within this pillar has reached a 33% level of implementation.

Enhancing regional cooperation and experience exchange

67%

Albania is actively participating in the TCT bodies, and it was invited to the Fourth Global Ministerial Conference on Road Safety in Marrakech.

Recommendations

- Structure the coordination of the Inter-Ministerial Committee for Road Safety.
- Establish the Road Traffic Safety Agency.
- Adopt a new Road Safety Strategy with targets to reduce fatalities and serious injuries by 50% by 2030 and reach Vision 0 by 2050.
- Establish a road crash database with a common approach to crash data collection (CADAS protocol).
- Enact the vehicle homologation requirements under Regulation (EU) 2018/858 as drafted in the by-law.
- Introduce necessary amendments to implement the 112 and e-Call.

Albania: Road Safety Action Plan by measures

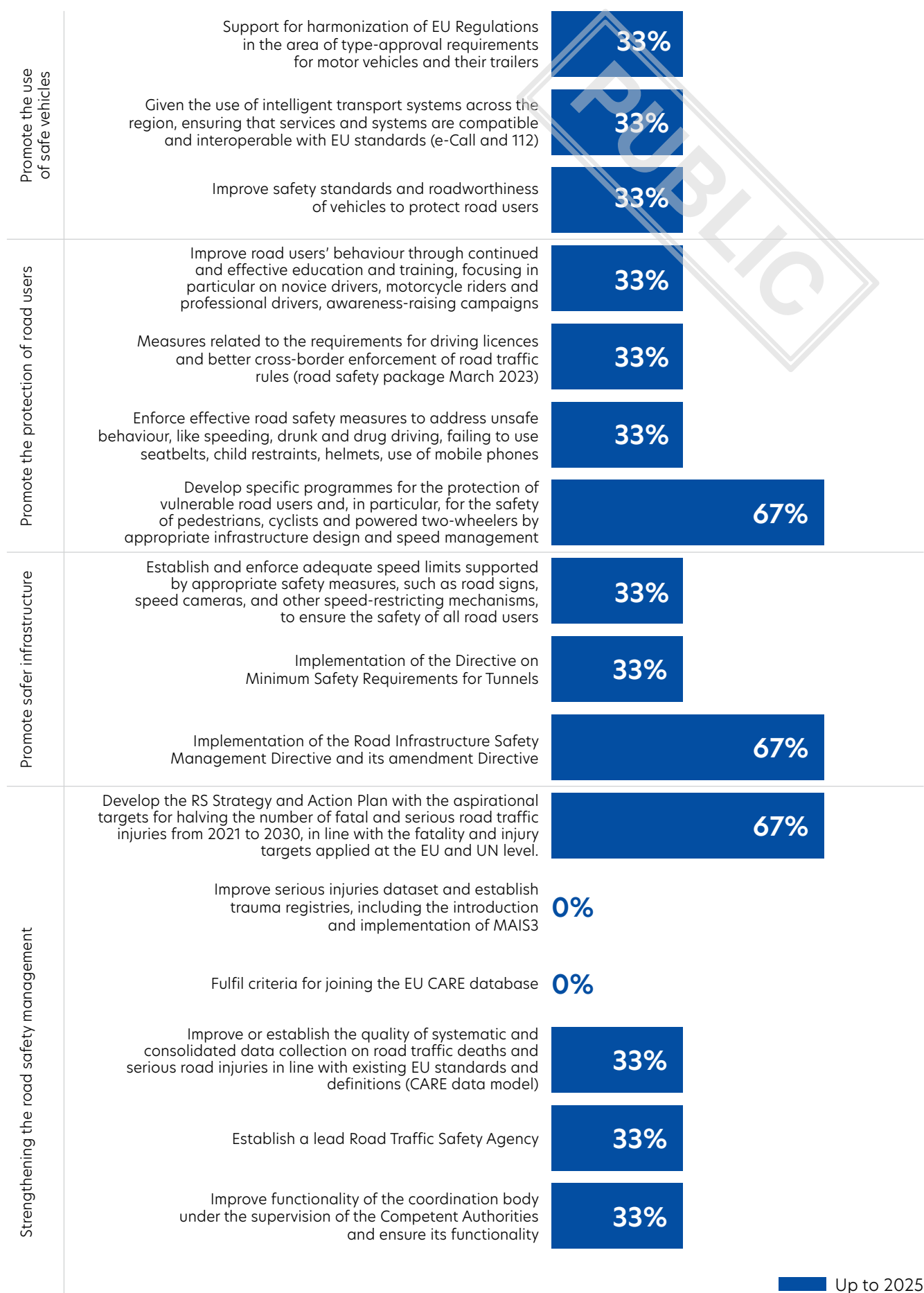


Figure 45. Road safety action plan by measures - Albania

Next Generation Road safety action plan - Progress

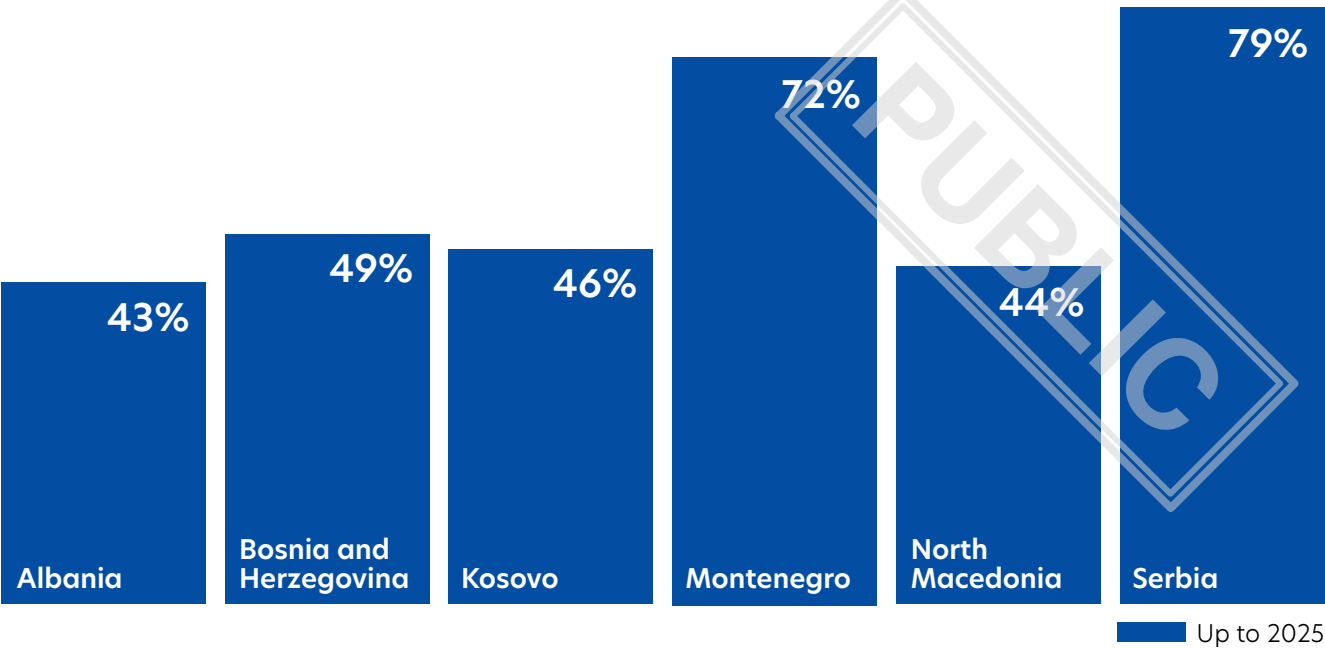


Figure 46. Road Safety Action Plan - Overall Progress

2.1.4 Transport Facilitation

Overall Summary

Albania has made a moderate progress in implementing the measures outlined in the Transport Facilitation Action Plan, achieving an overall implementation rate of 26%.

In 2025, the one stop control at the BCP QafeThane/Kjafasan with North Macedonia has not yet been launched, despite the legal framework (joint BCP agreement) being introduced in 2023. The World Bank is supporting the development of the necessary infrastructure on this BCP to the one-stop system fully operational. No progress has been reported for the BCPs shared with Montenegro and Kosovo.

Albania participates in the EU- Western Balkans Green Lanes initiative. For the BCP Kakavia/Ktismata between Albania and Greece and based on the respective crossing point fiche identifying the short-, medium- and long-term investment needs, Albania has prepared a CONNECTA application form to access TA for preparing project documentation. Additionally, the Albanian Customs Authority co-organised and hosted, together with the Italian Customs authority, CEFTA and TCT Secretariats, the Second High-Level Conference of Customs Directors General "Deepening CEFTA-EU Customs Cooperation for Seamless Connectivity".

A trilateral meeting among the national authorities and border agencies of Albania, North Macedonia and Greece was carried out by the TCT Secretariat in October 2025. This meeting aimed to reinforce and coordinate the efforts on the shared BCPs, in line with the ratified agreement with North Macedonia and the measures agreed upon in the individual Green Lanes BCP fiches (both with North Macedonia and Greece), as well as the Action Plan measures.

Further efforts are required to strengthen the administrative capacities of national authorities and border agencies, and to secure dedicated funding for modernisation of infrastructure and equipment at Albania's BCPs.

Progress by Measures

Improving efficiency of Rail Border Crossing/ Common Crossing Points

11%

Albania currently has only one rail BCP with Montenegro, under a bilateral agreement for joint operations and a common border station. However, joint border control at the Tuzi station (on the Montenegrin side) is not yet operational. Furthermore, rail traffic is suspended due to the reconstruction of the Vore-Hani i Hotit section.

Albania is currently in the tendering process for the rehabilitation of the Vora- Hani i Hotit railway line (Mediterranean Corridor: Vorë - Hani i Hotit Route 2 Railway Line). The re-establishment of the railway traffic and border controls is expected only upon completion of the rehabilitation project.

Improving efficiency of Road Border Crossing/ Common Crossing Measures

22%

Following the establishment of a one-stop system at the Qafe Thane BCP with North Macedonia on August 1, 2023, further implementation of the infrastructure protocol is essential to ensure the effective execution of the Agreement on the joint border crossing. The work of authorities from both parties within the inter-state commission should be intensified. The implementation of this measure, supported by the Governments of both parties and the World Bank, aims to facilitate trade, enhance competitiveness of companies, reduce waiting times at borders and strengthen cooperation and trust, which will contribute to improved border security and a reduction of corruption.

The infrastructure improvement and modernisation project at the BCP QafeThane/Kjafasan, supported by the World Bank under the Transport and Trade Facilitation Project (TTFP), is ongoing. The works began on October 1, 2024, with completion foreseen for October 2025. The focus is on improving infrastructure, rehabilitation of the customs points in the main building, as well as on upgrading the sub-base and asphalt layers of the access roads and parking area and relocating respective agencies. To date, approximately 35% of the contract value has been disbursed.

As part of the Green Lanes initiative, additional fiches for 5 intra-Western Balkans border crossing points have been prepared, including BCP Qafë Thana (with North Macedonia) and BCP Morina (with Kosovo). The fiches were prepared considering the needs for investments, equipment, IT, etc. The proposed interventions to further improve Qafë Thana BCP are not covered under the ongoing World Bank TTFP 1 project.

No developments occurred between Albania and Montenegro regarding the shared BCP Hani i Hotit/Bozaj during the reporting period. Discussions on the joint controls model at this BCP have been discontinued since the previous Action Plan, despite its inclusion in the new 2025-2027 Action Plan.

Albania continues to participate in the EU-Western Balkans Green Lanes initiative. The SEED system is now functional for exchanging pre-arrival customs information from Albania to Italy for maritime transport (Blue Lanes). Albania has expressed interest in extending the Green Lanes initiative to Greece as well, focusing on the main road BCPs. On May 30, 2025, bilateral meeting held between the Director Generals of Customs of Albania and Greece confirmed readiness to implement SEED+. The draft MoU has been exchanged between the Parties and is expected to be signed by the end of the year.

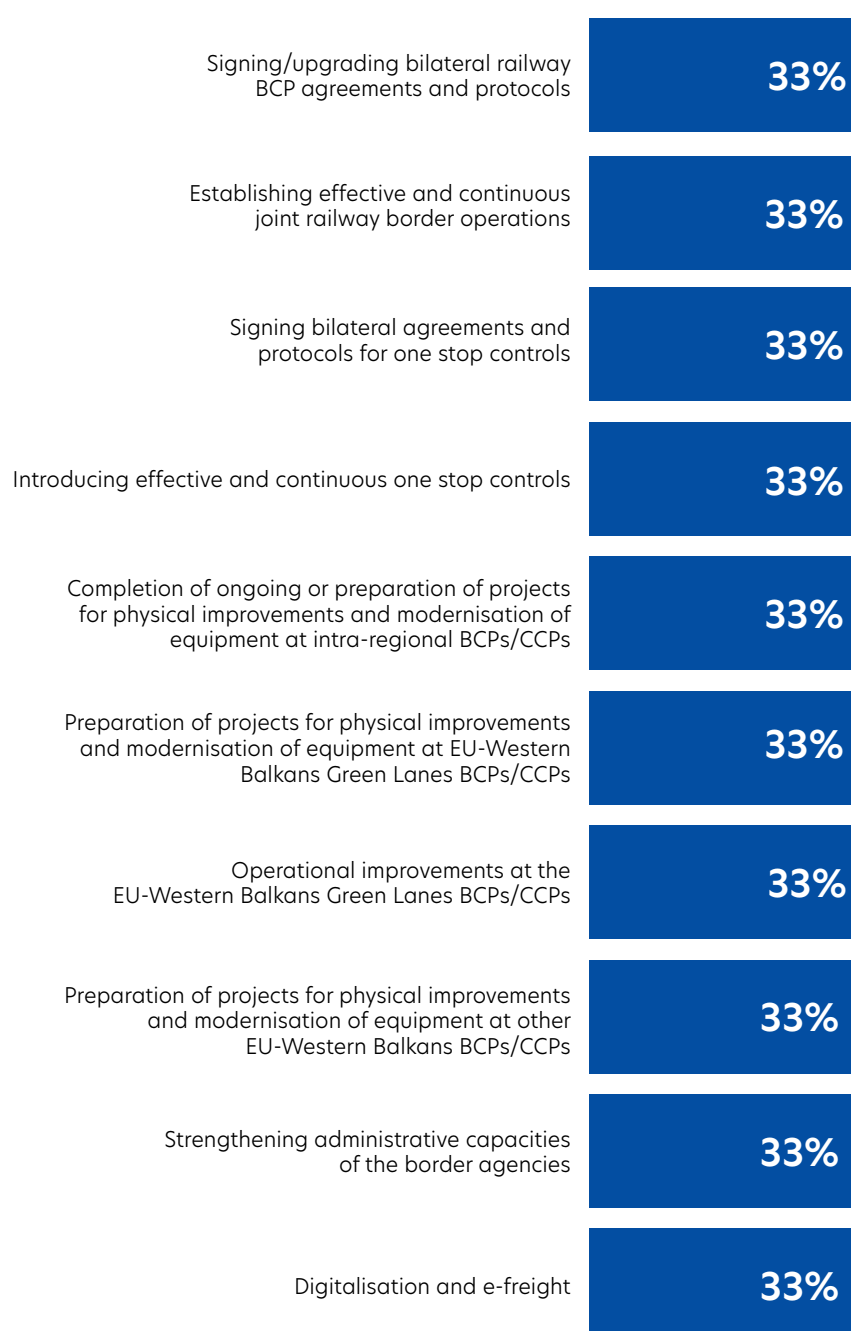
Horizontal measures for transport facilitation

33%

Albania has progressed in the transposition of EU Regulation 2020/1056, with a zero draft of the necessary legal amendments prepared. An eFTI Working Group has been established to ensure effective institutional coordination.

In parallel, work is ongoing on the ratification of the added Protocol on eCMR, under the responsibility of the Ministry of Economy, Culture and Innovation. The Ministry of Infrastructure and Energy (MIE) has provided expertise and contributed to the joint inter-institutional effort. The draft legal act has been prepared and is currently in Parliamentary procedure.

Albania: Overall progress



Up to 2025

Figure 47. Overall progress - Albania

Recommendations

- Revise the legal framework for the one-stop control at the BCP Qafe Thane/Kjafasan and transform it into a genuine joint system, where checks are performed only once.
- Continue and complete further interventions and modernisation at the BCP QafeThane, building on the works carried out with support from the World Bank (TTFP).
- Prepare project documentation for the proposed physical improvements and equipment upgrade at the BCP fiche for Kakavia/Ktismata, making use of the existing TA instruments.
- Reach an agreement on the model of joint controls at the BCP Hani i Hotit/Bozaj within the inter-institutional commission and assess the feasibility to re-categorize the BCP Sukobin/Muriqan (Albania-Montenegro) to enable freight traffic.
- Continue efforts on strengthening administrative capacities of border agencies and simplifying border controls, in line with the Green Lanes Comprehensive Roadmap and individual fiches.

2.1.5 Waterborne Transport and Multimodality

Overall Summary

Albania has been gradually advancing in implementing the initiatives outlined in the Waterborne Transport and Multimodality Action Plan, achieving a modest implementation rate of 30%.

During the reporting period, Albania fully transposed Council Directive 98/41/EC and Directive 2009/45/EC on passenger ship safety, and partially transposed Regulation (EU) 2019/1239 on the European Maritime Single Window. The country also launched the international tender for the new integrated port of Porto Romano.

Progress continues in drafting regulations for port reception facilities and Vessel Traffic Management and Information System (VTMIS). In terms of cybersecurity, the Port of Durres strengthened its cyber resilience with the introduction of new firewalls, SIEM systems server room upgrades.

Additionally, the Durres Port Authority completed a pre-investment study for digitalisation of cargo and port systems, with tendering scheduled for 2025.

At the regional level, Albania initiated the accession process to the Mediterranean MoU on Port State Control, further strengthening its international maritime standing.

Albania: Overall progress

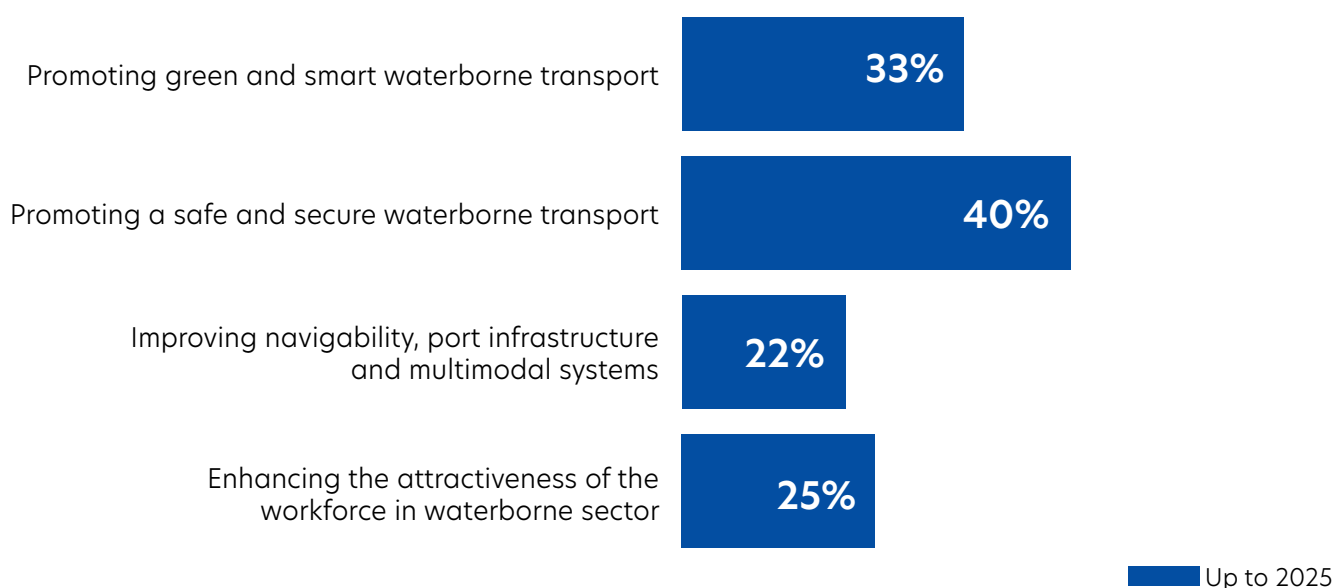


Figure 48. Albania progress in waterborne transport and multimodality

Progress by Measures

Promoting green and smart waterborne transport

33%

Albania partially transposed Regulation (EU) 2019/1239 on the European Maritime Single Window Environment through Order No. 320 (December 24, 2024).

There is currently no reporting on the transposition of EU legislation related to the path to zero-emission in waterborne transport.

The Durres Port Authority launched a tender for the installation of photovoltaic panels (2,141 m²) under the Interreg RENEWPORT and ADRIREC projects. The system is expected to generate approximately 8.5 kWh per day, reducing reliance on grid electricity and contributing to the EU Green Deal decarbonisation goals.

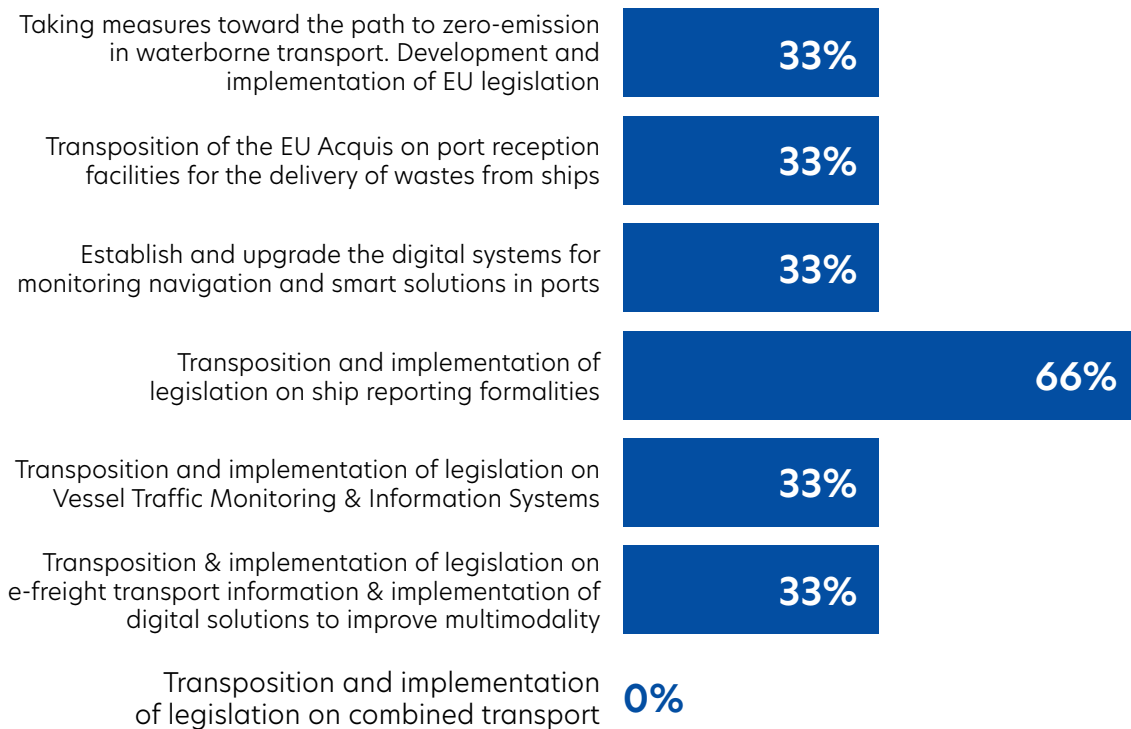
Transposition of Directive (EU) 2019/883 on port reception facilities for the delivery of wastes from ships is ongoing, with finalisation expected in Q4 2025.

The transposition and implementation of legislation on Vessel Traffic Monitoring & Information Systems is planned to become operational by the end of 2025, while the transposition of the Directive 2002/59/EC is currently in the process of preparation of table of concordance.

Several legislative acts have been drafted with the support of EMSA and TCT Secretariat, but their adoption is still pending.

e-freight: In late 2024, DG ENEST, in coordination with the TCT Secretariat, launched the EU4Digital initiative, co-funded by the EU and Germany's BMZ, with one of its three core components dedicated to e-freight. The programme aims to accelerate digital transformation in the Western Balkans by improving digital infrastructure, enabling cross-border services and supporting business digitalisation. Albania is actively participating in the EU4Digital Initiative, specifically in the eFTI component.

Albania: Promoting Green and Smart waterborne transport



Up to 2025

Figure 49. Albania - Promoting Green and Smart waterborne transport

Promoting a safe and secure waterborne transport

40%

During the reporting period, Albania fully transposed Council Directive 98/41/EC on the registration of persons sailing on passenger ships and Directive 2009/45/EC on safety rules and standards for passenger ships.

Albania initiated the accession process to the Mediterranean MoU on Port State Control, supported by joint inspections and audits with member states.

There has been no progress reported regarding the incorporation of the latest amendments to Port State, Flag State, Accident investigation and Ship Source Pollution Directives.

Albania is working on the transposition of the Regulation (EC) No 391/2009 on ship inspection and survey organizations and Directive 2009/15/EC on ship inspection and survey organizations, with completion planned for 2025.

Regarding maritime security, the Maritime Administration carried out 7 annual audits and 39 routine inspections across Albanian ports, ensuring effective implementation of approved Port Security Plans.

In terms of waterborne cybersecurity, the Durres Port Authority strengthened its systems by installation of a Checkpoint 6200 firewall, deploying a Security Information and Event Management (SIEM) system, and upgrading server room infrastructure. These measures enhance the security of digital operations and align Albania with EU best practices.

Albania: Promoting a safe and secure waterborne transport

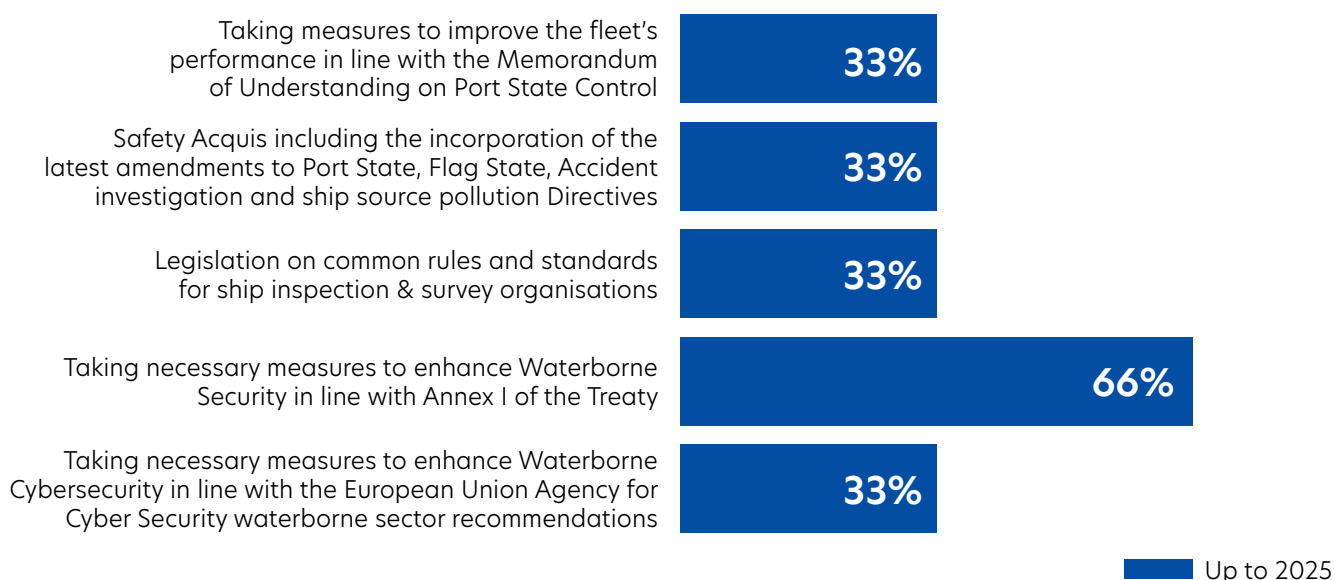


Figure 50. Albania - Promoting safe and secure waterborne transport

Improving navigability, port infrastructure and multimodal systems

22%

In December 2024, the Durres Port Authority launched the international tender for Phase 1 of the new integrated multimodal port in Porto Romano, with a budget ceiling of €390 million. The submitted offers are currently under evaluation, and the contract is expected to be signed by the fourth quarter of 2025.

In parallel, Albania has initiated work on the transposition of Regulation (EU) 2017/352 on port services and financial transparency, with the legislative drafting process in its early phase.

Regarding multimodality, the TEN-T Regulation extension to the Western Balkans clearly defines the Core and Comprehensive networks for roads, railways and ports. However, multimodal terminals remain underdeveloped. Technical assistance from the TCT Secretariat, together with Regional Partners, identified barriers to multimodality, conducted market and prospective analysis and drafted an action plan for a cohesive multimodal freight terminal network. Deliverables included surveys, analyses, a digitalisation report and institutional capacity-building activities. Nine key multimodal rail-road terminals were identified and agreed upon with the Regional Partners for potential inclusion in the TEN-T Regulation. For Albania, one terminal has been identified.

Albania: Improving navigability, port infrastructure and multimodal systems

Construction and upgrade of the new port facilities and intermodal terminals and smooth transfer of the processes and services

33%

Rules applicable to the transport of goods or passengers with a view to establishing freedom to provide such transport services

0%

Improving the Good Navigation Status in line with new TEN-T regulation

0%

Improvement of effectiveness in ports for smooth integration to multimodal mobility and logistics systems

33%

Up to 2025

Figure 51. Albania - Improving navigability, port infrastructure and multimodal systems

Enhancing the attractiveness of the workforce in waterborne sector

25%

Albania, with the support of EMSA, successfully completed the Independent Evaluation on Maritime Education, Training and Certification in March 2025. Following the findings, a Corrective Action Plan is being implemented to address the identified shortcomings.

No progress was reported on the drafting of legislation pertaining working hours of ship crews in line with Annex I.

Albania has finalised the digitalisation of seafarers' certificates, enabling instant verification either via QR code or direct online communication with the authorities.

Albania: Enhancing the attractiveness of the workforce in waterborne sector

Finalise the process of mutual recognition of professional training and qualifications in line with Annex I of the Treaty

33%

Legislation concerning working hours of the ships' crew in line with Annex I

0%

Improve training and certification systems through collaboration between universities, training centres, CEMA and industry in compliance with Annex I

33%

Provide technical assistance, training, and capacity-building to regional partners to strengthen human resources and institutional capacities in waterborne transport

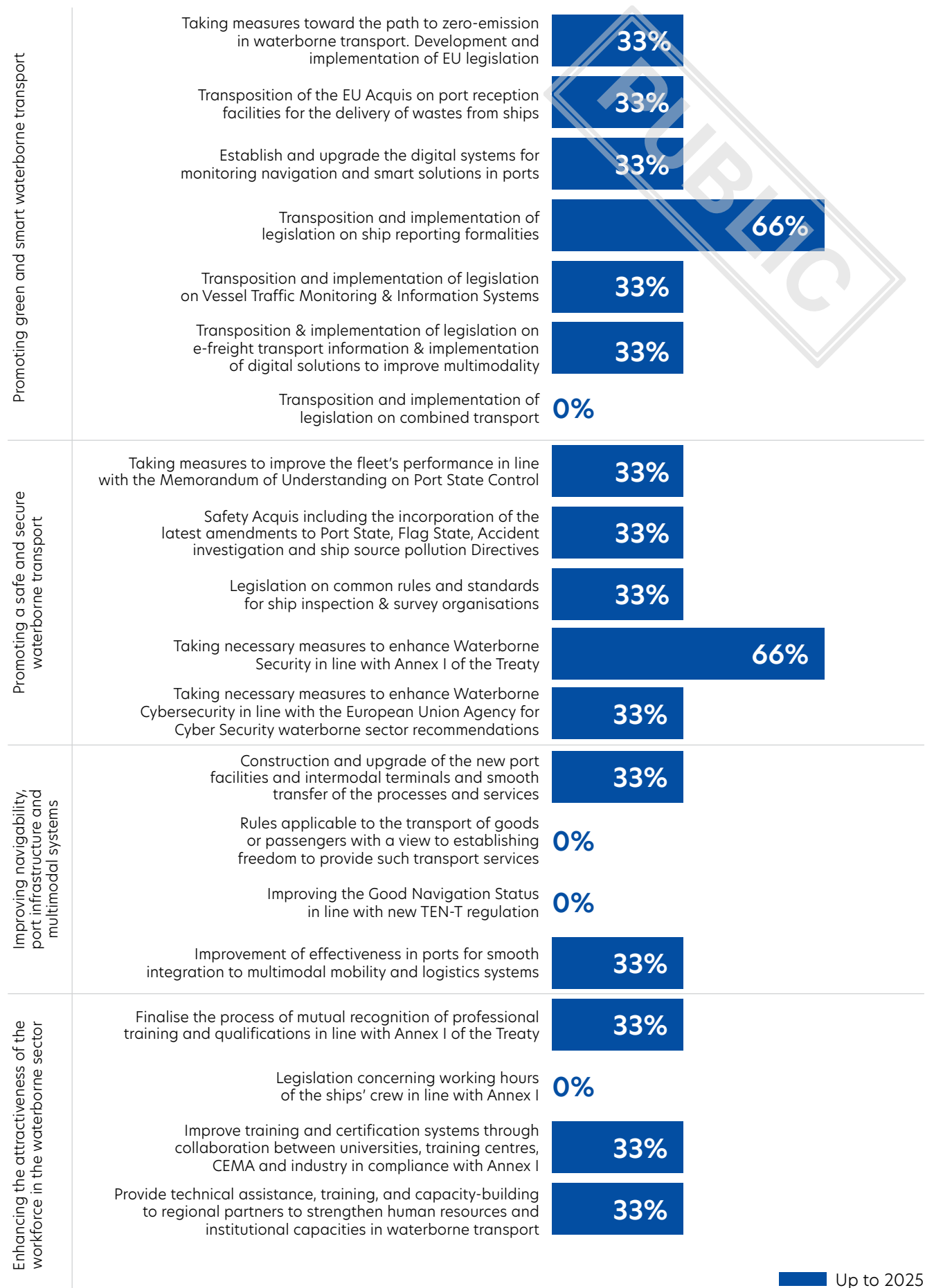
33%

Up to 2025

Figure 52. Albania - Enhancing the attractiveness of the workforce in waterborne sector

Recommendations

- Operationalise the Vessel Traffic Monitoring and Information System (VTMIS) by completing its full establishment and ensuring full transposition of Directive 2002/59/EC.
- Promote mutual recognition of seafarer qualifications and create incentives to attract and retain skilled personnel in the waterborne transport sector.
- Finalise the transposition of Directive (EU) 2019/883 on port reception facilities for the delivery of wastes from ships.
- Advance multimodality and port infrastructure projects by ensuring timely implementation of the new projects in Porto Romano, Port of Vlora and the associated multimodal links (road and rail).



Up to 2025

Figure 53. Albania progress in Waterborne Transport and Multimodality by measure.

Overall Progress

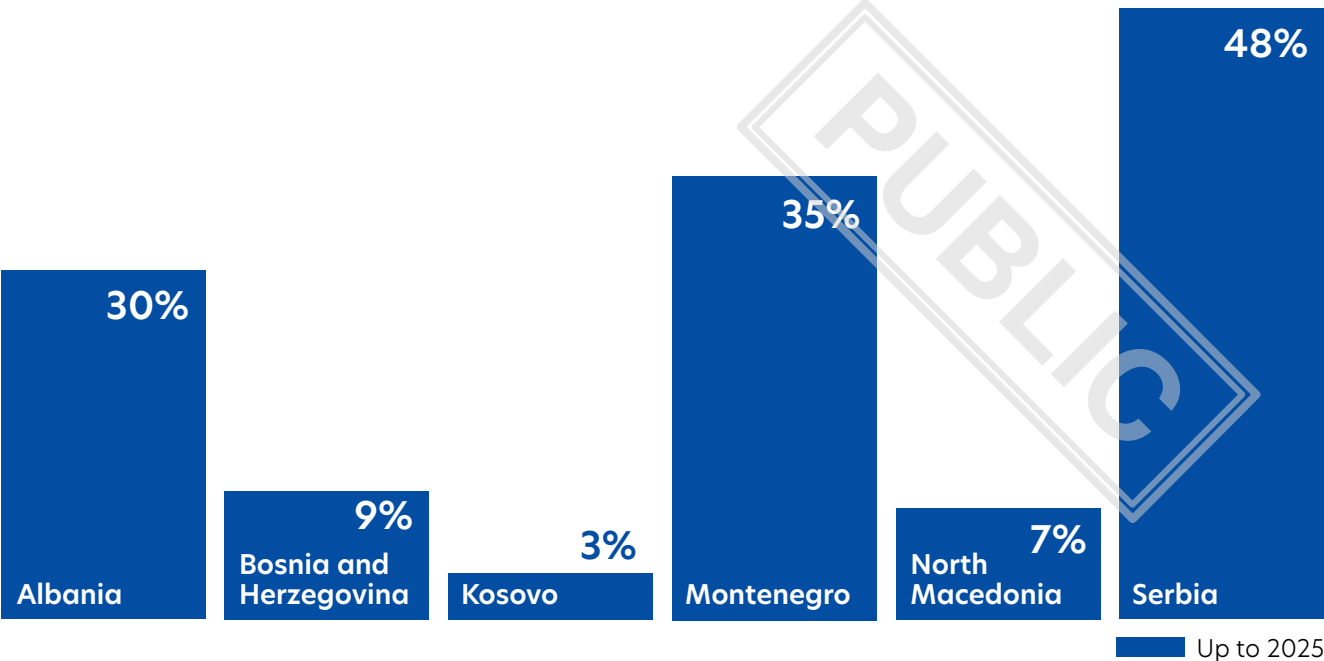


Figure 54. Overall progress in Next Generation Action Plan for Waterborne Transport and Multimodality

2.1.6 Social Issues and Passenger Rights

Overall Summary

Albania is making a consistent progress in implementing the measures outlined in the Action Plan for the Implementation of the EU Acquis in the area of Social Issues and Passenger Rights in Transport, achieving an overall implementation rate of 44 % in aligning its national legislation with the EU Acquis, as defined in the ANNEX of the Transport Community Treaty (TCT).

During the last reporting period, advancement was gradual, with a 4% increase in measures related to Workers' Fundamental Rights. Notable achievements include progress on Regulation (EU) 2020/1054 on minimum requirements for maximum daily and weekly driving times, minimum breaks and daily and weekly rest periods. Also, steps were taken towards transposition of Regulation (EU) 2016/68, Regulation (EU) 2016/799, Regulation (EU) 2028/502 and Regulation (EU) 2021/1228, which are directly linked to the approximation of Regulation (EU) 165/2024 on tachographs. While no legislative amendments were adopted during this period, technical assistance has been launched, and full approximation is expected by Q3 2026.

Progress by Measures

Workers' Fundamental Rights

II Rail 50% ↑ Road 40%

Road Sector (Driving Time and Rest Periods): During the reporting period Albania has made slow progress in aligning with Regulation (EC) No 561/2006, which establishes standards for driving time and rest periods in the road transport sector. Technical assistance has been launched, and full approximation is expected by Q3 2026. Progress has also been made on Regulation (EC) 2020/1054 concerning minimum requirements for maximum daily and weekly driving times, minimum breaks and daily and weekly rest periods. Similarly, technical assistance has been initiated, with alignment expected by Q3 2026. Other remaining measures in this area have seen no progress during the reporting period.

Albania: Rail working time/hours

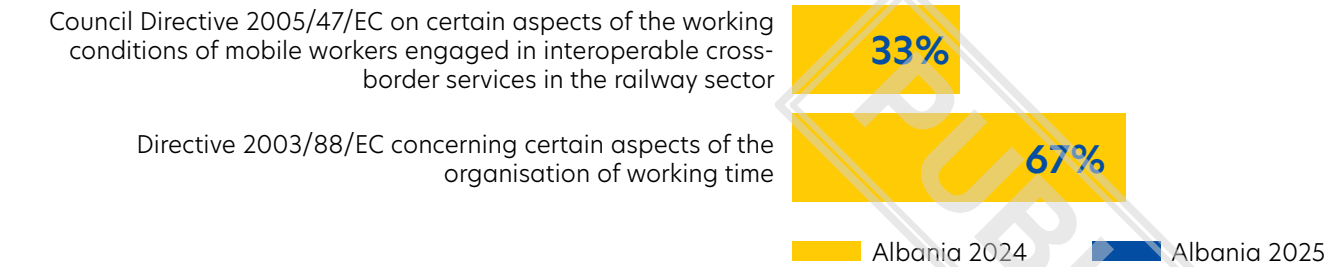


Figure 55. Rail working time/hours

Albania: Road driving time/rest periods

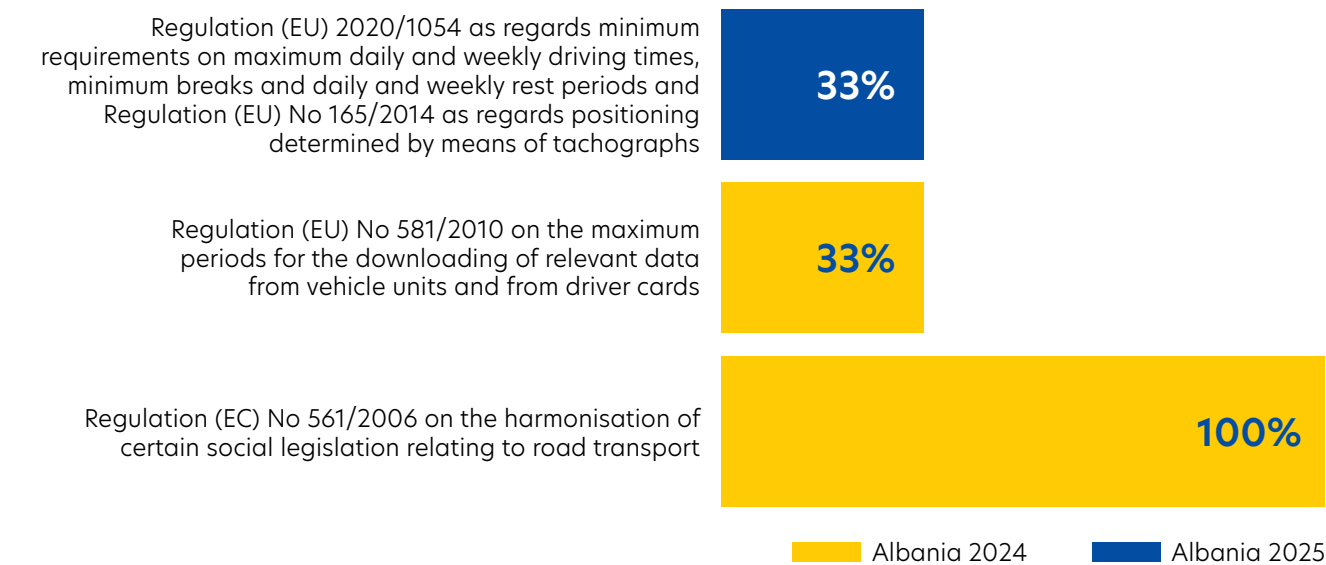


Figure 56. Road driving time/rest time

Tachographs

II 38%

Albania has partially transposed Regulation (EU) No 165/2014 concerning the use of tachographs in road transport, focusing on standards and procedures for their installation and operation. The Ministry of Infrastructure and Energy has licensed 14 technical centres across the country for the installation and maintenance of both analogue and digital tachographs. However, several aspects, including smart tachographs and further technical regulations (Regulation (EU) 2021/1228), are still in the process of transposition. Full alignment is expected by Q3 2026. No progress was reported during the current reporting period.

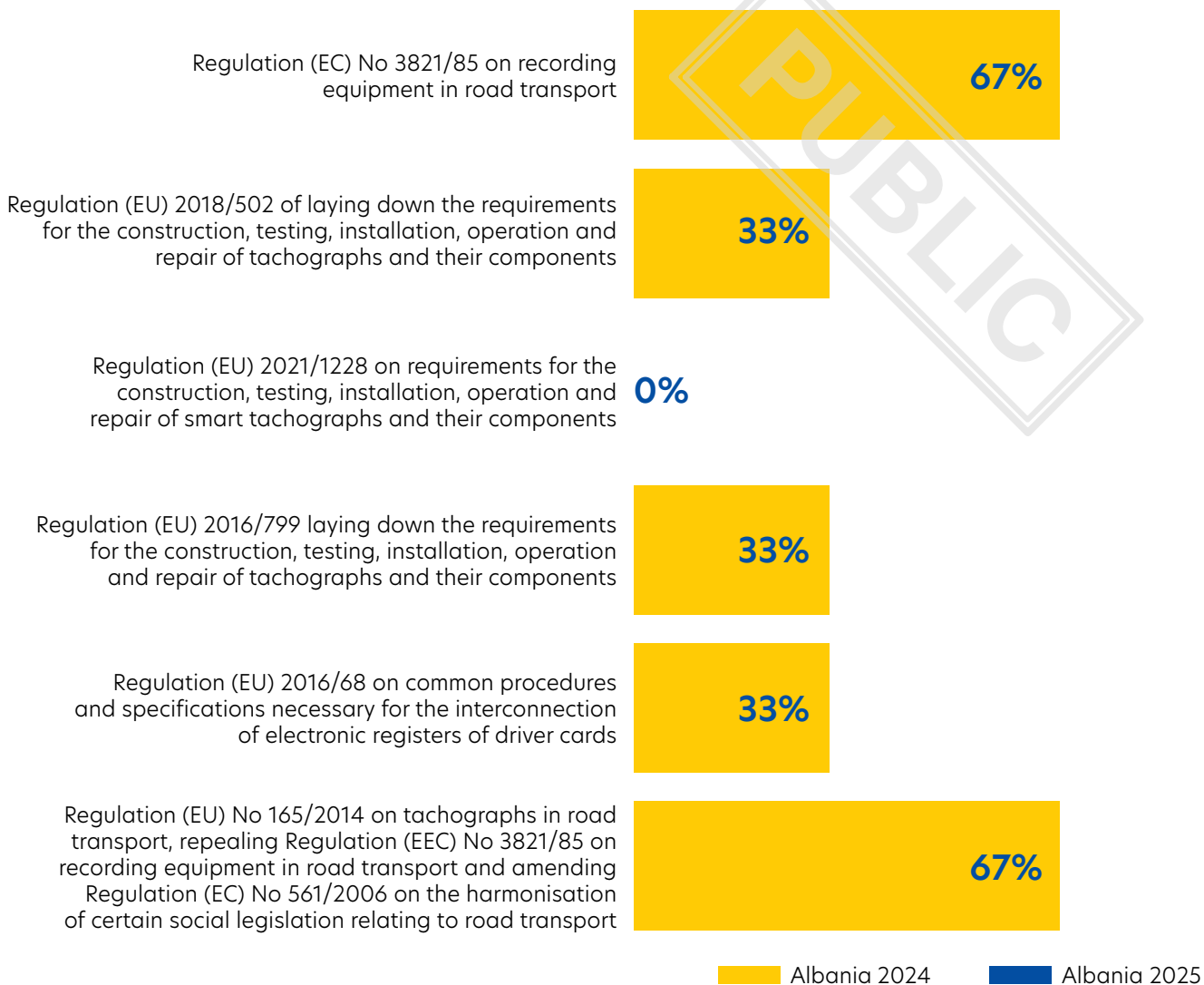


Figure 57. Tachograph

Enforcement of Social Legislation

100%

Albania has transposed Directive 2006/22/EC on minimum conditions for the enforcement of social legislation in road transport, as well as Directive 2020/1057/EC on fair competition and cross-border cabotage.

Equality

(measure related to the public campaigns and awareness, not scored)

Albania has taken steps to promote gender equality in the transport sector. The Albanian Railways presented its “Equal Opportunities Action Plan” as part of a broader initiative supported by the European Bank for Reconstruction and Development.

Passenger Rights

11 78%

NO progress has been reported during the current reporting period.

Albania: Passenger Rights



Figure 58. Passenger rights

Overall Progress - Social Issues and Passenger Rights Action Plan

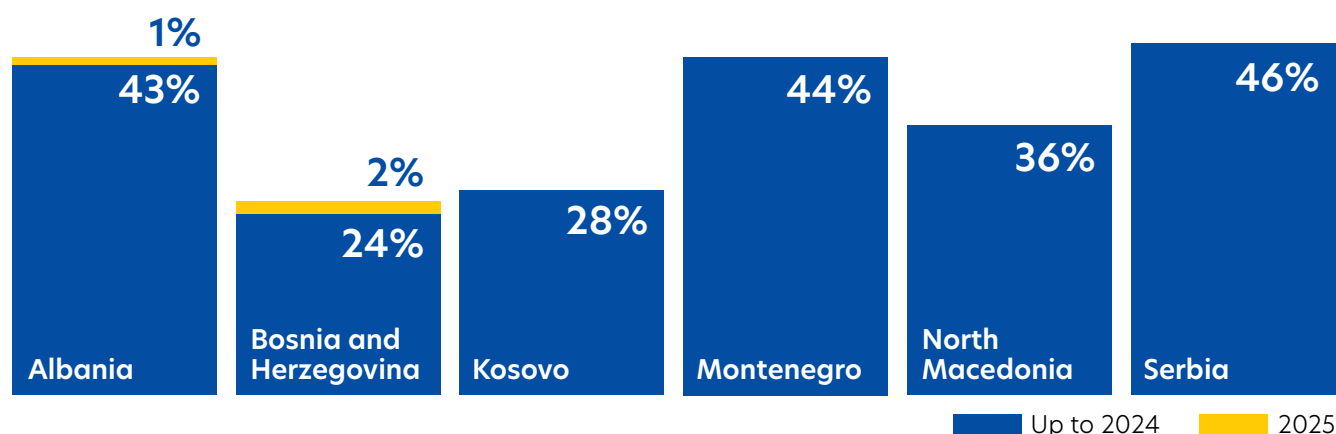


Figure 59. Overall Progress

Recommendations:

- Continue efforts to achieve full alignment with Regulation (EU) No 165/2014 and Regulation (EU) 2021/1228 on smart tachographs.
- Develop a roadmap based on the Study for Strengthening the Regulatory Framework for Passenger Rights.
- Further strengthen monitoring and enforcement mechanisms for driving time, rest periods and working conditions in road transport.
- Commit to the Declaration on Equal Opportunities for Women in Transport and implement initiatives to encourage women's participation in the transport sector.

PUBLIC

2.2

Bosnia and Herzegovina

PUBLIC



2.2 Bosnia and Herzegovina

2.2.1 Rail

Overall Summary

Bosnia and Herzegovina is making steady progress in implementing the measures outlined in the Next Generation Rail Action Plan, achieving a moderate progress of 52%.

The Railway Regulatory Board (NSA in Bosnia and Herzegovina) has published several legislative acts, primarily focusing on transposition of technical specifications for interoperability.

However, progress remain partial in the area of Public Service Obligations (PSO) and maintenance, with enhancements to the regulatory framework on public service obligations achieved through the adoption of rulebooks applicable to selected parts of the network.

Progress by Measures

Rail Market Opening

40%

The railway system in Bosnia and Herzegovina (Bosnia and Herzegovina) consists of authorities at the state level, including the Ministry of Transport and Communications and the Railway Regulatory Board (RRB), which functions as both the NSA and RRA. Additionally, at the entity level, the two entities – Republika Srpska and the Federation of Bosnia and Herzegovina – each maintain their own Ministry of Transport. Within both entities, one integrated rail company operates as both the infrastructure manager and railway undertaking.

Bosnia and Herzegovina remains one of two Regional Partners with a closed railway market for third-party operators, a common situation in both entities. Consequently, integrated companies continue to operate simultaneously as infrastructure managers and railway undertakings.

There is an urgent need to update Railway Law (originally adopted in 2005), to resolve ongoing disputes between state-level railway authorities and entity-level administrations. A working group was established in 2021, but no updates on its progress have been reported. The Railway Regulatory Board (RRB) of Bosnia and Herzegovina has harmonised regulations in line with EU legislation, fully adopting the I, II, and III EU railway packages, as well as partially adopting the IV package (Directives 2016/798, 2016/797, and 2012/34). These regulations include provisions from the Treaty on the mutual recognition of licenses, authorisations and certificates.

The new Railway Law is expected to better define the role of ROZ, the future NIB, and ensure full alignment with the 4th Rail Package.

“Railways of the Republika Srpska” (holding company from January 2025) signed both a Multi-Annual Infrastructure Contract (2025-2029) and a Public Service Obligation Contract (2025-2027) with the Government of the Republika Srpska.

Railways of the Federation of Bosnia and Herzegovina has concluded a co-financing agreement with the Sarajevo Canton to support local passenger lines, specifically the Sarajevo-Pazarić and Sarajevo-Ilijaš. routes. Furthermore, negotiations are ongoing with the Herzegovina-Neretva Canton to secure similar co-financing for additional local passenger lines.

Bosnia and Herzegovina: Rail Market Opening

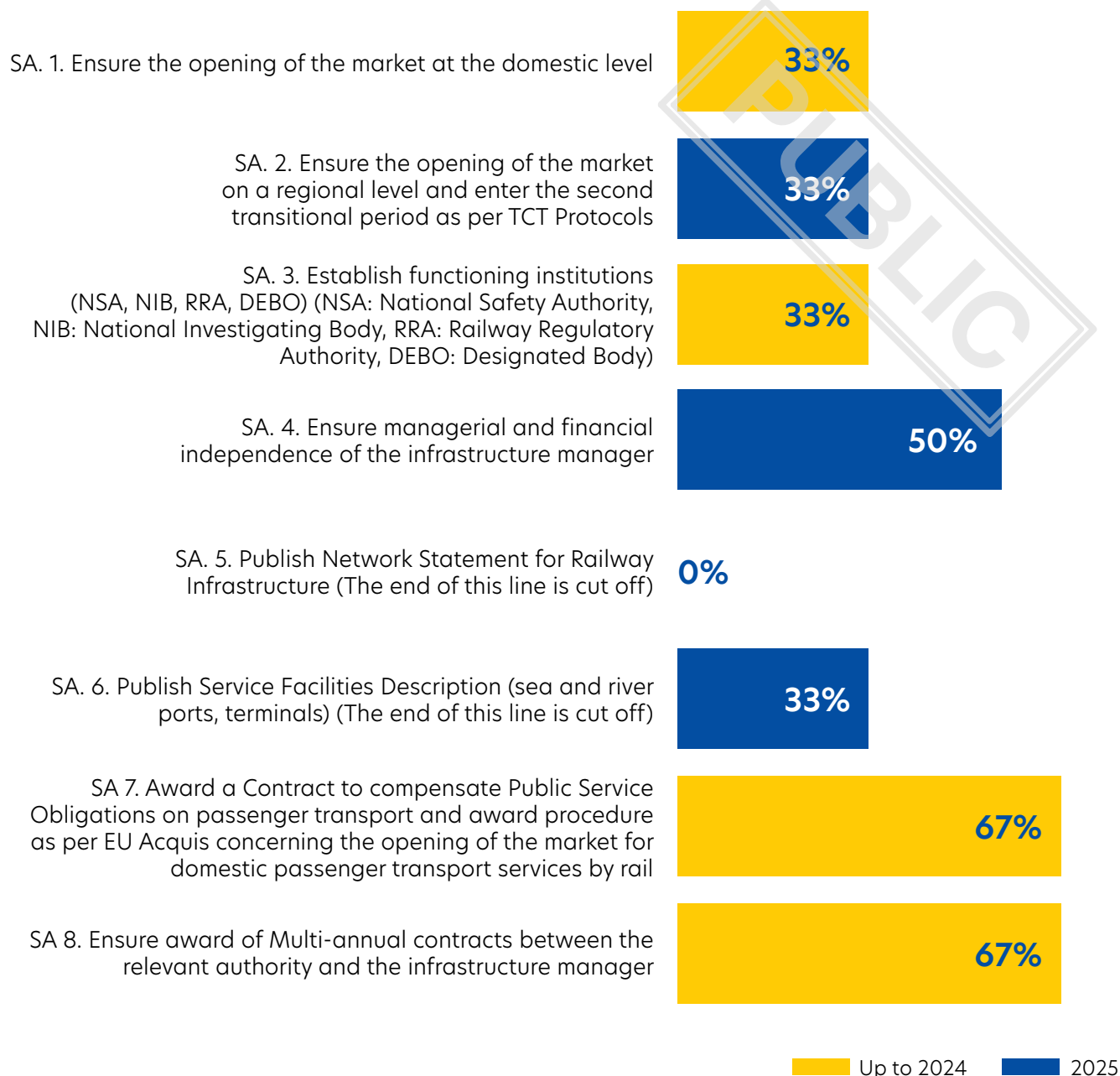


Figure 60. Rail market opening: Bosnia and Herzegovina

Train Driver Licencing

100%

The Railway Regulatory Board (RRB) has published multiple legislative pertaining to the railway sector in Bosnia and Herzegovina. The RRB Bosnia and Herzegovina has issued the following:

- **Instruction on the Certification of Train Drivers:** This document outlines the certification process for train drivers operating locomotives and trains within the railway systems of Bosnia and Herzegovina (Official Gazette of Bosnia and Herzegovina, No. 56/17). It is harmonised with Directive 2007/59/EC and Commission Regulation (EU) No. 36/2010.
- **Instruction on Determining Basic Parameters for Registers of Licences and Certificates for Train Drivers:** This instruction complements the above certification guidelines (Official Gazette of Bosnia and Herzegovina No. 39/18).

- Instruction on Criteria for Recognising Train Driver Training Centres and Examiners: It defines the criteria for the recognition of train driver training centres and examiners, and for organising examinations in line with the certification instruction (Official Gazette of Bosnia and Herzegovina No. 23/19)
- Instruction on Procedures for Recognising Training Centres, Examiners and Examination Centres: This instruction established the procedures necessary for the recognition of training centres, examiner and examination centres (Official Gazette of Bosnia and Herzegovina No. 09/19).

Additionally, the entity of Republika Srpska has transposed Directive 2007/59/EC of the European Parliament and of the Council, dated October 23, 2007, concerning the certification of train drivers operating locomotives and trains within the EU railway system. In addition, it has adopted the Commission Decision of 22 November 2011, which sets criteria for recognising training centres, train driver examiners and the criteria for organising examinations in compliance with the Directive. Furthermore, Republika Srpska has published a Rulebook on Issuing Certificates and Permits for train drivers operating locomotives and trains on its railways.

Bosnia and Herzegovina: Train Driver Licencing

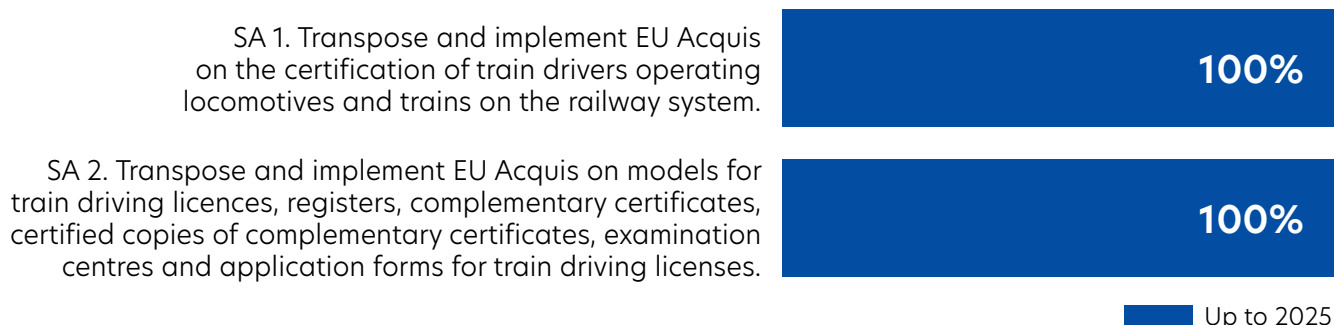


Figure 61. Train Driver Licencing

Interoperability

58%

In previous years, Bosnia and Herzegovina transposed several EU rail legislative acts into its domestic legislation. Directive 2016/797 has been harmonised in the current Bosnia and Herzegovina legislation as follows:

- Rulebook on the Application of Functional and Technical Requirements for Subsystems in the Railway System of Bosnia and Herzegovina (JTP GEN-B) (Official Gazette of Bosnia and Herzegovina, No. 79/20).
- Rulebook on the Application of Essential Requirements in the Railway System of Bosnia and Herzegovina (JTP GEN-A) (Official Gazette of Bosnia and Herzegovina, No. 84/20).
- Rulebook on the Application of the Technical Specification for Interoperability Relating to the Subsystem 'Rolling Stock – Freight Wagons', Official Gazette of Bosnia and Herzegovina, No. 49/24.
- Rulebook on the Application of Modules in the Railway System in Bosnia and Herzegovina, Official Gazette of Bosnia and Herzegovina, No. 58/24.
- Rulebook on the Technical Specifications for Interoperability Relating to Accessibility for Persons with Disabilities and Persons with Reduced Mobility, Official Gazette of Bosnia and Herzegovina, No. 24/24.

In cooperation with the European Union Agency for Railways (ERA), the TCT Secretariat organised training on accessing and aligning the National Vehicle Register with the European EVR. This training, conducted in 2025, covered all necessary elements of data collection, structure, usage and further access to the European EVR System in 2025.

In Republika Srpska, several by-laws have been published:

- Rulebook on Interoperability ("Official Gazette" 89/21), fully aligned with Directive (EU) 2016/797 of the European Parliament and of the Council of May 11, 2016, on the interoperability of the rail system within the European Union.
- Rulebook on the Obligation of Public Transport of Passengers in Railways Traffic ("Official Gazette" 57/21), fully aligned with Regulation (EC) No 1370/2007 of the European Parliament and of the Council, dated October 23, 2007, on public passenger transport services by rail and road, and repealing Council Regulations (EEC) Nos 1191/69 and 1107/70.
- Commission Regulation (EU) No 1303/2014 of November 18, 2014, concerning the technical specification for interoperability relating to 'safety in railway tunnels' has been transposed.
- Commission Regulation (EU) No 1300/2014 of November 18, 2014, on the technical specifications for interoperability relating to accessibility for persons with disabilities and persons with reduced mobility has been transposed.

In the entity of the Federation of Bosnia and Herzegovina, the EU Technical Specifications for Interoperability are applied in all new infrastructure investment projects.

"Railways of Federation" has implemented an ERP system to maintain general data on railway infrastructure. While this system could serve as a substitute for a formal electronic register of railway infrastructure, it requires refinement and further development before integration into the RINF.

There has been no progress reported in this period.

Bosnia and Herzegovina: Interoperability

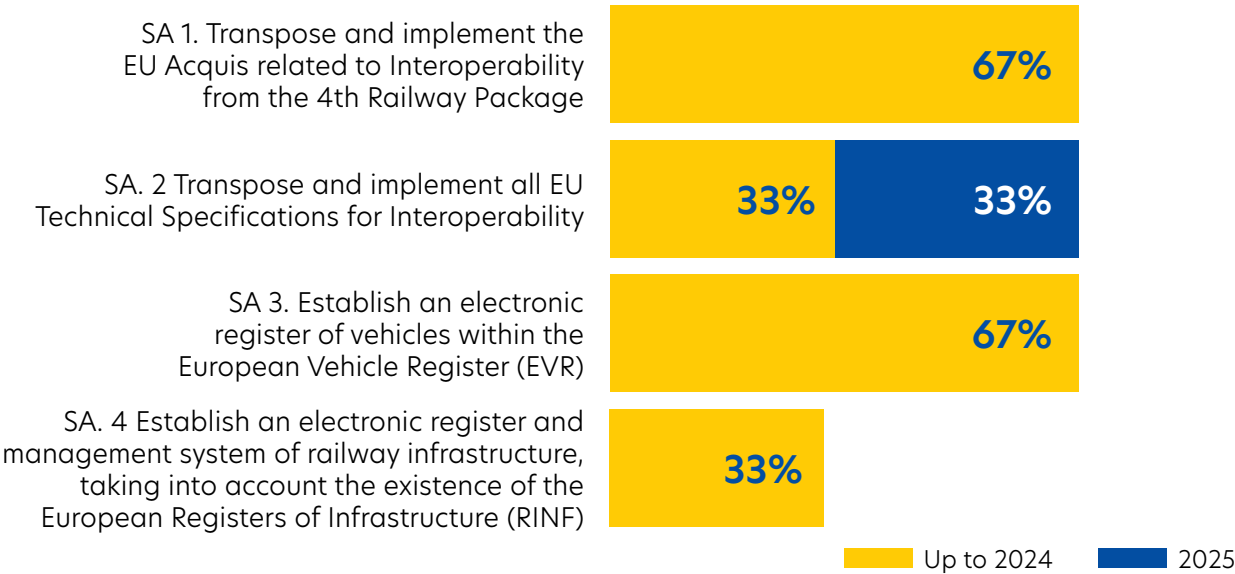


Figure 62. Interoperability

Railway Safety

42%

The Railway Regulatory Board of Bosnia and Herzegovina has published the necessary secondary legislation regulating this field. Following the adoption of these secondary regulations, a Safety Management System (SMS) has been established for clients to whom licences and safety certificates have been issued.

Within the Railways of the Federation of Bosnia and Herzegovina, workshops for the maintenance and repair of trains and locomotives are located in Sarajevo, Zenica, Tuzla and Čapljina. These workshops not only maintain and service their own locomotives and wagons but are also equipped to provide maintenance and servicing for third-party operators.

Railways of Republika of Srpska maintain rolling stocks in Doboj, Banja Luka, Prijedor, Omarska and Zvornik.

No further progress has been reported.

Bosnia and Herzegovina: Railway Safety

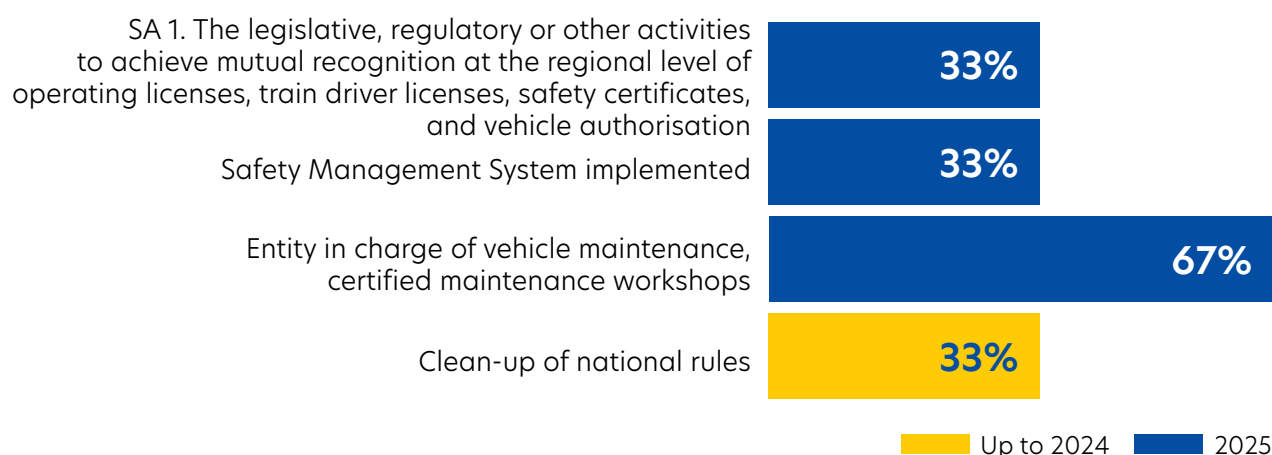


Figure 63. Railway Safety

Modernisation of Rail Network Infrastructure

22%

In the Federation of Bosnia and Herzegovina, there are plans to reconstruct and rehabilitate 3 to 5 critical level crossings in the coming year.

Bosnia and Herzegovina: Modernisation of Rail Network Infrastructure

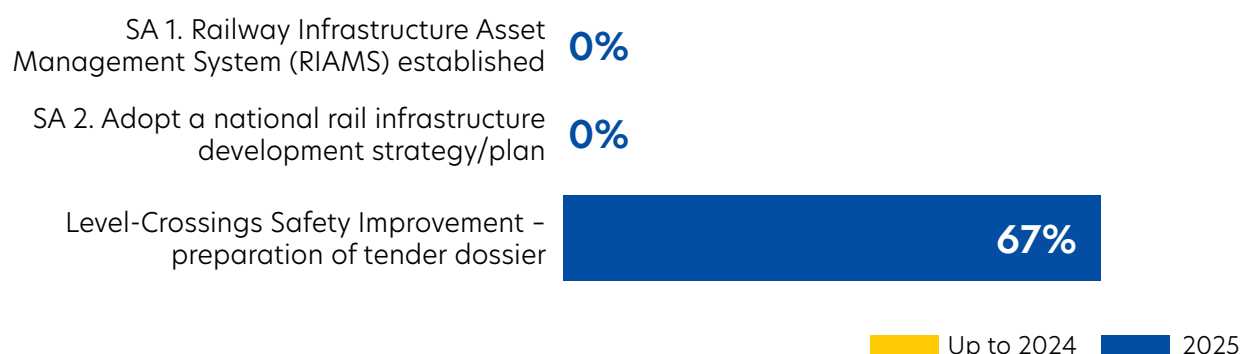


Figure 64. Modernisation of Rail Network Infrastructure

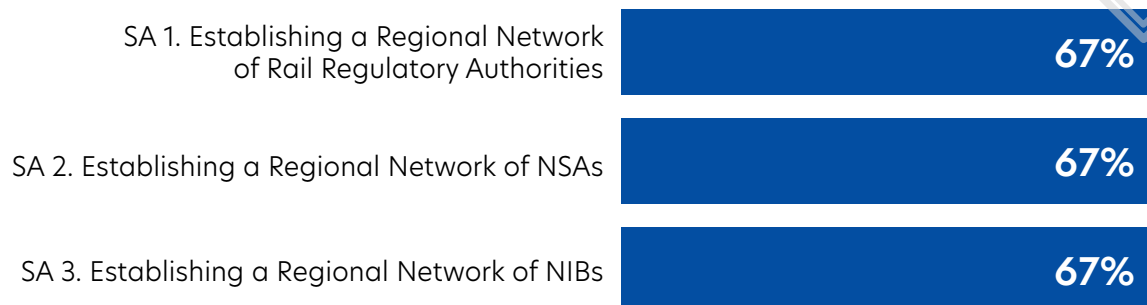
Cooperation with the Region

67%

All Regional Partners have expressed their readiness and willingness to contribute to the establishment of a Network of National Investigation Bodies (NIBs), National Safety Authorities (NSAs) and Railway Regulatory Authorities (RRAs). Since the institutional framework is not yet fully established in all Regional Partners, the creation of these networks will provide essential support in achieving this goal.

In May 2025, all NIBs, NSAs, and RRAs from the Western Balkans signed a Memorandum of Understanding to formally establish the regional network of Safety Authorities, Investigation Bodies and Railway Regulatory Bodies.

Bosnia and Herzegovina: Cooperation with the Region



Up to 2025

Figure 65. Cooperation with the Region

Sustainable and Multimodal Measures

33%

The listed measures focus on advancing digitalisation and e-freight capabilities by adopting legislation aligned with the EU Acquis. Additionally, efforts are directed towards promoting multimodality through the preparation and approval of action plans for developing a network of multimodal freight terminals. Enhancing resilience and sustainability in the rail sector is also a priority.

e-freight: In late 2024, DG ENEST, in coordination with the TCT Secretariat, launched the EU4Digital initiative, co-funded by the EU and Germany's BMZ, with one of its three core components dedicated to e-freight. The programme aims to accelerate digital transformation in the Western Balkans by improving digital infrastructure, enabling cross-border services and supporting business digitalisation. Bosnia and Herzegovina is actively participating in this initiative.

Multimodality: In parallel, the TEN-T Regulation extension to the Western Balkans clearly defines the Core and Comprehensive networks for roads, railways and ports; however, multimodal terminals remain underdeveloped. The TCT Secretariat, together with Regional Partners, identified barriers to multimodality, conducted a market and prospective analysis and drafted an action plan for a cohesive multimodal freight terminal network. Deliverables included surveys, analyses, a digitalisation report and institutional capacity-building activities. Nine key multimodal rail-road terminals were identified and agreed upon with Regional Partners for potential inclusion in TEN-T Regulation. Specifically, Bosnia and Herzegovina has identified 2 terminals.

Bosnia and Herzegovina: Sustainable and multimodal measures

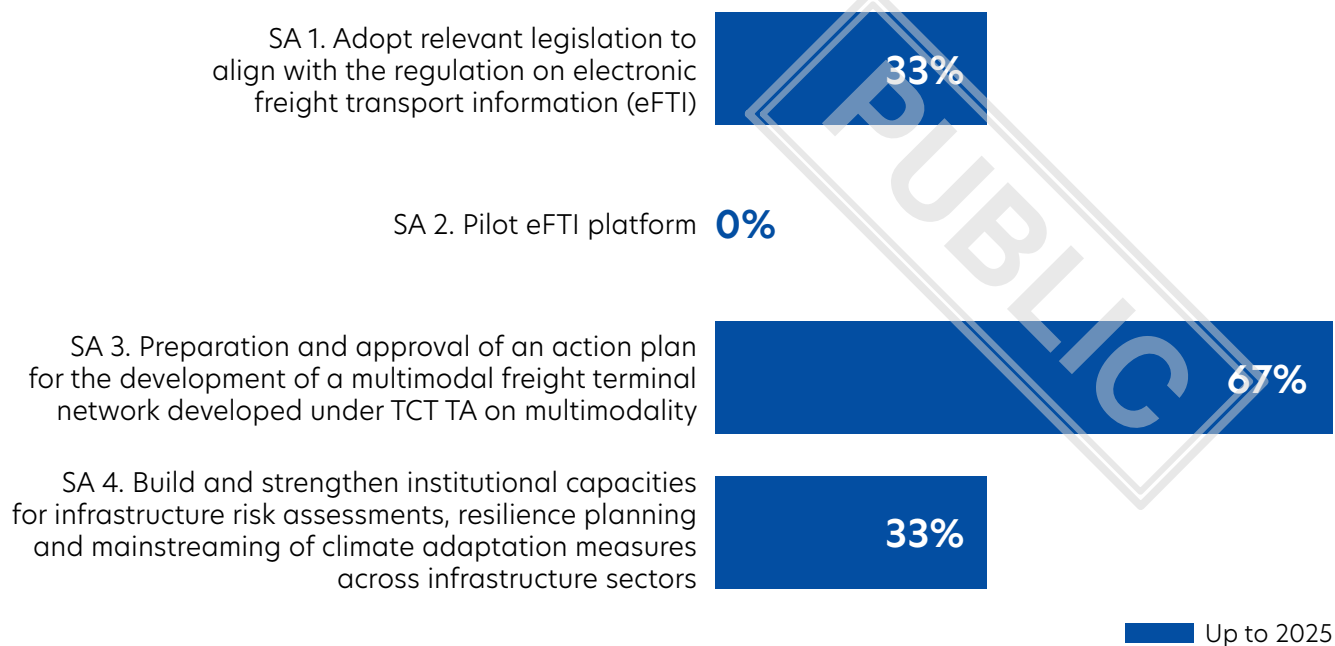


Figure 66. Sustainable and multimodal measures

Recommendations

- Finalise and adopt the new Railway Law.
- Publish the remaining TSIs.
- Adopt the new Railway Safety and Interoperability Law.
- Establish the Vehicle Inventory List.
- Establish the National Investigation Body and the Electronic Vehicles Register (EVR).
- Clearly define the competencies of the regulatory agency (ROZ).
- Complete the institutional framework.
- Complete the restructuring of the railway companies in both entities.

Bosnia and Herzegovina

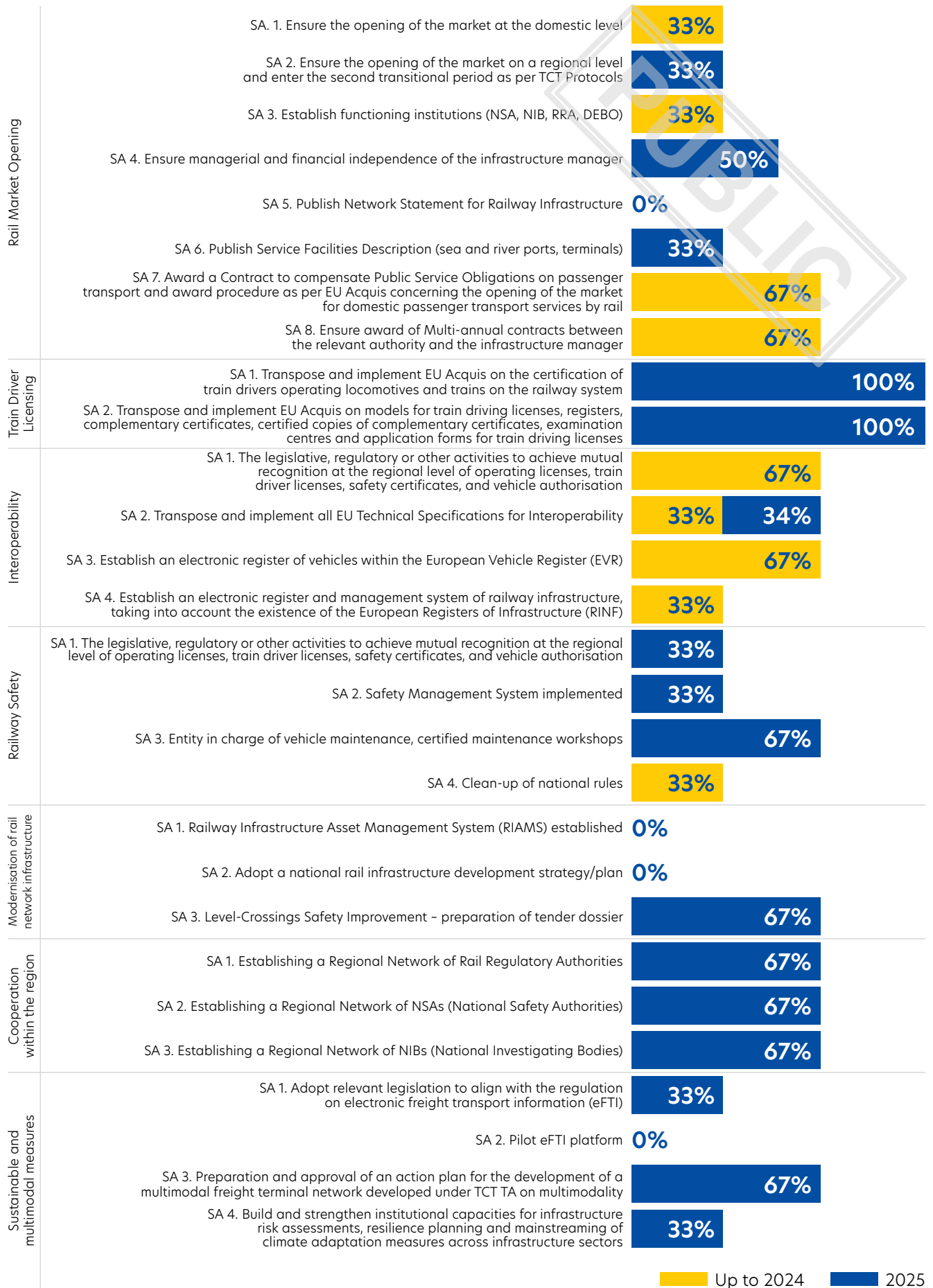


Figure 67. Next Generation Rail Action plan by measures

Overall Progress

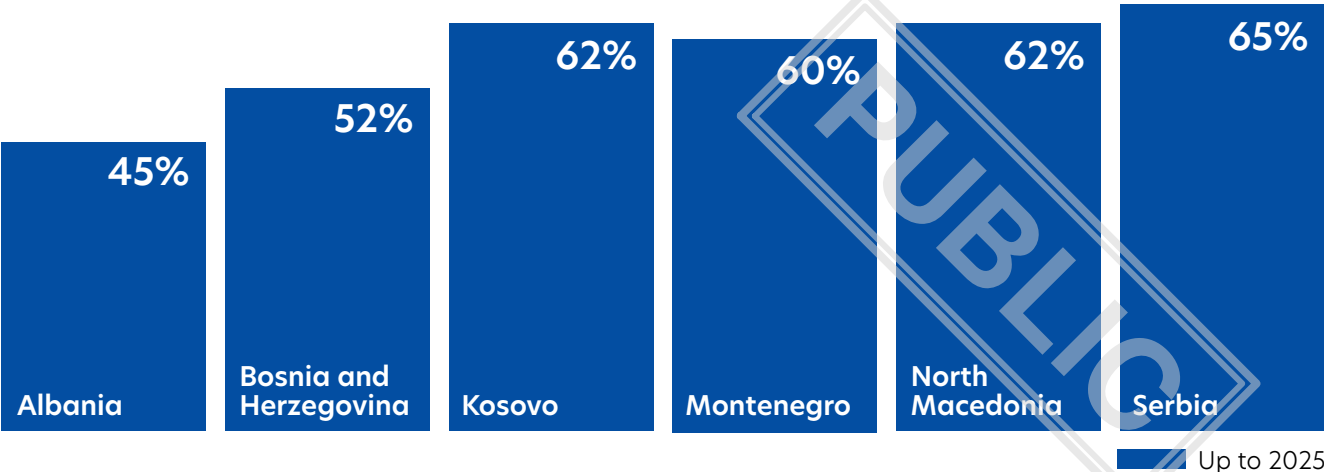


Figure 68. Overall Progress of the Next Generation Rail Action Plan

2.2.2 Road

Overall Summary

Bosnia and Herzegovina is making moderate progress in implementing the measures outlined in the Next Generation Road Action Plan, achieving an overall implementation rate of 49%. However, no progress has been reported on measures carried over from the previous Road Action Plan.

Key achievements include: the establishment of GIS-based inventory databases across all public road enterprises, although a fully operational RAMS is currently only in place at the Public Enterprise "Roads of FBiH"; the EBRD is supporting the drafting of a Service Level Agreement (SLA) for the Public Enterprise "Motorways FBiH"; the ITS Strategy and operational concept for Road Traffic Management Centres were finalised in August 2023, although formal approval is still pending; the Public Enterprise "Motorways of FBiH" since July 2025 has reached interoperability with Croatia, while technical-level discussions are ongoing with Serbia and North Macedonia.

Progress by Measures

Establishing a Functioning and Efficient Road Maintenance System

47%

Regarding the Road Asset Management System (RAMS), each of the four road public enterprises in Bosnia and Herzegovina maintains its own GIS-based inventory database. However, challenges remain in ensuring the regular updating of inventory and condition data. The Public Enterprise "Roads of FBiH" operates a fully functional RAMS, which is actively used to define maintenance priorities. The remaining three road public enterprises have only partially implemented RAMS, and the system is not yet in regular operation. As a result, the prioritisation of periodic maintenance activities and rehabilitation works is largely conducted at the programme or project level.

A Service Level Agreement (SLA) has not yet been concluded between any of the four public enterprises and their respective competent entity ministries. The European Bank for Reconstruction and Development (EBRD) is providing support to the Public Enterprise "Motorways FBiH" in drafting such SLA.

Furthermore, the EBRD is assisting Bosnia and Herzegovina in preparing a Road Sector Policy Framework, which has been completed and is currently undergoing consultation with all relevant stakeholders.

Bosnia and Herzegovina: Road Maintenance Progress

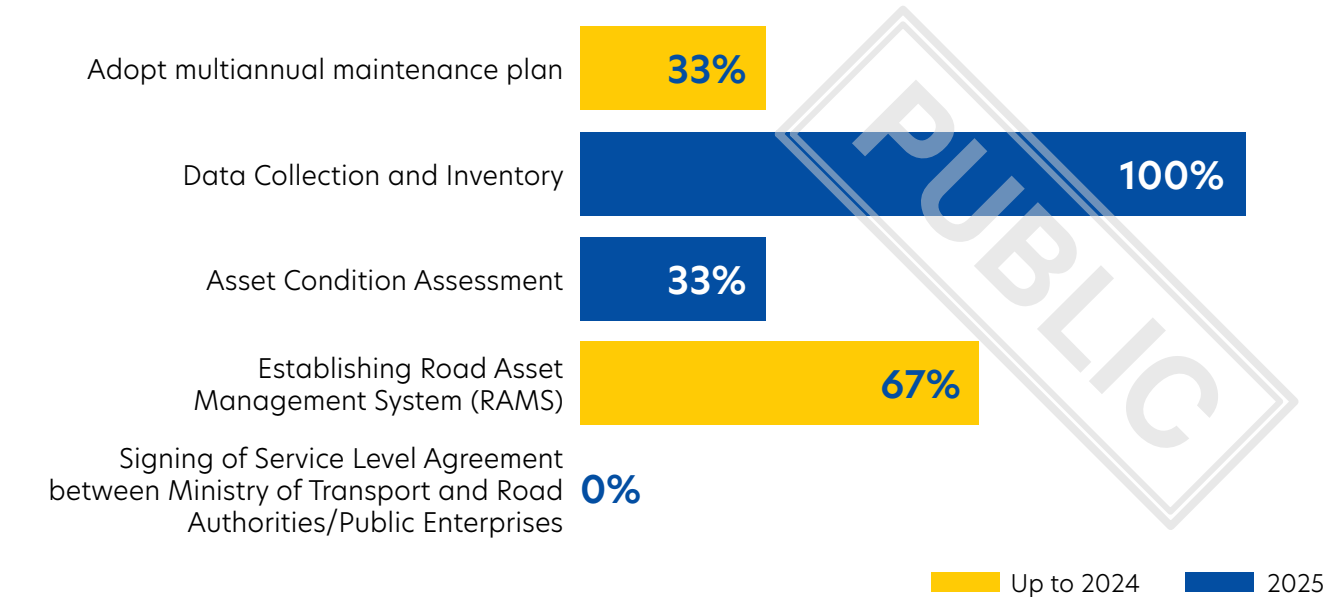


Figure 69. Road maintenance - Bosnia and Herzegovina

ITS Deployment on Core/Comprehensive Road Networks 29%

The Intelligent Transport Systems (ITS) Strategy and operational concept for Road Traffic Management Centres, prepared by CONNECTA in August 2023, have not yet been formally approved. Likewise, no steps have been taken to transpose EU ITS legislation—Directive 2661/2023 amending Directive 40/2010, and Delegated Regulations 670/2022, 962/2015, and 490/2024.

Public Enterprise “Motorways of RS” has deployed ITS infrastructure across all constructed motorway sections, supported by two Traffic Management Centres located in Laktasi and Kladari. The implemented ITS is fully compliant with Directive (EU) 40/2010.

On the main road network, the Public Enterprise “Roads of RS” has installed ITS in six tunnels on the network, two of which form part of the TEN-T network: the Celjigovici tunnel (Route 3) and the Ugar tunnel (Route 2a). The systems deployed include the Accident Identification Cameras (AID), Pan-Tilt-Zoom (PTZ) cameras, Variable Traffic Signalisation (VTS), remotely controlled cat’s eyes and three weather stations. An Operational Centre for Traffic Management, covering main and regional roads in Republika Srpska, is under development in Bijeljina. These ITS systems are fully compliant with Directive (EU) 40/2010.

The Public Enterprise “Motorways of FBiH” has reached interoperability with Croatia since July 2025, while technical-level discussions are ongoing with Serbia and North Macedonia.

Bosnia and Herzegovina: ITS Deployment Progress

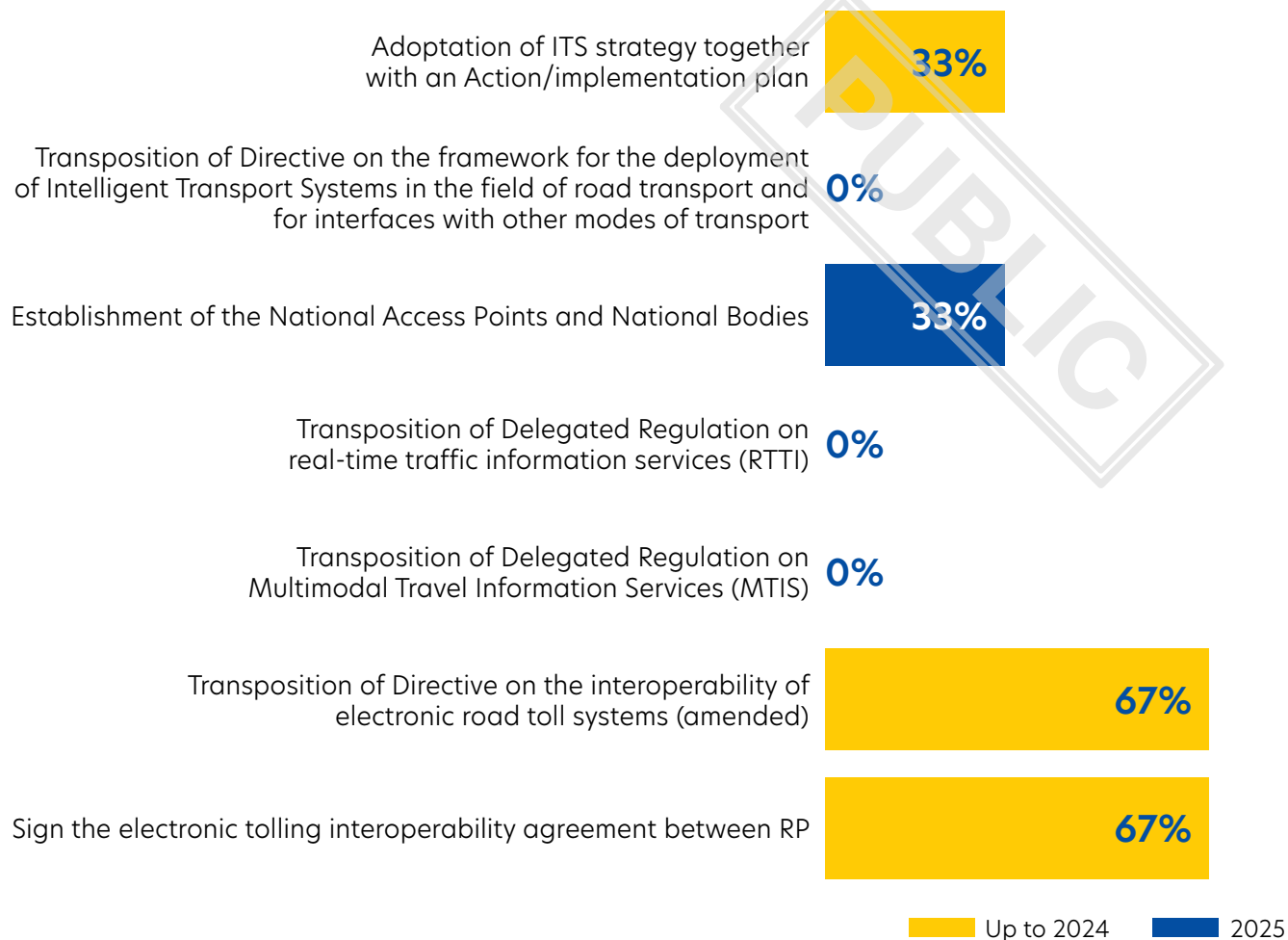


Figure 70. ITS Deployment - Bosnia and Herzegovina

Enhancing Road transport Climate Resilience and Use of Alternative Fuels

22%

Regarding vulnerability interventions on the most at-risk sections, Public Enterprise "Roads of FBiH" is preparing a new main roads modernisation programme. This programme will address the most vulnerable sections of the Core and Comprehensive TEN-T Network.

Public Enterprise "Roads of RS" is preparing the "Sustainable, Integrated and Safe Road Infrastructure Project", which will be financed through loans from the World Bank (WB) and the European Bank for Reconstruction and Development (EBRD), alongside grant funds from the SSTP programme. A key component of this project specifically targets improving the conditions, resilience and safety of the main road network.

To further support the transposition and implementation of the Alternative Fuels Infrastructure Regulation (AFIR) (EU) 2023/1804 across the region, the TCT Secretariat plans to launch and award a new Technical Assistance project by the end of 2025.

Bosnia and Herzegovina: Climate Resilliance and Alternative Fuels Progress

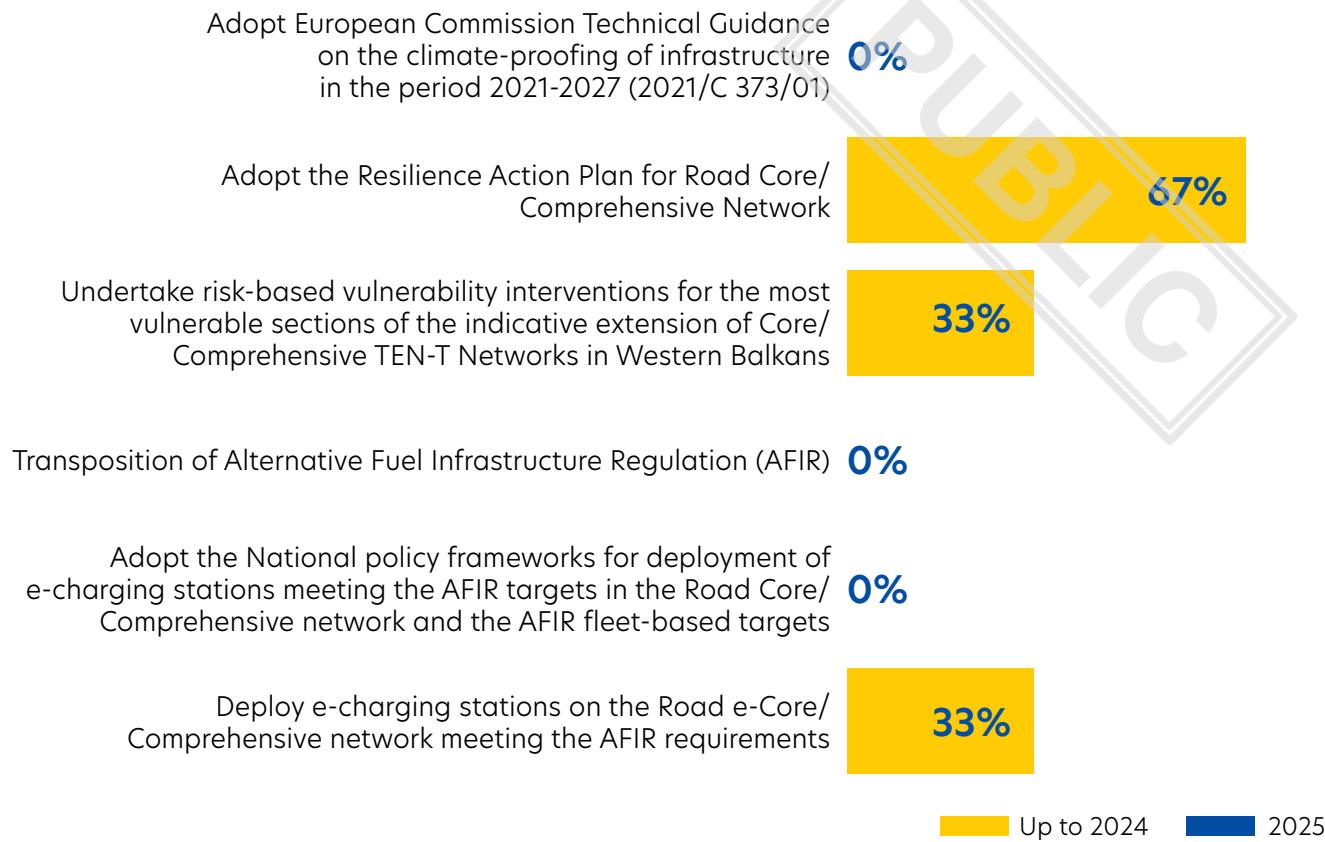


Figure 71. Climate Resilliance and Alternative Fuels - Bosnia and Herzegovina

Recommendations

- Establish the RAMS in three public road enterprises.
- Adopt the ITS Strategy and the Concept for the Traffic Control Centre.
- Complete the full transposition of Directive 2010/40/EU into national legislation.

Bosnia and Herzegovina: Road Action Plan by Measures

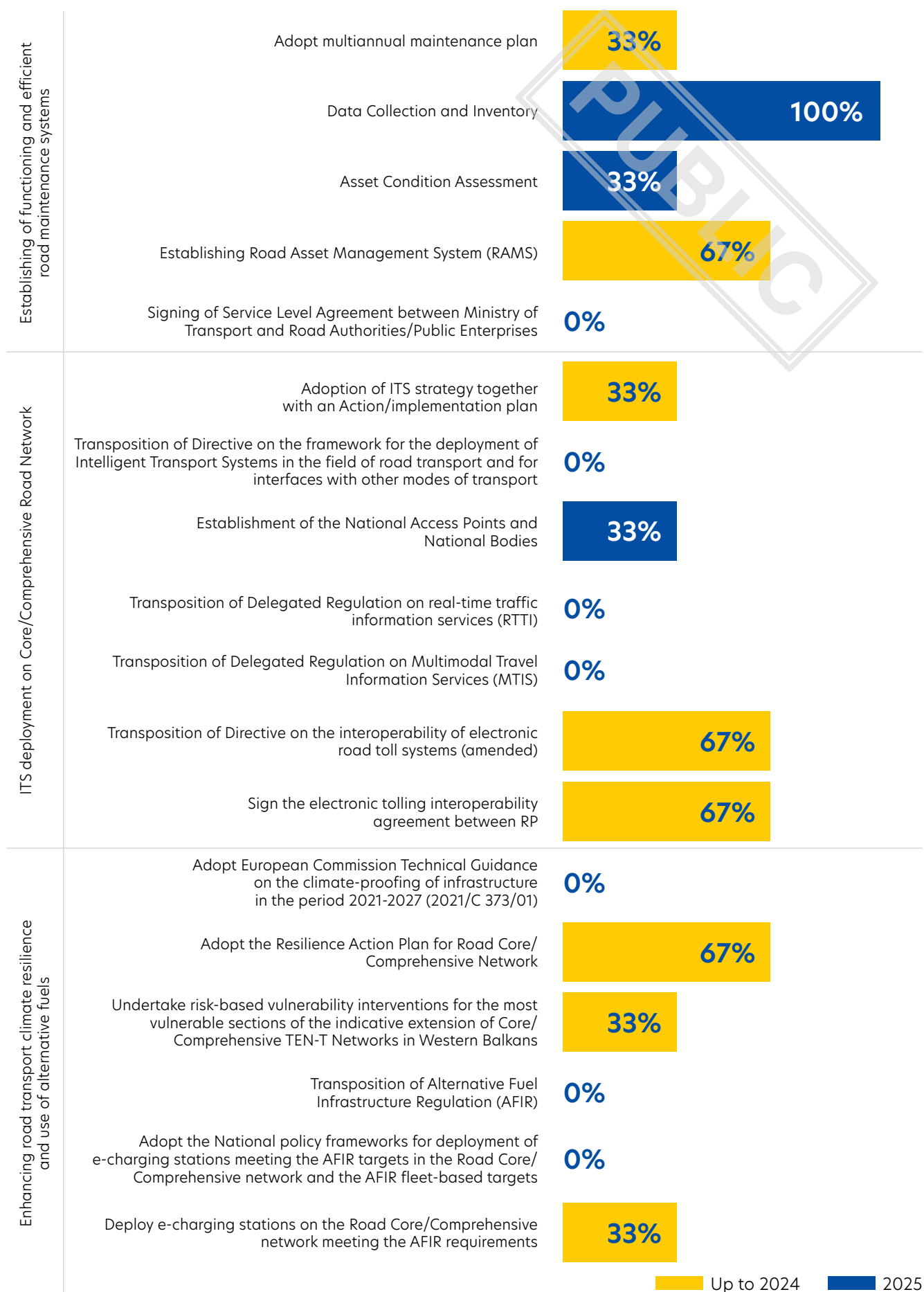


Figure 72. Road action plan by measures - Bosnia and Herzegovina

Overall Progress

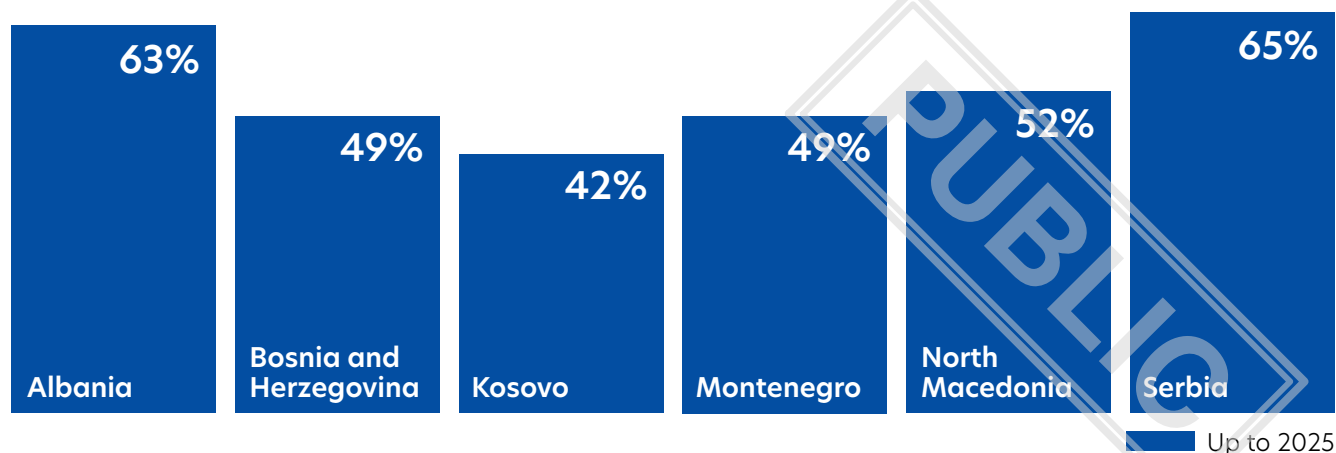


Figure 73. Overall Progress Road Action Plan

2.2.3 Road Safety

Overall Summary

The overall progress of Bosnia and Herzegovina in implementing the road safety action stands at 49%.

Progress has been made in the implementation of the following laws and by-laws: amendments to the Rulebook on Basic Requirements for Public Roads, their elements, and structures to meet traffic safety standards; amendments to the Law on Road Traffic Safety in Bosnia and Herzegovina; new by-laws related to the training of candidates for motor vehicle licences, the administration of driving tests, the acquisition of driving instructor licences and licensing of individuals conducting driving tests; and amendments to the Rulebook on Technical Inspections.

However, the Road Safety Council has been inactive since June 2020, and a national road safety strategy remains on hold. Recommendations have been made to establish a Road Traffic Safety Agency and implement a three-year plan for road safety audits and inspections.

Bosnia and Herzegovina reported the highest reduction in fatalities, decreasing by 12.9% from 255 to 222.

Regional Partner	2019	2020	2021	2022	2023	2024	Goal 25% 2027	Goal 50% 2030
Bosnia and Herzegovina	261	244	255	222	255	↓222	196	130

Number of fatalities in 2019-2024

Progress by Pillars

Strengthening the Road Safety Management

50%

The Council for Road Traffic Safety in Bosnia and Herzegovina has been inactive for five years. Its role remains crucial in guiding authorities to achieve the goal of halving road fatalities and serious injuries by 2030. The Draft of the Road Safety Strategy is still on hold.

A draft of a new Rulebook on the Internal Organisation of the Ministry of Communications and Transport of Bosnia and Herzegovina foresees the establishment of a Road Safety Unit within the Transport Sector.

The activities of this Unit would include developing programs, strategies, plans and documents related to road safety; participating in studies, analyses and forecasting; coordinating stakeholders; submitting initiatives for regulations; supporting the Road Safety Council; engaging with international institutions; collaborating with entity ministries; promoting safety measures and handling information and documentation tasks.

A Rulebook on the Collection and Processing of Traffic Accident Data has been adopted, regulating how data is gathered, processed and submitted. Authorities in charge of internal affairs of entities and cantons, as well as the Police of the Brčko District, are responsible for collecting and processing the data, which must be submitted to the Ministry of Communications and Transport of Bosnia and Herzegovina by April 30 for the preceding year. Under an MoU between the Ministry and OECD/ITF, the data is also submitted to IRTAD, the international traffic safety database.

Regarding the adoption of the Road Safety Framework Strategy in Bosnia and Herzegovina for 2024-2028, the Ministry of Communications and Transport has appointed members of the Road Safety Council, with the remaining members to be nominated from relevant ministries and bodies responsible for public roads. Once formed, the Council will provide an opinion on the Strategy within its scope. However, progress in this area is expected to remain stagnant.

Bosnia and Herzegovina: Strengthening the Road Safety Management

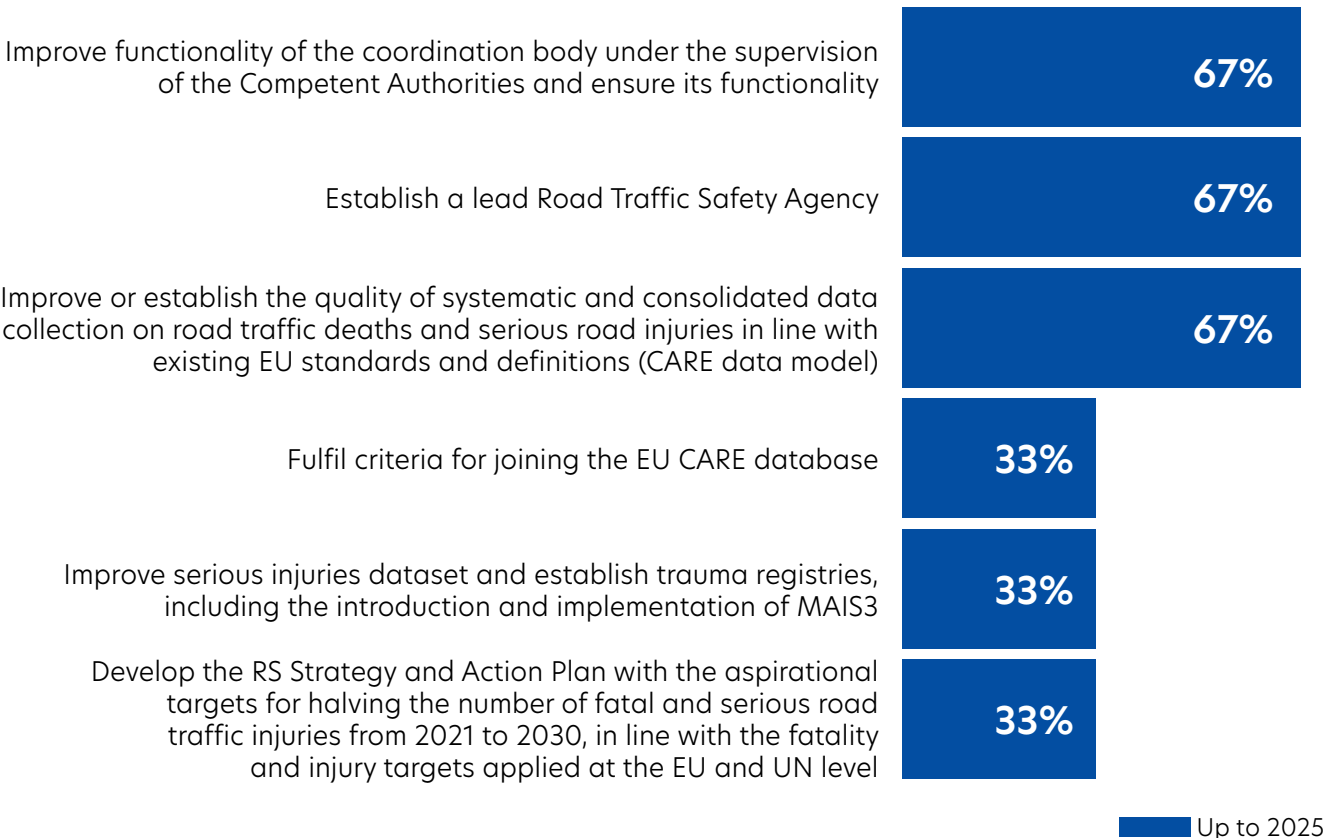


Figure 74. Strengthening the Road Safety Management - Bosnia and Herzegovina

Promote safer infrastructure 44%

An amendment to the Rulebook on Basic Requirements for Public Roads and Elements has been adopted. It outlines safety standards for roads, elements and structures, and sets requirements for Road Safety Audit and Road Safety Inspection Systems. Annex 2 details the procedures for safety audits and inspections. It defines the "Road Safety Audit System" as independent safety audits of road projects and the "Road Safety Inspection System" as independent safety inspections of existing roads.

Efforts made last year to build capacities for the implementation of Directive 2004/54/EC on tunnel safety in the Trans-European Road Network did not progress in 2025. The TCT Secretariat proposed changes to the law and the establishment of new bodies to facilitate transposition of Directive.

The competent law enforcement authorities, in cooperation with the road authority, are installing appropriate speed measurement devices to enhance the safety of all road users.

Bosnia and Herzegovina: Promote safer infrastructure

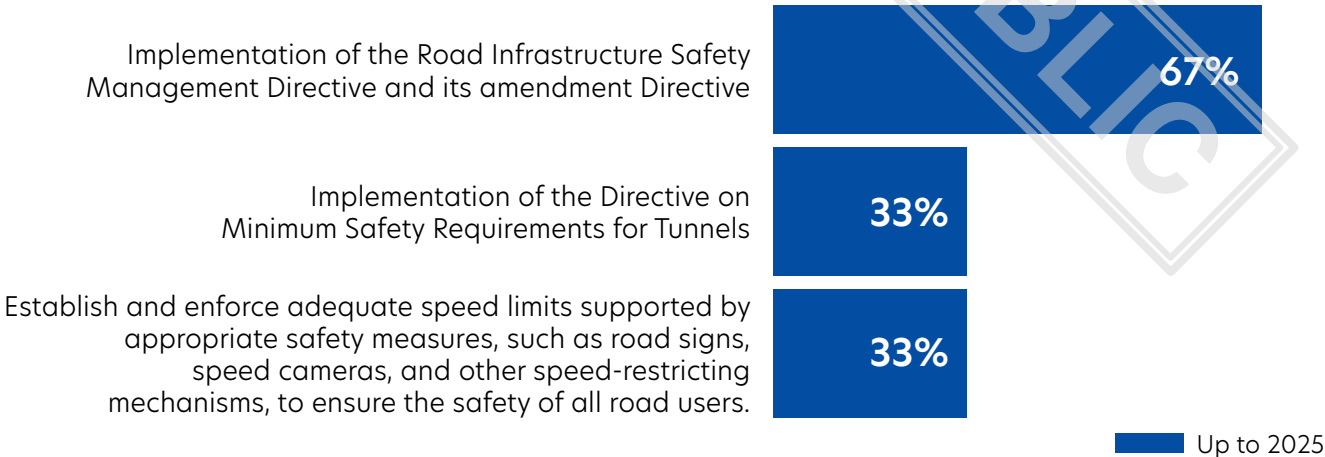


Figure 75. Promote safer infrastructure - Bosnia and Herzegovina

Promote the Protection of Road Users

50%

There is currently no programme dedicated to the protection of vulnerable road users. However, the authorities are actively working to increase road safety awareness. The Ministry of Transport and Communications of Bosnia and Herzegovina, in cooperation with mobile operators and the ministries of interior, conducted a media campaign: “Head up! Stop using mobile phones in traffic!” The next step will involve securing funding for the implementation of further activities.

Draft amendments to the Law on Road Traffic Safety in Bosnia and Herzegovina introduce new definitions for the offences of a “repeat traffic offender” and “reckless driving.” A repeat offender is defined as a driver convicted three or more times within a two-year period for offences such as driving under the influence with a blood alcohol concentration exceeding 1.5 g/kg, driving without a valid license or operating an unregistered or defective vehicle. Reckless driving is defined as conduct that seriously endangers safety, such as exceeding the speed limit by more than 60 km/h in a populated area, running two or more red lights in ten minutes or driving with a blood alcohol concentration exceeding 2 g/kg.

The proposed amendments also introduce stricter penalties for certain offences compared to the current version of the Law.

Activities are currently underway to adopt new by-laws regulating the training of candidates for motor vehicle licences, the administration of driving tests, the issuance of driving instructor licences and the licensing of individuals involved in conducting driving tests.

Promote the use of safer vehicles

33%

Activities are currently underway to adopt the Rulebook on Amendments to the Rulebook on Technical Inspections, with the aim of aligning Bosnia and Herzegovina’s legislation with EU standards in the field of vehicle technical inspections ((see Figure 76 on the next page).

Bosnia and Herzegovina: Promote the protection of road users

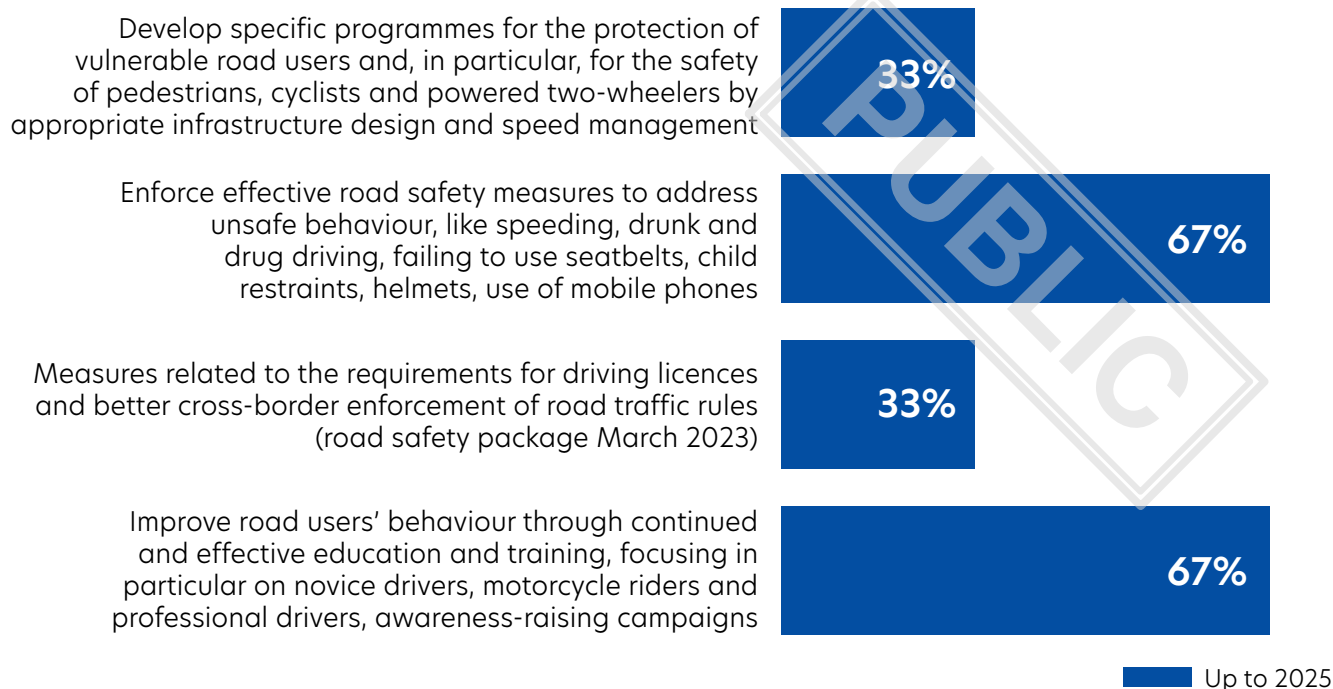


Figure 76. Promote the protection of road users - Bosnia and Herzegovina

Bosnia and Herzegovina: Promote the use of safer vehicles

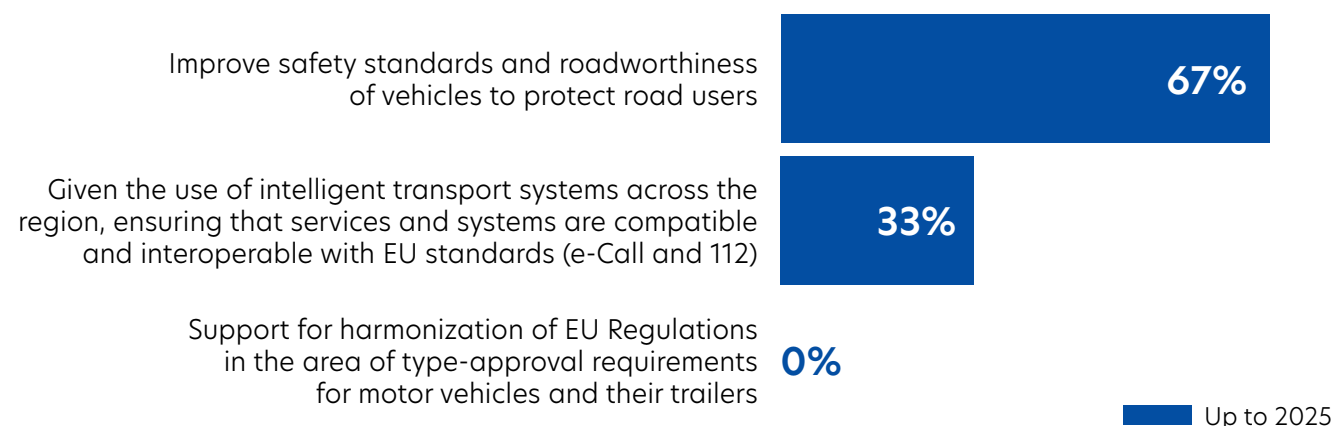


Figure 77. Promote the use of safer vehicles - Bosnia and Herzegovina

Enhancing regional cooperation and experience exchange

67%

Bosnia and Herzegovina is actively participating in the TCT bodies.

Recommendations

- Adopt the draft Road Safety Strategy.
- Establish a Road Traffic Safety Agency with full competencies,
- Establish a road crash database following a common approach to crash data collection (CADAS protocol).
- Adopt amendments to the Law to align with the directives/regulations transposed for implementing vehicle safety standards and vehicle roadworthiness.
- Harmonise legislation with the type-approval requirements for motor vehicles and their trailers.

Bosnia and Herzegovina: Road Safety Action Plan by measures

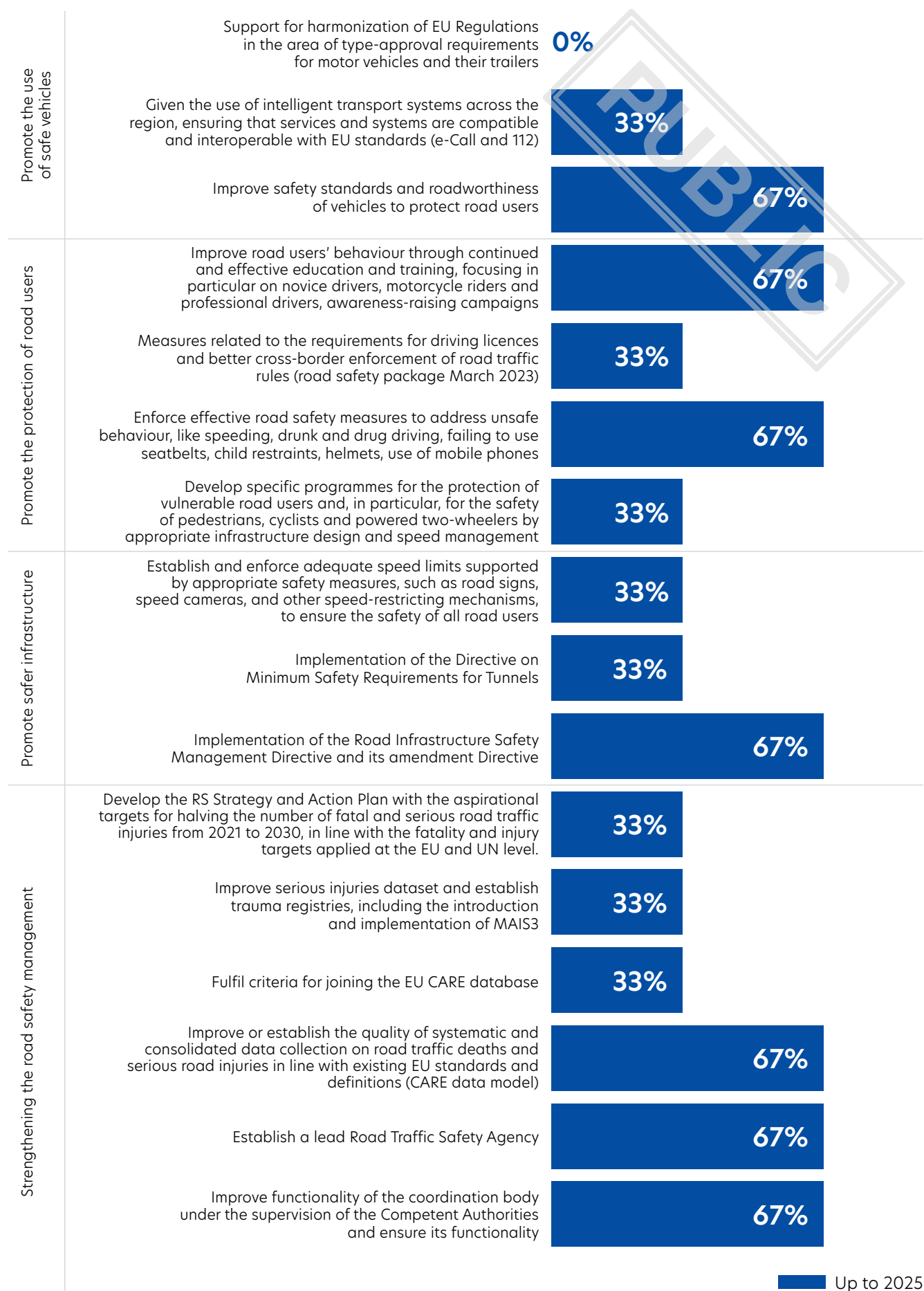


Figure 78. Road safety action plan by measures - Bosnia and Herzegovina

Next generation Road safety action plan - progress

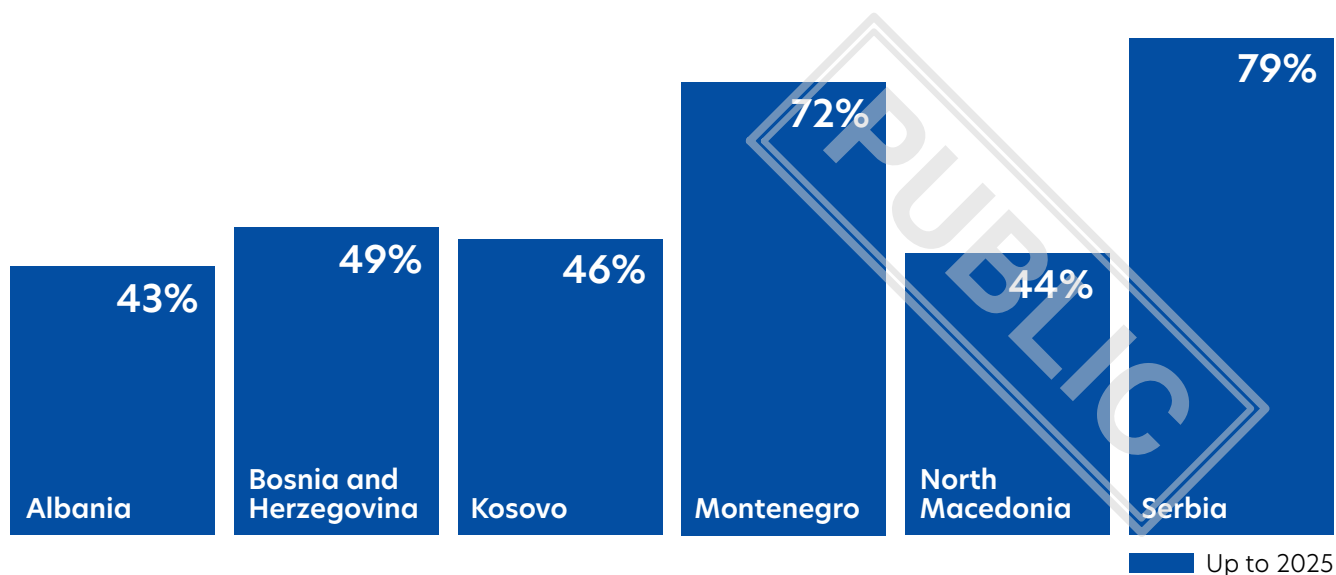


Figure 79. Road Safety Action Plan - Overall Progress

2.2.4 Transport Facilitation

Overall Summary

Bosnia and Herzegovina has made a moderate progress in implementing the Transport Facilitation Action Plan, achieving an overall implementation rate of 26%.

An international agreement between Bosnia and Herzegovina and Croatia determining the status of the road BCPs Svilaj and Gradiska has not yet been reached. The TCT Secretariat organised an informal bilateral technical meeting in May 2025 in Banja Luka, attended also by representatives of CEFTA, the EC and the World Bank. However, the issue requires political engagement and commitment from both parties. While the cooperation of the customs authorities of Bosnia and Herzegovina and Croatia is considered very good and efficient, greater engagement from other relevant institutions is necessary to ensure effective inter-agency coordination, which is crucial for the smooth functioning of border operations.

The developments with respect to the measures on the road BCPs shared with other neighbouring partners- Montenegro and Serbia- are generally on a good track.

Agreements for joint rail controls between Bosnia and Herzegovina and Serbia, as well as between Bosnia and Herzegovina-Croatia, have not yet been concluded. These measures were carried over from the previous Action Plan on Transport Facilitation, but progress remains insufficient.

Bosnia and Herzegovina actively participates in the EU-Western Balkans Green Lanes initiative. The exchange of data between the customs administrations of Bosnia and Herzegovina and Croatia functions smoothly at all major shared BCPs, in accordance with the signed MoU. The successful model was presented to the Hungarian authorities as a best practise to be used on the Green Lanes BCP between Hungary and Serbia.

However, cooperation among other border agencies between Bosnia and Herzegovina and Croatia must be further strengthened, particularly regarding the harmonisation of working hours. This, along with other measures identified in the individual Green Lanes fiches for the BCPs Svilaj/Donji Svilaj and Gradiska/Stara Gradiska, as well as the foreseen infrastructure investments, will largely depend on bilateral coordination. Consequently, the conclusion of the above-mentioned agreement remains of critical importance and high priority. The TCT Secretariat will continue to facilitate this process and provide support to both Parties until the Agreement has been reached.

Progress by Measures

Improving efficiency of Rail Border Crossing/ Common Crossing Points

17%

Certain progress has been achieved regarding the initiative to conclude an Agreement between the Bosnia and Herzegovina and Croatia on border procedures for the rail BCPs Šamac-Slavonski Šamac (North) and Čapljina-Metković (South) on Corridor Vc. The established Joint Coordination Body, during its third meeting held on June 3, 2025, aligned the text of the draft Agreement. The signing is expected to follow the completion of the internal consultation procedure currently ongoing in both parties.

No progress has been recorded regarding the rail agreement between Bosnia and Herzegovina and Serbia on the determination of rail border procedures at the Brasina-Zvornik crossing point. It was reported as drafted and under alignment between the parties in the previous Action Plan Progress Report (2023), but no feedback has been received from the Serbian side since then.

Improving efficiency of Road Border Crossing/ Common Crossing Measures

28%

Bosnia and Herzegovina has made good progress related to the shared road BCPs with Montenegro.

The preparation of the project documentation for reconstruction of the BCP Ilino Brdo/Klobuk, which will function as a joint BCP (on the territory of Bosnia and Herzegovina), has been completed. The only remaining condition that must be met before launching the tender procedure for selection of the contractor by the Indirect Taxation Authority (ITA) is obtaining an approval for the issuance of a construction permit from the Ministry of Spatial Planning, Construction and Ecology of the Republika Srpska. Financial resources for the reconstruction of this BCP have already been secured within the ITA budget.

Furthermore, the joint BCP Zupci/Sitnica effectively became operational in April 2025, on the territory of Bosnia and Herzegovina. The project was financed and implemented by the Indirect Taxation Authority of Bosnia and Herzegovina. Although this is a smaller BCP and not part of the TEN-T Network, the joint work of the border services from both sides contributes to the overall cross-border transport facilitation, more effective prevention of cross-border crime and rational use of resources in border control traffic.

There are also positive developments regarding the infrastructure works on the new location of the BCP Gradiska from the Croatian side, which are expected to be finalised by the end of the year. After completion, the border agencies are expected to relocate to the new facilities following a short interim period. As for Svilaj, despite being a newly constructed and modern BCP, further upgrades are required on both sides. Pending the conclusion of a formal inter-state agreement, the BCP still operates under temporary decisions issued by the Ministry of Security of Bosnia and Herzegovina, which currently prevent the crossing of excise goods.

Bilateral discussions on the legal status of these two new BCPs appear to be at a standstill. It is of crucial importance that negotiations continue, and an agreement is reached defining the BIPs as well as the infrastructure and equipment requirements. These issues largely depend on the legal provisions and the future set up of the border agencies.

Regarding the Bosanski Samac/Slavonski Samac BCP which was originally included in the Green Lanes Crossing Points Fiches based on its importance for overall freight traffic and identified infrastructure needs, the European Commission has informed that it will not be eligible for financing under the SSTP2 programme, as it falls outside the TEN-T Network. Nevertheless, this remains an action under the Action Plan, though no budgetary allocations have been earmarked by the Indirect Taxation Authority.

The working hours of inspection services from Bosnia and Herzegovina and Croatia are currently not aligned. Moreover, the working hours of the Bosnia and Herzegovina's inspections services are not aligned internally and differ from those of the customs administration. This issue was highlighted at the

technical meeting held on May 6, 2025, in Banja Luka. Given that this matter falls under the competence of several institutions, it was suggested to use the Sherpas as umbrella for streamlining and coordinating the process of working hours harmonisation, building on the Sherpas' role in the endorsement of the Green Lanes fiches by the Western Balkans. CEFTA and the TCT Secretariat are closely cooperating with the authorities to identify possible solutions to address these issues ahead of the Leader's summit in November 2025.

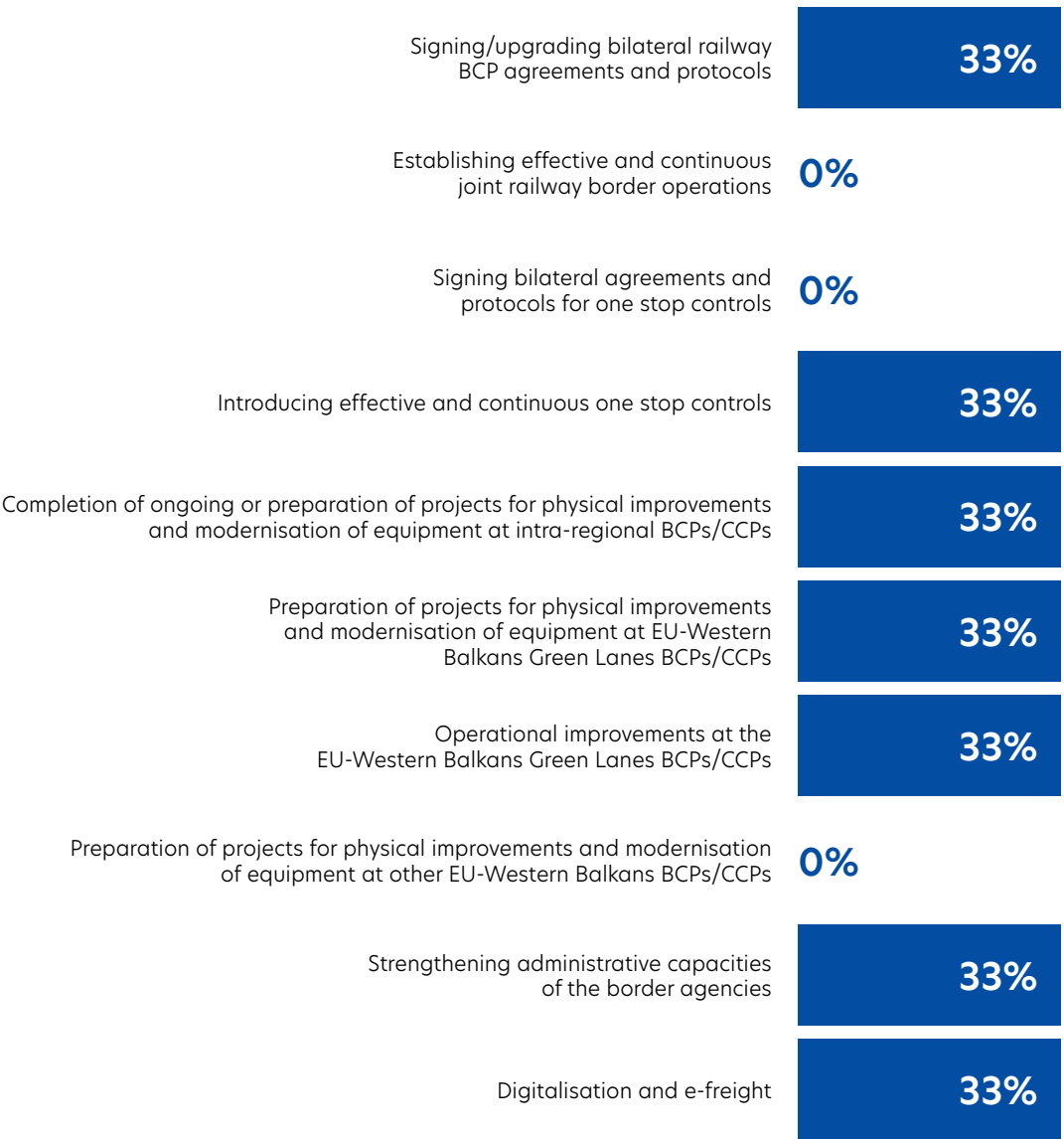
Horizontal measures for transport facilitation

33%

Consultations are ongoing in Bosnia and Herzegovina among the relevant authorities regarding the Additional Protocol on the Convention for the Carriage of Goods on the electronic consignment note (eCMR), pending its final ratification.

Bosnia and Herzegovina has not yet initiated the formal transposition of Regulation 1056/2020, However, the establishment of an eFTI Working Group has been launched, marking a positive step towards institutional engagement.

Bosnia and Herzegovina: Overall progress



Up to 2025

Figure 80. Overall progress - Bosnia and Herzegovina

Recommendations

- Conclude the negotiations on the facilitation of rail border crossing procedures between Bosnia and Herzegovina and Serbia.
- Engage in negotiations with Croatia to include the bilateral rail agreement defining border procedures for the rail BCPs Šamac-Slavonski Šamac and Čapljina-Metković.
- Engage in negotiations with Croatia to conclude an international agreement defining the final status of the new road BCPs Svilaj and Gradiška.
- Prepare the project documentation for the proposed physical improvements and equipment procurement identified in the Green Lanes BCP fiches for Gradiška and Svilaj, making use of the existing TA instruments, in line with the SSTP2 Programme.
- Ensure timely preparation and implementation of the infrastructure project for the construction of joint facilities for the border agencies of Bosnia and Herzegovina and Montenegro at the JBCP Ilino Brdo/Klobuk.

2.2.5 Waterborne Transport and Multimodality

Overall Summary

During the reporting period, Bosnia and Herzegovina made slow progress in implementing the actions specified in the Action Plan for Waterborne Transport, achieving a comprehensive implementation rate of 9%.

No progress was reported regarding the transposition of the EU Acquis or the development of a legal framework for waterborne transport.

Some progress was achieved in ensuring safe navigation through the “Demining of the Right Bank of the Sava River” project. The Environmental & Social Management Plan has been completed and preparations for the public call for works are underway.

In the area of port infrastructure and multimodality, reconstruction of the River Port of Brčko continued. The final phase is expected to be completed by the end of 2025, which will improve operational capacity, connectivity and reinforce Brčko as a regional multimodal hub.

Bosnia and Herzegovina: Overall progress

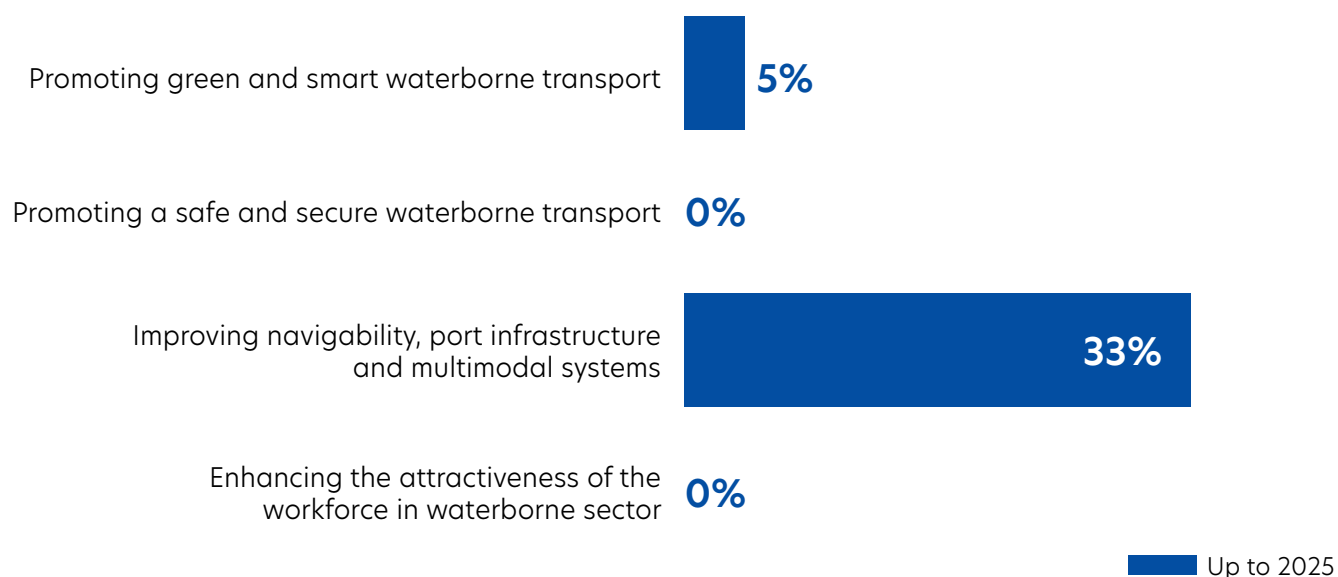


Figure 81. Bosnia and Herzegovina progress in waterborne transport and multimodality

Progress by Measures

Promoting green and smart waterborne transport

5%

Bosnia and Herzegovina has made slow progress in transposing the EU Acquis for waterborne transport and in establishing a comprehensive national legal framework.

Progress in promoting green and smart waterborne transport in Bosnia and Herzegovina remains limited due to the absence of a national Navigation Law, which is essential for defining responsibilities and transposing the EU Acquis.

In late 2024, DG ENEST, in coordination with the TCT Secretariat, launched the EU4Digital initiative, co-funded by the EU and Germany's BMZ, with one of its three core components dedicated to e-freight. The programme aims to accelerate digital transformation in the Western Balkans by improving digital infrastructure, enabling cross-border services and supporting business digitalisation. Bosnia and Herzegovina actively participates in EU4Digital project.

Promoting a safe and secure waterborne transport

0%

During the reporting period, Bosnia and Herzegovina achieved progress on the "Demining of the Right Bank of the Sava River" project. The Environmental & Social Management Plan has been finalised, and preparations for the public call for works are underway. Once launched, demining is expected to take 18 months, creating the conditions for further navigability improvements.

Improving navigability, port infrastructure and multimodal systems

33%

During the reporting period, progress was made on the last mile connecting the Port of Brcko with the rail and road network. A total of 4.5 km of new railway track and 2 km of road have been constructed, with around 70% finalised. Additional works were introduced, including the construction of a 150-meter extractor for the agro-industrial complex.

Regarding multimodality, the extension of TEN-T Regulation to the Western Balkans clearly defines the Core and Comprehensive networks for roads, railways and ports; however, multimodal terminals remain underdeveloped. The TCT Secretariat, in cooperation with Regional Partners, identified barriers to multimodality, conducted a market and prospective analysis and drafted an action plan for a cohesive multimodal freight terminal network. Deliverables included surveys, analyses, a digitalisation report and institutional capacity-building activities. Nine key multimodal rail-road terminals were identified and agreed upon with Regional Partners for potential inclusion in the TEN-T Regulation. In Bosnia and Herzegovina, two terminals have been identified.

Bosnia and Herzegovina: Improving navigability, port infrastructure and multimodal systems

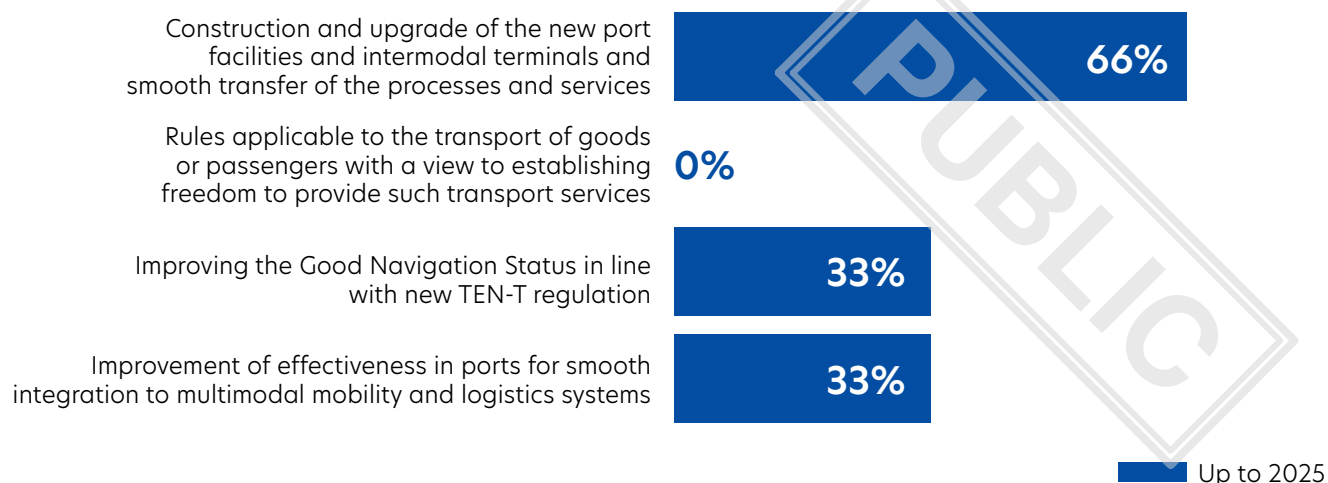


Figure 82. Process of improving navigability, port infrastructure and multimodal systems

Enhancing the attractiveness of the workforce in waterborne sector

0%

During the reporting period, no significant progress was reported in enhancing the attractiveness of the workforce in Bosnia and Herzegovina's waterborne transport sector. No new initiatives, training programs or measures were implemented to address workforce development, recruitment or the professional qualification of crew members.

Recommendations

- Finalise and adopt the Law on Maritime and Inland Waterway Transport.
- Ensure timely execution of the Sava River demining project and continue maintenance and monitoring of navigable waterways to strengthen safety and operational reliability.

Bosnia and Herzegovina

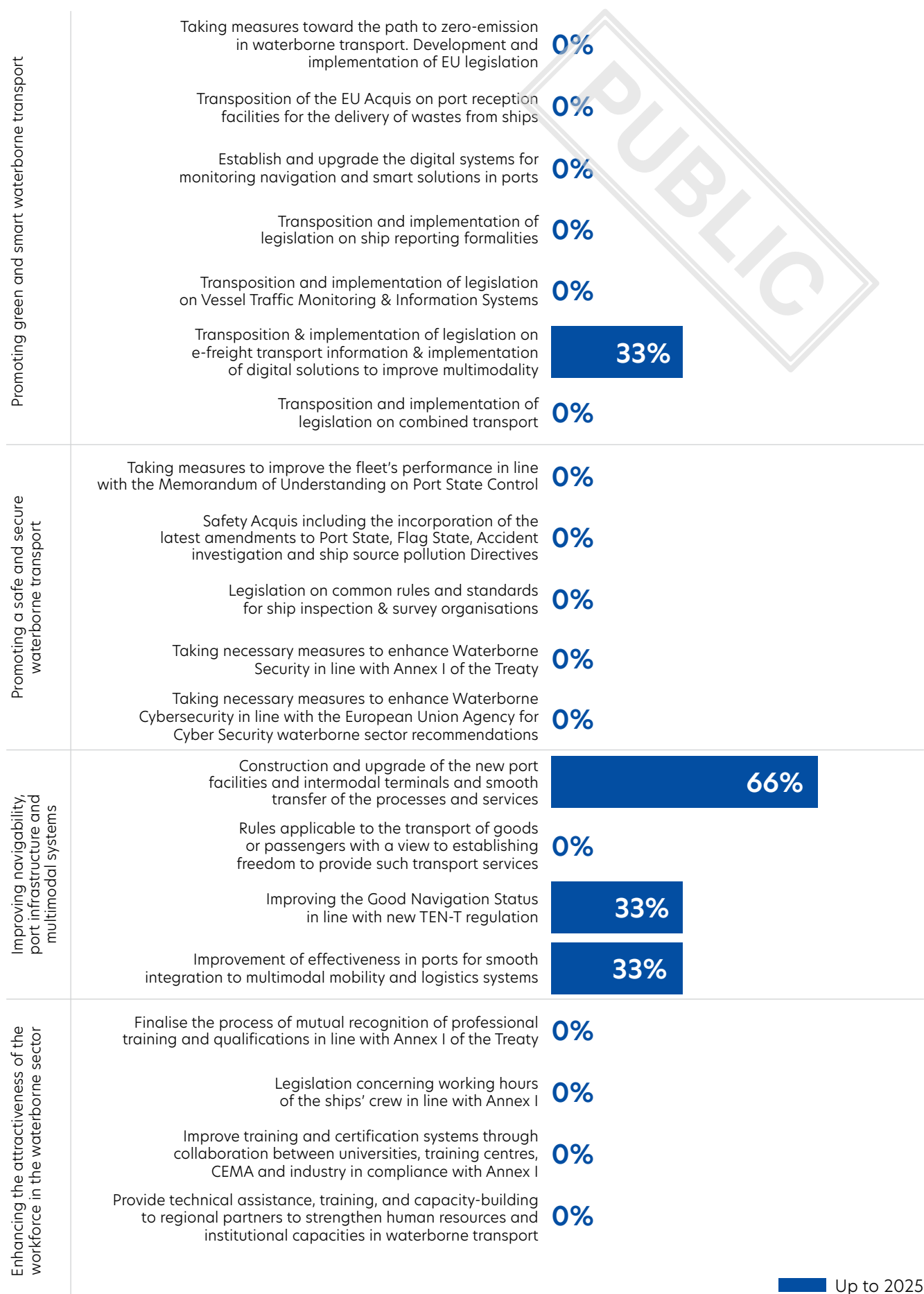


Figure 83. Bosnia and Herzegovina progress on Next Generation Action Plan for Waterborne Transport and Multimodality.

Overall Progress

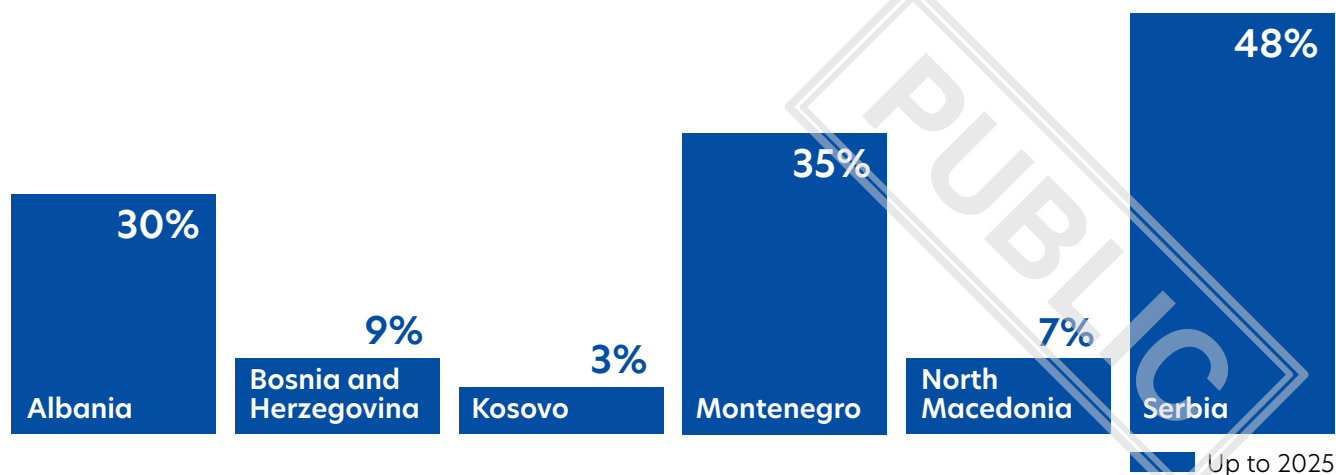


Figure 84. Overall progress in Next Generation Action Plan for Waterborne Transport and Multimodality

2.1.6 Social Issues and Passenger Rights

Overall Summary

Bosnia and Herzegovina is making slow progress in implementing the measures outlined in the Action Plan for the Implementation of the EU Acquis in the area of Social Issues and Passenger Rights in Transport, achieving an overall implementation rate of 26% in aligning its national legislation with the EU Acquis, as defined within the ANNEX of the Transport Community Treaty (TCT). During the reporting period, advancement has been gradual, with a 5 % increase recorded in implementation of measures related to workers' fundamental rights.

Notably, key achievements during the reporting period include progress on Regulation (EU) 2020/1054 concerning driving times, breaks and rest periods, and on Regulation (EU) 165/2014 on tachographs. Bosnia and Herzegovina undertook activities on preparing the Draft Law on Amendments to the Law on Working Time, Mandatory Rest Periods of Mobile Workers and Recording Devices in Road Transport.

Progress by Measures

Workers' Fundamental Rights

II Rail 0% ↑ Road 44%

Road Sector (Driving Time and Rest Periods): During the reporting period, progress was recorded with regards to Regulation (EU) 2020/1054 on maximum daily and weekly driving times, minimum breaks and daily and weekly rest periods. Bosnia and Herzegovina initiated activities to prepare the Draft Law on Amendments to the Law on Working Time, Mandatory Rest Periods of Mobile Workers and Recording Devices in Road Transport.

No progress was reported during the reporting period related to rail working time and hours.

Bosnia and Herzegovina: Road driving time/rest periods



Figure 85. Road driving time/rest periods

Tachographs

↑ 16%

Implementation of Tachograph Regulations: During the reporting period, progress was achieved in aligning with Regulation (EU) 165/2014 on tachographs in road transport, as Bosnia and Herzegovina initiated activities to prepare the Draft Law on Amendments to the Law on Working Time, Mandatory Rest Periods of Mobile Workers and Recording Devices in Road Transport.

Bosnia and Herzegovina: Tachograph

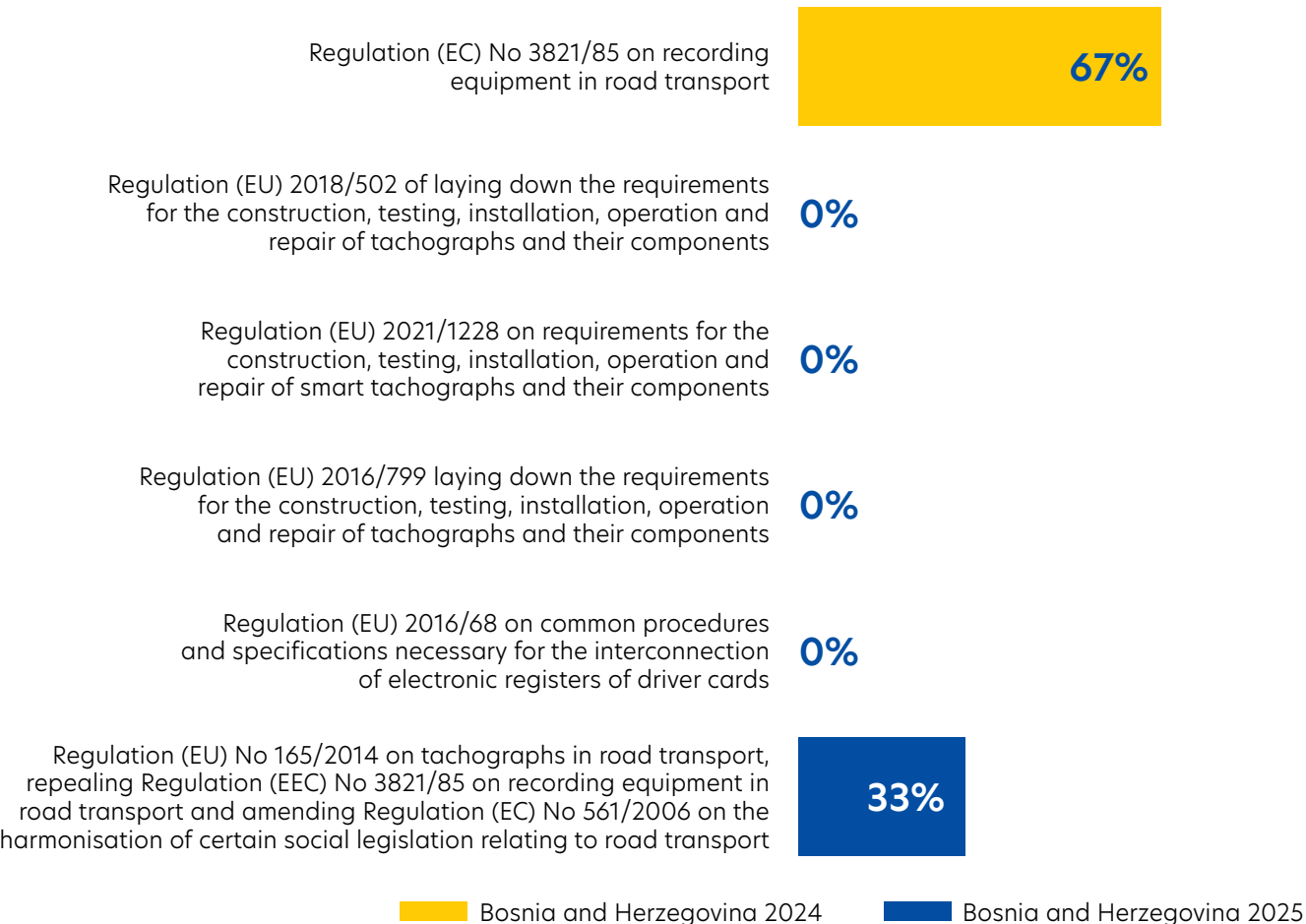


Figure 86. Tachograph

Enforcement of Social Legislation

II 67%

The TCT Secretariat is planning to undertake a study aimed at developing an inventory of rest areas and SSTPAs along the TEN-T network, including border cross points, across the Western Balkans. The study will support the implementation Regulation (EU) 2024/1679 of the European Parliament and of the Council dated June 13, 2024, on Union guidelines for development of the trans-European transport network, amending Regulations (EU) 2021/1153 and (EU) No 913/2010 and repealing Regulation (EU) No 1315/2013. The goal of the study is to assess the compliance with EU safety, security and service standards, identify critical gaps, evaluate future demand and provide policy and investment recommendations for infrastructure improvements.

During the reported period, it has been observed that Bosnia and Herzegovina continues to face challenges in the enforcement of **Directive 2006/22/EC**, particularly in monitoring and ensuring compliance with driving times, rest periods and working conditions. The implementation of smart tachographs has been delayed, and the application of relevant rules remain inconsistent. No progress was recorded during the reporting period.

Bosnia and Herzegovina: Enforcement of social legislation

Directive (EU) 2020/1057 laying down specific rules with respect to Directive 96/71/EC and Directive 2014/67/EU for posting drivers in the road transport sector and amending Directive 2006/22/EC as regards enforcement requirements and Regulation

67%

Directive 2006/22/EC on minimum conditions for the implementation of concerning social legislation relating to road transport activities

67%

Bosnia and Herzegovina 2024

Bosnia and Herzegovina 2025

Figure 87. Enforcement of social legislation

Equality in transport

(measure related to the public campaigns and awareness, not scored)

Bosnia and Herzegovina has been encouraged to join the Platform for Change - Women in Transport initiative during several meetings and activities.

Passenger Rights

II 44%

No progress has been reported during this reporting period.

Bosnia and Herzegovina: Passenger rights



Figure 88. Passenger rights

Overall Progress - Social Issues and Passenger Rights Action Plan

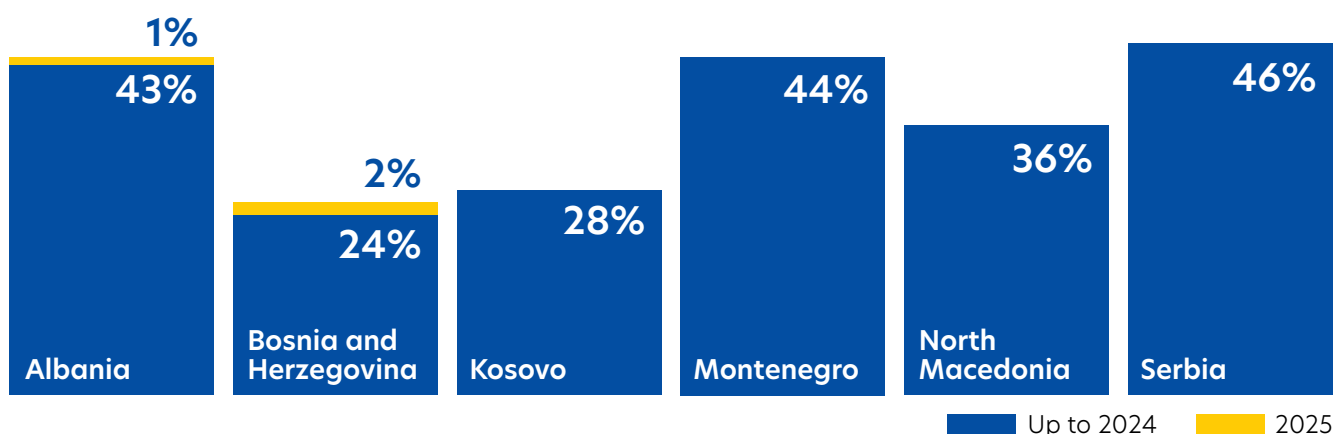


Figure 89. Overall Progress

Recommendations:

- Conduct a thorough assessment of existing national legislation and regulations to identify and address gaps in the transposition of EU social legislation and passenger rights directives.
- Strengthen the institutional capacities of relevant ministries, agencies and enforcement bodies through targeted training, adequate resource allocation and technical assistance to enhance implementation and compliance monitoring.
- Adopt a Roadmap based on the Study for Strengthening the Regulatory Framework for Passenger Rights in the Western Balkans.
- Commit to the Declaration on Equal Opportunities for Women in Transport and create initiatives to encourage greater participation of women in the transport sector.
- Accelerate the transposition of passenger rights regulations for both rail and road transport. Implement complaint-handling mechanisms, ensure accessible travel information and adapt facilities for persons with reduced mobility.

2.3

Kosovo



2.3 Kosovo

2.3.1 Rail

Overall Summary

Kosovo is making steady progress in implementing the actions outlined in the Next Generation Rail Action Plan, reaching an overall implementation rate of 62%. The Railway Regulatory Agency has adopted several legislative acts in recent years, primarily related to the technical specifications of interoperability. Preparatory activities on drafting the new Railway Safety Law have been completed, and work on the Law on Rail Safety is currently ongoing.

Progress by Measures

Rail Market Opening

67%

The Railway Regulatory Agency has made notable progress by publishing various by-laws addressing safety matters. Plans are underway to amend the Railway Law and develop a new Rail Safety and Interoperability Law.

Furthermore, the infrastructure manager, Infrakos JSC, has signed a Multi-Annual Infrastructure Contract with the relevant authority, which will provide greater sustainability for the infrastructure manager. Under this agreement, INFRAKOS is set to receive an annual allocation of €5 million to support infrastructure projects. However, to date, the implementation of this agreement has only been partially fulfilled by both ministries, limiting the full realization of the planned projects.

The Ministry of Environment, Spatial Planning and Infrastructure has signed a new five-year Public Service Obligation (PSO) contract with the public railway undertaking TRAINKOS JSC for the provision of public passenger railway transport services.

Despite these developments no progress has been reported during the reporting period.

Kosovo: Rail Market Opening

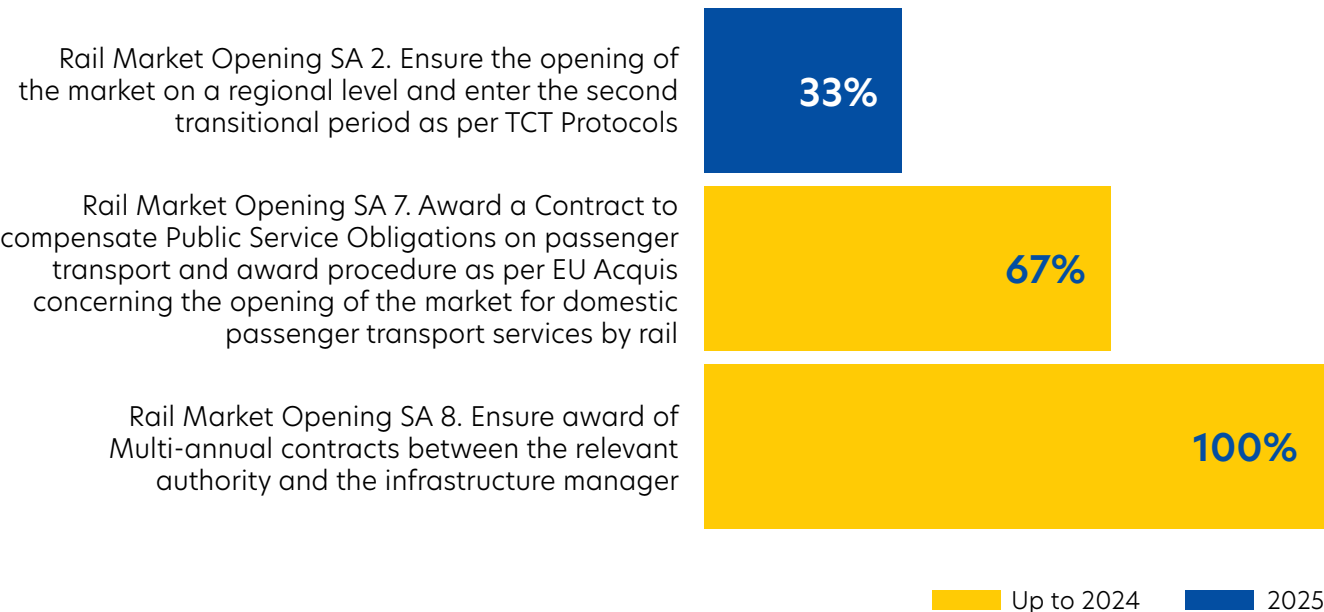


Figure 90. Rail market opening

Train Driver Licencing

83%

In 2022, the Railway Regulatory Authority (RRA) finalised the draft regulation for the adoption of basic parameters for registers of train driving licenses and complementary certificates. These draft transposes Commission Decision 2010/17/EC of October 29, 2009, on the adoption of basic parameters for registers of train driving licenses and complementary certificates, as provided for under Directive 2007/59/EC of the European Parliament and of the Council. The regulation was prepared with support from a three-day TAIX workshop and finalised by a working group composed of various stakeholders. However, it has not yet been approved due to the absence of the Board, which is the body responsible for the approval of these by-laws.

The RRA has also taken concrete steps towards harmonising the train driver licensing process with the EU acquis. In 2013, it adopted Regulation No. 02/2013 on the Licensing of Train Drivers, which partially transposes Directive 2007/59/EC. In 2020, this regulation was amended by Regulation No. 01/2020 on the Licensing of Train Drivers. This regulation defines procedures and requirements for licensing, including professional qualifications, training programs and examination methods. According to the Law on Kosovo Railways, train drivers licensed by the RRA receive training and professional skills from railway operators that are also licensed by the RRA.

Kosovo: Train Driver Licencing

SA 1. Transpose and implement EU Acquis on the certification of train drivers operating locomotives and trains on the railway system.

67%

SA 2. Transpose and implement EU Acquis on models for train driving licences, registers, complementary certificates, certified copies of complementary certificates, examination centres and application forms for train driving licenses.

100%

Up to 2025

Figure 91. Train Driver Licencing

Interoperability

67%

In 2024, the TCT Secretariat and ERA organised training on the European Electronic Vehicle Register, covering all aspects of data collection, structure, usage and further access to the European EVR System. Kosovo will use this framework to systematically collect the required data.

The Amendment to the Law on Railways and the new Law on Safety and Interoperability, currently under preparation, will incorporate the 'technical pillar', including:

- Regulation (EU) 2016/796 on the European Union Agency for Railways, repealing Regulation (EC) No. 881/2004.
- Directive (EU) 2016/797 on the interoperability of the rail system within the European Union (recast of Directive 2008/57/EC).
- Directive (EU) 2016/798 on railway safety (recast of Directive 2004/49/EC).

A working group was established in May 2024, with support from the TCT Secretariat in preparing the grounds for drafting the Law on Railway Safety.

No progress has been recorded during the current reporting period.

Kosovo: Interoperability

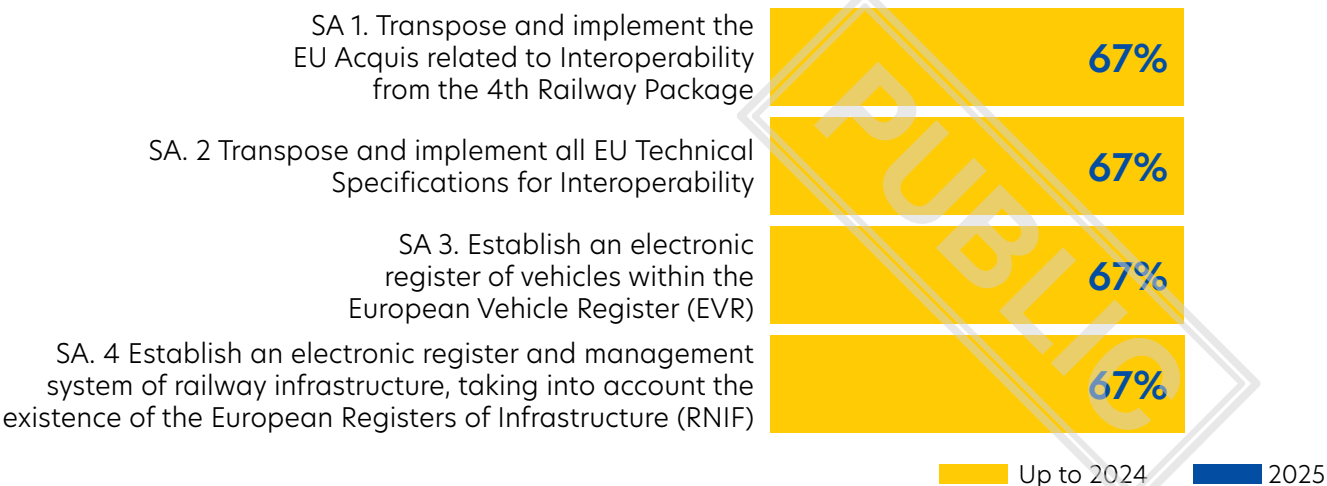


Figure 92. Interoperability

Railway Safety

50%

The recognition of foreign licenses in the railway sector is regulated by the amendment to Administrative Instruction No. 02/2012 and Administrative Instruction No. 17/2017 concerning the licensing of railway operators. However, there has been no progress regarding legislative regulations or international agreements for the mutual recognition of train drivers' qualifications.

Currently, the development of the Safety Management System (SMS) for railway infrastructure in Kosovo is ongoing. This system aims to ensure that all activities related to railway infrastructure comply with national and international safety standards, with the focus on risk assessment, preventive measures and continuous safety performance improvement. Railway undertakings are required to implement Safety Management Systems, and a manual of SMS in accordance with Directive 2004/49, has already been developed.

Under the existing legislation, specifically the Law on Railways, Article 112, paragraph 2, the Infrastructure Manager and the Railway Undertaking share responsibility for maintenance, ensuring safe and efficient railway operations.

Kosovo: Railway Safety

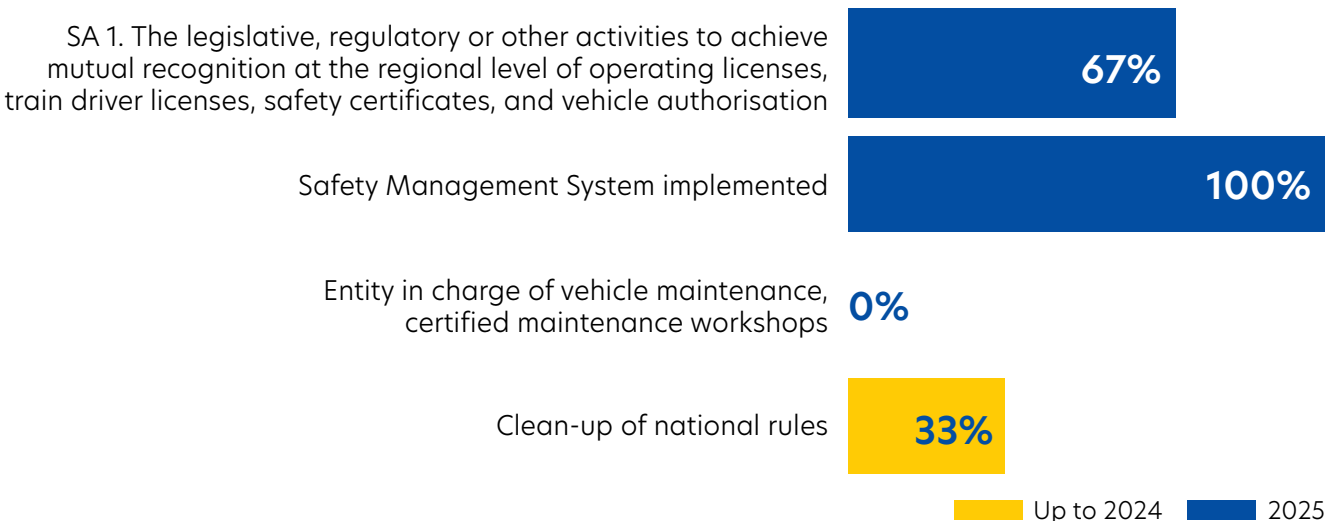


Figure 93. Railway Safety

Modernisation of Rail Network Infrastructure

67%

"Infrakos JSC" adopted the Program for the Construction, Reconstruction and Maintenance of Railway Infrastructure, including the organisation and management of rail traffic. The program incorporates a Projection of Asset Management Plan and Track Access Charges, in line with the Law on Railways and the relevant EU directives and is currently in the implementation phase within Infrakos JSC.

Based on this program and the existing condition of the infrastructure, Infrakos JSC prepared the Agreement for the financing of railway infrastructure 2023 - 2027 (MAIC) with the relevant authorities, which has been signed.

To improve safety at level crossings, the Terms of Reference, technical specifications and tender documentation for 22 LCs have been prepared with support from the TCT Secretariat. Project implementation is planned for 2025-2026 through the SSTP program, funded by the EC and managed by the World Bank.

Kosovo: Modernisation of Rail Network Infrastructure

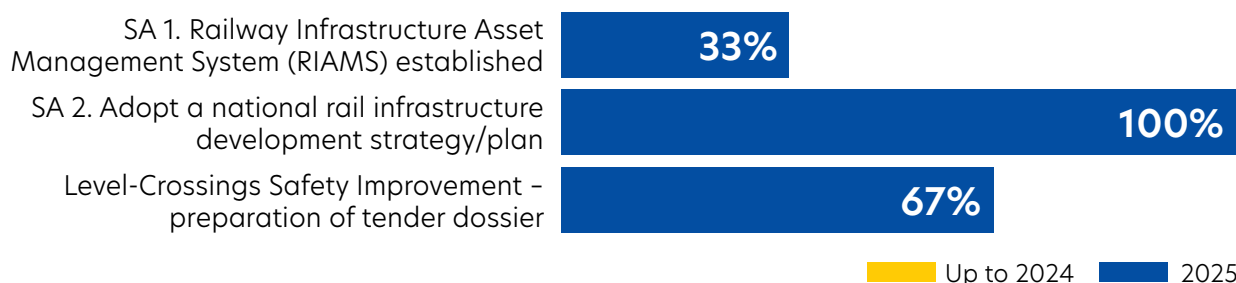


Figure 94. Modernisation of Rail Network Infrastructure

Cooperation with the Region

67%

All Regional Partners have expressed readiness and commitment to contribute to the establishment of a Network of National Investigation Bodies (NIBs), National Safety Authorities (NSAs), and Railway Regulatory Authorities (RRAs). Given that the institutional framework is not yet fully developed in all partner countries, the creation of such networks will support their efforts to achieve full operational capacity.

In May 2025, all NIBs, NSAs and RRAs from the Western Balkans signed a Memorandum of Understanding to formally establish the regional network of Safety Authorities, Investigation Bodies and Railway Regulatory Bodies.

Kosovo: Cooperation with the Region



Up to 2025

Figure 95. Cooperation with the Region

The listed measures focus on advancing digitalisation and e-freight capabilities, promoting multimodality and enhancing resilience and sustainability in the rail sector, by adopting legislation aligned with the EU Acquis.

e-freight: In late 2024, DG ENEST, in coordination with the TCT Secretariat, launched the EU4Digital Initiative, co-funded by the EU and Germany's BMZ, with one of its three core components dedicated to e-freight. The programme aims to accelerate digital transformation in the Western Balkans by improving digital infrastructure, enabling cross-border services and supporting business digitalisation. Kosovo is actively participating in this initiative.

Multimodality: The TEN-T Regulation extension to the Western Balkans clearly defines the Core and Comprehensive networks for roads, railways and ports. However, multimodal terminals remain underdeveloped. The TCT Secretariat, in cooperation with Regional Partners, identified barriers to multimodality, conducted a market and prospective analysis and drafted an action plan for a cohesive multimodal freight terminal network. Deliverables included surveys, analyses, digitalisation reports and institutional capacity-building activities. Nine key multimodal rail-road terminals were identified and agreed upon with Regional Partners for potential inclusion in the TEN-T Regulation. Specifically, one terminal has been identified in Kosovo.

Resilience: On March 27-28, 2025, the Transport Community Secretariat and Deutsche Bahn organised the 7th Railway Infrastructure Managers Network meeting in Frankfurt, alongside a dedicated workshop on railway infrastructure resilience. The workshop addressed climate change challenges and explored a resilience addendum to the regional rail MoU.

Kosovo: Sustainable and multimodal measures

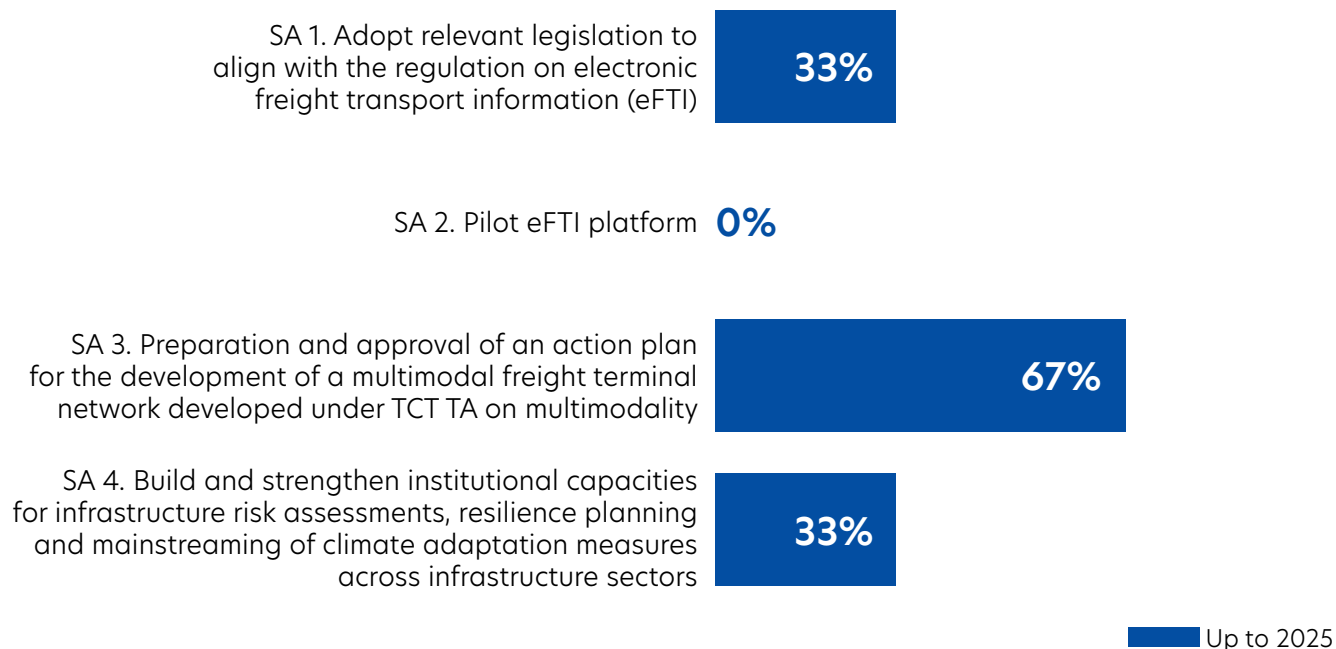


Figure 96. Sustainable and multimodal measures

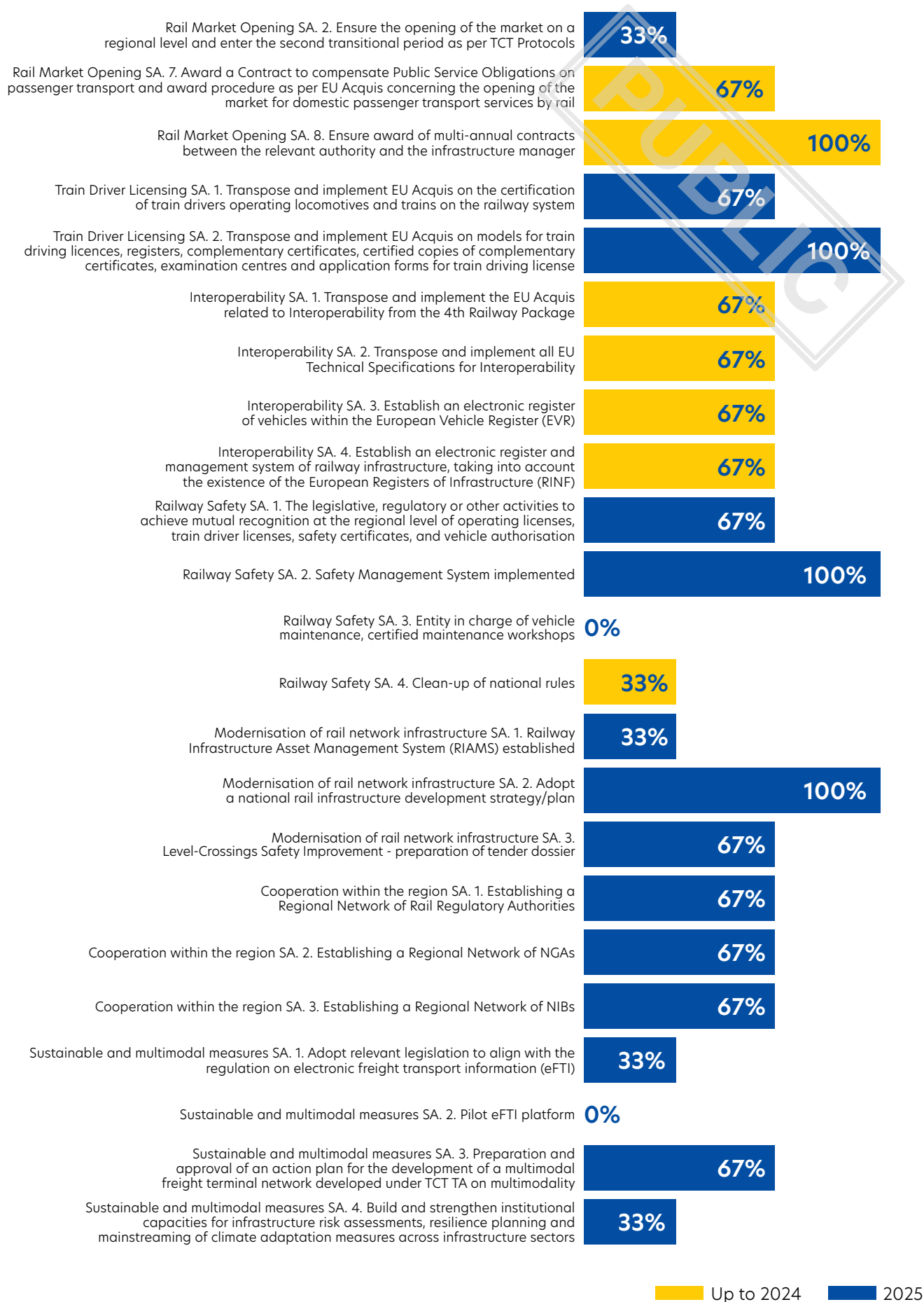


Figure 97. Next Generation Rail Action plan by measures

Overall Progress

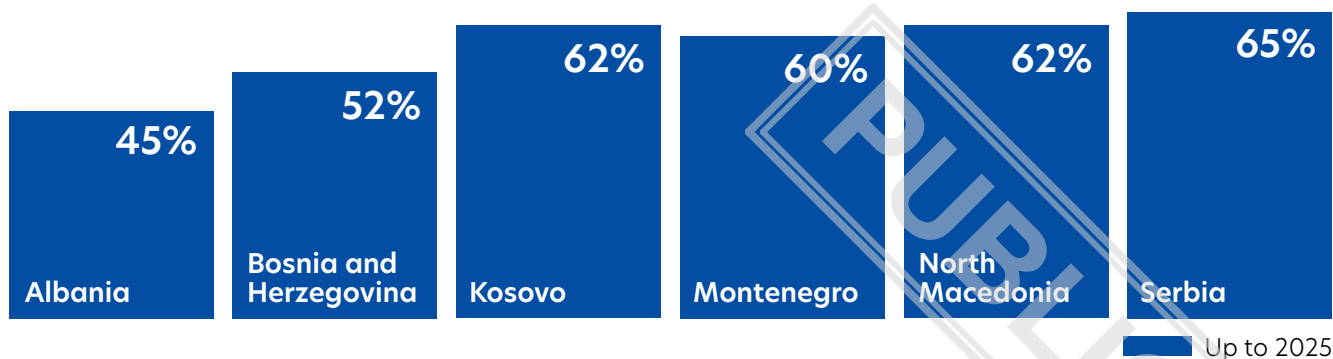


Figure 98. Overall Progress of the Next Generation Rail Action Plan

Recommendations

- Draft and approve the Railway Safety and Interoperability Law.
- Draft and approve amendments to the Railway Law.
- Transpose and publish the Technical Specifications of Interoperability.
- Establish EEVR.
- Establish RIAMS.

2.3.2 Road

Overall Summary

Kosovo has made moderate progress in implementing the measures outlined in the Next Generation of Road Action Plan, achieving an overall implementation rate of 42%. However, no progress has been reported on the measures carried over from the previous Road Action Plan.

Initial progress has been made in preparing tender documentation for multiannual contracts and maintaining an up-to-date GIS-based road network database. A budget for systematic asset condition assessments has been allocated, and support has been secured to begin development of a Road Asset Management System. Implementation of the ITS Action Plan adopted under Kosovo's national ITS Strategy, with the Traffic Management Centre design, is progressing and preparations are underway for transposing the ITS Directive.

Progress by Measures

Establishing a Functioning and Efficient Road Maintenance System

33%

Kosovo has prepared tender documentation for road maintenance contracts covering a three-year period, which, once implemented, will enable the full execution of a multiannual road maintenance plan.

A GIS-based road network database is maintained, including road structures and related assets, and is regularly updated to reflect any changes to the network, supporting accurate planning and maintenance activities.

A dedicated budget has been allocated for the upcoming year to procure appropriate and calibrated equipment for assessing the condition of highways and national roads, ensuring systematic and professional asset condition assessments.

Kosovo: Road Maintenance Progress

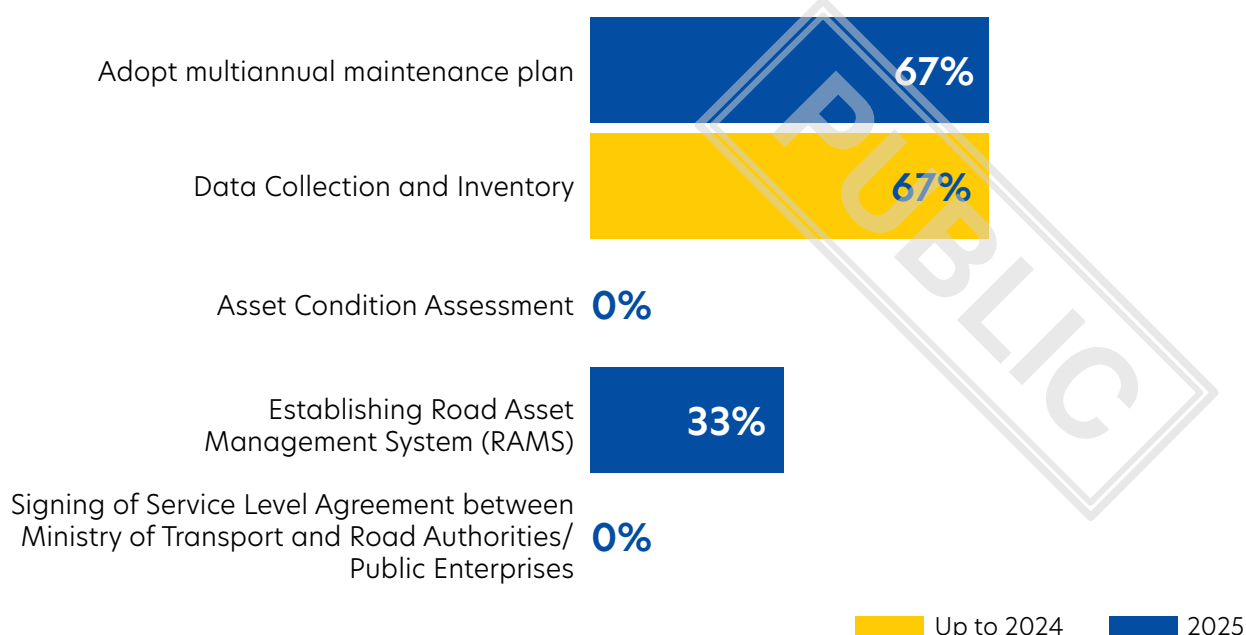


Figure 99. Road maintenance - Kosovo

ITS Deployment on Core/Comprehensive Road Networks

13%

Implementation of the ITS Action Plan, adopted under the national ITS Strategy, is ongoing. A design company has been contracted to develop the Traffic Management Centre, with one preferred option—selected from three proposed alternatives—currently being elaborated into a detailed design.

A working group has been proposed for the transposition of Directive 2010/40/EU and the amended EU Directive 2023/2661 into national legislation, with a formal decision by the Minister expected shortly. At the same time, the cooperation continues with the consultancy team engaged under the Transport Community's Technical Assistance project on National Access Points and National Body, with the most relevant stakeholders having completed the related questionnaire for the establishing these structures.

Kosovo: ITS Deployment Progress

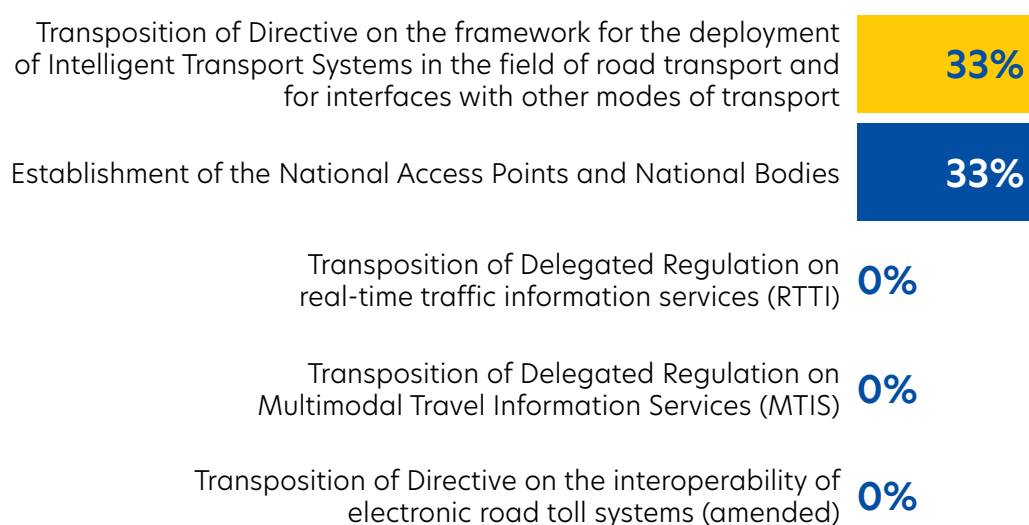


Figure 100. ITS Deployment - Kosovo

Enhancing Road transport Climate Resilience and Use of Alternative Fuels

22%

There has been no progress in any of the measures of this pillar. To support the transposition and implementation of the AFIR Regulation 1679/2024 across the region, the Transport Community Permanent Secretariat plans to launch and award a Technical Assistance project by the end of 2025.

Kosovo: Climate Resilience and Alternative Fuels Progress

Adopt European Commission Technical Guidance on the climate-proofing of infrastructure in the period 2021-2027 (2021/C 373/01) 0%

Adopt the Resilience Action Plan for Road Core/ Comprehensive Network 67%

Undertake risk-based vulnerability interventions for the most vulnerable sections of the indicative extension of Core/ Comprehensive TEN-T Networks in Western Balkans 33%

Transposition of Alternative Fuel Infrastructure Regulation (AFIR) 0%

Adopt the National policy frameworks for deployment of e-charging stations meeting the AFIR targets in the Road Core/ Comprehensive network and the AFIR fleet-based targets 0%

Deploy e-charging stations on the Road e-Core/ Comprehensive network meeting the AFIR requirements 33%

Up to 2024 2025

Figure 101. Climate Resilience and Alternative Fuels - Kosovo

Recommendations

- Finalise the tender for the multiannual road maintenance contracts.
- Expedite the development and operationalisation of the Road Asset Management System to enable data-driven planning and resource allocation.
- Transpose the ITS Directive 2661/2023 and its related Delegated Regulation into national legislation.
- Incorporate the deliverables of the Technical Assistance on climate resilience and alternative fuels into relevant national strategic documents.

Kosovo: Road Action Plan by measures

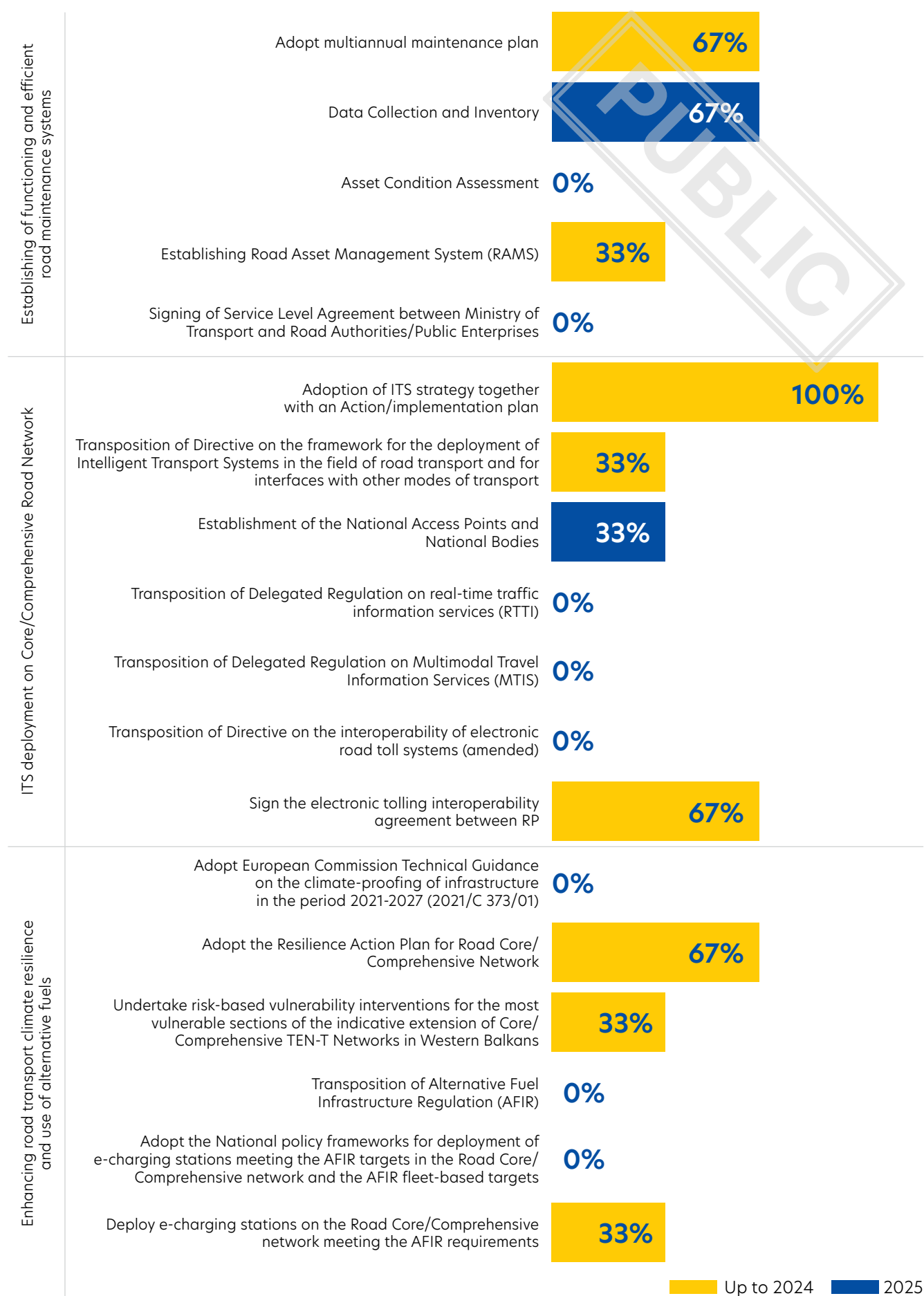


Figure 102. Road action plan by measures - Kosovo

Next generation Road action plan - Overall progress

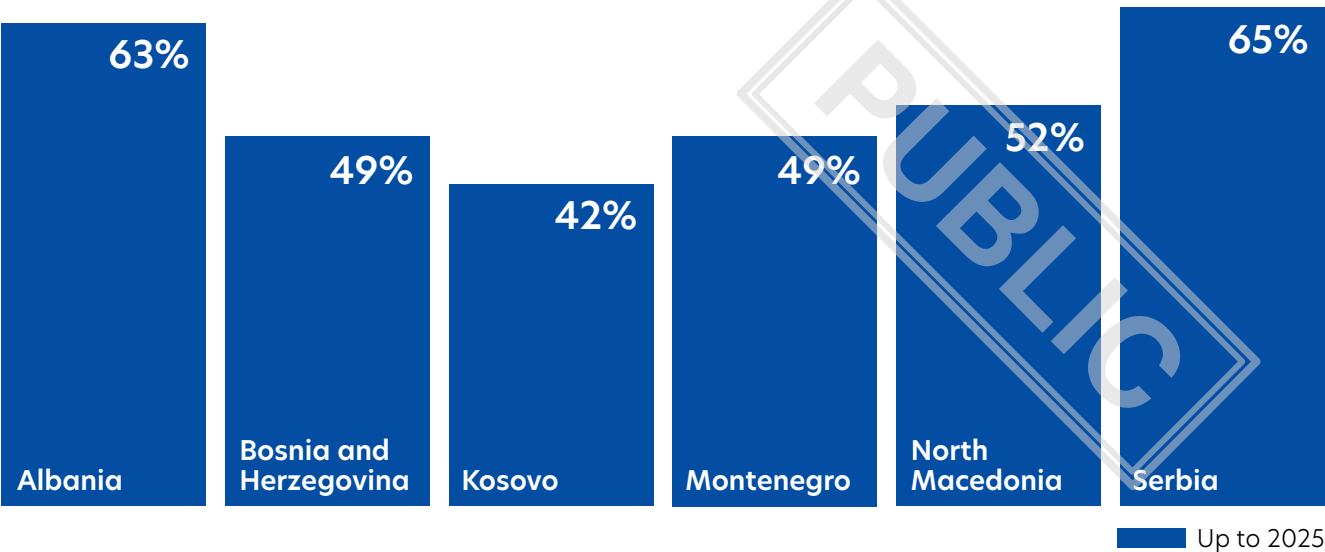


Figure 103. Overall Progress Road Action Plan

2.3.3 Road Safety

Overall Summary

Kosovo has achieved an overall of 46% in implementing the Road Safety Action Plan. The country is currently undergoing institutional restructuring, and the Law on Roads entered into force in November 2024.

The National Road Safety Plan is still pending approval by the Council. Article 36 of the Law on Roads No. 08/L-275 provides for the establishment of a road agency, which includes road safety. However, further investments are needed to improve the crash data system.

In 2024, road fatalities in Kosovo have been reduced from 106 to 97, putting the country on track to meet the agreed targets for 2027 and 2030.

Regional Partner	2019	2020	2021	2022	2023	2024	Goal 25% 2027	Goal 50% 2030
Kosovo	113	81	111	106	106	↓97	85	56

Number of fatalities in 2019-2024

Progress by Pillars

Road Safety Management

44%

The coordinating body, led by the Ministry of Environment and Spatial Planning, was established in 2018. Article 36 of the new Law on Roads provides for the establishment of a road agency, which will include road safety within its mandate.

The multimodal transport strategy has been approved and incorporates road safety measures. A national road safety plan has been drafted; however, its approval by the National Road Safety Council is still pending.

Kosovo: Strengthening the Road Safety Management

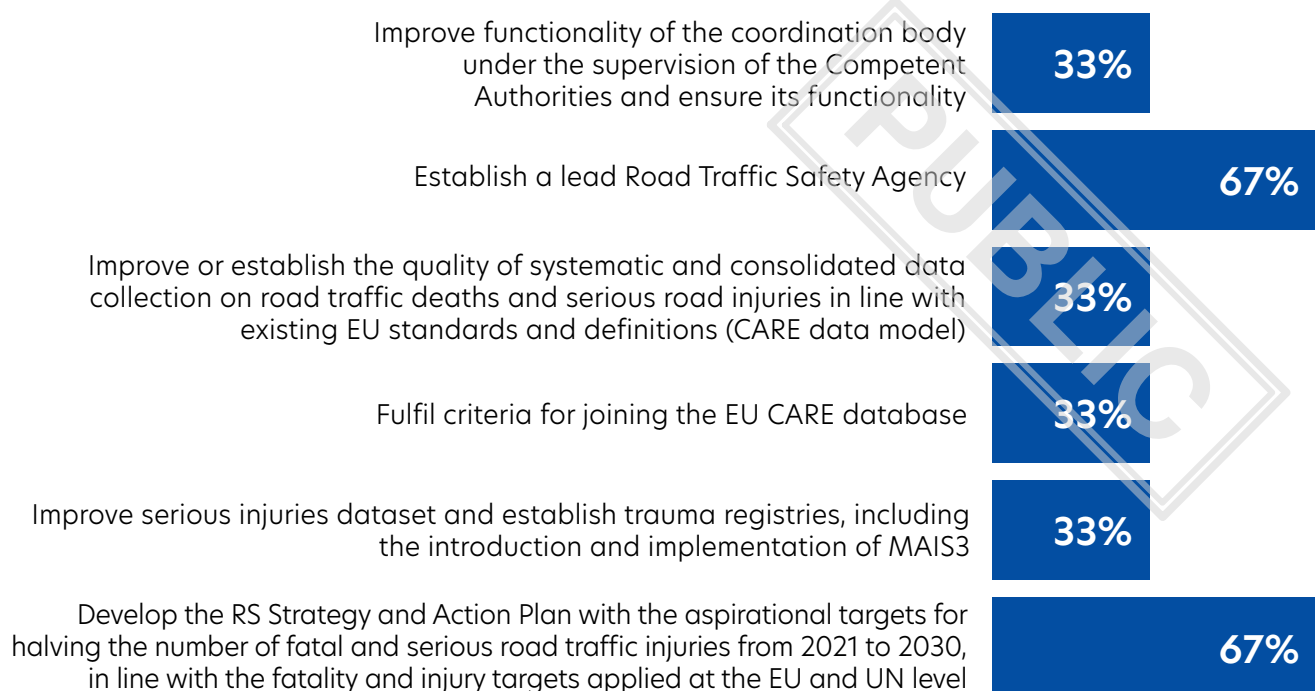


Figure 104. Strengthening the Road Safety Management - Kosovo

Up to 2025

Promote safer infrastructure

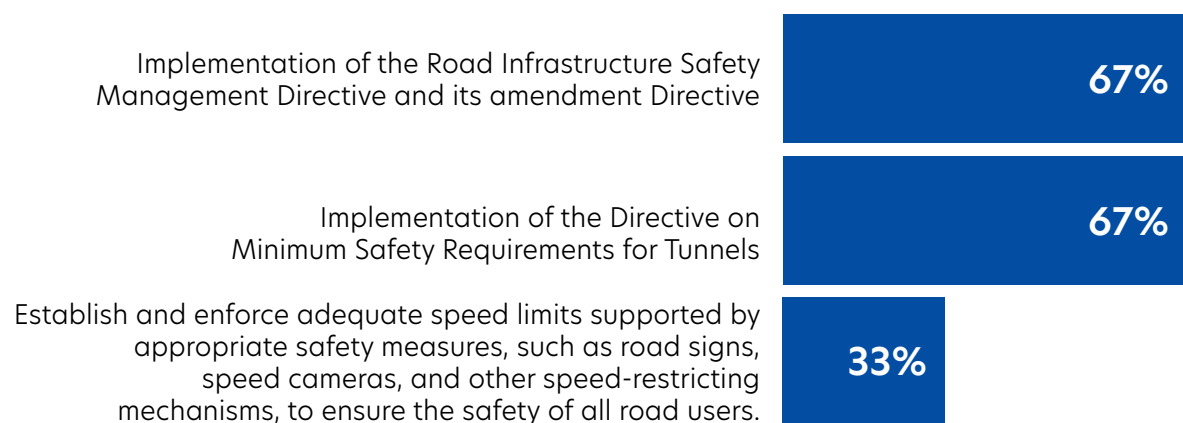
56%

The Law on Roads of November 2024 aligns with EU Directive 2008/96/EC on *Road Infrastructure Safety Management*. Notably, this law is partially aligned with the rules on a "Road Safety Audit" (ASRr), in accordance with Directive 2008/96/EC, amended by Directive (EU) No. 2019/1936.

Additionally, the law defines the framework for Road Safety Inspection (ISR). The Kosovo Roads Agency is tasked with monitoring, providing analysis on the road safety situation on public roads, as well as implementing the rules for road safety audits and inspections.

The new law partially aligns with the tunnel's directive. According to the law, tunnels longer than 500 metres must meet minimum safety requirements, with the Kosovo Roads Agency responsible for their management and the appointment of a safety officer for each tunnel.

Kosovo: Promote safer infrastructure



Up to 2025

Figure 105. Safer infrastructure - Kosovo

Protection of Road Users

50%

The relevant authority, together with NGOs and the Police, launched awareness campaigns addressing speed limits, seatbelt use and mobile phones usage while driving.

The Law on Traffic Rules, approved in April 2024, increased penalties major violations, such as not wearing seatbelts and using mobile phones while driving. These measures contributed to higher driver awareness and significant reductions in accidents.

The digitalisation of the driving licence education process has been observed.

In partnership with the Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ), the Ministry, Police and Municipal Directorates of Education developed an application to educate students about road safety and traffic signs, featuring a mascot called "Penguin" to deliver lectures in schools in Kosovo.

Kosovo: Promote the protection of road users

Develop specific programmes for the protection of vulnerable road users and, in particular, for the safety of pedestrians, cyclists and powered two-wheelers by appropriate infrastructure design and speed management

33%

Enforce effective road safety measures to address unsafe behaviour, like speeding, drunk and drug driving, failing to use seatbelts, child restraints, helmets, use of mobile phones

67%

Measures related to the requirements for driving licences and better cross-border enforcement of road traffic rules (road safety package March 2023)

33%

Improve road users' behaviour through continued and effective education and training, focusing in particular on novice drivers, motorcycle riders and professional drivers, awareness-raising campaigns

67%

Up to 2025

Figure 106. Promote the protection of road users - Kosovo

Promote the use of safer vehicles

11%

With the adoption of the Intelligent Transport Systems (ITS) Strategy and Action Plan, a reduction in road accidents, improved overall road safety and increased efficiency in emergency response is expected.

Kosovo: Kosovo: Promote the use of safer vehicles

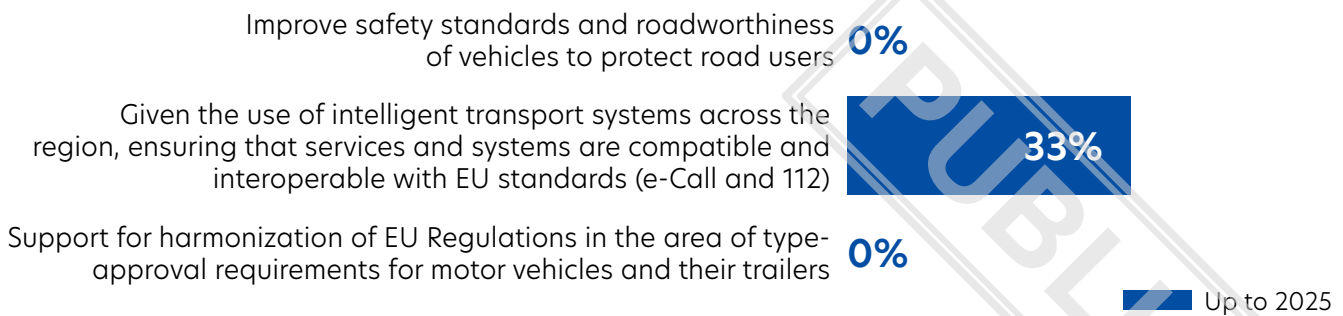


Figure 107. Promote the use of safer vehicles - Kosovo

Enhancing regional cooperation and experience exchange

67%

Kosovo is actively participating in the TCT bodies. The Kosovo Police align its plans with those of ROADPOL (European Road Police Network), focusing on preventive measures, rigorous checks and international cooperation to promote road safety. Kosovo was invited to participate in the Fourth Global Ministerial Conference on Road Safety in Marrakech.

Recommendations

- Establish a fully operational Road Agency with clear road safety competencies.
- Adopt a National Road Safety plan for subsequent approval by the National Road Safety Council.
- Conduct the licensing of Road Safety Auditors and Road Safety Inspectors and adopt a three-year plan for Road Safety Audits and Road Safety Inspections.
- Harmonise the national ITS strategy with the EU interoperable EU eCall regulation.
- Ensure compliance with type-approval requirements for motor vehicles and their trailers.

Kosovo: Road Safety Action Plan by measures

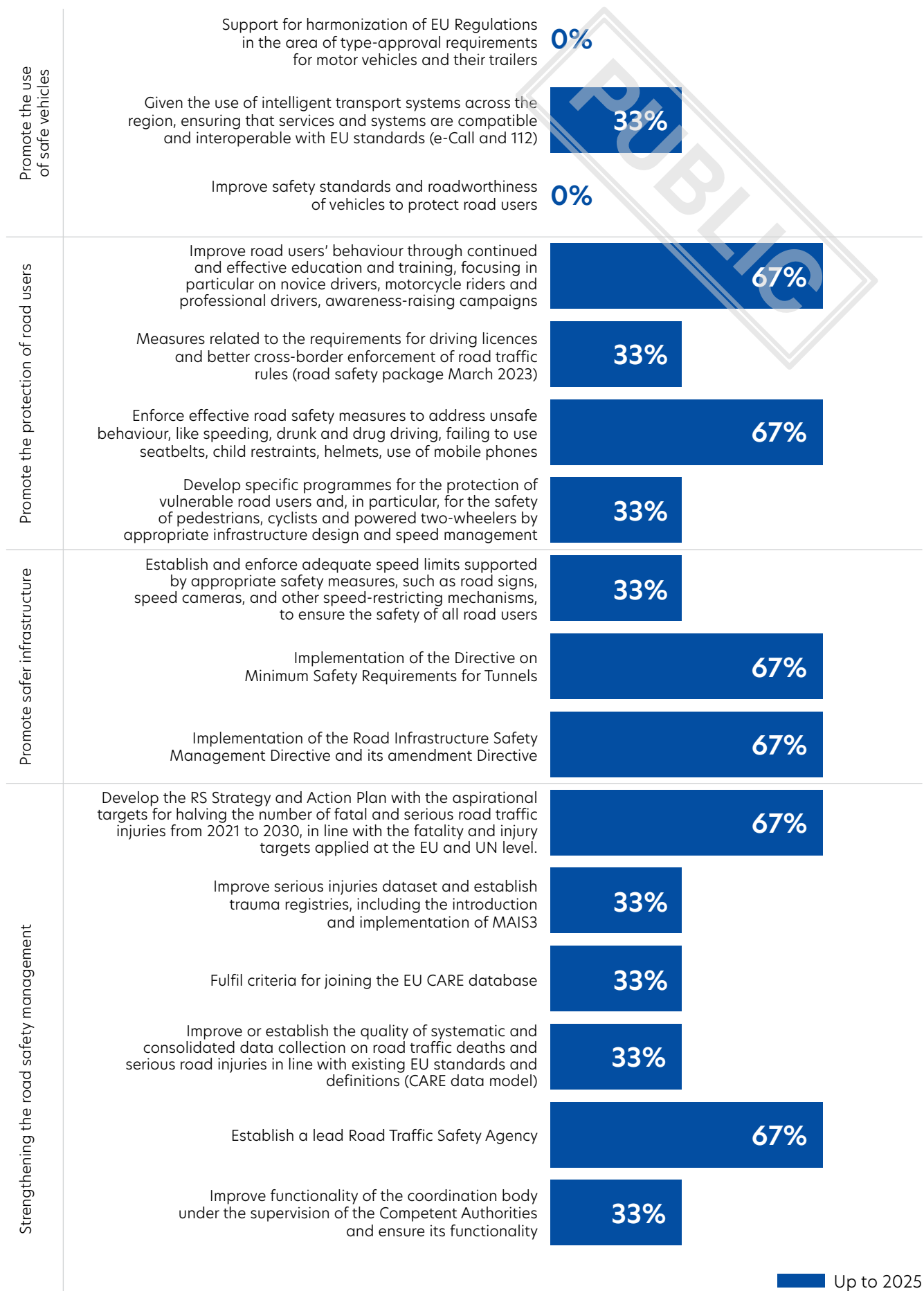


Figure 108. Road safety action plan by measures - Kosovo

Overall Progress

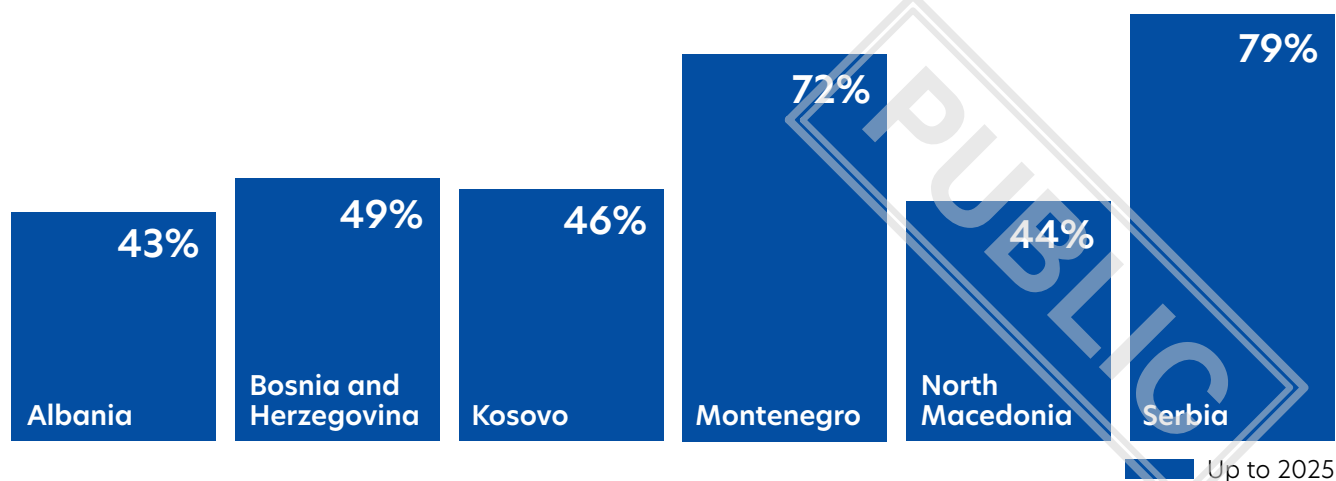


Figure 109. Road Safety Action Plan - Overall Progress

2.3.4 Transport Facilitation

Overall Summary

Kosovo is making moderate progress in implementing the measures outlined in the Transport Facilitation Action Plan, achieving an overall implementation rate of 31%.

Significant progress has been made at shared BCPs with North Macedonia. Since April 2025, Kosovo and North Macedonia have been implementing the entry-entry model of controls on passenger vehicles at the Hani i Elezit/Blace BCP, as well as on the Globocica/Jazince BCP, in line with the Agreement on the Joint Border Crossing Points signed between the two parties.

Following a request from the European Commission regarding the offered TA on the specific BCP/CCP project, Kosovo is in the process of putting together a comprehensive team of experts led by the Customs Administration. The team will coordinate the implementation of TA and preparation of detailed technical documentation for planned physical improvements and instalment of appropriate equipment at the BCP Hani i Elezit. Coordination among key institutions - including the Customs Administration, Border Police and Ministry of Infrastructure- is at a good level, providing a strong basis for successful implementation of future measures and infrastructure projects.

No progress has been reported for the shared crossing points with other neighbouring countries, some of which have already been included in the previous Action Plan on Transport Facilitation (2021-2024).

Progress by Measures

Improving efficiency of Rail Border Crossing/ Common Crossing Points

11%

The joint rail station between Kosovo and North Macedonia at Hani i Elezit has not yet become operational. Kosovo authorities completed all necessary interventions and adjustments to the joint railway station facility in 2022, and it is also fully equipped with all the necessary inventory and ready for operation. However, ongoing rehabilitation works of the Pristina-Hani i Elezit railway line are delaying the restoration of the cross-border traffic and the start of the joint operations.

No progress has been reported on rail Routes 7 and 10 connecting Kosovo and Serbia.

Improving efficiency of Road Border Crossing/ Common Crossing Measures

33%

The implementation of the Agreement between Kosovo and North Macedonia on joint border crossing points at Hani Elezit/Blace and Jazince/Globochica, signed on 18 September 2023, has reached a milestone with the start of the joint controls, helping to reduce of vehicle queues.

At Hani i Elezit/Blace BCPs, customs and border controls are carried out jointly on the side of North Macedonia at the BCP Hani i Elezit/Blace, while at the Jazince/Globochica BCP, they are conducted on the Kosovo side. According to the interpretation of the authorities from both parties, this method of control applies only to passenger transport. Any future consideration of a one stop system for trucks must consider the terrain limitations and expert assessments of the probability of introducing new lanes between the two terminals.

Coordination with the World Bank is ongoing following the IFC/World Bank mission report on the Vermice/Morine BCP between Kosovo and Albania regarding equipment and infrastructure needs. For the Tabaliqe/Brnjak crossing point between Kosovo and Serbia, a design for a joint building has been prepared by relevant authorities; however, construction funds are not yet secured. No developments have been reported for the BCP Kulla/Kula between Kosovo and Montenegro.

Horizontal measures for transport facilitation

50%

Customs officers from Kosovo participated in several specialized trainings organized by UNODC (United Nations Office on Drugs and Crime), which specifically included border officials. Four specialized trainings were delivered: Container Control Programme; a Regional Training on Preventing and Countering Trafficking in Persons and Smuggling of Migrants; Study Missions; and Regional Workshop on the Use of Advance Passenger Information (API) and Passenger Name Record (PNR), within the framework of Integrated Border Management System. The Kosovo Border Police attended trainings under the FRONTEX programme, as well as the IBM related sessions mentioned above.

Kosovo Customs successfully completed the recruitment process initiated at the end of 2024. Based on merit, 108 customs cadets were selected and commenced the basic training for customs cadets in January 2025 and March 2025. These cadets are expected to start regular custom duties by the end of August. In addition, the Border Police, in coordination with the Human Recourses department, continues to reinforce staff capacity to ensure professional performance of its duties.

Finally, regarding the e-freight system and the transposition and implementation of the Regulation No. 2020/1056 on the digitalisation of international freight transport services, the Ministry of Energy, Spatial Planning and Infrastructure has incorporated it into a Road Transport Law, which is currently in the final drafting phase. An Administrative Instruction is also expected to be prepared to operationalize the digital freight transport system. This system will be implemented through the Single Window platform managed by the Kosovo Customs.

Kosovo: Overall progress

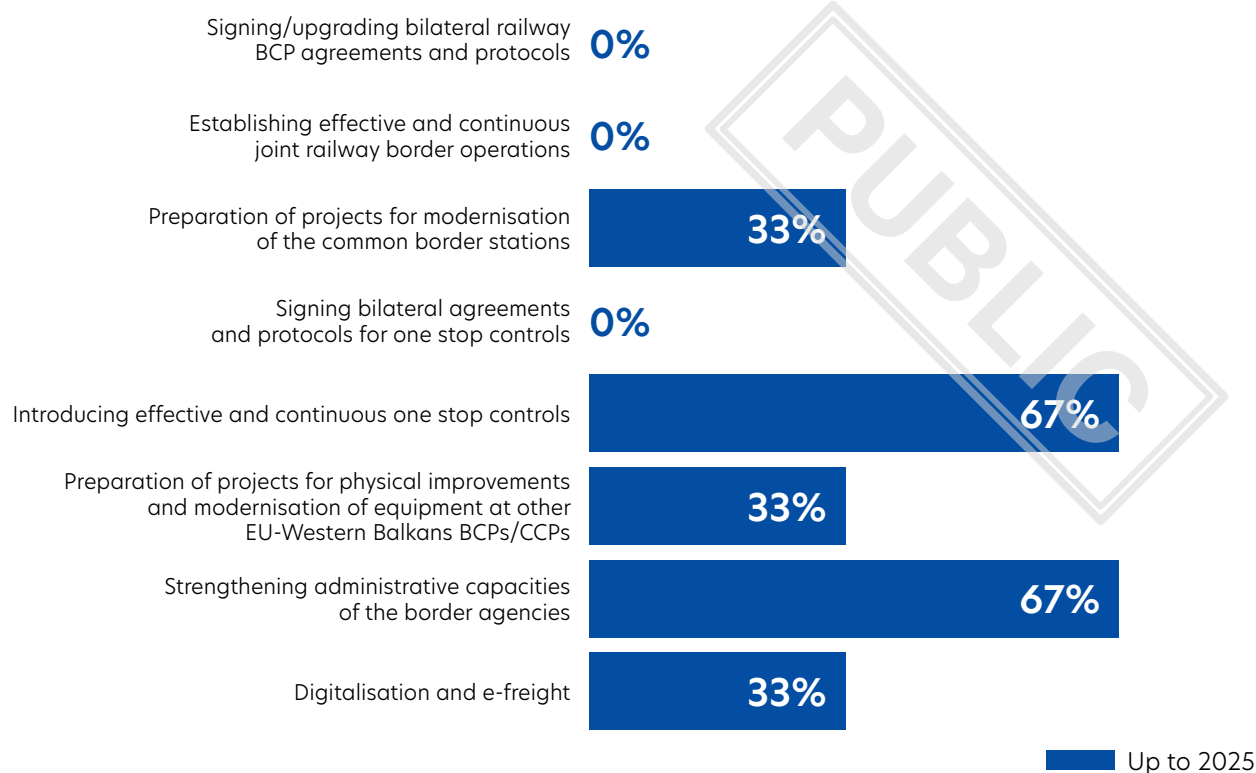


Figure 110. Overall progress - Kosovo

Recommendations

- Prepare project documentation for the proposed physical improvements and equipment upgrades at the Green Lanes BCP Hani i Elezit/Blace, utilizing the existing TA instruments in line with the SSTP programme.
- Consider the IFC/World Bank recommendations for improving the operations at the BCP Vermice and align investment plans with proposed measures outlined in the fiche for the BCP Vermice/Morine between Kosovo and Albania.
- Initiate bilateral discussions with Montenegro on establishing a model for joint controls at the BCP Kula/Kulla.

2.3.5 Waterborne Transport and Multimodality

Overall Summary

During the reporting period, Kosovo made slow progress in waterborne transport, largely reflecting its landlocked status and absence of navigable rivers or seaports. Consequently, measures related to safe and secure waterborne transport, port infrastructure were not applicable. No EU legislation was transposed in these areas.

Workforce development in the waterborne sector remains at an early stage. While the Multimodal Transport Strategy 2023–2030 provides a framework for future capacity building, no specific actions on training, recruitment or professional certification were implemented during this period.

Overall, Kosovo's progress in waterborne transport is limited, but ongoing initiatives—including draft transport legislation covering waterborne modes and cooperation with Albania for EU acquis transposition—lay the foundation for future improvements.

Kosovo: Overall progress

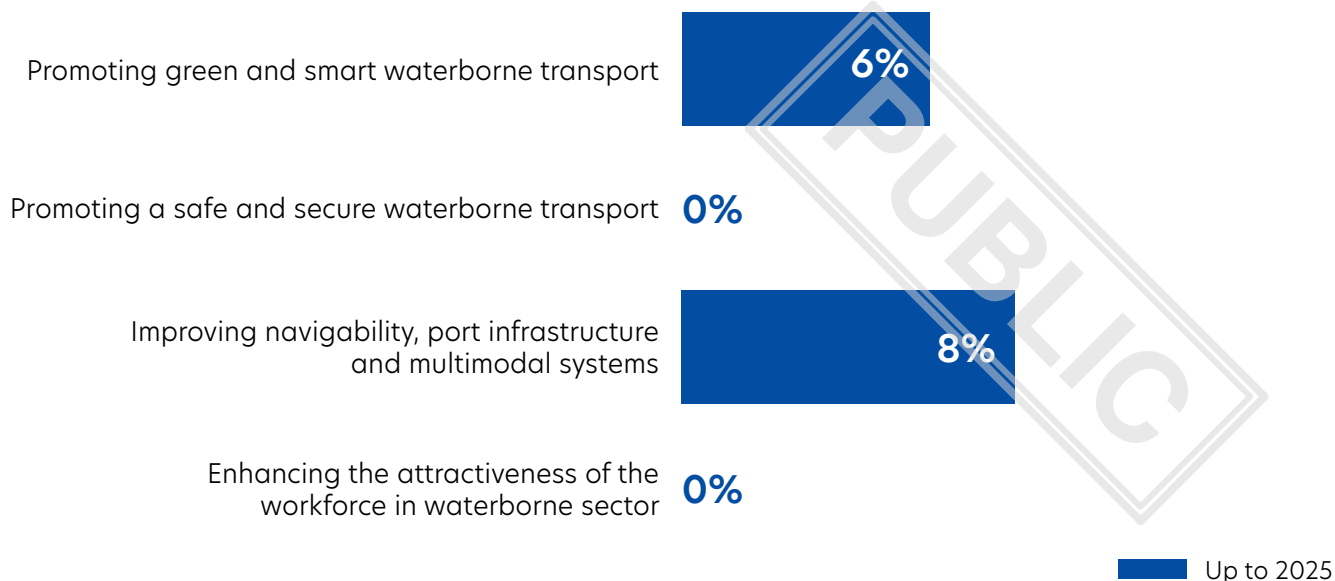


Figure 111. Kosovo progress in waterborne transport and multimodality

Progress by Measures

Promoting green and smart waterborne transport

6%

During the reporting period, Kosovo made limited progress in advancing green and smart waterborne transport. As a landlocked territory with no navigable rivers or lakes, EU legislation on waterborne transport has not been a priority. In late 2024, DG ENEST in coordination with the TCT Secretariat launched the EU4Digital initiative, co-funded by the EU and Germany's BMZ, with one of its three core components dedicated to e-freight. The programme aims to accelerate digital transformation in the Western Balkans by improving digital infrastructure, enabling cross-border services and supporting business digitalisation. Kosovo is actively participating in the EU4Digital Initiative, particularly in the eFTI component.

Promoting safe and secure waterborne transport

0%

During the reporting period, measures related to promoting safe and secure waterborne transport were not applicable in Kosovo due to its landlocked status and the absence of ports or navigable waterways. Consequently, no specific activities or transposition of related EU legislation have been undertaken.

Improving navigability, port infrastructure and multimodal systems

8%

As for multimodality, the TEN-T Regulation extension to the Western Balkans clearly defines the Core and Comprehensive networks for roads, railways and ports; however, multimodal terminals remain underdeveloped. The TCT Secretariat, in coordination with Regional Partners, identified barriers to multimodality, conducted a market and prospective analysis and drafted an action plan for a cohesive multimodal freight terminal network. Deliverables included surveys, analyses, a digitalisation report and institutional capacity-building activities. Nine key multimodal rail-road terminals were identified and agreed upon with Regional Partners for potential inclusion in TEN-T Regulation, with one terminal identified in Kosovo.

Enhancing the attractiveness of the workforce in waterborne sector

0%

Progress in developing the waterborne transport workforce in Kosovo has been limited, reflecting both the landlocked status and the emerging stage of multimodal transport initiatives. While the Multimodal Transport Strategy 2023-2030 provides a framework for future workforce development, no specific measures targeting training, recruitment or professional certification in the waterborne sector were implemented during the reporting period. Additional efforts will be needed to build capacity and attract qualified professionals as multimodal transport initiatives advance.

Recommendations

- Finalise the adoption of the new Law on Transport, ensuring the inclusion of the waterborne transport.
- Enhance capacity building by developing a workforce strategy for the transport sector, including measures to increase human resources in this sector.
- Promote the regional cooperation by strengthening collaboration with neighbouring partners, particularly Albania, to share best practices and technical assistance for transposition of EU waterborne transport legislation.
- Digitalisation and e-Freight Implementation: Accelerate the transposition and implementation of Regulation (EU) 2020/1056 on electronic freight transport information (eFTI), fostering digitalisation and improving operational efficiency in multimodal transport networks.

Overall Progress

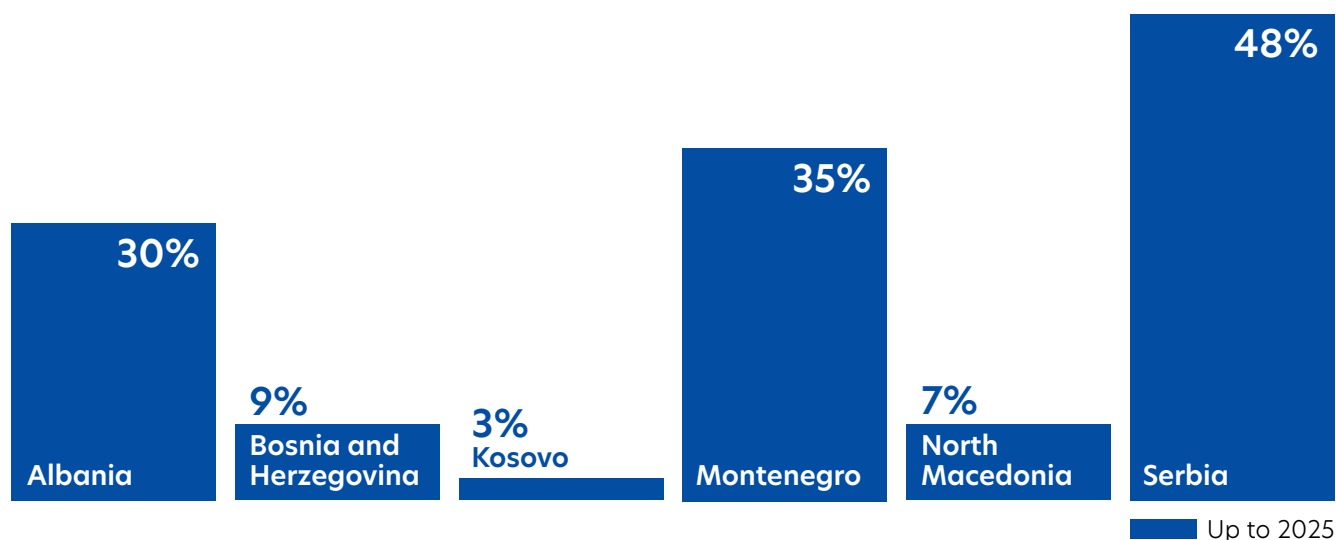


Figure 112. Overall progress in Next Generation Action Plan for Waterborne Transport and Multimodality

3.3.6 Social Issues and Passenger Rights

Overall Summary

Kosovo has achieved 28 % implementation of the measures outlined in the Action Plan for the Implementation of the EU Acquis in the area of Social Issues and Passenger Rights in Transport, aligning its national legislation with the EU Acquis as defined within the ANNEX of the Transport Community Treaty (TCT).

During this reporting period, Kosovo reported no progress of any of the measures of the Action Plan.

Progress by Measures

Workers' Fundamental Rights

II Rail 0% ↑ Road 44%

There has been no progress within the reporting period.

Kosovo: Road driving time/rest periods

Regulation (EU) 2020/1054 as regards minimum requirements on maximum daily and weekly driving times, minimum breaks and daily and weekly rest periods and Regulation (EU) No 165/2014 as regards positioning determined by means of tachographs

0%

Regulation (EU) No 581/2010 on the maximum periods for the downloading of relevant data from vehicle units and from driver cards

67%

Regulation (EC) No 561/2006 on the harmonisation of certain social legislation relating to road transport

67%

Kosovo 2024 Kosovo 2025

Figure 113. Road riving time/rest periods

Tachographs

II 33%

There has been no progress within the reporting period.

Kosovo: Tachograph

Regulation (EC) No 3821/85 on recording equipment in road transport

67%

Regulation (EU) 2018/502 of laying down the requirements for the construction, testing, installation, operation and repair of tachographs and their components

0%

Regulation (EU) 2021/1228 on requirements for the construction, testing, installation, operation and repair of smart tachographs and their components

0%

Regulation (EU) 2016/799 laying down the requirements for the construction, testing, installation, operation and repair of tachographs and their components

0%

Regulation (EU) 2016/68 on common procedures and specifications necessary for the interconnection of electronic registers of driver cards

0%

Regulation (EU) No 165/2014 on tachographs in road transport, repealing Regulation (EEC) No 3821/85 on recording equipment in road transport and amending Regulation (EC) No 561/2006 on the harmonisation of certain social legislation relating to road transport

67%

Kosovo 2024 Kosovo 2025

Figure 114. Tachograph

Enforcement of Social Legislation

II 67%

There has been no progress within the reporting period.

Kosovo: Enforcement of social legislation

Directive (EU) 2020/1057 laying down specific rules with respect to Directive 96/71/EC and Directive 2014/67/EU for posting drivers in the road transport sector and amending Directive 2006/22/EC as regards enforcement requirements and Regulation

67%

Directive 2006/22/EC on minimum conditions for the implementation of concerning social legislation relating to road transport activities

67%

Kosovo 2024

Kosovo 2025

Figure 115. Enforcement of social legislation

Equality

(measure related to the public campaigns and awareness, not scored)

Kosovo has been encouraged, through several meetings and activities, to join the Platform for Change – Women in Transport.

Passenger Rights

II 44%

There has been no progress within the reporting period.

Kosovo: Passenger Rights

TCT Passenger Rights Report – making Transport Accessible and Inclusive in the Western Balkans

67%

Regulation (EU) No 181/2011 on concerning the rights of passengers in bus and coach transport

0%

Regulation (EC) No 1371/2007 on rail passengers' rights

67%

Kosovo 2024

Kosovo 2025

Figure 116. Passenger rights

Overall Progress - Social Issues and Passenger Rights Action Plan

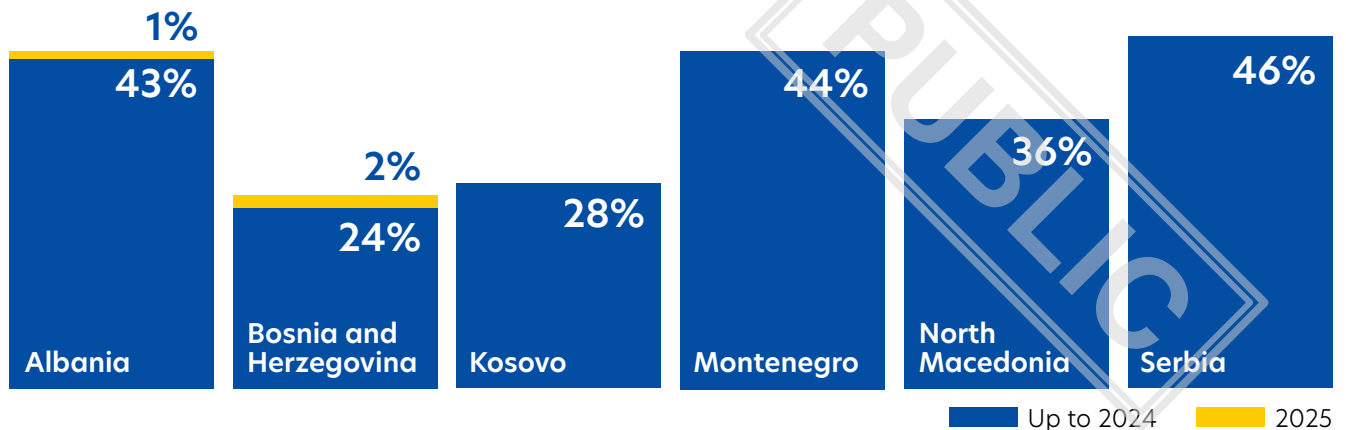


Figure 117. Overall Progress

Recommendations:

- Develop and adopt a Roadmap based on the Study for Strengthening the Regulatory Framework for Passenger Rights in the Western Balkans. The roadmap should serve as a guiding document for Kosovo in transposition of EU passenger rights regulations.
- Commit to the Declaration on Equal Opportunities for Women in Transport and develop initiatives to actively promote women's participation in the transport sector.
- Prioritise the transposition and full implementation of Smart Tachograph Regulations, focusing on Regulation (EU) No 165/2014 and its subsequent amendments.

2.4

Montenegro



2.4 Montenegro

2.4.1 Rail

Overall Summary

Montenegro is making steady progress in implementing the measures outlined in the Next Generation Rail Action Plan, achieving a moderate overall implementation rate of 53%.

The main highlight during the reported period is the adoption of the new Law on Railways.

Progress by Measures

Rail Market Opening

56%

On 30 July 2025, Montenegro adopted a new Law on Railways, taking an important step towards joining the European Union. The law establishes an independent Railway Agency, ensures fair access to rail infrastructure, promotes market competition and aligns national legislation with key EU regulations. By strengthening transparency, safety and public service commitments, Montenegro advances its goals outlined in Chapter 14 – Transport Policy, laying the foundation for a modern and competitive railway system.

Railway companies licensed under EU standards can operate in Montenegro, provided they are legally established in the country. Although the railway market opened in 2016, the first private railway operator only entered the network in 2024. Montenegro has successfully established its institutional framework, granting full independence to the Railway Agency and regularly published the Network Statement, with the 2025 timetable available online.

Since 2014, Montenegro has maintained an annual Public Service Obligation (PSO) contract, as well as a new multi-year infrastructure contract, prepared with support from the European Bank for Reconstruction and Development (EBRD), which will fully comply with EU standards. According to the Railway Law, if only one operator is registered, the PSO is directly awarded to that operator.

Montenegro: Rail Market Opening

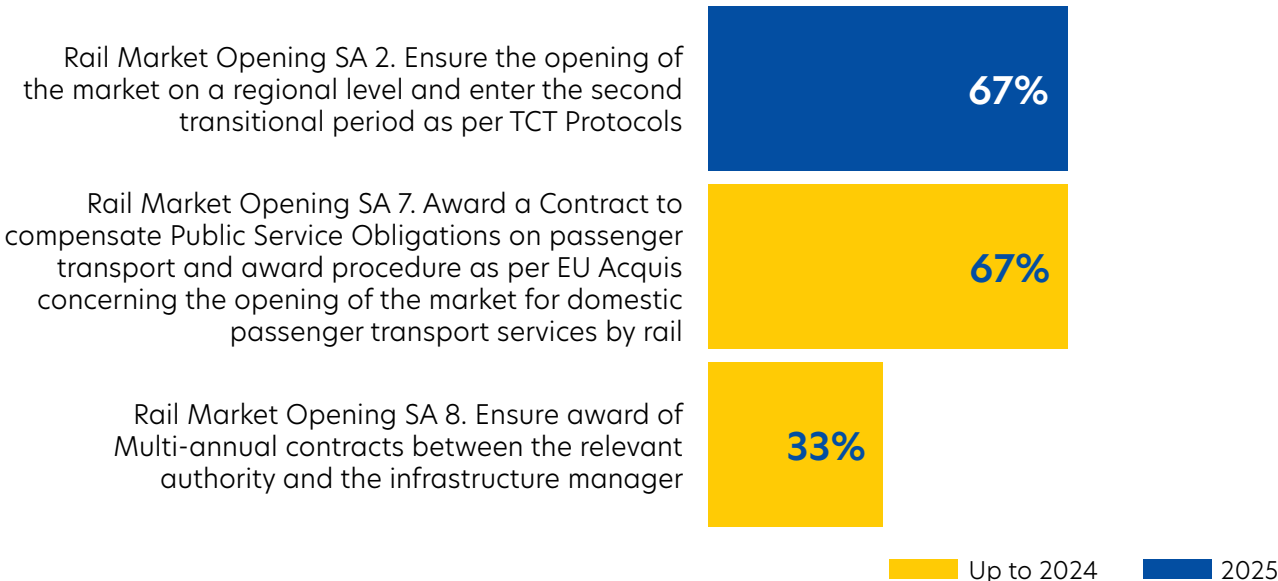


Figure 118. Rail market opening

Train Driver Licencing

67%

The current Railway Safety Law prescribes the procedures for train driver licences. Preparations have begun for a new Law on Railway Safety and Interoperability.

No progress has been reported during the reporting period.

Montenegro: Train Driver Licencing

SA 1. Transpose and implement EU Acquis on the certification of train drivers operating locomotives and trains on the railway system.

67%

SA 2. Transpose and implement EU Acquis on models for train driving licences, registers, complementary certificates, certified copies of complementary certificates, examination centres and application forms for train driving licenses.

67%

Up to 2025

Figure 119. Train Driver Licencing

Interoperability

67%

Montenegro has reported the publishing of the following TSIs:

- Commission Regulation (EU) No 321/2013 of March 13, 2013, concerning the technical specification for interoperability relating to the subsystem 'rolling stock – freight wagons' of the rail system in the European Union and repealing Decision 2006/861/EC (Rulebook on Technical Specification for Interoperability related to the subsystem 'Rolling Stock – Freight Wagons')
- Commission Regulation (EU) No 1299/2014 of November 18, 2014, on the technical specifications for interoperability relating to the 'infrastructure' subsystem of the rail system in the European Union - Rulebook on Technical Specification for Interoperability related to the 'infrastructure' subsystem ("OG of Montenegro", No. 46/18)
- Commission Regulation (EU) No 1300/2014 of November 18, 2014, on the technical specifications for interoperability relating to accessibility of the Union's rail system for persons with disabilities and persons with reduced mobility (Rulebook on Technical Specification for Interoperability related to accessibility of the railway system to persons with disabilities and persons with reduced mobility)
- Commission Regulation (EU) No 1301/2014 of November 18, 2014, on the technical specifications for interoperability relating to the 'energy' subsystem of the rail system in the Union (Rulebook on Technical Specifications for Interoperability related to the 'energy' subsystem)
- Commission Regulation (EU) No 1302/2014 of November 18, 2014, concerning the technical specification for interoperability relating to the 'rolling stock – locomotives and passenger rolling stock' subsystem of the rail system in the European Union (Rulebook on Technical Specification for Interoperability related to the rolling stock – locomotives and passenger rolling stock' subsystem)
- Commission Regulation (EU) No 1303/2014 of November 18, 2014, concerning the technical specification for interoperability relating to 'safety in railway tunnels' of the rail system of the European Union (Rulebook on Technical Specification for Interoperability related to the 'safety in railway tunnels')

- Commission Regulation (EU) No 1304/2014- concerning the technical specification for interoperability relating to the subsystem 'rolling stock – noise' (Rulebook on Technical Specification for Interoperability related to the subsystem 'rolling stock – noise')
- Commission Regulation (EU) No 919/2016- concerning the technical specification for interoperability relating to the 'control-command and signalling' subsystems of the rail system in the European Union - Rulebook on Technical Specification for Interoperability related to control-command and signalling' subsystems ("OG of Montenegro", No. 73/18)

The National Vehicle Register was established in 2019, and data is ready to be transferred to the European Electronic Vehicle Register. The transfer is planned to be completed by the end of 2025.

Montenegro: Interoperability

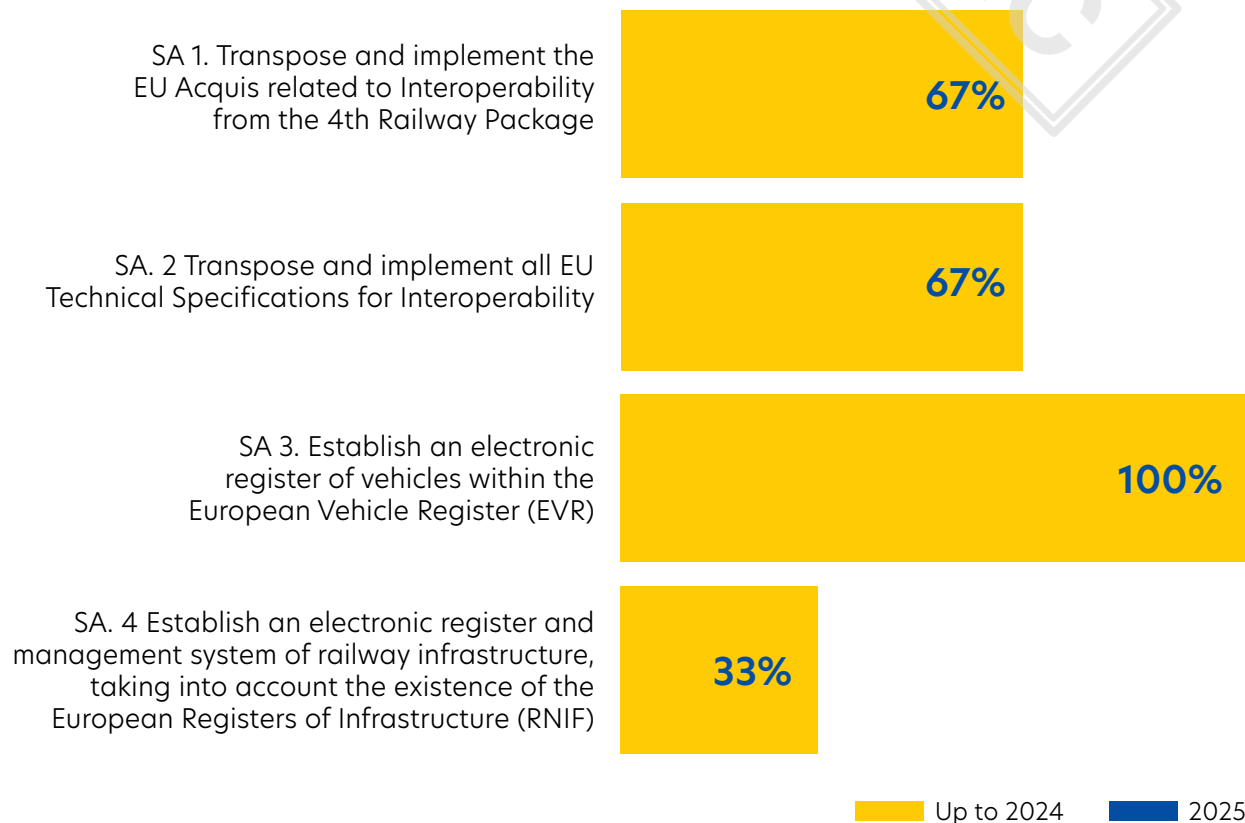


Figure 120. Interoperability

Railway Safety

67%

The Safety Management System has been established, and the NSA has an audit framework in place for all railway companies operating in Montenegro.

Regarding the Entity in charge of maintenance, certification is conducted by the NSA.

Montenegro: Railway Safety

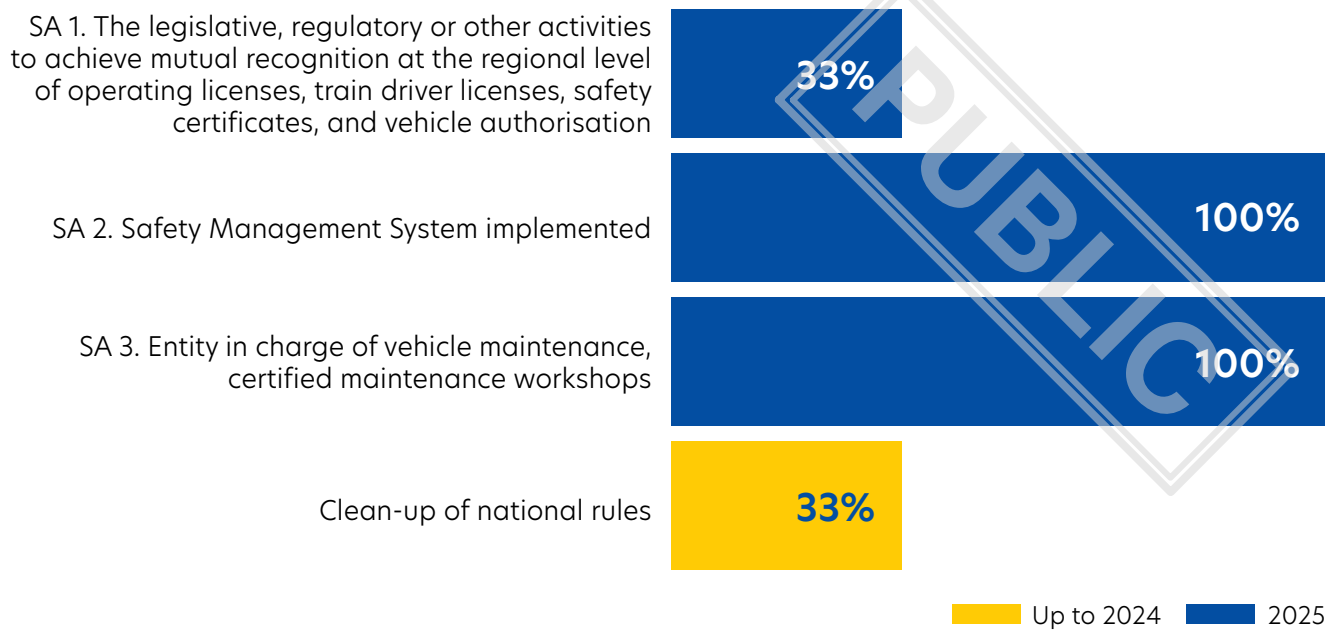


Figure 121. Railway Safety

Modernisation of Rail Network Infrastructure

67%

The establishment and implementation of a Railway Infrastructure Asset Management System (RIAMS) is planned under the reconstruction project of the Golubovci-Bar railway section. This activity is included in the procurement plan and is expected to be financed and implemented as part of the project.

According to the Railway Law, Montenegro adopted a National Infrastructure Program published for the period 2024-2026.

Improvement of level crossing safety is being addressed through two ongoing initiatives. Part of the interventions are planned under the Sustainable and Safe Transport Project (SSTP), supported by the World Bank, while additional improvements are included within the Golubovci-Bar railway reconstruction project. Preparation of tender documentation is foreseen in both components, and coordination is ongoing with the Ministry of Transport and relevant consultants.

Montenegro: Modernisation of Rail Network Infrastructure

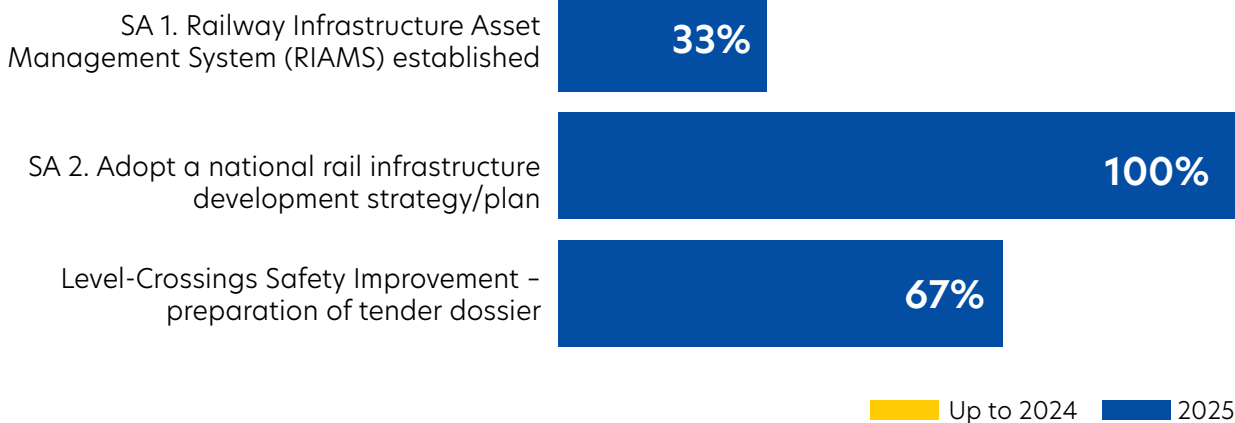


Figure 122. Modernisation of Rail Network Infrastructure

Cooperation with the Region

67%

All Regional Partners have expressed readiness and willingness to contribute to the establishment of a Network of National Investigation Bodies (NIBs), National Safety Authorities (NSAs) and Railway Regulatory Authorities (RRAs). Given that the institutional framework is not yet fully established in all Regional Partners, the creation of such networks will provide essential support in achieving this goal.

In May 2025, all NIBs, NSAs and RRAs from the Western Balkans signed a Memorandum of Understanding to formally establish the regional network of Safety Authorities, Investigation Bodies and Railway Regulatory Bodies.

Montenegro: Cooperation with the Region



Up to 2025

Figure 123. Cooperation with the Region

Sustainable and Multimodal Measures

33%

The listed measures focus on advancing digitalisation and e-freight capabilities by adopting legislation aligned with the EU Acquis. Additionally, efforts are directed towards promoting multimodality through preparing and approving action plans for developing a network of multimodal freight terminals. Enhancing resilience and sustainability in the rail sector is an additional priority.

e-freight: In late 2024, DG ENEST, in coordination with the TCT Secretariat, launched the EU4Digital initiative, co-funded by the EU and Germany's BMZ, with one of its three core components dedicated to e-freight. The programme aims to accelerate digital transformation in the Western Balkans by improving digital infrastructure, enabling cross-border services and supporting business digitalisation. Montenegro is actively participating in this Initiative.

Multimodality: The TEN-T Regulation extension to the Western Balkans clearly defines the Core and Comprehensive networks for roads, railways and ports; however, multimodal terminals remain underdeveloped. The TCT Secretariat, together with Regional Partners, identified barriers to multimodality, conducted a market and prospective analysis and drafted an action plan for a cohesive multimodal freight terminal network. Deliverables included surveys, analyses, a digitalisation report and institutional capacity-building activities. Nine key multimodal rail-road terminals were identified and agreed upon with the Regional Partners for potential inclusion in TEN-T Regulation, with one terminal specifically identified in Montenegro.

Resilience: On March 27-28, 2025, the Transport Community Secretariat and Deutsche Bahn organised the 7th Railway Infrastructure Managers Network meeting in Frankfurt, including a dedicated workshop on railway infrastructure resilience to address climate change challenges and explore a resilience addendum to the regional rail MoU.

In 2024, DG NEAR launched the EU4Digital initiative, co-funded by the European Union and Germany's BMZ, with one of its three core components dedicated to e-freight. The EU4Digital e-freight component will help the Western Balkan to make a transition from paper-based freight documentation to harmonised electronic systems in line with the eFTI Regulation. The focus is on preparing National Roadmaps for each WB6 economy, covering strategic, legal, technical and financial prerequisites prior to the deployment of any IT system. This will reduce costs, improve efficiency and lower environmental impact in trade and transport.

A second major stream of work focused on the development of multimodal freight terminals under the TEN-T Regulation. The market and prospective analysis highlighted gaps in the current network and developed action plans to improve connectivity between rail, road, ports and logistics hubs. The work also examined infrastructure, policy and digitalisation barriers, provided digitalisation recommendations and enhanced institutional capacity. The initiative is intended to create a cohesive terminal network that supports economic growth, increases interoperability and aligns the Western Balkans with EU standards. Specifically, one terminal has been identified for Montenegro.

Finally, in cooperation with Deutsche Bahn, the 7th Railway Infrastructure Managers Network meeting, held in Frankfurt in March 2025, focused on enhancing railway infrastructure resilience. Experts from the Western Balkans, Georgia and the EU institutions discussed climate change adaptation, shared best practices and reviewed a resilience addendum to the regional rail Memorandum of Understanding.

Montenegro: Sustainable and multimodal measures

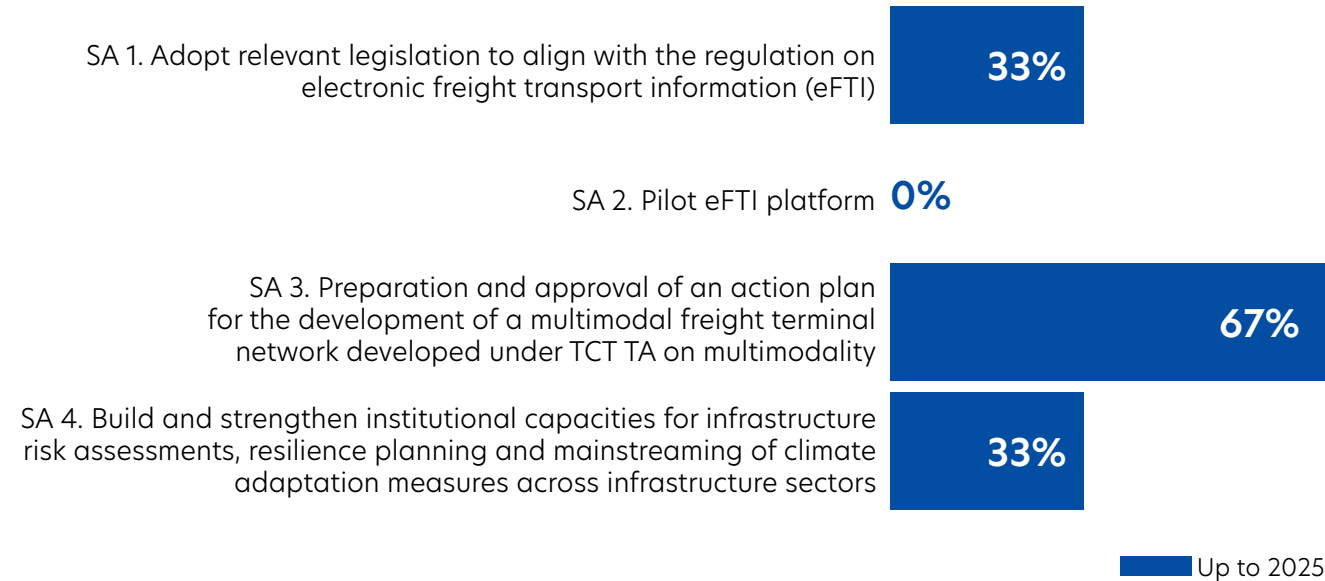


Figure 124. Sustainable and multimodal measures

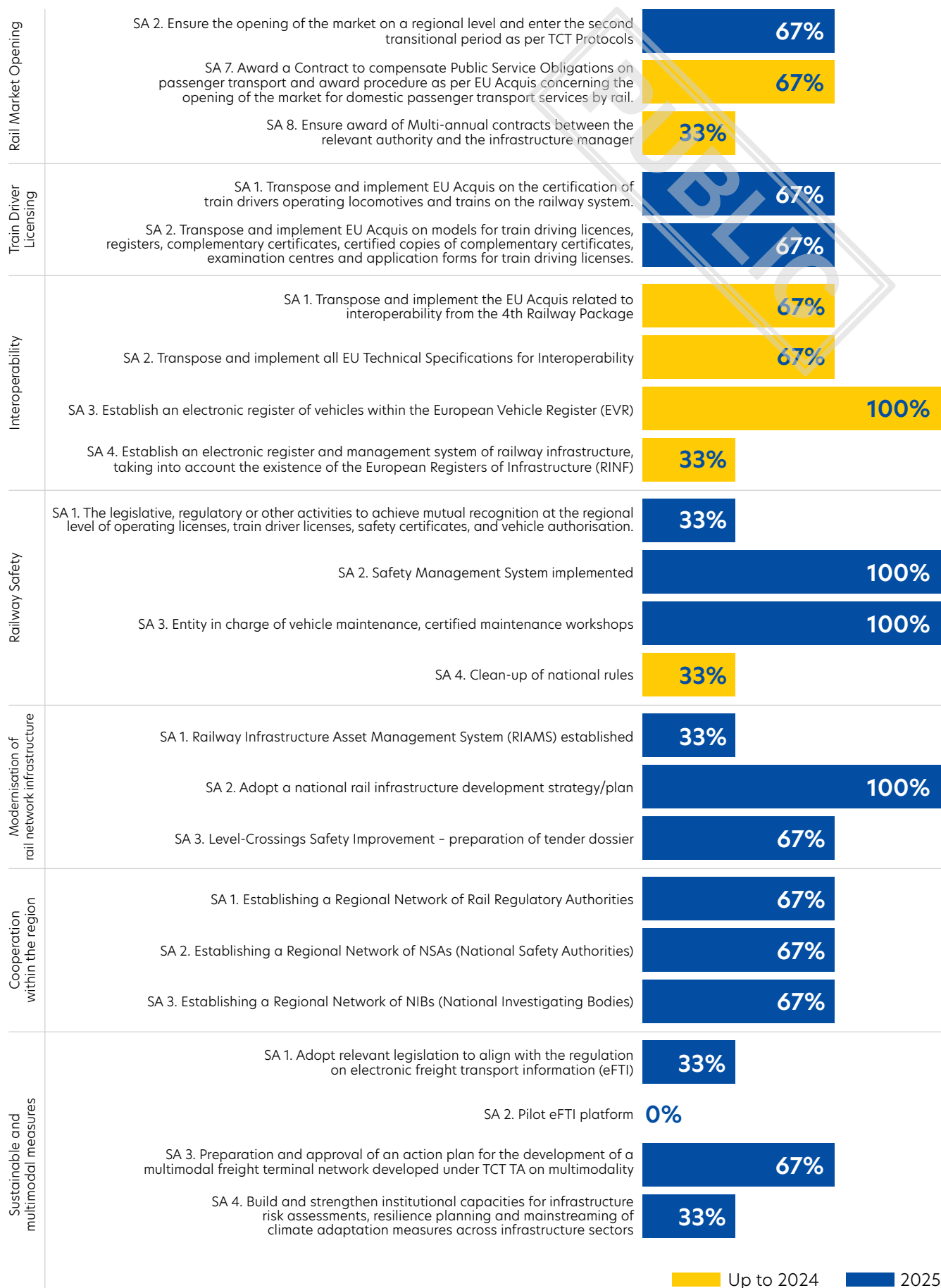


Figure 125. Next Generation Rail Action plan by measures

Overall Progress

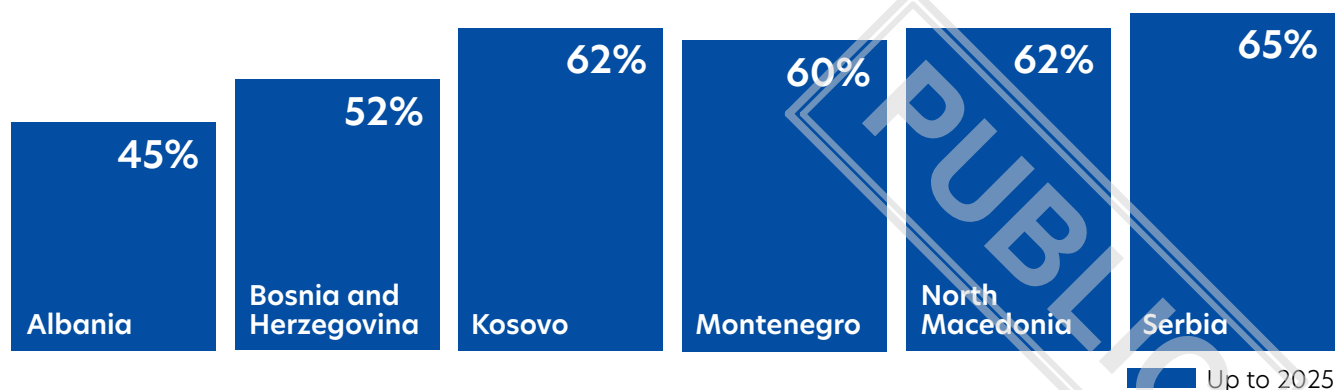


Figure 126. Overall Progress of the Next Generation Rail Action Plan

Recommendations:

- Make further efforts to adopt the Railway Safety Law.
- Transpose and publish the Technical Specifications for Interoperability.
- Establish EEVR with the support of ERA and TCT Secretariat.

2.4.2 Road

Overall Summary

Montenegro is making moderate progress towards implementing the measures outlined in the Next Generation of Road Action Plan, achieving an overall implementation rate of 49%.

On June 26, 2025, Montenegro adopted the medium-term programme for the construction, reconstruction, maintenance and protection of state roads until 2028. With the support of the EBRD, RAMS is nearing operationalisation. In terms of the ITS deployment, Montenegro has commenced implementation in line with the National ITS Programme 2022-2026.

Progress by Measures

Establishing a Functioning and Efficient Road Maintenance System

53%

The Government adopted the medium-term programme for the construction, reconstruction, maintenance and protection of state roads until 2028 on June 26, 2025.

The multiannual maintenance contract for the entire state road is valid until December 2027.

With support from an EBRD grant, the Transport Authority has finalised and installed the Road Asset Management System (RAMS) software and established a comprehensive road network database. Preparations are underway to launch a tender procedure for procuring software for data input.

Additionally, as part of the EBRD loan for the construction of the Bar-Boljare highway (Andrijevisa-Matesevo section), a grant has been provided to support the preparation and signing of a Service Level Agreement between the Ministry of Transport and the Road Authorities/Public Enterprises. This activity is expected to be completed by 2026.

Montenegro: Road Maintenance Progress

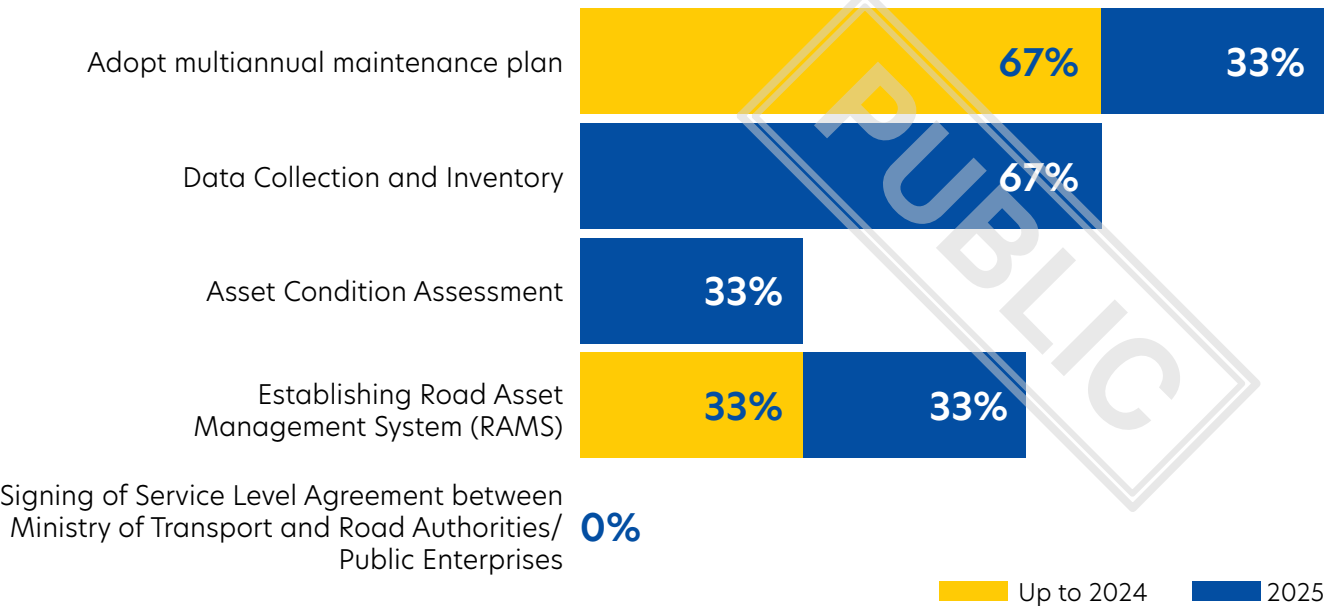


Figure 127. Road maintenance - Montenegro

ITS Deployment on Core/Comprehensive Road Networks

13%

Implementation of the National ITS Programme 2022-2026 is advancing, with activities underway on traffic data collection, installation of enforcement cameras and the establishment of the National Traffic Data Centre, thus enabling subsequent deployment of meteorological, tunnel and parking systems prior to the preparation of tender documentation.

No progress has been reported regarding the transposition of ITS-related legislation.

Montenegro is progressing towards the establishment of a tolling interoperability agreement with North Macedonia.

Montenegro: ITS Deployment Progress

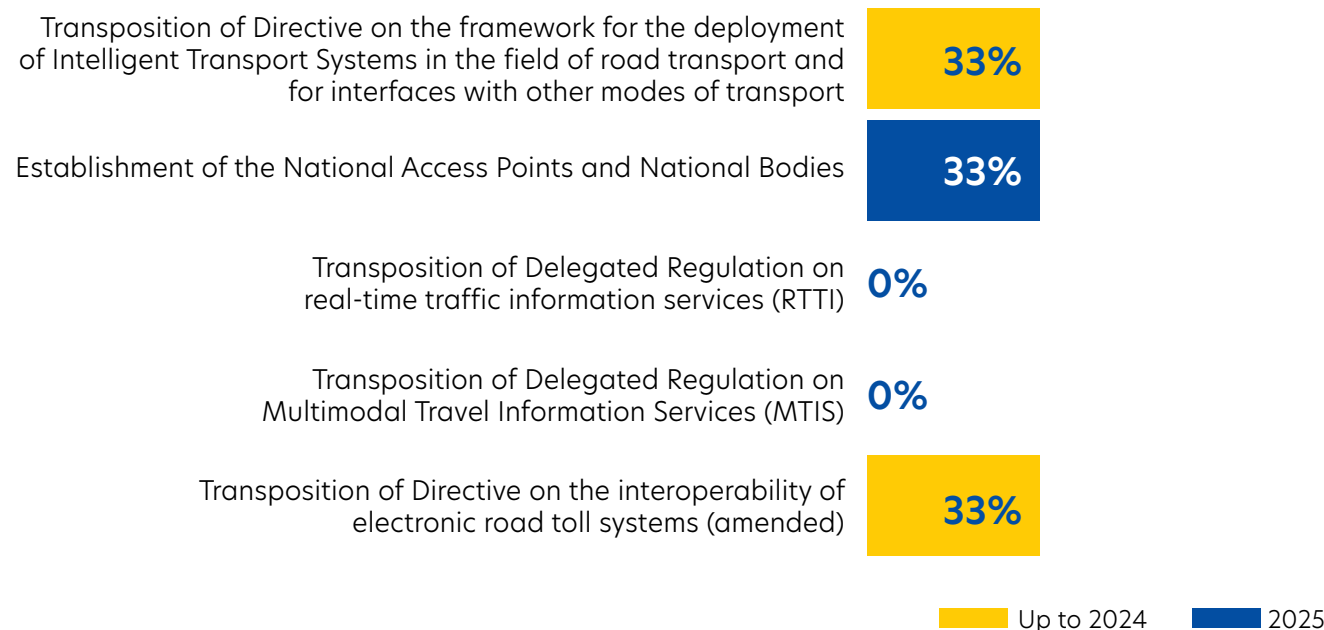


Figure 128. ITS Deployment - Montenegro

Enhancing Road transport Climate Resilience and Use of Alternative Fuels

28%

The new Transport Development Strategy is expected to define the obligations and methodologies for designing and constructing climate-resilient road infrastructure, ensuring alignment with:

- The Technical Guidance on Climate Proofing of Infrastructure (2021-2027),
- Outcomes of the TCT study on improving climate resilience and adaptation measures for the indicative extension of TEN-T road and rail networks,
- Deliverables of the CONNECTA Technical Assistance on a strategic framework for the deployment of e-charging stations on the TEN-T Core and Comprehensive Network,
- Green mobility principles in accordance with the Smart and Sustainable Mobility Strategy for the Western Balkans.

In September 2025, Montenegro initiated the preparation of national policy frameworks for deployment of alternative fuels infrastructure.

Montenegro: Climate Resilience and Alternative Fuels Progress

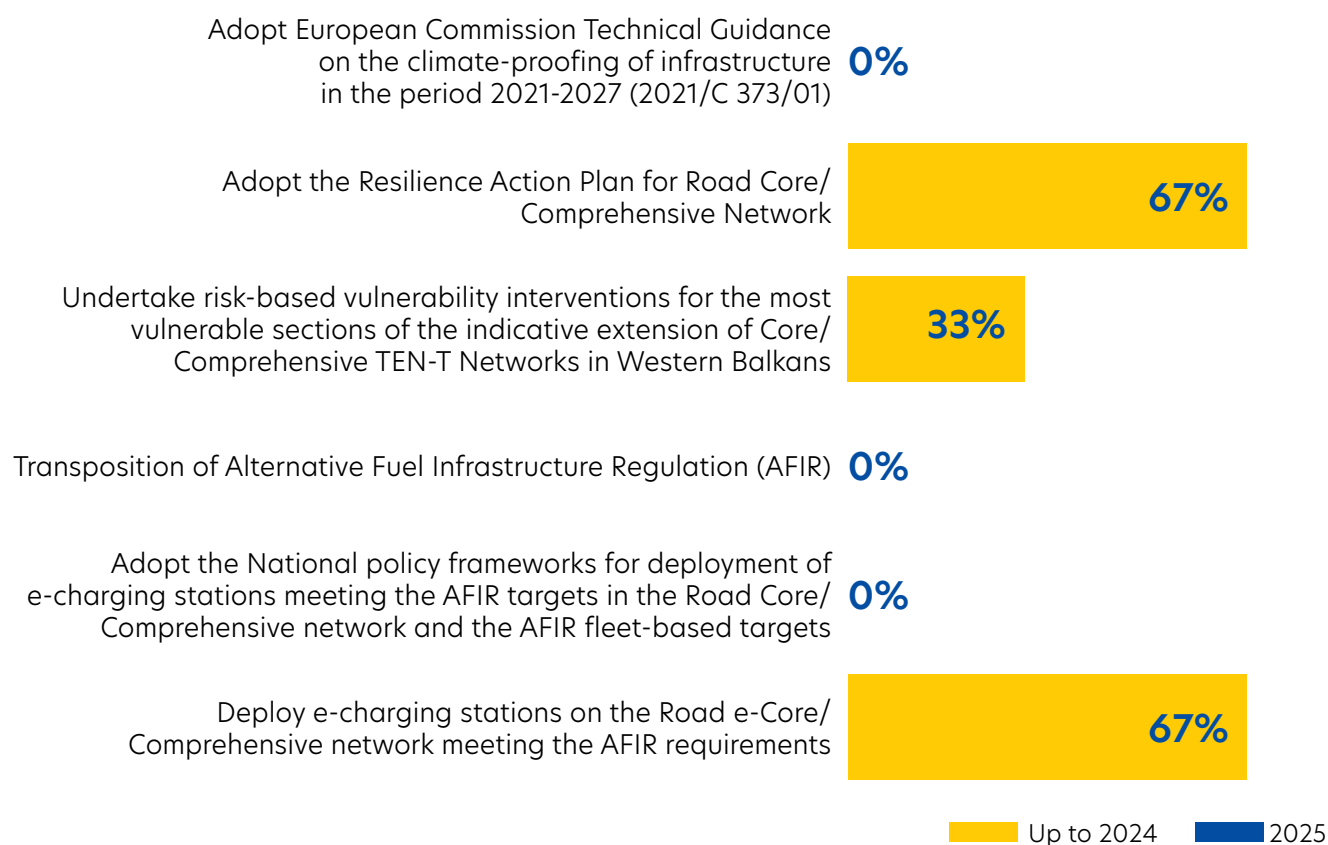


Figure 129. Climate Resilience and Alternative Fuels - Montenegro

Recommendations

- Finalise the procurement and full operationalisation of RAMS, including data collection and regular updates.
- Ensure the Service Level Agreement clearly defines performance standards, responsibilities and monitoring mechanisms.
- Initiate the update of the Transport Development Strategy to integrate climate resilience and green mobility principles.

Montenegro: Overall progress

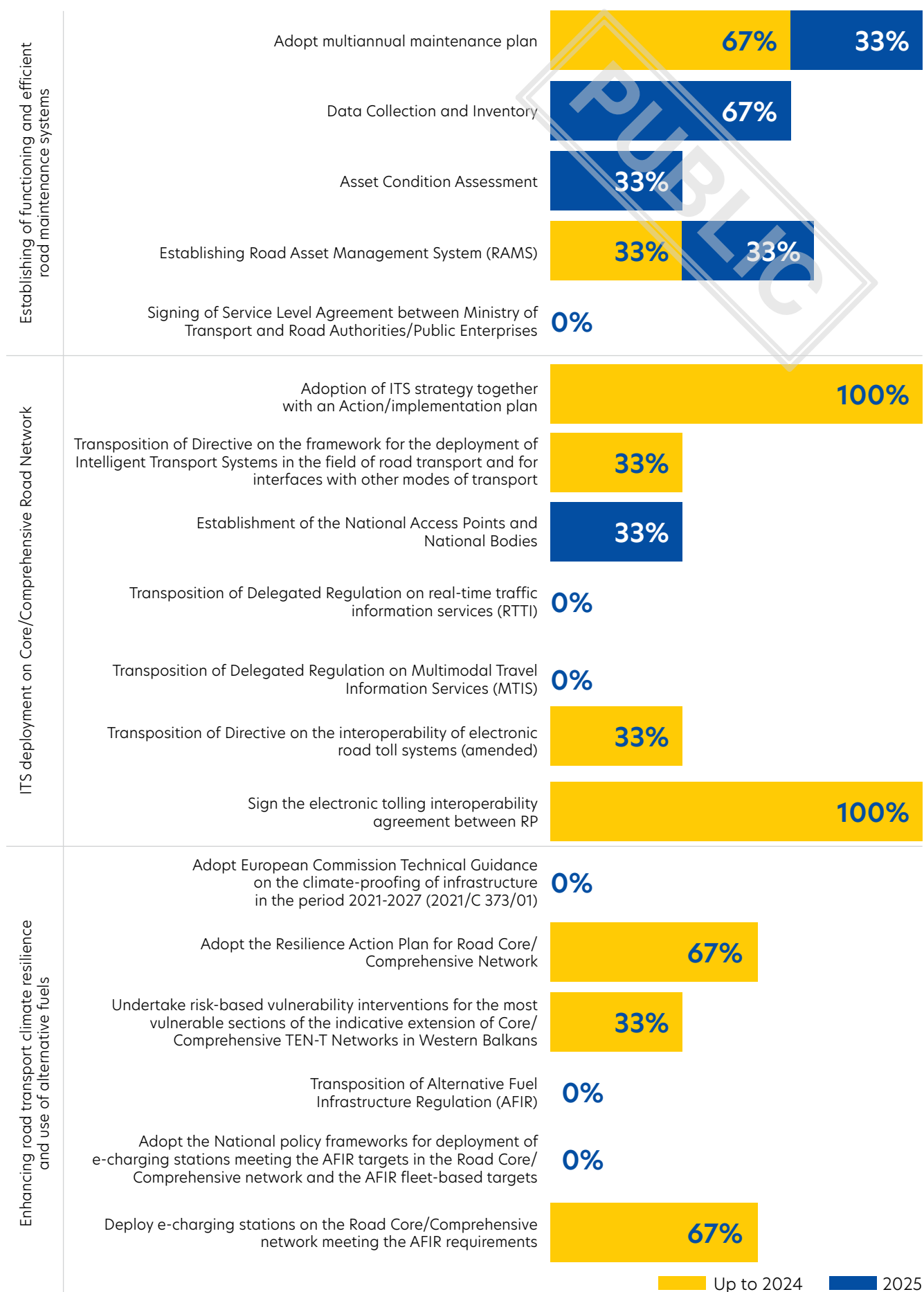


Figure 130. Road action plan by measures - Montenegro

Next generation Road action plan - Overall progress

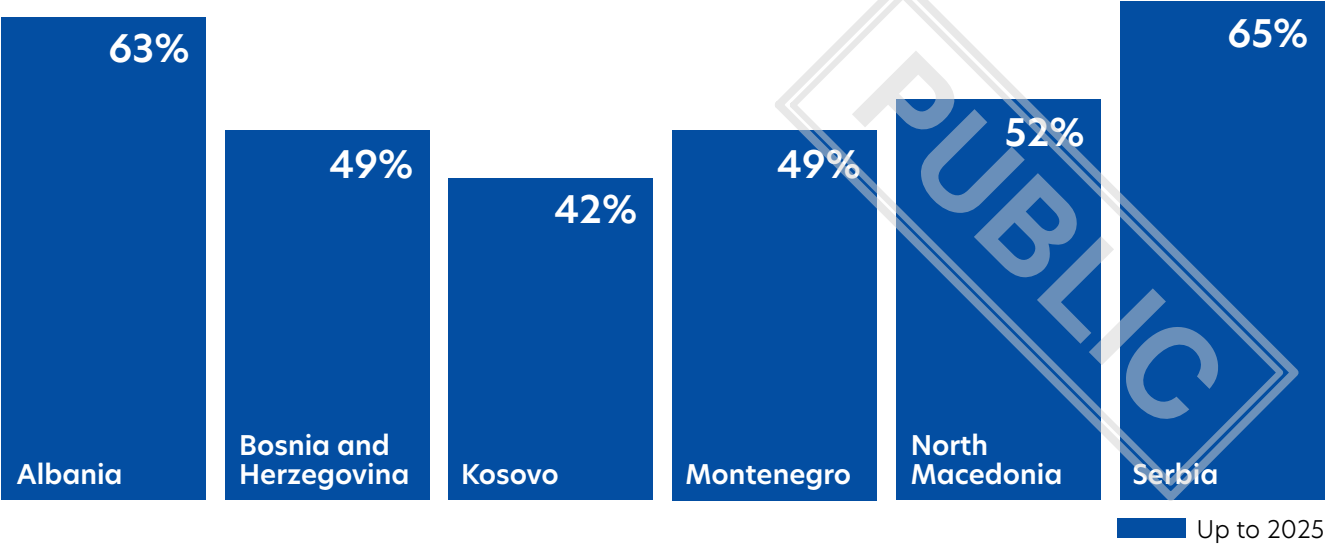


Figure 131. Overall Progress Road Action Plan

2.4.3 Road Safety

Overall Summary

Overall progress stands at 72%, ranking Montenegro as the second Regional Partner in advancing the implementation of road safety measures. Montenegro has implemented a range of actions to strengthen institutional structures, improve road safety data, invest in infrastructure safety and align with the EU acquis. During the reporting period, from March 2025, the Ministry of Transport announced a new public call for funding NGO projects focused on traffic safety.

With the support of the TCT Secretariat, Montenegro has aligned the Law on Homologation of Vehicles, Systems, Vehicle Components and Special Technical Units, transposing the Regulations EU 2018/858, EU 167/2013, and EU 168/2013.

The Ministry of Interior has been conducting a safe driving campaign. Leaflets have been distributed at border crossings, and from August 1, a new campaign title 'When I drink, I don't drive' was launched. Previously, the Ministry of Interior implemented a 'Seatbelt for All' campaign.

Road fatalities decreased by 3.8% from 78 to 75 in 2024; however, this remains significantly below the targets agreed for 2027 and 2030.

Regional Partner	2019	2020	2021	2022	2023	2024	Goal 25% 2027	Goal 50% 2030
Montenegro	47	48	55	77	78	↓75	35	23

Number of fatalities in 2019-2024

Progress by Pillars

Strengthening the Road Safety Management

72%

Using a locally contracted expert by the TCT Secretariat, a legislation for the improvement of the coordination body is currently being drafted. A study on the introduction of the MAIS3+ scale was prepared, along with amendments to the Rulebook covering procedures for completing the scale, submission deadline and the format of reports on identified injuries. The tasks were carried out in collaboration with the Ministry of Health, based on the existing legally supported AIS scale, which underpins the implementation of the MAIS3+ injury scale. The multisectoral working group included representatives from the Ministry of Health, the Institute of Public Health, the Institute for Emergency Medical Assistance, the Clinical Centre of Montenegro - Centre for Forensic Medicine, the Ministry of Transport, the Ministry of Internal Affairs and the Police Administration. Implementation has been delayed because the Institute of Public Health has not yet approved the drafted documents, a prerequisite for obtaining approval from the Secretariat for Legislation.

Montenegro has adopted the Road Traffic Safety Improvement Strategy 2023-2030 with an accompanying two-year Action Plan (2024-2025). This strategy aims to reduce road fatalities by 50% by 2030, in line with the medium-term goals of "Vision Zero" and the agreed action within the TCT NGAP for road safety. The Action Plan 2024-2025, as an integral part of the Strategy, foresees several activities and measures to improve traffic safety on the roads.

Montenegro: Strengthening the Road Safety Management

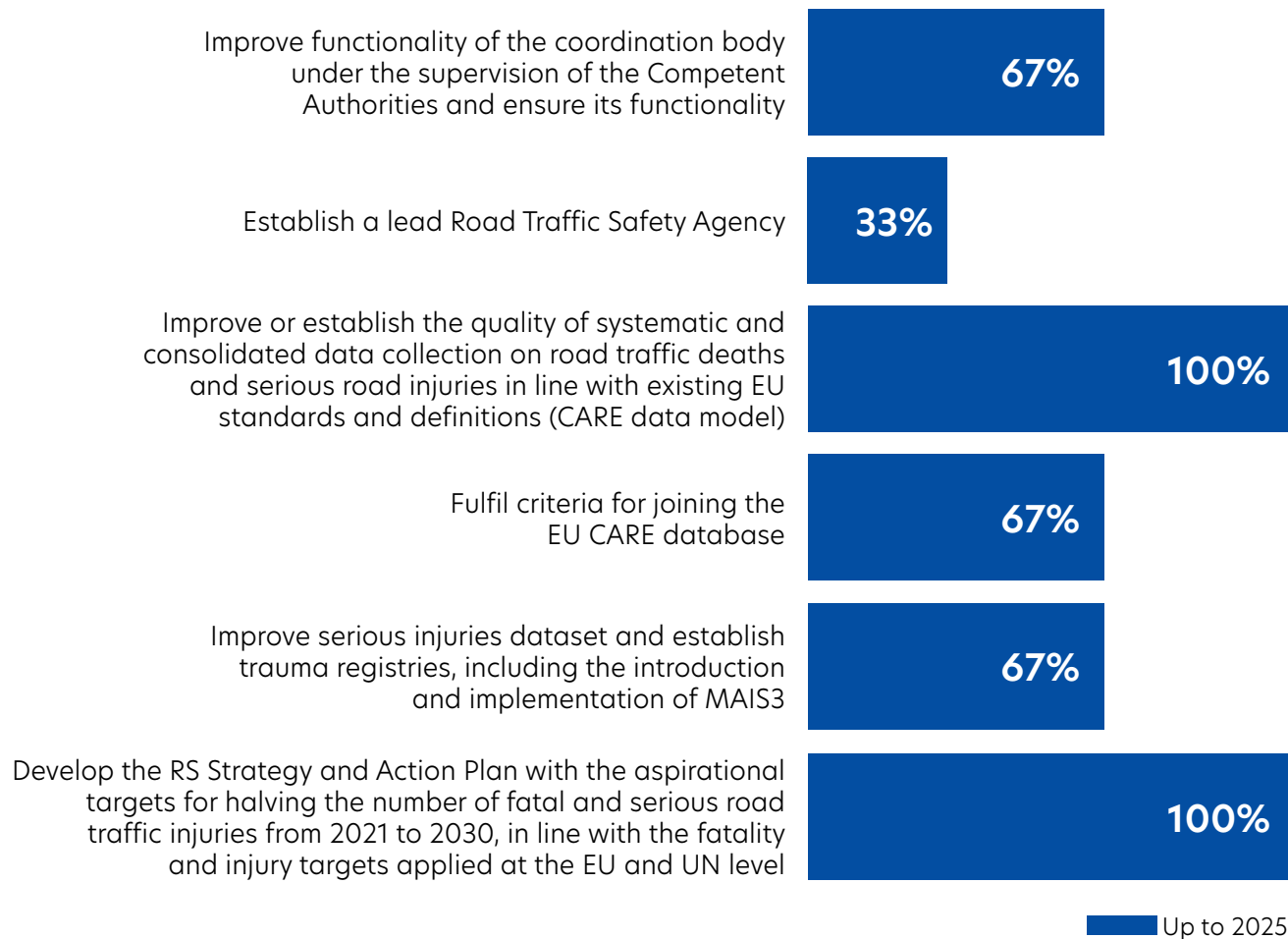


Figure 132. Strengthening the Road Safety Management - Montenegro

Montenegro's alignment with EU directives on road infrastructure safety is progressing. Directive 2008/96/EC has been fully transposed, while the amending Directive (EU) 2019/1936 is partially transposed through the Law on Roads adopted in 2020. A new draft Law on Roads has been prepared to extend the scope of the requirements from the tunnels directive to tunnels outside the TEN-T network. Regarding Directive 2019/1936 a procedure for adopting amendments to the Law on Road Traffic Safety is currently underway, which will also regulate network-wide road safety assessments. Experts have been certified for road safety audits and inspections, and Montenegro is implementing these activities, by conducting iRAP road safety assessments.

Furthermore, a new DEU-funded project providing technical support to align national legislation with the EU acquis in the fields of Intelligent Transport Systems and Road Safety.

Supported by the EBRD, a separate project to develop and implement Intelligent Transport Systems (ITS) for road transport is ongoing. This includes installing tunnel control systems and proposing a National Traffic Management Centre and a National Traffic Data Centre. As part of this project, an analysis and proposal for installing speed cameras are being prepared, with project documentation expected by the end of the year and installation planned for Q2 2026. The second phase of the EBRD project is also progressing, encompassing a traffic data collection system, a road meteorological information system, traffic and tunnel control systems, a road user information system and a safe parking system for heavy goods vehicles.

Remediation of dangerous road sections is ongoing. Main designs for 10 hazardous road sections are nearing completion through the project "Technical Assistance for Project Preparation of Investment Projects in the Transport Sector in Montenegro," with funds by the Transport Administration. A new EU-funded project will provide technical support for improving traffic safety at 10 additional high-risk road sections, including analyses, feasibility studies, main projects and tender documentation.

The Montenegrin administration has several ongoing projects, including improving road safety at intersections, implementing the second phase of a project to enhance safety in school zones, installing new lighting at 14 intersections and upgrading on four main/regional road sections. A project for improving the safety of railway crossings on the Podgorica-Nikšić route is underway. RSI was carried out for 4 tunnels longer than 1000 meters, and a Manual for Tunnel Safety Inspection was prepared. Based on the tunnel safety inspection report, a public call was launched for the preparation of the main project for the reconstruction of the Vrmac tunnel. A public call was issued, and a contractor was selected to record the road network and conduct road safety analysis using iRAP methodology. Monteput Ltd., the manager of the highway and Sozina tunnel, has prepared a study on the transportation of dangerous goods in accordance with the PIARC methodology and the ADR Agreement.

Montenegro: Promote safer infrastructure

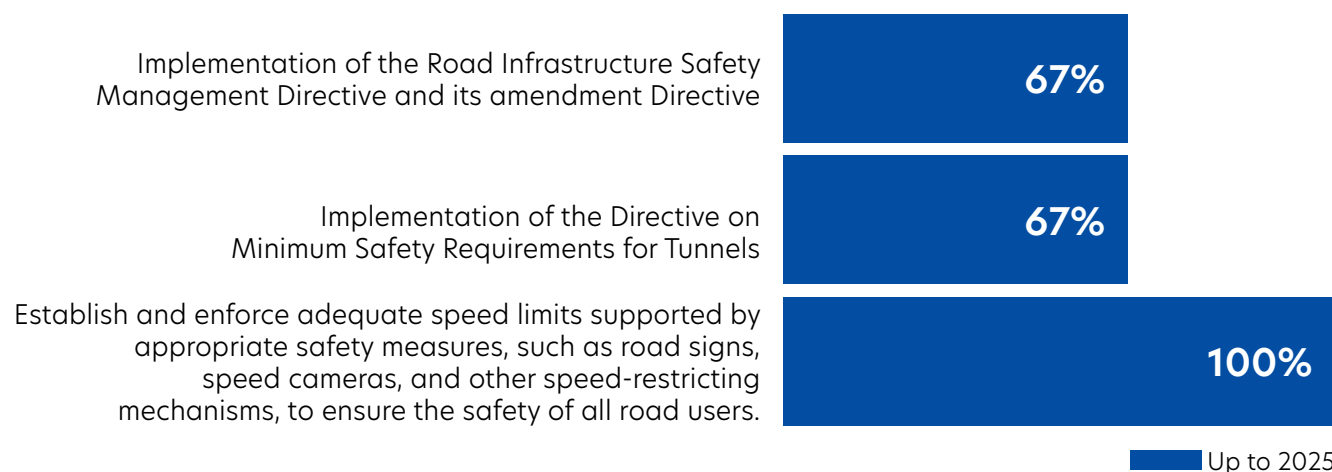


Figure 133. Promote safer infrastructure - Montenegro

Promote the protection of Road Users

75%

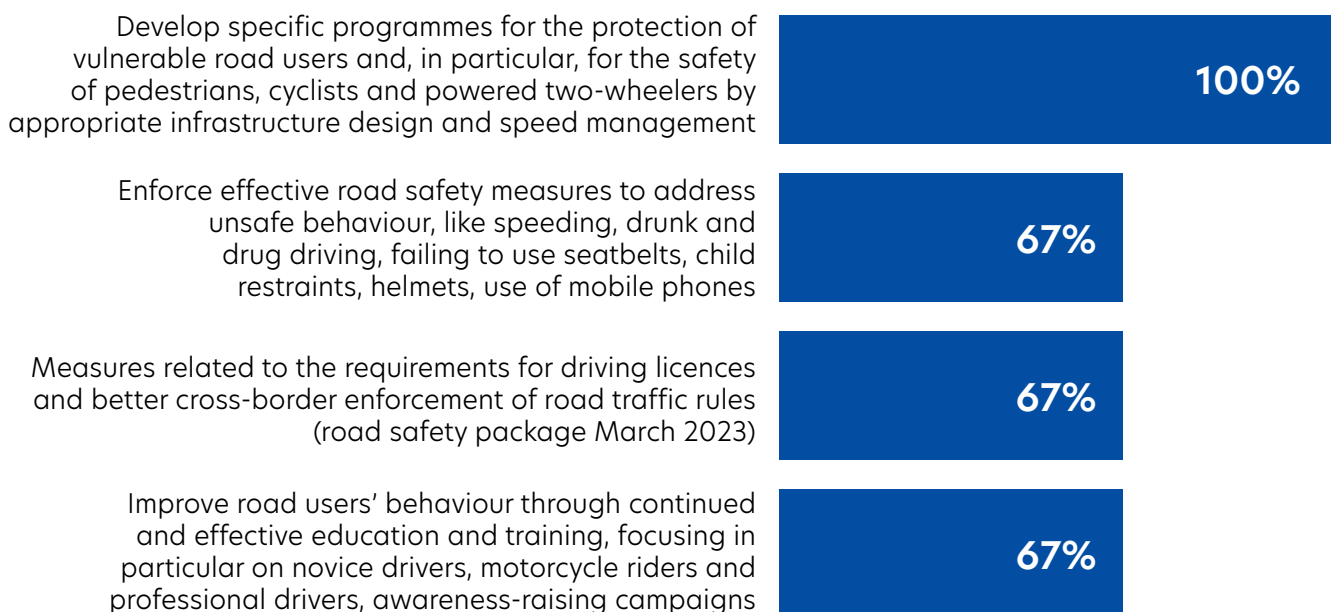
The Ministry of Transport has distributed Safer to School guidelines to road managers and certified Road Safety Inspectors. Amendments to the Rulebook on School Zones are being prepared to implement measures from the document. A Rulebook on Bus Stops is adopted .

Regarding driver's licenses legislation and enforcement, a draft of a new law is currently in the public consultation phase. The draft introduces new rules for young drivers (drivers under 21 must be accompanied by an elder driver, with specification on the type of vehicle and permitted hours of driving) and proposes changes to the driving test process. The Ministry of Transport is also preparing amendments to the Law on Road Traffic Safety, which will include changes to enforcement measures (fines) and the implementation of ITS for the installation of enforcement cameras. Directives 92/6/EEC and 91/671/EEC have been fully transposed. The Ministry of Education has carried out activities to digitalise driving exams, and the Ministry of Interior has announced a public call for recruitment of additional traffic police officers.

Educational and awareness campaigns are being actively conducted. In December 2024, the Ministry of Transport signed contracts with 16 non-governmental organisations (NGOs) to implement 16 projects focused on traffic safety. In March 2025, the Ministry announced a new public call for financing NGO projects aimed at educating specific road user groups and launching awareness campaigns. The Ministry of Interior continues its public awareness efforts, which have included "Seatbelt for All campaign", as well as campaigns launched in August 2025 on "Safe Driving" (distributing leaflets at border crossings) and "When I Drink, I Don't Drive."

In November 2024, the Faculty of Mechanical Engineering, in cooperation with the Ministry of Transport, held an educational event dedicated to the safety of young traffic participants, with plans to extend similar events to all high schools. The new draft Law on Road Safety envisages that the effective educational campaigns will become mandatory.

Montenegro: Promote the protection of road users



Up to 2025

Figure 134. Promote the protection of road users - Montenegro

Promote the use of safer vehicles

67%

Efforts to promote the use of safer vehicles are ongoing. Directives 2014/45/EU and 2009/40/EC, which pertain to improving safety standards and the roadworthiness of vehicles, have been fully transposed. Efforts are underway to transpose the Delegated Directive (EU) 2021/1717 and the Commission Implementing Regulation (EU) 2019/621.

Following the adoption of the new Law on Homologation of Vehicles, Systems, Vehicle Components and Special Technical Units, Regulations EU 2018/858, EU 167/2013, and EU 168/2013 have been fully transposed. To finalise the draft of the Law on Homologation, the Directorate for Road Traffic and Motor Vehicles requested support from the TCT Secretariat to hire a locally contracted expert (LCE). The Secretariat engaged a local legal expert for 30 working days through a public call, and the Montenegrin authority expressed appreciation for the successful assistance.

All three actions under the pillar for promoting the use of safer vehicles have reached 67% progress.

Enhancing regional cooperation and experience exchange

67%

Montenegro is actively engaged in regional and international cooperation to enhance road safety. The country participates in the Technical Committees of the Transport Community, contributing to regional action plans. Bilateral cooperation with neighbouring countries is also being strengthened, as exemplified by the opening of a joint rail border crossing with Serbia. Furthermore, Montenegro, through the TCT Secretariat, was invited to participate at the ministerial level in the Fourth Global Ministerial Conference on Road Safety in Marrakesh, which provided an opportunity to exchange experiences and revitalise international commitments.

Recommendations

- Complete the competent bodies institutional setup, having executive road safety body that fits the current institutional structure.
- Adopt the new draft laws/amendments to the Law on Road Traffic Safety and the draft Law on Roads.
- Adopt amendments to the by-law for implementing the MAIS3+ injury scale.
- Adopt the Rulebook on School Zones for to enable practical implementation of the TCT's Safer to School guidelines.

Montenegro: Road Safety Action Plan by measures

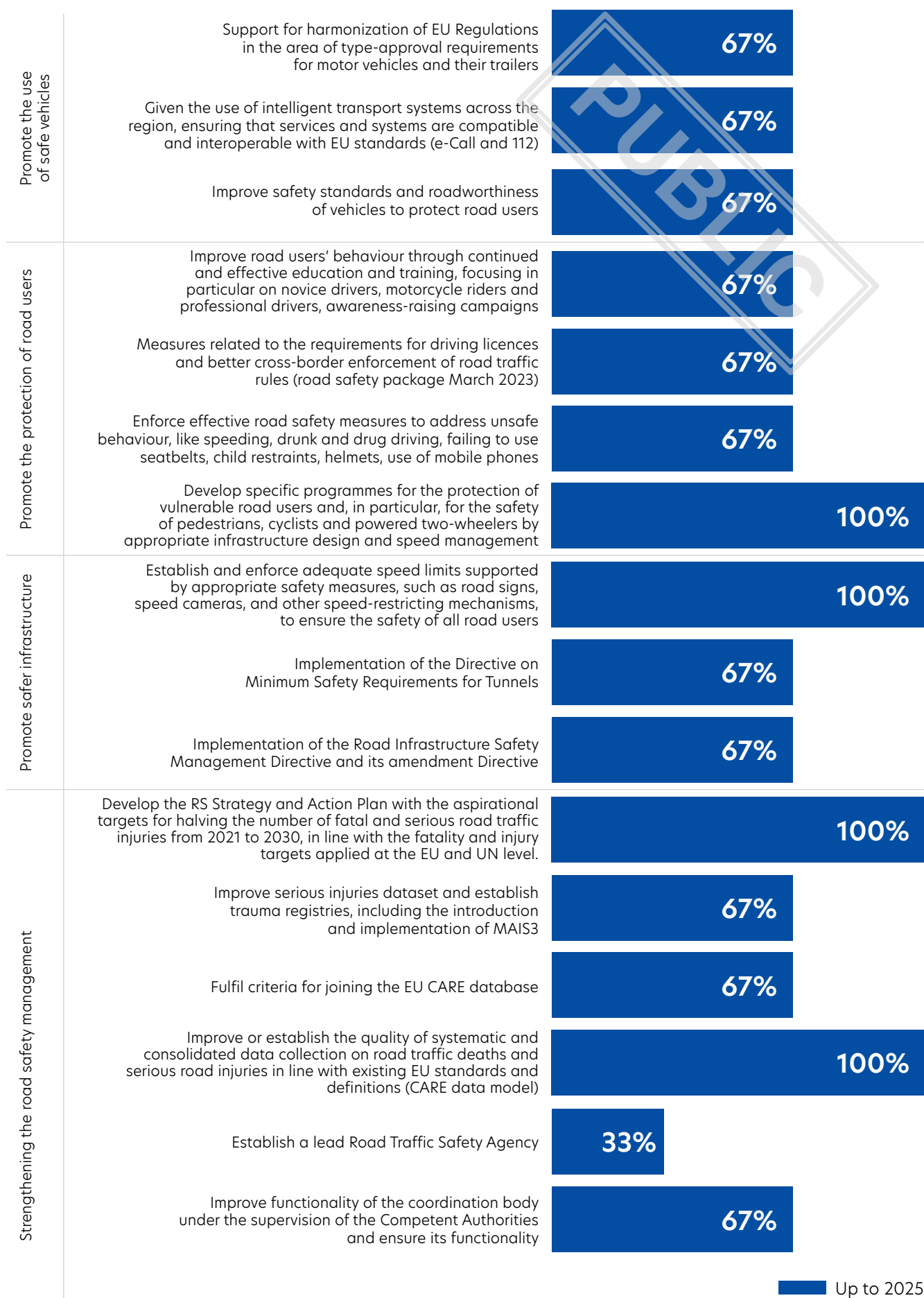


Figure 135. Road safety action plan by measures - Montenegro

Next generation Road safety action plan - progress

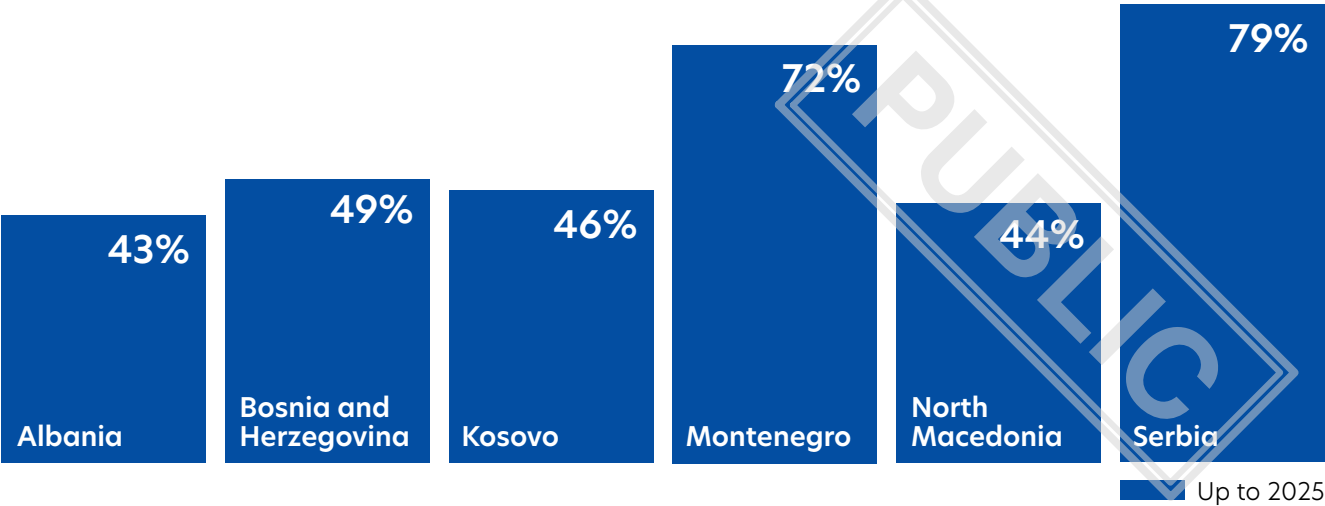


Figure 136. Road Safety Action Plan - Overall Progress

2.4.4 Transport Facilitation

Overall Summary

Montenegro is making moderate progress towards implementing the measures in the Transport Facilitation Action Plan, achieving an overall implementation rate of 26 %.

Following the commencement of joint controls at Bijelo Polje rail station, which now functions as a joint rail BCP between Montenegro and Serbia, a good track record has been noted with the continuous implementation of this model joint operations model. On the other hand, no progress has been made regarding the common rail station Tuzi between Montenegro and Albania, neither in terms of revising the bilateral agreement and associated protocols, nor with the joint operations, which have been ineffective for an extended period.

Regarding road BCPs, some developments have been noted at points shared with Bosnia and Herzegovina and Croatia, with more limited progress at BCPs shared with Serbia. Discussions on the model of controls between Montenegro and Albania are ongoing, but no decision has yet been reached, despite being a measure carried over from the previous three-year reporting period. The competent authorities in Montenegro have decided to relocate the BCP Kula (with Kosovo) by constructing a new BCP at a different location; however, it is unclear whether this has been consulted and agreed upon with the Kosovo authorities.

Overall, coordination and institutional capacities of the various bodies involved in transport facilitation in Montenegro need to be strengthened.

Progress by Measures

Improving efficiency of Rail Border Crossing/
Common Crossing Points

33%

The join rail station in Bijelo Polje, between Montenegro and Serbia, is the first fully operational joint rail BCP in the region. According to the data from Railway Transport of Montenegro and Montecargo, as of July 2024, passenger trains have saved a minimum of 30 minutes in waiting time, while freight trains have achieved at least 60 minutes in time savings.

The number of passengers on the international train route connecting Belgrade, Podgorica and Bar has increased, leading to the conclusion that the joint operations have improved travel convenience and made the route more attractive to tourists. The number of freight trains has also risen by %.

In contrast, the common rail station at Tuzi, between Albania and Montenegro, has not been functioning effectively, and joint operations are not performed. According to the Albanian authorities, custom controls cannot be carried out on territory outside Albania, which contradicts the intent and objectives of the existing bilateral railway agreement between Albania and Montenegro. Despite this being a measure from the previous Action Plan and concerted efforts by the TCT, including regional TAIEEX on rail BCP procedures co-organised by the EC and the TCT, no progress has been achieved in this regard.

Improving efficiency of Road Border Crossing/ Common Crossing Points

20%

At the BCP Bozaj, Montenegro plans to build a border inspection post through “Design and Supervision of Border Checkpoints and Quarantine Units for Plant Health” project, supported by IPA 2021. At the beginning of July 2025, conceptual design approval was obtained from the competent Administration for Food Safety, Veterinary and Phytosanitary Affairs, and subsequently submitted for approval to the European Commission. Tender procedure for construction and contracting of the facilities is expected to launch by December 15, 2025.

Montenegro and Albania are discussing an appropriate legal framework to regulate joint controls at the BCP Hani i Hotot/Bozaj. These discussions are conducted through meetings of the Joint Expert Commission for Implementation of the Agreement on Border Crossing Points between Montenegro and Albania, as well as the Joint Montenegrin - Albanian Commission for the Renewal, Repair and Maintenance of Border Crossing Point markings along the state border, the last one held on July 2, 2025, at the Hani Hotit BCP.

Montenegro is making steady progress in implementing the Agreement on BCPs in International and Border Traffic and its annexes on joint border crossing points signed with Bosnia and Herzegovina. Regular meetings of the mixed Montenegrin - Bosnian and Herzegovinian commission continue to monitor implementation of the Agreement, with the last meeting held on May 25, 2025. Regarding the establishment of joint border controls at the future JBCP Šćepan Polje - Hum, the Ministry of Internal Affairs of Montenegro has intensified the activities on obtaining urban planning - technical conditions and development of main project for reconstruction of the future JBCP, in parallel with works on the access roads and bridge.

No developments have been reported regarding the BCPs with Albania and Kosovo, and activities related to these BCPs remain stagnant.

With regards to the BCP Kula/Kulla (with Kosovo), following wide internal consultation among the responsible state authorities in Montenegro, it was decided that the new BCP and border inspection post will be designed and constructed at a new location, 3,3 km closer to the border with Kosovo, for economic and security reasons. There is no information indicating whether this decision has been communicated to, consulted with or agreed upon by the Kosovo authorities.

Montenegro completed reconstruction of the M-5 Rožaje - Špiljani main road, which includes a section to the border with Serbia, totalling 20 km, as well as construction of additional lanes at the BCP Dracenovac (600 m in total, 300 m in each direction).

Finally, concerning the operational and physical improvements, modernisation and equipment of the BCP Debeli Brijeg (with Croatia), the Ministry of Internal Affairs allocated funds for adaptation of the vehicle inspection facility, ensuring quality work on vehicle control at this BCP. Additionally, a tender for constructing service dogs' boxes was published in May 2025. These activities align with the prepared fiche for the Green Lanes BCP Debeli Brijeg/Karasovici. Further interventions at this BCP could benefit from the SSTP 2 funds, as it is part of the 11 priority Green Lanes crossing points.

Horizontal measures for transport facilitation

33%

Montenegro has prepared a draft version of the Law on Amendments to the Law on Contracts of Carriage in Road Transport in Montenegro to ensure its harmonisation with the EU Regulation 2020/1056 on electronic freight transport information. In parallel, Montenegro has established an eFTI Working Group to coordinate efforts among relevant stakeholders.

Montenegro: Overall progress



Figure 137. Montenegro Overall Progress

Recommendations

Continue preparatory activities and coordinate with Bosnia and Herzegovina to fulfil the obligations of the bilateral agreement regarding the remaining two joint BCPs. Complete the project documentation for the BCP Šćepan Polje/Hum and secure funding for its implementation.

- Engage in discussions with Serbia to establish joint controls at road BCPs.
- Reach an agreement with Albania on the model of joint controls at the BCP Hani i Hotit/Božaj through the inter-institutional commission and coordinate plans for its modernisation.
- Prepare project documentation for the proposed physical improvements and equipment supplies within the BCP fiche for Debeli Brijeg/Karasovići, utilising existing TA instruments in line with the SSTP 2 programme.
- Initiate bilateral discussions with Kosovo on establishing a model for joint controls at the BCP Kula/Kulla.

2.4.5 Waterborne Transport and Multimodality

Overall Summary

During the reporting period, Montenegro made progress in implementing the Next Generation Action Plan for Waterborne Transport and Multimodality, achieving an overall implementation rate of 35%.

Key developments include the drafting of new framework legislation: the Law on the Protection of the Sea from Pollution from Maritime Facilities, the Law on Safety of Navigation at Sea and the Law on Ports. Collectively, these laws advance alignment with the EU acquis on environmental protection, safety, port services and vessel traffic monitoring.

At the Port of Bar, progress was achieved through sustainable port initiatives (installation of solar panels, OPS studies, alternative fuels, dust control measures), environmental monitoring and major infrastructure upgrades (i.e. bulk cargo quays, dredging preparations, passenger terminal extension and new port machinery).

Additional initiatives include the forthcoming Study on Maritime Safety in the Bay of Boka Kotorska, the development of an ITS strategy for maritime traffic under the World Bank TTFP and support for the transposition of Directive (EU) 2022/993 on seafarer training.

Despite these advances, progress remains limited in several areas including: legislation on crew working hours, waterborne cybersecurity and the full transposition of maritime safety directives. Several measures in these domains still pending adoption as of late 2025.

Montenegro: Overall progress

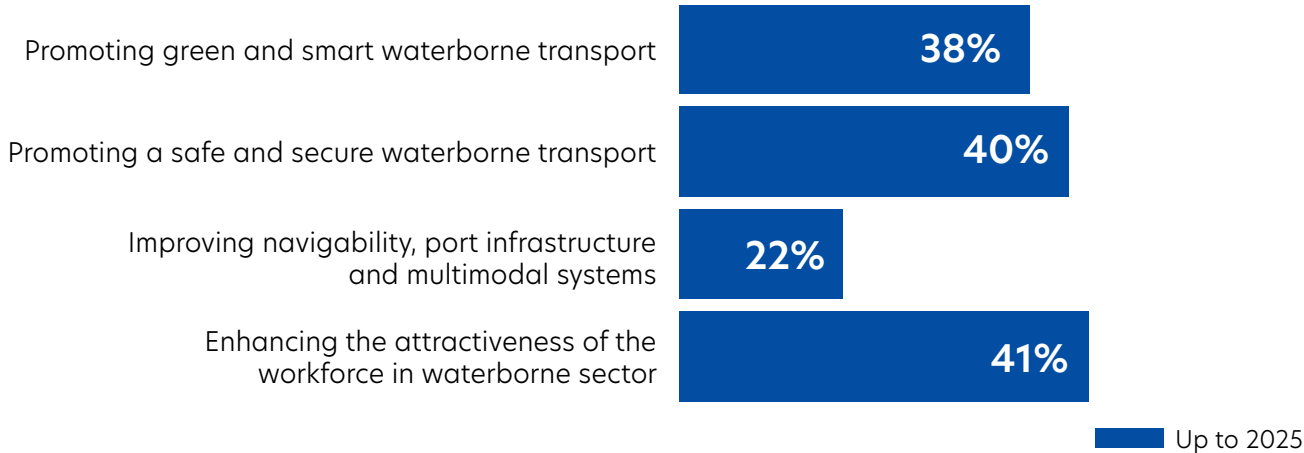


Figure 138. Montenegro progress in waterborne transport and multimodality

Progress by Measures

Promoting green and smart waterborne transport

38%

During the reporting period, Montenegro made limited progress in aligning with the EU acquis in the waterborne transport sector, while several notable initiatives are ongoing.

Montenegro is advancing with the drafting of the Law on the Protection of the Sea from Pollution from Maritime Facilities, developed with EMSA support. This law will transpose the consolidated MARPOL Convention and key EU legislation, including sulphur content in fuels (2016/802), ship-source pollution (2005/35/EC), double-hull oil tankers (530/2012), ship recycling (1257/2013) and the prohibition of organotin compounds (782/2003).

At the Port of Bar, several initiatives under the Local Action Plan for a Sustainable and Low-Carbon Port, supported by EU-funded projects (RENEWPORT, WATERBRIDGING, SUPERALFUEL), are currently progressing, including installation of solar panels, studies on onshore power supply (OPS) and assessments of alternative fuels such as hydrogen, ammonia and methanol. The port has also introduced a dust emission reduction system (wheel washing and de-mucking) and initiated regular environmental monitoring, inclusive of quarterly air quality checks and annual seawater, soil and sediment assessments by external experts.

Work is ongoing to transpose Directive (EU) 2019/883 on port reception facilities, to be fully reflected in the forthcoming Law on Ports by Q4 2025.

Regarding ship reporting and vessel traffic monitoring, Directive 2010/65/EU is being partially transposed through a national rulebook and will be fully integrated into the upcoming Law on Safety of Navigation at Sea, together with Regulation (EU) 2019/1239. Directive 2002/59/EC is also being updated, with detailed technical standards for VTS equipment and operations to be defined in a supporting rulebook.

In late 2024, DG ENEST, in coordination with the TCT Secretariat, launched the EU4Digital initiative, co-funded by the EU and Germany's BMZ, with one of its three core components dedicated to e-freight. The programme aims to accelerate digital transformation in the Western Balkans by improving digital infrastructure, enabling cross-border services and supporting business digitalisation. Montenegro is actively participating in this Initiative, specifically through the eFTI component.

Montenegro: Promoting Green and Smart waterborne transport

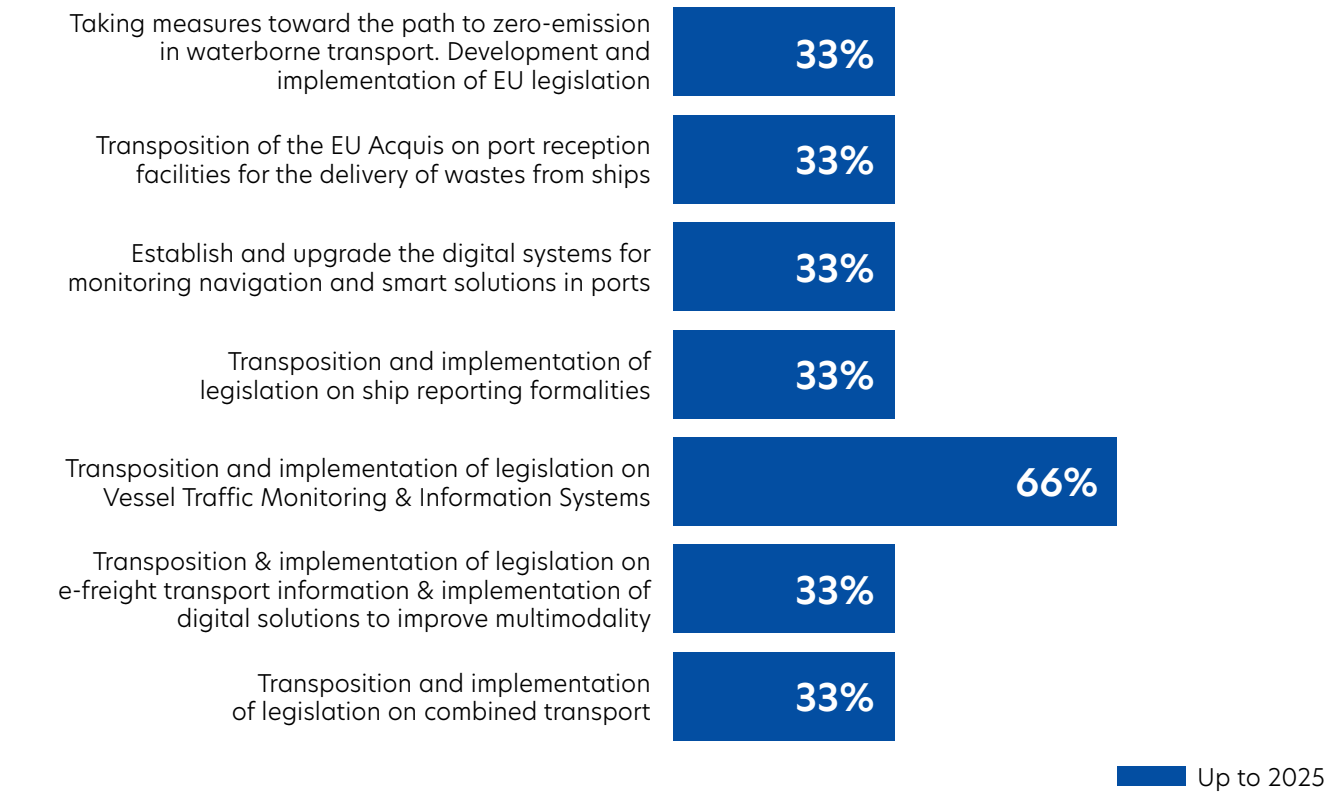


Figure 139. Promoting Green and Smart waterborne transport

Promoting safe and secure waterborne transport 40%

Progress toward alignment with the EU maritime safety acquis continued through the draft Law on Safety of Navigation at Sea, developed under an IPA project. The law will consolidate and transpose key EU instruments covering vessel traffic monitoring, accident investigation, ship inspection, port state control, flag state responsibilities and port security. The draft, with tables of concordance, was submitted to the European Commission in August 2025, with adoption expected by late 2025.

Regarding maritime security, three audits and routine inspections were conducted in Montenegro during the reported period to ensure implementation of Port Security Plans.

No progress has been reported on waterborne cybersecurity measures or the incorporation of the latest amendments to directives on port state, flag state, accident investigation and ship-source pollution.

Montenegro: Promoting a safe and secure waterborne transport

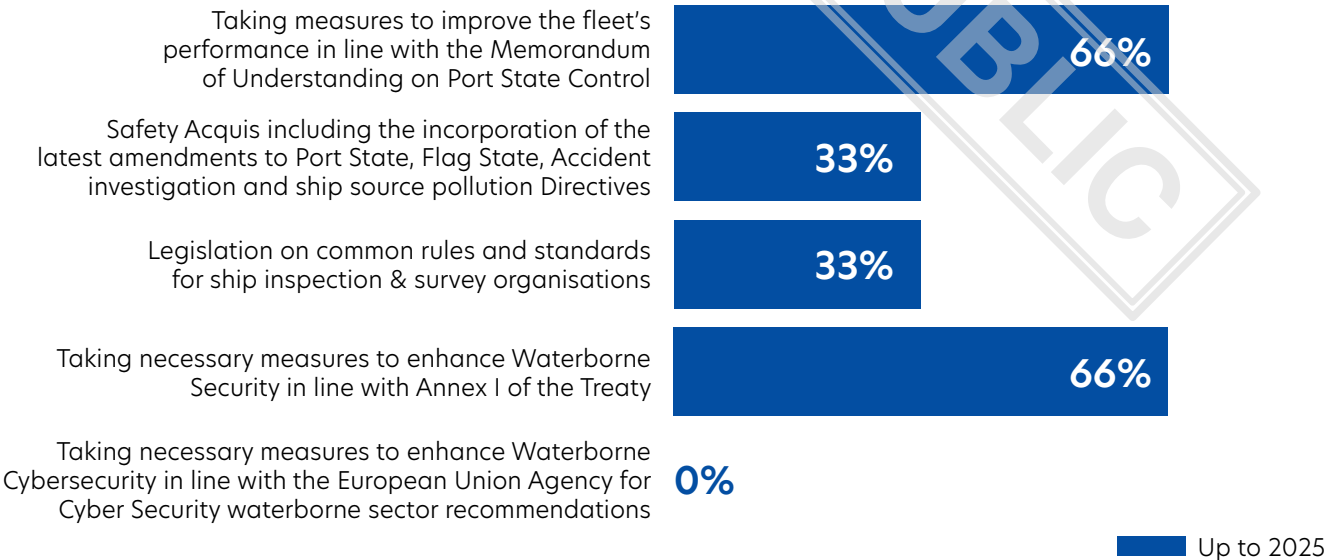


Figure 140. Montenegro - Promoting safe and secure waterborne transport

Improving navigability, port infrastructure and multimodal systems

22%

A Study on Maritime Safety in the Bay of Boka Kotorska is scheduled to begin in September 2025, assessing navigation conditions, wave climate and proposing safety measures.

The Draft Law on Ports, prepared with TAIEX technical assistance, was published for public consultation in August 2025. The law aligns with EU legislation to improve navigability, port infrastructure, multimodality, port services and safe loading/unloading procedures.

Through the World Bank TTFP – Phase 2, Montenegro is also developing an ITS strategy for maritime traffic, with contracting expected by late 2025 and completion anticipated in 2026.

At the Port of Bar, several investments in machinery have been finalised, including a new reach stacker (delivered February 2025), a mobile crane (operational since September 2025) and two-wheel loaders under procurement. These investments are expected to boost efficiency, multimodal connectivity and capacity.

Regarding multimodality, the TEN-T Regulation extension to the Western Balkans clearly defines the Core and Comprehensive networks for roads, railways, and ports; however, multimodal terminals remain underdeveloped. The TCT Secretariat, together with Regional Partners, identified barriers to multimodality, conducted a market and prospective analysis and drafted an action plan for a cohesive multimodal freight terminal network. Deliverables included surveys, analyses, a digitalisation report and institutional capacity-building activities. Nine key multimodal rail-road terminals were identified and agreed upon with Regional Partners for potential inclusion in the TEN-T Regulation. In Montenegro, one terminal has been identified.

Montenegro: Improving navigability, port infrastructure and multimodal systems

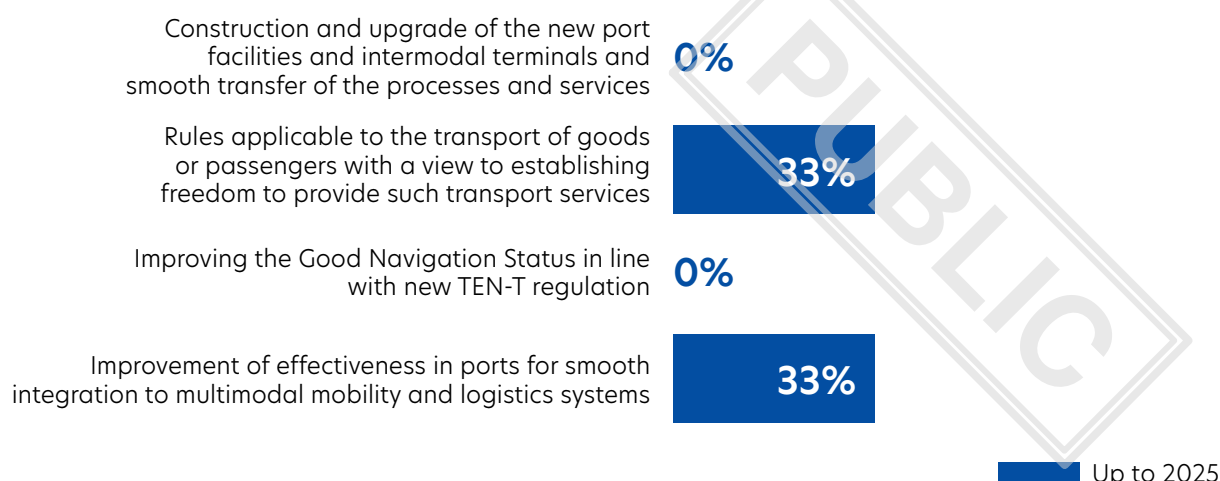


Figure 141. Montenegro - Improving navigability, port infrastructure and multimodal systems

Enhancing the attractiveness of the workforce in waterborne sector

41%

During the reporting period, Montenegro made limited progress in enhancing the attractiveness of the waterborne workforce.

No progress was reported on drafting legislation regarding ship crew working hours in line with Annex I.

Under the measure to improve training and certification systems, consultants engaged through the project "Technical Assistance for Capacity Building and Improved Legal Harmonization, Performance and Efficiency within the Transport Sector in Montenegro" are supporting the transposition of Directive (EU) 2022/993 on seafarer training. The work focuses on establishing a comprehensive legislative framework for crew certification, including a by-law on titles, certificates, conditions and issuance procedures.

Montenegro: Enhancing the attractiveness of the workforce in waterborne sector

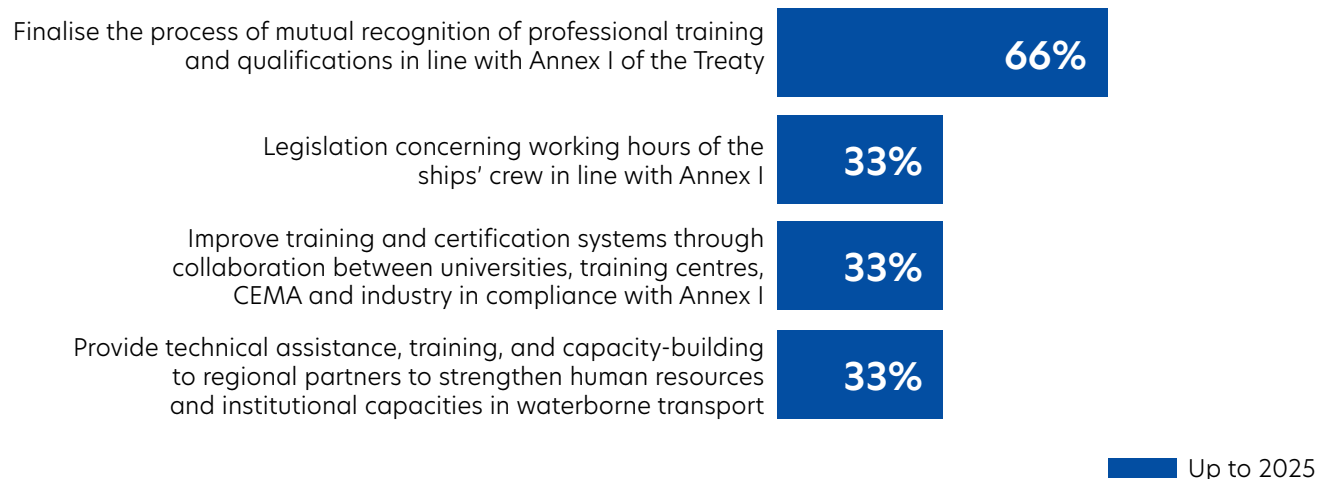


Figure 142. Montenegro - Enhancing the attractiveness of the workforce in waterborne sector

Recommendations

- Draft the Law on Ports and the Law on Safety of Navigation at Sea.
- Finalise the transposition of the Directive (EU) 2019/883 on port reception facilities to ensure proper delivery of wastes from ships.
- Improve safety and security by full transposition of the Safety Acquis package, including measures to enhance cybersecurity.

Montenegro

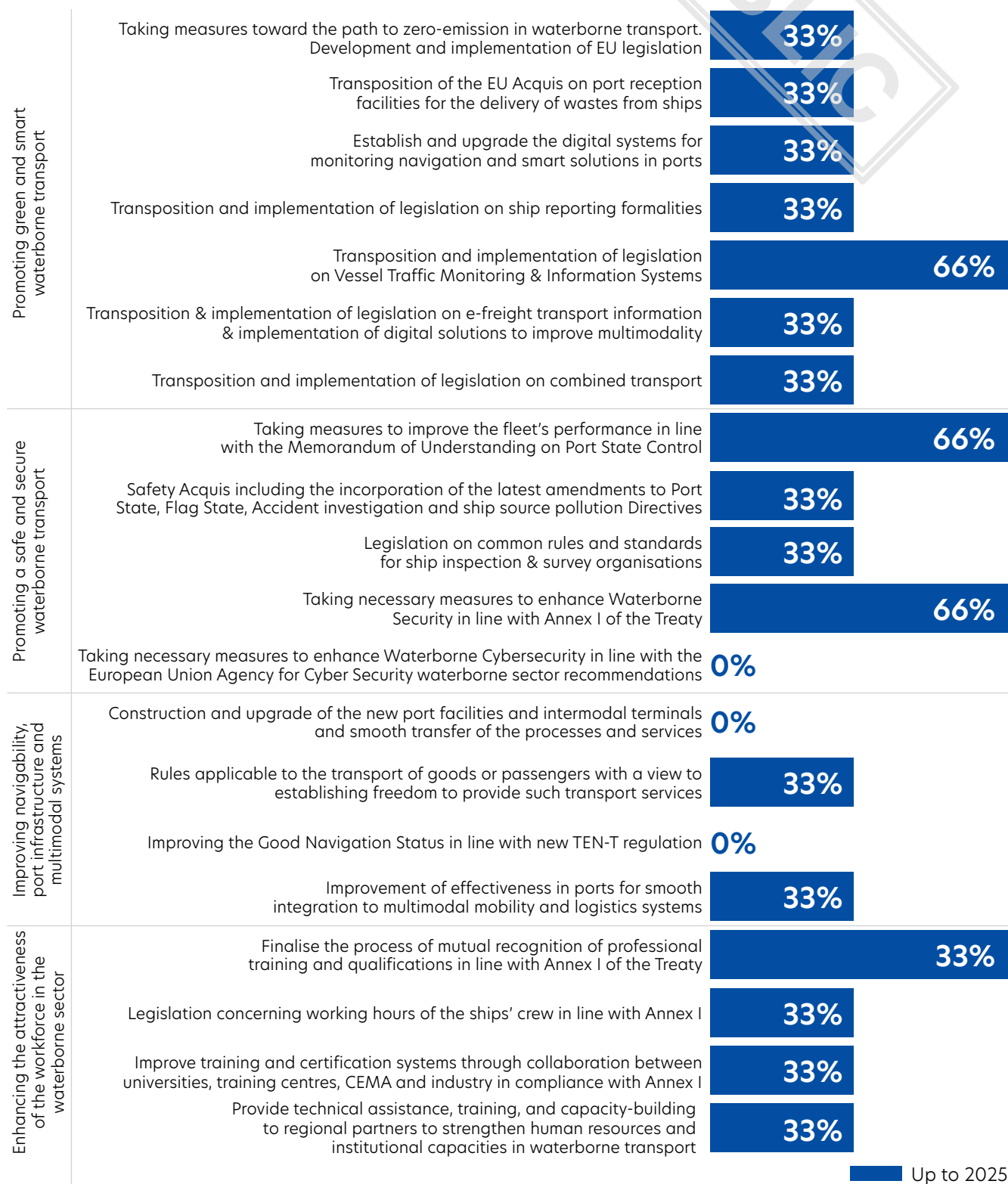


Figure 143. Montenegro progress in Next Generation Action Plan for Waterborne Transport and Multimodality by measure.

Overall Progress

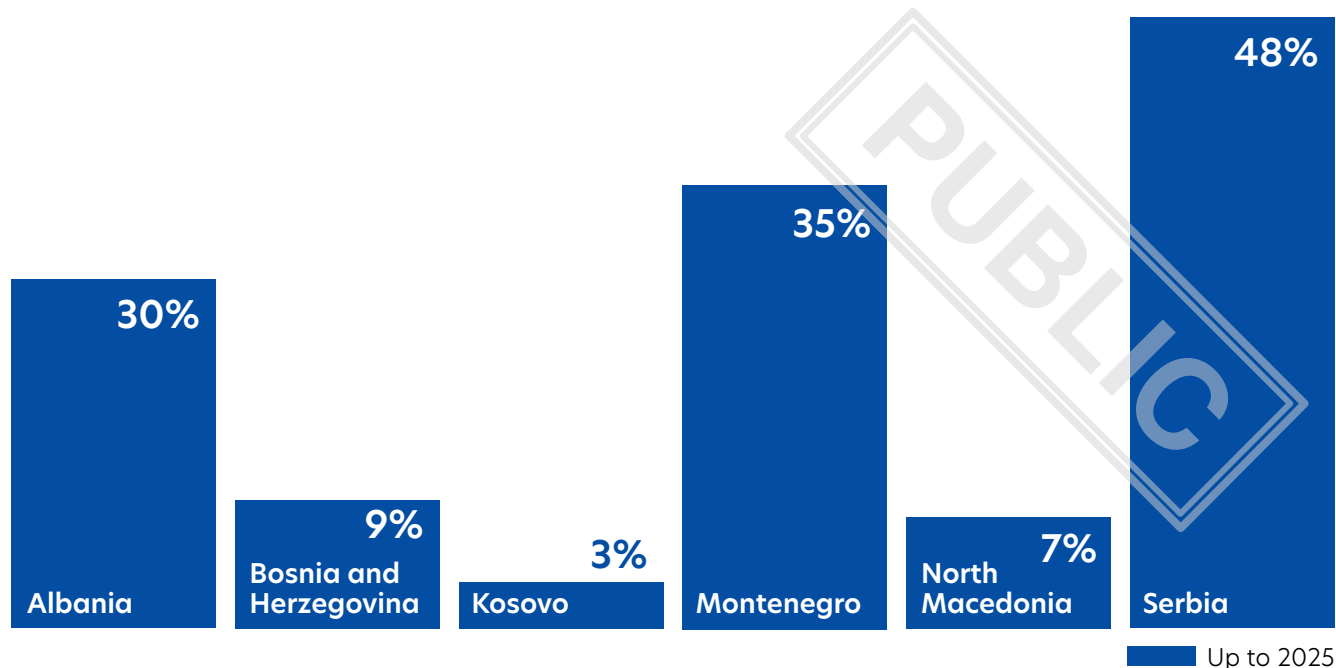


Figure 144. Overall progress in Next Generation Action Plan for Waterborne Transport and Multimodality

2.4.6 Social Issues and Passenger Rights

Overall Summary

Montenegro is making a steady progress towards implementing the measures outlined in the Action Plan for the Implementation of the EU Acquis in the area of Social Issues and Passenger Rights in Transport, achieving an overall implementation rate 46 % in aligning its national legislation with the EU Acquis, as defined within the ANNEX of the Transport Community Treaty (TCT).

Key achievements during the reporting period include the preparation of a new law, which has already been submitted to the European Commission for its opinion and is expected to be adopted by the end of the year. Once adopted, Montenegro will achieve full compliance with the relevant EU acquis, including Regulation (EC) No 561/2006 on driving times and rest periods, Directive 2002/15/EC on the organisation of working time, Regulation (EU) No 165/2014 on tachographs, Directive 2006/22/EC on minimum enforcement conditions, Regulation (EU) 2020/1054 on driving and rest requirements and tachograph positioning, and Regulation (EU) 2024/1258 on occasional passenger transport and cross-border enforcement of tachograph rules. This represents a significant step forward in harmonising Montenegro's legal framework with EU standards, ensuring improved enforcement, enhanced road safety and greater alignment with EU transport policies.

Progress by Measures

Workers' Fundamental Rights

II Rail 100% ↑ Road 72%

Road driving time/rest periods: Montenegro has made solid progress in aligning with EU regulations on workers' rights, particularly in the rail sector. Full transposition of Directives 2003/88/EC and 2005/47/EC has been achieved, ensuring compliance with EU standards on working time and safety. In the road sector, Regulation (EC) No 561/2006 is fully implemented. Work is ongoing on Regulation (EU) 2020/1054, with a draft law currently under preparation: Montenegro expects to adopt the law by 2026.

There is no progress within the reporting period.

Montenegro: Road driving time/rest periods

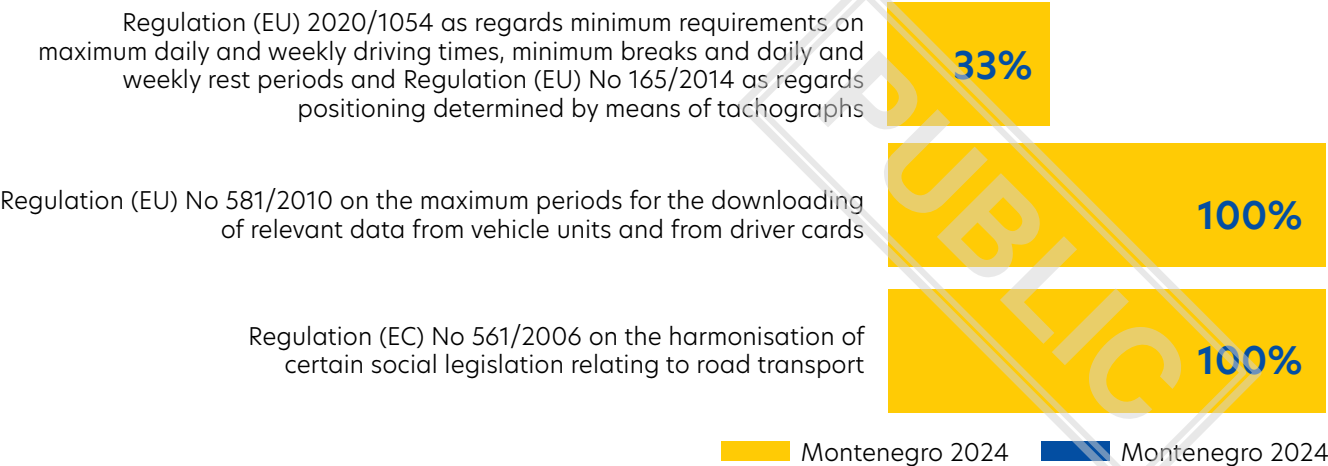


Figure 145. Road driving time/rest periods

Tachographs

II 50%

Although Montenegro has partially implemented Regulation (EU) No 165/2014 on tachographs, there is a significant delay in transposing subsequent regulations on smart tachographs. A draft law has been prepared, and the regulation is partly implemented through the existing Law on Tachographs. With the adoption of the new law, planned for 2026, Montenegro will achieve full transposition of the regulations.

No further progress has been reported during the reporting period.

Montenegro: Tachograph

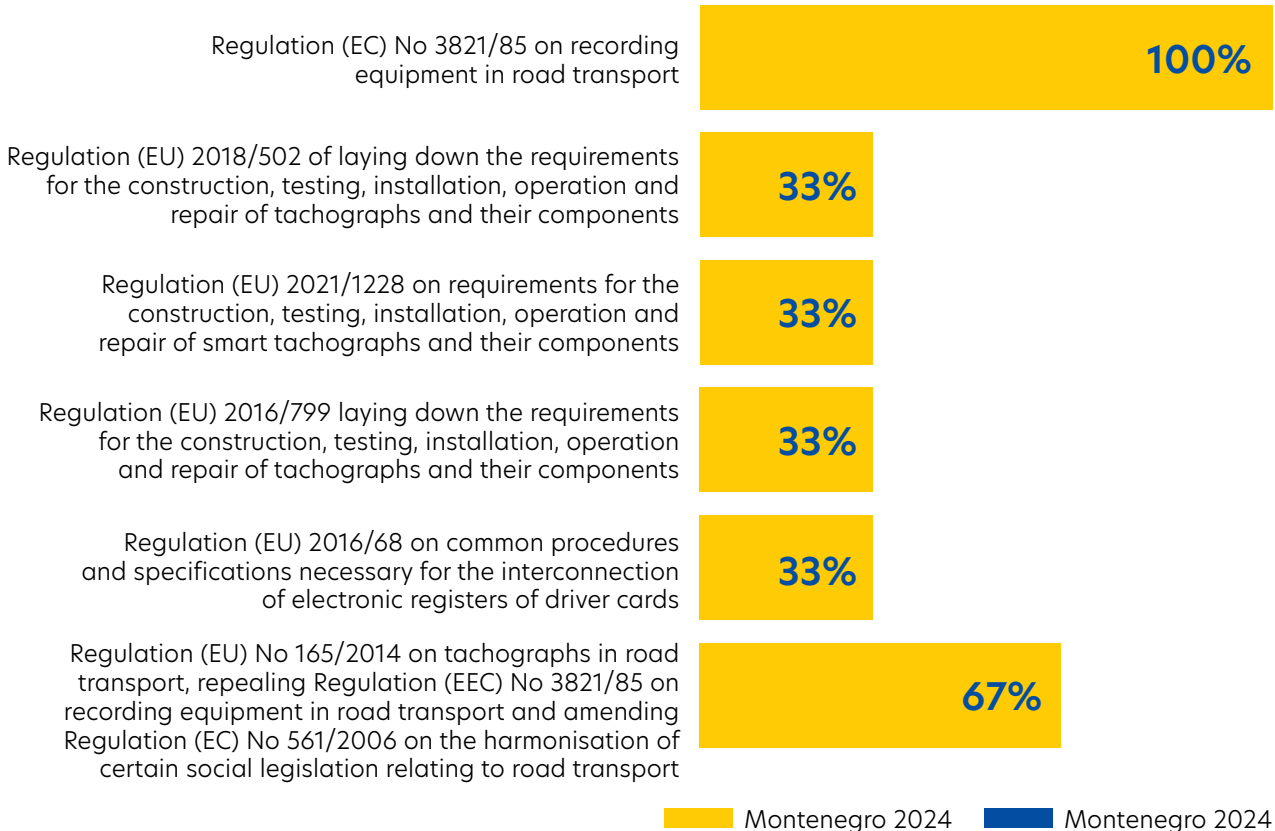


Figure 146. Tachograph

Enforcement of Social Legislation

50%

In 2026, the TCT Secretariat plans to undertake a study that will deliver an inventory of rest areas and SSTPAs along the TEN-T network (including border cross points) in the Western Balkans. The study supports the implementation Regulation (EU) 2024/1679 of the European Parliament and of the Council of June 13, 2024, on Union guidelines for the development of the trans-European transport network, amending Regulations (EU) 2021/1153 and (EU) No 913/2010 and repealing Regulation (EU) No 1315/2013. It will assess compliance with EU safety, security and service standards, identify critical gaps, evaluate future demand and provide policy and investment recommendations for infrastructure upgrades.

Only Directive 2006/22/EC have been fully transposed into Montenegrin legislation, Directive (EU) 2020/1057 is has not been transposed and no progress has been reported during the reporting period.

Equality in Transport

(measure related to the public campaigns and awareness, not scored)

Montenegro was encouraged to join the Platform for Change - Women in Transport during several meetings and activities.

Passenger Rights

II 67%

No progress has been recorded during the reporting period.

Montenegro: Passenger Rights

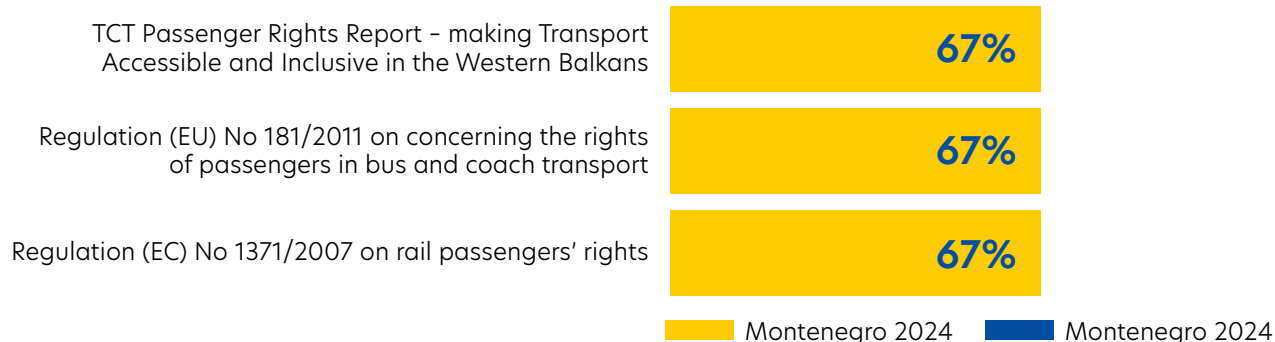


Figure 147. Passenger rights

Overall Progress -Social Issues and Passenger rights action plan

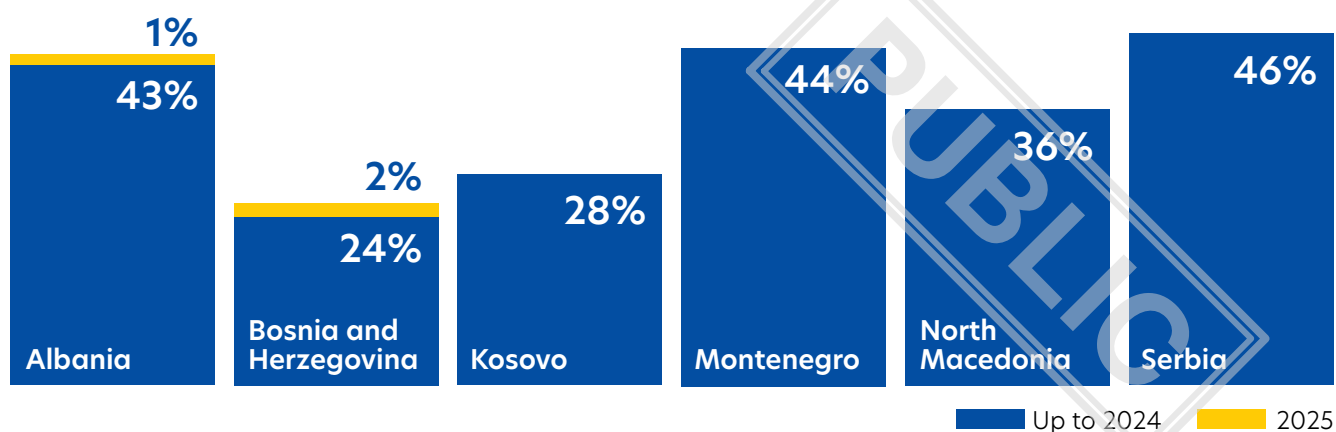


Figure 148. Overall Progress

Recommendations:

- Develop a Roadmap based on the Study for Strengthening the Regulatory Framework for Passenger Rights in the Western Balkans. Montenegro should adopt this roadmap as a guiding document for the transposition of EU passenger rights regulations.
- Enhance roadside inspections and enforcement of social legislation in road transport to ensure compliance with driving time and rest period regulations.
- Commit to the Declaration on Equal Opportunities for Women in Transport and develop initiatives to encourage women's participation in the transport sector.
- Ensure compliance with Regulation (EU) 2022/1012 concerning the safety and security of parking areas, alongside improved monitoring systems for vehicle rest areas.

2.5

North Macedonia



2.5 North Macedonia

2.5.1 Rail

Overall Summary

In September 2024, North Macedonia amended the Railway System Law, closing the market again to third parties until its EU accession, after it had been open for several months. Progress is visible in the modernisation and maintenance of the railway infrastructure. North Macedonia achieved steady progress, reaching 62%.

Progress by Measures

Rail Market Opening

67%

In 2023, North Macedonia addressed breaches of the Treaty by adopting changes to the Railway Law. At that time, the domestic rail market was opened for third parties under conditions defined by the Railway Law.

However, with the latest changes made at the end of 2024, the rail market is now closed for third parties until North Macedonia joins the EU.

The Network Statement for Railway Infrastructure was published in September 2024, covering the period from 15 December 2024 to 13 December 2025. The Infrastructure Manager prepares a Network Statement annually, which is accessible on the IM's website. During the preparation of the Network Statement, service facilities for terminals are also published.

A multi-annual contract was concluded and signed on April 19, 2025, between the infrastructure manager and the Government, represented by the Ministry of Transport. The contract will provide incentives to reduce the costs related to construction, reconstruction, renewal and maintenance of both existing and new railway infrastructure. Each year, financial resources are allocated in the budget, and the Infrastructure Manager prepares an Annual Program to implement these funds.

According to the Railway Law, a public service compensation contract for passenger transport is concluded between the Government and the national railway operator for a period of five years.

Each year, funds are allocated in the Ministry of Transport's budget to compensate for some losses incurred while providing public passenger services. Once the budget for the current year is adopted, the Government, upon the proposal of the Ministry of Transport, adopts a decision on determining a public interest service in passenger railway transport, which is published in the Official Gazette.

Following the adoption of a decision, a contract is concluded between the Government of the North Macedonia, represented by the Ministry of Transport, and the Railways of the North Macedonia Transport AD Skopje.

North Macedonia: Rail Market Opening

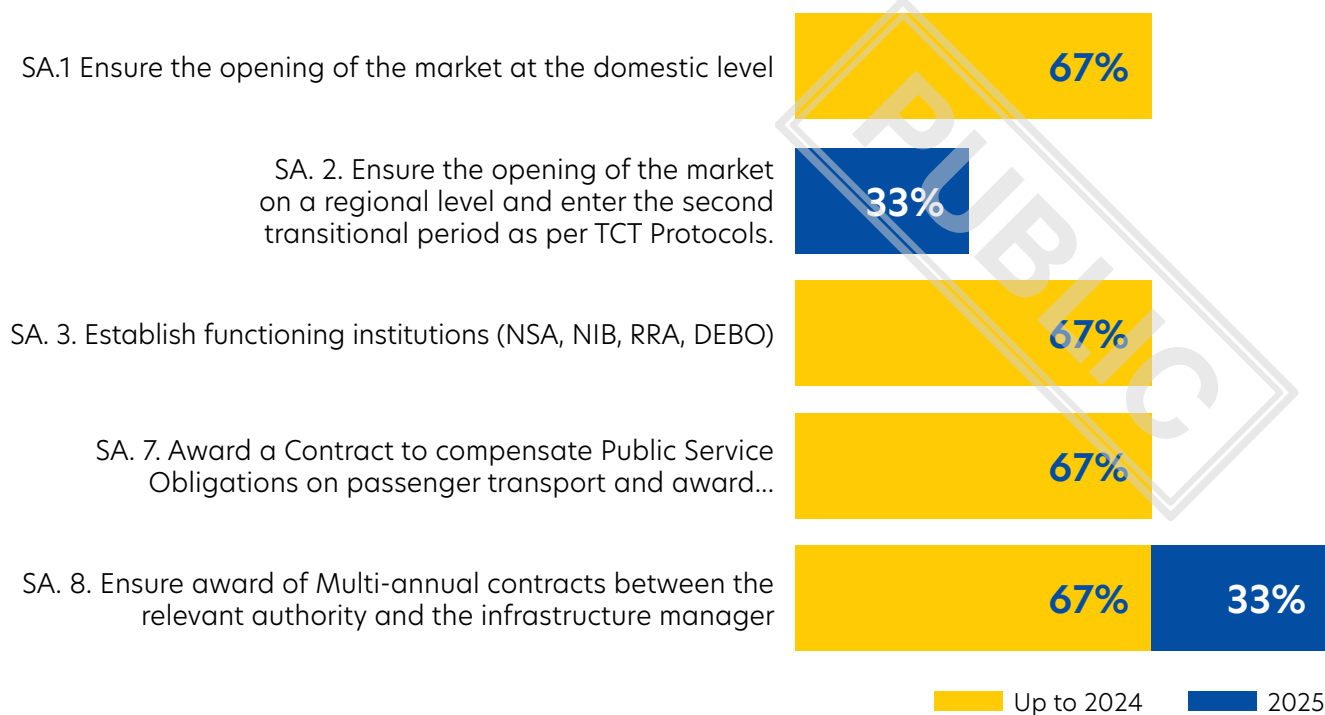


Figure 149. Rail market opening

Train Driver Licencing

67%

The laws in the railway sector require that each locomotive driver meet specific conditions to operate a railway vehicle. This includes holding a valid permit and a certificate verifying knowledge of railway infrastructure and railway vehicles. The Railway Safety Authority issues the permit, and the procedure for obtaining the permit is published on its website.

The railway operator and the infrastructure manager define their procedures for issuing and updating certificates as part of their safety management systems. They also establish appeal as well as procedures, allowing locomotive drivers to request a review of the decision regarding the issuance, updating, revocation or withdrawal of certificates.

According to the Law on Safety in the Railway System, provisions the form, content and templates for licenses and certificates are prescribed in the applicable by-laws.

North Macedonia: Train Driver Licencing

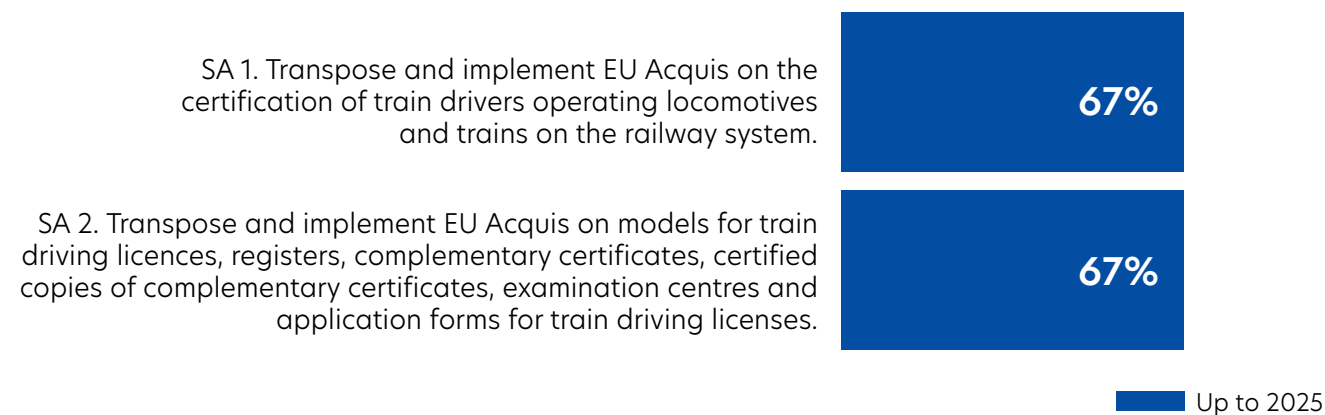


Figure 150. Train Driver Licencing

The Law on Interoperability in the railway system is aligned with the Third Railway Package.

Under the current Law on Railways, train driving licenses from EU Member States and other authorities are recognised; however, safety certificates and vehicle permits are only acknowledged for EU Member States.

Regarding the Technical Specifications of Interoperability, TSI are not yet fully implemented. Nevertheless, current construction, reconstruction, modernisation projects on the Corridor X and Corridor VIII, as well as the procurement of new vehicles, are carried out in compliance with the respective TSIs. According to the Law on Interoperability of the Railway System, the NSA is responsible for finalising the implementation of TSIs.

Further efforts are required to publish the TSIs, continue transposing the 4th Railway Package and establish the Electronic Vehicle Register. In 2024, the TCT Secretariat and ERA organised training on the EVR system, covering data collection, structure, usage and further access to the European EVR System. This structure will enable North Macedonia to systematically collect the necessary data.

No progress has been reported during the reported period.

North Macedonia: Interoperability

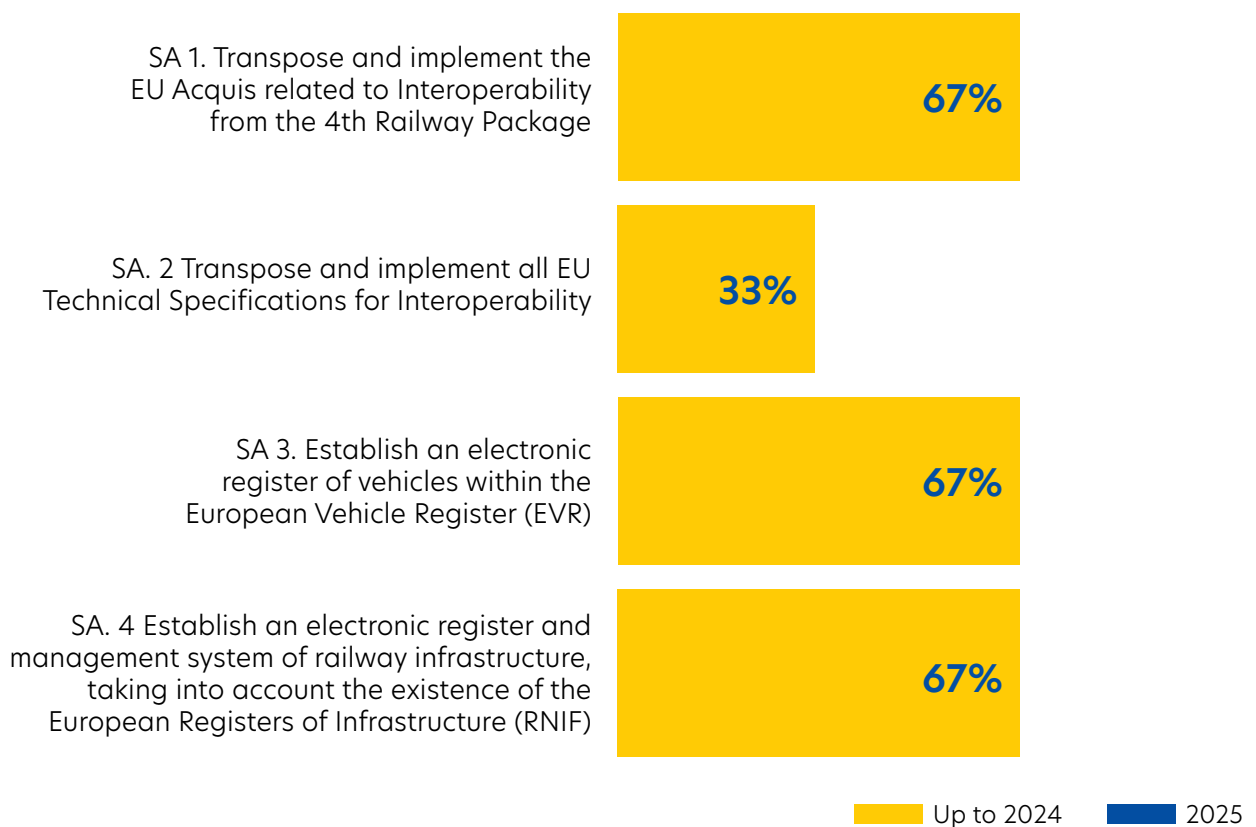


Figure 151. Interoperability

Railway Safety

67%

The current Law on the Railway System recognises permits from other countries, including locomotive drives permits and permits for performing public railway transport. However, further alignment with relevant regulations is still required.

Passenger and freight railway transport is performed by the railway undertaking "Railways of the Republic of North Macedonia Transport AD-Skopje", which holds a Safety Certificate for public transport operations, confirming that a safety management system is in place. A Safety Management System and corresponding certificate is also in place for the Infrastructure Manager.

North Macedonia: Railway Safety

SA 1. The legislative, regulatory or other activities to achieve mutual recognition at the regional level of operating licenses, train driver licenses, safety certificates, and vehicle authorisation

67%

SA 2. Safety Management System implemented

100%

SA 3. Entity in charge of vehicle maintenance, certified maintenance workshops

67%

Clean-up of national rules

33%

Up to 2024 2025

Figure 152. Railway Safety

Modernisation of Rail Network Infrastructure

78%

The Infrastructure Manager has already established the Railway Infrastructure Asset Management System. This system must be assessed to determine its compliance with the current requirements and legislation, and to identify whether any upgrades or extensions are needed.

The National Program for the Development of Railway Infrastructure for the period 2025-2029 was adopted by the Government of North Macedonia. This document is primarily based on the Next Generation Railway Action Plan. The program was published in the Official Gazette No.51 on 6 March 2025.

The implementation of the National Program will align with the activities outlined in the Next Generation Railway Action Plan, in accordance with the Treaty. These two documents are complementary and are expected to provide additional motivation to institutions in the railway sector, while enhancing North Macedonia's readiness for negotiations with the European Union.

Regarding the improvement of safety at level crossings, an application for a WBIF investment grant is planned to be submitted under the call announced for December 2025. Following the selection of the lead IFI for this Project, the tender dossier is expected to be prepared in the first half of 2026.

North Macedonia: Modernisation of Rail Network Infrastructure

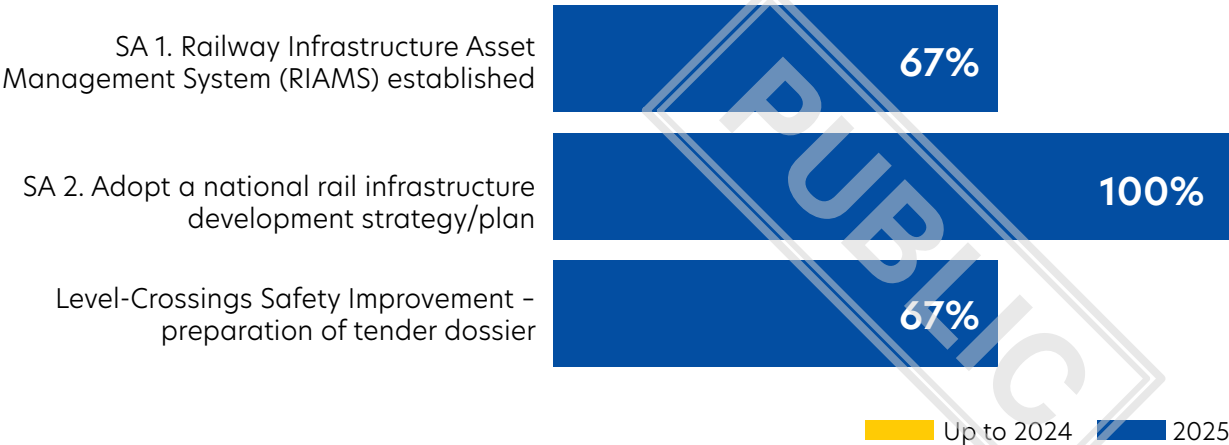


Figure 153. Modernisation of Rail Network Infrastructure

Cooperation with the Region

67%

All Regional Partners have expressed readiness and willingness to contribute to the establishment of a Network of National Investigation Bodies (NIBs), National Safety Authorities (NSAs) and Railway Regulatory Authorities (RRAs). Since the institutional framework is not yet fully established in all Regional Partners, the creation of such networks will support them in achieving this objective.

In May 2025, all NIBs, NSA and RRAs from the Western Balkans signed a Memorandum of Understanding to formally establish the Regional Network of Safety Authorities, Investigation Bodies and Railway Regulatory Bodies.

North Macedonia: Cooperation with the Region

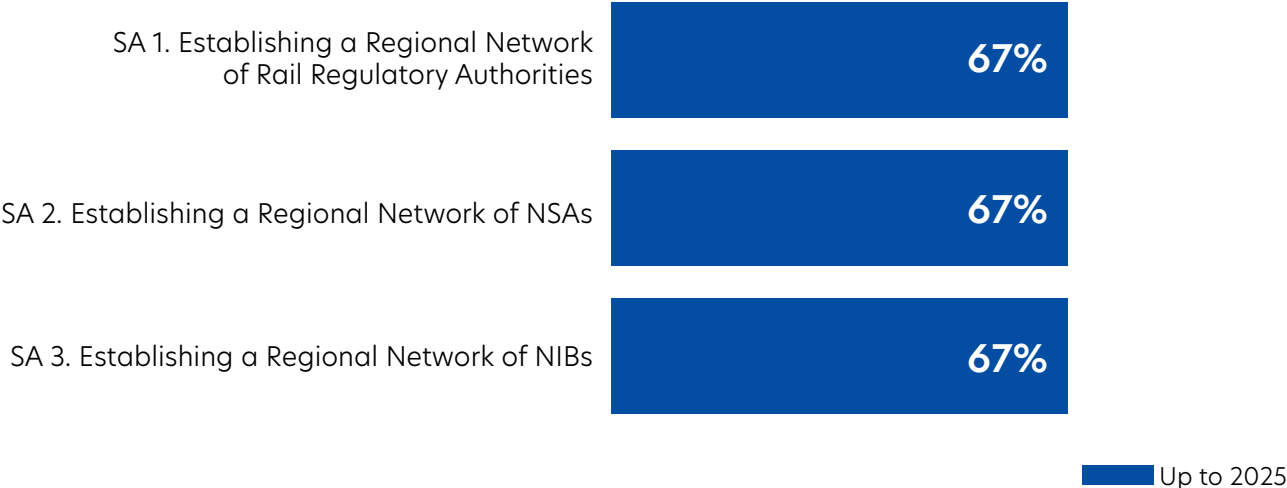


Figure 154. Cooperation with the Region

Sustainable and Multimodal Measures

33%

The listed measures focus on advancing digitalisation and e-freight capabilities through legislation aligned with the EU Acquis. Additionally, efforts target promoting multimodality by preparing and approving action plans for developing a network of multimodal freight terminals. Enhancing resilience and sustainability in the rail sector is also a key priority.

e-freight: In late 2024, DG ENEST, in coordination with the TCT Secretariat, launched the EU4Digital initiative, co-funded by the EU and Germany's BMZ, with one of its three core components dedicated to e-freight. The programme aims to accelerate digital transformation in the Western Balkans by improving digital infrastructure, enabling cross-border services and supporting business digitalisation. North Macedonia is actively participating in this Initiative.

Multimodality: The TEN-T Regulation extension to the Western Balkans clearly defines the Core and Comprehensive networks for roads, railway and ports; however, multimodal terminals remain underdeveloped. The TCT Secretariat, together with Regional Partners, identified barriers to multimodality, conducted a market and prospective analysis and drafted an action plan for a cohesive multimodal freight terminal network. Deliverables included surveys, analyses, a digitalisation report and institutional capacity-building activities. Nine key multimodal rail-road terminals were identified and agreed upon with Regional Partners for potential inclusion in TEN-T Regulation. Specifically, for North Macedonia, one terminal has been identified.

Resilience: On March 27-28, 2025, the Transport Community Secretariat and Deutsche Bahn organised the 7th Railway Infrastructure Managers Network meeting in Frankfurt, alongside a dedicated workshop on railway infrastructure resilience. The workshop addressed climate change challenges and explored the development of a resilience addendum to the regional rail MoU.

North Macedonia: Sustainable and multimodal measures

SA 1. Adopt relevant legislation to align with the regulation on electronic freight transport information (eFTI)

33%

SA 2. Pilot eFTI platform 0%

SA 3. Preparation and approval of an action plan for the development of a multimodal freight terminal network developed under TCT TA on multimodality

67%

SA 4. Build and strengthen institutional capacities for infrastructure risk assessments, resilience planning and mainstreaming of climate adaptation measures across infrastructure sectors

33%

Up to 2025

Figure 155. Sustainable and multimodal measures

North Macedonia

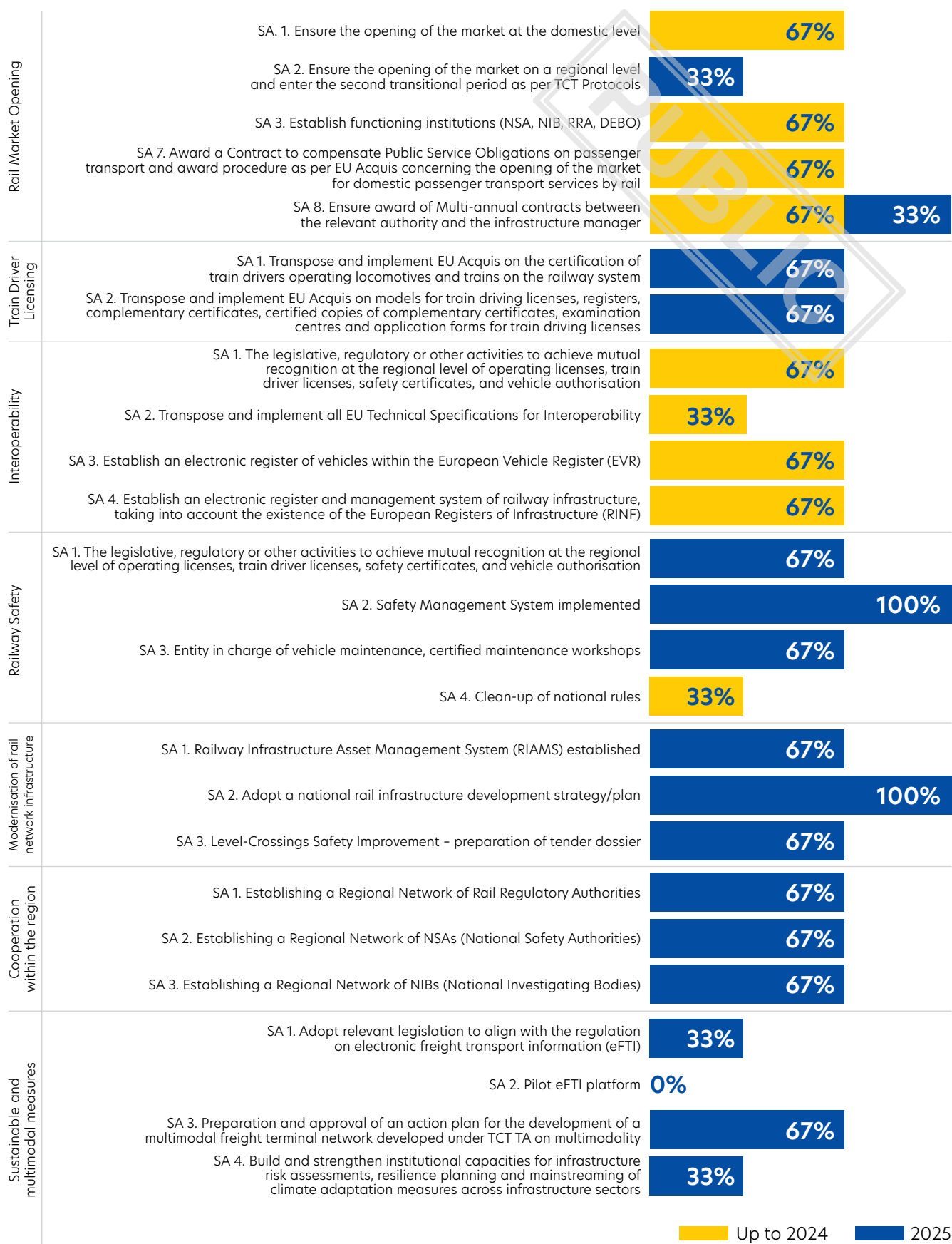


Figure 156. Next Generation Rail Action plan by measures

Overall Progress

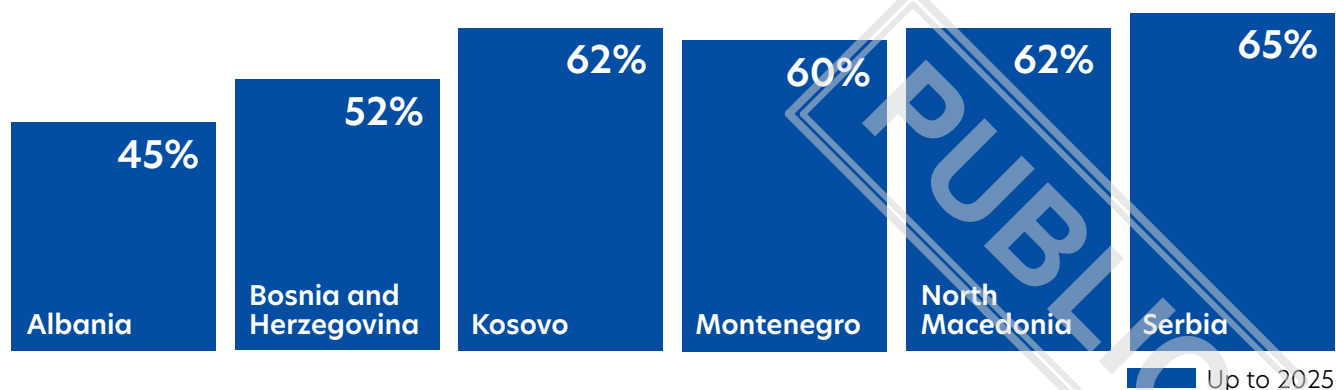


Figure 157. Overall Progress of the Next Generation Rail Action Plan

Recommendations:

- The domestic Rail Market should be reopened to third parties, requiring changes to the Railway System Law.
- North Macedonia should prioritise adopting the new Railway Safety and Interoperability Law and ensure the publication of the TSIs.
- Efforts should be made to establish a National Investigation Body.

2.5.2 Road

Overall Summary

North Macedonia is making moderate progress in implementing the measures outlined in Next Generation of Road Action Plan, achieving an overall implementation rate of 52%. However, no progress has been made on measures carried over from the previous Road Action Plan.

North Macedonia is preparing a 10-year strategy for the development and maintenance of state roads, with adoption expected by end-2025. PESR conducts regular road condition surveys and has implemented a Bridge Management System within its RAMS, although full staffing remains a challenge, and funding constraints affect the Infrastructure Manager implementation. The tender for ITS deployment on Corridor X is scheduled to be launched in autumn 2025.

Progress by Measures

Establishing a Functioning and Efficient Road Maintenance System

67%

A ten-year Strategy for the Development and Maintenance of the State Roads is currently being prepared. Based on the goals and core objectives set out in this Strategy, a corresponding five-year plan will be developed and implemented by the Public Enterprise for State Roads (PESR). The Strategy is expected to be adopted by the National Assembly by the end of 2025.

PESR conducts regular road condition surveys and has established a Bridge Management System as part of its Road Asset Management System (RAMS). Recent International Roughness Index (IRI) and International Road Assessment Programme (iRAP) surveys have identified a funding gap that may hinder the implementation of all necessary interventions. Consequently, priority is being given to primary

transport routes. To improve road condition surveys and enhance data collection, two new vehicles - a deflectometer and a profilometer - have been procured. At the same time, a new Decision on Road Tax is being prepared to ensure compliance with EU Directives and UN standards for vehicle categorisation. Additionally, plans are underway to introduce toll charging for heavy vehicles on express and national roads, with a consultant to be engaged to carry out a feasibility study and prepare an implementation plan for the tolling system.

The establishment of a fully staffed RAMS unit remains an ongoing challenge.

North Macedonia: Road Maintenance Progress

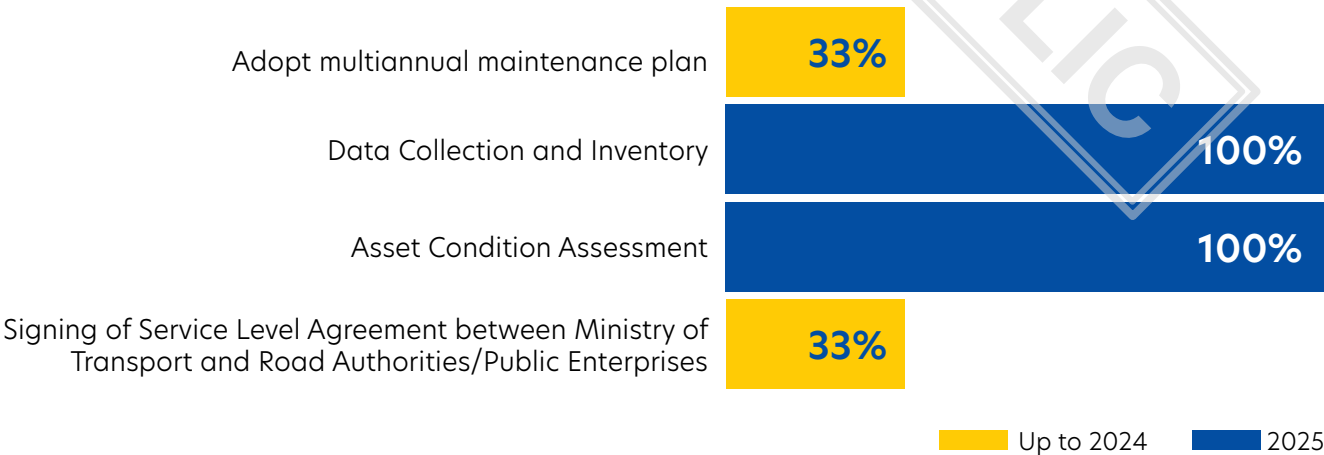


Figure 158. Road maintenance - North Macedonia

ITS Deployment on Core/Comprehensive Road Networks

20%

ITS Directive will be transposed into the law for Public Roads, supported by the ongoing Support for *Policy Reform, Accession and Effectiveness* (SUPRAE) project. A working group is overseeing the transposition, with completion expected by the end of 2025.

The tender procedure for ITS deployment on Corridor X is also expected to be launched by the end of 2025.

PESR is working on signing toll interoperability agreements with Montenegro and Croatia in the coming period.

North Macedonia: ITS Deployment Progress

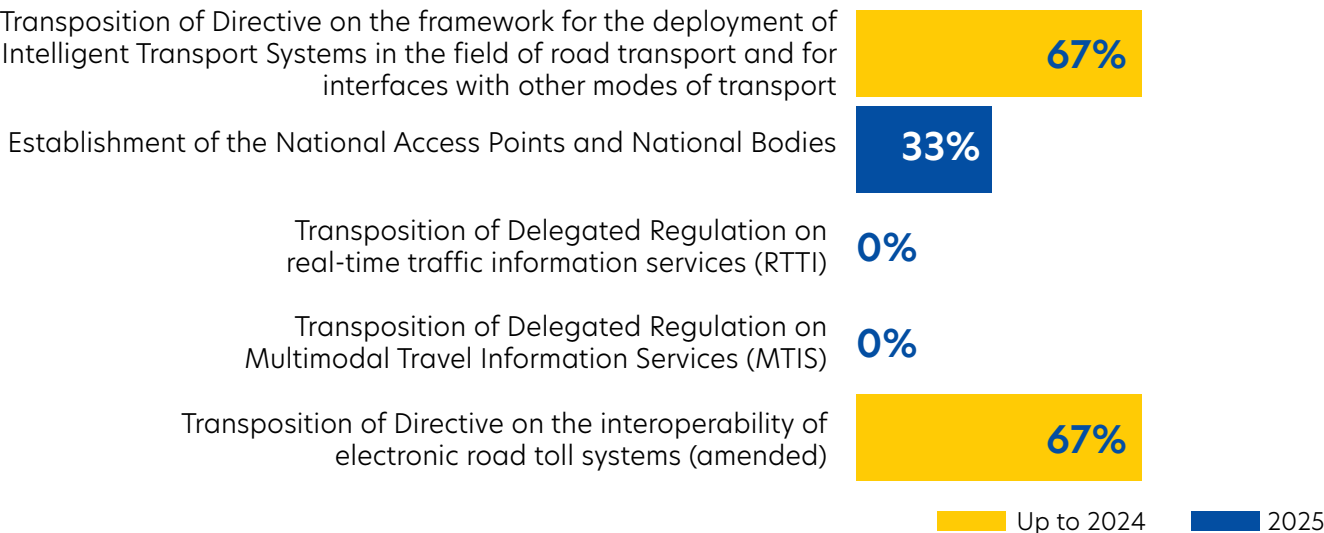


Figure 159. ITS Deployment - North Macedonia

Enhancing Road transport Climate Resilience and Use of Alternative Fuels

22%

No significant progress has been reported regarding the implementation of these measures. A study on the deployment of e-charging stations has been launched, with the consultant selection process currently in its final phase.

To support progress in the transposition and implementation of the AFIR Regulation 1679/2024 across the region, the Transport Community Permanent Secretariat will launch and award a technical assistance project by the end of 2025.

North Macedonia: Climate Resilience and Alternative Fuels Progress

Adopt European Commission Technical Guidance on the climate-proofing of infrastructure in the period 2021-2027 (2021/C 373/01) 0%

Adopt the Resilience Action Plan for Road Core/ Comprehensive Network 67%

Undertake risk-based vulnerability interventions for the most vulnerable sections of the indicative extension of Core/ Comprehensive TEN-T Networks in Western Balkans 33%

Transposition of Alternative Fuel Infrastructure Regulation (AFIR) 0%

Adopt the National policy frameworks for deployment of e-charging stations meeting the AFIR targets in the Road Core/ Comprehensive network and the AFIR fleet-based targets 0%

Deploy e-charging stations on the Road e-Core/ Comprehensive network meeting the AFIR requirements 33%

Up to 2024 2025

Figure 160. Climate Resilience and Alternative Fuels - North Macedonia

Recommendations

- Finalise and adopt the 10-year Strategy for the Development and Maintenance of State Roads by end-2025.
- Ensure the timely development and implementation of the corresponding five-year road maintenance plan by PESR.
- Strengthen the RAMS unit by addressing staffing gaps and ensuring full operational capacity.
- Accelerate the transposition of the ITS Directive 2661/2023, including necessary legislative amendments.
- Proceed with the signing of toll interoperability agreements with Montenegro and Croatia.

North Macedonia: Overall progress

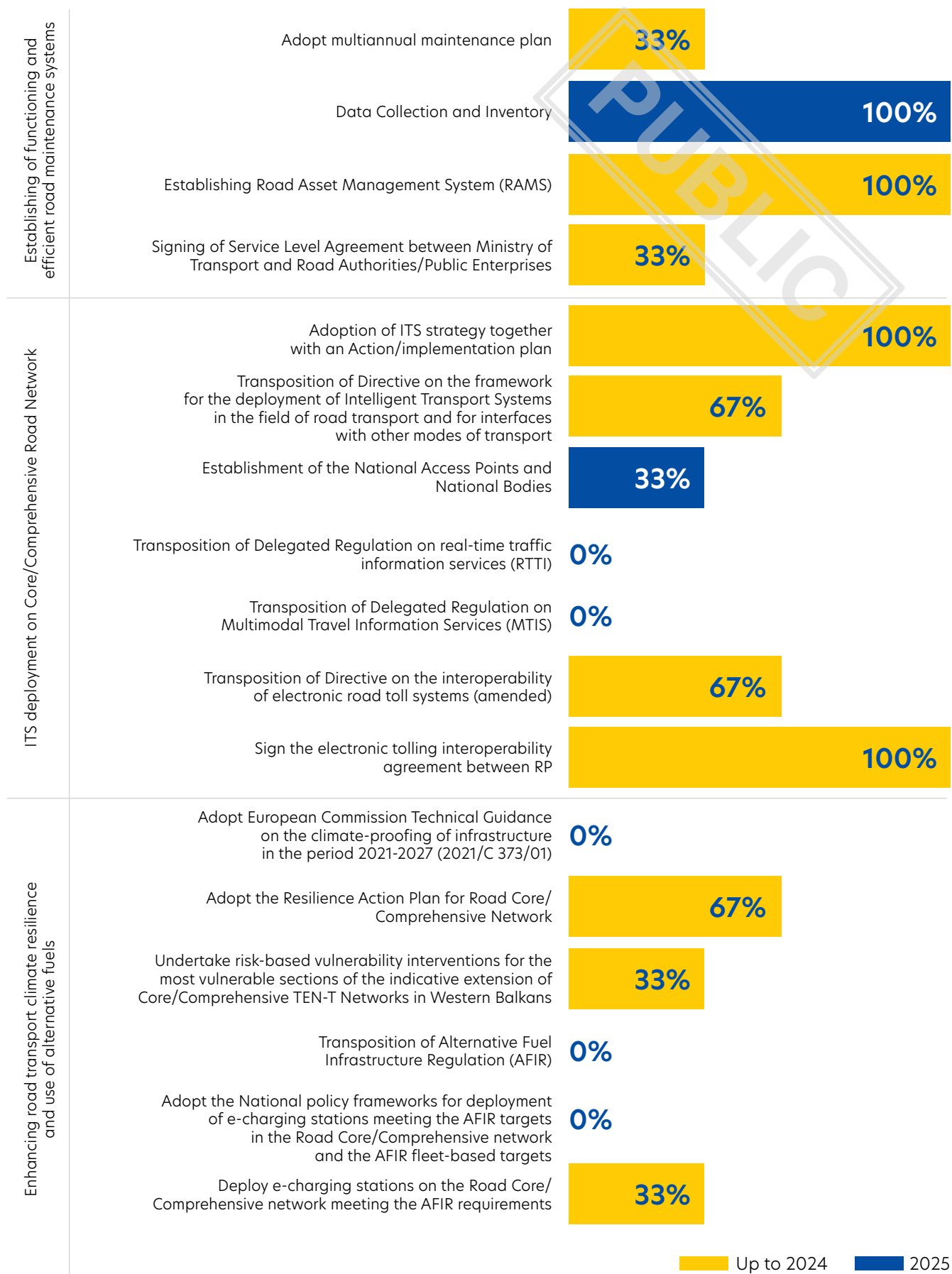


Figure 161. Road action plan progress by measures - North Macedonia

Next generation Road action plan - Overall progress

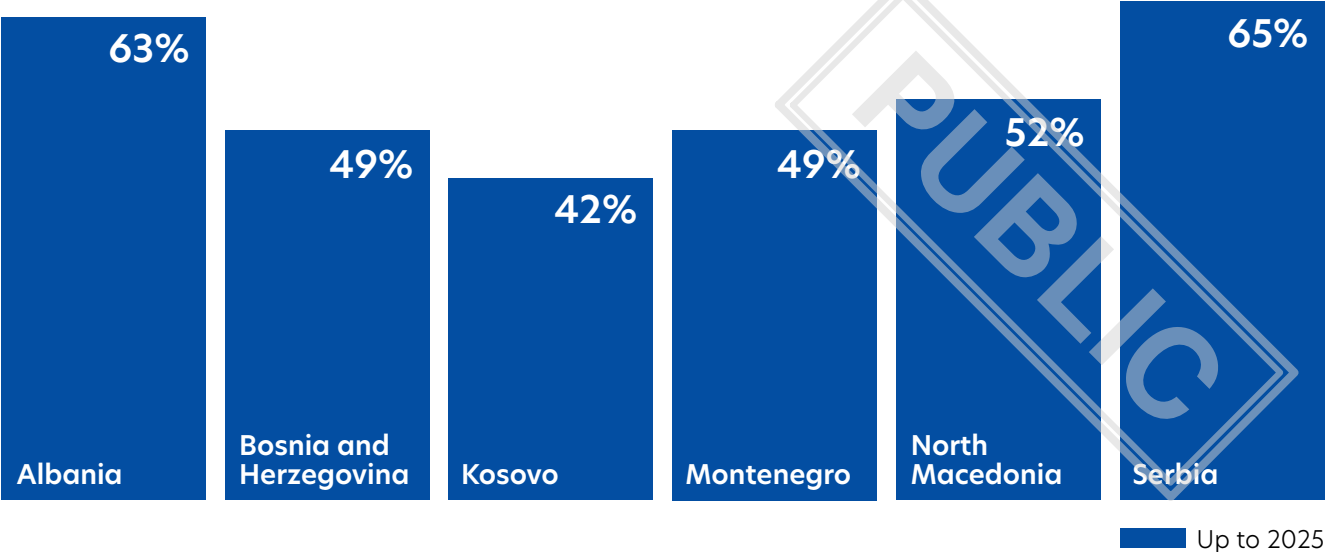


Figure 162. Road Action Plan Overall Progress

2.5.3 Road Safety

Overall Summary

The overall progress in implementing the Road Safety Action Plan is 44%. While a dedicated road safety agency has not yet been established, government discussions and funding for traffic police and inspection units are ongoing. The working group for the new draft Road Safety Strategy is operational. The new “Safe City” system will automate the detection of traffic violations starting in January 2026. North Macedonia is actively modernising its road infrastructure.

During the reporting period, North Macedonia recorded the highest increase in road fatalities, rising by 11.8% from 127 to 142, moving further away from the agreed-upon road safety goals.

Regional Partner	2019	2020	2021	2022	2023	2024	Goal 25% 2027	Goal 50% 2030

North Macedonia	132	125	116	124	127	↑142	99	66

Number of fatalities in 2019-2024

Progress by Pillars

Strengthening the Road Safety Management

28%

Although North Macedonia is committed to a comprehensive approach to improving road safety, addressing key challenges and aligning with European standards, aiming for Vision Zero by 2050, the coordination body is not yet operational.

No progress has been reported on the draft Law to establish a road safety agency, including defining its role and responsibilities. While the national transport strategy aims to reduce fatalities by 50% by 2030, the previous road safety strategy has expired, and a working group has been set up to draft a new strategy.

Although the national crash database is being digitised and integrated with hospital trauma records to improve analysis, no progress has been reported regarding joining the EU CARE database or introducing and implementing the MAIS3+ injury scale.

North Macedonia: Strengthening the Road Safety Management

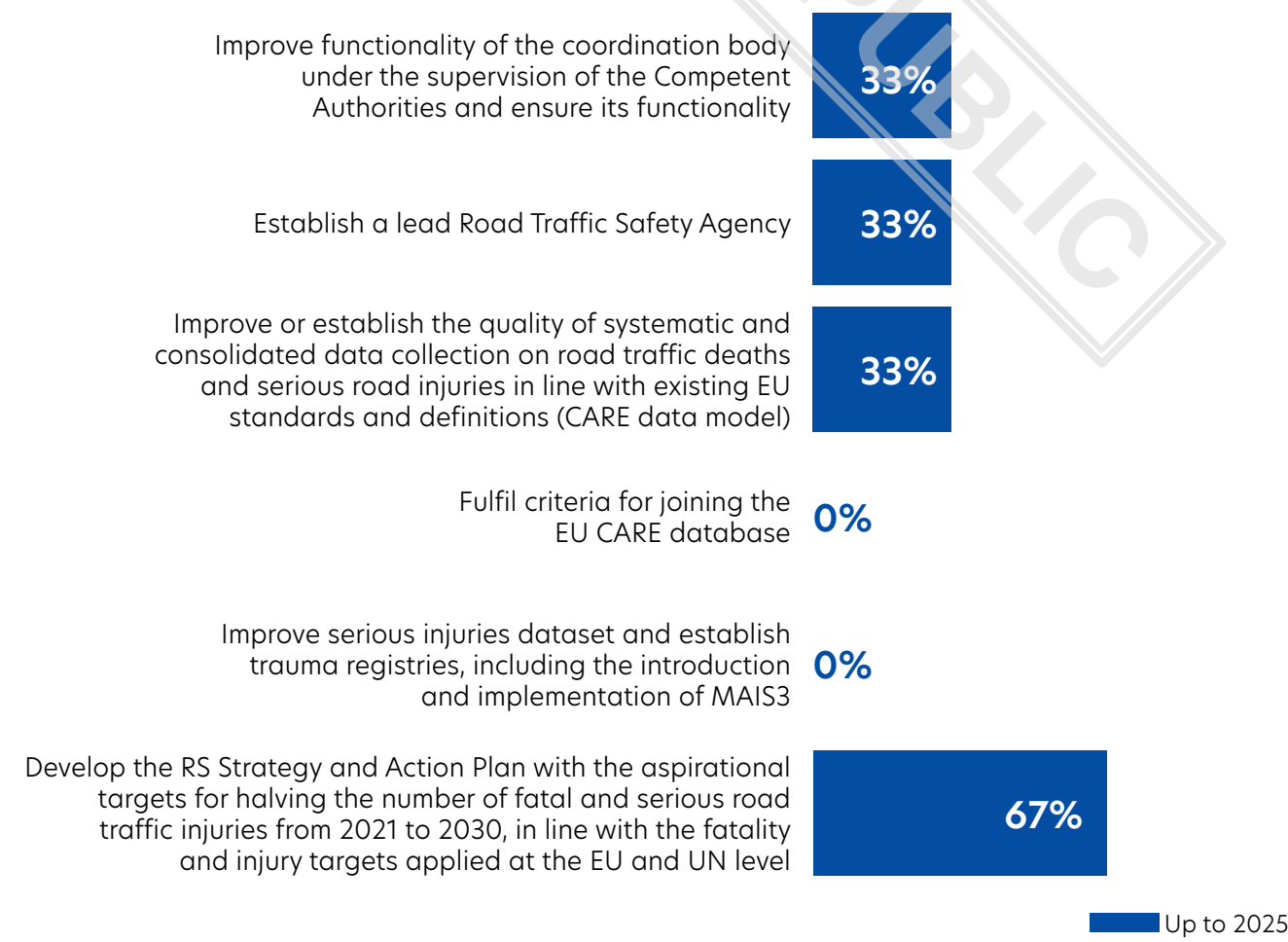


Figure 163. Strengthening the Road Safety Management - North Macedonia

Promote safer infrastructure

33%

The Road Asset Management System (RAMS) has also been expanded to incorporate road safety and climate risks, enabling data-driven risk mapping. Following the development of road-safety design audit guidelines, road safety audits and asset management are now integral to new projects. The introduction of intelligent traffic management systems in Skopje and along Corridor X is helping to reduce congestion and accident risks. A road association, in collaboration with other organisations, conducted a comprehensive assessment of Skopje’s cycling infrastructure using the CycleRAP methodology to identify areas for improvement.

The parliament also approved additional funding and staffing for traffic police and inspection units. Additionally, the Parliament’s Committee adopted ten conclusions to further enhance road safety, including accelerating the deployment of the Safe City system and strengthening oversight of driving schools and vehicle inspection centres. The implementation of the “Safe City” system is scheduled to begin on January 1, 2026.

Overall, all actions under the pillar to promote safer infrastructure have reached 33% progress.

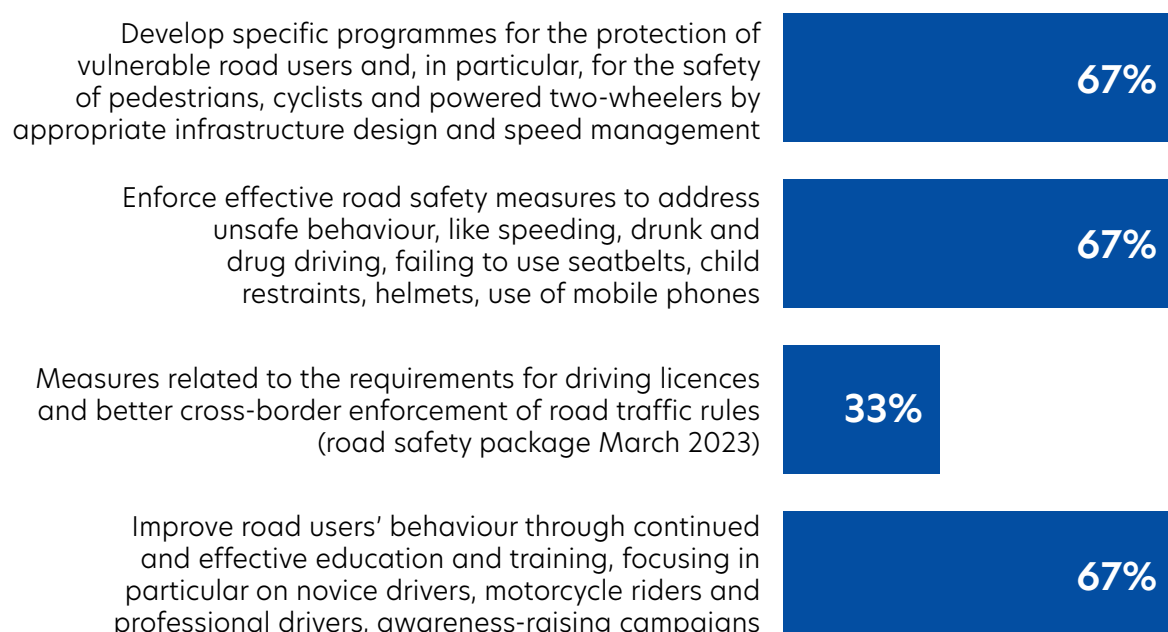
Promote the protection of Road Users

58%

Enforcement of traffic laws has been intensified, with the Ministry of Internal Affairs reporting an increase in mobile radar units and checkpoints targeting drunk driving. The new "Safe City" system will automate the detection of traffic violations. The Parliament's Committee has adopted measures to improve road safety, including stricter penalties for traffic offences.

Public awareness and education remain a priority. A nationwide seat-belt campaign was launched in early 2025. Road safety education has been integrated into primary school curricula, and awareness campaigns, particularly targeting youth and motorcyclists, have reached over 1.2 million citizens. The parliament also approved funding and staffing for traffic police and inspection units. It adopted ten conclusions to improve road safety, including accelerating the deployment of the Safe City system and strengthening oversight of driving schools and inspection centres.

North Macedonia: Promote the protection of road users



Up to 2025

Figure 164. Promote the protection of road users - North Macedonia

Promote the use of safer vehicles

33%

North Macedonia is taking steps to align its vehicle safety standards with EU and UN regulations. The parliamentary group has decided to tighten oversight of driving schools and vehicle inspection centres. Amendments to key laws, including the Law on Vehicles, are being prepared to establish a legal framework for stricter controls and safer vehicles.

The implementation of the "Safe City" system will further support these efforts by enhancing monitoring and enforcement related to vehicle compliance.

All actions in the pillar to promote the use of safer vehicles have reached 33% progress.

Enhancing regional cooperation and experience exchange

67%

North Macedonia is actively engaged in regional road safety initiatives and forums. The country continues to benefit from EU funding for infrastructure projects and collaborates with international bodies to align its road safety standards with EU regulations. In preparation for the Third Macedonian Road Congress 2025, scheduled for November 6-7, 2025, in Skopje, the event will serve as a key platform for professionals to exchange knowledge and discuss road traffic safety, as well as other critical topics related to road infrastructure.

Recommendations

- Adopt the Law on Road Safety and operationalise the Road Safety Agency.
- Finalise and adopt the draft Road Safety Strategy and its accompanying Action Plan.
- In close cooperation with the Ministries of Interior and Health, improve the road crash database, using a standardised approach to crash data collection and introducing the MAIS3+ injury scale
- Transpose the legislation from Annex 1.3 on Road Infrastructure Safety Management and road safety in tunnels.

North Macedonia: Road Safety Action Plan by measures

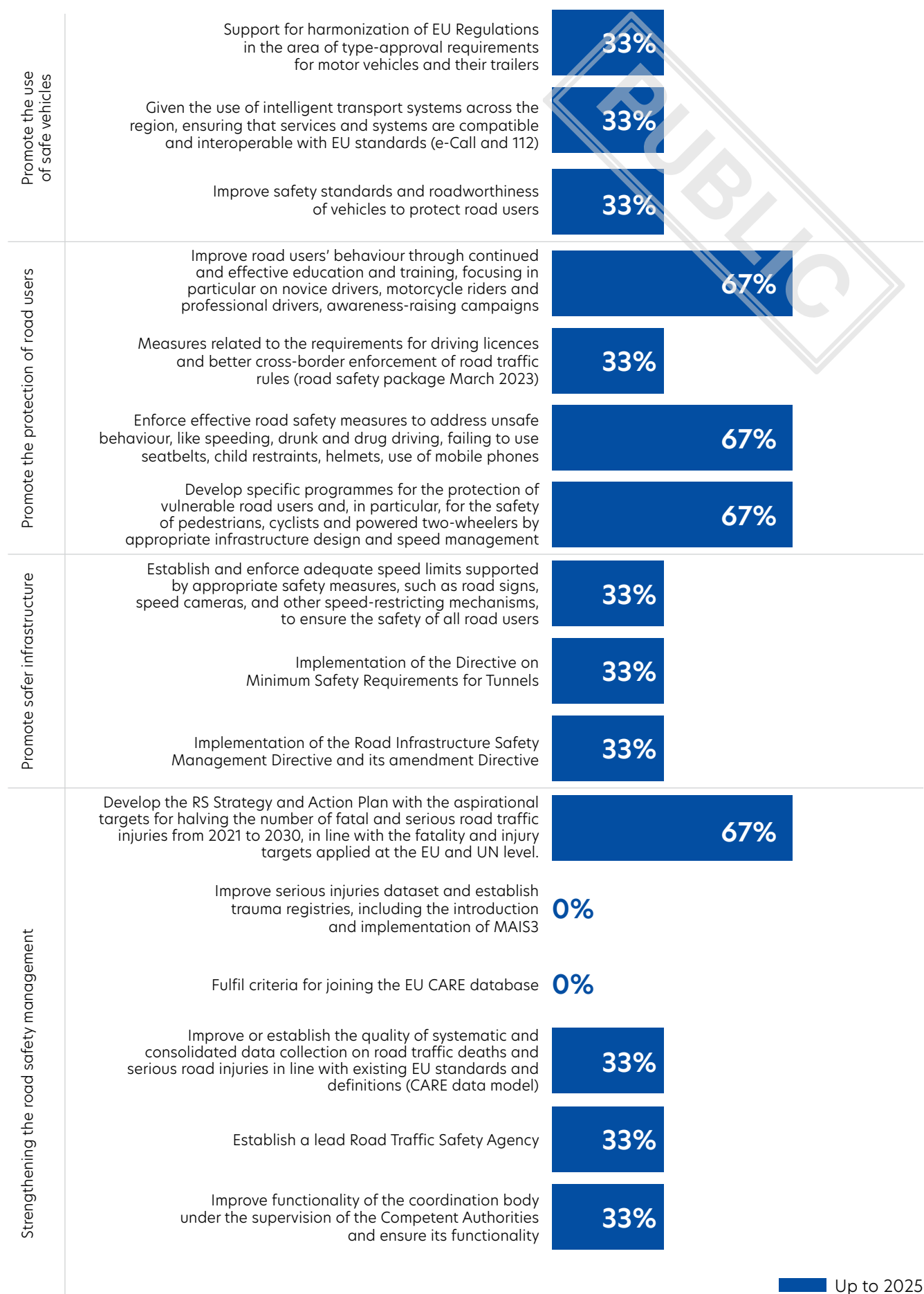


Figure 165. Road safety action plan by measures - North Macedonia

Next generation Road safety action plan - progress

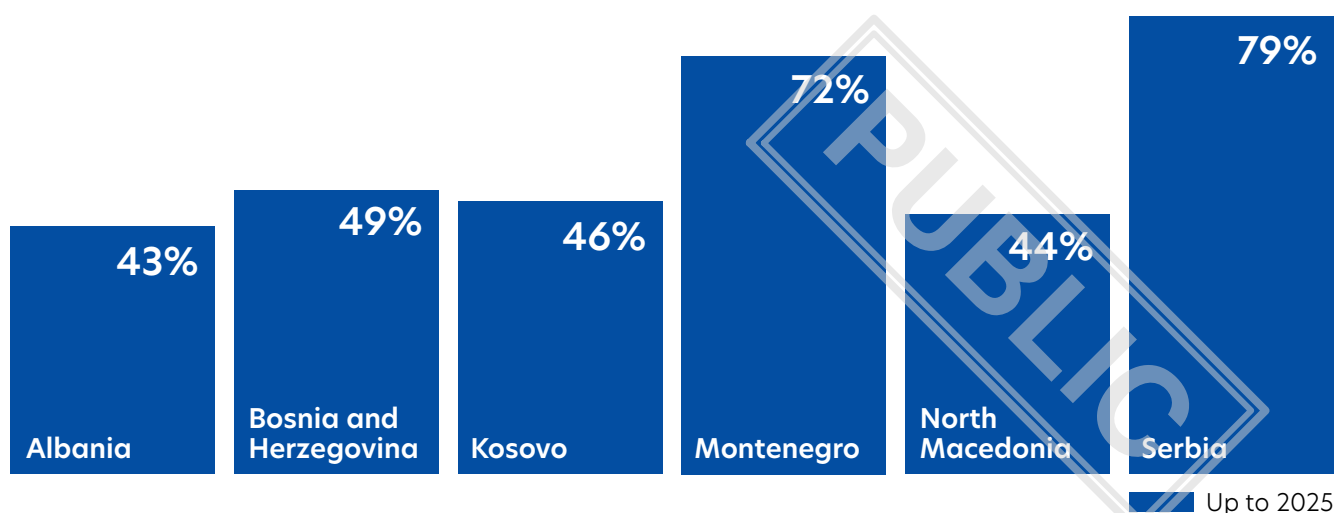


Figure 166. Road Safety Action Plan - Overall Progress

2.5.4 Transport Facilitation

Overall Summary

North Macedonia is making a moderate progress in implementing the measures from the Transport Facilitation Action Plan, achieving an overall implementation rate of 29%.

No major developments have been reported with regards to railway BCP measures.

However, significant progress was achieved with the introduction of effective one stop controls at the BCP Tabanovci/Presevo (with Serbia) in July 2025, following the signing of the new agreement and protocol.

Good progress has also been made at shared BCPs with Kosovo. Since April 2025, North Macedonia and Kosovo have been practising the entry-entry model of controls for passenger vehicles at BCP Hani i Elezit/Blace, as well as on the BCP Globocica/Jazince, in accordance with the agreement on joint border crossing points. Any future consideration of one stop system for trucks must consider the terrain limitations and expert assessment regarding the feasibility of introducing new lanes between the two terminals.

North Macedonia participates in the Green Lanes initiative. A trilateral meeting among the national authorities and border agencies of Albania, North Macedonia and Greece was organised by the TCT Secretariat in October 2025. This meeting aimed to reinforce and coordinate the efforts on shared BCPs in line with the ratified agreement with Albania, the measures agreed within the individual Green Lanes BCP fiches (with Greece and Albania), and the Action Plan.

Progress by Measures

Improving efficiency of Rail Border Crossing/ Common Crossing Points

11%

In 2025, the activities commenced for the selection of a supervisor and contractor for the construction of the Tabanovce joint rail border station between North Macedonia and Serbia.

The joint rail station between Kosovo and North Macedonia at Hani i Elezit (on the Kosovo side) is not yet operational due to ongoing railway line rehabilitation works in Kosovo, with no information available on when rail freight traffic will resume.

No progress has been reported on the draft rail agreement between North Macedonia and Greece.

Improving efficiency of Road Border Crossing/ Common Crossing Measures

42%

Following the initial establishment of a one-stop system at the Kjafasan/Qafe Thane BCP with Albania back in 2023, further implementation of the infrastructure protocol is essential. The protocol has certain shortcomings that need to be addressed to ensure effective execution of one-stop control, so that transport operators and passengers can fully benefit from the system. Protocol-related aspects were discussed at the technical meeting on 3 October in North Macedonia and are expected to progress accordingly.

The first phase of infrastructure improvements and modernisation at the BCP QafeThane/Kjafasan, supported by the World Bank under the Transport and Trade Facilitation Project (TTFP1), was completed in June 2025. Further interventions at this and five additional intra-CEFTA BCPs could potentially be financed under the SSTP2 programme, provided the projects are sufficiently mature. While the fiche for this BCP does not include infrastructure, facility or equipment improvements, it addresses human resources, intra-agency coordination and the development and/or modernisation of waiting time measurement systems and automatic truck weight recording systems, which are included in budget estimates.

The joint border control (one-stop) began operating at the BCP Blace - Hani i Elezit between North Macedonia and Kosovo on April 12, 2025, establishing a functional system with a single stop and passport control. Activities for physical improvements and equipment modernisation are planned within the respective Project fiche and are expected to intensify soon. Additionally, some investments have already been made to accommodate the joint BCP concept.

The one-stop concept at the BCP Tabanovce/Presevo between North Macedonia and Serbia was revised. In July 2025, following the signing of a protocol between the Ministries of Interior of both countries, a new border control procedure was implemented, with one stop and passport control conducted only by the border agencies of the party of entry. Infrastructure needs for this BCP are identified in the fiche prepared as part of the five additional intra-CEFTA BCPs.

For the BCPs Deve Bair (with Bulgaria) and BCP Bogorodica (with Greece), future activities are planned within the respective project fiches and are expected to intensify soon. During the reporting period, for the BCP Bogorodica, the Urban plan has been under preparation, while for Deve Bair the new Urban plan has entered into force, and design works are almost completed. Additionally, one new building is under construction, and one existing is being reconstructed at BCP Deve Bair, financed by TTFP1.

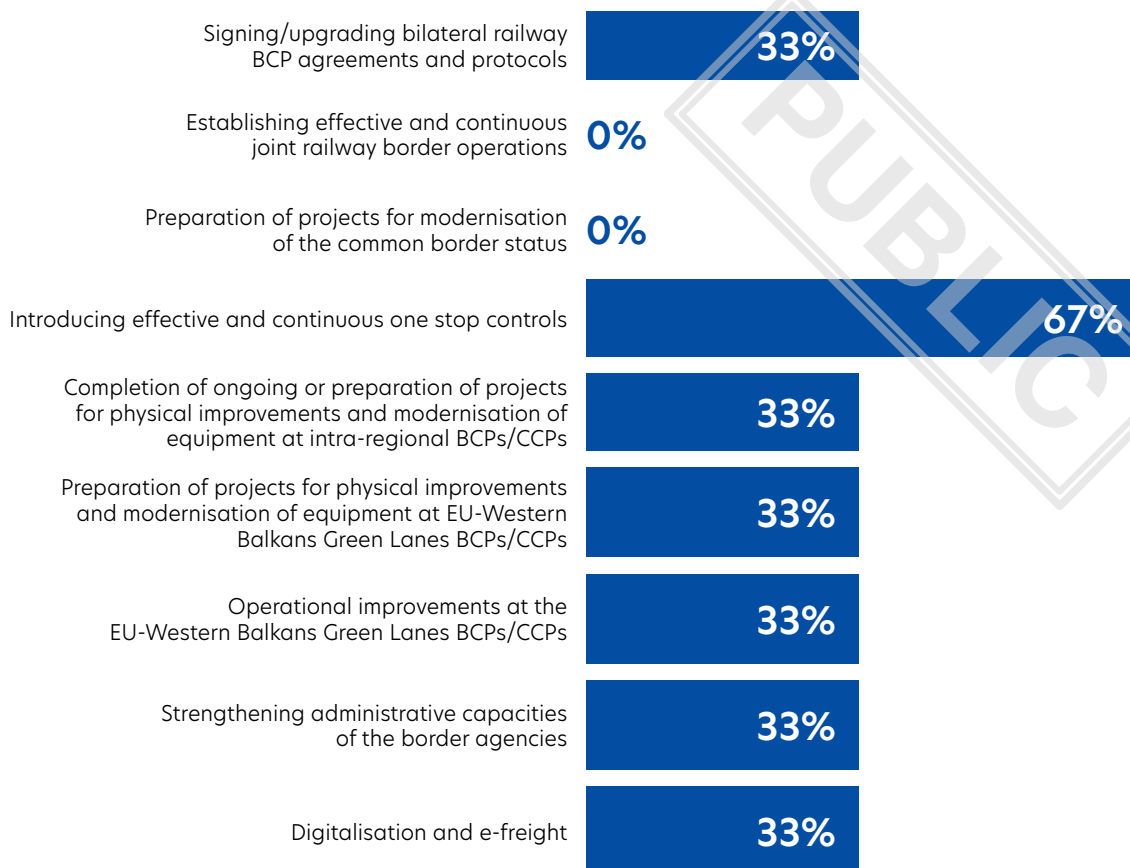
Horizontal measures for transport facilitation

33%

North Macedonia reported ongoing activities to strengthen the administrative capacities of border agencies.

North Macedonia continues to be actively engaged in the EU4Digital project, particularly within the eFTI component, reflecting its commitment to advancing digitalisation in freight transport. The formal establishment of a national eFTI Working Group is still pending. Once established, this body will play a central role in coordinating stakeholders, guiding the transposition of Regulation (EU) 2020/1056 and preparing the groundwork for its effective implementation.

North Macedonia: Overall progress



Up to 2025

Figure 167. North Macedonia Overall Progress

Recommendations

- Conclude the project preparation for construction of the joint rail station in Tabanovci.
- Fully implement the legal framework for one-stop control at the BCP Qafe Thane/Kjafasan and transform the current model into a genuine joint system, where checks are performed only once.
- Prepare project documentation for proposed physical improvements and equipment upgrades at the Bogorodica/Evzoni and Blace/Hani i Elezit BCPs, utilising existing TA instrument in line with the SSTP 2 programme.
- Continue efforts to strengthen the administrative capacities of border agencies and simplify border controls in accordance with the Green Lanes Comprehensive Roadmap and individual BCP fiches.

2.5.5 Waterborne Transport and Multimodality

Overall Summary

During the reporting period, North Macedonia made limited progress in implementing the Next Generation Action Plan for Waterborne Transport and Multimodality, achieving only 7% completion.

Efforts to advance the green transition, digitalisation and smart waterborne transport were minimal, reflecting the small size of the national fleet and the seasonal nature of navigation.

Safety and security improvements remain stagnant due to delays in revising the Law on Inland Navigation and in transposing relevant EU acquis.

Progress on navigability, port infrastructure and multimodality was also modest. Ports on Lake Ohrid require significant upgrades and the transposition of Regulation (EU) 2020/1056 on eFTI has been identified as a priority for enhancing regional connectivity.

A key challenge remains the ageing workforce of boat masters and crews, with structured training and certification systems still pending a final decision. Support from the Transport Community has provided policy and technical guidance, and discussions with neighbouring partners are ongoing. However, the launch of concrete measures is delayed, highlighting the need for focused action to ensure a sustainable and skilled inland navigation workforce.

North Macedonia: Overall progress

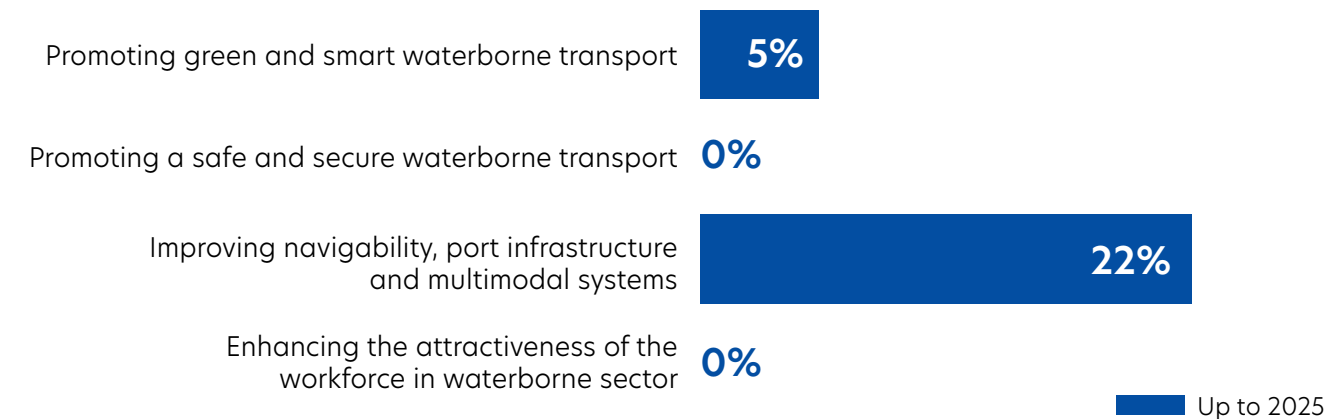


Figure 168. North Macedonia progress in waterborne transport and multimodality

Progress by Measures



During the reporting period, North Macedonia made limited progress in advancing the green transition and digitalisation in waterborne transport.

Due to the small size of the national fleet and navigation activities being largely seasonal, no significant measures were undertaken to promote green or smart transport. Furthermore, no EU acquis relevant to this area was transposed during the reporting period.

In late 2024, DG ENEST, in coordination with the TCT Secretariat, launched the EU4Digital initiative, co-funded by the EU and Germany's BMZ, with one of its three core components dedicated to e-freight. The programme aims to accelerate digital transformation in the Western Balkans by improving digital infrastructure, enabling cross-border services and supporting business digitalisation. North Macedonia is actively participating in this Initiative, particularly within the eFTI component.

Promoting safe and secure waterborne transport

0%

Inland navigation, particularly on Lake Ohrid, remains vital for cross-border connectivity and tourism; however, alignment with EU legislation and international conventions remains minimal. No progress has been reported on the revision of the Law on Inland Navigation.

Key areas, including vessel inspections, crew certification and port security, remain underdeveloped, with limited advancement in transposing EU safety, accident investigation or security standards.

Strengthening institutional capacity through targeted technical assistance will be crucial to ensure compliance with international obligations and promote safe, secure and well-regulated inland navigation, in line with the Waterborne Transport and Multimodality Action Plan.

Improving navigability, port infrastructure and multimodal systems

22%

The ports of Ohrid and Saint Naum, mainly used for passenger transport on Lake Ohrid, remain outdated and in need of significant investment. Critical infrastructure—such as breakwaters, hydrographic surveys, modern navigation aids and digital management systems—is still lacking, limiting both safety and operational efficiency.

Regarding multimodality, the TEN-T Regulation extension to the Western Balkans clearly defines the Core and Comprehensive networks for roads, railways and ports; however, multimodal terminals remain underdeveloped. The TCT Secretariat, together with Regional Partners, identified barriers to multimodality, conducted a market and prospective analysis and drafted an action plan for a cohesive multimodal freight terminal network. Deliverables included surveys, analyses, a digitalisation report and institutional capacity-building activities. Nine key multimodal rail-road terminals were identified and agreed upon with Regional Partners for potential inclusion in TEN-T Regulation. In North Macedonia, one terminal has been identified.

Enhancing the attractiveness of the workforce in waterborne sector

0%

A key challenge in North Macedonia's waterborne transport sector is the ageing profile of boat masters and crews, coupled with the urgent need to train and certify a new generation of professionals.

Recognising this, North Macedonia requested support from the Transport Community Permanent Secretariat to outline concepts for establishing structured training and certification systems for boat masters and crew members.

The Transport Community has already delivered several policy and technical options to address these challenges. In parallel, discussions with neighbouring partners have been initiated to explore the provision of training and certification in line with Council Directive 87/540/EEC on access to the profession, as foreseen in the Waterborne Transport and Multimodality Action Plan (Annex I.5).

However, a final decision from North Macedonia is still pending, delaying the launch of concrete measures necessary to safeguard the continuity of the workforce in inland navigation.

Recommendations

- Finalise the ongoing revision of the Inland Navigation Law to ensure alignment with current international standards.
- Submit the official request to EMSA for technical assistance.
- Strengthen collaboration with neighbouring partners to improve crew training standards and facilitate mutual recognition of boat masters' training programmes and certifications.

North Macedonia

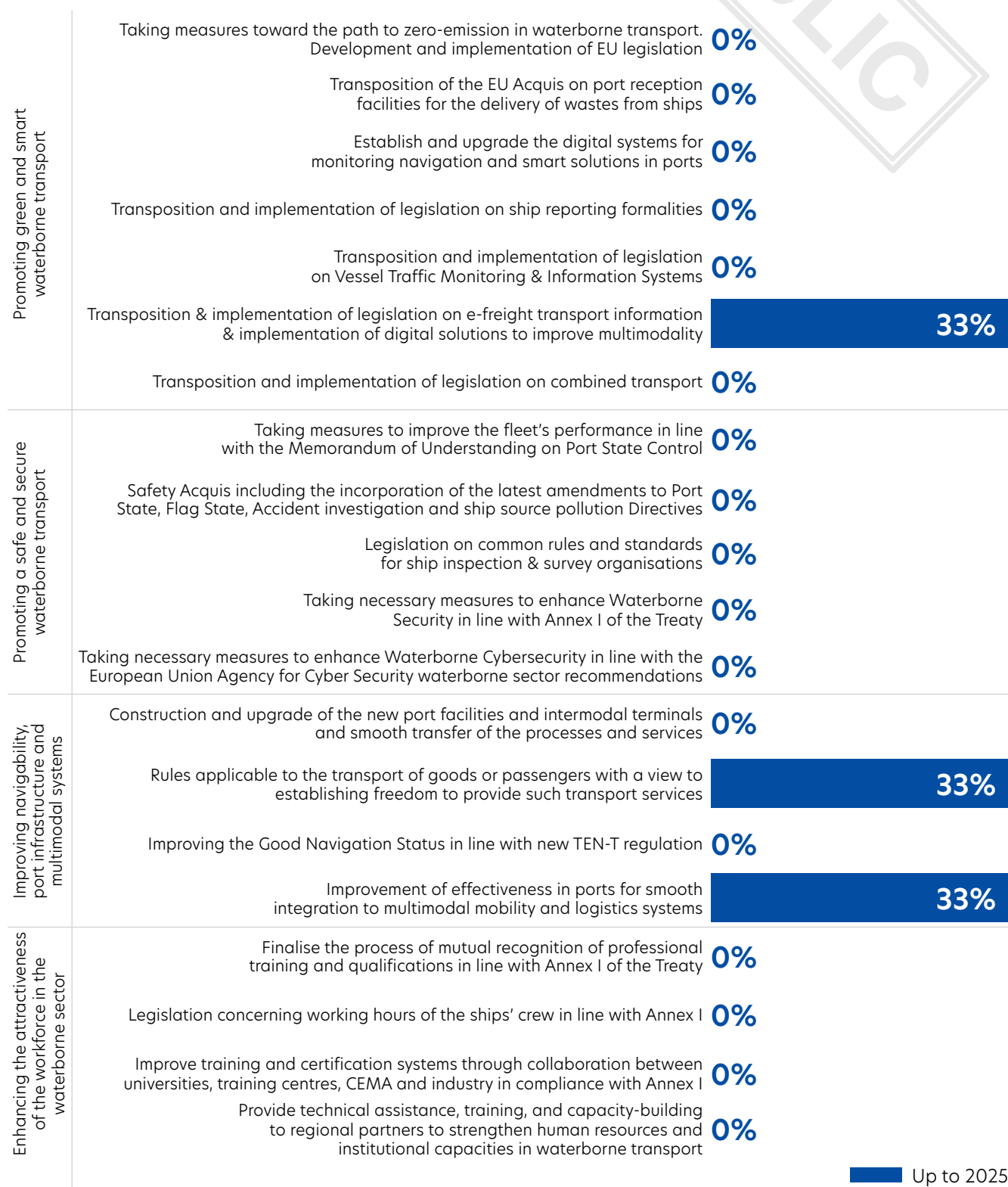


Figure 169. North Macedonia progress in Next Generation Action Plan for Waterborne Transport and Multimodality by actions.

Overall Progress

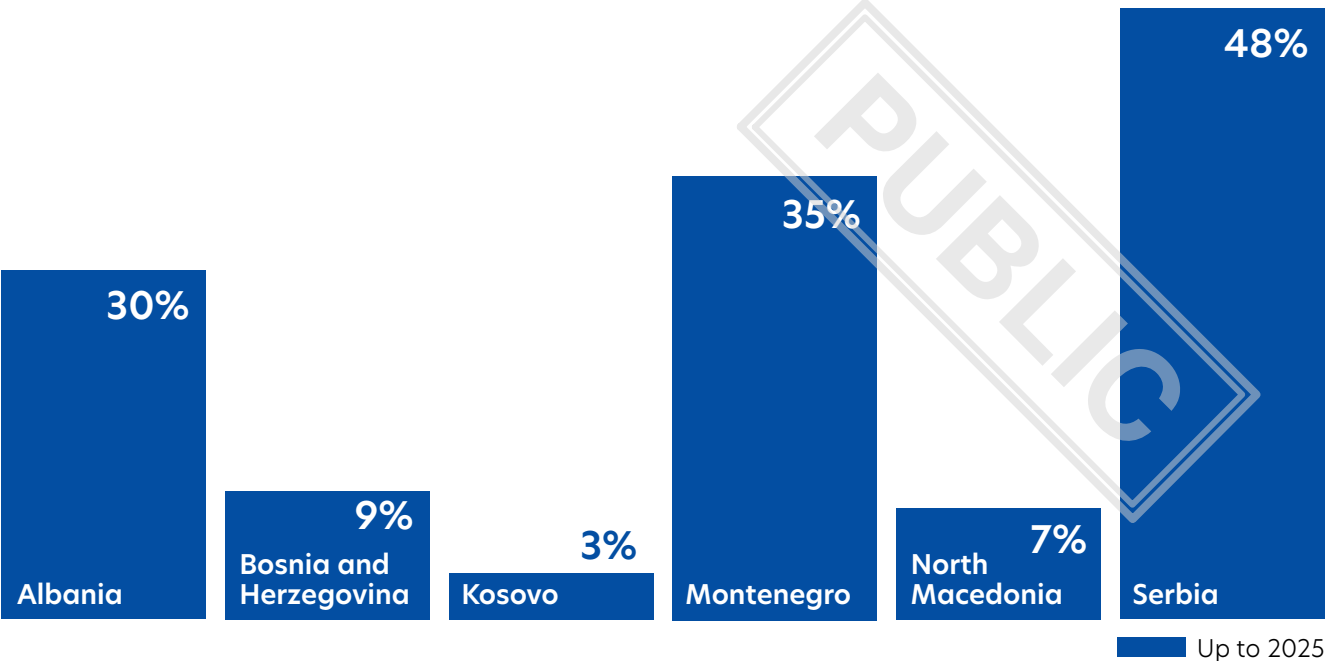


Figure 170. Overall progress in Next Generation Action Plan for Waterborne Transport and Multimodality.

2.5.6 Social Issues and Passenger Rights

Overall Summary

North Macedonia achieved an overall implementation rate of 36% for the measures outlined in the Action Plan for the Implementation of the EU Acquis in the area of Social Issues and Passenger Rights in Transport, aligning its national legislation with the EU Acquis as defined in the ANNEX of the Transport Community Treaty (TCT).

Key achievements during the reporting period include the preparation of draft amendments to the Law on Tachographs, covering provisions on driving times, rest periods and the enforcement of social legislation. These amendments are now in the final stages of publication, marking a significant step towards aligning North Macedonia's road transport legislation with EU requirements. Relevant regulations include Regulation (EC) 561/2006, Regulation (EU) 165/2014, and Regulation (EU) 2020/1054. Following adoption of these amendments, the next steps will involve adopting by-laws and achieving full harmonisation with Regulation (EU) 2016/799, Regulation (EU) 2018/502, Regulation (EU) 2021/1228, and Regulation (EU) 2023/980, thereby strengthening the enforcement framework, improving road safety and ensuring fair competition in the transport sector.

Progress by Measures

Workers' Fundamental Rights

II Rail 33% ↑ Road 78%

Rail Sector (Working Time/Hours): No progress has been reported during this reporting period.

North Macedonia: Rail working time/hours

Council Directive 2005/47/EC on certain aspects of the working conditions of mobile workers engaged in interoperable cross-border services in the railway sector

0%

Directive 2003/88/EC concerning certain aspects of the organisation of working time

67%

North Macedonia 2024 North Macedonia 2025

Figure 171. Rail working time/hours

Road Sector (Driving Time and Rest Periods): North Macedonia has fully transposed Regulation (EC) No. 561/2006, ensuring compliance with EU standards for driving time, breaks and rest periods for road transport workers.

Tachographs

II 33%

No progress has been reported during the reporting period.

North Macedonia: Tachograph

Regulation (EC) No 3821/85 on recording equipment in road transport

100%

Regulation (EU) 2018/502 of laying down the requirements for the construction, testing, installation, operation and repair of tachographs and their components

0%

Regulation (EU) 2021/1228 on requirements for the construction, testing, installation, operation and repair of smart tachographs and their components

0%

Regulation (EU) 2016/799 laying down the requirements for the construction, testing, installation, operation and repair of tachographs and their components

0%

Regulation (EU) 2016/68 on common procedures and specifications necessary for the interconnection of electronic registers of driver cards

0%

Regulation (EU) No 165/2014 on tachographs in road transport, repealing Regulation (EEC) No 3821/85 on recording equipment in road transport and amending Regulation (EC) No 561/2006 on the harmonisation of certain social legislation relating to road transport

100%

North Macedonia 2024 North Macedonia 2025

Figure 172. Tachograph

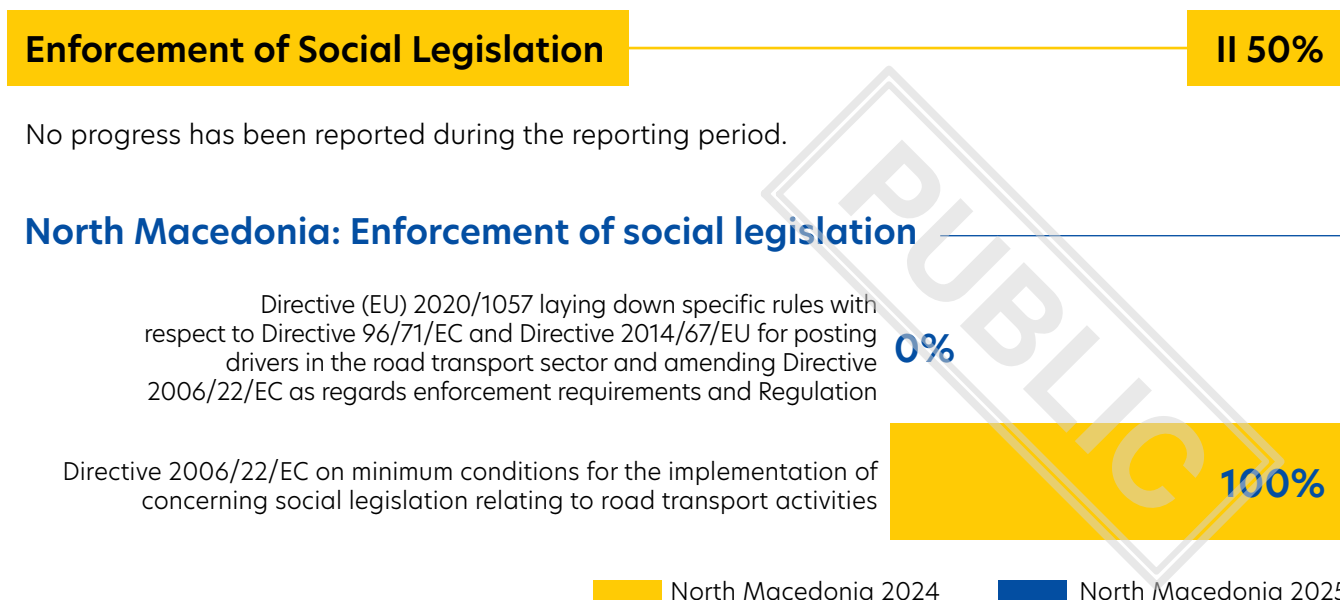


Figure 173. Enforcement of social legislation

Equality in Transport

(measure related to the public campaigns and awareness, not scored)

North Macedonia was encouraged to join the Platform for Change – Women in Transport during several meetings and activities.

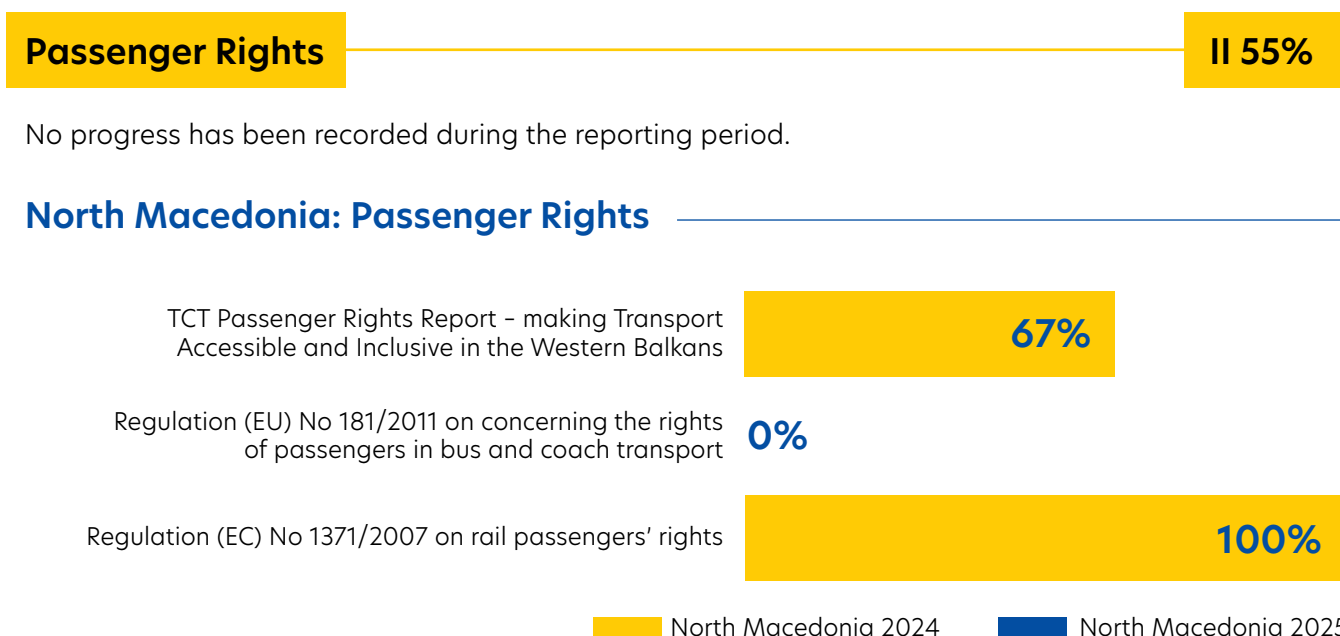


Figure 174. Passenger rights

Overall Progress -Social Issues and Passenger rights action plan

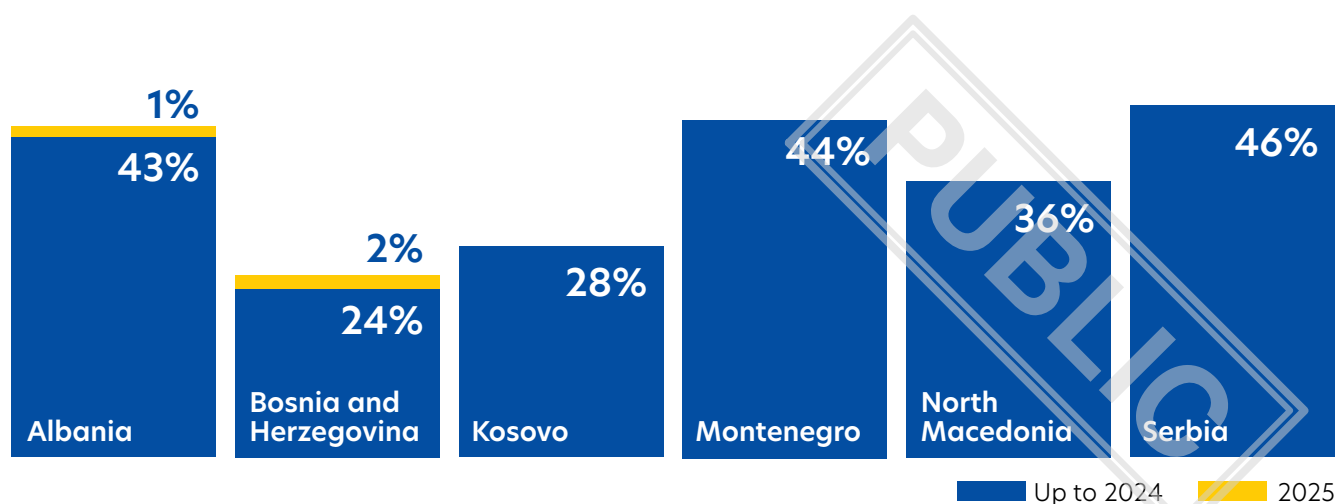


Figure 175. Overall Progress

Recommendations:

- Prioritise Smart Tachograph Regulations: Accelerate the transposition of Regulation (EU) No. 165/2014 and subsequent tachograph regulations to enhance road safety and driver compliance.
- Develop a Roadmap from the Study for Strengthening the Regulatory Framework for Passenger Rights in the Western Balkans. Adopt the Roadmap outlined in the "Study for Strengthening the Regulatory Framework for Passenger Rights in the Western Balkans."
- Commit to the Declaration on Equal Opportunities for Women in Transport and develop initiatives to encourage women's participation in the transport sector.
- Strengthen institutional capacity: Provide training and resources for relevant authorities to improve the enforcement of social and passenger rights legislation in the transport sector.

2.6

Serbia



2.6 Serbia

2.6.1 Rail

Overall Summary

Serbia continues to lead among Western Balkan partners in transposing EU railway legislation, achieving 66% implementation of the Next Generation Rail Action Plan.

Notable progress has been made in market liberalisation, interoperability and safety, supported by fully functional institutions such as the Railway Regulatory Body, National Safety Authority (NSA) and National Investigation Body (NIB). Market competition is evident, with 18 private railway undertakings holding around 45% of the freight market share, although the state-owned “Serbia Kargo” remains dominant. Drafts of the new Railway Law and Railway Safety Law have been prepared and public consultations completed; however, both laws await parliamentary adoption.

Progress by Measures

Rail Market Opening

89%

In Serbia, the railway market is fully open at the national level, supported by independent institutions including the Regulatory Body, National Safety Authority (NSA) and National Investigation Body (NIB). The current Law on Railways is fully harmonised with the implementing acts of Directive (EU) 2012/34, covering infrastructure access and capacity allocation, licensing of railway undertakings, access to service facilities and methods for calculating direct costs (Regulations 2015/10, 2016/545, 2015/171, 2017/2177, 2015/909).

The draft of the new Railway Law introduces a legal basis for adopting a rulebook to enable partial harmonisation with EU Regulation 2015/1100 on the collection of data for monitoring the railway market, scheduled for adoption in Q4 2027 under the NPAA.

As of now, Serbia has issued one passenger transport licence and 23 freight transport licences. Eighteen private railway undertakings operate in the market, holding approximately 45% of the freight market share. Despite the continued dominance of the state-owned “Serbia Kargo,” the private sector’s share has steadily increased in recent years.

The Network Statement is published regularly. The 2026 edition includes the service facility description for the “Nelt” terminal, while descriptions for “ZIT Beograd,” DRY PORT TERMINALS, “MBOX Terminals” d.o.o., and “Logistic Centres of Serbia” remain available on their respective websites, with links provided in the Network Statement.

A five-year Multi-Annual Infrastructure Contract is in place. The Public Service Obligation (PSO) contract for passenger rail transport, first signed in 2017, has been renewed annually and extended for 2025, pending completion of a new long-term agreement.

Serbia: Rail Market Opening

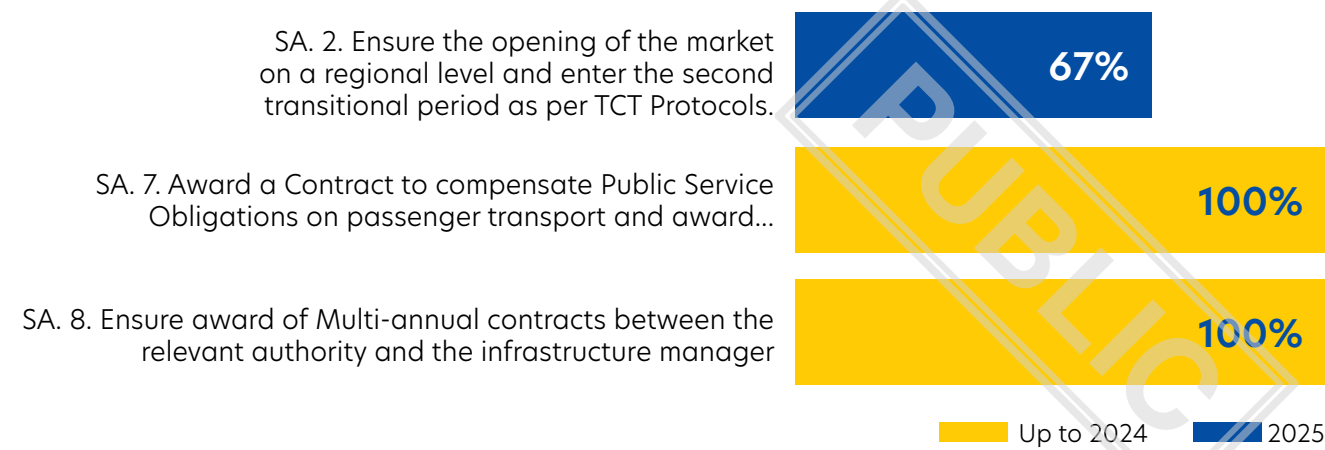


Figure 176. Rail market opening

Train Driver Licencing

67%

Licences for train drivers in Serbia are issued in accordance with EU requirements, with Directive 2007/59 transposed into the Law on Safety in Railway Traffic. Regarding social aspects and working conditions, the Railway Safety Law is aligned with Directive 2016/798. The Directorate for Railways (NSA) maintains an official register of train driver licences, which is publicly accessible on its website.

Serbia has adopted the EU-standard model for train driver licences, issued as plastic cards containing all required fields and information identical to the EU format. The NSA is also in the process of transposing the EU application form for train driver licences. Additionally, the NSA issues certificates for examination centres and maintains a register of these centres.

Complementary certificates for train drivers are issued by railway undertakings (RUs) or infrastructure managers (IMs) to drivers they employ or contract.

No progress has been reported during this period.

Serbia: Train Driver Licencing

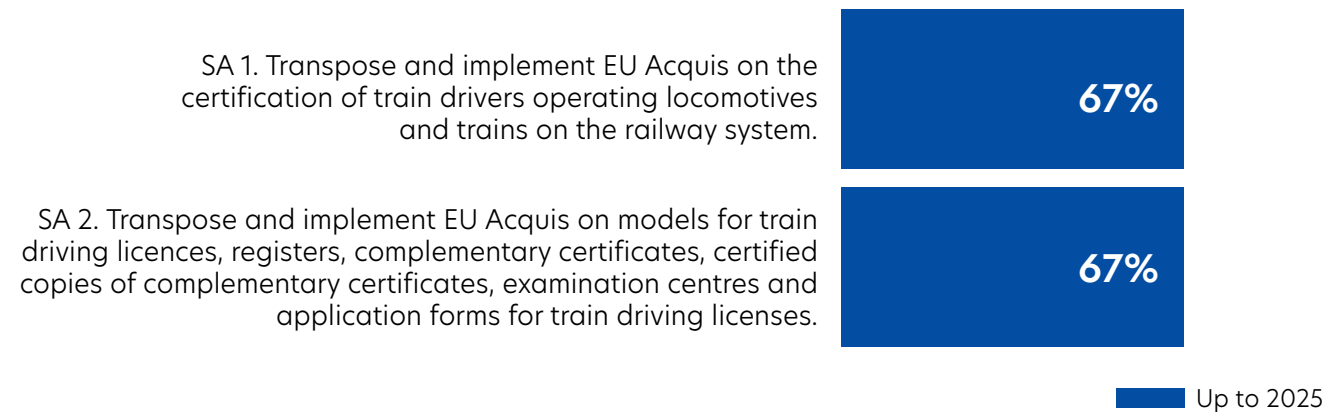


Figure 177. Train Driver Licencing

Interoperability

92%

Serbia adopted a new Law on the Interoperability of the Railway System. Based on that Law, a Rulebook is planned for adoption by the end of 2025. The Rulebook will cover the assessment of conformity of interoperability factors and structural subsystem elements, verification of structural subsystems and issuance of permits for their use. This will ensure partial alignment with Regulation 2018/545 and full alignment with Regulation 2019/250; both linked to the Interoperability Directive 2016/797.

Technical Specifications for Interoperability (TSIs) are partially published in the Official Gazette, while all 29 TSIs are available in full on the Railway Directorate (NSA) website, with most translated into Serbian and the remainder still undergoing translation.

The National Vehicle Register has been operational for a decade. Serbia is now prepared to integrate into the European Vehicle Register (EVR), a process coordinated by the European Union Agency for Railways, with the transition planned for 2026.

Serbia: Interoperability

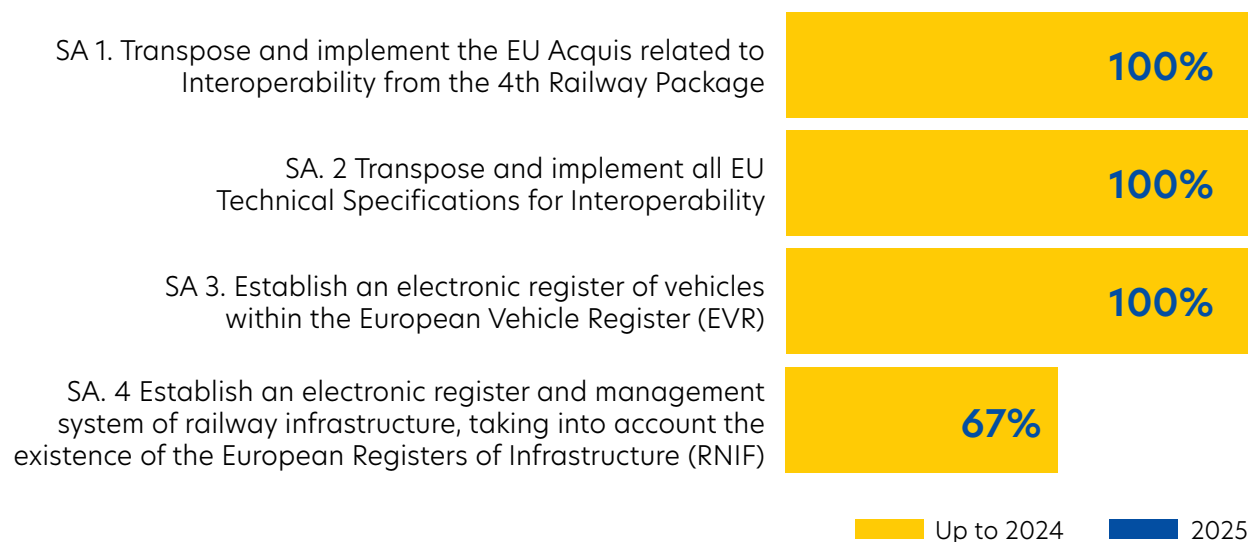


Figure 178. Interoperability

Railway Safety

67%

The current Law on Railway Safety is fully harmonised with the Safety Directive 2004/49. A new Railway Safety Law, planned under the NPAA 2024-2027, will enable further harmonisation with Directive 2016/798 (4th Railway Package) through the adoption of relevant by-laws. According to the NPAA, the Directorate for Railways will adopt by-laws to transpose the following EU regulations:

- 2018/762 – Common safety methods for assessing compliance with requirements for obtaining safety certificates and Safety Management System (SMS) elements.
- 2018/761 – Common safety methods for supervision after the issuance of safety certificates for transport and for infrastructure managers.
- 2018/763 – Procedures for the issuance of safety certificates to railway undertakings.
- Annex A to the ATMF Uniform Rules (Appendix G to COTIF).

Currently, Serbia has issued 1 safety certificate for passenger transport, 3 safety certificates for infrastructure managers and 18 safety certificates for railway undertakings.

As a member of COTIF and signatory to its legislation, Serbia directly applies Annex A of the ATMF Uniform Rules (Appendix G to COTIF). Entity in Charge of Maintenance (ECM) certification is fully implemented. Certification of maintenance workshops is regulated by domestic legislation, specifically the By-law on Conditions for Workshops for the Maintenance of Railway Vehicles (RS 38/2021 and RS 39/23). The NSA maintains a public register of ECMs and certified workshops, currently listing 13 ECM certificates and 8 maintenance function certificates.

Serbia: Railway Safety

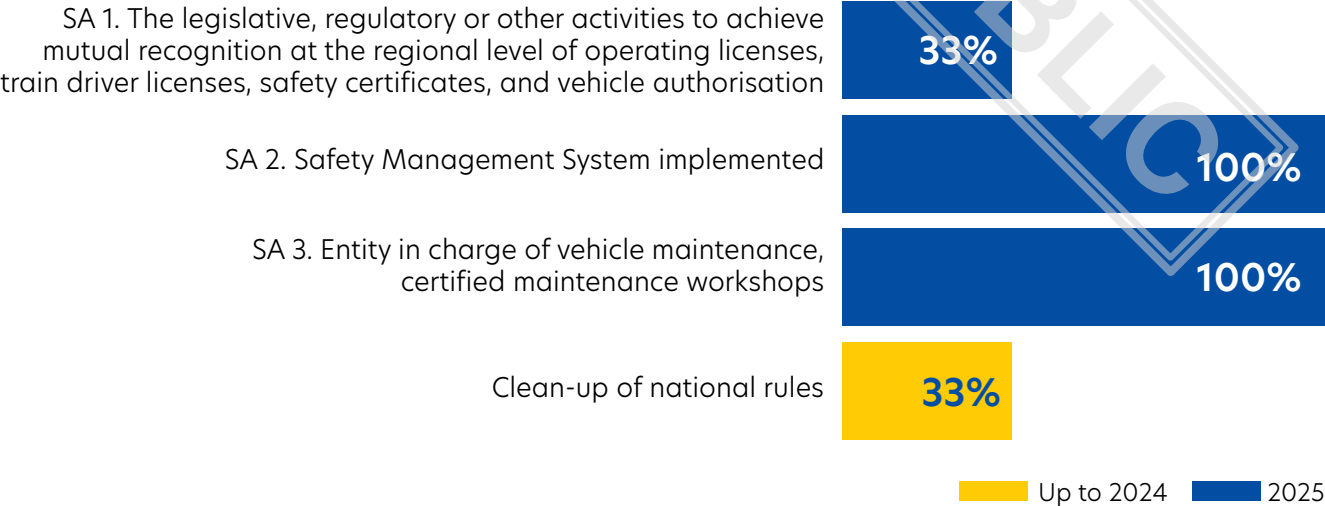


Figure 179. Railway Safety

Modernisation of Rail Network Infrastructure

44%

For the Rail Infrastructure Asset Management System (RIAMS), the preparation of technical specifications for procurement has been completed and tender preparation is currently underway.

The first draft of the National Infrastructure Plan has been prepared and is expected to be finalised by the end of 2025.

In the area of level crossing safety, Serbia successfully applied for and received a grant from the European Commission through the SSTP programme. The funding will be used to upgrade 60 level crossings across the railway network.

Serbia: Modernisation of Rail Network Infrastructure

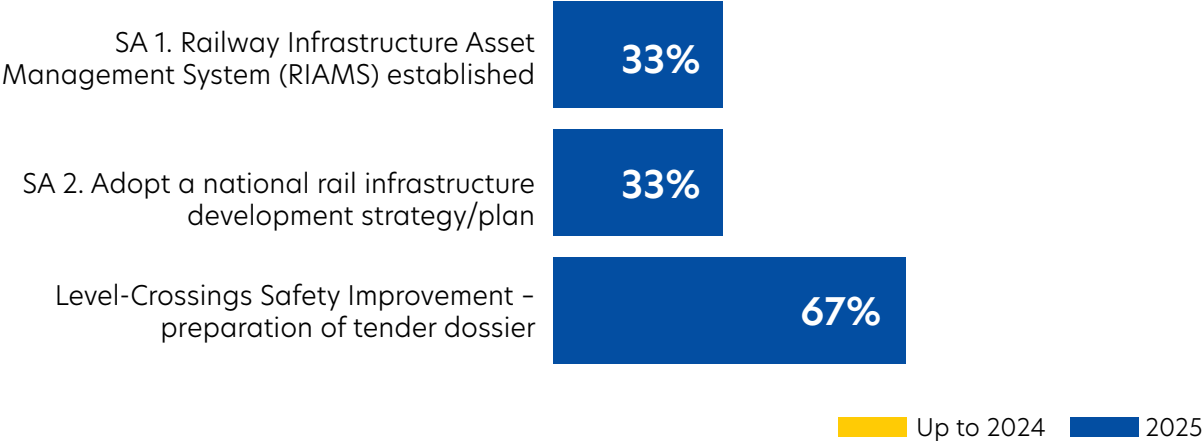


Figure 180. Modernisation of Rail Network Infrastructure

Cooperation with the Region

67%

All Regional Partners have expressed readiness and willingness to contribute to the establishment of a Network of National Investigation Bodies (NIBs), National Safety Authorities (NSAs) and Railway Regulatory Authorities (RRAs). Given that the institutional framework is not yet fully established in all Regional Partners, creating such networks will support them in achieving this goal.

In May 2025, all NIBs, NSAs and RRAs from the Western Balkans signed a Memorandum of Understanding to formally establish the regional network of Safety Authorities, Investigation Bodies and Railway Regulatory Bodies.

Serbia: Cooperation with the Region



Up to 2025

Figure 181. Cooperation with the Region

Sustainable and Multimodal Measures

33%

The listed measures focus on advancing digitalisation and e-freight capabilities by adopting legislation aligned with the EU Acquis. Additionally, efforts target promoting multimodality through preparing and approving action plans for developing a network of multimodal freight terminals. Enhancing resilience and sustainability in the rail sector remains a priority.

e-freight: In late 2024, DG ENEST, in coordination with the TCT Secretariat, launched the EU4Digital initiative, co-funded by the EU and Germany's BMZ, with one of its three core components dedicated to e-freight. The programme aims to accelerate digital transformation in the Western Balkans by improving digital infrastructure, enabling cross-border services and supporting business digitalisation. Serbia is actively participating in this Initiative.

Multimodality: The TEN-T Regulation extension to the Western Balkans clearly defines the Core and Comprehensive networks for roads, railways and ports; however, multimodal terminals remain underdeveloped. The TCT Secretariat, together with Regional Partners, identified barriers to multimodality, conducted a market and prospective analysis and drafted an action plan for a cohesive multimodal freight terminal network. Deliverables included surveys, analyses, a digitalisation report and institutional capacity-building activities. Nine key multimodal rail-road terminals were identified and agreed upon with Regional Partners for potential inclusion in TEN-T Regulation. Specifically, for Serbia, three terminals were identified.

Resilience: On March 27-28, 2025, the Transport Community Secretariat and Deutsche Bahn organised the 7th Railway Infrastructure Managers Network meeting in Frankfurt, alongside a dedicated workshop on railway infrastructure resilience. The workshop address climate change challenges and explore a resilience addendum to the regional rail MoU.

Serbia: Sustainable and multimodal measures

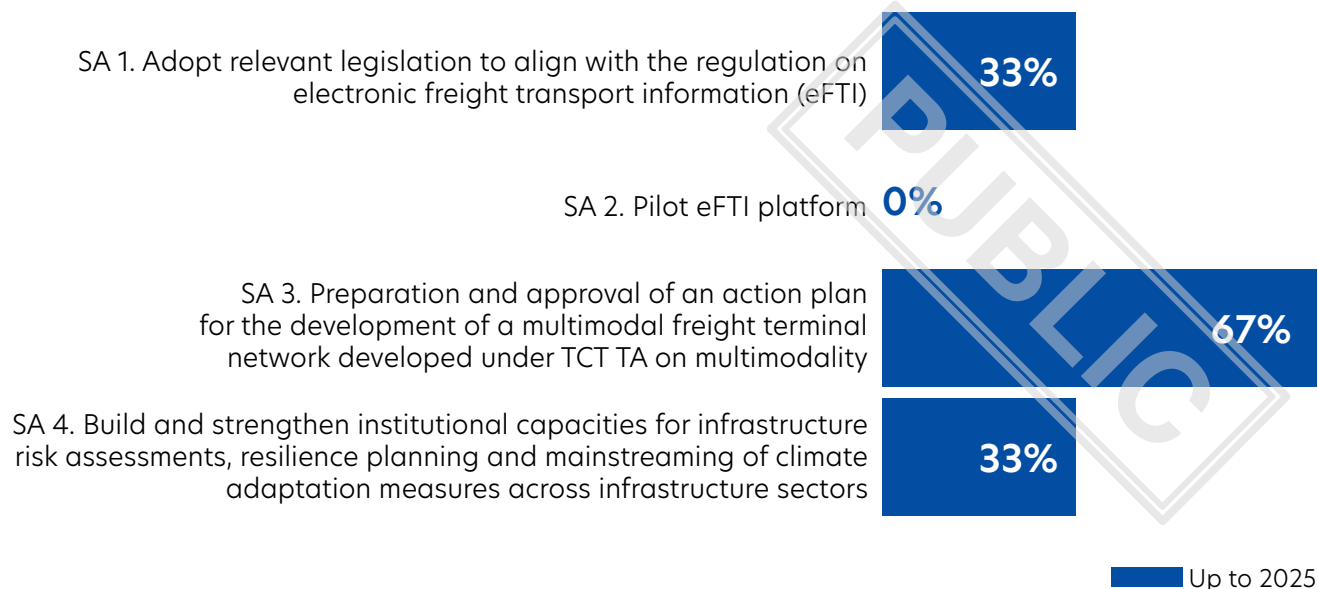


Figure 182. Sustainable and multimodal measures

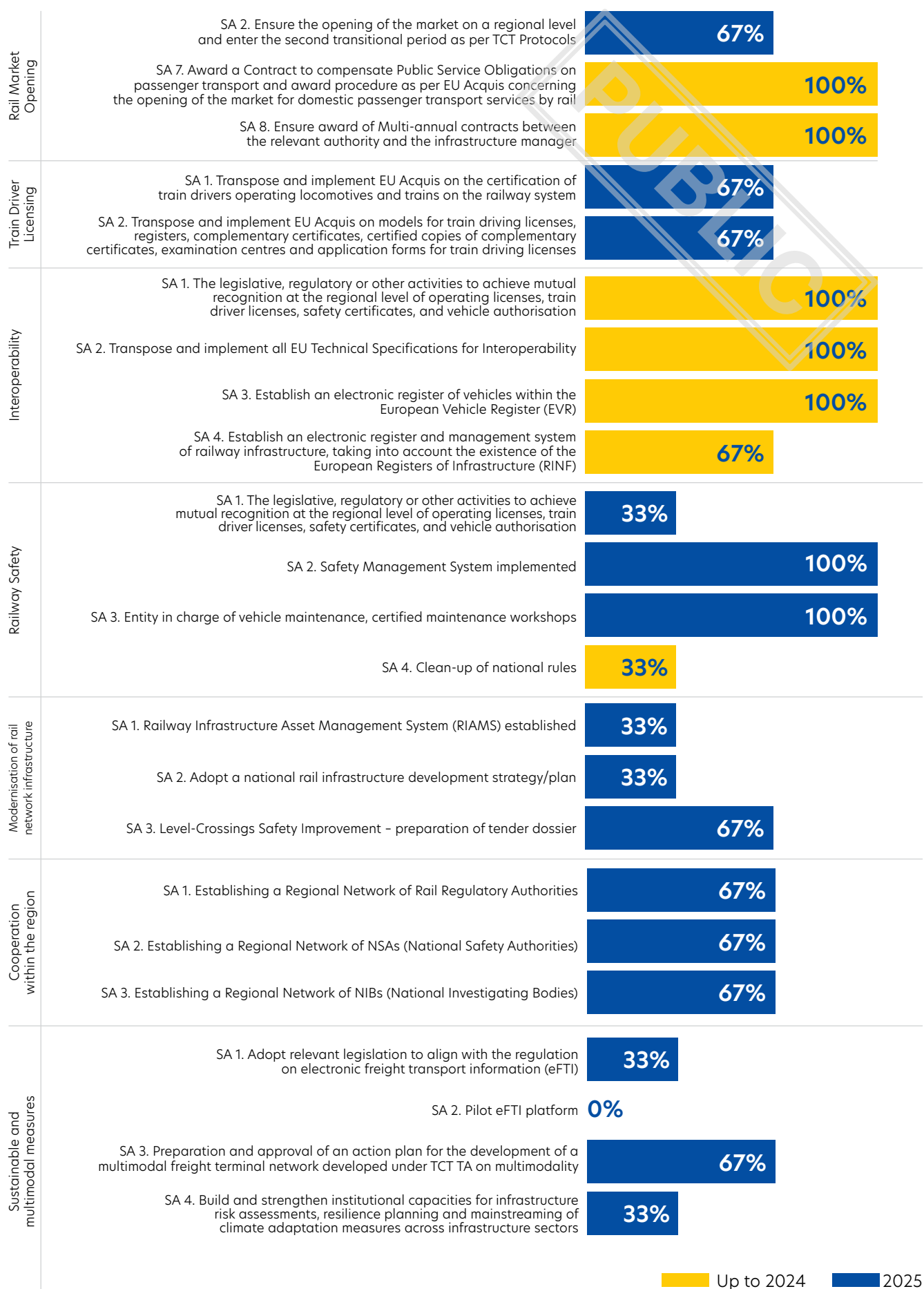


Figure 183. Next Generation Rail Action plan by measures

Overall Progress

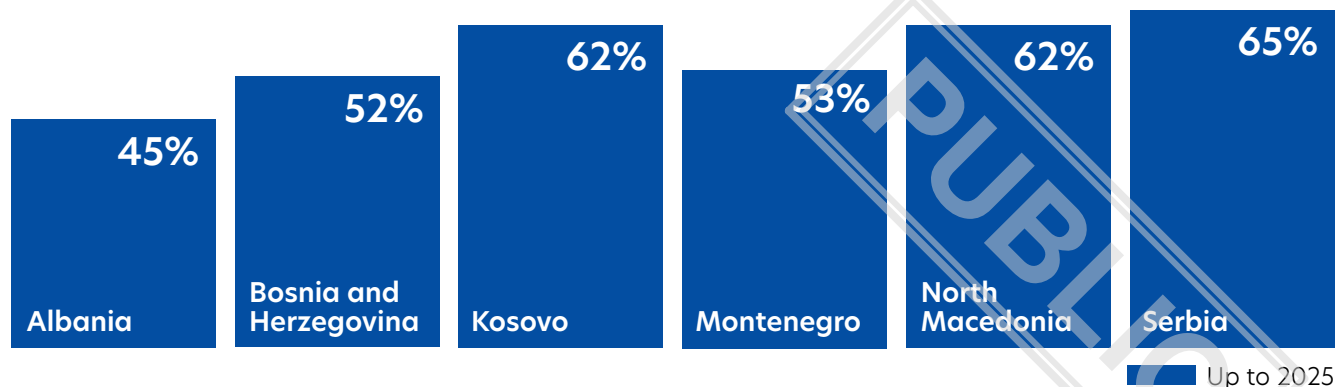


Figure 184. Overall Progress of the Next Generation Rail Action Plan

Recommendations:

- Adopt the Railway Safety Law and Railway Law.
- Promote the mutual recognition of licences, safety certificates and vehicle permits with Regional Partners and EU member states.

2.6.2 Road

Overall Summary

Serbia is making steady progress in implementing the measures outlined in the Next Generation of the Road Action Plan, achieving an overall implementation rate of 65%. However, it is worth noting that there has been no progress on the measures carried over from the previous Road Action Plan.

Implementation of the 2024-2026 Service Level Agreement is ongoing, supported by EU-funded Technical Assistance for the development of the Road Asset Management System (RAMS). The launch of the Performance-Based Maintenance Contract is still pending due to funding constraints. In the area of the ITS deployment, the draft Strategy has been completed and sent to EC for comments, and a new Law on Roads is prepared. Regarding climate resilience and alternative fuels, work is advancing on legislation aligned with the AFIR Regulation, while 32 e-charging stations, 19 now operational and a further 13 awaiting connections.

Progress by Measures

Establishing a Functioning and Efficient Road Maintenance System

67%

Procurement documents for a three-year Performance-Based Maintenance Contract (PBMC) have been prepared but not yet launched due to funding constraints.

The establishment of the dedicated RAMS Unit is still pending in 2025. Within the EU Technical Assistance, several capacity-building activities have highlighted the shortcomings in the current Road Reference System and proposed solutions for its optimisation. Consultants are also supporting the preparation of a new PBMC model and tender documentation in line with updated public procurement legislation. Once the RAMS Unit becomes operational, trained staff will facilitate effective system implementation and long-term sustainability.

The 2025 Public Procurement Plan includes activities for RAMS preparation and maintenance, measurement of pavement indicators, management of the linear reference system, development of the road database, testing and data input for RAMS and consultancy services for the state road network survey.

At end of 2024, PERS implemented a video surveillance system for Road Weather Stations (RWS) as part of the Road Weather Information System (RWIS). Twenty new cameras were installed at selected RWS locations, enhancing confidence in sensor readings, providing visual verification of weather and road conditions, and enabling better planning winter maintenance works.

Serbia: Road Maintenance Progress

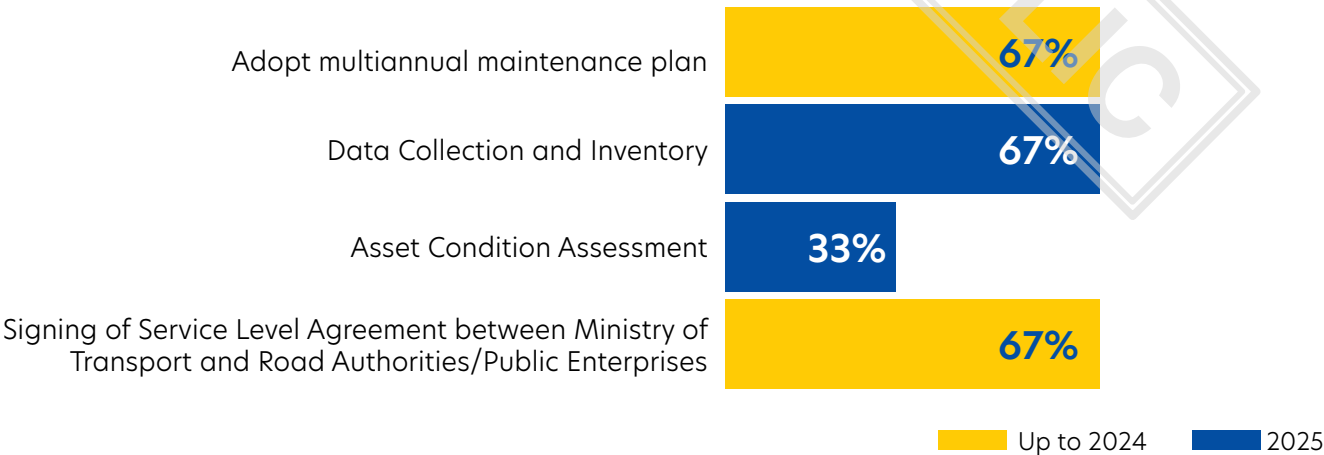


Figure 185. Road maintenance - Serbia

ITS Deployment on Core/Comprehensive Road Networks 44%

The preparation of the ITS Strategy has been finalised, and the draft has been submitted to the European Commission for comments.

A new Law on Roads has been drafted, incorporating alignment with Directive 2004/52/EC and Directive 2010/40/EU, including subsequent amendments. The forthcoming legislation will define the authorities responsible for establishing the National Access Point, designate the body fulfilling the functions of the National Body and the Development and Maintenance of the State Roads. The deadline for the adoption of the new Law on Roads is the fourth quarter of 2025.

Regarding the Regulation on the Provision of Real-Time Traffic Information (RTTI), Delegated Regulation (EU) 670/2022, a by-law is being drafted to transpose this Regulation into national legislation. The transposition deadline under the Growth Plan is Q3 2026.

Further transposition of EU Directive 520/2019 on e-tolling interoperability is expected through the adoption of the new Law on Roads and related acts.

In June 2025, PERS signed a Memorandum of Understanding with motorway operators from Austria, Slovenia, Croatia, Hungary, Italy, Romania and the Czech Republic to strengthen cooperation on motorway traffic management. The agreement provides for information exchange between main control centres and joint procedures for international traffic.

By the end of Q2 2025, ITS equipment and traffic monitoring systems were installed in the new “Laz” and “Munjino Brdo” tunnels on the A2 motorway (Pakovraće–Prilipac section). The 19 km section reduces travel time by approximately 17 minutes and improves traffic flow and safety.

Within the WB-financed Regional Transport and Trade Facilitation Project, a subcomponent includes the deployment of ITS. Approximately \$10 million is allocated for installing ITS devices on a section of Corridor X currently in operation. Tender procedure for these activities was launched in September 2025.

Serbia: ITS Deployment Progress

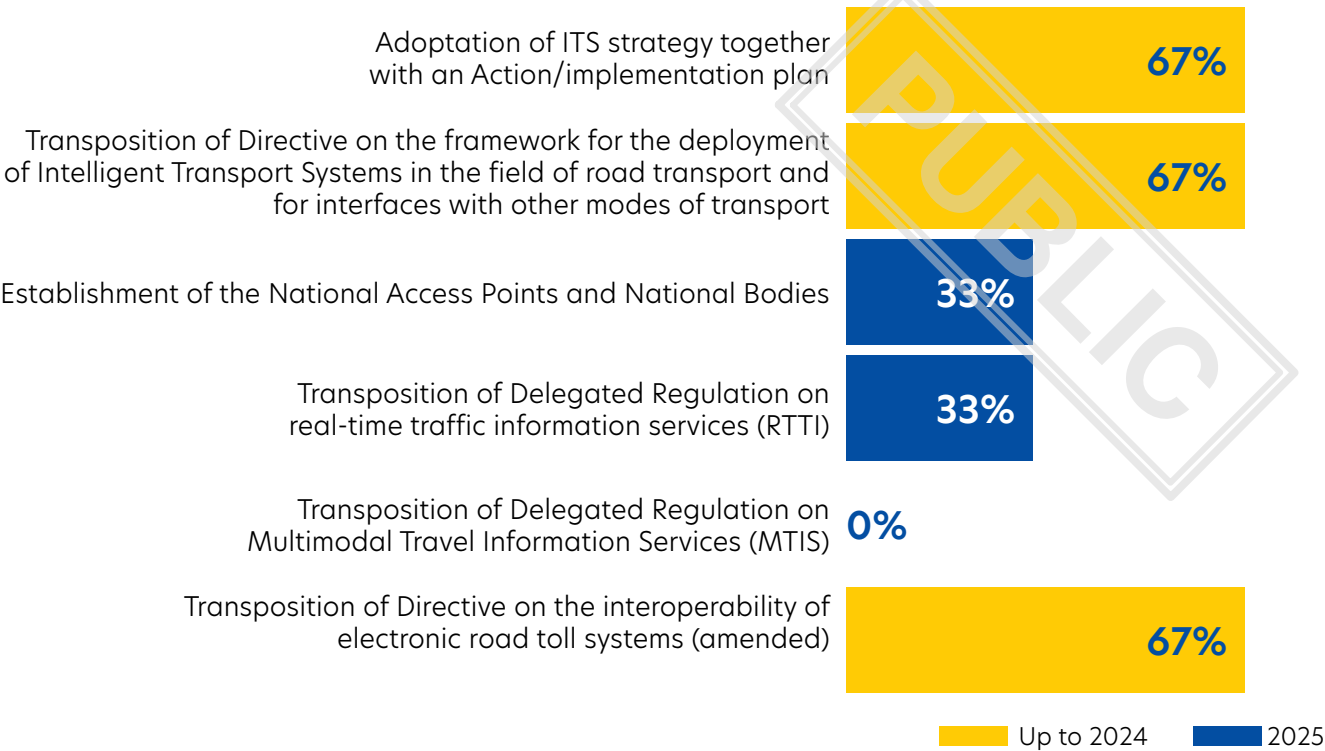


Figure 186. ITS Deployment - Serbia

Enhancing Road transport Climate Resilience and Use of Alternative Fuels

50%

The draft Law on the Introduction of Alternative Fuels Infrastructure is currently being prepared in accordance with Regulation (EU) 2023/1804 on the deployment of alternative fuels infrastructure (AFIR). The adoption deadline for the law is set for Q4 2025. To support the transposition and implementation of the AFIR Regulation 1679/2024 across the region, the Transport Community Permanent Secretariat will launch and award a Technical Assistance project by the end of 2025.

As of now, 32 electric vehicle chargers have been installed across the Serbian motorway network, 19 of them are in operation, and the rest (13 chargers) are in the connection phase, requiring a higher-capacity electricity supply. PERS is working on the necessary connections, expected to be completed by the end of the year.

Furthermore, seven additional charging stations are planned for installation along the future sections of the A2 motorway (Miloš Veliki – Route 4) and the A5 motorway (Morava Corridor – Route 7).

Serbia: Climate Resilience and Alternative Fuels Progress

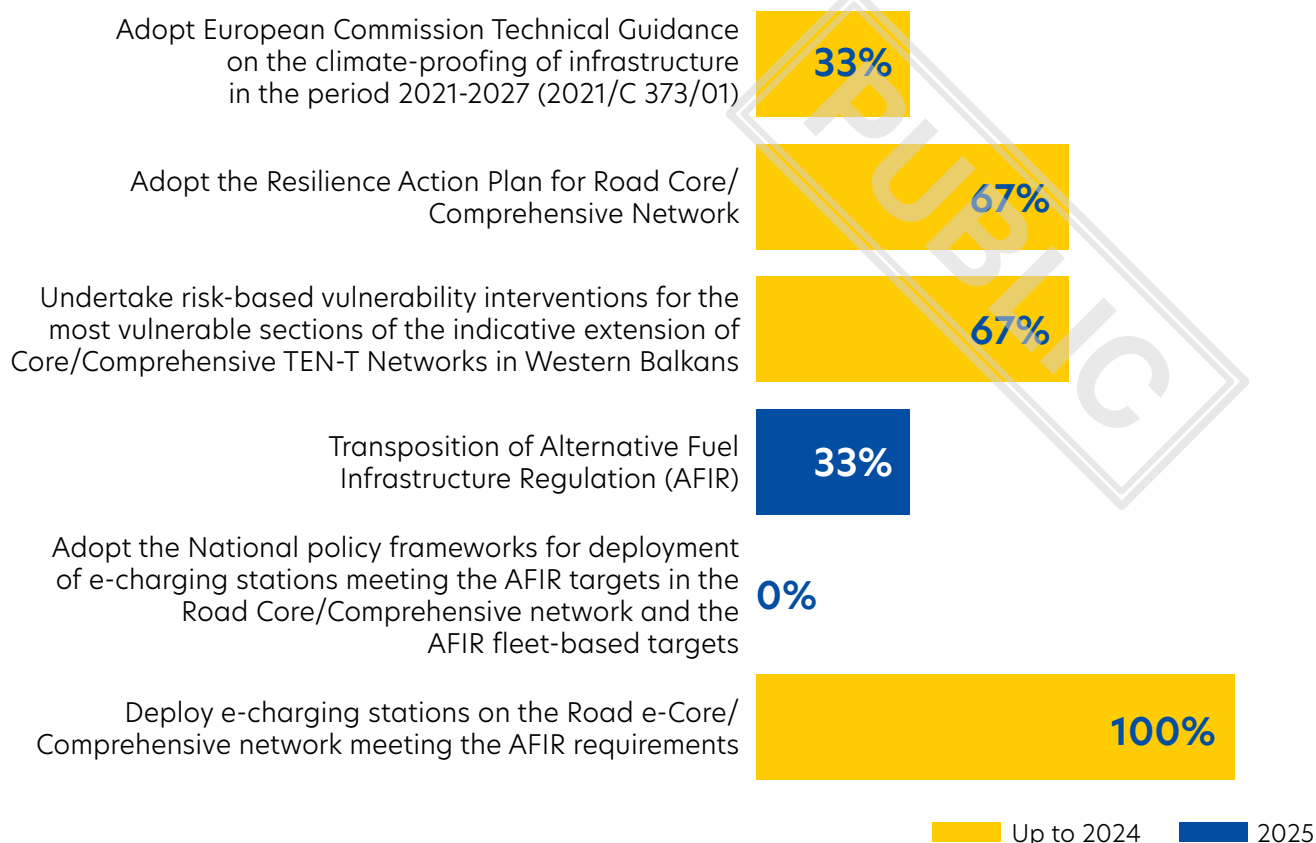


Figure 187. Climate Resilience and Alternative Fuels - Serbia

Recommendations

- Finalise the establishment of the RAMS Unit within PE "Roads of Serbia" to provide an institutional home for asset management and ensure effective coordination across departments.
- Adopt the new Law on Roads and its implementing by-laws to meet deadlines for ITS related Directive and Delegated Regulation transposition.
- Establish clear institutional responsibilities for the National Access Point and National Body functions, ensuring operational readiness once the legislation is enacted.
- Finalise and adopt the ITS Strategy and EU ITS Framework.
- Adopt legislation aligned with the AFIR Regulation to provide legal certainty for infrastructure investors and operators.

Serbia: Overall progress

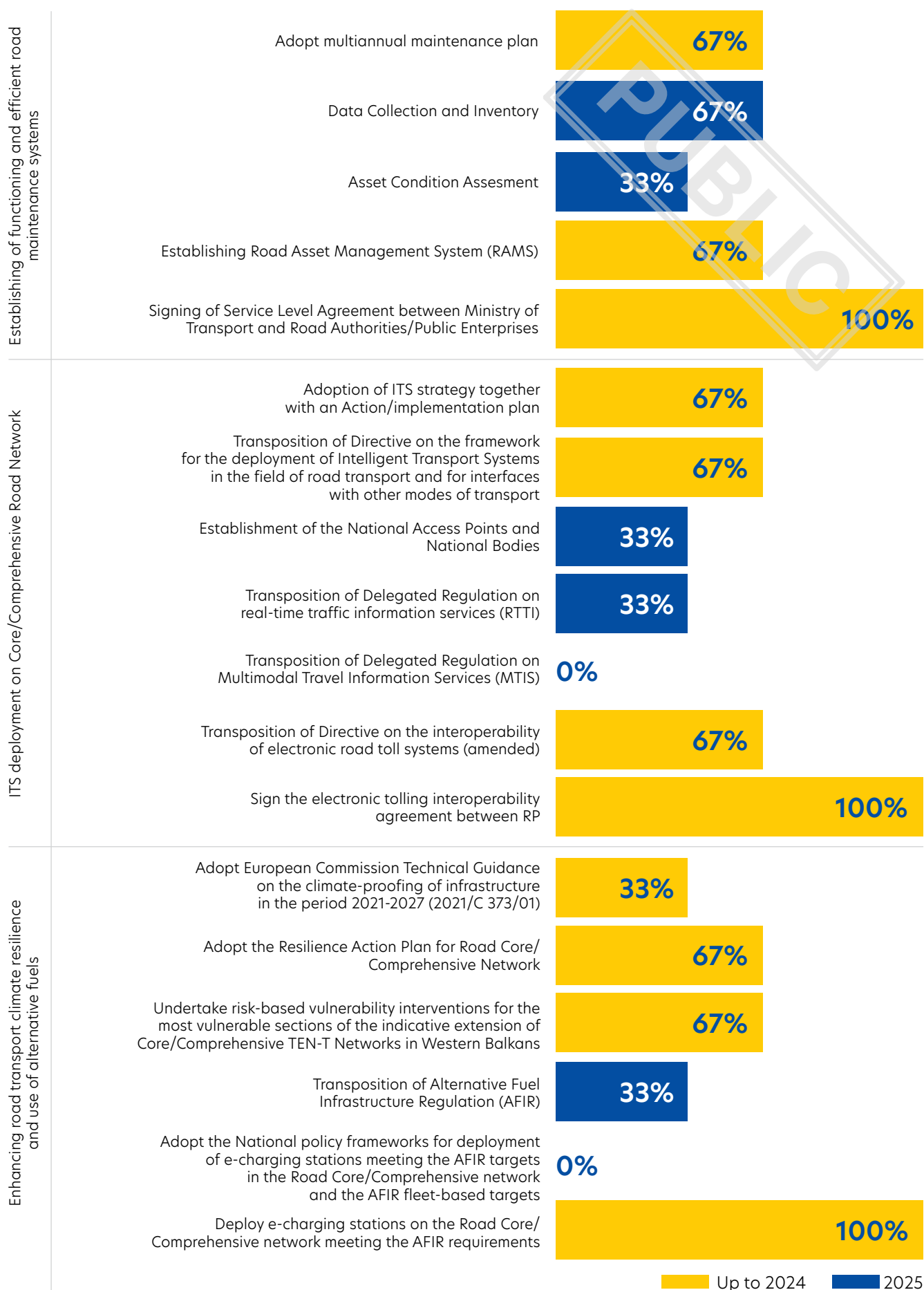


Figure 188. Road action plan progress by measures - Serbia

Next generation Road action plan - Overall progress

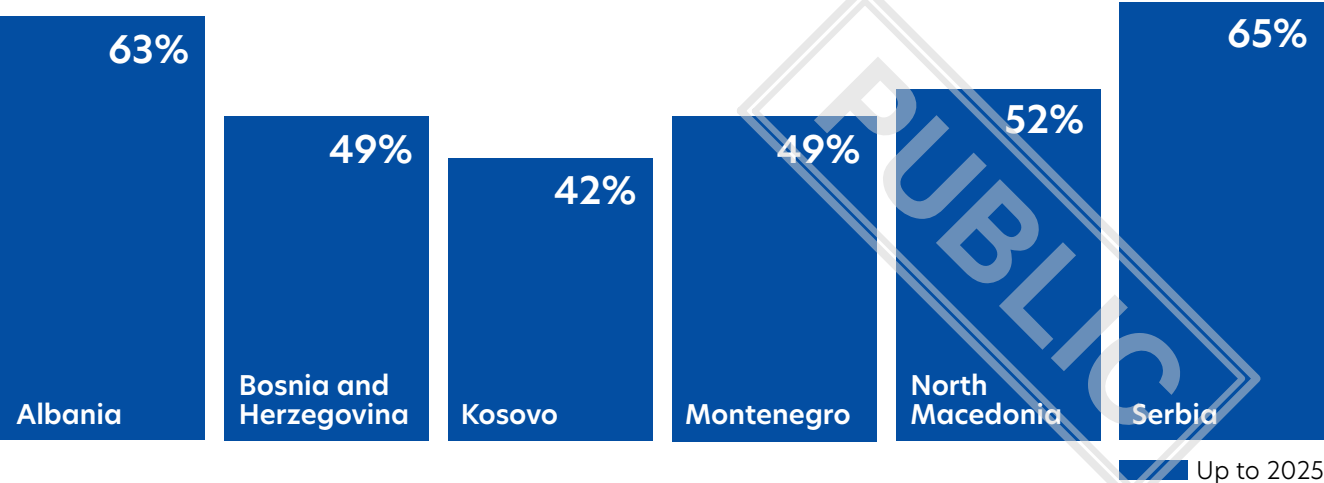


Figure 189. Road Action Plan Overall Progress

2.6.3 Road Safety

Overall Summary

With an overall progress of 79%, Serbia is the most advanced Regional Partner regarding this Action Plan. The RTSA is well established, and Serbia has joined CARE as an observer. A national Road Safety Strategy and Road Safety Coordination body are in place, supported by several active working groups, and enforcement activities are extensive.

Serbia has a strong institutional structure led by the High-Level Coordination Body and the Road Traffic Safety Agency. Road safety management continues to improve. Following the adoption of a new decision in July 2025 establishing the National Road Traffic Coordination Body, Serbia set up ten expert working groups to enhance traffic safety management.

An area of concern for Serbia is the increase in fatalities in 2024, with 514 deaths reported, falling significantly short of the 2027 and 2030 goals. The Road Safety Strategy and its Action Plan, based on a safe system approach, were adopted in September 2023, with ongoing efforts focused on improving high-risk road sections.

Regional Partner	2019	2020	2021	2022	2023	2024	Goal 25% 2027	Goal 50% 2030
Serbia	534	492	521	553	503	↑514	401	267

Number of fatalities in 2019-2024

Progress by Pillars

Strengthening the Road Safety Management

89%

Following the election of the new Serbian Government in April 2025, an updated decision on establishing the National Road Traffic Coordination Body was adopted in July 2025.

As a result, Serbia has formed ten expert working groups to enhance the traffic safety management system. These groups cover a wide range of areas, including enhancing road safety infrastructure, funding, and vehicle safety, increasing the effectiveness of traffic police, courts and prosecutors and improving the safety of children and other road users through education and prevention.

Other groups focus on enhancing emergency services, medical examinations for drivers and the use of artificial intelligence in traffic safety. The working groups now meet regularly to report, discuss and work on improving the traffic safety situation in Serbia.

Serbia: Strengthening the Road Safety Management

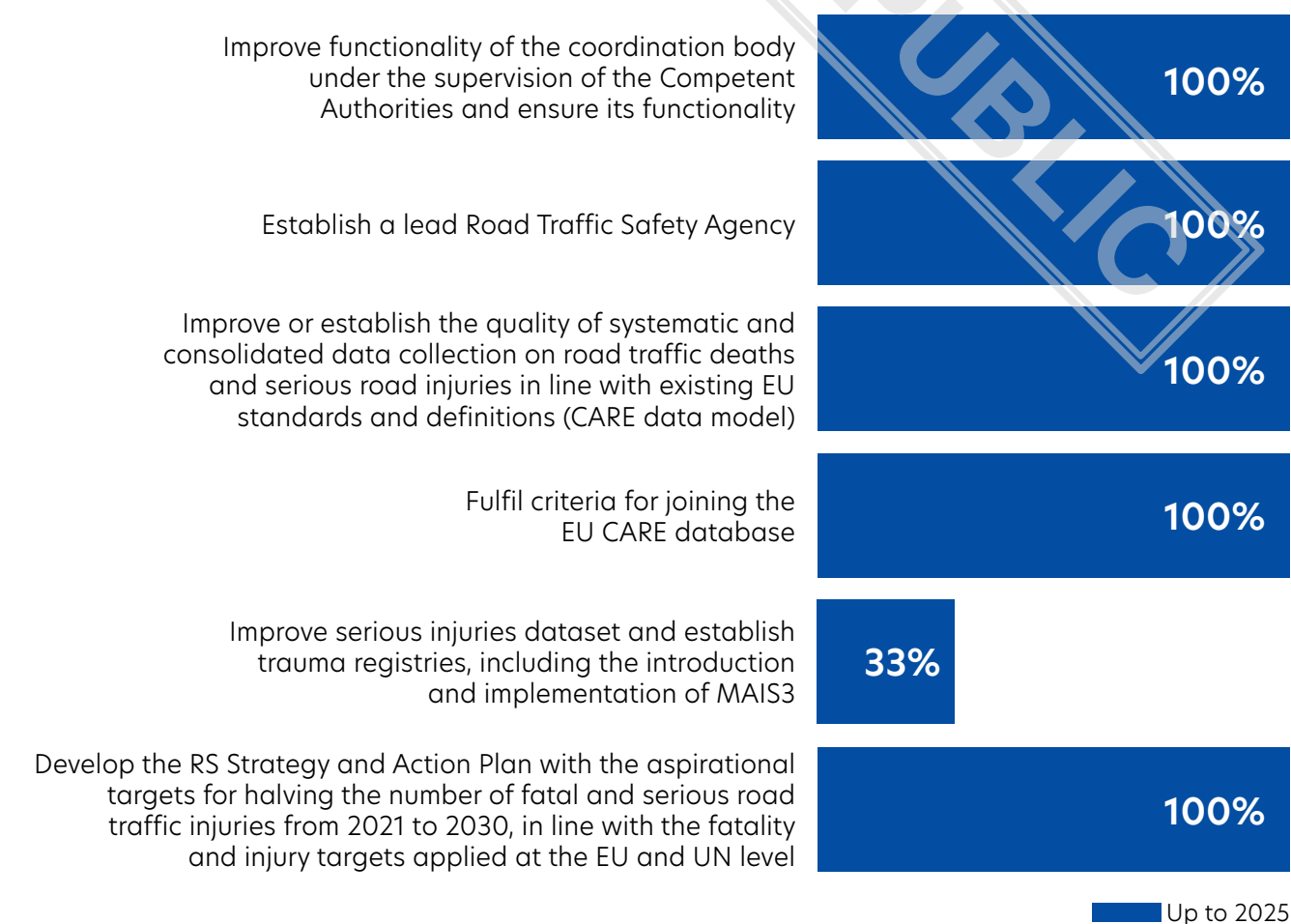


Figure 190. Strengthening the Road Safety Management - Serbia

Promote safer infrastructure

89%

Under the Law on Roads, licences for Road Safety Auditors (RSA) and Road Safety Inspectors (RSI) are issued by the Road Traffic Safety Agency, which also organises training, certification exams and knowledge assessments. Currently, there are two authorised training entities, 118 licensed RSA and 124 licensed RSI. During the reporting period, one training session was held.

No progress has been reported regarding the implementation of the Directive on Minimum Safety Requirements for Tunnels. The Annex of this report indicates partial transposition of the directive.

Serbia currently operates 174 cameras for the automatic detection of speed violations, including average speed cameras installed on motorways. The deployment of devices for automated traffic violation detection, including speed cameras, remains a key priority in the Police Strategic Plan for 2022-2025.

Serbia: Promote safer infrastructure



Figure 191. Promote safer infrastructure - Serbia

Promote the protection of Road Users

75%

A programme for protection of vulnerable road users has been created. The Road Traffic Safety Agency conducts safe driving training for cyclists, moped drivers and motorcyclists. The Agency has also published several guides in Serbian: Brochure for the Safety of Light Electric Vehicles⁶, Practical Guide for Young Drivers⁷, Guide for Driving in Summer Months⁸ and Handbook for Parents – Protect the Child in a Vehicle⁹.

With the new Law on Road Traffic Safety (currently in draft), Serbia will transpose Directive 2015/413 of the European Parliament and of the Council of March 11, 2015, facilitating the cross-border exchange of information on road-safety-related traffic offences. Full implementation is expected in 2026. By adopting the new Law on Road Traffic Safety and its accompanying by-laws, Serbia aims to achieve alignment with the EU acquis regarding driving licences, and it is currently only partially aligned. It is expected that the new Law will come into force in 2026.

Traffic Injury Prevention Week is observed annually during the last week of April. In April 2025, the Road Traffic Safety Agency and the Serbian Red Cross organised an event featuring promotional, educational and interactive activities, primarily targeting young people, to raise awareness about the safe participation in traffic. The event emphasised that road safety is a matter of choice, education and solidarity.

Serbia: Promote the protection of road users

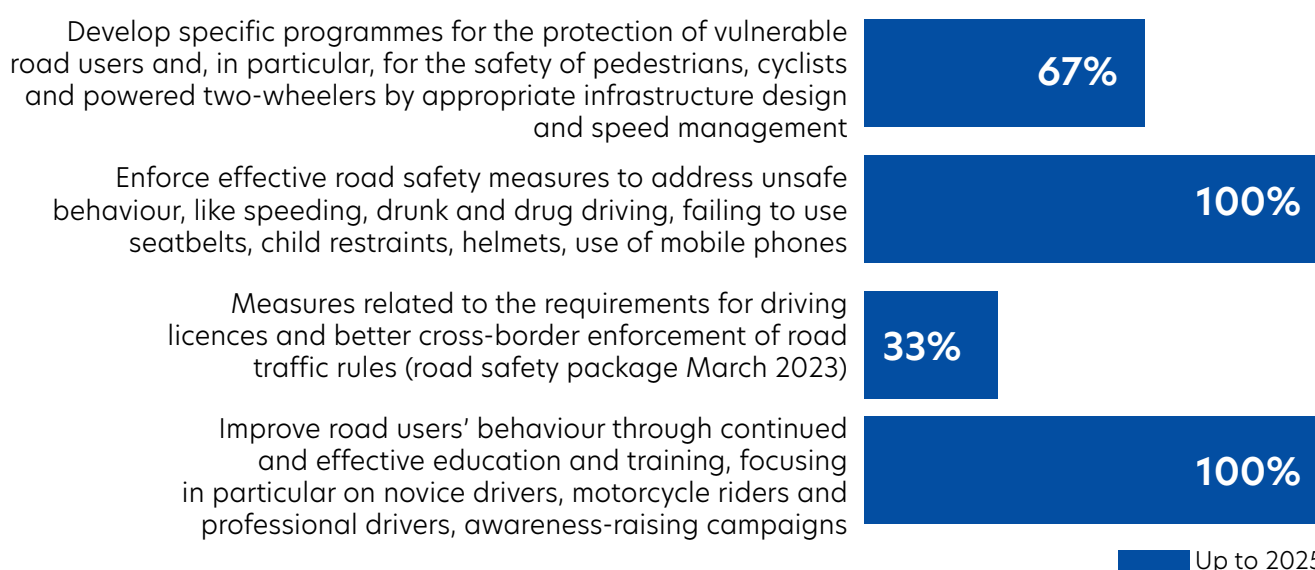


Figure 192. Promote the protection of road users - Serbia

⁶ https://www.abs.gov.rs/static/uploads/17997_LEV_11.04.2025..pdf

⁷ https://www.abs.gov.rs/static/uploads/16770_Prakticni_vodic_za_mlade_vozace.pdf

⁸ https://abs.gov.rs/static/uploads/17894_Brosura_Voznja_u_letnjim_mesecima.pdf

⁹ https://abs.gov.rs/static/uploads/15134_prirucnik-za-roditelje---zastiti-dete-u-vozilu.pdf

Promote the use of safer vehicles

44%

By adopting the new Law on Road Traffic Safety and related by-laws, Serbia is expected to fully implement the EU acquis regarding vehicle roadworthiness. It is anticipated that the new Law will come into force in 2026. Currently, Serbia is only partially aligned with the EU acquis in this area.

Serbia is harmonising with EU regulations through Chapter 1 – Free Movement of Goods. In practice, Serbia aligns with EU standards for homologation standards, conducting type-approval according to UNECE Rulebooks, which form the basis of EU legislation. Partial alignment has been achieved, though further progress requires cooperation among multiple institutions, and additional support might be needed.

In terms of legislation, Serbia adopted several rulebooks in late 2024, including: Amendments to the Rulebook on Vehicle Testing (regarding testing of non-type approved vehicles); the Rulebook on Conditions and Methods for Obtaining a Certificate of Professional Competence (CPC) and a driver's qualification card, replacing the previous versions; the Rulebook on Determining the Status of Oldtimers; Amendments to the Rulebook on Homologation; Amendments to the Rulebook on the Division of Motor Vehicles and Trailers and the Technical Conditions for Vehicles in Road Traffic; Amendments to the Rulebook on Traffic Signs and Signals and Amendments to the Rulebook on Vehicle Testing, enabling the testing of autonomous vehicles (categories M1, N1, L7) on roads.

Serbia: Promote the use of safer vehicles

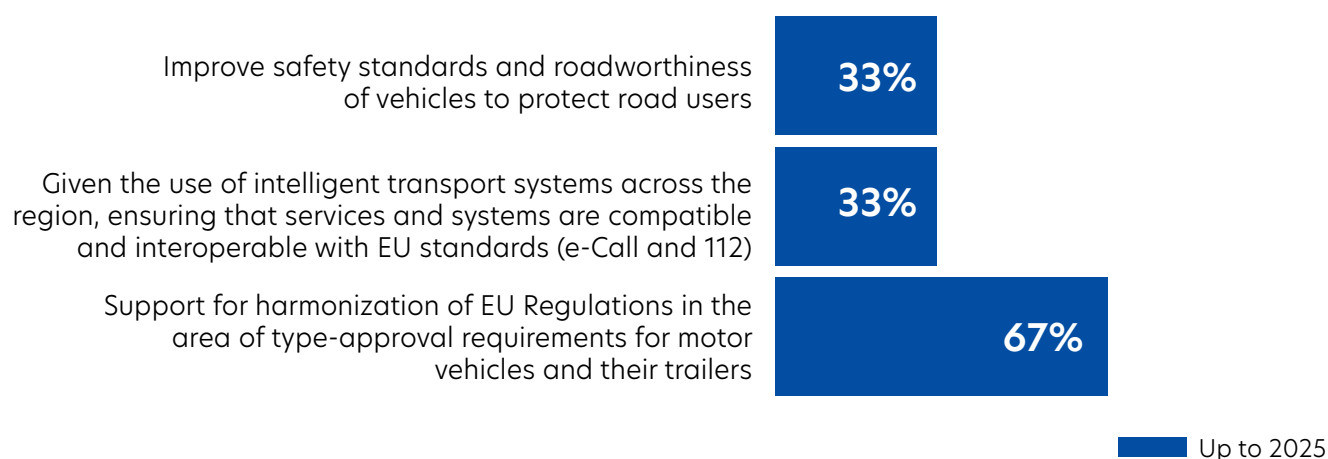


Figure 193. Use of safer vehicles - Serbia

Enhancing regional cooperation and experience exchange

100%

In addition to bilateral contacts with Western Balkans partners, Serbia also shares best practices through platforms such as the Road Safety Technical Committee. The regular 20th International Conference on Road Safety in Local Communities was also held in Serbia.

Recommendations

- Adopt the new Law on Roads with full transposition of Directive 2004/54 for all tunnels above 500 m to meet directive requirements.
- Adopt the new Law on Road Traffic Safety and associated by-laws, to fully implement the EU acquis regarding driving licenses and cross-border exchange of information on road-safety-related traffic offences.
- Adopt the new Law on Road Traffic Safety and related by-laws, to fully implement the EU acquis regarding vehicle roadworthiness.

Serbia: Road Safety Action Plan by measures

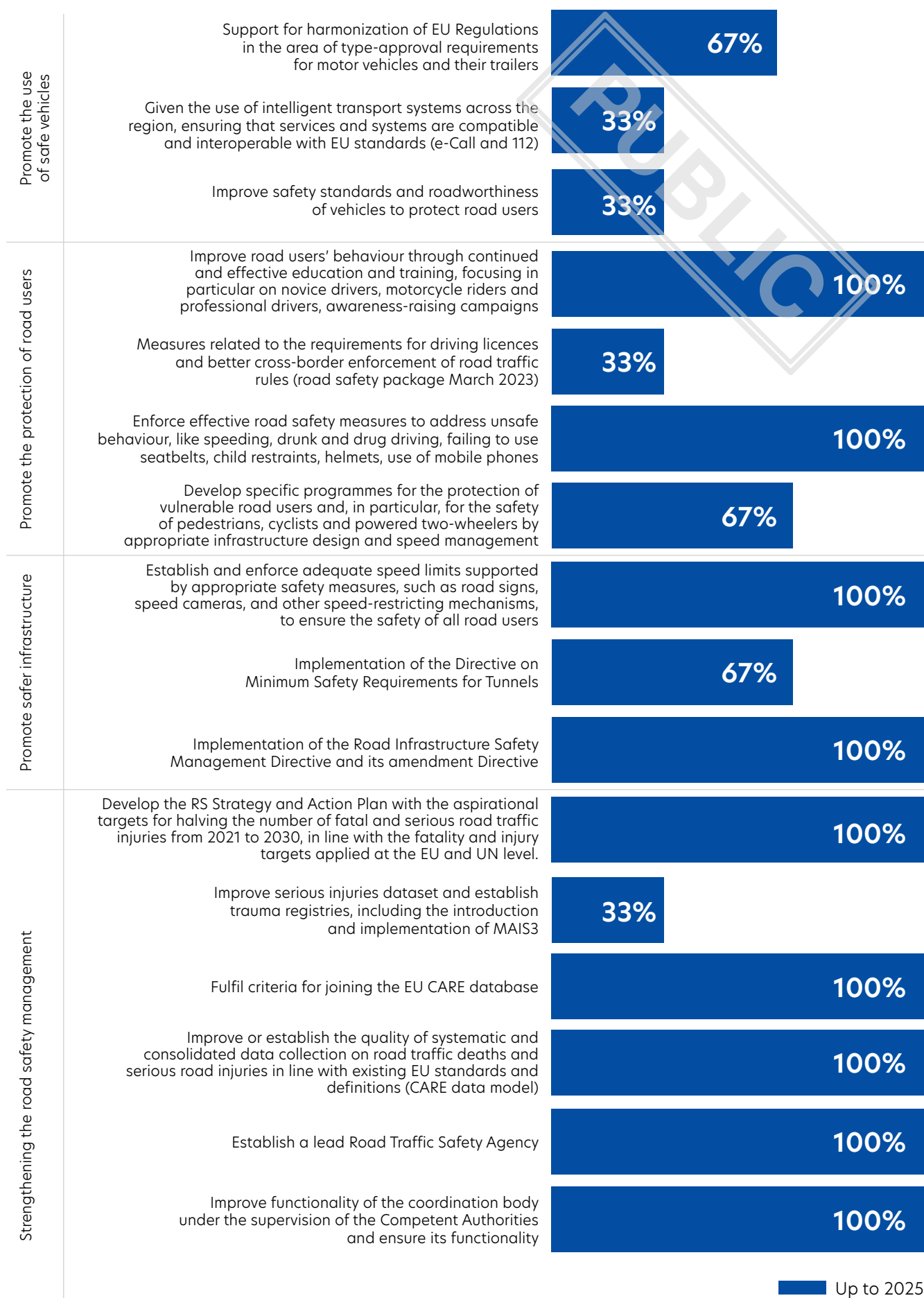


Figure 194. Road safety action plan by Actions - Serbia

Next generation Road safety action plan - progress

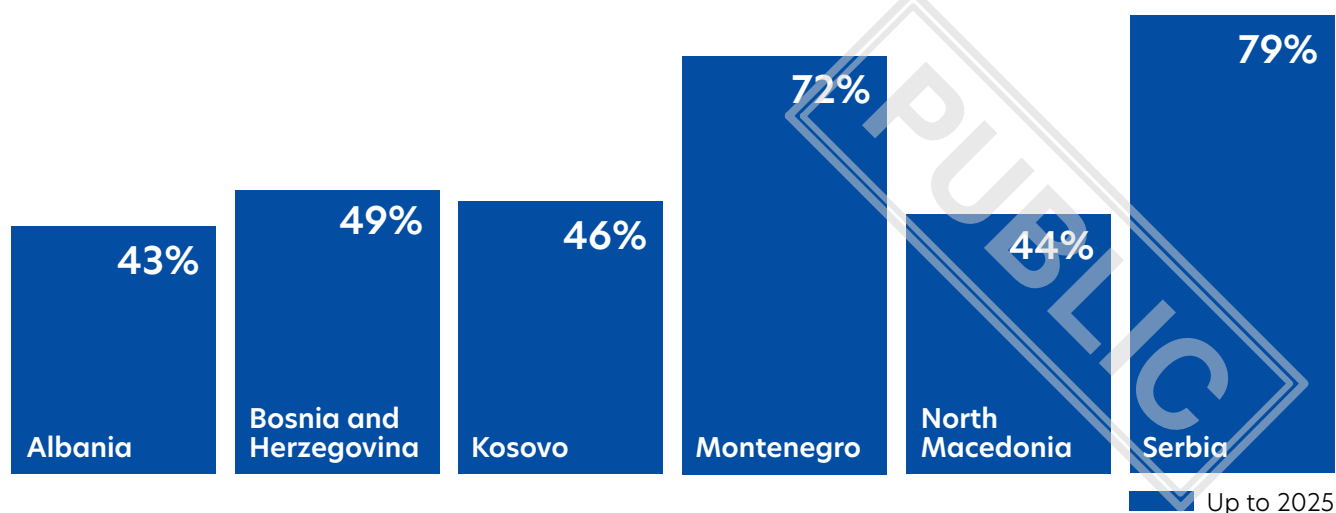


Figure 195. Road Safety Action Plan - Overall Progress

2.6.4 Transport Facilitation

Overall Summary

Serbia made moderate progress in implementing the Transport Facilitation Action Plan, achieving an overall implementation rate of 39%.

While a general slowdown was observed in measures related to rail BCPs, Serbia advanced with most road BCPs measures, particularly regarding infrastructure improvements.

Significant progress was achieved with the implementation of effective one-stop controls at the BCP Presevo/Tabanovci (with North Macedonia), introduced in July 2025 following the signing of the new Agreement and Protocol. Significant progress was achieved with the implementation of effective onestop controls at the BCP Presevo/Tabanovci (with North Macedonia), introduced in July 2025 following the signing of the new Agreement and Protocol.

Serbia is also advancing infrastructure projects on most of its BCPs, including BCP Horgos and Kelebija (with Hungary), BCP Presevo (with North Macedonia), BCP Batrovci (with Croatia) and BCP Gradina (with Bulgaria). Being part of the Green Lanes crossing points, these BCPs are eligible for further support under the SSTP2 financing programme. Serbia has prepared an application using CONNECTA instrument for TA in project documentation. Following a letter from the European Commission on further implementation of the Green Lanes Initiative, meetings were held on 8 and 30 July 2025, attended by representatives of all competent authorities, demonstrating a high level of commitment and coordination by Serbian national authorities.

Ongoing activities also include infrastructure improvements at the BCPs shared with Bosnia and Herzegovina, including Sremska Raca, to be constructed as a joint one on the Serbian territory, as well as preparation for construction of the BCP Vatin-Moravita 2 (a joint facility on Romanian territory).

No developments were reported on the crossing points with Montenegro and Kosovo.

Progress by Measures

Improving efficiency of Rail Border Crossing/ Common Crossing Points

22%

Serbia reported ongoing negotiations with Hungary regarding the conclusion of a new Border Control Agreement, which is expected to cover rail transport as well. On 30 July 2025, a meeting was held in Szeged to discuss the details. In the coming period, both sides are expected to agree on a date for signing the agreement.

Apart from this, and the smooth implementation of the joint rail controls with Montenegro, there are no other developments to be reported regarding the rail measures foreseen in the Action Plan with other EU or Western Balkans neighbouring countries. Most of these measures have been inherited from the previous Action Plan.

Improving efficiency of Road Border Crossing/ Common Crossing Measures

44%

Serbia has made a good progress with respect to the BCPs shared with most of its neighbouring parties, as it follows.

Serbia-North Macedonia: On May 9, 2025, a new Agreement was signed in Belgrade between the Governments of Serbia and North Macedonia on the establishment of joint controls at the border crossings in Preševo/Tabanovce.

On July 4, 2025, a Protocol was signed in Preševo between the Ministry of Internal Affairs of both countries on the method of conducting border checks. This officially implements the integrated "one-stop control", simplifying and speeding up traffic while avoiding duplication of checks and unnecessary waiting at the border.

A new freight terminal has been constructed, including two truck lanes with scales, a parking area for 60 freight trucks, office building for processing transit documentation, customs office building, sanitary facilities and warehouse for temporarily seized goods and canopies.

Serbia-Bosnia and Herzegovina: Construction of the integrated BCP Sremska Raca is ongoing, in parallel with the construction of the 18 km long Sremska Rača-Kuzmin highway (in Serbia) and a bridge over the Sava River. The Ministry of Construction, Transport and Infrastructure coordinates with both contractors, for the purpose of synchronizing the construction. Completion is expected by Q1 2026.

Regarding the BCP Mali Zvornik, the technical documentation is in progress, with location conditions for the construction expected to be issued soon. The reconstruction of the bridge at the BCP Mali Zvornik - Karakaj is planned for Q3 2025. The project includes the construction of the Loznica - Mali Zvornik (BCP Mali Zvornik-Karakaj) expressway - 21 km length and an additional bridge over the Drina River.

The BCP Vardiste/Kotroman has been included in the additional five Green Lanes BCPs: a fiche identifying the investment needs has been prepared.

Serbia-Hungary: On 8 October 2024, the Governments of Serbia and Hungary signed a Memorandum of Understanding to extend Green Lanes Initiative, creating a legal foundation for enhanced cross-border trade. Activities are underway to define modalities for electronic data exchange between customs and other border services.

The reconstruction and construction works at BCP Horgos have been completed. The following infrastructure has been constructed: two lanes for passenger vehicles and two lanes for buses at the entry to Serbia, and at the exit, the existing bus lane has been repurposed as a lane for passenger vehicles, while two truck lanes have been converted into bus lanes. Additional works include the construction of

control cabins, a permanent technical facility and vehicle inspection channel at the passenger customs terminal, as well as at the cargo terminals on both entry and exit. Further facility include canopy for buses and van inspection; weighing equipment comprising of scales and weighing cabins; a canopy with a platform for unloading and cargo inspection; ad vehicle (trucks) inspection channel; and a platform for a mobile scanner, at the cargo terminals on both entry and exit.

The Directorate for Property is finalising the reconstruction works at the cargo terminal at the BCP Kelebija on the entry side to Serbia. A new truck line with scale and control cabins, equipped with all necessary facilities, has been completed. The Directorate for Property is also involved in preparing technical documentation for the construction of the new joint BCP Kelebija/Tompa 2, located on the territory of Hungary, where the Hungarian side will act as the lead partner. Planning activities are currently underway, and the Serbian border services have submitted their location and technological requirements.

Serbia-Croatia: A new traffic lane with a scale and control cabin has been constructed at the BCP Batrovci, at the entrance to Serbia.

Serbia-Bulgaria: Maintenance works have been carried out on the facilities at the BCP, and the adaptation of the control facility and control cabins has been completed.

In June 2025, negotiations began on the signing of a Memorandum of Understanding on data exchange through the SEED system, expected to be concluded by the end of 2025.

Serbia-Romania: The Directorate for Property is participating in preparation of technical documentation for the construction of the joint BCP Vatin/ Stamora Moravita 2, located on the territory of Romania, where the Romanian side will act as the lead partner.

Horizontal measures for transport facilitation

50%

On 23 May 2025, the final conference of the project "EU Support to Effective Border Management", funded by the European Union, was held in Belgrade. The project aimed to strengthen the institutional and human capacities of relevant institutions of integrated border management, to meet the criteria for accession to the European Union. Through this project, more than 900 experts and officials received specialized training, including study visits to European Union countries, thereby enhancing their capacities to combat fight cross-border crime, manage migration flows and facilitate trade. In addition, the project supported the preparation of the Integrated Border Management Strategy of the Republic of Serbia 2022-2027.

To advance the implementation of EU Regulation 2020/1056 on Electronic Freight Transport Information (e-FTI Regulation), the Ministry of Construction, Transport and Infrastructure, with the support of the Policy and Legal Advice Centre (PLAC IV), is preparing the draft legislative amendments to the Law on Contracts of Carriage in Road Transport.

Additional Protocol to the CMR Convention concerning the e-CMR is planned to enter into the force upon ratification, together with the amendments to the Law on Contracts in Road Transport.

An eFTI Working Group has been established, providing an institutional structure for implementation.

Serbia: Overall progress

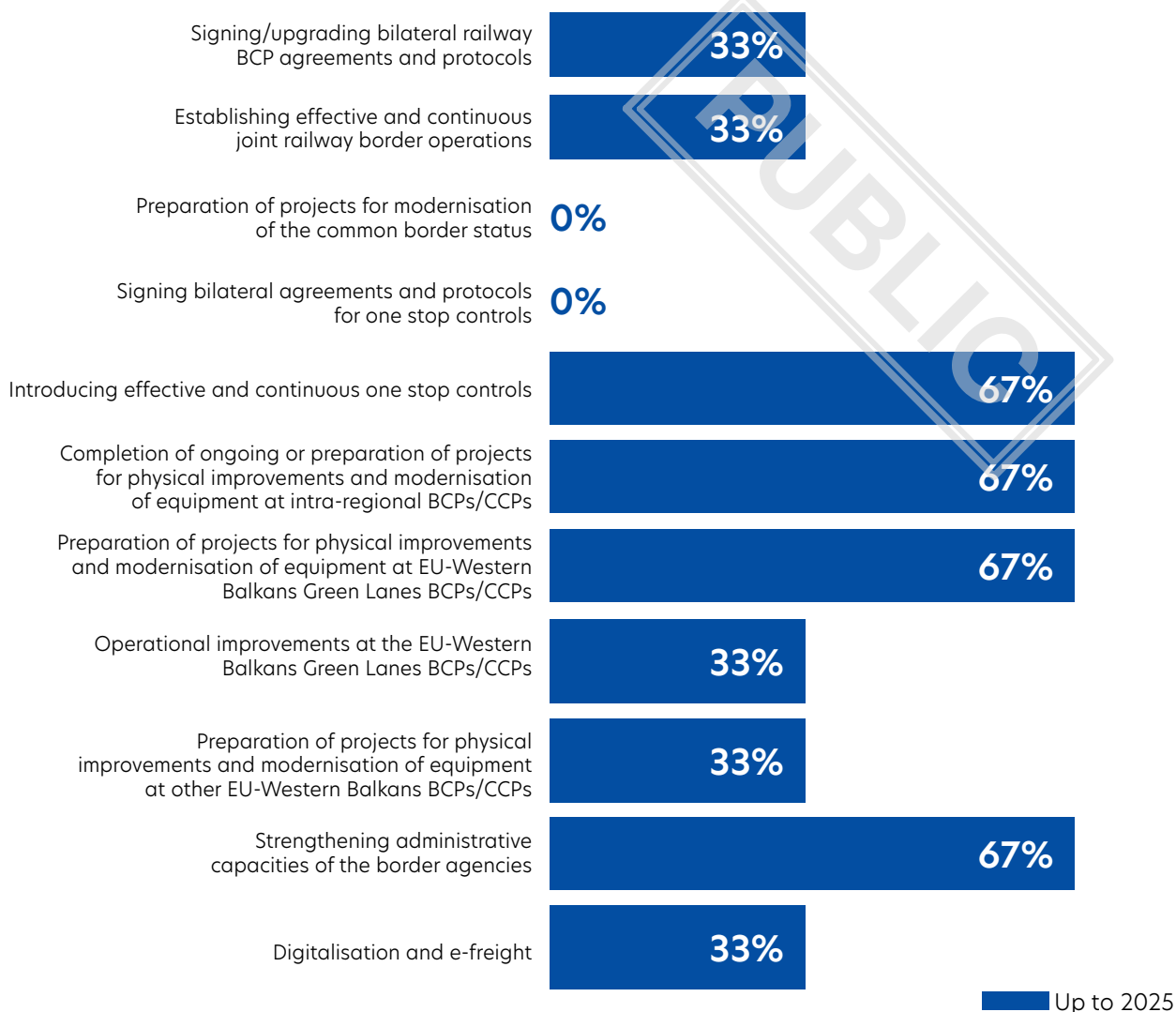


Figure 196. Serbia Overall Progress

Recommendations

- Finalise negotiations with Bosnia and Herzegovina and Croatia on facilitating rail border crossing procedures.
- Engage in negotiations with Montenegro for establishing joint controls at the shared BCPs.
- Prepare the project documentation for the proposed physical improvements and equipment upgrade within the Green Lanes BCP fiches for Batrovci/Bajakovo, Horgos/Roszke, Gradina/ Kalotina and Vatin/Stamora Moravita, utilising existing TA instruments in line with the SSTP2.
- Conclude the MoU for the exchange of customs information through SEED with the remaining neighbouring EU Member States.
- Continue the efforts for strengthening the administrative capacities of the border agencies and simplifying the border controls in line with the Green Lanes Comprehensive roadmap and individual fiches.

2.6.5 Waterborne Transport and Multimodality

Overall Summary

During the reporting period, Serbia made significant progress in advancing the Next Generation Action Plan for Waterborne Transport and Multimodality, achieving an overall implementation rate of 48%.

On the legislative front, Serbia adopted the new Rulebook on Technical Rules for Statutory Certification of Inland Navigation Ships and the Regulation on Titles, Conditions for Acquiring Titles and Authorizations of Crew Members of Maritime Ships, in line with the STCW Convention. Additionally, a new Rulebook was adopted requiring compliance with CESNI standards. Work is ongoing to finalise amendments to four rulebooks, which will ensure full harmonization with Directive (EU) 2017/2397 on crew certification for inland waterway vessels.

Under the FAIRway works project a new hydrographic vessel has been put into operation, and the installation of 38 hydro-meteorological stations along the Danube and Sava is ongoing.

Major EU-co-financed initiatives—including Preparing FAIRway 2 Works and the FLAGSHIP 1 “Connecting East to West” waterways project for the removal of sunken vessels at Prahovo—are in progress. Serbia is also cooperating with Croatia to remove cross-border bottlenecks and has completed key studies and modelling phases to improve navigability.

The project to survey and remove the sunken German World War II fleet near Prahovo, is advancing. Four shipwrecks have been removed, with work underway on two more. The removal process is complex due to heavy sediment and old explosives.

Progress has been made on port infrastructure. The Port of Belgrade received a regulatory extension, paving the way for a new passenger terminal with onshore power supply. Construction of the international passenger terminal in Sremski Karlovci is progressing. The AtoNs project has enhanced navigation safety by covering the entire Danube with buoys, with work on the Sava expected to be completed by the end of 2025.

Serbia: Overall progress

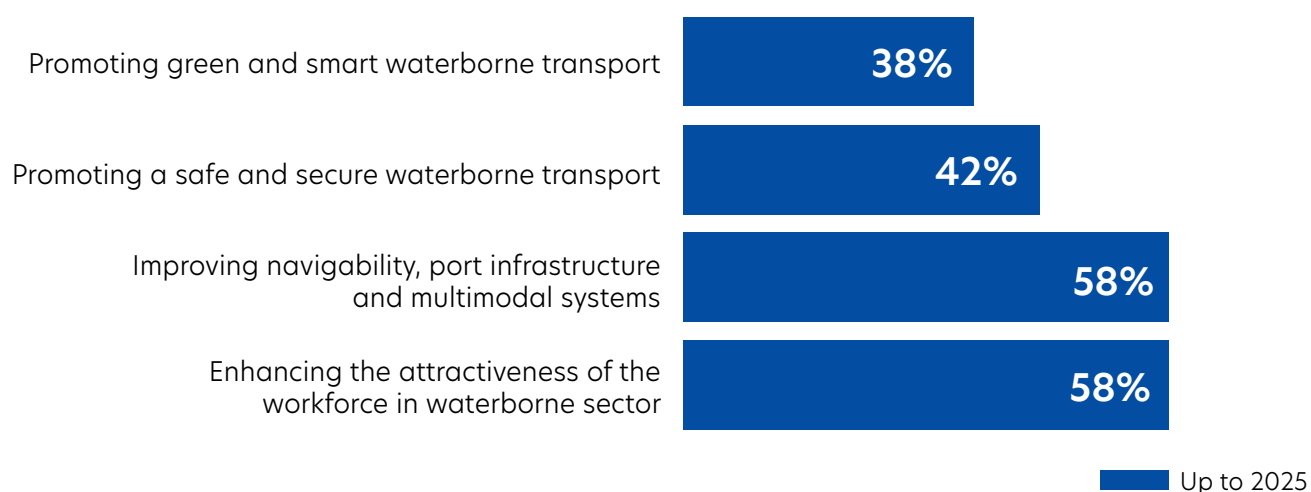


Figure 197. Serbia progress in waterborne transport and multimodality

Progress by Measures

Promoting green and smart waterborne transport

38%

During the reporting period, Serbia advanced several key projects promoting green and smart waterborne transport.

Within the FAIRway works! project in the Rhine–Danube Corridor, a new hydrographic vessel equipped with multibeam and ADCP technology has been put into operation, while a marking vessel is under construction and expected to be completed by the end of 2025.

Progress also continued under the Preparing FAIRway 2 Works project, with LOT 1 has successfully completed through the delivery of all modelling and analysis outputs, while LOT 2, focused on data collection and hydraulic modelling, is ongoing and scheduled for completion in 2027.

Further efforts are underway to remove bottlenecks on the Sava River, with feasibility studies, dredging assessments and permitting already completed, as well as to develop a hydro-meteo network of 38 stations along the Danube and Sava rivers, which will provide real-time data to enable safer and smarter navigation by 2026.

In late 2024, DG ENEST, in coordination with the TCT Secretariat, launched the EU4Digital initiative, co-funded by the EU and Germany's BMZ, with one of its three core components dedicated to e-freight. The programme aims to accelerate digital transformation in the Western Balkans by improving digital infrastructure, enabling cross-border services and supporting business digitalisation. Serbia is actively participating in this Initiative, particularly the eFTI component.

Serbia: Promoting Green and Smart waterborne transport

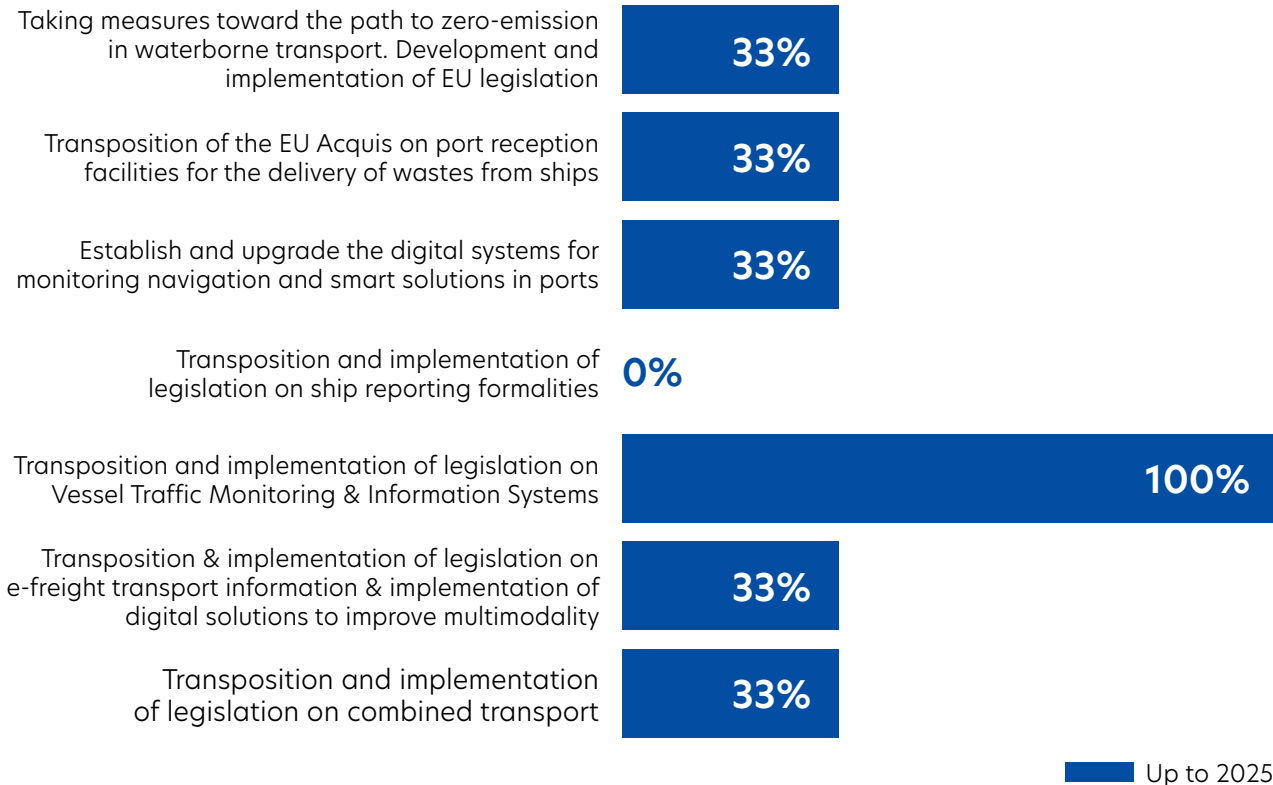


Figure 198. Serbia - Promoting Green and Smart waterborne transport

Promoting safe and secure waterborne transport

40%

During the reporting period, Serbia adopted the Rulebook on Technical Rules for Statutory Certification of Inland Navigation Ships, which requires the national shipping fleet to comply with the standards developed by the European Committee for the Prevention of Pollution in Inland Navigation (CESNI).

FAIRway 2 Works (07/2020-12/2024) is an EU co-financed project involving Austria, Croatia, and Serbia, aimed at enhancing Danube waterway infrastructure. Recent achievements include the completion of a study on mooring locations and a monitoring report.

A collaborative project with Croatia targets the removal of bottlenecks at the Serbia-Croatia border, identifying 17 critical sectors. The modelling phase began in September 2023, with project completion expected by 2024. Additionally, the AtoNs project, initiated on July 25 2023, successfully equipped the entire Danube with buoys, providing real-time navigation information. The second phase, covering the Sava River, is expected to be completed by Q4 2025.

Serbia: Promoting a safe and secure waterborne transport

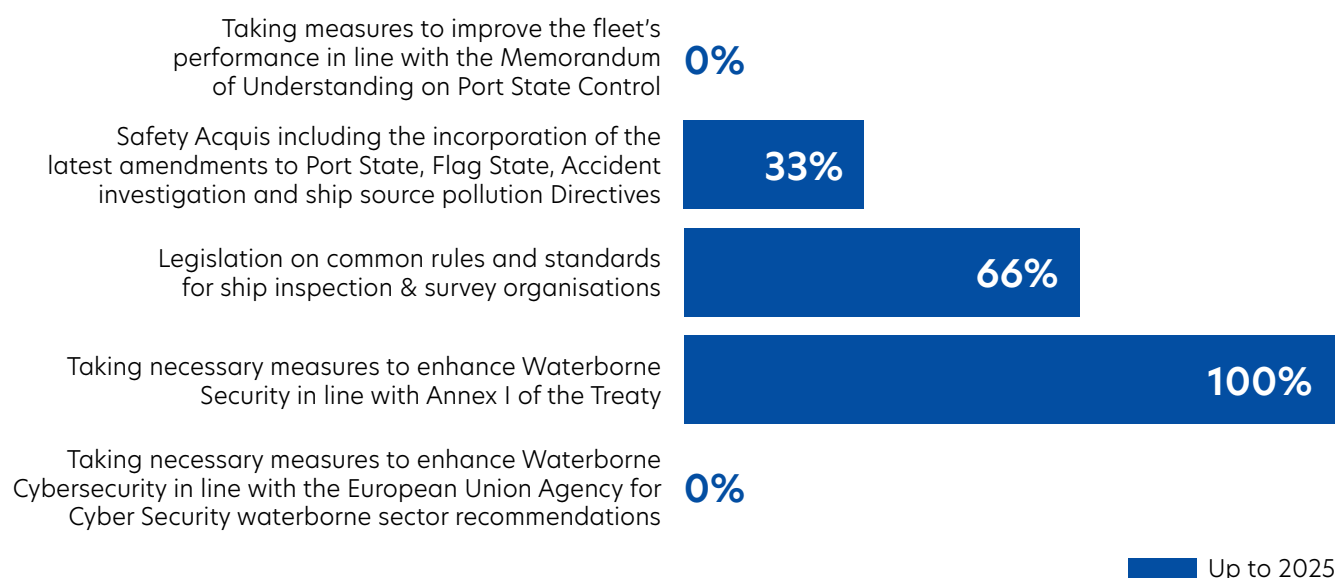


Figure 199. Serbia - Promoting safe and secure waterborne transport

Improving navigability, port infrastructure and multimodal systems

58%

Following the provision of technical assistance on Regulation (EU) 2020/1056 (e-Freight), Serbia has elevated its transposition to a priority in the New Growth Plan and Reform Agenda, while partial progress continues on Council Directive 92/106/EEC on combined transport.

At the Port of Belgrade, new legislation determining the port area of the international passenger pier, enabling expanding the international passenger terminal to include floating pontoons and onshore power supply.

Regional cooperation on fairway management is progressing through the EU-supported FAIRway 2 programme, with hydraulic modelling completed, LiDAR and hydrographic surveys ongoing and overall programme completion expected by mid-2027.

On the Sava River, preliminary designs and dredging assessments at the Drina confluence have been completed, with tenders under evaluation and works expected to be implemented over a two-year period. To enhance real-time traffic management, 38 new hydro-meteorological stations are being installed on the Danube and Sava rivers, with a pilot station already operational.

The project for the Survey and the removal of the sunken German fleet from World War II near the town of Prahovo, downstream of Đerdap 2, is progressing. To date, four shipwrecks have been removed, and work is underway on the next two. Due to the presence of sediment deposits and unexploded devices, the removal process requires special safety measures. The project aims to remove a total of 21 shipwrecks and is expected to be completed by 2028.

Regarding multimodality, the TCT and Regional Partners conducted analyses and drafted an action plan for rail-road terminals, identifying nine key terminals for potential TEN-T inclusion, including three in Serbia.

Serbia: Improving navigability, port infrastructure and multimodal systems

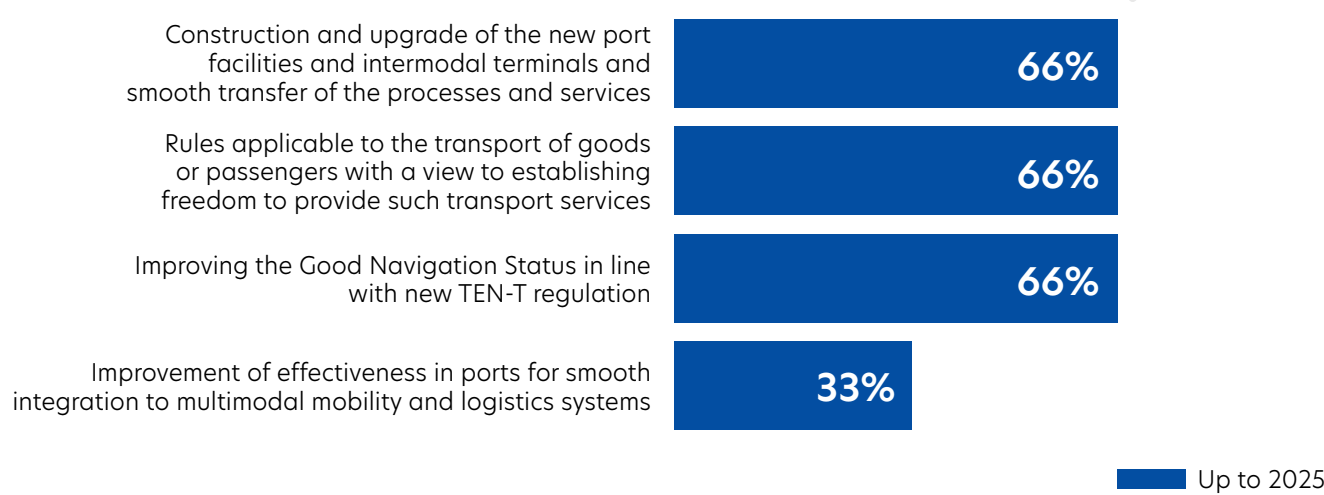


Figure 200. Serbia - Improving navigability, port infrastructure and multimodal systems

Enhancing the attractiveness of the workforce in waterborne sector 58%

In line with the corrective action plan following the independent evaluation under Regulation I/8 of the STCW Convention, the Rulebook on Amendments to the Regulation on Titles, Requirements and Certificates for Seagoing Crew Members was on April 11, 2025.

At the same time, the implementation of the corrective action plan aimed at obtaining mutual recognition of inland waterway crew certificates is ongoing. Amendments to four existing rulebooks—covering crew titles, service record books, ship documents and medical fitness requirements—are in the final stage of preparation, developed in close cooperation with the European Commission. Once adopted, these changes will ensure full alignment with Directive (EU) 2017/2397.

Serbia: Enhancing the attractiveness of the workforce in waterborne sector

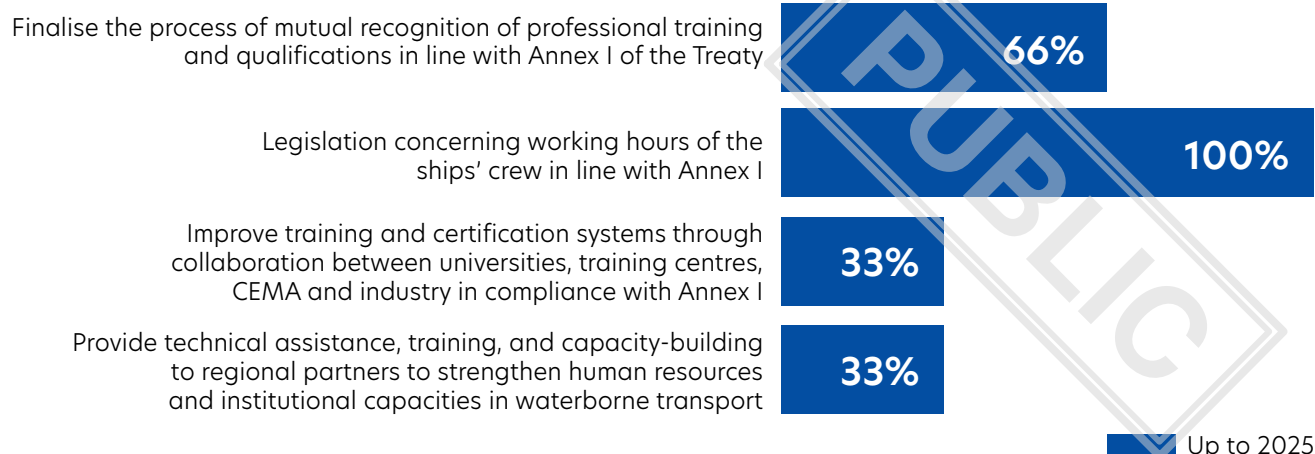


Figure 201. Serbia - Enhancing the attractiveness of the workforce in waterborne sector

Recommendations

- Finalise and implement crew certification reforms to ensure full alignment with Directive (EU) 2017/2397.
- Promote the green transition of ports by prioritising investments in onshore power supply, alternative fuels and smart technologies to support the transition towards zero-emission inland waterway transport.
- Accelerate the completion of flagship projects, such as the Prahovo wreck removal and FAIRway 2 Works, to ensure safe, reliable and sustainable navigation conditions along the Danube and Sava rivers.

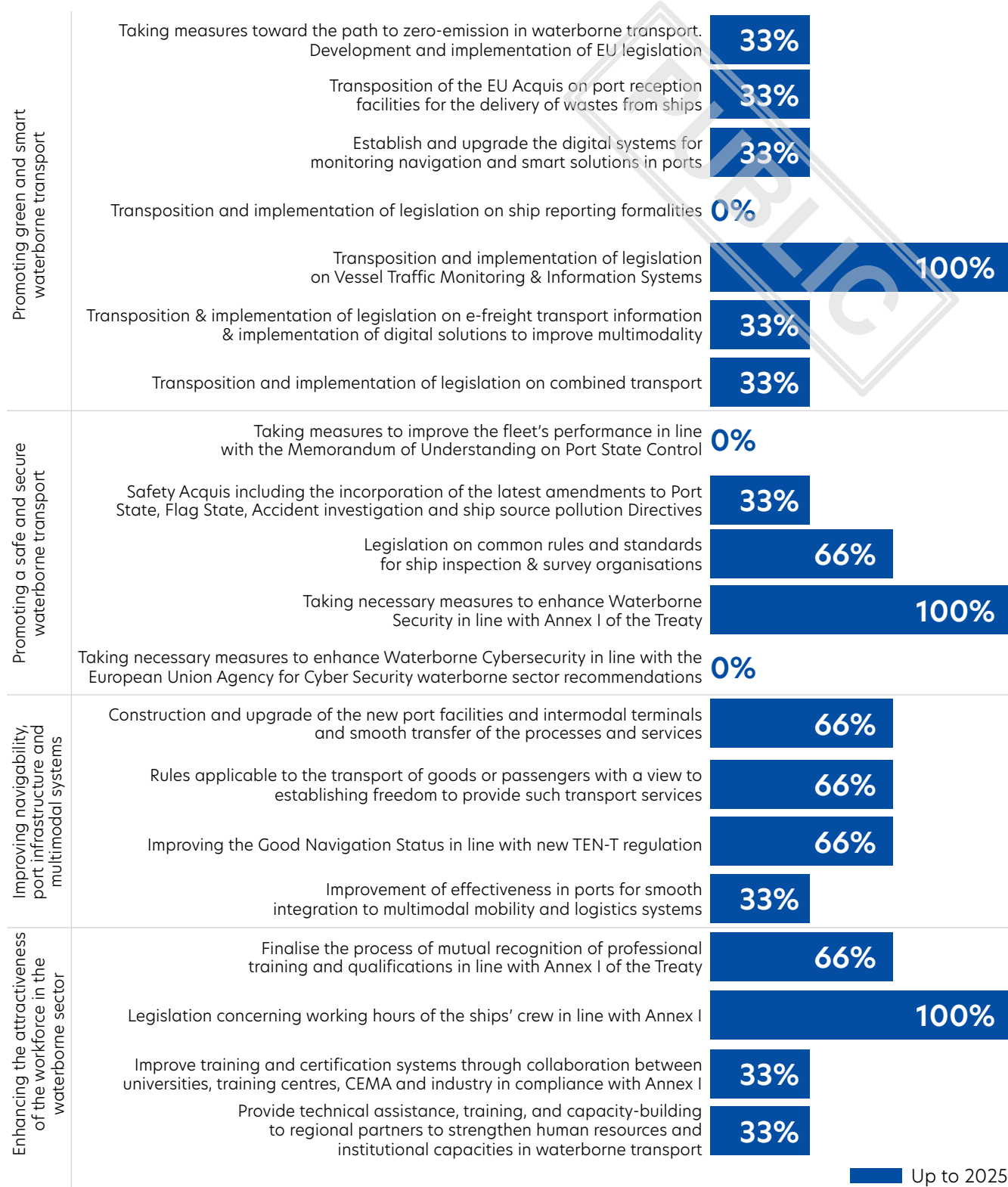


Figure 202. Serbia progress in Next Generation Action Plan for Waterborne Transport and Multimodality by measures

Overall Progress

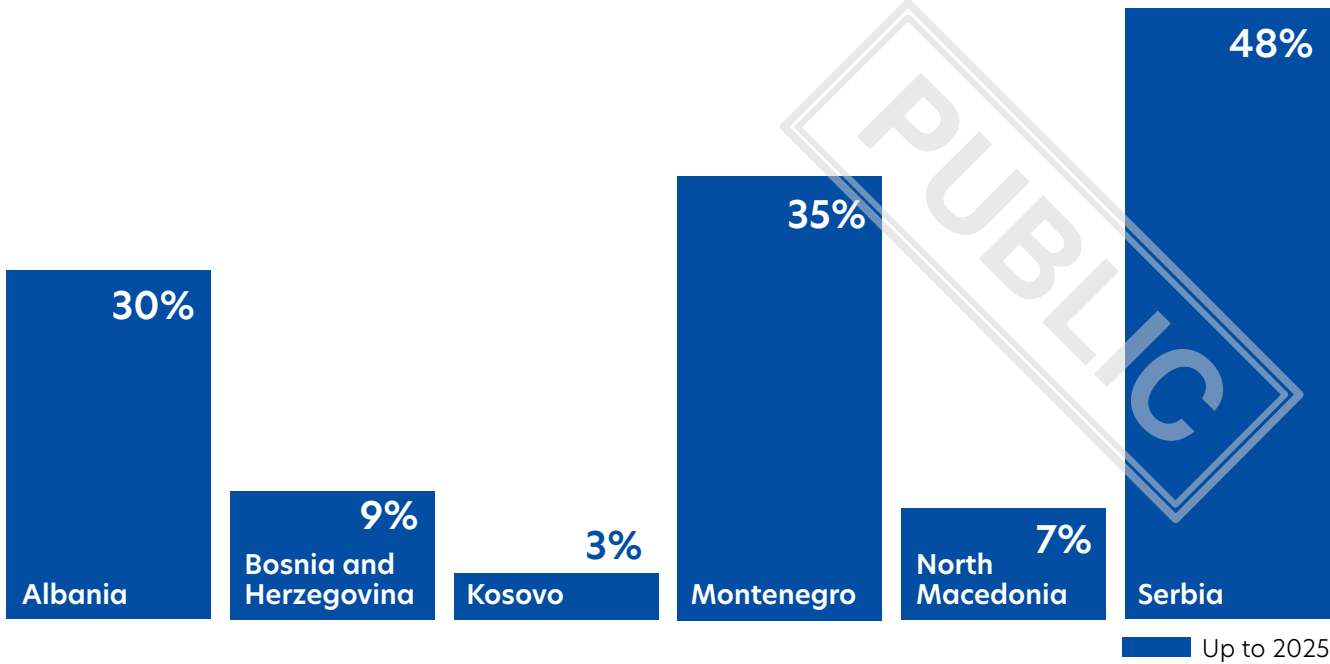


Figure 203. Overall progress in Next Generation Action Plan for Waterborne Transport and Multimodality.

2.6.6 Social Issues and Passenger Rights

Serbia achieved an overall implementation rate 46% on the measures outlined in the Action Plan for the Implementation of the EU Acquis in Social Issues and Passenger Rights in Transport, and in aligning its national legislation with the EU Acquis, as defined within the ANNEX of the Transport Community Treaty (TCT).

Progress on the adoption of the draft law has been stagnant during the reporting period. With the establishment of the new government in April, the timelines have shifted, which also influenced the pace of legislative procedures. The procedure for the adoption of the *Law on Amendments to the Law on Working Hours of Vehicle Crews Engaged in Road Transport and Tachographs* was initiated in August 2025. The law was adopted by the Government in October 2025 and is expected to be adopted by Parliament during the next parliamentary session. The Government of Serbia adopted the Plan for Fulfilling the Most Important Obligations from the EU Accession Negotiation Process by the end of 2026, reaffirming its strong commitment to advancing alignment with the EU acquis.

Progress by Measures

Workers' Fundamental Rights

II Rail 100% ↑ Road 77%

Rail Sector (Working Time/Hours): Serbia has fully transposed Directive 2003/88/EC, which governs various aspects of working time organization in the rail sector, ensuring compliance with EU standards on worker protection. In addition, Directive 2005/47/EC, which addresses working conditions for mobile workers involved in interoperable cross-border rail services, has also been fully transposed.

Road Sector (Driving Time and Rest Periods): The Draft Law on Amendments to the Law on Working Hours of Vehicle Crews Engaged in Road Transport and Tachographs has been completed. However, following the establishment of the new government in April 2025, Serbia is still awaiting the initiation of the official adoption procedure. The deadline for harmonising the national legislation is set for the end of Q1 2026.

No progress has been recorded during the reporting period.

Serbia: Road driving time/rest periods

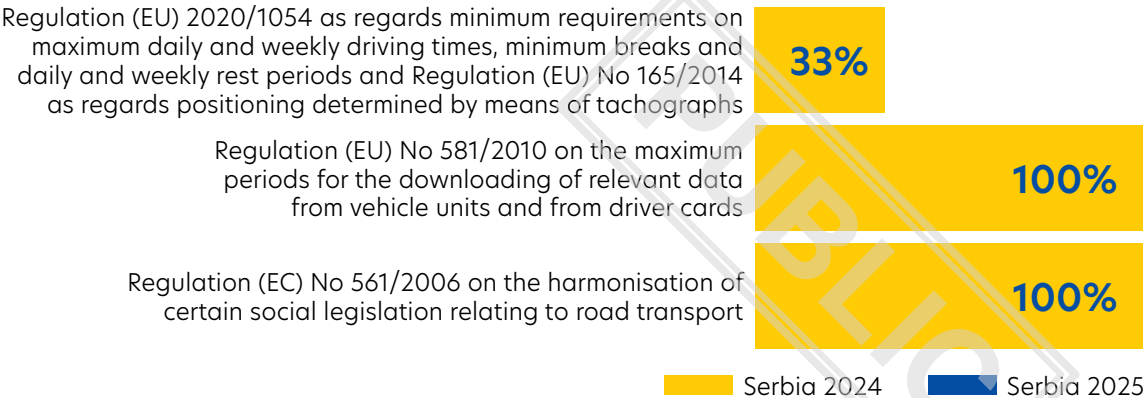


Figure 204. Road riving time/rest time

Tachographs

II 55%

The Draft Law on Amendments to the Law on Working Hours of Vehicle Crews Engaged in Road Transport and Tachographs has been completed. However, following the establishment of the new government in April 2025, the timelines have shifted, which also influenced the pace of legislative procedures. The procedure for the adoption of the Law was initiated in August 2025. The law was adopted by the Government in October 2025 and is expected to be adopted by Parliament during the next parliamentary session.

Serbian Government adopted a Plan for Fulfilling the Most Important Obligations from the Negotiations Process on the Accession of Serbia to the European Union by the end of 2026. According to this Plan the deadline for harmonising the national legislation is set for the end of Q1 2026.

No progress has been reported during the reporting period.

Serbia: Tachograph

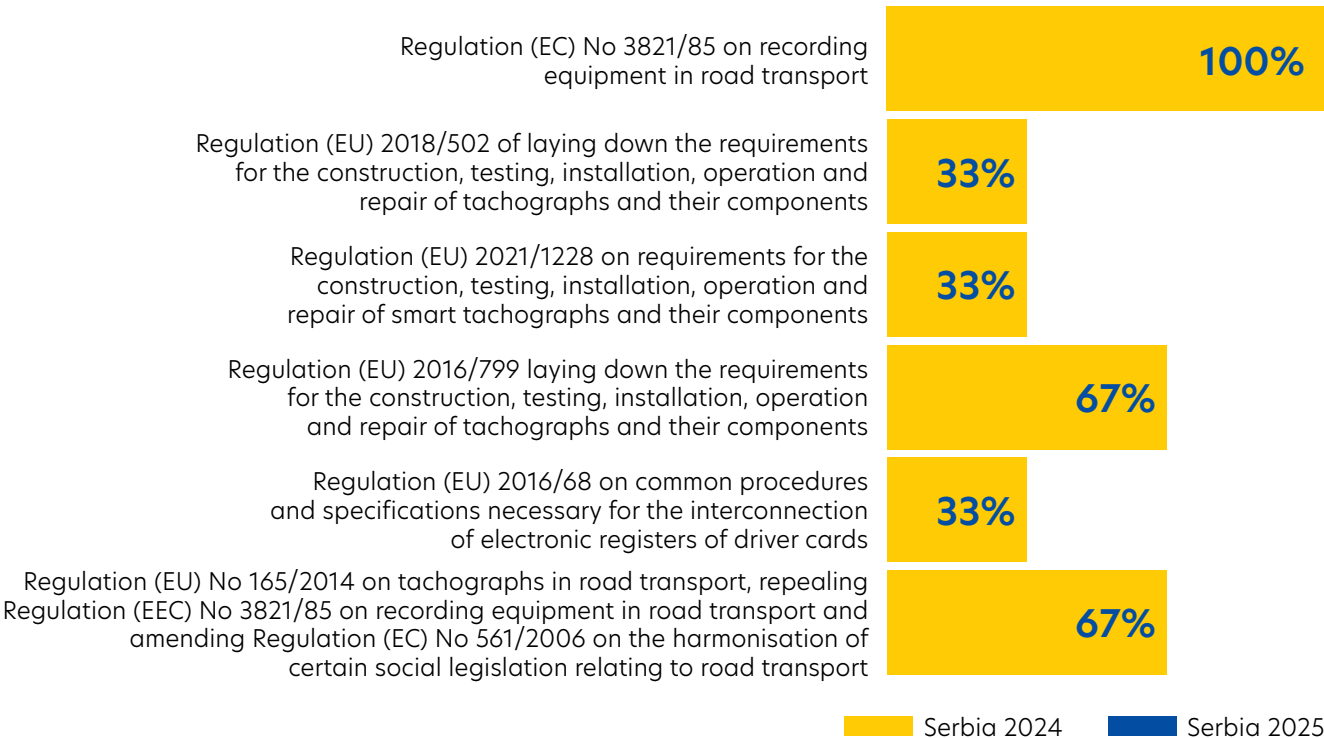


Figure 205. Tachograph

Enforcement of Social Legislation

II 66%

The TCT Secretariat is planning to undertake a study that will deliver an inventory of rest areas and SSTPAs along the TEN-T network, including border cross points, in the Western Balkans. The study supports the implementation of Regulation (EU) 2024/1679 of the European Parliament and of the Council of June 13, 2024, on Union guidelines for the development of the trans-European transport network, amending Regulations (EU) 2021/1153 and (EU) No 913/2010 and repealing Regulation (EU) No 1315/2013. The purpose is to assess the compliance with EU safety, security and service standards, identify critical gaps, evaluate future demand and provide policy and investment recommendations for infrastructure upgrades.

No progress has been reported during the reporting period.

Serbia: Enforcement of social legislation

Directive (EU) 2020/1057 laying down specific rules with respect to Directive 96/71/EC and Directive 2014/67/EU for posting drivers in the road transport sector and amending Directive 2006/22/EC as regards enforcement requirements and Regulation

33%

Directive 2006/22/EC on minimum conditions for the implementation of concerning social legislation relating to road transport activities

100%

Serbia 2024

Serbia 2025

Figure 206. Enforcement of social legislation

Equality in Transport

(measure related to the public campaigns and awareness, not scored)

Serbia has committed to the Declaration on Equal Opportunities for Women in the Transport Sector. This represents an early but promising step towards narrowing the gender gap in transport-related professions and ensuring equal access and opportunities for women.

Passenger Rights

II 67%

No progress has been recorded during the reporting period.

Serbia: Passenger Rights

TCT Passenger Rights Report – making Transport Accessible and Inclusive in the Western Balkans

67%

Regulation (EU) No 181/2011 on concerning the rights of passengers in bus and coach transport

67%

Regulation (EC) No 1371/2007 on rail passengers' rights

67%

Serbia 2024

Serbia 2025

Figure 207. Passenger rights

Overall Progress -Social Issues and Passenger rights action plan

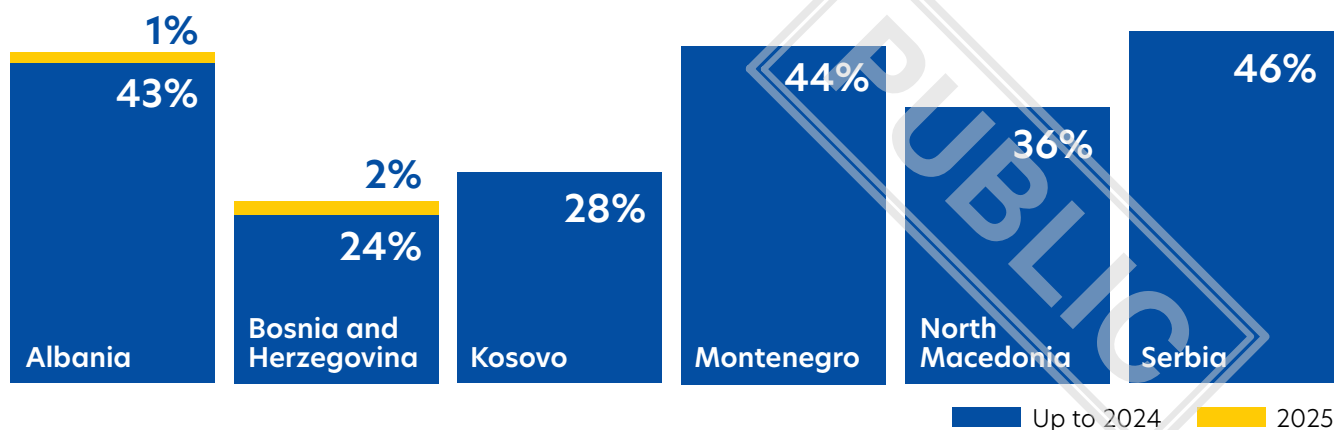


Figure 208. Overall Progress

Recommendations:

- Expedite the transposition of Regulation (EC) No 561/2006 and ensure the full alignment with the EU Mobility Package I.
- Continue efforts to align with the EU's smart tachograph regulations, focusing on the implementation of second-generation tachographs and ensuring compliance through regular updates to the NPAA (National Programme for the Adoption of the Acquis).
- Develop a Roadmap based on the "Study for Strengthening the Regulatory Framework for Passenger Rights in the Western Balkans" and adopt it as a guiding document for the transposition of EU passenger rights regulations.
- Establish concrete actions following Serbia's commitment to the Declaration on Equal Opportunities for Women in the Transport Sector.

Progress Report on Implementation of Next Generation Action Plans and EU Acquis Transposition for Western Balkans

2025

ANNEXES

1. Monitoring the transposition of ANNEX I of the Transport Community Treaty – Rules applicable to the transport sector

The TCT Secretariat gathered data on the transposition level of the acquis listed in Annex I through Technical Committees, questionnaires, and TODIS data collection. All analyses presented here are based on reports submitted by regional partners. The EU acquis is evolving and constantly changing; therefore, Annex I of the TCT is updated annually to reflect developments within the EU. The European Commission's 2025 revision of Annex I includes significant updates, especially the explicit listing of amendments to existing legal acts. For this reason, we have set a cut-off date for this report and will not compare progress made since the previous version of the TCT Annex I.

At the regional level, over 52% of Annex I legal acts remain to be transposed. Transposed legislations count for approximately 48%, at different transposition levels, with 17% fully transposed and 31% partially transposed. The detailed status of transposition for Annex I.2 – I.7 is provided below.

Transposition status of Annex I

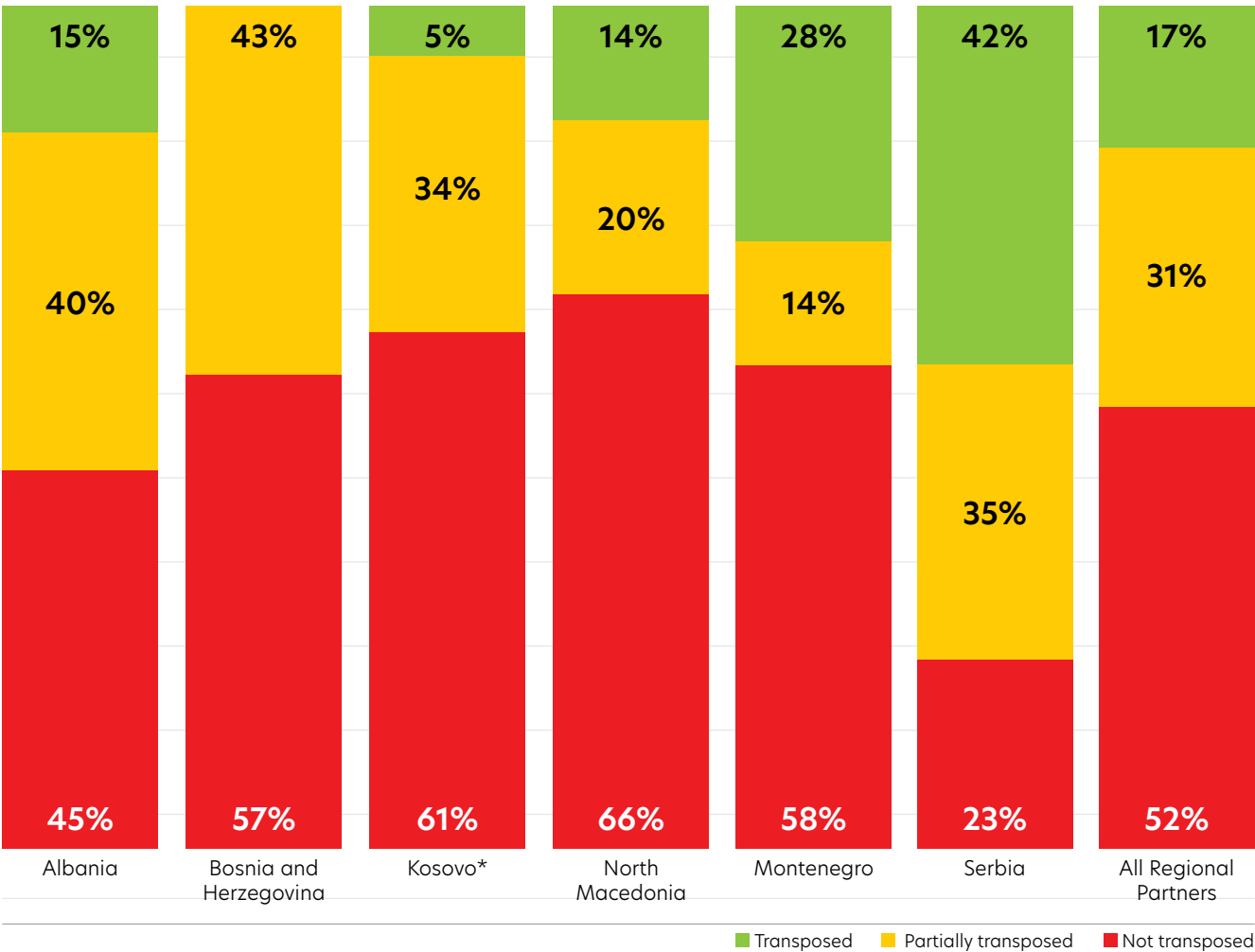


Figure 208. Transposition status of the Acquis listed in the TCT Annex I by the Regional partners reporting period 2024-2025.

For Annex 1.1 on rules applicable to transport infrastructure, none of the regional partners reported transposition progress, except that Serbia has only partially transposed the Regulation (EU) 2024/1679.

Annex I.2 Rules applicable to rail transport

No.	Regulatory Area	Legal act	Level of compliance: Fully transposed/Partially Transposed/Not transposed					
			Albania	Bosnia and Herzegovina	Kosovo	Montenegro	North Macedonia	Serbia
1	Electronic freight transport information	Regulation (EU) 2020/1056 of the European Parliament and of the Council of 15 July 2020 on electronic freight transport information (OJ L 249, 31.7.2020, p. 33) (to the extent relevant for acts falling within the scope of this Annex), as amended by: -Regulation (EU) 2024/1157 of the European Parliament and of the Council of 11 April 2024 (OJ L 2024/1157, 30.4.2024, p. 1), -Commission Delegated Regulation (EU) 2024/2025 of 15 July 2024 supplementing Regulation (EU) 2020/1056 by amending its Annex I Part B (OJ L, 2024/2025, 20.12.2024).	Transposed	Not transposed	Partially transposed	Transposed	Not transposed	Not transposed
2	European Union Agency for Railways	Regulation (EU) 2016/796 of the European Parliament and of the Council of 11 May 2016 on the European Union Agency for Railways and repealing Regulation (EC) No 881/2004 (OJ L 138, 26.5.2016, p. 1).	Transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
3	European Union Agency for Railways	Commission Implementing Regulation (EU) 2018/764 of 2 May 2018 on the fees and charges payable to the European Union Agency for Railways and their conditions of payment (OJ L 129, 25.5.2018, p. 68), as amended by: -Commission Implementing Regulation (EU) 2021/1903 of 29 October 2021 (OJ L 387, 3.11.2021, p. 126), -Commission Implementing Regulation (EU) 2024/2018 of 26 July 2024 (OJ L, 2024/2018, 29.7.2024).	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
4	European Union Agency for Railways	Commission Implementing Regulation (EU) 2018/867 of 13 June 2018 laying down the rules of procedure of the Board(s) of Appeal of the European Union Agency for Railways (OJ L 149, 14.6.2018, p. 3).	Not transposed	Partially transposed	Partially transposed	Partially transposed	Partially transposed	Not transposed
5	Inland transport of dangerous goods	Directive 2008/68/EC of the European Parliament and of the Council of 24 September 2008 on the inland transport of dangerous goods (OJ L 260, 30.9.2008, p. 13), as last amended by: -Commission Implementing Decision (EU) 2024/1762 of 5 June 2024 (OJ L, 2024/1762, 28.6.2024), -Commission Delegated Directive (EU) 2025/149 of 15 November 2024 (OJ L, 2025/149, 24.1.2025).	Partially transposed	Not transposed	Partially transposed	Partially transposed	Not transposed	Transposed

No.	Regulatory Area	Legal act	Level of compliance: Fully transposed/Partially Transposed/Not transposed					
			Albania	Bosnia and Herzegovina	Kosovo	Montenegro	North Macedonia	Serbia
6	Interoperability	Commission Decision 2009/965/EC of 30 November 2009 on the reference document referred to in Article 27(4) of Directive 2008/57/EC of the European Parliament and of the Council on the interoperability of the rail system within the Community (OJ L 341, 22.12.2009, p. 1), as amended by: -Commission Implementing Decision (EU) 2015/2299 of 17 November 2015 (OJ L 324, 10.12.2015, p. 15).	Not transposed	Not transposed	Partially transposed	Partially transposed	Not transposed	Not transposed
7	Interoperability	Commission Decision 2010/713/EU of 9 November 2010 on modules for the procedures for assessment of conformity, suitability for use and EC verification to be used in the technical specifications for interoperability adopted under Directive 2008/57/EC of the European Parliament and of the Council (OJ L 319, 4.12.2010, p. 1).	Partially transposed	Not transposed	Partially transposed	Partially transposed	Partially transposed	Transposed
8	Interoperability	Commission Regulation (EU) No 454/2011 of 5 May 2011 on the technical specification for interoperability relating to the subsystem 'telematics applications for passenger services' of the trans European rail system (OJ L 123, 12.5.2011, p. 11), as amended by: -Commission Regulation (EU) No 665/2012 of 20 July 2012 (OJ L 194, 21.7.2012, p. 1), - Commission Regulation (EU) No 1273/2013 of 6 December 2013 (OJ L 328, 7.12.2013, p. 72), -Commission Regulation (EU) 2015/302 of 25 February 2015 (OJ L 55, 26.2.2015, p. 2), - Commission Regulation (EU) 2016/527 of 4 April 2016 (OJ L 88, 5.4.2016, p. 26), Commission Implementing Regulation (EU) 2019/775 of 16 May 2019 (OJ L 1391, 27.5.2019, p. 103).	Not transposed	Not transposed	Partially transposed	Transposed	Not transposed	Transposed
9	Interoperability	Commission Implementing Decision 2011/665/EU of 4 October 2011 on the European register of authorised types of railway vehicles (OJ L 64, 8.10.2011, p. 32), as amended by: -Commission Implementing Regulation (EU) 2019/776 of 16 May 2019 (OJ L 1391, 27.5.2019, p. 108), -Commission Implementing Decision (EU) 2021/701 of 27 April 2021 (OJ L 145, 28.4.2021, p. 37), -Commission Implementing Decision (EU) 2023/1696 of 10 August 2023 (OJ L 222, 8.9.2023, p. 56).	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed

No.	Regulatory Area	Legal act	Level of compliance: Fully transposed/Partially Transposed/Not transposed					
			Albania	Bosnia and Herzegovina	Kosovo	Montenegro	North Macedonia	Serbia
10	Interoperability	Commission Regulation (EU) No 321/2013 of 13 March 2013 concerning the technical specification for interoperability relating to the subsystem 'rolling stock – freight wagons' of the rail system in the European Union and repealing Decision 2006/861/EC (OJ L 104, 12.4.2013, p. 1), as amended by: -Commission Regulation (EU) No 1236/2013 of 2 December 2013 (OJ L 322, 3.12.2013, p. 23). -Commission Regulation (EU) 2015/924 of 8 June 2015 (OJ L 150, 17.6.2015, p. 10). -Commission Implementing Regulation (EU) 2019/776 of 16 May 2019 (OJ L 139, 27.5.2019, p. 108). -Commission Implementing Regulation (EU) 2020/387 of 9 March 2020 (OJ L 73, 10.3.2020, p. 6). -Commission Implementing Regulation (EU) 2023/1694 of 10 August 2023 (OJ L 222, 8.9.2023, p. 56).	Partially transposed	Not transposed	Partially transposed	Transposed	Not transposed	Transposed
11	Interoperability	Commission Regulation (EU) No 1299/2014 of 18 November 2014 on the technical specifications for interoperability relating to the 'infrastructure' subsystem of the rail system in the European Union (OJ L 356, 12.12.2014, p. 1), as amended by: -Commission Implementing Regulation (EU) 2019/776 of 16 May 2019 (OJ L 139, 27.5.2019, p. 108). -Commission Implementing Regulation (EU) 2023/1694 of 10 August 2023 (OJ L 222, 8.9.2023, p. 88).	Not transposed	Not transposed	Partially transposed	Transposed	Not transposed	Transposed
12	Interoperability	Commission Regulation (EU) No 1300/2014 of 18 November 2014 on the technical specifications for interoperability relating to accessibility of the Union's rail system for persons with disabilities and persons with reduced mobility (OJ L 356, 12.12.2014, p. 110), as amended by: -Commission Implementing Regulation (EU) 2019/772 of 16 May 2019 (OJ L 139, 27.5.2019, p. 1). -Commission Implementing Regulation (EU) 2022/721 of 10 May 2022 (OJ L 134, 11.5.2022, p. 14). -Commission Implementing Regulation (EU) 2023/62 of 5 January 2023 (OJ L 5, 6.1.2023, p. 31). -Commission Implementing Regulation (EU) 2023/1694 of 10 August 2023 (OJ L 222, 8.9.2023, p. 88).	Not transposed	Not transposed	Not transposed	Partially transposed	Not transposed	Transposed

No.	Regulatory Area	Legal act	Level of compliance: Fully transposed/Partially Transposed/Not transposed					
			Albania	Bosnia and Herzegovina	Kosovo	Montenegro	North Macedonia	Serbia
13	Interoperability	Commission Regulation (EU) No 1301/2014 of 18 November 2014 on the technical specifications for interoperability relating to the 'energy' subsystem of the rail system in the Union (OJ L 356, 12.12.2014, p. 179), as amended by: -Corrigendum to Commission Regulation (EU) No 1301/2014 of 18 November 2014 (OJ L 13, 20.1.2015, p. 13), -Commission Implementing Regulation (EU) 2018/868 of 13 June 2018 (OJ L 149, 14.6.2018, p. 16), -Commission Implementing Regulation (EU) 2019/776 of 16 May 2019 (OJ L 139, 27.5.2019, p. 108), -Commission Implementing Regulation (EU) 2023/1694 of 10 August 2023 (OJ L 222, 8.9.2023, p. 88).	Not transposed	Not transposed	Partially transposed	Transposed	Not transposed	Transposed
14	Interoperability	Commission Regulation (EU) No 1302/2014 of 18 November 2014 concerning a technical specification for interoperability relating to the 'rolling stock – locomotives and passenger rolling stock' subsystem of the rail system in the European Union (OJ L 356, 12.12.2014, p. 228), as amended by: -Corrigendum to Commission Regulation (EU) No 1302/2014 of 18 November 2014 (OJ L 10, 16.1.2015, p. 45), -Commission Regulation (EU) 2016/919 of 27 May 2016 (OJ L 158, 15.6.2016, p. 1), -Commission Implementing Regulation (EU) 2018/868 of 13 June 2018 (OJ L 149, 14.6.2018, p. 16), -Commission Implementing Regulation (EU) 2019/776 of 16 May 2019 (OJ L 139, 27.5.2019, p. 108), -Commission Implementing Regulation (EU) 2020/387 of 9 March 2020 (OJ L 73, 10.3.2020, p. 6), - Commission Implementing Regulation (EU) 2023/1694 of 10 August 2023 (OJ L 222, 8.9.2023, p. 88).	Not transposed	Not transposed	Partially transposed	Transposed	Not transposed	Transposed
15	Interoperability	Commission Regulation (EU) No 1303/2014 of 18 November 2014 concerning the technical specification for interoperability relating to 'safety in railway tunnels' of the rail system of the European Union (OJ L 356, 12.12.2014, p. 394), as amended by: -Commission Regulation (EU) 2016/912 of 9 June 2016 (OJ L 153, 10.6.2016, p. 28), -Commission Implementing Regulation (EU) 2019/776 of 16 May 2019 (OJ L 139, 27.5.2019, p. 108), - Commission Implementing Regulation (EU) 2024/191 of 8 January 2024 (OJ L 2024/191, 9.1.2024, p. 1).	Not transposed	Not transposed	Not transposed	Transposed	Not transposed	Transposed

No.	Regulatory Area	Legal act	Level of compliance: Fully transposed/Partially Transposed/Not transposed					
			Albania	Bosnia and Herzegovina	Kosovo	Montenegro	North Macedonia	Serbia
16	Interoperability	Commission Regulation (EU) No 1304/2014 of 26 November 2014 on the technical specification for interoperability relating to the subsystem 'rolling stock – noise' amending Decision 2008/232/EC and repealing Decision 2011/229/EU (OJ L 356, 12.12.2014, p. 421), as amended by: -Commission Implementing Regulation (EU) 2019/774 of 16 May 2019 (OJ L 1391, 27.5.2019, p. 89), -Commission Implementing Regulation (EU) 2023/1694 of 10 August 2023 (OJ L 222, 8.9.2023, p. 88).	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Transposed
17	Interoperability	Commission Regulation (EU) No 1305/2014 of 11 December 2014 on the technical specification for interoperability relating to the telematics applications for freight subsystem of the rail system in the European Union and repealing the Regulation (EC) No 62/2006 (OJ L 356, 12.12.2014, p. 438), as amended by: -Commission Implementing Regulation (EU) 2018/278 of 23 February 2018 (OJ L 54, 24.2.2018, p. 11), - Commission Implementing Regulation (EU) 2019/778 of 16 May 2019 (OJ L 1391, 27.5.2019, p. 356), -Commission Implementing Regulation (EU) 2021/541 of 26 March 2021 (OJ L 108, 29.3.2021, p. 19).	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Transposed
18	Interoperability	Directive (EU) 2016/797 of the European Parliament and of the Council of 11 May 2016 on the interoperability of the rail system within the European Union (OJ L 138, 26.5.2016, p. 44), as amended by: -Directive (EU) 2020/700 of the European Parliament and of the Council of 25 May 2020 (OJ L 165, 27.5.2020, p. 27).	Partially transposed	Not transposed	Partially transposed	Transposed	Not transposed	Partially transposed
19	Interoperability	Commission Delegated Decision (EU) 2017/1474 of 8 June 2017 supplementing Directive (EU) 2016/797 of the European Parliament and of the Council with regard to specific objectives for the drafting, adoption and review of technical specifications for interoperability (OJ L 210, 15.8.2017, p. 5).	Partially transposed	Not transposed	Partially transposed	Not transposed	Not transposed	Not transposed
20	Interoperability	Commission Implementing Decision (EU) 2018/1614 of 25 October 2018 laying down specifications for the vehicle registers referred to in Article 47 of Directive (EU) 2016/797 of the European Parliament and of the Council and amending and repealing Commission Decision 2007/756/EC (OJ L 268, 26.10.2018, p. 53).	Partially transposed	Not transposed	Transposed	Transposed	Not transposed	Transposed

No.	Regulatory Area	Legal act	Level of compliance: Fully transposed/Partially Transposed/Not transposed					
			Albania	Bosnia and Herzegovina	Kosovo	Montenegro	North Macedonia	Serbia
21	Interoperability	Commission Implementing Regulation (EU) 2018/545 of 4 April 2018 establishing practical arrangements for the railway vehicle authorisation and railway vehicle type authorisation process pursuant to Directive (EU) 2016/797 of the European Parliament and of the Council (OJ L 90, 6.4.2018, p. 66), as amended by: -Commission Implementing Regulation (EU) 2020/781 of 12 June 2020 (OJ L 188, 15.6.2020, p. 11).	Partially transposed	Not transposed	Not transposed	Transposed	Not transposed	Not transposed
22	Interoperability	Commission Implementing Regulation (EU) 2019/250 of 12 February 2019 on the templates for 'EC' declarations and certificates for railway interoperability constituents and subsystems, on the model of declaration of conformity to an authorised railway vehicle type and on the 'EC' verification procedures for subsystems in accordance with Directive (EU) 2016/797 of the European Parliament and of the Council and repealing Commission Regulation (EU) No 201/2011 (OJ L 42, 13.2.2019, p. 9), as amended by: -Commission Implementing Regulation (EU) 2020/779 of 12 June 2020 (OJ L 188, 15.6.2020, p. 6)	Partially transposed	Not transposed	Not transposed	Transposed	Not transposed	Not transposed
23	Interoperability	Commission Implementing Regulation (EU) 2019/773 of 16 May 2019 on the technical specification for interoperability relating to the operation and traffic management subsystem of the rail system within the European Union and repealing Decision 2012/757/EU (OJ L 1391, 27.5.2019, p. 5), as amended by: -Commission Implementing Regulation (EU) 2020/778 of 12 June 2020 (OJ L 188, 15.6.2020, p. 4), -Commission Implementing Regulation (EU) 2021/2238 of 15 December 2021 (OJ L 450, 16.12.2021, p. 57), -Commission Implementing Regulation (EU) 2023/1693 of 10 August 2023 (OJ L 222, 8.9.2023, p. 1).	Not transposed	Not transposed	Not transposed	Transposed	Not transposed	Transposed
24	Interoperability	Commission Implementing Regulation (EU) 2019/777 of 16 May 2019 on the common specifications for the register of railway infrastructure and repealing Implementing Decision 2014/880/EU (OJ L 1391, 27.5.2019, p. 312), as amended by: -Commission Implementing Regulation (EU) 2023/1694 of 10 August 2023 (OJ L 222, 8.9.2023, p. 88).	Partially transposed	Not transposed	Transposed	Transposed	Not transposed	Not transposed
25	Interoperability	Commission Implementing Regulation (EU) 2020/424 of 19 March 2020 on submitting information to the Commission as regards non-application of technical specifications for interoperability in accordance with Directive (EU) 2016/797 (OJ L 84, 20.3.2020, p. 20).	Partially transposed	Not transposed	Not transposed	Transposed	Not transposed	Not transposed

No.	Regulatory Area	Legal act	Level of compliance: Fully transposed/Partially Transposed/Not transposed					
			Albania	Bosnia and Herzegovina	Kosovo	Montenegro	North Macedonia	Serbia
26	Interoperability	Commission Implementing Decision (EU) 2023/2584 of 15 November 2023 on harmonised standards for the interoperability of the rail systems drafted in support of Directive (EU) 2016/797 of the European Parliament and of the Council (OJ L, 2023/2584, 21.11.2023).	Not transposed	Not transposed	Not transposed	Transposed	Not transposed	Not transposed
27	Interoperability	Commission Implementing Regulation (EU) 2023/1695 of 10 August 2023 on the technical specification for interoperability relating to the control-command and signalling subsystems of the rail system in the European Union and repealing Regulation (EU) 2016/919 (OJ L 222, 8.9.2023, p. 380–560)	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Transposed
28	Market Access	Regulation No 11 concerning the abolition of discrimination in transport rates and conditions, in implementation of Article 79 (3) of the Treaty establishing the European Economic Community (OJ 52, 16.8.1960, p. 1121), as amended by: -Council Regulation (EEC) No 3626/84 of 19 December 1984 (OJ L 335, 22.12.1984, p. 4), -Council Regulation (EC) No 569/2008 of 12 June 2008 (OJ L 161, 20.6.2008, p. 1).	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
29	Market Access	Regulation (EU) No 913/2010 of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight (OJ L 276, 20.10.2010, p. 22), as amended by: -Regulation (EU) 2024/1679 of the European Parliament and of the Council of 13 June 2024 (OJ L, 2024/1679, 28.6.2024).	Transposed	Not transposed	Not transposed	Not transposed	Not transposed	Transposed
30	Market Access	Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 establishing a single European railway area (OJ L 343, 14.12.2012, p. 32), as amended by: -Corrigendum to Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 (OJ L 67, 12.3.2015, p. 32), -Directive (EU) 2016/2370 of the European Parliament and of the Council of 14 December 2016 (OJ L 352, 23.12.2016, p. 1), Commission Delegated Decision (EU) 2017/2075 of 4 September 2017 (OJ L 295, 14.11.2017, p. 69).	Transposed	Not transposed	Partially transposed	Partially transposed	Not transposed	Partially transposed

No.	Regulatory Area	Legal act	Level of compliance: Fully transposed/Partially Transposed/Not transposed					
			Albania	Bosnia and Herzegovina	Kosovo	Montenegro	North Macedonia	Serbia
31	Market Access	Commission Implementing Decision (EU) 2015/1111 of 7 July 2015 on the compliance of the joint proposal submitted by the Member States concerned for the extension of the North Sea-Baltic rail freight corridor with Article 5 of Regulation (EU) No 913/2010 of the European Parliament and of the Council concerning a European rail network for competitive freight (OJ L 181, 9.7.2015, p. 82), as amended by: -Commission Implementing Decision (EU) 2017/178 of 31 January 2017 (OJ L 28, 2.2.2017, p.71).	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
32	Market Access	Commission Implementing Regulation (EU) 2015/10 of 6 January 2015 on criteria for applicants for rail infrastructure capacity and repealing Implementing Regulation (EU) No 870/2014 (OJ L 3, 7.1.2015, p. 34).	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Transposed
33	Market Access	Commission Implementing Regulation (EU) 2015/171 of 4 February 2015 on certain aspects of the procedure of licensing railway undertakings (OJ L 29, 5.2.2015, p. 3).	Transposed	Not transposed	Not transposed	Partially transposed	Partially transposed	Transposed
34	Market Access	Commission Implementing Regulation (EU) 2015/909 of 12 June 2015 on the modalities for the calculation of the cost that is directly incurred as a result of operating the train service (OJ L 148, 13.6.2015, p. 17).	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Partially transposed
35	Market Access	Commission Implementing Regulation (EU) 2015/1100 of 7 July 2015 on the reporting obligations of the Member States in the framework of rail market monitoring (OJ L 181, 9.7.2015, p. 1).	Transposed	Not transposed	Not transposed	Not transposed	Not transposed	Transposed
36	Market Access	Commission Implementing Regulation (EU) 2016/545 of 7 April 2016 on procedures and criteria concerning framework agreements for the allocation of rail infrastructure capacity (OJ L 94, 8.4.2016, p. 1).	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Transposed
37	Market Access	Commission Implementing Decision (EU) 2017/177 of 31 January 2017 on the compliance with Article 5 of Regulation (EU) No 913/2010 of the European Parliament and of the Council of the joint proposal to establish the 'Amber' rail freight corridor (OJ L 28, 2.2.2017, p. 69).	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
38	Market Access	Commission Implementing Decision (EU) 2017/178 of 31 January 2017 amending Implementing Decision (EU) 2015/1111 on the compliance of the joint proposal of the Member States concerned to extend the North Sea-Baltic rail freight corridor with Article 5 of Regulation (EU) No 913/2010 of the European Parliament and of the Council concerning a European rail network for competitive freight (OJ L 28, 2.2.2017, p. 71).	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
39	Market Access	Commission Implementing Regulation (EU) 2017/2177 of 22 November 2017 on access to service facilities and rail-related services (OJ L 307, 23.11.2017, p. 1).	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Transposed

No.	Regulatory Area	Legal act	Level of compliance: Fully transposed/Partially Transposed/Not transposed					
			Albania	Bosnia and Herzegovina	Kosovo	Montenegro	North Macedonia	Serbia
40	Market Access	Commission Implementing Decision (EU) 2018/300 of 11 January 2018 on the compliance of the joint proposal submitted by the Member States concerned for the extension of the Atlantic rail freight corridor with Article 5 of Regulation (EU) No 913/2010 of the European Parliament and of the Council (OJ L 56, 28.2.2018, p. 60).	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
41	Market Access	Commission Implementing Decision (EU) 2018/491 of 21 March 2018 on the compliance of the joint proposal submitted by the Member States concerned for the extension of the North Sea Mediterranean rail freight corridor with Article 5 of Regulation (EU) No 913/2010 of the European Parliament and of the Council (OJ L 81, 23.3.2018, p. 23).	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
42	Market Access	Commission Implementing Decision (EU) 2018/500 of 22 March 2018 on the compliance of the proposal to establish the Alpine-Western Balkan rail freight corridor with Article 5 of Regulation (EU) No 913/2010 of the European Parliament and of the Council (OJ L 82, 26.3.2018, p. 13).	Transposed	Not transposed	Not transposed	Not transposed	Not transposed	Transposed
43	Market Access	Commission Implementing Regulation (EU) 2018/1795 of 20 November 2018 laying down procedure and criteria for the application of the economic equilibrium test pursuant to Article 11 of Directive 2012/34/EU of the European Parliament and of the Council (OJ L 294, 21.11.2018, p. 5).	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
44	Passenger rights	Regulation (EU) 2021/782 of the European Parliament and of the Council of 29 April 2021 on rail passengers' rights and obligations (OJ L 172, 17.5.2021, p. 1-52), applicable as of 7 June 2023.	Transposed	Not transposed	Not transposed	Not transposed	Not transposed	Partially transposed
45	Passenger rights	Commission Implementing Regulation (EU) 2024/949 of 27 March 2024 establishing a common form for rail passengers' reimbursement and compensation requests for delays, missed connections and cancellations of rail services in accordance with Regulation (EU) 2021/782 of the European Parliament and of the Council (OJ L, 2024/949, 2.4.2024)	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
46	Railway safety	Commission Decision 2009/460/EC of 5 June 2009 on the adoption of a common safety method for assessment of achievement of safety targets, as referred to in Article 6 of Directive 2004/49/EC of the European Parliament and of the Council (OJ L 150, 13.6.2009, p. 11).	Partially transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
47	Railway safety	Commission Regulation (EU) No 1158/2010 of 9 December 2010 on a common safety method for assessing conformity with the requirements for obtaining railway safety certificates (OJ L 326, 10.12.2010, p. 11).	Partially transposed	Not transposed	Not transposed	Not transposed	Not transposed	Transposed

No.	Regulatory Area	Legal act	Level of compliance: Fully transposed/Partially Transposed/Not transposed					
			Albania	Bosnia and Herzegovina	Kosovo	Montenegro	North Macedonia	Serbia
48	Railway safety	Commission Regulation (EU) No 1169/2010 of 10 December 2010 on a common safety method for assessing conformity with the requirements for obtaining a railway safety authorisation (OJ L 327, 11.12.2010, p. 13).	Transposed	Not transposed	Not transposed	Not transposed	Not transposed	Transposed
49	Railway safety	Commission Regulation (EU) No 1078/2012 of 16 November 2012 on a common safety method for monitoring to be applied by railway undertakings, infrastructure managers after receiving a safety certificate or safety authorisation and by entities in charge of maintenance (OJ L 320, 17.11.2012, p. 8).	Transposed	Not transposed	Not transposed	Not transposed	Not transposed	Transposed
50	Railway safety	Directive (EU) 2016/798 of the European Parliament and of the Council of 11 May 2016 on railway safety (OJ L 138, 26.5.2016, p. 102), as amended by: -Corrigendum to Directive (EU) 2016/798 (OJ L 059, 7.3.2017, p. 41), -Corrigendum to Directive (EU) 2016/798 (OJ L 317, 9.12.2019, p. 114), -Directive (EU) 2020/700 of the European Parliament and of the Council of 25 May 2020 (OJ L 165, 27.5.2020, p. 27), -Regulation (EU) 2020/1530 of the European Parliament and of the Council of 21 October 2020 (OJ L 352, 22.10.2020, p. 1).	Transposed	Not transposed	Not transposed	Not transposed	Not transposed	Partially transposed
51	Railway safety	Commission Delegated Regulation (EU) 2018/761 of 16 February 2018 establishing common safety methods for supervision by national safety authorities after the issue of a single safety certificate or a safety authorisation pursuant to Directive (EU) 2016/798 of the European Parliament and of the Council and repealing Commission Regulation (EU) No 1077/2012 (OJ L 129, 25.5.2018, p. 16), as amended by: -Commission Delegated Regulation (EU) 2020/782 of 12 June 2020 (OJ L 188, 15.6.2020, p. 14).	Partially transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
52	Railway safety	Commission Delegated Regulation (EU) 2018/762 of 8 March 2018 establishing common safety methods on safety management system requirements pursuant to Directive (EU) 2016/798 of the European Parliament and of the Council and repealing Commission Regulations (EU) No 1158/2010 and (EU) No 1169/2010 (OJ L 129, 25.5.2018, p. 26), as amended by: - Commission Delegated Regulation (EU) 2020/782 of 12 June 2020 (OJ L 188, 15.6.2020, p. 14).	Partially transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed

No.	Regulatory Area	Legal act	Level of compliance: Fully transposed/Partially Transposed/Not transposed					
			Albania	Bosnia and Herzegovina	Kosovo	Montenegro	North Macedonia	Serbia
53	Railway safety	Commission Implementing Regulation (EU) 2018/763 of 9 April 2018 establishing practical arrangements for issuing single safety certificates to railway undertakings pursuant to Directive (EU) 2016/798 of the European Parliament and of the Council, and repealing Commission Regulation (EC) No 653/2007 (OJ L 129, 25.5.2018, p. 49), as amended by: -Commission Implementing Regulation (EU) 2020/777 of 12 June 2020 (OJ L 188, 15.6.2020, p. 1).	Transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
54	Railway safety	Commission recommendation (EU) 2019/780 of 16 May 2019 on practical arrangements for issuing safety authorisations to infrastructure managers (OJ L 1391, 27.5.2019, p. 390).	Partially transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
55	Railway safety	Commission Implementing Regulation (EU) 2019/779 of 16 May 2019 laying down detailed provisions on a system of certification of entities in charge of maintenance of vehicles pursuant to Directive (EU) 2016/798 of the European Parliament and of the Council and repealing Commission Regulation (EU) No 445/2011 (OJ L 1391, 27.5.2019, p. 360), as amended by: -Commission Implementing Regulation (EU) 2020/780 of 12 June 2020 (OJ L 188, 15.6.2020, p. 8).	Partially transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
56	Railway safety	Commission Implementing Regulation (EU) 2020/572 of 24 April 2020 on the reporting structure to be followed for railway accident and incident investigation reports (OJ L 132, 27.4.2020, p. 10).	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
57	Social field- working time/hours	Directive 2003/88/EC of the European Parliament and of the Council of 4 November 2003 concerning certain aspects of the organisation of working time (OJ L 299, 18.11.2003, p. 9).	Transposed	Not transposed	Not transposed	Not transposed	Not transposed	Transposed
58	Social field - working time / hours	Council Directive 2005/47/EC of 18 July 2005 on the Agreement between the Community of European Railways (CER) and the European Transport Workers' Federation (ETF) on certain aspects of the working conditions of mobile workers engaged in interoperable cross-border services in the railway sector - Agreement concluded by the European Transport Workers' Federation (ETF) and the Community of European Railways (CER) on certain aspects of the working conditions of mobile workers engaged in interoperable cross-border services (OJ L 195, 27.7.2005 p. 15).	Partially transposed	Not transposed	Not transposed	Not transposed	Not transposed	Transposed
59	Train driver licensing	Directive 2007/59/EC of the European Parliament and of the Council of 23 October 2007 on the certification of train drivers operating locomotives and trains on the railway system in the Community (OJ L 315, 3.12.2007, p. 51), as amended by: - Commission Directive 2014/82/EU of 24 June 2014 (OJ L 184, 25.6.2014, p. 11); - Commission Directive (EU) 2016/882 of 1 June 2016 (OJ L 146, 3.6.2016, p. 22); - Commission Regulation (EU) 2019/554 of 5 April 2019 (OJ L 97, 8.4.2019, p. 1).	Transposed	Not transposed	Not transposed	Not transposed	Not transposed	Transposed

No.	Regulatory Area	Legal act	Level of compliance: Fully transposed/Partially Transposed/Not transposed					
			Albania	Bosnia and Herzegovina	Kosovo	Montenegro	North Macedonia	Serbia
60	Train driver licensing	Commission Decision 2010/17/EC of 29 October 2009 on the adoption of basic parameters for registers of train driving licences and complementary certificates provided for under Directive 2007/59/EC of the European Parliament and of the Council (OJ L 8, 13.1.2010, p. 17).	Transposed	Not transposed	Not transposed	Not transposed	Not transposed	Transposed
61	Train driver licensing	Commission Regulation (EU) No 36/2010 of 3 December 2009 on Community models for train driving licences, complementary certificates, certified copies of complementary certificates and application forms for train driving licences, under Directive 2007/59/EC of the European Parliament and the Council (OJ L 13, 19.1.2010, p. 1), as amended by: - Corrigendum to Commission Regulation (EU) No 36/2010 of 3 December 2009 (OJ L 286, 4.11.2010, p. 22), Commission Regulation (EU) No 519/2013 of 21 February 2013 (OJ L 158, 10.6.2013, p. 74).	Transposed	Not transposed	Not transposed	Not transposed	Not transposed	Transposed
62	Train driver licensing	Commission Decision 2011/765/EU of 22 November 2011 on criteria for the recognition of training centres involved in the training of train drivers, on criteria for the recognition of examiners of train drivers and on criteria for the organisation of examinations in accordance with Directive 2007/59/EC of the European Parliament and of the Council (OJ L 314, 29.11.2011, p. 36).	Transposed	Not transposed	Not transposed	Not transposed	Not transposed	Transposed
63	Transportable pressure equipment	Directive 2010/35/EU of the European Parliament and of the Council of 16 June 2010 on transportable pressure equipment and repealing Council Directives 76/767/EEC, 84/525/EEC, 84/526/EEC, 84/527/EEC and 1999/36/EC (OJ L 165, 30.6.2010, p. 1).	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed

Annex I.3 Rules applicable to Road Transport

No	Regulatory Area	ANNEX I.3. RULES APPLICABLE TO ROAD TRANSPORT Relevant EU ACQUIS	Level of compliance: Fully Transposed / Not transposed / Partially transposed					
			Albania	Bosnia and Herzegovina	Kosovo	Montenegro	North Macedonia	Serbia
1	Road charging infrastructure-annual vehicle taxes	Directive 1999/62/EC of the European Parliament and of the Council of 17 June 1999 on the charging of heavy goods vehicles for the use of certain infrastructures (OJ L 187, 20.7.1999, p. 42), as amended by: -Act concerning the conditions of accession of the Czech Republic, the Republic of Estonia, the Republic of Cyprus, the Republic of Latvia, the Republic of Lithuania, the Republic of Hungary, the Republic of Malta, the Republic of Poland, the Republic of Slovenia and the Slovak Republic and the adjustments to the Treaties on which the European Union is founded adopted on 16 April 2003 (OJ L 236, 23.9.2003, p. 33), -Directive 2006/38/EC of the European Parliament and of the Council of 17 May 2006 (OJ L 157, 9.6.2006, p. 8), -Council Directive 2006/103/EC of 20 November 2006 (OJ L 363, 20.12.2006, p. 344), -Directive 2011/76/EU of the European Parliament and of the Council of 27 September 2011 (OJ L 269, 14.10.2011, p. 1), -Council Directive 2013/22/EU of 13 May 2013 (OJ L 158, 10.6.2013, p. 356), -Directive (EU) 2022/362 of the European Parliament and of the Council of 24 February 2022 (OJ L 69, 4.3.2022, p. 1), as corrected by the Corrigendum published on OJ L 227, 1.9.2022, p. 133	Not transposed	Not transposed	Not transposed	Partially transposed	Partially transposed	Partially transposed
2	Admission to the occupation of road operator	Regulation (EC) No 1071/2009 of the European Parliament and of the Council of 21 October 2009 establishing common rules concerning the conditions to be complied with to pursue the occupation of road transport operator and repealing Council Directive 96/26/EC (OJ L 300, 14.11.2009, p. 51), as amended by: -Commission Regulation (EU) No 613/2012 of 9 July 2012 (OJ L 178, 10.7.2012, p. 6), -Council Regulation (EU) No 517/2013 of 13 May (OJ L 158, 10.6.2013, p. 1), -Regulation (EU) 2020/1055 of the European Parliament and of the Council of 15 July 2020 (OJ L 249, 31.7.2020, p. 17) 300, 14.11.2009, p. 51).	Partially transposed	Partially transposed	Partially transposed	Partially transposed	Partially transposed	Partially transposed

No	Regulatory Area	ANNEX I.3. RULES APPLICABLE TO ROAD TRANSPORT Relevant EU ACQUIS	Level of compliance: Fully Transposed / Not transposed / Partially transposed					
			Albania	Bosnia and Herzegovina	Kosovo	Montenegro	North Macedonia	Serbia
3	Social provisions- driving time and rest periods	Regulation (EC) No 561/2006 of the European Parliament and of the Council of 15 March 2006 on the harmonisation of certain social legislation relating to road transport and amending Council Regulations (EEC) No 3821/85 and (EC) No 2135/98 and repealing Council Regulation (EEC) No 3820/85 (OJ L 102, 11.4.2006, p. 1) as amended by: -Regulation (EC) No 1073/2009 of the European Parliament and of the Council of 21 October 2009 (OJ L 300, 14.11.2009, p. 88), -Regulation (EU) No 165/2014 of the European Parliament and of the Council of 4 February 2014 (OJ L 60, 28.2.2014, p. 1), -Corrigendum to Regulation (EC) No 561/2006 (OJ L 195, 20.7.2016, p. 83), -Regulation (EU) 2020/1054 of the European Parliament and of the Council of 15 July 2020 (OJ L 249, 31.7.2020, p. 1), -Regulation (EU) 2024/1258 of the European Parliament and of the Council of 24 April 2024 (OJ L 1258, 2.5.2024, p.1).	Partially transposed	Partially transposed	Partially transposed	Fully transposed	Partially transposed	Partially transposed
4	Social provisions- driving time and rest periods	Commission Delegated Regulation (EU) 2022/1012 of 7 April 2022 supplementing Regulation (EC) No 561/2006 of the European Parliament and of the Council with regard to the establishment of standards detailing the level of service and security of safe and secure parking areas and to the procedures for their certification (OJ L 170, 28.6.2022, p.27).	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
5	Social provisions- driving time and rest periods	Commission Regulation (EU) No 581/2010 of 1 July 2010 on the maximum periods for the downloading of relevant data from vehicle units and from driver cards (OJ L 168, 2.7.2010, p. 16).	Not transposed	Not transposed	Partially transposed	Fully transposed	Fully transposed	Fully transposed
6	Tachographs	Regulation (EU) No 165/2014 of the European Parliament and of the Council of 4 February 2014 on tachographs in road transport, repealing Council Regulation (EEC) No 3821/85 on recording equipment in road transport and amending Regulation (EC) No 561/2006 of the European Parliament and of the Council on the harmonisation of certain social legislation relating to road transport (OJ L 60, 28.2.2014, p. 1) as amended by: -Regulation (EU) 2020/1054 of the European Parliament and of the Council of 15 July 2020 (OJ L 249, 31.7.2020, p. 1), -Regulation (EU) 2024/1230 of the European Parliament and of the Council of 24 April 2024 (OJ L, 2024/1230, 29.4.2024).	Partially transposed	Partially transposed	Partially transposed	Partially transposed	Partially transposed	Partially transposed
7	Tachographs	Commission Implementing Regulation (EU) 2016/68 of 21 January 2016 on common procedures and specifications necessary for the interconnection of electronic registers of driver cards (OJ L 15, 22.1.2016, p. 51) as amended by: -Commission Implementing Regulation (EU) 2017/1503 of 25 August 2017 (OJ L 221, 26.8.2017, p. 10).	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed

No	Regulatory Area	ANNEX I.3. RULES APPLICABLE TO ROAD TRANSPORT Relevant EU ACQUIS	Level of compliance: Fully Transposed / Not transposed / Partially transposed					
			Albania	Bosnia and Herzegovina	Kosovo	Montenegro	North Macedonia	Serbia
8	Tachographs	Commission Implementing Regulation (EU) 2016/799 of 18 March 2016 implementing Regulation (EU) No 165/2014 of the European Parliament and of the Council laying down the requirements for the construction, testing, installation, operation and repair of tachographs and their components (OJ L 139, 26.5.2016, p. 1) as amended by: -Corrigendum to Commission Implementing Regulation (EU) 2016/799 (OJ L 146, 3.6.2016, p. 31), -Commission Implementing Regulation (EU) 2018/502 of 28 February 2018 (OJ L 85, 28.3.2018, p. 1), -Commission Implementing Regulation (EU) 2020/158 of 5 February 2020 (OJ L 34, 6.2.2020, p. 20), -Commission Implementing Regulation (EU) 2021/1228 of 16 July 2021 (OJ L 273, 30.7.2021, p. 1), -Commission Implementing Regulation (EU) 2023/980 of 16 May 2023 (OJ L 134, 22.5.2023, p. 28).	Not transposed	Not transposed	Not transposed	Not transposed	Partially transposed	Partially transposed
9	Tachographs	Commission Implementing Regulation (EU) 2024/1886 of 10 July 2024 laying down detailed rules implementing Regulation (EU) No 165/2014 of the European Parliament and of the Council as regards the content of the initial and continuing training of control officers for the analysis of the data recorded and the checking of tachographs. (OJ L, 2024/1886, 11.7.2024)	Not transposed	Not transposed	Not transposed	Fully transposed	Not transposed	Not transposed
10	Enforcement of social legislation	Directive 2006/22/EC of the European Parliament and of the Council of 15 March 2006 on minimum conditions for the implementation of Council Regulations (EEC) No 3820/85 and (EEC) No 3821/85 concerning social legislation relating to road transport activities and repealing Council Directive 88/599/EEC (OJ L 102, 11.4.2006, p. 35) as amended by: -Commission Directive 2009/4/EC of 23 January 2009 (OJ L 21, 24.1.2009, p. 39), -Commission Directive 2009/5/EC of 30 January 2009 (OJ L 29, 31.1.2009, p. 45), as corrected by the Corrigendum published on OJ L 256, 29.9.2009, p. 38, -Commission Regulation (EU) 2016/403 of 18 March 2016 (OJ L 74, 19.3.2016, p. 8), -Directive (EU) 2020/1057 of the European Parliament and of the Council of 15 July 2020 (OJ L 249, 31.7.2020, p. 49), -Commission Delegated Directive (EU) 2024/846 of 14 March 2024 (OJ L, 2024/846, 31.5.2024).	Partially transposed	Partially transposed	Partially transposed	Partially transposed	Partially transposed	Partially transposed
11	Enforcement of social legislation	Directive (EU) 2020/1057 of the European Parliament and of the Council of 15 July 2020 laying down specific rules with respect to Directive 96/71/EC and Directive 2014/67/EU for posting drivers in the road transport sector and amending Directive 2006/22/EC as regards enforcement requirements and Regulation (EU) No 1024/2012 (OJ L 249, 31.7.2020, p. 49).	Not transposed	Not transposed	Partially transposed	Not transposed	Not transposed	Not transposed

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			Albania	Bosnia and Herzegovina	Kosovo	Montenegro	North Macedonia	Serbia
12	Enforcement of social legislation	Commission Implementing Regulation (EU) 2021/2179 of 9 December 2021 on the functionalities of the public interface connected to the Internal Market Information System for posting drivers in the road transport sector (OJ L 443, 10.12.2021, p. 68).	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
13	Enforcement of social legislation	Commission Implementing Regulation (EU) 2022/695 of 2 May 2022 laying down rules for the application of Directive 2006/22/EC of the European Parliament and of the Council as regards the common formula for calculating the risk rating of transport undertakings (OJ L 129, 3.5.2022, p. 33).	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
14	Form of attestation of activities	Commission Decision 2007/230/EC of 12 April 2007 on a form concerning social legislation relating to road transport activities (OJ L 99, 14.4.2007, p. 14) as amended by: - Commission Decision of 14 December 2009 (OJ L 330, 16.12.2009, p. 80).	Not transposed	Not transposed	Not transposed	Fully transposed	Not transposed	Fully transposed
15	Working time	Directive 2002/15/EC of the European Parliament and of the Council of 11 March 2002 on the organisation of the working time of persons performing mobile road transport activities (OJ L 80, 23.3.2002, p. 35).	Partially transposed	Partially transposed	Not transposed	Fully transposed	Fully transposed	Fully transposed
16	Transportable pressure equipment	Directive 2010/35/EU of the European Parliament and of the Council of 16 June 2010 on transportable pressure equipment and repealing Council Directives 76/767/EEC, 84/525/EEC, 84/526/EEC, 84/527/EEC and 1999/36/EC (OJ L 165, 30.6.2010, p. 1).	Fully transposed	Not transposed	Partially transposed	Partially transposed	Not transposed	Fully transposed
17	Roadworthiness	Directive 2014/45/EU of the European Parliament and of the Council of 3 April 2014 on periodic roadworthiness tests for motor vehicles and their trailers and repealing Directive 2009/40/EC (OJ L 127, 29.4.2014, p. 51) as amended by: -Corrigendum to Directive 2014/45/EU (OJ L 219, 22.8.2019, p. 25), -Commission Delegated Directive (EU) 2021/1717 of 9 July 2021 (OJ L 342, 27.9.2021, p. 48-51).	Partially transposed	Not transposed	Not transposed	Fully transposed	Partially transposed	Partially transposed
18	Roadworthiness	Commission Implementing Regulation (EU) 2019/621 of 17 April 2019 on the technical information necessary for roadworthiness testing of the items to be tested, on the use of the recommended test methods, and establishing detailed rules concerning the data format and the procedures for accessing the relevant technical information (OJ L 108, 23.4.2019, p. 5-28).	Fully transposed	Not transposed	Not transposed	Not transposed	Not transposed	Partially transposed

No	Regulatory Area	ANNEX I.3. RULES APPLICABLE TO ROAD TRANSPORT Relevant EU ACQUIS	Level of compliance: Fully Transposed / Not transposed / Partially transposed					
			Albania	Bosnia and Herzegovina	Kosovo	Montenegro	North Macedonia	Serbia
19	Roadside inspection	Directive 2014/47/EU of the European Parliament and of the Council of 3 April 2014 on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union and repealing Directive 2000/30/EC (OJ L 127, 29.4.2014, p. 134) as amended by: -Corrigendum to Directive 2014/47/EU (OJ L 197, 4.7.2014, p. 87), -Corrigendum to Directive 2014/47/EU (OJ L 219, 22.8.2019, p. 77), -Commission Delegated Directive (EU) 2021/1716 of 29 June 2021 (OJ L 342, 27.9.2021, p. 45).	Fully transposed	Partially transposed	fully transposed	fully transposed	Not transposed	Partially transposed
20	Roadside inspection	Commission Implementing Regulation (EU) 2017/2205 of 29 November 2017 on detailed rules concerning the procedures for the notification of commercial vehicles with major or dangerous deficiencies identified during a technical roadside inspection (OJ L 314, 30.11.2017, p. 3-11).	Not transposed	Not transposed	Not transposed	Not transposed	Partially transposed	Partially transposed
21	Speed limitation devices	Council Directive 92/6/EEC of 10 February 1992 on the installation and use of speed limitation devices for certain categories of motor vehicles in the Community (OJ L 57, 2.3.1992, p. 27) as amended by: -Corrigendum to Council Directive 92/6/EEC (OJ L 244, 30.9.1993, p. 34), -Directive 2002/85/EC of the European Parliament and of the Council of 5 November 2002 (OJ L 327, 4.12.2002, p. 4).	Not transposed	Not transposed	Not transposed	Fully transposed	Not transposed	Fully transposed
22	Safety belts	Council Directive 91/671/EEC of 16 December 1991 relating to the compulsory use of safety belts and child-restraint systems in vehicles (OJ L 373, 31.12.1991, p. 26) as amended by: -Directive 2003/20/EC of the European Parliament and of the Council of 8 April 2003 (OJ L 115, 9.5.2003, p. 63), -Commission Implementing Directive 2014/37/EU of 27 February 2014 (OJ L 59, 28.2.2014, p. 32).	Partially transposed	Partially transposed	Fully transposed	Fully transposed	Partially transposed	Partially transposed
23	Mirrors	Directive 2007/38/EC of the European Parliament and of the Council of 11 July 2007 on the retrofitting of mirrors to heavy goods vehicles registered in the Community (OJ L 184, 14.7.2007, p. 25).	Not transposed	Partially transposed	Fully transposed	Fully transposed	Not transposed	Partially transposed

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			Albania	Bosnia and Herzegovina	Kosovo	Montenegro	North Macedonia	Serbia
24	Registration documents	Council Directive 1999/37/EC of 29 April 1999 on the registration documents for vehicles (OJ L 138, 1.6.1999, p. 57) as amended by: -Commission Directive 2003/127/EC of 23 December 2003 (OJ L 10, 16.1.2004, p. 29), -Council Directive 2006/103/EC of 20 November 2006 (OJ L 363, 20.12.2006, p. 344). -Council Directive 2013/22/EU of 13 May 2013 (OJ L 158, 10.6.2013, p. 356), -Directive 2014/46/EU of the European Parliament and of the Council of 3 April 2014 (OJ L 127, 29.4.2014, p. 129), -Directive (EU) 2022/362 of the European Parliament and of the Council of 24 February 2022 (OJ L 69, 4.3.2022, p. 1).	Partially transposed	Not transposed	Fully transposed	Fully transposed	Partially transposed	Partially transposed
25	Training of drivers	Directive (EU) 2022/2561 of the European Parliament and of the Council of 14 December 2022 on the initial qualification and periodic training of drivers of certain road vehicles for the carriage of goods or passengers (OJ L 330, 23.12.2022, p. 46). Directive 2006/126/EC of the European Parliament and of the Council of 20 December 2006 on driving licences (OJ L 403, 30.12.2006, p. 18) as amended by: -Commission Directive 2009/113/EC of 25 August 2009 (OJ L 223, 26.8.2009, p. 31), -Commission Directive 2011/94/EU of 28 November 2011 (OJ L 314, 29.11.2011, p. 31) -Commission Directive 2012/36/EU of 19 November 2012 (OJ L 321, 20.11.2012, p. 54), -Council Directive 2013/22/EU of 13 May 2013 (OJ L 158, 10.6.2013, p. 356), -Commission Directive 2013/47/EU of 2 October 2013 (OJ L 261, 3.10.2013, p. 29), -Commission Directive 2014/85/EU of 1 July 2014 (OJ L 194, 2.7.2014, p. 10), -Commission Directive (EU) 2015/653 of 24 April 2015 (OJ L 107, 25.4.2015 p. 68), -Commission Directive (EU) 2016/1106 of 7 July 2016 (OJ L 183, 8.7.2016, p. 59), -Directive (EU) 2018/645 of the European Parliament and of the Council of 18 April 2018 (OJ L 112, 2.5.2018, p. 29), -Commission Directive (EU) 2018/933 of 29 June 2018 (OJ L 165, 2.7.2018, p. 35), -Commission Directive (EU) 2020/612 of 4 May 2020 (OJ L 141, 5.5.2020, p. 9)	Fully transposed	Partially transposed	Partially transposed	Not transposed	Not transposed	Partially transposed
26	Driving licence		Fully transposed	Partially transposed	Fully transposed	Partially transposed	Partially transposed	Partially transposed

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			Albania	Bosnia and Herzegovina	Kosovo	Montenegro	North Macedonia	Serbia
27	Driving licence	Commission Regulation (EU) No 383/2012 of 4 May 2012 laying down technical requirements with regard to driving licences which include a storage medium (microchip) (OJ L 120, 5.5.2012, p. 1) as amended by: -Commission Regulation (EU) No 575/2014 of 27 May 2014 (OJ L 159, 28.5.2014, p. 47).	Not transposed	Not transposed	Fully transposed	Fully transposed	Not transposed	Not transposed
28	Cross-border exchange of information	Directive (EU) 2015/413 of the European Parliament and of the Council of 11 March 2015 facilitating cross-border exchange of information on road-safety-related traffic offences (OJ L 68, 13.3.2015, p. 9) as amended by: -Directive (EU) 2024/3237 of the European Parliament and of the Council of 19 December 2024 amending Directive (EU) 2015/413 facilitating cross-border exchange of information on road-safety-related traffic offences (OJ L, 2024/3237, 30.12.2024).	Not transposed	Partially transposed	Partially transposed	Not transposed	Not transposed	Not transposed
29	Inland transport of dangerous goods	Directive 2008/68/EC of the European Parliament and of the Council of 24 September 2008 on the inland transport of dangerous goods (OJ L 260, 30.9.2008, p. 13) as last amended by: -Commission Implementing Decision (EU) 2024/1762 of 5 June 2024 (OJ L, 2024/1762, 28.06.2024), -Commission Delegated Directive (EU) 2025/149 of 15 November 2024 (OJ L, 2025/149, 24.1.2025).	Partially transposed	Partially transposed	Partially transposed	Partially transposed	Partially transposed	Fully transposed
30	Checks on transport of dangerous goods	Directive (EU) 2022/1999 of the European Parliament and of the Council of 19 October 2022 on uniform procedures for checks on the transport of dangerous goods by road (OJ L 274, 24.10.2022, p. 1) as amended by: -Decision (EU) 2024/1254 of the European Parliament and of the Council of 24 April 2024 (OJ L 1254, 30.4.2024, p. 1).	Not transposed	Not transposed	Not transposed	Partially transposed	Not transposed	Partially transposed
31	Tunnels	Directive 2004/54/EC of the European Parliament and of the Council of 29 April 2004 on minimum safety requirements for tunnels in the trans European road network (OJ L 167, 30.4.2004, p. 39) as corrected by: -Corrigendum to Directive 2004/54/EC (OJ L 201, 7.6.2004, p. 56).	Fully transposed	Partially transposed	Not transposed	Partially transposed	Not transposed	Partially transposed
32	Road infrastructure safety management	Directive 2008/96/EC of the European Parliament and of the Council of 19 November 2008 on road infrastructure safety management (OJ L 319, 29.11.2008, p. 59) as amended by: -Directive (EU) 2019/1936 of the European Parliament and of the Council of 23 October 2019 (OJ L 305, 26.11.2019, p. 1).	Partially transposed	Partially transposed	Partially transposed	Fully transposed	Not transposed	Fully transposed

No	Regulatory Area	ANNEX I.3. RULES APPLICABLE TO ROAD TRANSPORT Relevant EU ACQUIS	Level of compliance: Fully Transposed / Not transposed / Partially transposed					
			Albania	Bosnia and Herzegovina	Kosovo	Montenegro	North Macedonia	Serbia
33	Dimensions and weight of vehicles	Council Directive 96/53/EC of 25 July 1996 laying down for certain road vehicles circulating within the Community the maximum authorized dimensions in national and international traffic and the maximum authorized weights in international traffic (OJ L 235, 17.9.1996, p. 59), as amended by: -Directive 2002/77/EC of the European Parliament and of the Council of 18 February 2002 (OJ L 67, 9.3.2002, p. 47), -Directive (EU) 2015/719 of the European Parliament and of the Council of 29 April 2015 (OJ L 115, 6.5.2015, p. 1), as corrected by the Corrigendum published on OJ L 277, 27.10.2022, p. 314, -Decision (EU) 2019/984 of the European Parliament and of the Council of 5 June 2019 (OJ L 164, 20.6.2019, p. 30), -Regulation (EU) 2019/1242 of the European Parliament and of the Council of 20 June 2019 (OJ L 198, 25.7.2019, p. 202)	Partially transposed	Not transposed	Partially transposed	Partially transposed	Not transposed	Partially transposed
34	Dimensions and weight of vehicles	Commission Implementing Regulation (EU) 2019/1213 of 12 July 2019 laying down detailed provisions ensuring uniform conditions for the implementation of interoperability and compatibility of on-board weighing equipment pursuant to Council Directive 96/53/EC (OJ L 192, 18.7.2019, p. 1)	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
35	Dimensions and weight of vehicles	Commission Implementing Regulation (EU) 2019/1916 of 15 November 2019 laying down detailed provisions as regards the use of rear aerodynamic devices pursuant to Council Directive 96/53/EC (OJ L 297, 18.11.2019, p. 3), as amended by: -Commission Implementing Regulation (EU) 2020/349 of 2 March 2020 (OJ L 63, 3.3.2020, p. 1)	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
36	Passenger rights	Regulation (EU) No 181/2011 of the European Parliament and of the Council of 16 February 2011 concerning the rights of passengers in bus and coach transport and amending Regulation (EC) No 2006/2004 (OJ L 55, 28.2.2011, p. 1).	Partially transposed	Partially transposed	Not transposed	Not transposed	Not transposed	Partially transposed
37	Clean vehicles and/or alternative fuels infrastructure	Directive 2009/33/EC of the European Parliament and of the Council of 23 April 2009 on the promotion of clean road transport vehicles in support of low-emission mobility (OJ L 120, 15.5.2009, p. 5), as amended by: -Directive (EU) 2019/1161 of the European Parliament and of the Council of 20 June 2019 (OJ L 188, 12.7.2019, p. 116.), -Decision (EU) 2024/1254 of the European Parliament and of the Council of 24 April 2024 (OJ L 1254, 30.4.2024, p.1)	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
38	Clean vehicles and/or alternative fuels infrastructure	Regulation (EU) 2023/1804 of the European Parliament and of the Council of 13 September 2023 on the deployment of alternative fuels infrastructure, and repealing Directive 2014/94/EU (OJ L 234, 22.9.2023, p. 1)	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed

No	Regulatory Area	ANNEX I.3. RULES APPLICABLE TO ROAD TRANSPORT Relevant EU ACQUIS	Level of compliance: Fully Transposed / Not transposed / Partially transposed					
			Albania	Bosnia and Herzegovina	Kosovo	Montenegro	North Macedonia	Serbia
39	Intelligent Transport Systems	Directive 2010/40/EU of the European Parliament and of the Council of 7 July 2010 on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport (OJ L 207, 6.8.2010, p. 1), as amended by: -Decision (EU) 2017/2380 of the European Parliament and of the Council of 12 December 2017 (OJ L 340, 20.12.2017, p. 1), -Directive (EU) 2023/2661 of the European Parliament and of the Council of 22 November 2023 (OJ L, 2023/2661, 30.11.2023, p.1)	Partially transposed	Not transposed	Partially transposed	Partially transposed	Partially transposed	Partially transposed
40	Intelligent Transport Systems	Commission Implementing Decision (EU) 2016/209 of 12 February 2016 on a standardisation request to the European standardisation organisations as regards Intelligent Transport Systems (ITS) in urban areas in support of Directive 2010/40/EU of the European Parliament and of the Council on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport (OJ L 39, 16.2.2016, p. 48).	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
41	Intelligent Transport Systems	Commission Delegated Regulation (EU) No 305/2013 of 26 November 2012 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to the harmonised provision for an interoperable EU-wide eCall (OJ L 91, 3.4.2013, p. 1), as amended by: -Commission Delegated Regulation (EU) 2024/1084 of 6 February 2024 (OJ L, 2024/1084, 12.4.2024)	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
42	Intelligent Transport Systems	Commission Delegated Regulation (EU) No 885/2013 of 15 May 2013 supplementing ITS Directive 2010/40/EU of the European Parliament and of the Council with regard to the provision of information services for safe and secure parking places for trucks and commercial vehicles (OJ L 247, 18.9.2013, p. 1).	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
43	Intelligent Transport Systems	Commission Delegated Regulation (EU) No 886/2013 of 15 May 2013 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to data and procedures for the provision, where possible, of road safety-related minimum universal traffic information free of charge to users (OJ L 247, 18.9.2013, p. 6).	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
44	Intelligent Transport Systems	Commission Delegated Regulation (EU) 2022/670 of 2 February 2022 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to the provision of EU-wide real-time traffic information services (OJ L 122, 25.4.2022, p. 1).	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed

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			Albania	Bosnia and Herzegovina	Kosovo	Montenegro	North Macedonia	Serbia
45	Intelligent Transport Systems	Commission Implementing Decision (EU) 2025/264 of 11 November 2024 laying down the template including key performance indicators for reporting by the Member States under Directive 2010/40/EU of the European Parliament and of the Council (OJ L 2025/264, 10.2.2025, p.1)	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
46	Intelligent Transport Systems	Decision No 585/2014/EU of the European Parliament and of the Council of 15 May 2014 on the deployment of the interoperable EU-wide eCall service (OJ L 164, 3.6.2014, p. 6).	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
47	Road toll systems	Directive (EU) 2019/520 of the European Parliament and of the Council of 19 March 2019 on the interoperability of electronic road toll systems and facilitating cross-border exchange of information on the failure to pay road fees in the Union (OJ L 91, 29.3.2019, p. 45), as amended by: -Directive (EU) 2022/362 of the European Parliament and of the Council of 24 February 2022 (OJ L 69, 4.3.2022, p. 1)	Not transposed	Not transposed	Partially transposed	Not transposed	Not transposed	Not transposed
48	Road toll systems	Commission Delegated Regulation (EU) 2020/203 of 28 November 2019 on classification of vehicles, obligations of European Electronic Toll Service users, requirements for interoperability constituents and minimum eligibility criteria for notified bodies (OJ L 43, 17.2.2020, p. 41-48).	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed
49	Road toll systems	Commission Implementing Regulation (EU) 2020/204 of 28 November 2019 on detailed obligations of European Electronic Toll Service providers, minimum content of the European Electronic Toll Service domain statement, electronic interfaces, requirements for interoperability constituents and repealing Decision 2009/750/EC (OJ L 43, 17.2.2020, p. 49-62).	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed

No	Regulatory Area	ANNEX I.3. RULES APPLICABLE TO ROAD TRANSPORT Relevant EU ACQUIS	Level of compliance: Fully Transposed / Not transposed / Partially transposed					
			Albania	Bosnia and Herzegovina	Kosovo	Montenegro	North Macedonia	Serbia
50	Type approval	Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC (OJ L 151, 14.6.2018, p. 1) as amended by: -Regulation (EU) 2019/2144 of the European Parliament and of the Council of 27 November 2019 (OJ L 325, 16.12.2019, p. 1), as corrected by the Corrigendum published on OJ L 398, 11.11.2021, p. 29, -Commission Delegated Regulation (EU) 2021/1244 of 20 May 2021 (OJ L 272, 30.7.2021, p. 16), -Commission Delegated Regulation (EU) 2021/1445 of 23 June 2021 (OJ L 313, 6.9.2021, p. 4), -Commission Delegated Regulation (EU) 2022/2236 of 20 June 2022 (OJ L 296, 16.11.2022, p. 1), as corrected by the Corrigendum published on OJ L 304, 24.11.2022, p. 103, -Regulation (EU) 2024/1257 of the European Parliament and of the Council of 24 April 2024 (OJ L 1257, 8.5.2024, p. 1), -Regulation (EU) 2024/1610 of the European Parliament and of the Council of 14 May 2024 (OJ L 1610, 6.6.2024, p.1).	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Partially transposed
			Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Partially transposed
51	Type approval	Regulation (EU) No 167/2013 of the European Parliament and of the Council of 5 February 2013 on the approval and market surveillance of agricultural and forestry vehicles (OJ L 60, 2.3.2013, p. 1) as amended by: -Commission Delegated Regulation (EU) No 1322/2014 of 19 September 2014 (OJ L 364, 18.12.2014, p. 1), -Regulation (EU) 2016/1628 of the European Parliament and of the Council of 14 September 2016 (OJ L 252, 16.9.2016, p. 53), -Commission Delegated Regulation (EU) 2016/1788 of 14 July 2016 (OJ L 277, 13.10.2016, p. 1), -Commission Delegated Regulation (EU) 2018/830 of 9 March 2018 (OJ L 140, 6.6.2018, p. 15), -Regulation (EU) 2019/519 of the European Parliament and of the Council of 19 March 2019 (OJ L 91, 29.3.2019, p. 42), -Regulation (EU) 2024/2838 of the European Parliament and of the Council of 23 October 2024 (OJ L 2838, 7.11.2024, p. 1).	Not transposed	Partially transposed	Not transposed	Not transposed	Not transposed	Partially transposed
			Not transposed	Partially transposed	Not transposed	Not transposed	Not transposed	Partially transposed

No	Regulatory Area	ANNEX I.3. RULES APPLICABLE TO ROAD TRANSPORT Relevant EU ACQUIS	Level of compliance: Fully Transposed / Not transposed / Partially transposed					
			Albania	Bosnia and Herzegovina	Kosovo	Montenegro	North Macedonia	Serbia
52	Type approval	Regulation (EU) No 168/2013 of the European Parliament and of the Council of 15 January 2013 on the approval and market surveillance of two- or three-wheel vehicles and quadricycles (OJ L 60, 2.3.2013, p. 52) as amended by: -Corrigendum to Regulation (EU) No 168/2013 (OJ L 77, 23.3.2016, p. 65), -Commission Delegated Regulation (EU) No 134/2014 of 16 December 2013 (OJ L 53, 21.2.2014, p. 1), -Regulation (EU) 2019/129 of the European Parliament and of the Council of 16 January 2019 (OJ L 30, 31.1.2019, p. 106), -Regulation (EU) 2020/1694 of the European Parliament and of the Council of 11 November 2020 (OJ L 381, 13.11.2020, p. 4), -Regulation (EU) 2024/2838 of the European Parliament and of the Council of 23 October 2024 (OJ L 2838, 7.11.2024, p. 1).	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Partially transposed
53	Electronic freight transport information	Regulation (EU) 2020/1056 of the European Parliament and of the Council of 15 July 2020 on electronic freight transport information (OJ L 249, 31.7.2020, p. 33) as amended by: -Regulation (EU) 2024/1157 of the European Parliament and of the Council of 11 April 2024 (OJ L 2024/1157, 30.4.2024, p. 1), -Commission Delegated Regulation (EU) 2024/2025 of 15 July 2024 supplementing Regulation (EU) 2020/1056 by amending its Annex I Part B (OJ L, 2024/2025, 20.12.2024)	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed

PUBLIC

Annex I.4 Rules applicable to Maritime Transport

No	Regulatory Area	ANNEX I.4. RULES APPLICABLE TO MARITIME TRANSPORT Relevant EU ACQUIS	Level of compliance: Fully transposed/Partially Transposed/Not transposed					
			Albania	Bosnia and Herzegovina	Kosovo	Montenegro	North Macedonia	Serbia
1	Maritime policy	Regulation (EU) No 508/2014 of the European Parliament and of the Council of 15 May 2014 on the European Maritime and Fisheries Fund and repealing Council Regulations (EC) No 2328/2003, (EC) No 861/2006, (EC) No 1198/2006 and (EC) No 791/2007 and Regulation (EU) No 1255/2011 of the European Parliament and of the Council (OJ L 149, 20.5.2014, p. 1) , as amended by: -Corrigendum to Regulation (EU) No 508/2014 (OJ L 88, 31.3.2017, p. 22), -Commission Delegated Regulation (EU) 2017/1787 of 12 June 2017 (OJ L 256, 4.10.2017, p. 1), -Regulation (EU) 2019/1022 of the European Parliament and of the Council of 20 June 2019 (OJ L 172, 26.6.2019, p. 1), -Regulation (EU) 2020/460 of the European Parliament and of the Council of 30 March 2020 (OJ L 199, 26.6.2019, p. 1), -Regulation (EU) 2020/560 of the European Parliament and of the Council of 23 April 2020 (OJ L 130, 24.4.2020, p. 11), -Regulation (EU) 2020/1781 of the European Parliament and of the Council of 25 November 2020 (OJ L 400, 30.11.2020, p. 1), -Regulation (EU) 2022/1278 of the European Parliament and of the Council of 18 July 2022 (OJ L 195, 22.7.2022, p.1).	Not Transposed	Not transposed	Not transposed	Not transposed	Not transposed.	Partially transposed
2	Access to the market	Council Regulation (EEC) No 3577/92 of 7 December 1992 applying the principle of freedom to provide services to maritime transport within Member States (maritime cabotage) (OJ L 364, 12.12.1992, p. 7).	Not Transposed	Not transposed	Not transposed	Not transposed	Not transposed.	Fully transposed
3	Access to the market	Council Regulation (EEC) No 4055/86 of 22 December 1986 applying the principle of freedom to provide services to maritime transport between Member States and between Member States and third countries (OJ L 378, 31.12.1986, p. 1) as amended by: -Council Regulation (EEC) No 3573/90 of 4 December 1990 (OJ L 353, 17.12.1990, p. 16).	Not Transposed	Not transposed	Not transposed	Not transposed	Not transposed.	Fully transposed
4	Access to the market	Regulation (EC) No 789/2004 of the European Parliament and of the Council of 21 April 2004 on the transfer of cargo and passenger ships between registers within the Community and repealing Council Regulation (EEC) No 613/91 (OJ L 138, 30.4.2004, p. 19).	Fully transposed	Not transposed	Not transposed	Not transposed	Not transposed.	Fully transposed

No	Regulatory Area	ANNEX I.4. RULES APPLICABLE TO MARITIME TRANSPORT Relevant EU ACQUIS	Level of compliance: Fully transposed/Partially Transposed/Not transposed					
			Albania	Bosnia and Herzegovina	Kosovo	Montenegro	North Macedonia	Serbia
5	Access to the market	Council Regulation (EEC) No 4058/86 of 22 December 1986 concerning coordinated action to safeguard free access to cargoes in ocean trades (OJ L 378, 31.12.1986, p. 21).	Not Transposed	Not transposed	Not transposed	Not transposed	Not transposed.	Fully transposed
6	International relations	Council Regulation (EEC) No 4057/86 of 22 December 1986 on unfair pricing practices in maritime transport (OJ L 378, 31.12.1986, p. 14).	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed.	Fully transposed
7	International agreements	Council Decision 2012/22/EU of 12 December 2011 concerning the accession of the European Union to the Protocol of 2002 to the Athens Convention relating to the Carriage of Passengers and their Luggage by Sea, 1974, with the exception of Articles 10 and 11 thereof (OJ L 8, 12.1.2012, p. 1) as amended by: -Council Regulation (EU) No 517/2013 of 13 May 2013 (OJ L 158, 10.6.2013, p. 1).	Partially Transposed	Not transposed	Not transposed	Partially transposed	Not transposed.	Fully transposed
8	International agreements	Council Decision 2012/23/EU of 12 December 2011 concerning the accession of the European Union to the Protocol of 2002 to the Athens Convention relating to the Carriage of Passengers and their Luggage by Sea, 1974, as regards Articles 10 and 11 thereof (OJ L 8, 12.1.2012, p. 13) as amended by: -Council Regulation (EU) No 517/2013 of 13 May 2013 (OJ L 158, 10.6.2013, p. 1).	Partially Transposed	Partially transposed	Not transposed	Partially transposed	Not transposed.	Fully transposed
9	Ship inspection and survey organisations-recognised organisations	Directive 2009/15/EC of the European Parliament and of the Council of 23 April 2009 on common rules and standards for ship inspection and survey organisations and for the relevant activities of maritime administrations (OJ L 131, 28.5.2009, p. 47) as amended by: -Commission Implementing Directive 2014/111/EU of 17 December 2014 (OJ L 366, 20.12.2014, p. 83).	Not transposed	Partially transposed	Not transposed	Partially transposed	Not transposed.	Fully transposed
10	Ship inspection and survey organisations-recognised organisations	Commission Decision 2009/491/EC of 16 June 2009 on criteria to be followed in order to decide when the performance of an organisation acting on behalf of a flag State can be considered an unacceptable threat to safety and the environment (OJ L 162, 25.6.2009, p. 6).	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed.	Not transposed
11	Ship inspection and survey organisations-recognised organisations	Regulation (EC) No 391/2009 of the European Parliament and of the Council of 23 April 2009 on common rules and standards for ship inspection and survey organisations (OJ L 131, 28.5.2009, p. 1) as amended by: -Corrigendum to Regulation (EC) No 391/2009 (OJ L 74, 22.3.2010, p. 1). -Commission Implementing Regulation (EU) No 1355/2014 of 17 December 2014 (OJ L 365, 19.12.2014, p. 82). -Regulation (EU) 2019/492 of the European Parliament and of the Council of 25 March 2019 (OJ L 85I, 27.3.2019, p. 5).	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed.	Fully transposed

No	Regulatory Area	ANNEX I.4. RULES APPLICABLE TO MARITIME TRANSPORT Relevant EU ACQUIS	Level of compliance: Fully transposed/Partially Transposed/Not transposed					
			Albania	Bosnia and Herzegovina	Kosovo	Montenegro	North Macedonia	Serbia
12	Ship inspection and survey organisations-recognised organisations	Commission Regulation (EU) No 788/2014 of 18 July 2014 laying down detailed rules for the imposition of fines and periodic penalty payments and the withdrawal of recognition of ship inspection and survey organisations pursuant to Articles 6 and 7 of Regulation (EC) No 391/2009 of the European Parliament and of the Council (OJ L 214, 19.7.2014, p. 12) as corrected by: -Corrigendum to Commission Regulation (EU) No 788/2014 (OJ L 234, 7.8.2014, p. 15).	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed.	Fully transposed
13	Flag State	Directive 2009/21/EC of the European Parliament and of the Council of 23 April 2009 on compliance with flag State requirements (OJ L 131, 28.5.2009, p. 132) as amended by: -Directive (EU) 2024/3100 of the European Parliament and of the Council of 27 November 2024 (OJ L, 2024/3100, 16.12.2024).	Fully transposed	Not transposed	Not transposed	Partially transposed	Not transposed.	Fully transposed
14	Port State control	Directive 2009/16/EC of the European Parliament and of the Council of 23 April 2009 on port State control (OJ L 131, 28.5.2009, p. 57) as amended by: -Corrigendum to Directive 2009/16/EC (OJ L 32, 1.2.2013, p. 23), -Directive 2013/38/EU of the European Parliament and of the Council of 12 August 2013 (OJ L 218, 14.8.2013, p. 1), -Regulation (EU) No 1257/2013 of the European Parliament and of the Council of 20 November 2013 (OJ L 330, 10.12.2013, p. 1), -Regulation (EU) 2015/757 of the European Parliament and of the Council of 29 April 2015 (OJ L 123, 19.5.2015, p. 55), -Directive (EU) 2017/2110 of the European Parliament and of the Council of 15 November 2017 (OJ L 315, 30.11.2017, p. 61), -Regulation (EU) 2023/1805 of the European Parliament and of the Council of 13 September 2023 (OJ L 234, 22.9.2023, p.1), -Directive (EU) 2024/3099 of the European Parliament and of the Council of 27 November 2024 (OJ L 2024/3099, 16.12.2024, p. 1).	Partially Transposed	Not transposed	Not transposed	Partially transposed	Not transposed.	Partially transposed
15	Vessel traffic monitoring	Directive 2002/59/EC of the European Parliament and of the Council of 27 June 2002 establishing a Community vessel traffic monitoring and information system and repealing Council Directive 93/75/EEC (OJ L 208, 5.8.2002, p. 10) as amended by: -Directive 2009/17/EC of the European Parliament and of the Council of 23 April 2009 (OJ L 131, 28.05.2009, p. 101), -Directive 2009/18/EC of the European Parliament and of the Council of 23 April 2009 (OJ L 131, 28.5.2009, p. 114), -Commission Directive 2011/15/EU of 23 February 2011 (OJ L 49, 24.2.2011, p. 33), -Commission Directive 2014/100/EU of 28 October 2014 (OJ L 308, 29.10.2014, p. 82).	Not transposed	Partially transposed	Not transposed	Partially transposed	Not transposed.	Fully transposed

No	Regulatory Area	ANNEX I.4. RULES APPLICABLE TO MARITIME TRANSPORT Relevant EU ACQUIS	Level of compliance: Fully transposed/Partially Transposed/Not transposed					
			Albania	Bosnia and Herzegovina	Kosovo	Montenegro	North Macedonia	Serbia
16	International Safety Management Code	Regulation (EC) 336/2006 of the European Parliament and of the Council of 15 February 2006 on the implementation of the International Safety Management Code within the Community and repealing Council Regulation (EC) No 3051/95 (OJ L 64, 4.3.2006, p. 1) as amended by: -Commission Regulation (EC) No 540/2008 of 16 June 2008 (OJ L 157, 17.6.2008, p. 15).	Fully transposed	Not transposed	Not transposed	Partially transposed	Not transposed.	Fully transposed
17	Reporting formalities	Directive 2010/65/EU of the European Parliament and of the Council of 20 October 2010 on reporting formalities for ships arriving in and/or departing from ports of the Member States and repealing Directive 2002/6/EC (OJ L 283, 29.10.2010, p. 1) as amended by: -Directive (EU) 2017/2109 of the European Parliament and of the Council of 15 November 2017 (OJ L 315, 30.11.2017, p. 52), -Directive (EU) 2019/883 of the European Parliament and of the Council of 17 April 2019 (OJ L 151, 7.6.2019, p. 116).	Partially Transposed	Not transposed	Not transposed	Partially transposed	Not transposed.	Fully transposed
18	Marine equipment	Directive 2014/90/EU of the European Parliament and of the Council of 23 July 2014 on marine equipment and repealing Council Directive 96/98/EC (OJ L 257, 28.8.2014, p. 146) as amended by: -Corrigendum to Directive 2014/90/EU (OJ L 146, 11.6.2018, p. 8). -Commission Delegated Directive (EU) 2021/1206 of 30 April 2021 (OJ L 261, 22.7.2021, p. 45).	Not transposed	Partially transposed	Not transposed	Partially transposed	Not transposed.	Fully transposed
19	Marine equipment	Commission Implementing Regulation (EU) 2024/1975 of 19 July 2024 laying down rules for the application of Directive 2014/90/EU of the European Parliament and of the Council, as regards design, construction and performance requirements and testing standards for marine equipment and repealing Commission Implementing Regulation (EU) 2023/1667 (OJ L, 2024/1975, 26.7.2024).	Not transposed	Not transposed	Not transposed	Partially transposed	Not transposed.	Not transposed
20	Marine equipment	Commission Delegated Regulation (EU) 2024/1295 of 26 February 2024 on harmonised technical specifications and testing standards for fire hoses (OJ L, 2024/1295, 6.5.2024).	Not transposed	Not transposed	Not transposed	Not transposed	Not transposed.	Not transposed
21	Passenger ships	Directive 2003/25/EC of the European Parliament and of the Council of 14 April 2003 on specific stability requirements for ro-ro passenger ships (OJ L 123, 17.5.2003, p. 22) as amended by: -Commission Directive 2005/12/EC of 18 February 2005 (OJ L 48, 19.02.2005, p. 19) -Directive (EU) 2023/946 of the European Parliament and of the Council of 10 May 2023 (OJ L 128, 15.5.2023, p. 1).	Partially transposed	Not transposed	Not transposed	Partially transposed	Not transposed.	Fully transposed

No	Regulatory Area	ANNEX I.4. RULES APPLICABLE TO MARITIME TRANSPORT Relevant EU ACQUIS	Level of compliance: Fully transposed/Partially Transposed/Not transposed					
			Albania	Bosnia and Herzegovina	Kosovo	Montenegro	North Macedonia	Serbia
22	Passenger ships	Regulation (EC) No 392/2009 of the European Parliament and of the Council of 23 April 2009 on the liability of carriers of passengers by sea in the event of accidents (OJ L 131, 28.5.2009, p. 24).	Not Transposed	Not transposed	Not transposed	Not transposed	Not transposed.	Fully transposed
23	Passenger ships	Council Directive 98/41/EC of 18 June 1998 on the registration of persons sailing on board passenger ships operating to or from ports of the Member States of the Community (OJ L 188, 27.1998, p. 35) as amended by: -Directive 2002/84/EC of the European Parliament and of the Council of 5 November 2002 (OJ L 324, 29.11.2002 p. 53), -Directive (EU) 2017/2109 of the European Parliament and of the Council of 15 November 2017 (OJ L 315, 30.11.2017, p. 52).	Fully transposed	Not transposed	Not transposed	Partially transposed	Not Transposed.	Fully transposed
24	Passenger ships	Directive 2009/45/EC of the European Parliament and of the Council of 6 May 2009 on safety rules and standards for passenger ships (OJ L 163, 25.6.2009, p. 1) as amended by: -Commission Directive 2010/36/EU of 1 June 2010 (OJ L 162, 29.6.2010, p. 1), -Commission Directive (EU) 2016/844 of 27 May 2016 (OJ L 141, 28.5.2016, p. 51), as corrected by the Corrigendum published on OJ L 193, 19.7.2016, p. 117, -Directive (EU) 2017/2108 of the European Parliament and of the Council of 15 November 2017 (OJ L 315, 30.11.2017, p. 40), -Commission Delegated Regulation (EU) 2020/411 of 19 November 2019 (OJ L 83, 19.3.2020, p. 1), -Commission Delegated Regulation (EU) 2022/1180 of 11 January 2022 (OJ L 184, 11.7.2022, p. 1)	Fully transposed	Not transposed	Not transposed	Partially transposed	Not Transposed.	Fully transposed
25	Passenger ships	Directive (EU) 2017/2110 of the European Parliament and of the Council of 15 November 2017 on a system of inspections for the safe operation of ro-ro passenger ships and high-speed passenger craft in regular service and amending Directive 2009/16/EC and repealing Council Directive 1999/35/EC (OJ L 315, 30.11.2017, p. 61).	Not Transposed	Not transposed	Not transposed	Partially transposed	Not Transposed.	Partially transposed
26	Safety of fishing vessels	Council Directive 97/70/EC of 11 December 1997 setting up a harmonised safety regime for fishing vessels of 24 metres in length and over (OJ L 34, 9.2.1998, p. 1) as amended by: -Commission Directive 1999/19/EC of 18 March 1999 (OJ L 83, 27.3.1999, p. 48), -Commission Directive 2002/35/EC of 25 April 2002 (OJ L 112, 27.4.2002, p. 21), -Directive 2002/84/EC of the European Parliament and of the Council of 5 November 2002 (OJ L 324, 29.11.2002 p. 53).	Not Transposed	Not transposed	Not transposed	Partially transposed	Not Transposed.	Partially transposed

No	Regulatory Area	ANNEX I.4. RULES APPLICABLE TO MARITIME TRANSPORT Relevant EU ACQUIS	Level of compliance: Fully transposed/Partially Transposed/Not transposed					
			Albania	Bosnia and Herzegovina	Kosovo	Montenegro	North Macedonia	Serbia
27	Oil tankers	Regulation (EU) No 530/2012 of the European Parliament and of the Council of 13 June 2012 on the accelerated phasing-in of double-hull or equivalent design requirements for single-hull oil tankers (OJ L 172, 30.6.2012, p. 3).	Not Transposed	Not transposed	Not transposed	Partially transposed	Not Transposed.	Fully transposed
28	Bulk carriers	Directive 2001/96/EC of the European Parliament and of the Council of 4 December 2001 establishing harmonised requirements and procedures for the safe loading and unloading of bulk carriers (OJ L 13, 16.1.2002, p. 9) as amended by: -Directive 2002/84/EC of the European Parliament and of the Council of 5 November 2002 (OJ L 324, 29.11.2002 p. 53).	Not Transposed	Not transposed	Not transposed	Not transposed	Not Transposed.	Fully transposed
29	Accident investigation	Directive 2009/18/EC of the European Parliament and of the Council of 23 April 2009 establishing the fundamental principles governing the investigation of accidents in the maritime transport sector and amending Council Directive 1999/35/EC and Directive 2002/59/EC of the European Parliament and of the Council (OJ L 131, 28.5.2009, p. 114) as amended by: -Directive (EU) 2024/3017 of the European Parliament and of the Council of 27 November 2024 (OJ L, 2024/3017, 6.12.2024).	Fully transposed	Not transposed	Not transposed	Partially transposed	Not Transposed.	Fully transposed
30	Accident investigation	Commission Implementing Regulation (EU) No 651/2011 of 5 July 2011 adopting the rules of procedure of the permanent cooperation framework established by Member States in cooperation with the Commission pursuant to Article 10 of Directive 2009/18/EC of the European Parliament and of the Council (OJ L 177, 6.7.2011, p. 18).	Fully transposed	Not transposed	Not transposed	Not transposed	Not Transposed.	Not transposed
31	Insurance	Directive 2009/20/EC of the European Parliament and of the Council of 23 April 2009 on the insurance of shipowners for maritime claims (OJ L 131, 28.5.2009, p. 128).	Not Transposed	Not transposed	Not transposed	Partially transposed	Not Transposed.	Fully transposed
32	Ship-source pollution	Directive 2005/35/EC of the European Parliament and of the Council of 7 September 2005 on ship-source pollution and on the introduction of penalties, including criminal penalties, for pollution offences (OJ L 255, 30.9.2005, p. 11) as amended by: -Corrigendum to Directive 2005/35/EC (OJ L 033, 4.2.2006, p. 87), -Corrigendum to Directive 2005/35/EC (OJ L 105, 13.4.2006, p. 65), -Directive 2009/123/EC of the European Parliament and of the Council of 21 October 2009 (OJ L 280, 27.10.2009, p. 52), -Directive (EU) 2024/3101 of the European Parliament and of the Council of 27 November 2024 (OJ L, 2024/3101, 16.12.2024).	Partially Transposed	Not transposed	Not transposed	Partially transposed	Not Transposed.	Fully transposed

No	Regulatory Area	ANNEX I.4. RULES APPLICABLE TO MARITIME TRANSPORT Relevant EU ACQUIS	Level of compliance: Fully transposed/Partially Transposed/Not transposed					
			Albania	Bosnia and Herzegovina	Kosovo	Montenegro	North Macedonia	Serbia
33	Ship-generated waste	Directive (EU) 2019/883 of the European Parliament and of the Council of 17 April 2019 on port reception facilities for the delivery of waste from ships, amending Directive 2010/65/EU and repealing Directive 2000/59/EC (OJ L 151, 7.6.2019, p.116).	Not Transposed	Not transposed	Not transposed	Partially transposed	Not Transposed.	Partially transposed
34	Organotin compounds	Regulation (EC) No 782/2003 of the European Parliament and of the Council of 14 April 2003 on the prohibition of organotin compounds on ships (OJ L 115, 9.5.2003, p. 1) as amended by: -Commission Regulation (EC) No 536/2008 of 13 June 2008 (OJ L 156, 14.6.2008, p. 10).	Not Transposed	Partially transposed	Not transposed	Partially transposed	Not Transposed.	Fully transposed
35	Maritime security	Regulation (EC) No 725/2004 of the European Parliament and of the Council of 31 March 2004 on enhancing ship and port facility security (OJ L 129, 29.4.2004, p. 6) as amended by: -Commission Decision 2009/83/EC of 23 January 2009 (OJ L 29, 31.1.2009, p. 53).	Fully transposed	Not transposed	Not transposed	Fully transposed	Not Transposed.	Fully transposed
36	Maritime security	Directive 2005/65/EC of the European Parliament and of the Council of 26 October 2005 on enhancing port security (OJ L 310, 25.11.2005, p. 28).	Fully transposed	Partially transposed	Not transposed	Partially transposed	Not Transposed.	Fully transposed
37	Maritime security	Commission Regulation (EC) No 324/2008 of 9 April 2008 laying down revised procedures for conducting Commission inspections in the field of maritime security (OJ L 98, 10.4.2008, p. 5) as amended by: -Commission Implementing Regulation (EU) 2016/462 of 30 March 2016 (OJ L 80, 31.3.2016, p. 28).	Not Transposed	Partially transposed	Not transposed	Not transposed	Not Transposed.	Fully transposed
38	Training of seafarers	Directive (EU) 2022/993 of the European Parliament and of the Council of 8 June 2022 on the minimum level of training of seafarers (codification) (Text with EEA relevance), OJ L 169, 27.6.2022, p. 45.	Fully transposed	Not transposed	Not transposed	Partially transposed	Not Transposed.	Not transposed
39	Social aspects	Directive 2013/54/EU of the European Parliament and of the Council of 20 November 2013 concerning certain flag State responsibilities for compliance with and enforcement of the Maritime Labour Convention, 2006 (OJ L 329, 10.12.2013, p. 1).	Fully transposed	Not transposed	Not transposed	Partially transposed	Not Transposed.	Fully transposed
40	Social aspects	Council Directive 1999/63/EC of 21 June 1999 concerning the Agreement on the organisation of working time of seafarers concluded by the European Community Shipowners' Association (ECSA) and the Federation of Transport Workers' Unions in the European Union (FST) (OJ L 167, 2.7.1999, p. 33) as amended by: -Corrigendum to Council Directive 1999/63/EC (OJ L 244, 16.9.1999, p. 64), -Council Directive 2009/13/EC of 16 February 2009 (OJ L 124, 20.5.2009, p. 30).	Not Transposed	Not transposed	Not transposed	Not transposed	Not Transposed.	Fully transposed

No	Regulatory Area	ANNEX I.4. RULES APPLICABLE TO MARITIME TRANSPORT Relevant EU ACQUIS	Level of compliance: Fully transposed/Partially Transposed/Not transposed					
			Albania	Bosnia and Herzegovina	Kosovo	Montenegro	North Macedonia	Serbia
41	Social aspects	Directive 1999/95/EC of the European Parliament and of the Council of 13 December 1999 concerning the enforcement of provisions in respect of seafarers' hours of work on board ships calling at Community ports (OJ L 14, 20.1.2000, p. 29).	Not Transposed	Not transposed	Not transposed	Partially transposed	Not Transposed.	Fully transposed
42	Social aspects	Council Directive 2009/13/EC of 16 February 2009 implementing the Agreement concluded by the European Community Shipowners' Associations (ECSA) and the European Transport Workers' Federation (ETF) on the Maritime Labour Convention, 2006, and amending Directive 1999/63/EC (OJ L 124, 20.5.2009, p. 30) as amended by: -Council Directive (EU) 2018/131 of 23 January 2018 (OJ L 22, 26.1.2018, p. 28).	Not Transposed	Not transposed	Not transposed	Not transposed	Not Transposed.	Fully transposed
43	Social aspects	Council Directive 92/29/EEC of 31 March 1992 on the minimum safety and health requirements for improved medical treatment on board vessels (OJ L 113, 30.4.1992, p. 19) as amended by: -Directive 2007/30/EC of the European Parliament and of the Council of 20 June 2007 (OJ J, 27.6.2007, p. 21). -Commission Directive (EU) 2019/1834 of 24 October 2019 (OJ J, 31.10.2019, p. 80).	Fully transposed	Not transposed	Not transposed	Fully transposed	Not Transposed.	Fully transposed
44	Passenger rights	Regulation (EU) No 1177/2010 of the European Parliament and of the Council of 24 November 2010 concerning the rights of passengers when travelling by sea and inland waterway and amending Regulation (EC) No 2006/2004 (OJ L 334, 17.12.2010, p. 1).	Not Transposed	Not transposed	Not transposed	Fully transposed	Not Transposed.	Fully transposed
45	Transportable pressure equipment	Directive 2010/35/EU of the European Parliament and of the Council of 16 June 2010 on transportable pressure equipment and repealing Council Directives 76/767/EEC, 84/525/EEC, 84/526/EEC, 84/527/EEC and 1999/36/EC (OJ L 165, 30.6.2010, p. 1).	Not Transposed	Partially transposed	Not transposed	Not transposed	Not Transposed.	Partially transposed
46	European Maritime Safety Agency	Regulation (EC) No 1406/2002 of the European Parliament and of the Council of 27 June 2002 establishing a European Maritime Safety Agency (OJ L 208, 5.8.2002, p. 1) as amended by: -Regulation (EC) No 1644/2003 of the European Parliament and of the Council of 22 July 2003 (OJ L 245, 29.9.2003, p. 10), -Regulation (EC) No 724/2004 of the European Parliament and of the Council of 31 March 2004 (OJ L 129, 29.4.2004, p. 1), -Regulation (EC) No 2038/2006 of the European Parliament and of the Council of 18 December 2006 (OJ L 394, 30.12.2006, p. 1), as corrected by the Corrigendum published on OJ L 30, 3.2.2007, p. 12, -Regulation (EU) No 100/2013 of the European Parliament and of the Council of 15 January 2013 (OJ L 39, 9.2.2013, p. 30), -Regulation (EU) 2016/1625 of the European Parliament and of the Council of 14 September 2016 (OJ L 251, 16.9.2016, p. 77).	Partially Transposed	Partially transposed	Not transposed	Not transposed	Not Transposed.	Not transposed

No	Regulatory Area	ANNEX I.4. RULES APPLICABLE TO MARITIME TRANSPORT Relevant EU ACQUIS	Level of compliance: Fully transposed/Partially Transposed/Not transposed					
			Albania	Bosnia and Herzegovina	Kosovo	Montenegro	North Macedonia	Serbia
47	Committee on Safe Seas and the Prevention of Pollution from Ships	Regulation (EC) No 2099/2002 of the European Parliament and of the Council of 5 November 2002 establishing a Committee on Safe Seas and the Prevention of Pollution from Ships (COSS) and amending the Regulations on maritime safety and the prevention of pollution from ships (OJ L 324, 29.11.2002, p. 1) as amended by: -Commission Regulation (EC) No 415/2004 of 5 March 2004 (OJ L 68, 6.3.2004, p. 10), -Commission Regulation (EC) No 93/2007 of 30 January 2007 (OJ L 22, 31.1.2007, p. 12), -Regulation (EC) No 596/2009 of the European Parliament and of the Council of 18 June 2009 (OJ L 188, 18.7.2009, p.14), -Commission Regulation (EU) 2016/103 of 27 January 2016 (OJ L 21, 28.1.2016, p. 67).	Not Transposed	Not transposed	Not transposed	Not transposed	Not Transposed.	Partially transposed
48	Port Services	Regulation (EU) 2017/352 of the European Parliament and of the Council of 15 February 2017 establishing a framework for the provision of port services and common rules on the financial transparency of ports (OJ L 57, 3.3.2017, p. 1) as amended by: -Regulation (EU) 2020/697 of the European Parliament and of the Council of 25 May 2020 (OJ L 165, 27.5.2020, p. 7).	Not Transposed	Not transposed	Not transposed	Not transposed	Not Transposed.	not transposed
49	Maritime Single Window	Regulation (EU) 2019/1239 of the European Parliament and of the Council of 20 June 2019 establishing a European Maritime Single Window environment and repealing Directive 2010/65/EU (OJ L 198, 25.7.2019, p. 64).	Partially Transposed	Not transposed	Not transposed	Not transposed	Not Transposed.	Not transposed
50	Maritime Single Window	Commission Implementing Regulation (EU) 2023/204 of 28 October 2022 laying down technical specifications, standards and procedures for the European Maritime Single Window environment pursuant to Regulation (EU) 2019/1239 (OJ L 33, 03.02.2023, p. 1).	Partially Transposed	Not transposed	Not transposed	Not transposed	Not Transposed.	Not transposed
51	Maritime Single Window	Commission Delegated Regulation (EU) 2023/205 supplementing Regulation (EU) 2019/1239 of the European Parliament and of the Council as regards the establishment of the European Maritime Single Window environment data set and amending its Annex (OJ L 33, 3.2.2023, p. 24).	Partially Transposed	Not transposed	Not transposed	Not transposed	Not Transposed.	Not transposed
52	Maritime Single Window	Commission Implementing Regulation (EU) 2023/2790 of 14 December 2023 laying down functional and technical specifications for the reporting interface module of the Maritime National Single Windows (OJ L, 2023/2790, 18.12.2023).	Not Transposed	Not transposed	Not transposed	Not transposed	Not Transposed.	Not transposed
53	Environment	Directive (EU) 2016/802 of the European Parliament and of the Council of 11 May 2016 relating to a reduction in the sulphur content of certain liquid fuels (OJ L 132, 21.5.2016, p. 58).	Partially Transposed	Not transposed	Not transposed	Partially transposed	Not Transposed.	Partially transposed

No	Regulatory Area	ANNEX I.4. RULES APPLICABLE TO MARITIME TRANSPORT Relevant EU ACQUIS	Level of compliance: Fully transposed/Partially Transposed/Not transposed					
			Albania	Bosnia and Herzegovina	Kosovo	Montenegro	North Macedonia	Serbia
54	Environment	Commission Implementing Decision (EU) 2015/253 of 16 February 2015 laying down the rules concerning the sampling and reporting under Council Directive 1999/32/EC as regards the sulphur content of marine fuels (OJ L 41, 17.2.2015, p. 55)	Not Transposed	Not transposed	Not transposed	Not transposed	Not Transposed.	Partially transposed
55	Renewable and low-carbon fuels	Regulation (EU) 2023/1805 of 13 September 2023 on the use of renewable and low-carbon fuels in maritime transport, and amending Directive 2009/16/EC (OJ L 234, 22.9.2023, p. 1).	Not Transposed	Partially transposed	Not transposed	Partially transposed	Not Transposed.	Not transposed
56	Renewable and low-carbon fuels	Commission Implementing Regulation (EU) 2024/2027 of 26 July 2024 on verification activities pursuant to Regulation (EU) 2023/1805 of the European Parliament and of the Council on the use of renewable and low-carbon fuels in maritime transport, and amending Directive 2009/16/EC (OJ L, 2024/2027, 29.7.2024).	Not Transposed	Not transposed	Not transposed	Partially transposed	Not Transposed.	Not transposed
57	Renewable and low-carbon fuels	Commission Implementing Regulation (EU) 2024/2031 of 26 July 2024 on the template for monitoring plans pursuant to Regulation (EU) 2023/1805 of the European Parliament and of the Council on the use of renewable and low-carbon fuels in maritime transport, and amending Directive 2009/16/EC (OJ L, 2024/2031, 29.7.2024).	Not Transposed	Not transposed	Not transposed	Partially transposed	Not Transposed.	Not transposed
58	Renewable and low-carbon fuels	Commission Delegated Regulation (EU) 2025/192 of 9 September 2024 on procedures for the accreditation of verifiers pursuant to Regulation (EU) 2023/1805 of the European Parliament and of the Council on the use of renewable and low-carbon fuels in maritime transport, and amending Directive 2009/16/EC of the European Parliament and of the Council (OJ L 2025/192, 29.1.2025, p. 1).	Not Transposed	Not transposed	Not transposed	Partially transposed	Not Transposed.	Not transposed

Annex I.5 Rules applicable to Inland Waterway Transport

No	Regulatory Area	ANNEX I.5. RULES APPLICABLE TO IWW TRANSPORT Relevant EU ACQUIS	Level of compliance: Fully transposed/Partially Transposed/Not transposed					
			Albania	Bosnia and Herzegovina	Kosovo	Montenegro	North Macedonia	Serbia
1	Access to the market	Council Regulation (EC) No 1356/96 of 8 July 1996 on common rules applicable to the transport of goods or passengers by inland waterway between Member States with a view to establishing freedom to provide such transport services (OJ L 175, 13.7.1996, p. 7).	Not transposed	Partially Transposed	Not transposed	Not transposed	Not transposed	Fully transposed
2	Access to the market	Council Regulation (EEC) No 3921/91 of 16 December 1991 laying down the conditions under which non-resident carriers may transport goods or passengers by inland waterway within a Member State (OJ L 373, 31.12.1991, p. 1).	Not transposed	Not Transposed	Not transposed	Not transposed	Not transposed	Fully transposed
3	Access to the market	Council Regulation (EC) No 718/1999 of 29 March 1999 on a Community fleet capacity policy to promote inland waterway transport (OJ L 90, 2.4.1999, p. 1), as amended by: -Regulation (EU) No 546/2014 of the European Parliament and of the Council of 15 May 2014 (OJ L 163, 29.5.2014, p. 15).	Not transposed	Not Transposed	Not transposed	Not transposed	Not transposed	Fully transposed
4	Access to the market	Council Directive 96/75/EC of 19 November 1996 on the systems of chartering and pricing in national and international inland waterway transport in the Community (OJ L 304, 27.11.1996, p. 12).	Not transposed	Not Transposed	Not transposed	Not transposed	Not transposed	Fully transposed
5	Access to the market	Council Regulation (EEC) No 2919/85 of 17 October 1985 laying down the conditions for access to the arrangements under the Revised Convention for the navigation of the Rhine relating to vessels belonging to the Rhine Navigation (OJ L 280, 22.10.1985, p. 4).	Not transposed	Not Transposed	Not transposed	Not transposed	Not transposed	Fully transposed
6	Access to the profession	Council Directive No 87/540/EEC of 9 November 1987 on access to the occupation of carrier of goods by waterway in national and international transport and on the mutual recognition of diplomas, certificates and other evidence of formal qualifications for this occupation (OJ L 322, 12.11.1987, p. 20).	Not transposed	Not Transposed	Not transposed	Not transposed	Not transposed	Fully transposed
7	Access to the profession	Directive (EU) 2017/2397 of the European Parliament and of the Council of 12 December 2017 on the recognition of professional qualifications in inland navigation and repealing Council Directives 91/672/EEC and 96/50/EC (OJ L 345, 27.12.2017, p. 53), as amended by: -Directive (EU) 2021/1233 of the European Parliament and of the Council of 14 July 2021 (OJ L 274, 30.7.2021, p. 52), -Commission Delegated Regulation (EU) 2022/184 of 22 November 2021 (OJ L 30, 11.2.2022, p. 3).	Not transposed	Partially Transposed	Not transposed	Not transposed	Not transposed	Fully transposed

No	Regulatory Area	ANNEX I.5. RULES APPLICABLE TO INWATER TRANSPORT Relevant EU ACQUIS	Level of compliance: Fully transposed/Partially Transposed/Not transposed					
			Albania	Bosnia and Herzegovina	Kosovo	Montenegro	North Macedonia	Serbia
8	Access to the profession	Commission Delegated Directive (EU) 2020/12 of 2 August 2019 supplementing Directive (EU) 2017/2397 of the European Parliament and of the Council as regards the standards for competences and corresponding knowledge and skills, for the practical examinations, for the approval of simulators and for medical fitness (OJ L 610:1.2020, p.15).	Not transposed	Not Transposed	Not transposed	Not transposed	Not transposed	Fully transposed
9	Access to the profession	Commission Delegated Regulation (EU) 2020/473 of 20 January 2020 supplementing Directive (EU) 2017/2397 of the European Parliament and of the Council with regard to the standards for databases for the Union certificates of qualification, service record books and logbooks (OJ L 100, 1.4.2020, p. 1).	Not transposed	Not Transposed	Not transposed	Not transposed	Not transposed	Fully transposed
10	Access to the profession	Commission Implementing Regulation (EU) 2020/182 of 14 January 2020 on models in the field of professional qualifications in inland navigation (OJ L 38, 11.2.2020, p.1).	Not transposed	Not Transposed	Not transposed	Not transposed	Not transposed	Fully transposed
11	Safety/technical requirements	Directive 2009/100/EC of the European Parliament and of the Council of 16 September 2009 on reciprocal recognition of navigability licences for inland waterway vessels (OJ L 259, 2.10.2009, p. 8) , as amended by: -Directive (EU) 2016/1629 of the European Parliament and of the Council of 14 September 2016 (OJ L 252, 16.9.2016, p. 118).	Not transposed	Not Transposed	Not transposed	Not transposed	Not transposed	Fully transposed
12	Safety/technical requirements	Directive (EU) 2016/1629 of the European Parliament and of the Council of 14 September 2016 laying down technical requirements for inland waterway vessels, amending Directive 2009/100/EC and repealing Directive 2006/87/EC (OJ L 252, 16.9.2016, p. 118) , as amended by: -Corrigendum to Directive (EU) 2016/1629 (OJ L 181, 5.7.2019, p. 123), -Commission Delegated Directive (EU) 2018/970 of 18 April 2018 (OJ L 174, 10.7.2018, p. 15), -Commission Delegated Regulation (EU) 2019/1668 of 26 June 2019 (OJ L 256, 7.10.2019, p. 1), -Commission Delegated Regulation (EU) 2021/1308 of 28 April 2021 (OJ L 284, 9.8.2021, p. 1), -Commission Delegated Regulation (EU) 2023/2477 (OJ L 2023/2477, 7.11.2023).	Not transposed	Partially Transposed	Not transposed	Not transposed	Not transposed	Fully transposed
13	Safety/technical requirements	Commission Delegated Regulation (EU) 2021/1308 of 28 April 2021 amending Annexes I and II to Directive (EU) 2016/1629 of the European Parliament and of the Council as regards modifying the list of Union inland waterways and the minimum technical requirements applicable to craft C/2021/2853 (OJ L 284, 9.8.2021, p. 1-13).	Not transposed	Not Transposed	Not transposed	Not transposed	Not transposed	Fully transposed
14	Safety/technical requirements	Commission Delegated Regulation (EU) 2020/474 of 20 January 2020 on the European Hull Data Base (OJ L 100, 1.4.2020, p. 12).	Not transposed	Not Transposed	Not transposed	Not transposed	Not transposed	Fully transposed

No	Regulatory Area	ANNEX I.5, RULES APPLICABLE TO IWW TRANSPORT Relevant EU ACQUIS	Level of compliance: Fully transposed/Partially Transposed/Not transposed					
			Albania	Bosnia and Herzegovina	Kosovo	Montenegro	North Macedonia	Serbia
15	Safety/technical requirements	Commission Implementing Decision (EU) 2021/1311 of 30 July 2021 on the recognition of the Hrvatski Registar Brodova (Croatian Register of Shipping) as a classification society for inland waterway vessels in accordance with Directive (EU) 2016/1629 of the European Parliament and of the Council (OJ L 284, 9.8.2021, p.17).	Not transposed	Not Transposed	Not transposed	Not transposed	Not transposed	Not transposed
16	Safety/technical requirements	Commission Implementing Decision (EU) 2020/1122 of 28 July 2020 on the recognition of DNV GL AS as a classification society for inland waterway vessels in accordance with Directive (EU) 2016/1629 of the European Parliament and of the Council (OJ L 245, 30.7.2020, p. 15).	Not transposed	Not Transposed	Not transposed	Not transposed	Not transposed	Not transposed
17	Safety/technical requirements	Directive 2010/35/EU of the European Parliament and of the Council of 16 June 2010 on transportable pressure equipment and repealing Council Directives 76/767/EEC, 84/525/EEC, 84/526/EEC, 84/527/EEC and 1999/36/EC (OJ L 165, 30.6.2010, p. 1).	Not transposed	Not Transposed	Not transposed	Not transposed	Not transposed	Not transposed
18	Inland transport of dangerous goods	Directive 2008/68/EC of the European Parliament and of the Council of 24 September 2008 on the inland transport of dangerous goods (OJ L 260, 30.9.2008, p. 13), as last amended by: -Commission Implementing Decision (EU) 2024/1762 of 5 June 2024 (OJ L, 2024/1762, 28.6.2024), -Commission Delegated Directive (EU) 2025/149 of 15 November 2024 (OJ L, 2025/149, 24.1.2025).	Not transposed	Partially Transposed	Not transposed	Not transposed	Not transposed	Fully transposed
19	River information services	Directive 2005/44/EC of the European Parliament and of the Council of 7 September 2005 on harmonised river information services (RIS) on inland waterways in the Community (OJ L 255, 30.9.2005, p. 152) , as amended by: -Corrigendum to Directive 2005/44/EC (OJ L 344, 27.12.2005, p. 52).	Not transposed	Partially transposed	Not transposed	Not transposed	Not transposed	Fully transposed
20	River information services	Commission Implementing Regulation (EU) No 909/2013 of 10 September 2013 on the technical specifications for the electronic chart display and information system for inland navigation (Inland ECDIS) referred to in Directive 2005/44/EC of the European Parliament and of the Council (OJ L 258, 28.9.2013, p. 1), as amended by: -Commission Implementing Regulation (EU) 2018/1973 of 7 December 2018 (OJ L 324, 19.12.2018, p. 1).	Not transposed	Not Transposed	Not transposed	Not transposed	Not transposed	Fully transposed

No	Regulatory Area	ANNEX I.5. RULES APPLICABLE TO IWW TRANSPORT Relevant EU ACQUIS	Level of compliance: Fully transposed/Partially Transposed/Not transposed					
			Albania	Bosnia and Herzegovina	Kosovo	Montenegro	North Macedonia	Serbia
21	River information services	Commission Regulation (EC) No 416/2007 of 22 March 2007 concerning the technical specifications for Notices to Skippers as referred to in Article 5 of Directive 2005/44/EC of the European Parliament and of the Council on harmonised river information services (RIS) on inland waterways in the Community (OJ L 105, 23.4.2007, p. 88) , as amended by: -Commission Implementing Regulation (EU) 2018/2032 of 20 November 2018 (OJ L 332, 28.12.2018, p. 1).	Not transposed	Partially transposed	Not transposed	Not transposed	Not transposed	Fully transposed
22	River information services	Commission Regulation (EC) No 414/2007 of 13 March 2007 concerning the technical guidelines for the planning, implementation and operational use of river information services (RIS) referred to in Article 5 of Directive 2005/44/EC of the European Parliament and of the Council on harmonised river information services (RIS) on inland waterways in the Community (OJ L 105, 23.4.2007, p. 1).	Not transposed	Not Transposed	Not transposed	Not transposed	Not transposed	Fully transposed
23	River information services	Commission Implementing Regulation (EU) 2018/2032 of 20 November 2018 amending Commission Regulation (EC) No 416/2007 concerning the technical specifications for Notices to Skippers (OJ L 332, 28.12.2018, p. 1).	Not transposed	Not Transposed	Not transposed	Not transposed	Not transposed	Not transposed
24	River information services	Commission Implementing Regulation (EU) 2018/1973 of 7 December 2018 amending Implementing Regulation (EU) No 909/2013 on the technical specifications for the electronic chart display and information system for inland navigation (Inland ECDIS) referred to in Directive 2005/44/EC of the European Parliament and of the Council (OJ L 324, 19.12.2018, p. 1).	Not transposed	Not Transposed	Not transposed	Not transposed	Not transposed	Not transposed
25	River information services	Commission Implementing Regulation (EU) 2019/838 of 20 February 2019 on technical specifications for vessel tracking and tracing systems and repealing Regulation (EC) No 415/2007 (OJ L 138, 24.5.2019, p. 31).	Not transposed	Not Transposed	Not transposed	Not transposed	Not transposed	Not transposed
26	River information services	Commission Implementing Regulation (EU) 2019/1744 of 17 September 2019 on technical specifications for electronic ship reporting in inland navigation and repealing Regulation (EU) No 164/2010 (OJ L 273, 25.10.2019, p. 1).	Not transposed	Not Transposed	Not transposed	Not transposed	Not transposed	Not transposed

No	Regulatory Area	ANNEX I.5, RULES APPLICABLE TO IWW TRANSPORT Relevant EU ACQUIS	Level of compliance: Fully transposed/Partially Transposed/Not transposed					
			Albania	Bosnia and Herzegovina	Kosovo	Montenegro	North Macedonia	Serbia
27	Environment (air quality) and Climate change	Regulation (EU) 2016/1628 of the European Parliament and of the Council of 14 September 2016 on requirements relating to gaseous and particulate pollutant emission limits and type-approval for internal combustion engines for non-road mobile machinery, amending Regulations (EU) No 1024/2012 and (EU) No 167/2013, and amending and repealing Directive 97/68/EC (OJ L 252, 16.9.2016, p. 53) , as amended by: -Corrigendum to Regulation (EU) 2016/1628 (OJ L 231, 6.9.2019, p. 29), -Regulation (EU) 2020/1040 of the European Parliament and of the Council of 15 July 2020 (OJ L 231, 17.7.2020, p. 1), -Regulation (EU) 2021/1068 of the European Parliament and of the Council of 24 June 2021 (OJ L 230, 30.6.2021, p. 1), -Regulation (EU) 2022/992 of the European Parliament and of the Council of 8 June 2022 (OJ L 169, 27.6.2022, p. 43).	Not transposed	Not Transposed	Not transposed	Not transposed	Not transposed	Fully transposed
28	Passenger rights	Regulation (EU) No 1177/2010 of the European Parliament and of the Council of 24 November 2010 concerning the rights of passengers when travelling by sea and inland waterway and amending Regulation (EC) No 2006/2004 (OJ L 334, 17.12.2010, p. 1).	Not transposed	Partially Transposed	Not transposed	Fully transposed	Not transposed	Fully transposed
29	Electronic freight transport information	Regulation (EU) 2020/1056 of the European Parliament and of the Council of 15 July 2020 on electronic freight transport information (OJ L 249, 31.7.2020, p. 33) , as amended by: -Regulation (EU) 2024/1157 of the European Parliament and of the Council of 11 April 2024 (OJ L 2024/1157, 30.4.2024, p.1), -Commission Delegated Regulation (EU) 2024/2025 of 15 July 2024 supplementing Regulation (EU) 2020/1056 by amending its Annex I Part B (OJ L, 2024/2025, 20.12.2024). *On the scope, see Article 2 of Regulation (EU) 2020/1056. Directive 92/106/EEC and Regulation (EC) No 1072/2009 are not listed in this annex. The extent to which Regulation (EU) 2020/1056 covers aspects linked to those acts is not relevant.	Not transposed	Not Transposed	Not transposed	Not transposed	Not transposed	Not transposed
30	Working time	Council Directive 2014/112/EU of 19 December 2014 implementing the European Agreement concerning certain aspects of the organisation of working time in inland waterway transport, concluded by the European Barge Union (EBU), the European Skippers Organisation (ESO) and the European Transport Workers' Federation (ETF) (OJ L 367, 23.12.2014, p. 86).	Not transposed	Not Transposed	Not transposed	Not transposed	Not transposed	Fully transposed

Annex I.6 Environmental Rules Applicable to the Transport Sector

No.	Regulatory Area	ANNEX I.6. ENVIRONMENTAL RULES	Level of compliance: Fully transposed / Partially transposed / Not transposed					
			Albania	Bosnia and Herzegovina	Kosovo	North Macedonia	Montenegro	Serbia
1	Assessment of effects	Directive 2011/92/EU of the European Parliament and of the Council of 13 December 2011 on the assessment of the effects of certain public and private projects on the environment, as amended by Directive 2014/52/EU (OJ L 26, 28.1.2012, p. 1) and the Convention on Environmental Impact Assessment in a Transboundary Context of 1991 (Espoo Convention).	Partially transposed	Partially transposed	Partially transposed	Partially transposed	Not transposed	Partially transposed
2	Assessment of effects	Directive 2001/42/EC of the European Parliament and of the Council of 27 June 2001 on the assessment of the effects of certain plans and programmes on the environment (OJ L 197, 21.7.2001, p. 30) and the Protocol on strategic Environmental Assessment to the Espoo Convention (SEA protocol).	Partially transposed	Partially transposed	Partially transposed	Fully transposed	Not transposed	Partially transposed
3	Conservation	Directive 2009/147/EC of the European Parliament and of the Council of 30 November 2009 on the conservation of wild birds, (OJ L 20, 26.1.2010, p. 7).	Partially transposed	Partially transposed	Partially transposed	Partially transposed	Not transposed	Partially transposed
4	Conservation	Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora (OJ L 206, 22.7.1992, p. 7).	Partially transposed	Partially transposed	Partially transposed	Partially transposed	Not transposed	Partially transposed
5	Fuel, air, quality and climate change	Directive 98/70/EC of the European Parliament and of the Council of 13 October 1998 relating to the quality of petrol and diesel fuels and amending Council Directive 93/12/EEC (OJ L 350, 28.12.1998, p. 58).	Partially transposed	Partially transposed	Partially transposed	Partially transposed	Fully transposed	Partially transposed
6	Fuel, air, quality and climate change	Directive (EU) 2016/802 of the European Parliament and of the Council of 11 May 2016 relating to a reduction in the sulphur content of certain liquid fuels (OJ L 132, 21.5.2016, p. 58).	Partially transposed	Partially transposed	Partially transposed	Fully transposed	Fully transposed	Partially transposed
7	Noise	Directive 2002/49/EC of the European Parliament and of the Council of 25 June 2002 relating to the assessment and management of environmental noise - Declaration by the Commission in the Conciliation Committee on the Directive relating to the assessment and management of environmental noise, (OJ L 189, 18.7.2002, p. 12)	Partially transposed	Partially transposed	Partially transposed	Partially transposed	Not transposed	Partially transposed
8	Water policy	Directive 2000/60/EC of the European Parliament and of the Council of 23 October 2000 establishing a framework for Community action in the field of water policy (OJ L 327, 22.12.2000, p. 1).	Partially transposed	Partially transposed	Partially transposed	Partially transposed	Not transposed	Partially transposed

Annex I.7 Public procurement rules applicable to the transport sector

No	Regulatory Area	ANNEX I.7. PUBLIC PROCUREMENT RULES APPLICABLE TO TRANSPORT SECTOR	Level of compliance: Fully transposed / Partially transposed / Not transposed					
			Albania	Bosnia and Herzegovina	Kosovo	North Macedonia	Montenegro	Serbia
1	Review procedures	Council Directive 89/665/EEC of 21 December 1989 on the coordination of the laws, regulations and administrative provisions relating to the application of review procedures to the award of public supply and public works contracts (OJ L 395, 30.12.1989, p. 33) as amended by: -Corrigendum to Council Directive 89/665/EEC (OJ L 63, 10.3.2016, p. 44), -Directive 2007/66/EC of the European Parliament and of the Council of 11 December 2007 (OJ L 335, 20.12.2007, p. 31), -Directive 2014/23/EU of the European Parliament and of the Council of 26 February 2014 (OJ L 94, 28.3.2014, p. 1).	Fully transposed	Partially transposed	Partially transposed	Fully transposed	Fully transposed	Fully transposed
2	Review procedures	Council Directive 92/13/EEC of 25 February 1992 coordinating the laws, regulations and administrative provisions relating to the application of Community rules on the procurement procedures of entities operating in the water, energy, transport and telecommunications sectors (OJ L 76, 23.3.1992, p. 14), as amended by: -Council Directive 2006/97/EC of 20 November 2006 (OJ L 363, 20.12.2006, p.107), -Directive 2007/66/EC of the European Parliament and of the Council of 11 December 2007 (OJ L 335, 20.12.2007, p. 31), -Directive 2014/23/EU of the European Parliament and of the Council of 26 February 2014 (OJ L 94, 28.3.2014, p. 1).	Fully transposed	Partially transposed	Partially transposed	Fully transposed	Fully transposed	Fully transposed
3	Procurement procedures	Directive 2014/23/EU of the European Parliament and of the Council of 26 February 2014 on the award of concession contracts (OJ L 94, 28.3.2014, p. 1), as amended by: -Corrigendum to Directive 2014/23/EU (OJ L 114, 5.5.2015, p. 24), -Commission Delegated Regulation (EU) 2015/2172 of 24 November 2015 (OJ L 307, 25.11.2015, p.9), -Commission Delegated Regulation (EU) 2017/2366 of 18 December 2017 (OJ L 337, 19.12.2017, p. 21), -Corrigendum to Directive 2014/23/EU (OJ L 82, 26.3.2018, p. 17), - Commission Delegated Regulation (EU) 2019/1827 of 30 October 2019 (OJ L 279, 31.10.2019, p. 23), -Commission Delegated Regulation (EU) 2021/1951 of 10 November 2021 (OJ L 398, 11.11.2021, p. 21), -Commission Delegated Regulation (EU) 2023/2497 of 15 November 2023 (OJ L 2023/2497, 16.11.2023, p. 1).	Partially transposed	Partially transposed	Not transposed	Not transposed	Fully transposed	Partially transposed

No	Regulatory Area	ANNEX I.7. PUBLIC PROCUREMENT RULES APPLICABLE TO TRANSPORT SECTOR	Level of compliance: Fully transposed / Partially transposed / Not transposed					
			Albania	Bosnia and Herzegovina	Kosovo	North Macedonia	Montenegro	Serbia
4	Procurement procedures	Directive 2014/24/EU of the European Parliament and of the Council of 26 February 2014 on public procurement and repealing Directive 2004/18/EC (OJ L 94, 28.3.2014, p. 65), as amended by: -Commission Delegated Regulation (EU) 2015/2170 of 24 November 2015 (OJ L 307, 25.11.2015, p.5), -Commission Delegated Regulation (EU) 2017/2365 of 18 December 2017 (OJ L 337, 19.12.2017, p. 19), -Commission Delegated Regulation (EU) 2019/1828 of 30 October 2019 (OJ L 279, 31.10.2019, p. 25), -Commission Delegated Regulation (EU) 2021/1952 of 10 November 2021 (OJ L 398, 11.11.2021, p. 23), -Corrigendum to Directive 2014/24/EU (OJ L, 2023/90063, 3.11.2023), -Commission Delegated Regulation (EU) 2023/2495 of 15 November 2023 (OJ L 2023/2495, 16.11.2023, p. 1).	Partially transposed	Partially transposed	Partially transposed	Fully transposed	Fully transposed	Fully transposed
5	Procurement procedures	Directive 2014/25/EU of the European Parliament and of the Council of 26 February 2014 on procurement by entities operating in the water, energy, transport and postal services sectors and repealing Directive 2004/17/EC (OJ L 94, 28.3.2014, p. 243), as amended by: -Commission Delegated Regulation (EU) 2015/2171 of 24 November 2015 (OJ L 307, 25.11.2015, p. 7), -Commission Delegated Regulation (EU) 2017/2364 of 18 December 2017 (OJ 337, 19.12.2017, p. 17), -Commission Delegated Regulation (EU) 2019/1829 of 30 October 2019 (OJ L 279, 31.10.2019, p. 27), -Commission Delegated Regulation (EU) 2021/1953 of 10 November 2021 (OJ L 398, 11.11.2021, p. 25), -Corrigendum to Directive 2014/25/EU (OJ L, 2023/90064, 3.11.2023), -Commission Delegated Regulation (EU) 2023/2496 of 15 November 2023 (OJ L 2023/2496, 16.11.2023, p.1).	Partially transposed	Partially transposed	Partially transposed	Fully transposed	Fully transposed	Fully transposed
6	Procurement procedures	Commission Implementing Regulation (EU) 2019/1780 of 23 September 2019 establishing standard forms for the publication of notices in the field of public procurement and repealing Implementing Regulation (EU) 2015/1986 (eForms) (OJ L 272, 25.10.2019, p. 7), as amended by: -Commission Implementing Regulation (EU) 2022/2303 of 24 November 2022 (OJ L 305, 25.11.2022, p. 12), -Commission Implementing Regulation (EU) 2023/2884 of 20 December 2023 (OJ L 2023/2884, 21.12.2023, p. 1).	Partially transposed	Not transposed	Fully transposed	Not transposed	Not transposed	Partially transposed
7	Public services	Regulation (EC) No 1370/2007 of the European Parliament and of the Council of 23 October 2007 on public passenger transport services by rail and by road and repealing Council Regulations (EEC) Nos 1191/69 and 1107/70 (OJ L 315, 3.12.2007, p. 1), as amended by: -Regulation (EU) 2016/2338 of the European Parliament and of the Council of 14 December 2016 (OJ L 354, 23.12.2016, p. 22).	Partially transposed	Partially transposed	Not transposed	Partially transposed	Fully transposed	Partially transposed

Annex 1A Definition and description of progress indicators

Indicator	Definition
No progress (scoring 0 points)	No steps have been taken by the respective authorities in relation to: • Preparation of laws, bylaws, maintenance plans, strategies, TORs, tender documents, etc.; providing information, data as per request.
Progress on track (scoring 1 point)	Clearly demonstrated steps have been taken by the respective authorities, as per the timeline agreed in the Action Plan, in relation to: • Laws, bylaws, maintenance plans, strategies, guidelines, etc. are drafted; all the necessary data are submitted to interested parties;
Significant progress (scoring 2 points)	Clearly demonstrated steps have been taken by the respective authorities, as per or in advance of the timeline agreed in the Action Plan, in relation to: • Laws, bylaws are in Governmental/Parliamentary procedure; guidelines, maintenance plans, studies recommendations by relevant stakeholders formally adopted; project documentation/ studies completed.
Accomplished (scoring 3 points)	Clearly demonstrated steps have been taken by the respective authorities in relation to: • Laws, bylaws being approved by the parliaments and entered into force; maintenance plans, • strategies being implemented;
Stagnant (scoring 1 point)	It has been clearly demonstrated by the respective authorities that the process is stagnant, that there have been no further developments, or that implementation has stopped, as per timelines agreed in the Action Plan.

Annex 2A Monitoring Mechanism

The monitoring methodology to assess the implementation of Action Plans was agreed at the 5th Regional Steering Committee meeting held in June 2019.

The objective of the monitoring mechanism is to track the progress and regress of the implementation and to provide various stakeholders involved in implementing the Plan with an objective view of where and by whom further efforts are needed.

The measures will not be compared with each other, but each measure will be appraised using the same scale and weighting.

The monitoring mechanism enables qualitative assessments of the implementation of each measure. There are four basic progress indicators that demonstrate the progress achieved in implementing each measure by assessing its sub-actions, and one indicator to demonstrate regression, categorised as Stagnant (Pending). The overview of the indicators is provided in the diagram below.

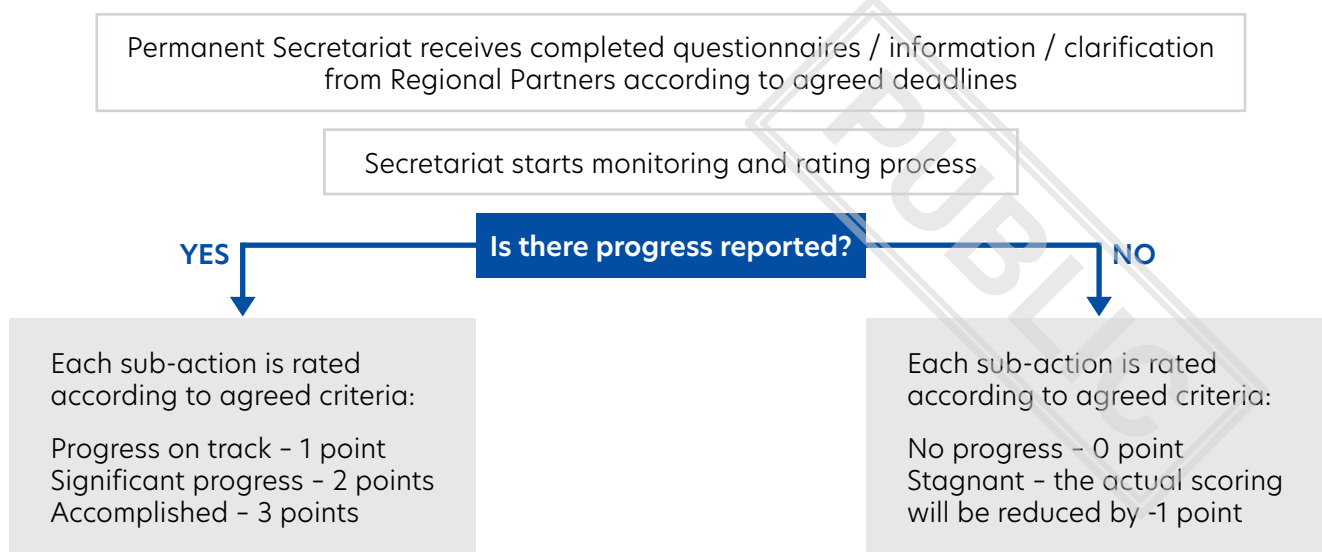


Figure 2. Monitoring mechanism process

A stagnant indicator will not apply to a no-progress indicator. For the other indicators, it will mean that the progress rate will be downgraded to the previous level. In other words, if a sub-action was rated as “significant progress”, but within the stipulated timeline no activities occurred, it will be downgraded to “progress on track” with its respective scoring. A detailed description of progress indicators is provided in Annex I (Definition and description of progress indicators p.140) of the report.

The overall progress will be ranked based on the average scoring for each group of measures. The diagram below defines the 4 stages of progress in correlation to the scoring.



Annex 3A Implementation scoring

Rail – Monitoring mechanism – Implementation Scoring

Measure	Subaction	Preparation deadline	Implementation deadline	Implementing body (Stakeholders)	Regional Partners					
					Albania	Bosnia and Herzegovina	Kosovo	Montenegro	North Macedonia	Serbia
Rail market opening	SA.1 Ensure the opening of the market at the domestic level	North Macedonia Q1 2026 Bosnia and Herzegovina Q4 2026	North Macedonia Q4 2026 Bosnia and Herzegovina Q4 2027	Ministries of Transport supported by the Railway Regulatory bodies	N/A	1	N/A	N/A	2	N/A
	SA. 2. Ensure the opening of the market on a regional level and enter the second transitional period as per TCT Protocols.	Serbia, Montenegro Q1 2026 Kosovo Q1 2026 Albania, Bosnia and Herzegovina, North Macedonia, Q1 2027	Serbia, Montenegro Q4 2026 Kosovo Q4 2026 Albania, Bosnia and Herzegovina, North Macedonia Q4 2027	Ministries of Transport supported by the Railway Regulatory bodies and TCT Secretariat	1	1	1	2	1	2
	SA. 3. Establish functioning institutions (NSA, NIB, RRA, DEBO)	Albania, Bosnia and Herzegovina – Q2 2025 North Macedonia Q1 2025	Albania, Bosnia and Herzegovina Q2 2026 North Macedonia Q3 2025	Infrastructure managers supported by the TCT Secretariat	2	1	N/A	N/A	2	N/A
	SA. 4. Ensure managerial and financial independence of the infrastructure manager	Albania Q1 2025 Bosnia and Herzegovina Q1 2026	Albania Q2 2025 Bosnia and Herzegovina Q4 2026	Infrastructure managers supported by the TCT Secretariat	2	1.5	N/A	N/A	N/A	N/A
	SA. 5. Publish Network Statement for Railway Infrastructure	Albania Q1 2025 Bosnia and Herzegovina Q1 2026	Albania Q2 2025 Bosnia and Herzegovina Q4 2026	Ministries of Transport supported by the Railway Regulatory bodies and TCT Secretariat	2	0	N/A	N/A	N/A	N/A
	SA. 6. Publish Service Facilities Description (sea and river ports, terminals)	Bosnia and Herzegovina Q2 2025 Albania Q2 2025	Bosnia and Herzegovina Q4 2025 Albania Q4 2025	Ministries of Transport supported by the Ministries of Finance and TCT Secretariat	1	1	N/A	N/A	N/A	N/A

Measure	Subaction	Preparation deadline	Implementation deadline	Implementing body (Stakeholders)	Regional Partners					
					Albania	Bosnia and Herzegovina	Kosovo	Montenegro	North Macedonia	Serbia
Rail market opening	SA 7. Award a Contract to compensate Public Service Obligations on passenger transport and award procedure as per EU Acquis concerning the opening of the market for domestic passenger transport services by rail	All Regional Partners Q1 2025	All Regional Partners Q4 2026	Infrastructure managers, Ministries of Transport and Ministries of Finance	2	2	2	2	2	3
	SA 8. Ensure award of Multi-annual contracts between the relevant authority and the infrastructure manager	All Regional Partners Q1 2025	All Regional Partners Q4 2026	Infrastructure managers, Ministries of Transport and Ministries of Finance	1	2	3	1	3	3
	Total scoring				52%	40%	67%	56%	67%	89%
Train driver licensing	SA 1. Transpose and implement EU Acquis on the certification of train drivers operating locomotives and trains on the railway system.	All Regional Partners Q4 2025	All Regional Partners Q4 2026	Ministries of Transport supported by the Railway Regulatory bodies and TCT Secretariat	2	3	2	2	2	2
	SA 2. Transpose and implement EU Acquis on models for train driving licences, registers, complementary certificates, certified copies of complementary certificates, examination centres and application forms for train driving licenses.	All Regional Partners Q4 2025	All Regional Partners Q4 2026		1	3	3	2	2	2
	Total scoring				50%	100%	83%	67%	67%	67%
Interoperability	SA 1. Transpose and implement the EU Acquis related to Interoperability from the 4th Railway Package	All Regional Partners Q2 2025	All Regional Partners Q4 2026	Ministries of Transport supported by the Railway Regulatory bodies and TCT Secretariat	2	2	2	2	2	3
	SA. 2 Transpose and implement all EU Technical Specifications for Interoperability	Bosnia and Herzegovina - Q2 2026 Others Q2 2025	Bosnia and Herzegovina - Q4 2027 Others Q4 2026	Ministries of Transport supported by the Railway Regulatory bodies and TCT Secretariat	0	2	2	2	1	3

Measure	Subaction	Preparation deadline	Implementation deadline	Implementing body (Stakeholders)	Regional Partners					
					Albania	Bosnia and Herzegovina	Kosovo	Montenegro	North Macedonia	Serbia
Interoperability	SA 3. Establish an electronic register of vehicles within the European Vehicle Register (EVR)	Bosnia and Herzegovina Q4 2025 Others Q2 2025	Bosnia and Herzegovina Q1 2027 Others Q4 2026	Ministries of Transport supported by the Railway Regulatory bodies and ERA	2	2	2	3	2	3
	SA. 4 Establish an electronic register and management system of railway infrastructure, taking into account the existence of the European Registers of Infrastructure (RINF)	Bosnia and Herzegovina Q4 2025 Others Q2 2025	Bosnia and Herzegovina Q1 2027 Others Q4 2026	Railway Regulatory bodies supported by ERA and OTIF	1	1	2	1	2	2
Total scoring					42%	58%	67%	67%	58%	92%
Railway Safety	SA 1. The legislative, regulatory or other activities to achieve mutual recognition at the regional level of operating licenses, train driver licenses, safety certificates, and vehicle authorisation.	All Regional Partners Q2 2025	All Regional Partners Q4 2026		1	1	2	1	2	1
	SA 2. Safety Management System implemented	All Regional Partners Q2 2025	All Regional Partners Q4 2026		1	1	3	3	3	3
	SA 3. Entity in charge of vehicle maintenance, certified maintenance workshops	All Regional Partners Q2 2025	All Regional Partners Q4 2026		0	2	0	3	2	3
	SA 4. Clean-up of national rules	All Regional Partners Continuously	All Regional Partners Q4 2027		1	1	1	1	1	1
Total scoring					25%	42%	50%	67%	67%	67%

Measure	Subaction	Preparation deadline	Implementation deadline	Implementing body (Stakeholders)	Regional Partners					
					Albania	Bosnia and Herzegovina	Kosovo	Montenegro	North Macedonia	Serbia
Modernisation of rail network infrastructure	SA 1. Railway Infrastructure Asset Management System (RIAMS) established	All Regional Partners Q2 2025	All Regional Partners Q4 2027		1	0	1	1	2	1
	SA 2. Adopt a national rail infrastructure development strategy/plan	All Regional Partners Q2 2025	All Regional Partners Q4 2027		1	0	3	3	3	1
	SA 3. Level-Crossings Safety Improvement – preparation of tender dossier	All Regional Partners Q4 2024	All Regional Partners Q4 2026		2	2	2	2	2	2
Total scoring					44%	22%	67%	67%	78%	44%
Cooperation within the region	SA 1. Establishing a Regional Network of Rail Regulatory Authorities	All Regional Partners Q4 2025	All Regional Partners Q4 2026		2	2	2	2	2	2
	SA 2. Establishing a Regional Network of NSAs	All Regional Partners Q4 2025	All Regional Partners Q4 2026		2	2	2	2	2	2
	SA 3. Establishing a Regional Network of NIBs	All Regional Partners Q4 2025	All Regional Partners Q4 2026		2	2	2	2	2	2
Total scoring					67%	67%	67%	67%	67%	67%
Sustainable and multimodal measures	SA 1. Adopt relevant legislation to align with the regulation on electronic freight transport information (eFTI)	All Regional Partners Q4 2025	All Regional Partners Q1 2026		1	1	1	1	1	1
	SA 2. Pilot eFTI platform	All Regional Partners Q4 2027	All Regional Partners Q4 2027		0	0	0	0	0	0
	SA 3. Preparation and approval of an action plan for the development of a multimodal freight terminal network developed under TCT TA on multimodality	All Regional Partners Q1 2025	All Regional Partners Q2 2026		2	2	2	2	2	2

Measure	Subaction	Preparation deadline	Implementation deadline	Implementing body (Stakeholders)	Regional Partners								
					Albania	Bosnia and Herzegovina	Kosovo	Montenegro	North Macedonia	Serbia			
Sustainable and multimodal measures	SA 4. Build and strengthen institutional capacities for infrastructure risk assessments, resilience planning and mainstreaming of climate adaptation measures across infrastructure sectors	All Regional Partners Continuously	All Regional Partners Q4 2027		1	1	1	1	1	1			
					Total scoring					33%	33%	33%	33%
					OVERALL SCORING					45%	52%	62%	60%

Road – Monitoring mechanism – Implementation Scoring

Pillar	Action	Transposition deadline	Implementation deadline	Implementing body (Stakeholders)	Regional Partners					
					Albania	Bosnia and Herzegovina	Kosovo	Montenegro	North Macedonia	Serbia
Establishing functioning and efficient road maintenance system	Adopt multiannual maintenance plan	All Regional Partners Q3 2025	All Regional Partners Q1 2026	Road Authorities/Public Road Enterprises	3	1	2	3	1	2
	Data Collection and Inventory	All Regional Partners Q4 2024	All Regional Partners Q1 2025	Road Authorities/Public Road Enterprises	2	3	2	2	3	2
	Asset Condition Assessment	Regional partners Q2 2025	All Regional Partners Q3 2025	Road Authorities/Public Road Enterprises	2	1	0	1	3	1
	Establishing Road Asset Management system (RAMS)	Albania, Bosnia and Herzegovina, Kosovo, Montenegro, Serbia Q2 2026	Albania, Bosnia and Herzegovina, Kosovo, Montenegro, Serbia Q3 2026	Road Authorities/Public Road Enterprises	2	2	1	2	n/a	2
	Signing of Service Level Agreement between Ministry of Transport and Road Authorities/Public Enterprises	Albania, Bosnia and Herzegovina, Kosovo, Montenegro, North Macedonia Q4 2025	Albania, Bosnia and Herzegovina, Kosovo, Montenegro, North Macedonia Q1 2026	MoT, Road Authorities, Macedonia	1	0	0	0	1	3
Total scoring					67%	47%	33%	53%	67%	67%

Pillar	Action	Transposition deadline	Implementation deadline	Implementing body (Stakeholders)	Regional Partners					
					Albania	Bosnia and Herzegovina	Kosovo	Montenegro	North Macedonia	Serbia
ITS Deployment on Core/Comprehensive Road Network	Adoption of ITS strategy together with an Action/ implementation plan	Bosnia and Herzegovina, Serbia Q4 2024	Bosnia and Herzegovina, Serbia Q1 2025	MoT	N/A	1	N/A	N/A	N/A	2
	Transposition of Directive on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport	All Regional Partners Q2 2026	All Regional Partners Q1 2027	MoT	2	0	1	0	0	2
	Establishment of the National Access Points and National Bodies	All Regional Partners Q4 2026	All Regional Partners Q2 2027	MoT	2	1	1	1	1	1
	Transposition of Delegated Regulation on real-time traffic information services (RTTI)	All Regional Partners Q4 2026	All Regional Partners Q2 2027	MoT, Road Authorities,	2	0	0	0	0	1
	Transposition of Delegated Regulation on Multimodal Travel Information Services (MTIS)	All Regional Partners Q4 2026	All Regional Partners Q2 2027	MoT, Road Authorities,	0	0	0	0	0	0
	Transposition of Directive on the interoperability of electronic road toll systems (amended)	All Regional Partners Q4 2024	All Regional Partners Q1 2025	MoT	0	2	0	1	2	2
	Sign the electronic tolling interoperability agreement between RP	Albania Q2 2025 Bosnia and Herzegovina Q1 2025 Kosovo, once tolling is in place	Albania Q3 2025 Bosnia and Herzegovina Q2 2025 Kosovo, once tolling is in place	Road Authorities/ Public Road Enterprises	2	2	N/A	N/A	N/A	N/A
Total scoring					44%	29%	13%	13%	20%	44%
Enhancing road transport climate resilience and use of alternative fuels	Adopt European Commission Technical Guidance on the climate-proofing of infrastructure in the period 2021 -2027 (2021/C 373/01)	All Regional Partners Q2 2025	All Regional Partners Q4 2025	Road Authorities/ Public Road Enterprises	1	0	0	0	0	1
	Adopt the Resilience Action Plan for Road Core/ Comprehensive Network	All Regional Partners Q4 2024	All Regional Partners Q1 2025	Road Authorities/ Public Road Enterprises	2	2	2	2	2	2
	Undertake risk-based vulnerability interventions for the most vulnerable sections of the indicative extension of Core/Comprehensive TEN-T Networks in Western Balkans	All Regional Partners Q3 2025	All Regional Partners Q1 2026	Road Authorities/ Public Road Enterprises	2	1	1	1	1	2

Pillar	Action	Transposition deadline	Implementation deadline	Implementing body (Stakeholders)	Regional Partners					
					Albania	Bosnia and Herzegovina	Kosovo	Montenegro	North Macedonia	Serbia
Enhancing road transport climate resilience and use of alternative fuels	Enhancing the use of alternative fuels in the Western Balkans: Transposition of Alternative Fuel Infrastructure Regulation (AFIR)	All Regional Partners Q4 2025	All Regional Partners Q1 2026	MoT	0	0	0	0	0	1
	Enhancing the use of alternative fuels in the Western Balkans: Adopt the National policy frameworks for deployment of e-charging stations meeting the AFIR targets in the Road Core/Comprehensive network and the AFIR fleet-based targets	All Regional Partners Q4 2026	All Regional Partners Q1 2027	MoT	0	0	0	0	0	0
	Deploy e-charging stations on the Road Core/Comprehensive network meeting the AFIR requirements	All Regional Partners Q4 2026	All Regional Partners Q4 2026 Q2 2023	Road Authorities/Public Road Enterprises	2	1	1	2	1	3
				Total scoring	39%	22%	22%	28%	22%	50%
Enhancing regional cooperation and experience exchange	Functioning of Road Executive Networks for regular consultation and coordination at the regional level before adoption of maintenance plans, deployment of ITS, etc	All RPs Q1 2021	All RPs Q2 2021	Road Authorities, TCT	3	3	3	3	3	3
				Total scoring	100%	100%	100%	100%	100%	100%
OVERALL SCORING					63%	49%	42%	49%	52%	65%

Pillar	Action	Transposition Deadline	Implementation Deadline	Implementing body (Stakeholders)	Regional Partners					
					Albania	Bosnia and Herzegovina	Kosovo	Montenegro	North Macedonia	Serbia
Establishing functioning and efficient road maintenance system	Adopt multiannual maintenance plan	All Regional Partners Q3 2025	All Regional Partners Q1 2026	Road Authorities/ Public Road Enterprises	3	1	2	3	1	2
	Data Collection and Inventory	All Regional Partners Q4 2024	All Regional Partners Q1 2025	Road Authorities/ Public Road Enterprises	2	3	2	2	3	2
	Asset Condition Assessment	Regional partners Q2 2025	All Regional Partners Q3 2025	Road Authorities/ Public Road Enterprises	2	1	0	1	3	1
	Establishing Road Asset Management System (RAMS)	Albania, Bosnia and Herzegovina, Kosovo, Montenegro, Serbia Q2 2026	Albania, Bosnia and Herzegovina, Kosovo, Montenegro, Serbia Q3 2026	Road Authorities/ Public Road Enterprises	2	2	1	2		2
	Signing of Service Level Agreement between Ministry of Transport and Road Authorities/Public Enterprises	Albania, Bosnia and Herzegovina, Kosovo, Montenegro, North Macedonia Q4 2025	Albania, Bosnia and Herzegovina, Kosovo, Montenegro, North Macedonia Q1 2026	MoT, Road Authorities	1	0	0	0	1	3
Total scoring					67%	47%	33%	53%	67%	67%
ITS Deployment on Core/Comprehensive Road Network	Adoption of ITS strategy together with an Action/ implementation plan	Bosnia and Herzegovina, Serbia Q4 2024	Bosnia and Herzegovina, Serbia Q1 2025	MoT	N/A	1	N/A	N/A	N/A	2
	Transposition of Directive on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport	All Regional Partners Q2 2026	All Regional Partners Q1 2027	MoT	2	0	1	0	0	2
	Establishment of the National Access Points and National Bodies	All Regional Partners Q4 2026	All Regional Partners Q2 2027	MoT	2	1	1	1	1	1
	Transposition of Delegated Regulation on real-time traffic information services (RTTI)	All Regional Partners Q4 2026	All Regional Partners Q2 2027	MoT, Road Authorities	2	0	0	0	0	1
	Transposition of Delegated Regulation on Multimodal Travel Information Services (MTIS)	All Regional Partners Q4 2026	All Regional Partners Q2 2027	MoT, Road Authorities	0	0	0	0	0	0

Pillar	Action	Transposition Deadline	Implementation Deadline	Implementing body (Stakeholders)	Regional Partners					
					Albania	Bosnia and Herzegovina	Kosovo	Montenegro	North Macedonia	Serbia
ITS Deployment on Core/Comprehensive Road Network	Transposition of Directive on the interoperability of electronic road toll systems (amended)	All Regional Partners Q4 2024	All Regional Partners Q1 2025	MoT	0	2	0	1	2	2
	Sign the electronic tolling interoperability agreement between RP	Albania Q2 2025 Bosnia and Herzegovina Q1 2025 Kosovo, once tolling is in place	Albania Q3 2025 Bosnia and Herzegovina Q2 2025 Kosovo, once tolling is in place	Road Authorities/ Public Road Enterprises	2	2	N/A	N/A	N/A	N/A
	Total scoring				44%	29%	13%	13%	20%	44%
Enhancing road transport climate resilience and use of alternative fuels	Adopt European Commission Technical Guidance on the climate-proofing of infrastructure in the period 2021-2027 (2021/C 373/01)	All Regional Partners Q2 2025	All Regional Partners Q4 2025	Road Authorities/ Public Road Enterprises	1	0	0	0	0	1
	Adopt the Resilience Action Plan for Road Core/Comprehensive Network	All Regional Partners Q4 2024	All Regional Partners Q1 2025	Road Authorities/ Public Road Enterprises	2	2	2	2	2	2
	Undertake risk-based vulnerability interventions for the most vulnerable sections of the indicative extension of Core/Comprehensive TEN-T Networks in Western Balkans	All Regional Partners Q3 2025	All Regional Partners Q1 2026	Road Authorities/ Public Road Enterprises	2	1	1	1	1	2
	Enhancing the use of alternative fuels in the Western Balkans: Transposition of Alternative Fuel Infrastructure Regulation (AFIR)	All Regional Partners Q4 2025	All Regional Partners Q1 2026	MoT	0	0	0	0	0	1
Enhancing road transport climate resilience and use of alternative fuels	Enhancing the use of alternative fuels in the Western Balkans: Adopt the National policy frameworks for deployment of e-charging stations meeting the AFIR targets in the Road Core/Comprehensive network and the AFIR fleet-based targets	All Regional Partners Q4 2026	All Regional Partners Q1 2027	MoT	0	0	0	0	0	0
	Deploy e-charging stations on the Road Core/Comprehensive network meeting the AFIR requirements	All Regional Partners Q4 2026	All Regional Partners Q4 2026 Q2 2023	Road Authorities/ Public Road Enterprises	2	1	1	2	1	3
	Total scoring				39%	22%	22%	28%	22%	55%

Pillar	Action	Transposition Deadline	Implementation Deadline	Implementing body (Stakeholders)	Regional Partners					
					Albania	Bosnia and Herzegovina	Kosovo	Montenegro	North Macedonia	Serbia
Enhancing regional cooperation and experience exchange	Functioning of Road Executive Networks for regular consultation and coordination at the regional level before adoption of maintenance plans, deployment of ITS, etc	All RPs Q1 2021	All RPs Q2 2021	Road Authorities, TCT	3	3	3	3	3	3
					100%	100%	100%	100%	100%	100%
					OVERALL SCORING					
Total scoring					100%	49%	42%	49%	52%	65%



Road safety – Monitoring mechanism – Implementation Scoring

Action	Descriptive progress indicators	Transposition	Implementation	Regional Partners					
				Albania	Bosnia and Herzegovina	Kosovo	Montenegro	North Macedonia	Serbia
Strengthening the road safety management									
Improve functionality of the coordination body under the supervision of the Competent Authorities and ensure its functionality	Law amendments adopted/ Directive transposition, Coordination body established and functional	All RP Q1 2027	All RP Q1 2027	1	2	1	2	1	3
				Measure scoring	33%	67%	33%	67%	33%
Establish a lead Road Traffic Safety Agency	Agency established and operational	All RPs (excluding Serbia) Q4 2026	All RPs Q4 2027	1	2	2	1	1	3
				Measure scoring	33%	67%	67%	33%	33%
Improve or establish the quality of systematic and consolidated data collection on road traffic deaths and serious road injuries in line with existing EU standards and definitions (CARE data model)	Laws/Bylaws adopted; Consolidated data collection system established	All RPs (excluding SER,MNE) 2026	All RPs Q1 2027	1	2	1	3	1	3
				Measure scoring	33%	67%	33%	100%	33%
Fulfil criteria for joining the EU CARE database.	Legal and technical requirements fulfilled; Consolidated data collection started and is annually distributed to EU	All RPs (excl. Serbia) Q2 2026	MNE, MKD Q4 2025	0	1	1	2	0	3
				Measure scoring	0%	33%	33%	67%	0%
Improve serious injuries dataset and establish trauma registries, including the introduction and implementation of MAIS3	Serious injuries data set and trauma registries established; Implementation of MAIS3	All RPs Q2 2026	All RPs Q4 2026	0	1	1	2	0	1
				Measure scoring	0%	33%	33%	67%	0%
Develop the RS Strategy and Action Plan with the aspirational targets for halving the number of fatal and serious road traffic injuries from 2021 to 2030, in line with the fatality and injury targets applied at the EU and UN level.	Strategy and Action plan drafting stage; Strategy and Action plan adopted	All RPs excl Serbia and Kosovo Q1 2025	Albania, Montenegro, Bosnia and Herzegovina, North Macedonia Q1 2027	2	1	2	3	2	3
				Measure scoring	67%	33%	67%	100%	67%
TOTAL SCORING PER PILLAR				28%	50%	44%	72%	28%	89%

Action	Descriptive progress indicators	Transposition	Implementation	Regional Partners					
				Albania	Bosnia and Herzegovina	Kosovo	Montenegro	North Macedonia	Serbia
Promote safer infrastructure									
Implementation of the Road Infrastructure Safety Management Directive and its amendment Directive	Law amendments adopted/Directive transposition; RSA/RSI inspectors certified, and then network scanned	All RPs Q2 2026	All RPs Q2 2027	2	2	2	2	1	3
			Measure scoring	67%	67%	67%	67%	33%	100%
	Implementation of the Directive on Minimum Safety Requirements for Tunnels	Law amendments adopted/Directive transposition; Plan for all tunnels above 500 m fulfil the directive criteria	All RPs Q2 2026	All RPs Q2 2027	1	1	2	2	1
			Measure scoring	33%	33%	67%	67%	33%	67%
Establish and enforce adequate speed limits supported by appropriate safety measures, such as road signs, speed cameras, and other speed-restricting mechanisms, to ensure the safety of all road users.		Law amendments adopted/Directive transposition; Proper measures adopted (signs, cameras, speed restricting mechanisms) for ensuring safety	All RPs Q4 2026	All RPs Q4 2027	1	1	1	3	1
			Measure scoring	33%	33%	33%	100%	33%	100%
			TOTAL SCORING PER PILLAR		44%	44%	56%	78%	33%
Promote the protection of road users									
Develop specific programmes for the protection of vulnerable road users and, in particular, for the safety of pedestrians, cyclists and powered two-wheelers by appropriate infrastructure design and speed management	Specific programmes for the protection of vulnerable road users developed; appropriate infrastructure design and speed management	All RPs Q1 2027	All RPs Q4 2027	2	1	1	3	2	2
			Measure scoring	67%	33%	33%	100%	67%	67%
	Enforce effective road safety measures to address unsafe behaviour, like speeding, drunk and drug driving, failing to use seatbelts, child restraints, helmets, use of mobile phones	Law amendments adopted/Directive transposed; Enforced effective road safety measures to address unsafe behaviour (fines and results)and improvement in the KPI statistics	All RPs Q1 2026	All RPs Q4 2027	1	2	2	2	2
			Measure scoring	33%	67%	67%	67%	67%	100%

Action	Descriptive progress indicators	Transposition	Implementation	Regional Partners					
				Albania	Bosnia and Herzegovina	Kosovo	Montenegro	North Macedonia	Serbia
Measures related to the requirements for driving licences and better cross-border enforcement of road traffic rules (road safety package March 2023)	Adopt the road safety package March 2023; Enforced measures for Driving licences and Cross-border enforcement of road safety	All RPs 2026	All RPs Q1 2027	1	1	1	2	1	1
			Measure scoring	33%	33%	33%	67%	33%	33%
Improve road users' behaviour through continued and effective education and training, focusing in particular on novice drivers, motorcycle riders and professional drivers, awareness-raising campaigns	Adopted education training and programmes; Improvement in road users behaviour shown in the KPI statistics	All RPs 2026	All RPs Q1 2027	1	2	2	2	2	3
			Measure scoring	33%	67%	67%	67%	67%	100%
TOTAL SCORING PER PILLAR	42%	50%	50%	42%	50%	50%	75%	58%	75%
Promote the use of safer vehicles									
Improve safety standards and roadworthiness of vehicles to protect road users	Law amendments adopted/ Directives-Regulation - transposed; Implementation of the vehicle safety standards and the roadworthiness of vehicles	All RPs Q2 2026	All RPs Q1 2027	1	2	0	2	1	1
			Measure scoring	33%	67%	0%	67%	33%	33%
Given the use of intelligent transport systems across the region, ensuring that services and systems are compatible and interoperable with EU standards (e-Call and 112)	Law amendments adopted/ Directives-Regulation - transposed; Established single emergency number 112, and eCall interoperability	All RPs Q2 2025	All RPs Q1 2027	1	1	1	2	1	1
			Measure scoring	33%	33%	33%	67%	33%	33%
Support for harmonisation of EU Regulations in the area of type-approval requirements for motor vehicles and their trailers	Law amendments adopted/ Regulations - transposed; Type-approval requirements for motor vehicles and their trailers implementation enforcement	All RPs Q2 2026	All RPs Q1 2027	1	0	0	2	1	2
			Measure scoring	33%	0%	0%	67%	33%	67%
TOTAL SCORING PER PILLAR									
				33%	33%	11%	67%	33%	44%

Action	Descriptive progress indicators	Transposition	Implementation	Regional Partners					Serbia
				Albania	Bosnia and Herzegovina	Kosovo	Montenegro	North Macedonia	
Enhancing regional cooperation and exchange of experience									
Exchange of best practices within the region	Active participation and knowledge sharing within the TCT bodies for reducing accidents, injuries and fatalities; Tailored interventions to local needs	All RPs Q1 2027	All RPs Q4 2027	2	2	2	2	2	3
			Measure scoring	67%	67%	67%	67%	67%	100%
		TOTAL SCORING PER PILLAR		67%	67%	67%	67%	67%	100%
OVERALL SCORING PER ACTION PLAN up to 2025				43%	49%	46%	72%	44%	79%

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Transport Facilitation – Monitoring mechanism – Implementation Scoring

Measure	Subaction	Preparation Deadline	Implementation Deadline	Implementing body (Stakeholders)	Regional Partners					
					Albania	Bosnia and Herzegovina	Kosovo	Montenegro	North Macedonia	Serbia
Improving efficiency of rail BCPs/CCPs	Signing/upgrading bilateral railway BCP agreements and protocols	ALB-MNE, BIH-SER, BIH-HR, MKD-GR, SER-BG, SER-HR, SER-HU, SER-RO 2024- Q1 2025	Q4 2025-Q4 2026	MoT, Railway authorities	1	1	0	1	1	1
	Establishing effective and continuous joint railway border operations	ALB-MNE, BIH-SER, KOS-MKD, MKD-SER, MNE-SER, BIH-HR, MKD-GR, SER-BG, SER-HR, SER-HU, SER-RO Q1 2025-Q1 2026	Q1 2025-Q1 2027	MoT, Railway authorities	0	0	0	2	0	1
	Preparation of projects for modernisation of the common border stations	ALB-MNE, BIH-SER, KOS-SER, MKD-SER, BIH-HR, MKD-GR, SER-HR, SER-RO Q1 2026	Q4 2027	MoT, Railway authorities	N/A	N/A	1	0	0	0
	Total scoring				17%	17%	11%	33%	11%	22%
Improving efficiency of road BCPs/CCPs	Signing bilateral agreements and protocols for one stop controls	ALB-MNE, BIH-SER, KOS-MNE, MNE-SER Q1 2025	Q4 2026	Ministry of Interior, Customs authority, other border agencies	0	0	0	0	NA	0
	Introducing effective and continuous one stop controls	ALB-MKD, ALB-MNE, BIH-MNE, BIH-SER, KOS-MKD, KOS-MNE, MNE-SER, MKD-SER Q1 2025	Q2 2027	Ministry of Interior, Customs authority, other border agencies	1	1	2	0	2	2
	Completion of ongoing or preparation of projects for physical improvements and modernisation of equipment at intra-regional BCPs/CCPs	All Regional Partners:ALB-MNE, ALB-MKD, ALB-KOS, BIH-MNE, BIH-SER, KOS-MNE, KOS-MKD, KOS-SER, MNE-SER, MKD-SER Q1 2026	Q4 2027	Ministry of Interior, Customs authority, other border agencies	1	1	1	1	1	2
	Preparation of projects for physical improvements and modernisation of equipment at EU-Western Balkans Green Lanes BCPs/CCPs	ALB-GR, BIH-HR, MNE-HR, MKD-BG, MKED-GR, SER-BG, SER-HR, SER-HU, SER-RO Q1 2025	Q4 2027	Ministry of Interior, Customs authority, other border agencies	1	1	NA	1	1	2
	Operational improvements at the EU-Western Balkans Green Lanes BCPs/CCPs	ALB-GR, BIH-HR, MNE-HR, MKD-BG, MKED-GR, SER-BG, SER-HR, SER-HU, SER-RO Q1 2025	Q4 2027	Ministry of Interior, Customs authority, other border agencies	1	1	NA	1	1	1
	Preparation of projects for physical improvements and modernisation of equipment at other EU-Western Balkans BCPs/CCPs	ALB-GR, BIH-HR, SER-HR, SER-HU, SER-RO Q1 2026	Q1 2027	Ministry of Interior, Customs authority, other border agencies	1	1	NA	NA	NA	1
Horizontal measures	Total scoring				28%	28%	33%	20%	42%	44%
	Strengthening administrative capacities of the border agencies	All Regional Partners Q4 2025	All Regional Partners Q4 2027	Customs administration, Border Police, other border agencies	1	1	2	1	1	2
	Digitalisation and e-freight	All Regional Partners Q4 2025	All Regional Partners Q4 2027	MoT, Customs administration, other border agencies	1	1	1	1	1	1
	Total scoring				33%	33%	50%	33%	33%	50%
OVERALL SCORING					26%	26%	31%	26%	29%	39%

Waterborne and Multimodality – Monitoring mechanism – Implementation Scoring

Measure	Action	Transposition	Implementation	Regional partners					
				Albania	Bosnia and Herzegovina	Kosovo	Montenegro	North Macedonia	Serbia
Promoting green and smart waterborne transport	Taking measures toward the path to zero-emission in waterborne transport. Development and implementation of EU legislation	All Regional Partners Q4 2026	All Regional Partners Q2 2027	1	0	0	1	0	1
	Transposition of the EU Acquis on-port reception facilities for delivery of waste from ships.	Albania, Montenegro Q3 2026	Albania, Montenegro Q3 2026	1	0	0	1	0	1
	Establish & upgrade digital systems for monitoring navigation and smart solutions in ports.	Albania, Montenegro Q4 2025	Albania, Montenegro Q4 2026	1	0	0	1	0	1
	Transposition & implementation of legislation on ship reporting formalities.	Albania, Montenegro Q4 2025	Albania, Montenegro Q4 2026	2	0	0	1	0	0
	Transposition & implementation of legislation on Vessel Traffic Monitoring & Information Systems	Albania, Montenegro Q4 2026	Albania, Montenegro Q4 2026	1	0	0	2	0	3
	Transposition & implementation of legislation on e-freight transport information & implementation of digital solutions to improve multimodality	All Regional Partners Q3 2027	All Regional Partners Q4 2027	1	1	1	1	1	1
	Transposition & implementation of legislation on combined transport	All Regional Partners Q3 2027	All Regional Partners Q3 2027	0	0	0	1	0	1
Total Scoring				33%	5%	6%	38%	5%	38%
Promoting safe and secure waterborne transport	Taking measures to improve the fleet's performance in line with Memorandum of Understanding on Port State Control.	Albania, Montenegro Q4 2026	Albania, Montenegro Q4 2027	1	0	0	2	0	0
	Safety Acquis including the incorporation of the latest amendments to Port State, Flag State, Accident investigation and ship source pollution Directives	Albania, Montenegro Q4 2026 Bosnia and Herzegovina, North Macedonia Q3 2027	Albania, Montenegro Q4 2026 Bosnia and Herzegovina, North Macedonia Q4 2027	1	0	0	1	0	1
	Legislation on common rules and standards for ship inspection & survey organisations	All Regional Partners Q2 2027	All Regional Partners Q4 2027	1	0	0	1	0	2
	Taking necessary measures to enhance Waterborne Security in line with Annex I of the Treaty	All Regional Partners Q3 2027	All Regional Partners Q4 2027	2	0	0	2	0	3
	Taking necessary measures to enhance Waterborne Cybersecurity in line with the European Union Agency for Cyber Security waterborne sector recommendations	All Regional Partners Q4 2026	All Regional Partners Q3 2027	1	0	0	0	0	0
Total Scoring				40%	0	0	40%	0	40%

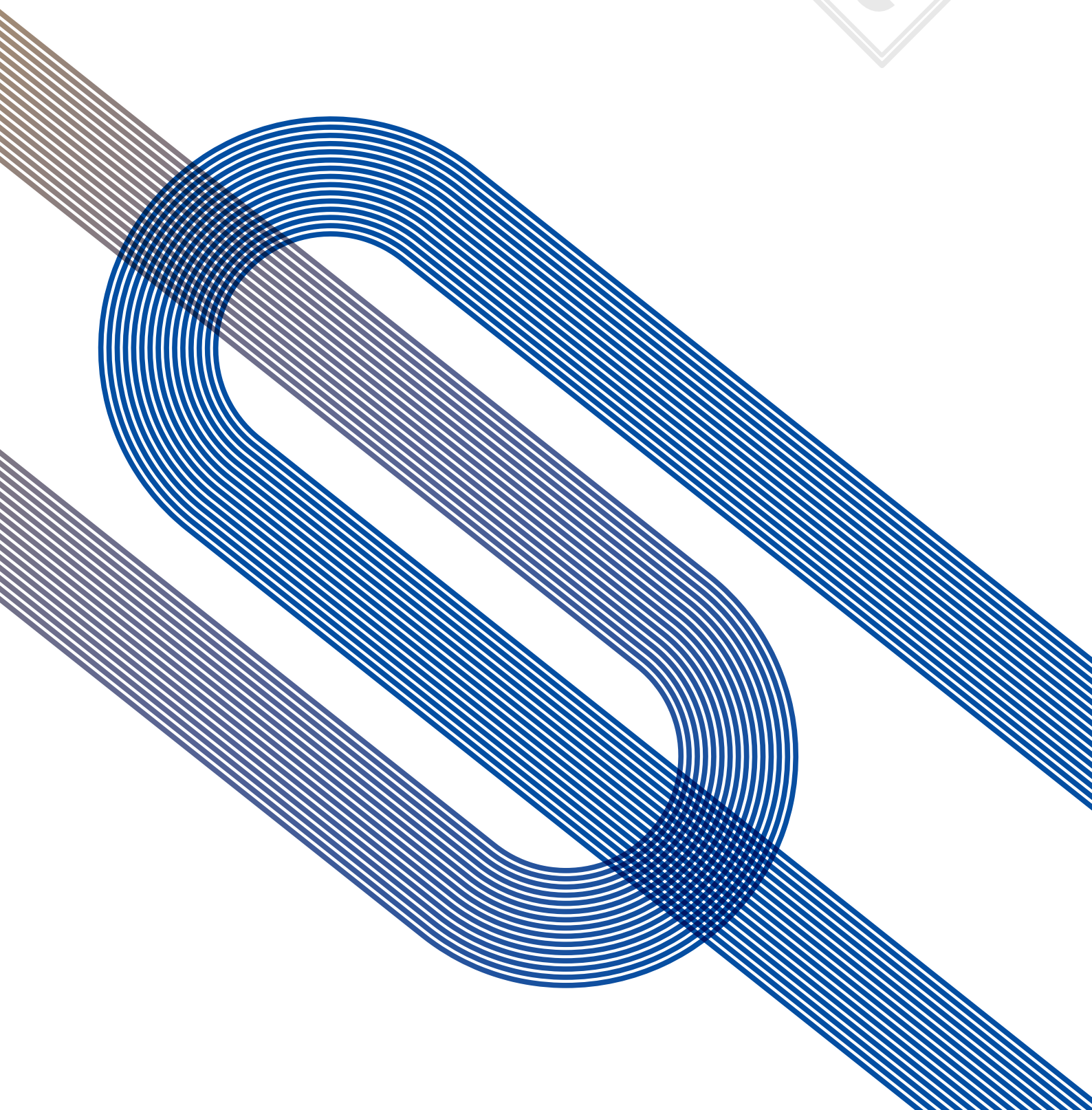
Measure	Action	Transposition	Implementation	Regional partners					
				Albania	Bosnia and Herzegovina	Kosovo	Montenegro	North Macedonia	Serbia
Improving navigability, port infrastructure and multimodal systems	Construction and upgrade of the new port facilities and intermodal terminals and smooth transfer of the processes and services	Albania, Bosnia & Herzegovina, Montenegro, Serbia Q3 2027	Albania, Bosnia & Herzegovina, Montenegro, Serbia Q4 2027	1	2	0	0	0	2
	Rules applicable to the transport of goods or passengers with a view to establishing freedom to provide such transport services	Albania, Bosnia & Herzegovina, Montenegro, Q3 2027	All Regional Partners Q4 2027	0	0	0	1	1	2
	Improving the Good Navigation Status in line with new TEN-T regulation	Albania, Bosnia & Herzegovina, Montenegro, Serbia Q3 2027	Albania, Bosnia & Herzegovina, Montenegro, Serbia Q4 2027	N/A	1	0	N/A	N/A	2
	Improvement of effectiveness in ports for smooth integration to multimodal mobility and logistics systems	Albania, Bosnia & Herzegovina, Montenegro, Serbia Q3 2027	Albania, Bosnia & Herzegovina, Montenegro, Serbia Q4 2027	1	1	1	1	1	1
Total Scoring				22%	33%	8%	22%	22%	58%
Enhancing the attractiveness of the workforce in waterborne sector	Finalise the process of mutual recognition of professional training and qualifications in line with Annex I of the Treaty	Serbia Q2 2026 Albania, Bosnia & Herzegovina, North Macedonia Q3 2027	Serbia Q2 2026 Albania, Bosnia & Herzegovina, North Macedonia Q4 2027	1	0	0	2	0	2
	Legislation concerning working hours of the ships' crew in line with Annex I	Albania, Bosnia & Herzegovina, Montenegro Q2 2027	All Regional Partners Q3 2027	0	0	0	1	0	3
	Improve training and certification systems through collaboration between universities, training centres, CEMA and industry in compliance with Annex I	All Regional Partners Q3 2027	All Regional Partners Q3 2027	1	0	0	1	0	1
	Provide technical assistance, training, and capacity-building to regional partners to strengthen human resources and institutional capacities in waterborne transport	All Regional Partners Q4 2027	All Regional Partners Q4 2027	1	0	0	1	0	1
Total Scoring				25%	0	0	41%	0	58%
OVERALL SCORING				30%	9%	3%	35%	7%	48%

Social Issues and Passenger Rights – Monitoring mechanism – Implementation Scoring

Measure	Subaction	Implementing body (Stakeholders)	Regional Partners					
			Albania	Bosnia and Herzegovina	Kosovo	Montenegro	North Macedonia	Serbia
Workers Fundamental Rights	Directive 2003/88/EC concerning certain aspects of the organisation of working time	Ministries of Transport	2	0	2	3	2	3
	Council Directive 2005/47/EC on certain aspects of the working conditions of mobile workers engaged in interoperable cross-border services in the railway sector	Ministries of Transport	1	0	0	3	0	3
	Regulation (EC) No 561/2006 on the harmonisation of certain social legislation relating to road transport	Ministries of Transport	3	2	2	3	3	3
	Regulation (EU) No 581/2010 on the maximum periods for the downloading of relevant data from vehicle units and from driver cards	Ministries of Transport	1	2	2	3	3	3
	Regulation (EU) No 165/2014 on tachographs in road transport, repealing Regulation (EEC) No 3821/85 on recording equipment in road transport and amending Regulation (EC) No 561/2006 on the harmonisation of certain social legislation relating to road transport (OJ L 60, 28.2.2014, p. 1).	Ministries of Transport	2	1	2	2	3	2
	Regulation (EU) 2016/68 on common procedures and specifications necessary for the interconnection of electronic registers of driver cards.	Ministries of Transport	1	0	0	1	0	1
	Regulation (EU) 2016/799 laying down the requirements for the construction, testing, installation, operation and repair of tachographs and their components.	Ministries of Transport	1	0	0	1	0	2
	Regulation (EU) 2021/1228 on requirements for the construction, testing, installation, operation and repair of smart tachographs and their components.	Ministries of Transport	0	0	0	1	0	1
	Regulation (EU) 2018/502 of laying down the requirements for the construction, testing, installation, operation and repair of tachographs and their components.	Ministries of Transport	1	0	0	1	0	1
	Regulation (EC) No 3821/85 on recording equipment in road transport.	Ministries of Transport	2	2	2	3	3	3
	Regulation (EU) 2020/1054 as regards minimum requirements on maximum daily and weekly driving times, minimum breaks and daily and weekly rest periods and Regulation (EU) No 165/2014 as regards positioning by means of tachographs.	Ministries of Transport	1	1	0	1	0	1
	Directive 2002/15/EC on the organisation of the working time of persons performing mobile road transport activities.	Ministries of Transport	2	2	2	2	3	3
	Baseline assessment and setting up of a road map for safe and secure parking deployment on the indicative extensions of the TEN-T Core and Comprehensive Corridors in Western Balkans.	Ministries of Transport	0	0	0	0	0	0
	Directive 2006/22/EC on minimum conditions for the implementation of concerning social legislation relating to road transport activities.	Ministries of Transport	3	2	2	3	3	3
	Directive (EU) 2020/1057 laying down specific rules with respect to Directive 96/71/EC and Directive 2014/67/EU for posting drivers in the road transport sector and amending Directive 2006/22/EC as regards enforcement requirements and Regulation.	Ministries of Transport	3	2	2	0	0	1

Measure	Subaction	Implementing body (Stakeholders)	Regional Partners					
			Albania	Bosnia and Herzegovina	Kosovo	Montenegro	North Macedonia	Serbia
Workers Fundamental Rights	Regulation (EU) 2022/1012 regard to the establishment of standards detailing the level of service and security of safe and secure parking areas and to the procedures for their certification.	Ministries of Transport	0	0	0	0	0	0
Equality in the transport sector	Establishing a Platform for identifying challenges to womens economic empowermnet and nominating Diversity Ambassadors Comitting to the Declaration on equal opportunities andfor women in the transpor sector	Total scoring	56%	34%	38%	64%	51%	67%
		Ministries of Transport	N/A	N/A	N/A	N/A	N/A	N/A
	Ministries of Transport	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Just transition for transport workers	Impact Assesmmnet of the transition to automation and digitalisation	Total scoring	N/A	N/A	N/A	N/A	N/A	N/A
		Ministries of Transport	N/A	N/A	N/A	N/A	N/A	N/A
Passenger Rights	Regulation (EC) No 1371/2007 on rail passengers' rights and obligations Regulation (EU) No 181/2011 on concerning the rights of passengers in bus and coach transport TCT Passenger Rights Report – making Transport Accessible and Inclusive in the Western Balkans	Total scoring	N/A	N/A	N/A	N/A	N/A	N/A
		Ministries of Transport	3	2	2	2	3	2
		Ministries of Transport	2	0	0	2	0	2
		Ministries of Transport	2	2	2	2	2	2
Total scoring			78%	45%	45%	67%	56%	67%
OVERALL SCORING			44%	26%	28%	44%	36%	46%

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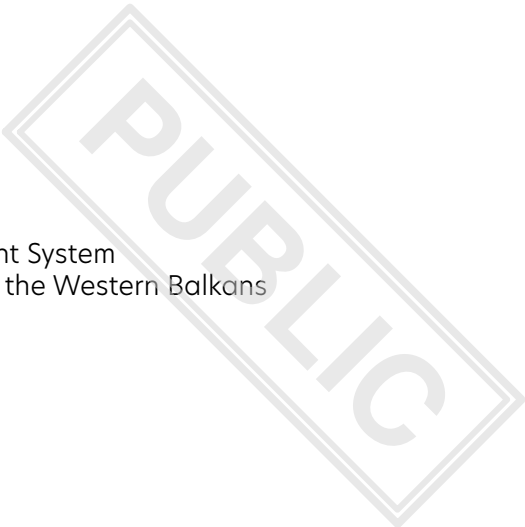
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**Progress Report on Implementation of
TCT Action Plans and Status of TCT Annex I
Transposition for Georgia,
Republic of Moldova, and Ukraine**

2025

Abbreviations

ABS	Anti-Lock Braking System(s)
AFIR	Alternative Fuels Infrastructure Regulation
Annex I	Annex I to the Transport Community Treaty
CADaS	Common Accident Data Set
CARE database	Community Database on road accidents resulting in death or injury
CEMA	Centre for Excellence in Maritime Affairs
CER	Community of European Railway and Infrastructure Companies
CESNI	European Committee for Drawing Up Standards in the Field of Inland Navigation
DEBO	Designated Body
DINA/RIS	Digital Inland Navigation Area/ River Information Services
EaP	Eastern Partnership
EaP RSO	Eastern Partnership Road Safety Observatory
EBRD	European Bank for Reconstruction and Development
EC	European Commission
e-Call	Emergency Call
ECDIS	Electronic Chart Display and Information System
eCMR	Digital version of the freight document CMR
ECVVR	European Centralised Virtual Vehicle Register
EEC	European Economic Community
eFTI	Electronic Freight Transport Information
EIB	European Investment Bank
EIM	European Rail Infrastructure Managers
EMSA	European Maritime Safety Agency
eQMS	Electronic Queuing Management System
ERA	European Union Agency for Railways
ERTMS	European Rail Traffic Management System
eTIR	Electronic – International Road Transport
EU	European Union
EU DEL(s)	European Union Delegation(s)
EU Member State(s)	European Union Member State(s)
EVR	European Vehicle Register
FIA	Fédération Internationale de l'Automobile
FIDIC	International Federation of Consulting Engineers, Fédération Internationale des Ingénieurs-Conseils
ICT	Information and Communications Technology
IFI	International Financial Institution
ILO	International Labour Organisation
IM(s)	Infrastructure Manager(s)
IMO	International Maritime Organisation
ISPS	International Ship and Port Facility Security
ITS	Intelligent Transport Systems
IWW	Inland Waterways
JASPERS	Joint Assistance to Support Projects in European Regions
KPIs	Key Performance Indicators
LB	Licensing Body
LNG	Liquefied Natural Gas
MAIS	Maximum Abbreviated Injury Scale
MNSW	Maritime National Single Window
MoU	Memorandum of Understanding
NIB	National Investigation Body
NMSW	National Maritime Single Window
NS	Network Statement
NSA	National Safety Authority
NVR	National Vehicle Register
OTIF	Intergovernmental Organisation for International Carriage by Rail
Paris MoU	Paris Memorandum of Understanding on Port State Control



PCS	Port Community System
PIU	Project Implementation Units
PSO	Public Service Obligation
RAMS	Road Asset Management System
RAP	Rail Action Plan
RIAMS	Railway Infrastructure Asset Management System
RIMN WB	Rail Infrastructure Managers Network of the Western Balkans
RINF	European Registers of Infrastructure
RIS	River Information Services
RISM	Road Infrastructure Safety Management
ROADPOL	European Roads Policing Network
RRA	Railway Regulatory Agency
RRB	Railway Regulatory Body
RSA	Road Safety Audit
RSC	Regional Steering Committee
RSI	Road Safety Inspection
RTSA	Road Traffic Safety Agency
RU	Railway Undertaking
SDG(S)	Sustainable Development Goal(s)
SLA	Service Level Agreement
SOLAS	International Convention for the Safety of Life at Sea
STCW	International Convention on Standards of Training, Certification and Watchkeeping for Seafarers
TA	Technical Assistance
TAIEX	Technical Assistance and Information Exchange Instrument of the European Commission
TCT	Transport Community
TCT Secretariat	Transport Community Permanent Secretariat
TEAMS platform	Microsoft Teams business communication platform
TEN-T	Trans-European Transport Networks
TEN-T Regulation	Regulation 2024/1679 repealing Regulation 1315/2013
ToR	Terms of Reference
TSI(s)	Technical Specification(s) of Interoperability
UN	United Nations
UNDP	United Nations Development Programme
USAID	United States Agency for International Development
VTMIS	Vessel Traffic Management Information System
WBRSO	Western Balkans Road Safety Observatory
WHO	World Health Organisation

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1. Observing Participants' Outlook

1.1 Background

In November 2022, the Ministerial Council of the Transport Community invited Georgia, the Republic of Moldova, and Ukraine to seek closer association with the Transport Community as Observing Participants.

Joining the Transport Community as Observing Participants represents a significant step towards aligning with EU standards, encompassing more than 518 legal acts under the Transport Community Treaty and representing a form of partial EU accession.

Therefore, by supporting Observing Participants in aligning with the standards and practices of the Transport Community, the Permanent Secretariat of the Transport Community, with the support of the European Union¹, facilitates their progress along the EU accession path, particularly in relation to Chapter 14 Transport and Chapter 21 TEN-T networks of the negotiation process.

Closer involvement of Georgia, the Republic of Moldova and Ukraine in the Transport Community as Observing Participants marks an important step in the previously established multilateral cooperation framework with the European Union, in which connectivity and transport play a vital role. Policy-wise, each country has signed a dedicated Association Agreement with the EU, outlining specific requirements and priorities for the transport sector. Marking further progress in their EU membership aspirations, the Republic of Moldova and Ukraine were granted EU candidate status in June 2022. Due to the recent political developments in Georgia, the country's EU accession process is de facto halted, as concluded by the European Council in June 2024.² A Bilateral Screening Meeting on the acquis, under negotiation chapters 14 Transport and 21 Trans-European Networks, was held in Brussels from 10 June to 13 June 2025 with the Republic of Moldova, and from 24 June to 27 June 2025 with Ukraine. Advancing on the path to EU membership requires a gradual but complete legislative and regulatory alignment, with the entire body of EU law (the Acquis) being incorporated into national legal frameworks.

In parallel with accession negotiations, systematic engagement with the Transport Community is expected to elevate cooperation to a new level, contributing significantly to the efforts of Observing Participants to align with EU standards and regulations in the sector.

Annex I of the Transport Community Treaty comprises a series of EU legal acts that non-EU signing parties are required to incorporate in their internal legal order within specific timelines and according to certain procedures. Essentially, **the full transposition and implementation of the acquis listed in Annex I is an essential prerequisite for the effective functioning of the Transport Community**. As such, monitoring and quantifying the progress made by regional partners in this regard is a critical task that the Permanent Secretariat of the Transport Community performs regularly.

This report provides an objective assessment for stakeholders, regional authorities, and international institutions on the progress achieved, measures undertaken, and further actions required by the Observing Participants to advance the implementation of the Transport Community Action Plans. It also outlines the necessary timelines and coordination mechanisms to ensure continued alignment with the commitments of the Transport Community Treaty.

1.2 Executive Summary

This report assesses the progress made in 2025 of the Transport Community Permanent Secretariat's (TCT) Four Action Plans — **Rail, Road, Road Safety, and Waterborne Transport** — for the Observing Participants (Georgia, the Republic of Moldova, and Ukraine). It also evaluates the status of **TCT Annex I transposition** under the revised Annex I of the Transport Community Treaty.

The 2025 review of the Transport Community's Four Action Plans shows gradual, but uneven progress among the Observing Participants.

¹ Grant Contract no. NDICI-GEO-NEAR/2023/452-688, "Participation of Georgia, the Republic of Moldova and Ukraine in the Transport Community,"

² European Council conclusions, 27 June 2024

Georgia has made notable advances in road safety and infrastructure management, but further effort is still necessary in the area of sustainability and acquis transposition.

The Republic of Moldova is progressing more slowly and unevenly, with capacity constraints and persistent gaps in multimodality and road safety. Exiting the Paris MoU blacklist and reinforcing institutions remain urgent tasks.

Ukraine, despite the war, has re-engaged in waterborne transport and set clear priorities. Its commitment to EU alignment is evident, with fuller timelines expected in 2026.

- **Overall implementation** across the four Action Plans remains **gradual and moderate**, with an average fulfilment rate of **39%**. Georgia shows some progress overall, the Republic of Moldova shows uneven but steady progress, while Ukraine, amid extraordinary challenges, has provided clear deadlines only for Waterborne Transport and Multimodality.
- **Rail Action Plan** - Georgia and the Republic of Moldova demonstrate moderate progress, achieving ~33% completion and ~22%, respectively.
- **Road Action Plan** - Both countries are advancing, with Georgia at ~47% completion and Moldova at ~34%.
- **Road Safety Action Plan** - Georgia shows strong progress at 67%, while Moldova remains moderate at 35%.
- **Waterborne Transport and Multimodality** - Georgia achieved ~50% and Moldova ~25% progress. Ukraine recently defined its priorities, with implementation to be monitored in the upcoming years.

Transposition of TCT Annex I across all three Observing Participants remains limited, underlining the need for accelerated legislative work, stronger coordination across ministries, and targeted technical assistance.

- The majority of acquis across all Observing Participants remains **not transposed (>65%)**.
- Georgia has the highest share of fully transposed acquis (**13.6%**), while Moldova and Ukraine show more partial transposition (**>33%**).
- On average, Observing Participants have transposed **5.2%** of acquis, partially transposed **29.4%**, while **65.5% remain unaddressed**.

Graphical presentation of the TCT Annex I Acquis transposition status in all Observing Participants is as follows:

Overall Annex I - EU acquis transposition

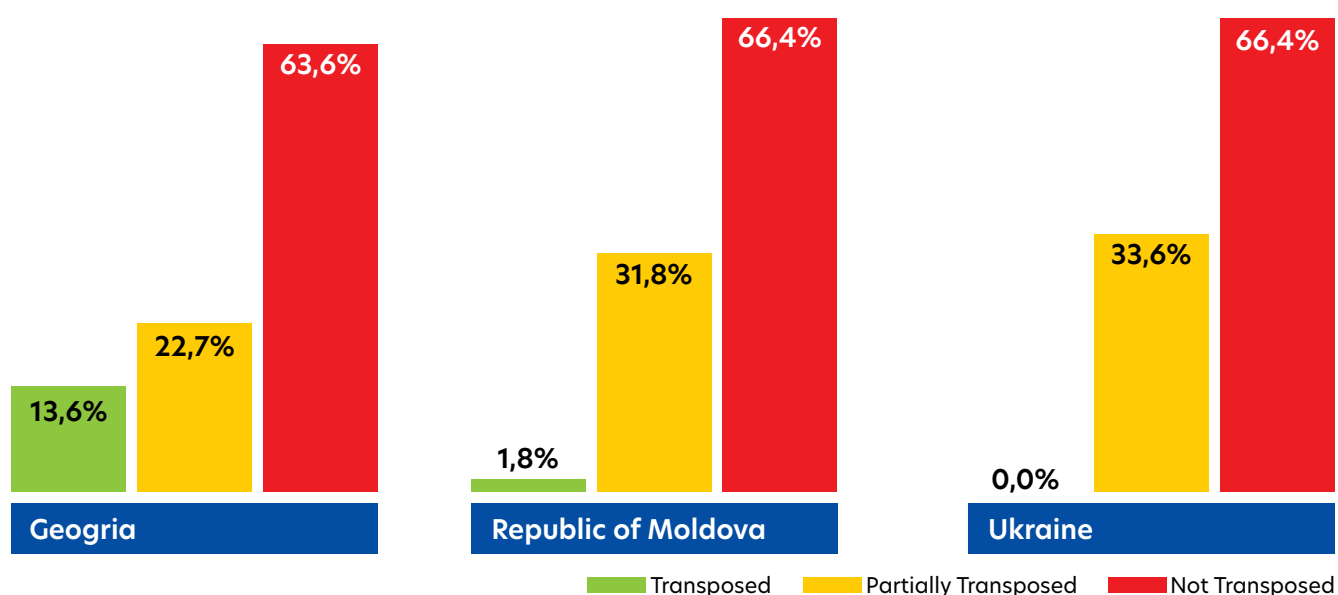


Figure 1. Overall Annex I EU acquis transposition

In terms of Rules applicable to rail transport (Annex I.2), on average 81% of legal acts remain not transposed.

Annex I.2 - EU Acquis Transposition Status

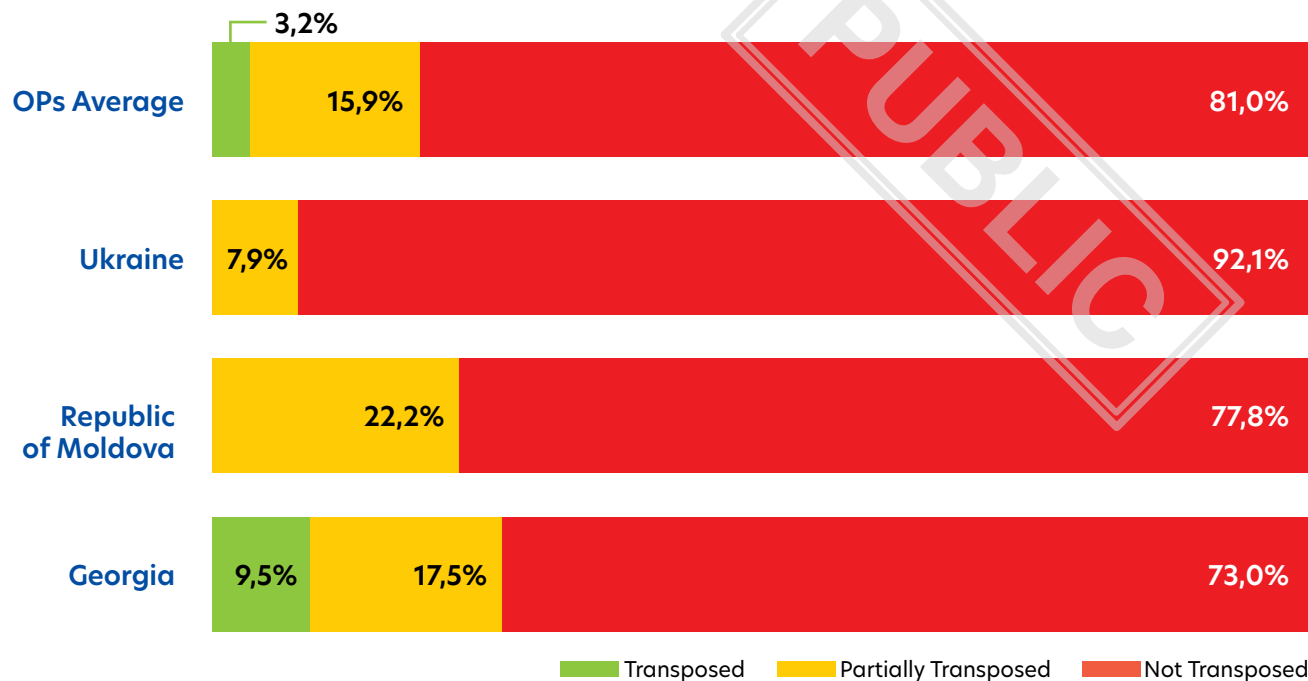


Figure 2. Annex I.2 Transposition status

Overall, full transposition is rare. Partial transposition is more common in the **Republic of Moldova and Georgia**, while **Ukraine** is significantly behind.

Regarding the **Rules applicable to road transport (Annex I.3)**, the situation is more favourable for all Observing Participants, despite approximately 60% of acts remaining not transposed.

Annex I.3 - EU Acquis Transposition Status

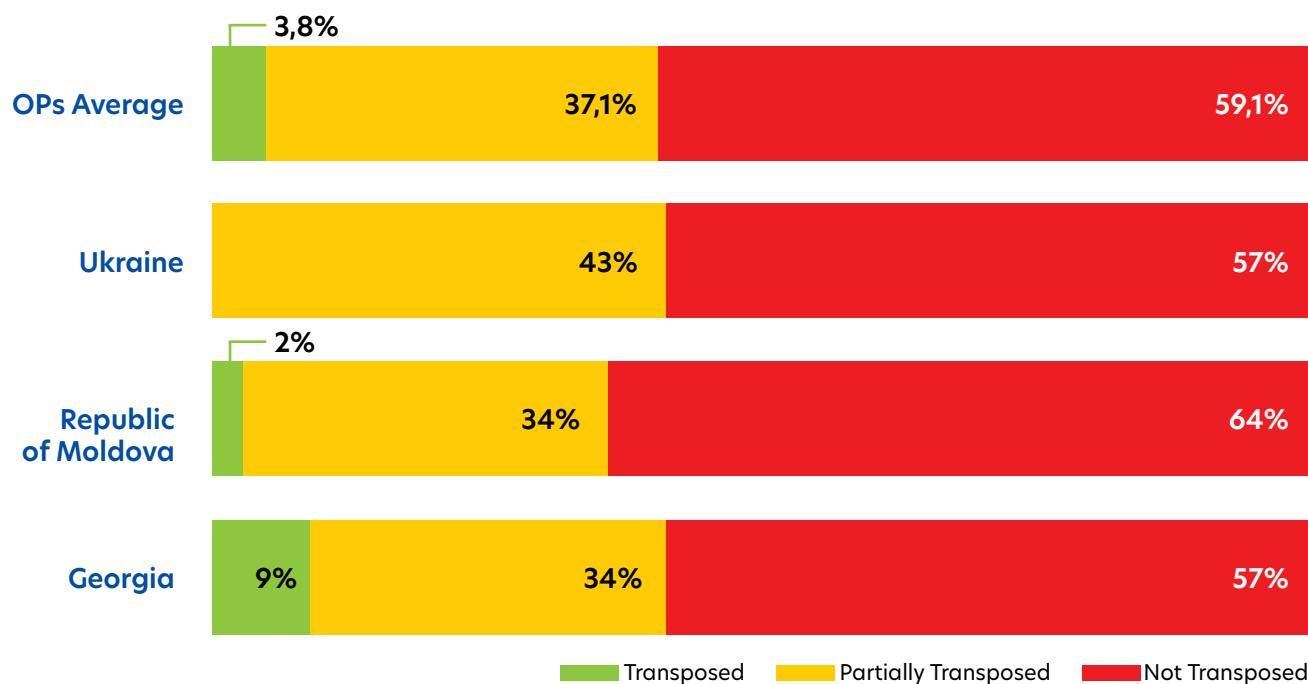


Figure 3. Annex I.3 Transposition status

There are no significant differences between Observing Participants in this area.

Concerning the **Rules applicable to maritime transport (Annex I.4)**, one third of all acts are still only partially transposed due to the amendments to the main acts remaining not transposed.

Annex I.4 - EU Acquis Transposition Status

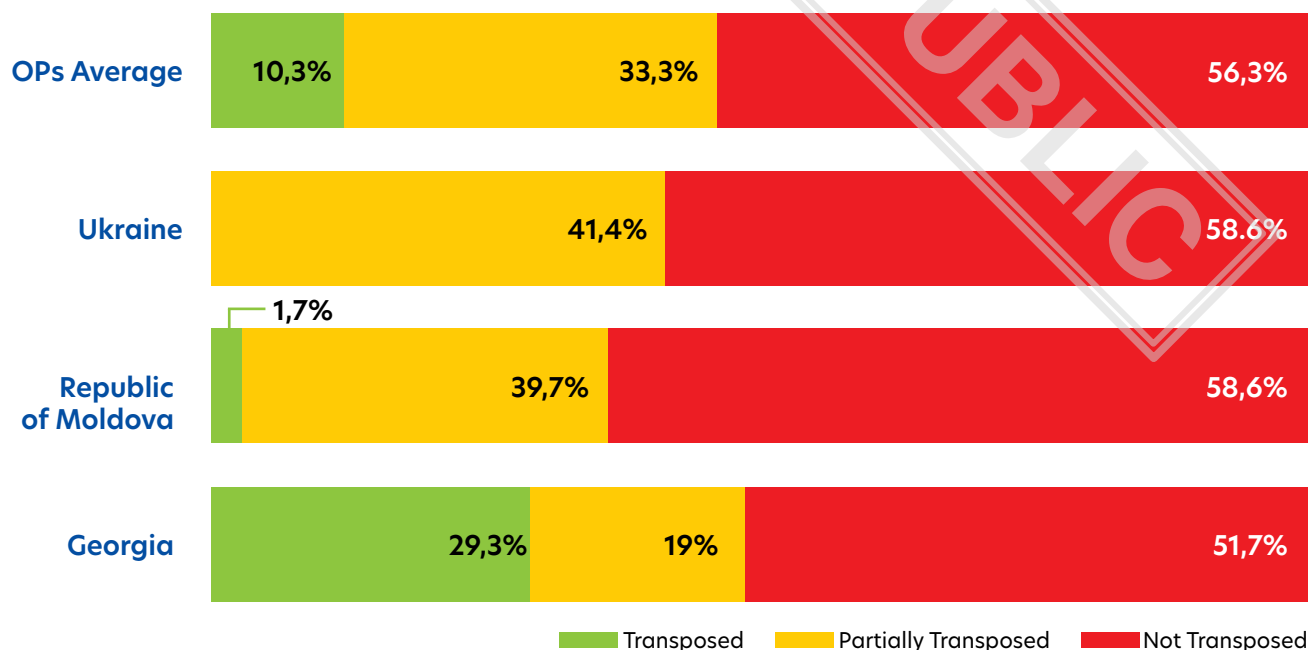


Figure 4. Annex I.4 Transposition status

With a rate of almost 30% of acts transposed, Georgia is the most advanced in this process. A notable portion of the acquis has already entered the process of partial transposition both in Republic of Moldova and Ukraine, indicating concrete steps toward aligning its maritime legislation with EU standards.

In terms of the **Rules applicable to maritime transport (Annex I.5)**, none of the acts has been fully transposed by any of the Observing Participants.

Annex I.5 - EU Acquis Transposition Status

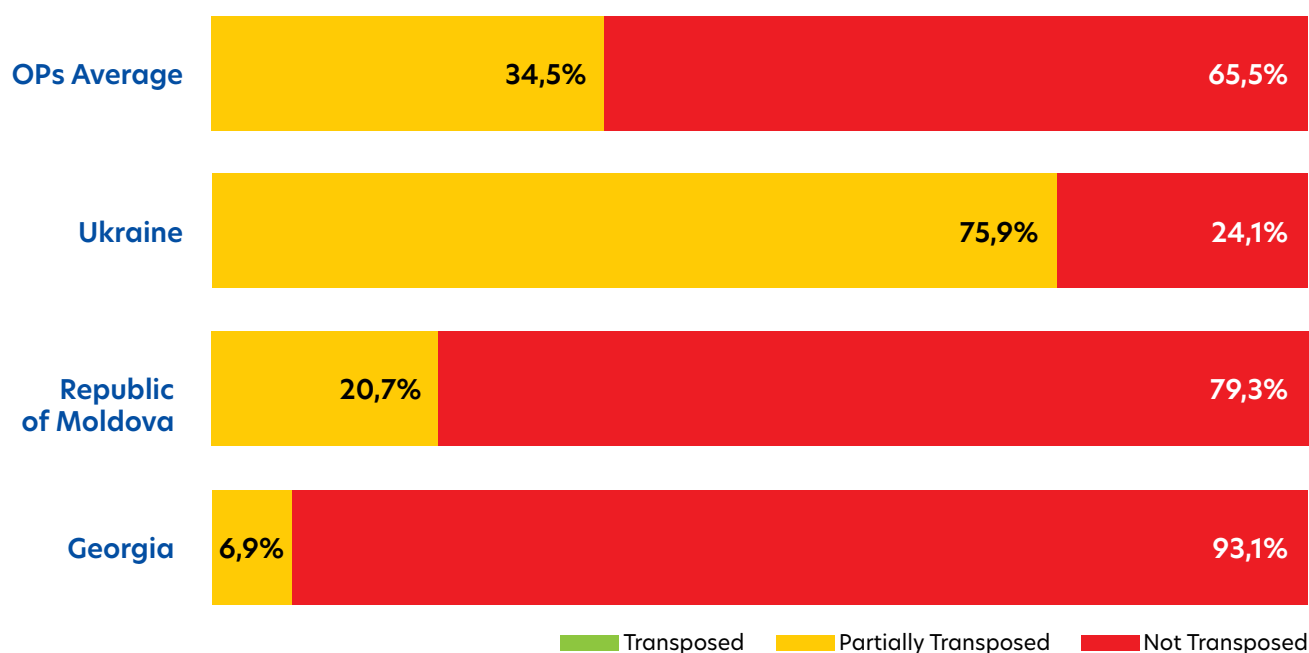


Figure 5. Annex I.5 Transposition status

Ukraine remains the most dedicated in this matter as almost 76% of the acts have been partially transposed. Several main acts and amendments are in the process of preparation for transposition.

1.3 Methodology

This Report is structured around two interlinked components:

1. State of play on the implementation of the Action Plans, and

2. Status of Transposition of the TCT Annex I

Both components have been prepared based on **official feedback and data provided by the competent authorities** of the three Observing Participants. This process proved to be complex, lengthy and challenging and will remain an ongoing activity and a fundamental element of cooperation with the Observing Participants.

To complement the input provided by the Observing Participants, experts from the Project Implementation Unit made efforts to minimise the workload for observers by addressing missing data and filling information gaps, wherever possible, through desk research and targeted interviews with relevant stakeholders. The report also draws on information presented during meetings with Observing Participants and reflects the status as of October 2025.

The combined approach ensures that the findings reflect both the **self-assessment of national authorities** and **independent analysis conducted by PIU experts**, providing a balanced and objective evaluation of progress.

1. State of play on the implementation of the Action Plans

The exercise of updating the Action Plans commenced with the preparation of consolidated draft versions, taking due account of the following:

- The draft editions were presented to the Ministerial Council in late 2023.
- The updated list of measures was discussed within the Technical Committees in the framework of the preparation of the Next Generation Action Plans for the Western Balkans regional partners.

The horizontal versions were further tailored to each Observing Participant's specific needs and priorities. While, for the purposes of the present report, consolidated Action Plans were prepared, mirroring the approach applied in the Western Balkans region, further monitoring and reporting will be carried out individually, as each Observing Participant faces unique challenges, which are reflected in their respective list of priorities. As a matter of principle, the Action Plans cover the 2025-2027 timeframe. However, specific actions ranked lower in terms of priority span over longer periods, which is in line with the internal planning of each Observing Participant. While the Action Plans for Georgia and the Republic of Moldova effectively integrate the Transport Community's priorities with each Observing Participant's specific needs and constraints, engagement with the Ukrainian members of the Technical Committees could not be ensured due to the particular circumstances currently affecting the country.

The overall purpose of the monitoring mechanism is to track progress and regress in the implementation of the measures included within the Action Plans, as well as provide stakeholders with an objective assessment of achievements, delays, and remaining gaps. The assessment of measures continues to follow the principle of evaluating each measure individually. No comparison is made between measures, as each addresses different objectives and contexts. All measures are evaluated using the same scale and weighting system, thereby ensuring consistency across the evaluation. The calculation of the overall progress for each measure is based on the average score of its sub-measures, with aggregated results providing a picture of progress within each thematic group (pillar) of actions (measures). This system allows for both detailed analysis at the level of individual measures and an aggregated overview of implementation at the thematic level. The objective is not to create competition between measures, but rather to present a reliable state of play of the extent to which commitments made under the Action Plans are being implemented.

The monitoring methodology used to assess implementation progress on the Action Plans for the Observing Participants as of 2025 mirrors the one used for the TCT signing parties, agreed on at the 5th Regional Steering Committee meeting held in June 2019. It aims to track the implementation of the formulated actions throughout 2025 and to provide the various relevant stakeholders with an objective view as to where and by whom further efforts are required.

The measures are not compared to each other, but each measure is appraised using the same scale and weight. The monitoring mechanism enables a qualitative assessment of the implementation of each measure. Four basic progress indicators are used to demonstrate the progress achieved in the implementation of each measure, through the assessment of its sub-actions, and one indicator is applied to reflect regression, labelled as Stagnant (Pending).

As the mechanism for the TCT Observers' Action Plans progress monitoring mirrors the one used for the Western Balkans, more detailed information about the Methodology can be found in Annex 2A of the Action Plans and the TCT Annex I Progress Report 2024³.

2. Status of Transposition of the TCT Annex I Acquis

The 2025 TCT Annex I Status Report provides a baseline assessment of the Observing Participants' compliance with the provisions of the relevant legislation enclosed in Annex I of the Transport Community Treaty.

Annual reporting on the progress of Observing Participants towards TCT Annex I alignment mirrors the methodology used for Regional Partners. Having in mind that Annex I is updated annually to reflect development within the EU, the TCT Annex I revision adopted in 2025 includes the listed amendments to existing legal acts. The total number of listed legal acts in the proposed 2025 Annex I has risen to 518 for the reporting period, in comparison to 244 legal acts examined last year.

In the process of report preparation, the main acts and their amendments were considered as one act. Consequently, the total number of acts examined is 220. Reporting focuses primarily on the main legal acts listed, noting that, for some, amendments are included in this year's revised Annex I. Nevertheless, all legal acts (main acts and amendments) were subject to a **monitoring process to determine whether they have been transposed**⁴ (fully or partially).

The status of **fully transposed** is assigned only if all legal acts within a given item have been individually addressed and fully transposed. If any of the acts within the item are not transposed or are partially transposed, the item is marked as **partially transposed**. Where no action has been taken, the status **not transposed** is assigned.

In addition, for legal acts marked as transposed or partially transposed, an estimate of the **time required for full implementation**⁵ is provided, based on the Observing Participants' self-assessment. Information on the implementation status of TCT Annex I has proven challenging to obtain due to the specific features, scope, and complexity of individual legal acts. Certain acts may be considered implemented immediately upon adoption, while for others, implementation remains a separate, distinct process.

Further editions will enable progress monitoring and measurement based on relevant performance indicators and methodology, thus becoming a key tool for tracking the Observing Participants' advances in transposing and implementing the EU regulatory framework.

Grouping specific regulatory areas in thematic clusters facilitates the analysis and review of the information for statistical purposes, as well as thematic/sectoral reporting. It also enables straightforward performance tracking for various institutional stakeholders. One of the key findings emerging from the review missions performed by TCT in 2025 concerns the complexity of the internal institutional framework for the distribution of responsibilities related to Annex I acquis. For example, in the Republic of Moldova, besides the line ministry (Ministry of Infrastructure and Regional Development), other key stakeholders sharing varying degrees of responsibility include the Ministry of Environment, Ministry of Economic Development, Ministry of Education, Public Services Agency, Public Procurement Agency, Ministry of Interior, Ministry of Digitalisation, State Chancellery, Ministry of Agriculture, and Ministry of Health.

³ <https://www.transport-community.org/wp-content/uploads/2025/05/Action-Plans-and-the-EU-Acquis-Progress-Report-digital.pdf>

⁴ TCT Annex I transposition refers to the process of incorporating the provisions of the TCT Annex I (the body of EU law) into the Observing Participants' national legal systems. This involves adopting new laws, amending existing ones, or repealing conflicting legislation to align with the EU standards. Transposition is primarily a legislative process, ensuring that EU legislation is duly reflected in the national legal framework.

⁵ TCT Annex I implementation refers to the practical application of the transposed laws. This involves establishing the necessary administrative structures, enforcement mechanisms, and procedures to ensure that the laws are properly applied, monitored, and enforced as intended.

The thematic clusters have been defined with due regard to the Sections and Regulatory Areas of Annex I. While some thematic clusters correspond to individual Regulatory Areas that are sufficiently specific and include a large number of individual legal acts, others comprise several related Regulatory Areas that share common features in terms of either the regulated domain or the corresponding institutional responsibilities. For example, Annexes I.6 and I.7, which cover environment and public procurement rules, each correspond to a single dedicated thematic cluster comprising all Regulatory Areas therein included. Thematic clusters were further grouped into specific sectors, as follows:

- Horizontal/multimodal (comprising acquis under Annexes I.1, I.6 and I.7, as well as multimodal thematic clusters (transport of dangerous goods, electronic freight)).
- Rail (Annex I.2).
- Road and Road Safety (Annex I.3).
- Maritime transport (Annex I.4).
- Inland waterway transport. (Annex I.5).

The list of defined thematic clusters in relation to the Sections and Regulatory Areas of Annex I is provided in table form below:

Sector	Thematic cluster	Regulatory areas
Horizontal/ Multimodal (Annexes I.1, I.2, I.3, I.4, I.5, I.6 and I.7)	Infrastructure (Annex I.1)	TEN-T development
		Clean vehicles and alternative fuels infrastructure
	Transport of Dangerous goods (Annexes I.2, I.3, I.4 and I.5)	Inland transport of dangerous goods
		Checks on the transport of dangerous goods
		Transportable pressure equipment
	Electronic freight (Annexes I.2, I.3 and I.5)	Electronic freight transport information
	Environmental rules applicable to transport (Annex I.6)	Assessment of effects
		Conservation
		Fuels, air quality and climate change
		Water policy
	Public procurement rules applicable to the transport sector (Annex I.7)	Noise
		Review procedures
		Procurement procedures
Rail (Annex I.2)	Public services	Public services
	Market access	Market access
	Train drivers	Train driver licensing
	Interoperability	Interoperability
	European Union Agency for Railways	European Union Agency for Railways
	Railway safety	Railway safety
	Social (rail)	Social field - working time/hours
		Passenger rights

Sector	Thematic cluster	Regulatory areas
Road and Road Safety (Annex I.3)	Social (road)	Social provisions – driving time and rest periods
		Enforcement of social legislation
		Admission to the occupation of road operator
		Tachograph
		Working time
		Passenger rights
		Form of attestation of activities
	Vehicles	Roadworthiness
		Roadside inspection
		Speed limitation devices
		Safety belts
Road and Road Safety (Annex I.3)	Vehicles	Mirrors
		Registration documents
		Dimensions and weight of vehicles
		Type approval
	Road infrastructure	Road charging infrastructure – annual vehicle taxes
		Road infrastructure safety management
		Tunnels
		Road toll systems
	Drivers	Training of drivers
		Driving licences
		Cross-border exchange of information
	Intelligent Transport Systems	Intelligent Transport Systems
Maritime Transport (Annex I.4)	Policy, market access, and competition	Maritime policy
		Access to the market
		International relations
		Port services
	Technical, safety, and security	Ship inspection and survey organisations – recognised organisations
		Flag state
		Port state control
		International Safety Management Code
		International agreements
		Marine equipment
		Passenger ships
		Safety of fishing vessels
		Oil tankers
		Bulk carriers
		Accident investigation
		Insurance
		Maritime security
		European Maritime Safety Agency

Sector	Thematic cluster	Regulatory areas
Maritime Transport (Annex I.4)	Environmental	Environment
		Organotin compounds
		Ship-source pollution
		Ship-generated waste
		Committee on safe seas and the prevention of pollution from ships
		Renewable and low-carbon fuels
	Smart, digital, and telematic Applications	Vessel traffic monitoring
		Reporting formalities
		Maritime single window
	Social and educational	Social aspects
		Passenger rights
		Training of seafarers
Inland Waterways Transport (Annex I.5)	Access to the market	Access to the market
	Access to the profession	Access to the profession
	Social	Working time
		Passenger rights
	Safety/technical requirements	Safety/technical requirements.
	River information services	River information services
	Environmental	Environment (air quality) and climate change

For each thematic cluster listed above, the report provides updated status information on the acquis included therein, along with the calculation of performance indicators.

- **Thematic clustering increases reporting granularity** and facilitates review and analysis of data for statistical purposes, as well as sector-specific/thematic reporting, making it easier to monitor progress and identify gaps within specific regulatory domains.
- While offering valuable insights into progress in specific sectors, the resulting granularity remains sufficiently **synthetic**, avoiding practical issues related to report size and clarity (27 thematic clusters compared to 80 Regulatory Areas in Annex I).
- The approach accounts for the **complexity of diverse institutional frameworks**, ensuring that the share of responsibilities across various ministries and agencies is duly considered and facilitating corrective and follow-up actions.
- Clustering related to regulatory areas allows for a more **holistic view of TCT Annex I status**, making it easier to identify overlaps or common challenges that span multiple domains.

The full list of performance indicators used in the 2025 report, as well as the rationale for selection, is provided in table form below.

No	Indicator	Rationale
1.	% of acquis transposed	This is the key indicator that TCT reporting has been tracking. It provides an overall measure of progress in incorporating EU law into the national legal framework. This key indicator serves as a benchmark for assessing Observing Participants' alignment with EU standards and the general legislative effort required for full transposition.
2.	% of acquis partially transposed	
3.	% of acquis not transposed	
4.	Number of acts planned to be transposed during the next 2 years	Plans for future transposition over the next two years are also a key aspect of the transposition monitoring process. This indicator will be used in subsequent reports on the transposition status.
5.	% of acquis implemented	Tracking the implementation of acquis shows the extent to which transposed laws are being put into practical effect. This indicator ensures that the focus is not just on transposition, but also on the real-world application and enforcement of EU standards.

These indicators are calculated for each observing participant at three distinct levels:

- Per thematic cluster.
- Per section of Annex I.
- For the entirety of Annex I.

Where the available data was insufficient to calculate all listed indicators, the report was adjusted accordingly by excluding some indicators for certain thematic clusters and/or Observing Participant.

2. Progress on the Implementation of the TCT Action Plans⁶

2.1 Overview – Observing Participants

2.1.1 Rail

Background

The Rail Action Plan 2025-2027 focuses on establishing a roadmap for rail market opening, the development of a sustainable and efficient Trans-European Transport Network (TEN-T) rail network and enhancing interoperability and safety elements.

The Rail Action Plan aims to enhance competitiveness in the railway sector in non-EU countries, as the current lack of competitiveness undermines the development of sustainable transport and limits the provision of quality services for both passengers and freight. To address this, the Observing Participants are encouraged to prioritise efforts aimed at overcoming persistent barriers to market opening while ensuring the full implementation of EU interoperability legislation and strengthening overall governance within the sector. In addition, longstanding challenges such as inadequate asset maintenance and chronic underinvestment continue to impede progress.

The Rail Action Plan for the Observing Participants consists of eight pillars:

- Market access
- Passenger rights
- Train driver licensing
- Interoperability
- Railway safety
- Modernisation of rail infrastructure
- Cooperation within the region
- Sustainable and multimodal measures

This Plan prioritises alignment with the EU Rail Acquis, particularly Annex I.2 of the TCT, through legislative and practical measures aimed at enhancing competition and attracting investment.

Overall progress

As of 2025, overall progress in the implementation of the Rail Action Plan is as follows: **Georgia has made limited progress**, achieving an overall score of approximately 33%; the **Republic of Moldova lags** at around 22%; **Ukraine is not included in the progress assessment, as no agreement has yet been reached regarding its participation in the Rail Action Plan** due to the particular circumstances the country is facing.

Georgia demonstrates stronger performance in areas such as train driver licensing and railway safety, although progress in interoperability remains minimal.

Despite making some headway in transposing several EU legal acts over the past year, the Republic of Moldova's overall progress remains slow. The country's highest scores are observed in the areas of passenger rights and train driver licensing.

⁶ Progress noted in the report is based on self-reporting by the Observing Participants and information collected during desk research.

Both countries continue to face significant challenges in aligning with the EU acquis, particularly in areas such as rail market opening, interoperability, modernisation of rail network infrastructure, and sustainable and multimodal measures.

Overall, Georgia is slightly ahead in implementation; however, both countries require intensified efforts and continued support in order to meet the objectives of the Rail Action Plan.

Overall progress in implementation of the Rail Action Plan 2025

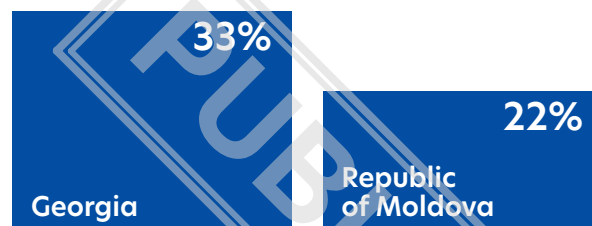


Figure 6. Overall progress in implementation of the Rail Action Plan 2025

Rail Action Plan Pillar/Chapter	Progress per pillar	
	Georgia	Republic of Moldova
Market access	29%	19%
Passenger rights	33%	33%
Train driver licensing	83%	33%
Interoperability	0%	7%
Railway safety	44%	11%
Modernisation of rail network infrastructure	8%	8%
Cooperation within the region	67%	67%
Sustainable and multimodal measures	0%	0%
Overall progress	33%	22%

Market access

Under the *Market access* pillar, the implementation of planned actions aims to create an open, competitive, and EU-compliant rail market by strengthening institutional independence, transparency, and operational efficiency. Key steps include establishing functional regulatory bodies, improving infrastructure access, ensuring fair compensation for public services, and introducing multi-annual contracts to enhance stability and asset management.

Georgia has made moderate progress in the Market access pillar thanks to the transposition of provisions regarding the opening of the railway market at the domestic level, the establishment and implementation of several key institutions, and the conclusion of a Public Service Contract with JSC Georgian Railway.

The Republic of Moldova's progress is behind that of Georgia, as the country has transposed provisions regarding a multi-annual infrastructure contract, partially transposed Commission Implementing Regulation (EU) 2017/2177 on access to service facilities and rail-related services, and established several key institutions, but without full implementation.

Market access

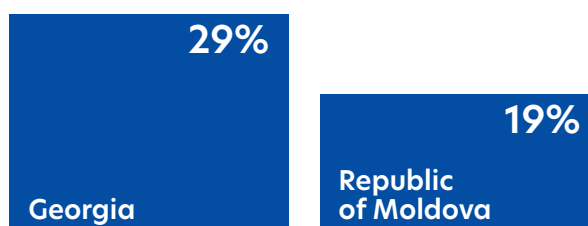


Figure 7. Market access

Passenger rights

Transposing and implementing Regulation 2021/782 on rail passengers' rights and obligations will enhance rail passenger rights by setting minimum service standards and ensuring fair treatment. The regulation covers key areas such as accessibility, delays, cancellations, and complaint handling. Its implementation is expected to strengthen legal protections, improve service quality, and encourage greater use of rail transport.

Both countries are at the same level of transposition of Regulation 2021/782, with progress recorded at 33%. The regulation has been partially transposed into national legislation.

Train driver licensing

The main aim of this pillar is to establish a harmonised and safe train driver licensing system, which is aligned with EU standards and ensures interoperability, mutual recognition of qualifications, and improved safety and reliability of rail operations across participating countries.

Georgia has almost fully transposed and implemented all relevant items of TCT Annex I on the certification of train drivers operating locomotives and trains within the railway system. The Republic of Moldova has only partially transposed Directive 2007/59/EC on the certification of train drivers operating locomotives and trains within the railway system in the Community, as well as Regulation (EU) No 36/2010 on Community models for train driving licences, complementary certificates, certified copies of complementary certificates, and application forms for train driving licences, while implementation remains uncertain.

Train driver licensing

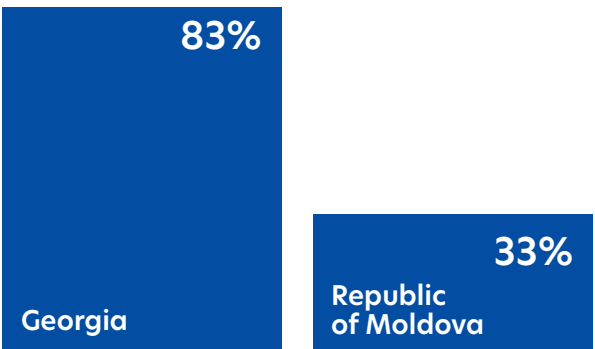


Figure 8. Train driver licensing

Interoperability

Integration with the EU rail market requires alignment with the relevant EU acquis, including Directive (EU) 2016/797, as well as the adoption of all EU Technical Specifications for Interoperability (TSIs). Countries are also expected to establish electronic registers of vehicles within the European Vehicle Register (EVR) and infrastructure registers in line with the European Registers of Infrastructure (RINF). These measures will facilitate cross-border operations, enhance connectivity, and improve transparency, data management, and coordination across railways.

Georgia has not yet initiated activities related to interoperability, while Moldova is in the very early stages of the transposition process, having only partially transposed Directive (EU) 2016/797 on interoperability. Both countries have set the objective to complete the actions under this pillar by 2027.

Interoperability



Figure 9. Interoperability

Railway safety

Ensuring railway safety is essential for protecting passengers, freight, and personnel, while also supporting efficient operations and long-term economic and social benefits. The actions focus on achieving mutual recognition of operating licences, train driver licences, safety certificates, and vehicle authorisations among the Observing Participants. They also support the implementation of effective safety management systems, certified maintenance facilities, and harmonised national rules. These efforts are expected to improve regulatory compliance, standardise operations, and enhance overall performance across the rail sector.

Although this is one of the key pillars, progress has been limited, with Georgia advancing further in its activities compared to Moldova. Directive (EU) 2016/798 on railway safety has been fully transposed in Georgia, and the provisions related to the Safety Management System (SMS) have also been transposed, with implementation already underway. In contrast, Moldova has partially transposed Directive (EU) 2016/798, while Commission Delegated Regulation (EU) 2018/763, establishing practical arrangements for issuing single safety certificates to railway undertakings, has been incorporated into a draft Government Decision.

Railway safety

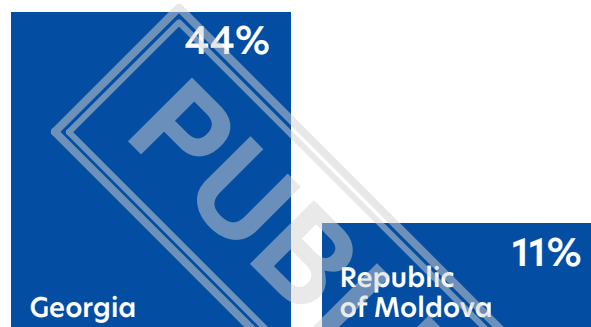


Figure 10. Railway safety

Modernisation of the rail network infrastructure

The actions focus on improving the quality, reliability, and safety of rail infrastructure to support more efficient and competitive railway operations. This includes upgrading, reconstructing, or constructing priority sections along the TEN-T network, enhancing safety at level crossings, and progressively aligning with TEN-T quality standards. The establishment of a Rail Infrastructure Asset Management System (RIAMS) will serve as a key tool in supporting these activities and ensuring effective infrastructure planning and maintenance.

Georgia and the Republic of Moldova are at a very early stage, with both having completed 8% of the preparation phase for activities under this pillar. Both countries need to prioritise actions and accelerate the deployment and modernisation of their rail network infrastructure.

Cooperation within the region

The actions within this pillar aim to strengthen coordination and cooperation among key railway institutions by establishing regional networks for Rail Regulatory Bodies (RRBs), National Safety Authorities (NSAs), and National Investigation Bodies (NIBs). This collaboration supports more effective regulatory oversight and governance across the region. As a result, stakeholders benefit from enhanced knowledge sharing, improved efficiency in safety and regulatory matters, and broader adoption of best practices.

Georgia, Moldova, and Ukraine are observers under the Memorandum of Understanding signed in May 2025 to formally establish the Regional Network of Safety Authorities, Investigation Bodies, and Regulatory Bodies. This status allows them to participate in the network's activities. Progress stands at 67% for both Georgia and Moldova.

Sustainable and multimodal measures

The actions aim to enhance freight transport by advancing digitalisation and e-freight through EU-aligned legislation, while promoting multimodality through the development of action plans for multimodal freight terminals. A key priority is enhancing the resilience and sustainability of the rail sector. Expected outcomes include greater efficiency and transparency in freight operations, improved connectivity, and stronger institutional capacity to support climate adaptation and infrastructure resilience across transport networks.

At this stage, no country has prioritised the activities under this pillar, and no implementation efforts have been undertaken. Both Georgia and Moldova are yet to incorporate these actions into their national plans. Given the complexity and technical nature of this pillar, targeted support will be essential to ensure effective implementation, as it represents one of the more challenging areas for all participating countries.

2.1.2 Road

Background

Road transport has a dominant share of the transportation market, offering flexibility and accessibility that other transport modes often cannot match. Despite challenges such as traffic congestion and environmental impact, road transport remains essential for economic development and social connectivity.

The Road Action Plan 2025-2027 for Observing Participants has been drafted in line with the specific needs and requirements of each of the three countries. Corresponding to the main thematic priorities agreed for the sector and described in more detail below, the Road Action Plan brings together a list of specific measures grouped under the following five key pillars:

- Establishing functioning and efficient road maintenance systems.
- ITS Deployment on the Core/Comprehensive Road Network.
- Enhancing road transport resilience and use of alternative fuels.
- Transposition and implementation of the road market and social acquis.
- Enhancing cooperation and experience exchange.

This Action Plan supports the transposition of the Transport Community Treaty Annex I.3 Rules applicable to road transport. The aim of the Road Action Plan extends beyond driving economic growth, seeking also to enhance the quality of life for citizens across the countries involved.

Building on the relevant work undertaken in the road sector, the measures included in the Road Action Plan reflect progress achieved, address the specific needs of individual participants, and incorporate updates of the relevant EU regulations.

The Transport Community Permanent Secretariat will support the implementation of the Road Action Plan in close cooperation with other key stakeholders such as the European Commission, EU Delegations (EU DEL(s)), and International Financing Institutions (IFIs).

Overall progress

Assessment of the overall implementation of the Road Action Plan up to October 2025 indicates that **Georgia** has made moderate to steady progress, achieving an overall score of approximately 47%, while at around 34% the **Republic of Moldova** made moderate progress. Ukraine is not included in the progress assessment, as no data has been received concerning the Road Action Plan due to the particular circumstances and challenges the country is facing.

Georgia demonstrates stronger performance and progress in pillars such as establishing a functioning and efficient road maintenance system, demonstrating significant progress above 80%. That said, progress in enhancing road transport climate resilience and the use of alternative fuels and ITS Deployment on Core/Comprehensive Road Networks remains slow at around 20%.

On the other side, despite making some progress in implementing the activities included in the Road Action plan and transposing several EU legal acts over the past year, the **Republic of Moldova's** overall progress remains slow. The highest scores were observed in the areas of enhancing cooperation and experience exchange (just under 70%). This is followed by the advances made in improving road transport climate resilience and the use of alternative fuels (just under 40%), and ITS Deployment on Core/Comprehensive Road Networks (around 33%).

Both countries continue to face significant challenges in implementing the activities under the Road Action plan and aligning with the EU acquis.

Overall, Georgia is ahead in implementation, but both countries require intensified efforts and continued support in order to meet the objectives of the Road Action Plan.

Overall progress in implementation of the Road Action Plan - October 2025

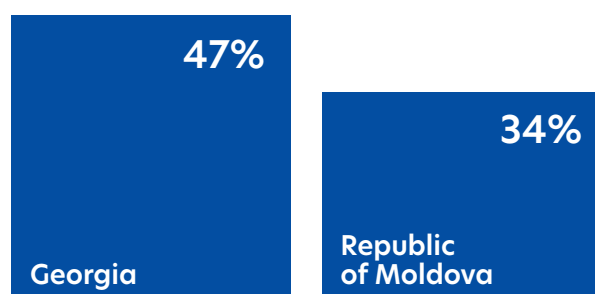


Figure 11. Overall progress in implementation of the Road Action Plan

Road Action Plan Pillar/Chapter	Progress per pillar up to October 2025	
	Georgia	Moldova
Establishing a functioning and efficient road maintenance system	83%	19%
ITS Deployment on Core/Comprehensive Road Networks	22%	33%
Enhancing road transport climate resilience and use of alternative fuels	17%	33%
Transposition and implementation of the road market and social acquis	N/A	7%
Enhancing regional cooperation and experience exchange	67%	11%
Overall progress	47%	8%

Establishing a functioning and efficient road maintenance system

Improper maintenance leads to unsafe and unreliable roads, significantly compromising public safety and transportation efficiency. Deteriorating road conditions increase the risk of accidents, cause vehicle damage, and result in traffic disruptions. Additionally, inadequate maintenance often leads to more frequent and costly repairs in the long run.

The actions within this pillar aim to enhance road infrastructure planning and management through multiannual maintenance planning, systematic data collection, asset condition assessment, and the establishment of Road Asset Management Systems (RAMS). The maintenance plan outlines scheduled activities, prioritises tasks, and allocates resources. Data collection utilises technologies like GIS to create a detailed inventory of road assets. Regular asset condition assessments will evaluate the physical state of infrastructure using standardised methodologies. RAMS integrates these processes into a cohesive framework for optimised decision-making and asset sustainability. Moreover, a Service Level Agreement (SLA) between the Ministry of Transport and Road Authorities/Public Enterprises formalises terms, responsibilities, and performance expectations.

Expected outcomes encompass improved efficiency, predictability, and sustainability of road infrastructure, leading to optimised budget allocation. The multiannual maintenance plan aims to reduce disruptions and enhance budget management. Established data collection systems will result in a more accurate and accessible database of road assets, supporting an informed decision-making process. Regular infrastructure condition assessment will ensure timely maintenance and prioritisation of tasks. Implementing RAMS will strengthen data-driven decisions, optimise investments, and improve the resilience and reliability of the road infrastructure. The SLA will streamline service provision, enhance service quality and efficiency, and promote transparent governance, ultimately leading to higher public satisfaction and better infrastructure performance. The overall outcome will be a better road network aligned with EU standards, as defined in Annex I of the Transport Community Treaty.

Georgia demonstrates significant progress with 83% of the pillar, while **Moldova** remains slow, achieving only 17%:

Establishing functioning and efficient road maintenance systems

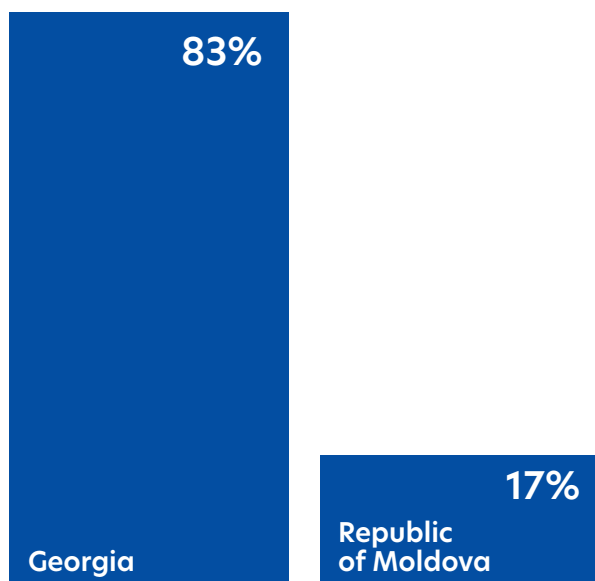


Figure 12. Establishing functioning and efficient road maintenance systems

ITS Deployment on the Core/ Comprehensive Road Networks

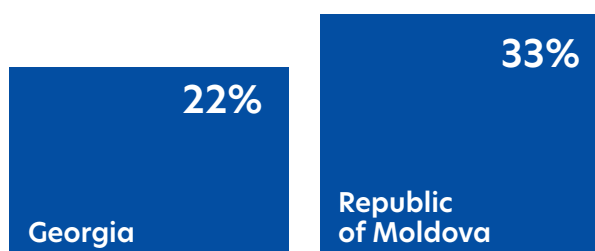


Figure 13. ITS Deployment on the Core/ Comprehensive Road Networks

ITS Deployment on Core/ Comprehensive Road Networks

Intelligent Transportation Systems (ITS) are essential for developing a modern and efficient road network, as they enhance traffic management, safety, and overall system performance. ITS helps optimise traffic flow, reduce congestion, and minimise travel delays, benefiting road users and network administrators.

The actions within this pillar aim to ensure the comprehensive integration of advanced technologies and data-driven solutions into transport infrastructure and operations, guided by a strategic framework to enhance safety, efficiency, and sustainability. This includes the adoption of an Intelligent Transport System (ITS) Strategy, the transposition of the ITS EU Directive and Delegated Regulations into national legislation, and the establishment of centralised platforms and organisational structures such as the National Access Point (NAP) and National Bodies. Together, these measures promote harmonisation, interoperability, and standardisation across the OPs, improve real-time traffic information services (RTTI), and facilitate the consistent implementation of potential interoperable electronic tolling systems once e-tolling systems are applied.

The establishment of a regulatory basis supporting the deployment of advanced ITS systems is expected to bring enhanced safety, efficiency, and sustainability. Improved real-time traffic information services will strengthen regional connectivity, benefiting mobility, commerce, and governance transparency.

In this pillar, Georgia demonstrates slow progress of 22%, while Moldova is slightly better, achieving moderate progress of 33%:

Enhancing road transport resilience and the use of alternative fuels

Enhancing road transport climate resilience and promoting alternative fuels are essential for creating a sustainable and future-ready road transport system. As climate change leads to more extreme weather events, improving infrastructure resilience ensures that roads remain safe and operational under challenging conditions. Simultaneously, transitioning to alternative fuels reduces the sector's carbon footprint, decreases dependency on fossil fuels, and contributes to cleaner air and environmental sustainability.

The actions within this pillar aim to enhance road transport climate resilience and the use of alternative fuels among the Observing Participants. They include the adoption of the European Commission Technical Guidance on climate-proofing infrastructure, implementing a Resilience Action Plan for Core and Comprehensive Road Networks, undertaking risk-based vulnerability interventions for TEN-T Networks, and enhancing the use of alternative fuels by deploying e-charging stations. These initiatives involve integrating climate risk assessments and adaptation measures into infrastructure projects, strengthening road networks against natural disasters, prioritising interventions based on risk assessments, and promoting electric vehicle uptake through the strategic deployment of charging infrastructure.

Expected outcomes include enhanced resilience in the face of climate change and natural disasters. Improved planning and design processes will lead to more robust and functional infrastructure networks. Additionally, an increased number of e-charging stations will contribute to reducing greenhouse gas emissions and air pollution, supporting environmental sustainability.

Within this pillar, **Georgia** demonstrates slow progress of only 17%, and **Moldova** moderate progress of 39%:

Enhancing road transport resilience and the use of alternative fuels

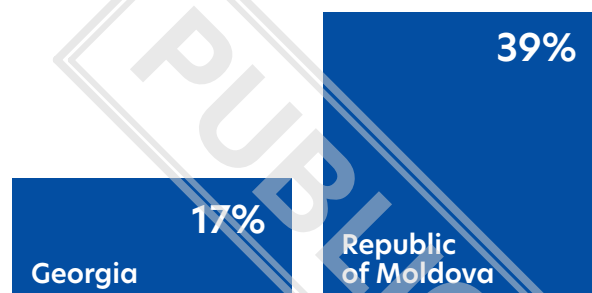


Figure 14. Enhancing road transport resilience and the use of alternative fuels

Transposition and implementation of the road market and social acquis

The transposition and implementation of the road market and social acquis primarily aim to ensure fair competition conditions and establish a level playing field within the sector, and to improve social conditions for employees covered by it, while enhancing overall road safety through provisions that regulate maximum driving times over various timeframes and mandate regular rest periods for drivers.

Implementing the actions outlined in this pillar of the action plan involves the development of a common transport policy, supported by the establishment of harmonised rules for access to the international road haulage market and by the definition of conditions under which non-resident hauliers may provide transport services. This will contribute to the smooth operation of the internal transport market. Another key aim is to ensure a coherent framework for the international carriage of passengers by coach and bus across the Member States and the Republic of Moldova, covered under bilateral agreements.

Expected outcomes comprise a robust and acquis-compliant road transport market that is competitive at the EU level and provides suitable conditions for businesses and fair competition among road transport operators. Additionally, a coherent regulatory framework for the international carriage of passengers by coach and bus will be established, alongside improved social conditions for employees. Ultimately, these efforts will contribute to the creation of a safe, efficient, and socially responsible road transport sector.

Under this pillar, **Moldova** demonstrates slow progress, with a rate of only 17%, while no progress is presented for **Georgia** as this action is not applicable to the country:

Transposition and implementation of the road market and social acquis



Figure 15. Transposition and implementation of the road market and social acquis

Enhancing cooperation and experience exchange

The actions within this pillar aim to enhance cooperation and improve efficiency in road network management among the Observing Participants. By participating in the Road Executive Networks, the Observing Participants will engage in consultation and coordination before adopting maintenance plans and ITS deployment. This collaborative approach ensures that best practices are shared, promoting a more cohesive and well-maintained road network.

Enhancing cooperation and experience exchange

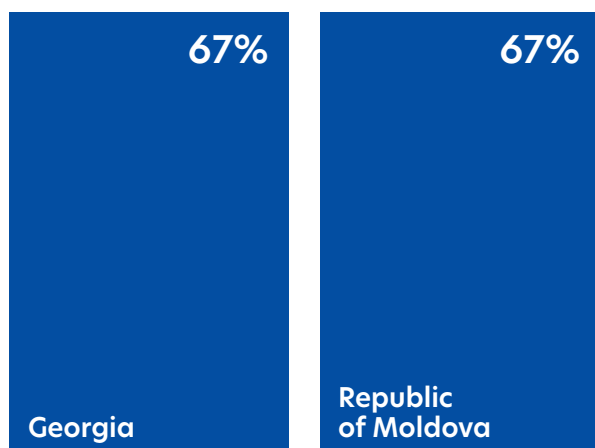


Figure 16. Enhancing cooperation and experience exchange

Additionally, stakeholders will benefit from capacity-building initiatives, such as workshops designed to exchange technical expertise and strengthen skills. These workshops will foster knowledge sharing, helping participants enhance their road management capabilities and implement more effective and sustainable infrastructure solutions.

The expected outcomes include the continued strengthening of collaboration and mutual understanding within the Established Road Executive Networks, thereby enhancing the effectiveness of joint initiatives. Strengthened human capacities will further support the wider dissemination and utilisation of technical expertise.

Both **Georgia and Moldova** demonstrate steady progress, achieving a rate of 67%.

2.1.3 Road Safety

Background

Road safety is important not only because it ensures the smooth functioning of transport systems but because it has a positive impact on the whole of society. It reduces the risk of accidents, saves lives, and prevents injuries, contributing to public health and lowering the societal and economic costs of road-related incidents. Currently, the Observing Participants are far from achieving the goal of reducing fatalities by 50% by 2030, with some regional partners demonstrating a worrying trend of growing fatality numbers. This requires immediate, well-targeted measures, aligned with best practices established at the international level.

The Road Safety Action Plan for the Observing Participants has been drafted according to the needs and requirements of each of the three countries. It is divided into five thematic chapters, described in more detail below, corresponding to the main thematic priorities agreed for the sector:

- Strengthening road safety management.
- Promoting safer infrastructure.
- Promoting the protection of road users (including speed management).
- Promoting the use of safer vehicles.
- Enhancing cooperation and experience exchange.

The Safe System Approach, the main feature of the Decade of Action in Road Safety for 2021-2030 and EU Road Safety Policy Framework 2021-2030, recognises that road transport is a complex system and places safety at its core. It also emphasises that humans, vehicles, and the road infrastructure must interact seamlessly to ensure high safety across the entire system.

The Road Safety Action Plan outlines recommended actions and best practices for preventing serious road injuries and fatalities. It emphasises the importance of a holistic approach to road safety and calls for continued improvements in road and vehicle design, the strengthening of legislation and law enforcement, and the provision of timely, life-saving emergency care for the injured.

The goal is to embed safety measures throughout every element of the road system so as to create a secure environment for all road users, including the most vulnerable (pedestrians, cyclists, and drivers).

Overall progress

The overall implementation of the Road Safety Action Plan as of October 2025 indicates that Georgia has made steady progress, achieving an overall score of approximately 67%, while the Republic of Moldova lags with moderate progress of around 35%. Ukraine is not included in the progress assessment, as no data has been received concerning the Road Safety Action Plan due to the particular circumstances and challenges currently facing the country.

Georgia demonstrates performance in pillars such as strengthening road safety management and promoting safer infrastructure, with implementation levels exceeding 80%. However, progress in promoting the protection of road users and the use of safer vehicles remains moderate, at around or slightly above 50%.

Despite making some progress in implementing the activities from the Road Safety Action plan over the past year, **Moldova's** overall progress remains moderate. The highest results are observed in the area of enhancing cooperation and experience exchange, with scores just under 70%, followed by moderate progress in promoting the use of safer vehicles and developing safer infrastructure, with implementation levels ranging from 33% to 44% respectively. Slow progress is recorded in strengthening road safety management and promoting the protection of road users below, with results remaining below 20%.

Both countries continue to face challenges in the implementation of activities under the Road Safety Action Plan and in aligning with the EU acquis.

Overall, Georgia is well ahead in implementation, but both countries require intensified efforts and continued support in order to meet the objectives of the Road Safety Action Plan.

Overall progress in implementation of the Road Safety Action Plan - October 2025

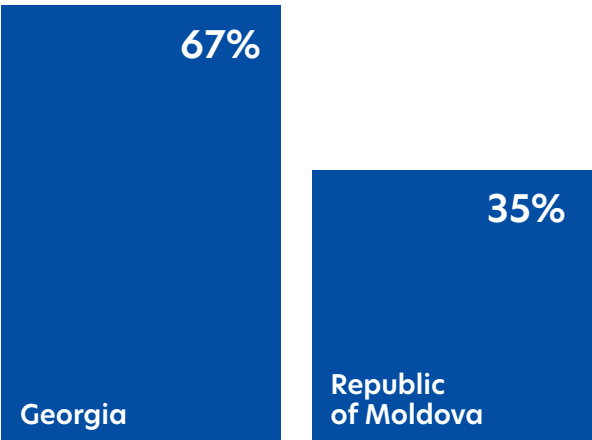


Figure 17. Overall progress in implementation of the Road Safety Action Plan

Road Action Plan Pillar/Chapter	Progress per pillar up to October 2025	
	Georgia	Moldova
Strengthening road safety management	83%	13%
Promoting safer infrastructure	80%	33%
Promoting the protection of road users (including speed management)	50%	17%
Promoting the use of safer vehicles	56%	44%
Enhancing cooperation and experience exchange	67%	67%
Overall progress	67%	35%

Road safety statistics for the Observing Participants (Georgia and Moldova) show a fluctuating trend in the number of fatalities over recent years. The overall number of deaths increased slightly, from 639 in 2023 to 653 in 2024, representing a rise of 14 fatalities, or 2.19%. In **Georgia**, the number of fatalities increased marginally by 0.45 %, from 442 in 2023 to 444 in 2024, while in the **Republic of Moldova**, the increase was 6.09 %, from 197 deaths in 2023 to 209 in 2024.

Observing Participants	2019	2020	2021	2022	2023	2024
Georgia	481	450	449	430	442	↑ 444
Republic of Moldova	277	244	254	217	197	↑ 209
Ukraine	No data provided					
Observing Participants (Georgia and the Republic of Moldova)	758	694	703	647	639	↑ 653

Strengthening road safety management

To enhance road safety management, several critical measures must be implemented. Establishing a Lead Road Safety Agency serves as the cornerstone of these actions, ensuring centralised monitoring and coordination. The agency will streamline efforts across various stakeholders under the supervision of Competent Authorities, enhancing efficiency and accountability in implementing road safety measures.

A critical aspect concerns improving systematic data collection on road traffic fatalities and serious injuries, according to EU standards such as the CARE data model (also known as the Common Accident Data Set (CADaS) protocol). By consolidating and enhancing data quality, authorities can accurately assess trends, identify high-risk areas, and shape interventions accordingly. Meeting criteria for integration into the EU CARE database further reinforces transparency and benchmarking against international best practices. Introducing the Maximum Abbreviated Injury Scale (MAIS) 3+ and trauma registries strengthens the system's capacity to promptly address serious injuries, ensuring a holistic approach to road safety that prioritises prevention and response measures.

Strengthening road safety management

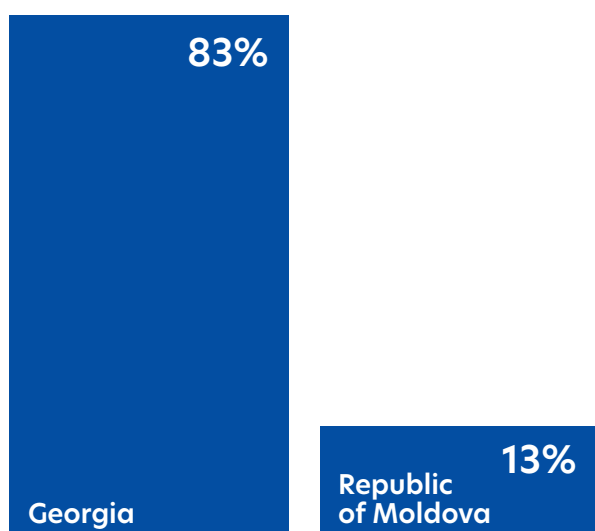


Figure 18. Strengthening road safety management

The development of a comprehensive Road Safety Strategy and Action Plan to reduce fatal and serious injuries by 50% by 2030 – in line with both EU and UN frameworks – is imperative, reflecting a commitment to reducing road accidents through evidence-based measures. Through these pillars, a cohesive and proactive approach emerges, poised to significantly mitigate road traffic risks and save lives.

Expected outcomes include a strengthened institutional framework and enhanced data collection systems, supported by a more robust structure of governance. This will enable effective coordination and implementation of safety measures, leading to improved oversight and evaluation of initiatives. As a result, the system will ensure timely adjustments and continuous improvements where needed.

In this area, **Georgia** demonstrates significant progress, with a rate of 83%, while **Moldova** remains slow, with implementation scores of only 13%:

Promoting a safer infrastructure

Promoting a safer road infrastructure is secured through the rigorous implementation of key EU Directives, which aim to enhance road network safety and minimise risks for all users. Directive 2008/96/EC, alongside its 2019 amendment (Directive (EU) 2019/1936), constitutes the key framework for road infrastructure safety management. These directives mandate comprehensive safety assessments and management practices across road networks, establishing consistent standards in identifying and mitigating hazards. By adhering to these directives, authorities can systematically enhance infrastructure resilience, promote safer road conditions, and ultimately reduce the frequency and severity of accidents.

In addition, Directive 2004/54/EC sets stringent safety requirements for tunnels, ensuring they meet minimum safety standards to protect users during transit. These measures encompass everything from lighting and ventilation to emergency response preparedness, fostering a secure environment in tunnels across the TEN-T network.

Moreover, establishing and enforcing appropriate speed limits, supported by advanced safety measures such as road signs, speed cameras, and speed-restricting mechanisms, is an essential component of a comprehensive road safety strategy. These measures not only promote compliance with regulations but also enhance awareness and accountability among drivers, contributing significantly to overall road safety outcomes.

In this area, expected outcomes include the successful implementation of the Road Infrastructure Safety Management and Tunnel Safety EU Directives, which will minimise the risk of road accidents and enhance overall transportation safety. This, in turn, will contribute to the development of an infrastructure that meets regulatory requirements and establishes a secure and reliable transportation network that prioritises the well-being and safety of all users.

Georgia demonstrates significant progress, achieving an implementation rate of 80%, while **Moldova** remains moderate, with a score of 33%:

Promoting safer infrastructure

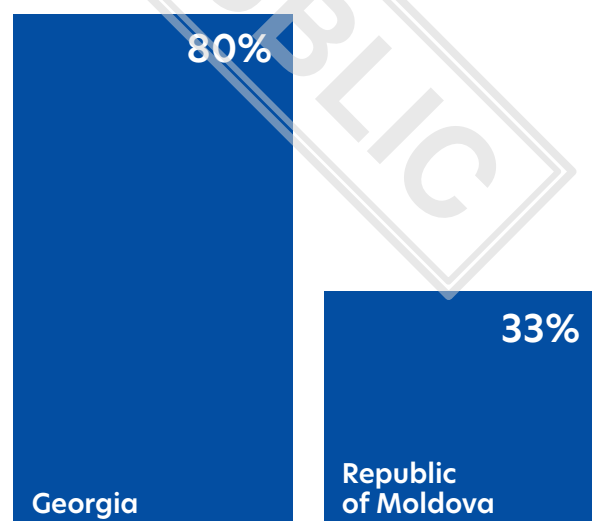


Figure 19. Promoting safer infrastructure

Promoting the protection of road users (including speed management)

Ensuring the safety of vulnerable road users demands a multifaceted approach centred on targeted programmes and infrastructure enhancements. Key initiatives include developing specific protection programmes for powered two-wheelers and addressing their unique safety challenges through education and infrastructure improvements.

Enhancing the safety of pedestrians, cyclists, and motorcyclists involves a comprehensive infrastructure design that integrates dedicated lanes, crossings, and traffic calming measures, coupled with stringent speed management protocols. Effective enforcement of road safety measures is critical for reducing unsafe behaviours, including speeding, impaired driving and distracted driving, thereby protecting vulnerable road users from preventable risks. Moreover, continuous education and training initiatives are essential for promoting responsible road behaviour, particularly among novice drivers, motorcyclists, and professional drivers, reinforcing compliance with traffic rules and fostering a culture of road safety.

Expected outcomes include significantly strengthening responsible driving and adherence to safety regulations, achieved through enhanced awareness campaigns, education programmes, and rigorous enforcement of traffic laws. Additionally, improvements in road safety will be supported by better road designs, the installation of appropriate signage and barriers, and effective speed management measures.

In this area, **Georgia** demonstrates moderate to steady progress, with an implementation rate of 50%, while **Moldova's** progress is slow, reaching only 17%.

Promoting the protection of road users

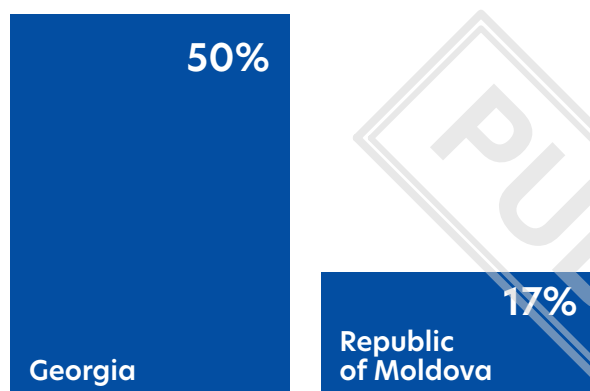


Figure 20. Promoting the protection of road users

Promoting the use of safer vehicles

Enhancing vehicle safety standards is essential for protecting all road users. Central to this effort is the promotion and enforcement of safety measures, ensuring that vehicles meet stringent criteria for occupant protection. This includes equipping vehicles with essential safety features such as seat belts, airbags, and advanced active safety systems, which are crucial in mitigating injury risks during accidents.

Promoting the use of safer vehicles

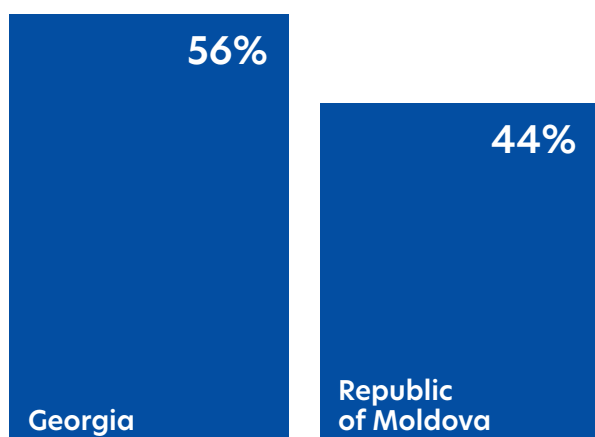


Figure 21. Promoting the use of safer vehicles

Moreover, as ITSs become increasingly integrated, it is imperative to ensure their compatibility and interoperability with EU standards, particularly systems like eCall and 112 emergency services. Supporting the harmonisation of EU regulations further strengthens vehicle safety across borders, including comprehensive standards for the homologation of motor vehicles, trailers, motorcycles, and agricultural vehicles. By adhering to these measures and enhancing cooperation, stakeholders can collectively advance vehicle safety and contribute to a safer and more resilient road network for all.

Expected outcomes include a significant increase in the number of vehicles equipped with advanced safety features, such as airbags and anti-lock braking systems (ABS), leading to a substantial reduction in road accidents. Additionally, ensuring compatibility and interoperability among emergency systems will further enhance overall road safety.

In this area, **Georgia** demonstrates steady progress, with a rate of 56%, while **Moldova** shows moderate progress of 44%:

Enhancing cooperation and experience exchange

The proposed measure will facilitate a more cohesive approach to road safety across the region, promoting uniform standards and practices that prioritise the prevention of road traffic accidents. By fostering the exchange of experiences and best practices, the initiative aims to enhance the knowledge gained from EU Member States and other partner regions, leading to interventions tailored to local needs.

Expected outcomes include greater capacities and knowledge among the Observing Participants, leading to improved policy-making processes. This enhancement is expected to significantly reduce the number of road accidents, serious injuries, and fatalities.

Both **Georgia and Moldova** demonstrate steady progress, with a rate of 67%.

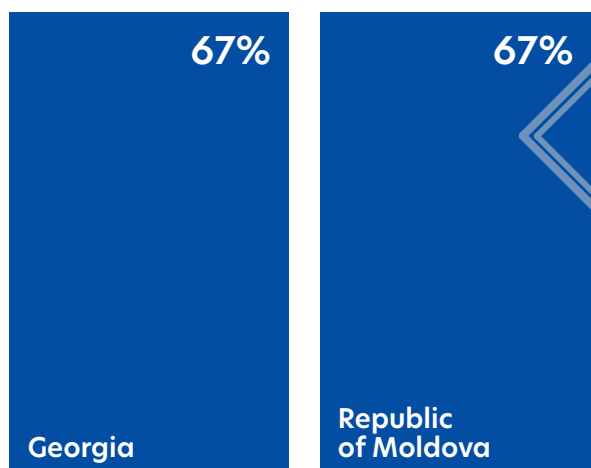


Figure 22. Enhancing cooperation and experience exchange

2.1.4 Waterborne Transport and Multimodality

Background

The Waterborne Transport and Multimodality Action Plan for Moldova, Ukraine, and Georgia outlines a strategic roadmap to align these countries with EU standards in maritime and inland waterway transport, as per Annex I.4 and I.5 of the Treaty establishing the Transport Community. Its primary aim is to enhance regional integration, sustainability, and multimodal connectivity. The structure of the Action plan covers four pillars:

- Promoting green and smart waterborne transport.
- Promoting a safe and secure waterborne transport.
- Improving navigability, port infrastructure and multimodal systems.
- Increasing the attractiveness of working in the waterborne sector.

Its key objectives include transposing EU legislation, deploying smart technologies like RIS and VTMS, upgrading port facilities, and integrating waterborne transport into the broader logistics chain. The plan also supports decarbonisation, digitalisation, and improved working conditions in line with the European Green Deal and the TEN-T framework.

Overall progress

The overall implementation of the Action Plan on Waterborne and Multimodality reveals that Georgia has made moderate progress with an overall score of approximately 50%, while Moldova trails behind with around 25%. Relevant information concerning Ukraine's priorities and timelines was received only recently, shortly before the preparation of this report. The Action Plan containing the relevant actions for Ukraine is included in this document for the first time, but the country is not included in the assessment.

Georgia shows relatively stronger performance in areas such as increasing the attractiveness of working in the waterborne sector and improving navigability and port infrastructure, though its progress in green and smart waterborne transport and safe and secure transport remains partial. While having completed or partially implemented several legislative transpositions, Moldova demonstrates uneven advancement across pillars, with the highest score achieved in the attractiveness of the sector and the lowest in green and smart transport. Both countries face challenges in aligning with EU standards, particularly in sustainability, multimodality, and cybersecurity, and many deadlines remain "to be determined," indicating delays or lack of clarity in planning.

Overall, Georgia is ahead in implementation, but both countries require intensified efforts and clearer timelines to meet the Action Plan objectives.

Overall progress in the implementation of the Action Plan for Waterborne and Multimodality as of 2025

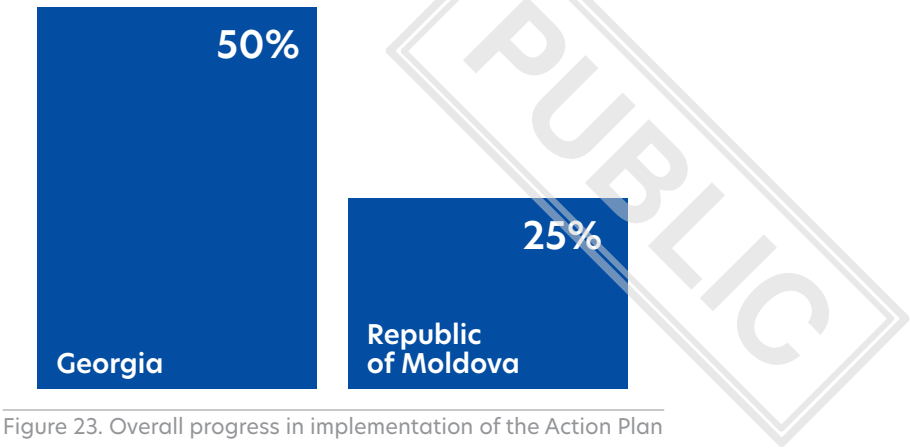


Figure 23. Overall progress in implementation of the Action Plan

Waterborne Transport and Multimodality Action Plan Pillar/Chapter	Progress per pillar	
	Georgia	Moldova
Promoting green and smart waterborne transport	42%	15%
Promoting safe and secure waterborne transport	33%	27%
Improving navigability, port infrastructure and multimodal systems	44%	17%
Increasing the attractiveness of working in the waterborne sector	80%	40%
Overall progress	50%	25%

Georgia has had more consistent success across all pillars, particularly in enhancing infrastructure and the sector’s attractiveness. Moldova’s slower pace is attributed to delays in legislative transposition and limited advancement in digitalisation and sustainability.

All Observing Participants face distinct challenges in implementing the Action Plan. The Republic of Moldova must strengthen its institutional capacity, improve port infrastructure, and fully transpose safety-, security-, and sustainability-related legislation to exit the Paris MoU Blacklist and meet EU standards. Georgia, while more advanced in several areas, still needs to ensure full transposition of cybersecurity and social legislation, complete its Port Community System, and maintain momentum in green ports development. Across the board, sustained technical assistance, investment, and regional cooperation will be essential to ensure successful implementation and integration into the EU transport ecosystem.

Promoting green and smart waterborne transport

The actions in this pillar focus on decarbonising the sector and integrating smart technologies. It includes measures to reduce emissions, promote renewable and low-carbon fuels, implement digital systems (e.g., RIS, VTMS, PCS), and develop “green ports.” The aim is to enhance environmental sustainability, efficiency, and digital integration into multimodal logistics chains.

Georgia completed actions like the transposition of Directive (EU) 2019/883 and achieved almost full implementation of digital systems. **Moldova** trails behind, with most actions either pending or only partially initiated.

Promoting safe and secure waterborne transport

This pillar addresses safety, security, and environmental protection. It includes aligning with international frameworks (e.g., SOLAS, ISPS), improving fleet performance, strengthening port and flag state control, and enhancing cybersecurity. The goal is to eliminate substandard shipping and ensure high safety standards for passengers, crew, and the environment.

Both countries show moderate progress, but Georgia is slightly ahead. Georgia has partially implemented key safety directives and made progress in waterborne security. Moldova has taken steps to exit the Paris MoU blacklist and has initiated the transposition of safety legislation, but cybersecurity remains unaddressed in the case of both countries.

Improving navigability, port infrastructure and multimodal systems

The actions within this pillar are aimed at supporting infrastructure upgrades such as dredging, terminal modernisation, and improved cargo handling. It also promotes seamless multimodal integration with rail and road networks, aiming to reduce transit times, increase port efficiency, and strengthen supply chain resilience.

Georgia’s progress is driven by active port development projects in Anaklia and Poti, while Moldova has only initiated planning for future upgrades. Moldova’s lack of progress in regulatory alignment and multimodal integration contributes to its low score. Georgia’s infrastructure investments and operational improvements give it a clear advantage.

Promoting green and smart waterborne transport

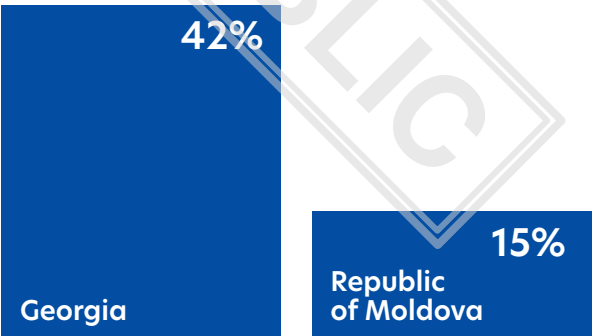


Figure 24. Promoting green and smart waterborne transport

Promoting safe and secure waterborne transport

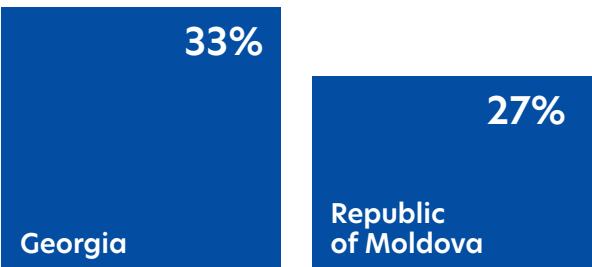


Figure 25. Promoting Safe and Secure Waterborne Transport

Improving navigability, port infrastructure and multimodal systems

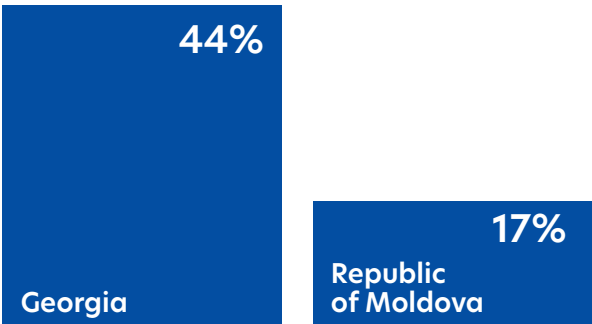


Figure 26. Improving navigability, port infrastructure and multimodal systems

Increasing the attractiveness of working in the waterborne sector

This pillar aims to improve working conditions, standardise training and certification, and attract skilled professionals. It supports compliance with the Maritime Labour Convention and EU directives on crew qualifications and working hours. The goal is to address labour shortages and enhance the sector's appeal among younger generations.

This is the strongest pillar for both countries, with Georgia leading due to completing the transposition and implementation of legislation related to the minimum level of training for seafarers. Moldova has made moderate progress, especially in crew working hours and professional qualification recognition, but remains behind in full implementation and institutional capacity building.

Increasing the attractiveness of working in the waterborne sector

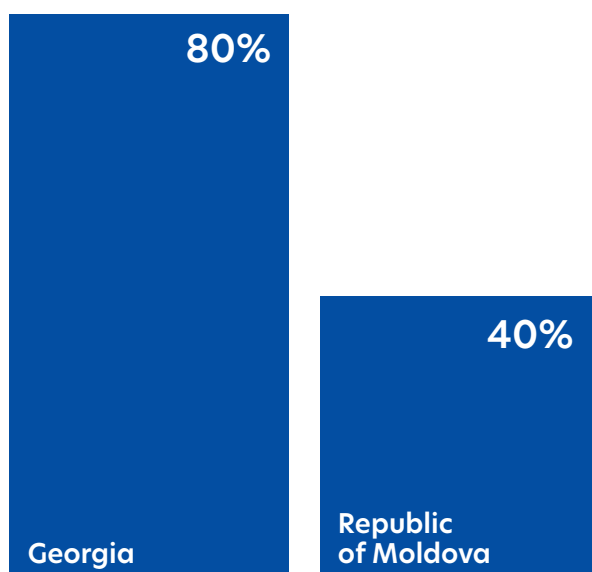


Figure 27. Increasing the attractiveness of working in the waterborne sector

2.2 Georgia



2.2 Georgia

2.2.1 Rail

Overall summary

Georgia has made moderate progress in implementing the actions outlined in the Rail Action Plan, achieving an overall implementation rate of 33%. During the reporting period, the country focused primarily on activities related to train driver licensing and railway safety, particularly the transposition and implementation of actions under those pillars.

Although many activities under the market access pillar have not yet started, Georgia has developed a clear, three-phase plan for implementing the broader railway transport reform.

The overall progress in implementing the rail action plan across the eight pillars is at different stages and remains uneven in terms of transposition, preparation, and implementation.

Progress by measures

Market access

Georgia has already transposed all necessary provisions regarding the opening of the railway market at the domestic level, but implementation is expected during the third phase of the Rail Transport Reform (2026-2027).

Georgia has already established a Licensing Body, a National Safety Authority, and a National Investigation Body, however, a Rail Regulatory Body and a Designated Body have not yet been established.

The implementation of the five-year Public Service Contract (PSC) is currently in progress; however, an award procedure will need to be conducted for future contracts.

Market access

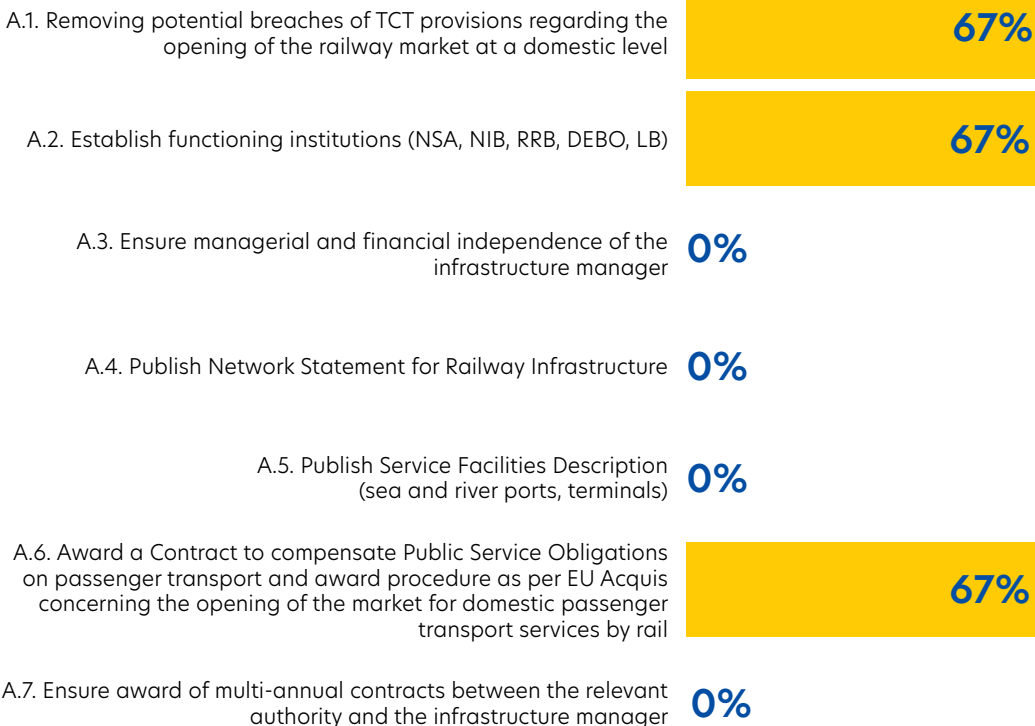


Figure 28. Market access - Georgia

Passenger Rights

Regulation (EU) 2021/782 on rail passengers' rights and obligations is partially aligned with the Railway Code. The Railway Transport Agency, as the National Enforcement Body, is responsible for overseeing the protection of passenger rights.

Passenger rights

A.1. Approximation and implementation of Regulation 2021/782 on rail passengers' rights and obligations

33%

Figure 29. Passenger rights - Georgia

Train Driver Licensing

The TCT Annex I on the certification of train drivers operating locomotives and trains on the railway system has been partially transposed into Georgian legislation. The only provisions not yet transposed relate to the language requirements outlined in Annex VI of the Directive. The Railway Transport Agency has already issued over 900 train driver licences and has also developed an electronic platform.

Train driver licensing

A.1. Transpose and implement EU Acquis on the certification of train drivers operating locomotives and trains on the railway system

67%

A.2. Transpose and implement EU Acquis on models for train driving licences, registers, complementary certificates, certified copies of complementary certificates, examination centres and application forms for train driving licenses

100%

Figure 30. Train driver licensing - Georgia

Interoperability

The TCT Annex I related to interoperability actions is planned to be transposed in 2027. Consequently, no progress has been made under this pillar in Georgia so far.

Railway Safety

According to information provided by the Georgian side, Directive (EU) 2016/798 on railway safety has been fully transposed into the Railway Code and the Resolution on the Approval of the Railway Safety Rules. A transitional period was established until 20 June 2025. The provisions related to the SMS have already been transposed, and implementation commenced earlier this year. It is expected that the Railway Transport Agency will issue the authorisation and safety certificate to JSC Georgian Railway by the end of 2025.

Railway safety

A.1. The legislative, regulatory or other activities to achieve mutual recognition at the regional level of operating licenses, train driver licenses, safety certificates, and vehicle authorisation

67%

A.2. Safety Management System implemented

67%

A.3. Entity in charge of vehicle maintenance, certified maintenance workshops

0%

Figure 31. Railway safety - Georgia

Modernisation of the rail network infrastructure

Under this pillar, Georgia has made modest progress: the National Transport and Logistics Strategy (2023-2030) and the Action Plan (2025-2026) were prepared. Georgia must now focus on actions that will support the modernisation of its rail infrastructure.

Modernisation of the rail network infrastructure

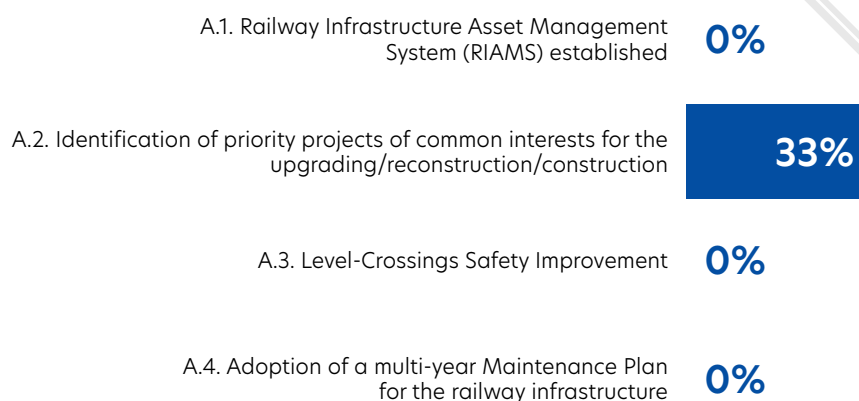


Figure 32. Modernisation of rail network infrastructure – Georgia

Cooperation within the region

The Memorandum of Understanding (MoU) establishing the Regional Network of Safety Authorities, Investigation Bodies, and Railway Regulatory Bodies was signed on 29 May 2025 in Podgorica. Ukraine, the Republic of Moldova, and Georgia, along with their respective institutions, are participating as observers in accordance with the provisions of the MoU. This forms the basis for future cooperation with the Western Balkans.

Cooperation within the region

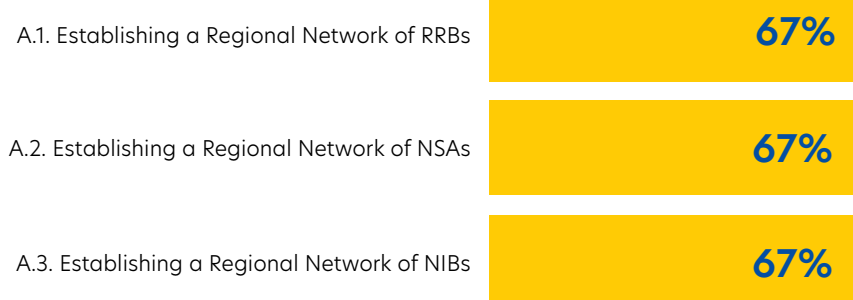


Figure 33. Cooperation within the region – Georgia

Sustainable and multimodal measures

For actions under this pillar, Georgia reported that at this stage, no specific measures have been developed for implementation. Further details regarding enforcement mechanisms are expected to be clarified upon completion of the third phase of the Rail Transport Reform (2026-2027).

Recommendations

With an overall implementation rate of **33%**, Georgia has made moderate progress in aligning its railway sector with EU standards. To accelerate progress, a stronger focus is required across all key pillars:

- **Market access** – Begin early preparations for 2026-2027 market-opening measures and establish the missing Designated Body and Regulatory Body to complete the institutional setup.
- **Passenger rights** – Fully align with Regulation (EU) 2021/782, address legal gaps in the Railway Code, and improve public awareness of passenger rights.
- **Train driver licensing** – Resolve remaining transposition issues, including language requirements under Directive 2007/59/EC.
- **Interoperability** – Create a roadmap for 2027 legislation transposition, launch stakeholder engagement, and work with the EU Agency for Railways (ERA). Ensure full implementation of Safety Management Systems.
- **Railway safety** – Improve the Railway Transport Agency's capacity for issuing safety certificates and strengthen safety monitoring systems.
- **Modernisation of the rail infrastructure** – Develop a national rail strategy identifying projects for TEN-T upgrades, new construction, level crossing modernisation, and prioritised investments in interoperability and safety (e.g. signalling and track repairs), supported by a clear maintenance plan with timelines and funding.
- **Sustainable and multimodal measures** – Establish an action plan for sustainable and multimodal transport initiatives aligned with the EU Green Deal and begin integrating rail with other transport modes to enable efficient, low-emission logistics chains.

2.2.2 Road

Overall summary

The infrastructure maintenance-related measures in the Road Action Plan complement ongoing efforts to develop the TEN-T Road Network in the Observing Participants, in line with the standards established in Regulation (EU) No. 1679/2024. Alongside the implementation of major investment projects, addressing road maintenance challenges will significantly contribute to improving road infrastructure on the indicative extension of the Core and Comprehensive TEN-T Network in Georgia.

Climate resilience-related measures are also aligned with the revised TEN-T Regulation. At the same time, establishing a robust strategic and legal framework for ITS deployment is consistent with the provisions of the relevant EU acquis.

The deployment of e-charging stations every 60 km, following Regulation (EU) 1804/2023, will not only improve compliance with TEN-T standards but also significantly contribute to general transport decarbonisation goals.

Transposition and implementation of the road market and social acquis was not recognised by Georgia as an action to be included within the Road Action Plan, and therefore it is not presented.

Finally, maintaining a strong focus on capacity-building activities across all areas of this Action Plan is a critical prerequisite for ensuring its implementation. High-level support for these measures, facilitated through discussions during the regular meetings of the Network of Road Executives and the work of the Road Technical Committee, remains essential.

Progress by measures

Establishing a functioning and efficient road maintenance system

Under this pillar, Georgia has made strong progress in planning and system establishment, including the adoption of a multiannual plan and the establishment of a Road Asset Management System (RAMS). Moderate progress has been achieved in data collection and condition surveys, while no progress has been recorded in the establishment of Service Level Agreements and the adoption of a maintenance strategy.

Establishing a functioning and efficient road maintenance system

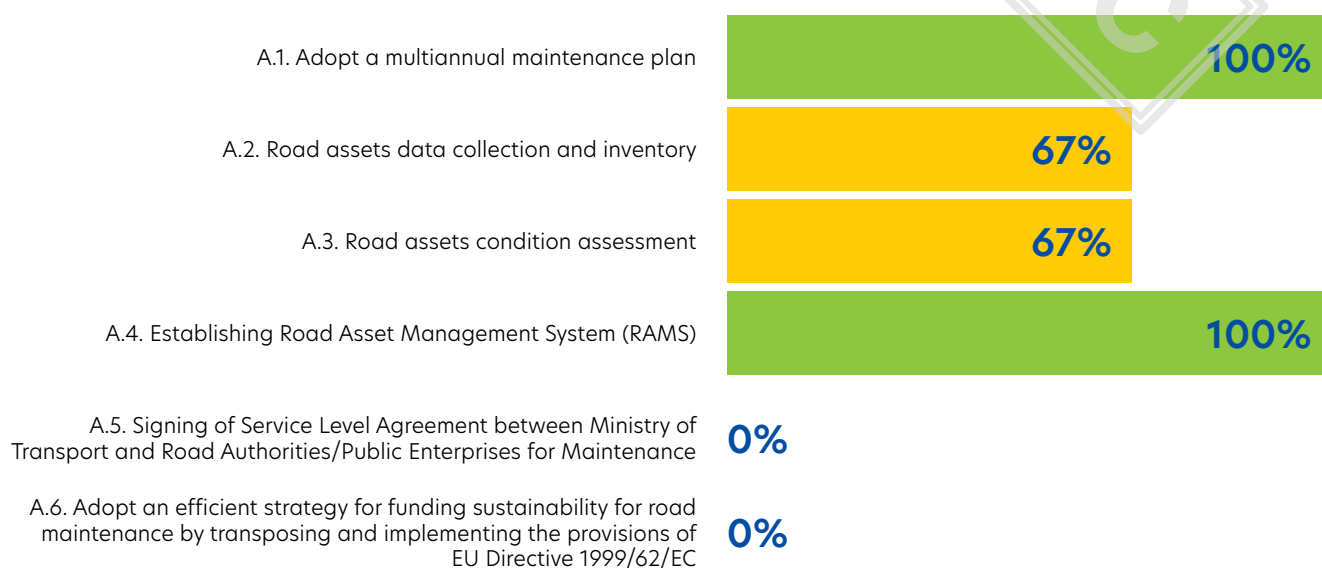


Figure 34. Establishing a functioning and efficient road maintenance system

ITS Deployment on the Core/Comprehensive Road Networks

Under this pillar, Georgia has made initial progress (about one-third completion) across most ITS-related measures. However, the core EU ITS Directive has not yet been transposed, remaining a key prerequisite for further advancement.

ITS Deployment on Core/Comprehensive Road Networks



Figure 35. ITS Deployment on Core/Comprehensive Road Networks

Enhancing road transport resilience and the use of alternative fuels

Under this pillar, Georgia has initiated limited actions on climate resilience (33% progress in undertaking risk-based vulnerability interventions), while no progress has yet been made on planning, policy adoption and alignment, or the promotion of alternative fuels.

Enhancing road transport climate resilience and the use of alternative fuels

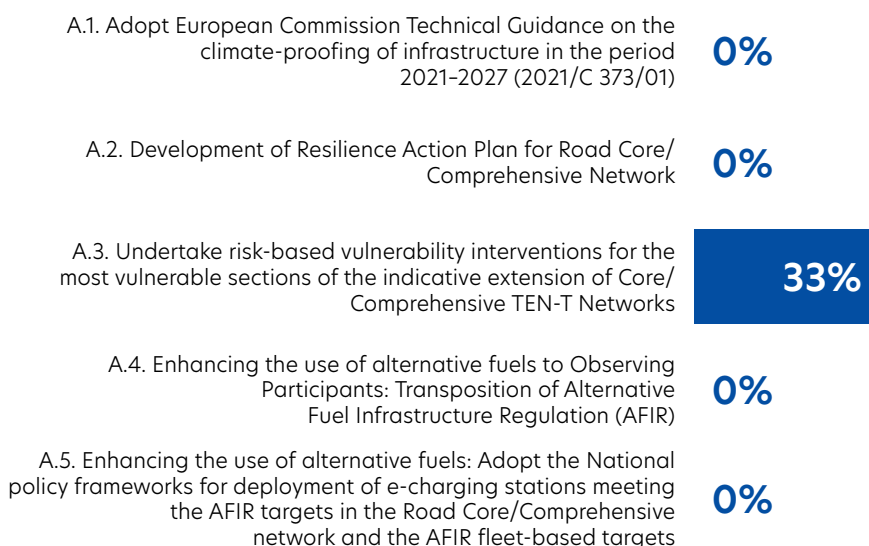


Figure 36. Enhancing Road transport climate resilience and the use of alternative fuels

Enhancing cooperation and experience exchange

Under this pillar, Georgia has made solid progress in building cooperation mechanisms and identifying knowledge-sharing needs (about two-thirds completion). However, further efforts are required to reach full implementation.

Enhancing cooperation and experience exchange

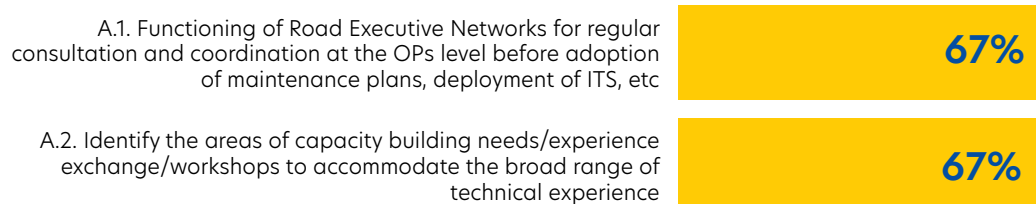


Figure 37. Enhancing cooperation and experience exchange

Recommendations

Establishing a functioning and efficient road maintenance system

- Strengthen the road maintenance system through the establishment of Service Level Agreements and the development of a funding strategy.
- Complete data collection and condition assessment needed for planning and management.
- ITS Deployment on the Core/Comprehensive Road Networks
- Accelerate the legal transposition of the ITS Directive.
- Strengthen coordination and resource allocation to improve progress on actions 1, 4, 5, and 6.
- Develop an ITS Implementation Roadmap with clear responsibilities, focusing on completing partial progress actions and prioritising the legal and technical framework needed for deployment.
- Foster inter-institutional collaboration and secure the political commitment necessary to drive the adoption of ITS regulations and frameworks, especially in areas that involve multi-level governance (national, local, EU).

Enhancing road transport resilience and the use of alternative fuels

- Adopt EU climate-proofing guidance and develop a Resilience Action Plan, which together form the foundation for ensuring the infrastructure is adequately prepared to withstand the impacts of climate change
- Leverage the partial progress made on risk-based vulnerability interventions by scaling up efforts across all vulnerable road sections and integrating findings into national planning.
- Urgently transpose the Alternative Fuel Infrastructure Directive and adopt national policy frameworks for e-charging stations to align with EU sustainability goals and reduce transport emissions.
- Seek EU funding instruments (e.g., CEF, Green Deal) and technical assistance to facilitate infrastructure upgrades, with a particular focus on enhancing resilience and promoting the deployment of alternative fuels.
- Define responsible institutions, timelines, and performance indicators for each action to ensure steady progress and alignment with EU targets for 2027 and beyond.

Enhancing cooperation and experience exchange

- Formalise Road Executive Networks under the relevant authority (potentially the Ministry of Regional Development and Infrastructure – MRDI) to coordinate national, regional, and local (municipal) road authorities.
- Organise consultations before the adoption of maintenance plans or the deployment of Intelligent Transport Systems (ITS).
- Develop an online collaboration platform (possibly integrated with the Road Asset Management System, RAMS) for sharing technical standards, road condition data (inventory), and planned works.
- Increase cooperation with regional initiatives (EaP, TRACECA, TEN-T corridors, etc.) to ensure alignment with EU standards and cross-border projects.
- Conduct a national skills gap assessment to identify training needs among engineers, planners, and municipal road officers and develop specialised training modules, study visits, and peer-to-peer exchanges with EU countries that successfully transitioned to EU road management standards.
- Present identified needs to international donors and initiatives (EU, EIB, World Bank, EBRD, EaP, etc.) with a view to securing funding for workshops and training programmes.

2.2.3 Road Safety

Overall summary

Implementing the comprehensive measures outlined in the road safety action plan is expected to contribute towards the goal of reducing serious injuries and fatalities.

Establishing a dedicated road safety executive body plays a crucial role in centralising efforts, enhancing coordination among stakeholders, and ensuring the implementation of evidence-based policy measures and interventions informed by data-driven insights.

Improving road infrastructure involves upgrading roads, intersections, and pedestrian crossings to meet safety standards, which, coupled with enhanced speed management, should reduce the number and severity of road accidents. These enhancements not only improve traffic flow but also mitigate the risks associated with poor road conditions, directly reducing fatalities and injuries.

Preparing specific programmes for the protection of vulnerable road users – such as pedestrians, cyclists, and motorcyclists – through measures including safer infrastructure (dedicated bike lanes and safe crossings), enhanced visibility measures, awareness campaigns, speed management, and stricter enforcement for other road users (cars, vans, lorries, etc) aims to reduce their involvement in road accidents.

Finally, capacity-building initiatives aimed at educating stakeholders and empowering local communities to enforce safety measures effectively contribute to continuous improvements in road safety outcomes.

Strengthening road safety management

Under this pillar, Georgia has made strong progress in road safety, with several key measures fully completed (notably data collection, criteria for joining the EU CARE database, EU alignment on KPIs, and a national strategy). However, institutional coordination and injury data systems are well advanced but not yet fully implemented.

Strengthening road safety management

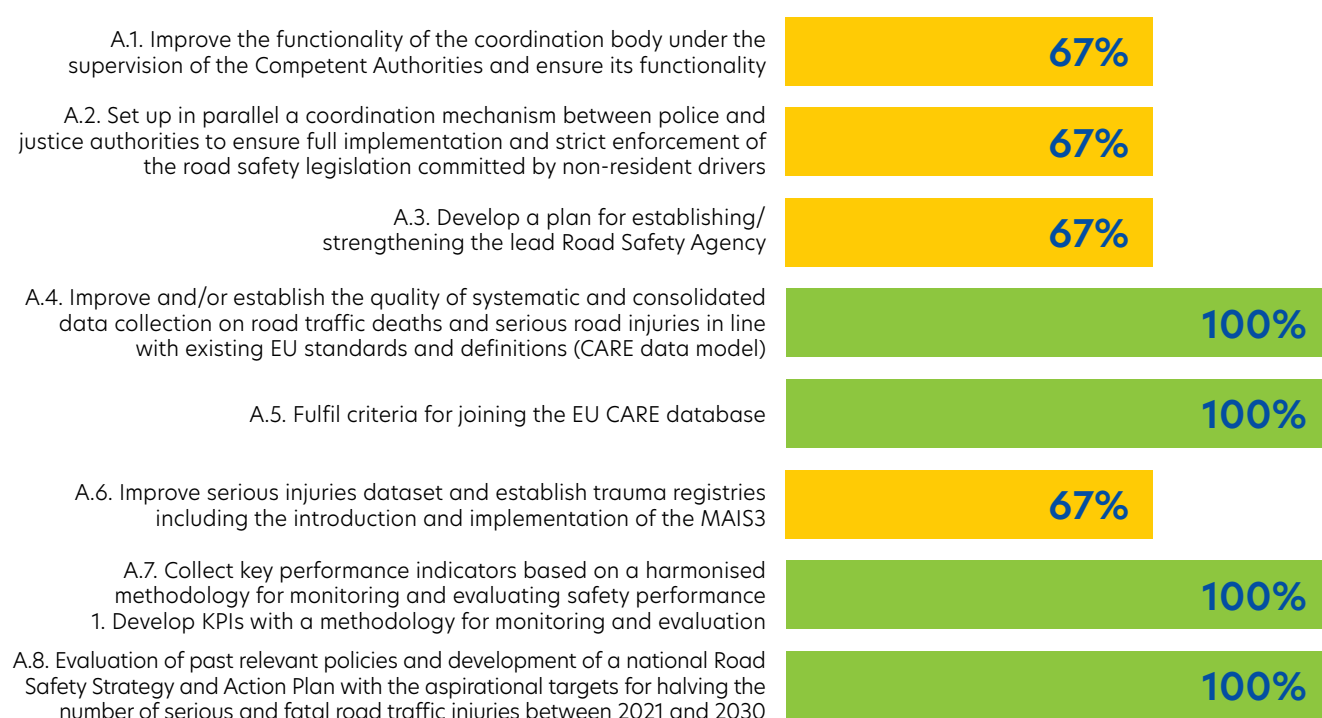


Figure 38. Strengthening road safety management

Promoting safer infrastructure

Under this pillar, Georgia has already completed key EU-aligned minimum infrastructure safety requirements on tunnels and auditor licensing, but still needs to strengthen road safety management implementation, high-risk section treatment, and the enforcement of safe speed limits.

Promoting safer infrastructure

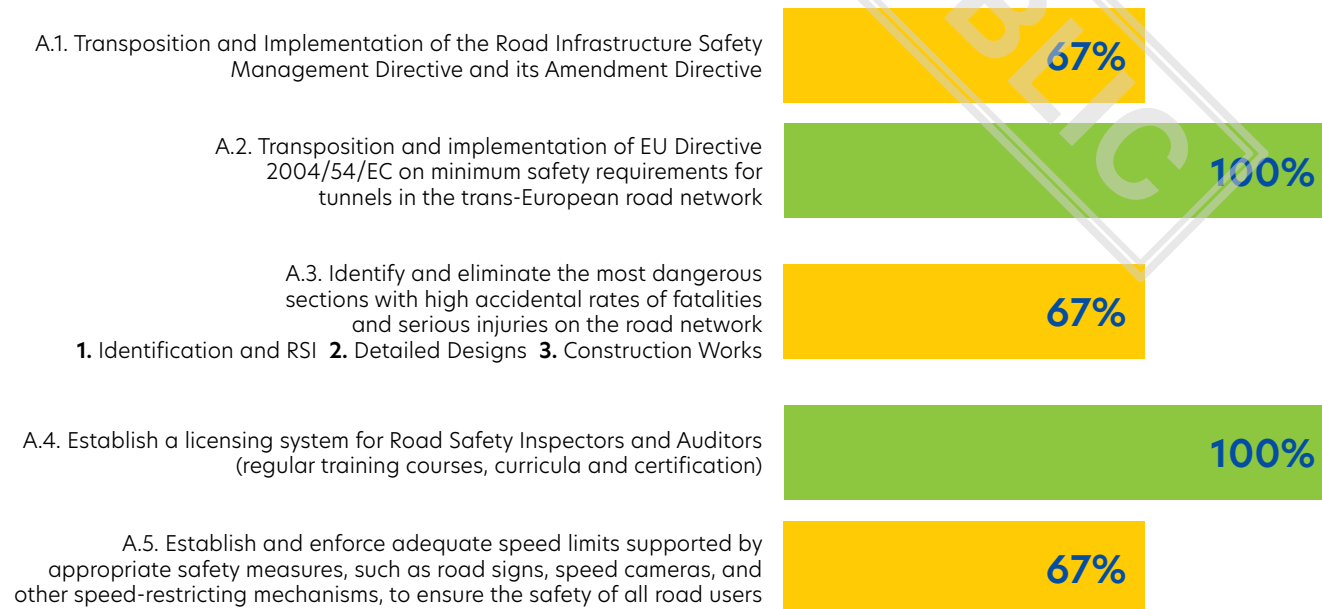


Figure 39. Promoting safer infrastructure

Promoting the protection of road users (including speed management)

Under this pillar, Georgia has advanced strongly in education and awareness, made solid progress in enforcement against unsafe behaviour, but remains behind in protecting vulnerable users and aligning licence requirements and cross-border enforcement measures.

Promoting the protection of road users

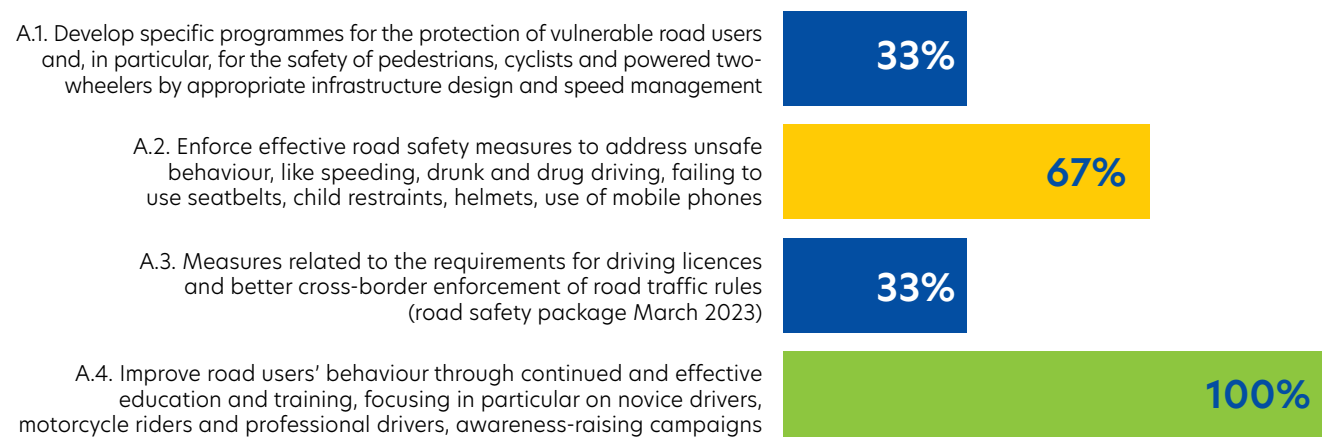


Figure 40. Promoting the protection of road users

Promoting the use of safer vehicles

Under this pillar, Georgia has made considerable advancements in strengthening roadworthiness, vehicle safety standards, and ITS application, but progress in aligning with EU vehicle safety regulations remains limited.

Promoting the use of safer vehicles



Figure 41. Promoting the use of safer vehicles

Enhancing cooperation and experience exchange

Under this pillar, Georgia is progressing well in strengthening regional cooperation and knowledge exchange but needs further efforts to reach full implementation.

Enhancing cooperation and experience exchange

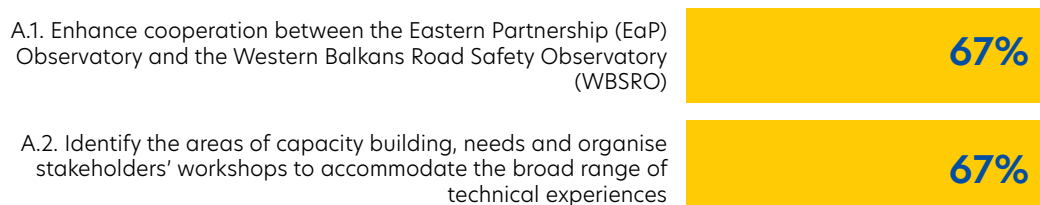


Figure 42. Enhancing cooperation and experience exchange

Recommendations

Strengthening road safety management

- **Improve the functionality of the coordination body under the competent ministry** – Strengthen the Inter-Agency Road Safety Commission (comprising MRDI, Ministry of Internal Affairs, Ministry of Health, municipalities, etc.) by providing it with legal authority, a dedicated budget, and a clear mandate. Ensure regular meetings and public reporting of progress.
- **Set up coordination mechanisms between police and justice authorities** – Reinforce the links between traffic police, prosecutors, and the judiciary to ensure that enforcement actions (e.g., for speeding, drink driving) leads.
- **Develop a plan for establishing or strengthening a lead Road Safety Agency** – Make a high-level decision on whether to create a new executive road safety agency or transform the existing Road Safety Units into a permanent agency with cross-sectoral authority. Ensure sustainable staffing and budgetary arrangements, avoiding reliance solely on donor funding.

- **Improve serious injuries datasets and establish trauma registries** – Collaborate with the Ministry of Health and hospitals to create a national trauma registry. Standardise hospital reporting of road injuries in line with WHO and EU definitions (not just fatalities). Use injury data to guide improvements in emergency response and reforms of the insurance sector.

Promoting safer infrastructure

- **Implementation of the Road Infrastructure Safety Management (RISM) Directive** – Finalise legal harmonisation with EU Directive 2008/96/EC as amended and further develop detailed technical guidelines for safety impact assessments, audits, and inspections. Organising training for municipalities on how to apply safety management principles on local and regional roads would be highly beneficial.
- **Identify and eliminate the most dangerous road sections** – Use crash data and existing RAMS to establish a national high-risk location register. While detection is ongoing, prioritising these sections for low-cost, high-impact interventions (e.g., better signage, pedestrian crossings, guardrails, lighting) can deliver quick wins. Link this programme to EU Vision Zero principles, aiming to reduce road deaths and serious injuries to near zero by 2050.
- **Establish and enforce appropriate speed limits with supporting safety measures** – Further align urban and rural speed limits with EU recommendations (e.g., 30 km/h in residential areas). Introduce and further improve automated speed enforcement (cameras, average-speed checks) on high-risk corridors. Continue to complement enforcement with infrastructure-based calming measures: roundabouts, narrowed lanes, raised crossings and continue with public awareness campaigns to increase compliance.

Promoting the protection of road users (including speed management)

- **Develop specific programmes for the protection of vulnerable road users (VRUs), especially pedestrians and cyclists** – Prioritise VRUs in urban planning by building safe sidewalks, protected cycle lanes, pedestrian crossings, and traffic calming zones. Introduce or improve “Safe Routes to School” programmes (signage, crossings, speed limits around schools). Align with EU best practices on Vision Zero for pedestrians and cyclists.
- **Measures on driving licences and cross-border enforcement** – Upgrade the driver licensing system to align with EU Directive 2006/126/EC. Enhance cross-border cooperation with the EU and neighbouring countries (Armenia, Azerbaijan, Turkey) to ensure the effective enforcement of traffic offences committed by foreign drivers.

Promoting the use of safer vehicles

- **Improve safety standards and roadworthiness of vehicles** – Align the vehicle inspection system with EU Directive 2014/45/EU on periodic roadworthiness tests. Ensure stricter enforcement of technical inspections, especially for commercial vehicles (buses, trucks, taxis). Enforce mandatory checks for emissions, ABS, airbags, seatbelts, ESC (electronic stability control). Incentivise replacement of the ageing fleet (e.g., average age >15 years) with newer, safer vehicles through tax benefits or subsidies.
- **Intelligent Transport Systems (ITS) integration** – Promote vehicle-infrastructure communication (V2I), starting with fleet vehicles and public transport. Mandate the installation of telematics and safety devices in commercial fleets (e.g., GPS tracking, fatigue detection systems). Pilot smart traffic management systems in the capital and on major highways. Encourage partnerships with the EU for ITS standardisation and cross-border data sharing.
- **Harmonisation with EU vehicle safety regulations** – Fully transpose EU regulations on General Vehicle Safety Regulation (EU) 2019/2144, mandating advanced driver assistance systems (ADAS), emergency braking, and lane-keeping assist. Introduce Euro 6/7 emissions standards to reduce environmental and health impacts. Establish vehicle type approval procedures to ensure imports meet minimum safety requirements. Strengthen coordination between the Ministry of Economy, Ministry of Internal Affairs, and MRDI for vehicle safety enforcement.

Enhancing cooperation and experience exchange

- **Enhance cooperation between the Eastern Partnership (EaP) RS Observatory and the Western Balkans Road Safety Observatory (WBSRO)** – Promote the proactive participation of Georgia in the EaP Road Safety Observatory (EaP RSO), potentially through dedicated focal points. Use EU funding instruments (e.g., CEF, Horizon Europe, etc.) to support studies and pilot projects.
- **Identify areas of capacity building and organise stakeholder workshops** – Conduct a training needs assessment of all relevant road safety institutions (MRDI, Ministry of Internal Affairs, Transport Administration, municipalities, etc). Organise capacity-building workshops on various priority themes. Partner with EU Member States' transport institutes and international organisations (UNECE, WHO, PIARC, etc.). Create a national platform for sharing knowledge by linking universities, NGOs, and the private sector.

The recommendations related to enhancing cooperation and experience exchange are not achievable due to the overall political situation in Georgia.

2.2.4 Waterborne Transport and Multimodality

Overall summary

Throughout 2025, Georgia maintained steady progress in implementing the actions and measures outlined in the Action Plan for Waterborne Transport and Multimodality for the Observing Participants 2025-2027.

Based on the analysis of information provided by the relevant Georgian authorities – the Ministry of Economy and Sustainable Development and the Maritime Administration – it can be concluded that the country maintains a moderate pace in implementing the actions and measures outlined in the Action Plan for Waterborne Transport and Multimodality.

Progress by measures

Promoting green and smart waterborne transport

While limited progress has been made on several actions under this pillar, Georgia has achieved notable results in specific areas, such as developing port reception facilities and the implementation of VTMS. Overall, the development can be assessed as moderate, reflecting a mix of completed, ongoing, and pending activities.

Georgia has fully transposed and implemented the relevant EU legislation, namely Directive (EU) 2019/883 of the European Parliament and of the Council on port reception facilities for the delivery of waste from ships. Certain amendments to Directive 2010/65/EU on reporting formalities for ships arriving in and/or departing from ports of the Member States, as well as Regulation (EU) 2019/1239 of the European Parliament and of the Council of 20 June 2019, establishing a European Maritime Single Window environment related to ship reporting formalities, have not yet been transposed. Progress is currently assessed as steady.

The main TCT Annex I provisions related to the establishment of the Community Vessel Traffic Monitoring and Information System (VTMS), together with its amendments, have been fully transposed and implemented by Georgia. Accordingly, progress regarding the transposition and implementation of VTMS legislation is considered completed.

Promoting green and smart waterborne transport

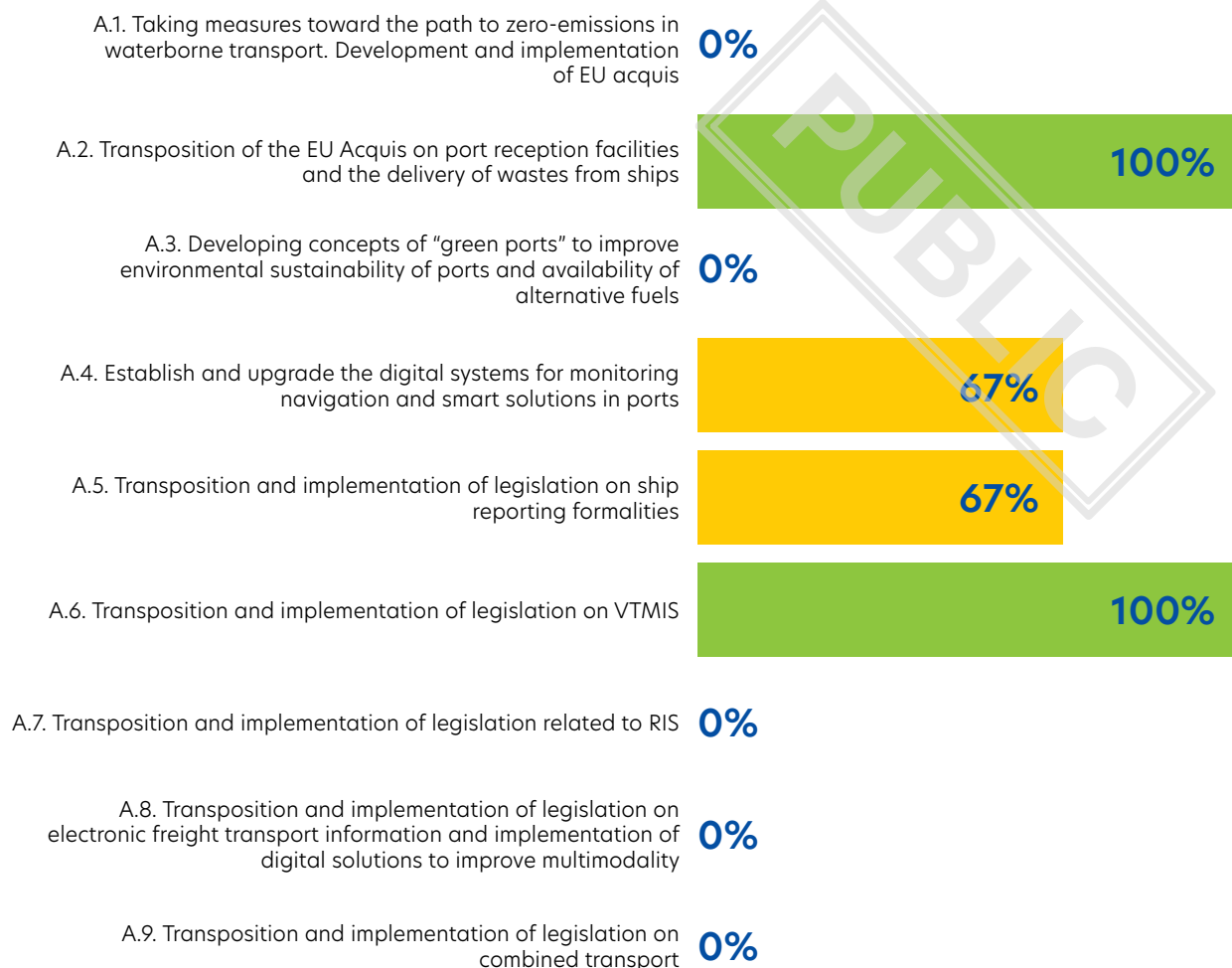


Figure 43. Promoting green and smart waterborne transport

Promoting safe and secure waterborne transport

Relative to Action 1 (*Taking measures to improve the performance of the fleet in line with the Memorandum of Understanding on Port State Control*) as of 2025, Georgia has not fully transposed or implemented the relevant legislation. This includes key amendments to the main legal acts concerning compliance with flag state requirements, port state control, accident investigation, and ship-source pollution. The progress achieved is assessed as moderate. The same progress was achieved for Actions 2 and 3.

In relation to Action 4 (*Taking measures to enhance waterborne security in line with Annex I of the Treaty*), progress as of 2025 is deemed steady.

No concrete steps have been reported under Activity 5 (*Taking necessary measures to enhance waterborne cybersecurity*). Consequently, no measurable progress has been recorded.

In conclusion, no specific progress has been made regarding the actions under this pillar since the Action Plan was drawn up, but overall development can be assessed as moderate.

Promoting safe and secure waterborne transport

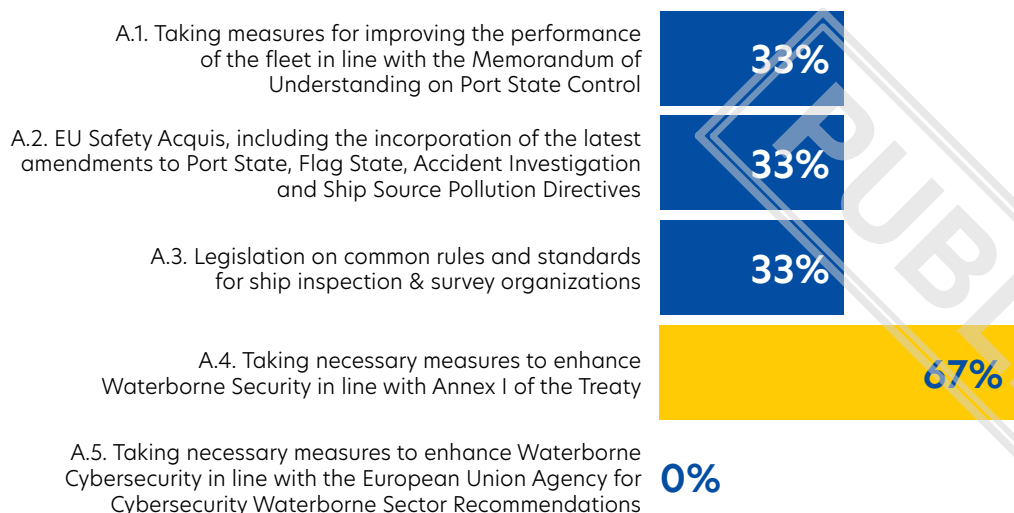


Figure 44. Promoting safe and secure waterborne transport

Improving navigability, port infrastructure and multimodal systems

Concerning Action 1 and Action 4 under this pillar, the relevant Georgian stakeholders have reported that work on the Anaklia Deep Sea Port, including the design and construction of marine infrastructure (dredging and breakwater), has been underway since September 2024. Regarding to the Poti Sea Port, APM Terminals Poti has recently expanded its container yard. Accordingly, both Actions are considered to have progressed steadily.

In relation to Action 2 (*Rules applicable to the transport of goods or passengers with a view to establishing freedom to provide such transport services*), no progress has been achieved.

Action 3 is not relevant to Georgia, as the country does not have designated inland waterways on the TEN-T Network.

To conclude, the assessment is that Georgia has made moderate progress as of 2025.

Improving navigability, port infrastructure and multimodal systems

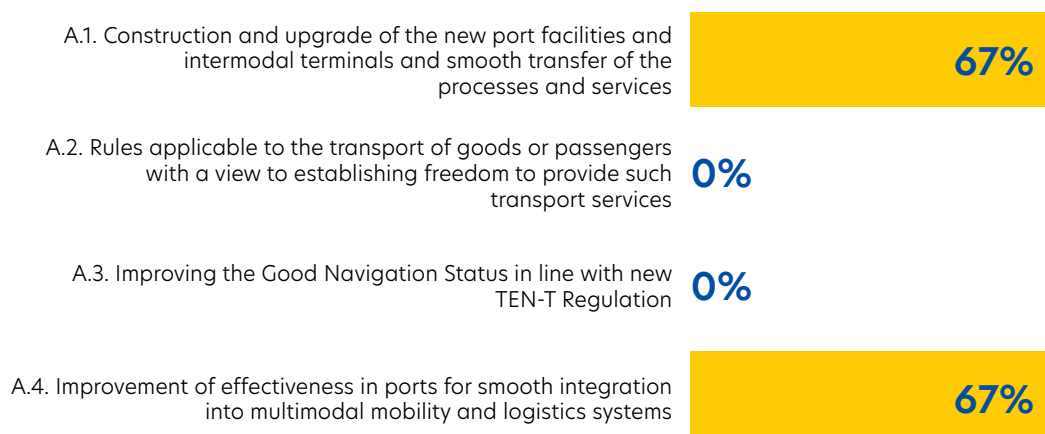


Figure 45. Improving navigability, port infrastructure, and multimodal systems

Increasing the attractiveness of working in the waterborne sector

Steady progress has been made regarding the implementation of Actions 1, 2 and 3, as most of the relevant legislation has been fully transposed and implemented.

Both Action 4 and Action 5 are considered to be completed.

The overall progress of Georgia in the implementation of the actions within the above-specified pillars of the Action Plan for Waterborne and Multimodality is considered moderate to steady.

Increasing the attractiveness of working in the waterborne sector

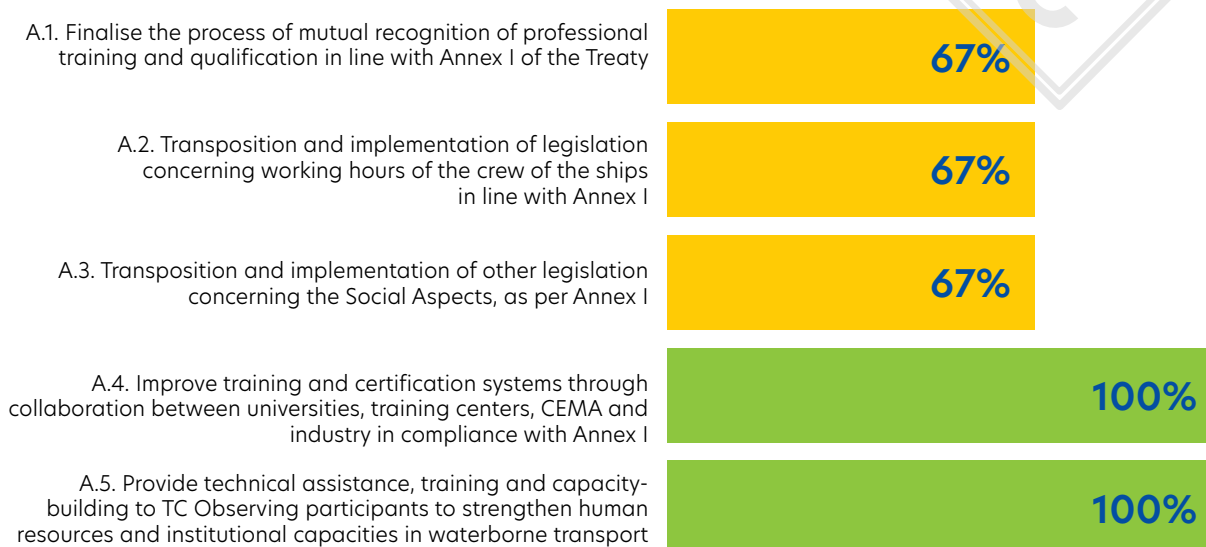


Figure 46. Increasing the attractiveness of working in the waterborne sector

Recommendations

- Prioritise the transposition of EU legislation in areas where progress remains limited, particularly under the Promoting green and smart waterborne transport pillar.
- Establish clear deadlines and allocate resources for actions related to zero-emission pathways, RIS, and electronic freight transport information that remain unaddressed
- Strengthening inter-agency coordination and leveraging EU technical assistance could help overcome current delays and ensure alignment with the European Green Deal and TEN-T standards.
- Complete the transposition of outstanding safety and cybersecurity legislation. While moderate progress has been made in port and flag state control, gaps remain in ship inspection standards and cybersecurity readiness.
- Continue investing in port infrastructure and multimodal integration, building on its achievements in Anaklia and Poti.
- Finalise the transposition of inland waterway crew legislation and expand partnerships with academia and industry to ensure long-term capacity building and sector attractiveness.

2.3

Moldova



2.3 Republic of Moldova

2.3.1 Rail

Overall summary

The Republic of Moldova has made limited progress in implementing the actions outlined in the Rail Action Plan, achieving an overall implementation rate of 22%. During the reporting period, the country focused primarily on activities related to train driver licensing and market access, particularly the transposition and implementation of actions under those pillars.

During the transposition process, the focus should be on achieving full alignment with the relevant provisions. Overall, progress across the eight pillars remains limited and is still in the early stages of implementation.

Progress by measures

Market access

Initial steps have been taken towards railway reform and the unbundling of the national railway company. Work is currently underway on a draft Government Decree concerning the separation of freight and passenger transport operations from the state enterprise "Moldova Railway" to establish a new joint stock company, "CFM Freight and Passenger Transport." The role of infrastructure manager will remain with the state-owned enterprise CFM.

The NSA and the LB have been established within the Railway Agency. The National Investigation Body (NIB) operates as the Transport Accident and Incident Investigation Office. Both institutions fall under the Ministry of Infrastructure and Regional Development. A Designated Body has not yet been established.

Moldova has incorporated provisions related to the multi-annual infrastructure contract and has also partially transposed Regulation (EC) No 1370/2007 on public passenger transport services by rail and road, as well as Commission Implementing Regulation (EU) 2017/2177 concerning access to service facilities and rail-related services. However, full implementation of these actions has not yet been achieved.

Market access

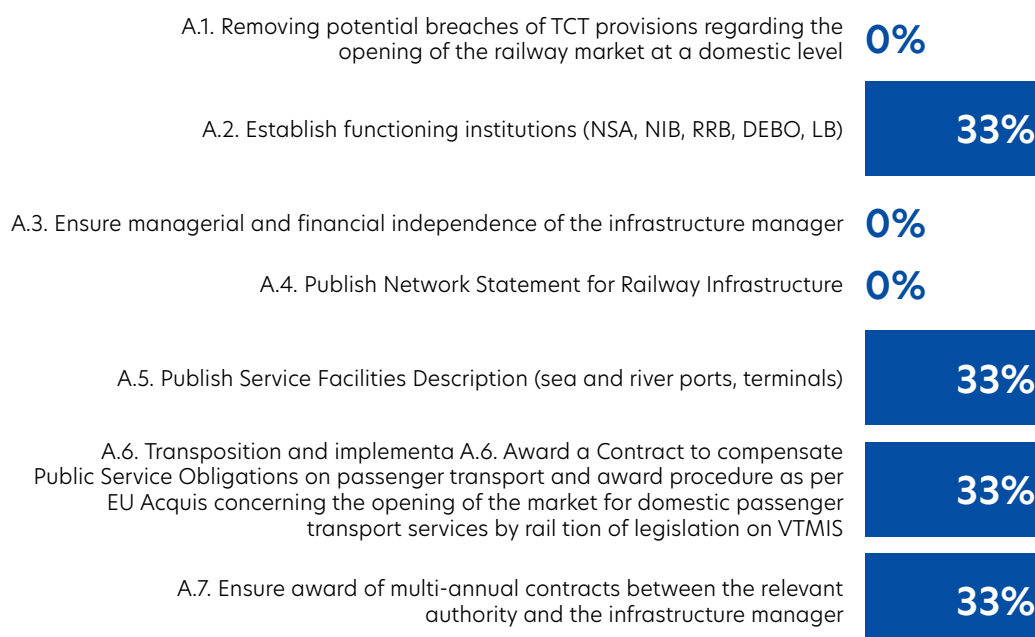


Figure 47. Market access - Moldova

Passenger Rights

Moldova has partially transposed and aligned its Railway Transport Code with Regulation (EU) 2021/782 on rail passengers' rights and obligations, with the Rail Agency serving as the National Enforcement Body responsible for overseeing the protection of passenger rights.

Passenger rights

A.1. Approximation and implementation of Regulation 2021/782 on rail passengers' rights and obligations

33%

Figure 29. Passenger rights - Moldova

Train Driver Licensing

The Republic of Moldova has partially transposed Directive 2007/59/EC on the certification of train drivers operating locomotives and trains on the railway system, as well as Commission Regulation (EU) No 36/2010 on Community models for train driving licences, complementary certificates, certified copies of complementary certificates, and application forms for train driving licences.

Train driver licensing

A.1. Transpose and implement EU Acquis on the certification of train drivers operating locomotives and trains on the railway system

33%

A.2. Transpose and implement EU Acquis on models for train driving licences, registers, complementary certificates, certified copies of complementary certificates, examination centres and application forms for train driving licenses

33%

Figure 48. Train driver licensing - Moldova

Interoperability

Directive (EU) 2016/797 on the interoperability of the rail system was partially transposed into the Rail Transport Code, the Law on Accreditation Activities and Conformity Assessment, and Government Decisions approving several regulations in the field of railway transport.

Interoperability

A.1. Transpose and implement the EU Acquis related to Interoperability from the 4th Railway Package

33%

A.2. Transpose and implement all EU Technical Specifications for Interoperability (TSI)

0%

A.3. Prepare a detailed plan for the review and cleaning up of national rail technical and safety rules in line with the EU rail Acquis

0%

A.4. Establish an electronic register of vehicles within the European Vehicle Register (EVR)

0%

A.5. Establish an electronic register of railway infrastructure, taking into account the existence of the European Registers of Infrastructure (RINF)

0%

Figure 50. Interoperability - Moldova

Railway Safety

Directive (EU) 2016/798 on railway safety has been partially transposed into national legislation through a number of legal acts, including: the Railway Transport Code; the Law on the Investigation of Accidents and Incidents in Transport; the Government Decision approving various regulations in the field of railway transport; the Government Decision on the establishment, organisation, and operation of the Railway Agency; the Government Decision approving the Regulation establishing the practical modalities for issuing safety certificates to railway undertakings; and the Government Decision approving the Regulation outlining specific aspects of the procedure for granting railway transport authorisations (licences).

Railway safety

A.1. The legislative, regulatory or other activities to achieve mutual recognition at the regional level of operating licenses, train driver licenses, safety certificates, and vehicle authorisation

33%

A.2. Safety Management System implemented 0%

A.3. Entity in charge of vehicle maintenance, certified maintenance workshops 0%

Figure 51. Railway safety – Moldova

Modernisation of the rail network infrastructure

Moldova has already adopted the National Development Strategy “Moldova 2030,” the National Development Plan 2023–2025, and the Mobility Strategy 2023–2030, but it still lacks a concrete railway transport strategy or plan. Moldova also needs a clear vision regarding the modernisation of its railways to attract new customers and improve the quality of life for its residents.

Modernisation of the rail network infrastructure

A.1. Railway Infrastructure Asset Management System (RIAMS) established 0%

A.2. Identification of priority projects of common interests for the upgrading/reconstruction/construction

33%

A.3. Level-Crossings Safety Improvement 0%

A.4. Adoption of a multi-year Maintenance Plan for the railway infrastructure 0%

Figure 52. Modernisation of rail network infrastructure – Moldova

Cooperation within the region

As previously mentioned, with the signing of the Memorandum of Understanding (MoU) establishing the Regional Network of Safety Authorities, Investigation Bodies, and Railway Regulatory Bodies on 29 May 2025, Ukraine, the Republic of Moldova, and Georgia, along with their respective institutions, participate as observers in accordance with the provisions of the MoU. This serves as the foundation for future cooperation with the Western Balkans.

Cooperation within the region

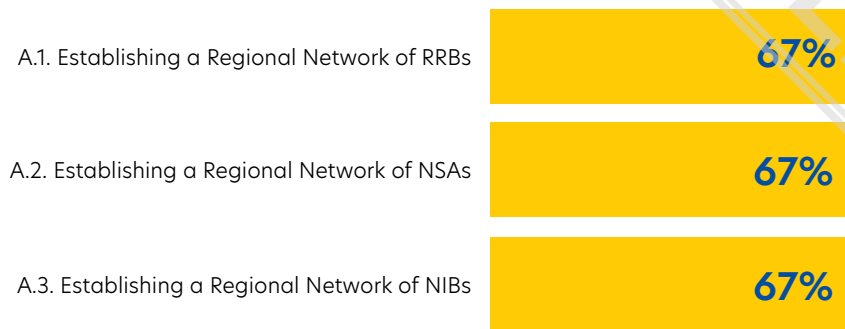


Figure 53. Cooperation within the region - Moldova

Sustainable and multimodal measures

As set out in the Rail Action Plan, Moldova has planned for all three actions under this pillar to be realised by 2027.

Recommendations

Given the current overall implementation rate of **22%**, the Republic of Moldova must intensify efforts across all eight pillars to meet its 2025-2027 goals.

- **Market access** - Complete the unbundling of JSC Moldovan Railways, ensure the infrastructure manager's independence, and establish a transparent regulatory framework promoting open access and fair competition.
- **Passenger rights** - Fully transpose Regulation (EU) 2021/782, strengthen the Rail Agency's enforcement capacity, and develop mechanisms to monitor compliance with passenger rights.
- **Train driver licensing** - Finalise alignment with EU licensing directives, implement mutual recognition procedures, and launch awareness and training programmes for compliance.
- **Interoperability** - Accelerate transposition of Directive (EU) 2016/797, develop compliant national technical rules, and engage actively with the European Union Agency for Railways (ERA).
- **Railway safety** - Complete transposition of Directive (EU) 2016/798, enhance the Railway Agency's capacity as the National Safety Authority, and set clear timelines for issuing safety certificates.
- **Modernisation of the rail network infrastructure** - Develop a dedicated railway strategy aligned with national plans, prioritise TEN-T infrastructure projects with secured funding, focusing on safety, interoperability, and commercial viability.
- **Cooperation within the region** - Increase participation in regional safety and regulatory networks and promote joint training and harmonisation with the Western Balkans under the Transport Community framework.
- **Sustainable and multimodal measures** - Implement planned actions by 2027, fostering multimodal transport synergies and emission reductions aligned with the EU Green Deal.

To progress beyond the current early stage and achieve its 2025-2027 objectives, the Republic of Moldova should accelerate reforms across all pillars of the Rail Action Plan, prioritising the completion of legal transposition, the strengthening of institutional capacity, and the securing of tailored technical assistance alongside targeted capacity-building support.

2.3.2 Road

Overall summary

The infrastructure maintenance measures in the Road Action Plan complement efforts to develop the TEN-T Road Network in the Observing Participants, in line with the standards set out in Regulation (EU) No. 1679/2024. Together with the implementation of large investment projects, addressing road maintenance challenges will substantially improve the road infrastructure on the indicative extension of the Core and Comprehensive TEN-T Network in Moldova.

Climate resilience-related measures are also aligned with the revised TEN-T Regulation. At the same time, establishing a robust strategic and legal framework for ITS deployment is consistent with the provisions of the relevant EU acquis.

The deployment of e-charging stations every 60 km, in line with Regulation (EU) 1804/2023, will not just improve compliance with the TEN-T standards but also contribute significantly to transport decarbonisation goals.

Finally, maintaining a strong focus on capacity-building activities across all areas of this Action Plan is a critical prerequisite for ensuring its implementation. High-level support for these measures, facilitated through discussions during the regular meetings of the Network of Road Executives and the work of the Road Technical Committee, remains essential.

Progress by measures

Establishing a functioning and efficient road maintenance system

Under this pillar, Moldova has made limited progress (one-third implementation) in data collection, Service Level Agreements, and strategies concerning road maintenance, while key elements such as planning, asset condition assessment, and system establishment remain unaddressed.

Establishing a functioning and efficient road maintenance system

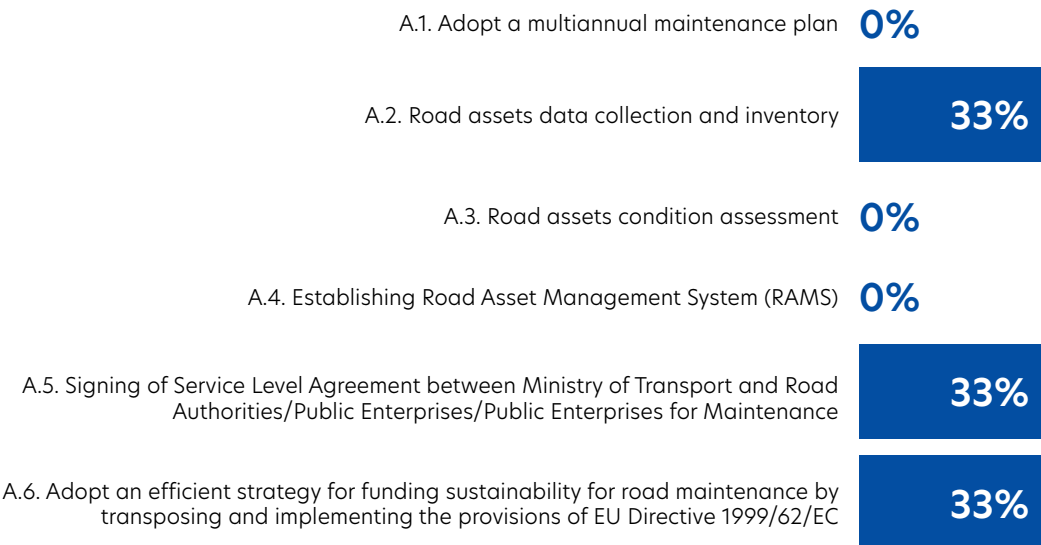


Figure 54. Establishing a functioning and efficient road maintenance system

ITS Deployment on the Core/Comprehensive Road Networks

In this area, Moldova has made initial progress (33%) in all ITS-related actions, but none have yet reached full implementation. Nevertheless, outcomes from the ongoing technical assistance on the adoption of the ITS Strategy will considerably improve the situation. The country is still in an early stage of ITS deployment.

ITS Deployment on Core/Comprehensive Road Networks

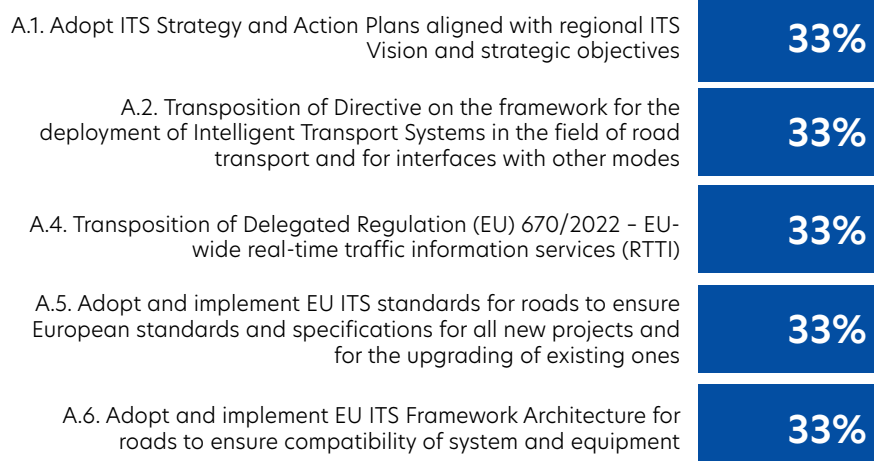


Figure 55. ITS Deployment on Core/Comprehensive Road Networks

Transposition and implementation of the road market and social acquis

Under this pillar, Moldova has made limited progress, with some steps taken regarding the road market acquis. There is no progress yet in alignment with road social acquis requirements.

Transposition and implementation of the road market and social acquis

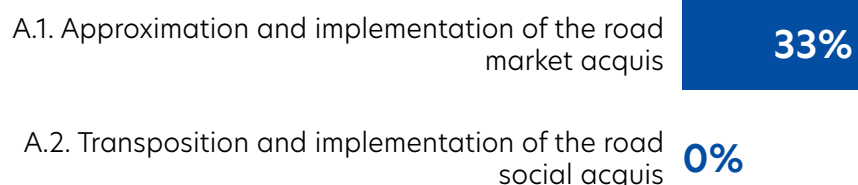


Figure 56. Transposition and implementation of the road market and social acquis

Enhancing road transport resilience and the use of alternative fuels

Under this pillar, Moldova has advanced the most in resilience action planning, while actions on climate-proofing, vulnerability interventions, and alternative fuel adoption remain at an early stage.

Enhancing road transport climate resilience and use of alternative fuels

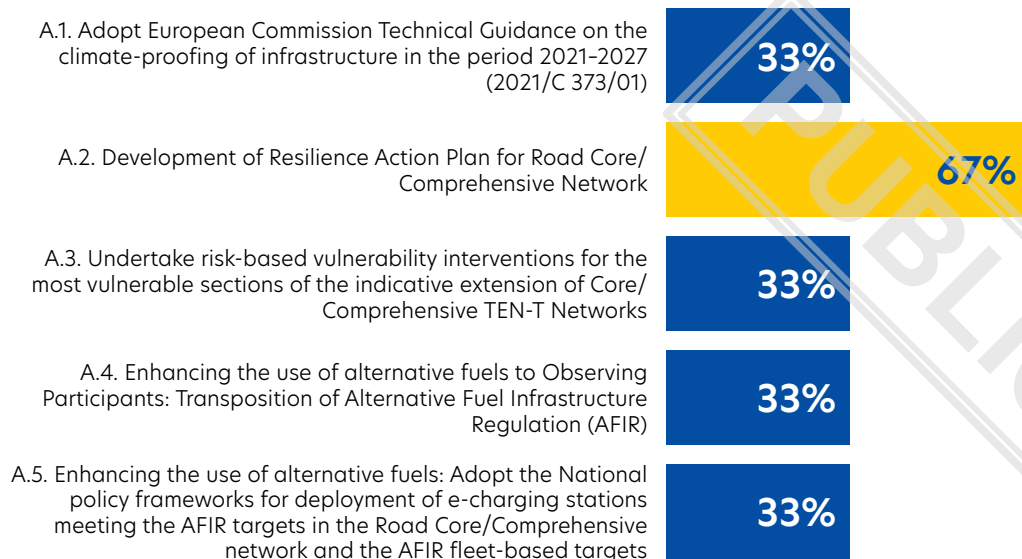


Figure 57. Enhancing road transport climate resilience and use of alternative fuels

Enhancing cooperation and experience exchange

Under this pillar, Moldova has made solid progress in strengthening cooperation mechanisms and promoting technical knowledge sharing, reaching two-thirds of the target in both activities.

Enhancing cooperation and experience exchange

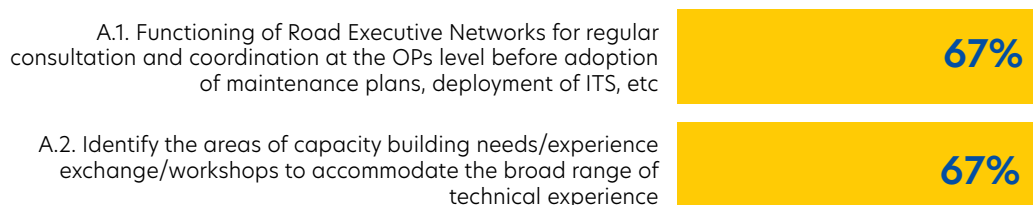


Figure 58. Enhancing cooperation and experience exchange

Recommendations

Establishing a functioning and efficient road maintenance system

- **Adopt a multiannual maintenance plan** – Develop a 5- to 10-year national maintenance programme aligned with Moldova's Transport and Logistics Strategy. Integrate EU methodologies (performance-based contracts, cost-benefit analysis). Ensure stable annual financial allocations.
- **Road assets condition assessment** – Launch a systematic road condition survey, if possible, using modern tools (laser scanning, drones, deflectometers). Train technical staff in pavement and bridge condition assessment methods. Consider baseline indicators (roughness, skid resistance, structural strength).
- **Establishing Road Asset Management System (RAMS)** – Introduce a GIS-based RAMS covering national and regional roads. Seek support from EU Twinning/IFI projects (EIB, World Bank, EBRD, etc.) for design and rollout. Ensure RAMS is linked to budget planning and maintenance prioritisation.

ITS Deployment on the Core/Comprehensive Road Networks

- **Adopt ITS strategy and action plans aligned with regional ITS Vision** – Finalise and adopt a National ITS Strategy (2025–2035) aligned with the EU's ITS Directive (2010/40/EU) and its amended and delegated acts (TA under the Transport Community). Define priority corridors on the TEN-T Core Network.
- **Transposition of Directive on the framework for the deployment of ITS (2010/40/EU)** – Transpose EU ITS Directive requirements into national legislation and assign clear institutional roles, including the MIRD (policy), the State Road Administration (implementation), and the relevant authority as regulator. Ensure legal provisions are in place for data sharing and interoperability.
- **Transposition of Delegated Regulation (EU) 670/2022 (real-time traffic information)** – Develop a national traffic data centre to integrate road, weather, and traffic incident data. Collaborate with neighbouring countries (Romania, Ukraine) to ensure cross-border compatibility.
- **Adopt and implement EU ITS standards** – Introduce EU technical standards (DATEX II for traffic info exchange, C-ITS for vehicle-to-infrastructure communication). Procure ITS equipment that complies with EU standards to avoid future interoperability issues. Liaise with EU Member States (e.g., Romania, Poland) for technology transfer and training.
- **Adopt and implement EU ITS Framework Architecture** – Develop and finish the design of a Moldovan ITS Architecture compatible with the EU framework to ensure interoperability, flexibility and scalability (TA under the Transport Community). Integrate existing systems, such as speed cameras, weigh-in-motion stations, and electronic tolling pilots.

Transposition and implementation of the road market and social acquis

- **Approximation and implementation of the road market acquis** – *Legislative alignment*: Accelerate alignment with EU regulations on market access, including full transposition of the Regulation (EC) No 1071/2009, as well as rules on access to the international road haulage market, licensing of road transport operators, and cabotage. *Institutional capacity*: Strengthen the National Agency for Transport to enforce licensing and monitoring of operators. *Digitalisation*: Introduce an e-permit system for domestic and international road freight operators to improve transparency. *Cross-border cooperation*: Work with Romania and Ukraine to harmonise road market rules and reduce administrative burdens at borders.
- **Transposition and implementation of the road social acquis** – *Transposition*: Begin adopting EU rules on driving times, rest periods, and tachographs (full transposition of the Regulation (EC) No 561/2006 and Regulation (EU) No 165/2014). *Tachograph system*: Plan the introduction of smart tachographs, starting with international freight operators. *Enforcement*: ANTA to continue inspections with trained staff and roadside check facilities. *Capacity building*: Provide training for inspectors, police, and operators on EU social rules. *Awareness campaigns*: Inform transport companies and drivers about upcoming changes and compliance requirements.

Enhancing road transport resilience and use of alternative fuels

- **Strengthen climate-proofing of infrastructure** – Fully adopt EU climate-proofing technical guidance (2021/C 373/01) when planning new infrastructure. Build capacity in ministries and agencies to integrate climate risk assessments into all road projects. Seek EU technical assistance and funding to support pilot projects showcasing climate-proofed roads.
- **Scale up the Resilience Action Plan** – Finalise and implement the Resilience Action Plan for the Road Core/Comprehensive Networks. Ensure it includes priority mapping of vulnerable sections, considering floods, landslides, and extreme heat. Link the plan with budget allocations and cross-border connectivity with EU corridors.
- **Prioritise vulnerability assessments** – Conduct risk-based vulnerability assessments for key transport corridors (especially those critical for trade and exports). Partner with regional initiatives (e.g., EU, UNECE, WB) to get technical tools and methodologies. Use results to prioritise investments in strengthening bridges, tunnels, and flood-prone road segments.
- **Accelerate the construction of an alternative fuel infrastructure** – Moldova should transpose the EU Alternative Fuels Infrastructure Regulation (AFIR) into national law. Develop a roadmap for EV charging stations along major highways and in cities.

- Advance e-mobility deployment – Adopt a national policy framework for electric vehicle (EV) deployment. Introduce financial incentives (reduced taxes, subsidies) for EV purchases. Ensure charging stations meet EU standards, enabling integration into the European alternative fuel corridor.

Enhancing cooperation and experience exchange

- Formalise regular consultations among road executive bodies at the operational level. Establish standard operating procedures (SOPs) that outline how consultations should be conducted before decisions (e.g., ITS deployment, maintenance plans).
- Conduct a needs assessment to map existing skills vs. desired competencies across technical staff. Leverage international partnerships for knowledge exchange.
- Implement a feedback mechanism after workshops or coordination activities to measure their usefulness and adapt future events accordingly. Develop or enhance a centralised digital knowledge platform where all best practices, technical documentation, and lessons learned can be accessed across Moldova's road agencies.
-

2.3.3 Road Safety

Overall summary

Implementing the comprehensive measures outlined in a road safety action plan is expected to contribute towards achieving the goal of reducing serious injuries and fatalities.

Establishing a dedicated road safety executive body plays a crucial role by centralising efforts, enhancing coordination among stakeholders, providing evidence-based policy measures, and implementing targeted interventions based on data-driven insights.

Improving road infrastructure involves upgrading roads, intersections, and pedestrian crossings to meet safety standards, which, coupled with enhanced speed management, should reduce the number and the severity of road accidents. These enhancements not only improve traffic flow but also mitigate the risks associated with poor road conditions, directly reducing fatalities and injuries.

Preparing specific programmes for the protection of vulnerable road users – such as pedestrians, cyclists, and motorcyclists – through safer infrastructure (dedicated bike lanes and safe crossings), enhanced visibility measures, awareness campaigns, speed management, and stricter enforcement for other road users (cars, vans, lorries, etc) aims to reduce their involvement in road accidents.

Finally, capacity-building initiatives aimed at educating stakeholders and empowering local communities to enforce safety measures effectively contribute to continuous improvements in road safety outcomes.

Progress by measures

Strengthening road safety management

Under this pillar, Moldova has taken initial steps in coordination, data improvement, and EU alignment, but significant progress is still required across most road safety management measures.

Strengthening road safety management

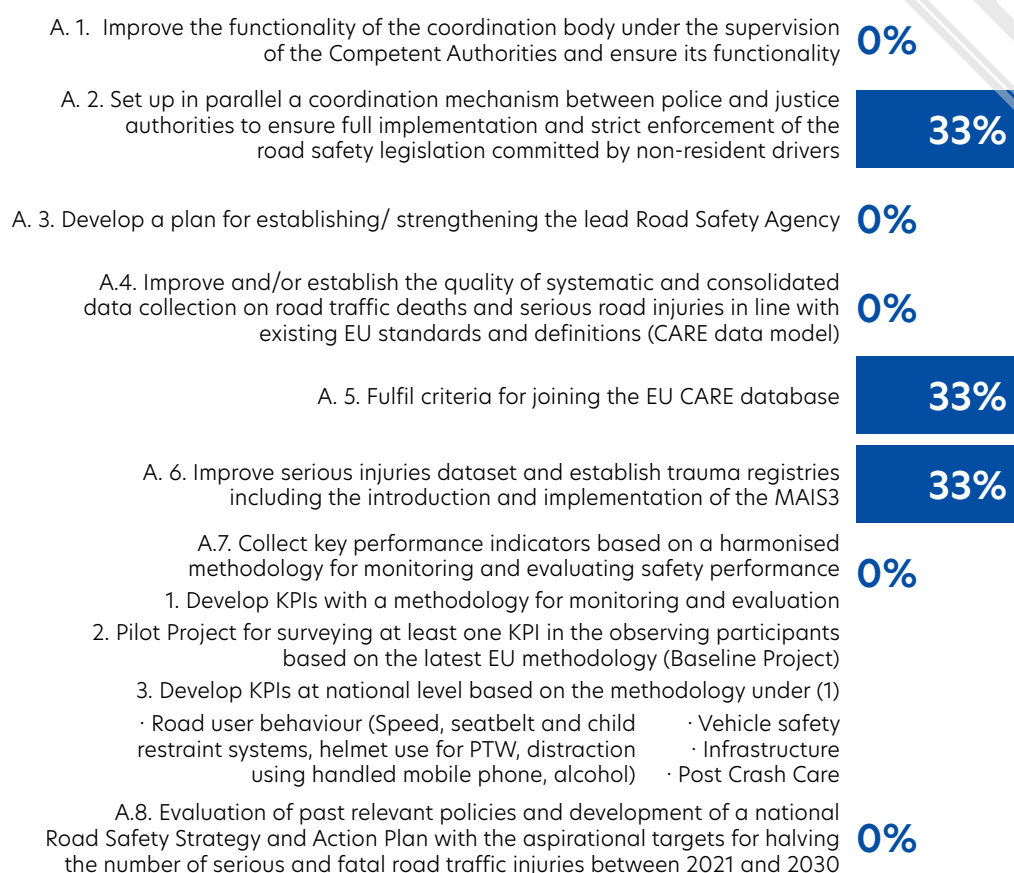


Figure 59. Strengthening road safety management

Promoting safer infrastructure

In this area, Moldova has made partial but consistent progress (33%) across all safer infrastructure measures (RSIM and tunnels). However, considerable work is needed to move beyond initial implementation.

Promoting safer infrastructure

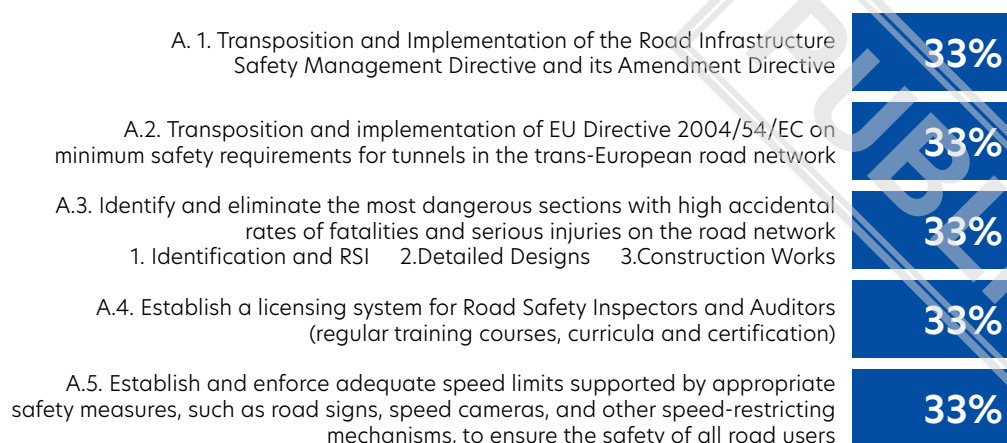


Figure 60. Promoting safer infrastructure

Promoting the protection of road users (including speed management)

Under this pillar, Moldova has taken initial steps (33%) in protecting vulnerable users and promoting road safety education. No progress has yet been made in enforcement and licensing measures.

Promoting the protection of road users

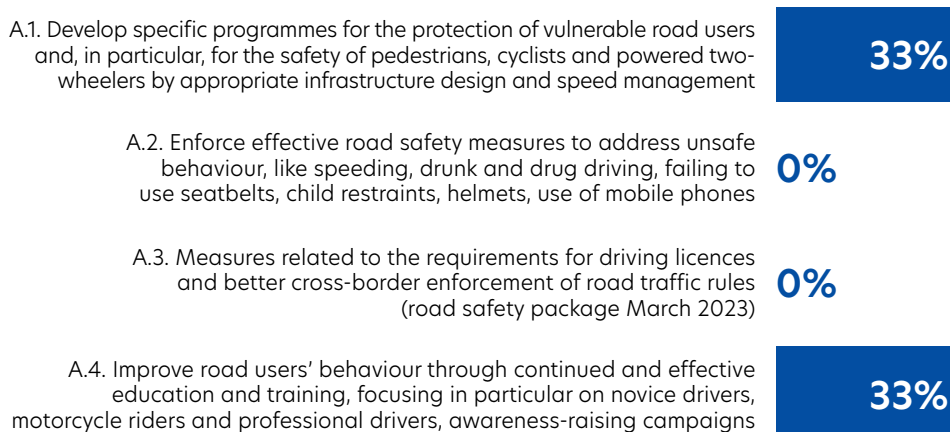


Figure 61. Promoting the protection of road users

Promoting the use of safer vehicles

Under this pillar, Moldova has made the strongest progress (67%) in Intelligent Transport Systems, specifically in ensuring the interoperability and compatibility of the 112 emergency call system, while work on vehicle safety standards and alignment with EU regulation is still at 33% completion.

Promoting the use of safer vehicles

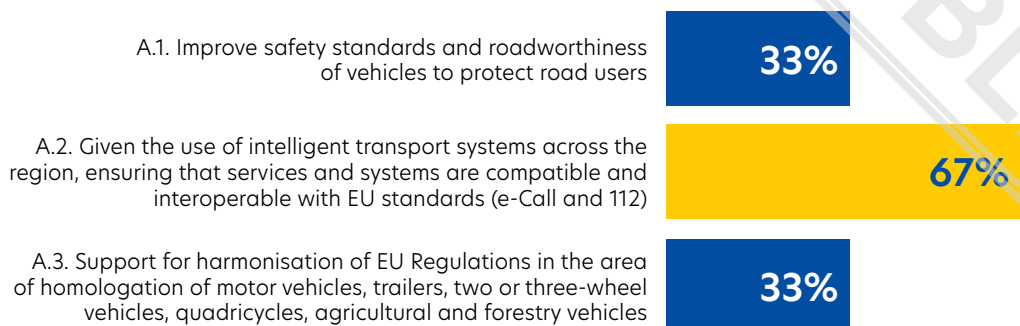


Figure 62. Promoting the use of safer vehicles

Enhancing cooperation and experience exchange

Under this pillar, Moldova is making consistent progress (67%) across both cooperation and capacity-building initiatives, demonstrating a strong commitment to regional collaboration and knowledge exchange.

Enhancing cooperation and experience exchange



Figure 63. Enhancing cooperation and experience exchange

Recommendations

Strengthening road safety management

- **Establish strong institutional coordination** – Create a national road safety coordination body under the GOV or MIRD with clear mandates and budget. Develop or strengthen a lead Road Safety Agency, following EU best practices. Ensure inter-ministerial coordination (transport, health, police, justice, education).
- **Improve data collection and monitoring** – Align traffic accident and injury data with EU CARE standards (common definitions, coding, disaggregation). Set up a national harmonised database for fatal and serious road traffic injuries. Collect Key Performance Indicators (KPIs) on speed compliance, seatbelt use, alcohol-related crashes, etc.
- **Advance towards EU CARE membership** – Finalise reforms needed to meet EU CARE database criteria. Strengthen IT systems and police reporting to ensure consistent and reliable crash data.

- **Strengthen enforcement and judicial coordination** – Improve coordination between police and judiciary for enforcement of penalties (especially for foreign drivers). Introduce or improve automated enforcement systems (speed cameras, red-light cameras) to reduce reliance on manual checks. Ensure that non-resident offenders face effective enforcement and penalties.
- **Improve serious injury tracking and trauma registries** – Establish a national trauma registry in cooperation with hospitals and health authorities. Introduce MAIS3+ coding for injury severity, harmonised with EU standards. Use health-sector data to complement police records for a more accurate picture of road safety.

Promoting a safer infrastructure

- **Transposition and implementation of Road Infrastructure Safety Directive** – Fully transpose the EU Road Infrastructure Safety Management Directive (RISM, 2008/96 as amended by 2019/1936/EU) into national law. Ensure mandatory road safety audits for all new road projects and reconstructions. Train engineers and contractors on safety-by-design principles.
- **Implement EU Directive on Minimum Safety Requirements for Tunnels** – Align safety standards with EU Directive 2004/54/EC on planned tunnels. Establish emergency response protocols, including fire, evacuation, and ventilation measures. Where tunnels are limited, apply the same safety principles (escape routes, lighting, monitoring) to similar infrastructure.
- **Identify and eliminate high-risk road sections** – Carry out systematic road safety inspections to identify dangerous and high-accident road sections. Prioritise quick-wins, namely low-cost, high-impact measures, such as signage, guardrails, pedestrian crossings, and speed-calming. Develop a dangerous road sections elimination programme supported by EU or IFI funding.
- **Establish a licensing system for road safety inspectors and auditors** – Create a national accreditation/licensing framework for road safety auditors. Require all infrastructure projects to be reviewed by certified auditors at key stages (design, construction, operation). Partner with EU training institutions on certification of the auditors and inspectors
- **Establish and enforce appropriate speed limits** – Review and update speed limit policies based on road type, urban/rural context, and crash data. Expand the use of automated enforcement (speed cameras). Combine enforcement with public awareness campaigns on the dangers of speeding.

Promoting the protection of road users (including speed management)

- **Protect vulnerable road users** – Develop dedicated safety programmes for pedestrians, cyclists, children, and the elderly. Expand safe pedestrian crossings, sidewalks, and cycle lanes, especially in urban areas. Work with local authorities to introduce “safe school zones” (traffic calming, signage, speed enforcement).
- **Strengthen the enforcement of road safety measures** – Increase police enforcement of seatbelt use, helmets, speed limits, and drink-driving regulations. Introduce automated enforcement technologies (speed cameras, red-light cameras) to reduce reliance on manual checks. Ensure that penalties are proportionate and consistently applied, including the cases of repeat offenders.
- **Improve licensing and driver training standards** – Revise driver education curricula to include vulnerable road user protection, eco-driving, and EU-standard practices. Strengthen licensing requirements, ensuring transparent testing. Introduce periodic re-training or refresher courses for professional drivers (bus, taxi, freight).
- **Promote behavioural change through awareness campaigns** – Expand public awareness campaigns on speeding, distracted driving, and drink-driving. Use evidence-based communication strategies (targeting young drivers, motorcyclists, rural road users). Involve schools, NGOs, and media to promote a culture of safety.

Promoting the use of safer vehicles

- **Improve safety standards and vehicle roadworthiness** – Strengthen technical inspection systems to ensure all vehicles meet minimum safety standards (brakes, lights, emissions). Modernise roadworthiness testing infrastructure and introduce stricter controls on imported second-hand vehicles, which often lack advanced safety features.

- **Advance Intelligent Transport Systems** – Build on current progress by scaling up ITS deployment (smart traffic lights, real-time traffic management, e-tolling). Ensure ITS systems are interoperable with EU platforms, supporting cross-border freight and passenger flows. Use ITS data to improve enforcement and planning (e.g., monitoring speeding, traffic density, and road conditions).
- **Harmonisation with EU vehicle regulations** – Fully align Moldova's legislation with EU vehicle homologation standards (Regulation (EU) 2018/858). Ensure only EU-compliant vehicles (cars, trailers, two/three-wheelers) are registered for road use. Cooperate with EU agencies and neighbouring countries to harmonise certification and type-approval processes.
- **Encourage the adoption of safer vehicle technologies** – Promote the uptake of advanced driver assistance systems (ADAS) such as lane departure warning, automatic emergency braking, and blind-spot detection. Provide incentives for safer, low-emission vehicles, including tax benefits or reduced registration fees. Raise public awareness on the safety benefits of newer vehicles compared to older imported ones.

Enhancing cooperation and experience exchange

- **Strengthen regional cooperation** – Deepen Moldova's involvement in the Eastern Partnership (EaP) Road Safety Observatory and Western Balkans Road Safety Observatory (WBSRO). Share best practices in crash data collection, enforcement, and infrastructure safety and use these platforms to benchmark Moldova's performance against peer countries. Seek joint projects and donor funding through regional cooperation frameworks.
- **Leverage international partnerships** – Strengthen cooperation with the European Commission, UNECE, WHO, World Bank, and EIB on road safety and sustainable mobility. Join EU-funded twinning or TAIEX programmes to accelerate harmonisation with EU directives.

2.3.4 Waterborne Transport and Multimodality

Overall summary

During the first year of implementation of the Action Plan on Waterborne Transport and Multimodality for Observing Participants (2025–2027), the Republic of Moldova demonstrated a slow pace in implementing the actions and measures outlined therein.

Based on the input provided by the relevant Moldovan authorities in the waterborne transport sector, it can be concluded that the country is falling behind in implementing the actions outlined under the pillars *Promoting green and smart waterborne transport*, *Promoting safe and secure waterborne transport*, and *Improving navigability, port infrastructure and the multimodal system*. However, the Republic of Moldova has demonstrated moderate progress in implementing the measures under the pillar *Increasing the attractiveness of working in the waterborne sector*.

Progress by Measures

Promoting green and smart waterborne transport

In relation to Action 1 *Taking measures toward the path to zero emissions in waterborne transport and the development and implementation of EU acquis*, **no progress** has been achieved. Therefore, the deadlines for the transposition and implementation of the stipulated legal acts should be postponed. In the base case scenario, transposition should be scheduled for 2026 instead of 2025, and implementation for 2027 instead of 2026.

In relation to Action 2 *Transposition of the TCT Annex I on port reception facilities and the delivery of waste from ships*, **moderate progress** has been achieved, as the relevant Directive (2014) 2019/883 has been reviewed and assessed, and concrete transposition texts have been prepared by the European Maritime Safety Agency (EMSA). Currently, the elaborated drafts are being fine-tuned by the relevant Moldovan authorities to be duly adopted in the local legislation.

Based on the reporting by relevant Moldovan stakeholders, **no progress** has been made as of 2025 regarding Action 3 *Develop concepts of green ports to improve the environmental sustainability of ports and availability of alternative fuels*, and Action 4 *Establish and upgrade the digital systems for monitoring navigation and smart solutions in ports*. Therefore, the deadlines set for implementation of the aforementioned actions shall be extended by one year for both actions – until 2026 for the preparation phase and 2027 for implementation, under the best-case scenario.

In reference to Action 5 *Transposition and implementation of legislation on ship reporting formalities*, **moderate progress** has been achieved as of 2025, bearing in mind that EMSA has prepared the draft transposition texts for Directive 2010/65/EU. The elaborated drafts are currently being reviewed and agreed upon by the relevant Moldovan authorities and will duly be adopted into national legislation. Regulation (EU) 2019/1239 continues to be only partially transposed, as in the baseline year. The deadlines initially set in the Action Plan should therefore be extended by one year to allow for the full transposition and implementation of the relevant legislation.

Regarding Action 6, the Republic of Moldova has partially transposed the Directive related to the Community vessel traffic monitoring and information system. As of 2025, no substantial progress has been made towards full transposition; however, overall progress is assessed as **moderate/progress on track**, as some preliminary efforts have already been undertaken.

Pertaining to Action 7 *Transposition and implementation of the legislation related to River Information Services (RIS)*, the Republic of Moldova has made some substantial efforts during 2025 in terms of partial transposition of certain provisions through Government Decision No. 377/2025. The subsidiary TCT Annex I related to RIS has not been transposed; therefore, the deadlines for transposition should be extended by one year and even beyond 2027 for implementation. Progress related to the realisation of this action is assessed as **moderate/progress on track**.

No progress has been achieved by the Republic of Moldova in relation to Action 8 *Transposition and implementation of legislation on electronic freight transport information and implementation of digital solutions to improve multimodality*, and Action 9 *Transposition and implementation of legislation on combined transport*.

As a result, overall progress in the implementation of the actions included in this pillar is assessed as **slow**.

Moldova's progress in the implementation of the actions under this pillar is quantitatively summarised in the chart below:

Promoting green and smart waterborne transport

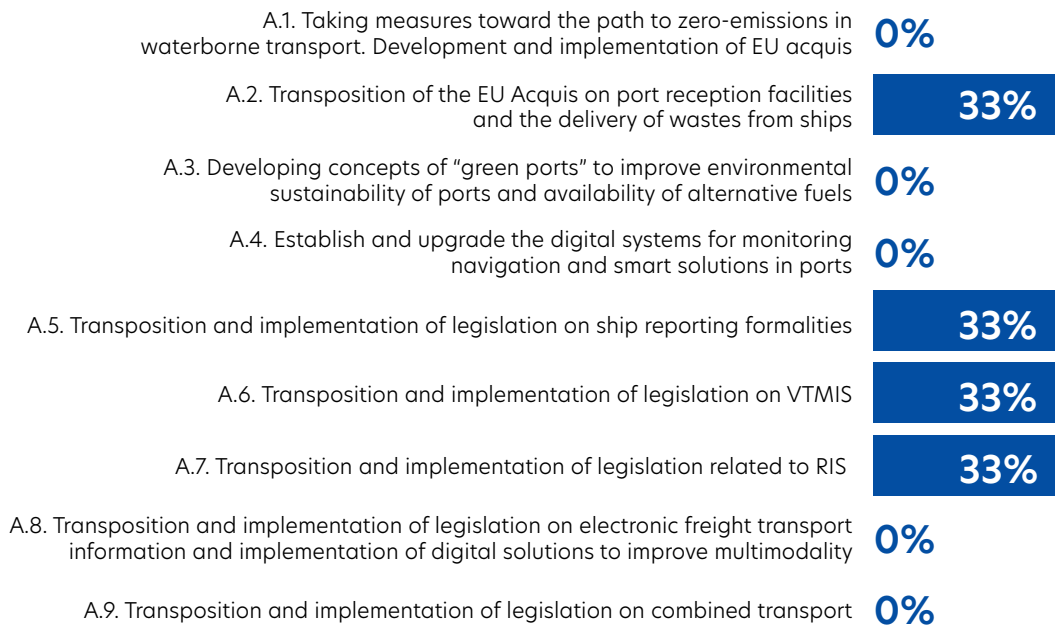


Figure 64. Promoting green and smart waterborne transport

Promoting safe and secure waterborne transport

The draft transposition texts for the adoption of Directive 2005/35/EC on ship-source pollution were prepared by EMSA. Therefore, the overall progress in implementation of Action 1 is determined as **moderate/progress on track**.

Moderate progress is noticeable concerning the implementation of Actions 3 and 4, particularly the transposition of the relevant legislation related to common rules and standards for ship inspection and survey, recognised organisations, and the strengthening of waterborne security.

No progress has been reported as per Action 5 concerning the strengthening of cybersecurity in the waterborne sector.

Ultimately, the overall progress of the Republic of Moldova in implementing the measures within this pillar is considered to be **moderate**.

Promoting safe and secure waterborne transport

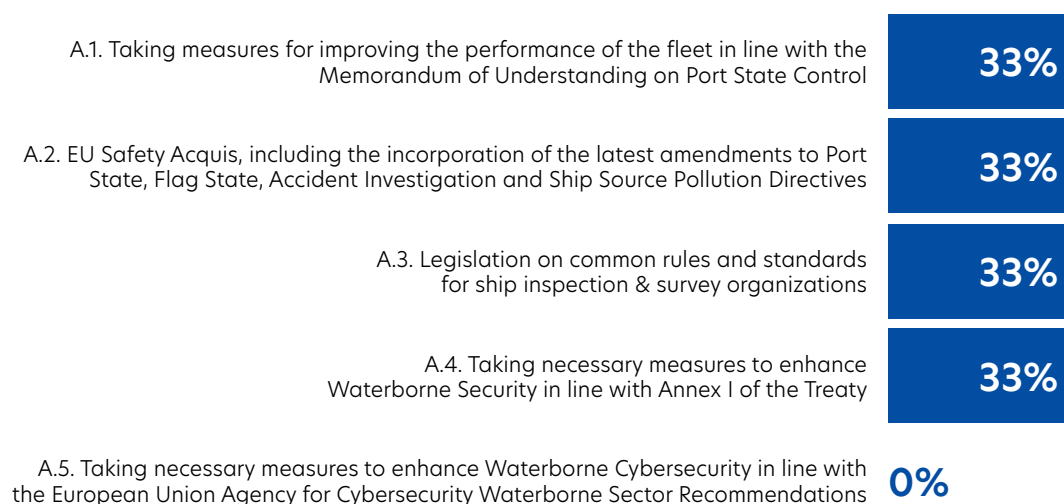


Figure 65. Promoting safe and secure waterborne transport

Improving navigability, port infrastructure and multimodal systems

The Republic of Moldova has made **moderate progress** under Actions 1 and 4 of this pillar. Several projects have been identified for implementation in the coming years at the Giurgiulesti International Free Port and the Giurgiulesti Passenger and Goods Port.

No visible progress has been made in relation to the implementation of Action 2 and Action 3.

The overall advancement in the implementation of the measures under this pillar is assessed as **slow**.

Improving navigability, port infrastructure and multimodal systems

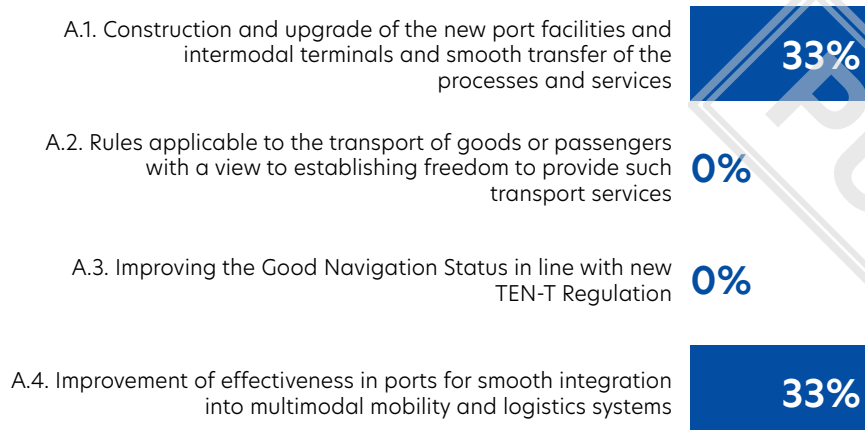


Figure 66. Improving navigability, port infrastructure, and multimodal systems

Increasing the attractiveness of working in the waterborne sector

Steady progress has been achieved under Action 2, as Directive 1999/95/EC and Council Directive 1999/63/EC have already been transposed into the Moldovan legal framework. Only Council Directive 2014/112/EU remains to be transposed.

Moderate progress has been achieved concerning the realisation of the measures included in Actions 1, 3, 4, and 5. This progress is due to the proactive steps undertaken by the relevant Moldovan stakeholders in terms of transposition of certain pieces of relevant legislation, mainly related to minimum safety and health requirements for improved medical treatment on board vessels, the minimum training standards for seafarers, and provisions concerning their working hours working time.

The overall progress of the implementation of the actions within the specified pillars within the Action Plan for Waterborne and Multimodality for the Republic of Moldova is considered **moderate**.

Increasing the attractiveness of working in the waterborne sector



Figure 67. Increasing the attractiveness of working in the waterborne sector

Recommendations

- Urgently address delays in legislative transposition, particularly under the *Promoting green and smart waterborne transport* pillar.
- Establish realistic, but firm deadlines for actions related to zero-emission pathways, green port development, RIS, and electronic freight transport, which to date remain largely uninitiated.
- Accelerate coordination with EMSA, TCT, and other EU bodies to finalise and adopt draft legislation.
- Strengthen institutional capacity and ensure inter-ministerial collaboration to overcome administrative bottlenecks and align with EU environmental and digital standards.
- Intensify efforts under the *Promoting safe and secure waterborne transport* and Improving navigability and multimodal systems pillars.
- Exiting the Paris MoU blacklist must remain a top priority, supported by the full transposition of safety and inspection-related directives.
- Infrastructure upgrades at the Giurgiulesti ports should be matched by regulatory reforms to ensure seamless multimodal integration.
- Build on the moderate success in workforce development by completing outstanding social legislation and expanding training programmes.
- Targeted technical assistance and capacity-building initiatives, with full commitment from transport authorities, will be essential to ensure the Republic of Moldova meets its 2025-2027 objectives.



2.4 Ukraine



2.4 Ukraine

2.4.1 Rail

Ukraine is not included in the progress assessment, as no data has been received concerning the Rail Action Plan due to the circumstances and challenges the country currently faces.

2.4.2 Road and Road Safety

Ukraine is not included in the progress assessment, as no data has been received concerning the Road Action Plan and Road Safety Action Plan, due to the circumstances and challenges the country currently faces.

2.4.3 Waterborne Transport and Multimodality

During the reporting period, effective communication was re-established with relevant Ukrainian waterborne stakeholders through several online meetings. As a result, all deadlines within the Action Plan have been clearly identified.

The updated template of the Action Plan for Waterborne Transport and Multimodality 2025-2027, including the timeframes specified by Ukrainian stakeholders is attached in Annex 2 of this report.

2.5 Conclusions

Collectively, the Observing Participants have shown determination in moving closer to EU standards, yet challenges remain in the domains of sustainability, multimodality, and cybersecurity. The relative strength of the sector lies in improved training, certification, and institutional capacity-building. To fully achieve these objectives, continued dedication, reinforced cooperation, and clear prioritisation are needed.

Georgia has made progress, particularly in train driver licensing, establishing functioning and efficient road maintenance systems, strengthening road safety management (83%), and increasing the attractiveness of working in the waterborne sector (80%). The **Republic of Moldova** continues to advance at a slower pace, with moderate achievements, but several areas require further attention. These include sustainable and multimodal measures (0%), strengthening road safety management (13%), establishing functioning and efficient road maintenance systems, and improving navigability, port infrastructure, and multimodal systems (17%). **Ukraine**, despite the extraordinary challenges it has faced in recent years, has re-established clear timelines for implementation, signalling its commitment to align with the EU acquis.

As of 2025, the implementation of the **Rail Action Plan** in Georgia and the Republic of Moldova shows moderate progress, with Georgia slightly ahead, achieving approximately 33% overall completion compared to Moldova's 22%.

The implementation of the **Road Action Plan** in both countries is generally satisfactory, with Georgia achieving an overall completion of approximately 47% and Moldova 34%.

In terms of the **Road Safety Action Plan**, Georgia demonstrates notable progress with a 67% implementation rate, whereas Moldova shows moderate progress at 35%.

Implementation of the **Waterborne Transport and Multimodality Action Plan** is also noteworthy in Georgia, with 50% progress, while Moldova has made moderate progress at 25%.



3 TCT Annex I Acquis Transposition Status

3.1 Georgia

3.1.1 Horizontal/Multimodal acquis

Infrastructure

The thematic cluster *Infrastructure* corresponds entirely to Annex I.1 of the Treaty establishing the Transport Community, encompassing two Regulatory areas:

- TEN-T Development
- Clean vehicles and alternative fuels infrastructure

The two regulatory areas mentioned above encompass a total of three legal acts, all of which are classified as main acts. One of these acts is included in the Rail Action Plan 2025-2027, and another is part of the Road Action Plan 2025-2027.

Georgia has not transposed any of the legal acts listed in Annex I.1 of the acquis.

Infrastructure development within the extended TEN-T Network, supported by the alignment of national legislation with EU standards, is a strategic priority for the Transport Community. While Georgia has made progress in upgrading key transport infrastructure, no steps have been taken toward legal approximation with the relevant EU acquis, nor are such efforts planned in the short term. This gap poses risks to full integration with EU transport systems and may undermine the effectiveness of ongoing investment initiatives.

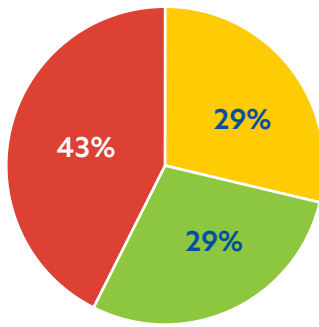
Environmental rules applicable to the transport sector

This thematic cluster corresponds entirely to Annex I.6 of the Treaty establishing the Transport Community, encompassing five regulatory areas:

- Assessment of effects
- Conservation
- Fuels, air quality, and climate change
- Water policy
- Noise

The five regulatory areas mentioned above encompass a total of 29 legal acts, of which 7 are considered main while the remainder are their amendments.

An overview of Georgia's progress in transposing and implementing the Annex I.6 acquis, along with a summary of performance against the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition Status
1.	% of acquis transposed	29.00%	Georgia - Annex I.6 Environment rules applicable to the transport sector  ■ TCT Annex I.6 EU Acquis transposed ■ TCT Annex I.6 EU Acquis partially transposed ■ TCT Annex I.6 EU Acquis not transposed
2.	% of acquis partially transposed	29.00%	
3.	% of acquis not transposed	43.00%	
4.	Number of acts planned to be transposed during the next 2 years	0	
5.	% of acquis implemented	28.60%	

Overall, **Georgia demonstrates steady progress** and a strong commitment to implementing the environmental acquis relevant to the transport sector. A significant portion of this acquis is included in the EU-Georgia Association Agreement and has consequently been prioritised for transposition in recent years. Looking ahead, Georgia will need to undertake further measures to ensure the transposition of the remaining acts and provisions, including the amendments to the main EU legal acts.

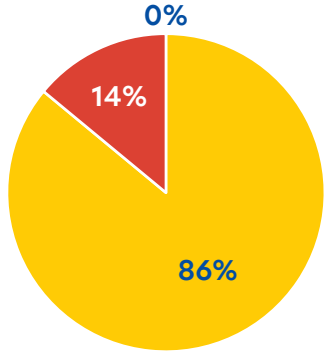
Public procurement rules applicable to the transport sector

This thematic cluster corresponds entirely to Annex I.7 of the Treaty establishing the Transport Community, encompassing three Regulatory areas:

- Review procedures
- Procurement procedures
- Public services

The three regulatory areas mentioned above encompass a total of 35 legal acts, of which 7 are considered main acts, while the remainder are their amendments.

An overview of Georgia's progress in transposing and implementing the Annex I.7 acquis, along with a summary of performance against the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition Status
1.	% of acquis transposed	0.00%	Georgia - Annex I.7 - Public procurement rules applicable to the transport sector  0% 14% 86% - TCT Annex I.7 EU Acquis transposed - TCT Annex I.7 EU Acquis partially transposed - TCT Annex I.7 EU Acquis not transposed
2.	% of acquis partially transposed	86.00%	
3.	% of acquis not transposed	14.00%	
4.	Number of acts planned to be transposed during the next 2 years	0	
5.	% of acquis implemented	0.00%	

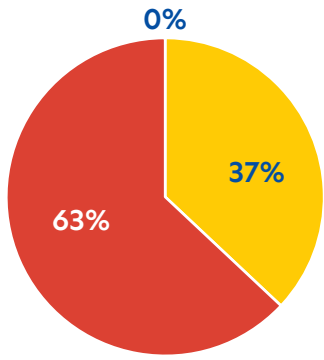
Georgia has made solid progress and has demonstrated commitment to implementing the public procurement acquis relevant to the transport sector, much of which is included in the EU-Georgia Association Agreement and prioritised in recent years. However, there is currently no plan in place for further transposition, which may limit continued alignment with EU standards in this area.

Transport of dangerous goods

The Transport of dangerous goods is a cross-cutting thematic cluster, with the relevant TCT Annex I included in Annexes I.2, I.3, I.4 and I.5 of the Treaty establishing the Transport Community. The regulatory areas it covers are as follows:

- Inland transport of dangerous goods (Annexes I.2, I.3, I.5)
- Transportable pressure equipment (Annexes I.2, I.3, I.4)
- Checks on the transport of dangerous goods (Annex I.3)
- Safety and technical requirements (Annex I.5)

Given the multimodal nature of dangerous goods transport and the distinct regulatory and institutional frameworks governing each mode, the relevant EU legislation across all transport modes has been analysed. A summary of Georgia's performance in transposing and implementing the acquis from Annex I under this thematic cluster, based on the defined indicators, is presented below.

No.	Indicator	Achieved value	Transposition Status
1.	% of acquis transposed	0.00%	Thematic Cluster Transport of Dangerous Goods  0% 37% 63% ■ Transposed ■ Partially Transposed ■ Not Transposed
2.	% of acquis partially transposed	37.00%	
3.	% of acquis not transposed	63.00%	
4.	Number of acts planned to be transposed during the next 2 years	N/A	
5.	% of acquis implemented	0.00%	

In Georgia, legislative alignment with EU standards for the transport of dangerous goods remains significantly incomplete, as illustrated by the thematic cluster chart: 63% of the relevant legislation has not been transposed, 37% is only partially transposed, and 0% has been fully transposed. This indicates that while some progress has been made, the country still faces substantial regulatory gaps that impact safety, compliance, and its integration into broader European transport frameworks.

E-freight

The E-freight thematic cluster includes the *Electronic freight transport information* Regulatory Area (eFTI), as per Annexes I.2, I.3 and I.5 of the Treaty establishing the Transport Community.

This regulatory area includes a total of three legal acts, of which one is classified as main, with the other two serving as amendments.

To date, **none of the Observing Participants has fully transposed** the eFTI regulation.

3.1.2 Rules Applicable to Rail Transport (Annex I.2)

Overview

The institutional and regulatory framework is essential for the railway sector as it ensures safe operations, efficient management, fair competition, and alignment with national and international transport policies. The governance of the railway sector in Georgia involves the following key stakeholders:

- **The Ministry of Economy and Sustainable Development** is responsible for railway policy, regulation, infrastructure planning, safety oversight, and supporting the sector's role in trade and connectivity.
- **Rail Transport Agency**, operating under the Ministry of Economy and Sustainable Development, is responsible for regulating and supervising the railway sector. It serves as the NSA, oversees Public Service Contracts as the competent authority, regulates the transport of dangerous goods by rail, and ensures the protection of passenger rights.
- **Transport Accident and Incident Investigation Bureau (NIB)**, established under the Ministry of Economy and Sustainable Development, is responsible for investigating accidents and incidents in civil aviation, maritime transport, and now also in the railway sector.
- **JSC Georgian Railway**, owned by the government, is Georgia's exclusive railway company (infrastructure manager and railway undertaking). It operates as a vertically integrated entity and is organised into three main units: Freight Transport, Passenger Transport, and Infrastructure.

Georgia's **Railway Code** serves as the primary legal framework governing the rail sector. It covers areas such as passenger and freight transport, luggage handling, public service obligations, and combined cargo transport. It also outlines the roles, responsibilities, and rights of all stakeholders involved in railway operations. The Code is partially aligned with several EU legislative acts, including Directive (EU) 2016/798 on railway safety; Directive 2007/59/EC on the certification of train drivers operating locomotives and trains within the Community; Directive 2008/68/EC on the inland transport of dangerous goods; Regulation (EC) No. 1370/2007 on public passenger transport services by rail and by road; and Regulation (EU) 2021/782 on rail passengers' rights and obligations.

Additional key regulatory and strategic documents include:

- **Law on the Management and Regulation of the Transport Sector** establishes the legal and organisational framework for the sector, defining state policy and the roles of the technical regulatory bodies.
- **National Transport and Logistics Strategy (2023-2030)**, along with Action Plan for 2025-2026, sets out goals across all transport modes. Its priorities include infrastructure modernisation, service liberalisation, streamlined customs procedures, and harmonisation with the EU acquis.

The Rail Transport Reform, launched in 2023, is being implemented in three phases through to 2027. The third phase (2026-2027) will include the unbundling of the infrastructure manager from railway undertakings, as well as the establishment of a railway regulatory body.

Progress status per thematic clusters

Market access

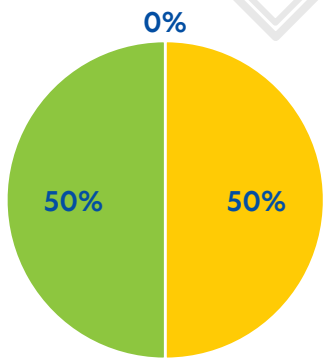
The *Market access* thematic cluster corresponds to the Regulatory area of the same name in Annex I.2 of the Treaty establishing the Transport Community and comprises a total of 22 legal acts, 16 of which are classified as main, while the remainder are their amendments. Three acts are included in the Rail Action Plan 2025-2027.

Georgia has not transposed any of the legal acts listed under the thematic cluster *Market access*. The transposition of the TCT Annex I in this cluster is scheduled for the third phase of the Rail Transport Reform (2026-2027). Two EU legal acts are planned to be transposed over the next two years.

Train drivers

The *Train drivers* thematic cluster corresponds to the Regulatory area of the same name in Annex I.2 of the Treaty establishing the Transport Community and comprises a total of 9 legal acts, of which 4 are classified as main, and others are their amendments. Four acts are included in the Rail Action Plan 2025-2027.

An overview of Georgia's progress in transposing and implementing the Annex I.2 acquis under the *Train drivers* thematic cluster, along with a summary of performance against the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition Status
1.	% of acquis transposed	50.00%	Thematic cluster: Train drivers  - TCT Annex I.2 EU Acquis transposed - TCT Annex I.2 EU Acquis partially transposed - TCT Annex I.2 EU Acquis not transposed
2.	% of acquis partially transposed	50.00%	
3.	% of acquis not transposed	0.00%	
4.	Number of acts planned to be transposed during the next 2 years	2	
5.	% of acquis implemented	50.00%	

The main legal acts within this thematic cluster have been fully or partially transposed. However, it is necessary to continue the transposition process in order to incorporate all relevant amendments to these acts during the upcoming phase. This will enable the full transposition of the thematic cluster.

Interoperability

The *Interoperability* thematic cluster corresponds to the regulatory area of the same name in Annex I.2 of the Treaty establishing the Transport Community. It comprises a total of 67 legal acts, 22 of which are classified as main acts, while the remainder are amendments. Fifteen of these legal acts are included in the Rail Action Plan 2025-2027.

Currently, no EU legal acts related to the interoperability acquis have been transposed. However, the transposition of 16 legal acts is planned for 2027, as outlined in Georgia's timeline.

European Union Agency for Railways

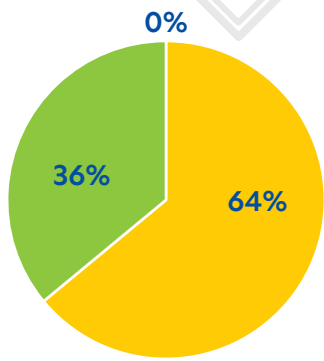
The *European Union Agency for Railways* thematic cluster corresponds to the regulatory area of the same name in Annex I.2 of the Treaty establishing the Transport Community. It comprises a total of 5 legal acts, of which 3 are classified as main acts, while the remainder are amendments. None of these legal acts are included in the Rail Action Plan 2025-2027.

The transposition of the acquis under this thematic cluster remains at a standstill, with no EU legal acts transposed to date and no concrete planning currently in place. To align with the obligations applicable to EU Member States, it is necessary to develop a clear roadmap and establish closer cooperation with the European Union Agency for Railways (ERA).

Railway safety

The Railway safety thematic cluster corresponds to the regulatory area of the same name in Annex I.2 of the Treaty establishing the Transport Community. It comprises a total of 19 legal acts, 11 of which are classified as main acts, while the remainder are amendments. Two of these legal acts are included in the Rail Action Plan 2025-2027.

An overview of Georgia's progress in transposing and implementing the Annex I.2 acquis under this thematic cluster, along with a summary of performance against the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition Status
1.	% of acquis transposed	36.00%	Thematic cluster: Railway safety  - TCT Annex I.2 EU Acquis transposed - TCT Annex I.2 EU Acquis partially transposed - TCT Annex I.2 EU Acquis not transposed
2.	% of acquis partially transposed	64.00%	
3.	% of acquis not transposed	0.00%	
4.	Number of acts planned to be transposed during the next 2 years	9	
5.	% of acquis implemented	31.50%	

Georgia fully transposed a number of EU legal acts relating to this thematic cluster. However, the transposition did not include the corresponding amending acts. The transposed acts include Directive (EU) 2016/798 on railway safety, along with several regulations related to Common Safety Methods and other supporting legislation. As previously noted, Georgia has initiated procedures for issuing the safety certificate and authorisation for JSC Georgian Railway, in line with EU legislation. It is important that Georgia continues to align with all amendments to the EU legal acts under this thematic cluster.

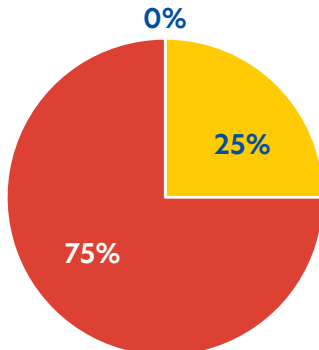
Social (rail)

The *Social (rail)* thematic cluster includes the following Regulatory areas as per Annex I.2 of the Treaty:

- Social field – working time/hours
- Passenger rights

It comprises a total of 4 legal acts, all of which are classified as main acts. One of these legal acts is included in the Rail Action Plan 2025-2027.

An overview of Georgia's progress in transposing and implementing the Annex I.2 acquis under the *Social (rail)* thematic cluster, along with a summary of performance against the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition Status
1.	% of acquis transposed	0.00%	Thematic cluster: Social (rail)  - TCT Annex I.2 EU Acquis transposed - TCT Annex I.2 EU Acquis partially transposed - TCT Annex I.2 EU Acquis not transposed
2.	% of acquis partially transposed	25.00%	
3.	% of acquis not transposed	75.00%	
4.	Number of acts planned to be transposed during the next 2 years	1	
5.	% of acquis implemented	0.00%	

Georgia has partially transposed Regulation (EU) 2021/782 on rail passengers' rights and obligations, with full transposition planned for 2026 and implementation expected to begin in May 2026. Currently, there is no plan in place for the transposition of the remaining EU legal acts under this thematic cluster. Given that one of the legal acts in this cluster is included in the Association Agreement, Georgia should consider developing and adopting a comprehensive transposition plan to ensure full alignment with EU requirements.

Conclusions and upcoming priorities for the rail sector

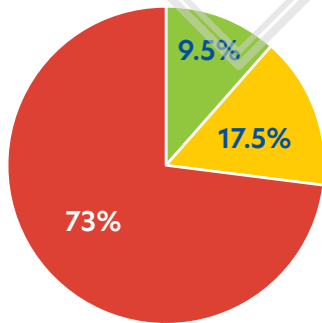
Overall, Georgia has made **moderate progress** in aligning its national legal framework with the rail transport rules outlined in Annex I.2 of the Treaty establishing the Transport Community. However, **73% of the relevant EU legal acts remain not transposed**, indicating a significant gap that still needs to be addressed.

Although Georgia has achieved **partial or full transposition** in certain thematic clusters, **a substantial number of EU legal acts remain either not transposed or lack a defined transposition plan**.

Based on the currently established plans, Georgia is expected to make significant progress by 2027, especially in the thematic clusters of *Market access* and *Interoperability*.

To ensure full alignment, Georgia must continue with the planned activities for transposition and with the development of a comprehensive strategy that includes not only the core EU legal acts but also their subsequent amendments. Moreover, all relevant institutions must be fully established, operational, and capable of fulfilling their designated responsibilities.

Georgia has demonstrated consistent participation in the activities of the Technical Committee for Railways and should continue to build on this momentum by further strengthening the institutions responsible for the rail transport sector.

No.	Indicator	Achieved value	Transposition Status
1.	% of acquis transposed	9.50%	Georgia - Annex I.2 - Rules applicable to rail transport  73% 9.5% 17.5% - TCT Annex I.2 EU Acquis transposed - TCT Annex I.2 EU Acquis partially transposed - TCT Annex I.2 EU Acquis not transposed
2.	% of acquis partially transposed	17.50%	
3.	% of acquis not transposed	73.00%	
4.	Number of acts planned to be transposed during the next 2 years	33	

3.1.3 Rules Applicable to Road Transport (Annex I.3)

Overview

The main competencies in the transport sector are handled at the state level. The institutional framework governing Georgia's road sector includes the following key stakeholders:

- **The Ministry of Economy and Sustainable Development** holds primary horizontal responsibilities in the transport sector at the state level, focusing on policy development and regulatory reform. It also serves as the Road Safety Lead Agency.
- **The Ministry of Regional Development and Infrastructure (MRDI)**, particularly the Roads Department, is responsible for planning, designing, constructing, and maintaining secondary and international roads.
- **The Land Transport Agency (LTA)** is another key stakeholder in the road sector, overseeing road transport services for both freight and passengers. Its mandate includes implementing international trucking conventions, issuing certifications, permits, and concessions for operators, and introducing digital systems for transport management and monitoring.

The main regulatory and strategic framework governing the road transport sector in Georgia primarily includes:

- **Law on Road Transport**, which regulates various aspects of road usage, vehicle operation, and transportation services.
- **National Transport and Logistics Strategy**, adopted on 15 August 2023, which covers the period from 2023 to 2030 and is supported by an action plan for 2023-2024. This strategy outlines the main priorities for road sector development.
- **Road Safety Strategy** for the period 2022-2025, approved in July 2022, which aligns with EU and UN targets to reduce fatal and serious road traffic injuries.

Overall, the existing institutional structure is considered adequate, with no pressing need for structural reforms (e.g., creating new institutions or significantly restructuring existing ones).

The regulatory reform process is primarily guided by the Association Agreement with the EU, which outlines the key requirements and priorities for the transport sector. Regarding road transport, the Agreement's main priorities involve technical, safety, social, and fiscal conditions and include various EU legal acts that Georgia has committed to approximate.

Georgia has partially adopted key EU regulations related to driving and rest times, such as the Regulation on the harmonisation of certain social legislation in road transport. However, it has not yet transposed the Directive on the posting of drivers in the road transport sector, nor the Directive on the organisation of working time of those engaged in mobile road transport activities.

Road safety remains a concern, with casualty levels exceeding the EU average. Georgia has successfully transposed EU Directive 2008/96/EC on road infrastructure safety management and EU Directive 2004/54/EC on minimum safety requirements for tunnels in the trans-European road network. A licensing system for Road Safety Auditors (RSA) and Road Safety Inspectors (RSI) has also been established, and Tbilisi is hosting the Secretariat of the Regional Eastern Partnership (EaP) Road Safety Observatory (RSO).

The road infrastructure is entirely owned and managed by public authorities. A five-year rolling maintenance plan is updated annually. All road works, including routine maintenance, are outsourced through competitive bidding, typically under three-year contracts, with funding provided by the central budget.

Road Asset Management System (RAMS) operations are implemented under a combination of multi-purpose software solutions, such as ArcGIS, GISCloud, and HDM-4. Small-scale custom developments have been implemented to integrate these tools. The Roads Department of Georgia conducts most data collection and processing in-house.

Progress status per thematic cluster

Social (road)

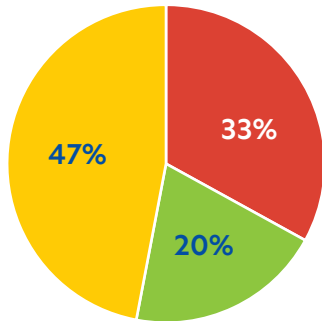
The proposed *Social (road)* thematic cluster includes the following regulatory areas, as per Annex I.3 of the Treaty establishing the Transport Community:

- Social provisions – driving time and rest periods
- Enforcement of social legislation
- Admission to the occupation of road operator
- Tachograph
- Working time
- Passenger rights
- Form of attestation of activities

The regulatory areas listed above include a total of 37 legal acts, of which:

- 15 are main acts
- 22 are amendments
- No main acts included in the Road or Road Safety Action Plan

Georgia's current progress in transposing and implementing Annex I acquis under the *Social (road)* thematic cluster, as outlined in Annex I.3, along with a performance summary based on the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition Status
1.	% of acquis transposed	20.00%	Thematic cluster: Social (Road)  - TCT Annex I.3 Transposed - TCT Annex I.3 Partially transposed - TCT Annex I.3 Not transposed
2.	% of acquis partially transposed	47.00%	
3.	% of acquis not transposed	33.00%	
4.	Number of acts planned to be transposed during the next 2 years	6	
5.	% of acquis implemented	20.00%	

Georgia has made moderate progress regarding TCT Annex I in the *Social (road)* thematic cluster, with 67% of the relevant legal acts either transposed or partially transposed. However, limited progress is planned in the short-term (primarily within the framework of the TCT Road Action Plan), and the number of acts planned for transposition during the next 2 years is limited to 6, suggesting that full alignment with the relevant acquis is not currently a priority.

In the future, systematic efforts towards complete implementation of the Road (Social) acquis are essential.

Vehicles

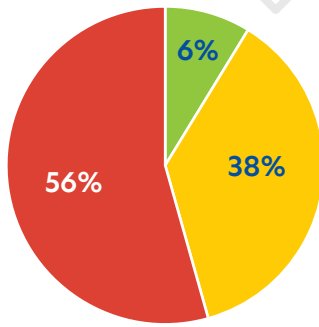
The *Vehicles* thematic cluster includes the following regulatory areas, as per Annex I.3 of the Treaty establishing the Transport Community:

- Roadworthiness
- Roadside inspection
- Speed limitation devices
- Safety belts
- Mirrors
- Registration documents
- Dimensions and weight of vehicles
- Type approval

The above listed regulatory areas include 54 legal acts, of which:

- 16 are main acts
- 38 are amendments
- 7 main acts are included in the Road Safety Action Plan

Georgia's current progress in transposing and implementing Annex I acquis under this thematic cluster, as outlined in Annex I.3, along with a performance summary based on the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition Status
1.	% of acquis transposed	6.00%	Thematic cluster: Vehicles  - TCT Annex I.3 EU Acquis transposed - TCT Annex I.3 EU Acquis partially transposed - TCT Annex I.3 EU Acquis not transposed
2.	% of acquis partially transposed	38.00%	
3.	% of acquis not transposed	56.00%	
4.	Number of acts planned to be transposed during the next 2 years	6	
5.	% of acquis implemented	6	

Georgia has transposed only 6% of the critical Annex I acquis under the *Vehicles* thematic cluster and needs to ensure their full implementation. Almost 40% of the acquis in this cluster is partially transposed.

However, more than half of the critical acquis is yet to be transposed, including Directive 2009/33/EC of the European Parliament and of the Council of 23 April 2009 on promoting clean road transport vehicles in support of low-emission mobility, which is not currently considered for transposition despite its inclusion in the Association Agreement.

Road infrastructure

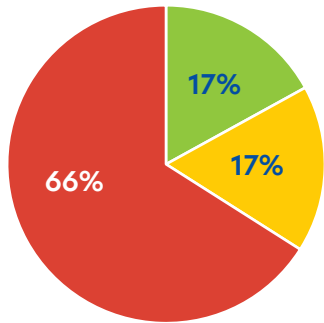
The *Road infrastructure* thematic cluster includes the following regulatory areas, as per Annex I.3 of the Treaty establishing the Transport Community:

- Road charging infrastructure - annual vehicle taxes
- Road infrastructure safety management
- Tunnels
- Road toll systems

The listed regulatory areas include 15 legal acts, of which:

- 6 are main acts
- 9 are amendments
- 2 main acts are included in the Road Safety Action Plan

Georgia's current progress in transposing and implementing Annex I acquis under this thematic cluster, as outlined in Annex I.3, along with a performance summary based on the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition Status
1.	% of acquis transposed	17.00%	Thematic cluster: Road infrastructure  66% 17% 17% - TCT Annex I.3 EU Acquis transposed - TCT Annex I.3 EU Acquis partially transposed - TCT Annex I.3 EU Acquis not transposed
2.	% of acquis partially transposed	17.00%	
3.	% of acquis not transposed	66.00%	
4.	Number of acts planned to be transposed during the next 2 years	0	
5.	% of acquis implemented	17	

Georgia has shown moderate performance regarding the Annex I road infrastructure acquis, with two critical acts fully transposed and implemented. However, no priority seems to have been assigned yet to Directive 1999/62/EC, despite its inclusion in the Association Agreement. Corrective actions are recommended in this regard.

Drivers

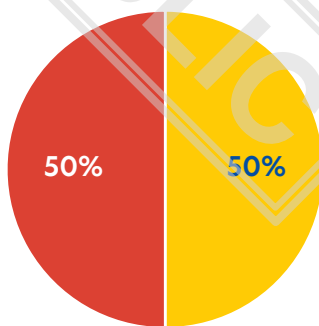
The *Drivers* thematic cluster includes the following regulatory areas, as per Annex I.3 of the Treaty establishing the Transport Community:

- Training of drivers
- Driving licences
- Cross-border exchange of information

The listed regulatory areas include 17 legal acts, of which:

- 4 are main acts
- 13 are amendments
- No main act is included in the Road or Road Safety Action Plan

Georgia's current progress in transposing and implementing Annex I acquis grouped under this thematic cluster of Annex I.3, along with a summary of performance based on the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition Status
1.	% of acquis transposed	0.00%	Thematic cluster: Drivers  0% 50% 50% ■ TCT Annex I.3 Transposed ■ TCT Annex I.3 Partially transposed ■ TCT Annex I.3 Not transposed
2.	% of acquis partially transposed	50.00%	
3.	% of acquis not transposed	50.00%	
4.	Number of acts planned to be transposed during the next 2 years	1	
5.	% of acquis implemented	0	

Although no legal act has been fully transposed to date, the partial transposition rate stands at 50%. The number of non-prioritised acts in the Annex I acquis remains relatively high, including Directive 2006/126/EC on driving licences, which has been partially transposed but is not currently scheduled for full transposition, despite being part of the Association Agreement.

Intelligent Transport Systems

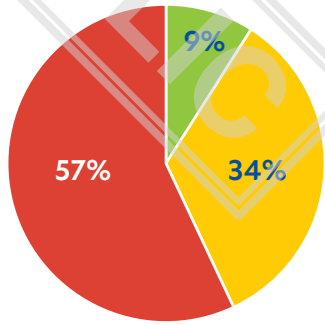
The Intelligent Transport Systems thematic cluster corresponds to the eponymous Regulatory area and includes a total of 11 legal acts, of which:

- 8 are main acts
- 3 are amendments
- 1 main act is included in the Road Safety Action Plan

While Georgia's progress in the area of ITS is still incipient, with basically no legal acts transposed to date and no acts planned to be transposed in the next two years, prioritisation within the Road Action Plan is expected to reverse this situation in the medium term.

Conclusions and upcoming priorities for the road and road safety sectors

A summary of Georgia's performance in transposing and implementing the Annex I road acquis under Annex I.3, based on the indicators outlined in Section 3, is provided below:

No.	Indicator	Achieved value	Transposition Status
1.	% of acquis transposed	9.00%	Georgia - Annex I.3 - Rules applicable to road transport  ■ TCT Annex I.3 EU Acquis transposed ■ TCT Annex I.3 EU Acquis partially transposed ■ TCT Annex I.3 EU Acquis not transposed
2.	% of acquis partially transposed	34.00%	
3.	% of acquis not transposed	57.00%	
4.	Number of acts planned to be transposed during the next 2 years	14	
5.	% of acquis implemented	9.00%	

Over 40% of the legal acts in Annex I.3 is currently in various stages of transposition, with nearly 10% fully transposed and around 34% partially transposed. Short-term plans target 14 acts (almost 10% of the yet-to-be-transposed acquis) for transposition.

However, more than 90% of the critical Annex I acquis is not prioritised, indicating the need for a more systematic approach to regulatory alignment. Establishing a clear plan for gradual legal approximation with the EU Road acquis under TCT Annex I should become a high priority in the coming year.

Georgia's key upcoming priorities for further alignment with the TCT Annex I under Annex I.3 of the TCT Treaty should include:

- Intensifying efforts to transpose and implement relevant EU legislation, with a focus on the *Drivers* and *Intelligent Transport Systems* clusters, where alignment has lagged, followed by the Road infrastructure and *Social* clusters, which are performing moderately.
- Focusing on the currently non-prioritised main acquis to establish clear roadmaps for transposition and implementation.

3.1.4 Rules Applicable to Maritime Transport (Annex I.4)

Overview

The institutional and regulatory framework governing maritime transport in Georgia is designed to ensure the sector operates efficiently, safely, and sustainably.

The Ministry of Economy and Sustainable Development (MoESD) serves as the primary policymaking body. It is responsible for formulating strategic plans and documents, coordinating with international organisations and stakeholders, and ensuring alignment with global maritime standards.

The Georgian Maritime Transport Agency (GMTA) acts as the main regulatory authority overseeing the operational and technical aspects of maritime governance. Its core responsibilities include enforcing maritime legislation, conducting regular inspections of vessels and maritime infrastructure to ensure compliance with safety, security, and environmental standards, and issuing certifications for ships and seafarers in accordance with international requirements.

While the GMTA regulates and supports the strategic development and modernisation of port infrastructure, it does not directly manage or operate port facilities. Instead, infrastructure development is carried out by private operators and investors under the Agency's regulatory oversight.

Georgia, through the GMTA, adheres to a range of international maritime conventions and codes it has ratified. These include:

- The International Convention for the Safety of Life at Sea (SOLAS)
- The International Convention for the Prevention of Pollution from Ships (MARPOL)
- The International Convention on Standards of Training, Certification, and Watchkeeping for Seafarers (STCW)
- The International Convention on Load Lines (LL)
- The Convention on the International Regulations for Preventing Collisions at Sea (COLREGs)
- The International Convention on Maritime Search and Rescue (SAR)
- The International Convention on Civil Liability for Oil Pollution Damage (CLC).

The maritime sector in Georgia is primarily regulated by the Maritime Code, which provides the legal basis for maritime activities such as ship registration, safety standards, and environmental protection. Key provisions cover ship ownership, crew qualifications, maritime safety protocols, and environmental protection. Environmental regulations focus on the protection of the marine environment from pollution and other harmful and hazardous activities.

Georgia has placed a major focus on developing and enhancing its maritime transport sector through the adoption of several strategic documents, including:

- **National Transport and Logistics Strategy 2023-2030** – Adopted in 2023, the Strategy covers all transport modes and highlights priorities related to improving efficiency and competitiveness in transport and logistics, including ports and maritime logistics. It focuses on streamlining port operations, reducing administrative burdens, and enhancing coordination among key stakeholders as part of its digitalisation and efficiency priorities. It emphasises the development and modernisation of port infrastructure, including the upgrade of existing ports and the improvement of multimodal connectivity. The Strategy prioritises investment in green technologies, such as energy-efficient equipment and emission reduction measures, to support sustainable maritime transport.
- **Maritime Transport Strategic Development Concept** – Adopted in 2023, this concept outlines Georgia's strategic vision for developing the maritime transport sector. Its focus is on improving infrastructure, enhancing safety standards, and integrating with international maritime networks. The strategic objectives span diverse areas, including seafarer maritime education, port capacity development, flag state capabilities, the development of Ro-Ro ferry connections, support for the shipbuilding industry, maritime innovation and research, maritime finance, and cruise shipping.

Georgia has made notable strides in harmonising its maritime transport regulations with the EU legislation outlined in Annex I. The country has adopted several strategic policies and documents aimed at enhancing maritime infrastructure and governance, representing important steps toward full alignment with the EU maritime acquis.

Progress status per thematic cluster

Policy, market access, and competition

The proposed *Policy, market access and competition* thematic cluster includes the following regulatory areas, as per Annex I.4 of the Treaty establishing the Transport Community:

- Maritime policy
- Access to the market
- International relations
- Port services

The regulatory areas listed above include a total of 16 legal acts, of which 7 are classified as main, while the remainder are their amendments. One act is included in the Action Plan for Waterborne Transport and Multimodality 2025-2027.

As of October 2025, the transposition status of the acquis in this thematic cluster is still in its initial phase (no legal acts have been transposed and no acts are currently scheduled for transposition), indicating that further legislative alignment and implementation efforts are required.

Technical, safety, and security

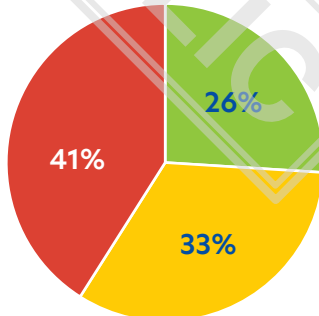
The *Technical, safety, and security* thematic cluster includes the following regulatory areas, as per Annex I.4 of the Treaty establishing the Transport Community:

- International agreements
- Ship inspection and survey organisations – recognised organisations
- Flag state
- Port state control
- International safety management code
- Marine equipment
- Passenger ships
- Safety of fishing vessels
- Oil tankers
- Bulk carriers
- Accident investigation
- Insurance
- Maritime security
- European maritime safety agency

The above-mentioned regulatory areas comprise 66 legal acts in total, including 27 main acts, the remainder being their amendments.

Among these EU legal acts, 14 are incorporated into the Action Plan on Waterborne and Multimodality, while 12 are reflected in the Association Agreement between Georgia and the European Union.

Georgia's progress in transposing and implementing the TCT Annex I under the *Technical, safety, and security* thematic cluster of Annex I.4, along with a performance summary based on the established indicators as of October 2025, is presented below:

No.	Indicator	Achieved value	Transposition Status
1.	% of acquis transposed	26.00%	Thematic cluster: Technical, safety and security (maritime)  ■ TCT Annex I.4 EU Acquis transposed ■ TCT Annex I.4 EU Acquis partially transposed ■ TCT Annex I.4 EU Acquis not transposed
2.	% of acquis partially transposed	33.00%	
3.	% of acquis not transposed	41.00%	
4.	Number of acts planned to be transposed during the next 2 years	0	
5.	% of acquis implemented	26.00%	

As of now, Georgia's alignment with the TCT Annex I in this regulatory area remains at an early stage. Only 26% of the relevant legal acts have been fully transposed and implemented, while 33% are partially transposed, and 41% remain not transposed. Notably, no new acts are scheduled for transposition in the next two years, indicating a pause or delay in legislative progress.

This suggests that while initial steps have been undertaken, significant efforts are still required to achieve full harmonisation with EU standards in the maritime sector. The lack of planned transposition activities may reflect institutional, strategic, or resource-related challenges that need to be addressed to advance integration and compliance.

Environmental thematic cluster

The *Environmental* thematic cluster includes the following regulatory areas, as per Annex I.4 of the Treaty establishing the Transport Community:

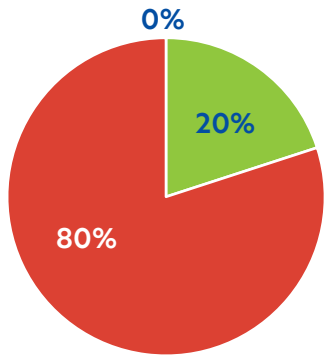
- Environment
- Organotin compounds
- Ship-source pollution
- Ship-generated waste
- Committee of Safe Seas and the Prevention of Pollution from Ships
- Renewable and low-carbon fuels

The regulatory areas listed above comprise a total of 19 legal acts, of which:

- 10 acts are main
- 9 are their amendments

Among these legal acts, three are incorporated into the Action Plan for Waterborne and Multimodality, while two are reflected in the Association Agreement between Georgia and the European Union.

Presented below is an overview of Georgia's progress in transposing and implementing the TCT Annex I under the *Environmental* thematic cluster of Annex I.4, along with a performance summary based on the defined indicators as of October 2025.

No.	Indicator	Achieved value	Transposition Status
1.	% of acquis transposed	20.00%	Thematic cluster: Environmental (maritime)  0% 20% 80% - TCT Annex I.4 EU Acquis transposed - TCT Annex I.4 EU Acquis partially transposed - TCT Annex I.4 EU Acquis not transposed
2.	% of acquis partially transposed	0.00%	
3.	% of acquis not transposed	80.00%	
4.	Number of acts planned to be transposed during the next 2 years	0	
5.	% of acquis implemented	20.00%	

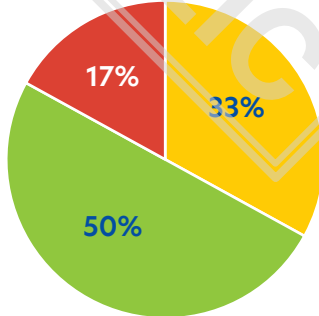
Georgia has made initial progress in aligning with the TCT Annex I in this thematic cluster, with 20% of the legal acts transposed and implemented. However, a significant portion (80%) remains not transposed, and no new acts are currently scheduled for transposition over the next two years. While partial transposition has not yet begun, this presents an opportunity to reassess priorities.

Smart, digital, and telematic applications cluster

The *Smart, digital, and telematic* applications thematic cluster includes the following regulatory areas, as per Annex I.4 of the Treaty establishing the Transport Community:

- Vessel traffic monitoring
- Reporting formalities
- Maritime single window

The *Smart, digital, and telematic* applications cluster includes 12 legal acts, 6 of which are classified as main, while the other 6 are amendments. Three of the main acts are included in the Action Plan for Waterborne and Multimodality, and two main acts are included in the Association Agreement. The progress achieved as of October 2025 is provided in the table below:

No.	Indicator	Achieved value	Transposition Status
1.	% of acquis transposed	50.00%	Thematic cluster: Smart, digital, and telematic application (maritime)  ■ TCT Annex I.4 EU Acquis transposed ■ TCT Annex I.4 EU Acquis partially transposed ■ TCT Annex I.4 EU Acquis not transposed
2.	% of acquis partially transposed	33.00%	
3.	% of acquis not transposed	17.00%	
4.	Number of acts planned to be transposed during the next 2 years	0	
5.	% of acquis implemented	50.00%	

Georgia has made notable progress in aligning with the TCT Annex I in this thematic cluster, with 50% of the legal acts transposed and implemented. An additional 33% are partially transposed, indicating ongoing efforts toward full harmonisation. Only 17% remain not transposed, reflecting a relatively advanced stage of legislative alignment.

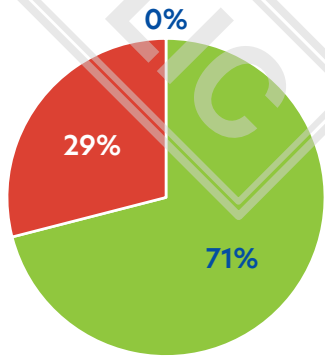
Social and educational thematic cluster

The Social and educational thematic cluster includes the following regulatory areas, as per Annex I.4 of the Treaty establishing the Transport Community:

- Social aspects
- Passenger rights
- Training of seafarers

The regulatory areas mentioned above include a total of 12 legal acts, 7 of which are classified as main, while the remainder are amendments. Six of the main acts are included in the Action Plan for Waterborne and Multimodality 2025-2027, and four of the main acts are included in the Association Agreement between Georgia and the European Union.

Georgia's progress in transposing and implementing the Annex I acquis grouped under this thematic cluster of Annex I.4, along with a summary of performance based on the defined indicators, is provided below:

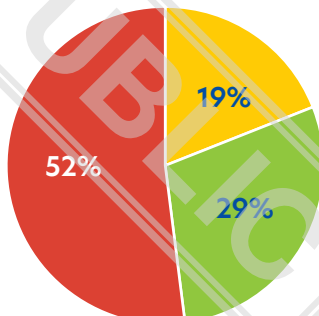
No.	Indicator	Achieved value	Transposition Status
1.	% of acquis transposed	71.00%	Thematic cluster: Social and educational (maritime)  0% 29% 71% - TCT Annex I.4 EU Acquis transposed - TCT Annex I.4 EU Acquis partially transposed - TCT Annex I.4 EU Acquis not transposed
2.	% of acquis partially transposed	0.00%	
3.	% of acquis not transposed	29.00%	
4.	Number of acts planned to be transposed during the next 2 years	1	
5.	% of acquis implemented	71.00%	

The data shows that 71% of the TCT Annex I in the *Social and educational* thematic cluster has been both transposed and implemented, indicating strong alignment between legislative adoption and practical enforcement. However, 29% of the acquis remains not transposed. No partial transpositions are reported.

Conclusions and upcoming priorities for the maritime transport sector

Georgia has made partial progress in aligning its national legal framework with the maritime transport rules under Annex I.4 of the Treaty establishing the Transport Community. Specifically, 29% of the relevant TCT Annex I has been fully transposed, while 19% is partially transposed, indicating ongoing legislative efforts. However, 52% remains not transposed, highlighting a significant gap that still needs to be addressed. This distribution suggests that while Georgia has taken meaningful steps toward harmonisation, further efforts are required to ensure full alignment and implementation of the acquis in the maritime transport sector.

Georgia's progress in transposing and implementing the Annex I acquis grouped under Annex I.4, along with a summary of performance based on the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition Status
1.	% of acquis transposed	29.00%	Georgia Annex I.4 - Rules applicable to maritime transport  52% 19% 29% ■ TCT Annex I.4 Transposed ■ TCT Annex I.4 Partially transposed ■ TCT Annex I.4 Not transposed
2.	% of acquis partially transposed	19.00%	
3.	% of acquis not transposed	52.00%	
4.	Number of acts planned to be transposed during the next 2 years	1	
5.	% of acquis implemented	29.00%	

3.1.5 Rules Applicable to Inland Waterway Transport (Annex I.5)

Overview

The key institutions responsible for the development and implementation of inland waterway policies and the regulation of the sector are as follows:

- **The Ministry of Economy and Sustainable Development** is the main institution overseeing the development and regulation of the transport sector, including inland waterways. It bears the overall responsibility for policy formulation, strategic planning, and coordination with international bodies in the field.
- **The Georgian Maritime Transport Agency (MTA)** is the main body responsible for implementing waterborne transport policies, ensuring safety standards, and managing the registration and inspection of vessels. While its main focus is on maritime transport, the development of inland waterway transport also falls within the Agency's prerogatives.
- **The Internal Waterways Transport Department** was established within the MTA, which is an important step toward further strengthening regulatory oversight efforts for inland waterway transport. The department operates through two branches: the Eastern Division located in Tbilisi and the Western Division located in Batumi.
- **River Basin Management Authorities** are entrusted with the sustainable management of water resources, including the development and maintenance of inland waterway infrastructure, with particular attention to environmental preservation.

The key national strategic and legislative documents guiding the development of inland waterway transport in Georgia include:

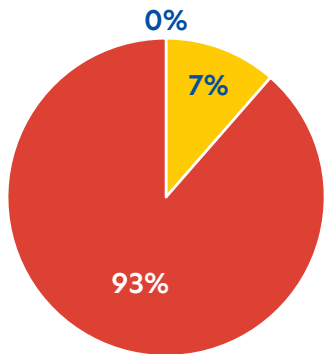
- **National Transport and Logistics Strategy** - This strategy promotes the development of inland waterway transport as a vital component of Georgia's broader efforts to enhance its transport and logistics infrastructure.
- **Draft Law on Water Resources Management** - Expected to enter into force in September 2026, this law aims to introduce river basin management principles and strengthen water monitoring systems.
- **New navigation rules** - These have been introduced to further regulate vessel movement and operational safety in inland waterways. An officially approved retraining programme has been introduced as a requirement for obtaining a driving licence for inland waterway transport vehicles. Recognition of standards for classification societies enables qualified organisations to conduct inspections and issue safety certificates under the supervision of the MTA. Regulatory and procedural efforts are currently underway to further refine and operationalise internal waterways governance. Currently, the MTA's Internal Waterways Transport Department is working on the digitalisation of the registration system and the rollout of electronic records across the internal waterways sector.

Georgia does not have navigable inland waterways that are significant for commercial transport or large-scale navigation as part of the designated extension of the TEN-T Network. The country's geography, characterised by mountainous terrain and rivers that are typically shallow and fast flowing, does not lend itself to the development of navigable inland waterways for transport.

In 2025, Georgia undertook efforts to partially transpose Directive 2009/100/EC on the reciprocal recognition of navigability licences for inland waterway vessels, as well as Directive (EU) 2016/1629 laying down technical requirements for inland waterway vessels. The remaining EU legislation included in Annex I.5 of the Treaty establishing the Transport Community has not yet been transposed. Therefore, a detailed analysis of Georgia's progress in this area, across the relevant thematic clusters, was not deemed necessary.

Conclusions and upcoming priorities for the inland waterway transport sector

For methodological consistency, Georgia's progress in transposing and implementing the Annex I acquis grouped under the Annex I.5, along with a summary of performance based on the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition Status
1.	% of acquis transposed	0.00%	Georgia Annex I.5 - Rules applicable to inland waterway transport  0% 7% 93% ■ TCT Annex I.4 Transposed ■ TCT Annex I.4 Partially transposed ■ TCT Annex 4 Not transposed
2.	% of acquis partially transposed	7.00%	
3.	% of acquis not transposed	93.00%	
4.	Number of acts planned to be transposed during the next 2 years	0	
5.	% of acquis implemented	0.00%	

Georgia's alignment with the EU acquis, as per Annex I.5 of the TCT Treaty, remains at a **preliminary stage**. The available indicators show that none of the relevant legal acts have been fully transposed or implemented, with only 7% partially transposed, and 93% not yet transposed. Furthermore, no acts are currently scheduled for transposition over the next two years, suggesting that this area has not been prioritised in the short-term legislative agenda. These figures point to the need for enhanced strategic planning and institutional engagement to advance harmonisation with EU standards in inland waterway transport, in line with Georgia's commitments to join the Transport Community and the EU.

3.2 Republic of Moldova

3.2.1 Horizontal/Multimodal Acquis

Infrastructure

This thematic cluster corresponds entirely to Annex I.1 of the Treaty establishing the Transport Community, encompassing two regulatory areas:

- TEN-T development
- Clean vehicles and alternative fuel infrastructure

The two regulatory areas mentioned above encompass a total of three legal acts, all of which are classified as main. One of these acts is included in the Rail Action Plan 2025-2027, and another is part of the Road Action Plan 2025-2027.

While the current number of transposed EU legal acts stands at zero, the planned actions are expected to drive significant progress in the near future. Moldova has committed to full alignment with the EU transport acquis, with the AFIR Regulation and TEN-T Regulation scheduled for transposition in 2025.

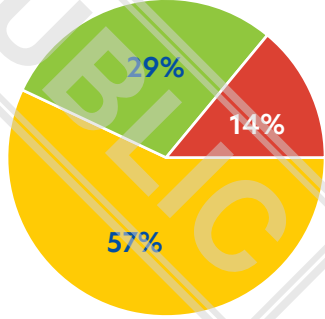
Environmental rules applicable to the transport sector

This thematic cluster corresponds entirely to Annex I.6 of the Treaty establishing the Transport Community, encompassing five regulatory areas:

- Assessment of effects
- Conservation
- Fuels, air quality, and climate change
- Water policy
- Noise

The five regulatory areas mentioned above encompass a total of 29 legal acts, of which 7 are classified as main, while the others are their amendments.

An overview of Moldova's progress in transposing and implementing the Annex I.6 acquis, along with a summary of performance against the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition Status
1.	% of acquis transposed	29.00%	Moldova - Annex I.6 - Environment rules applicable to the transport sector  29% 14% 57% ■ TCT Annex I.6 EU Acquis transposed ■ TCT Annex I.6 EU Acquis partially transposed ■ TCT Annex I.6 EU Acquis not transposed
2.	% of acquis partially transposed	57.00%	
3.	% of acquis not transposed	14.00%	
4.	Number of acts planned to be transposed during the next 2 years	0	
5.	% of acquis implemented	28.60%	

Moldova has demonstrated notable progress in the transposition of the environmental acquis in the transport sector. As a significant part of this acquis is included in the Association Agreement, it has been prioritised for transposition in recent years. To complete the process, Moldova will need to undertake additional measures to ensure the full transposition of the remaining acts and provisions, including necessary amendments to key EU legal instruments.

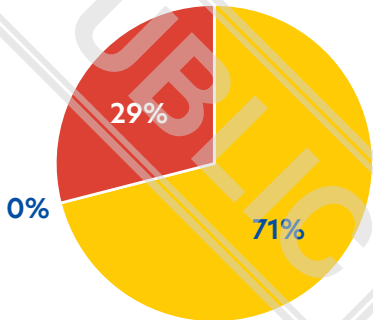
Public procurement rules applicable to the transport sector

This thematic cluster corresponds entirely to Annex I.7 of the Treaty establishing the Transport Community, encompassing three regulatory areas:

- Review procedures
- Procurement procedures
- Public services

The three regulatory areas mentioned above encompass a total of 35 legal acts, of which 7 are classified as main, while the remainder are their amendments.

An overview of Moldova's progress in transposing and implementing the Annex I.7 acquis, along with a summary of performance against the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition Status
1.	% of acquis transposed	0.00%	Moldova - Annex I.7 - Public procurement rules applicable to the transport sector  0% 29% 71% ■ TCT Annex I.7 EU Acquis transposed ■ TCT Annex I.7 EU Acquis partially transposed ■ TCT Annex I.7 EU Acquis not transposed
2.	% of acquis partially transposed	71.00%	
3.	% of acquis not transposed	29.00%	
4.	Number of acts planned to be transposed during the next 2 years	0	
5.	% of acquis implemented	0.00%	

Overall, **Moldova demonstrates good progress** and commitment to implementing the public procurement acquis in the transport sector. A substantial portion of this acquis is also incorporated in the Association Agreement. However, the lack of a concrete plan for further transposition may impede continued alignment with EU standards in this area.

Transport of dangerous goods

The *Transport of dangerous goods* is a cross-cutting thematic cluster, with the relevant TCT Annex I acts included in Annexes I.2, I.3, I.4, and I.5 of the Treaty establishing the Transport Community. This cluster covers the following regulatory areas:

- Inland transport of dangerous goods (Annexes I.2, I.3, I.5)
- Transportable pressure equipment (Annexes I.2, I.3, I.4)
- Checks on the transport of dangerous goods (Annex I.3)
- Safety and technical requirements (Annex I.5)

Given the multimodal nature of dangerous goods transport and the distinct regulatory and institutional frameworks governing each mode, the relevant EU legislation across all transport modes has been analysed. For this thematic cluster, Moldova has partially transposed all relevant EU legal acts (100%); however, no information is available regarding future alignment efforts.

E-freight

The *E-freight* thematic cluster includes the *Electronic freight transport information* regulatory area, as per Annexes I.2, I.3, and I.5 of the Treaty establishing the Transport Community.

This regulatory area includes a total of three legal acts, out of which 1 is classified as main while the other 2 are amendments.

To date, **none of the Observing Participants** has fully transposed the eFTI regulation.

3.2.2 Rules Applicable to Rail Transport (Annex I.2)

Overview

The successful implementation of the regulatory framework requires that competent institutions be duly established and functionally operational, with clear mandates and adequate capacity to fulfil their assigned roles. The key institutional stakeholders within the rail sector in the Republic of Moldova are as follows:

- **The Ministry of Infrastructure and Regional Development (MIRD)** oversees the planning, development, and regulation of transportation systems, including the formulation of railway policies aligned with EU standards. In the railway sector, it focuses on infrastructure modernisation, securing project funding, and regulating operations to ensure safety and efficiency.
- **The Railway Agency**, functioning as the National Safety Authority (NSA), Licensing Body, and National Enforcement Body, was established under the Ministry of Infrastructure and Regional Development. However, the Agency is not yet fully operational, and there is a clear need to enhance its administrative capacity and increase staffing levels to ensure it can effectively fulfil all of its mandated functions.
- **The Transport Accident and Incident Investigation Office (NIB)** was established under the Ministry of Infrastructure and Regional Development. There is a strong need to increase staffing levels and strengthen its administrative capacity to ensure the Office becomes fully operational in conducting technical investigations of transport accidents and incidents, and in formulating safety recommendations to prevent future occurrences.
- **The Competition Council** has taken on the role of the Railway Regulatory Body (RRB), with the objective of promoting fair competition in the railway sector. Its core responsibilities include overseeing pricing in railway transport, monitoring market practices to prevent anti-competitive behaviour, and ensuring compliance with competition rules across all service providers.
- **JSC Moldovan Railways (CFM)** is the national railway operator of Moldova, responsible for infrastructure management and operation of the country's railway services. Its core functions include maintaining and modernising railway infrastructure, as well as ensuring that railway operations comply with established safety standards.

The primary legal and strategic frameworks guiding the development and governance of Moldova's railway sector include the following documents:

- **Railway Transport Code** in Moldova governs key aspects of the railway sector, including the market structure, railway safety, interoperability, and passenger rights. It is partially aligned with several EU legislative acts, such as Directive 2012/34/EU establishing a single European railway area; Directive (EU) 2016/2370 amending Directive 2012/34/EU regarding the opening of the market for domestic passenger rail services and infrastructure governance; Directive (EU) 2016/798 on railway safety; Directive (EU) 2016/797 on the interoperability of the rail system within the EU; and Regulation (EU) 2021/782 on rail passengers' rights and obligations.
- **Law on the Investigation of Accidents and Incidents in Transport** regulates the procedures for investigating railway accidents and incidents in Moldova. It is partially aligned with Directive (EU) 2016/798 on railway safety, establishing a legal basis for independent investigations aimed at improving safety and preventing future occurrences, rather than assigning blame or liability.
- **The National Development Strategy "Moldova 2030"** highlights the importance of modernising and maintaining railway infrastructure to improve connectivity, safety, and integration with regional and international networks.
- **The National Development Plan 2023-2025** directs government actions and investments to improve infrastructure, including railways, supporting economic growth and aligning with Moldova's goals for sustainable development and EU integration.
- **The Mobility Strategy 2023-2030** aims to create a sustainable, modern transport system by enhancing railway safety and market efficiency, promoting integration into the Single European Railway Area, and improving public passenger transport connectivity and service quality.

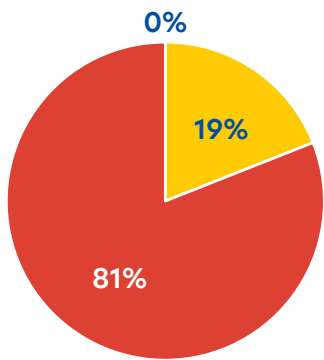
Moldova has already adopted the Concept for the Restructuring of the Railway Sector and the State-Owned Enterprise “Moldovan Railways” for the years 2022-2024. However, the company is still in the process of preparing for unbundling, which is expected to take place in 2026.

Progress status per thematic cluster

Market access

The *Market access* thematic cluster corresponds to the eponymous regulatory area in Annex I.2 of the Treaty establishing the Transport Community and comprises a total of 22 legal acts, of which 16 are classified as main, while the remainder are their amendments. Three acts are included in the Rail Action Plan 2025-2027.

An overview of Moldova’s progress in transposing and implementing the Annex I.2 acquis under this thematic cluster, along with a summary of performance against the defined indicators, is provided below:

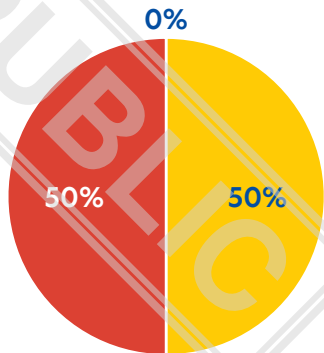
No.	Indicator	Achieved value	Transposition Status
1.	% of acquis transposed	0.00%	Thematic cluster: Market access  - TCT Annex I.2 EU Acquis transposed - TCT Annex I.2 EU Acquis partially transposed - TCT Annex I.2 EU Acquis not transposed
2.	% of acquis partially transposed	19.00%	
3.	% of acquis not transposed	81.00%	
4.	Number of acts planned to be transposed during the next 2 years	7	
5.	% of acquis implemented	0.00%	

The Republic of Moldova has already partially transposed several EU legal acts under this thematic cluster. However, the primary focus is still the full transposition of EU legislation concerning market access. The unbundling of the company is expected to be completed in 2026, after which Moldova will continue its activities towards opening the railway market.

Train drivers

The *Train drivers* thematic cluster corresponds to the eponymous regulatory area in Annex I.2 of the Treaty establishing the Transport Community. It comprises a total of 9 legal acts, of which 4 are classified as main, while the others are their amendments. Four acts are included in the Rail Action Plan 2025-2027.

An overview of Moldova’s progress in transposing and implementing the Annex I.2 acquis under this thematic cluster, along with a summary of performance against the defined indicators, is provided below:

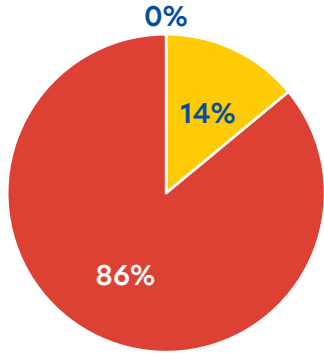
No.	Indicator	Achieved value	Transposition Status
1.	% of acquis transposed	0.00%	Thematic cluster: Train drivers  - TCT Annex I.2 EU Acquis transposed - TCT Annex I.2 EU Acquis partially transposed - TCT Annex I.2 EU Acquis not transposed
2.	% of acquis partially transposed	50.00%	
3.	% of acquis not transposed	50.00%	
4.	Number of acts planned to be transposed during the next 2 years	4	
5.	% of acquis implemented	0.00%	

Only two main legal acts within this thematic cluster have been partially transposed. Full alignment with the main EU acts on train driver licensing is expected by 2026. It is essential that Moldova's plans incorporate both the transposition of the primary EU legal acts and their subsequent amendments to ensure successful and complete integration into national legislation.

Interoperability

The *Interoperability* thematic cluster corresponds to the eponymous regulatory area in Annex I.2 of the Treaty establishing the Transport Community. It comprises a total of 67 legal acts, of which 22 are classified as main acts, while the remainder are amending acts. Fifteen of these legal acts are included in the Rail Action Plan 2025–2027.

An overview of Moldova's progress in transposing and implementing the Annex I.2 acquis under this thematic cluster, along with a summary of performance against the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition Status
1.	% of acquis transposed	0.00%	Thematic cluster: Interoperability  - TCT Annex I.2 EU Acquis transposed - TCT Annex I.2 EU Acquis partially transposed - TCT Annex I.2 EU Acquis not transposed
2.	% of acquis partially transposed	14.00%	
3.	% of acquis not transposed	86.00%	
4.	Number of acts planned to be transposed during the next 2 years	21	
5.	% of acquis implemented	0.00%	

Moldova partially transposed several EU legal acts at the end of 2024 through a Government Decision approving certain regulations in the field of railway transport. Attention must now be directed towards the transposition of the Technical Specifications for Interoperability (TSIs) and other relevant EU legislation. At present, Moldova has an ambitious plan to complete the transposition of all TSIs by 2026.

European Union Agency for Railways

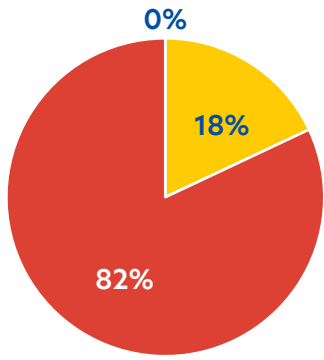
The *European Union Agency for Railways* thematic cluster corresponds to the eponymous regulatory area in Annex I.2 of the Treaty establishing the Transport Community. It comprises a total of 5 legal acts, 3 of which are classified as main acts, while the remainder are amendments. None of these legal acts are included in the Rail Action Plan 2025-2027.

The transposition of the acquis under the European Union Agency for Railways thematic cluster remains at a standstill, with no EU legal acts transposed to date and no concrete planning currently underway. Nevertheless, Moldova has outlined plans to initiate the transposition process, with the relevant acquis scheduled for adoption by 2029. Enhanced cooperation with the European Union Agency for Railways (ERA) could provide valuable support in achieving this objective.

Railway safety

The *Railway safety* thematic cluster corresponds to the eponymous regulatory area in Annex I.2 of the Treaty establishing the Transport Community. It comprises a total of 19 legal acts, of which 11 are classified as main acts while the remainder are amending acts. Two of these legal acts are included in the Rail Action Plan 2025-2027.

An overview of Moldova's progress in transposing and implementing the Annex I.2 acquis under this thematic cluster, along with a summary of performance against the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition Status
1.	% of acquis transposed	0.00%	Thematic Cluster: Railway safety  - TCT Annex I.2 EU Acquis transposed - TCT Annex I.2 EU Acquis partially transposed - TCT Annex I.2 EU Acquis not transposed
2.	% of acquis partially transposed	18.00%	
3.	% of acquis not transposed	82.00%	
4.	Number of acts planned to be transposed during the next 2 years	8	
5.	% of acquis implemented	0.00%	

At the end of 2024, Moldova transposed provisions from Directive (EU) 2016/798 on railway safety and partially transposed Commission Implementing Regulation (EU) 2018/763, which establishes practical arrangements for issuing single safety certificates to railway undertakings. This was achieved through two Government Decisions. To achieve full alignment, future transposition efforts must ensure the inclusion of all amendments to the main EU legal acts.

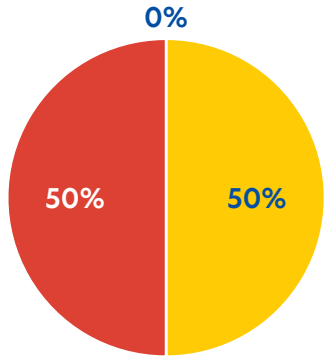
Social (rail)

The *Social (rail)* thematic cluster includes the following regulatory areas as per Annex I.2 of the Treaty:

- Social field – working time/hours
- Passenger rights

It comprises a total of 4 legal acts, all of which are classified as main acts. One of these legal acts is included in the Rail Action Plan 2025-2027.

An overview of Moldova's progress in transposing and implementing the Annex I.2 acquis under this thematic cluster, along with a summary of performance against the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition Status
1.	% of acquis transposed	0.00%	Thematic cluster: Social (rail)  0% 50% 50% ■ TCT Annex I.2 EU Acquis transposed ■ TCT Annex I.2 EU Acquis partially transposed ■ TCT Annex I.2 EU Acquis not transposed
2.	% of acquis partially transposed	50.00%	
3.	% of acquis not transposed	50.00%	
4.	Number of acts planned to be transposed during the next 2 years	4	
5.	% of acquis implemented	0.00%	

Moldova has partially transposed Regulation (EU) 2021/782 on rail passengers' rights and obligations, as well as Directive 2003/88/EC concerning certain aspects of the organisation of working time. According to the information provided, Moldova has a plan in place to fully transpose the EU legal acts under this thematic cluster by 2027.

Conclusions and upcoming priorities for the rail sector

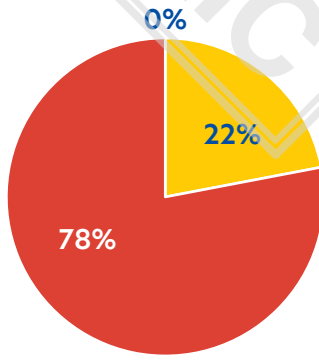
Overall, **Moldova has made limited progress** in aligning its national legal framework with the rail transport provisions outlined in Annex I.2 of the Treaty establishing the Transport Community. To date, approximately 78% of the relevant EU legal acts remain not transposed, reflecting a considerable gap that is yet to be addressed.

While partial transposition has been achieved in certain thematic clusters, a substantial number of EU legal acts either remain not transposed or lack a clearly defined transposition plan. According to current commitments, Moldova is expected to make notable progress by 2028, particularly within the thematic clusters of *Market access*, *Interoperability*, and *Railway safety*. However, a number of EU legal acts are not currently prioritised for transposition.

To ensure full alignment, the Republic of Moldova must develop a comprehensive transposition plan that includes not only the core EU legal acts but also their amendments. Furthermore, institutional structures must be fully operational and capable of fulfilling their responsibilities. Strengthening institutional capacity and building administrative expertise are essential to the successful implementation of ongoing policy and regulatory reforms in the railway sector.

Finally, enhanced engagement with the **Technical Committee for Railways** within the Transport Community and with the European Union Agency for Railways (ERA) will be crucial to ensuring sustained alignment, knowledge transfer, and the effective advancement of rail sector reforms.

Moldova's progress in transposing and implementing the Annex I acquis grouped under the Annex I.2, along with a summary of performance based on the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition Status
1.	% of acquis transposed	0.00%	Moldova - Annex I.2 - Rules applicable to rail transport  0% 22% 78% ■ TCT Annex I.2 EU Acquis transposed ■ TCT Annex I.2 EU Acquis partially transposed ■ TCT Annex I.2 EU Acquis not transposed
2.	% of acquis partially transposed	22.00%	
3.	% of acquis not transposed	78.00%	
4.	Number of acts planned to be transposed during the next 2 years	47	

3.2.3 Rules Applicable to Road Transport (Annex I.3)

Overview

The institutional framework governing the road sector in Moldova comprises:

- **The Ministry of Infrastructure and Regional Development (MIRD)** is the central public authority in the sector, responsible for policy development and long- to medium-term infrastructure development planning.
- **The State Enterprise "State Road Administration"** established in 2002 under the MIRD, manages national public roads and other related infrastructure elements. Its primary responsibilities include ensuring safe, fluent, and continuous road traffic by conducting road maintenance, repairs, rehabilitation, development, and upgrades.

Prior to Moldova being granted candidate country status, the regulatory reform process was primarily guided by the **Association Agreement**, which also outlined key requirements and priorities for the transport sector. In the road sector, the main priorities included in the Association Agreement concern technical, safety, social, and fiscal conditions and include several EU legal acts that Moldova committed to approximate.

The main regulatory and strategic framework governing the road transport sector in Moldova includes:

- **Law on Road Transport** as the primary legislation that governs all aspects of road transport, including passenger and freight transport, vehicle registration, and driver licensing.
- **Road Traffic Code**, which outlines the rules of the road, including traffic regulations, road safety measures, and penalties for violations. It establishes the legal framework for ensuring safe and orderly road use.
- **The Mobility Strategy 2023-2030**, adopted in 2024, which aims to develop a sustainable and modern transport system aligned with the European standards.

National legislation is partially aligned with the Annex I acquis on road safety. Moldova's new road safety strategy needs to be aligned with the EU Road Safety Policy Framework 2021-2030 and should be based on the Safe System Approach and Key Performance Indicators defined by the EU. Road safety remains a concern, as the number of casualties is significantly higher than the EU average. A National Road Safety Observatory has been created as a coordination centre. The use of funds for the maintenance and repair of roads has become more efficient, and resources allocated for road safety are being better absorbed.

Legislation on market access, the road transport operators, digital tachographs, and access to the haulage market is also partially aligned. Passenger rights are regulated by the Road Transport Code, which has been partially harmonised with the EU legislation. Provisions on the maximum weight and dimensions of heavy-duty vehicles have similarly undergone partial alignment. International market access for coach and bus services is governed by bilateral or multilateral agreements to which Moldova is a contracting party. However, a specific timeline for full alignment with EU social and market legislation, including updates introduced in Mobility Package 1, has not been established. The current national regulatory framework is not aligned with the Intelligent Transport Systems (ITS) Directive, but concrete actions in this regard are ongoing. Active support from the Transport Community Permanent Secretariat is expected to conclude by the end of 2025.

Progress status per thematic clusters

Social (road)

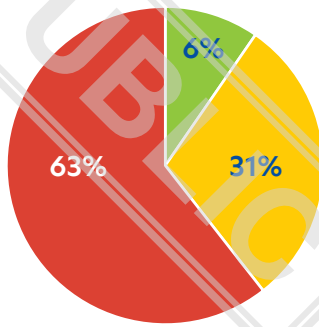
The *Social (road)* cluster includes the following regulatory areas, as per Annex I.3 of the Treaty establishing the Transport Community:

- Social provisions – driving time and rest periods
- Enforcement of social legislation
- Admission to the occupation of road operator
- Tachographs
- Working time
- Passenger rights
- Form of attestation of activities

The regulatory areas listed above include a total of 37 legal acts, of which:

- 15 are main acts
- 22 are amendments
- 2 main acts are included in the Road Action Plan

The Republic of Moldova's current progress in transposing and implementing the Annex I acquis under this thematic cluster, as outlined in Annex I.3, along with a performance summary based on the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition Status
1.	% of acquis transposed	6.00%	Thematic cluster: Social (road)  - TCT Annex I.3 EU Acquis transposed - TCT Annex I.3 EU Acquis partially transposed - TCT Annex I.3 EU Acquis not transposed
2.	% of acquis partially transposed	31.00%	
3.	% of acquis not transposed	63.00%	
4.	Number of acts planned to be transposed during the next 2 years	15	
5.	% of acquis implemented	0.00%	

Moldova's performance with regard to the Annex I acquis in the *Social (road)* thematic cluster is moderate, with 37% of the legal acts included therein being either transposed or partially transposed. The number of acts scheduled for transposition within a two-year timeframe is 15, indicating that full compliance is a current priority. Implementation, however, is lagging.

Should Moldova pursue future membership in the Transport Community, systematic efforts toward full implementation of the Annex I *Road (social)* acquis would be essential.

Vehicles

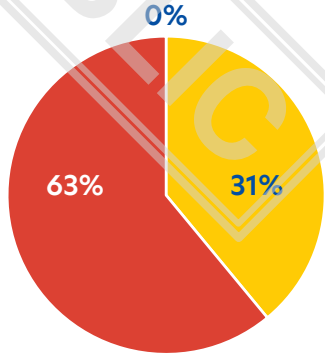
The Vehicles thematic cluster includes the following regulatory areas, as per Annex I.3 of the Treaty establishing the Transport Community:

- Roadworthiness
- Roadside inspection
- Speed limitation devices
- Safety belts
- Mirrors
- Registration documents
- Dimensions and weight of vehicles
- Type approval

The above listed regulatory areas include 54 legal acts, of which:

- 16 are main acts
- 38 are amendments
- 7 main acts are included in the Road Safety Action Plan

Moldova's current progress in transposing and implementing the Annex I acquis under this thematic cluster, as outlined in Annex I.3, along with a performance summary based on the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition Status
1.	% of acquis transposed	0.00%	Thematic cluster: Vehicles  0% 31% 63% - TCT Annex I.3 EU Acquis transposed - TCT Annex I.3 EU Acquis partially transposed - TCT Annex I.3 EU Acquis not transposed
2.	% of acquis partially transposed	39.00%	
3.	% of acquis not transposed	61.00%	
4.	Number of acts planned to be transposed during the next 2 years	14	
5.	% of acquis implemented	0.00%	

Moldova has not yet transposed over 60% of the acquis under the Vehicles thematic cluster. However, moderate progress has been made with partially transposed acquis reaching almost 40%. The number of acts scheduled for transposition within a two-year timeframe is 14, indicating that full compliance is currently considered a priority. Implementation, however, continues to lag. Directive 2009/33/EC of the European Parliament and of the Council of 23 April 2009 on the promotion of clean road transport vehicles in support of low-emission mobility, which is included in the Association Agreement, is planned for transposition in 2026.

Road infrastructure

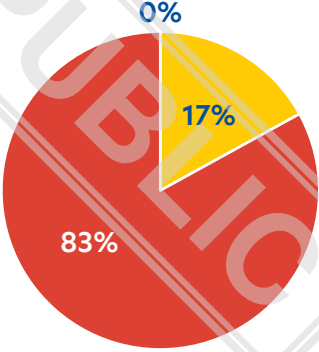
The *Road infrastructure* thematic cluster includes the following regulatory areas, as per Annex I.3 of the Treaty establishing the Transport Community:

- Road charging infrastructure – annual vehicle taxes
- Road infrastructure safety management
- Tunnels
- Road toll systems

The listed regulatory areas include 15 legal acts, of which:

- 6 are main acts
- 9 are amendments
- 3 main acts are included in the Action plans (1 in Road and 2 in Road Safety Action Plan)

The Republic of Moldova's current progress in transposing and implementing the Annex I acquis under this thematic cluster, as outlined in Annex I.3, along with a performance summary based on the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition Status
1.	% of acquis transposed	0.00%	Thematic cluster: Road infrastructure  0% 17% 83% ■ TCT Annex I.3 EU Acquis transposed ■ TCT Annex I.3 EU Acquis partially transposed ■ TCT Annex I.3 EU Acquis not transposed
2.	% of acquis partially transposed	17.00%	
3.	% of acquis not transposed	83.00%	
4.	Number of acts planned to be transposed during the next 2 years	0	
5.	% of acquis implemented	0.00%	

Moldova exhibits low performance in relation to the road infrastructure acquis, with only one act being partially transposed and implemented. The latest revision of the Road Safety Directive and Directive 1999/62/EC are currently planned for transposition in the short to mid-term. Tolling-related acquis has yet to be prioritised.

Drivers

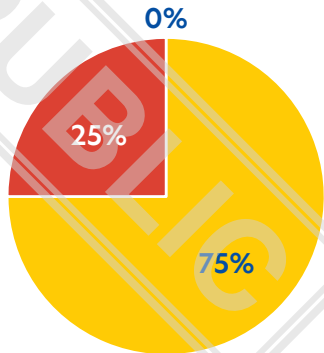
The *Drivers* thematic cluster includes the following regulatory areas, as per Annex I.3 of the Treaty establishing the Transport Community:

- Training of drivers
- Driving licences
- Cross-border exchange of information

The listed regulatory areas include 17 legal acts, of which:

- 4 are main acts
- 13 are amendments
- No main acts included in the Roar or Road Safety Action Plan

Moldova's current progress in transposing and implementing the Annex I acquis grouped under this thematic cluster of Annex I.3, along with a summary of performance based on the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition Status
1.	% of acquis transposed	0.00%	Thematic cluster: Drivers  - TCT Annex I.3 EU Acquis transposed - TCT Annex I.3 EU Acquis partially transposed - TCT Annex I.3 EU Acquis not transposed
2.	% of acquis partially transposed	25.00%	
3.	% of acquis not transposed	75.00%	
4.	Number of acts planned to be transposed during the next 2 years	3	
5.	% of acquis implemented	0.00%	

While no legal act has been fully transposed so far, the partial transposition rate shows steady progress reaching 75%. Directive (EU) 2015/413, prioritised under the TCT Road Safety Action Plan and already partially transposed, is scheduled for full transposition by 2026. The share of non-prioritised act remains very high, with only 3 acts planned to be transposed over the next two years. Notably, the partially transposed Directive 2006/126/EC on driving licences, which is part of the Association Agreement, is also scheduled for full transposition by 2026 since.

Intelligent Transport Systems

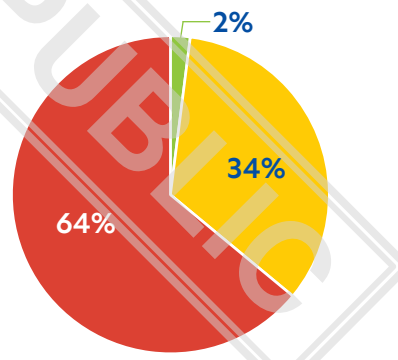
The Intelligent Transport Systems thematic cluster corresponds to the eponymous regulatory area and includes a total of 11 legal acts, of which:

- 8 are main acts
- 3 are amendments
- 1 main act is included in the Road Safety Action Plan

While Moldova's progress in this area remains at an early stage, with no legal act transposed so far, ongoing technical assistance, prioritisation within the Road and Road Safety Action Plans, and active TCT support are expected to reverse this situation in the short to medium term. Part of the Annex I ITS acquis is scheduled for transposition in the coming years.

Conclusions and upcoming priorities for the road and road safety sectors

A summary of Moldova's performance in transposing and implementing the Annex I road acquis under Annex I.3, based on the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition Status
1.	% of acquis transposed	2.00%	Moldova- Annex I.3 - Rules applicable to road transport  2% 34% 64% ■ TCT Annex I.3 EU Acquis transposed ■ TCT Annex I.3 EU Acquis partially transposed ■ TCT Annex I.3 EU Acquis not transposed
2.	% of acquis partially transposed	34.00%	
3.	% of acquis not transposed	64.00%	
4.	Number of acts planned to be transposed during the next 2 years	34	
5.	% of acquis implemented	0.00%	

To date, Moldova has transposed only 2% of the road transport acquis listed in Annex I.3 of the Transport Community Treaty. Nearly 65% of the acquis remains not transposed, and implementation progress is negligible.

However, more than 60% of main acts from the acquis are currently prioritised for the next two years, a challenging but promising endeavour that could significantly improve Moldova's compliance status. That said, a substantial portion (40%) of the main acts of the acquis remains not prioritised.

The upcoming priorities for Moldova in further alignment with the TCT Annex I, as per Annex I.3 of the TCT Treaty, are mainly related to:

- Intensifying efforts to transpose and implement the relevant EU legislation under the thematic clusters with slower alignment progress, particularly in Intelligent Transport Systems and road infrastructure.
- Placing additional focus on implementation, as progress in this area has lagged.
- Focusing on the currently not prioritised main acts in the acquis in order to establish clear transposition and implementation roadmaps.

3.2.4 Rules Applicable to Maritime Transport (Annex I.4)

Overview

The maritime sector in the Republic of Moldova is governed by a combination of national legislation and international conventions. The key institutional actors in this domain are:

- **Ministry of Infrastructure and Regional Development (MIRD)** – The MIRD holds overarching responsibility for policymaking, regulation, strategic planning, and management of the transport sector, including maritime transport. It establishes the national regulatory framework to ensure safe, efficient, and sustainable maritime operations. The Ministry oversees the development and modernisation of maritime infrastructure (ports, harbours, and related facilities) with the goal of aligning with international standards. Its responsibilities include enhancing maritime safety, implementing security measures in accordance with global maritime safety regulations, and protecting the marine environment. This includes measures to prevent pollution and promote sustainable maritime practices.

- **Naval Agency of the Republic of Moldova (NARM)** – The NARM is tasked with implementing maritime policies, enforcing safety and security regulations, and managing ship registration. It ensures compliance with international maritime conventions and plays a central role in ship inspections, equipment testing, and certification of vessels and maritime personnel. The Agency is responsible for registering maritime vessels, issuing identity documents for seafarers, and certifying personnel in accordance with the STCW Convention. NARM manages the Giurgiulesti Port Complex, which includes the International Free Port and the Cargo and Passenger Port.

The main regulatory and strategic framework governing the maritime transport sector in Moldova includes:

- **The Maritime Code (Law No 599)** is the primary law regulating maritime transport in the Republic of Moldova. It oversees merchant shipping and the use of vessels for cargo, passenger transport, towing, and scientific research. It also regulates licensing and registration procedures, port operations and maritime safety, environmental protection and marine resource management.

The other relevant legal acts are those related to the ratification of key IMO Conventions. These laws establish the following:

- **Law No. 1531-XIII** ratified the International Convention for the Safety of Life at Sea (SOLAS), 1974.
- **Law No. 1532-XIII** ratified the International Convention for the Prevention of Pollution from Ships (MARPOL), 1973/78.
- **Law No. 1533-XIII** ratified the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978.
- **Law No. 1534-XIII** ratified the International Convention on Load Lines, 1966.
- **Law No. 1535-XIII** ratified the Convention on the International Regulations for Preventing Collisions at Sea (COLREG), 1972.
- **Law No. 1536-XIII** ratified the International Convention on Tonnage Measurement of Ships, 1969.

In addition, the **Law on the Giurgiulesti International Free Port** formally establishes the port as a free economic zone with the goal of accelerating economic development in southern Moldova and enhancing energy and transport security.

At the national level, Moldova has adopted several strategic documents that define its priorities and vision for the development of waterborne transport, with a particular focus on the maritime sector:

- **The National Development Strategy “Moldova 2030”** includes provisions for enhancing transport infrastructure, including maritime transport. It emphasises sustainable development, economic growth, and alignment with European standards.
- **The National Development Plan 2023-2025** sets out specific priorities for maritime transport, notably aimed at boosting Moldova’s competitiveness and connectivity through the development of the Giurgiulești International Free Port.
- **The Transport and Mobility Strategy 2023-2030** seeks to establish a sustainable, accessible, and safe transport system in accordance with EU standards. A central priority is the advancement of maritime transport, which includes modernising port infrastructure, renewing the fleet, improving multimodal connectivity, updating the regulatory framework, and promoting sustainable practices.

As of October 2025, the alignment of Moldova’s maritime transport sector with the relevant EU acquis, as outlined in Annex I.4 of the Treaty establishing the Transport Community, is described in detail in the section below.

Progress status per thematic cluster

Policy, market access, and competition thematic cluster

The *Policy, Market access, and Competition* thematic cluster includes the following regulatory areas, as per Annex I.4 of the Treaty establishing the Transport Community:

- Maritime policy
- Access to the market
- International relations
- Port services

These regulatory areas include a total of 16 legal acts, 7 of which are classified as main, while the other 9 are their amendments. Out of these seven main acts, one is included in the Action Plan for Waterborne and Multimodality 2025-2027. None of the acts are included in the Association Agreement between the Republic of Moldova and the EU.

As of October 2025, Moldova has made no progress in aligning with the TCT Annex I under the *Policy, Market access, and Competition* thematic cluster of Annex I.4 of the Transport Community Treaty. While there has been neither full nor partial transposition of the main acts and their amendments, the government has planned to transpose five key legislative acts over the next two years, marking the beginning of a structured effort to close the compliance gap and advance toward EU integration in the maritime domain.

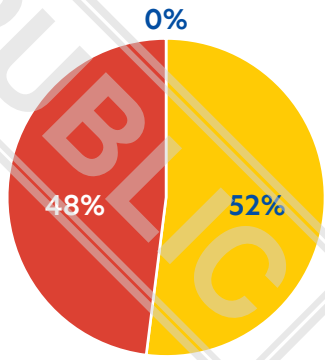
Technical, safety, and security

The *Technical, safety, and security* thematic cluster includes the following regulatory areas, as per Annex I.4 of the Treaty establishing the Transport Community:

- International agreements
- Ship inspection and survey organisations - recognised organisations
- Flag state control
- Port state control
- International Safety Management (ISM) Code
- Marine equipment
- Passenger ships
- Safety of fishing vessels
- Oil tankers
- Bulk carriers
- Accident investigation
- Insurance
- Maritime security
- European Maritime Safety Agency

The total number of acts encompassed by the abovementioned regulatory areas within the thematic cluster is 66. Of these, 27 are classified as main acts, while 39 are their amendments. Twelve of these main acts are included in the Action Plan for Waterborne and Multimodality 2025-2027, and 12 are part of the Association Agreement between the Republic of Moldova and the EU.

The Republic of Moldova's progress as of October 2025 in transposing and implementing the Annex I acquis grouped under the Technical, safety, and security thematic cluster of Annex I.4, along with a summary of performance based on the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition Status
1.	% of acquis transposed	0.00%	Thematic cluster: Technical, safety and security (maritime)  0% 52% 48% - TCT Annex I.4 EU Acquis transposed - TCT Annex I.4 EU Acquis partially transposed - TCT Annex I.4 EU Acquis not transposed
2.	% of acquis partially transposed	52.00%	
3.	% of acquis not transposed	48.00%	
4.	Number of acts planned to be transposed during the next 2 years	15	
5.	% of acquis implemented	0.00%	

Moldova has made partial progress in aligning with the TCT Annex I in the *Technical, safety and security* thematic cluster. While none of the acquis have been fully transposed or implemented, 52% have been partially transposed, indicating that initial legislative efforts are underway. However, 48% remain not transposed, reflecting a significant compliance gap. The Government of the Republic of Moldova has committed to transposing 15 legislative acts over the next two years, signalling a structured and proactive approach towards full alignment with EU standards in the maritime domain.

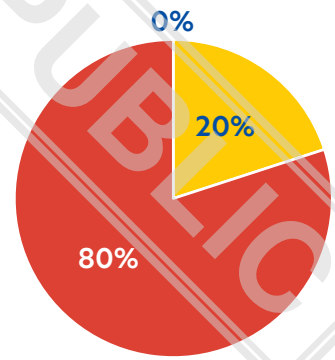
Environmental

The *Environmental* thematic cluster includes the following regulatory areas, as per Annex I.4 of the Treaty establishing the Transport Community:

- Ship-source pollution
- Ship-generated waste
- Organotin compounds
- Committee on Safe Seas and the Prevention of Pollution from Ships
- Environment
- Renewable and low-carbon fuels

The regulatory areas listed above comprise a total of 19 legal acts, of which 10 are classified as main, while 9 are their amendments. Three of the main acts are included in the Action Plan for Waterborne and Multimodality, and two are part of the Association Agreement between Moldova and the European Union.

The Republic of Moldova's progress in transposing and implementing the Annex I acquis grouped under this thematic cluster of Annex I.4, along with a summary of performance based on the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition Status
1.	% of acquis transposed	0.00%	Thematic cluster: Environmental (maritime transport)  0% 20% 80% ■ TCT Annex I.4 EU Acquis transposed ■ TCT Annex I.4 EU Acquis partially transposed ■ TCT Annex I.4 EU Acquis not transposed
2.	% of acquis partially transposed	20.00%	
3.	% of acquis not transposed	80.00%	
4.	Number of acts planned to be transposed during the next 2 years	6	
5.	% of acquis implemented	0.00%	

Moldova's alignment with the TCT Annex I in the *Environmental* thematic cluster of the Transport Community Treaty remains limited, with 20% of the relevant legislation partially transposed and 80% not transposed. No acquis has been fully transposed or implemented, indicating that practical enforcement and operational integration have yet to start. The Government has planned to transpose six legislative acts over the next two years, suggesting a cautious, but structured approach to improving compliance and advancing environmental standards in line with EU requirements.

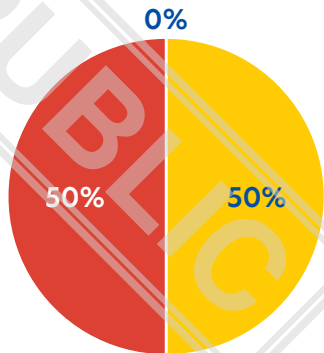
Smart, digital, and telematic applications

The *Smart, digital, and telematic applications* thematic cluster includes the following regulatory areas, as per Annex I.4 of the Treaty establishing the Transport Community:

- Vessel traffic monitoring
- Reporting formalities
- Maritime single window

This cluster includes a total of 12 legal acts, of which of 6 are main acts and 6 are corresponding amendments. Three of the six main acts are included in the Action Plan for Waterborne and Multimodality 2025-2027, and two are part of the Association Agreement between the Republic of Moldova and the EU.

The Republic of Moldova's progress as of 2025 in transposing and implementing the Annex I acquis grouped under this thematic cluster of Annex I.4, along with a summary of performance based on the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition Status
1.	% of acquis transposed	0.00%	Thematic cluster: Smart, digital and telematic applications (maritime)  - TCT Annex I.4 EU Acquis transposed - TCT Annex I.4 EU Acquis partially transposed - TCT Annex I.4 EU Acquis not transposed
2.	% of acquis partially transposed	50.00%	
3.	% of acquis not transposed	50.00%	
4.	Number of acts planned to be transposed during the next 2 years	2	
5.	% of acquis implemented	0.00%	

Moldova's alignment with the TCT Annex I in the *Smart, digital and telematic applications* thematic cluster of the Transport Community Treaty remains at an early stage, with 50% of the relevant legislation partially transposed and 50% not transposed. No acquis has been fully transposed or implemented, indicating that practical enforcement and digital integration are yet to start. The government has planned to transpose two legislative acts over the next two years, suggesting a cautious but structured approach toward enhancing digitalisation and telematics in the transport sector in line with EU standards.

Social and educational

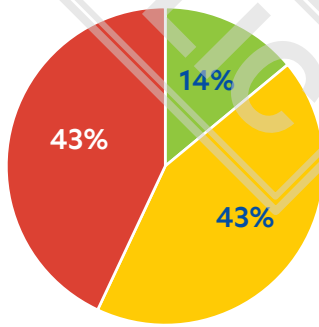
The *Social and educational* thematic cluster includes the following regulatory areas, as per Annex I.4 of the Treaty establishing the Transport Community:

- Training of seafarers
- Social aspects
- Passenger rights

The regulatory areas mentioned above include 12 legal acts, of which:

- 7 are classified as main acts
- 5 of these are corresponding amendments
- 6 are included in the Action Plan for Waterborne Transport and Multimodality 2025-2027
- 4 are part of the Association Agreement between Moldova and the EU

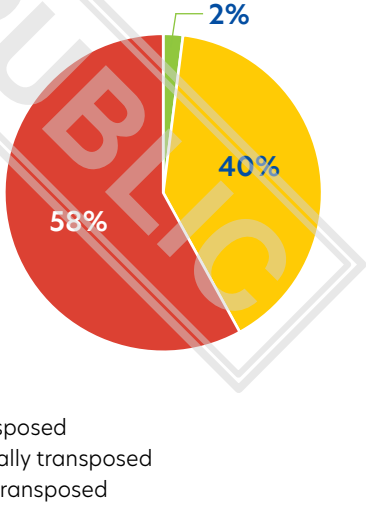
The Republic of Moldova's progress as of 2025 in transposing and implementing the Annex I acquis grouped under this thematic cluster of Annex I.4, along with a summary of performance based on the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition Status
1.	% of acquis transposed	14.00%	Thematic cluster: Social and educational (maritime)  43% 14% 43% - TCT Annex I.4 EU Acquis transposed - TCT Annex I.4 EU Acquis partially transposed - TCT Annex I.4 EU Acquis not transposed
2.	% of acquis partially transposed	43.00%	
3.	% of acquis not transposed	43.00%	
4.	Number of acts planned to be transposed during the next 2 years	5	
5.	% of acquis implemented	14.00%	

Moldova has made moderate progress in aligning with the TCT Annex I in the *Social and educational* thematic cluster of the Transport Community Treaty, with 14% of the legislation fully transposed and implemented, and an additional 43% partially transposed. However, 43% remains not transposed, indicating that nearly half of the required legal framework is still pending. The government plans to transpose five legislative acts over the next two years, reflecting a structured approach to improving social protections, professional qualifications, and educational standards in the transport sector in line with EU expectations.

Conclusions and upcoming priorities for the maritime transport sector

The Republic of Moldova has initiated the process of aligning its maritime transport legislation with EU standards, as per Annex I.4 of the Treaty on establishing the Transport Community. While some progress has been made through the adoption and partial implementation of relevant rules, a significant portion of the EU maritime acquis remains to be transposed into national law. This indicates that Moldova is still in the early stages of legislative convergence in this sector. The Republic of Moldova has undertaken the ambitious effort to transpose 34 legal acts (part of the TCT Annex I.4) into its national legislation, which demonstrates the country's full commitment toward joining the Single Transport Market. Continued efforts remain essential to close the remaining gaps, strengthen institutional capacity, and ensure full compliance with European standards in the field. A separate chart below provides a detailed overview of the status of transposition.

No.	Indicator	Achieved value	Transposition Status
1.	% of acquis transposed	2.00%	Moldova Annex I.4 - Rules applicable to maritime transport  2% 40% 58% ■ Transposed ■ Partially transposed ■ Not transposed
2.	% of acquis partially transposed	40.00%	
3.	% of acquis not transposed	58.00%	
4.	Number of acts planned to be transposed during the next 2 years	34	
5.	% of acquis implemented	3.00%	

3.2.5 Rules Applicable to Inland Waterway Transport (Annex I.5)

Overview

In the Republic of Moldova, inland waterway transport is governed by the **Ministry of Infrastructure and Regional Development**, which is responsible for shaping national transport policy in this sector and aligning development objectives with international standards and priorities. The Ministry also supervises the construction, modernisation, and upkeep of inland waterway infrastructure.

The operational and technical aspects of inland waterway transport are managed by the **Naval Agency of the Republic of Moldova (NARM)**. This agency is tasked with regulatory enforcement, ensuring navigational safety, and maintaining compliance with international inland waterway regulations.

The State Enterprise “Ungheni River Port” manages inland port operations, particularly on the Prut River and supports passenger and cargo transport on Moldova’s inland waterways.

The legal framework regulating inland waterway transport in the Republic of Moldova includes the following legislation:

- **Law No. LP176/2013 on Inland Water Transport** regulates the use of inland waterways, ports, and vessels in the Republic of Moldova. It covers aspects such as navigable hydraulic structures, ports, landing stages, and piers. This legislation defines the institutional framework for inland waterway governance, safety and environmental standards, as well as licensing and operational procedures.
- **Environmental laws and regulations** ensure that inland waterway transport activities are compliant with environmental protection standards, aiming to minimise potential pollution risks and adapt to climate change impact.

Strategic documents outlining the development of inland waterways transport in Moldova include:

- The **National Transport and Mobility Strategy 2023-2030** aims to modernise and strengthen Moldova’s transport infrastructure, including inland waterways. The key proposed measures include infrastructure development, promoting sustainability, integration, and regulatory improvements. Special focus is placed on integration with the TEN-T Network and regional connectivity.

Progress status, conclusions, and upcoming priorities

Access to the market

The *Access to the market* thematic cluster corresponds to the eponymous regulatory area, as per Annex I. 5 of the TCT Treaty. It includes a total of six legal acts. Of these, 5 are classified as main, and one is an amendment to Council Regulation (EC) No 718/1999. Only one of the main acts is included in the Action Plan for Waterborne Transport and Multimodality 2025-2027, while none of them are referenced in the Association Agreement between Moldova and the EU.

As of October 2025, the Republic of Moldova has neither fully nor partially transposed any of the TCT Annex I.5 legislation included in the *Access to the Market* thematic cluster. There are plans for the transposition of four legal acts within the next two years. That puts Moldova in the earliest stages of aligning its normative framework with the Annex I.5 acquis included in this cluster. Further concerted efforts by relevant institutions are necessary to accelerate the alignment process.

Access to the profession

The *Access to the profession* thematic cluster corresponds to the eponymous regulatory area, as per Annex I. 5 of the TCT Treaty. It includes a total of seven legal acts. Of these, 5 are classified as main and the remaining 2 are their amendments. One of the main acts is included in the Action Plan for Waterborne Transport and Multimodality 2025-2027, and 2 are included in the Association Agreement.

The Republic of Moldova has not yet initiated the transposition or implementation of the TCT Annex I under the *Access to the profession* thematic cluster. Data indicates that 100% of the relevant legal acts remain not transposed, with no partial or full transposition achieved, and no implementation recorded. Nevertheless, the planned transposition of five acts over the next two years reflects Moldova's intention to begin aligning with EU standards in this area.

Environmental

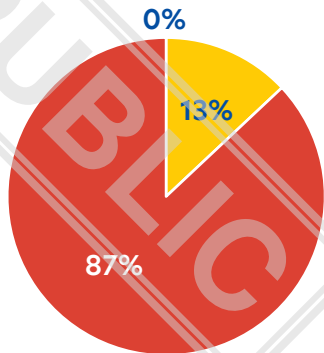
The *Environmental* thematic cluster corresponds to the eponymous regulatory area, as per Annex I. 5 of the TCT Treaty. It includes a total of five legal acts. Of these, 1 is classified as main and the other four are its amendments. The main act is included in the Action Plan for Waterborne and Multimodality 2025-2027 but is not referenced in the EU Association Agreement.

The Republic of Moldova has not yet undertaken the transposition or implementation of the TCT Annex I under the *Environmental* thematic cluster. The entire set of relevant legal acts remains not transposed, with no partial or full alignment achieved, and no implementation recorded. The planned transposition of one act over the next two years indicates a preliminary intention to engage with EU environmental standards, representing an initial step toward future alignment and integration in this important policy area.

River information services

The *River information services* thematic cluster corresponds to the eponymous regulatory area, as per Annex I. 5 of the TCT Treaty. It comprises a total of 11 legal acts. Of these, 8 are classified as main acts and 3 are amendments. All main acts are included in the Action Plan for Waterborne Transport and Multimodality, while one is also referenced in the EU Association Agreement.

The Republic of Moldova's progress as of October 2025 in transposing and implementing the Annex I acquis under this thematic cluster of Annex I.5, along with a summary of performance based on the defined indicators, is provided below:

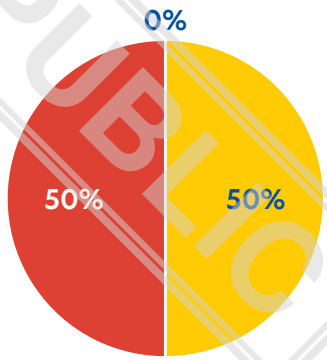
No.	Indicator	Achieved value	Transposition Status
1.	% of acquis transposed	0.00%	Thematic cluster: River information services (inland waterways)  - TCT Annex I.5 EU Acquis transposed - TCT Annex I.5 EU Acquis partially transposed - TCT Annex I.4 EU Acquis not transposed
2.	% of acquis partially transposed	13.00%	
3.	% of acquis not transposed	87.00%	
4.	Number of acts planned to be transposed during the next 2 years	6	
5.	% of acquis implemented	0.00%	

The Republic of Moldova has made limited progress in aligning with the TCT Annex I under the *River information services (RIS)* thematic cluster. No legal acts have been fully transposed or implemented, and only 13% of the acquis has been partially transposed, leaving 87% yet to be addressed. The planned transposition of six acts over the next two years indicates a gradual but tangible commitment to improving the legal and operational framework for RIS, which is essential for enhancing the efficiency, safety, and interoperability of inland waterway transport systems in line with EU standards.

Safety/technical requirements

The *Safety/technical requirements* thematic cluster corresponds to the eponymous regulatory area, as per Annex I. 5 of the TCT Treaty. It includes a total of 11 legal acts. Of these, 6 are defined as main acts, and the remaining five are their amendments. None of the acts is included either in the Action Plan for Waterborne and Multimodality 2025-2027, or in the EU Association Agreement for the Republic of Moldova. Only the previous version of Directive (EU) 2016/1629, which has since been repealed, is referenced in the Agreement.

The Republic of Moldova's progress as of October 2025 in transposing and implementing the TCT Annex I under this thematic cluster of Annex I.5, with a summary of performance based on the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition Status
1.	% of acquis transposed	0.00%	Thematic cluster: Safety/technical requirements (inland waterways)  0% 50% 50% ■ TCT Annex I.5 EU Acquis transposed ■ TCT Annex I.5 EU Acquis partially transposed ■ TCT Annex I.4 EU Acquis not transposed
2.	% of acquis partially transposed	50.00%	
3.	% of acquis not transposed	50.00%	
4.	Number of acts planned to be transposed during the next 2 years	5	
5.	% of acquis implemented	0.00%	

In the *Safety/technical requirements* thematic cluster, the current status of Moldova's alignment with the TCT Annex I reflects an early stage of legislative approximation. None of the relevant legal acts have been fully transposed or implemented, while 50% have been partially transposed and the remaining 50% not transposed. The national plan foresees the transposition of five acts over the next two years, indicating a gradual approach to harmonisation. These figures suggest that while foundational steps have been undertaken, further efforts will be needed to ensure full compliance with EU standards in this sector, in line with Moldova's commitments under the Association Agreement.

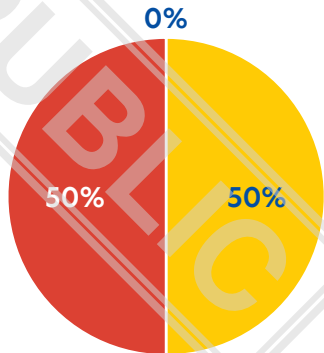
Social

The *Social thematic* cluster includes the following regulatory areas, as per Annex I.5 of the Treaty establishing the Transport Community:

- Passenger rights
- Working time

The regulatory areas listed above include a total of 2 legal acts, both of which are classified as main. One is included in the Action Plan for Waterborne and Multimodality 2025-2027, but neither is included in the Association Agreement.

The Republic of Moldova's progress as of October 2025 in transposing and implementing the acquis under this thematic cluster of Annex I.5, with a summary of performance based on the defined indicators, is provided below:

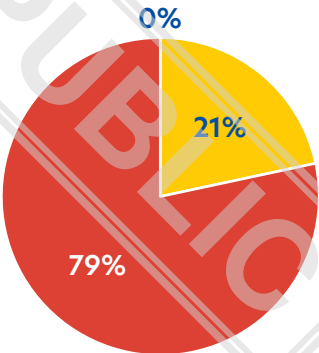
No.	Indicator	Achieved value	Transposition Status
1.	% of acquis transposed	0.00%	Social  0% 50% 50% - TCT Annex I.5 EU Acquis transposed - TCT Annex I.5 EU Acquis partially transposed - TCT Annex I.4 EU Acquis not transposed
2.	% of acquis partially transposed	50.00%	
3.	% of acquis not transposed	50.00%	
4.	Number of acts planned to be transposed during the next 2 years	2	
5.	% of acquis implemented	0.00%	

As of October 2025, the Republic of Moldova remains at an early stage of aligning its national framework with the TCT Annex I under the *Social* thematic cluster of Annex I.5 of the Transport Community Treaty. None of the relevant legal acts have been fully transposed; 50% have been partially implemented, while the remainder remain unaddressed. Nevertheless, Moldova has set the ambitious goal of transposing the two main acts within this cluster over the next two years, demonstrating a clear commitment to mobilise the necessary efforts to achieve full transposition of the acquis in this area.

Conclusions and upcoming priorities for the inland waterway transport sector

The Republic of Moldova's compliance with the TCT Annex I in Annex I.5 of the TCT shows that most of the relevant rules (79%) have not yet been transposed, while 21% have been partially transposed. This indicates that some initial steps have been undertaken despite none of the rules being fully transposed at this stage. While Moldova has begun engaging with the TCT Annex I on inland waterway transport, further efforts are needed to achieve full legislative harmonisation.

The Republic of Moldova has set the ambitious goal of transposing 26 EU legal acts in its normative framework in the next two years, which demonstrates the country's commitment for achieving full compatibility with the EU standards in inland waterway transport and integration within the Transport Community and the EU Single Transport area.

No.	Indicator	Achieved value	Transposition Status
1.	% of acquis transposed	0.00%	Moldova Annex I.5 - Rules applicable to inland waterway transport  0% 21% 79% ■ TCT Annex I.4 EU Acquis transposed ■ TCT Annex I.4 EU Acquis partially transposed ■ TCT Annex 4 EU Acquis not transposed
2.	% of acquis partially transposed	21.00%	
3.	% of acquis not transposed	79.00%	
4.	Number of acts planned to be transposed during the next 2 years	26	
5.	% of acquis implemented	0.00%	

3.3 Ukraine

3.3.1 Horizontal/Multimodal acquis

Infrastructure

The thematic cluster *Infrastructure* corresponds entirely to Annex I.1 of the Treaty establishing the Transport Community. It encompasses two regulatory areas:

- TEN-T Development
- Clean vehicles and alternative fuels infrastructure

The two regulatory areas mentioned above encompass a total of three legal acts, all of which are classified as main. One of these acts is included in the Rail Action Plan 2025-2027, and another is part of the Road Action Plan 2025-2027.

An overview of Ukraine's progress in transposing and implementing the Annex I.1 acquis, along with a summary of performance against the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition Status
1.	% of acquis transposed	0.00%	Ukraine - Annex I.1 - Rules applicable to transport infrastructure 33% 67% - TCT Annex I.1 EU Acquis transposed - TCT Annex I.1 EU Acquis partially transposed - TCT Annex I.1 EU Acquis not transposed
2.	% of acquis partially transposed	67.00%	
3.	% of acquis not transposed	33.00%	
4.	Number of acts planned to be transposed during the next 2 years	No data has been submitted by the Ukrainian side	
5.	% of acquis implemented	0.00%	

Even though the percentage of partial transposition may appear significant, it does not cover a substantial number of provisions from the relevant EU legal acts.

Environmental rules applicable to the transport sector

This thematic cluster corresponds entirely to Annex I.6 of the Treaty establishing the Transport Community, encompassing five regulatory areas:

- Assessment of effects
- Conservation
- Fuels, air quality, and climate change
- Water policy
- Noise

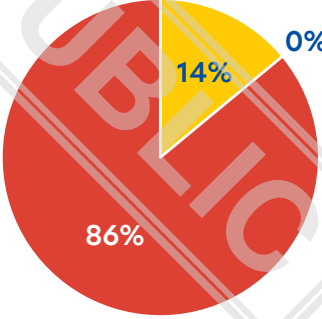
The five regulatory areas mentioned above include a total of 29 legal acts, 7 of which are classified as main, while the others are their amendments. No information was available regarding Ukraine's current compliance status or future plans for transposition.

Public procurement rules applicable to the transport sector

This thematic cluster corresponds entirely to Annex I.7 of the Treaty establishing the Transport Community, encompassing three regulatory areas:

- Review procedures
- Procurement procedures
- Public services

An overview of Ukraine's progress in transposing and implementing the Annex I.7 acquis, along with a summary of performance against the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition Status
1.	% of acquis transposed	0.00%	Ukraine - Annex I.7 - Public procurement rules applicable to the transport sector  86% 14% 0% ■ TCT Annex I.7 EU Acquis transposed ■ TCT Annex I.7 EU Acquis partially transposed ■ TCT Annex I.7 EU Acquis not transposed
2.	% of acquis partially transposed	14.00%	
3.	% of acquis not transposed	86.00%	
4.	Number of acts planned to be transposed during the next 2 years	No data has been submitted by the Ukrainian side	
5.	% of acquis implemented	0.00%	

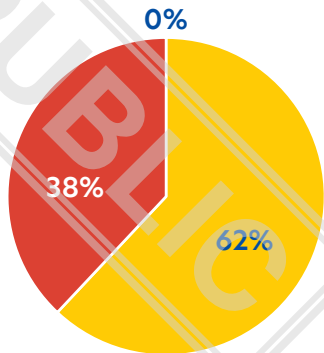
The three regulatory areas mentioned above encompass a total of 35 legal acts, of which 7 are referred to as main acts, while the remaining are their amendments. No information regarding Ukraine's current compliance status or future transposition plans could be obtained, except for Regulation (EC) No 1370/2007 on public passenger transport services by rail and by road.

Transport of dangerous goods

The *Transport of dangerous goods* is a cross-cutting thematic cluster, with the relevant TCT Annex I included in Annexes I.2, I.3, I.4, and I.5 of the Treaty establishing the Transport Community.

- This thematic cluster covers the following regulatory areas:
- Inland transport of dangerous goods (Annexes I.2, I.3, I.5)
- Transportable pressure equipment (Annexes I.2, I.3, I.4)
- Checks on the transport of dangerous goods (Annex I.3)
- Safety and technical requirements (Annex I.5)

Given the multimodal nature of dangerous goods transport and the distinct regulatory and institutional frameworks governing each mode, the relevant EU legislation across all transport modes has been analysed. A summary of Ukraine's performance in transposing and implementing the acquis from Annex I under this thematic cluster, based on the defined indicators, is presented below:

No.	Indicator	Achieved value	Transposition Status
1.	% of acquis transposed	0.00%	Thematic cluster: Transport of dangerous goods  0% 38% 62% ■ Transposed ■ Partially transposed ■ Not transposed
2.	% of acquis partially transposed	62.00%	
3.	% of acquis not transposed	38.00%	
4.	Number of acts planned to be transposed during the next 2 years	N/A	
5.	% of acquis implemented	0.00%	

Ukraine has made partial progress in aligning with TCT Annex I on the transport of dangerous goods. According to the chart, just over half of the relevant legal acts have been partially transposed, while the remaining portion has not yet been addressed. Importantly, none of the acquis has been fully transposed, indicating that Ukraine is still in the early stages of legislative alignment in this area. The partial transposition suggests that foundational work, such as drafting or reviewing legislation, has begun, but full adoption and implementation are still pending. Given the strategic importance of this sector for safety and compliance with EU standards, Ukraine will need to prioritise completing the transposition and move toward implementation. This will likely require enhanced coordination, technical assistance, and institutional capacity-building.

E-freight

The *E-freight* thematic cluster includes the *Electronic Freight Transport Information-eFTI* regulatory Area, as per Annexes I.2, I.3 and I.5 of the Treaty establishing the Transport Community.

This regulatory area includes a total of three legal acts, one of which is classified as main while the other two are amendments.

To date, none of the Observing Participants has fully transposed the eFTI regulation. Ukraine has partially transposed the e-Freight Directive regarding the inland waterway transport provisions.

3.3.2 Rules Applicable to Rail Transport (Annex I.2)

Overview

A well-defined institutional and regulatory framework is critical to the effective functioning of the railway sector. It underpins safe operations, promotes efficient management, ensures fair competition, and facilitates alignment with both national and international transport policies. In Ukraine, governance of the railway sector involves several key stakeholders, including:

- **Ministry for the Development of Communities and Territories of Ukraine** is currently tasked with responsibilities in the areas of regional development, housing policy, and local governance. Its mandate includes the development and implementation of policies related to spatial planning, territorial administration, housing, and communal services, as well as the support and coordination of local self-government reform efforts.
- **JSC "Ukrainian Railways" ("Ukrzaliznytsia")**, the state-owned railway company, is responsible for railway infrastructure management and the provision of railway transport services. It plays a central role in the operation, maintenance, and development of the national railway network.

In Ukraine, several institutions are responsible for railway safety, ensuring non-discriminatory access to transport markets, setting transparent tariffs, issuing licences, and related functions. However, these institutions were not established in accordance with the EU acquis. The creation of new institutions aligned with EU legislation is expected by 2027, in line with Ukraine's plan.

The **Law of Ukraine "On Railway Transport"** provides the legal, economic, and organisational framework for Ukraine's rail sector, defining the roles of stakeholders, infrastructure management, transport services, and safety standards. The law is partially transposed with Regulation (EU) 2021/782 on rail passengers' rights.

In addition to the Law of Ukraine "On Railway Transport," several other legislative acts contribute to the alignment of Ukrainian law with EU railway-related legislation. The **Law of Ukraine "On Natural Monopolies"** and the **Law of Ukraine "On Insurance"** are partially aligned with Directive 2012/34/EU, which establishes a single European railway area. The **Law of Ukraine "On Transport"** is also partially aligned with Directive (EU) 2016/798 on railway safety. Furthermore, the **Law of Ukraine "On State Aid to Business Entities"** and the **Law of Ukraine "On Public Procurement"** are partially aligned with Regulation (EC) No 1370/2007 on public passenger transport services by rail and road.

Key Strategic Documents for Railway Development in Ukraine are as follows:

- **The National Transport Strategy of Ukraine 2030** sets goals to modernise railway infrastructure, increase capacity and connectivity, integrate with European transport networks, and improve customer services. The strategy is currently under revision, which is a priority under the Ukraine Plan.
- **Ukraine Plan 2024-2027** is a comprehensive reform and investment roadmap. It focuses on recovery, reconstruction, and modernisation, including key reforms and investments in the railway sector as part of the overall transport strategy.
- **Strategy for Development of Border Infrastructure with EU Member States and Moldova 2024-2027** aims to enhance Ukraine's border infrastructure to support its integration with the EU and Moldova. Key objectives include increasing border capacity, implementing joint controls, digitalisation, and developing waiting areas.

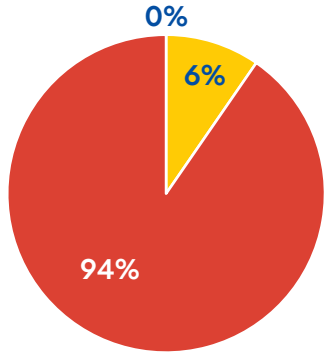
In the previous period, the Ukrainian side prepared Draft Law No. 12142 "On the System and Peculiarities of the Functioning of the Railway Transport Market of Ukraine". However, it was ultimately decided to split this draft into two separate laws: the Law of Ukraine "On Railway Safety and Interoperability" and the Law of Ukraine "On the Railway Transportation Market". Progress in transposing the relevant legislation remains at an early stage, as these laws have not yet been adopted.

Progress status per thematic cluster

Market access

The *Market access* thematic cluster corresponds to the eponymous regulatory area included in Annex I.2 of the Treaty Establishing the Transport Community. It comprises a total of 22 legal acts, 16 of which are classified as main, while the remainder are their amendments. Three acts are included in the Rail Action Plan 2025-2027.

An overview of Ukraine's progress in transposing and implementing the Annex I.2 acquis under this thematic cluster, along with a summary of its performance against the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition Status
1.	% of acquis transposed	0.00%	Thematic cluster: Market access  - TCT Annex I.2 EU Acquis transposed - TCT Annex I.2 EU Acquis partially transposed - TCT Annex I.2 EU Acquis not transposed
2.	% of acquis partially transposed	6.00%	
3.	% of acquis not transposed	94.00%	
4.	Number of acts planned to be transposed during the next 2 years	No data has been submitted by the Ukrainian side	
5.	% of acquis implemented	0.00%	

Even though Ukraine has partially transposed 6% of the acquis under the thematic cluster *Market access*. Notably, in reference to Directive 2012/34/EU, which is partially reflected in the Law of Ukraine "On Natural Monopolies" and the Law of Ukraine "On Insurance", only some of the Directive provisions have been transposed. In the following period, efforts should focus on the full transposition of the EU legal framework under this cluster, while simultaneously strengthening JSC "Ukrainian Railways" in all relevant areas, including financial sustainability, technical capacity, safety improvement, and digitalisation.

Train drivers

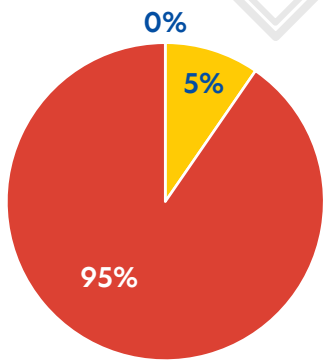
The *Train drivers* thematic cluster corresponds to the eponymous regulatory area in Annex I.2 of the Treaty establishing the Transport Community. It comprises a total of 9 legal acts, of which four 4 are classified as main, while the remainder are their amendments. Four acts are included in the Rail Action Plan 2025-2027.

Ukraine has not transposed any EU legal acts under this thematic cluster. However, a new Draft Law of Ukraine "On Railway Safety and Interoperability" has been prepared. This draft law includes the transposition of Directive 2007/59/EC on the certification of train drivers operating locomotives and trains on the railway system in the Community. The law is expected to be adopted by the end of 2025.

Interoperability

The *Interoperability* thematic cluster corresponds to the eponymous regulatory area in Annex I.2 of the Treaty establishing the Transport Community. It comprises a total of 67 legal acts, of which 22 are classified as main acts, while the remainder are amending acts. Fifteen of these legal acts are included in the Rail Action Plan 2025-2027.

An overview of Ukraine's progress in transposing and implementing the Annex I.2 acquis under this thematic cluster, along with a summary of its performance against the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition Status
1.	% of acquis transposed	0.00%	Thematic cluster: Interoperability  - TCT Annex I.2 EU Acquis transposed - TCT Annex I.2 EU Acquis partially transposed - TCT Annex I.2 EU Acquis not transposed
2.	% of acquis partially transposed	5.00%	
3.	% of acquis not transposed	95.00%	
4.	Number of acts planned to be transposed during the next 2 years	No data has been submitted by the Ukrainian side	
5.	% of acquis implemented	0.00%	

Directive (EU) 2016/797 on the interoperability of the rail system within the European Union is partially aligned with Law of Ukraine "On Technical Regulations and Conformity Assessment" and Law of Ukraine "On Railway Transport". Further alignment with this directive will be achieved through the new Law of Ukraine "On Railway Safety and Interoperability." Ukraine also plans to align its legislation with the TSIs by 2028.

European Union Agency for Railways

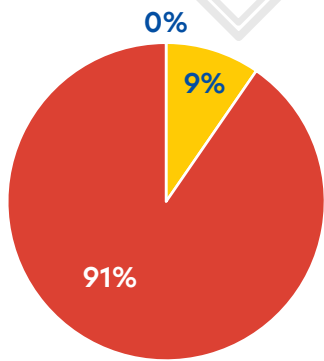
The *European Union Agency for Railways* thematic cluster corresponds to the eponymous regulatory area in Annex I.2 of the Treaty establishing the Transport Community. It comprises a total of 5 legal acts, of which 3 are classified as main acts, while the remainder are amending acts. None of these legal acts is included in the Rail Action Plan 2025-2027.

Ukraine has not transposed any EU legal acts under the thematic cluster *European Union Agency for Railways*. While there are future plans for transposition of EU legislation in this area, they are not expected to be realised in the near term. Nevertheless, in 2024 Ukraine concluded an Administrative Agreement between the European Union Agency for Railways (ERA) and the Ministry for the Development of Communities and Territories of Ukraine. Enhanced cooperation with ERA could provide valuable support in advancing Ukraine's objectives on its path towards European integration.

Railway safety

The *Railway safety* thematic cluster corresponds to the eponymous regulatory area in Annex I.2 of the Treaty establishing the Transport Community. It comprises a total of 19 legal acts, of which 11 are classified as main acts, while the remainder are amendments. Two of these legal acts are included in the Rail Action Plan 2025-2027.

An overview of Ukraine's progress in transposing and implementing the Annex I.2 acquis under the *Railway safety* thematic cluster, along with a summary of its performance against the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition Status
1.	% of acquis transposed	0.00%	Thematic cluster: Railway safety  - TCT Annex I.2 EU Acquis transposed - TCT Annex I.2 EU Acquis partially transposed - TCT Annex I.2 EU Acquis not transposed
2.	% of acquis partially transposed	9.00%	
3.	% of acquis not transposed	91.00%	
4.	Number of acts planned to be transposed during the next 2 years	No data has been submitted by the Ukrainian side	
5.	% of acquis implemented	0.00%	

By the end of 2025, Ukraine is expected to transpose Directive (EU) 2016/798 on railway safety into the Law of Ukraine "On Railway Safety and Interoperability". Further activities related to the transposition of the TCT Annex I under this thematic cluster will continue thereafter. It is anticipated that responsible bodies, such as the National Safety Authority (NSA) and the National Investigation Body (NIB), will be established in 2027. The implementation of legislation aligned with the TCT Annex I can be expected following their establishment.

Social (rail)

The *Social (rail)* thematic cluster includes the following regulatory areas as per Annex I.2 of the Treaty:

- Social field - working time/hours
- Passenger rights

It comprises a total of 4 legal acts, all of which are classified as main acts. One of these legal acts is included in the Rail Action Plan 2025-2027.

An overview of Ukraine's progress in transposing and implementing the Annex I.2 acquis under this thematic cluster, along with a summary of performance against the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition Status
1.	% of acquis transposed	0.00%	Thematic cluster: Social (rail) 0% 25% 75% ■ TCT Annex I.2 EU Acquis transposed ■ TCT Annex I.2 EU Acquis partially transposed ■ TCT Annex I.2 EU Acquis not transposed
2.	% of acquis partially transposed	25.00%	
3.	% of acquis not transposed	75.00%	
4.	Number of acts planned to be transposed during the next 2 years	No data has been submitted by the Ukrainian side	
5.	% of acquis implemented	0.00%	

Ukraine has partially transposed Regulation (EU) 2021/782 on rail passengers' rights and obligations through the Civil Code of Ukraine, Law of Ukraine "On Railway Transport" and several bylaws. It is predicted further transposition of the mentioned Regulation under prepared Draft Law "On the Railway Transportation Market" development, in the context of long-term trade liberalisation commitments.

Conclusions and upcoming priorities for the rail sector

Although the Ukrainian side did not provide updated information regarding the transposition of the TCT Annex I under Annex I.2 of the Treaty, including implementation status and future plans, this report has been prepared using data submitted in 2023, as well as information presented during mock sessions. During mock sessions, the Project Implementation Unit supported the Ukrainian authorities in their preparations for bilateral screening with the European Commission.

Overall, Ukraine remains in the initial phase of the process. However, a significant number of legislative acts aligned with EU law have been drafted and are expected to be adopted. Once adopted, the status of transposed EU legislation is expected to improve rapidly.

Ukraine should continue with the planned activities for the transposition and implementation of EU legal acts under the thematic clusters *Railway safety*, *Interoperability*, and *Train drivers*.

It is highly recommended that the Ukrainian side make full use of the tailor-made Technical Assistance and Capacity Building programmes supporting TCT Annex I transposition.

Increased involvement in the activities of the Technical Committee for Railways within the Transport Community is expected, and further cooperation with the European Union Agency for Railways (ERA) would also be highly welcomed.

No.	Indicator	Achieved value	Transposition Status
1.	% of acquis transposed	0.00%	Ukraine - Annex I.2 - Rules applicable to rail transport 0% 8% 92% ■ TCT Annex I.2 EU Acquis transposed ■ TCT Annex I.2 EU Acquis partially transposed ■ TCT Annex I.2 EU Acquis not transposed
2.	% of acquis partially transposed	8.00%	
3.	% of acquis not transposed	92.00%	
4.	Number of acts planned to be transposed during the next 2 years	No data has been submitted by the Ukrainian side	
5.	% of acquis implemented	0.00%	

3.3.3 Rules Applicable to Road Transport (Annex I.3)

Overview

The institutional framework governing the road sector in Ukraine comprises:

- **Ministry of Infrastructure of Ukraine** – The primary government body responsible for formulating and implementing state policy in the transport sector, including roads. It oversees the planning, financing, and maintenance of the national road network.
- **State Agency of Automobile Roads of Ukraine (“Ukravtodor”)** – This agency operates under the Ministry of Infrastructure and is specifically tasked with managing state roads, implementing road construction and rehabilitation projects, and ensuring the proper maintenance of the road network.

Before Ukraine was granted candidate country status, the regulatory reform process was primarily guided by the **Association Agreement**, which outlined key requirements and priorities for the transport sector.

The main regulatory and strategic framework governing the road transport sector in Ukraine primarily includes:

- The Law of Ukraine on Road Transport (2001) establishes the legal framework for organising and operating road transport services, addressing aspects such as vehicle registration, licensing, safety standards, and the rights and responsibilities of transport operators and passengers.
- The Road Code of Ukraine provides comprehensive rules for road traffic management and safety.
- The Law of Ukraine on Safety of Road Traffic focuses on ensuring road safety and preventing accidents.
- The National Transport Strategy of Ukraine 2030 was adopted in 2020 and emphasises several key goals specifically for the railway system, including enhancing the safety and efficiency of road transport infrastructure while promoting sustainable mobility solutions. The strategy is currently under revision, which is one of the key priorities under the Ukraine Plan.
- The Ukraine Plan 2024-2027, adopted in 2024, is a comprehensive reform and investment strategy, endorsed by the European Commission. It outlines Ukraine's roadmap for the next four years, aiming to facilitate recovery, reconstruction, and modernisation in light of ongoing challenges due to the conflict with Russia. Additionally, it emphasises key aspects related to the road sector as part of its overall transport strategy, targeting, in particular, the restoration and protection of road infrastructure.

Progress status per thematic cluster

Social (road)

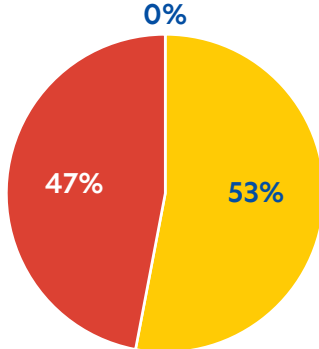
The proposed *Social (road)* thematic cluster includes the following regulatory areas, as per Annex I.3 of the Treaty establishing the Transport Community:

- Social provisions - driving time and rest periods
- Enforcement of social legislation
- Admission to the occupation of road operator
- Tachograph
- Working time
- Passenger rights
- Form of attestation of activities

The regulatory areas listed above include a total of 37 legal acts, of which:

- 15 are main acts
- 22 are amendments
- 2 main acts are included in the Road Action Plan

Ukraine's current progress in transposing and implementing the Annex I acquis under this thematic cluster, as outlined in Annex I.3, along with a performance summary based on the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition Status
1.	% of acquis transposed	0.00%	Thematic cluster: Social (road)  - TCT Annex I.3 EU Acquis transposed - TCT Annex I.3 EU Acquis partially transposed - TCT Annex I.3 EU Acquis not transposed
2.	% of acquis partially transposed	53.00%	
3.	% of acquis not transposed	47.00%	
4.	Number of acts planned to be transposed during the next 2 years	No data has been submitted by the Ukrainian side	
5.	% of acquis implemented	No data provided	

The list of reported indicators is incomplete due to a lack of available data on prioritisation and implementation status.

Ukraine's performance regarding the Annex I acquis in the *Social (road)* thematic cluster is moderate to solid, with more than 50% of the legal acts partially transposed thus far. However, no information has been provided on future transposition plans. Should Ukraine pursue full membership in the Transport Community, systematic efforts toward full implementation of the road social acquis are essential.

Vehicles

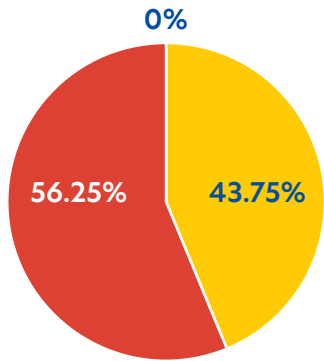
The *Vehicles* thematic cluster includes the following regulatory areas, as per Annex I.3 of the Treaty establishing the Transport Community:

- Roadworthiness
- Roadside inspection
- Speed limitation devices
- Safety belts
- Mirrors
- Registration documents
- Dimensions and weight of vehicles
- Type approval

The listed regulatory areas include 54 legal acts, of which:

- 16 are main acts
- 38 are amendments
- 7 main acts are included in the Road Safety Action Plan

Ukraine's current progress in transposing and implementing the Annex I acquis under this thematic cluster, as outlined in Annex I.3, along with a performance summary based on the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition Status
1.	% of acquis transposed	0.00%	Thematic cluster: Vehicles  - TCT Annex I.3 EU Acquis transposed - TCT Annex I.3 EU Acquis partially transposed - TCT Annex I.3 EU Acquis not transposed
2.	% of acquis partially transposed	43.75%	
3.	% of acquis not transposed	56.25%	
4.	Number of acts planned to be transposed during the next 2 years	No data provided	
5.	% of acquis implemented	No data provided	

The list of reported indicators is incomplete due to a lack of available data on prioritisation and implementation status. According to available data, Ukraine has not yet transposed the critical acquis under the *Vehicles* thematic cluster, and no information on planned implementation has been provided. However, more than 43% of the Annex I acquis is reported as partially transposed, indicating that some progress in this regard has been made over the past years.

Road infrastructure

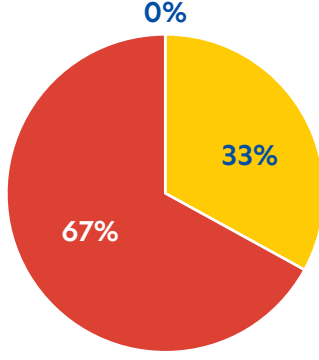
The *Road infrastructure* thematic cluster includes the following regulatory areas, as per Annex I.3 of the Treaty establishing the Transport Community:

- Road charging infrastructure – annual vehicle taxes
- Road infrastructure safety management
- Tunnels
- Road toll systems

The listed regulatory areas include 15 legal acts, of which:

- 6 are main acts
- 9 are amendments
- 3 main acts are included in action plans (1 in the Road Action Plan and 2 in the Road Safety Action Plan)

Ukraine's current progress in transposing and implementing the Annex I acquis under this thematic cluster, as outlined in Annex I.3, along with a performance summary based on the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition Status
1.	% of acquis transposed	0.00%	Thematic cluster: Road infrastructure  0% 33% 67% ■ TCT Annex I.3 EU Acquis transposed ■ TCT Annex I.3 EU Acquis partially transposed ■ TCT Annex I.3 EU Acquis not transposed
2.	% of acquis partially transposed	33.00%	
3.	% of acquis not transposed	67.00%	
4.	Number of acts planned to be transposed during the next 2 years	No data provided	
5.	% of acquis implemented	No data provided	

The list of reported indicators is incomplete due to the lack of available data on prioritisation and implementation. Ukraine's performance regarding road infrastructure acquis is moderate, with 33% of the relevant legal acts partially transposed.

A smooth transition and gradual implementation of the road infrastructure acquis should be a top priority for Ukraine to advance towards full membership in the Transport Community.

Drivers

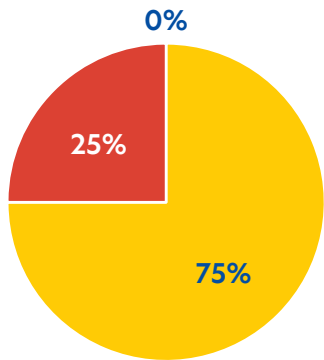
The *Drivers* thematic cluster includes the following regulatory areas, as per Annex I.3 of the Treaty establishing the Transport Community:

- Training of drivers
- Driving licences
- Cross-border exchange of information

The listed regulatory areas include 17 legal acts, of which:

- 4 are main acts
- 13 are amendments
- No main act included in the Road or Road Safety Action Plan

Ukraine's current progress in transposing and implementing the Annex I acquis grouped under this thematic cluster of Annex I.3, along with a summary of performance based on the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition Status
1.	% of acquis transposed	0.00%	Thematic cluster: Drivers  - TCT Annex I.3 EU Acquis transposed - TCT Annex I.3 EU Acquis partially transposed - TCT Annex I.3 EU Acquis not transposed
2.	% of acquis partially transposed	75.00%	
3.	% of acquis not transposed	25.00%	
4.	Number of acts planned to be transposed during the next 2 years	No data provided	
5.	% of acquis implemented	No data provided	

The list of reported indicators is incomplete due to a lack of available data on prioritisation and implementation. While no legal act has been fully transposed so far, the partial transposition rate in the *Drivers* thematic cluster reportedly reaches 75%.

Intelligent Transport Systems

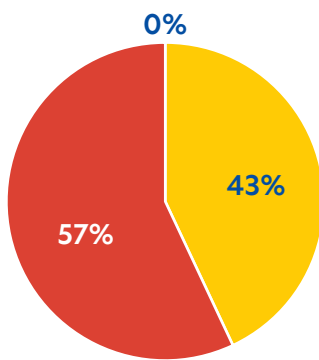
The *Intelligent Transport Systems* thematic cluster corresponds to the eponymous regulatory area and includes a total of 11 legal acts, of which:

- 8 are main acts
- 3 are amendments
- 1 main act is included in the Road Safety Action Plan

The list of reported indicators is incomplete due to a lack of available data on prioritisation and implementation. Ukraine's progress in the ITS area is still incipient, with no legal act transposed so far. Closer engagement with the Transport Community may reverse this situation in the medium term, considering the priority given to the area in the Road Action Plan.

Conclusions and upcoming priorities for the road and road safety sectors

A summary of Ukraine's performance in transposing and implementing the road acquis under Annex I.3, based on the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition Status
1.	% of acquis transposed	0.00%	Thematic cluster: Ukraine - Annex I.3 - Rules applicable to road transport  ■ TCT Annex I.3 EU Acquis transposed ■ TCT Annex I.3 EU Acquis partially transposed ■ TCT Annex I.3 EU Acquis not transposed
2.	% of acquis partially transposed	43.00%	
3.	% of acquis not transposed	57.00%	
4.	Number of acts planned to be transposed during the next 2 years	No data has been submitted by the Ukrainian side	
5.	% of acquis implemented	No data has been submitted by the Ukrainian side	

The list of reported indicators is incomplete due to a lack of available data on prioritisation and implementation. While the percentage of fully transposed acquis is 0%, Ukraine has partially transposed 43% of the relevant legislation in Annex I.3 of the TCT.

Ukraine has partially implemented tachograph regulations and established rules for accessing the international road transport market and passenger transport. There are no tolls or road charges in place for the European Electronic Toll Service/Eurovignette. While driving and rest time rules are partially aligned with EU standards, some regulations on rest periods remain unimplemented, and vehicle roadworthiness legislation is only partially aligned with EU rules.

While information on future plans is lacking, available data suggest that Ukraine should focus more on transitioning from partial to full compliance for the prioritised legal acts.

3.3.4 Rules Applicable to Maritime Transport (Annex I.4)

Overview

The institutional framework for managing maritime transport in Ukraine is primarily led by **the Ministry for Development of Communities and Territories**. The Ministry oversees the development and implementation of maritime transport policies, including regulation of tariffs and port services.

The Ukrainian Shipping Administration (State Service of Maritime and River Transport of Ukraine) is the designated national body responsible for implementing state policies in maritime transport, with a primary focus on ensuring navigational safety. It performs regulatory oversight of maritime merchant shipping and inland navigation, ensuring compliance with international treaties, providing administrative services, and offering navigational and hydrographical support within Ukraine's territorial sea, internal waters, inland waterways.

The Ukrainian Sea Ports Authority (USPA) is a state-owned enterprise whose main mission is to enhance the competitiveness of Ukrainian ports by developing and maintaining port infrastructure, ensuring navigational safety, and supporting economic activities related to import-export cargo flows. It provides public infrastructure and services, while private and state stevedores handle cargo operations. USPA is actively engaged in international cooperation, having joined the European Sea Ports Organisation (ESPO) and the European Federation of Inland Ports (EFIP). It has also signed memoranda with several European port authorities and works closely with institutions like the EBRD to attract investment and implement concession projects.

State Enterprise "Ukrvodshlyakh" is responsible for the maintenance, development, and operational support of inland waterways, including navigational infrastructure such as locks, canals, and river ports. The enterprise plays a key role in ensuring safe and efficient navigation on Ukraine's major rivers, particularly the Dnipro, Danube, and Southern Buh, and supports the broader goal of integrating Ukraine's inland waterway system with the TEN-T Network. "Ukrvodshlyakh" is also involved in hydrographic surveying, dredging operations, and the technical maintenance of river navigation routes, contributing to Ukraine's efforts to revive and modernise its inland waterway transport sector in line with EU standards. Its work complements the activities of the Ukrainian Sea Ports Authority (USPA) and the State Service for Maritime and Inland Waterway Transport, forming part of the institutional framework for waterborne transport governance in Ukraine.

State Hydrographic Service of Ukraine (SHSU) is the national hydrographic office, whose primary mandate is to ensure navigational safety across Ukraine's seas and inland waterways by conducting hydrographic surveys in accordance with IHO standards, maintaining aids to navigation (AtoNs), and producing nautical charts, sailing directions, and notices to mariners. The Service is also responsible for the modernisation of lighthouses and floating navigational aids.

Ukraine's maritime regulatory framework includes the following key pieces of legislation:

- **Merchant Shipping Code** – Regulates vessel registration, navigation, maritime safety, liability, ship arrest, pollution, and maritime claims.
- **Law of Ukraine on Sea Ports** – Governs the legal status, operation, and management of seaports, and defines the roles of public and private port operators.
- **Ukrainian Law on Sanctions** – Applicable to maritime activities in the context of national security, it restricts access to Ukrainian ports for sanctioned vessels.

A **draft law (Draft Law No. 9283)** has been prepared to ensure the safety of life at sea and facilitate search and maritime rescue operations, but it hasn't yet entered into force.

Furthermore, Ukraine has ratified several key IMO Conventions that are essential for maritime safety, security, and environmental protection. These include:

- International Convention for the Safety of Life at Sea (SOLAS, 1974)
- International Convention on Load Lines (1966)
- International Tonnage Convention (1969)
- Convention on the International Regulations for Preventing Collisions at Sea (1972)
- International Convention for the Standards of Training, Certification and Watchkeeping for Seafarers (STCW, 1978)
- International Convention on Maritime Search and Rescue (SAR Convention, 1979)
- International Convention for the Prevention of Pollution from Ships (MARPOL)
- International Convention on the Control of Harmful Anti-fouling Systems on Ships (AFS Convention)

Ukraine has developed a comprehensive framework of strategic documents to guide the development of its maritime transport sector. Key among these are:

- **The National Transport Strategy of Ukraine until 2030** – This overarching strategy sets development goals across all transport modes, including maritime. It emphasises integration with the Trans-European Transport Network (TEN-T) through infrastructure improvements, enhanced safety, and environmental sustainability.
- **The Strategy for the Development of Seaports of Ukraine until 2038** – This long-term vision focuses on modernizing port infrastructure, expanding cargo handling capacity, and improving operational efficiency at Ukrainian seaports.
- **The Maritime Doctrine of Ukraine up to 2035** – This document outlines the principles and priorities for maritime sector development, including initiatives to strengthen maritime safety, protect the marine environment, and advance maritime education and research.
- **The Maritime Security Strategy of Ukraine** – Aimed at enhancing maritime security, this strategy includes measures to regain control over occupied territories and ensure safe navigation routes.
- **The Ukraine Plan 2024-2027** – Adopted in 2024 and endorsed by the European Commission, this reform and investment roadmap supports Ukraine's recovery, reconstruction, and modernisation efforts in response to the ongoing war. It places particular emphasis on the waterborne transport sector, especially the development and protection of maritime ports.

Ukraine is making significant progress in aligning its national maritime legislation with the relevant EU acquis.

Progress status per thematic cluster

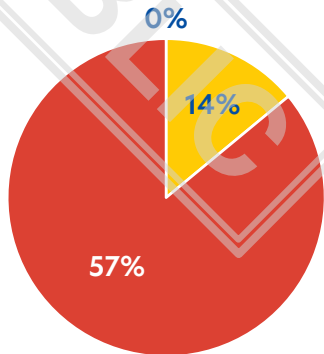
Policy, market access, and competition

The *Policy, market access, and competition* thematic cluster includes the following regulatory areas, as per Annex I.4 of the Treaty establishing the Transport Community:

- Maritime policy
- Access to the market
- International relations
- Port services

The regulatory areas mentioned above include a total of 16 legal acts, of which 7 are classified as main while 9 are their amendments. One main act is included in the Action Plan for Waterborne and Multimodality, and one main act is within the EU Association Agreement of Ukraine.

Ukraine's progress as of October 2025 in transposing and implementing the TCT Annex I grouped under this thematic cluster of Annex I.4, along with a summary of performance based on the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition Status
1.	% of acquis transposed	0.00%	Thematic cluster: Policy, market access, and competition  0% 14% 57% - TCT Annex I.4 EU Acquis transposed - TCT Annex I.4 EU Acquis partially transposed - TCT Annex I.4 EU Acquis not transposed
2.	% of acquis partially transposed	14.00%	
3.	% of acquis not transposed	86.00%	
4.	Number of acts planned to be transposed during the next 2 years	7	
5.	% of acquis implemented	0.00%	

As of October 2025, Ukraine is in the initial stage of aligning its national legislation with the TCT Annex I under the *Policy, market access, and competition* thematic cluster of Annex I.4 of the Transport Community Treaty. None of the relevant legal acts have been fully transposed or implemented, while only 14% have been partially transposed, leaving 86% of the acquis unaddressed. This reflects limited progress in establishing a harmonised legal framework in this area. However, Ukraine has outlined plans to transpose seven legal acts over the next two years, signalling a clear intention to accelerate alignment. To meet this goal, sustained institutional coordination, legislative drafting, and technical support will be essential.

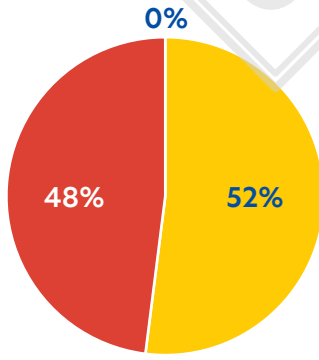
Technical, safety, and security

The *Technical, safety, and security* thematic cluster includes the following regulatory areas, as per Annex I.4 of the Treaty establishing the Transport Community:

- Ship inspection and survey organisations – recognised organisations
- Flag state
- Port state control
- International Safety Management Code
- Marine equipment
- Passenger ships
- Safety of fishing vessels
- Oil tankers
- Bulk carriers
- Accident investigation
- Maritime security
- European Maritime Safety Agency

A total of 66 legal acts are included in this regulatory area, of which 27 are classified as main acts, while the remainder are their amendments. Eleven of the main acts are included in the Action Plan for Waterborne and Multimodality 2025-2027, and 15 of them are contained in the EU Association Agreement with Ukraine.

Ukraine's progress in transposing and implementing the Annex I acquis grouped under this thematic cluster of Annex I.4, along with a summary of performance based on the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition Status
1.	% of acquis transposed	0.00%	Thematic cluster: Technical, safety, and security  0% 48% 52% ■ TCT Annex I.4 EU Acquis transposed ■ TCT Annex I.4 EU Acquis partially transposed ■ TCT Annex I.4 EU Acquis not transposed
2.	% of acquis partially transposed	52.00%	
3.	% of acquis not transposed	48.00%	
4.	Number of acts planned to be transposed during the next 2 years	22	
5.	% of acquis implemented	0.00%	

In the *Technical, safety, and security* thematic cluster, Ukraine has made moderate progress in aligning with the EU acquis, with 52% of the relevant legal acts partially transposed, while 48% remain not transposed. No legislation has been fully transposed or implemented. This indicates that although legislative groundwork has begun, the absence of full transposition prevents any practical implementation of EU safety and security standards. The planned transposition of 22 acts over the next two years reflects a strong commitment to closing this gap, particularly in areas critical to maritime safety, vessel certification, and port security. Accelerating both transposition and implementation will be essential for Ukraine to meet its obligations under the EU-Ukraine Association Agreement and to ensure safe, secure, and interoperable maritime operations.

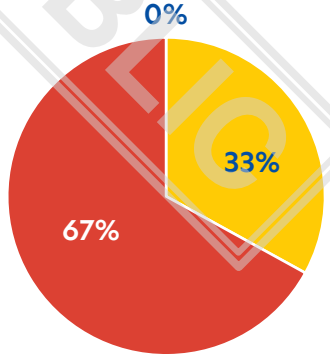
Smart, digital, and telematic applications

The *Smart, digital, and telematic applications* thematic cluster includes the following regulatory areas, as per Annex I.4 of the Treaty establishing the Transport Community:

- Vessel traffic monitoring
- Reporting formalities
- Maritime single window

The regulatory areas listed above include a total of 12 legal acts, of which six are classified as main while the remainder are their amendments. Three of these main acts are included in the Action Plan for Waterborne Transport and Multimodality 2025-2027, and two of these main acts are part of the EU Association Agreement with Ukraine.

Ukraine's progress in transposing and implementing the TCT Annex I, grouped under this thematic cluster of Annex I.4, along with a summary of performance based on the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition Status
1.	% of acquis transposed	0.00%	Thematic cluster: Smart, digital, and telematic applications (maritime)  0% 33% 67% ■ TCT Annex I.4 EU Acquis transposed ■ TCT Annex I.4 EU Acquis partially transposed ■ TCT Annex I.4 EU Acquis not transposed
2.	% of acquis partially transposed	33.00%	
3.	% of acquis not transposed	67.00%	
4.	Number of acts planned to be transposed during the next 2 years	3	
5.	% of acquis implemented	0.00%	

Ukraine's progress in aligning with the TCT Annex I in the area of *Smart, digital, and telematic applications* in TCT Annex I as per Annex I.4 remains at an early stage, reflecting both the complexity of the domain and the strategic importance of digital integration. According to the latest indicators, 0% of the relevant acquis has been fully transposed or implemented, while 33% has been partially transposed, and 67% remains unaddressed. With only three legal acts planned for transposition over the next two years, the pace of alignment suggests a cautious but deliberate approach. This underscores the need for enhanced institutional coordination, technical capacity-building, and targeted support from EU partners to accelerate Ukraine's integration into the European Maritime Single Window Environment and broader digital maritime frameworks, in line with Regulation (EU) 2019/1239 and associated standards.

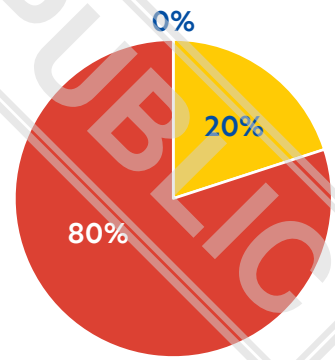
Environmental

The *Environmental* thematic cluster includes the following regulatory areas, as per Annex I.4 of the Treaty establishing the Transport Community:

- Ship-source pollution
- Ship-generated waste
- Organotin compounds
- Committee on Safe Seas and the Prevention of Pollution from Ships
- Environment
- Renewable and low-carbon fuels

The regulatory areas listed above include 19 legal acts, of which 10 are classified as main acts, while the remainder are their amendments. Four of the main acts are included in the Action Plan for Waterborne and Multimodality 2025-2027, and two are part of the EU Association Agreement with Ukraine.

Ukraine's progress in transposing and implementing the Annex I acquis grouped under the *Environmental* thematic cluster of Annex I.4, along with a summary of performance based on the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition Status
1.	% of acquis transposed	0.00%	Thematic cluster: Environmental (maritime transport)  0% 20% 80% ■ TCT Annex I.4 EU Acquis transposed ■ TCT Annex I.4 EU Acquis partially transposed ■ TCT Annex I.4 EU Acquis not transposed
2.	% of acquis partially transposed	20.00%	
3.	% of acquis not transposed	80.00%	
4.	Number of acts planned to be transposed during the next 2 years	4	
5.	% of acquis implemented	0.00%	

Ukraine's progress in transposing the TCT Annex I included in Annex I.4 within the *Environmental* thematic cluster remains limited, with 0% fully transposed or implemented, and only 20% partially transposed, while 80% of the acquis remains unaddressed. Despite these challenges, Ukraine has planned the transposition of four key environmental acts over the next two years, including legislation on port reception facilities and emissions reduction. This reflects a cautious but strategic commitment to aligning with EU environmental standards and underscores the importance of continued technical support and institutional coordination to accelerate sustainable maritime development.

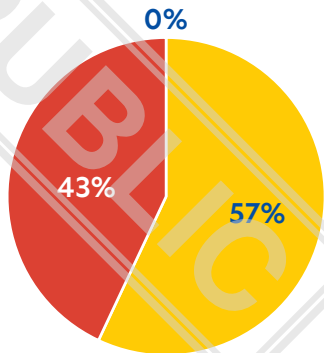
Social and educational

The *Social and Educational* thematic cluster includes the following regulatory areas, as per Annex I.4 of the Treaty establishing the Transport Community:

- Training of seafarers
- Social aspects
- Passenger rights

The regulatory areas listed above include a total of 12 legal acts, of which 7 are classified as main while the remaining five are amendments. Six of the main acts are included in the Action Plan for Waterborne and Multimodality 2025-2027, and 5 are included in the EU Association Agreement with Ukraine.

Ukraine's progress as of October 2025 in transposing and implementing the Annex I acquis grouped under the *Social and educational* thematic cluster of Annex I.4, along with a summary of performance based on the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition Status
1.	% of acquis transposed	0.00%	Thematic cluster: Social and educational (maritime)  0% 57% 43% - TCT Annex I.4 EU Acquis transposed - TCT Annex I.4 EU Acquis partially transposed - TCT Annex I.4 EU Acquis not transposed
2.	% of acquis partially transposed	57.00%	
3.	% of acquis not transposed	43.00%	
4.	Number of acts planned to be transposed during the next 2 years	5	
5.	% of acquis implemented	0.00%	

Ukraine's progress in transposing the TCT Annex I under the Social and Educational thematic cluster of Annex I.4 of the Transport Community Treaty reflects a constructive yet gradual approach. With 57% of the acquis partially transposed, 0% fully transposed or implemented, and five legal acts planned for transposition over the next two years, Ukraine demonstrates a clear commitment to aligning with EU standards on professional qualifications, working conditions, and maritime labour rights. While challenges remain, particularly in implementation, the outlined roadmap and ongoing cooperation signal Ukraine's strategic intent to strengthen its human capital and institutional capacity in the waterborne transport sector.

Conclusions and upcoming priorities for the maritime transport sector

Ukraine's alignment with the TCT Annex I under Annex I.4 of the Treaty on establishing the Transport Community reveals a transitional phase in the country's legislative harmonisation efforts. A notable portion of the acquis has already entered the process of partial transposition, indicating that Ukraine has taken concrete steps toward aligning its maritime legislation with EU standards. This progress reflects a growing institutional commitment and the re-establishment of structured cooperation with EU counterparts following earlier disruptions.

At the same time, a significant share of the acquis remains unaddressed, and no legal acts have yet been fully transposed. This underscores the need for continued technical assistance, capacity-building, and strategic prioritisation to ensure full compliance. Ukraine has undertaken the ambitious task to transpose 41 legal acts, as per Annex I.4 of the TCT, in the next 2 years. The current status offers a clear opportunity for Ukraine to accelerate its efforts, particularly in areas such as safety, environmental protection, and digitalisation, which are essential for deeper integration into the European maritime transport framework.

No.	Indicator	Achieved value	Transposition Status
1.	% of acquis transposed	0.00%	Ukraine Annex I.4 - Rules applicable to maritime transport 0% 40% 60% ■ Transposed ■ Partially transposed ■ Not transposed
2.	% of acquis partially transposed	40.00%	
3.	% of acquis not transposed	60.00%	
4.	Number of acts planned to be transposed during the next 2 years	41	
5.	% of acquis implemented	0.00%	

3.3.5 Rules Applicable to Inland Waterway Transport (Annex I.5)

Overview

The key institutions responsible for the development and implementation of the inland waterway transport in Ukraine include:

- **Ministry for Development of Communities and Territories of Ukraine** – Responsible for inland waterways policies and regulatory framework.
- **State Service of Maritime and River Transport of Ukraine** – Provides oversight on the implementation of state policies in maritime and river transport, ensuring safety and compliance with national and international rules and standards.
- **Ukrainian Sea Ports Authority (USPA)** – While its primary mandate focuses on seaports, USPA also supports navigation and logistics along inland corridors, coordinates with international partners, and contributes to strategic planning under national recovery initiatives.
- **State Enterprise "Ukrvodshlyakh"** – Responsible for the maintenance, development, and operational support of inland waterways, including navigational infrastructure such as locks, canals, and river ports. The enterprise plays a key role in ensuring safe and efficient navigation on Ukraine's major rivers, particularly the Dnipro, Danube, and Southern Buh, and supports the broader goal of integrating Ukraine's inland waterway system with the TEN-T Network. Ukrvodshlyakh is also involved in hydrographic surveying, dredging operations, and the technical maintenance of river navigation routes, contributing to Ukraine's efforts to revive and modernise its inland waterway transport sector in line with EU standards. Its work complements the activities of the Ukrainian Sea Ports Authority (USPA) and the State Service for Maritime and Inland Waterway Transport, forming part of the institutional framework for waterborne transport governance in Ukraine.
- **State Hydrographic Service of Ukraine (SHSU)** – The national hydrographic office, whose primary mandate is to ensure navigational safety across Ukraine's seas and inland waterways by conducting hydrographic surveys in accordance with IHO standards, maintaining aids to navigation (AtoNs), and producing nautical charts, sailing directions, and notices to mariners. The Service is also responsible for the modernisation of lighthouses and floating navigational aids.

The legal framework regulating the inland waterway transport in Ukraine includes:

- **Law No. 1054-IX of Ukraine, titled "On Inland Water Transport"**, was adopted on 3 December 2020 and entered into force on 1 January 2022. It establishes the legal, economic, and organisational framework for the functioning and development of inland waterway transport in Ukraine. The law aims to create favourable conditions for safe, accessible, and high-quality transportation, aligning with European standards and supporting Ukraine's integration into the EU transport system.
- Although the **Merchant Shipping Code of Ukraine** primarily governs maritime transport, it does also include references to inland waterway transport in its general provisions, particularly in terms of state regulation.
- **The Environmental Protection Law** adds guidelines on protecting water resources and promoting sustainable practices.

Ukraine has adopted a series of strategic documents to guide the development of its inland waterway transport sector, reflecting a long-term commitment to modernisation, sustainability, and European integration. The **National Transport Strategy until 2030**, currently under revision as part of the Ukraine Plan, outlines priorities such as improving navigability, enhancing safety, and promoting environmentally responsible practices. Complementing this, the **Strategy for the Development of Inland Waterway Transport until 2031** sets out a comprehensive vision for infrastructure upgrades, increased cargo volumes, and better connectivity with the TEN-T network. Further operational focus is provided through the **Action Plan for the Restoration of Navigation on the Dnieper and Pivdennyi Buh Rivers**, supported by the EBRD, which targets dredging, lock rehabilitation, and navigational improvements. The **Maritime Doctrine** of Ukraine, while primarily maritime in scope, also emphasises the integration of river and sea transport systems. Finally, the **Ukraine Plan 2024-2027**, endorsed by the European Commission, serves as a national reform and investment roadmap, incorporating inland and maritime transport priorities within the broader context of recovery, resilience, and EU alignment.

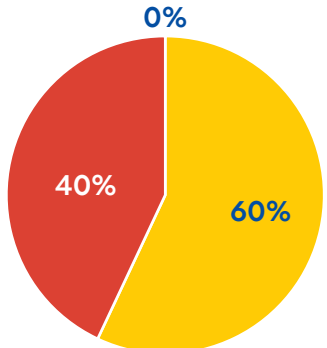
Russia's war of aggression against Ukraine has significantly hindered the alignment of Ukraine's national legal framework for inland waterway transport with the relevant EU Acquis. Despite these challenges, Ukraine continues to make determined efforts to harmonise its legislation with EU standards, modernise its inland waterway infrastructure, strengthen connectivity with the EU, and promote efficient and sustainable mobility in the sector.

Progress status per thematic cluster

Access to the market

The Access to the market thematic cluster corresponds to the eponymous regulatory area, as per Annex I. 5 of the TCT Treaty. It contains a total of 6 legal acts, of which 5 are classified as main, while 1 is an amendment. One main act is included in the Action Plan for Waterborne Transport and Multimodality 2025-2027, and one is part of the EU Association Agreement with Ukraine.

Ukraine's progress in transposing and implementing the TCT Annex I, grouped under this thematic cluster of Annex I.5, along with a summary of performance based on the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition Status
1.	% of acquis transposed	0.00%	Thematic cluster: Access to the market (inland waterways)  0% 40% 60% - TCT Annex I.5 EU Acquis transposed - TCT Annex I.5 EU Acquis partially transposed - TCT Annex I.5 EU Acquis not transposed
2.	% of acquis partially transposed	60.00%	
3.	% of acquis not transposed	40.00%	
4.	Number of acts planned to be transposed during the next 2 years	3	
5.	% of acquis implemented	0.00%	

With regard to the *Access to the market* thematic cluster (Annex I.5 of the Transport Community Treaty), Ukraine is progressing gradually in aligning its inland waterway transport legislation with the EU Acquis. While no legal acts have been fully transposed or implemented yet, a significant portion (60%) has been partially transposed, indicating that foundational work is underway. 40% of the acquis remains to be addressed, highlighting the need for continued efforts. Importantly, Ukraine has planned the transposition of three additional legal acts over the next two years, demonstrating its ongoing commitment to legal harmonisation and market integration, despite the complex circumstances caused by the war.

Access to the profession

The *Access to the profession* thematic cluster corresponds to the eponymous regulatory area, as per Annex I. 5 of the TCT Treaty. It includes 7 legal acts, 5 of which are classified as main while two are amendments. One of the main acts is included in the Action Plan for Waterborne Transport and Multimodality 2025-2027 and two are part of the EU Association Agreement with Ukraine.

In the thematic cluster *Access to the profession*, Ukraine has made initial progress in aligning its inland waterway transport legislation with the TCT Annex I as per Annex I.5 of the Transport Community Treaty. Although none of the legal acts have been fully transposed or implemented yet, 100% of the acquis has been partially transposed, indicating that Ukraine has taken meaningful steps toward harmonisation. This partial transposition reflects a proactive approach to legal alignment, even in the face of complex challenges. Looking ahead, Ukraine plans to transpose seven additional legal acts over the next two years, underscoring its continued commitment to advancing integration with the EU transport framework.

Social

The *Social* thematic cluster includes the following regulatory areas, as per Annex I.5 of the Treaty establishing the Transport Community:

- Passenger rights
- Working time

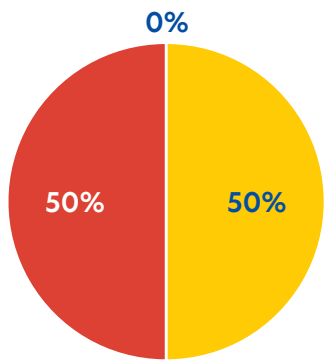
The thematic cluster includes a total of two legal acts, both classified as main acts. One of these acts is included in the Action Plan for Waterborne Transport and Multimodality 2025-2027, but neither is part of the EU Association Agreement with Ukraine.

In the *Social* thematic cluster under Annex I.5 of the Transport Community Treaty, Ukraine has made a promising start by partially transposing 100% of the relevant EU Acquis, indicating that all applicable legal acts have been addressed to some extent. While none have yet been fully transposed or implemented, this comprehensive partial transposition reflects a clear awareness of the requirements and a structured approach to alignment. Looking ahead, Ukraine plans to transpose the two main legal acts over the next two years, reaffirming its commitment to advancing social standards in the transport sector in line with EU norms, despite the challenges posed by the ongoing war.

Safety/technical requirements

The *Safety/technical requirements* cluster corresponds to the eponymous regulatory area, as per Annex I. 5 of the TCT Treaty. It includes a total of 11 legal acts, 6 of which are defined as main acts, while 5 are their amendments. None of the main acts is included in the Action Plan for Waterborne Transport and Multimodality 2025-2027, but one is included in the EU Association Agreement with Ukraine.

Ukraine's progress in transposing and implementing the TCT Annex I, grouped under this thematic cluster of Annex I.5, along with a summary of performance based on the defined indicators, is provided below:

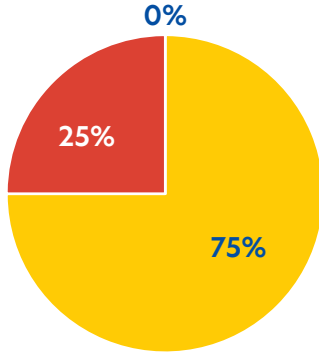
No.	Indicator	Achieved value	Transposition Status
1.	% of acquis transposed	0.00%	Thematic cluster: Safety/technical requirements (inland waterways)  ■ TCT Annex I.5 EU Acquis transposed ■ TCT Annex I.5 EU Acquis partially transposed ■ TCT Annex I.5 EU Acquis not transposed
2.	% of acquis partially transposed	50.00%	
3.	% of acquis not transposed	50.00%	
4.	Number of acts planned to be transposed during the next 2 years	7	
5.	% of acquis implemented	0.00%	

In the thematic cluster *Safety/technical requirements* under Annex I.5 of the Transport Community Treaty, Ukraine has made partial progress in aligning its inland waterway transport legislation with the EU Acquis. Currently, 50% of the relevant legal acts have been partially transposed, while the remaining 50% have not yet been addressed. None of the legal acts have been fully transposed or implemented. This reflects an early stage of legal harmonisation in a technically demanding area, where safety standards and vessel requirements are critical. Nevertheless, Ukraine has planned to transpose seven additional legal acts over the next two years, signalling a clear intention to advance its alignment with EU safety and technical norms, despite the challenges posed by the ongoing war.

River information services (RIS)

The *River information services* thematic cluster corresponds to the eponymous regulatory area, as per Annex I. 5 of the TCT Treaty. It includes 11 legal acts, 8 of which are classified as main, acts while the others are amendments. All 8 acts are included in the Action plan for Waterborne Transport and Multimodality, and one of the main acts is part of the EU Association Agreement with Ukraine.

Ukraine's progress in transposing and implementing the TCT Annex I grouped under this thematic cluster of Annex I.5, along with a summary of performance based on the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition Status
1.	% of acquis transposed	0.00%	Thematic cluster: River information services (inland waterways)  0% 25% 75% - TCT Annex I.5 EU Acquis transposed - TCT Annex I.5 EU Acquis partially transposed - TCT Annex I.5 EU Acquis not transposed
2.	% of acquis partially transposed	75.00%	
3.	% of acquis not transposed	25.00%	
4.	Number of acts planned to be transposed during the next 2 years	9	
5.	% of acquis implemented	0.00%	

In the *River information services (RIS)* thematic cluster under Annex I.5 of the Transport Community Treaty, Ukraine has made notable initial progress toward aligning with the EU acquis. 75% of the relevant legal acts have been partially transposed, indicating that the foundational elements of RIS legislation are being addressed. However, none of the acts has been fully transposed or implemented, and 25% remain unaddressed, highlighting the need for further legislative work. Ukraine's plan to transpose nine additional legal acts over the next two years reflects a strong commitment to enhancing digitalisation, interoperability, and safety in inland waterway transport, despite the challenges posed by the ongoing war.

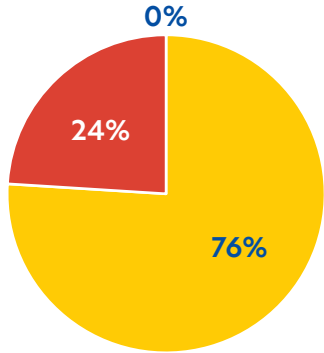
Environmental

The *Environmental* thematic cluster corresponds to the eponymous regulatory area, as per Annex I. 5 of the TCT Treaty. It includes 5 acts, of which 1 is defined as main, while the remainder are its amendments. The single main act is included in the Action Plan for Waterborne Transport and Multimodality 2025-2027 but is not part of the EU Association Agreement with Ukraine.

In the *Environment* thematic cluster under Annex I.5 of the Transport Community Treaty, Ukraine has partially transposed 100% of the relevant EU Acquis, indicating that all applicable environmental legal acts in the inland waterway transport sector have been addressed to some extent. However, none have been fully transposed or implemented, and no additional acts are planned for transposition over the next two years. This suggests that while the legislative groundwork is in place, further efforts are needed to achieve full alignment and implementation, essential for promoting environmentally sustainable inland waterway transport in line with EU standards.

Conclusions and upcoming priorities for the waterway transport sector

Under Annex I.5 of the Transport Community Treaty, **Ukraine has made partial progress** in aligning its inland waterway transport legislation with the EU Acquis. According to the available data, over three-quarters of the relevant rules have been partially transposed, while roughly one-quarter remain not transposed, and none have been fully transposed. This indicates that Ukraine has initiated work on most of the legal framework but still faces challenges in completing the transposition and moving toward full implementation. Continued efforts will be essential to close the remaining gaps and ensure full alignment with EU standards in the inland waterway transport sector.

No.	Indicator	Achieved value	Transposition Status
1.	% of acquis transposed	0.00%	Ukraine Annex I.5 - Rules applicable to inland waterway transport  0% 24% 76% ■ TCT Annex I.4 transposed ■ TCT Annex I.4 partially transposed ■ TCT Annex 4 not transposed
2.	% of acquis partially transposed	76.00%	
3.	% of acquis not transposed	24.00%	
4.	Number of acts planned to be transposed during the next 2 years	31	
5.	% of acquis implemented	0.00%	

3.4 Conclusions

Looking ahead, sustainability, multimodality, and digitalisation must become central pillars of reform, not only for alignment with EU climate and transport objectives but also to reinforce regional resilience and stability. Political commitment at the highest level, supported by the Transport Community framework, will be decisive for ensuring convergence with EU standards and supporting future accession perspectives.

The 2025 reporting period highlights both achievements and ongoing challenges:

- **Georgia:** Leads among the Observing Participants with stronger performance in road safety management (83%), functioning road maintenance systems, and waterborne workforce attractiveness (80%). However, further work is required in sustainable and multimodal transport measures, ITS deployment, and full acquis transposition.
- **The Republic of Moldova:** Shows slower and uneven progress, with moderate achievements in regional cooperation and capacity-building but major gaps in sustainability, multimodality, and road safety management. Exiting the Paris MoU blacklist and strengthening institutional capacity remain urgent priorities.
- **Ukraine:** Despite the war, Ukraine re-established communication on waterborne transport and set clear deadlines. Its commitment to aligning with TCT Annex I is evident, though concrete timelines for other modes will only be provided in 2026.

Cross-cutting conclusions:

- **Over 65% of TCT Annex I remains not transposed across all Observing Participants**, underlining the need for accelerated legislative alignment.
- **Institutional capacity-building, stronger inter-ministerial coordination, and targeted technical assistance are critical for sustaining progress.**
- **Greater prioritisation of sustainability, multimodality, and digitalisation** is essential for aligning with EU climate and transport goals.
- **Continued political commitment and reinforced cooperation within the Transport Community** framework will be decisive in ensuring alignment with EU standards and supporting accession processes.

Continuous engagement with the Observing Participants is expected to further enhance the currently achieved level of knowledge, both quantitatively and qualitatively.

4. Technical Assistancess

Between October 2024 and October 2025, the Project Implementation Unit (PIU) of the Transport Community Permanent Secretariat started delivery of a series of technical assistance programmes, capacity-building initiatives, and training workshops aimed at strengthening institutional understanding and operational capacities for the implementation of the EU Transport Acquis (Annex I to the Treaty). The measures supported through technical assistance will be closely monitored next year to evaluate the overall impact of sustained and targeted support.

Up to October 2025, following the preliminary identification and prioritisation of needs and demands, technical assistance contracts have been concluded and are underway for the Republic of Moldova and Ukraine.

These include:

- The technical assistance project **"Preparation of a National ITS Strategy for the Republic of Moldova"** commenced in December 2024. This initiative aligns with the priorities set out in the Growth Plan for the Republic of Moldova, aiming to enhance transport infrastructure and promote digitalisation in the sector. Its core objective is to establish a comprehensive framework of policies, regulations, and institutional mechanisms to support the effective deployment of Intelligent Transport Systems (ITS) in the country. During this stage, the current legal, institutional, and technological context of ITS deployment in Moldova has been assessed, a Diagnosis Report, ITS vision, and strategic objectives were developed, and proposals for a High-Level National ITS Architecture and ITS Strategy were drafted and presented to the Contracting Authority. In parallel, several workshops were organised to present the deliverables and generate stakeholder feedback. All the activities within the scope of the contract are expected to be completed by the end of this year.
- The technical assistance project **"Supporting Moldova's alignment with the relevant TCT Annex I in the Road Operation sector"** commenced in March 2025, intending to comprehensively revise the Republic of Moldova's Road Code to align with the EU standards. A detailed review of national road transport legislation is underway, including a comparison with the TCT Annex I in areas such as passenger and freight transport, social legislation and driver training. The goal of the project is to deliver a clear roadmap for legal updates, incorporating 14 EU legislative acts into Moldova's road transport normative framework. Currently, a gap analysis, relevant TCT Annex I transposition plan, impact assessment, and roadmap have been developed and presented to the Contracting Authority and respective Moldovan stakeholders. One validation workshop has been organised and conducted in Chisinau, the Republic of Moldova.
- The technical assistance project **"Supporting the Republic of Moldova in achieving compliance with the relevant EU waterborne transport acquis"** began in July 2025 and focused on aligning national legislation with the waterborne EU legal framework, as per Annex I of the Treaty establishing the Transport Community. Within the scope of the contract, a comprehensive assessment of Moldova's existing legal and institutional framework, preparation of a transposition plan and implementation roadmap, regulatory impact analysis, and drafting of legislative texts to ensure full compliance with 13 EU directives and regulations is expected to be delivered. At this stage of contract implementation, an Inception Report has been delivered and reviewed by the Contracting Authority and Moldova's relevant stakeholders. Preparation of a Regulatory Gap Analysis is underway.
- **The Framework Contract for supporting Georgia, the Republic of Moldova, and Ukraine** in carrying out policy and regulatory reforms in line with the priorities established in the Transport Community Treaty was signed on 15 July 2025. It aims to support Observing Participants in undertaking significant reforms to align their transport policies, regulations, and infrastructure with EU standards. The Contract is designed to provide the participating countries with tailored technical assistance and capacity building support, helping them meet the requirements of the TCT Treaty and the broader EU acquis. Several individual requests for services have already been made to the selected Framework Contractor in the waterborne, road, and railway sectors. No technical assistance is currently foreseen to be given to Georgia under the Framework Contract.





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Development of the Indicative TEN-T Extensions of the Comprehensive and Core Network in Georgia, the Republic of Moldova, and Ukraine

2025



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I Introduction

Under the institutional mechanisms established by the Transport Community Treaty, the development status and performance of the indicative extension of the TEN-T network are monitored through annual reporting exercises. The same methodology is now being applied to these observing participants, Georgia, the Republic of Moldova, and Ukraine within the framework of the Transport Community¹.

The 2025 Development of Indicative TEN-T Extensions of the Comprehensive and Core Network in Georgia, the Republic of Moldova and Ukraine provide a comprehensive assessment of the current level of compliance with the requirements of the Regulation (EU) 2024/1679 and builds upon the previous assessments of performance and compliance carried out for the indicative TEN-T network extensions in 2023 and 2024. It serves as a valuable reference for understanding the status and existing gaps in meeting EU transport infrastructure standards, while also highlighting ongoing development trends and their potential implications for future compliance.

The report is based on the newly adopted Regulation (EU) 2024/1679, which replaces the previously applicable Regulation (EU) No 1315/2013. The report reflects the updated network layout and indicators introduced by the new TEN-T regulation.

The data collection process remains to be challenging. Overall, the completeness and reliability of the collected data vary across participants: while information provided by the Republic of Moldova and Georgia may be considered relatively comprehensive, data received from Ukraine remains limited.

II Executive Summary

Progress from last year's report is marginal. Changes in compliance rates are largely due to adjustments in the TEN-T maps rather than tangible improvements on the ground. Compliance rates vary significantly across sectors and specific indicators. In general, the linear road and rail infrastructure is in suboptimal physical condition due to prolonged underinvestment and maintenance backlogs.

Rail network: Significant disparities persist across key TEN-T rail performance indicators among Georgia, Moldova and Ukraine. Georgia's network is fully electrified, Moldova has yet to begin electrification, and Ukraine shows a high level of electrification. Passenger and freight speeds in Ukraine are higher than in Georgia and Moldova, where maximum speeds reach only up to 80 km/h on limited sections. Moldova fully meets the 740-metre train length requirement, Ukraine is close to full compliance, and Georgia meets the standard only on a small share of its Core Network. Ukraine has started adapting its lines to the European standard track gauge, whereas Moldova and Georgia have not yet initiated such efforts. ERTMS deployment remains outstanding across all three countries, highlighting the need for major investment to achieve interoperability and compliance with Regulation (EU) 2024/1679.

Road network: Overall, the assessment highlights progress in aligning road infrastructure with EU standards, but also underscores gaps, particularly in operational ITS systems, alternative fuel deployment, and comprehensive monitoring of road safety, which will require continued investment and development to meet the staged implementation deadlines for the core (2030), extended core (2040), and comprehensive (2050) networks.

¹ Financed under the Action „Participation of Georgia, Republic of Moldova and Ukraine in the Transport Community“, NDICI-GEO-NEAR/2023/452-688”

Georgia's assessment comprises multiple indicators, including road design, safe and secure rest areas, ITS deployment, and alternative fuel infrastructure (although not all), while data for Moldova and Ukraine are currently limited to road design and rest area compliance.

The road network faces maintenance challenges across all three observing participants.

Waterborne Transport (Maritime & Inland Waterways): Georgia, Moldova, and Ukraine have made progress in developing waterborne transport infrastructure, particularly in port digitalisation and multimodal connectivity.

Georgia advanced with the new PotiTrans Terminal and near-full digital system deployment, though alternative fuel facilities remain limited. Moldova's Giurgiulești Port Complex shows ongoing expansion but lacks full TEN-T compliance and modern systems such as RIS and VTMS. Despite the Russian war of aggression, Ukraine's major ports continue operating and largely meet TEN-T criteria, but inland waterways and alternative fuel infrastructure remain underdeveloped.

Air transport: Regarding airports, Tbilisi International (Core) and Kutaisi International (Comprehensive) are fully connected to road and rail networks and have sufficient terminal capacity for international traffic, but neither currently provides aviation biofuel or alternative fuels for airport services, highlighting a gap in compliance with Regulation (EU) 2024/1679 requirements.

III Methodological Notes

Scope of the Report

In line with the objectives of the Transport Community and the updated framework provided by Regulation (EU) 2024/1679, the report presents an overview of the progress achieved by Georgia, the Republic of Moldova and Ukraine in aligning their transport infrastructure with the standards of the Trans-European Transport Network (TEN-T).

Infrastructure development is guided by the Treaty establishing the Transport Community, particularly Articles 8, 9, and 10, which outline obligations for implementing the TEN-T extension, monitoring progress through annual reporting, and developing traffic management systems. These provisions ensure that infrastructure planning and modernisation efforts are consistent with EU standards and timelines.

Similar to the last year but taking into account the new TEN-T Guidelines, the main focus of this year's report is following key areas:

- *Progress assessment* – a comparative analysis of how each country has advanced in meeting TEN-T requirements, based on the technical and operational criteria defined in Regulation (EU) 2024/1679.
- *Project Landscape* – a summary of current infrastructure projects contributing to TEN-T compliance, including investment efforts and implementation timelines.
- *Outlook to 2030* – a forecast of expected compliance levels by 2030 based on scheduled project completion dates and national development plans.

The structured approach supports the integration of the Eastern Partnership countries (i.e. TCT Observers– the Republic of Moldova and Ukraine) into the European transport network, promoting connectivity, sustainability, and regional cooperation.

The adoption of Regulation (EU) 2024/1679 marks a significant evolution in the EU's approach to developing the Trans-European Transport Network (TEN-T). This regulation introduces a more ambitious and integrated framework, aligning transport infrastructure policy with the goals of the European Green Deal and the Smart and Sustainable Mobility Strategy.

A central innovation of the new regulation is its reinforced emphasis on sustainability, digitalisation, and resilience. It mandates the deployment of alternative fuel infrastructure, promotes low- and zero-emission mobility, and prioritises the integration of intelligent transport systems. These measures aim to accelerate the decarbonisation of transport and enhance the network's adaptability to future challenges.

The regulation also updates the TEN-T network structure, introducing a new extended core layer that bridges the gap between the core and comprehensive networks. This layer includes sections of the comprehensive network that are part of the strategically important European Transport Corridors.

Of particular relevance to the Transport Community, the regulation extends several European Transport Corridors beyond EU borders, strengthening connectivity with neighbouring countries. In addition to the Western Balkans Corridor, four corridors now reach into Ukraine and the Republic of Moldova, enhancing their integration into the European transport system:

- **North Sea-Baltic Corridor:** Links the Ukrainian port of Mariupol via Kyiv and Lviv to the Baltic states, Poland, and North Sea ports in Belgium, the Netherlands, and Germany.
- **Baltic Sea-Black Sea-Aegean Sea Corridor:** Connects Moldova and the Ukrainian port of Odesa to a north-south axis running through Poland, Slovakia, Hungary, Romania, Bulgaria, and Greece.
- **Mediterranean Corridor:** Extends from the Baltic and North Sea to the Black Sea, with a branch reaching Lviv, Ukraine.
- **Rhine-Danube Corridor:** Includes Moldova and Ukraine via their Danube access, reinforcing inland waterway connectivity.

These extensions reflect the EU's strategic response to evolving geopolitical realities and its commitment to fostering regional cohesion and sustainable mobility. The inclusion of Moldova and Ukraine in the TEN-T corridor network underscores their growing role in the European transport landscape and opens new opportunities for investment, interoperability, and cross-border cooperation.



Figure 1. European Transport Corridors extended to the Republic of Moldova and Ukraine

These extensions reflect the EU's strategic commitment to regional cohesion and sustainable mobility. Importantly, no transitional approach is being applied, meaning that the compliance requirements of Regulation 2024/1679 are already in effect. This underscores the urgency for all stakeholders to align infrastructure planning and implementation with the updated standards, without delay or phased adaptation. The inclusion of Moldova and Ukraine in the extended corridor network highlights their growing role in the European transport landscape and opens new opportunities for investment, interoperability, and cross-border cooperation.

TEN-T Compliance Standards

In terms of compliance with the TEN-T standards, this report is based on the updated requirements set out in Regulation (EU) 2024/1679. These standards define the technical and operational criteria for infrastructure across the Core, Comprehensive and newly introduced Extended Core layers of the TEN-T Network.

To support consistent evaluation, the Regulation outlines mode-specific indicators for road, rail, inland waterways, maritime, air, and multimodal transport. These include parameters such as minimum infrastructure quality, interoperability, digitalisation, sustainability, and connectivity targets. The indicators have been consolidated into a structured assessment framework, with detailed breakdowns provided in the respective sections of the report for each transport mode.

TEN-T Network Layout

Annex IV of Regulation (EU) 2024/1679 outlines the current indicative extension of the TEN-T Core and Comprehensive Networks in Georgia, the Republic of Moldova, and Ukraine. This regulation sets the updated Union guidelines for the development of the trans-European transport network, amends Regulations (EU) 2021/1153 and (EU) No 913/2010, and repeals Regulation (EU) No 1315/2013.

To support the compliance assessment process, the linear TEN-T network has been segmented into homogeneous sections, reflecting the institutional frameworks and infrastructure management practices specific to each participating country.

Collecting relevant data

Data for assessing compliance with the TEN-T Network was collected via questionnaires sent by email to the Observing Participants, focusing on the relevant compliance indicators. Throughout the process, the Permanent Secretariat of the Transport Community provided continuous support and feedback through meetings and individual consultations.

Despite these efforts, not all participants submitted complete and up-to-date information. Where data was missing, it was supplemented using figures from the previous reporting year and desk research.

IV TEN-T compliance indicators

IV.1 Railways

The new Regulation (EU) 2024/1679 replaced the Regulation (EU) No 1315/2013 which laid down Union guidelines for the development of the trans-European transport network (TEN-T) and introduced several additional requirements to ensure TEN-T compliance.

Building on the previous compliance indicators for railway infrastructure, Regulation (EU) 2024/1679 adds new indicators (requirements). These include criteria related to design speed for passenger services, loading gauge specifications, waiting times at border crossings, identification of current or potential future capacity bottlenecks, and the requirement for a migration plan to construct new railway lines using the European standard track gauge of 1,435 mm.

These compliance indicators establish a structured framework for monitoring progress and promoting alignment across Member States and neighbouring partners. The regulation sets out a long-term vision for the development of an integrated TEN-T, covering all modes of transport, with a particular focus on the rail sector as the backbone of a sustainable and efficient mobility system.

In line with Section III above, this report primarily adheres to the compliance requirements set out in Articles 15 and 16 of Regulation (EU) 2024/1679. The key compliance requirements remain basically unchanged, covering aspects such as interoperability, electrification, European Rail Traffic Management System (ERTMS), track gauge, train length, axle load, and freight line design speed. Key updates in Regulation (EU) 2024/1679 include the introduction of an extended core network layer with corresponding deadlines, along with new requirements for passenger line design speeds and

Regulation (EU) 2024/1679 sets ambitious goals for a unified, high-quality TEN-T rail network, while allowing Member States to request exceptions based on specific national conditions. It marks both a strategic and technical enhancement of the TEN-T framework, influencing future infrastructure planning, investment, and compliance.

Railways		Core	Extended core	Comprehensive
Passenger and Freight	Electrification	2030	2040	2050
	Track gauge 1435 mm	2030	2040	2050
	ERTMS	2030	2040	2050
Passenger	160km/h design speed	2040	2040	/
Freight	22.5 t axle load	2030	2040	2050
	740 m train length (including the locomotive or locomotives)			
	Single Track	2030	2040	/
		at least one train path per three hours and direction and not less than 12 train paths on daily basis		
	Double Track	2030	2040	2050
		at least one train path per two hours and direction and not less than 24 train paths on daily basis		at least one train path per hour and direction on average on a daily basis
	100 km/h design speed	2030	2040	/
	Loading gauge for standard semi-trailers up to 4 m high, loaded at a height of at least 27 cm above the top of the rail track on ETC	2040	2040	/

Table 1. Overview of TEN-T Requirements for Railways

Based on the requirements set out in Regulation (EU) 2024/1679, this report assesses compliance against a defined set compliance indicators covering infrastructure parameters. The specific indicators are as follows:

Infrastructure indicators (target years indicated in brackets):

- **Electrification** – Full electrification of the rail network, including sidings where required.
- **Axle load** – Freight lines to support a 22.5 t axle load.
- **Freight lines speed** – Freight lines must allow a minimum speed of 100 km/h.
- **Passenger lines speed** – Passenger lines to support speeds of at least 160 km/h.
- **Train length** – Freight lines to accommodate trains of at least 740 m (including the locomotive or locomotives), including locomotives under certain conditions.
- **Track gauge** – New railway lines to be built to a normal gauge of 1,435 mm.
- **ERTMS/signalling** – Rail Network to be fully equipped with the European Rail Traffic Management System (ERTMS).
- **Loading gauge** – The rail infrastructure should allow for the circulation of freight trains carrying standard semitrailers up to 4 m high loaded at a height of at least 27 cm above the top of the rail track.

Operational indicators:

- **Dwelling time** – Maximum dwelling time of 25 minutes at borders.
- **Delay at borders** – Measured time lost during cross-border operations.
- **Removing bottlenecks** – migration plan for constructing new railway lines with the European standard track gauge of 1,435 mm.

European Rail Traffic Management System (ERTMS) Deployment:

According to Regulation (EU) 2024/1679, ERTMS is to be deployed on the Core, Extended Core, and Comprehensive Network railway lines to ensure seamless interoperability across the EU. Class B national signalling systems are to be gradually replaced, with new or upgraded lines equipped with radio-based ERTMS.

ERTMS	Core	Extended core	Comprehensive
Equipped with ERTMS	2030	2040	2050
Decommissioning of class B systems	2040	2045	2050
Equipped with radio-based ERTMS	2050	2050	2050
Radio-based ERTMS ² , in case of:			
-construction of a new line	from 2030	from 2030	from 2030
-upgrade of the signalling system	from 2040	from 2040	from 2040

Table 2. Overview of TEN-T Requirements for ERTMS

² "radio-based ERTMS" means the European Train Control System (ETCS) application level 2 that does not require lineside signals and uses a Class A radio system for the safety and non-safety related data exchange between track and train pursuant to Commission Implementing Regulation (EU) 2023/1695

“Train length - minimum 740 m” requirement

Pursuant to Regulation (EU) 2024/1679, minimum train length requirements are specified to enhance rail freight capacity across the TEN-T network, without special permission, including “last mile” access sections. The minimum train length of 740 metres (including locomotives) applies network wide.

- **Core Network (target year 2030) and Extended Core Network (target year 2040):**

- On double-track lines, at least one train path every two hours per direction, with a minimum of 24 train paths daily, shall be available for 740-metre freight trains, if requested.

- On single-track lines, at least one train path every three hours per direction, with a minimum of 12 train paths daily, shall be available for 740-metre freight trains, if requested.

- **Comprehensive Network (target year 2050):**

- On double-track lines, at least one train path per hour per direction, averaged over a daily basis, shall be available for freight trains of 740 metres or longer, upon request by a railway undertaking.

These provisions ensure a harmonised and efficient freight transport capacity on the TEN-T rail corridors in accordance with the objectives set by the Regulation.

Loading Gauge Requirements

Member States must ensure that freight lines forming part of the core or extended core railway networks, including relevant connections, can accommodate freight trains carrying standard semi-trailers up to 4 m in height, loaded at a minimum of 27 cm above the top of the rail, so-called P400 loading gauge. This applies to all European Transport Corridors within their territory.

This requirement is considered met if, on each corridor within a Member State there is:

- at least one direct line that meets the standard, allowing uninterrupted freight movement domestically and across each neighbouring border.
- at least one direct line to a rail-road or multimodal freight terminal located in or near a maritime port that is part of the corridor.
- at least one direct line meeting that requirement to at least one of these end points if one or more end points of a corridor are located on the territory of a Member State.

For cross-border sections, the lines must be agreed jointly with the neighbouring Member States concerned.

Operational priorities

On the European Transport Corridors (ETCs), the following operational targets should apply by 2030:

- **Border dwelling time:** The average dwelling time of freight trains crossing the border between two Member States should not exceed 25 minutes - except at sections where a change of track gauge occurs or where border controls have not yet been lifted.
- **Punctuality:** At least 75% of freight trains crossing at least one border along an ETC must arrive at their destination (or at the external Union border) on time or with a delay of less than 30 minutes, attributable to the infrastructure manager(s). Delays occurring in, and attributable to, third countries crossed by freight trains shall not be taken into account.

Allocation of 740 m train slots for freight

Also, as operational priorities in accordance with Article 19 of Regulation (EU) 2024/1679, the following conditions apply to the Core Network (by 2030), the Extended Core Network (by 2040), and the Comprehensive Network (by 2050):

- On **double-track lines**, at least two train paths per hour and per direction must be available for freight trains measuring at least 740 m in length (including the locomotive or locomotives).
- On **single-track lines**, at least one train path every two hours per direction must be available for freight trains measuring at least 740 m in length (including the locomotive or locomotives).

Rail Infrastructure Requirements – Exemptions

In accordance with Regulation (EU) 2024/1679, certain exemptions to the infrastructure requirements are permitted where:

- Specific geographical conditions or major physical constraints make compliance unfeasible.
- A negative outcome of a socio-economic cost-benefit analysis.
- Significant negative impacts on environment or biodiversity.

An **isolated network**, under Regulation (EU) 2024/1679, refers to the rail network of a Member State, or part of it, that operates on a track gauge different from the European standard nominal gauge of 1,435 mm. These networks are exempt from certain infrastructure requirements, as they are not integrated into the interoperable EU rail system and therefore do not support cross-border rail operations.

Railway Connections of Other Transport Nodes

TEN-T Maritime Ports:

- On the **Comprehensive Network**, maritime ports handling more than 2 million t of cargo annually should be connected to the rail and road infrastructure (by 2050), and, where feasible, to inland waterways.

TEN-T Airports:

- Airports with annual passenger traffic exceeding 12 million must be connected to the TEN-T railway network, including the high-speed network where possible, enabling long-distance rail services by 2040.
- Airports with annual passenger traffic between four and 12 million must be connected either to the TEN-T railway network or to the corresponding urban node by rail, metro, light rail, tramway, cable car, or, in exceptional cases, by another zero-emission public transport mode by 2050.

TEN-T Multimodal Freight Terminals:

Under Regulation (EU) 2024/1679, Member States must make all reasonable efforts to ensure that TEN-T multimodal freight terminals on their territory comply with the following requirements:

- By 2030, terminals that are connected to the rail network and perform vertical transshipment must have sufficient transshipment capacity and be capable of handling craneable intermodal loading units, including containers, swap bodies, and semi-trailers.
- By 2040, terminals connected to the core or extended core rail network must be able to accommodate freight trains of 740 m in length without the need for splitting or manipulation. Where this is not economically viable, appropriate measures must be taken to improve the operational efficiency of handling 740 m trains.

In accordance with Article 20 of Regulation (EU) 2024/1679 on the promotion of projects of common interest related to railway infrastructure, and in addition to the general priorities set out in Articles 12 and 13 of the same Regulation, the additional priorities for railway infrastructure development are as follows:

- Track Gauge Migration** – Shift to the European standard nominal track gauge of 1,435 mm where relevant.
- ERTMS Deployment** – Implement the European Rail Traffic Management System (ERTMS).
- Noise and Vibration Mitigation** – Reduce rail-related noise and vibration through measures on rolling stock and infrastructure, including noise protection barriers.
- Level Crossing Safety** – Improve the safety of level crossings.
- Multimodal Connectivity** – Connect railway infrastructure with inland waterway ports, where appropriate.
- Freight Capacity Upgrades** – Develop infrastructure for longer freight trains (above 740 m up to 1,500 m) and heavier (25.0 t axle load) freight trains, when constructing and modernising railway lines relevant for freight traffic, subject to a cost-benefit analysis.
- Innovation & Technology** – Develop and implement advanced technologies (e.g. automatic train operation, traffic management, ERTMS-based digital connectivity, digital couplings, 5G, satellite and inertial positioning), building on Shift2Rail and Europe's Rail.
- Active Mobility Integration** – Ensure pedestrian and cycling access and bicycle parking near stations during construction or upgrades railway infrastructure.
- Alternative Fuels** – developing innovative alternative fuels technologies for railways, such as hydrogen or battery powered trains for sections and rail access routes that are exempted from the electrification requirement.
- Freight Clearance Standards** – Ensure infrastructure accommodates standard semi-trailers (up to 4 m high at 33 cm loading height) without special permits.
- Double-Tracking** – Upgrade bottlenecks suffering from capacity limitations to double-track rail.

Regulation (EU) 2024/1679 sets ambitious goals for a unified, high-quality TEN-T rail network, while allowing Member States to request exceptions based on specific national conditions. It marks both a strategic and technical enhancement of the TEN-T framework, influencing future infrastructure planning, investment, and compliance.

Based on the provided data, the report assesses the compliance of TEN-T railway infrastructure in Georgia, the Republic of Moldova, and Ukraine to the extent that the data were made available, according to the following indicators:

- Electrification:** Rail network must be electrified (including sidings where necessary).
- Axle load:** Freight lines should support an axle load of 22.5 t.
- Freight lines speed:** Freight lines must allow a minimum speed of 100 km/h.
- Passenger lines speed:** Passenger lines to support speeds of at least 160 km/h.
- Train length:** Freight lines should accommodate trains up to 740 m in length.
- Track gauge:** The nominal track gauge for new railway lines should be 1,435 mm.
- ERTMS/signalling system:** The core network should be equipped with ERTMS.
- Loading gauge:** Freight trains carrying standard semitrailers up to 4 m high, loaded with their floor at least 27 cm above the top of the rail track.

In addition to the compliance indicators outlined above, the physical condition of the infrastructure was assessed, recognising it as a crucial prerequisite for a high-quality rail network. This assessment categorised conditions into five levels, based on the ratio between the current maximum operational speed and the network's maximum design speed. This method provides a clearer and more comprehensive picture of the railways' current state.

Condition of railways	Operational/Design speed
Very good	0.86 – 1
Good	0.71 - 0.85
Medium	0.61 - 0.70
Poor	0.51 - 0.60
Very Poor	0 - 0.50

Table 3. Assessment Methodology Criteria

IV.2 Road transport

Article 17 of Regulation 1315/2013 defines the core components of road infrastructure, while compliance requirements are outlined in Article 18. In Regulation (EU) 2024/1679, road infrastructure requirements for the TEN-T core and comprehensive network are addressed under Articles 30 and 31, respectively.

The previous criteria remain entirely valid, with the revised TEN-T Regulation (EU) 2024/1679 introducing additional requirements to support the overall policy goals of the Smart and Sustainable Mobility Strategy as part of the wider objective to deliver a safe, sustainable and interconnected transport system. Compared with the previous framework, the Regulation places greater emphasis on the quality of road infrastructure, harmonised service levels across EU Member States, and the removal of bottlenecks affecting cross-border traffic. It brings road infrastructure into closer alignment with EU policy priorities such as the European Green Deal, digitalisation of transport services and enhanced road safety standards. The newly defined compliance indicators are intended to measure progress against these objectives transparently and comparably.

In short, the TEN-T road network is deemed to incorporate high-quality roads, specially designed and constructed for motor traffic and ensuring adequate safety levels. Furthermore, Compliance with EU Directives on road tunnels, tolling interoperability, and Intelligent Transport Systems (ITS) is also a critical requirement.

In addition to the general conditions for the comprehensive network, the core and extended core network must comply with additional requirements presented through the newly defined compliance indicators:

- indicators on the availability and spacing of safe and secure rest areas,
- the installation of weigh-in-motion systems to prevent overloading and protect infrastructure, and
- the provision of minimum universal traffic information to improve safety and traffic management.

Together with indicators on the deployment of alternative fuel infrastructure, road safety management practices and toll interoperability, they provide a structured means to track compliance with the Regulation.

The purpose of the compliance indicators is not only to assess whether minimum standards are met, but also to support continuous improvement by highlighting trends, guiding investment, and ensuring that road infrastructure across the TEN-T contributes effectively to safer, cleaner and more efficient mobility.

The implementation deadlines within the Regulation (EU) 2024/1679 are set on differentiated manners to reflect both the ambition of the policy and the divergent levels of infrastructure development across the network. Concerning the core network, compliance with the main road infrastructure requirements is expected by 31 December 2030, with an intermediate deadline of 2025 for existing sections on certain safety and information obligations. The extended core network completion is required by 2040, while the comprehensive network is foreseen to be fully compliant by 2050. These staged deadlines apply across all key road indicators safe and secure rest areas (60 km spacing on the core, 100 km on the comprehensive), weigh-in-motion systems (every 300 km), and the provision of minimum universal traffic information. The phasing ensures that the most strategically important corridors are upgraded first, while giving the necessary time to extend compliance progressively to the wider network.

The revised Regulation introduced updates to the TEN-T Road Core and Comprehensive Network, which fall into two main categories: new requirements and compliance indicators for the TEN-T and changes to the network itself. The new requirements are further explained under the TEN-T Compliance Indicators below, while the network changes are explained beneath the indicators.

TEN-T Compliance Indicators

The revised TEN-T Regulation (EU) 2024/1679 defines specific road infrastructure requirements for the comprehensive and core networks, setting out the applicable standards and implementation deadlines. Some of the road requirements are already addressed and monitored through complementary priority documents, such as the Road Action Plan, the Road Safety Action Plan, and the Transport Community Treaty (TCT) Annexes. More specifically, road safety management and tunnel compliance are covered under the Road Safety Action Plan; tolling interoperability is addressed within the Road Action Plan and monitored against Annex I.3; while the environmental requirements are followed up through Annex I.6. The focus of this report are the compliance indicators for which observing participant s provided data.

The overview of the road compliance indicators and corresponding article references are outlined and detailed in the table below.

Indicator	TEN-T Network	Details
Road designed, built or upgraded for motor traffic with separate carriageways and without grade crossing	Core	As per the provisions of points (a) and (b) of Art. 17(3) of Regulation No 1315/2013 and Art. 31.2.(a) of Regulation (EU) 2024/1679. To be labelled as compliant, Core Network roads should meet following criteria: a) They must be designated as either motorway or express roads, unless the EC grants a specific exemption under Article 31.6 of Regulation (EU) 2024/1679 (Article 39(3) of Regulation No 1315/2013). b) They must be adequately maintained, with an international Roughness Index (IRI) below 2.84.
Road designed, built or upgraded for motor traffic	Core & Comprehensive	For a TEN-T road that is neither a motorway nor an express road to be considered compliant, it should: a) Be part of the Comprehensive Network. b) Serve an important role in long-distance freight and passenger traffic; integrate main urban and economic centres; interconnect with other transport modes; and provide connections between mountainous, remote, landlocked, and peripheral NUTS 2 regions and central regions. c) Be maintained to a standard that ensures safe and secure traffic. Ideally, compliance for a TEN-T road that is neither motorway nor express road should be confirmed through: -A feasibility assessment verifying that its current capacity meets demand. -An upgrading process to enhance safety and environmental protection, with the pavement condition maintained to an IRI below 2.84.
Availability of alternative fuels	Core & Comprehensive	Infrastructure for alternative fuels is deployed across the road network in line with requirements of Regulation (EU) 2023/1804.
Rest areas	Core & Comprehensive	Rest areas are to be located approximately every 60 km on the Core Network, and every 100 km on the Comprehensive Network in accordance with the newly established distance criteria established under Regulation (EU) 2024/1679).
Safe and secure parking	Core	To be deployed at an average maximum interval of 150 km or within 3 km driving distance from the nearest road exit.
ITS compliance	Core & Comprehensive	According to the provisions of Article 18(e) of Regulation 1315/2016, any intelligent transport system deployed by a public authority on road transport infrastructure should comply with Directive 2010/40/EU and be deployed in alignment with the delegated acts adopted under this Directive.
Tolling interoperability	Core & Comprehensive	Where applicable, toll collection systems must ensure interoperability in line with Directive 2004/52/EC and Commission Decision No. 2009/750/EC.

Indicator	TEN-T Network	Details
Tolls & users charges	Core & Comprehensive	Where applicable, tolls or user charges are imposed in accordance with Directive 1999/62/EC of the European Parliament and of the Council.
Safety compliance	Core & Comprehensive	The safety of TEN-T roads should be ensured, monitored and, when necessary, improved in accordance with the procedure set out in Directive 2008/96/EC.
Road tunnels compliance	Core & Comprehensive	Road tunnels exceeding 500 m in length should comply with the provisions of Directive 2004/54/EC.
Weight-in motion systems	Core & Comprehensive	To be deployed, on average, every 300 km across a Member State's network.
Deployment or use of the means to detect safety-related events or conditions	Core & Comprehensive	To be deployed in order to provide road safety-related minimum universal traffic information, as defined in Commission Delegated Regulation (EU) No 886/2013.

Table 4. Road Compliance Indicators

The limits of the current exercise were defined by data and logistic constraints. While it is expected that these constraints will be gradually overcome in the upcoming years, the current assessment focused exclusively on the first two compliance indicators listed above for the Republic of Moldova and Ukraine and for Georgia in addition the assessment was done on two more indicators on which data were provided.

IV.3 Waterborne Transport

Waterborne transport infrastructure under Regulation (EU) 2024/1679 comprises both inland waterway infrastructure components, including inland ports, and maritime infrastructure components, including maritime ports, and the European Maritime Space.

Requirements for inland waterway transport infrastructure are explicitly set out in Section 2, covering Articles 21 to 24. These articles define standards for physical infrastructure, transport services, and inland ports.

Additionally, Article 26 (urban nodes) and Article 27 (multimodal freight terminals) refer indirectly to inland waterway transport by imposing requirements that support potential connections to inland waterways.

Maritime transport infrastructure and European Maritime Space are directly touched upon Section 3, encompassing Articles 25, 26, 27 and 28 of Regulation (EU) 2024/1679.

These infrastructure requirements aim to promote high-quality, efficient, and environmentally sustainable inland and maritime transport systems, including port facilities, thereby strengthening seamless connectivity across the EU and with neighbouring third countries.

IV.3.1 Inland Waterways Transport

The transport infrastructure requirements concerning inland waterways part of the Core and Comprehensive network are presented in Articles 22 and 23 of the TEN-T Guidelines (Regulation (EU) 2024/1679 of the European Parliament and of the Council of 13 June 2024 on Union guidelines for the development of the trans-European transport network (TEN-T), amending Regulations (EU) 2021/1153 and (EU) No 913/2010, and repealing Regulation (EU) No 1315/2013).

In this regard, existing inland waterway infrastructure on the TEN-T Core Network, as specified in the Regulation shall ensure and provide by 31 December 2030:

- A navigable channel depth of at least 2,5 m.
- A minimum height under non-openable bridges (Vertical Bridge Clearance) of at least 5.25 m. at specified reference water levels, which are exceeded only a limited number of days per year on average.

- Operations of locks shall ensure that locks are operated and maintained in such a way that waiting times are kept to a minimum
- Information on the number of days per year when actual water levels exceed or fall below the reference values for navigation channel draught, and the average waiting times at locks, shall be made publicly available in electronic format via a website.
- River Information Services (RIS), as per Directive 2005/44/EC are implemented across rivers, canals, lakes, and lagoons to provide users with seamless, real-time data access across national borders.

Core inland waterway ports shall also have access to the road and rail infrastructure to ensure uninterrupted connectivity, and availability of at least one multimodal freight terminal shall be provided to all operators and users under non-discriminatory conditions, by applying transparent and impartial pricing structures.

Core Inland ports shall also ensure deployment of alternative fuels infrastructure, as per the provisions of Regulation (EU) 2023/1804.

Deployment of facilities for improvement of inland ports environmental performance, including waste reception, degassing, applying noise, air and water pollution reduction measures shall be completed by 31 December 2040.

All the abovementioned infrastructure requirements for the inland waterway infrastructure, including TEN-T Comprehensive ports shall be fulfilled by 31 December 2050.

IV.3.2 Maritime Transport Infrastructure and European Maritime Space

The requirements for maritime transport infrastructure and the European Maritime Space are laid out in Section 3, Articles 25, 26, 27 and 28 of Regulation (EU) 2024/1679 on Union guidelines for the development of the Trans-European Transport Network.

Considering the transport infrastructure requirements of the TEN-T Core and Comprehensive Network, the following elements of maritime ports are deemed essential:

- Connection with the rail and road infrastructure, and where possible with inland waterways.
- Availability of at least one multimodal freight terminal, open to all operators on a non-discriminatory basis and applying transparent and non-discriminatory charges.
- Deployment of alternative fuels infrastructure, corresponding to the provisions of Regulation (EU) 2023/1804.
- Accessibility to infrastructure improving the environmental performance of ports, in particular Port Reception Facilities (PRF) for the delivery of waste from ships, as per Directive (EU) 2019/883.
- Implementation of Vessel Traffic Monitoring Information Systems (VTMIS) and SafeSeaNet, in compliance with Directive 2002/59/EC and national Maritime Single Window (NMSW) in accordance with Regulation (EU) 2019/1239.
- Sea canals, port fairways and estuaries, which connect two seas, or which provide access to maritime ports shall meet, as a minimum the criteria for inland waterways, according to the TEN-T Guidelines.

In addition, maritime ports connected to inland waterways, shall have the available capacity for handling inland waterway vessels.

The infrastructure requirements for the Core maritime ports shall be achieved up to 31 December 2030, while the timeframe for the Comprehensive ones shall be 31 December 2050. Those maritime on the extended Core Network shall fulfil the targets set by 31 December 2040.

In addition, in view of the European Maritime Space as a horizontal priority:

- Short-sea shipping routes shall be established and promoted within the EU territory, as well as between the EU ports and adjacent third countries ports.
- Improving hinterland connectivity to leverage the effect of modal shift (road, rail and inland waterways).
- Increasing multimodal freight terminals capacity.

Wider benefits sought by promoting European Maritime Space are not linked to specific ports but are aimed at strengthening synergies between transport, energy and ICT systems in view of achieving climate resilience, modal shift and enhanced connectivity.

IV.4 Airports

Under Regulation (EU) 2024/1679, the compliance indicators for TEN-T airports are defined through updated infrastructure requirements that build upon the provisions of Regulation (EU) No 1315/2013. Specifically, Article 34 of the new regulation retains the key criteria from Articles 25 and 39 of the earlier framework while introducing enhanced standards aimed at improving airport connectivity, sustainability, and performance. These new requirements will become fully applicable and subject to reporting from 2025 onward, marking a strengthened regulatory approach to TEN-T airport development and compliance. The current report assesses the compliance of TEN-T airports in Georgia, the Republic of Moldova, and Ukraine with the following indicators:

- Rail connection (Article 34 of Regulation (EU) 2024/1679).
- Clean fuels availability (initially applicable to core network airports only but extended under Regulation (EU) 2024/1679 to the entire comprehensive network).
- Terminal availability (at least one terminal should be open to all operators on a non-discriminatory basis, applying transparent, relevant, and fair charges) - an identical requirement under both Regulation 1315/2013 and 2024/1679.

V TEN-T Network Compliance Assessment

V.1 Georgia

V.1.1 Railways

V.1.1.1 Current Compliance Status

On the Georgian railway network, there are **714 km** of railway lines that belong to the **Comprehensive Network**, of which **585 km** are part of the **Core Network**. In total, Georgian Railway manages 1,992 km of track.

Georgian Railways maintains international rail connections primarily with Armenia, Azerbaijan, and Turkey. Georgia, Azerbaijan, and Turkey have signed a Memorandum of Understanding to enhance freight transport along the Baku-Tbilisi-Kars (BTK) railway corridor. The agreement aims to improve competitiveness through optimized delivery times, transparent tariffs, and a reliable operational regime, strengthening regional connectivity and facilitating trade between Europe and Asia.

Through various partnerships, JSC Georgian Railway facilitates container shipments from Georgian ports to Constanta, Romania, with onward distribution to Germany, Hungary, and other European countries. These connections form a crucial part of the Trans-Caspian International Transport Route (TITR), linking Europe and Asia. Also, the connection between Bulgaria and Georgia via the Black Sea enhances the efficiency of the Middle Corridor route and facilitates increased cargo flows between Asia and Europe.

Georgia's entire Comprehensive Network features a broader gauge than the European standard, is fully electrified, and allows an axle load of 23.5 t.

The official map of Georgia's indicative TEN-T rail network extension is presented below.

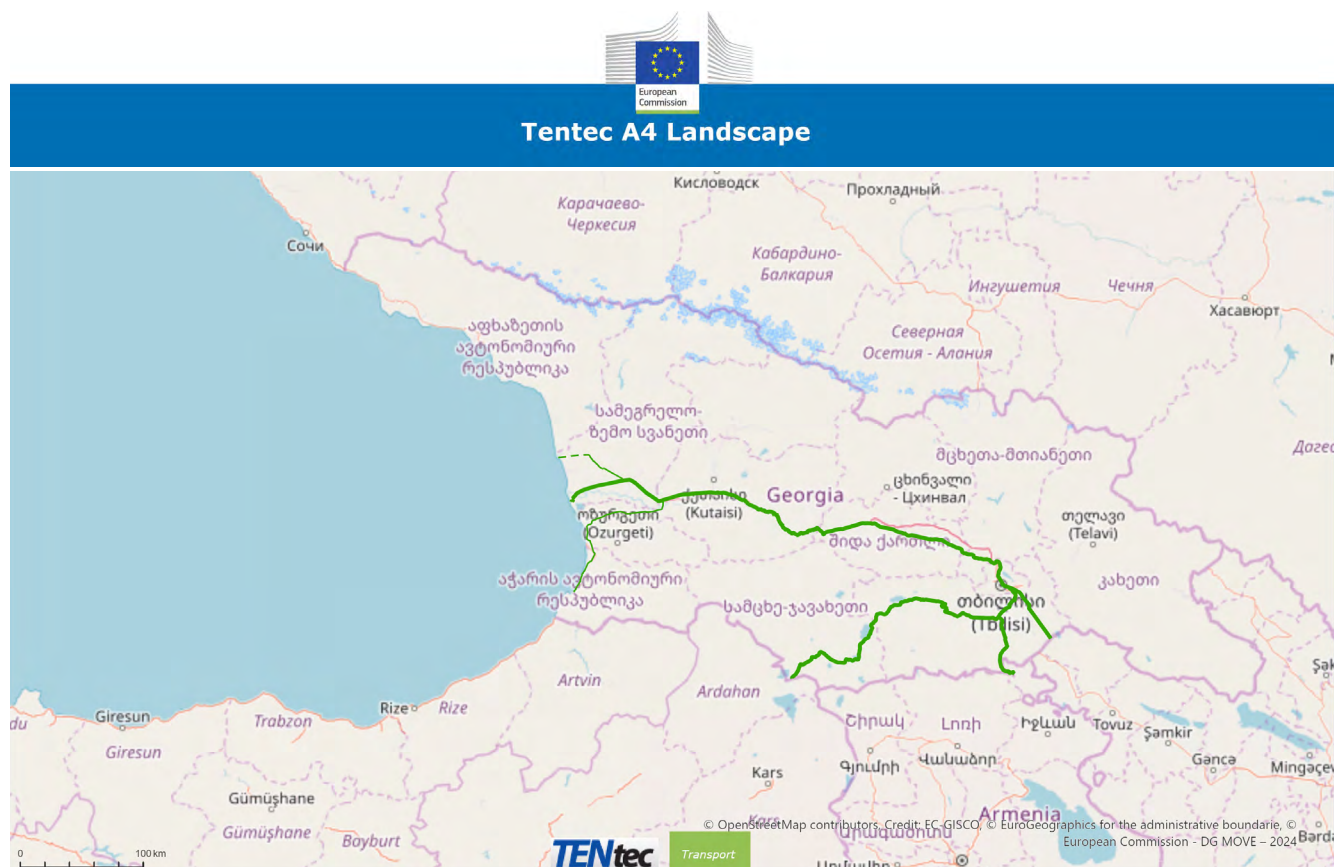


Figure 2. Indicative extension of the TEN-T rail network to Georgia

Below is a summary of Georgia's performance against the TEN-T railway compliance indicators outlined in Section IV.1.

Electrification:

The Comprehensive railway network in Georgia is fully electrified, achieving complete (100%) compliance. The electrical traction system operates on an overhead simple catenary with a nominal voltage of 3.3 kilovolts (kV) direct current (DC). The single narrow-gauge line functions at a nominal voltage of 1.5 kV DC.

Axle load:

The railway lines within Georgia's comprehensive network are designed to support an axle load of 23.5t, which exceeds the TEN-T requirement of 22.5t and ensures full (100%) compliance.

Freight lines speed:

Due to the country's terrain conditions, the maximum design speed for freight transport in Georgia is generally 80 km/h. However, there are also sections where the design speed is limited to 50 km/h or 60 km/h. This means that the network does not comply with the TEN-T requirement for freight lines, which specifies a design speed of 100 km/h.

Passenger line speed:

Since the Comprehensive Network in Georgia is used for both passenger and freight transport, the same design speed limitations apply to passenger services. Consequently, there is also non-compliance with the TEN-T requirement for passenger lines.

Train length:

Analysis indicates that only 37 km (6.32%) of the Core Network - specifically on the Gardabani (Azerbaijan border) - Tbilisi Marshalling section - currently meets the standard for accommodating freight trains of 740 meters or longer. Other parts of the Core and Comprehensive Networks are limited to train lengths between 420 and 658 me.

The mentioned line also fulfils the requirements for double-track lines, whereby at least one train path every two hours and per direction - and not less than 24 train paths per day - can be allocated to freight trains with a length of at least 740 m, if requested by a railway undertaking. This means that the same percentage (6.32%) fulfils the requirements for the Core Network, in accordance with Article 16 of Regulation (EU) 2024/1679.

Line Speed for Passenger and Freight Transport

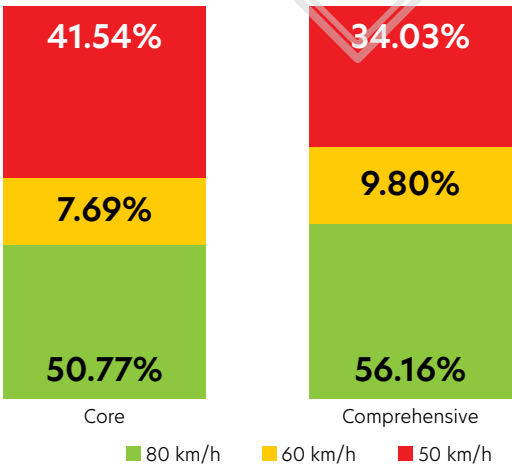


Figure 3. Georgia: Line Speed for Passenger and Freight Transport

Train Length (2025)

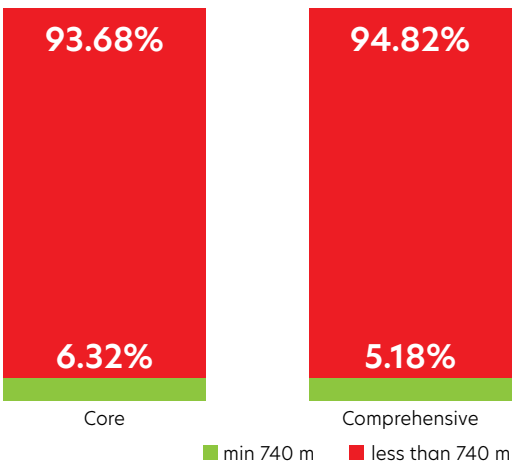


Figure 4. Georgia: Train length

Track gauge:

The Georgian railway network is predominantly constructed to a broad gauge of 1,520 mm, which does not comply with the TEN-T standard gauge requirement of 1,435 mm. A minor branch line is built to a narrow gauge of 912 mm. As a result, the network's compliance with the TEN-T track gauge criterion remains at 0%.

ERTMS:

Compliance with the European Rail Traffic Management System (ERTMS) requirement remains at 0%, as JSC Georgian Railway has not yet implemented the system. Train operations and safety are currently overseen through a centralised signaling system and block segments, which provide network-wide control and coordination.

Loading gauge:

The Core and Comprehensive Networks currently do not allow freight trains carrying standard semi-trailers up to 4 m in height, loaded at a height of at least 27 cm above the rail, to operate. Consequently, the loading gauge criterion is met at 0%.

Number of tracks:

In accordance with the provided information, JSC Georgian Railway has almost 50% of lines with double tracks on the Core Network and 40.90% on the Comprehensive Network.

Maximum gradient:

In accordance with the infrastructure parameters for main international railway lines, the maximum gradient for passenger and freight traffic must be $\leq 12.5\%$. Also, according to the Infrastructure TSI, the maximum gradient permitted for main tracks at the design phase is 12.5 ‰, with several specific exemptions allowing steeper gradients in certain sections.

In accordance with the information provided by Georgia, 50.77% of the Core Network has a maximum gradient of less than 12.5‰, while for the Comprehensive Network, the corresponding figure is 58.20%.

Infrastructure Conditions

The assessment of the network's current condition, based on information provided by the JSC Georgian Railway, considered the ratio between designed and operational speeds. Due to the challenging terrain, operational speeds are capped at 80 km/h, which constrains the overall performance. Currently, 50.77 % of the Core Network and 56.16 % of the Comprehensive Network are in average condition, with around 82 % of the designed speed achievable.

Number of tracks

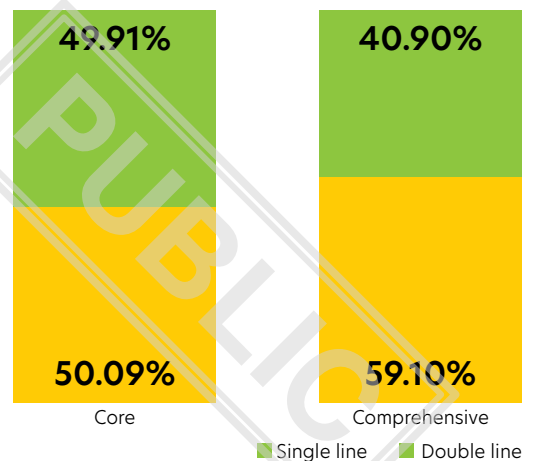


Figure 5. Georgia: Number of tracks

Maximum gradient

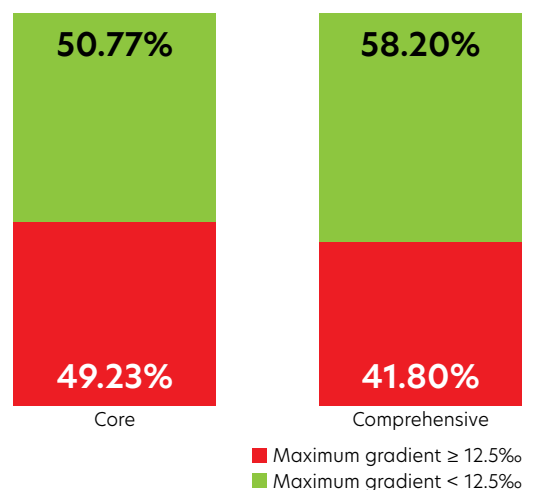


Figure 6. Georgia: Maximum gradient

Georgia - Condition of the Rail Network (2025)

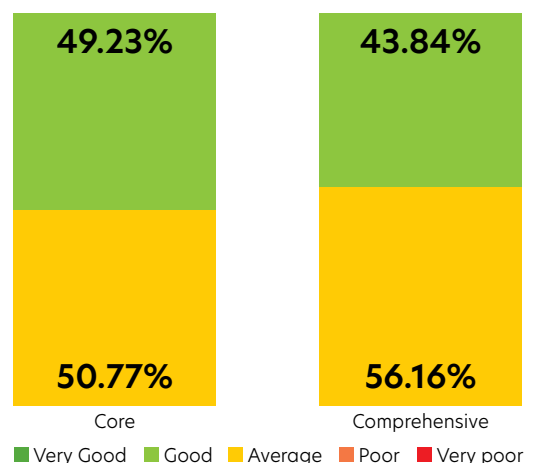


Figure 7. Georgia: Condition of the Rail Network

V.1.1.2 Progress from Last Year's Reporting

Compared with 2024, no progress has been made in meeting the specific requirements for train lengths across Georgia's railway network. The table below presents a comparison of train length compliance rates between 2023 and 2025, illustrating the current status and the absence of any notable progress in infrastructure development during this period.

Train lenght 2022-2025 comparison

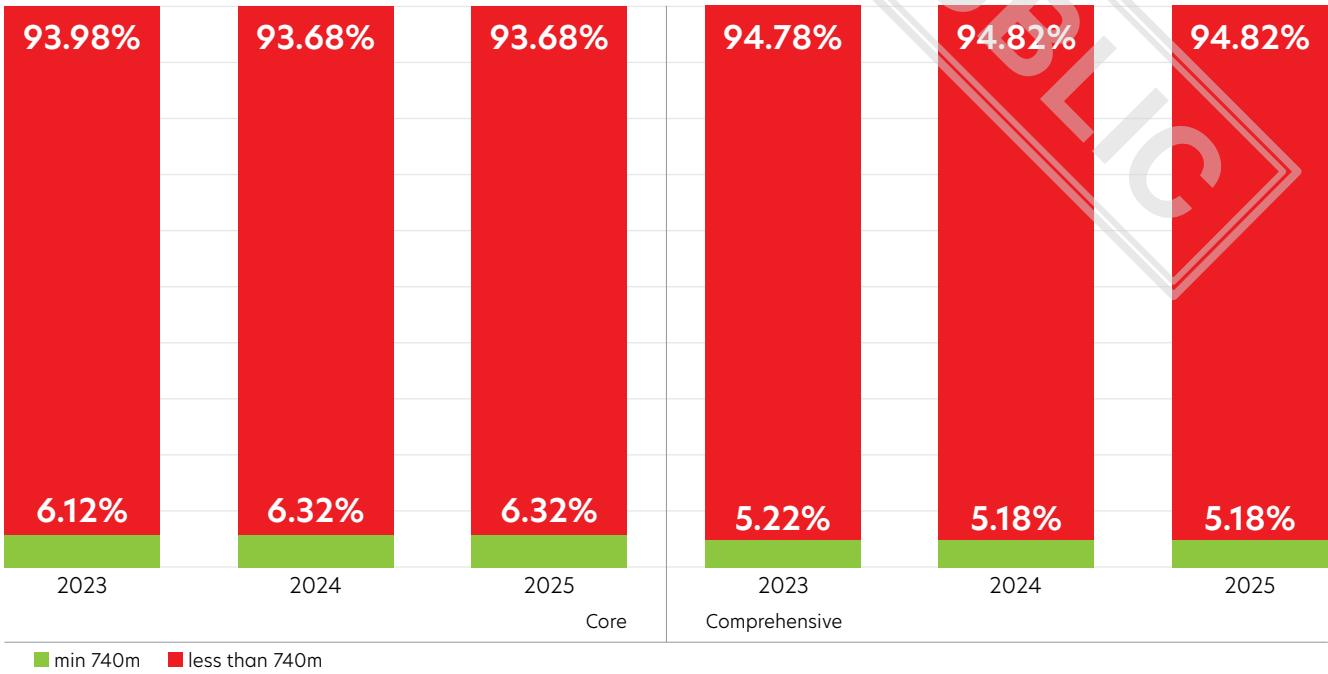


Figure 8. Georgia: Train length comparison (2023 - 2025)

Based on the information provided by JSC Georgian Railway and the track condition assessment methodology, there has been no progress on either the Core or Comprehensive Network compared with 2024.

The comparison is illustrated in the following graph.

Condition of the Rail Network 2023 - 2025 comparison

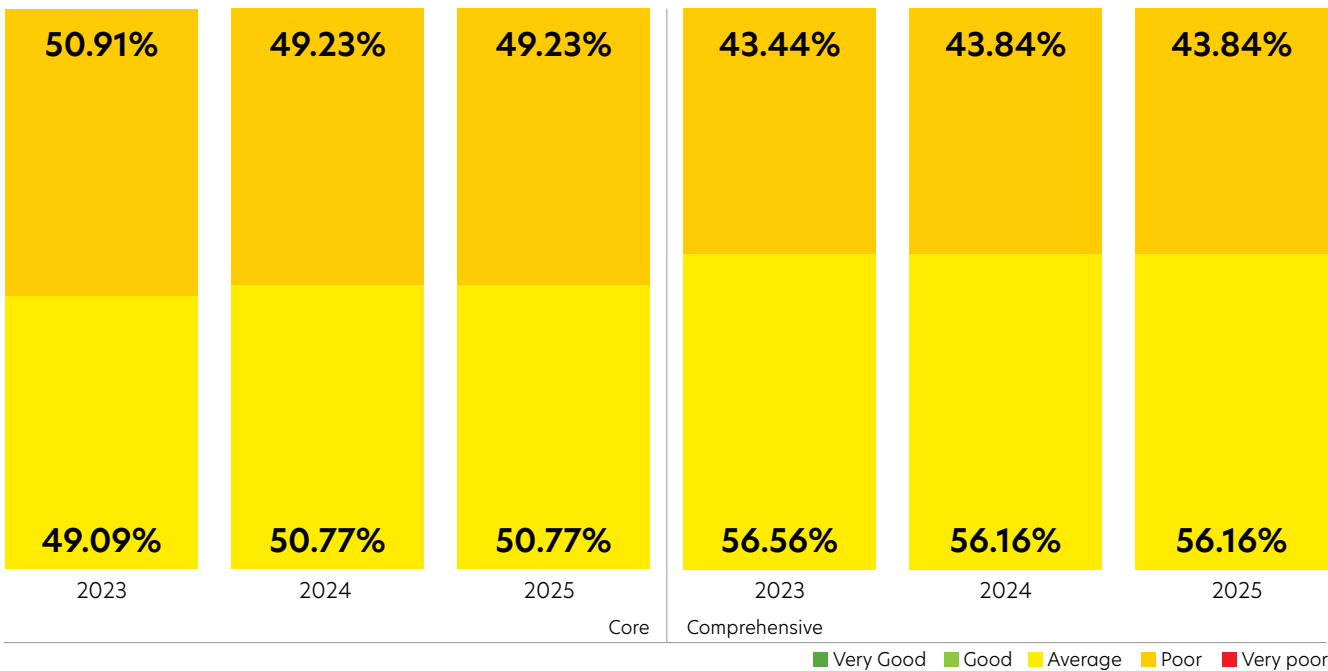


Figure 9. Georgia: Condition of the Rail Network comparison (2023-2025)

V.1.2 Roads

V.1.2.1 Current Compliance Status

Georgia holds a strategic position along the Europe-Asia transport corridor

The official map of the indicative extension of the TEN-T road network in Georgia is provided below.

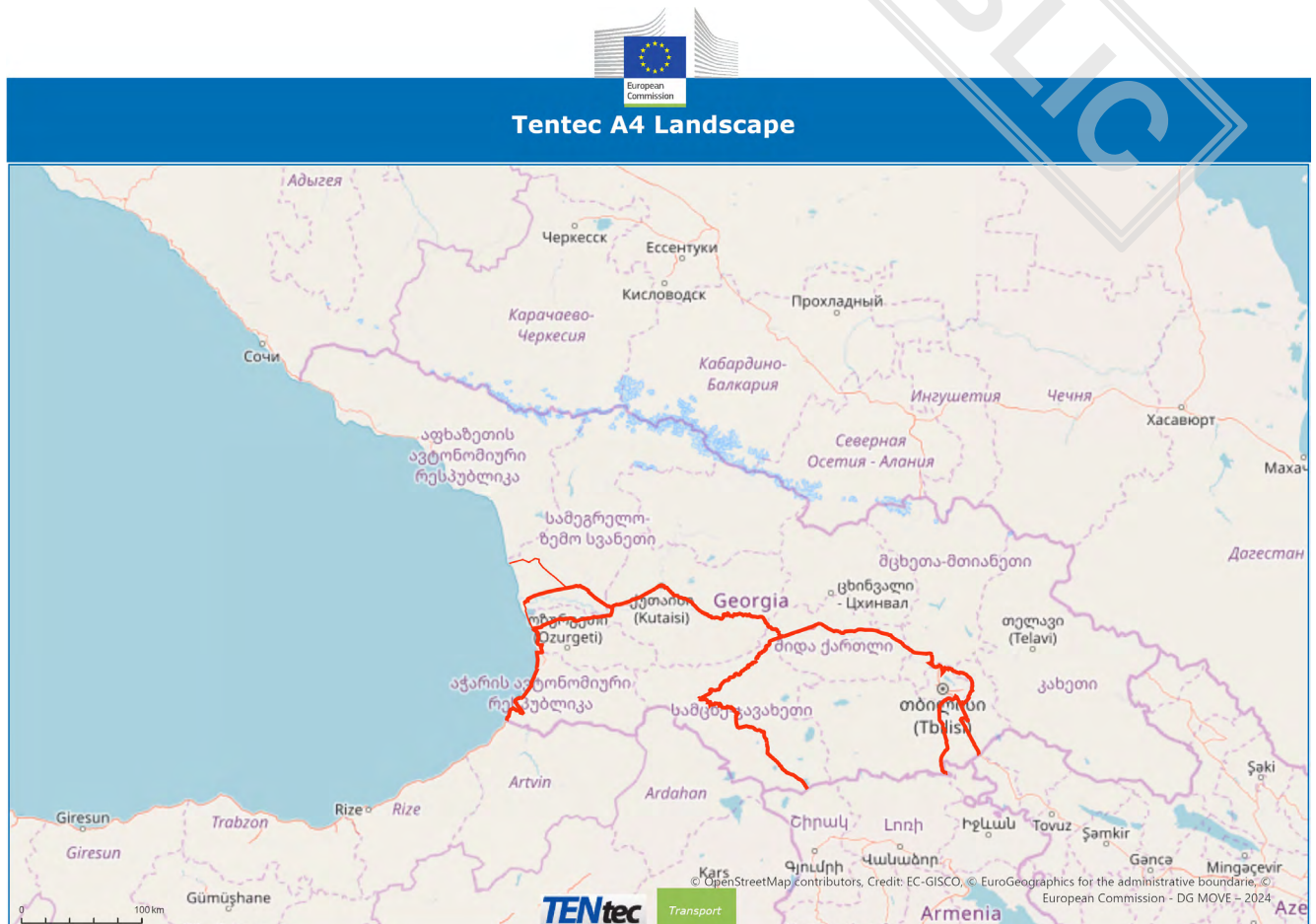


Figure 10. Indicative extension of the TEN-T road network to Georgia

The indicative extension of the TEN-T road network in Georgia spans over 855.1 km, of which 768.1 km lie on the core network. Of these, 241.6 km (all on the core network) has been upgraded to motorway standards and another 78.7 km fit an express road profile. Of the remaining 526.5 km, 534.8 km still adhere to conventional road standards, with 447.8 km on the core network.

Infrastructure Profile and Condition of the Core Road Network

Under the provisions of provisions of Article 31.2.(a) of Regulation (EU) 2024/1679 and points (a) and (b) of Article 17(3) of Regulation 1315/2013, roads on the TEN-T Core Network must meet the standards of either a motorway or an express road (despite these terms are no longer used under Regulation (EU) 2024/1679).

Both Regulations 1315/2013 and 2024/1679 allow the European Commission to grant exemptions from the motorway/express road criterion for conventional roads if they meet appropriate safety standards. However, no such exemption has been requested or granted in Georgia. Therefore, the compliance assessment of the Core Network has been based solely on the motorway/express road criterion, labelling conventional road sections within the TEN-T Core as non-compliant.

A comprehensive evaluation of safe and secure parking facilities across the TEN-T Network in Georgia is yet to be conducted. The significance of this issue extends beyond a mere infrastructure compliance criterion, having also a social impact. An assessment of the existing inventory and demand for safe and secure parking facilities should therefore be conducted, as part of the process of approximating Regulation 561/2006.

Regarding the rest areas, this report assumes that all road sections built to motorway/express road profile meet this criterion. This assumption will be revised in future, subject to the availability of additional data and a consistent ranking methodology. In this context and in accordance with the data submitted by Georgian authorities concerning the availability of Rest areas on the core network, the status is as follows:

- On eight road sections on motorway/express road profile on the core network rest areas exist,
- On seven road sections on motorway/express road profile on the core network rest areas are planned, and
- No road sections on motorway/express road profile on the core network with no rest areas.

Concerning the separation of road carriageways for the two directions of traffic by a dividing strip not intended for traffic (only applicable for the core and extended network) compliance indicator, according to the provided data, the status is the following:

- On thirteen road sections with overall length of 273.3 km on the core network separation of road carriageways for the two directions of traffic by a dividing strip not intended for traffic exist,
- On seven road sections with overall length of 161.5 km on the core network separation of road carriageways for the two directions of traffic by a dividing strip not intended for traffic is planned,
- On nine road sections with overall length of 333.3 km on the core network separation of road carriageways for the two directions of traffic by a dividing strip not intended for traffic does not exist.

In summary, within the framework of the current analysis, roads on the Core Network are considered compliant with infrastructure profile and condition criteria if they cumulatively meet the following conditions:

- Achieve motorway or express road standards.
- Receive adequate maintenance to uphold a road surface condition rated as either very good or good, ensuring smooth traffic flow and high safety standards.

Road condition has been rated under five distinct categories, using the International Roughness Index (IRI), as follows:

- Very good (IRI < 1.24)
- Good (IRI 1.24 - 2.84)
- Medium (IRI 2.84 - 5.09)
- Poor (IRI 5.09 - 8.94)
- Very poor (IRI > 8.94)

The outcomes of the compliance assessment exercise are given in the charts below.

Road profile	Kilometres (km)	%
Motorway	241.6	31.45 %
Express road	78.7	10.25 %
Conventional road	447.8	58.30 %

Table 5. Georgia: TEN-T core road network profile

The quality of road infrastructure in Georgia is generally satisfactory, with 51.88% of the core TEN-T network currently rated as either very good or good. This marks a decline of 6.55% compared to last year. There is still significant potential for further enhancements. Below is a detailed assessment, supported by additional data and figures:

Georgia - Core road network profile 2025

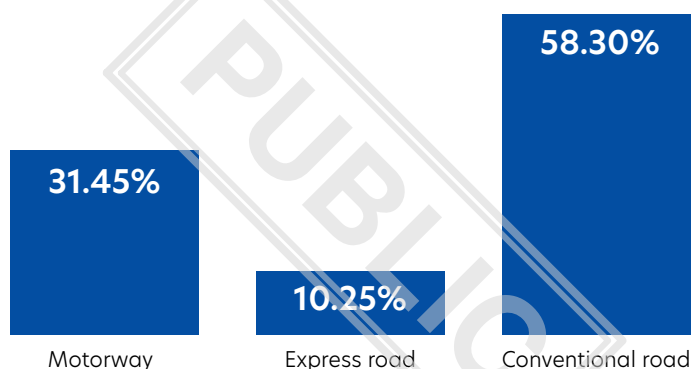


Figure 11. Georgia: road TEN-T core network infrastructure profile

Road condition	Kilometres (km)	%
Very good	11	1.43%
Good	387.5	50.45%
Medium	369.6	48.12%
Poor	0	0.00%
Very poor	0	0.00%

Table 6. Georgia: TEN-T core road Network (infrastructure condition)

Georgia - Core road network condition 2025

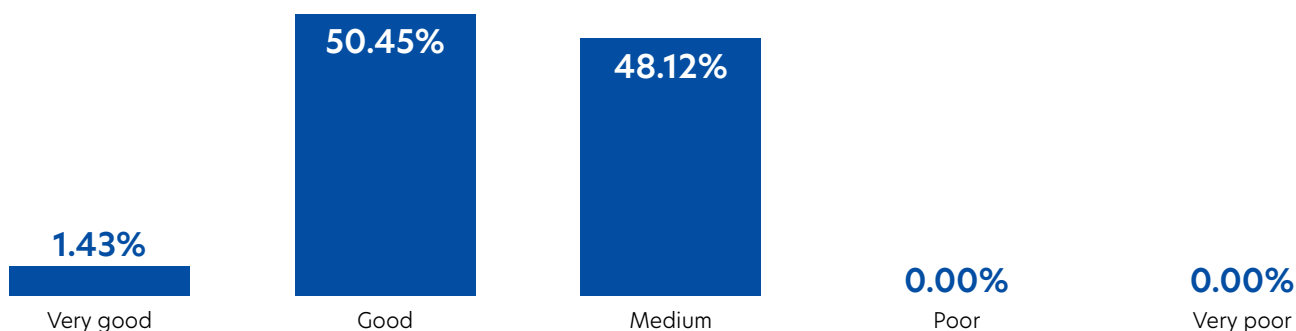


Figure 12. Georgia: road TEN-T Core network condition

Road profile	Road condition	KM	%
Motorway	Very Good	11	1.43%
	Good	130.6	17.00%
	Medium/Poor/Very Poor	100	13.02%
Express road	Very Good	0	0.00%
	Good	78.7	10.25%
	Medium/Poor/Very Poor	0	0.00%
Conventional road	Very Good	0	0.00%
	Good	178.2	23.20%
	Medium/Poor/Very Poor	269.6	35.10%

Table 7. Georgia: TEN-T core road Network Compliance (infrastructure profile and condition)

Beyond the core network, the extensive network comprises only 87 km of comprehensive network in a moderately maintained condition, making it non-compliant with TEN-T standards.

Infrastructure Profile and Conditions of the Comprehensive Network

Article 18 of Regulation 1315/2013, TEN-T outlines that roads should consist of motorways, express roads, or conventional strategic roads. Conventional strategic roads, as defined under Article 17(3)(c), are roads that are neither motorways nor express roads but still meet the following criteria:

- a) Play an important role in long-distance freight and passenger traffic
- b) Integrate the main urban and economic centres.
- c) Interconnect with other transport modes
- d) Link mountainous, remote, landlocked and peripheral NUTS 2 regions to central regions of the Union.

Such roads should be “adequately maintained to allow safe and secure traffic.”

Regulation (EU) 2024/1679 no longer refers to conventional strategic roads. Instead, it stipulates that roads within the comprehensive network must be “designed, built, or upgraded for motor traffic.” Unlike the core network, however, these roads are not required to meet the specific standards typically associated with motorways or express roads. Until a more robust methodology is established to assess compliance with safety and environmental protection standards, this report evaluates the comprehensive network’s compliance (outside the core network) based on the current physical condition of the infrastructure.

For reporting purposes, it is assumed that a conventional road in very good or good condition generally meets basic safety requirements, although this assumption may not always correspond with the situation on ground. It is expected that Georgia’s ongoing progress in transposing EU road safety legislation, along with routine road safety inspections on the TEN-T Network, will provide critical data to support a more detailed and refined methodological approach in future assessments.

The results of this analysis are presented in the tables and charts below.

Road profile	KM	%
Motorway	0	0.00%
Express road	0	0.00%
Conventional road	87	100.00%

Table 8. Georgia: TEN-T comprehensive road network profile

Road condition	Road condition	%
very good	0	0.00%
good	0	0.00%
medium	87	100.00%
poor	0	0.00%
very poor	0	0.00%

Table 9. Georgia: road TEN-T comprehensive network infrastructure condition

Georgia - comprehensive network profile (2025)

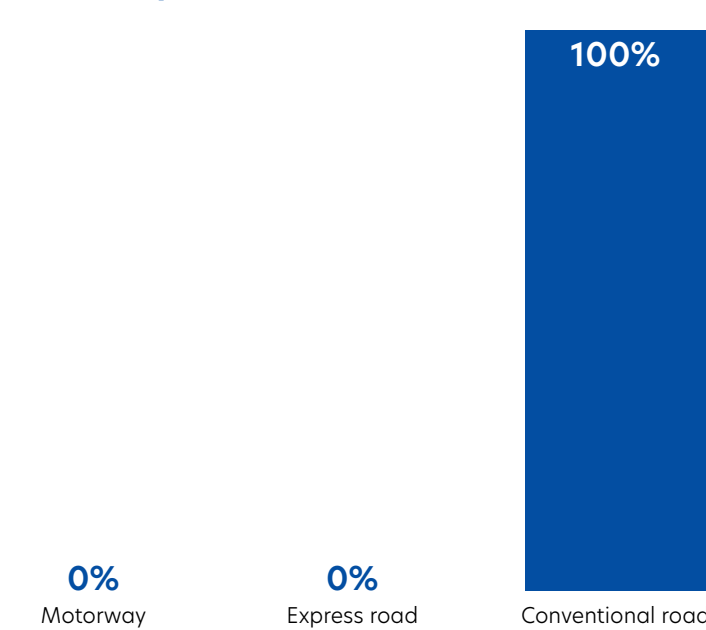


Figure 13. Georgia: road TEN-T Comprehensive network profile

Comprehensive network condition 2025

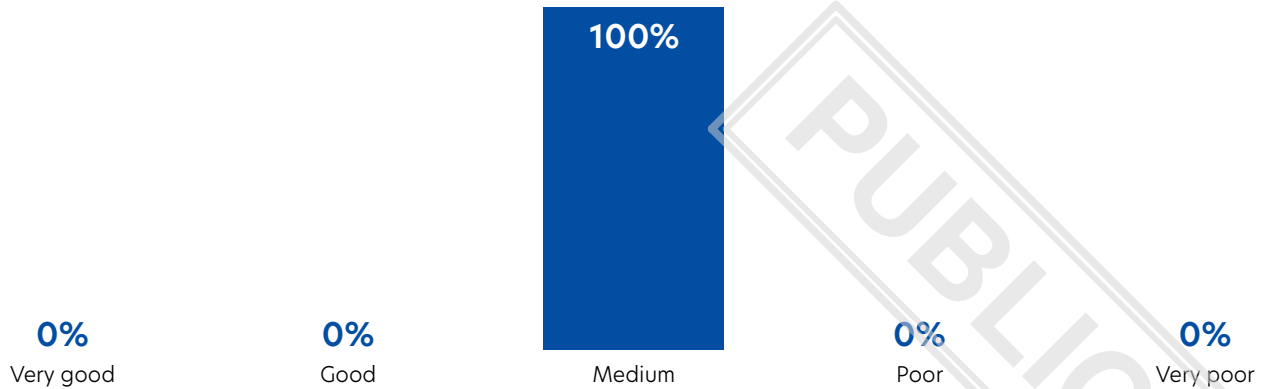


Figure 14. Georgia: TEN-T comprehensive road network (Infrastructure condition)

Road profile	Road condition	KM	%
Motorway	Very Good	0	0.00%
	Good	0	0.00%
	Medium/Poor/Very Poor	0	0.00%
Expressway	Very Good	0	0.00%
	Good	0	0.00%
	Medium/Poor/Very Poor	0	0.00%
Conventional road	Very Good	0	0.00%
	Good	0	0.00%
	Medium/Poor/Very Poor	87	100.00%

Table 10. Georgia: road TEN-T comprehensive network (infrastructure condition)"

In total, 25.76% of Georgia's TEN-T road network currently observes the relevant standards. The chart below illustrates the overall compliance of Georgia's TEN-T road network with the infrastructure profile and condition criteria. Compared to the last year, this represents an improvement of 1,2% in favour of the overall TEN-T road network compliance in Georgia.

Since last year, Georgia has made some progress in aligning with the TEN-T road network standards. The percentage of compliant road segments has risen by 1,2 %, from 24.56% to 25.76%, as illustrated in the graph below.

This improvement reflects Georgia's ongoing commitment to infrastructure upgrades that align with TEN-T standards, which will be essential for deeper integration into the wider European transport network, fostering safety, efficiency, and regional connectivity.

TEN-T Network compliance 2025

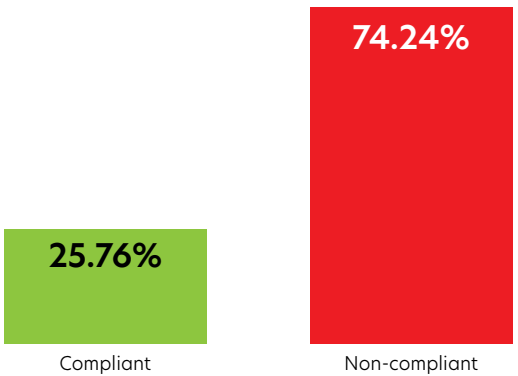


Figure 15. Georgia: TEN-T road network compliance

Georgia: TEN-T road network compliance comparison (2024-2025)

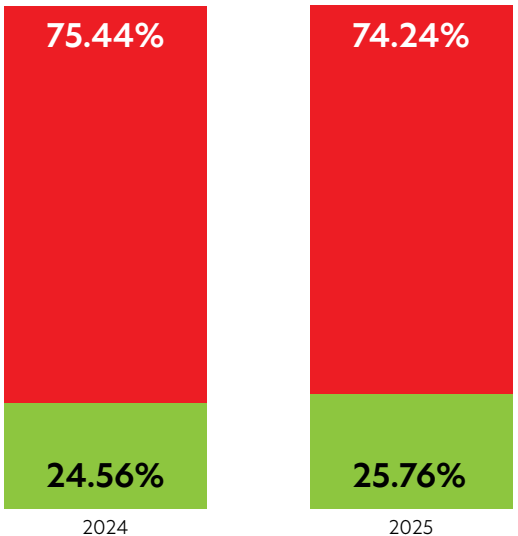


Figure 16. Georgia: TEN-T road network 2024-2025 compliance rate

V.1.3 Waterborne Transport

The indicative extension of the TEN-T to Georgia is currently specified in Annex IV "Indicative Maps of the Trans-European Transport Network extended to specific third countries" of Regulation (EU) 2024/1679 (TEN-T Guidelines). Within this framework, Georgia's waterborne transport infrastructure is limited exclusively to maritime ports, with no inland waterways or inland ports included in this designation. The key maritime ports of Georgia include:

- **Poti Port**, a versatile facility recognised as Georgia's sole core port within the TEN-T. It handles dry and liquid bulk, containers, Ro-Ro cargo, and passenger ferries across 15 berths with a quay length of 2,900 meters. It is Georgia's largest seaport.
- **Batumi Port**, also multipurpose, holds the status of a comprehensive TEN-T port under the classification outlined in Annex IV of the TEN-T Guidelines. It is positioned on Georgia's southeastern Black Sea coast near the Turkish border, has 11 berths and five specialised terminals for oil, dry cargo, containers, rail-ferry, and passenger services. Batumi Port handles over 1.8 million tons of dry cargo and nearly 200,000 TEU annually.
- **Anaklia Port**, identified as a comprehensive port in the TEN-T framework, in accordance with the same regulatory annex. Currently, it is under development phase, expected to be put into operation gradually between 2027 and 2029.

Below is a map illustrating the locations of Georgia's maritime ports included in the Trans-European Transport Network (TEN-T):



Figure 17. Indicative extension of TEN-T ports in Georgia

Port name	Poti	Batumi	Anaklia
Network layer	Core	Comprehensive	Comprehensive
Rail connection	Yes	Yes	No
Road connection	Yes	Yes	No
IWW connection	N/A	N/A	N/A
Port Reception Facilities	Yes	Yes	No
Alternative fuels availability	No	No	No
Multimodal Terminal availability	Yes	Yes	No
VTMIS	Yes	Yes	No
SafeSeaNet	No	No	No
MNSW	Yes	Yes	No

Table 11. Maritime ports compliance assessment for Georgia

The core TEN-T Port of Poti and the comprehensive port in Batumi are both equipped **with active road and rail links**. By comparison, the comprehensive port of Anaklia does not yet have these connections in place, as it remains under construction and is not operational.

Inland Waterway (IWW). Georgian maritime ports on the Core and Comprehensive TEN-T Network are not connected to IWW. Currently, Georgia is exploring the development of internal water transportation for passenger mobility. However, due to the country's geographical and hydrological characteristics, these routes are generally not suitable for cargo transport and therefore are not reflected as in-land waterways within the extended Trans-European Transport Network (TEN-T) framework.

Port Reception Facilities: At the Ports of Poti and Batumi, waste from all types of vessels is collected and transferred to private service providers. Solid waste is sorted into designated containers, while liquid waste is stored in cisterns before being transported to contractors for recycling or disposal. The Port of Anaklia does not yet have established facilities for ship-generated waste, as the port remains in the development phase. As construction progresses, the inclusion of modern waste-reception and environmental management systems will be essential to ensure alignment with the EU and international standards. These practices are compliant with the requirements of Directive (EU) 2019/883 on port reception facilities for the delivery of waste from ships.

Alternative Fuels availability: Currently, no Georgian port is equipped with infrastructure for alternative clean fuels such as electric or hydrogen refueling stations. The Port of Poti has facilities for handling clean petroleum products but lacks dedicated infrastructure for alternative fuels. However, ongoing expansion efforts at Poti include investments in modern, environmentally friendly technologies that may support future clean fuel capacities. Similarly, the Port of Batumi operates an oil terminal that manages various petroleum products in accordance with cleanliness and safety standards. Yet, like Poti, Batumi does not presently offer infrastructure for alternative fuels such as electric or hydrogen refueling. As the Anaklia Deep Sea Port is under construction, no alternative clean fuels infrastructure has been established yet.

Multimodal Terminal Access:

The Core Port of Poti has a fully operational multimodal terminal – PotiTrans Terminal providing for seamless cargo transfers between sea, rail and road and supporting containerized cargo, bulk goods and repackaging.

The Comprehensive Port of Batumi does have access to multimodal transport. Batumi handles oil, container, and dry bulk cargo through separate terminals and is connected to rail and road networks. The port also has purpose-built facilities for intermodal cargo transfer, such as the Batumi Mineral Fertilizers Terminal, opened in 2021, which enables seamless operations between sea, rail, and road within the port area.

Considering that the Port of Anaklia is under construction , there is no operational multimodal terminal.

Deployment status of Telematic Applications in Georgian Maritime Ports:

The current status of telematic systems supporting maritime operations in Georgia includes several key platforms:

- **Vessel Traffic Monitoring and Information System (VTMIS)** - is fully operational at the Ports of Poti and Batumi, 24/7 navigational support, real-time vessel coordination, and strategic route planning. It assists ships in navigating safely under challenging weather and unforeseen conditions. At the Port of Anaklia, VTMIS is still not operational due to ongoing construction work
- **National Maritime Single Window (NMSW)** - operational in the Ports of Poti and Batumi since its launch in October 2024, NMSW streamlines ships clearance procedures by aligning with the IMO standards. It facilitates transparent and efficient communication among relevant stakeholders and institutions, reducing administrative complexity and paperwork. At present, nearly 600 users are actively utilising the MSW system, which has been seamlessly integrated into Georgia's maritime infrastructure enhancing the efficiency and transparency of maritime operations. To date, 50 shipping agencies have been officially recognized. Since the Anaklia Deep Sea Port is still under development, the National Maritime Single Window (NMSW) system is not yet operational at this location.
- **SafeSeaNet** - enables real-time vessel traffic monitoring and data exchange, enhancing maritime safety, port security, environmental protection, and operational efficiency. SafeSeaNet serves as critical communication link between maritime authorities and stakeholders. In March 2016, EMSA launched a project to extend Georgia's national AIS network, ensuring full coverage of its territorial sea and interoperability with the MAREΣ (SafeSeaNet regional server for the Mediterranean). Under the BCSEA project, Georgia was successfully connected to MAREΣ in January 2019 and began exchanging information. According to the Service Level Agreement (SLA) signed between EMSA, the Italian Coast Guard, and the Maritime Transport Agency of Georgia, the sharing of T-AIS data is facilitated through the SafeSeaNet regional server (MAREΣ). Currently, AIS data is available only from EU vessels, while direct access to the SafeSeaNet system remains restricted. As Georgia is in the final phase of completing the project, the system is not fully deployed.
- **Port Community System (PCS)** - to support the full digitalization of Georgia's maritime transport chain, a feasibility study for the implementation of a Port Community System (PCS) was successfully completed in 2021. This study was conducted with the support of the European Bank for Reconstruction and Development (EBRD). As a result, a strategic approach and guiding principles for PCS implementation in Georgia's ports were developed. The official launch of the PCS project took place on October 25, 2023, marking the commencement of its implementation phase. Following the launch, an initial project report was prepared in November 2023. Currently, the functional design of the PCS is undergoing validation by stakeholders, with particular attention given to ensuring the accuracy and efficiency of customs procedures. Simultaneously, efforts are underway to further refine the integration of the PCS with the National Maritime Single Window (NMSW) system, reinforcing the broader goal of maritime transport digitalization. The PCS is planned to become fully operational in real-time by the end of 2026, aligning with Georgia's commitment to enhancing its maritime infrastructure and regional connectivity.

Compared to the previous year's reporting, during 2025, Georgia has achieved progress in terms of multimodality of port operations, by putting into exploitation of the PotiTrans Terminal at the Core Port of Poti. Its activities were officially launched on 23 May 2025, and its official ground opening ceremony was held on 9 June 2025.

Georgia has continued to demonstrate consistent progress in digitalization of maritime transport, through full operation of the VTMIS, NMSW and almost full operability of the PCS.

Concrete efforts must be made regarding the deployment of alternative fuel infrastructure at all Georgia's maritime ports.

In developing the comprehensive port of Anaklia, full compliance with the TEN-T indicators in maritime transport and infrastructure shall be taken into account.

V.1.4 Airports

Georgia currently has two airports within the TEN-T comprehensive network. Among these, Tbilisi International Airport is part of the core network, while Kutaisi International Airport is included in the comprehensive network.

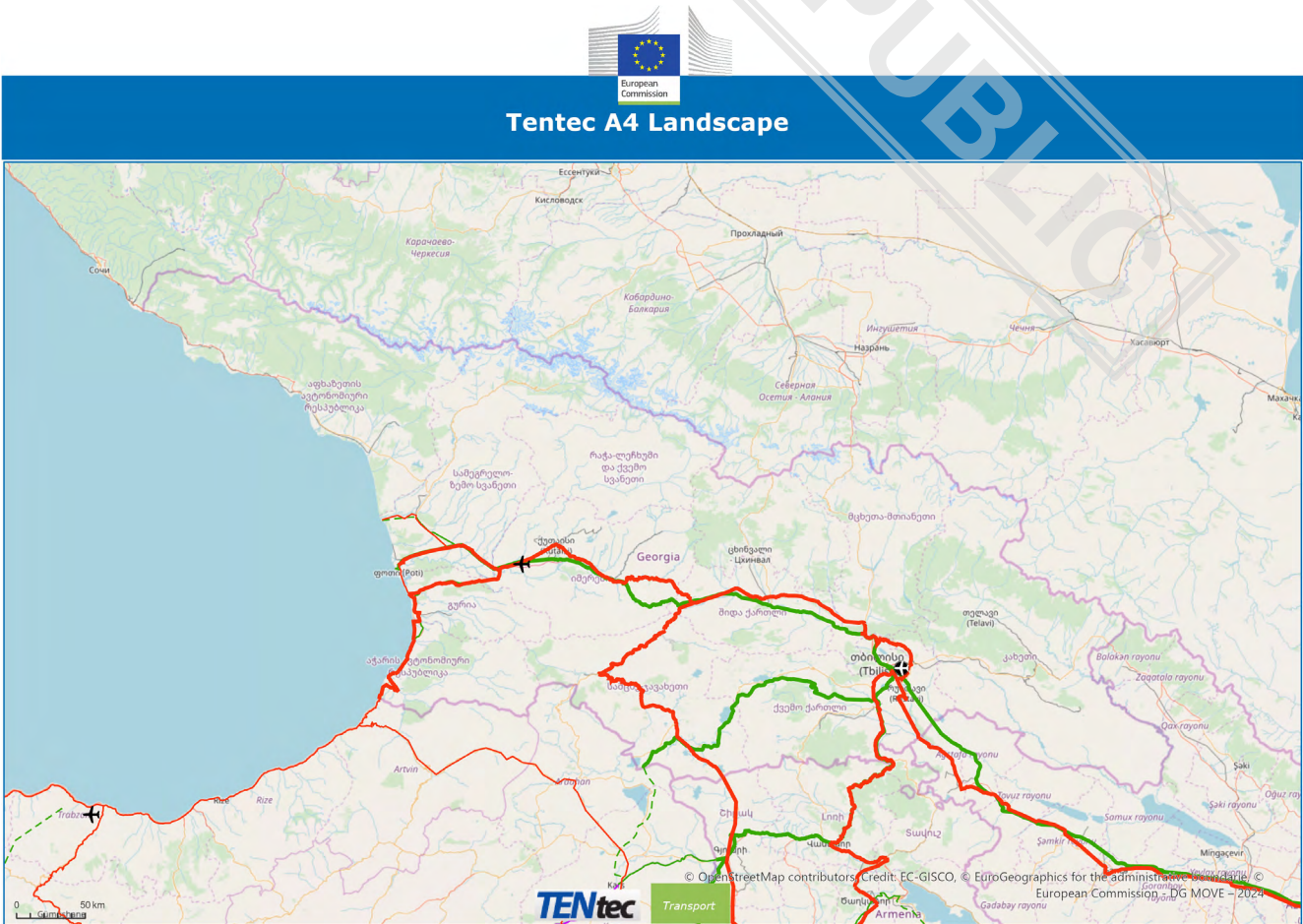


Figure 18. Indicative extension of TEN-T Comprehensive and Core Airports to Georgia

Below is an overview of the basic compliance data for Georgian TEN-T airports, assessed against the criteria outlined in Section IV.

a) Connection to other modes

A critical condition for ensuring interoperability of TEN-T Network airports is their connection to the railway network. Currently, both airports have direct rail and road connections, meeting this essential requirement for integrated transport accessibility.

Country code	Airport name	TEN-T (Core/Comprehensive) Network	Connection to other modes	
			Road connection	Rail connection
GE	Tbilisi International Airport	Core	Yes	Yes
GE	Kutaisi International Airport	Comprehensive	Yes	Yes

Table 12. Georgia: Airports road and rail connections

b) Availability of alternative fuels

Currently, no fixed storage tank facilities for aviation biofuel are reported at either airport. According to Regulation 1315/2013, this criterion applies only to core network airports, which are expected to be prepared to make alternative clean fuels available based on market demand. However, Regulation (EU) 2024/1679 has expanded these requirements to the entire comprehensive network, removing the dependency on market demand and emphasizing that all airports must proactively accommodate alternative clean fuels within the prescribed deadlines.

Country code	Airport name	TEN-T (Core/Comprehensive) Network	Clean fuels availability	
			Tank facilities for aviation biofuel	availability of alternative fuels for airport ground services
GE	Tbilisi International Airport	Core	No	No
GE	Kutaisi International Airport	Comprehensive	No	No

Table 13. Georgia: Availability of alternative fuels in airports

c) Terminal availability

All airports are open to international traffic, with foreign air carriers operating in and out, and have sufficient terminal capacity to meet the current traffic demands.

Country code	Airport name	TEN-T (Core/Comprehensive) Network	Terminal availability	
			Terminal availability (open to all market players on non-discriminatory basis)	Terminal availability (sufficient capacity to operate)
GE	Tbilisi International Airport	Core	Yes	Yes
GE	Kutaisi International Airport	Comprehensive	Yes	Yes

Table 14. Georgia: Airports terminal availability

V.2 Republic of Moldova

V.2.1 Railways

V.2.1.1 Current Compliance Status

Moldova's operational railway network covers a total of 1,232 km of main lines, of which **875.8 km** belong to the **Comprehensive Network** and **207.8 km to the Core Network**. The lines are single-track, non-electrified, and constructed to the 1,520 mm broad-gauge standard.

A dual-gauge section of approximately 14 km at Giurgiulești International Free Port, incorporating both 1,520 mm and 1,435 mm tracks, allows goods to move to and from neighbouring countries without requiring bogie exchange or cargo trans-shipment.

The network is designed to accommodate trains with a standard axle load of 25 t, although operational limitations restrict some rolling stock to a maximum of 22.5 t.

Following the revised TEN-T regulation of July 2024, the Baltic Sea – Black Sea – Aegean Sea corridor now passes through Moldova, connecting Romania at Ungheni with the capital, Chisinau,

The following illustrates the indicative extension of the TEN-T rail network within the Republic of Moldova.



Figure 19. Indicative extension of the TEN-T rail network to Moldova

The compliance status of Moldova's railway infrastructure against key TEN-T indicators is as follows:

Electrification:

The entire Comprehensive Network in Moldova is non-electrified.

Axle load:

While the railway lines on the Comprehensive Network were originally designed for a 25-tonne axle load - exceeding the TEN-T requirement of 22.5 t - insufficient maintenance has limited the operational capacity to 22.5 t.

Freight line speeds:

Across the Comprehensive Network, the design speed for freight trains ranges between 45 and 80 km/h, which is well below the TEN-T requirement of 100 km/h for freight lines by 2030.

Passenger line speeds:

As the lines accommodate both passenger and freight traffic, the same design speed limitations apply to passenger services, leading to similarly reduced speeds.

Train length:

The entire Core Network, together with 69.86% of the Comprehensive Network, can accommodate freight trains up to 798 m in length, exceeding the 740 m required under the TEN-T Regulation.

Corresponding data is shown in the table below.

Track gauge:

The Moldovan railway network operates on a 1,520 mm gauge, which does not conform to the TEN-T standard of 1,435 mm.

ERTMS:

Moldova's railway network currently does not feature the European Rail Traffic Management System (ERTMS).

Loading gauge:

In accordance with information provided by JSC Moldovan Railways, the entire Comprehensive Network allows the circulation of freight trains carrying standard semi-trailers up to 4 metres in height, loaded at a minimum height of 27 centimetres above the top of the rail.

Additional information

Number of tracks:

The entire Core and Comprehensive Network consist of single-track lines.

Maximum gradient:

Information on maximum gradient is not available.

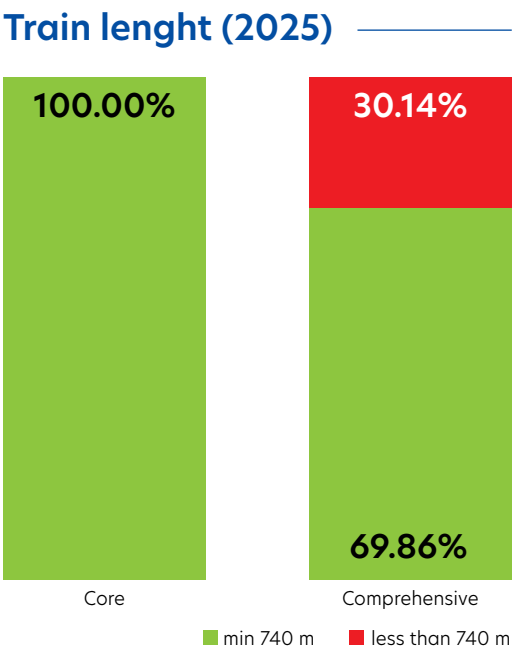


Figure 20. Moldova: Train length

Infrastructure Conditions

The condition of the railway network was evaluated using data supplied by JSC Moldovan Railways, applying the ratio between design and operational speeds as the primary performance indicator. According to the assessment, the entire Core Network is categorised as being in poor condition, while approximately 45 % of the Comprehensive Network is assessed as being in very poor condition. Overall, current operational performance corresponds to roughly 48 % of the design speed, with maximum speeds not exceeding 80 km/h.

V.2.1.2 Progress from Last Year's Reporting

No progress has been recorded in meeting the TEN-T specific requirements compared with the 2025 forecast. The variations recorded between 2023 and 2024 regarding train length and the condition of the railway network primarily reflect updates to the configuration of the Core and Comprehensive Networks. As illustrated in the charts below, the overall compliance level has remained largely unchanged, indicating a period of network stabilisation rather than further improvement.

Condition of the Rail Network - 2025

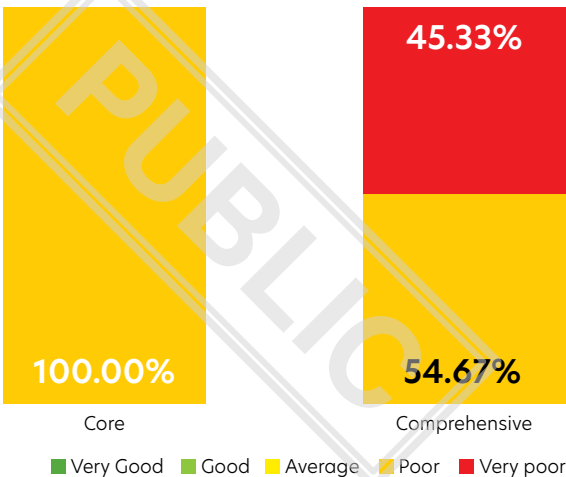


Figure 21. Moldova: Condition of the Rail Network

Train length 2023-2025 comparison

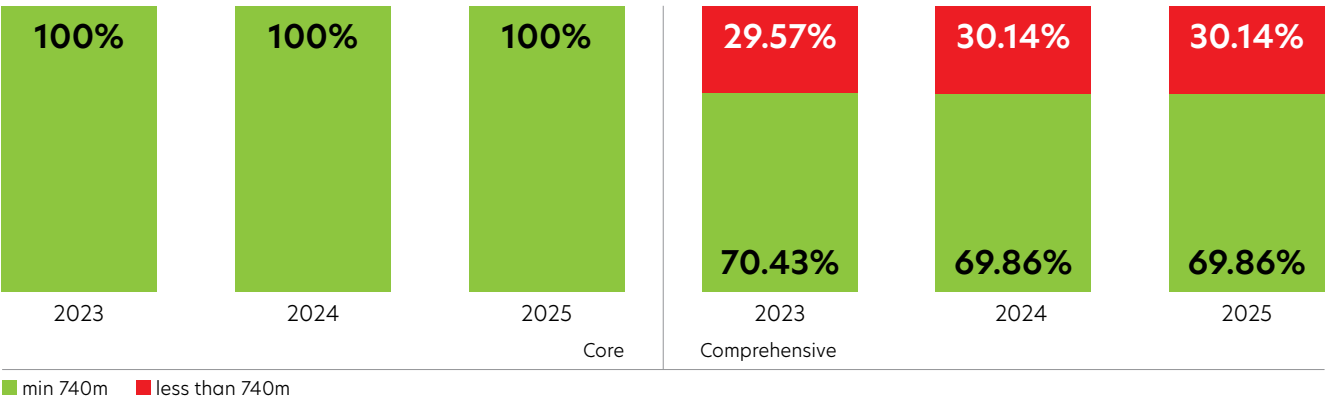


Figure 22. Moldova: Train length comparison (2023 - 2025)

Condition of the Rail Network 2023 - 2025 comparison

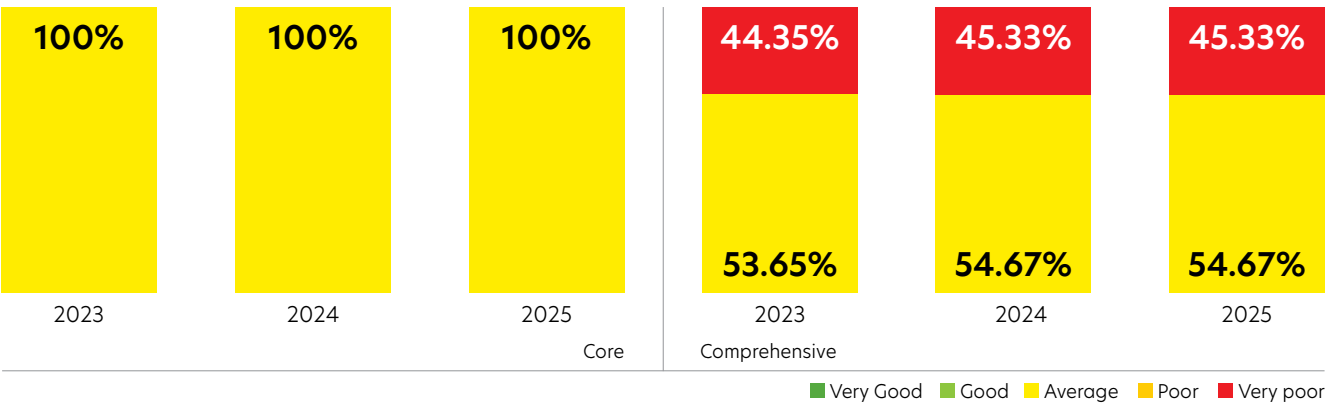


Figure 23. Moldova: Condition of the Rail Network comparison (2023 - 2025)

No further modifications or improvements have been recorded with respect to the other TEN-T compliance parameters.

V.2.2 Roads

V.2.2.1 Current Compliance Status

The road infrastructure in the Republic of Moldova varies in condition, with a significant portion facing major challenges in terms of maintenance and expansion needs. The indicative extensions of the TEN-T network in Moldova cover the country's main transport and trade corridors, comprising 898.242 km of roads, of which 350.263 km are on the Core network.

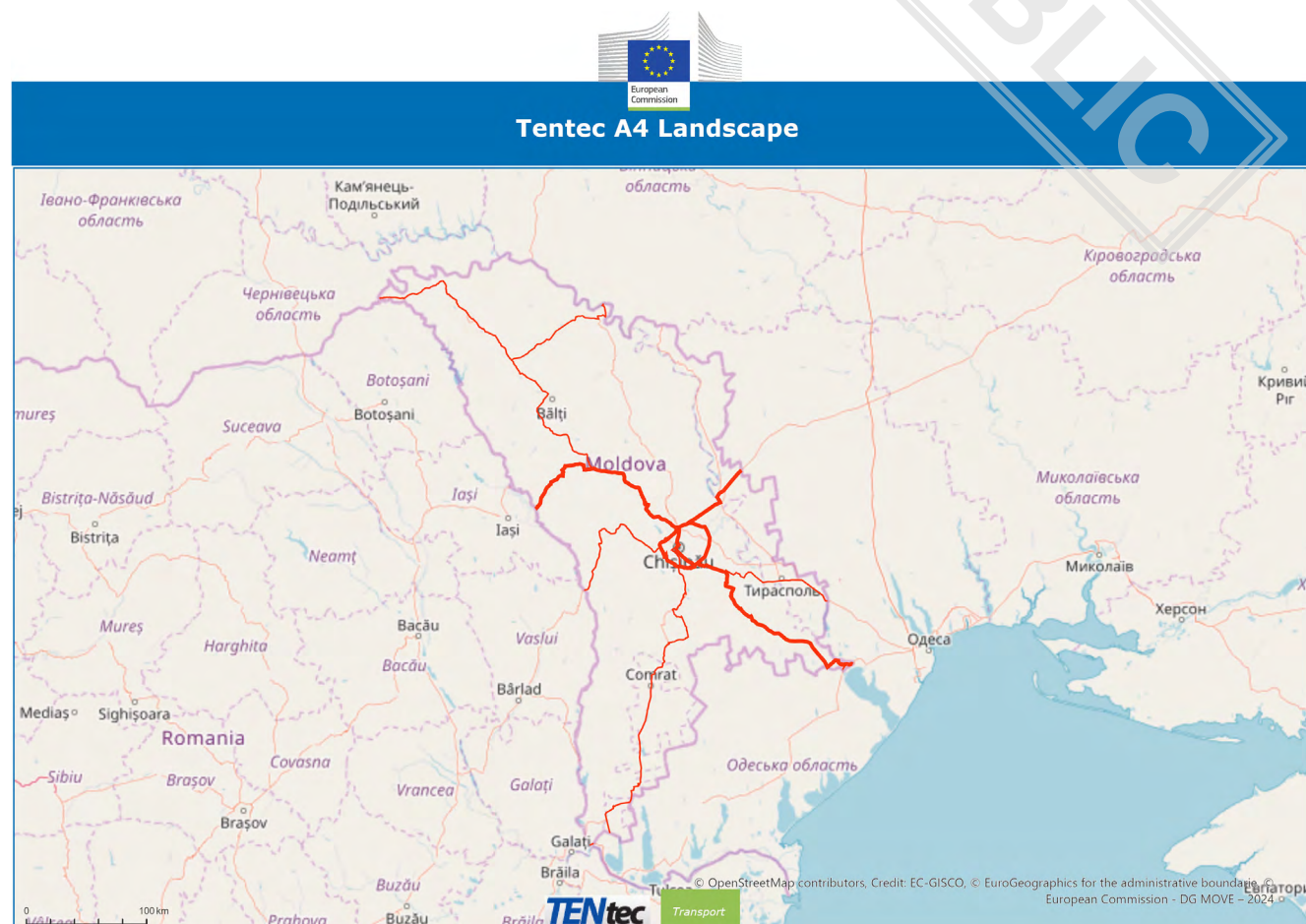


Figure 24. Indicative extension of the TEN-T road network to Moldova

Under Regulation (EU) 2024/1679, several notable changes to the network layout include:

- Strengthened connection with Ukraine through a new comprehensive network route (Rîșcani – Soroca – UA border).
- A new core network route connecting Chișinău to the port of Odesa, bypassing Transnistria.
- The inclusion of the Chișinău ring road within the core network.

Almost the entire network consists of conventional roads, with some small segments expanded to two lanes per direction. This year's report marks the opening of Moldova's first express road on the Chișinău bypass, meeting the TEN-T core network standards.

The lack of high-speed roads meeting motorway or express road standards has resulted in almost the entire core network being currently non-compliant with the relevant TEN-T requirements. Additionally, maintenance issues are a significant concern, as only 8.9% of the core network was in a good condition in 2024, as shown below. This represents a decline of over 5% from 2023, reflecting a broader downtrend. Similar deterioration has been observed across the network, with an increase in sections classified as being in medium or poor condition compared to the previous year.

Lack of data provided by the Moldovan authorities for 2025 on all TEN-T compliance indicators caused no presentation of the progress in Compliance Status on the core and comprehensive road network in 2025 compared to 2024 for Moldova.

V.2.2.2 Infrastructure Profile and Condition of the Core Road Network

According to Article 31.2(a) of Regulation (EU) 2024/1679 and Articles 17(3)(a) and (b) of Regulation 1315/2013, roads on the TEN-T Core Network must meet motorway or express road standards (despite these terms being no longer used under Regulation (EU) 2024/1679).

Both Regulations 1315/2013 and 2024/1679 permit the European Commission to grant exemptions from the motorway/express road requirements for conventional roads if they meet appropriate safety standards. However, no such exemptions have been requested or granted in Georgia. Therefore, the compliance assessment of the Core Network relies solely on the motorway/express road criterion, resulting in conventional road sections within the TEN-T Core being classified as non-compliant.

A comprehensive evaluation of safe and secure parking facilities across the TEN-T Network in Georgia has not yet been conducted. This issue is important not only as an infrastructure compliance criterion but also for its social impact. An inventory assessment and demand analysis for developing safe and secure parking facilities should be carried out as part of the process of aligning with Regulation No. 561/2006.

Regarding rest areas, this report assumes that all motorways /express meet this criterion. This assumption will be revised as additional data and a consistent ranking methodology become available.

In summary, within this analysis framework, roads on the Core Network are considered compliant with infrastructure profile and condition criteria if they cumulatively meet the following conditions:

- Achieve motorway or express road standards.
- Receive adequate maintenance to uphold a road surface condition rated as very good or good, ensuring smooth traffic flow and high safety standards.

Road conditions are using the International Roughness Index (IRI), across five categories:

- Very good (IRI < 1.24)
- Good (IRI 1.24 - 2.84);
- Medium (IRI 2.84 - 5.09)
- Poor (IRI 5.09 - 8.94)
- Very poor (IRI > 8.94)

The outcomes of the compliance assessment exercise are given in the charts below.

Road profile	KM	%
Motorway	0	0.00%
Express road	6.68	1.91%
Conventional road	343.583	98.09%

Table 15. Moldova: TEN-T core road network profile

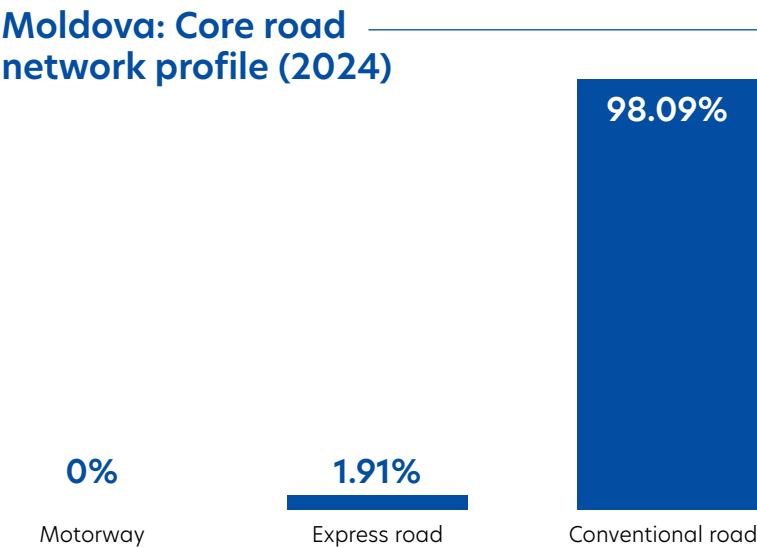


Figure 25. Moldova: road TEN-T core road network infrastructure profile

The quality of the road infrastructure is not satisfactory, with only 8.92% of the network in 2024 in good condition, as shown below. Compared with 2023, this was a slight decrease of 2.67 % in the proportion of the core road network in good condition. On the other hand, the proportion of the core road network in medium condition in 2024 has increased by almost 26% compared to 2023 figures. Additionally, the core road network in poor condition has decreased by 23.31%, reflecting a positive trend.

Road condition	KM	%
Very Good	0	0.00%
Good	31.26	8.92%
Medium	132.67	37.88%
Poor	186.33	53.20%
Very Poor	0	0.00%

Table 16. Moldova: TEN-T core road network condition

Despite some improvements, there remains significant room for further development. More detailed data and figures are shown below.

Lack of data provided by the Moldovan authorities for 2025 on all TEN-T compliance indicators caused no presentation of the progress in Compliance Status on the core road network in 2025 compared to 2024 for Moldova.

Core road network condition

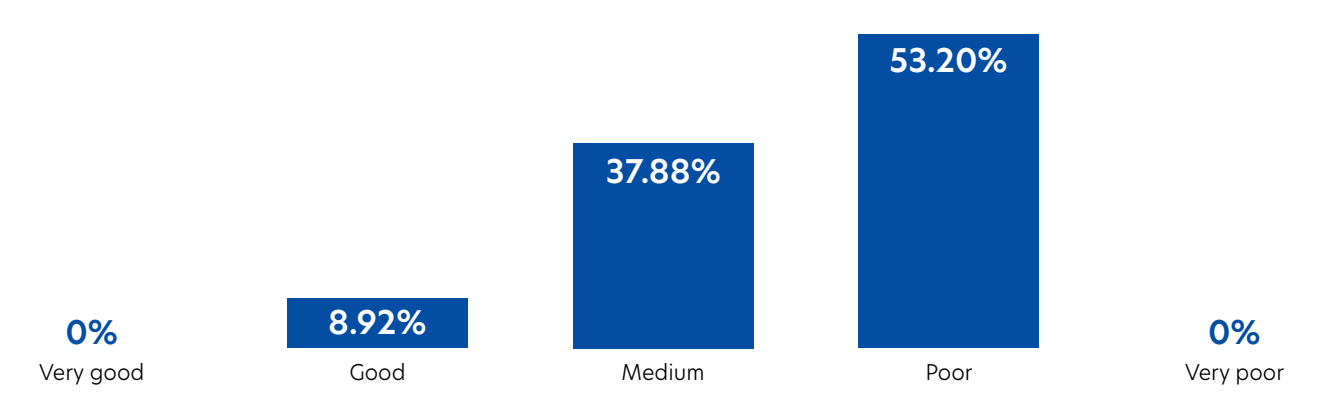


Figure 26. Moldova: Core Road network condition

Road profile	Road condition	KM	%
Motorway	Very Good	0	0.00%
	Good	0	0.00%
	Medium/Poor/Very Poor	0	0.00%
Express road	Very Good	6.68	1.91%
	Good	0	0.00%
	Medium/Poor/Very Poor	0	0.00%
Conventional road	Very Good	0	0.00%
	Good	24.58	7.02%
	Medium/Poor/Very Poor	319.003	91.08%

Table 17. Moldova: TEN-T core road Network Compliance (infrastructure profile and condition)

V.2.2.3 Infrastructure Profile and Conditions of the Comprehensive Road Network

Article 18 of Regulation No 1315/2013, TEN-T stipulates that roads should be motorways, express roads, or conventional strategic roads. Conventional strategic roads are further defined under Article 17(3)(c) as roads that are neither motorways nor express roads but still:

- a) play an important role in long-distance freight and passenger traffic
- b) integrate the main urban and economic centres
- c) interconnect with other transport modes
- d) link mountainous, remote, landlocked and peripheral NUTS 2 regions to central regions of the Union.

Such roads should be “adequately maintained to allow safe and secure traffic.”

Regulation (EU) 2024/1679 no longer refers to conventional strategic roads, instead mandating that roads within the comprehensive network be “designed, built, or upgraded for motor traffic.” Unlike the core network, however, these roads are not required to meet the specific standards typically associated with motorways or express roads. Until a more robust methodology is established to assess compliance with safety and environmental protection standards, this report evaluates the comprehensive network’s compliance (outside the core network) based on the current physical condition of the infrastructure.

For reporting purposes, it is assumed that a conventional road in very good or good condition generally meets basic safety requirements, although this assumption may not always hold true in practice. It is expected that Moldova’s progress in transposing EU road safety legislation, along with routine road safety inspections on the TEN-T Network, will provide critical data, supporting a more detailed and refined methodological approach in future assessments.

The results of this analysis are shown in the tables and charts below.

The Comprehensive Network comprises 547.98 km of roads. While slightly better than the Core Network, the infrastructure quality remains suboptimal, with only around 20% currently in very good or good condition.

Road condition	KM	%
Very Good	24.6	4.49%
Good	83.306	15.20%
Medium	95.65	17.46%
Poor	343.243	62.64%
Very Poor	1.18	0.22%

Table 18. Moldova: TEN-T comprehensive road network condition

Comprehensive road network condition

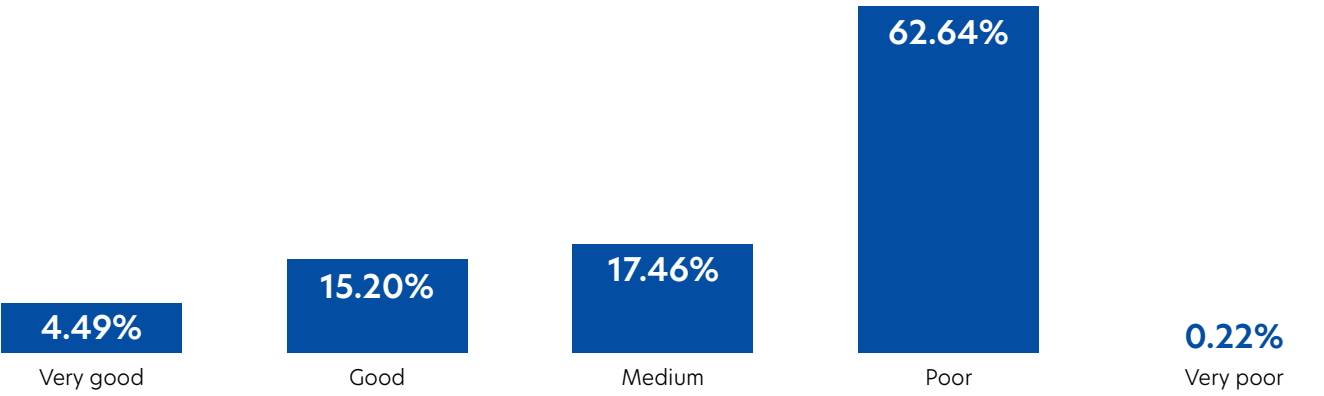


Figure 27. Moldova: Comprehensive Road network condition

Road profile	Road condition	KM	%
Motorway	Very Good	0	0.00%
	Good	0	0.00%
	Medium/Poor/Very Poor	0	0.00%
Expressway	Very Good	0	0.00%
	Good	0	0.00%
	Medium/Poor/Very Poor	0	0.00%
Conventional road	Very Good	24.6	4.49%
	Good	83.306	15.20%
	Medium/Poor/Very Poor	440.073	80.31%

Table 19. Moldova: TEN-T Comprehensive Road Network Compliance (infrastructure profile and condition)

Altogether, the TEN-T road network in Moldova suffers greatly in terms of quality, with 59% of it reported to be in a poor state. This represents a slight increase of 1.11% compared 2024 to 2023.

TEN-T road network conditions

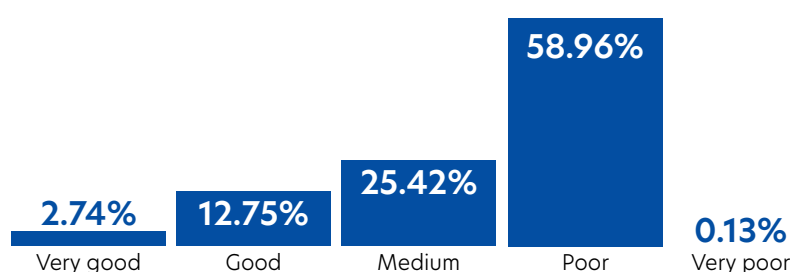


Figure 28. Moldova: TEN-T network conditions

Overall, around 12.76% of the network is currently compliant with TEN-T standards. Compared to last year, there has been minimal improvement, with a slight decrease in overall TEN-T road network compliance. For the Core network, compliance is less than 2%, which represents a small improvement compared to last year, when it was zero.

Moldova: TEN-T network compliance (2024)

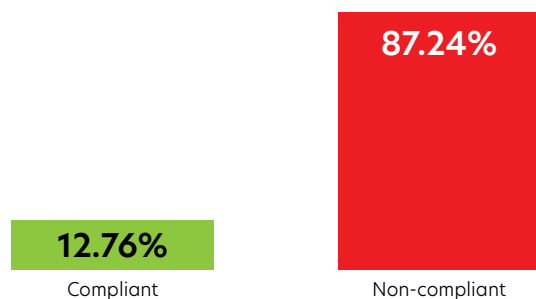


Figure 29. Moldova: TEN-T network compliance

Lack of data provided by the Moldovan authorities for 2025 on all TEN-T compliance indicators caused no presentation of the progress in Compliance Status on the comprehensive road network in 2025 compared to 2024 for Moldova.

V.2.2.2 Progress from Last Year's Reporting

Overall, 12.76% of the network is currently compliant with TEN-T standards. Compared to the last year, there has been a slight decrease in the overall compliance rate of the TEN-T road network in Moldova, as illustrated in the graph below.

Moldova: TEN-T road network compliance rate (2024)

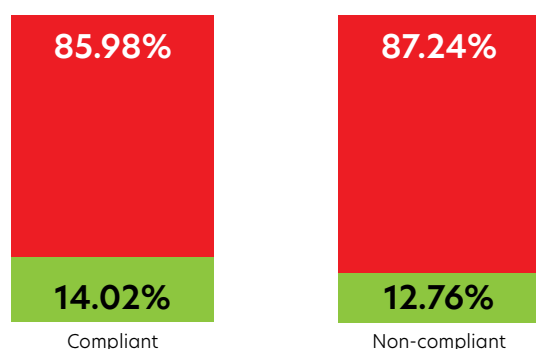


Figure 30. Moldova: TEN-T road 2023-2024 network compliance rate

Lack of data provided by the Moldovan authorities for 2025 on all TEN-T compliance indicators caused no presentation of the progress in TEN-T road network compliance rate in 2025 compared to 2024 for Moldova.

V.2.3 Waterborne transport

The Republic of Moldova has a single port included in the indicative extension of the TEN-T Comprehensive Network: the Giurgiulești Port Complex.

The **Port Complex Giurgiulești** comprises the following facilities:

- **Giurgiulești International Free Port** - situated on the maritime sector of the Danube River and partly on the Prut River. It is accessible to maritime and inland waterway vessels with a draft ranging from 4.5 to 7.5 meters, depending on the berth location - either on the Danube or on the Prut River. The Giurgiulești International Free Port comprises specialized terminals for oil, grain, vegetable oil, liquid bulk, general cargo, containers, and Ro-Ro operations, each equipped to handle diverse cargo types including fuels, agricultural products, and industrial goods. The oil terminal features a jetty, tank farm with 63,600 cbm capacity, and facilities for ethanol, wine, and fertilizer transshipment, while the grain and vegetable oil terminals support bulk exports to EU markets. Additional infrastructure includes a mixed-gauge railway terminal for liquid bulk and container transfers, and a multi-purpose quay for maritime and river traffic.

- **Passenger and Goods Giurgiulești Port (State Port)** - located on the Prut River, the Giurgiulești Passenger and Cargo Port feature a Passenger Terminal and a Container Facility. The port is equipped to accommodate maritime and inland waterway vessels with a maximum draft of 4.5 meters, enhancing Moldova's connectivity via the Danube.



Figure 31. Indicative extension of TEN-T ports in the Republic of Moldova

Indicator		International Free Port of Giurgiulești	Passenger and Goods Port Giurgiulești
TEN-T Network		comprehensive	comprehensive
Rail connection		yes	no
Road connection		yes	yes
IWW Connection		yes	yes
Port Reception Facilities		partially	partially
Alternative fuels availability		no	no
Multimodal Terminal availability		no	no
Telematic applications	VTMIS	partially	partially
	RIS	no	no
	MNSW and SafeSeaNet	no	no

Table 20. Compliance assessment for each indicator in Port of Giurgiulești

Road and Railway Connections. The Giurgiulești International Free Port benefits from direct connections to both rail and road infrastructure, enhancing its role as a key logistics hub in Moldova. In contrast, the adjacent Passenger and Goods Giurgiulești Port currently rely solely on road access, which limits its intermodal capabilities. However, plans are underway to launch a feasibility study in the coming years aimed at linking the state-managed port to the national rail network, which would significantly improve its cargo handling efficiency and regional connectivity.

IWW Connections: Both terminals at Giurgiulești Port are reported to have Inland Waterway (IWW) Connections. The International Free Port is located on the left bank of the Danube River, while the State Port (Passengers and Goods Port) benefits from access to both Danube and the Prut Rivers.

Port Reception Facilities (PRF): Both ports currently support partial waste collection from vessels. A cost analysis has been conducted to assess the requirements for expanding this service to full capacity, and a formal request for funding has been submitted to the state budget to cover the necessary improvements.

Alternative Fuels Infrastructure: Currently, neither the Giurgiulești International Free Port nor the State Passenger and Goods Port have infrastructure in place to support alternative fuels such as LNG, hydrogen, shore-side electricity, or biofuels. This lack of facilities limits the ports' ability to serve environmentally friendly vessels and poses a challenge to meeting EU Green Deal objectives and TEN-T sustainability requirements. Addressing this shortfall has been designated as a priority in the Transport Community's Action Plan for Waterborne Transport & Multimodality 2025-2027, which emphasizes the development of alternative fuel infrastructure to support greener and more efficient maritime transport across the TCT Observers, including the Republic of Moldova.

Multimodal Terminal availability: The Giurgiulești Port Complex comprises a range of essential terminals, such as those for oil products, grain, vegetable oil, bulk cargo, containers and general cargo, Ro-Ro operations, and passenger services. However, while the ports are offering multimodal connectivity, integrating river, road and rail transport (via International Free Port) there is currently no dedicated multimodal terminal in place that integrates various transport modes and enables seamless cargo transfer between them.

The Giurgiulești Port Complex, classified as a transport node on the Comprehensive TEN-T Network, is subject to specific telematic requirements. The port must ensure compliance with key EU standards to support interoperability and efficient transport operations. These include the implementation of Vessel Traffic Management and Information Systems (VTMIS), integration with e-Maritime services such as SafeSeaNet, and the operation of a National Maritime Single Window to streamline reporting formalities. The provision of River Information Services (RIS) is also mandatory, as the port is situated on the Danube River, which is part of the TEN-T inland waterway network. While the use of Port Community Systems is not a formal requirement, their adoption is encouraged as a best practice to enhance coordination and data exchange among port stakeholders.

VTMIS: At present, the Giurgiulesti Port Complex, including both the International Free Port and the Passenger and Goods Terminal is making partial use of Vessel Traffic Management and Information Systems (VTMIS). The European Maritime Safety Agency (EMSA) is currently conducting a feasibility study for the implementation of VTMIS for the Naval Agency. Once the draft version of the study is finalised, EMSA will assess the potential for providing technical assistance based on the findings made.

National Maritime Single Window System (NMSW): At present, the NMSW has not been implemented at either of the two port terminals within the Giurgiulesti Port Complex. A feasibility study is currently underway by EMSA to establish a NMSW. Once the draft is finalized, EMSA will evaluate the possibility of providing technical assistance based on the study's conclusions. The Embassy of the United States of America, in collaboration with the EXBS program, has also expressed interest in supporting the financing of the Maritime Single Window development. The MSW is a key priority for the Naval Agency as part of its efforts to advance the digitalization of institutional services and improve coordination among national cross-border authorities. Its implementation is expected to increase the number of vessel calls at the Port of Giurgiulești and help alleviate congestion along the Danube caused by ships waiting to enter the port.

SafeSeaNet as a central EU system developed by EMSA, which connects the national SafeSeaNet nodes is aimed at vessel traffic monitoring and information exchange to strengthen maritime safety, port security, environmental protection and the overall efficiency of maritime transport operations. The Port Complex of Giurgiulești in the Republic of Moldova has not yet adopted or integrated SafeSeaNet functionalities into its operational framework.

River Information System (RIS): currently the Republic of Moldova does not operate a functional RIS system. Currently, the Government is working on the soft measures related to aligning the national legal framework with the EU RIS acquis. River Information Services (RIS) are a top priority for the Naval Agency as it seeks to modernize its operations through digital transformation. By implementing RIS, the agency aims to strengthen coordination with national cross-border authorities, boost the number of vessel calls at the Port of Giurgiulești, and ease congestion along the Danube caused by ships awaiting entry.

Port Community System (PCS): Currently, the Giurgiulești Port Complex does not operate a functional PCS.

The Republic of Moldova has made no visible progress in achieving compliance with the TEN-T indicators for maritime and inland waterway transport and transport infrastructure.

Further efforts shall be undertaken regarding ensuring railway connectivity of the State Port of Giurgiulesti, and full deployment of facilities for handling of waste from ships arriving, staying and departing both at the International Free Port and the State Port of Giurgiulesti.

Structural and consistent efforts need to be undertaken in relation to design and deployment of infrastructure for alternative fuels, establishment of connectivity to Multimodal Freight Terminal/s and digitalization of waterborne operations. Moldova is in the initial phase of commencement of concrete activities in this regard, therefore systematic and sequential assistance is necessary to achieve full compliance with the TEN-T requirements within the timeframes set.

V.2.4 Airports

The Republic of Moldova has one TEN-T airport, namely Chişinău International Airport, which is part of the core network.

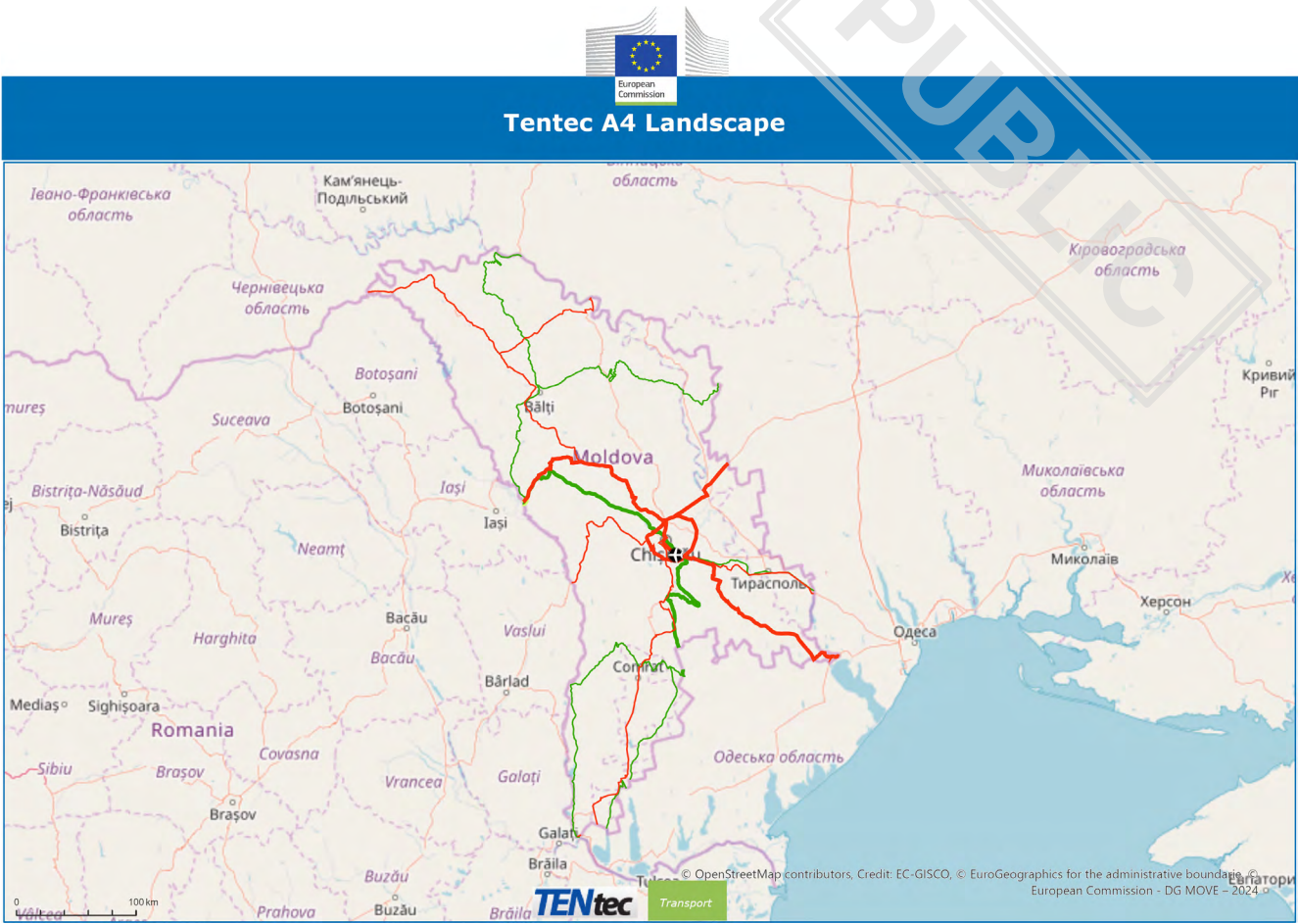


Figure 32. Indicative extension of TEN-T Comprehensive and Core Airports to the Republic of Moldova

Below is an overview of the basic compliance data for Chişinău International Airport, assessed against the criteria outlined in Section IV.

a) Connection to other modes

A critical condition for ensuring interoperability of TEN-T Network airports is their connection to the railway network. Currently, Chişinău airport doesn't have a rail connection, being linked to the nearby urban node through the road network only.

Country code	Airport name	TEN-T (Core/Comprehensive) Network	Connection to other modes	
			Road connection	Rail connection
MD	Chişinău International airport	Core	Yes	No

Table 21. Moldova: list of airports with road and rail connections

b) Availability of alternative fuels

Currently, no fixed storage tank facilities for aviation biofuel are reported to be in use at Chişinău Airport. Under Regulation (EU) 2024/1679, compliance with this essential criterion is no longer linked to market demand.

Country code	Airport name	TEN-T (Core/ Comprehensive) Network	Clean fuels availability	
			Tank facilities for aviation biofuel	availability of alternative fuels for airport ground services
MD	Chişinău International airport	Core	No	No

Table 22. Moldova: list of availability of alternative fuels in airports

c) Terminal availability

Chişinău Airport is open to international traffic, with foreign air carriers operating in and out, with sufficient terminal capacity to serve the current traffic needs.

Country code	Airport name	TEN-T (Core/Comprehensive) Network	Terminal availability	
			Terminal availability (open to all market players on non-discriminatory basis)	Terminal availability (sufficient capacity to operate)
MD	Chişinău International airport	Core	Yes	Yes

Table 23. Moldova: list of terminal availability

V.3 Ukraine

V.3.1 Railways

V.3.1.1 Current Compliance Status

Regulation (EU) 2024/1679 plays a notable role for Ukraine, as four TEN-T corridors traverse the country: the Baltic Sea – Black Sea – Aegean Sea Corridor, the North Sea – Baltic Corridor, the Mediterranean Corridor, and the Rhine – Danube Corridor.

Ukrainian Railways operate a total of 19,790 km of main tracks, comprising **8,244.2 km of the Comprehensive Network** and **4,465.5 km of the Core Network**. The network predominantly uses a 1,520 mm track gauge, standard across most of the country. However, near the borders with Poland, Hungary, Slovakia, and Romania, 1,435 mm gauge tracks are in operation, covering 270.9 km. In these areas, dual-gauge tracks (1,435 mm and 1,520 mm) facilitate cross-border railway transport and connections with neighbouring EU member states.

Ukraine's railway network is vital for international trade, especially given the severe restrictions on seaport operations following Russia's invasion. It ensures crucial connections to neighbouring countries, including Poland, Slovakia, Hungary, Romania, and Moldova, but faces significant logistical challenges. A major issue is the difference in track gauges - Ukraine primarily uses 1,520 mm, while most neighbouring EU states use 1,435 mm - further complicated by cross-border controls and limited infrastructure. Nevertheless, initiatives under the Solidarity Lanes programme, alongside joint control measures with Moldovan customs at a key crossing, are gradually improving connectivity and facilitating trade flows.



Figure 33. Indicative extension of the TEN-T rail network to Ukraine

At present, traffic is suspended on 319 km of the Core Network and 721.5 km of the Comprehensive Network, representing 8.75% of the total Comprehensive Network. Moreover, 167 km of the Core Network and 460.4 km of the Comprehensive Network remain outside Ukrainian control. Of these sections, 260.1 km of the Comprehensive Network are affected by poor infrastructure, their proximity to Russia and Belarus, and ongoing hostilities.

Electrification:

In Ukraine, 80.83% of the Core Network and 71.36% of the Comprehensive Network are electrified. The railway system operates using two main types of electrical power systems:

- **25 kV AC:** Primarily used to connect Kyiv with Lviv in the western part of the network, Odesa in the south, and Kharkiv in the east.
- **3 kV DC:** Mainly concentrated in the Donetsk region, Kharkiv, and the Crimea area.

Axle load:

The entire Comprehensive Network supports an axle load of at least 22.5 t, in compliance with TEN-T requirements. In the Odesa area, the axle load even reaches 23.5 t.

Freight lines speed:

On most sections of the Comprehensive Network, the design speed for freight trains reaches 80 km/h, which does not comply with TEN-T requirements, as the minimum design speed across the Core and Comprehensive Network should be 100 km/h.

Passenger lines speed:

According to information provided by Ukrainian Railways, 21.29% of the Core Network and 12.55% of the Comprehensive Network meet the TEN-T minimum design speed requirement of 160 km/h for passenger trains. In addition, 77.99% of the Core Network and 84.66% of the Comprehensive Network have design speeds for passenger services between 100 km/h and 160 km/h.

Train length:

98.95% of the Core Network and 93.21% of the Comprehensive Network can accommodate freight trains of 740 m in length.

Ukrainian Railways provided information that the requirements under the TEN-T Regulation regarding a minimum train length of 740 m and the minimum train path for single and double railway lines are met on 98.90% of the Core Network and 91.77% of the Comprehensive Network.

Electrification (2025)

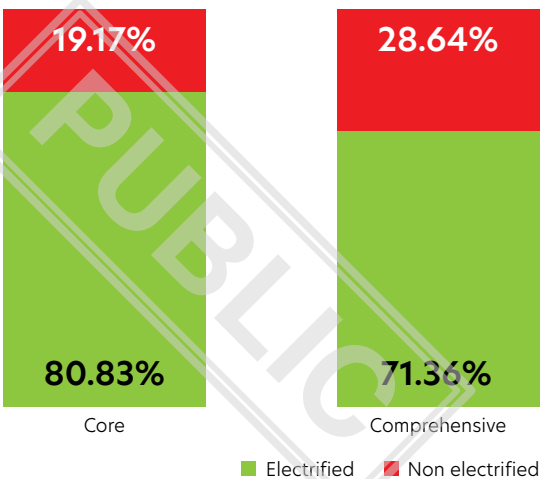


Figure 34. Ukraine: Electrification

Passenger line speed (2025)

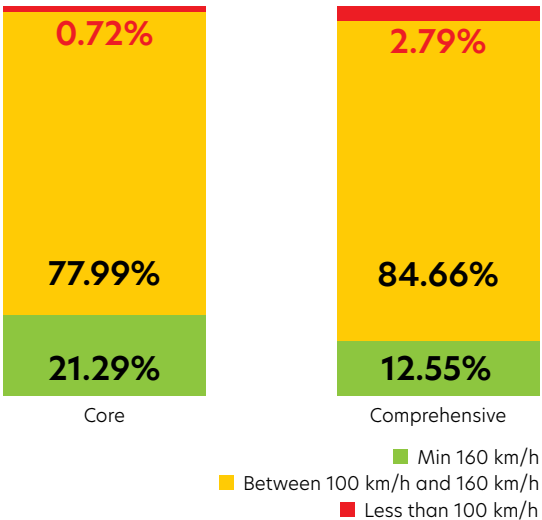


Figure 35. Ukraine: Passenger lines speed

Train length (2025)

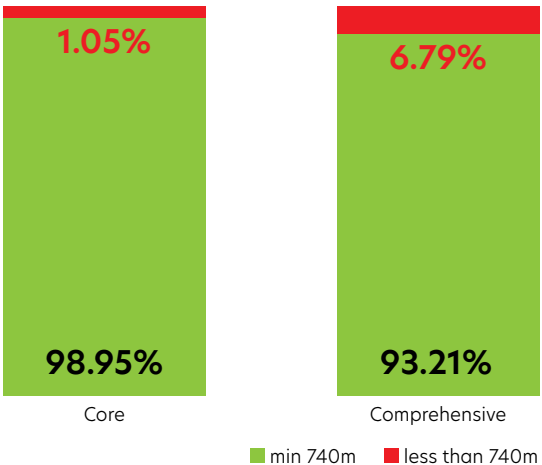


Figure 36. Ukraine: Train length

Min train path availability requirements for 740m freight trains

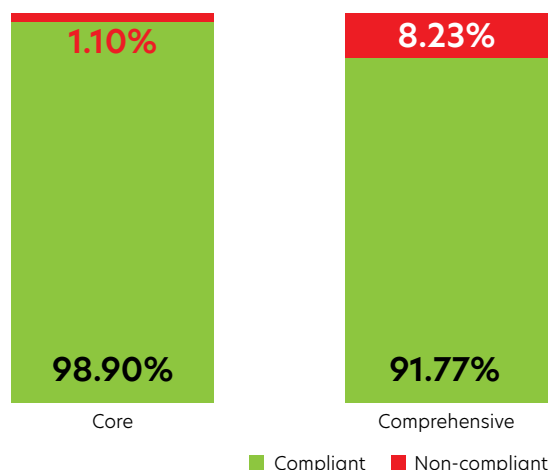


Figure 37. Ukraine: Minimum train path availability requirements for 740-m freight trains

Track gauge (2025)

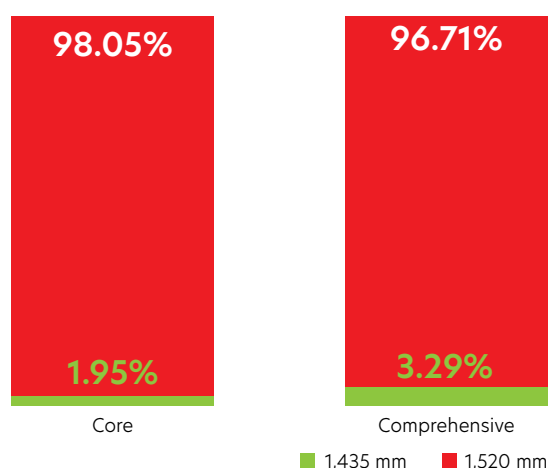


Figure 38. Ukraine: Track gauge

Standard track gauge

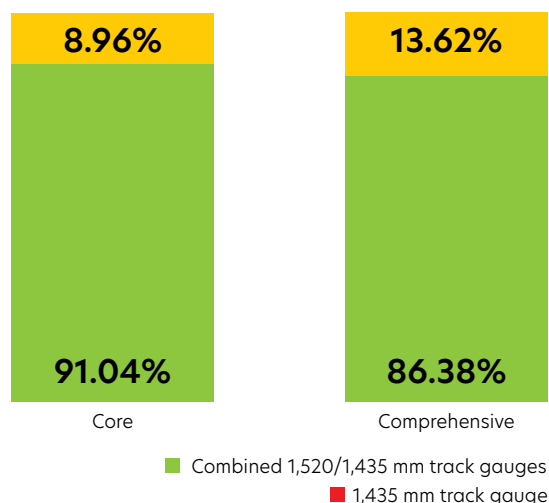


Figure 39. Ukraine: Standard track gauge

Track gauge:

The Core rail network in Ukraine predominantly operates on a broad-gauge system (1,520 mm), accounting for 98.05% of its total length and differing from the standard gauge of 1,435 mm required under the TEN-T Regulation. Within the comprehensive network, the proportion of standard gauge lines is slightly higher but remains limited to only 3.29%.

In Ukraine, standard gauge tracks are predominantly combined with broad-gauge infrastructure. On the Core Network, such mixed-gauge sections account for 91.04%, while on the Comprehensive Network they represent 86.38%. The remaining parts of the network equipped with standard gauge are operated exclusively on that gauge.

ERTMS:

Ukrainian railways have not yet implemented the European Rail Traffic Management System (ERTMS). Railway safety is instead ensured by the legacy "ALSN" signalling system, which is based on relay interlocking principles dating back to the Soviet era. While functional, this technology limits interoperability with EU networks and constrains modernisation efforts.

Loading gauge:

Although Ukrainian Railways allows the transport of semi-trailers up to 4 m (and in some cases 4.1 m) in height, the technical characteristics of existing wagon platforms - with the level of the rail heads ranging from 970 mm to 1,133 mm above the rail - are significantly higher than the required 27 cm. Therefore, the present infrastructure allows the circulation of freight trains carrying standard semi-trailers up to 4 m high according to this standard.

Additional information

Number of tracks:

In accordance with the provided information, Ukrainian Railways has 61.22% of lines with double tracks on the Core Network and 54.12% on the Comprehensive Network.

Maximum gradient:

In accordance with the infrastructure parameters for main international railway lines, the maximum gradient for passenger and freight traffic must be $\leq 12.5\%$. Also, according to the Infrastructure TSI, the maximum gradient permitted for main tracks at the design phase is 12.5 ‰, with several specific exemptions allowing steeper gradients in certain sections.

In accordance with the information provided by Ukrainian Railway, 74.59% of the Core Network has a maximum gradient of less than 12.5‰, while for the Comprehensive Network, the corresponding figure is 73.34%.

Infrastructure conditions

In Ukraine, the assessment of the railway network's condition was based on the ratio between the designed and actual operational speed. The findings indicate that only 12.44% of the Core Network and 6.89% of the Comprehensive Network are in average condition, enabling trains to operate at approximately 36,85% of the designed speed. The remaining 87.56% of the Core Network and 93.11% of the Comprehensive Network are in poor or very poor condition, which severely limits performance and reliability.

Number of tracks

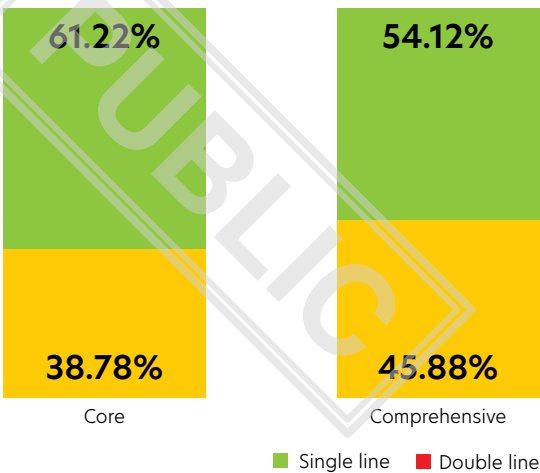


Figure 40. Ukraine: Number of tracks

Maximum gradient

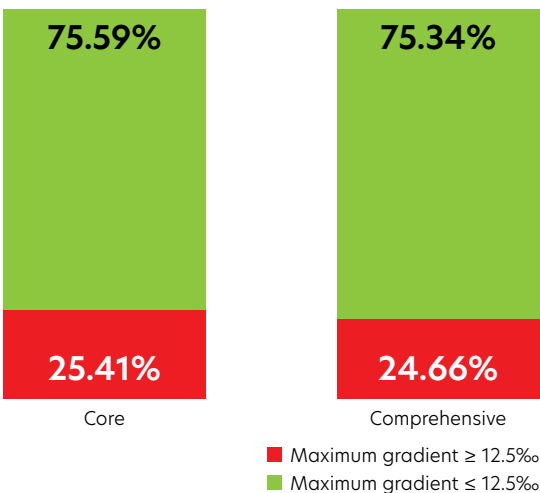


Figure 41. Ukraine: Maximum gradient

Railway infrastructure conditions

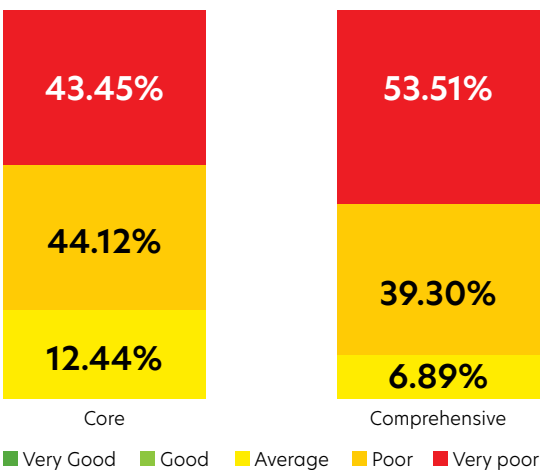


Figure 42. Ukraine: Condition of the Rail Network

V.3.1.2 Progress from Last Year's Reporting

In accordance with the data provided last year, JSC Ukrainian Railways supplied the previously missing information for the sections Berdychiv – Ovruch and Ovruch – “Berezhest” (State border with Belarus). This update has affected the comparison with last year's data regarding train length.

Train length 2023-2025 comparison

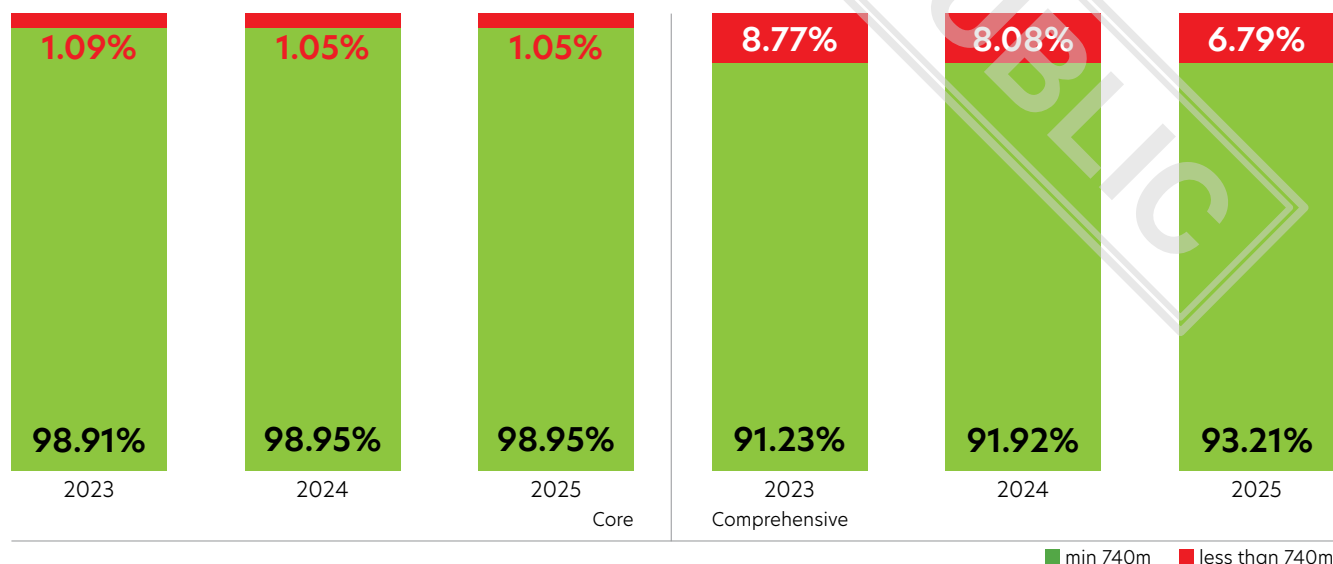


Figure 43. Ukraine: train length comparison (2023 - 2025)

Compared with 2024, by September 2025 works on 22 km of 1,435 mm standard-gauge track between Uzhhorod (on the border with Slovakia) and Chop (near Ukraine's border with Hungary) had been completed. These works affected the percentage of normal-gauge track within the Comprehensive Network.

The Uzhhorod - Chop project was implemented under the EU - Ukraine Solidarity Lanes initiative, aimed at establishing new and improving existing routes in response to the Russian invasion of Ukraine. The project was co-financed in equal parts by a loan from the European Investment Bank (EIB), guaranteed under the Ukraine Facility, and by an EU grant from the Connecting Europe Facility (CEF).

Ukraine continues to adapt the track gauge in border areas to reduce unnecessary costs resulting from the difference between the EU's standard gauge and its own 1,520 mm network.

Train gauge 2023-2025 comparison

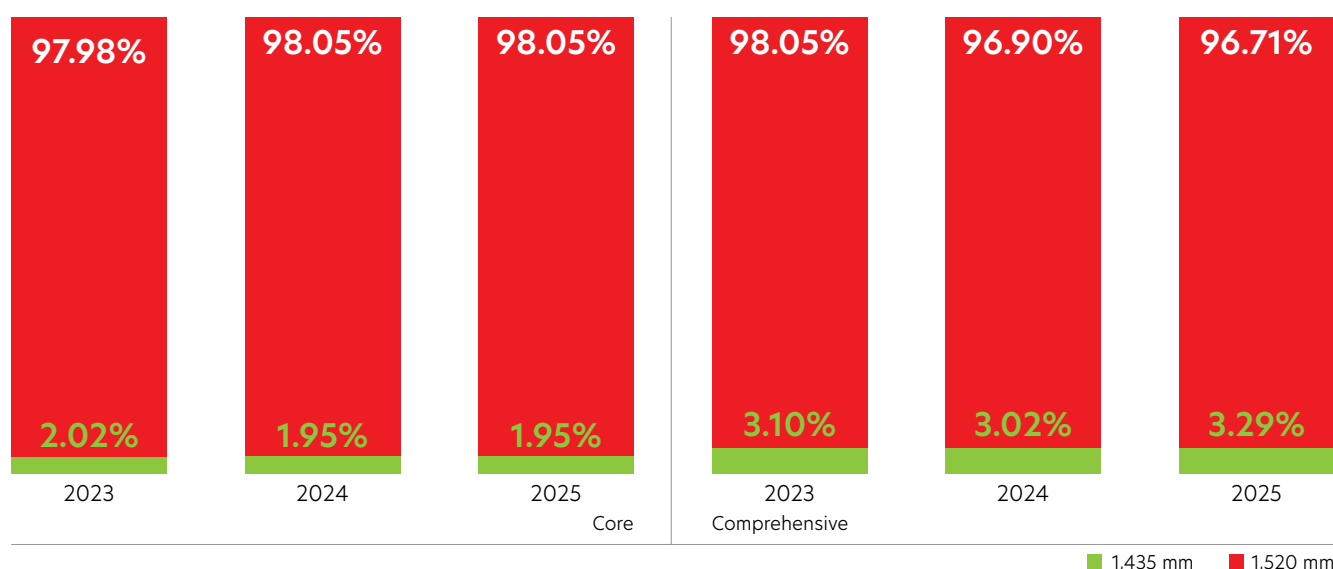


Figure 44. Ukraine: Track gauge comparison (2023 - 2025)

Compared to 2024, the overall condition of the railway network has slightly improved. A minor improvement was recorded on the Core Network, where 12.44% of lines are now classified as being in average condition, and on the Comprehensive Network, where the share is 6.89%. On the Comprehensive Network, the share of lines in poor or very poor conditions has slightly decreased to 92.82%.

The deviations compared with the previous year are not significant, especially considering the harsh conditions Ukraine is currently facing.

Condition of the Rail Network 2023 - 2025 comparison

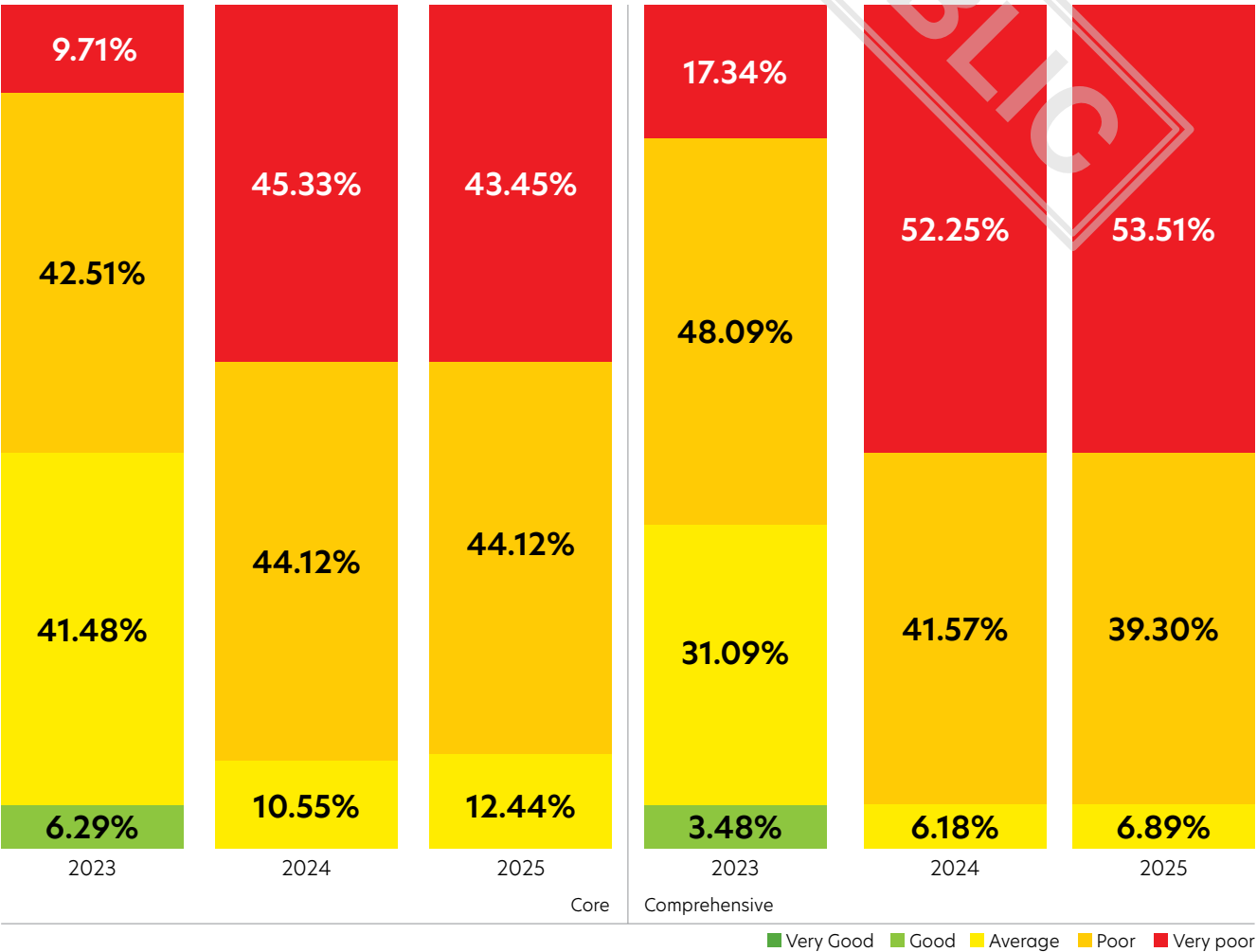


Figure 45. Ukraine: Condition of the Rail Network comparison (2023 - 2025)

V.3.2 Roads

The Ukrainian Road network is a crucial component of the country's transportation infrastructure, ensuring vital connections between its regions and beyond, and supporting the movement of people and goods. While the condition of the Ukrainian road network has been a subject of ongoing improvement efforts, the Russian invasion has had a profound and devastating impact on the country's infrastructure. The regions affected by the conflict have witnessed severe damage to infrastructure, including key roads and transportation arteries. Disruptions caused by military operations, displacement of populations, and the destruction of critical infrastructure have led to significant challenges in maintaining and repairing the road network, disrupting the normal flow of transportation and trade and severely impacting the overall connectivity of the road network.

The indicative extension of the TEN-T Core and Comprehensive network in Ukraine stretches over no less than 7,372.22 km, which is more than the entire Western Balkans plus the other observing participants combined. Of this, 4,753.03 km are part of the Core Network, with the remaining 2,619.19 km part of the Comprehensive network only.

Tentec A4 Landscape

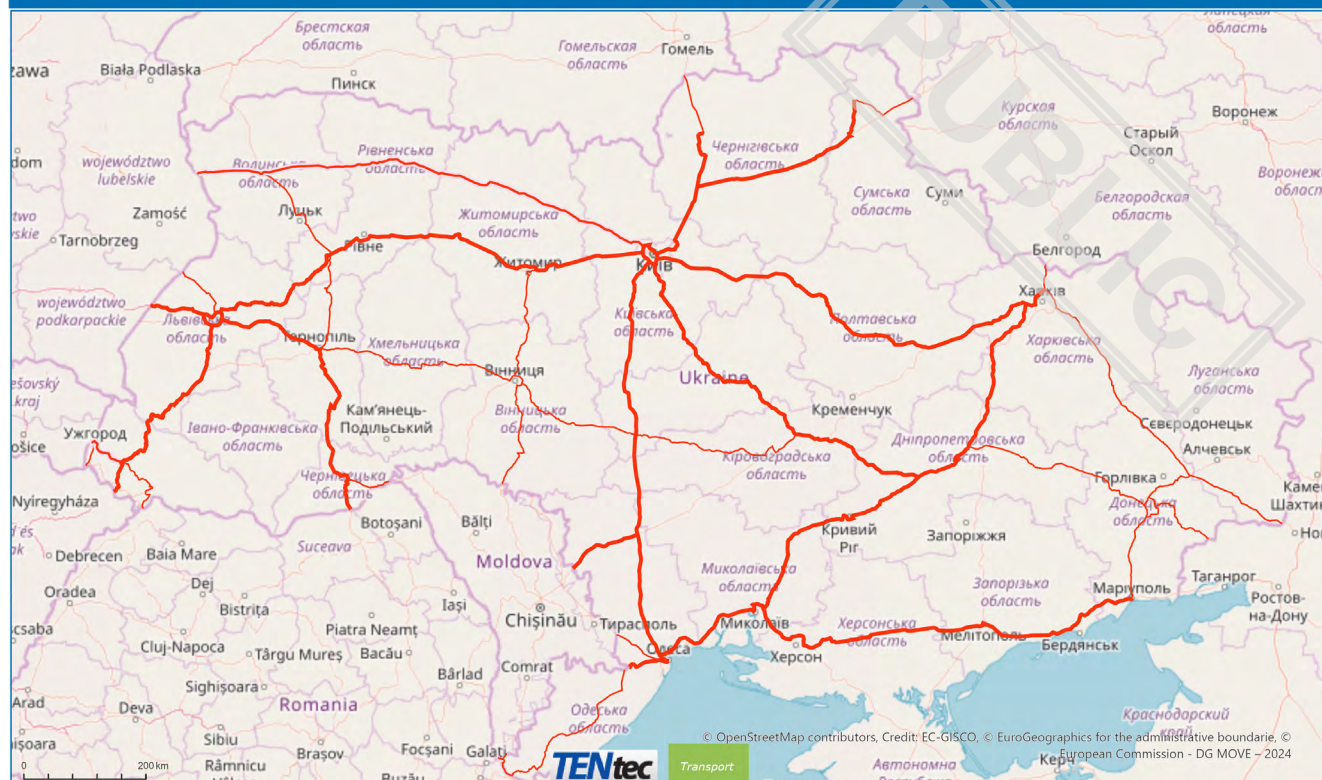


Figure 46. Indicative extension of the TEN-T road network to Ukraine

Compared to the previous TEN-T layout, the revised map in Regulation (EU) 2024/1679 introduces significant changes, including downgrading core network connections with Belarus and Russia, adding new sections, and upgrading one connection with Poland to the extended core network.

Due to challenges in collecting updated information, the current report refers to the previous TEN-T network alignment, supported by data from previous years.

The road TEN-T network in Ukraine consists of both conventional and express roads (mostly on the Core network). However, the design and construction standards of the latter will have to be reviewed against relevant TEN-T requirements. Of a total of 4,753.03 km of Core network roads, just under half are reportedly built to express road standards.

The quality of the road infrastructure is suboptimal, with less than a quarter of the Core network currently in 2024 in good condition.

Road profile	Kilometres (km)	%
Motorway	0	0%
Express road	2,380.78	50.09%
Conventional road	2,372.24	49.91%

Table 24. Ukraine: core road network profile

Core road network profile

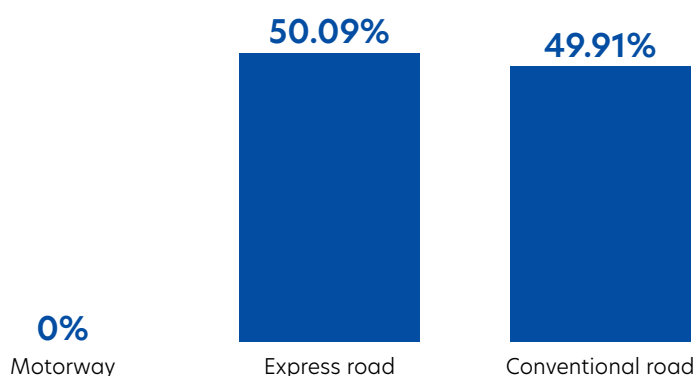


Figure 47. Ukraine: core road network infrastructure profile

Road condition	Kilometres (Km)	%
Very Good	0	0.00%
Good	1,133.43	23.85%
Medium	1,924.13	40.48%
Poor	1,695.47	35.67%
Very Poor	0	0.00%

Table 25. Ukraine: TEN-T core road network (infrastructure condition)

Road profile	Road condition	Km	%
Motorway	Very Good	0	0.00%
	Good	0	0.00%
	Medium/Poor/Very Poor	0	0.00%
Expressway	Very Good	0	0.00%
	Good	645.61	13.58%
	Medium/Poor/Very Poor	1,735.17	36.51%
Conventional road	Very Good	0	0.00%
	Good	487.81	10.26%
	Medium/Poor/Very Poor	1,884.43	39.65%

Table 26. Ukraine: TEN-T core road network compliance (infrastructure profile and condition)

Core road network condition

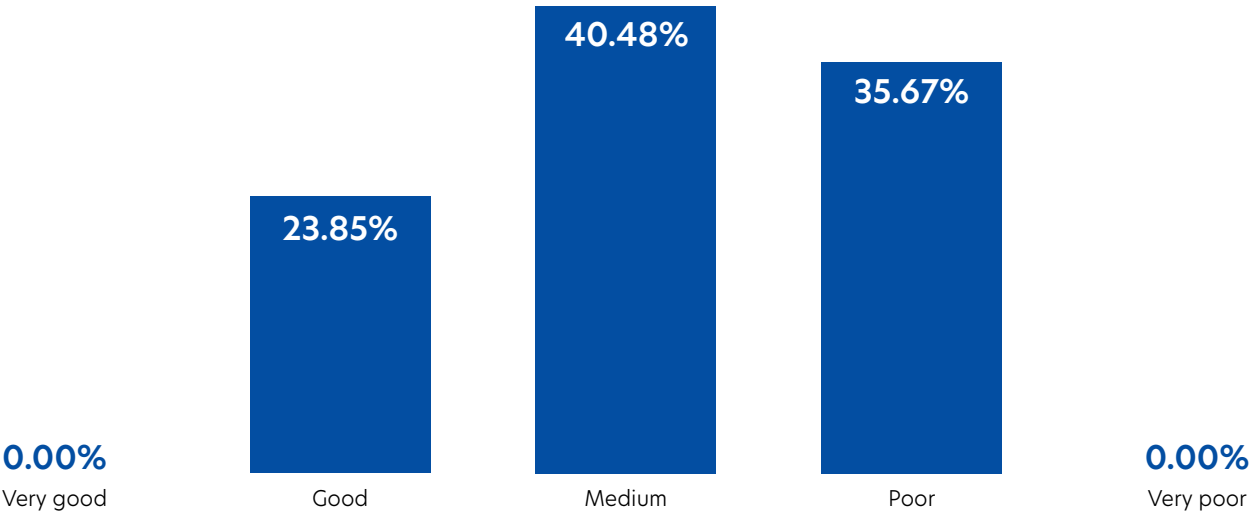


Figure 48. Ukraine: core road network condition

Outside the Core corridors, Ukraine's Comprehensive network comprises 2,619.19 km of roads, of which 332.91 km are at express road standard.

The quality of the roads on the Comprehensive network is worse than that on the Core network, with only 5% of the Comprehensive network in 2024 in good condition.

Road condition	Kilometres (Km)	%
Very Good	0	0.00%
Good	142.915	5.46%
Medium	1499.907	57.27%
Poor	883.194	33.72%
Very Poor	93.175	3.56%

Table 27. Ukraine: TEN-T comprehensive road network (infrastructure condition)

Comprehensive network profile

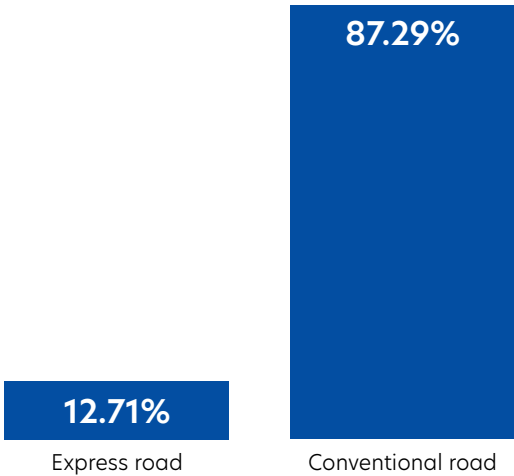


Figure 49. Ukraine: comprehensive road network infrastructure profile

Comprehensive road network condition

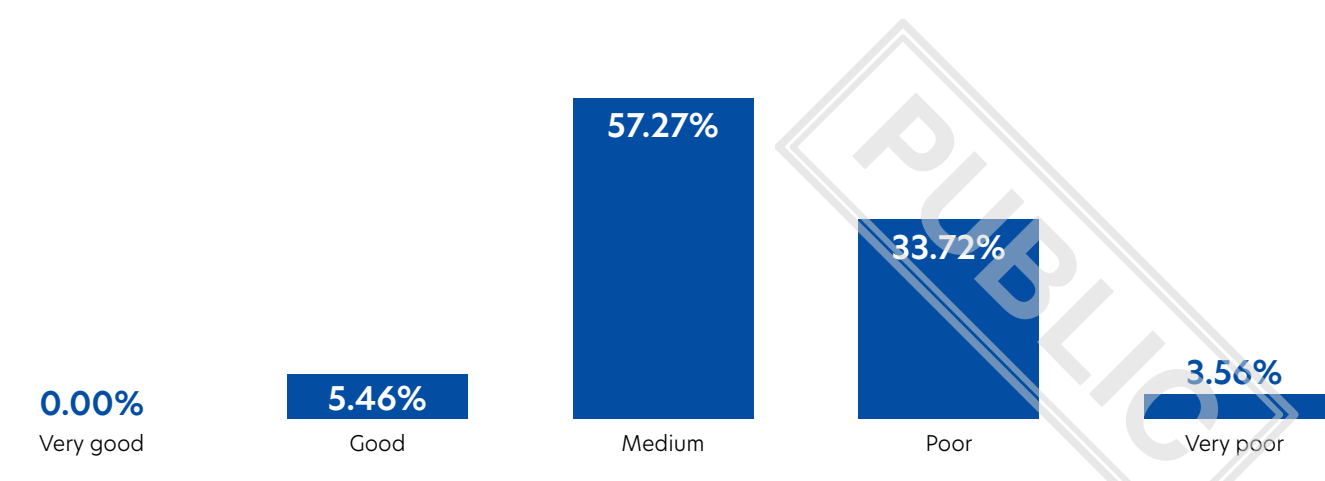


Figure 50. Ukraine: comprehensive road network condition

Altogether, 10.7% of the TEN-T road network in Ukraine in 2024 meets the relevant standards. The chart below illustrates the overall compliance of Ukraine’s TEN-T road network with the infrastructure profile and condition criteria.

TEN-T Road network compliance

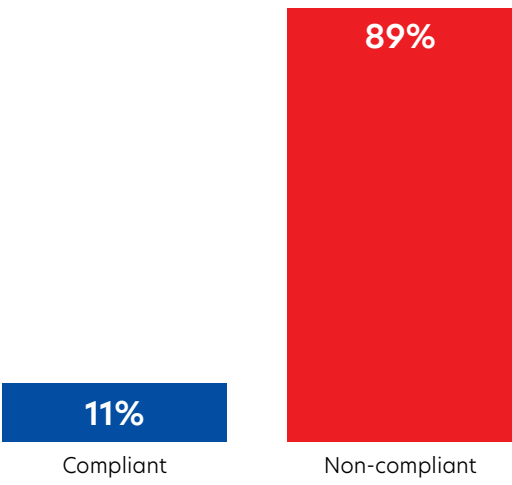


Figure 51. Ukraine: TEN-T road network compliance rates

Lack of data provided by the Ukrainian authorities for 2025 on all TEN-T compliance indicators caused no presentation of the progress in road network compliance rates in 2025 compared to 2024 for Ukraine.

V.3.3 Waterborne Transport

According to the Indicative Extension of the TEN-T Network, Ukraine has five (5) ports on the TEN-T Core Network and three (3) on the TEN-T Comprehensive Network.

The five TEN-T Core Ports include:

- 1) **Mykolaiv Sea Port**, which is currently partially functioning as a dry port is one of Ukraine's most strategically important maritime hubs, located at the confluence of the Southern Bug River and the Dniro estuary. The port is specialized mostly in handling grain, metal products, timber, and containers.
- 2) **Odesa Sea Port** is Ukraine's largest seaport and one of the most significant ports in the Black Sea basin. It serves as a key hub for international trade, connecting Europe, Asia, and the Middle East. Odesa Port has 46 berths along a 10+ km berthing line, 21.5 km of railway track and 8.2 km of road links. It has an established passenger terminal. In freight terms, its annual cargo capacity is over 50 million t. Major cargo types include general bulk, dry bulk, containers, oil and oil products and vegetable oils.
- 3) **Pivdennyi Sea Port** is one of Ukraine's deepest and busiest maritime hubs, located near the city of Pivdenne on the Ajalyk Estuary of the Black Sea, approximately 30 km east of Odesa. The Port features 34 berths with depths reaching up to 19 meters, allowing it to accommodate large-capacity vessels. It is equipped with a 2.4 km long approach channel and extensive rail and road connections, making it a key node in Ukraine's export infrastructure. It handles a wide range of dry bulk, liquid bulk, containerised cargo, etc. Its annual cargo volume as of 2020 reached 61 million t of cargo.
- 4) The **Sea Port of Chernomorsk** is located near Odesa on Ukraine's Black Sea coast. It is a vital maritime gateway with strategic importance for domestic and international trade. With 28 berths and deep-water access, it accommodates large vessels and handles diverse cargo types, including containers, grain and Ro-Ro shipments. As Ukraine's only state-operated container terminal, it is undergoing significant upgrades. Its multimodal infrastructure-featuring ferry and rail links, positions Chernomorsk as a key player in the Greater Odesa port cluster and a cornerstone of Ukraine's economic and transport resilience.
- 5) **Mariupol Sea Port**, which is currently temporarily occupied/closed due to the Russian war of aggression. The Port of Mariupol is Ukraine's deepest port in the region, capable of handling large vessels and exporting significant volumes of bulk cargo such as steel products, coal, and grain. Despite being occupied, Ukraine has proposed a long-term reconstruction strategy for Mariupol.

Ukraine has three (3) designated ports on the TEN-T Comprehensive Network. Among them are:

- 1) **Port of Kherson**, which is currently closed and there is no access to it, being on the combat line. It is located at the mouth of the Dniro River, connecting river and sea transport in Southern Ukraine. Before the full-scale invasion in 2022, it operated under a public-private partnership. The port featured 5 berths, 6 warehouses, 11 open storage areas, and a fleet of cranes and handling equipment, supporting bulk cargo like grain, sand, scrap, and fertilizers.
- 2) **Izmail Sea Commercial Port** is located on the Danube River in Ukraine's Odesa region. It is considered a vital hub for the country's trade, especially for grain exports. It features over 30 berths and extensive infrastructure for handling dry and liquid bulk, general cargo, and containers. It has around 50 000 m² open and covered storage areas, grain terminals and fuel storage tanks. The Ports operational equipment includes gantry cranes, floating cranes, forklifts, tractors and bulldozers, etc.
- 3) **Reni Sea Port** is located on the left bank of the Danube River in Ukraine's Odesa Oblast. It is considered to be a key multimodal transport hub, integrating river, sea, road, and rail logistics. The Port spans over 94 hectares, featuring 37 berths with a total length of nearly 4 km. The Reni Sea Port handles a wide range of cargo including grain, petroleum products, fertilizers, and general cargo, supported by specialized terminals and equipment like gantry cranes, floating cranes, and extensive storage facilities.

The map below illustrates Ukraine's inland waterways and maritime ports that are part of the extended TEN-T Network.

Tentec A4 Landscape

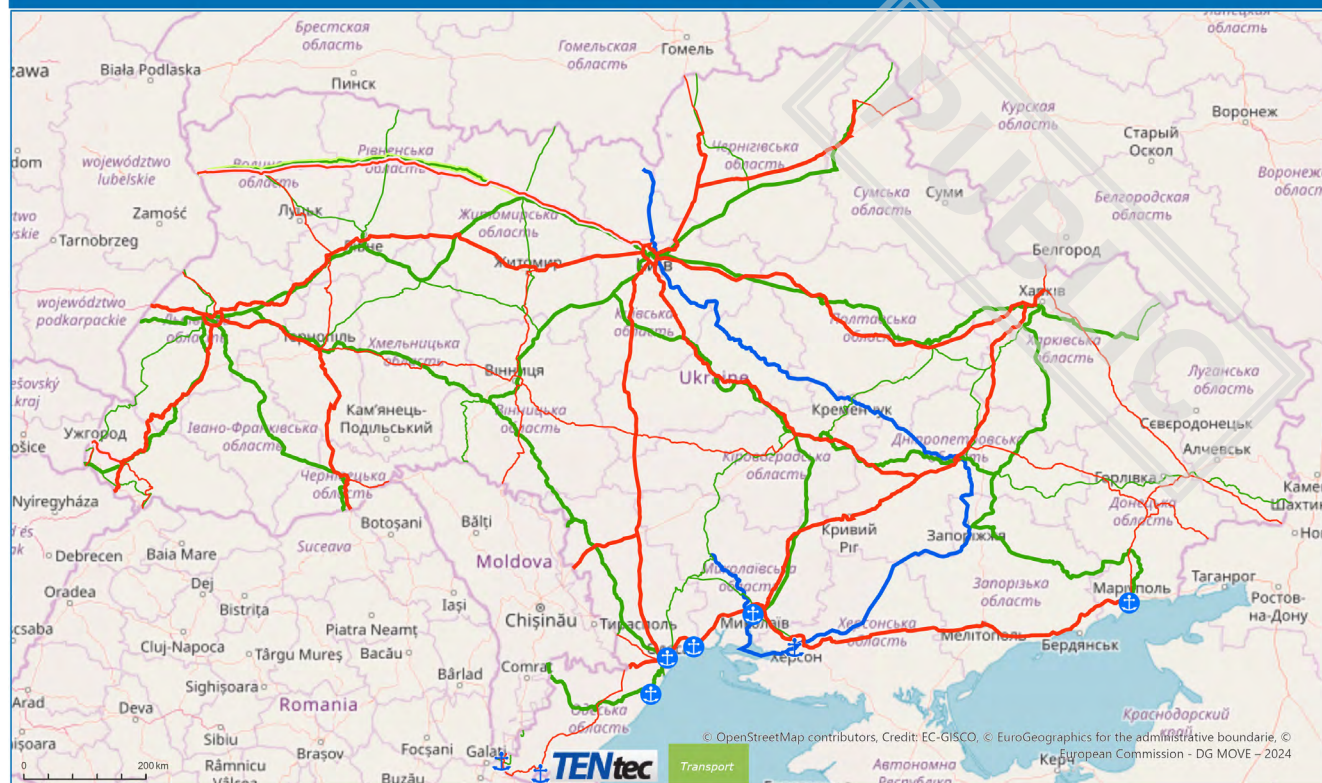


Figure 52 – Indicative extension of TEN-T ports and inland connections in Ukraine

The table below presents the extent to which Ukraine's ports meet the relevant TEN-T compliance criteria:

Port name	TEN-T Network	Rail connection	Road connection	IWW Connection	Port Reception Facilities	Alternative fuel availability ³	Multimodal Terminal availability	Telematic applications		
								VTMS/VTs/ ⁴	RIS	MNSW and SafeSeaNet
Mykolaiv Sea Port (partially functioning)	Core	YES	YES	NO ⁵	YES	NO	YES	YES	NO	Under develop.
Odesa Sea Port	Core	YES	YES	YES	YES	NO	YES	YES	NO	Under develop.
Pivdennyi Sea Port	Core	YES	YES	YES	YES	NO	YES	YES	NO	Under develop.
Chornomorsk Sea Port	Core	YES	YES	YES	YES	NO	YES	YES	NO	Under develop.
Mariupol Sea Port ⁶ (occupied)	Core	NO	NO	NO	NO	NO	NO	NO	NO	NO
Izmail Sea Port	Compr.	YES	YES	YES	YES	NO	YES	YES	Under develop.	Under develop.
Reni Sea Port	Compr.	YES	YES	YES	YES	NO	YES	YES	Under develop.	Under develop.
Kherson Sea Port (Closed) ⁷	Compr.	NO	NO	NO	NO	NO	NO	NO	NO	NO

Table 28. Compliance assessment of the ports of Ukraine

³ In all the ports of Ukraine, alternative fuel infrastructure has not yet been fully developed and put into operation. However, Onshore Power Supply (OPS) systems are available, allowing vessels to connect to local electricity while docked.

⁴ Ukrainian ports are currently using Vessel Traffic Services (VTS) for ensuring safe navigation, efficient traffic flows and environmental protection in certain areas.

⁵ The port lacks a connection to inland waterways because the navigable channels and approaches are bypassed.

⁶ Due to the lack of access to the port, it is impossible to provide accurate information.

⁷ Access to the port is currently impossible due to its location on the combat line.

Connection Road and Railway: All the major ports in Ukraine are connected to national rail and road networks, ensuring seamless integration with the broader transport infrastructure. However, for the ports of Mariupol and Kherson, such connectivity information is unclear/unavailable due to their temporary occupation and closure due to war.

IWW Connections: Most of the aforementioned ports benefit from established inland waterway connections. However, the Mykolaiv Sea Port currently lacks such connectivity, as its navigable channels and approaches are bypassed. For the ports of Mariupol and Kherson, information on inland waterway access remains unclear and unavailable due to their temporary occupation and closure due to the Russian war of aggression.

Port Reception Facilities (PRF): Several Ukrainian ports, particularly those currently operational, as the Black Sea ports of Odesa, Pivdennyi, Chernomorsk, Mykolaiv (dry port) and the Danube ports of Izmail and Reni are equipped with Port Reception Facilities (PRF) to handle ship-generated waste in compliance with the MARPOL Convention. However, the status of the PRF in the ports of Mariupol and Kherson remains unclear due to their temporary occupation and closure.

Alternative fuel infrastructure availability: Ukrainian ports such as Odesa, Chernomorsk, Pivdennyi on the Black Sea and Izmail and Reni on the Danube River currently have Onshore Power Supply infrastructure, which enables docked vessels to connect to the local electricity grid reducing emissions and noise, while improving environmental performance at ports. While full-scale deployment of alternative fuel infrastructure is still not yet developed, interventions supported by the EU and international partners aim to accelerate this transition. The ongoing conflict has hindered expansion efforts. Nevertheless, alternative fuel infrastructure is recognised as essential for reducing the environmental footprint of port activities, and strategic plans are in place to integrate these technologies into Ukraine's maritime logistics system. Information about availability of alternative fuel infrastructure in the Sea Ports of Mariupol and Kherson remains unclear due to their temporary occupation and closure.

Multimodal Terminals availability: Several Sea Ports of Ukraine such as Odesa, Chernomorsk, Pivdennyi, as well as the Danube ports like Izmail and Reni have access to or are integrated with multimodal terminals that provide connections between sea, rail, road, and river transport. These ports are supported by inland multimodal terminals such as Batiovo, Chornotysiv, and Mostyska-II, which continue to handle cargo via rail and road links to the EU. Due to their current status of occupation or closure due to the Russian war of aggression, no information is available regarding the connectivity of the Ports of Mariupol and Kherson to multimodal terminals.

Telematic systems such as Vessel Traffic Management and Information Systems (VTMIS), River Information Services (RIS) and a range of other e-Maritime services including single-window platforms like the National Maritime Single Window, SafeSeaNet and Port Community Systems represent a key priority for Ukraine, and their development status is as follows:

- **VTMIS/VTS/** - currently Ukrainian ports operate using Vessel Traffic Services (VTS), which are shore-based systems focused on ensuring navigational safety and efficient vessel movement within designated port areas. While VTS provides essential services such as traffic monitoring, navigational assistance, and communication, Ukraine has not fully implemented Vessel Traffic Management and Information System (VTMIS). The full deployment of VTMIS remains a strategic goal for enhancing maritime safety, security, and operational efficiency in Ukrainian ports and coastal waters. No information is currently available regarding the functionality of VTS in the Ports of Mariupol and Kherson, as both ports are closed or under occupation due to the Russian war of aggression.
- **RIS** - Ukraine is progressing steadily in RIS deployment. It is currently implementing the UkrRIS - Danube Action, funded by the Connecting Europe Facility, sector "Transport" 2021-2027. The project focuses on the deployment of RIS infrastructure along the 169 km Ukrainian stretch of the Danube River, integrating both river and maritime segments. A central RIS hub has been established in Kyiv, supported by automated stations along the Danube and regional centers on the Dnipro River. Ukraine has aligned its efforts with EU standards, including the upcoming ES-RIS, and is actively participating in international RIS coordination through CESTNI/TI and cooperation with the CEF Transport RIS Comex 2 project. The RIS functionality along the Dnipro river has been severely disrupted due to the ongoing conflict.

- *NMSW and SafeSeaNet* – Ukraine is currently developing its National Maritime Single Window (NMSW), while already launching DocPort system (a national analogue of the MSW) in a test mode in Pivdennyi Port. This system streamlines vessel-related administrative procedures by enabling one-time digital data submission, improving efficiency and transparency in port operations. The initiative meets IMO requirements and is being integrated with customs and border guard systems. Although Ukraine is not yet connected to the EU's SafeSeaNet system, the DocPort platform is being harmonized with EU standards, paving the way for future interoperability and supporting Ukraine's broader goal of integration into the European transport and maritime safety frameworks.
- *Port Community System* – Ukraine has not yet implemented a functional Port Community System.

Ukraine's inland waterway infrastructure within the TEN-T network includes two key sections:

- 1) The Dnipro River section spans 943 km from the estuary to the Pripyat arm and is reported to be equipped with RIS, supporting vessel tracking, traffic and transport management. It is reported that this section features bridge clearance from a minimum of 9.25 m to up to 14.65 m under raised water conditions, allowing navigation of larger vessels. However, this section is currently severely affected by the Russian war of aggression, with parts of the river occupied and others rendered non-operational due to security risks and damaged infrastructure.
- 2) The Danube River section covering 169 km from the port of Reni to the Bystroye mouth, lacks RIS and has bridge clearance below 5.25 m, which may limit access for certain vessel types.

Despite the ongoing war, Ukraine has made visible progress in achieving compliance of its functioning Core and Comprehensive Ports and inland waterways with the TEN-T indicators. Further steps are needed in terms of full deployment of alternative fuel infrastructure and speeding up the design and operation of telematic applications in waterborne transport – VTMIS, NMSW, SafeSeaNet and PCS.

In terms of inland waterways compliance, the Dnipro River section part of the TEN-T meets the stipulated compliance indicators but is currently not fully operational due to the Russian war of aggression.

The Ukrainian Danube Section still needs to achieve compliance regarding vertical bridge clearance and deployment of RIS. Certain steps are undertaken by the Ukrainian side to tackle pending inconsistencies.

V.3.4 Airports

Ukraine has eight TEN-T airports, four of which are located on the core network.



Figure 53. Indicative extension of TEN-T Comprehensive and Core Airports to Ukraine

Below is an overview of the basic compliance data for Ukrainian TEN-T airports, assessed against the criteria outlined in Section IV.

d) Connection to other modes

A critical condition for ensuring interoperability of TEN-T Network airports is their connection to the railway network. Currently, only KYIV/Boryspil airport has a direct rail connection, while the other airports are connected solely by road.

Country code	Airport name	TEN-T (Core/Comprehensive) Network	Connection to other modes	
			Road connection	Rail connection
UKR	KYIV/Boryspil	Core	Yes	Yes
UKR	Lviv	Comprehensive	Yes	No
UKR	Kharkiv/Osnova	Core	Yes	No
UKR	Kyiv/Zhuliany	Comprehensive	Yes	No
UKR	Odesa	Core	Yes	No
UKR	Dnipropetrovsk	Core	Yes	No

Table 29. Ukraine: list of airports with road and rail connections

e) Availability of alternative fuels

Currently, no fixed storage tank facilities for aviation biofuel are reported at any of the airports. Regulation (EU) 2024/1679 broadens the scope of requirements for alternative clean fuel availability at TEN-T airports, introducing a more proactive and comprehensive approach. Unlike Regulation (EU) No 1315/2013, which applied this criterion only to core network airports and linked implementation to market demand, the new regulation extends the obligation to all airports within the comprehensive network. It removes the market dependency and instead mandates that every airport must actively ensure the availability and accommodation of alternative clean fuels, reinforcing the EU's commitment to sustainable aviation and decarbonisation objectives.

Country code	Airport name	TEN-T (Core/Comprehensive) Network	Clean fuels availability	
			Tank facilities for aviation biofuel	availability of alternative fuels for airport ground services
UKR	KYIV/Boryspil	Core	No	No
UKR	Lviv	Comprehensive	No	No
UKR	Kharkiv/Osnova	Core	No	No
UKR	Kyiv/Zhuliany	Comprehensive	No	No
UKR	Odesa	Core	No	No
UKR	DNIPRO	Core	No	No

Table 30. Ukraine: list of availability of alternative fuels in airports

f) Terminal availability

All airports are open to international traffic, with foreign air carriers operating in and out, with sufficient terminal capacity to serve the current traffic needs.

Country code	Airport name	TEN-T (Core/Comprehensive) Network	Terminal availability	
			Terminal availability (open to all market players on non-discriminatory basis)	Terminal availability (sufficient capacity to operate)
UKR	KYIV/Boryspil	Core	Yes	Yes
UKR	Lviv	Comprehensive	Yes	Yes
UKR	Kharkiv/Osnova	Core	Yes	Yes
UKR	Kyiv/Zhuliany	Comprehensive	Yes	Yes
UKR	Odesa	Core	Yes	Yes
UKR	DNIPRO	Core	Yes	Yes

Table 31. Ukraine: list of terminal availability

VI TEN-T Projects

VI.1 Methodological Aspects

Collecting project-related data in this exercise served two main purposes. Firstly, it aimed to present an overview of the ongoing initiatives undertaken by participating countries to upgrade the indicative extensions of the TEN-T core and comprehensive corridors within their territories. Secondly, it sought to provide the foundational data required to assess the anticipated progress of TEN-T compliance indicators by 2030, marking the first major milestone for the network's completion. For this purpose, TEN-T projects were defined as any greenfield or brownfield investment, as well as soft/policy measures that collectively meet the following criteria:

- They concern specific section(s) of the TEN-T Network; and
- They address at least one relevant TEN-T compliance indicator.

To ensure the accuracy of compliance forecasts, only projects with secured financing were included.

The data collection process was structured accordingly, requesting the following information for each project:

- **General project details** (infrastructure type, cost, and - if applicable - length).
- **Implementation status**, with only fully financed projects considered for compliance projections.
- **Targeted TEN-T section**, enabling updates to the network's compliance status upon completion.
- **Relevant compliance indicators** before and after implementation, allowing updates to post-project compliance; and
- **Estimated completion date**, used to project TEN-T compliance status in future reporting periods.

VI.2 Georgia

VI.2.1 Rail Projects

Main construction works have been successfully completed under the implementation of one TEN-T railway project, with a total value of EUR 454,710,478 aimed at upgrading 40km sections of the Core Network. Completion of safety system installation in one of the tunnels along the Zestafoni-Kharagauli section is expected by November 2025.

Two key TEN-T requirements - electrification and an axle load capacity of 23.5t have been met within this project. However, the design speed remains limited to 80 km/h for passenger and freight transport, and the maximum train length to 660m. In addition, the project does not envisage ERTMS deployment, and the track gauge will remain at 1,520 mm. An overview of the TEN-T rail project currently being implemented in Georgia is presented in the table below.

Name of the project	Core/ Comprehensive Network	Foreseen intervention	Total length (km)	Total Cost (M€)	Estimated completion deadline
Georgian Railway Modernisation Project (Modernisation Zestafoni-Kharagauli section and construction Khashuri-Moliti section)	Core	Modernisation/ Construction	40	454.7	November 2025

Table 32. List of TEN-T rail projects in Georgia

VI.2.2 Road Projects

Georgia is currently implementing nine road projects, of which eight are on the Core Network and one on the Comprehensive Network. Compared to last year's report one project is excluded from the list since it was completed and put into operation in August 2025 (section: Surami-Chumateleti (Project Name: Zemo Osiauri-Chumateleti Lot 2)).

The combined length of road sections currently undergoing various upgrades is 141.2 km (123.6 km on the Core and 17 km on the Comprehensive Network). The priority given to the Core Network is also reflected in the overall value of projects (EUR 1,053.9 million for the entire network, of which EUR 953.9 million is on the Core and EUR 100 million on the Comprehensive Network).

The list of individual TEN-T road interventions is provided in Table below:

Name of the project	Core/ Comprehensive Network	Foreseen intervention	Total length (km)	Total Cost (M€)	Estimated completion deadline
Algeti-Sadakhlo (Project Name: Lot 3 and Lot 4)	Core	Motorway/express road (new construction)	29.3	100	2028
Red Bridge-Rustavi (Project Name: Lot 1 and Lot 2)	Core	Motorway/express road (new construction)	31.9	185	2028
Chumateleti-Khevi (F1)	Core	Motorway/express road (new construction)	11.7	116	2025
Poti Bridge-Poti (Project name: Lot 1 - Poti Bridge and Access Roads)	Core	Motorway/express road (new construction)	2.5	17.5	2026
Grigoleti-Tskaltsminda (Project Name: Grigoleti-Kobuleti - Lot 1)	Core	Motorway/express road (new construction)	14	83	2025
Khelvachauri-Sarpi (Border of Turkey) -Project name: Batumi - Sarpi	Core	Motorway/express road (new construction)	11.3	330	2030
Zugdidi-Anaklia (Project Name: Access Road to the Anaklia Deep Sea Port)	Comprehensive	Motorway/express road (new construction)	17	100	2030
Samtredia-Japana (Project Name: Samtredia-Grigoleti - Lot 1)	Core	Motorway/express road (new construction)	11.5	18.4	2026
Lanchkhuti-Khazhalia (Project Name: Samtredia-Grigoleti - Lot 3)	Core	Motorway/express road (new construction)	12	114	2026

Table 33. List of TEN-T road projects in Georgia

VI.2.3 Waterborne Transport Projects

The Anaklia Deep Sea Port project is a major infrastructure initiative in Georgia aimed at establishing the country as a key logistics hub on the Black Sea and along the Middle Corridor trade route. The project has officially entered the construction phase, with initial state-funded activities already underway, while bathymetric studies are being conducted to support the detailed design and implementation of marine infrastructure. At the same time, negotiations are ongoing regarding the selection of a private partner for the project. Despite these negotiations, progress continues, with the Belgian firm – “Jan De Nul” responsible for dredging and breakwater construction. The port is planned to be developed and put into operation in phases. The initial phase, which includes major infrastructure works such as dredging, construction of breakwaters, and basic terminal facilities, is expected to be completed no later than 2029. Once operational, it will enable the port to handle over 600,000 containers annually. Subsequent phases will further expand capacity and services, including additional berths, logistics zones, and intermodal connections by road and rail.

APM Terminals Poti that is the concessionaire and managing company of the TEN-T Core Sea Port of Poti has recently expanded its container yard by acquiring and upgrading 5.4 ha of land, increasing the port's berth capacity by 50 000 TEUs and raising its annual container handling capacity to 600 000 TEUs. This expansion is part of a broader strategy to enhance operational capacity and accommodate growing regional demand. To further improve vessel operations the terminal has introduced a pre-stacking process, allowing containers to be brought in advance from off-dock terminals, which leads to enhancing control, safety, and turnaround times. In parallel, a new deep-water container terminal is

under development, expected to be completed by 2027, featuring a new berth for larger vessels, two Post-Panamax STS cranes, and an additional capacity of 400 000 TEUs.

Georgia continues to implement port interventions, which will improve the capacity, connectivity, accessibility and efficiency of its core and comprehensive ports. Since last year, this year's report also included investments made in the Core Port of Poti.

VI.2.4 Airport Projects

An infrastructure expansion project is currently underway at Kutaisi International Airport, which will enable the airport to further develop its Air Cargo operations. As part of this project, a new 3.5 km runway is being constructed, which will be the longest runway in Georgia upon completion. Scheduled to be finished in 2026, this runway will allow the airport to accommodate large aircraft without operational restrictions.

At this stage, the airport's infrastructure is undergoing expansion works, while the cargo terminal project remains under preparation.

Further investments are being allocated to upgrading the Instrument Landing System (CAT II), expanding the apron at Kutaisi International Airport to accommodate larger aircraft, and developing additional parking facilities for wide-body aircraft.

VI.3 Republic of Moldova

VI.3.1 Rail Projects

Two railway projects are currently underway in Moldova on the Core and Comprehensive Networks, with secured funding totalling €227 million.

The railway infrastructure of the Southern Corridor, Bender- Basarabeasca - Etulia - Giurgiulesti, is being rehabilitated over a total length of 233 km, of which 185.8 km form part of the Core and Comprehensive Networks. The project, with an investment of EUR 113 million, will allow freight trains to operate at a design speed of 100 km/h, with an axle load of 23.5 t and a train length of 740 m. Electrification and ERTMS implementation are not included, and the 1,520 mm track gauge will remain unchanged.

The Northern and Central Corridors, covering the sections Valcinet-Ocnita-Balti-Ungheni-Chisinau-Cainari, are also undergoing rehabilitation. This 128 km stretch, currently in poor or very poor condition, is being upgraded under a EUR 114 million project. The works aim to achieve the TEN-T freight requirements of 100 km/h design speed, 23.5 t axle load, and 740 m train length, without electrification or ERTMS, while retaining the 1,520 mm gauge.

Name of the project	Core/ Comprehensive Network	Foreseen intervention	Total length (km)	Total Cost (M€)	Estimated completion deadline
Rehabilitation of railway infrastructure of the Southern Corridor Bender-Basarabeasca-Etulia-Giurgiulesti	Core/Comprehensive	Rehabilitation	185,8 ⁹	113	2027
RLF - Moldovan Railways Crisis Response - Rehabilitation of railway infrastructure of the Northern and Central Corridor Valcinet - Ocnita - Balti - Ungheni - Chisinau-Cainari	Core/Comprehensive	Rehabilitation	128	114	2027

Table 34. List of TEN-T rail projects in Moldova

⁹ The project for the rehabilitation of the railway line Bender-Cainari-Basarabeasca-Etulia-Giurgiulesti has a total length of 233 km, with a total cost of €113 million allocated for the entire project.

VI.3.2 Road Projects

Moldova is currently implementing a total of five projects on the TEN-T road network, four of which are on the Comprehensive Network. Lack of data provided by the Moldovan authorities for 2025 on all TEN-T road projects caused no presentation of the progress in project implementation in 2025 compared to 2024 for Moldova.

The combined length of road sections currently undergoing various upgrades is 79.92 km (8.2 km on the Core and 71.72 km on the Comprehensive Network).

The list of individual TEN-T road interventions is provided in table form below:

Name of the project	Core/ Comprehensive Network	Foreseen intervention	Total length (km)	Total Cost (M€)	Estimated completion deadline
Vulcănești bypass	Comprehensive	New infrastructure	8.58	21.3	2025
Cimișlia bypass	Comprehensive	New infrastructure	7.39	38	2027
Chișinău bypass (lot II)	Core	Rehabilitation	8.2		2028
Rehabilitation of M5 trunk road (lot IV)	Comprehensive	Rehabilitation	33	100	2028
Rehabilitation of M1 trunk road (lot III)	Comprehensive	Rehabilitation	22.75		2028

Table 35. List of TEN-T road projects in Moldova

VI.3.3 Waterborne Transport Projects

The Republic of Moldova is currently implementing two strategic infrastructure projects aimed at enhancing its waterborne transport capacity and regional connectivity. The first project focuses on expanding the Giurgiulesti International Free Port. The initiative includes the construction of a 100 m shore consolidation wall (quay), a technological platform, administrative and operational facilities, and two silos with a combined capacity of 12 000 t. Additionally, the project will integrate railway infrastructure and anchoring platforms to support the reception, storage, and delivery of goods. Danube Logistics, the port operator, has secured a construction permit for a new universal berth that is expected to increase transshipment capacity by 600,000 t. The total investment is estimated at approximately EUR 7.99 million, pending final approval from the EBRD. Once approved, the construction phase is projected to last one year.

The second major undertaking is the development of the Passenger and Goods Giurgiulesti Port, led by the Government of the Republic of Moldova. The project aims to significantly boost the port's transshipment capacity by 800 000 t and provide a reliable export alternative for Moldovan producers affected by the disruption of Ukrainian ports. The key components of the project include construction of a grain silos with a total capacity of 80 000 t, high-speed grain loaders, capable of handling 1 500 t/h, and the development of railway lines, unloading stations and truck parking facilities. The estimated project cost is EUR 31.96 million. The feasibility study and procurement process are scheduled for completion within 2025, with construction planned 2026-2027. Full operational capacity is expected to be reached by 2028.

The Republic of Moldova has demonstrated ambitious plans in terms of increasing the capacity of its two port terminals, part of the Giurgiulesti Port Complex, namely the International Free Port and the State Port. Their implementation is at an early stage, and further efforts are needed on behalf of the Moldovan state in terms of organizational and financial commitment.

VI.3.4 Airport Projects

Chișinău Airport is currently planning the rehabilitation of its old passenger terminal building to increase passenger capacity. Additional investments are focused on upgrading the Instrument Landing System (ILS) and expanding parking facilities. Further capacity extension investments are also planned for the medium and long term.

VI.4 Ukraine

VI.4.1 Rail Projects

Ukraine is preparing a railway project on the Core Network, with an estimated budget of €192 million. The project involves the reconstruction of 81 km of track on the section from the Polish border – Mostyska II – Mostyska I – Sknyliv (L'viv). Once completed, it will comply with TEN-T standards for electrification, axle load (22.5 t), line speed for mixed traffic (100 km/h), train length (740 m), and track gauge (1,435 mm), although it will not feature ERTMS.

The table below outlines the TEN-T rail project currently being implemented in Ukraine.

Name of the project	Core/ Comprehensive Network	Foreseen intervention	Total length (km)	Total Cost (M€)	Estimated completion deadline
Reconstruction of the railway track Ukraine - European Union border – Mostyska II – Sknyliv	Core	Reconstruction	81	192	2028

Table 36. List of TEN-T rail projects in Ukraine

The following three rail projects are currently being prepared in Ukraine:

- Reconstruction of Railway Structures with Electrification on the Kovel – Yagodin – State Border with Poland

This project, part of the Regional Branch “Lviv Railway” of JSC Ukrainian Railways in the Volyn region, covers 65 km on the Core Network and has an estimated cost of €250 million. It is expected to comply with TEN-T requirements for electrification, axle load, train length and a track gauge of 1,435 mm. The feasibility study was completed in 2024, and preparation of the general design is ongoing. Project development, from the general design stage to implementation documentation, is expected to be co-financed equally by the CEF Call 2022 and an EIB loan.

- Reconstruction of Railway Structures with Construction and Electrification on the Lviv – Chernivtsi – Vadul-Siret – State Border Section

This project covers 314 km on the Core Network, with an estimated cost of €1.234 billion. It is expected to comply with TEN-T requirements for electrification, axle load, train length, and track gauge (1,435 mm).

Financing for the feasibility study and design documentation development is 50% secured through CEF Call 2023 co-financing. The feasibility study for the State border with Romania (Vadul-Siret) – Glyboka-Bukovyns'ka – Chernivtsi section is currently under development.

- Reconstruction of Railway Structures on the Chop – L'viv Section (Conversion from Broad Gauge 1,520 mm to Standard Gauge 1,435 mm)

This project involves the conversion of the 275 km Uzhhorod – L'viv section from broad gauge (1,520 mm) to standard gauge (1,435 mm) and covers 292 km on the Comprehensive Network, with an estimated cost of €1.059 billion. It is expected to comply with TEN-T requirements for electrification, axle load, and track gauge (1,435 mm).

22 km of standard-gauge track on the Chop – Uzhhorod section has been in operation since September 2025, co-financed under CEF Call 2022. Design documentation for the electrification of this 22 km section is currently under development (CEF Call 2023).

Financing for the feasibility study and design documentation for the remainder of the Chop – L'viv section is 50% secured through CEF Call 2023 co-financing.

VI.4.2 Waterborne Transport Projects

Ukraine is undertaking a series of ambitious waterborne transport projects aimed at restoring critical infrastructure, modernizing its fleet, and aligning with EU standards. One of the key initiatives is the restoration of the Seredniodniprovs'kyi navigable lock, which was damaged by a Russian missile attack. With an estimated cost of EUR 1.7 million, the project is expected to reestablish vessel passage between the upper and lower parts of the Dnipro River, thereby restoring a vital shipping connection. Another major effort involves improving the safety and operability of inland waterways through the repair and procurement of 18 technical vessels and specialized equipment, including measuring vessels, tugs, and floating cranes. This project, valued at approximately EUR 34.41 million, aims to ensure proper maintenance of navigational channels and hydrographic support across Ukraine's inland waterway network.

In parallel, Ukraine is investing in developing its maritime logistics capacity. A flagship project involves the restoration and expansion of the Kiliya shipbuilding and ship repair yard, operated by the Ukrainian Danube Steam Shipping Company. With a total budget of approximately EUR 42.38 million, the initiative includes reconstruction of damaged facilities, modernisation of equipment, and the creation of a new production site in Romania. Additional projects include the modernisation of dredging capabilities through the overhaul of the "Tylihul'skyi" hopper dredger (EUR 11.75 million), the purchase of a backhoe dredger (EUR 17.15 million), and the acquisition of self-propelled hopper barges (EUR 26.32 million), pilot boats (EUR 14.1 million), and waste collection vessels (EUR 8.46 million). These investments are designed to enhance Ukraine's autonomy in port maintenance, improve environmental safety, and ensure the continuity of pilot services, especially in the face of ongoing geopolitical challenges.

Ukraine is currently implementing the CEF Transport 2021-2027 project titled "River Information Services on the Ukrainian Danube" (UkrRIS). This initiative focuses on developing River Information Services (RIS) infrastructure by designing and deploying RIS technologies and services along the Ukrainian stretch of the Danube River. This section forms part of the Rhine-Danube Core Network Corridor (CNC). The implementation of UkrRIS will ensure full RIS coverage along the entire Rhine-Danube CNC, delivering harmonized, reliable, and efficient services to inland waterway users across this segment of the Trans-European Transport Network (TEN-T). UkrRIS represents the first phase of the broader "Smart IWT Ukraine" Global Project, laying the groundwork for future expansion. The systems and applications developed under UkrRIS are designed to be scalable and can be extended to cover the Dnipro River in Ukraine. Additionally, the project aims to integrate Ukrainian RIS services into the European platforms EuRIS and CEERIS, aligning with the RIS COMEX project. This will enable the implementation of RIS-enabled Corridor Management Services, ensuring interoperability with similar systems already in use across EU Member States. The introduction of River Information Services (RIS) and RIS-enabled Corridor Management Services will significantly enhance the performance of Ukraine's inland waterway transport system. These technologies will make navigation safer, more environmentally sustainable, more reliable, and easier to plan and monitor. Implementing RIS in Ukraine is a strategic priority, as it plays a crucial role in supporting the EU-Ukraine Solidarity Lanes, strengthening European Military Mobility, and improving the resilience and efficiency of Ukraine's supply chains. The total project budget is EUR 9.66 million, and its duration is between 1 August 2024 and 31 July 2028.

VI.4.3 Other Projects

No information has been provided by the Ukrainian relevant stakeholders on potential road or airport projects on the TEN-T core and comprehensive network.

VII TEN-T Compliance Indicators Forecast

The TEN-T Compliance Indicators Forecast assesses the expected progress of Georgia, the Republic of Moldova, and Ukraine toward meeting Trans-European Transport Network (TEN-T) standards by 2030, based on the completion of ongoing, fully financed projects described in Section VI. Overall progress in all three countries and per sector remains uneven and dependent on project implementation timelines and data availability.

In Georgia, the ongoing TEN-T project is projected to bring measurable improvements to the rail network's physical condition. However, the project does not address key compliance parameters such as electrification, train length, track gauge, axle load, or the minimum design speed of 100 km/h, which remains below target. On the road network, compliance progress depends on the completion of current TEN-T projects, which are expected to enhance infrastructure condition and connectivity through 2030.

For the Republic of Moldova, ongoing rail projects are expected to deliver substantial gains in design speed and infrastructure quality. By 2030, the Core Network is forecasted to achieve 100% compliance with the 100 km/h minimum design speed, while the Comprehensive Network will reach 63.35%. Additionally, 100% of the Core Network and 59.01% of the Comprehensive Network are projected to be in very good condition. Due to the unavailability of 2025 road and waterborne project data for the Republic of Moldova, no reliable road compliance forecast could be established for 2025-2030.

In Ukraine, despite the ongoing conflict, modest progress in rail infrastructure quality is anticipated. By 2030, around 2.03% of the Core Network and 1.13% of the Comprehensive Network are expected to reach very good condition, accompanied by a proportional reduction in very poor sections. The upgrades will result in slight improvements in track gauge compliance—3.54% on the Core Network and 4.15% on the Comprehensive Network, but no major changes are expected in electrification, train length, axle load, or minimum line speed. Due to the unavailability of 2025 road project data for Ukraine, no reliable road and waterborne compliance forecast could be established for 2025-2030.

VII.1 Georgia

VII.1.1 Rail Compliance Indicators Forecast

Georgia's anticipated partial alignment with TEN-T rail requirements relies on the completion of the ongoing TEN-T project outlined in Section VI. Railway sections outside the scope of planned upgrades are expected, at a minimum, to preserve their current operational standards. The project does not entail any modifications to the requirements concerning electrification, train length, track gauge, or axle load. The minimum design speed requirement of 100 km/h has not been achieved.

Overall, the project is expected to positively impact on the condition of the railway network, with approximately 6.84 % of the Core Network and 5.60 % of the Comprehensive Network projected to be in good condition by 2030, with these improvements already realised by 2026. These improvements will contribute to reducing the share of infrastructure in poor condition across both the Core and Comprehensive Networks, as illustrated in the following chart.

Condition of the Rail Network 2023 - 2030 progress forecast

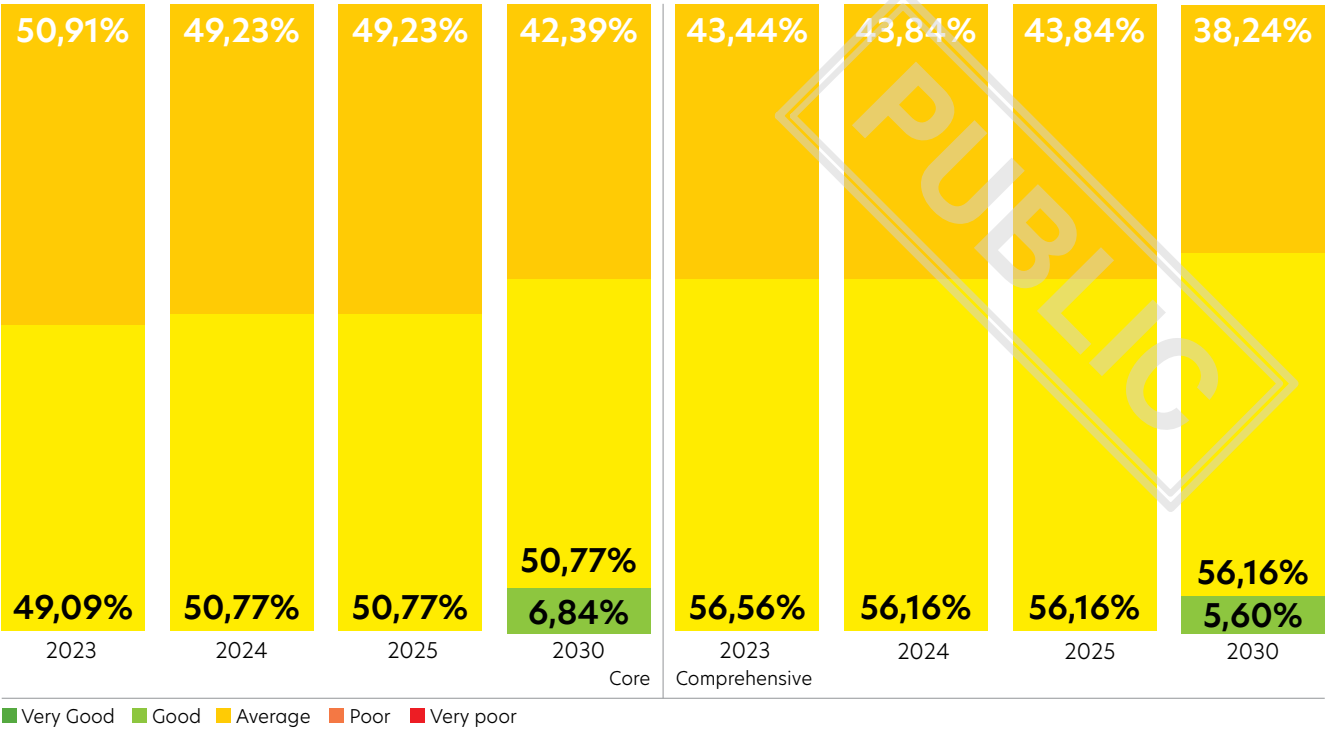


Figure 54. Georgia: Railway network infrastructure conditions 2023-2030 progress forecast

VII.1.2 Road Compliance Indicator Forecast

The TEN-T compliance forecast for Georgia is based on the estimated completion date for the ongoing TEN-T projects listed under Section VI above. The results of this exercise are given below:

Georgia: TEN-T road network 2024-2030 compliance progress forecast

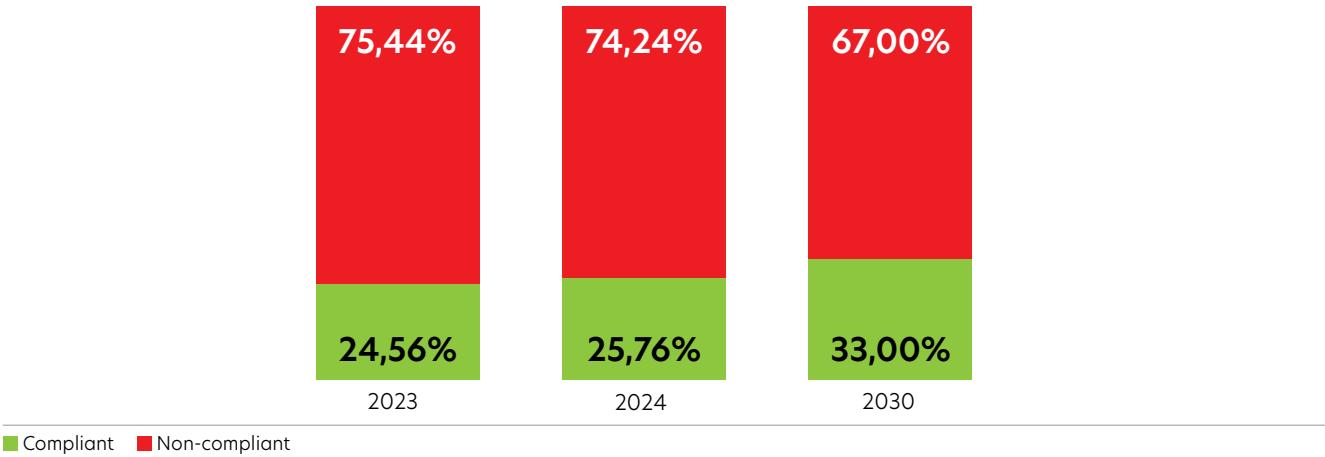


Figure 55. Georgia TEN-T road network 2024-2030 compliance progress forecast

VII.1.3 Waterborne Compliance Indicator Forecast

As TEN-T waterborne transport projects in Georgia involve nodal infrastructure such as ports rather than linear corridors, no compliance progress forecast for the period 2025-2030 can be presented.

VII.2 Republic of Moldova

VII.2.1 Rail Compliance Indicator Forecast

Moldova’s forecasted compliance with TEN-T standards is based on the anticipated completion of the ongoing TEN-T projects described in Section VI. It should be noted that sections of the rail network not targeted for upgrades are expected to maintain, at a minimum, their current condition.

The projects do not introduce changes to existing infrastructure requirements for electrification, train length, track gauge, or axle load. However, improvements are expected in the minimum design speed, with compliance projected to reach 100% on the Core Network and 63.35% on the Comprehensive Network.

Min design speed 100km/h 2023-2030 compliance progress forecast

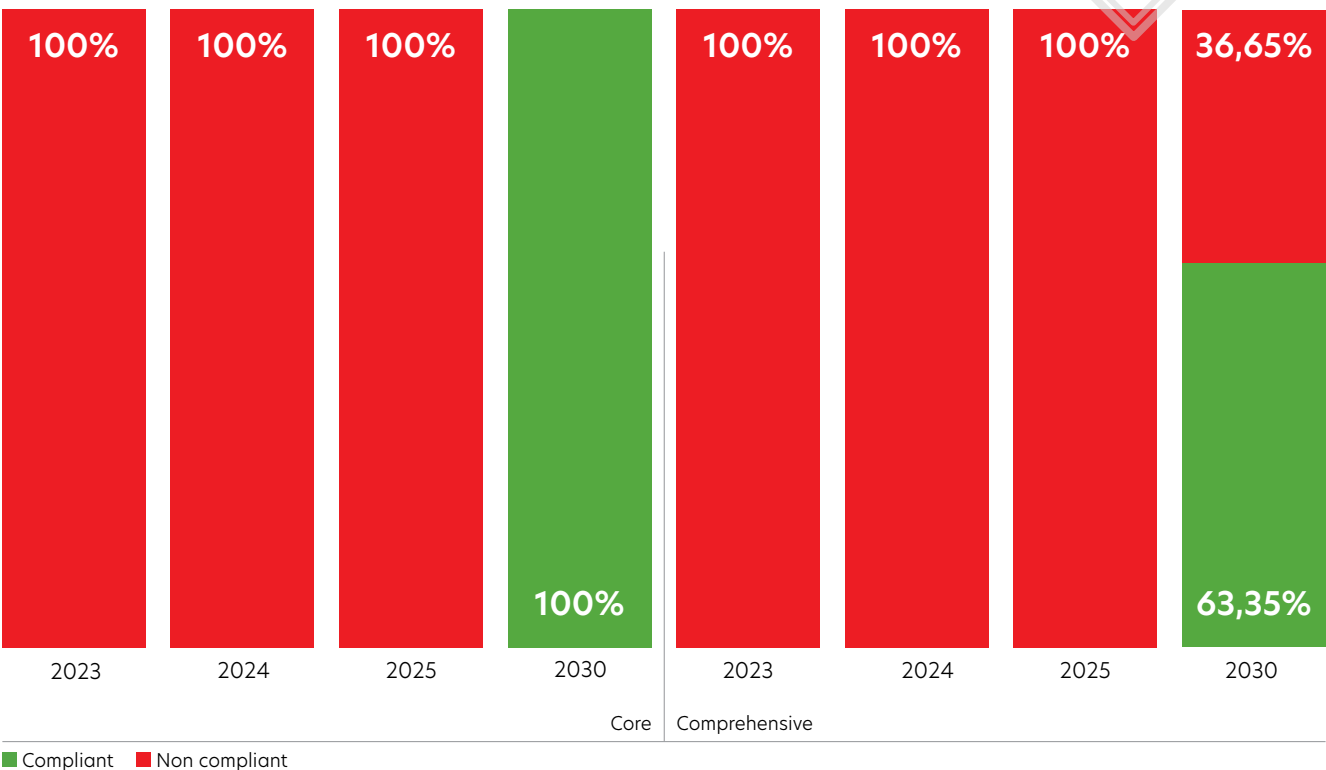


Figure 56. Moldova: Minimum design speed 100 km/h 2023-2030 compliance progress forecast

The project will improve the condition of the rail network, with an anticipated 100% of the Core Network and 59.01% of the Comprehensive Network in very good condition by 2030. Additionally, on the Comprehensive Network, sections in poor condition will decrease by 35.97%, while those in very poor condition will reduce by 5.02%.

Condition of the Rail Network 2023 - 2025 comparison

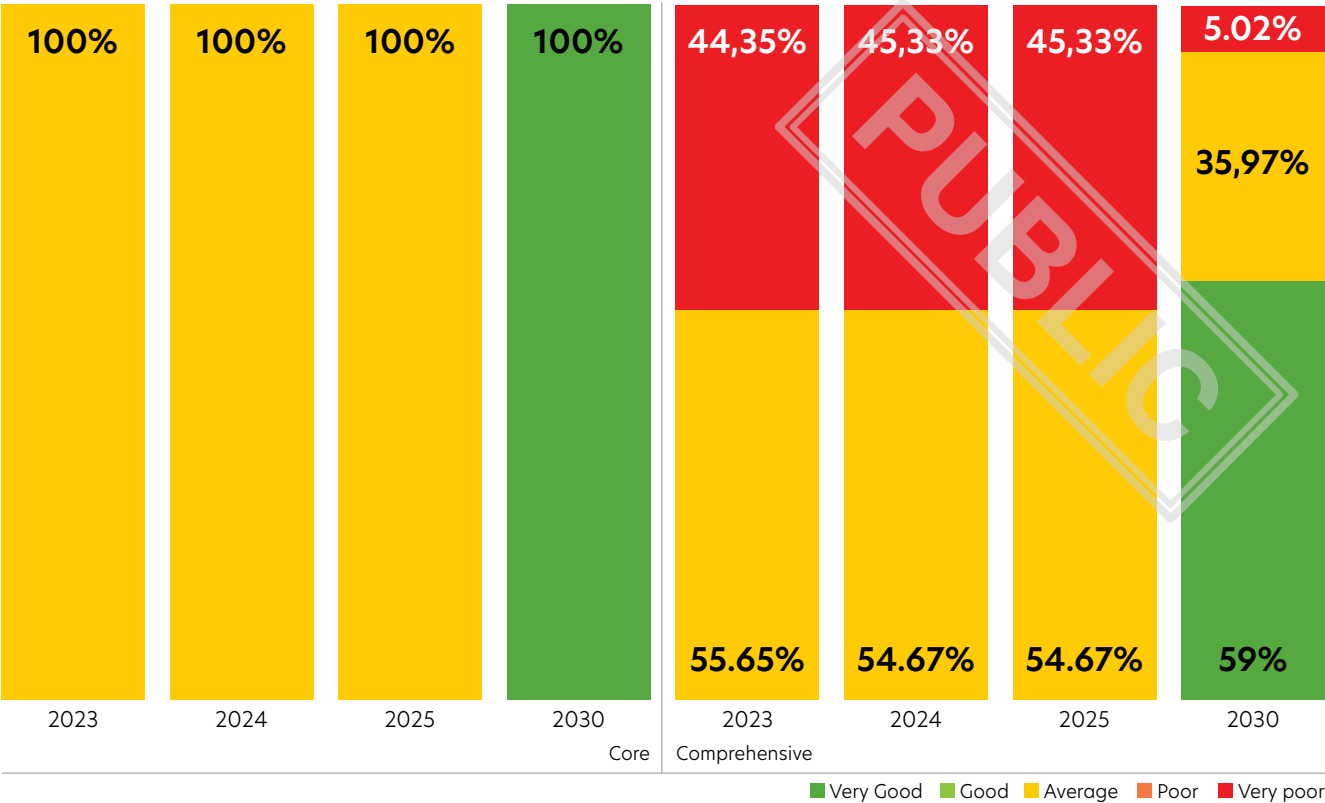


Figure 57. Moldova: Condition of the Rail Network 2023-2030 progress forecast

VII.2.2 Road Compliance Indicator Forecast

The TEN-T on the estimated completion dates for the ongoing TEN-T projects listed in Section VI above. Lack of data provided by the Moldovan authorities for 2025 on all TEN-T road projects caused no presentation of the compliance progress forecast from 2025 until 2030 for Moldova.

The results of this exercise are provided below:

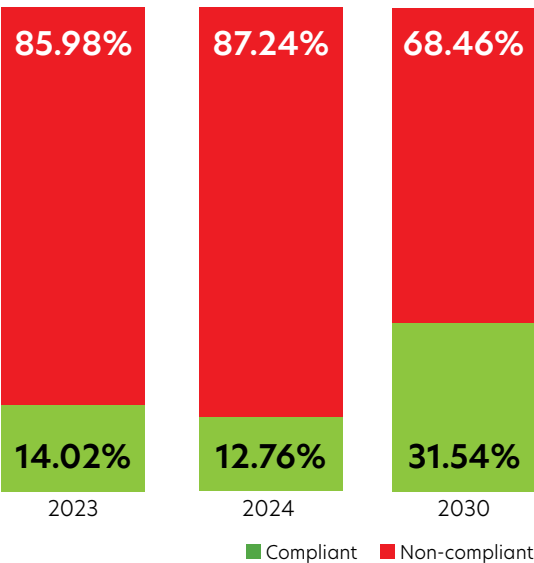


Figure 58. Moldova TEN-T Compliance progress forecast (infrastructure profile and condition)

VII.2.3 Waterborne Compliance Indicator Forecast

As TEN-T waterborne transport projects in Moldova involve nodal infrastructure such as ports rather than linear corridors, no compliance progress forecast for the period 2025-2030 can be presented.

VII.3 Ukraine

VII.3.1 Rail Compliance Indicator Forecast

The projection of Ukraine's adherence to TEN-T standards is derived from the anticipated completion of the ongoing TEN-T project described in Section VI, scheduled through to 2030. It is important to emphasise that parts of the rail network not designated for modernisation are expected, at the very least, to maintain their existing standards.

Although the initiative will bring only a modest improvement in track gauge, estimated at 3.54% on the Core Network and 4.15% on the Comprehensive Network—it will not alter the existing technical requirements. The 2025 parameters concerning electrification, train length, and axle load remain applicable, and the minimum line speed for freight services will continue to be set at 100 km/h.

By 2030, the project is expected to enhance the overall quality of Ukraine's rail infrastructure, with around 2.03% of the Core Network and 1.13% of the Comprehensive Network anticipated to reach a very good condition. At the same time, the share of sections categorised as being in very poor condition is projected to decline by equivalent proportions across both networks.

The following graphs present the forecast for the track gauge and the condition of the railway infrastructure network.

Track gauge 2023-2030 compliance progress forecast

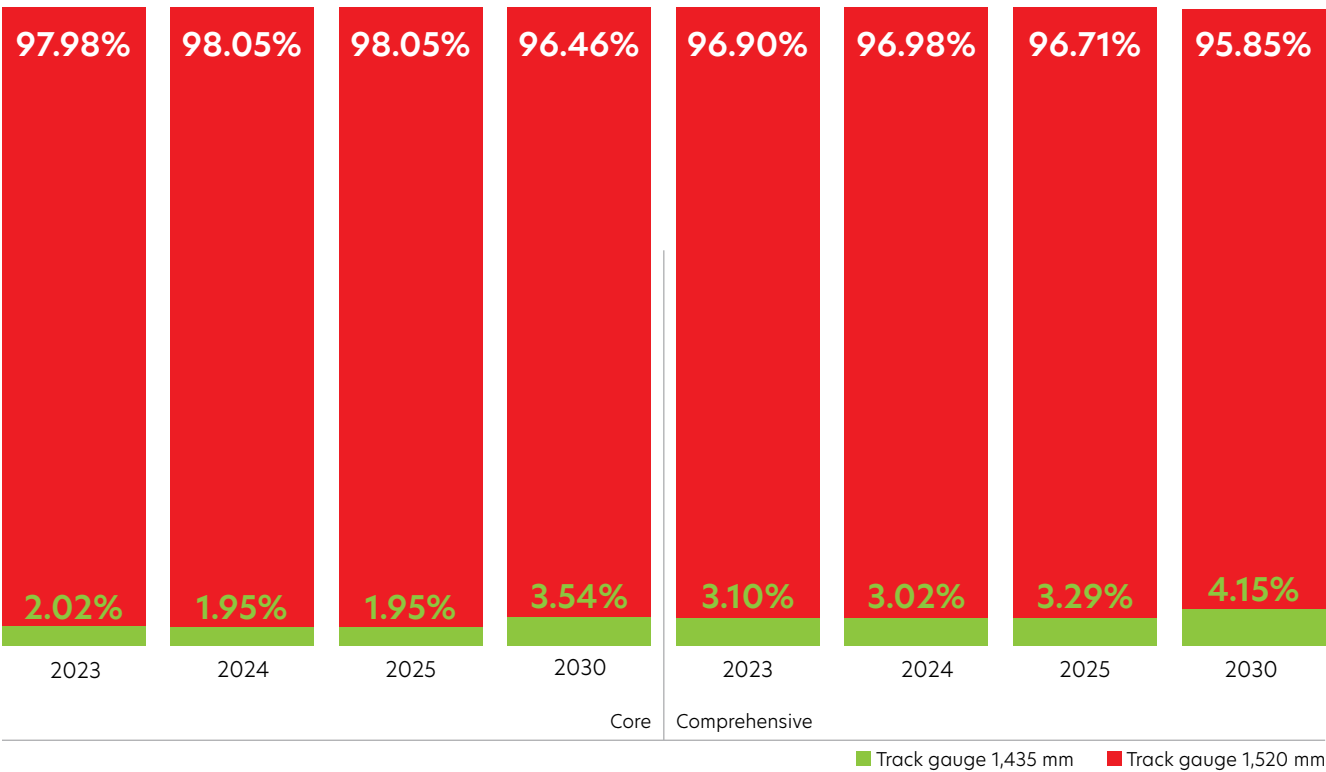


Figure 59. Ukraine: Track gauge 2023-2030 compliance progress forecast

Condition of the Rail Network 2023 - 2030 progress forecast

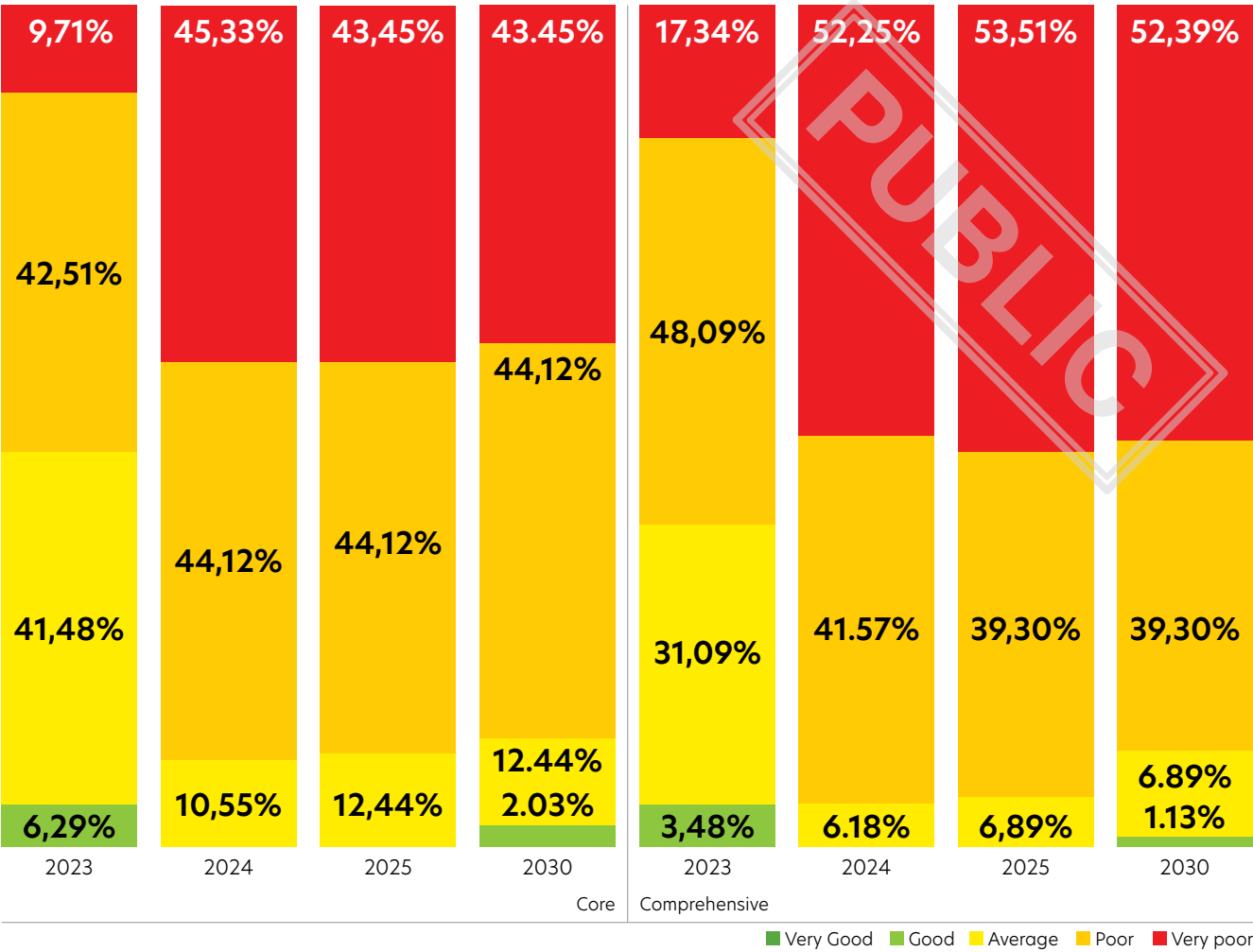


Figure 60. Ukraine: Condition of the Rail Network 2023-2030 progress forecast

VII.3.2 Road Compliance Indicator Forecast

Lack of data provided by the Ukrainian authorities for 2025 on all TEN-T road projects, caused no presentation of the compliance progress forecast from 2025 until 2030 for Ukraine.

VII.3.3 Waterborne Compliance Indicator Forecast

As TEN-T waterborne transport projects in Ukraine involve nodal infrastructure such as ports rather than linear corridors, no compliance progress forecast for the period 2025-2030 can be presented.

VIII Conclusions

The 2025 assessment of the indicative extensions of the Trans-European Transport Network (TEN-T) in Georgia, the Republic of Moldova, and Ukraine confirms gradual progress toward alignment with EU standards, though overall compliance remains limited.

Improvements recorded since 2024 have been modest and largely administrative, with physical upgrades lagging behind the targets set by Regulation (EU) 2024/1679. The three observing participants continue to face structural challenges, including under-investment, ageing assets, maintenance, fragmented data collection, and, in Ukraine's case, disruption caused by Russian's invasion.

Georgia shows good performance in rail electrification, having achieved full coverage and axle-load compliance, yet still operates below the required speed thresholds and on a non-standard (1,520 mm) gauge. Only 6 % of its core rail network can currently handle 740 m freight trains, and ERTMS deployment remains pending. On roads, about one-quarter of the TEN-T network now meets EU design and condition criteria, marking slight improvement over 2024. Maritime connectivity has advanced through the opening of the PotiTrans multimodal terminal and the nationwide rollout of VTMS and the National Maritime Single Window, though alternative fuel infrastructure is still absent.

Republic of Moldova maintains non-electrified railways but achieves full compliance on train-length and axle-load indicators. The Port of Giurgiulești continues to expand and meets most basic TEN-T requirements yet lacks River Information Services and alternative fuels. Road data remain incomplete, and compliance is constrained by maintenance and safety issues.

Ukraine, despite severe wartime constraints, continues to operate its major corridors and ports and has completed a significant milestone in the rail sector—the first 22 km of standard-gauge line (1,435 mm) on the Uzhhorod–Chop section—strengthening interoperability with the EU. Its functioning ports remain largely TEN-T-compliant, though port digital infrastructure and alternative fuel facilities require substantial development.

Across all three countries, airports generally meet connectivity and terminal-capacity standards but lack sustainable aviation fuels and advanced energy systems.

The common priorities for all three countries include modernisation of rail infrastructure, road maintenance and safety, digital system deployment (ERTMS, ITS, VTMS, NMSW), and alternative-fuel infrastructure.

The current state of TEN-T networks and infrastructure among participating observers demands urgent action. To enhance compliance with TEN-T standards and move toward a unified transport market, substantial funding, clear strategic frameworks, and targeted interventions are essential. Well-defined investment programs, focused on strategic objectives, will be critical for achieving connectivity goals and advancing European transport integration.

In conclusion, while all three countries are making some progress, further investment, data consistency, and policy alignment are required to meet full compliance by 2030, particularly in digital systems, technical parameters, and alternative fuel infrastructure.

PUBLIC





**Next Generation Action Plan for Implementation of the EU
Acquis on Social Issues and Passenger Rights in Transport
2026 -2028**

October 2025

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List of Abbreviations

Annex I	Annex I to the Transport Community Treaty
CEFTA	Central European Free Trade Agreement
CONNECTA	Technical Assistance to Connectivity in the Western Balkans
DEBO	Designated Body
DG MOVE	Directorate General for Mobility and Transport
DG ENEST	Directorate General for Enlargement and Eastern Neighbourhood
EBRD	European Bank for Reconstruction and Development
EC	European Commission
EIB	European Investment Bank
EMSA	European Maritime Safety Agency
ERA	European Union Agency for Railways
EU	European Union
EU DEL(s)	European Union Delegation(s)
EU Member State(s)	European Union Member State(s)
IFI	International Financing Institutions
IM(s)	Infrastructure Manager(s)
IPA	Instrument for Pre-Accession Assistance
ITS	Intelligent Transport Systems
IWW	Inland Waterways
JASPERS	Joint Assistance to Support Projects in European Regions
RP s	Regional Partners (Albania, Bosnia and Herzegovina, Kosovo*, Montenegro, North Macedonia, Serbia)
RSC	Regional Steering Committee
TA	Technical Assistance
TAIEX	Technical Assistance and Information Exchange instrument of the European Commission
TCT Secretariat	Transport Community Permanent Secretariat
TEN-T	Trans-European Transport networks

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

1. Introduction

The transport sector in the Western Balkans plays a crucial role in economic development and regional integration. However, challenges remain in ensuring adequate social standards for transport workers and in enforcing passenger rights. Strengthening these areas is essential for alignment with EU legislation, improving working conditions, and enhancing the overall passenger experience.

The **EU Growth Plan¹ for the Western Balkans** is a key framework aimed at fostering economic development and integration with the European Union. The associated **Reform Agendas** prioritise policy and regulatory improvements to ensure that transport connectivity is efficient, safe, and inclusive. A significant part of the accession process focuses on enhancing transport connectivity, which inherently includes advancing passenger rights and promoting social standards. This also entails ensuring a fair, healthy, and safe working environment across the transport sector, contributing to more equitable and sustainable growth in the region.

In the Western Balkans, the **transposition and implementation of Annexes I.2 and I.3² of the Transport Community Treaty³**—which cover legislation on social issues and passenger rights—remains insufficient. These annexes include key provisions related to working conditions, health and safety at work, equal opportunities, and accessibility and usability of transport services for persons with disabilities and persons with reduced mobility.

The **first Action Plan for the Implementation of the EU Acquis in the Area of Social Issues and Passenger Rights (2023–2025)⁴** laid the groundwork for aligning regional policies with the EU acquis, yet progress has been uneven. Overall progress in the implementation of the **first-generation Action Plan** for the EU acquis on in the area of social issues and passenger rights in transport has been moderate. Critical areas such as the enforcement of social regulations, accessibility in transport services, and compensation mechanisms for passengers require more attention.

¹ https://enlargement.ec.europa.eu/enlargement-policy/growth-plan-western-balkans_en

² https://www.transport-community.org/wp-content/uploads/2021/08/Annex-1_with-links.pdf

³ <https://www.transport-community.org/wp-content/uploads/2022/10/treaty-en.pdf>

⁴ https://www.transport-community.org/wp-content/uploads/2024/01/TC-Action-Plan-Social-and-PAX-rights-Acquis_WEB.pdf

The current implementation rate of the Action Plan for Social Issues and Passenger Rights shows progress across its key pillars. Workers' fundamental rights have reached an overall progress rate of 52%, while passenger rights show a slightly higher implementation rate of 60%.

Chapters — Equality to improve the gender balance and contributing to a more diverse workforce with a just transition for transport workers as digitalisation and innovation bring new opportunities, are not being scored.

While progress has been made in recent years, several areas such as workers' rights, passenger protection, and gender equality, still require further attention if they are to meet EU standards. Notable achievements include tangible steps towards the transposition of EU regulations on working time and rest periods in the road and rail sectors. However, full compliance with smart tachograph regulations remains a challenge, particularly in aligning regional practices with the latest EU requirements. Despite progress, the enforcement of social legislation related to workers' rights, rest periods, and tachograph use has been uneven across the region. Montenegro and Serbia have made commendable strides toward compliance, while Bosnia and Herzegovina and North Macedonia have experienced delays in aligning with the most recent EU regulations, indicating the need for more robust efforts. Albania has made notable progress in implementing working time regulations and strengthening enforcement mechanisms in the road sector, setting a strong example for the region. Although Kosovo has made progress, it continues to face challenges in achieving full alignment with EU social legislation, particularly in the consistent use of tachographs and enforcement of rest period rules for transport workers.

During the **6th Social Forum**, held on 10 April 2025 in Tirana, it was announced that 2025 would mark the final year for monitoring the first-generation Action Plan (2023–2025), and that preparations would begin for drafting the **Next Generation Action Plan** on Social Issues and Passenger Rights.

The Next Generation Action Plan is shaped by insights gained during the implementation of the previous action plan which anticipates legal and strategic developments for the period 2026–2028.

The **Next Generation Action Plan (2026–2028)** introduces even more concrete and enforceable measures relating to social issues and passenger rights.

The following documents were taken into account when identifying the measures indicated within the Next Generation Action Plan for Social Issues and Passenger Rights:

- Transport Community Treaty, Article 5⁵ referring to implementation of the social acquis as per Annex I of the Transport Community and Article 27⁶ establishing the Social Forum, is to serve as a platform for a dialogue between key transport stakeholders of the European Union and Western Balkans regional partners;
- Transport Community Treaty; ANNEX I.2, ANNEX I.3 ⁷;
- Conclusions of the 1st, 2nd, 3rd, 4th, 5th and 6th Social Forum ⁸;
- Strategy⁹ for Sustainable and Smart Mobility in the Western Balkans

The **Next Generation Action Plan (2026–2028)** for implementation of the EU acquis on social issues and passenger rights in transport was developed through close cooperation and coordination with all relevant stakeholders: regional partners, representatives of the European Commission, members of technical committees from various sectors, and other key institutions.

Draft measures on social issues were finalised and endorsed at the **Informal Tachograph Group meeting** held in Germany in September 2025. Passenger rights measures were endorsed earlier, at the **6th Social Forum** in April 2025 in Tirana, which focused specifically on strengthening passenger rights in the Western Balkans.

The Action Plan will continue to serve as a **strategic roadmap**, setting out key actions and milestones with associated timelines. The measures it contains will provide clear guidance to regional partners and stakeholders in fulfilling the commitments outlined in EU strategic documents and the Transport Community Treaty.

⁵ "The South East European Parties shall implement the relevant social acquis with regard to transport as set out in Annex I. The Transport Community shall reinforce and promote the social dialogue and the social dimension through the reference to the acquis in social matters, the workers' fundamental rights and the involvement of the European Economic and Social Committee and the national and European social partners acting in the transport sector, at the appropriate level."

⁶ "For addressing these social matters, the Contracting Parties shall agree to establish a Social Forum. Each Contracting Party, in accordance with its internal procedures, shall designate its representatives, who may take part in the relevant meetings of the Social Forum. The representation shall cover the governments, as well as the organisations of workers and employers and as any other relevant bodies, which are considered appropriate in accordance with the discussed topics. The European social dialogue committees related to the transport sector shall be present and participate in the meetings, as well as representatives of the European Economic and Social Committee. The Social Forum shall establish its rules of procedure."

⁷ https://www.transport-community.org/wp-content/uploads/2021/08/Annex-1_with-links.pdf

⁸ <https://www.transport-community.org/social-forum/>

⁹ <https://www.transport-community.org/strategy-for-sustainable-and-smart-mobility-in-the-western-balkans-2/>

2. Next Generation Action Plan for Implementation of the EU Acquis on Social Issues and Passenger Rights

The first generation of the Action Plan for Social Issues and Passenger Rights (2023–2025) served as a strategic guide in developing an efficient, inclusive, and socially sustainable transport system in the Western Balkans. It provided a structured framework for aligning national policies with the EU acquis in areas such as working conditions, enforcement of social legislation, gender equality and protection of passenger rights. The execution of the planned actions was supported by the TCT Secretariat and various instruments and assistance provided by the European Commission (e.g. TAIEX), as well as through active collaboration with national authorities and regional stakeholders.

The objective of the **Next Generation Action Plan** is to address persistent gaps in the **transposition and implementation of Annexes I.2 and I.3 of the Transport Community Treaty**, which cover EU legislation on **social issues, passenger rights, and gender equality**. These include provisions on **working conditions, healthy and safe working environments, equal opportunities**, and the **accessibility and usability of transport services**, particularly for **persons with disabilities and persons with reduced mobility**.

The updated Action Plan introduces a set of **forward-looking and targeted measures** to strengthen the effectiveness of regional policies on social rights and passenger protection. While maintaining the three main pillars of the previous plan (2023–2025), the **Next Generation Action Plan (2026–2028)** offers a more detailed set of actions, tailored to reflect the specific challenges and needs of each regional partner and recent developments in the relevant EU acquis.

The current Action Plan places a strong emphasis on the **rail and road transport sectors**, where most of the EU legal acts under Annex I.2 and I.3 apply. **Measures related to other transport modes**, such as **inland waterways (IWW)** and **maritime transport**, are acknowledged and referenced within the Next Generation Action Plan for Waterborne Transport and Multimodality.

The Action Plan is a blend of the EU legislation deriving from ANNEX I of the Transport Community and non-legislative measures that are planned to be supported by the TCT Secretariat.

3. Content

The Next Generation Action Plan for Implementation of the EU Acquis on Social Issues and Passenger Rights in Transport rests on three pillars:

- **Social Issues** - Establishing high social standards by providing fair, healthy and safe working conditions,
- **Passenger Rights** - Strengthening Passenger Rights to ensure a fair and accessible transport system,
- **Gender equality and attractiveness of transport** - Providing equal opportunities and a more attractive transport sector for everyone.

3.1 Social Issues

These measures aim to enhance social protection and fair working conditions in the transport sector through structured legislative transposition, enforcement mechanisms, and institutional capacity building.

Action Rail	Regional Partners Concerned; deadlines		Relevance to TCT Annex I – EU Legislation
	Transposition	Implementation	
Transpose the EU Acquis on organisation of working time Directive (EU) 2003/88	Albania, Bosnia and Herzegovina, North Macedonia, Kosovo, Montenegro Q3 2027	Albania, Bosnia and Herzegovina, North Macedonia, Kosovo, Montenegro Q3 2028	Annex I.2 rules applicable
Transpose the EU Acquis on working conditions of mobile workers engaged in interoperable cross-border services in railway Directive (EU) 2005/47	Albania, Bosnia and Herzegovina, North Macedonia, Kosovo, Montenegro Q3 2027	Albania, Bosnia and Herzegovina, North Macedonia, Kosovo, Montenegro Q3 2028	Annex I.2 rules applicable

Action Road	Regional Partners Concerned; deadlines		Relevance to TCT Annex I – EU Legislation
	Transposition	Implementation	
Transpose the EU Acquis on tachographs in road transport Regulation (EU) 165/2014	All Regional Partners Q3 2027	All Regional Partners Q3 2028	Annex I.3 Rules applicable
Transpose the EU Acquis on common procedures and	All Regional Partners Q3 2027	All Regional Partners North (excluding North	Annex I.3 Rules applicable

specifications necessary for the interconnection of electronic driving card registers of driving cards Regulation (EU) 2016/68		Macedonia) Q3 2028	
Transpose the EU Acquis laying down requirements for construction, testing, installation, operation and repair of tachographs and their components Regulation (EU) 2016/799	All Regional Partners Q3 2027	All Regional Partners Q3 2028	Annex I.3 Rules applicable
Transpose the EU Acquis regarding recorded data content recorded and the checking of tachograph repair checking Regulation (EU) 2024/1886, laying down detailed rules implementing Regulation (EU) No 165/2014 of the European Parliament and of the Council as regards the content of the initial and continuing training of control officers for the analysis of the data recorded and the checking of tachographs	All Regional Partners Q4 2027	All Regional Partners Q4 2027	Annex I.3 Rules applicable
Transpose the EU Acquis on the working time of persons engaged in mobile road transport activities Directive (EU) 2002/15	Albania, Bosnia and Herzegovina, Kosovo Q4 2027	Albania, Bosnia and Herzegovina, Kosovo Q4 2027	Annex I.3 Rules applicable

Transpose the EU Acquis on harmonisation of certain social legislation Regulation (EC) No 561/2006	Bosnia and Herzegovina, Kosovo Q3 2027	Bosnia and Herzegovina, Kosovo Q3 2027	Annex I.3 Rules applicable
Transpose the EU Acquis relevant to maximum periods for downloading of relevant data from vehicle units Regulation (EU) 581/2010	Albania, Bosnia and Herzegovina, Kosovo Q3 2027	Albania, Bosnia and Herzegovina, Kosovo Q3 2028	Annex I.3 Rules applicable
Establish National Electronic Databases for Driving and Rest Time Monitoring Regulation (EU) 561/2006, Directive 2006/22/EC	All Regional Partners Q4 2027	All Regional Partners Q4 2027	Annex I.3 Rules applicable Develop interoperable IT systems to collect, monitor, and exchange tachograph data to support fair enforcement of rest period regulations.
Transpose the EU Acquis related to minimum conditions for implementing social legislation related to road transport activities Directive (EU) 2006/22	Bosnia and Herzegovina, Kosovo Q4 2027	Bosnia and Herzegovina, Kosovo Q4 2028	Annex I.3 Rules applicable

Expected outcomes: Strengthened implementation of EU social acquis in transport, improved working conditions for transport workers, better oversight of labour rights compliance, and enhanced enforcement mechanisms across the region. Introduction of smart tachograph systems in all Regional Partners by 2028 is anticipated to reduce undeclared working hours and improve enforcement by up to 20%, ensuring better labour rights protection.

3.2. Passenger Rights

These measures aim to establish clear enforcement structures, improve accessibility, and ensure that passenger rights are upheld in line with EU standards.

Action – Road and Rail	Regional Partners Concerned; deadlines		Relevance to TCT Annex I – EU Legislation
	Transposition	Implementation	
Transpose EU Acquis regarding rail passenger rights Regulation (EC) No 2021/782	Bosnia and Herzegovina, North Macedonia, Kosovo, Montenegro Q4 2026	Bosnia and Herzegovina, North Macedonia, Kosovo, Montenegro Q4 2028	Annex I.2 rules applicable
Transpose EU Acquis on rights of bus and coach passengers. Regulation (EC) No 181/2022	All Regional Partners, Q3 2027	All Regional Partners, Q4 2028	Annex I.2 rules applicable
Establish complaint handling and compensation mechanisms Regulation (EC) No 2021/782		All Regional Partners, Q4 2028	Annex I. 3 Rules applicable for Regulation (EC) No 2021/782 Regulation (EU) No 181/2011
Establish data collection and reporting process Regulation (EC) No 2021/782 , Regulation (EU) No 181/2011		All Regional Partners, Q4 2028	Annex I.2 and 3 Rules applicable
Draft a training roadmap and ensure training of transport personnel on the rights and needs of persons with reduced mobility No 2021/782 , Regulation (EU) No 181/2011		All Regional Partners, Q4 2027	Annex I.2 and 3 Rules applicable

Expected outcomes: Stronger passenger rights enforcement mechanisms, better public awareness of rights, improved accessibility at transport hubs, and a harmonised regional approach to passenger rights enforcement. Designated National Enforcement Bodies in all Regional Partners fully operational by 2028, ensuring effective complaint handling and compensation procedures. Training programmes for transport staff on passenger rights and the needs of persons with reduced mobility are expected to cover at least 70% of public transport operators by 2028.

3.3 Gender equality and attractiveness of transport

This measure aims to examine analyse the barriers to gender equality in transport and develop targeted strategies to improve the sector's image and increase the participation of women in the workforce.

Action	Regional Partners Concerned; Deadlines		Relevance to TCT Annex I – EU Legislation
	Transposition Implementation		
Implement up to two identified measures deriving from Women in Transport – EU Platform for Change 25 Recommendations to attract, recruit and retain women in the transport sector ¹⁰ .		All Regional Partners Q1 2028	

Expected outcomes:

Increased awareness of gender gaps in transport employment, evidence-based recommendations for policy and investment, and improved sector attractiveness; a 10% increase in the participation of women in the transport workforce by 2028, as a

¹⁰ [women in transport-MI0125029ENN.pdf](#)

result of implementing measures recommended in the Women in Transport – EU Platform for Change 25 Recommendations to attract, recruit and retain women in the transport sector.

4. Conclusion

The Next Generation Action Plan on Social Issues and Passenger Rights (2026-2028) serves as a strategic roadmap to improve working conditions in the transport sector and enhance passenger rights enforcement across the Western Balkans. By aligning national policies with EU standards, this plan provides concrete, enforceable measures to create a more inclusive, fair, and accessible transport system.

The implementation of these measures will be closely monitored through annual progress reports, with the active participation of the relevant national authorities, the Transport Community Permanent Secretariat, and the European Commission. Each regional partner is expected to submit yearly updates on transposition and enforcement progress.

Expected results include strengthened legislative compliance, better working conditions for transport workers, more reliable enforcement of passenger rights, and enhanced cooperation among regional partners to ensure a uniform approach to EU transport policy integration.

By strengthening enforcement mechanisms, increasing transparency, and fostering regional cooperation, this plan aims to create tangible improvements in both social issues and passenger rights, ensuring a fair and efficient transport sector for all.

Conclusions of the 6th Social Forum

Strengthening Passenger Rights in the Western Balkans

Article 5 of the Transport Community Treaty¹ calls for the implementation of the relevant social *acquis* regarding transport and the promotion of the social dimension through the involvement of social partners and relevant stakeholders. In line with this, the Social Forum of the Transport Community was established in 2020 as a platform for dialogue between key transport social partners of the European Union and the Western Balkans. On 10 April 2025, the 6th Social Forum was held in Tirana, Albania, focusing on strengthening passenger rights in the Western Balkans. The forum brought together representatives from regional authorities, the European Commission, national enforcement bodies (NEBs), social partners to assess progress in implementing passenger rights, identify remaining challenges, and define future actions.

Passenger rights are a fundamental element of a fair and accessible transport system. Whether traveling by rail, ship, or bus and coach, passengers must be protected by a clear set of rights based on three key principles: **non-discrimination, accurate, timely, and accessible information, and immediate and proportionate assistance** in case of service disruptions. These rights contribute to **building trust in transport services, improving service quality, and aligning the Western Balkans with EU standards** in preparation for future EU membership. The establishment of **National Enforcement Bodies (NEBs)** and harmonized regulations is essential for ensuring that these rights are effectively enforced, providing passengers with efficient redress mechanisms when their rights are violated. Furthermore, enhancing the implementation of EU passenger rights legislation in the Western Balkans is crucial to strengthening the **legal and institutional framework**, increasing public confidence in transport systems, and ensuring compliance with the **Transport Community Action Plan on Social Issues and Passenger Rights**². While progress has been made, challenges remain, particularly in the **transposition of EU passenger rights legislation, weak enforcement mechanisms, and limited awareness among passengers and transport operators**.

Building on the conclusions³ of the 5th Social Forum, this edition marked a key step in advancing harmonized and effective passenger rights enforcement across all transport modes in the Western Balkans. The discussions highlighted best practices, regulatory advancements, and challenges in ensuring passenger rights compliance while also setting the foundations for the Next-Generation Action Plan on Social Issues and Passenger Rights (2025–2027).

THE SOCIAL FORUM OF THE TRANSPORT COMMUNITY

- 1. Reaffirms** the commitment of the Western Balkans to align national regulations with the EU legal framework on passenger rights, ensuring equal protections for all passengers across different transport modes.

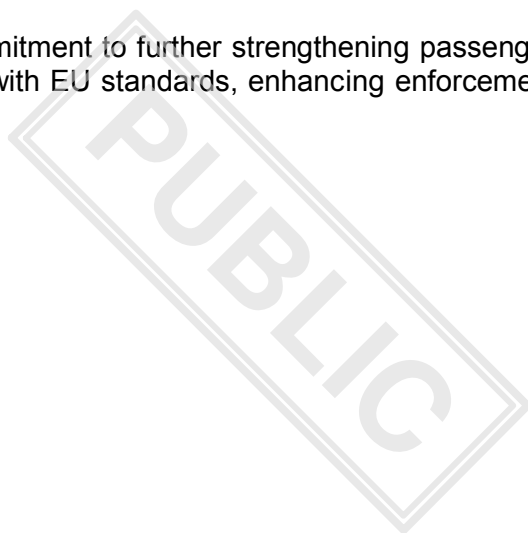
¹ <https://www.transport-community.org/wp-content/uploads/2022/10/treaty-en.pdf>

² https://www.transport-community.org/wp-content/uploads/2024/01/TC-Action-Plan-Social-and-PAX-rights-Acquis_WEB.pdf

³ <https://www.transport-community.org/wp-content/uploads/2024/07/Conclusions-5th-Social-Forum-Final-Version-050724-comments-incorporated.pdf>

2. **Welcomes** the progress made in the establishment of National Enforcement Bodies (NEBs). Participants recognized the crucial role of NEBs in overseeing and enforcing passenger rights and called for further strengthening of their capacity and independence.
3. **Encourages** Regional Partners to enhance enforcement mechanisms and complaint-handling procedures. The forum underlined the need for clear, efficient, and passenger-friendly complaint-handling mechanisms to ensure that passengers can effectively exercise their rights.
4. **Calls** for increased awareness and education on passenger rights. Regional Partners and transport operators are encouraged to conduct awareness campaigns and train frontline staff to improve compliance and ensure that passengers are fully informed of their rights.
5. **Recognizes** the need for better accessibility and inclusivity in passenger transport. The forum highlighted that accessible transport is a fundamental right and called for the full implementation of EU accessibility standards to ensure that all passengers, including persons with disabilities and reduced mobility, can travel with dignity and ease.
6. **Supports** the role of the Western Balkans Register of Road Undertakings (WBRRU) in improving passenger protection. The WBRRU was identified as a crucial tool for enhancing compliance and safety in the bus and coach sector, ensuring greater reliability and accountability in passenger transport.
7. **Encourages** regional cooperation and best practice exchange, including with the NEBs in the EU Member States. The forum emphasized the importance of continuous cooperation among Western Balkan authorities, with the EU institutions, the NEBs in the EU MS, transport operators, and social partners to promote a harmonized and efficient passenger rights framework and its enforcement.
8. **Welcomes** the development of the Next-Generation Action Plan on Social Issues and Passenger Rights (2026–2028). The forum supports the preparation of a forward-looking strategy that will address key challenges, propose innovative solutions, and set concrete actions to improve passenger rights enforcement across the region.
9. **Calls** upon national authorities to integrate digital solutions for passenger rights enforcement. The adoption of real-time passenger information systems, digital complaints platforms, and AI-driven monitoring tools was encouraged to enhance the transparency, accessibility, and efficiency of passenger rights enforcement.
10. **Encourages** Regional Partners to support legal and institutional reforms for stronger enforcement of passenger rights. The forum called for clear, enforceable, and harmonized regulatory measures to ensure seamless passenger protection in domestic and cross-border transport.
11. **Recommends** increased investment in training and capacity building for national institutions. To ensure effective enforcement of passenger rights, the forum emphasized the need for continuous professional development for regulators, transport operators, and enforcement bodies.
12. **Calls** on all Regional Partners to ensure that passenger rights remain an important priority in the EU integration process. Ensuring compliance with EU passenger rights regulations will be essential for further progress in the accession process and the alignment of regional transport systems with European standards.
13. **Encourages** all stakeholders to actively participate in the implementation of the Next-Generation Action Plan on Social Issues and Passenger Rights (2026 – 2028). The forum emphasized the importance of collective action in advancing passenger rights, ensuring compliance, and enhancing public trust in transport systems.
14. **Calls** on the Regional Steering Committee to take note of the conclusions of the 6th Social Forum at its next meeting in May 2025.
15. **Calls** on Ministers in charge of transport in the Western Balkans to reaffirm their commitment to implementing these conclusions at the Ministerial Council in December 2025.

The 6th Social Forum concluded with a collective commitment to further strengthening passenger rights in the Western Balkans, ensuring full alignment with EU standards, enhancing enforcement mechanisms, and fostering regional cooperation.



Presidency Conclusions

9th meeting of the Ministerial Council of Transport Community

Brussels 5 December 2025

The Ministers of the Contracting Parties and Observing Participants of the Transport Community met under the presidency of Ms Enkelejda Muçaj, Deputy Minister of Infrastructure and Energy and co-chairmanship of H.E Commissioner for Sustainable Transport and Tourism Apostolos Tzitzikostas, for the 9th Ministerial Council of the Transport Community.

The Ministers:

1. Reaffirmed the strategic **importance of transport connectivity for the EU integration process**. The Ministers stressed that the accelerated implementation of the EU acquis and the extension of the Trans-European Transport Network (TEN-T) are essential to ensuring the smooth functioning of transport across the region, enhancing competitiveness, and to reducing fragmentation between the EU and its neighbouring partners. The Ministers also reconfirmed the crucial role played by the Solidarity Lanes and Green Lanes initiatives in facilitating transport, enhancing resilience, and supporting overall integration.
2. Recalled the **renewed momentum in the enlargement process** as highlighted during the last EU-Western Balkans Summit in December 2024 and recognized that this creates a clear **imperative to advance ambitious and durable reforms** in the transport sector. In this context, Ministers presented plans to accelerate integration in the transport sector, in line with the ambitions and timelines of the Western Balkans Growth Plan, the Transport Community Action Plans for acquis alignment, and the TEN-T Regulation.
3. Acknowledged progress achieved and the need for further advancement on acquis alignment, as highlighted in the **2025 Progress Report on the Implementation of the TCT Action Plans and EU Acquis Transposition**. The Parties endorsed this report, reiterated the significance of the measures outlined within each Action Plan, and reaffirmed their commitment to enhancing their administrative and technical capacities for improved transposition of Annex I of the Transport Community Treaty.
4. Welcomed the **Next Generation Action Plan on Social Issues and Passenger Rights (2026 – 2028)** and committed to continuing to enhance social standards, fair working

conditions, and robust passenger rights throughout the transport system, which are crucial components of a modern, sustainable, and inclusive mobility system.

5. Welcomed the conclusions of the **Transport Community 6th Social Forum** that took place on 10 April 2025 in Tirana, which represented a significant step towards the harmonised and effective enforcement of passenger rights across all transport modes in the Western Balkans.
6. Acknowledged the regional progress made towards **alignment with TEN-T standards** as outlined in the 2025 TEN-T progress reports. The Parties reaffirmed their commitment to intensifying efforts to ensure the timely and coordinated implementation of the TEN-T, in accordance with the timelines set out in the TEN-T Regulation.
7. Supported the **First Draft Work Plan of the Western Balkan Eastern Mediterranean Corridor**, as presented by its Coordinator Mr Marian-Jean Marinescu, and reaffirmed the significance of the development of the European Transport Corridors for enhancing connectivity in Europe.
8. Reaffirmed the region's commitment to **advancing multimodal transport connectivity** and welcomed the outcomes of the TCT Report on Multimodality, Terminal Assessment, and Digitalisation, which identified nine priority multimodal freight terminals (Durrës, Sarajevo, Doboj, Pristina, Bar, Skopje, Belgrade, Nis, Novi Sad) as the backbone of the regional network for possible inclusion in the TEN-T maps.
9. Applauded the work of the Transport Community and CEFTA Secretariats on the **Green Lanes initiative**, supported by the European Commission. The Ministers welcomed the conclusions from the Western Balkans Leaders' Summit held in Tirana on 21 November 2025 and looked forward to the deliverables foreseen for the EU-Western Balkans Summit in December 2025 in Brussels.
10. Committed to further **harmonising the working hours of the border inspections and implement other soft measures from the individual Green Lanes fiches**. Welcomed the progress on the implementation of the Comprehensive Roadmap for Enhancing Green Lanes, and the dedicated funds under Safe and Sustainable Transport Programme 2 for investments in physical improvements on selected crossing points.
11. Commended the example set by the **Solidarity Lanes initiative** as regards transport facilitation, and expressed appreciation for the EU's sustained support, which has enabled Ukraine to maintain vital trade flows, strengthened regional connectivity, and delivered

significant results for economic resilience and food security. The Solidarity Lanes have shown the ability of the EU, its Member States, and neighbouring partners to cooperate effectively and deliver impactful transport facilitation measures.

12. Welcomed the outcomes of the **Digital Mobility and ITS Conference held in Sevilla**, reaffirming the region's commitment to accelerating the digital transition of the transport sector, notably in the fields of Intelligent Transport Systems (ITS), electronic freight transport information (eFTI), and Alternative Fuels Infrastructure. The Ministers underlined that the adoption and implementation of the EU digital mobility legislation must remain a regional priority.
13. Committed to continued implementation of the **Reform Agendas, part of the Western Balkans Growth Plan**, particularly as regards the transport-related priority measures.
14. Acknowledged the current alignment status of the **Observing Participants of the Transport Community**, the Republic of Moldova, Ukraine, and Georgia, with the EU acquis as outlined in Annex I of the Treaty and note the preparation of dedicated Action Plans for Rail, Road, Road Safety, and Waterborne and Multimodal Transport.
15. Commended the Transport Community for its support to the Republic of Moldova and Ukraine through **tailor-made technical assistances and capacity building programs** which advance their closer integration with the EU transport market and support the EU enlargement process. The Parties welcomed the willingness of Ukraine and the Republic of Moldova to become full members of the Transport Community.
16. Acknowledged the vital role of infrastructure development in **enhancing connectivity with the Observing Participants of the Transport Community**. The Parties take note of the current level of compliance of the Observing Participants with the TEN-T standards, as presented in the 2025 TEN-T Report prepared within the framework of the Transport Community.
17. Acknowledged the importance of **deepening integration in the road transport sector** through further alignment with the EU acquis and harmonisation of relevant standards, particularly in the areas of social regulations and access to the profession for road transport operators. The restrictions on the stay of professional drivers from the Western Balkans in the European Union should be considered as a priority issue. The Western Balkan Parties and Observing Participants emphasised the need for this matter to be resolved in due course.

18. Commended the **work of the Transport Community Permanent Secretariat** for its ongoing support in implementing agreed measures and fostering effective cooperation between the Regional Partners and the European Union.
19. Expressed **gratitude to the European Commission** for hosting the meeting and acknowledges the efforts of all stakeholders in advancing regional transport cooperation.

Done in Brussels on 5 December 2025

For the Ministerial Council of the Transport Community

The President

Ms Enkelejda Muçaj, Deputy Minister of Infrastructure and Energy