Green Lanes Initiative

Intra-CEFTA

Crossing Points Fiches

July 2025

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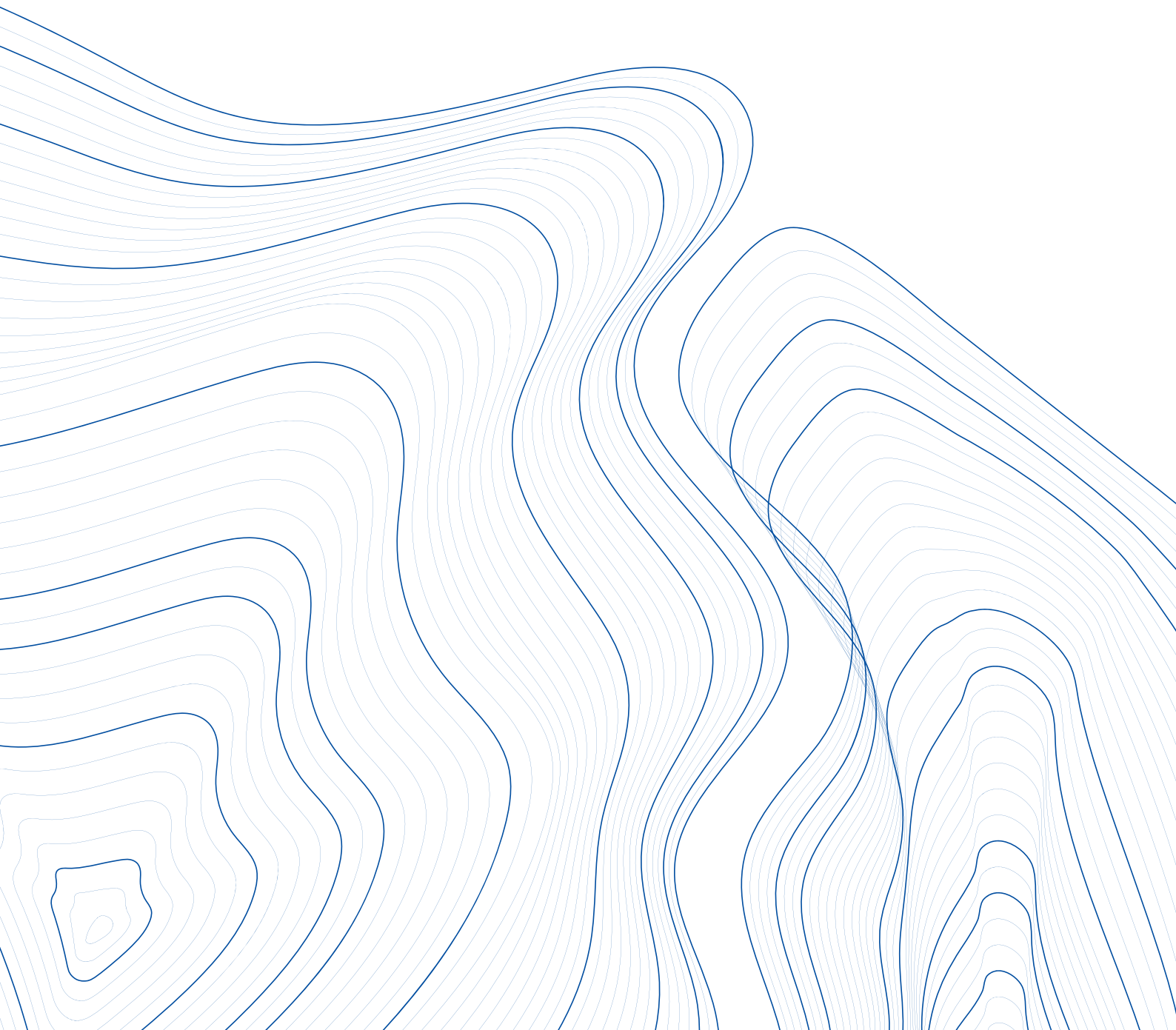

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Explanatory Note

1. Background

The Intra-CEFTA Transport Community-CEFTA Green Lanes initiative, supported by the European Commission, was established at the onset of the COVID-19 pandemic. Its primary achievement has been preservation of trade and transport flows in the Western Balkans. The existing Green Lanes have yielded significant economic benefits proving invaluable in facilitating exports within CEFTA/the Western Balkans, by saving nearly 20 years of cumulative waiting times[1], they have ensured the continued functioning of supply chains, boosted trade, and enhanced the region's attractiveness to investors.

Building on its success in the Western Balkans, the initiative for **Green Lanes linking the EU and the Western Balkans has emerged as a strategic priority.** This initiative, jointly undertaken by the Transport Community's and CEFTA's Secretariats with the support of the European Commission, was established as a priority at the EU-Western Balkans Summit in Sofia in 2020 and reaffirmed at subsequent summits. The EU's position as Western Balkans' leading trading partner, accounting for almost 70% of total trade, highlights the strategic importance of this initiative.

A Comprehensive Roadmap for Enhancing Green Lanes, Improved Customs Cooperation and Modernisation of Border/Common Crossing Points[2] was prepared by the TCT and CEFTA Secretariats and endorsed at the Leaders' summit in Kotor in May 2024.

The Roadmap:

- Outlines upcoming activities.
- Establishes the necessary coordination structure, which includes neighbouring EU Member States (EU MS). A Steering Committee at a technical level oversees implementation and includes representatives from CEFTA, EU MS Customs Administrations, and Transport Ministries from Western Balkans partners. At a higher level, Sherpa will be informed of progress and take necessary coordination on a political level when and if needed.
- Elaborates the support provided by CEFTA, TCT, and the European Commission, in line with the Green Lanes fiche under the Growth Plan - Enhancing Green Lanes / Improved Customs Cooperation Single Market Priority Action 1 (ii) & (iii)

The Roadmap has three key pillars:

1. Enhancement of intra-Western Balkans/CEFTA Green Lanes, for which the Commission and CEFTA are already focusing on Authorized Economic Operator (AEO), risk management, and the New Computerised Transit System (NCTS).

2. Extension of the Green Lanes to the EU, - which is an extension of the Systematic Exchange of Electronic Data+ (SEED+) to all neighbouring EU Member States, enabling two-way data exchange, once the exchange is made possible in two directions.

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1 Statistics on Green Lanes utilisation and waiting times is available at https://greencorridors.cefta.int/greencorridorsanon

2 https://www.transport-community.org/wp-content/uploads/2024/10/Green_Lanes_Comprehensive_Roadmap.pdf

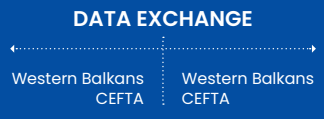
3. Modernisation of 11 pairs of Border/Common Crossing Points (BCPs/CCPs), requiring investments based on needs identified in the BCP/CCP fiches.

Comprehensive Roadmap for Enhancing Green Lanes, Improved Customs Cooperation, and Modernisation of Border/Common Crossing Points

Pillar 1
Enhancement of intra-Western Balkans/ CEFTA Green Lanes

Actions for the Western Balkans/CEFTA

- Adopt CEFTA JC Decisions on AEOs and Risk Management
- Continues piloting and expansion of AEO programmes and Joint Risk Management actions
- Take necessary steps to align with relevant data protection rules and ensure confidentiality of commercially sensitive data (i.e. list of acquis to be confirmed)
- Accelerate preparations to accede to the Common Transit Convention (CTC)
- Agree upon harmonization of working hours of the agencies involved in the clearance of goods and reduction of trade costs



Pillar 2
Extension of Green Lanes to the EU

Actions for the EC

- Set the regulatory framework for exchange of data between the EU and Western Balkans and mutual recognition of AEOs
- Actions for the Western Balkans/CEFTA parties and EU Member States
- Maintaining existing SEED+ from CEFTA to participating EU MS
- Expansion to all crossings and establishing data matching and sharing findings from EU to CEFTA - Establishing SEED+ with the remaining neighbouring EU MS
- Establishing full electronic exchange and highlight AEOs in pre-arrival messages (in 2 directions) on all main BCPs/CCP

Pillar 3
Modernisation of 11 pairs of BCPs/CCPs

Preparation of TCT/CEFTA fiches for 11 busiest BCPs/ CCPs:

- Identification of TA and investment needs for new infrastructure facilities, technologies, and capacity building programmes
- Securing investments for modernisation in accordance with the BCPs/CCPs fiches
- Improvements needed:

1. Infrastructure
2. New technologies and digitalization
3. One-stop concept and capacity building

The System for Electronic Exchange of Data (SEED) is critical to the implementation of Green Lanes, as it enables pre-arrival sharing of information on consignments across all agencies involved in clearance processes (e.g., customs, phytosanitary, veterinary, and food inspections). By now, the following Memorandums of Understanding (MoUs) have been signed for electronic data exchange on shared BCP/CCPs:

- Road transport: i) Greece-North Macedonia, ii) Croatia-Montenegro, iii) Croatia-Bosnia Herzegovina, and iv) Hungary-Serbia.
- Maritime transport (Blue Lanes): v) Italy-Albania and vi) Italy-Montenegro.

The extension process is divided into two phases:

- Phase 1: Facilitating exports from CEFTA by sending data from CEFTA to the EU through SEED. This is already operational at several BCPs/CCPs, between the abovementioned pairs of Western Balkans and EU Member States
- Phase 2: Supporting risk analysis for goods exported from the EU to CEFTA through data-sharing. Full implementation of this phase depends on establishing the necessary regulatory framework.

2. BCP/CCP Fiches - Scope and Methodology

The Roadmap identifies activities required for full implementation of Green Lanes, including preparing BCP/CCP fiches. These fiches aim to aid decision-makers and investors preparation when considering small-scale interventions and projects related to infrastructure and technical assistance and to serve for further project preparation of such projects.

The list of 11 pairs of BCPs/CCPs for which fiches are already prepared is included in the Roadmap. The Roadmap further stipulate that more intra-CEFTA BCP/CCPs may be proposed and the following additional crossing points have been selected and fiches developed:

- Qafe Tane – Kjafasan,
- Vermica – Morine,
- Dobrakovo – Gostun,
- Tabanovce – Presevo,
- Vardiste –Kotroman,

to identify and present the priorities for improvements in: 1) Infrastructure, 2) New technologies and digitalisation, and 3) Synchronised controls and capacity building. In preparing the fiches, the following were taken into account:

- The study on BCP/CCP facilitation for the TEN-T Road Core/Comprehensive Network in the Western Balkans (ref. number CONNECTA-TRA-CRM-REG-04).
- In-person meetings with stakeholders:
  - o 1st Green Lanes Steering Committee, 5 March 2024, Zagreb.
  - o CEFTA working group on harmonization of working hours, 5 June 2024, Sarajevo.
  - o 2nd Green Lanes Steering Committee, 6 June 2024, Sarajevo.
  - o 3rd Green Lanes Steering Committee, 11 June 2025, Tirana.
- Other bilateral meetings, email consultation and correspondence with the Green Lanes Committee and the European Commission.

The following elements are included in all BCP/CCP fiches and are presented in the template below:

- investment needs in the infrastructure *to increase BCP/CCP capacity throughput*, such as modernisation/upgrade of outdated facilities, additional truck/bus/car lanes, weighbridges (scales for trucks), traffic management systems, etc.

- investment in new equipment, installation of new IT/ICT systems, and digitalisation of services, *aimed at facilitating, accelerating, and simplifying procedures.*

- investments in human resources, bilateral cooperation, and inter- and intra-agency coordination, including the use of shared facilities and IT/ICT systems, as well as practising joint police and customs controls by neighbouring administrations *aimed at improving the efficiency and performances of BCP/CCP staff.*

BORDER CROSSING POINT / COMMON CROSSING POINT

BCP/CCP Name 1 - BCP/CCP Name 2

MACRO LOCATION

map

BRIEF INFO

Economy		
Road number		
Road type		
TEN-T Corridor/Route		
Freight terminal		
Number of lanes for passenger cars (in/out)		
Numbers of lanes for buses		
Number of lanes for trucks (in/out)		
Truck parking capacity (in/out)		
Queue capacity (trucks) (in/out)		

MICRO LOCATION

BCP/CCP Name 1	BCP/CCP Name 2
map	map

FACILITIES

Weighting point		
Scanning		
Phytosanitary inspection		
Veterinary inspection		
Lane for empty trucks		
Plate recognition		
Radiological inspection		
Sniffer dogs		
Passport scanner		
Garage for physical inspection		

FREIGHT TRANSPORT

Traffic demand (in both direction)

add year (trucks/year)	add year (trucks/year)	add year (trucks/year)	Average annual truck increase in the period	Average annual change in the period

Percentage of transport by type (export, import, transit, empty trucks)

Name 1	Name 2
chart	chart

Percentage of trucks subject to physical Inspection

Name 1	Name 2
graph	graph

Average truck waiting time (min)

Name 1	Name 2
graph	graph

ISSUES/CHALLENGES

Main issues/challenges	
Common challenges:	

IMPROVEMENT MEASURES

Proposed main interventions

Short-term measures	**Medium-term measures**	**Long-term measures**
Investment Needs (Infrastructure, Facilities, IT/ICT Equipment)		
Human Resources & intra-agency coordination		
Timeline for Implementation		
2025	2026 - 2027	Beyond 2027

Total Estimated Costs (EUR)

Works & Supply		Works & Supply		Works & Supply	
Services (Technical Assistance)		Services (Technical Assistance)			

All BCP/CCPs are located on important corridors and routes of the Trans-European Transport Network (TEN-T), facilitating CEFTA and international connectivity.

The following table represents an overview of the BCPs/CCPs, road category and its main function.

BCP/CCP	Road Type	TEN-T Route / Corridor	Main Functions
Dobrakovo – Gostun	Magisterial Road	Route 4	Regional passenger and freight traffic
Vardiste – Kotroman	Magisterial Road	Route 3	Regional passenger and freight traffic
Presevo – Tabanovce	Motorway	Corridor X	Transit passenger and freight traffic
Qafe Thane – Kjafasan [3]	Undergoing a full upgrade to motorway standard	Corridor VIII	Regional passenger and freight traffic
Morine – Vërmice	Motorway	Route 6	Regional passenger and freight traffic

Table 1 An overview of the BCPs/CCPs, road category and its main function

The overall investments are roughly estimated at 50 million EUR and is presented in the table below:

	Short-Term (EUR)	Mid-Term (EUR)	Long-Term (EUR)	Total (EUR)
Works and Supply	20,517,000	9,015,000	19,200,000	**48,732,000**
Technical Assistance/Services	1,510,000	150,000	0	**1,660,000**
Total by Timeframe	**22,027,000**	**9,165,000**	**19,200,000**	**50,392,000**

Table 2 The identified budget requirements for the short-term (2026), medium-term (2027–2028), and long-term (beyond 2028) periods

Intervention needs are based on available data from recent studies and designs, as well as consultations with stakeholders.

The following methodology for cost estimation has been applied:

• For infrastructure and facilities: Costs are estimated based on average unit market prices (e.g., per m2 of road rehabilitation or construction of the new lane, per m2 of a new facility for secondary vehicle checks, etc.).

• For equipment: Costs are calculated per units and lumps sums, based on the latest average equipment market prices and recent costs of supplies at some BCPs/CCPs.

3 Although the Qafe Thane BCP/CCP was initially selected for inclusion in the preparation of the five BCP/CCP fiches covered by this assignment, the Albanian Customs Administration has confirmed that this BCP/CCP is already part of a World Bank project and is currently under construction. Therefore, activities related to this BCP/CCP have not included infrastructure, facility, or equipment improvements, unlike the other BCPs/CCPs. However, aspects such as human resources, intra-agency coordination, and the development and/or modernization of waiting time measurement systems and systems for the automatic capture and recording of truck weight data have been considered and budgeted.

• For ICT and new systems: Estimates are based on recent experiences (e.g., implemented data exchange systems for one or both directions) and developed designs (e.g., infrastructure improvements, one-stop-shop implementation, electronic queuing management system design).

• For training and capacity buildings: Estimates are informed by recent experiences with similar assignments.

• For the design and other services: Costs are calculated as a market share of the total investment cost for certain components, based on similar experiences in CEFTA/Western Balkan.

3. Next steps

Following the finalisation of the consultation process described above, the BCP/CCP fiches (or at least the main findings) are expected to be presented and endorsed at upcoming high-level meetings in coordination with the European Union. Discussions regarding potential sources of financial support are ongoing.

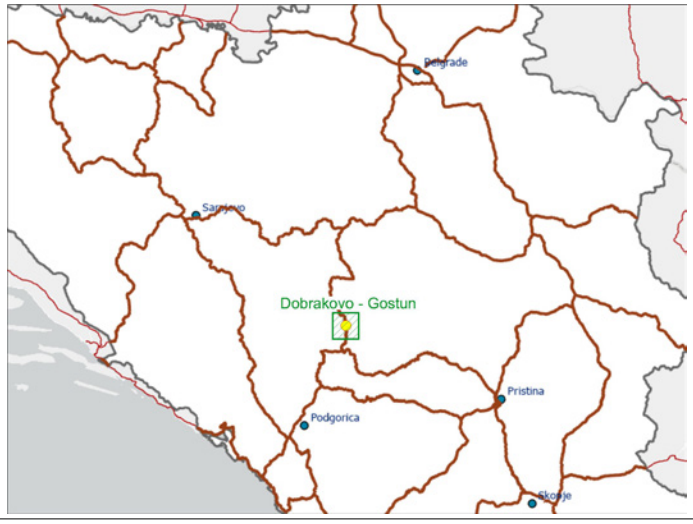
The Green Lanes Steering Committee will continue to monitor the implementation of the BCP/CCP fishes over the next three years. The TCT Secretariat and CEFTA, in cooperation with the European Commission, will provide the necessary support throughout the process.

Crossing Points Fiches

BORDER CROSSING POINT/COMMON CROSSING POINT

DOBRAKOVO – GOSTUN

MACRO LOCATION



BRIEF INFO

Economy	Montenegro	Serbia
Road number	E761 (M21)	E761 (IB-23)
Road type	Magisterial road	Magisterial road
TEN-T Corridor/Route	Route 4	Route 4
Freight terminal	Yes	Yes
Number of lanes for passenger cars (in/out)	2	3/3
Numbers of lanes for buses	n/a	1/1
Number of lanes for trucks (in/out)	2+1	2/1
Truck parking capacity (in/out)	n/a	40/0
Queue capacity (trucks) (in/out)	n/a	40/20

MICRO LOCATION

DOBRAKOVO

GOSTUN

FACILITIES

Weighting point	Yes	Yes
Scanning	No	Yes
Phytosanitary inspection	Yes	Yes
Veterinary inspection	Yes	Yes
Lane for empty trucks	No	No
Plate recognition	Yes	No
Radiological inspection	Yes	Yes
Sniffer dogs	No	No
Passport scanner	Yes	No
Garage for physical inspection	Yes	Yes

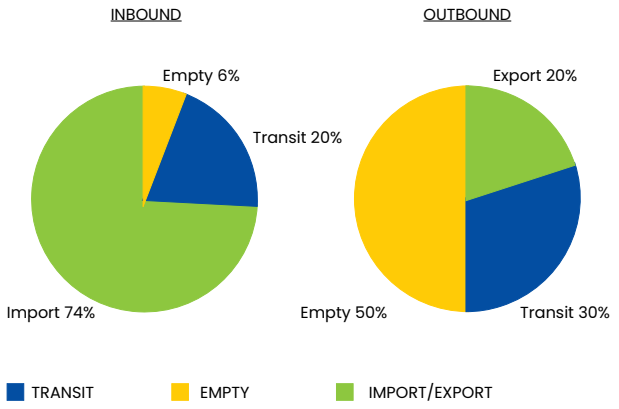
FREIGHT TRANSPORT

Traffic demand (in both direction)

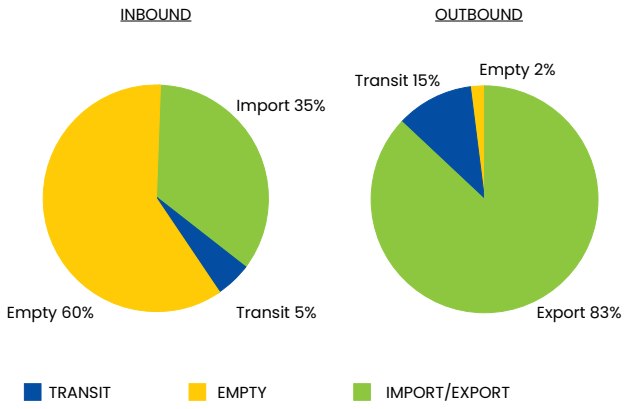
2019 (trucks/year)	2023 (trucks/year)	Average annual change, 2019-2023 (%)
120,815	142,560	4.5

Percentage of transport by type (export, import, transit, empty trucks)

DOBRAKOVO



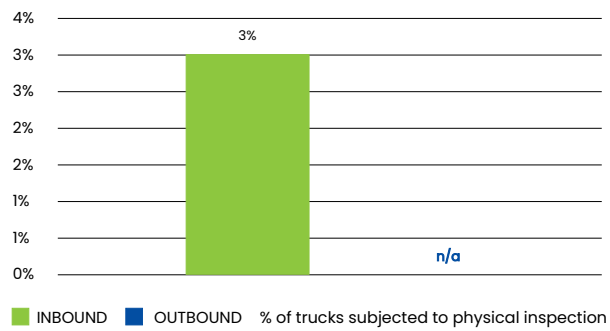
GOSTUN



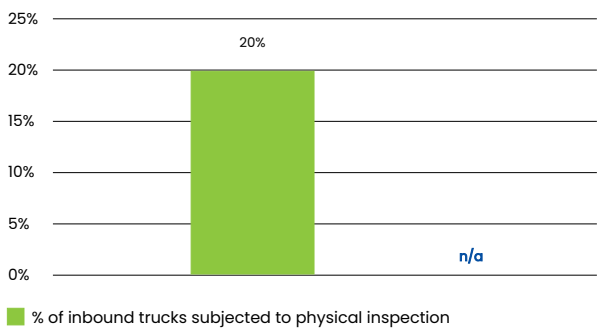
ISSUES/CHALLENGES

Percentage of trucks subject to physical inspection

DOBRAKOVO

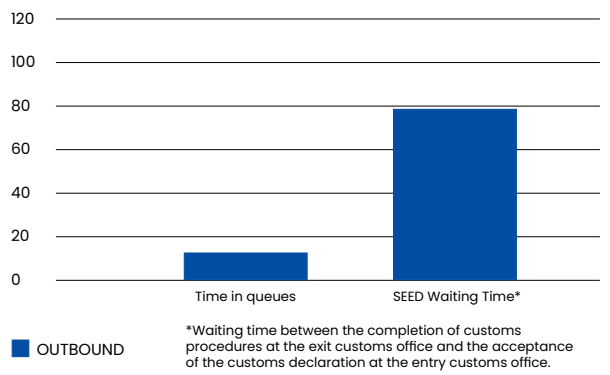


GOSTUN

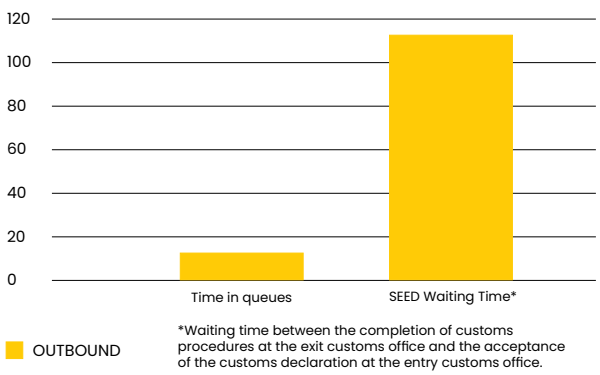


Average truck waiting time (min)

DOBRAKOVO



GOSTUN



Main issues/challenges

Over the years, traffic demand, particularly from trucks, has increased significantly. Anticipated improvements at the Dobrakovo-Gostun Border Crossing Point (BCP)/Common Crossing Point (CCP) are expected to enhance traffic flow and support operational efficiency. Special attention should be given to the peak summer period, which sees a surge in tourist traffic from Serbia and various Eastern European economies.
Once the new alignment of the motorway on both the Serbian and Montenegrin sides is fully completed, the official TEN-T BCP/CCP will be relocated to the new site.

BCP/CCP Dobrakovo:
It faces physical constraints that limit its potential for further upgrades.
Due to lack of staff in recent years, it is often unable provision of staff covering all traffic lanes and control booths, which results in the formation of longer vehicle queues on the approach roads, even during the off-peak tourist season.
Administrative building has lot of deficiencies, requiring reconstruction. Water supply is an issue at this BCP/CCP, requiring finalization of commenced works. There are disruptions in the operation of the crossing system via optical cable, making it impossible to communicate with the Ministry of the Interior.
Road in the BCP/CCP building requires rehabilitation, reinstatement of the lighting system that was previously removed.
This BCP/CCP does not fully comply with the necessary requirements for conducting veterinary and phytosanitary inspections. The current staffing levels for veterinary and phytosanitary inspectors are inadequate to meet the operational demands, particularly during the peak summer period. The BCP/CCP lacks adequate infrastructure for phytosanitary and veterinary inspections, including insufficient office space (currently shared in a container), absence of dedicated inspection tracks and truck parking, inadequate facilities for sample storage and laboratory work, lack of archive space, and insufficient lighting for night-time operations. Additionally, there is no internet connection, and outdated IT equipment hinders operational efficiency, all of which impede effective inspection processes.

BCP/CCP Gostun:
This part of the crossing has undergone recent upgrades, and the facilities and infrastructure are new. However, some facilities are still not fully operational.
The bridge over the local river, located on the exit route from Serbia, serves as a significant traffic bottleneck, leading to delays and congestion. The issue could be effectively addressed through the reconstruction and expansion of the bridge, increasing the number of lanes to accommodate higher traffic volumes and improve traffic flow.

Common Challenges:

- **Potential for Long Truck Queues:** During peak periods, particularly in the summer holiday season, there is a potential for truck queues to extend up to 1 km or more, severely impacting traffic flow and operational efficiency.
- **Lack of Dedicated NCTS Lanes:** The absence of dedicated lanes for TIR/NTCS trucks leads to significant delays, as this category of traffic constitutes a substantial portion of overall traffic at the BCP/CCP.
- **Absence of Secondary Inspection Facilities for Cars and Buses:** Inspections for cars and buses are currently conducted in traffic lanes, leading to congestion and a reduction in service levels, as there are no secondary facilities dedicated to these types of inspections.

- **No use of Canin Units (K-9):** The lack of sniffing dogs at the BCP/CCP diminishes the effectiveness of checks, limiting the ability to detect illegal or prohibited items and compromising overall security.
- **Misalignment of Working Hours Across Inspection Agencies:** There is a lack of alignment in the working hours for inspections conducted by various agencies, including the Police, Customs Administration, Phytosanitary Inspection, and Veterinary Inspection.

IMPROVEMENT MEASURES

Proposed main interventions

Short-term measures	Medium-term measures	Long-term measures
Infrastructure, Facilities, IT/ICT Equipment		
1. Supply of essential missing equipment for Customs, Police, and other Inspections on both sides 2. Supply of the mobile passport scanners for the side of Montenegro 3. Supply of X-ray scanner for passenger luggage at the side of Serbia 4. Supply of mobile X-ray scanners for vehicles at the side of Montenegro 5. Installation of three booths for Customs officers, two at the entry and one at the exit for trucks at the side of Montenegro 6. Replacement of old signage and installation of the new Variable Message Signs (VMS) at the side of Montenegro, including instalment of a gantry which will be located well in advance to support proper traffic management 7. Installation of backup system for the connection with the Ministry of Interior at the side of Montenegro to support efficiency of operations 8. Introduction of sniffing dog inspections at both sides 9. Technical assistance for the preparation of technical documentation for items 1-10 of the medium-term measures and items 2-3 of the long-term measures	1. Establishment of a secondary inspection facility for cars and buses as it would eliminate the need for visual inspections in primary lanes at the side of Serbia 2. Development of a dedicated NCTS truck lane, including installation of a weighbridge, at the side of Serbia 3. Establishing a dedicated lane for empty trucks at the side of Serbia, both at the entry and exit 4. Reconstruction of a bridge on the road over a local river next to the BCP/CCP on the side of Serbia 5. Establishment of a lighting system along the road stretch of 3km from the BCP/CCP Dobrakovo in Montenegro, which should include CCTV camera system 6. Rehabilitation of road which belongs to the BCP/CCP at the approach to the BCP/CCP Dobrakovo from the side of Montenegro, including access to the weighbridge and reestablishing a lighting system in this area. 7. Replacement of all booths at the BCP/CCP with the new one fully equipped, including IT equipment, heating, ventilation and air conditioning. 8. Reconstruction of the administration building (roof, floors) at the side of Montenegro, including replacement of the entire office inventory with new items 9. Ensure the supply of potable water to the crossing from the existing local water supply, which has been brought to the crossing but has not been properly connected to the existing reservoir that was previously used for storing water from cisterns. 10. Implementation of a One-Stop-Shop (OSS) system	1. Linking the data systems of the Police and Customs/ Creating a single data-sharing system, and if possible, sharing the control booths 2. Construction of an additional lane on both sides at the side of Montenegro, if possible 3km long to Unevina settlement, (note: road reconstruction already proposed within the action plan in Montenegro, but not the addition of the third lane). 3. Construction of the new freight terminal only for inspections of freight vehicles (if OSS not implemented by then).
Human resources & intra-agency coordination		
10. Harmonization of working times for all inspections at both sides of the BCP/CCP Dobrakovo/Gostun. 11. Assessment of the administrative capacity using key performance indicators (KPIs) based on the best practices from the EU MS 12. Utilization of the BCP/CCP evaluation methodology and knowledge of Customs Eastern and Southeastern Land BCP/CCP Expert Team (CELBET) designed by the CELBET BCP/CCP Evaluation Team	11. Collaborative joint training programs for BCP/CCP officials working at BCP/CCP Dobrakovo/ Gostun, focusing on the key areas such as i) educating customs officers on innovative "Green Lanes" concept, ii) enhancing their proficiency in utilizing SEED data exchange system 12. Acceptance and recognition of truck weighing certificate	4. Implementation of coordinated crossing management to achieve better efficiency of inspections and controls, resulting in smoother and more streamlined crossing flows

Timeline for implementation					
2026		2027 - 2028		Beyond 2028	
Total estimated costs (EUR)					
Works & Supply	5,950,000**	Works & Supply	3,510,000	Works & Supply	3,300,000
Services (Technical Assistance)	370,000	Services (Technical Assistance)	30,000	Services (Technical Assistance)	N/A

*The budget does not include the construction of the proposed 3 km third lane, as outlined in the long-term measure No. 2, due to the challenging terrain and uncertain geological conditions. It is recommended that preliminary designs be carried out first, followed by the allocation of the relevant budget, as the costs may vary significantly depending on the geological findings.
**Contingency of EUR 300,000 per side included for the development and/or modernization of waiting time measurement and systems which enable the automatic capture and recording of truck weight data.

BORDER CROSSING POINT/COMMON CROSSING POINT

QAFE THANE – KJAFASAN

MACRO LOCATION

BRIEF INFO

Economy	Albania	North Macedonia
Road number	E852 (SH9)	E852 (A2)
Road type	Magisterial road	Magisterial road
TEN-T Corridor/Route	Corridor VIII	Corridor VIII
Freight terminal	Yes	Yes
Number of lanes for passenger cars (in/out)	3	3+2
Numbers of lanes for buses	n/a	n/a
Number of lanes for trucks (in/out)	1	1+2
Truck parking capacity (in/out)	0+15	0+20
Queue capacity (trucks) (in/out)	0/50	0/5

MICRO LOCATION

QAFE THANE

KJAFASAN

FACILITIES

Weighting point	Yes	Yes
Scanning	Yes	No
Phytosanitary inspection	Yes	Yes
Veterinary inspection	Yes	Yes
Lane for empty trucks	Yes	No
Plate recognition	No	No
Radiological inspection	No	Yes*
Sniffer dogs	No	No
Passport scanner	Yes	Yes
Garage for physical inspection	n/a	n/a

* The radiation monitoring panels have been out of service for a prolonged period, particularly since the implementation of the One-Stop-Shop system and the relocation of the entry checkpoint cabins.

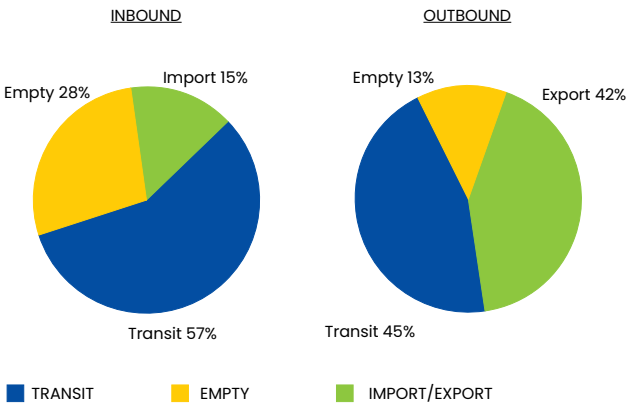
FREIGHT TRANSPORT

Traffic demand (in both direction)

2022 (trucks/year)	2023 (trucks/year)	Average annual change, 2019-2023 (%)
79,500	89,500	12.6%

Percentage of transport by type (export, import, transit, empty trucks)

QAFE THANE



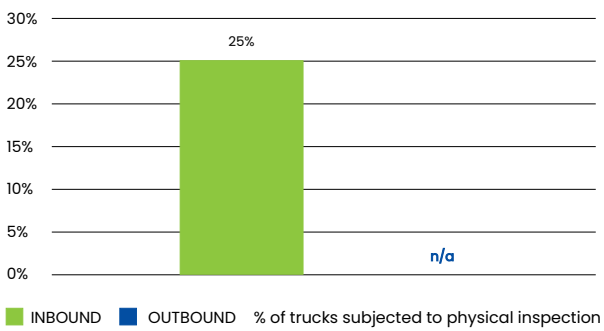
KJAFASAN

No data.

ISSUES/CHALLENGES

Percentage of trucks subject to physical inspection

QAFE THANE

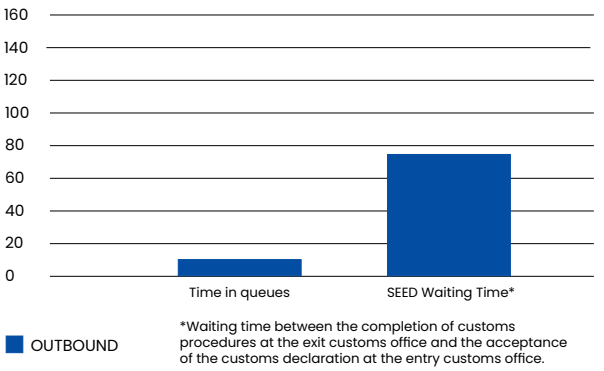


KJAFASAN

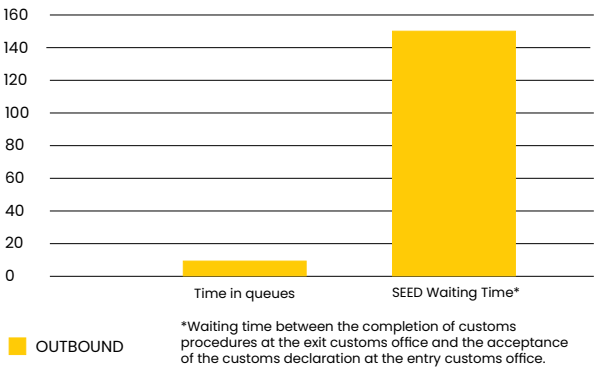
No data.

Average truck waiting time (min)

QAFE THANE



KJAFASAN



Main issues/challenges

Qafe Thane / Kafasan is an important Border Crossing Point (BCP)/Common Crossing Point (CCP) that serves as a vital connection to the Adriatic Sea. The BCP/CCP is located on a single carriageway highway in generally good condition. However, the shoulders are unpaved and there is limited space for traffic to queue without obstructing the traffic lanes. The relatively flat terrain at the current location provides an opportunity for further expansion, if needed. This BCP/CCP is within a reasonable commuting distance from the nearest cities on both sides, particularly Struga, which facilitates recruitment of personnel.

At the current location, a One-Stop-Shop (OSS) system has been established on both sides. The design layouts for the new facilities resulting from the introduction of the OSS have been completed for both BCP/CCP Qafe Thane and BCP/CCP Kjafasan with support from the Trade and Transport Facilitation Project 1 (TTFP1) loan from the World Bank.
On the side of North Macedonia, the administrative building is undergoing renovation, and the terminal building is being upgraded, with funding also provided through the TTFP1 loan.

Common Challenges:

- Absence of secondary facilities dedicated to cars and buses customs inspection (inspections are currently conducted in traffic lanes, thus slowing the traffic, and lowering level of service)
- Lack of non-intrusive inspection equipment
- Lack of dedicated TIR/NTCS lanes
- No sniffing dogs are used, which makes the checks less efficient
- Working hours are not harmonized for all inspections except for Police. Veterinary Inspection operates on demand at the side of North Macedonia.

* This fiche reflects the status based on information provided by the institutions of North Macedonia, which should be aligned with ongoing design and work activities on the Albanian side. The Albanian institutions have not yet provided input for the preparation of this fiche. Therefore, this data must be verified and appropriately reviewed by the institutions from Albania, before any further funding steps are taken, to ensure effective coordination.

IMPROVEMENT MEASURES

Proposed main interventions

Short-term measures	Medium-term measures	Long-term measures
Infrastructure, Facilities, IT/ICT Equipment		
1. Supply of essential missing equipment for Customs, Police, and other Inspections at the side of North Macedonia 2. Supply and installation of X-ray for inspection of passenger luggage at the entrance to North Macedonia 3. Introduction of sniffing dog inspections for enhanced security and control at the side of North Macedonia	1. Finalization of the OSS system on both sides to ensure full operational capacity and client-friendly experience 2. Supply of the equipment at the side of North Macedonia: i) pocket tools, ii) Mechanic's tool kit (including wrenches, drills, and a set of drill bits for wood and metal), iii) Vehicle underbody inspection trolley and camera (one at entry, one at exit), iv) Fuel unloading system (one set), v) Telescoping mirror (one for entry, one for exit), vi) Endoscopes, viii) Fiberscopes, ix) Distance measuring electronic device (Buster), x) Density meter, xi) fixed ceiling convex mirrors	n/a
Human resources & intra-agency coordination		
4. Harmonization of working hours for all agencies except for the Police, including extension of working time for all inspections where needed and establishment of the food agency at the BCP/CCP Kjafasan. 5. Utilization of the BCP/CCP evaluation methodology and knowledge of Customs Eastern and Southeastern Land BCP/CCP Expert Team (CELBET) designed by the CELBET BCP/CCP Evaluation Team	3. Collaborative training programs for officials working at BCP/CCP Qafe Thane/Kjafasan, focusing on the key areas such as i) educating customs officers on innovative "Green Lanes" concept, ii) enhancing their proficiency in utilizing SEED data exchange system, once applicable. 4. Recognition and acceptance of various certificates, proofs, declarations, etc.	1. Implementation of coordinated crossing management to achieve better efficiency of inspections and controls, resulting in smoother and more streamlined crossing flows

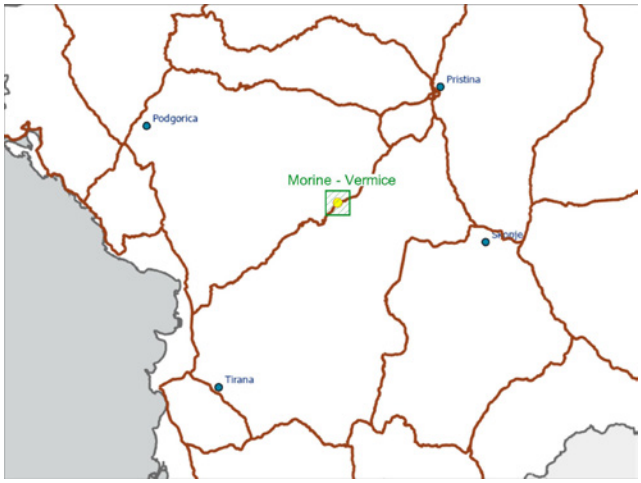
Timeline for implementation					
2026		2027 - 2028		Beyond 2028	
Total estimated costs (EUR)					
Works & Supply	2,615,000*	Works & Supply	600,000	Works & Supply	n/a
Services (Technical Assistance)	35,000	Services (Technical Assistance)	30,000	Services (Technical Assistance)	n/a

* Contingency of EUR 300,000 per side included for the development and/or modernization of waiting time measurement and systems which enable the automatic capture and recording of truck weight data.

BORDER CROSSING POINT / COMMON CROSSING POINT

MORINE – VERMICE

MACRO LOCATION



BRIEF INFO

Economy	Albania	Kosovo*
Road number	E851 (A1)	E851 (R7)
Road type	Motorway	Motorway
TEN-T Corridor/Route	Route 7	Route 7
Freight terminal	Yes	Yes
Number of lanes for passenger cars (in/out)	5+5	4+4
Numbers of lanes for buses		5+5
Number of lanes for trucks (in/out)		2+3
Truck parking capacity (in/out)	n/a	n/a
Queue capacity (trucks) (in/out)	n/a	24

MICRO LOCATION

MORINE

VERMICE

FACILITIES

Weighting point	Yes	Yes
Scanning	Yes	No
Phytosanitary inspection	Yes	No
Veterinary inspection	Yes	No
Lane for empty trucks	No	Yes
Plate recognition	n/a	n/a
Radiological inspection	No	Occasionally
Sniffer dogs	No	Yes
Passport scanner	Yes	Yes
Garage for physical inspection	n/a	Yes

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

FREIGHT TRANSPORT

Traffic demand (in both direction)

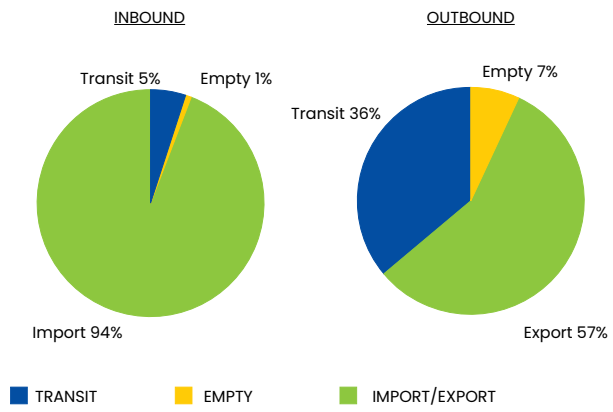
60,490 trucks/year (2023)

Percentage of transport by type (export, import, transit, empty trucks)

MORINE

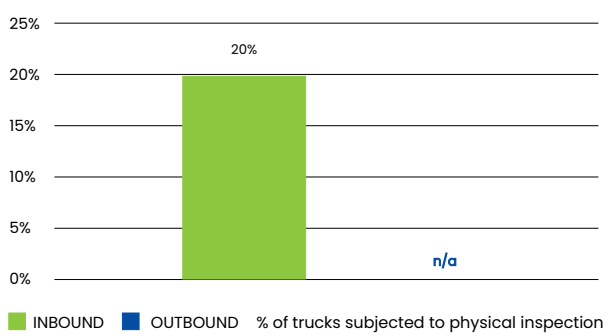
No data.

VERMICE

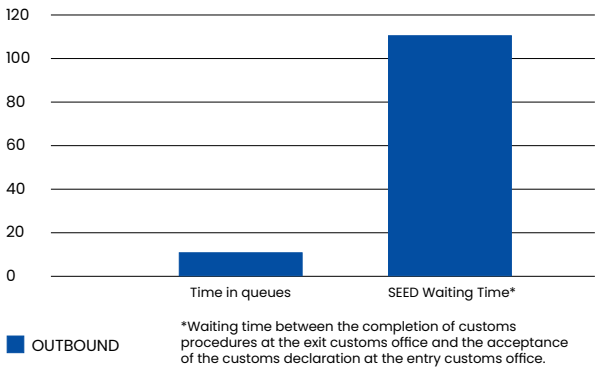
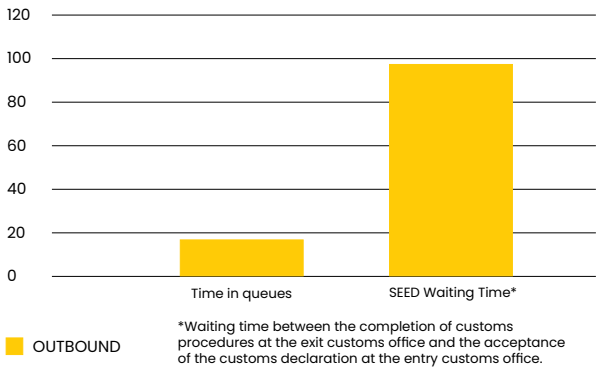


ISSUES/CHALLENGES

Percentage of trucks subject to physical inspection

MORINE	VERMICE
No data.	

Average truck waiting time (min)

MORINE	VERMICE
	

Main issues/challenges

Police and Customs administrations operates collaboratively within a co-located facility, based on bilateral agreement and established Standard Operating Procedures (SOPs). This arrangement has been implemented under the Integrated Broder Management 2021-2027 and the Action Plan for 2024-2025.
A Joint Committee, composed of representatives from Border Crossing Point (BCP)/Common Crossing Point (CCP), convenes regularly at the BCP/CCP to address operational issues and coordinate activities. The computer systems and databases of the respective Police services are interconnected, convenes regularly at the BCP/CCP to address any operational challenges that may arise and ensure smooth cooperation, but are also linked to the IINTERPOL database, enabling real-time information exchange and improved operational efficiency.
At the BCP/CCP, neither the Police nor the Customs administrations perform systematic exit controls, and consequently, control booths are not shared. Nonetheless, Police and Customs operate under a 'single roof' within the co-located facility."
It is noted that, upon entry into Albania, the position of the control booths are misaligned with the driver's side of the vehicle. This situation presents considerable difficulties for drivers of commercial vehicles, who are required to exit their vehicle to manually submit their passports, vehicle registration documents to Police, and copies of their transit declarations to Customs administrations.
A privately operated mobile scanner is positioned in the terminal parking area on Albanian side, adjacent to the BCP/CCP. While not all trucks entering Albania are selected for scanning, all vehicles are nonetheless subject to the payment of a mandatory scanning fee, in addition to the standard highway usage fee. Vehicles selected for scanning incur an additional terminal handling fee, significantly increasing transportation costs for exporters from Kosovo*.
Furthermore, it was observed that designated areas for dangerous, hazardous, or oversized vehicles were neither established nor visibly marked within the parking or terminal premises.

Common Challenges:

- **Limited parking and Terminal Capacity:** The available space within the parking and terminal area is limited, significantly hindering vehicle manoeuvrability and further restricting the facility's overall operational capacity.
- **Restricted Access to closed-circuit television (CCTV) Surveillance:** Whilst the parking area is 'shared' by both stakeholders, only the Albanian Customs has access to CCTV feed. This issue requires further discussion with the Albanian administrations to ensure equitable access to surveillance data for all parties.
- **Inefficient Traffic Flow for Scanned or Inspected Vehicles:** The current location of the parking and freight terminal presents operational challenges for vehicles entering Kosovo* that are selected for scanning or physical inspection. Such vehicles must exit the BCP/CCP into Kosovo*, make a 180-degree U-turn, and navigate through both incoming and outgoing traffic to re-enter the BCP /CCP and return to Albania before accessing the parking area. This arrangement has been identified by both Kosovo* and Albanian delegations at the BCP/CCP as suboptimal for workflow efficiency and road safety.
- **Absence of Dual Lane System and Fast Track Facilities:** There is currently no Red or Green Channel Dual Control System for private vehicles in place, not are there separate lanes for emergency vehicles, diplomatic vehicles, or fast track access for Authorised Economic Operators (AEOs). In addition, not dedicated lanes exist for International Road Transport (TIR) or New Computerised Transit System (NTCS) traffic, despite this traffic accounting for a significant percentage of overall BCP/CCP traffic.

- **Need for Radioactivity Control Equipment and Equipping BCP/CCP Police Services with Control Tools:** There is a need for the installation of radioactivity detection equipment at the BCP/CCP, including a stationary radioactivity detection device and portable radiation detection belts for Customs services. There is a need to equip Police services with the necessary tools for both first line (passport scanners, drug detection equipment, etc.) and second line controls (mini laboratory, CO2 measuring devices, etc)
- **Limited use of Canin Units (K-9):** According to available information, only the Kosovo* side utilises sniffer dogs (K-9 units) for inspections.
- **Misaligned Working Hours Across Services:** The working hours of inspection services at the BCP/CCP are not harmonized between the two sides, particularly among Police and Customs administrations.

IMPROVEMENT MEASURES

Proposed main interventions

Short-term measures	Medium-term measures	Long-term measures
Infrastructure, Facilities, IT/ICT Equipment		
1. Suppling mobile scanners in both directions 2. Sharing of CCTV surveillance images with Kosovo* 3. Introduction of sniffing dog inspections on the side of Albania 4. Supply of missing equipment for Customs, Police, and Other Inspections at both sides 5. Provision of Technical Assistance for preparation of the technical documentation for items 1-4 from the medium-term measures and item 2 from the long-term measures	1. Implementation of new parking area, terminal and scanner for traffic flows from Albania to Kosovo*, including all needed equipment 2. Implementation of redesigned parking/terminal area, which should contain designated segregated zone away from other commercial vehicles for the secure and safe parking of dangerous, hazardous or oversize vehicles, including dry loading bay designated for the unloading of vehicles. 3. Creating an AEO/TIR truck dedicated lane, with a weighbridge, and lane for empty trucks 4. Installation of Police and Customs booths on entry to Albania to allow drivers to hand over documents without leaving vehicle	1. Linking the data systems of the Police and Customs/ Creating a single data-sharing system, and if possible, sharing the control booths 2. Implementation of electronic queuing management system (e-QMS)
Human resources & intra-agency coordination		
6. Harmonization of working hours for all agencies at both sides of the BCP/CCP Vermice/Morine and establishment of missing agencies at the BCP/CCP 7. Assessment of the administrative capacity using key performance indicators (KPIs) based on the best practices from the EU MS 8. Utilization of the BCP/CCP evaluation methodology and knowledge of Customs Eastern and Southeastern Land BCP/CCP Expert Team (CELBET) designed by the CELBET BCP/CCP Evaluation Team	5. Collaborative training programs for officials working at BCP/ CCP Morine/Vermice, focusing on the key areas such as i) educating customs officers on innovative "Green Lanes" concept, ii) enhancing their proficiency in utilizing SEED data exchange system 6. Acceptance of truck weighing certificate	3. Implementation of coordinated crossing management to achieve better efficiency of inspections and controls, resulting in smoother and more streamlined crossing flows

Timeline for implementation

2026		2027 - 2028		Beyond 2028	
Total estimated costs (EUR)					
Works & Supply	6,135,000*	Works & Supply	2,235,000	Works & Supply	10,300,000
Services (Technical Assistance)	650,000	Services (Technical Assistance)	30,000	Services (Technical Assistance)	n/a

* Contingency of EUR 300,000 per side included for the development and/or modernization of waiting time measurement and systems which enable the automatic capture and recording of truck weight data

BORDER CROSSING POINT / COMMON CROSSING POINT

TABANOVCE – PRESEVO

MACRO LOCATION

BRIEF INFO

Economy	North Macedonia	Serbia
Road number	E75	E75 (A1)
Road type	Motorway	Motorway
TEN-T Corridor/Route	Corridor X	Corridor X
Freight terminal	Yes	Yes
Number of lanes for passenger cars (in/out)	7+1	12+4
Numbers of lanes for buses	1+1	
Number of lanes for trucks (in/out)	2+2	
Truck parking capacity (in/out)	100	0
Queue capacity (trucks) (in/out)	n/a	n/a

MICRO LOCATION

TABANOVCE

PRESEVO

FACILITIES

Weighting point	Yes	Yes
Scanning	No	No
Phytosanitary inspection	Yes	Yes
Veterinary inspection	Yes	Yes
Lane for empty trucks	No	No
Plate recognition	Yes	Yes
Radiological inspection	Yes	Yes
Sniffer dogs	No	No
Passport scanner	Yes	Yes
Garage for physical inspection	Yes	No

FREIGHT TRANSPORT

Traffic demand (in both direction)

2022 (trucks/year)	2023 (trucks/year)	Average annual change, 2022-2023 (%)
272,648	301,163	10.4

Percentage of transport by type (export, import, transit, empty trucks)

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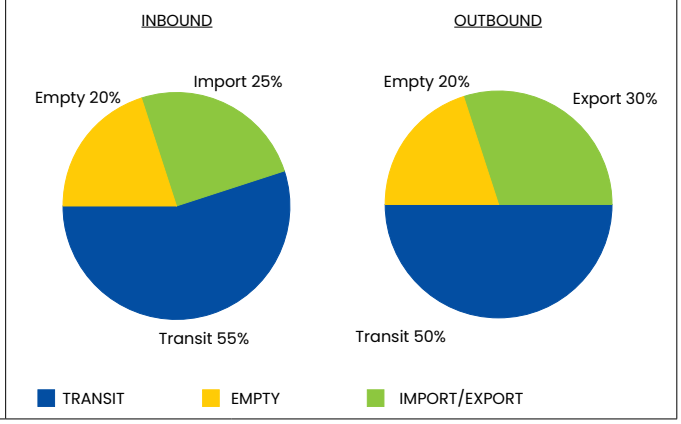
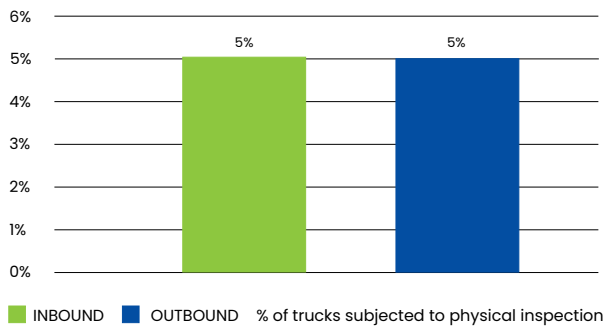
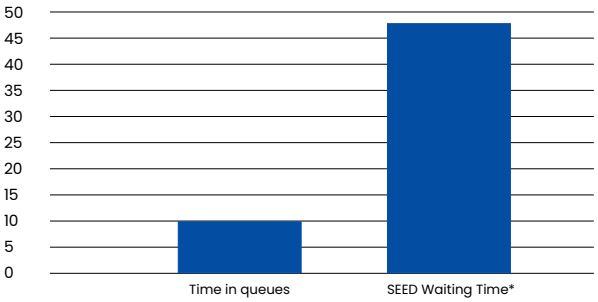
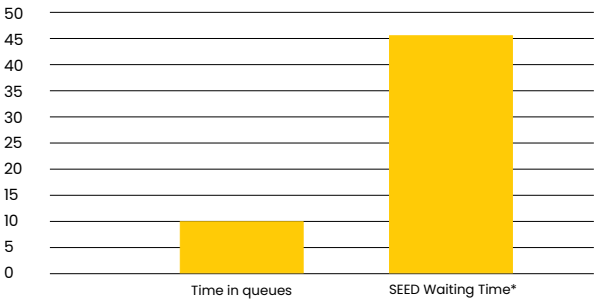
No data.	

ISSUES/CHALLENGES

Percentage of trucks subject to physical inspection

TABANOVCE	PRESEVO
No data.	

Average truck waiting time (min)

TABANOVCE	PRESEVO
	

Main issues/challenges

The Border Crossing Point (BCP)/Common Crossing Pint (CCP) is strategically located along the Western Balkans–Eastern Mediterranean Corridor (Corridor X) on a motorway, serving as a critical transit hub for passenger and cargo traffic towards North Macedonia and Serbia. Passenger traffic notably increases during the summer tourist season.
On the side of North Macedonia, passenger traffic infrastructure was last renovated in 2005, with an expansion of the truck terminal completed in 2018. The topography is generally flat, and the BCP/CCP's proximity to nearby towns on both sides supports personnel recruitment.
In 2019, a One-Stop-Shop (OSS) control system was introduced through a bilateral agreement, and infrastructure was adapted accordingly. However, operational experience has identified areas where further improvements are needed to optimize OSS efficiency.
During 2022–2023, further investments were made under the Open Balkan initiative to facilitate trade, focusing on maximizing the use of existing infrastructure by establishing 10 entry / 4 exit lanes on the side of North Macedonia and 10–12 entry / 4 exit lanes on the side of Serbia.

BCP/CCP Presevo:
The working hours of Police, Customs, and Phytosanitary Inspection Services are not fully harmonized.

BCP/CCP Tabanovce:
Customs and Police shifts are coordinated to ensure seamless control operations at BCP/CCP. During non-peak periods, current staffing levels are sufficient; however, additional personnel are deployed during peak seasons.

Common Challenges:

- **Operationalization of the One-Stop-Shop (OSS):** The OSS system implemented at the BCP/CCP is designed to optimize the use of existing resources and infrastructure to enhance efficiency and reduce waiting times. However, further measures are necessary to fully achieve the targeted time savings and service integration.
- **Shortage of Essential Control Equipment:** There is a lack of critical control equipment, including search tools and inspection devices for thorough checking of transport vehicles, goods, and passengers, limiting the effectiveness of control procedures.
- **Need for Enhanced Coordination between the BCP/CCP institutions of North Macedonia and Serbia:** Further operational coordination with Serbian services at BCP/CCP is essential to address existing bottlenecks and procedural shortcomings, particularly before undertaking any major infrastructure development projects.

IMPROVEMENT MEASURES

Proposed main interventions

Short-term measures	Medium-term measures	Long-term measures
Infrastructure, Facilities, IT/ICT Equipment		
1. Supply of one forklift on the side of Serbia 2. Supply and installation of Computed Tomography (CT) Scanner on the side of Serbia 3. Supply and installation of the Automatic Number Plate Recognition (ANPR) of towing vehicles at the side of Serbia 4. Supply of the installation (where needed) of i) four portable radioactivity detection device, ii) three safes for storing money and valuables, iii) fifteen ultraviolet (UV) lamp for detecting counterfeits, iv) twenty-two fixed travel document readers, v) ten portable travel document readers, vi) one breathalyzer, vii) ten licensed closed circuit television (CCTV) cameras, viii) 4four ANPRs, ix) four multigas detector device, including CO2 measurement, x) ten cell phones, xi) 12 printers. xii) eighteen scanning devices, xiii) twenty-two computers for checks at BCP/CCP and xiv) three laptops at the side of Serbia 5. Supply and installation of three safes for storing money and valuables at the side of Serbia 6. Supply of ultraviolet (UV) lamp for detecting counterfeits at the side of Serbia 7. Supply of the fixed travel document reader at the side of Serbia 8. Supply of search tools (hand tools, pocket tools, mechanic's tool kit, vehicle inspection trolley, fuel unloading system, telescoping inspection mirror) and devices for control of passengers and cargo (endoscopes, stationary metal detector, handheld metal detector under vehicle inspection system (UVIS), distance measuring electronic device, density meter, X-ray systems for passenger luggage screening) at the side of North Macedonia 9. Preparation of the spatial planning and design documentation needed for the implementation of the medium-term measures under 1), 2), 3) and of the long-term measures under 2)	1. Construction of secondary facility for freight vehicle inspection on the side of Serbia 2. Installation of Variable Message Signs (VMS) to provide real-time information to drivers as well as complete traffic signage at the side of North Macedonia and Serbia 3. Reconstruction and extension of the terminal administrative building (including heating and cooling through geothermal pumps and the use of photovoltaics) at the side of North Macedonia	1. Linking the data systems of the Police and Customs/ Creating a single data-sharing system, and if possible, sharing the control booths 2. Reconstruction and expansion of the existing road infrastructure, as well as reconstruction and expansion in the BCP/CCP area (which should be aligned with Serbia), at the side of North Macedonia
Human resources & intra-agency coordination		
10. Recruitment of Operations Staff on the side of Serbia who will be conducting loading and unloading operations using forklifts 11. Harmonization of working hours for all agencies and inspection at both sides of the BCP/CCP Presevo/ Tabanovce. 12. Assessment of the administrative capacity using key performance indicators (KPIs) based on the best practices from the EU MS 13. Utilization of the BCP/CCP evaluation methodology and knowledge of Customs Eastern and Southeastern Land BCP/CCP Expert Team (CELBET) designed by the CELBET BCP/CCP Evaluation Team	4. Implementation of coordinated BCP/CCP management to achieve better efficiency of inspections and controls, resulting in smoother and more streamlined crossing flows 5. Collaborative joint training programs for officials working at BCP/CCP Tabanovce/Presevo, focusing on the key areas such as i) educating customs officers for application of the innovative "Green Lanes" concept, ii) enhancing the operational use of the SEED data exchange system 6. Acceptance and recognition of truck weighing certificate	

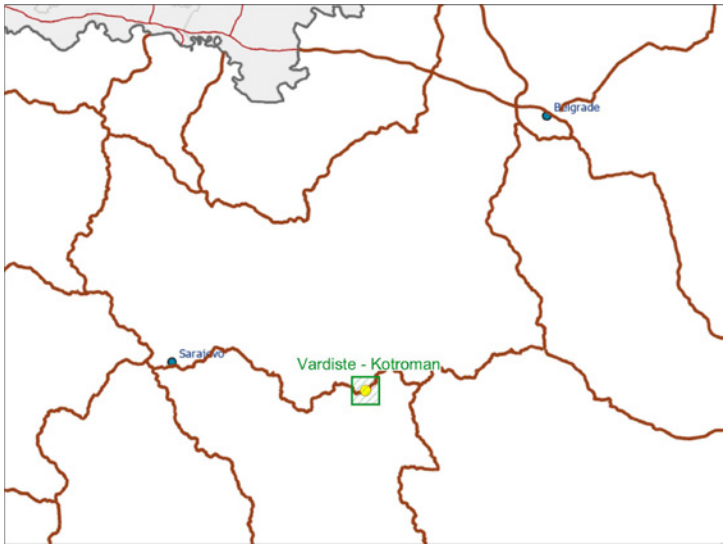
Timeline for implementation					
2026		2027 - 2028		Beyond 2028	
Total estimated costs (EUR)					
Works & Supply	4,202,000*	Works & Supply	1,200,000	Works & Supply	5,300,000
Services (Technical Assistance)	345,000	Services (Technical Assistance)	30,000	Services (Technical Assistance)	n/a

*Contingency of EUR 300,000 included for the development and/or modernization of waiting time measurement and systems which enable the automatic capture and recording of truck weight data

BORDER CROSSING POINT/COMMON CROSSING POINT

VARDISTE – KOTROMAN

MACRO LOCATION



BRIEF INFO

Economy	Bosnia and Herzegovina	Serbia
Road number	E761 (M5)	E761 (IB-28)
Road type	Magisterial road	Magisterial road
TEN-T Corridor/Route	Route 3	Route 3
Freight terminal	Yes	Yes
Number of lanes for passenger cars (in/out)	1/1	1/1
Numbers of lanes for buses	1/1	1/1
Number of lanes for trucks (in/out)	1/1	1/1
Truck parking capacity (in/out)	n/a	5/0
Queue capacity (trucks) (in/out)	n/a	6/3

MICRO LOCATION

VARDISTE

KOTROMAN

FACILITIES

Weighting point	n/a	Yes
Scanning	n/a	No
Phytosanitary inspection	n/a	Yes
Veterinary inspection	n/a	No
Lane for empty trucks	n/a	No
Plate recognition	n/a	No
Radiological inspection	n/a	Yes
Sniffer dogs	No	No
Passport scanner	Yes	No
Garage for physical inspection	n/a	Yes

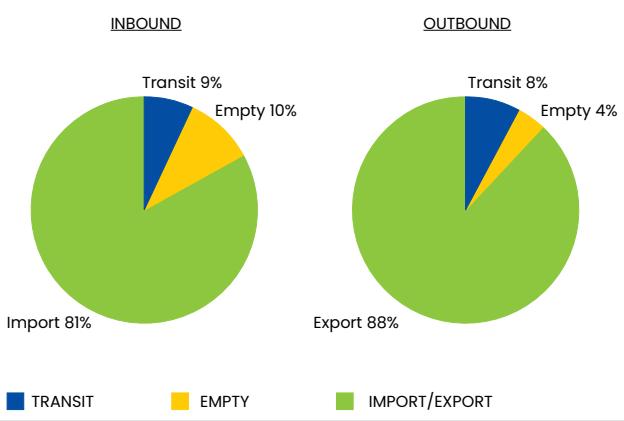
FREIGHT TRANSPORT

Traffic demand (in both direction)

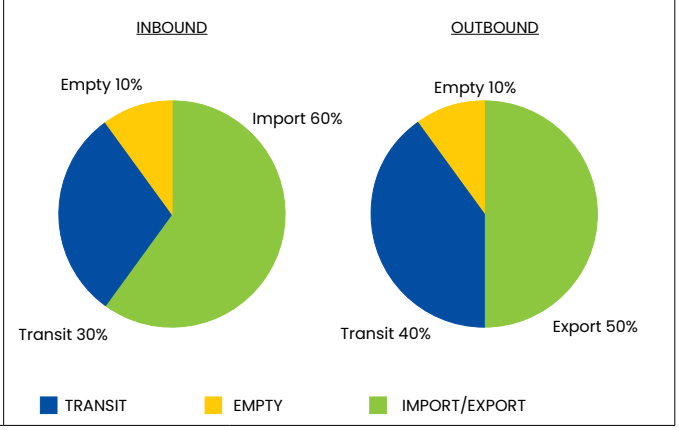
2019 (trucks/year)	2023 (trucks/year)	Average annual change, 2019-2023 (%)
35,040	40,032	3.6

Percentage of transport by type (export, import, transit, empty trucks)

VARDISTE



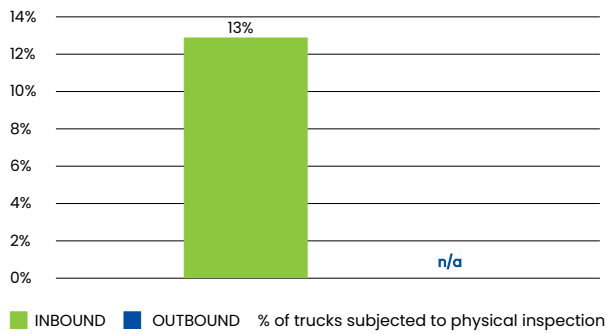
KOTROMAN



ISSUES/CHALLENGES

Percentage of trucks subject to physical inspection

VARDISTE



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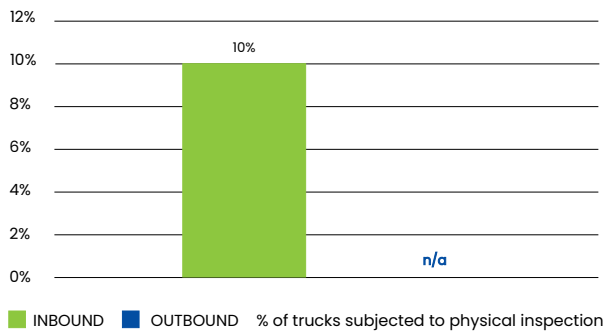
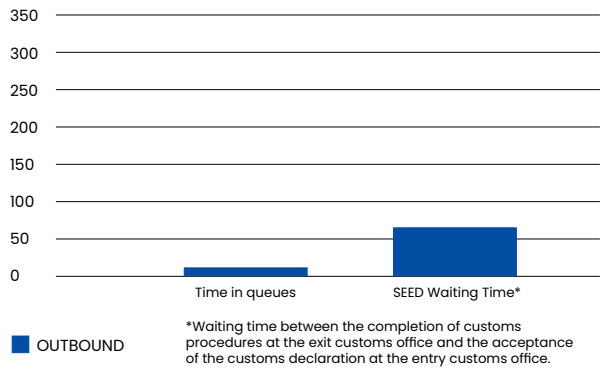
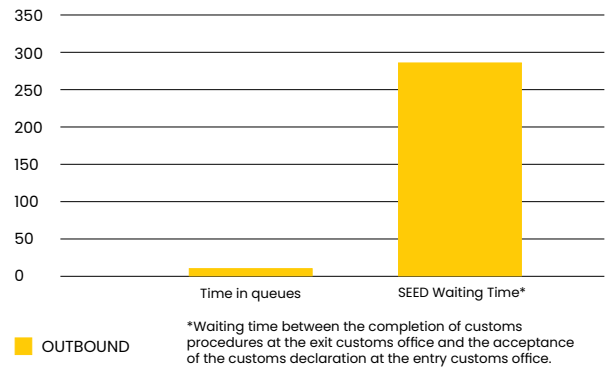


Average truck waiting time (min)

VARDISTE



KOTROMAN



Main issues/challenges

This Broder Crossing Points (BCP)/Common Crossing Point (CCP) faces long queues in the holiday period but there is physical constraint for the expansion. This BCP/CCP is part of the TEN-T Route 3 connecting Serbia to eastern Bosnia and Herzegovina, providing access to the Drina River valley and onward routes to Montenegro.
The crossing is situated approximately 30 kilometres from the Serbian town of Uzice and about 20 kilometres from the Bosnian town of Visegrad. It serves as a significant transit point for both passenger and freight traffic, particularly during peak travel periods. The area surrounding the crossing is characterized by mountainous terrain, which can impact traffic flow and infrastructure development.
Once the new alignment of the motorway at the both side (Bosnia and Herzegovina and Serbia) is fully constructed, the official TEN-T BCP/CCP will be relocated to the new site.

Vardiste:
The BCP/CCP Vardiste was undergoing reconstruction at the time of preparing this fiche.

Kotroman:
The BCP/CCP Kotroman has been recently reconstructed.

Common Challenges:

- **Non-Harmonized Working Hours and Inspections:** The working hours for Police and Customs are not harmonized. Veterinary inspection operates only two days per week on the side of Bosnia and Herzegovina, while there is no veterinary inspection on the side of Serbia. Phytosanitary inspection is carried out daily at the entry of Serbia.
- **Lack of Dedicated NTCS:** Lanes There is no dedicated NTCS lane, which impedes the efficient processing of truck traffic.
- **Absence of Secondary Facilities for Customs Inspections:** There are no secondary facilities dedicated to customs inspection of cars and buses, resulting in inspections being carried out in the traffic lanes. This slows down the traffic flow and decreases the level of service.
- **Lack of Sniffing Dogs:** The absence of sniffing dogs at the BCP/CCP reduces the efficiency of checks, particularly in detecting prohibited goods or substances.
- **Unsafe Access During Busy Periods:** Access to both sides of the BCP/CCP is unsafe during busy periods with long queues, particularly at dusk, night, and dawn. This is due to the lighting system being implemented only close to the BCP/CCP buildings, leaving other areas poorly lit and creating safety concerns.

* This fiche reflects the status based on information provided by the institutions of Serbia as there are no specific issues mentioned by the institutions from Bosnia and Herzegovina. It is worth noting, as mentioned above the BCP/CCP Vardiste was undergoing reconstruction at the time of preparing this fiche.

IMPROVEMENT MEASURES

Proposed main Interventions		
Short-term measures	**Medium-term measures**	**Long-term measures**
Infrastructure, Facilities, IT/ICT Equipment		
1. Technical assistance for the preparation of the technical documentation for items 1-4 from the medium-term measures 2. Supply of essential missing equipment for Customs, Police, and other Inspections at both sides 3. Introduction of sniffing dog inspections	1. Introduction of lighting at the accesses (at least 1km far from the BCP/CCP) on both sides 2. Installation of a secondary inspection facility for cars as it would eliminate the need for visual inspections in primary lanes at the side of Serbia 3. Creating NCTS truck dedicated lane, with a weighbridge 4. Creating a lane for empty trucks	1. Linking the data systems of the Police and Customs/ Creating a single data-sharing system, and if possible, sharing the control booths
Human resources & intra-agency coordination		
4. Harmonization of working hours for all agencies at both sides of the BCP/CCP Vardiste/Kotroman, establishment of veterinary inspections at the BCP/CCP Kotroman, and extension of working time for other inspections to allow utilization of the BCP/CCP throughput. 5. Assessment of the administrative capacity using key performance indicators (KPIs) based on the best practices from the EU MS 6. Utilization of the BCP/CCP evaluation methodology and knowledge of Customs Eastern and Southeastern Land BCP/CCP Expert Team (CELBET) designed by the CELBET BCP/CCP Evaluation Team	5. Collaborative joint training programs for officials working at BCP/CCP Vardiste/Kotroman, focusing on the key areas such as i) educating customs officers on innovative "Green Lanes" concept, ii) enhancing their proficiency in utilizing SEED data exchange system 6. Acceptance of truck weighing certificate	2. Implementation of coordinated management to achieve better efficiency of inspections and controls, resulting in smoother and more streamlined flows at BCP/CCP

Timeline for implementation					
2026		2027 - 2028		Beyond 2028*	
Total estimated costs (EUR)					
Works & Supply	1,615,000**	Works & Supply	1,470,000	Works & Supply	300,000
Services (Technical Assistance)	110,000	Services (Technical Assistance)	30,000	Services (Technical Assistance)	n/a

* This budget does not reflect construction of the new BCP along the new motorway while should be constructed along the new motorway which is in the planning phase. The rough cost estimation prepared by the institutions for Bosnia and Herzegovina as per similar BCPs/CCPs, and only for the side of Bosnia and Herzegovina (if it is not One-Stop-Shop concept implemented, is 18,000,000 EUR including i) preparation of the design documentation, ii) gathering of all relevant consents, iii) land acquisition, iv) works, v) supervision, and vi) equipping of the buildings.
**Contingency of EUR 300,000 per side included for the development and/or modernization of waiting time measurement and systems which enable the automatic capture and recording of truck weight data.