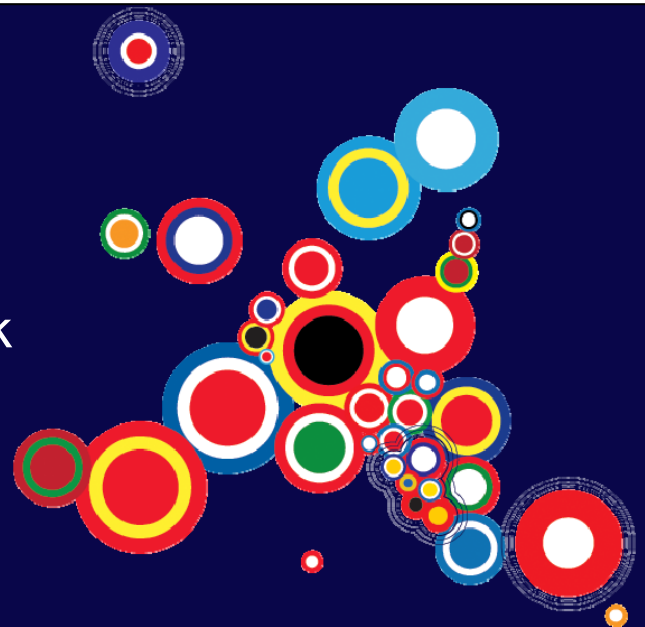




INSTRUMENT FOR PRE-ACCESSION ASSISTANCE (IPA II) 2014-2020

MULTI-COUNTRY

Support to SEETO (South East Europe Transport Observatory) Strategic Work Programme 2015-2017



Action summary

This action aims at securing the support for the implementation of the SEETO (South East Europe Transport Observatory) Strategic Work Programme (2015-2017), with the objective of fully integrating South East Europe into the European Transport market, as well as enhancing the overall performance of the transport system and the SEETO Comprehensive Network.

Action Identification	
Action Programme Title	IPA II Multi-country Action Programme 2015
Action Title	Support to SEETO (South East Europe Transport Observatory) Strategic Work Programme 2015-2017
Action ID	IPA 2015/038-051. 09/MC/SEETO
Sector Information	
IPA II Sector(s)	9. Regional and territorial cooperation
DAC Sector	21010
Budget	
Total cost	EUR 755 000
EU contribution	EUR 755 000
Management and Implementation	
Method of implementation	Direct management
<i>Direct management:</i>	DG MOVE (cross sub-delegation with DG NEAR) Unit E.1. International Transport Affairs
Implementation responsibilities	Carlos Bermejo, Head of Unit; Alain Baron, International Relations Officer; Florian Achleitner, International Relations Officer
Location	
Zone benefiting from the action	Western Balkans: Albania, Bosnia and Herzegovina, Kosovo*, the former Yugoslav Republic of Macedonia, Montenegro, and Serbia
Specific implementation area(s)	N/A
Timeline	
Deadline for conclusion of the Financing Agreement	N/A
Contracting deadline	31/12/2016
End of operational implementation period	31/12/2018

*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

1. RATIONALE

The *Memorandum of Understanding (MoU) for development of the SEETO Comprehensive Network* signed in 2004 by the Western Balkans Regional Participants and the European Commission aims for co-operation on the development of the agreed regional transport network as well as for implementation of policies that facilitate such development. The SEETO Comprehensive Network¹, which is included in the TEN-T Guidelines, was defined as the TEN-T Comprehensive Network for South East Europe. This aims at both infrastructure investment and soft measures, including administrative and regulatory procedures.

Even though noticeable progress has been made in the development of the SEETO Comprehensive Network, and notwithstanding the future perspectives for the creation of a Transport Community in SEE, the following objectives defined under the MoU remain inspiring until the present day and still constitute the basics for further integrated regional development:

- Developing the main and ancillary infrastructure on the multimodal SEETO Comprehensive Network and improving the connections with the TEN-T Network Developing;
- Implementation of a multi-annual rolling action plan (MAP) in order to provide a platform for most efficient use of funds and know-how provided by public and private sources;
- Fostering the most efficient and environmentally friendly transport modes at regional level;
- Harmonising and standardising, wherever feasible, technical standards and regulatory or administrative provisions affecting the flow of transport in and across the region, in accordance with EU standards and directives;
- Promote and enhance local capacities for the implementation of investment programmes, management and data collection and analysis in Regional Participants.

After Croatia's accession to the EU in July 2013, the SEETO Comprehensive Network comprises a road network of 4,923 km and a rail network of 3,355 km, based upon the network definition. There are also ten airports and three maritime ports that are part of the SEETO Comprehensive Network.

Total investments in the entire SEETO Comprehensive Network made from 2004 to 2013 are valued at approximately EUR 11.6 billion (including Croatian projects)². In addition, all Western Balkans are making progress in reforming the transport sector by pursuing their National transport strategies and by introducing new legislation compliant to the transport *acquis*.

The South East Europe Transport Observatory (SEETO), established by the MoU in 2005 with headquarters in Belgrade, works in a complex political, economic and operating environment. In 2011, the SEETO structures decided to prepare a first Strategic Work Programme 2012-2014 to better direct their work and in particular that of the SEETO Secretariat.

- The programme was developed by the Secretariat with the assistance of the European Commission-financed IFI Coordination Office and in December 2011 the Annual Meeting of Ministers (AMM) approved the *SEETO SWP (Strategic Work Programme) 2012-2014*.
- The programme 2012-2014 was set in the context of the regional and EU policies and the resources likely to be available to SEETO. It has guided SEETO activities in the period 2012 to 2014, supported through the IPA Multi-beneficiary programme
- The new multi-annual strategic work programme to guide SEETO activities for the period 2015 to 2017 has been prepared by the SEETO Secretariat and is a logical continuation of the previous IPA assistance.

¹ Originally named "Core Network" this was later renamed to "Comprehensive Network" in the light of the recent TEN-T policy revision and the corresponding definitions.

² Source: SEETIS database

The implementation of the *SEETO Strategic Work Programme 2015-2017* will support IPA II beneficiaries in their efforts to improve transport infrastructure and services compliant with the EU requirements in order to be part of a comprehensive European Transport market. With a view to ensure an effective development and management of the SEETO Comprehensive Network and the overall transport systems, expert transport consultant services will help SEETO to improve deliverables and strengthen the coordination mechanisms for pushing further policy reforms on technical/expert level. The further implementation of the Railway Addendum to the MoU, strengthening the data analysis through an upgrade of the existing SEETIS (South East European Information System) and support to improving road safety will act as an instrument to harmonise transport reforms and strengthen transport investments in the region, leading to greater consistency in transport policies.

Furthermore, technical assistance will help the Secretariat staff to focus on the connectivity agenda and on support to the activities related to the creation of the TEN-T Network for South East Europe. *Inter alia*, assistance will further help the implementation of the Flagship Axis initiative (including Action Plan on Border Crossings Procedures), Multi-Annual Plan (MAP), and other important activities that require full attention of the Secretariat staff.

PROBLEM AND STAKEHOLDER ANALYSIS

The *2004 SEETO MoU* provides the basis for regional cooperation on transport and, in addition to outlining the SEETO Comprehensive Network (CN), it identifies a series of policy issues to be dealt with by SEETO.

While some progress has been made in transposing transport related EU *acquis* and adopting relevant international transport agreements, in general and in line with other sectors, the overall pace of policy reform in the Regional Participants is rather slow and varies to some extent between them. Transport policy in the region is still infrastructure focused, while important policy and regulatory improvements are not tackled sufficiently.

The pace of reform impedes the Regional Participants' capacity to maximise the benefits of investments in the SEETO CN. Typical examples are delays at border crossings because institutional interregional cooperation is missing; monopolistic rail markets due to the reluctance to push for substantial reforms and system transformations; or poor road safety records because road safety regulations are not properly enforced.

SEETO and especially the Secretariat are increasing their efforts to follow more closely developments in European transport policy and assisting the IPA II beneficiaries in transforming their regulatory and institutional framework and modernising their transport system in line with the EU regulations and international best practices. An improved policy and regulatory environment will deliver economic and social benefits and also facilitate greater investments in the transport network. It has been already demonstrated that Regional Participants highly benefit from a regional approach to the reform processes which must be undertaken in a synchronised manner in order to reap the benefits. The MoU already identifies the broad range policy areas relevant for regional cooperation, while the SEETO Strategic Work Programme prioritises specific actions under each of these topics.

While SEETO structures must pay greater attention to transport policy issues, the identification, preparation and implementation of transport investments must continue to ensure the development of the SEETO CN. It is estimated that investments of around EUR 12.7 billion will be required to implement the agreed transport network to meet current demands³ alone. This figure is expected to rise with economic growth and subsequent traffic increase.

³ Source: internal IFI CO calculations for DG NEAR

However, in line with all other sectors, securing funding for investments is increasingly difficult for the Regional Participants. The worldwide financial and economic crisis has had a severe impact on the capacity of the Regional Participants to generate revenues and/or borrow the necessary funds. Many Regional Participants have limited fiscal space as evidenced by the introduction of austerity programmes by some governments. It is therefore extremely important that until the Transport Community Treaty is signed, SEETO remains instrumental to address the transport challenges in the region and streamline infrastructure investments by improved coordination among donors, private sector and stakeholders. Support to the Action Tasks of the SWP, as well as the support to the expert workshops and SEETO expert working groups will enable a broad consensus and further impetus for achieving the above-stated objectives.

The *Transport Community Treaty* (TCT) is seen by all parties as a way to better coordinate transport policy and infrastructure development in the Western Balkans in line with the EU accession process.

Once agreed and signed by all parties, the TCT will replace the SEETO MoU and will provide a legal basis for intervention and follow-up on the development of a joint transport market. However, the initialling and subsequent signature and ratification of the TCT has been substantially delayed. In such circumstances, the gap could be overcome by showing continuous support to the entire process of regional transport cooperation by enhancing (and adjusting) the existing structures to be able to assume some of the tasks originally foreseen to the TCT, until it is established and becomes operational.

RELEVANCE WITH THE IPA II MULTI-COUNTRY STRATEGY PAPER AND OTHER KEY REFERENCES

The Multi-country Indicative Strategy Paper 2014-2020⁴ underlines the priority of the transport sector and SEETO.

The Enlargement Strategy and the Annual Progress Reports set important targets for the implementation of the Memorandum of Understanding (MoU) and strengthening cooperation with SEETO. They clearly identify the need to enhance the transport policy framework and alignment with the *acquis*, especially in the railway sector, road safety and maintenance, transport management system, transport operations facilitation, as well as delivery of sound analysis for the transport system. These are all priority areas identified by SEETO in the Multi-Annual Plans, SEETO Regional visits' reports and Strategic Work Programmes.

LESSONS LEARNED AND LINK TO PREVIOUS FINANCIAL ASSISTANCE

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

Marking a clear starting point of institutionalised regional cooperation in the transport field, the SEETO Secretariat was first entirely financed under the CARDS Regional Programme and after 2006 partly co-financed by the Participants.

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

IFIs and other bilateral and multilateral donors are extensively supporting the transport sector in the Western Balkans while cooperation between the European Commission and the IFIs increased through the creation of a number of mechanisms to better coordinate investments such as the Infrastructure Project Facilities (IPF) and the Western Balkans Investment Framework (WBIF).

⁴ C(2014) 4293, 30.06.2014

The SEETO Secretariat also benefited from a short-term assignment of a consultant from the IFI Coordination Office which assisted in some of the tasks described below.

The *Comprehensive Network Development Plan, Five Year Multi Annual Plan* (MAP) is currently published on a yearly basis. In 2011, it was agreed that the MAP format should be revised to be more relevant for other regional and international stakeholders, including IFIs and other potential financiers. Although there is still scope for further improvement, the MAP's format and its contents have greatly improved and the document is now relevant to a greater audience, within the Western Balkans and outside the region.

In 2012, a new Methodology for rating of SEETO priority projects was introduced, on the basis of which the latest SEETO priority project list has advanced into a genuinely credible and reliable reference when the regional transport infrastructure is concerned.

Since 2012, the Secretariat has published various thematic reports covering specific transport related issues (Comprehensive Network Investment Report, Border-crossing facilitation report, Rail Reform progress report, Road safety audit implementation report etc.).

In future the Secretariat will continue to publish thematic reports, as well as MAP, but the analysis to be included should provide for more in-depth approach and more substantial data input and scrutiny. This could be achieved through further improvements of the data collection mechanism and data analysis, supported by upgraded SEETIS system (South East European Information System). The SEETIS III is a designed system for data collection, storage and data presentation, with a possibility to generate transport analysis, used and operated by the Secretariat and owned by the SEETO structures. Its features have been used by: European Commission, IFIs, National Coordinators and other key users and it has been made functional for data collection from Regional Participants through electronic data entering and submitting the data. Previous Technical Assistance has recommended some changes and improvements which should lead to SEETIS III upgrade. They have been confirmed as important and needed for the RPs on the SEETO key users meeting held in September 2014.

Following the adoption of the Work Programme 2012-2014, the European Commission has contracted TA using IPA funding to support IPA II beneficiaries with the implementation of a number of Action Tasks arising from the Work Programme. The TA commenced in November 2013.

The assignment supported the four main Action Tasks which are:

- Improved data collection and analysis mechanisms;
- Support the implementation of the Railway Addendum to the MoU;
- Advise on harmonisation of transport related border crossing procedures; and
- Support to improving Road Safety Auditing (RSA) programmes of the Regional Participants

The second and the third track were streamlined and focused to support the *SEETO Flagship axes initiative* which aims to identify administrative and infrastructure bottlenecks on specific corridors and routes and to come up with concrete measures for overcoming them.

Four (4) senior transport consultants have been engaged to work closely with the Secretariat on the TA which is due to be completed in March 2015, except for the Action Task "Improved data collection and analysis mechanisms" which was completed in October 2014.

Significant progress has been made to implement the planned activities through execution of the four Action Tasks, including improvements in the quality and relevance of the reports, publications and other deliverables provided by the Secretariat, particularly the MAP 2014 and the Flagship axes brochures.

In addition, in order to improve results of SEETO working groups, the European Commission has been financing the participation of relevant experts from the transport authorities of the Regional Participants and SEETO Secretariat staff through the same TA. More concretely, the TA has covered the logistics for organisation of the meetings of the Railway and Road Safety Working Groups, the ad-hoc Flagship axes workshops on transport facilitation, as well as contribution to the organisational costs of the 9th Annual

Ministerial Meeting held in Brussels and the SEETO Regional visits to the Transport Ministries in each capital of the IPA II beneficiaries. The work which has been done by the Working Groups in supporting the main Action Tasks, as well as the exchange of experience and best practises has been assessed extremely positively by the relevant SEETO structures, SEETO Secretariat and DG MOVE; therefore a continuation of this type of support is envisaged.

Although the final evaluation of the existing TA can only take place after it is completed, the overall assessment done within the process of preparation of the new SWP 2015-2017 is very positive. All TA tracks corresponding to the SWP Action Tasks have been undertaken (finalised or ongoing) and the objectives have been achieved to a reasonable degree. Nevertheless, the ambitious goals of the Action Tasks and the way they are designed to ensure sustainable overview by SEETO in the long run, allows for continuous involvement of SEETO in assessing and monitoring the progress, as well as advising with regards to infrastructure and transport policy development. In several areas (Railway addendum and Road Safety, as well as data mechanism improvement) further assistance needs to complement the previous/ongoing assistance. Therefore, the SWP 2015-2017 and the corresponding TA is structured to follow-up on the previous programme making sure it is in compliance with the previous commitments, reinforcing the visibility and the impact of SEETO deliverables, but also focusing on concrete implementing actions.

2. INTERVENTION LOGIC

LOGICAL FRAMEWORK MATRIX

OVERALL OBJECTIVE	OBJECTIVELY VERIFIABLE INDICATORS (*)	SOURCES OF VERIFICATION	
To support the implementation of the SEETO Strategic Work Programme (2015-2017) in view of fully integrating South East Europe into the European Transport market.	Degree of progress in integrating South East Europe into the European Transport market, as well as enhancing the overall performance of the transport system and the SEETO Comprehensive Network.	DG MOVE and DG NEAR, by monitoring the work of SEETO.	
SPECIFIC OBJECTIVE	OBJECTIVELY VERIFIABLE INDICATORS (*)	SOURCES OF VERIFICATION	ASSUMPTIONS
To support the implementation of priorities identified in the SEETO Strategic Work Programme, more specifically: <ul style="list-style-type: none"> i. Implementation of the railway addendum to the MoU, ii. Introduction of EU best practices for improvement of road safety in the region; iii. Dialogue among transport public authorities, transport operators and stakeholders for facilitating transport flows, as well as among public authorities, IFIs and private sector regarding transport investments; iv. Preparation of the grounds for improvement of data analysis, including upgrade of the South East Europe Transport Information System (SEETIS). 	<p>Increased % of data fields in SEETIS</p> <p>Number of additional geo-referenced maps produced</p> <p>Number of new railway entrants on the market</p> <p>Number/ of pilot implementing actions of the SEETO Road Safety Strategy</p>	<ul style="list-style-type: none"> i. Annual Ministerial conclusions ii. Recommendations and conclusions from the Working Groups and Steering Committee meetings iii. Various reporting from SEETO vetted by DG MOVE and DG NEAR. 	Commitment and availability of the technical / operative level in the Ministries of Transport to pursue and enforce the results of the EU-assistance.
RESULTS	OBJECTIVELY VERIFIABLE INDICATORS (*)	SOURCES OF VERIFICATION	ASSUMPTIONS
Result 1: <i>Workshops for the implementation of SEETO's Strategic Work Programme Project Tasks</i>	<p>Number of targeted field visits</p> <p>Existence of updated questionnaires on</p>	<ul style="list-style-type: none"> i. SEETO Annual Report ii. WG reports and minutes of meetings 	Commitment and availability of the technical / operative level in the Ministries of

<p>Result 2: <i>Functional and operational SEETIS</i></p> <p>Result 3: <i>New implementing plan for the Railway Addendum</i></p> <p>Result 4: <i>Established system for monitoring the SEETO regional Road Safety strategy</i></p>	<p>Infrastructure and traffic for each mode of transport</p> <p>Existence of newly designed questionnaires on projects, maintenance, road safety, border-crossings and policy questionnaires</p> <p>Existence of new transport-economic analysis published; predefined queries, reports and graphs including socio-economic and environmental indicators incorporated in an operational web-GIS application</p> <p>Number of participants present at the networking and training events on transport investments organized in six countries</p> <p>Number of published "road maps", showing steps towards implementation of the railway addendum</p> <p>Software upgrade of SEETO IT system (SEETIS)</p>	<p>iii. Commission's Progress Reports</p>	<p>Transport to pursue and enforce the results of the EU-assistance.</p>
<p>Etc.</p>			
ACTIVITIES	MEANS	OVERALL COST	ASSUMPTIONS
<p><u>Activity 1. Provide administrative support for the SEETO working groups and workshops</u> (Railway working group, road safety working group, transport facilitation working group and Working Group on infrastructure and transport related investments)</p> <p><u>Activity 2. Purchase of software and setting the entire platform for using it</u></p> <p><u>Activity 3. Supporting the entire process of revisiting the Railway</u></p>	<p>TA (specific contracts under framework contracts) and equipment (supply contract) procured via international tender.</p>	<p>EUR 755 000</p>	<p>Commitment and availability of the technical / operative level in the Ministries of Transport to pursue and enforce the results of the EU-assistance.</p>

<p><u>addendum by ensuring broad consensus on the new targets and deadlines, (updating the Addendum with the new EU rail related legislation, checking conformity with the newly adopted EU legislation, identification of gaps) and drafting ToR for pilot implementing actions</u></p> <p><u>Activity 4. Setting a monitoring mechanism for road safety indicators and drafting ToR for pilot implementing actions regarding the SEETO Road Safety Strategy</u></p> <p>Etc.</p>			
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ADDITIONAL DESCRIPTION

The overall objective of this TA is to guide the efforts of the SEETO structures to implement the MoU. The main target is to extend SEETO's activities beyond transport infrastructure issues, while keeping high on the agenda the identification and prioritisation of infrastructure investment requirements.

A specific emphasis should be put on the learning process and on strengthening the capacity of the Secretariat to analyse specific key topics.

In line with the overall mission of SEETO and the responsibilities of the Secretariat, the work of the consultants should complement the work of SEETO and will be guided by the following objectives:

- Enhanced provision of timely, thorough and up-to-date information and analysis to support the development of the SEETO Comprehensive Network and future Core Network as well as link to the EU TEN-T corridors;
- Demonstrable progress in specific priority areas of transport policy
- Increased profile of SEETO and the SEETO Comprehensive Network; SEETO should be acknowledged as the focal point relating to regional transport planning; and
- Smooth functioning of the SEETO governance structures and the SEETO Secretariat.

According to the outlined tasks for SEETO for the upcoming period, the following services are requested:

1. defining the new SEETIS features, including the progress policy mechanism and purchase of the software for updating the SEETIS system (the largest transport information system in the region), in accordance to the agreed needs by the users (National coordinators, key users, SEETO) and following up on the recommendations from the Technical Assistance)
 - **Expected results:**
 - New features in the system elaborated and prepared
 - High quality comparable & up-to-date data in SEETIS database, including financial-economic and social data, data on maintenance, border-crossings etc.
 - Design of new policy questionnaires

The upgraded SEETIS should integrate:

- Additional data and on each mode for traffic and infrastructure indicators, including the new ones on Road Safety, Maintenance and Border Crossing.
 - The new designed questionnaires of the Priority/Non Priority Projects and introduction of the new social, economic, financial and environmental indicators.
 - Transport qualitative indicators, through new policy questionnaires and check-lists
 - Set of new transport-economic analysis, predefined queries, reports and graphs.
 - Geo-referenced maps and spatial transport and infrastructure analysis.
 - Test-pilot phase of the software.
2. Preparation of a revisited Railway Addendum and Implementing Plan encompassing all institutional and regulatory measures for completing the reforms and creation of the common Railway area in SEE, supplementing them with the new EU rail legislation on the overall railway development. On the basis of that, the TA should assist in preparation of ToR for pilot projects on the basis of the findings.

Expected results:

- Revisited Addendum/Action Plan for implementation of the Addendum adopted by SC and AMM (updating the Addendum with the new EU rail related legislation)
 - Checking conformity with EU legislation (audit of the new legislation with European Commission guidance, not already done by the European Commission in order to determine the gaps and future actions)
 - Publication of "road maps for each RP, showing steps towards implementation of the railway addendum
 - ToR for a regional pilot project
3. advise on further steps regarding the implementation of the regional SEETO Road Safety Strategy (prepared with assistance of EU) in all of its components, reflected in the "4 E" principles: Education, Engineering (Infrastructure), Emergency and Enforcement. It should assist in establishing system for monitoring the road safety indicators and assist in launching pilot projects

Expected results:

- recommendations and conclusions from the extended Road Safety WG adopted
 - Report with SEETO CN road safety indicators and monitoring system in place
 - ToR for pilot projects.
 - Pilot project results delivered and adopted by the RSWG and SC
4. Reinforcing the SEETO network of institutions and experts in the relevant transport fields. This type of support has been granted by the EU in the past and is secured until mid - 2015 for some of the SEETO Working Groups meetings. More specifically, the support is given for logistical preparation of meetings and support to travel and accommodation for the participants of the following:
- SEETO Regional visits to RP's Ministries and transport authorities (1 meeting in 6 RPs)
 - Railway and Intermodality Working Group (3 meetings)
 - Road Safety Working Group (2 meetings)
 - Transport Facilitation Working Group (earlier an Ad-hoc WG) (2 meeting)
 - Infrastructure and transport related Investment Working Group (new) (2 meeting)
 - Annual Ministerial Meeting (1 meeting)

3. IMPLEMENTATION ARRANGEMENTS

ROLES AND RESPONSIBILITIES

In order to implement the Technical Assistance in the most effective way, the same institutional set-up overseeing the implementation of the MoU should be used:

- *Annual Meeting of Ministers (AMM)*: Ministers of the Regional Participants meet once a year to review progress of the MoU (in this case, verifying the progress in achieving the overall objectives of the assistance), to provide political guidelines and, if necessary, to consider changes to the MoU;
- *Steering Committee (SC)*: A committee comprising two high-level representatives of each RP, acting as a decision-making body. The SC currently meets four times a year where it can discuss the results and asks for clarifications;
- *Working Groups (WG)* - dealing with specific tasks, consisted from experts in the fields;
- *National Coordinators (NC)*: One civil servant of each RP, acting as coordination person between the RP and the SEETO Secretariat; and

- *SEETO Secretariat*: A permanent secretariat, based in Belgrade. The main role of the Secretariat will be to coordinate the process of implementation of the assistance. To fulfil this aim the Secretariat will liaise with the consultants and the other structures, serves as a first check-point for all deliverables and streamline the information flow. It also provides the consultants with guidelines if needed and actively follows the carrying out of the work. Participation to meetings and other forums arising from the implementation of the assistance components should be ensured. The Secretariat has no executive power, but its work underpins and supports the entire SEETO network.

IMPLEMENTATION METHOD(S) AND TYPE(S) OF FINANCING

Direct management by DG MOVE: DG NEAR will cross sub-delegate implementation of the Action to DG MOVE. DG MOVE will use a framework contract and launch two specific requests for services in two different lots: (i) one specific contract under Lot 5 (conference organisation) relating to Action 1 for EUR 300 000; (ii) one specific contract combining Actions 2, 3 and 4 (Transport Economic Analysis, Revisiting the SEETO Railway Memorandum of Understanding and Road Safety) into one specific contract under lot 2 (transport), managed by one single consultancy to ensure consistency of the assistance. The overall amount estimated would be around EUR 300 000.

DG MOVE will launch a separate international open tender for purchasing of the equipment needed for the upgrade of SEETIS III (GIS system used by SEETO) in the value of EUR 155 000.

4. PERFORMANCE MEASUREMENT

METHODOLOGY FOR MONITORING (AND EVALUATION)

DG MOVE will be in the lead of monitoring and evaluating the results of the IPA II assistance, according to indicators specified in the Matrix. DG NEAR will assist DG MOVE in this effort.

INDICATOR MEASUREMENT

Indicator	Baseline (2014) (2)	Milestone 2017(3)	Target 2020 (4)	Final Target (year) (5)	Source of information
CSP indicator (impact/outcome)....(1)					
Degree of progress in integrating South East Europe into the European Transport market, as well as enhancing the overall performance of the transport system and the SEETO Comprehensive Network. ⁵	Insignificant	Significant	Significant	Significant	Reports of SEETO working groups, and regular reporting.
Increased % of data fields in SEETIS	apx.380	+25%	2014 +35%	2014 +35%	Available in SEETIS III
Number of additional geo-referenced maps produced	8	16	20	20	Publication on SEETO Website – section "maps"
Number of new railway entrants on the market	0	1	3	3	Report of the SEETO Railway Working Group
Number of targeted field visits	0	6	6	6	Working Groups' reports and minutes of meetings
Existence of updated questionnaires on Infrastructure and traffic for each mode of transport ⁶	0	yes	yes	yes	Working Groups' reports and minutes of meetings
Existence of newly designed questionnaires on projects, maintenance, road safety, border-crossings and policy questionnaires ⁵	0	yes	yes	yes	Working Groups' reports and minutes of meetings
Existence of new transport-economic analysis published; predefined queries, reports and	0	yes	yes	yes	Working Groups' reports and minutes of meetings

⁵ Qualitative indicator: the scale for measuring progress is: none – insignificant – significant – very significant.

⁶ Qualitative indicator: expressed in yes or no

graphs including socio- economic and environmental indicators incorporated in an operational web-GIS application ⁵					
Number of participants present at the networking and training events on transport investments organised in six beneficiaries ⁷	0	24-36 p.a.	N/A	N/A	Working Groups' reports and minutes of meetings
Number of published "road maps", showing steps towards implementation of the railway addendum	0	6	6	6	Working Groups' reports and minutes of meetings
Software upgrade of SEETO IT system (SEETIS) ⁵	0	yes	yes	yes	SEETO Secretariat

(1) This is the related indicator as included in the Indicative Strategy Paper (for reference only)

(2) The agreed baseline year is 2010 (to be inserted in brackets in the top row). If for the chosen indicator, there are no available data for 2010, it is advisable to refer to the following years – 2011, 2012. The year of reference may not be the same either for all indicators selected due to a lack of data availability; in this case, the year should then be inserted in each cell in brackets. The baseline value may be "0" (i.e. no reference values are available as the Action represents a novelty for the beneficiary) but cannot be left empty or include references such as "N/A" or "will be determined later".

(3) The milestone year CANNOT be modified: it refers to the mid-term review of IPA II.

(4) The target year CANNOT be modified.

(5) This will be a useful reference to continue measuring the outcome of IPA II support beyond the 2014-2020 multi-annual financial period. If the Action is completed before 2020 (year for the performance reward), this value and that in the 2020 target column must be the same.

⁷ Annual participation refers to 2015-2017, i.e. for the duration of the Strategic Work Programme 2015-2017.

5. CROSS-CUTTING ISSUES

ENVIRONMENT AND CLIMATE CHANGE

This TA will work on a revisited Railway Addendum and Implementing Plan encompassing all institutional and regulatory measures for completing the reforms and creation of the common Railway area in SEE, supplementing them with the new EU rail legislation on the overall railway development. Also, the planned upgrade of SEETIS will integrate among others in the revised questionnaires of the Priority/Non Priority Projects new social, economic, financial and environmental indicators.

ENGAGEMENT WITH CIVIL SOCIETY (AND IF RELEVANT OTHER NON-STATE STAKEHOLDERS)

Not applicable

EQUAL OPPORTUNITIES AND GENDER MAINSTREAMING

Not applicable.

MINORITIES AND VULNERABLE GROUPS

Not applicable.

6. SUSTAINABILITY

SEETO Secretariat and the SEETO structures shall take over the ownership and operation over the results and deliverables. Given that the activities fall under the main tasks for SEETO according to the SWP, through further monitoring, the Secretariat shall enable sustainability, whereas the IPA II beneficiaries need to include the Action's results into their national transport strategies/policies and to their programming documents for national IPA or for other financial sources.

7. COMMUNICATION AND VISIBILITY

Communication and visibility will be given high importance during the implementation of the Action. All necessary measures will be taken to make public the fact that the Action has received funding from the EU in line with the Communication and Visibility Manual for EU External Actions. Additional Visibility Guidelines developed by the European Commission (DG NEAR) will have to be followed.

The implementation of the communication activities shall be the responsibility of the contractors, and shall be funded from the amounts allocated to the Action.

Visibility and communication actions shall demonstrate how the intervention contributes to the agreed programme objectives and the accession process. Actions shall be undertaken to strengthen general public awareness and promote transparency and accountability on the use of funds.

The European Commission shall be fully informed of the planning and implementation of the specific visibility and communication activities.