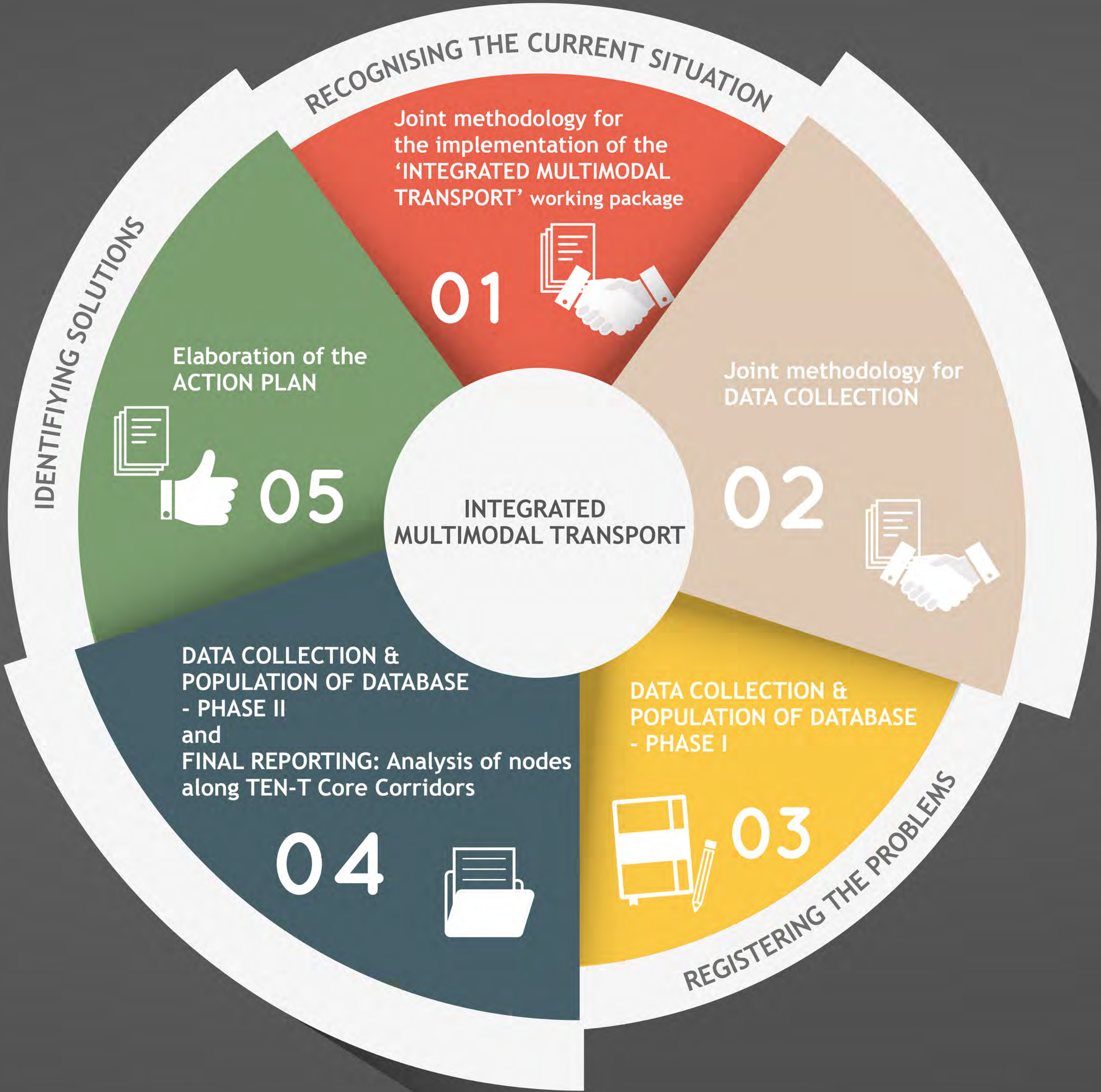


INTEGRATED MULTIMODAL TRANSPORT - Data Collection at Border Crossing Points (BCPs) at corridor level in the ADRION region



Core Network Corridors and nodes of interest in ADRION region



ROAD BORDER CROSSING POINTS

The Road BCPs covered by ADRIPASS can be categorized in two groups:

1. Those been surveyed in the framework of the ACROSSEE project (Accessibility improved at border CROSSings for the integration of South East Europe), and
2. Those being surveyed for the first time in the framework of the ADRIPASS project.



RAIL BORDER CROSSING POINTS

The Rail BCPs covered by ADRI PASS can be categorized in two groups:

- 1. Those that have been surveyed in the framework of the ACROSSEE project (Accessibility improved at border CROSSings for the integration of South East Europe), and**
- 2. Those being surveyed for the first time in the framework of the ADRI PASS project.**



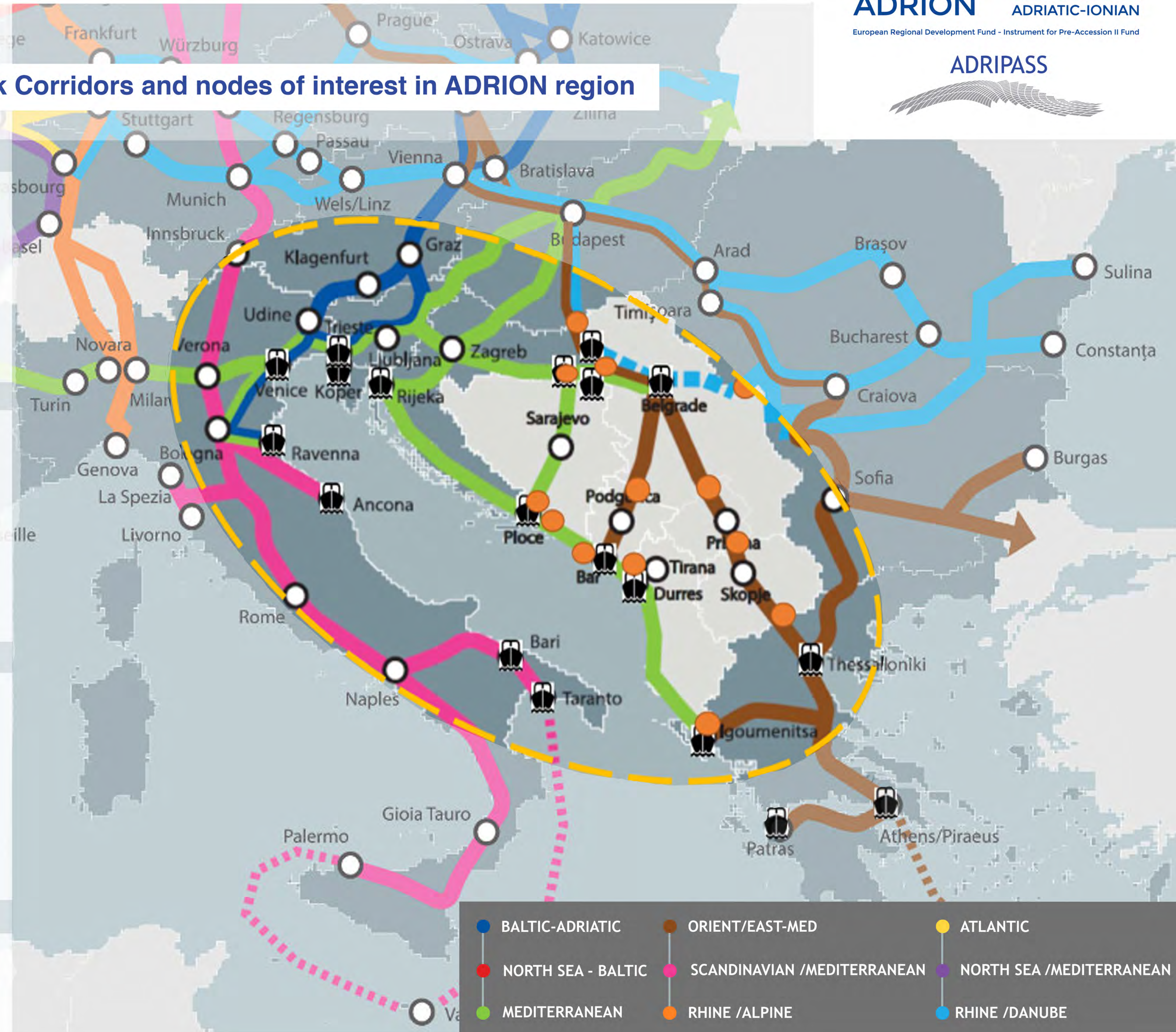
MARITIME PORTS-GATEWAYS

The collected information describes the available infrastructure, the provided services, the trade flows served, the transport modes supporting multimodality, the main problems performing as bottlenecks to their performance and the ICT tools and applications implemented.



LOGISTIC FACILITIES/INLAND TERMINALS

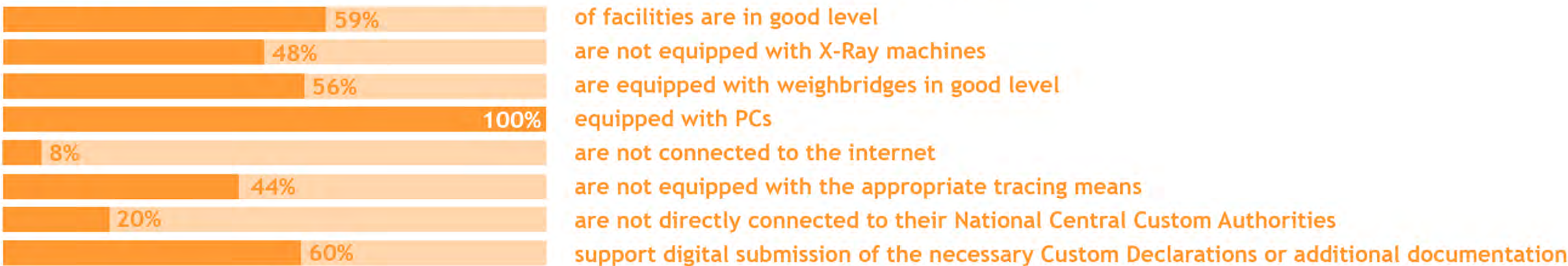
Many logistic facilities/ Inland Terminals are located along the transport corridors (mainly near urban nodes). These facilities are of different types: freight villages, logistic centers, hinterland ports serving inland waterway transport, etc., such as those of along the Rhine - Danube as well as several hinterland ports in Northern Italy



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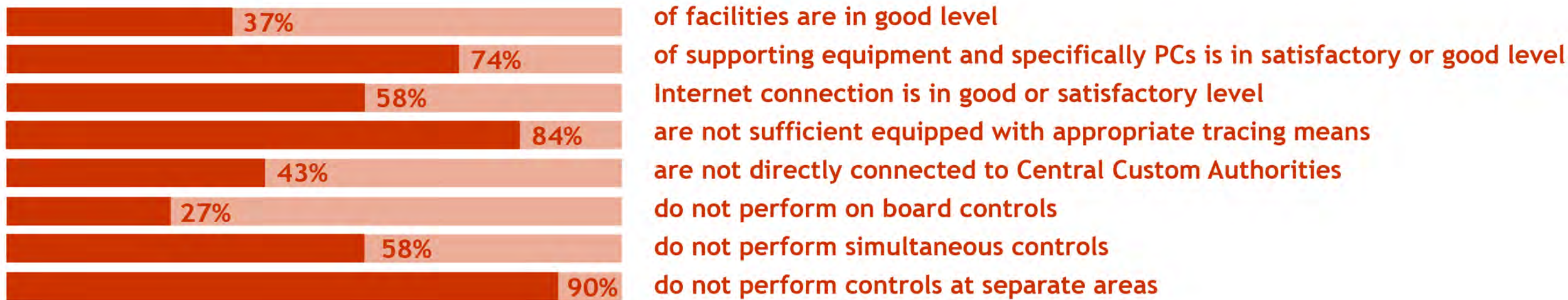


ROAD BORDER CROSSING POINTS - MOST IMPORTANT FINDINGS



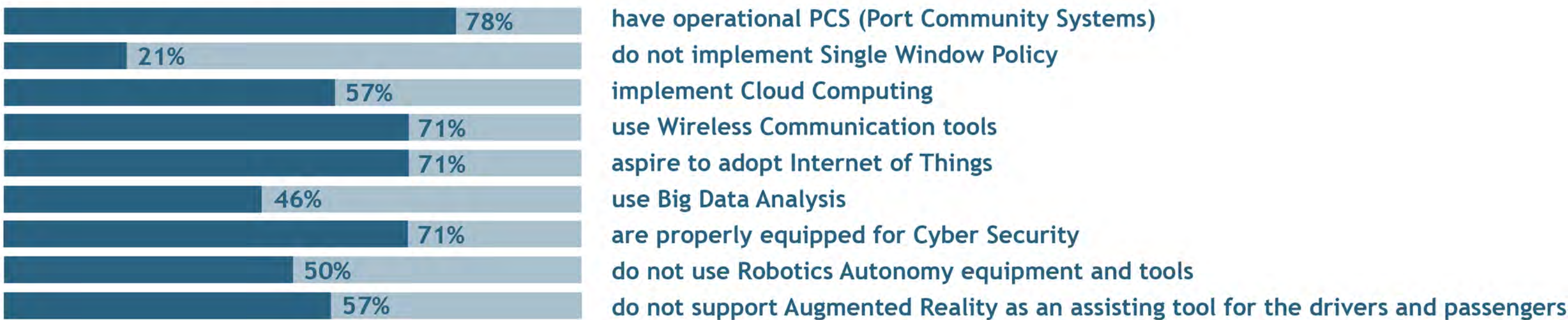
21

RAIL BORDER CROSSING POINTS - MOST IMPORTANT FINDINGS



13

MARITIME PORTS-GATEWAYS - MOST IMPORTANT FINDINGS



CONCLUSIONS

There is a large margin for improvement of operations at ports and gateways and the BCPs.

Lots have been achieved related to infrastructures with the efforts of the states, guidance and financial support by EU, IFIs and donors. And more are underway...

Border crossings facilitation has improved as well, but slowly.

Improvement of physical and non-physical barriers to trade and transport with low-cost measures and investments would mean an important increase of utilization of existing infrastructures.

Unless serious measures are taken, border crossings and other non-physical barriers will still hamper the full exploitation of existing, upgraded or even completely new and modern infrastructures.

This will mean a much slower pace in the return of investments, in the improvement of the attractiveness and competitiveness of the Corridors and in regional and national economic development and convergence.

Transport Community Treaty Permanent Secretariat already works towards this direction and its establishment is expected to give a boost to the process.