

European Commission

**Regional Balkans  
Infrastructure Study -  
Transport**

Appendix 8 - Final Report

Reform Process

July 2003

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## Reform Process

In order to gain a broad impression of the transport sector reforms which have already been accomplished, as well as planned future reforms, the delegations at the high-level meeting in Luxemburg in February 2003 (see Chapter 10.1) were requested to report on the status of the reform process. Subsequently, a standard questionnaire was prepared and the delegations were requested to provide the information on a standardised basis.

The questionnaire covered all modes of transport and addressed key aspects, such as:

- the role of the central ministries versus the road and rail authorities, ports, airports etc.
- the autonomy granted to operating agencies, i.a. in respect of ownership of facilities, and decisions on investments and tariff setting
- the separation of infrastructure and operations
- divestiture or privatisation of peripheral services
- the involvement of the private sector - i.a. in the construction and maintenance of infrastructure and in transport operations - and the privatisation of transport facilities such as ports and airports
- financing mechanisms, subsidies and tariff setting
- access to the market for private operators

The questionnaires - as completed by the national authorities without further editing - are presented in this Appendix. The information supplied has not been verified or elaborated by the Consultant. No information was received from the Kosovo delegation.

## Albania

### Roads and road transport progress (state roads)

	<b>Roads and Road Transport</b>	<b>Status &amp; Progress</b>	<b>Plans</b>
1.1	How is the relationship between the Government and the road authorities? (i.e. which Ministry is responsible, how do the road authorities refer to the Ministry etc.)	Public road infrastructure is state owned. Responsibility for the road sector is with the General Roads Directorate, which is under the Ministry of Transport and Telecommunications	The SAR 2003 stated that Albania urgently needs to develop a National Transport Plan (covering all transport modes)
1.2	Who is responsible for the administration of the road network (name of company/organisation, ownership - state or private)?	GRD is charged with all operations, maintenance and investments for the national road network.	
1.3	Is the construction of new infrastructure tendered out?	Yes generally tendered to private domestic or foreign companies	The government is promoting the private initiative in road infrastructure by aiming at signing concession contracts for construction/rehabilitation of major road links
1.4	Is the maintenance work tendered out?	Only very partially, maintenance is now mainly carried by the personnel of the Regional General Road directorates	In the WB road maintenance project presently underway it is the intention to completely reorganise the road maintenance and instaurate a tendering system for private enterprises, partly manned by reschooled GRD personnel.
1.5	Is it possible for a new operator to enter the road transport market in free competition?	There are presently no restrictions for operators to start road transport for goods or passengers	No regulatory measures are planned
1.6	Are there road funds (current or planned)?	Funding is provided from the state (fiscal) budget. In 2002 the govt. approved a temporary special tax to assist financing various urgent road projects.	The government has considered the establishment of a Road Fund, but due to the macro-economic situation this plan has not yet advanced.
1.7	Are there any toll roads (current or planned)?	No, not yet.	Toll roads are being considered, particularly on the section Tirana - Durres.
1.8	Is there a legislation to allow for road concession schemes, such as BOT or PPP (current or planned)?	No, but the existing concession legislation allows for granting concessions for all types of infrastructure and therefore also applies to roads.	

## Albania

	<b>Roads and Road Transport</b>	<b>Status &amp; Progress</b>	<b>Plans</b>
1.9	Other relevant information related to reforms (Roads)	Equipment for signalling and security of European norms are gradually installed for the new of upgraded road links, in the future there are plans to inscribe these measures systematically into the road contracts.	

## Railways

	<b>Railways</b>	<b>Status &amp; Progress</b>	<b>Plans</b>
2.1	How is the relationship between the Government and the railways? (i.e. which Ministry is responsible, how do the railways refer to the Ministry etc.)	The Albanian Railways (HSH) operates under the responsibility of Min. Of Transport and Telecom. The General Rail Directorate belongs to Ministry of Economics and is managed by Ministry of Transport and Telecommunication	The SAR 2003 stated that Albania urgently needs to develop a National Transport Plan (covering all transport modes)
2.2	Is the supply of infrastructure and the train operations provided by one company, or are they separated from each other?	The Albanian Railways (HSH) is managed as a limited liability company and operates in the framework of the Albanian Commercial Law. The railway commercial activity is separated from operation, but there is no business unit dedicated to passenger/freight transport. Still one company	Separation of railway infrastructure from its operation is an important task in the mid-term programme. There are plans to split the infrastructure and train operations. There will be a study on the reform of railways.
2.3	Who is responsible for the infrastructure (name of company/organisation, ownership - state or private)?	Albanian Railways - state owned The Technical Director of the General Directorate for Rail has an Infrastructure Division/Department	No plans to privatise, but will be separate entity under GRD.
2.4	Is the construction of new infrastructure tendered out?	Investments in infrastructure from the State budget is tendered out.	No plans to change will continue with tendering
2.5	Is the maintenance work tendered out?	Only very partially,, maintenance is mainly carried out internally with own staff.	Have intentions to modify works by using more technology and fewer workers. However still own staff

## Albania

	<b>Railways</b>	<b>Status &amp; Progress</b>	<b>Plans</b>
2.6	Who is responsible for train operations (name of company/organisation, ownership - state or private)?	General Directorate of Rail under the Movement Director is a Movement Department. It is state owned	Will be separated or at least there is intention to separate passenger and freight. They will probably be privatised in the future though no specific plans.
2.7	Is it possible for a new train operator to enter the market or is it restricted?	Today it is not possible.	In 2 months it will maybe be changed as new legislation is presently in Parliament
2.8	Can the train operator set tariffs without any state control?	General Directorate of Rail propose a passenger tariff to the state. HSH is not free to set tariff without approval from the state. Goods tariffs are not decided by the state. Freight tariff is based on distance, type of cargo, load in wagons.	Depending on reform - don't know
2.9	Which peripheral services (if any) are tendered out? (i.e. services and activities which are not part of the core business - the provision of transport and infrastructure)	Private entities run e.g. restaurants, newspaper stands, etc. The fee for this is decided by the state.	Fee may decided by tender after the new law which may be decided soon.
2.10	Are there any state subsidies for railway transport? (If yes, how large and for which specific segments?)	Yes. Albanian railways are presently being subsidised. The subsidy covers the difference between the ticket price paid by passenger and real cost. The subsidy was 30% and 38% in 2000 and 2001 respectively for management. In total approx 50% of the revenue is from the state.	No changes planned in near future
2.11	Other relevant information related to reforms (Railways)	There is a ongoing reform process going on at it is considered necessary to change people attitude to work in the rail sector, e.g. to get a better connection to the job	

## Albania

### Aviation

	Aviation	Status & Progress	Plans
3.1	How is the relationship between the Government and the airports? (i.e. which Ministry is responsible, how do the airports refer to the Ministry etc.)	Albanian Civil Aviation is member of ICAO, and its policy is to revise regulations in conformity with the recommendations of int. Org.'s. The ACA is under the authority of Min. of Transport and Telecom. Alp-Trans (entity running Rinas Airport) is under the authority (administered by Ministry of Transport and owned by Ministry of Economics).	The SAR 2003 stated that Albania urgently needs to develop a National Transport Plan (covering all transport modes) Bidding for private concession (BOT) is in phase 2 - procedures are organised by Ministry of Transport .....
3.2	Is the airport administration, the national airline and the Air Traffic Control administered by one company, or are they separated from each other?	They are separated. A limited liability company (ALB-Transport) is operating the international airport. There is not one National Airline but 2 private ones Albania Air and Adria Air	Plans to privatise ALB-Transport
3.3	Who is responsible for the airport administration (name of company/organisation, ownership - state or private)?	Air Traffic Control is run by National Traffic Agency under Civil Aviation and (as ALB-Transp) ALB-Transport responsible for the airport it self is state owned by Ministry of Transport and Ministry of Economics	Plans to prioritise the airport through BOT
3.4	Is the construction and maintenance of airport areas tendered out?	Construction, e.g. extension and major improvement is tendered out by ALB-Transport. Maintenance (routine) by own staff	No plans to change
3.5	How is the ownership of the national airline (state-owned or partly privatised)?	There is no national airline, but a number of private airlines operate in Albania.	
3.6	Who is responsible for the ATC (name of company/organisation, ownership - state or private)	Agency of National Air Traffic Control - state owned	N.A.
3.7	Is the ATC tendered out?	No	N.A.
3.8	Is the country member of Eurocontrol?	Yes	Yes
3.9	Are there any bilateral or multilateral agreements to regulate air traffic?	N.A	N.A.

## Albania

	<b>Aviation</b>	<b>Status &amp; Progress</b>	<b>Plans</b>
3.10	Can a new airline get access to the market in the country?	Yes, they should make an agreement with Civil Aviation for traffic rights and ALB-Transport for airport handling	Yes
3.11	Are there any state subsidies in the aviation sector? (If yes, how large and for which specific segments?)	Not for daily operation. Have received soft credit from Germany.	N.A.
3.12	Other relevant information related to reforms (Civil Aviation)	Initial steps have been taken for the construction of a new terminal at the Tirana international airport. The regulatory Level of Operation Normative Acts within the field of Civil Aviation is represented by the General Directorate of Civil Aviation. Peripheral services (private or public) in the int. airport include : police, customs, fuel stations, mail services and taxi services. Financial situation of ALB-Transport is rather good. Revenue is OK. Have had a large increase in passengers from 35000 in 1991/92 to 485000 in 2002	

## Ports

	<b>Ports</b>	<b>Status &amp; Progress</b>	<b>Plans</b>
4.1	How is the relationship between the Government and the port authorities and operators? (i.e. which Ministry is responsible, how do the port authorities refer to the Ministry etc.)	The ports are owned by the Ministry of Economics, but the Port authorities are administered by Ministry of Transport and Telecommunications.	New legislation for the Port Authority of Durres is under way. It will regulate, harmonise and coordinate the national transport policy for the sector.
4.2	Are the ports owned by the state, the local authorities or a private company?	A Port Authority is owner of Durres Port. The ports have been transformed into limited liability companies. The port itself is state owned and stevedore is privatised	Privatisation of Durres Port. So it will mainly be a landlord, and operations will be tendered out
4.3	Do the owners of the ports own both the areas and the facilities (buildings, machines etc.), or are there different owners?	Owner of facilities (equipment, piers, squares, warehouse, etc.) is port	A new Port Bill has been submitted to Parliament. The bill aims at increasing the private sector participation in the financing and management of different sectors of the port (s).
4.4	Is the construction and maintenance of the ports tendered out?	Yes, to private contractor	Plans for privatising maintenance of Durres Port.

## Albania

	<b>Status &amp; Progress</b>		<b>Plans</b>
<b>Ports</b>			
4.5	Can the ports and the port operators define their own rates, or are they regulated?	Decided by the port, but has to be approved by the Council in Ministry of Transport	A study to change things, but no immediate plans
4.6	Can the ports and the port operators decide on their own investments, or are there any restrictions?	Proposed by port, but decided by the Council in Ministry of Transport	No immediate plan
4.7	Are there any state subsidies to the ports? (If yes, how large and for which specific segments?)	From state no only own money. But they get some financing from WB, EBRD, etc.	Not aware of
4.8	Other relevant information related to reforms (Ports)	The merchant/commercial fleet in Albania has been fully privatised. In the port of Durres (main port of Alb.) peripheral services such as cleaning, water supply, goods transport agencies have been privatised. Since 1999 cargo handling has also been privatised.	

## Inland waterways

	<b>Status &amp; Progress</b>		<b>Plans</b>
<b>Inland Waterways</b>			
5.1	How is the relationship between the Government and the authorities and operators on inland waterways? (i.e. which Ministry is responsible, how do the authorities refer to the Ministry etc.)	There do not exist inland waterways as such, only lakes formed by dams for power generations. Some vessels operate on them, but transport performance is insignificant	
5.2	Are the operators state-owned or private companies?	The Inland Water Transport has been privatised. The commercial activities of transport on inland waterways are privatised.	
5.3	Can a new potential operator get access to the market?		
5.4	Can the operators define their own rates, or are they regulated?		
5.5	Who is carrying out the maintenance of the inland waterways (name of company/organisation, ownership - state or private)?	Maintenance is carried out by the state	
5.6	Is the construction and maintenance tendered out?	Waterways on the river Drin, regulated for power generation, no maintenance	

## Albania

	Inland Waterways	Status & Progress	Plans
5.7	Are there any state subsidies in the inland waterways? (If yes, how large and for which specific segments?)	None	
5.8	Other relevant information related to reforms (Inland waterways)	The inland waterways do not figure on the core network, only a few local ferries in otherwise presently accessible areas. Privately operated, with minimum infrastructure.	

Sources of Information, Albania Infrastructure:

- 1) SAR 2003 p. 26-27
- 2) Albania HLM paper (2½ pages)
- 3) Director of Albanian Railways
- 4) Director of General Directorate of Roads.

- 5) Director of Altransport
- 6) Civil Aviation Authority
- 7) Port Authority of Port of Durres
- 8) Ministry of Transport and Telecommunications

## Bosnia and Herzegovina

### Roads and road transport progress (state roads)

	<b>Roads and Road Transport</b>	<b>Status &amp; Progress</b>	<b>Plans</b>
1.1	How is the relationship between the Government and the road authorities? (i.e. which Ministry is responsible, how do the road authorities refer to the Ministry etc.)	In Republic of Srpska the Road Directorate is in charge of main and regional roads also, it is a part of the Ministry of Transport	The Road Directorate will be independent agency and responsible for main and regional roads
1.2	Who is responsible for the administration of the road network (name of company/organisation, ownership - state or private)?	State organization (Entity); Name: RS Road Directorate	Independent agency
1.3	Is the construction of new infrastructure tendered out?	Yes	Yes
1.4	Is the maintenance work tendered out?	Yes	Yes
1.5	Is it possible for a new operator to enter the road transport market in free competition?	Yes	Yes
1.6	Are there road funds (current or planned)?	No	Road fund is a base for the new organization
1.7	Are there any toll roads (current or planned)?	No	No
1.8	Is there a legislation to allow for road concession schemes, such as BOT or PPP (current or planned)?	Yes	Yes
1.9	Other relevant information related to reforms (Roads)	In Bosnia and Herzegovina, BRIC (Bosnia and Herzegovina Road Corporation) is the body in charge of cooperation between the entities for all road matters.	

### Railways

	<b>Railways</b>	<b>Status &amp; Progress</b>	<b>Plans</b>
2.1	How is the relationship between the Government and the railways? (i.e. which Ministry is responsible, how do the railways refer to the	There are two railway companies in BiH: The Railways of Federation of BiH (ŽFBiH) and Railways of Republic of Srpska (ŽRS). Bosnia and	State-levelled legal framework on railways is planned.

## Bosnia and Herzegovina

Railways	Status & Progress	Plans
Ministry etc.)	Herzegovina Railway Public Corporation (BHRPC) is an inter-entity railway institution. FBiH owns 100% of the infrastructure, rolling stock and everything other what owns the operator is in the privatization process that isn't ended yet. In Republic of Srpska, ŽRS is limited company, where the Republic of Srpska holds 80% of stocks, and the remaining 20% are private. The railway companies are responsible to their Ministries of Transport and Communications.	
2.2 Is the supply of infrastructure and the train operations provided by one company, or are they separated from each other?	In both entities, infrastructure and operations are together in the established railway companies (ŽFBiH and ŽRS), but are internally separated in these companies, both organizationally and financially.	Complete separation of infrastructure and operator.
2.3 Who is responsible for the infrastructure (name of company/organisation, ownership - state or private)?	Railway companies: ŽFBiH in Federation of Bosnia and Herzegovina (FBiH) and ŽRS in Republic of Srpska (RS) are responsible for the infrastructure	As the railways law on the state level is in the working version, and the BHRPC still didn't got it, we cannot answer in this moment what is planned.
2.4 Is the construction of new infrastructure tendered out?	Not for new, but in process is tendering for the infrastructure reconstruction and modernisation projects on Corridor Vc and a line parallel to Corridor X.	Tendering is a regular process for new-constructions and reconstruction of the railway infrastructure.
2.5 Is the maintenance work tendered out?	No. The maintenance works are performed by the railway companies, each on its part of competence.	The possibilities are considered to consignate some parts of maintenance by tender.
2.6 Who is responsible for train operations (name of company/organisation, ownership - state or private)?	In FBiH the responsible company is ŽFBiH, and the property is at the moment unclear, because on 49% of it, the privatization has been partially performed, but not to the end, the final confirmative documents are still lacking, so the	It is planned to finalize the unfinished, and in future even more than that.

## Bosnia and Herzegovina

Railways		Status & Progress	Plans
		situation is unclear. In RS, ŽRS is the responsible company, the property is mixed between the RS and private.	
2.7	Is it possible for a new train operator to enter the market or is it restricted?	No	It is planned to enable other operators to enter the market.
2.8	Can the train operator set tariffs without any state control?	The operator doesn't set the tariffs by its own, i.e tariffs are controlled by the state.	Including of domestic operators into regional and european tariff agreements.
2.9	Which peripheral services (if any) are tendered out? (i.e. services and activities which are not part of the core buisness - the provision of transport and infrastructure)	Specialistic part of works on infrastructure maintenance, reconstruction of rolling stock	Everything that company cannot do, and according to the regulations can be tendered out, will be tendered.
2.10	Financing and subsidies. Are there any state subsidies for railway transport? (If yes, how large and for which specific segments?)	Yes, from entity budgets for infrastructure maintenance, partially for traffic also, but insufficient. Subsidies for ŽRS are from RS and for ŽFBiH are from FBiH.	The question of compensation for infrastructure usage is in preparation. The best solutions already tested in other countries are going to be applied.
2.11	Other relevant information related to reforms (Railways)	Laws on railways are ratified in both entities, through which some reforms are already done.	Restructuring of the railway sector according to the EU directives.

## Aviation

Aviation		Status & Progress	Plans
3.1	How is the relationship between the Government and the airports? (i.e. which Ministry is responsible, how do the airports refer to the Ministry etc.)	The airports in BiH are public enterprises, as a public property, at the level of the Entity, Canton and City. <b>Airports Sarajevo and Banja Luka:</b> Entities Government, through responsible Ministries, are appointing Management that is in charge of the airport through General Manager. <b>Airport Tuzla:</b> Cantonal Government <b>Airport Mostar:</b> The City Mostar	

## Bosnia and Herzegovina

	<b>Aviation</b>	<b>Status &amp; Progress</b>	<b>Plans</b>
3.2	Is the airport administration, the national airline and the Air Traffic Control administered by one company, or are they separated from each other?	All of them are separated and have their own administration and management.	
3.3	Who is responsible for the airport administration (name of company/organisation, ownership - state or private)?	The Steering Committee and the General Manager "Public enterprise Airports" - in public property	
3.4	Is the construction and maintenance of airport areas tendered out?	Yes. Before 1992, the State was conducting the building (competitions). Later - tenders were published out.	
3.5	How is the ownership of the national airline (state-owned or partly privatised)?	Air Srpska - RS Government 50%, Jat (Yugoslav air transport) 50% mixed capital; Air Bosna - FBiH Government 51%, Energoinvest 49%, public ownership. The Entities are in charge for the airlines.	
3.6	Who is responsible for the ATC (name of company/organisation, ownership - state or private)	Ministry of Communications and Transport of BiH and Ministry of Transport and Communication on the entity level.	
3.7	Is the ATC tendered out?	All ATC investments were carried out through tender.	CARDS Program
3.8	Is the country member of Eurocontrol?	Assessment Protocol was signed on March 18 2003	
3.9	Are there any bilateral or multilateral agreements to regulate air traffic?	BH DCA - FATCA - CCL for upper airspace (above FL 290). BH DCA - CCL for intermediate airspace (for FL 100 - 285)	
3.10	Can a new airline get access to the market in the country?	Yes	
3.11	Are there any state subsidies in the aviation sector? (If yes, how large and for which specific segments?)	The Directorate for Civil Aviation (BHDCA), in frame of the Ministry of Communication and Traffic, that covers Regulatory Sector and Air Navigation Sector (AND), with 31 employees	

## Bosnia and Herzegovina

	Aviation	Status & Progress	Plans
3.12	Other relevant information related to reforms (Civil Aviation)	1. New legal framework on civil aviation, in procedure 2. Reorganization of aviation authorities, in procedure - CARDS/ASATC	

## Ports

	Ports	Status & Progress	Plans
4.1	How is the relationship between the Government and the port authorities and operators? (i.e. which Ministry is responsible, how do the port authorities refer to the Ministry etc.)	The Port Šamac has a status of an enterprise of strategic importance for the Republic of Srpska (RS). The major capital is the state capital, so the Government of RS is in charge for all major questions and changes related to status changes and the privatization process. The reference ministry is the Ministry of Transport and Communications RS, and port authorities are reporting the Ministry about the work of port, plans and other issues related to the port management.	
4.2	Are the ports owned by the state, the local authorities or a private company?	The ownership transformation of the Port Šamac was performed in December 2002, and from this moment the Port is managed as a joint-stock enterprise, with 65 % state capital, and the remaining part are investment funds and small stock holders.	
4.3	Do the owners of the ports own both the areas and the facilities (buildings, machines etc.), or are there different owners?	The joint-stock enterprise is the owner of the whole property on the territory of the port, which owner is the state.	

## Bosnia and Herzegovina

	Ports	Status & Progress	Plans
4.4	Is the construction and maintenance of the ports tendered out?	Currently, no program has been made for the privatization of the Port Šamac, so that no activity is undertaken on tender preparation for the reconstruction and maintenance of the port. The port is at the moment out of operation in term of typical port activities.	
4.5	Can the ports and the port operators define their own rates, or are they regulated?	As the port is out of function, the Government of RS as the major owner has intervened financially to secure at least a minimum functioning of the port management.	
4.6	Can the ports and the port operators decide on their own investments, or are there any restrictions?	The Stock-holder's Assembly is deciding about investments, and there are no restrictions by the Government. Anyhow, the representative of the state capital is nominated by the Government.	
4.7	Are there any state subsidies to the ports? (If yes, how large and for which specific segments?)	There is no participation of other states in the port, though Poland was interested to do works on the reconstruction, but without any concrete proposals and assurance that such investments are economically feasible.	
4.8	Other relevant information related to reforms (Ports)	At the moment, privatization program is expected, that should solve the question of state capital property. Further, it's searched for a strategic partner that would overtake the management (possible long-term concession). It is planned that the Port participates actively in preparations for the rehabilitation of the Sava River, and uses the chance of economic recovery of the Sava Basin.	

## Croatia

### Roads and road transport progress (state roads)

	<b>Roads and Road Transport</b>	<b>Status &amp; Progress</b>	<b>Plans</b>
1.1	How is the relationship between the Government and the road authorities? (i.e. which Ministry is responsible, how do the road authorities relate+B8 to the Ministry etc.)	Road sector managed by Croatian Motorways HAC (under Min. of Public Works, Reconstruction & Construction) and Croatian Roads HC (under Min. of Maritime Affairs, Transport & Communications). Both companies are 100% state owned. Further, there are 20 county road directorates under HC.	Medium term (4-year i.e. 2001-2004) construction and road maintenance plan exists. Next plan will be 2005-2008. Plans are derived from HC, HAC & concessionaires' annual plans, subject to government approval.
1.2	Who is responsible for the administration of the road network (name of company/organisation, ownership - state or private)?	HAC and HC. Concession motorways under respective concessionaires.	Zagreb-Rijeka motorway under construction by concessionaire ARZ. Istrian motorway under construction by concessionaire Bina Istra. Krapina-Macelj motorway will be built under BOT concession (joint-venture between Walter Brau and government).
1.3	Is the construction of new infrastructure tendered out?	Yes. For example, Zagreb-Rijeka motorway under construction by concessionaire ARZ, construction contracts tendered out. HAC also tenders out construction contracts.	
1.4	Is the maintenance work tendered out?	Maintenance of state roads (under HC) are outsourced to private companies under a 4-year contract. Maintenance of motorways is the responsibility of the respective entities e.g. HAC and concessionaires ARZ and Bina Istra.	ARZ is commissioning a study to look into outsourcing operations & maintenance.
1.5	Is it possible for a new operator to enter the road transport market in free competition?	Yes; for construction, under BOT model; for road maintenance, under maintenance contracts.	
1.6	Are there road funds (current or planned)?	No road fund. HC is funded by a fuel levy. HAC is funded by a fuel levy and revenue from their toll motorways.	

## Croatia

	<b>Roads and Road Transport</b>	<b>Status &amp; Progress</b>	<b>Plans</b>
1.7	Are there any toll roads (current or planned)?	Yes. Zagreb-Rijeka motorway and Istrian motorway, both under concession, as well as toll motorways under HAC.	Krapina-Macelj motorway will be built under BOT concession (agreement recently signed, financing under negotiation). Last section of Corridor X motorway (Zupanja-Lipovac section) will also be tolled (under HAC), if financing is obtained.
1.8	Is there a legislation to allow for road concession schemes, such as BOT or PPP (current or planned)?	Yes. See examples above.	
1.9	Other relevant information related to reforms (Roads)		

## Railways

	<b>Railways</b>	<b>Status &amp; Progress</b>	<b>Plans</b>
2.1	How is the relationship between the Government and the railways? (i.e. which Ministry is responsible, how do the railways relate to the Ministry etc.)	HZ - Croatian Railways, limited liability company, 100% state-owned. Ministry of Maritime Affairs, transport and Communication is responsible and Minister represents Assembly of the Company. Also Assistant minister for railway transport is member of Supervisory board.	With new Railway act MMATC will be responsible for licensing operators for transport services, licence for security of the operators and licences for infrastructure managers. Infrastructure will still be owned by the state, and railway operator "HŽ" will be owned by the state.
2.2	Is the supply of infrastructure and the train operations provided by one company, or are they separated from each other?	New Railway Law in 1999 paves the way for: a) separation of infrastructure and transport; b) implementation of EU directives related to rail traffic c) liberalisation of the railway transport market; d) possible privatisation of non core companies	Liberalisation of market
2.3	Who is responsible for the infrastructure (name of company/organisation, ownership - state or private)?	HZ - Croatian Railways - state owned	There are plans to reduce amount of staff with 30% (from 18,500 to 13,000) before 2005.

## Croatia

	<b>Railways</b>	<b>Status &amp; Progress</b>	<b>Plans</b>
2.4	Is the construction of new infrastructure tendered out?	Yes. HZ is responsible for managing infrastructure and tendering for constructions	Infrastructure manager will be responsible for tendering
2.5	Is the maintenance work tendered out?	HZ is responsible for managing infrastructure and tendering for constructions	Infrastructure manager will be responsible for tendering
2.6	Who is responsible for train operations (name of company/organisation, ownership - state or private)?	HZ - Croatian Railways, 100% state-owned	Liberalisation of market
2.7	Is it possible for a new train operator to enter the market or is it restricted?	Restricted	Possible
2.8	Can the train operator set tariffs without any state control?	HZ must submit their proposal for new tariffs to the Min. Of Economy, who then submit the proposal to parliament for ratification. International agreements have been signed with neighbouring networks to enhance rail competitiveness.	Liberalisation of market
2.9	Which peripheral services (if any) are tendered out? (i.e. services and activities which are not part of the core business - the provision of transport and infrastructure)	No information	Possible privatisation -non-core activities
2.10	Are there any state subsidies for railway transport? (If yes, how large and for which specific segments?)	State subsidies for infrastructure, unprofitable lines and passenger transport. State subsidies were 35-40% of total revenue in 2000-01.	Liberalisation of market -PSO for passenger transport
2.11	Other relevant information related to reforms (Railways)		

## Croatia

### Aviation

	Aviation	Status & Progress	Plans
3.1	How is the relationship between the Government and the airports? (i.e. which Ministry is responsible, how do the airports relate to the Ministry etc.)	The basic laws regulating activities in aviations are: the Air Traffic Law, the Law on Obligatory and Actual Legal Relations in Air Traffic, the Law on Establishing the Croatian Air Navigation Services and the Airport Law. According to the Airport Law (Article 12) the Republic of Croatia contribute 55% of base capital, the rest between between the counties 5-20% (depending on size of county) and the local authorities.	Law on Air Traffic will be changed in 2004. The Law will be fully harmonised with aquis communautaire.
3.2	Is the airport administration, the national airline and the Air Traffic Control administered by one company, or are they separated from each other?	There are three totally separate companies: Airports and Croatia Control Limited are 100% state owned. Croatia Airlines is 93% state-owned, the rest is owned privately.	
3.3	Who is responsible for the airport administration (name of company/organisation, ownership - state or private)?	7 major airports: Zagreb, Split, Dubrovnik, Pula, Rijeka, Osijek and Zadar - 55% state owned, 45% disposed between the county and the local authorities.	
3.4	Is the construction and maintenance of airport areas tendered out?	No, the construction and maintenance is under responsibility of certain airport and Civil Aviation Authority (from the budget).	
3.5	How is the ownership of the national airline (state-owned or partly privatised)?	Croatia Airlines is partially privatised - 93% state owned and 7% privately.	
3.6	Who is responsible for the ATC (name of company/organisation, ownership - state or private)	Croatia Control Ltd., established in 1998, 100% state owned.	
3.7	Is the ATC tendered out?	No, by the Law on Establishing the Croatian Air Navigation Services, it's under competence of Croatia Control Ltd.	

## Croatia

	Aviation	Status & Progress	Plans
3.8	Is the country member of Eurocontrol?	Yes, since March 1997.	
3.9	Are there any bilateral or multilateral agreements to regulate air traffic?	<p>Republic of Croatia is a member of the ICAO and the ECAC and has signed the Chicago Convention and all Provisions related to the Convention.</p> <p>2001: official agreement on the temporary provision of air traffic services within the intermediate airspace of Bosnia and Herzegovina.</p> <p>2002. Protocol between the Republic of Croatia and the Federal Republic of Yugoslavia on temporary regime along the south border of this two countries.</p> <p>Croatia is a member of the JAA since 2001 and has signed the Cyprus Arrangement.</p>	
3.10	Can a new airline get access to the market in the country?	Yes, according to requirements of the Air Traffic Law (Articles 21-23).	
3.11	Are there any state subsidies in the aviation sector? (If yes, how large and for which specific segments?)	No, but state budgetary support for year 2002 was around €4m; for 2003 around €7.73m (safety and security equipment €2.43m, reconstruction and modernisation of airports €4m, reconstruction of maintenance department of Croatia Airlines €1.3m).	
3.12	Other relevant information related to reforms (Civil Aviation)	Modernisation of the traffic control centre at Zagreb Airport has started. This will improve safety for airport approaches within the country and for international transit flights over Croatia. Total value of project is €46.9m, EBRD loan is €25m, EIB loan €20m, and the rest from Croatia Control Ltd. This project is mostly procurement of new equipment and the construction of a new ATC building.	

## Croatia

### Ports

	<b>Ports</b>	<b>Status &amp; Progress</b>	<b>Plans</b>
4.1	How is the relationship between the Government and the port authorities and operators? (i.e. which Ministry is responsible, how do the port authorities relate to the Ministry etc.)	Relationship between MMATC and the port authorities is governed by the Law on Maritime Affairs (1994) and Law on Sea Ports (1995). There are 2 national freight ports (Rijeka and Ploce), three national passenger ports (Split, Zadar, Dubrovnik) and 19 local ports.	Proposed new Law on Maritime Affairs has been submitted to parliament. A possible new Law on Sea Ports is under discussion within MMATC.
4.2	Are the ports owned by the state, the local authorities or a private company?	Port authority is empowered to award concessions (12-year period or less) for port services (operations) and for infrastructure development & maintenance. Concessions over 12 years needs government approval.	
4.3	Do the owners of the ports own both the areas and the facilities (buildings, machines etc.), or are there different owners?	Not clear, but probably the 5 national ports are state-owned.	
4.4	Is the construction and maintenance of the ports tendered out?	Yes -works over 200,000 kn are tendered out. For works under 200,000 kn, certain contractors are approached directly to bid.	
4.5	Can the ports and the port operators define their own rates, or are they regulated?	Yes. Port entities are under a supervisory board, with certain members who are government officials.	
4.6	Can the ports and the port operators decide on their own investments, or are there any restrictions?	Yes, but to-C51date financing is from the government. Port authorities are required to produce a 10-year plan.	
4.7	Are there any state subsidies to the ports? (If yes, how large and for which specific segments?)	Yes.	
4.8	Other relevant information related to reforms (Ports)	MMATC presently developing a new Sea Law for submission to parliament.	

## Croatia

### Inland waterways

	Inland Waterways	Status & Progress	Plans
5.1	How is the relationship between the Government and the authorities and operators on inland waterways? (i.e. which Ministry is responsible, how do the authorities relate to the Ministry etc.)	MMATC is responsible for navigation safety. There are 4 regional harbour master offices (part of MMATC). There are 4 public port authorities responsible for river ports & management (under MMATC control). Croatian Waters (public company) is responsible for water management and fairway maintenance. The Inland Ports Law (1998) separated responsibility for port management & development from port operations.	New Agency for inland waterways will be established
5.2	Are the operators state-owned or private companies?	Port companies are mainly privately owned or under privatisation process.	
5.3	Can a new potential operator get access to the market?	Yes, through concession agreement.	
5.4	Can the operators define their own rates, or are they regulated?	Operators define their own tariffs according to the concession agreement (ports). Port dues, paid by carriers, are regulated and are revenue to the port authority. Shippers define their own rates.	
5.5	Who is carrying out the maintenance of the inland waterways (name of company/organisation, ownership - state or private)?	Croatian Waters, a public company, 100% state owned.	
5.6	Is the construction and maintenance tendered out?	Yes, but only certified companies are eligible to bid.	
5.7	Are there any state subsidies in the inland waterways? (If yes, how large and for which specific segments?)	Waterways maintenance and port infrastructure are financed from the state budget.	

## Croatia

	<b>Inland Waterways</b>	<b>Status &amp; Progress</b>	<b>Plans</b>
5.8	Other relevant information related to reforms (Inland waterways)		

## FYRO Macedonia

### Roads and road transport progress (state roads)

	<b>Roads and Road Transport</b>	<b>Status &amp; Progress</b>	<b>Plans</b>
1.1	How is the relationship between the Government and the road authorities? (i.e. which Ministry is responsible, how do the road authorities refer to the Ministry etc.)	The road network is managed by Fund for National & Regional Roads (FNRR) under Min. of Transport and Comm.	
1.2	Who is responsible for the administration of the road network (name of company/organisation, ownership - state or private)?	Under FNRR a state owned company, Macedonia Road, deals with maintenance of national and regional roads. At local level municipalities are directly responsible for maintenance of local roads with funds from FNRR	
1.3	Is the construction of new infrastructure tendered out?		
1.4	Is the maintenance work tendered out?		liberalisation of road maintenance
1.5	Is it possible for a new operator to enter the road transport market in free competition?		
1.6	Are there road funds (current or planned)?	Fund for National and Regional Roads (FNRR), revenues from mainly fuel tax. Other revenue sources are tax on vehicle registration, tolls and tax on imported cars	
1.7	Are there any toll roads (current or planned)?	There is a toll station	Plans to increase of toll pay and to improve the payment system in connection with the toll station
1.8	Is there a legislation to allow for road concession schemes, such as BOT or PPP (current or planned)?		
1.9	Other relevant information related to reforms (Roads)	There are firm plans to pass all necessary laws and legislation complied with the EU directives. No other major institutional reforms are planned in the road sector.	

## FYRO Macedonia

### Railways

	<b>Railways</b>	<b>Status &amp; Progress</b>	<b>Plans</b>
2.1	How is the relationship between the Government and the railways? (i.e. which Ministry is responsible, how do the railways refer to the Ministry etc.)	Railways are managed by the Public Enterprises (PE) Makedonian Railways, which is state owned.	There are plans to undertake complementary re-organisation within the Ministry of Transport & Communications (following other institutional reforms)
2.2	Is the supply of infrastructure and the train operations provided by one company, or are they separated from each other?	Yes, the Public Enterprises Makedonian Railways is in charge of all aspects of infrastructure management, operational provision, development and maintenance of facilities and equipment as well as transport operations.	Separation is planned.
2.3	Who is responsible for the infrastructure (name of company/organisation, ownership - state or private)?	Public Enterprises Makedonian Railways - state owned	There are plans to develop "Railway Operations" with a view to possible future privatisation or concessioning, and to undertake the "organisational restructuring" of Macedonian Railways to reflect the above;
2.4	Is the construction of new infrastructure tendered out?		
2.5	Is the maintenance work tendered out?		
2.6	Who is responsible for train operations (name of company/organisation, ownership - state or private)?		
2.7	Is it possible for a new train operator to enter the market or is it restricted?		
2.8	Can the train operator set tariffs without any state control?		
2.9	Which peripheral services (if any) are tendered out? (i.e. services and activities which are not part of the core business - the provision of transport and infrastructure)		

## FYRO Macedonia

	<b>Railways</b>	<b>Status &amp; Progress</b>	<b>Plans</b>
2.10	Are there any state subsidies for railway transport? (If yes, how large and for which specific segments?)		
2.11	Other relevant information related to reforms (Railways)		

## Aviation

	<b>Aviation</b>	<b>Status &amp; Progress</b>	<b>Plans</b>
3.1	How is the relationship between the Government and the airports? (i.e. which Ministry is responsible, how do the airports refer to the Ministry etc.)	The Civil Aviation Administration under MoTC is responsible for this sector. At present it acts as air traffic service provider and regulatory body for civil aviation.	
3.2	Is the airport administration, the national airline and the Air Traffic Control administered by one company, or are they separated from each other?	They are separated from each other.	PE for Airport Services "Macedonia", with state ownership
3.3	Who is responsible for the airport administration (name of company/organisation, ownership - state or private)?	Public Entreprises (PE) is responsible for managing and operating the airports.	
3.4	Is the construction and maintenance of airport areas tendered out?	Management and maintenance of the facilities, runways, airports, lightings system and air navigation facilities are provided by CAA	
3.5	How is the ownership of the national airline (state-owned or partly privatised)?	There is no national airline carrier. Macedonian Air Transport (MAT) is the regular airline carrier which is a private company.	
3.6	Who is responsible for the ATC (name of company/organisation, ownership - state or private)	CAA	There are plans to separate navigation services provision, which has to be incorporated into a commercially operated air navigation services entity fully owned by the state

## FYRO Macedonia

	Aviation	Status & Progress	Plans
3.7	Is the ATC tendered out?	No.	
3.8	Is the country member of Eurocontrol?	Macedonia is member of Eurocontrol since 2001	
3.9	Are there any bilateral or multilateral agreements to regulate air traffic?	Republic of Macedonia is Member of ICAO, ECAC and Eurocontrol.	
3.10	Can a new airline get access to the market in the country?	Yes	
3.11	Are there any state subsidies in the aviation sector? (If yes, how large and for which specific segments?)	No.	
3.12	Other relevant information related to reforms (Civil Aviation)	According to the loan agreement for promotion of civil aviation and rehabilitation of Ohrid Airport signed between Republic of Macedonia and EBRD, it is foreseen to separate navigation services provider from legislation.	

## Ports

	Ports	Status & Progress	Plans
4.1	How is the relationship between the Government and the port authorities and operators? (i.e. which Ministry is responsible, how do the port authorities refer to the Ministry etc.)		
4.2	Are the ports owned by the state, the local authorities or a private company?		
4.3	Do the owners of the ports own both the areas and the facilities (buildings, machines etc.), or are there different owners?		
4.4	Is the construction and maintenance of the ports tendered out?		
4.5	Can the ports and the port operators define their own rates, or are they regulated?		

## FYRO Macedonia

	<b>Ports</b>	<b>Status &amp; Progress</b>	<b>Plans</b>
4.6	Can the ports and the port operators decide on their own investments, or are there any restrictions?		
4.7	Are there any state subsidies to the ports? (If yes, how large and for which specific segments?)		
4.8	Other relevant information related to reforms (Ports)		

## Inland waterways

	<b>Inland Waterways</b>	<b>Status &amp; Progress</b>	<b>Plans</b>
5.1	How is the relationship between the Government and the authorities and operators on inland waterways? (i.e. which Ministry is responsible, how do the authorities refer to the Ministry etc.)		
5.2	Are the operators state-owned or private companies?		
5.3	Can a new potential operator get access to the market?		
5.4	Can the operators define their own rates, or are they regulated?		
5.5	Who is carrying out the maintenance of the inland waterways (name of company/organisation, ownership - state or private)?		
5.6	Is the construction and maintenance tendered out?		
5.7	Are there any state subsidies in the inland waterways? (If yes, how large and for which specific segments?)		
5.8	Other relevant information related to reforms (Inland waterways)		

## Serbia

### Roads and road transport progress (state roads)

	<b>Roads and Road Transport</b>	<b>Status &amp; Progress</b>	<b>Plans</b>
1.1	How is the relationship between the Government and the road authorities? (i.e. which Ministry is responsible, how do the road authorities refer to the Ministry etc.)	Through the Ministry of Transport by the annual reports provided from Republican Road Directorate	
1.2	Who is responsible for the administration of the road network (name of company/organization, ownership - state or private)?	Republican Roads Directorate State owned	It depends on new Road law. There are alternatives: 1. To create a Public enterprise Motorways of Serbia 2. To maintain the Road Directorate under the Ministry of Transport as it is now
1.3	Is the construction of new infrastructure tendered out?	Yes	
1.4	Is the maintenance work tendered out?	Not yet	Republican Road Directorate is preparing tender procedure for maintenance work
1.5	Is it possible for a new operator to enter the road transport market in free competition?	Yes	
1.6	Are there road funds (current or planned)?	Republican Budget covers road funds (both current and planned)	
1.7	Are there any toll roads (current or planned)?	Yes	Concessions for motorways.
1.8	Is there a legislation to allow for road concession schemes, such as BOT or PPP (current or planned)?	Existing Law allows for road concession but it has to be revised because there are some obstacles.	New Concession Law is under preparation in Parliament.
1.9	Other relevant information related to reforms (Roads)		New Road Law is under preparation.

## Serbia

### Railways

	<b>Railways</b>	<b>Status &amp; Progress</b>	<b>Plans</b>
2.1	How is the relationship between the Government and the railways? (i.e. which Ministry is responsible, how do the railways refer to the Ministry etc.)	Railway Transport Enterprise (RTE) Belgrade refers to the Ministry of Transport and Telecommunications through the Board of Directors.	
2.2	Is the supply of infrastructure and the train operations provided by one company, or are they separated from each other?	Provided by one company	Bill on Rail Transport for the Republic of Serbia is in process in the Parliament. The law will - when passed - pave the way for separation of railway infrastructure and transport services.
2.3	Who is responsible for the infrastructure (name of company/organization, ownership - state or private)?	RTE Belgrade, state owned	New infrastructure company ( Former infrastructure department RTE Belgrade) will start tower in an independent way.
2.4	Is the construction of new infrastructure tendered out?	Yes	The new Railway Act foresees concessions for building new or upgrading old tracks
2.5	Is the maintenance work tendered out?	Regularly maintenance NO Capital maintenance YES	
2.6	Who is responsible for train operations (name of company/organization, ownership - state or private)?	RTE Belgrade, state owned	Contract Private Train operators ( domestic or foreign)
2.7	Is it possible for a new train operator to enter the market or is it restricted?	No.The market is now restricted.	Bill on Rail Transport for the Republic of Serbia will allow opening of the railway infrastructure for third parties and introduce competition in the sector
2.8	Can the train operator set tariffs without any state control?	RTE is not free to set tariff without approval from the Ministry of Transport. Freight tariffs are based on distance, load in wagons and category of wagons	Only for unsubsidized services

## Serbia

	<b>Railways</b>	<b>Status &amp; Progress</b>	<b>Plans</b>
2.9	Which peripheral services (if any) are tendered out? (i.e. services and activities which are not part of the core business - the provision of transport and infrastructure)	No peripheral services are tendered out	Yes.
2.10	Are there any state subsidies for railway transport? (If yes, how large and for which specific segments?)	Substantial subsidies are planned for the period 2003-06. Approximately 50% of the budget only for infrastructure.	Urban and suburban public passenger transport. Public transport of goods, directly involved in core business of other public enterprises.
2.11	Other relevant information related to reforms (Railways)		To establish the Railway Directorate, according to the New Railway Act.

## Serbia

### Aviation

	<b>Aviation</b>	<b>Status &amp; Progress</b>	<b>Plans</b>
3.1	How is the relationship between the Government and the airports? (i.e. which Ministry is responsible, how do the airports refer to the Ministry etc.)	The Ministry of Transport and Telecommunications of the Republic of Serbia is responsible for all the airports in the Republic of Serbia.	
3.2	Is the airport administration, the national airline and the Air Traffic Control administered by one company, or are they separated from each other?	They are separated from each other.	In accordance with the standards applied worldwide and with ICAO's Recommendations, the intention is to establish a unique Civil Aviation Authorities (CAA), in form of Directorate for Civil Aviation. By this CAA, all regulatory, surveillance and inspection aspects of the civil aviation area would be united into one body. The Directorate for Civil Aviation will present unique regulatory body for the Republic of Serbia and the Republic of Montenegro and it will be headed by a General Director, who will be directly responsible to the Governments of the Republic of Serbia and the Republic of Montenegro.
3.3	Who is responsible for the airport administration (name of company/organization, ownership - state or private)?	The Republic of Serbia - for the airports in the Republic of Serbia; the airports are state-owned.	Privatization of certain services/departments within the airport administration, but the airports themselves will remain ownership of the Republic of Serbia.
3.4	Is the construction and maintenance of airport areas tendered out?	Yes	//
3.5	How is the ownership of the national airline (state-owned or partly privatized)?	State-owned	Privatization of secondary services within the airline (i.e. Hotels, catering, etc) and separation and privatization of agricultural and taxi aviation.

## Serbia

	<b>Aviation</b>	<b>Status &amp; Progress</b>	<b>Plans</b>
3.6	Who is responsible for the ATC (name of company/organization, ownership - state or private)	The Air Traffic Control of Serbia and Montenegro.	
3.7	Is the ATC tendered out?	No	The Authorities have.
3.8	Is the country member of Eurocontrol?	No	Already initiated the procedure for membership of EUROCONTROL
3.9	Are there any bilateral or multilateral agreements to regulate air traffic?	Yes, bilateral and multilateral.	
3.10	Can a new airline get access to the market in the country?	Yes	
3.11	Are there any state subsidies in the aviation sector? (If yes, how large and for which specific segments?)	No	
3.12	Other relevant information related to reforms (Civil Aviation)	Completely new regulatory framework; establishment of an independent CAA, separated from the Ministry of Transport	

## Ports

	<b>Ports</b>	<b>Status &amp; Progress</b>	<b>Plans</b>
4.1	How is the relationship between the Government and the port authorities and operators? (i.e. which Ministry is responsible, how do the port authorities refer to the Ministry etc.)	They refer to the Ministry of Transport and Telecommunication. Ports are not public-owned companies and they are independent.	Government have not intention to take part in Port regulation.
4.2	Are the ports owned by the state, the local authorities or a private company?	The main ports are mostly with share capital, both private and public belonging to local authorities.	Some ports are in privatization process supported by the Government
4.3	Do the owners of the ports own both the areas and the facilities (buildings, machines etc.), or are there different owners?	Most of ports own buildings and port facilities.	

## Serbia

	Ports	Status & Progress	Plans
4.4	Is the construction and maintenance of the ports tendered out?	regularly maintenance NO capital maintenance YES	
4.5	Can the ports and the port operators define their own rates, or are they regulated?	Ports defined their own rates	
4.6	Can the ports and the port operators decide on their own investments, or are there any restrictions?	No restrictions	
4.7	Are there any state subsidies to the ports? (If yes, how large and for which specific segments?)	There are no state subsidies.	
4.8	Other relevant information related to reforms (Ports)	Master plan and feasibility study for inland waterways of Serbia will give main directions for further investments.	

## Inland waterways

	Inland Waterways	Status & Progress	Plans
5.1	How is the relationship between the Government and the authorities and operators on inland waterways? (i.e. which Ministry is responsible, how do the au-thirties refer to the Ministry etc.)	Ministry of Transport and Telecommunications is responsible only for safety in inland traffic waterways	Establishing of Union of the operators
5.2	Are the operators state-owned or private companies?	Complete liberalization in maritime navigation has been ensured with equal treatment of foreign and national operators.	The main aim is full privatization
5.3	Can a new potential operator get access to the market?	Yes	Developing conditions for free-market policy
5.4	Can the operators define their own rates, or are they regulated?	They are regulated by the so called Bratislava Convention.	Complete liberalization
5.5	Who is carrying out the maintenance of the inland waterways (name of company/organization, ownership - state or private)?	PLOVPUT Belgrade, state ownership	
5.6	Is the construction and maintenance tendered out?	Yes	

## Serbia

	<b>Inland Waterways</b>	<b>Status &amp; Progress</b>	<b>Plans</b>
5.7	Are there any state subsidies in the inland waterways? (If yes, how large and for which specific segments?)	Yes (for maintenance of the inland waterways)	
5.8	Other relevant information related to reforms (Inland waterways)		

## Roads and road transport progress (state roads)

	<b>Roads and Road Transport</b>	<b>Status &amp; Progress</b>	<b>Plans</b>
1.1	How is the relationship between the Government and the road authorities? (i.e. which Ministry is responsible, how do the road authorities refer to the Ministry etc.)	Road Authority "Crnogoraput" Podgorica refers to the Ministry of Maritime Affairs and Transport through the Board of Directors.	The maintenance will be provided on market competition basis (proposed law on roads )
1.2	Who is responsible for the administration of the road network (name of company/organization, ownership - state or private)?	Ministry of Transport and "Crnogoraput" Enterprise (30% state ownership, 70%private)	Ministry of Maritime Affairs and Transport.
1.3	Is the construction of new infrastructure tendered out?	Yes, construction and rehabilitation.	
1.4	Is the maintenance work tendered out?	Regularly maintenance not, only rehabilitation. The Ministry of Transport and Road Enterprise "Crnogoraput" make an agreement for every year	The new law on roads will be allow opening of road infrastructure for third parties.
1.5	Is it possible for a new operator to enter the road transport market in free competition?	Yes, the road transport is fully open to market competition.	
1.6	Are there road funds (current or planned)?	Yes for the construction of a new highway; for maintenance funds are provided by the State Budget.	The Road Authorities envisage new funds because existing funds are not sufficient for maintenance.
1.7	Are there any toll roads (current or planned)?	No.	
1.8	Is there a legislation to allow for road concession schemes, such as BOT or PPP (current or planned)?	Yes	
1.9	Other relevant information related to reforms (Roads)		

## Railways

	<b>Railways</b>	<b>Status &amp; Progress</b>	<b>Plans</b>
2.1	How is the relationship between the Government and the railways? (i.e. which Ministry is responsible, how do the railways refer to the Ministry etc.)	Montenegro Railways refer to the Ministry of Maritime Affairs and Transport through the Board of Directors.	
2.2	Is the supply of infrastructure and the train operations provided by one company, or are they separated from each other?	They are provided by one company. They are two separated sectors inside Montenegro Railways (Sector of Transport and Sector of Infrastructure)	The proposed bill (law) on Railways in Montenegro envisages separation of the rail infrastructure (as state owned) from railway transport services allowing full privatization of passenger and goods transport services
2.3	Who is responsible for the infrastructure (name of company/organization, ownership - state or private)?	Montenegro Railways is responsible for works (61% state ownership). The plan of maintenance is prepared every year.	The maintenance works will be called for bids, by the Ministry of Transport.
2.4	Is the construction of new infrastructure tendered out?	Yes.	
2.5	Is the maintenance work tendered out?	Only for some works which are not possible to perform inside Montenegro railways - Sector of Maintenance.	The proposed law on Railways in Montenegro will permit competition and opening of the railway infrastructure for the third parties.
2.6	Who is responsible for train operations (name of company/organization, ownership - state or private)?	Montenegro Railways - 61% OWNERSHIP, 39% PRIVATE.	
2.7	Is it possible for a new train operator to enter the market or is it restricted?	Yes in some kind of market, but this for the moment could be negligible.	By the proposed law on Railways in Montenegro in passengers and goods transport full competition will be allowed.
2.8	Can the train operator set tariffs without any state control?	ZCG is free to set its tariffs without state control. Freight tariff is based on distance, type of cargo and wagon loads.	
2.9	Which peripheral services (if any) are tendered out? (i.e. services and activities which are not part of the core business - the provision of transport and infrastructure)	No one.	

	<b>Railways</b>	<b>Status &amp; Progress</b>	<b>Plans</b>
2.10	Are there any state subsidies for railway transport? (If yes, how large and for which specific segments?)	Yes, 40-50% of total revenues in 2000-01.	State subsidies for railways infrastructure will stay, but not for the railway transport services.
2.11	Other relevant information related to reforms (Railways)		

## Aviation

	<b>Aviation</b>	<b>Status &amp; Progress</b>	<b>Plans</b>
3.1	How is the relationship between the Government and the airports? (i.e. which Ministry is responsible, how do the airports refer to the Ministry etc.)	The Government is the owner of the Montenegro airports and Ministry of Transport is responsible. The Public Enterprise "Aerodromi CG" is managing the airports.	
3.2	Is the airport administration, the national airline and the Air Traffic Control administered by one company, or are they separated from each other?	They are separated.	
3.3	Who is responsible for the airport administration (name of company/organization, ownership - state or private)?	Public Enterprise "Montenegro Airports".	
3.4	Is the construction and maintenance of airport areas tendered out?	Yes, up to April 2003.	There will be new activities.
3.5	How is the ownership of the national airline (state-owned or partly privatized)?	State ownership is 99,95% of the national airline "Montenegro Airlines".	
3.6	Who is responsible for the ATC (name of company/organization, ownership - state or private)	Air Traffic Control of Serbia and Montenegro. Stated owned.	
3.7	Is the ATC tendered out?	No.	
3.8	Is the country member of Eurocontrol?	Member of ECAC only.	The official request has been sent.
3.9	Are there any bilateral or multilateral agreements to regulate air traffic?	Yes, bilateral and multilateral.	

	<b>Aviation</b>	<b>Status &amp; Progress</b>	<b>Plans</b>
3.10	Can a new airline get access to the market in the country?	No.	
3.11	Are there any state subsidies in the aviation sector? (If yes, how large and for which specific segments?)	It is used to be (buying airplanes and equipment).	
3.12	Other relevant information related to reforms (Civil Aviation)		

## Ports

	<b>Ports</b>	<b>Status &amp; Progress</b>	<b>Plans</b>
4.1	How is the relationship between the Government and the port authorities and operators? (i.e. which Ministry is responsible, how do the port authorities refer to the Ministry etc.)	The Port of Bar authorities refer to Ministry of Maritime Affairs and Transport through the Board of Directors.	
4.2	Are the ports owned by the state, the local authorities or a private company?	The Port of Bar is owned 54% by the State and 46% is private.	
4.3	Do the owners of the ports own both the areas and the facilities (buildings, machines etc.), or are there different owners?	The owners own both the areas and the facilities.	
4.4	Is the construction and maintenance of the ports tendered out?	Yes.	
4.5	Can the ports and the port operators define their own rates, or are they regulated?	They are regulated by Port tariffs.	
4.6	Can the ports and the port operators decide on their own investments, or are there any restrictions?	No restriction.	
4.7	Are there any state subsidies to the ports? (If yes, how large and for which specific segments?)	No.	No.
4.8	Other relevant information related to reforms (Ports)		

## Inland waterways

	<b>Inland Waterways</b>	<b>Status &amp; Progress</b>	<b>Plans</b>
5.1	How is the relationship between the Government and the authorities and operators on inland waterways? (i.e. which Ministry is responsible, how do the authorities refer to the Ministry etc.)		
5.2	Are the operators state-owned or private companies?		
5.3	Can a new potential operator get access to the market?		
5.4	Can the operators define their own rates, or are they regulated?		
5.5	Who is carrying out the maintenance of the inland waterways (name of company/organisation, ownership - state or private)?		
5.6	Is the construction and maintenance tendered out?		
5.7	Are there any state subsidies in the inland waterways? (If yes, how large and for which specific segments?)		
5.8	Other relevant information related to reforms (Inland waterways)		