

12th B&H CONGRESS
ON TRANSPORT
INFRASTRUCTURE
AND TRANSPORT

May 11th i 12th 2023

Sarajevo, Bosnia and Herzegovina

→ **Conclusions and
recommendations**



On 11 and 12 May, the Association of Consulting Engineers of Bosnia and Herzegovina organized in Sarajevo the **12th Congress on Transport Infrastructure and Transport**, dedicated to railways.

It is known that railways are one of the key components of development in any society. The Congress was held at a time of global revitalization of railways as an acceptable solution in the fight against climate change.

The Congress was attended by 160 participants – researchers, designers, government and university officials, infrastructure administrators, operators, nongovernmental organizations, equipment manufacturers, and construction companies.

The Congress was of international character. Presented were 30 reports, prepared by 65 authors from Austria, Bosnia and Herzegovina, Montenegro, Croatia, China, Germany, Slovenia, Serbia, and Turkey.



The following topics were discussed at the Congress:

- Railways development strategy
- Balanced sustainable development of railways
- Interoperability of the railway system
- Increasing market competitiveness of railways
- Building the TEN-T railways network



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The goal of the Congress was to exchange knowledge and experience in finding ways for a faster implementation of European, regional, and local strategic development projects. According to the participants, the 12th Congress on Transport Infrastructure and Transport was organized very successfully. Results of the presented papers and discussions were given in the form of:

CONCLUSIONS AND RECOMMENDATIONS

1

The level of a country's development is measured by the level of development of its transport infrastructure and transport. Transport infrastructure represents a country's – or a continent's – potential for overall development.

For the past 30 years, the EU and its member states, as well as EU candidate countries, have been cooperating to develop a common policy in the area of railway transport, considering that transport knows no boundaries. Thus, the transport policy has for decades been one of the common policies of EU member states.

On 2nd December 1992 the European Commission issued a white paper on future development of a common transport policy (**COM (1992) 0494**). It advocated opening the transport market, expanding the trans-European transport network, improving safety, and aligning social provisions.

In the 2001 White Paper entitled "European transport policy for 2010: time to decide" (**COM (2001) 0370**), the Commission analyzed the problem and challenges faced by the European transport policy. The purpose of this White Paper was also to stabilize the share of short-distance railway transport at the level of 1998. This goal was supposed to be accomplished through measures to revive rail transport and by interconnecting all modes of transport.

2

In June 2006 the Commission stated that the measures proposed in 2001 had not been comprehensive enough to achieve the goals set, which led to the introduction of several new instruments (**COM (2006) 0314**).

On 28 March 2011 the Commission issued its White Paper on the future of transport by 2050: "Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system" (**COM (2011) 0144**).

One of the 10 goals the Commission identified in the paper was the creation of a single European transport area and development of multinational and multimodal operators.

Directive **2012/34/EU** established a single railways area. This consolidated text comprises the main principles for the development of railways.

In December 2020 the Commission presented its strategy for sustainable and smart mobility, along with an action plan for 82 streamlining initiatives until 2024 (**COM (2020) 0789**). This strategy establishes a plan to create a sustainable and smart future. The scenarios this strategy is based on, which coincide with the 2030 climate agenda, show that with the right level of ambition and a combination of the proposed policy measures, transport emissions can be reduced by 90 percent by 2050.

3 | The EU's railways development policy supports the creation of interconnected sustainable and safe mobility, as well as of a sustainable and competitive railway transport system.

4 | Today, as in the past, railways are the safest mode of land transport of passengers and goods, plus they are more environmentally friendly and cost effective compared with other transport systems. Noise is damaging to health. Rail transport generates the least amount of noise.

5 | Railways are a transport system that has the highest level of energy efficiency. According to Union Internationale des Chemins de fer (UIC), railways are one of the most efficient and environmentally friendly modes of transport for people and goods.

6 | In the EU, the share of transport in CO₂ emissions is 25%, of which around 70% is road transport and 0.4% is rail transport.

7 | The adopted European transport policy is continuously adapting to the market, to the needs of the population and the economy. Its fundamental goals are to facilitate transport of people and goods, establish the transport market, increase transport safety, and ensure sustainable development of transport systems.

8 | What matters for the average passenger is not so much every minute or even second that is saved. The most important thing for them is to travel in a sufficiently fast, comfortable, and – most importantly – reliable manner, as well as to have at their destination the possibility of switching to a different but equally efficient public mode of transport.

9 | In 2023, many railway administrations in the EU introduced night passenger trains, linking major cities and providing competitive and environmentally sustainable transport.

10 | Renewing, improving, and modernizing railway infrastructure will facilitate a more efficient cargo transport and provide new business opportunities.

11 | For accelerated railways development in Western Balkans and Southeast Europe, it is necessary to harmonize the strategic development plans of the railways taking part in the Transport Community.

12 | Liberalization of the rail cargo transport market creates preconditions for new participants and services, which should ultimately lead to healthy competition and higher quality of services provided.

13 | In order for the new transport operators to be competitive on an equal footing, it is paramount that infrastructure administrators have the same nondiscriminatory attitude to all operators in all segments of business.

14 | In order to create a single European railways market, it is important to work on increasing operability, especially in border areas, where evident for various reasons are stoppages and other constraints affecting the quality of the entire service.

- 15** | Through the issuing of a host of regulations, interoperability is continuously being spread throughout the entire rail network in the EU. Establishment of interoperability facilitates better connectivity between EU countries for passenger transport operators.
- 16** | In its investment plan, the EU envisages funds for the implementation of many strategic projects in railways, as well as for the renewal of existing projects.
- 17** | In order to make decisions in rail traffic, it is necessary to use simulation methods. This primarily pertains to traffic scenarios and the relations between traffic and the rail infrastructure it is happening on. Simulation methods enable defining an effective and efficient timetable, analyzing use of rail and station capacities, station operations technology, energy consumption, etc.
- 18** | Rail and road administrators should act in synergy so as to take more care in solving the problems of railroad-road crossings, in order to avoid traffic accidents on the crossings to the greatest extent possible.
- 19** | In 2015, Bosnia and Herzegovina adopted its Framework Transport Strategy (OST BiH) 2015-2030. Fundamental goals of the OST BiH pertain to linking up with the neighboring countries and integration in the EU. The Strategy contains a list of activities that should be undertaken by 2030. Considering the changes that happened in the interim with the European transport policy and the implementation of the OST BiH plan, it is necessary for Bosnia and Herzegovina to adopt a new strategy that is aligned with EU directives.

12th B&H CONGRESS ON TRANSPORT INFRASTRUCTURE AND TRANSPORT

Organizer:



Udruženje Konsultanata Inženjera Bosne i Hercegovine
Udruga Konzultanata Inženjera Bosne i Hercegovine
Удружење Консултаната Инжењера Босне и Херцеговине
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