

The Importance of Geographical Position of Kosovo in Increased Trade, Transit and International Transport in the Balkans

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Abstract: Integration of the Kosovo road network in the Pan-European This paper treated the effect of Main Roads of Kosovo (Roads 6 and 7) in the development of trade and transport of goods in comparative relationship between Asia and Europe through the Balkan Peninsula in new relationships as the shortest route between the Adriatic Sea and Black Sea. Effect of roads (Kosovo Roads 6 and 7) in developing of Albanian Sea Ports (Port of Durres, Port of Vlora, and Port of Shengjin). According to the research, in the next 20 years the trade of goods from Asia to Europe through the Balkan Peninsula will experience a multiple increase. Many Balkan countries now are making maximum efforts to improve and increase road and rail capacity in order to develop multimodal transport, aiming always at strengthening a dominant position in the Balkans, to serve as a connection bridge for the transportation of goods between Asia and Europe. In this paper, we also presented the movement of goods, trade exchanges between Kosovo and European countries, calculations and analysis working with Trans CAD software program, the possibility and effect Kosovo possesses with its geographical position on the orientation of goods through its territory as the shortest route in many destinations.

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Keywords: Kosovo, Roads, modeling with Trans CAD.

1. INTRODUCTION

The essence of the determination and integration process of Kosovo Road Network into Pan European networks is without doubt the definition of international and transit traffic that will be able to withdraw and afford Kosovo's main Road Network: Roads 6, 6a, R6b and Road 7. To solve this problem through modelling and simulation of Kosovo's Road Network (KRN) and the European Road Transport Network (TERN), it is necessary to calculate the matrix of Origin - Destination (OD) of the movement of goods and passengers between states belonging to the Kosovo Road Network and Trans European Transport Networks. The territory of Kosovo shows interest for the development of trade, because it is the shortest route for the transportation of goods from the Black Sea (Sea Port of Varna and Burgas) and the Adriatic Sea (Sea Port of Durres and Shengjin), compared to other ports in the Western Balkans.

2. THE PRIMARY ROAD NETWORK IN KOSOVO

In Figure 1, below, there is presented the primary (main) road network of Kosovo which enables connection to the Core Road Network of South East Europe (SEETO) and further complete of integration in Pan - European Transport networks.

The road network of the first category includes the new highway (until now built 82 km long) that connects Kosovo from border in Vermica (border with Albania) with Kosovo's capital Pristina, to continue further to the border with Serbia

in Merdare border crossing point, further being connected with the city of Nis which is a transit joint of the Pan European Corridor X.

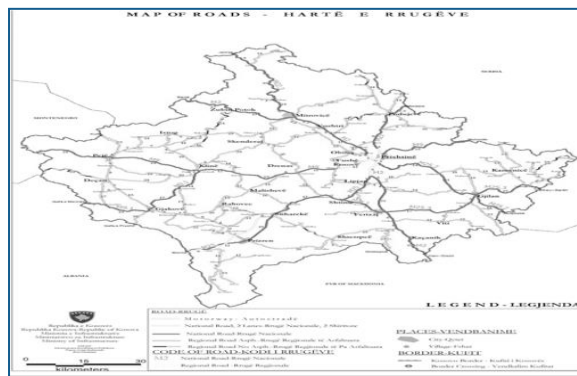


Fig. 1. Kosovo: Map of Roads

3. PAN-EUROPIAN TRANSPORT CORRIDORS (PETC)

Ten Pan-European Transport Corridors are determined in the second Pan-European Transport in Crete, March 1994, as routes in Central and Eastern Europe that require major investments over the oncoming ten to fifteen years. Other additions were made at the third conference in Helsinki in 1997, therefore, these corridors are named as "Crete Corridors" or "Helsinki Corridors", regardless of their geographical location. A tenth corridor was proposed after the end of the war between the states of the former Yugoslavia. Recently, there is approved an eleventh corridor

stretching from Romania, through Serbia and Montenegro to Italy. It is known that this corridor will pass through Belgrade and will incorporate highway Belgrade - Bar (Montenegro). Corridors, in varying order, include road, rail and navigable waterway itineraries.



Fig. 2. PAN-European Transport Corridors

Table. 1. Ten Pan European Corridors

| | |
|------|--|
| I | (North-South) Helsinki - Tallinn - Riga - Kaunas and Klaipeda - Warsaw and Gdansk 1. Branch A (Via/Rail Hanseatica) - St. Petersburg - Riga - Kaliningrad - Gdansk - Lübeck 2. Branch B (Via Baltic/E 67) - Helsinki - Warsaw. |
| II | (East-West) Berlin - Poznań - Warsaw - Brest - Minsk - Smolensk - Moscow- Nizhny Novgorod |
| III | Brussels - Aachen - Cologne - Dresden - Wrocław - Katowice - Kraków - Lviv - Kiev 3. Branch A - Berlin – Wrocław |
| IV | Dresden/Nuremberg - Prague - Vienna - Bratislava - Győr - Budapest - Arad - Bucharest - Constanța /Craiova - Sofia - Thessaloniki / Plovdiv - Istanbul. |
| V | (East-West) Venice - Trieste/Koper - Ljubljana - Maribor - Budapest - Uzhhorod - Lviv - Kiev. 1,600 km (994 mi) long. 4. Branch A - Bratislava - Žilina - Košice - Uzhhorod 5. Branch B - Rijeka - Zagreb - Budapest 6. Branch C - Ploče - Sarajevo - Osijek - Budapest |
| VI | (North - South)Gdańsk - Katowice - Žilina, withwesternbranch -Katowice-Brno. |
| VII | (Danube River) (northwest-southeast) -2,300 km (1,429 mi) long. |
| VIII | Durrës - Tirana - Skopje - Sofia - Plovdiv - Burgas - Varna. 1,500 km (932mi) long. |
| IX | Helsinki - Vyborg - St. Petersburg - Pskov - Gomel - Kiev - Ljubashevka - Chisinau - Bucharest - Dimitrovgrad - Alexandroupoulos. 3,400 km (2,113 mi) long. The main sub-branches: St. Petersburg - Moscow - Kiev. 7. Branch A - Klaipeda - Vilnius - Minsk |

| | |
|----|--|
| | Gomel |
| 8. | Branch B - Kaliningrad - Vilnius - Minsk - Gomel |
| 9. | Branch C - Ljubashevka - Rozdilna – Odessa |
| X | Salzburg - Ljubljana - Zagreb - Beograd - Niš - Skopje - Veles - Thessaloniki. 10. Branch A: Graz - Maribor - Zagreb 11. Branch B: Budapest - Novi Sad – Beograd 12. Branch C: Niš - Sofia - Plovdiv - Dimitrovgrad - Istanbul through Corridor IV 13. Branch D: Veles - Prilep - Bitola - Florina – Igoumenitsa |

3.1 Pan European Road Network who influence in Kosovo Road Network

Corridors and branches which directly affect transport and Kosovo road network are:

- Corridor IV - Dresden / Nuremberg - Prague - Vienna - Bratislava - Győr - Budapest - Arad - Bucharest - Constanța / Craiova - Sofia - Thessaloniki / Plovdiv - Istanbul: creating links through Serbia and Macedonia.
- Corridor V - (East-West) Venice - Trieste / Koper - Ljubljana - Maribor - Budapest - Uzhhorod - Lviv - Kyiv: creating links with Sarajevo (BH) via Serbia and Montenegro.
- Corridor VII - (Danube River) (northwest-southeast): as waterways who performs multi-modal transport corridors IV, V, VIII and X.
- Corridor VIII - Durrës - Tirana - Skopje - Sofia - Plovdiv - Burgas - Varna: about creating routes that pass through the territory of Albania and Macedonia.
- Corridor X - Salzburg - Ljubljana - Zagreb - Belgrade - Niš - Skopje - Veles - Thessaloniki: creating connection via Nis (SR) and Skopje (MK).
- Adriatic and Ionian Sea Transport Area: Adriatic and Ionian Seaside countries (Albania, Bosnia and Herzegovina, Croatia, Greece, Italy, Slovenia, Serbia and Montenegro).

Source by: author

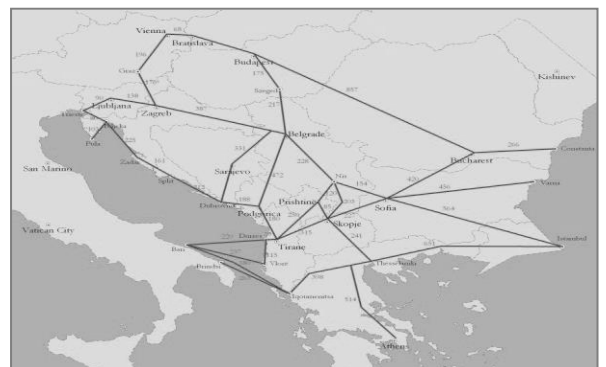


Fig. 3. Distances: from the Adriatic Sea to the Black Sea through Kosovo.

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