### 19TH OSCE ECONOMIC AND ENVIRONMENTAL FORUM

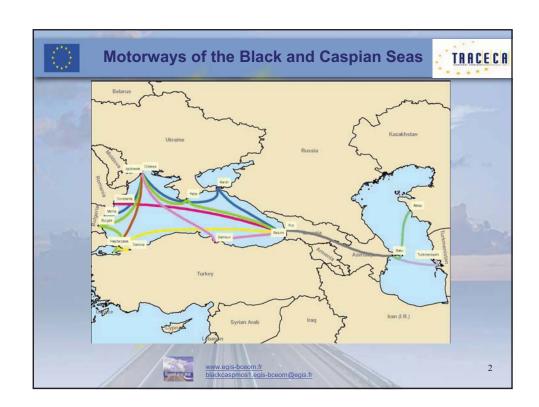
"Promotion of common actions and co-operation in the OSCE area in the fields of development of sustainable energy and transport" SECOND PREPARATORY MEETING (DEVELOPMENT OF SUSTAINABLE TRANSPORT)

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**Motorways of the Black and Caspian Seas** TRACECA MoS has been defined in the EU as high quality and frequent door-to-door intermodal services relying on maritime transport. The aim is to increase modal shift or cohesion by means of traffic concentration on sea-based routes in improving existing maritime links or establishing new viable, regular and frequent maritime links. MoS has been identified for transnational axes including the Black sea and the Caspian Sea region as extensions of the Trans-European Transport Networks (TEN-T) to EU Neighbouring countries (ENP). MoS may be operated by all types of regular Short Sea Shipping services including Roll-on/Roll off, Ro-Ro ferries, Rail ferries, container vessels and Sea River ships Key stakeholders and target groups: **Operators** Institutions Transport associations Ministries of Transport, Ports and terminals Port and Maritime Administrations, Shipping companies / agents **Customs and Border Authorities** Business communities (users) Forwarding companies









# Market potential and relevance



- Statistical data
- Market tests
- Showing real demand and strong expectations from users for improved / new intermodal transport solutions
- Sceptic vis-à-vis TRACECA particularly for providing such intermodal multi-country transport solution and attracting potential transit cargo in the competition with alternative corridors



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## **Operations and services**



FACT FINDINGS ON INFRASTRUCTURES

Existing facilities generally meeting present and pilot-project technical requirements as far as ports, railways and road network are concerned

Infrastructure is no barrier and should be even less in mid-term considering ongoing and planned investments and developments

Some short-term needs of port and railway handling equipment to be addressed as well as port infrastructure maintenance

•FACT FINDINGS ON MARITIME SERVICES IN PLACE

Common issues are: regularity, frequency and space availability

•FACT FINDINGS INTERMODAL TRANSPORT

Better asset management generating direct immediate benefits



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## Legal aspects - trade and transit facilitation





#### **FACT FINDINGS:**

- All project Countries have a national legal frame but generally adhere to main International Conventions enabling users and operators to perform their activities
- This is complemented by numerous transport bilateral and multilateral intergovernmental agreements
- Customs rules are not harmonized and remain complex however users generally manage to work with them

## Improvements are needed to:

- ensure stricter conformity between national legislations and international treaties ratified by TRACECA Countries
- reduce complexity and ensure regulations are accessible and can be read and understood in the same manner by users and State agencies
- Keep informal levies at the lowest possible but always predictable level
- Improve / implement modern and efficient I.T. communication between operators and users at national and bilateral levels including tracking / tracing solutions



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# **Cooperation and partnership**



### **FACT FINDINGS:**

In several cases remains theoretical between institutions and between public operators and, even if formally acknowledged, not sufficiently implemented due to unclear or lack of support / approval at high State level

Should be clarified with respect to national transport policies / strategies / priorities especially in countries where the role of the State in transport economy remains dominant





