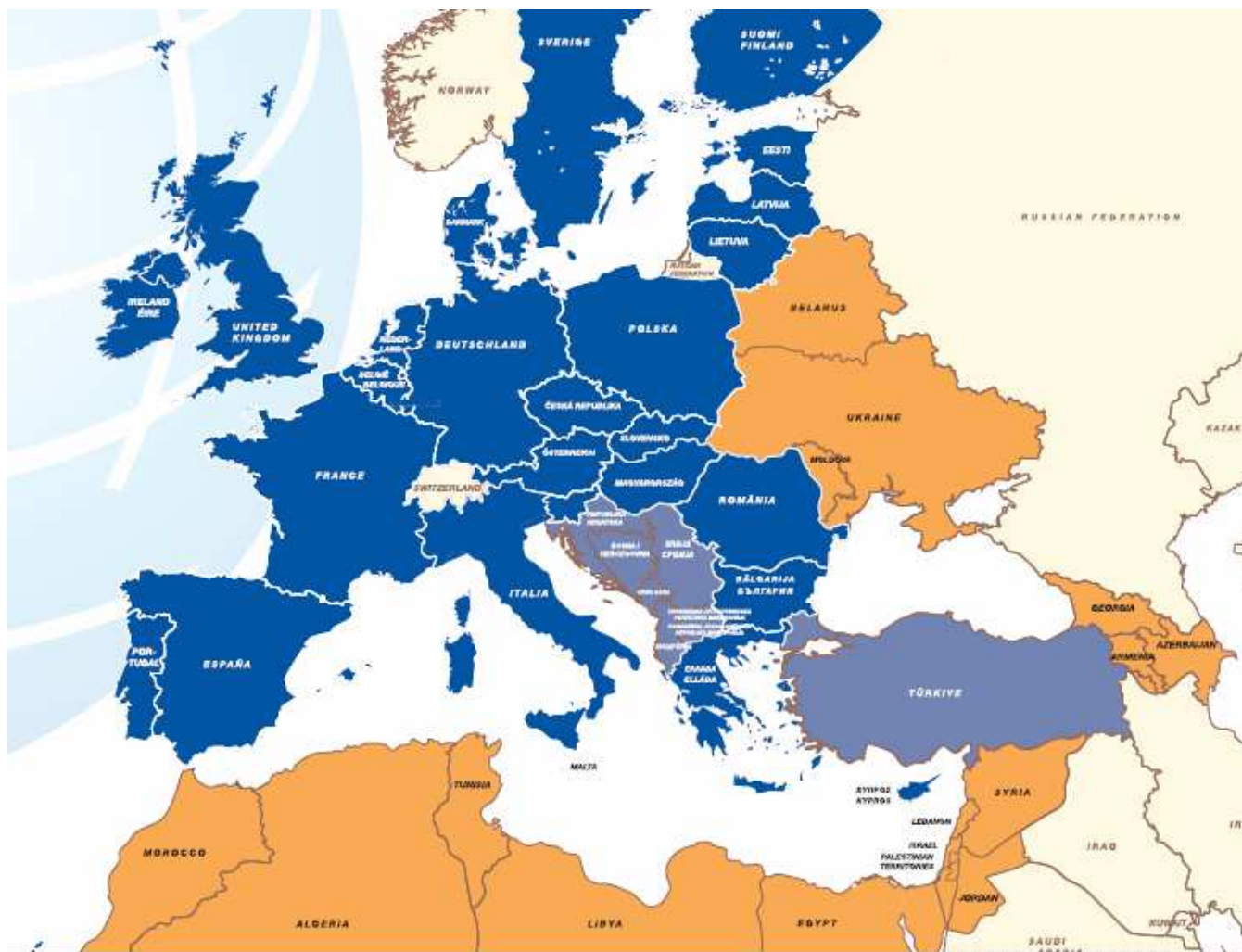


ENPI Regional Transport Cooperation

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Definition

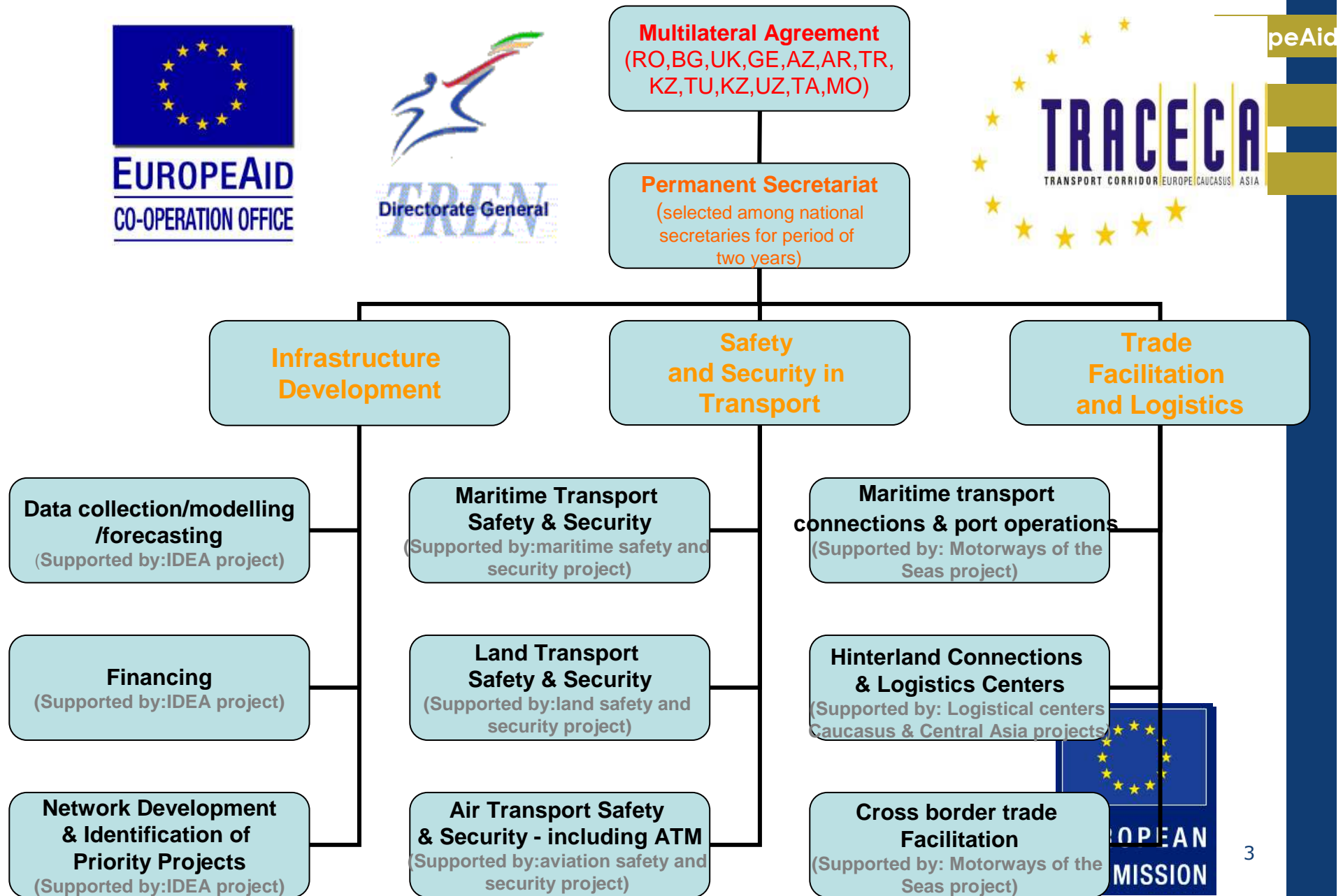
- **Regional transport cooperation with the Neighbourhood countries: a regulatory reform agenda in line with the bilateral action plans**



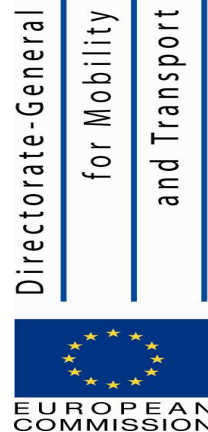
What – Where - How?

- TRACECA for the Eastern Neighbourhood + Central Asian countries
- EuroMed Transport Programme for the Southern Mediterranean.
- Turkey, although not a Neighbourhood country is represented in both TRACECA as in the EuroMed Transport Programme

TRACECA ACTIONS OF COOPERATION



UNDER THE AUSPICES OF THE CO-PRESIDENCY OF THE UNION FOR THE MEDITERRANEAN



EUROMED TRANSPORT MINISTERIAL CONFERENCE



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EUROMED TRANSPORT FORUM

RTAP Actions: Monitoring:32 – Coord.
WG's: 33 – Establ.perm.secr.:34
(Supported by: Main contract & CETMO contract)

WG on Infrastructure & Regulatory Issues

RTAP Actions: Horizontal:1,17,22,23,24,25,28 - Infrastr:18,19,20,33 - Finance:29,30,31
(Supported by: Main & CETMO contract)

WG on Aviation

RTAP Actions: Aviation market:14 –
Air Safety & Security:15,16
(Supported by: Aviation Project)

WG on GNSS

RTAP Actions: Introd. of GNSS:27
(Supported by: GNSS-METIS project)

WG on Maritime Affairs, Ports and Short Sea Shipping

RTAP Actions: Reforms shipping sector :6

Sub Group on Road & Rail Regulatory Issues

RTAP Actions: Road Transport:
10,11,26 – Rail: 12,13
(Supported by: Main contract)

Sub Group on Motorways of the Seas

RTAP Actions: Improving efficiency of
ports:2,3,4,5 – MoS Pilot Projects:21
(Supported by:MEDA MoS project)

Sub Group on Maritime Safety

RTAP Actions: Regulatory Reform
Maritime Safety & Security:7,8,9
(Supported by: Safemed project)



Scope of intervention for the TA projects

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- **« Proximity » to EU:**
 - **More Regulatory convergence towards the EU's transport acquis;**
 - **Less on pure infrastructure development (in comparison with ACP);**
- **Importance of cooperation with the European Commission services of DG MOVE and regulatory agencies i.e. the European Maritime Safety Agency (EMSA), European Aviation Safety Agency (EASA), the railway agency etc. Neighbourhood countries with Action Plan**

Importance of regulatory convergence



- **Integration of the ENPI countries with the EU's internal market for transport services could be feasible (e.g. open aviation agreements)**
- **EU shares common seas, airspace so also safety & security for ships and planes of Neighbouring countries needs to be enhanced**
- **Regulatory convergence could reduce competitive advantages and also discourage re-location of EU transport companies to more attractive regulatory environments**

Transport network planning as important element of stimulating further regional cooperation

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*The regional transport cooperation programmes with ENPI countries focus **also** specifically on enhancing regional integration and cooperation between the countries themselves.*

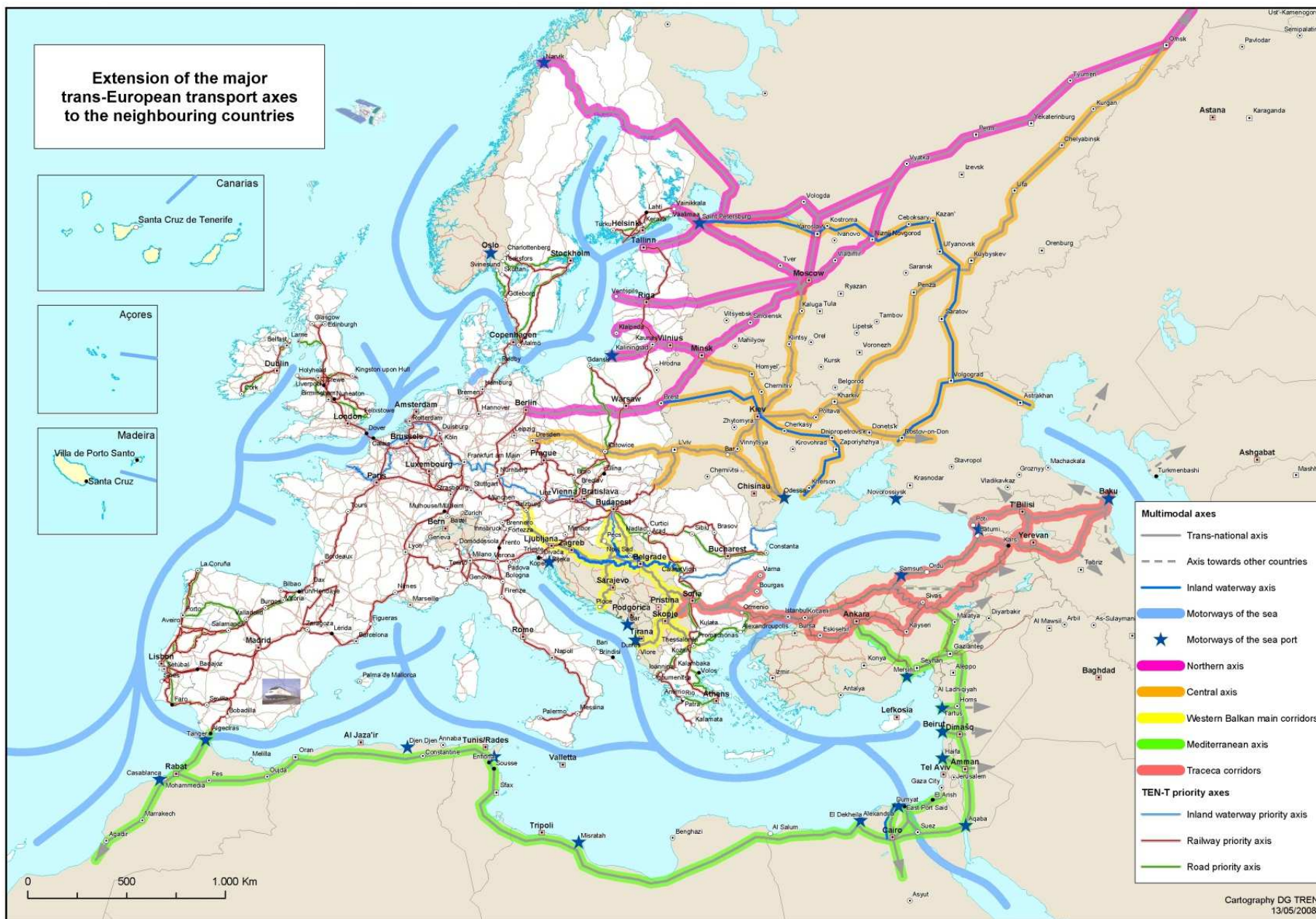
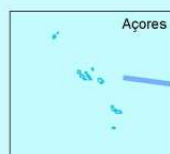
- ➔ Transport TA could support cross-border cooperation promoting regional stability and enhancing trade among the partner countries themselves and further with the EU.
- ➔ Similar as for the EU TEN-T network: foster cross-border cooperation aimed at improving the functioning of the internal market, and also strengthening the links between peripheral and central regions, thereby contributing towards economic cohesion.

Developing TEN-T Networks to the ENPI countries

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- 2007 Commission Communication on "Extension of the major Trans European Transport axes (TEN-T) to the Neighbouring countries: guidelines for transport in Europe and Neighbouring countries".
- Ongoing policy review of TEN-T guidelines, a renewed focus on the connection of the TEN-T to the transport networks of the Neighbouring countries is expected to be emphasized again.

Extension of the major trans-European transport axes to the neighbouring countries



Transport infrastructure projects make the transport network

- Problems of the network if the infrastructure is not in place or not working;
- Regional transport cooperation programmes to identify a list of priority transport infrastructure projects situated on the transport network.
- « Headache » of the funding - EU cannot finance all these infrastructure projects within the framework of the regional cooperation **BUT** can support the countries with the preparation of all necessary documents for successfully obtaining financing for their priority projects (drafting of pre-feasibility studies, traffic demand studies, master plans, tender documents).

Finding the funds for the infrastructure priority projects

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- Include regional transport cooperation projects in NIF
- Need of involving not only of the IFI's (such as the EIB, EBRD, Asian DB, Islamic Funds) but also the private sector.
- EC support to leverage financing:
 - TRACECA 1st Investment Forum 12th October 2010 in Brussels;
 - Southern Neighbourhood concrete financing opportunities for transport infrastructure are currently being linked to the UpM.

Objectives of financing conference

PRIMARY:

- Attract IFI and private capital
- Exchange of dialogue between all relevant parties, governments, public bodies, IFIs and commercial banks
- Identification of “bankable TRACECA originated projects” for funding including the analysis of financial and technical feasibility

SECONDARY:

- Offer Investment opportunities
- Successfully initiate and complete investments that are required in regional transport infrastructure
- Ensure wherever possible to attract private capital alongside public financing through PPP

Trade facilitation: the ultimate objective of a transport network and essential for economic growth

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- Motorways of the Seas programme –to focus on improving port operations and maritime short sea shipping connections between the EU and the ENPI countries as well as on the Neighbouring countries among themselves.
- Essential involvement of the private sector by means of ship owners, forwarders, terminal operators etc.
- Aims at the common identification of bottlenecks which hamper trade and reducing them by means of technical expertise.
- Partnership building between private and public sector.

Experience MoS Neighbourhood to date 2.

i.e. MEDAMOS programme

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Medamos Project Ports

Trade facilitation: the ultimate objective of a transport network and essential for economic growth

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- Aims at further logistic chain and improving hinterland connections.
- To improve the connections between ports and logistical platforms.
- Proper infrastructure and a good transport network is essential for such connections between ports and the major production centres and urban areas in addition to the involvement of the private sector.
- I.E. in the East the EC has financed a project which aims at the creation of a network of logistics centers in the beneficiary countries.

Conclusions

- Transport regional cooperation with ENPI countries consists largely of technical, expert assistance programmes focused on the regulatory reform as well as network planning and infrastructure development.
- For large transport infrastructure investment the involvement of the private sector is needed in addition to the possibility of loans of IFI's and development banks.
- In the field of trade facilitation programmes private sector participation is desired not only for carrying out services, but also for identifying bottlenecks which hamper trade to the involved governments.

Thank you for your attention,

Jean Louis VILLE

**European Commission
EuropeAid Cooperation Office**

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