



EuropeAid 2012/308-293

# IDEA II

## Transport Dialogue and Networks Interoperability

*First Interim Progress Report*

*September 2013*





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## REPORT COVER PAGE

Project Title : TRACECA regional project - Transport Dialogue and Networks Interoperability II

Short Name : **IDEA II**

Project Number : EuropeAid 2012 / 308-293

Countries : Armenia, Azerbaijan, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Tajikistan, Turkmenistan, Uzbekistan and Ukraine. Bulgaria, Romania and Turkey associated to the project as TRACECA members

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20. EC Delegation Moldova	1	1	1	
21. EC Delegation Tajikistan	1	1	1	
22. EC Delegation Turkey	1	1	1	
23. EC Delegation Tajikistan	1	1	1	
24. EC Delegation Turkey	1	1	1	
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## ***List of Abbreviations***

ADB	Asian Development Bank
ASMAP	Association of International Road Transport Carriers
BOMCA	European Union's Border Management Programme in Central Asia
CA	Central Asia
CAREC	Central Asia Regional Economic Cooperation Program
CBA	Cost Benefit Analysis
CIS	Commonwealth of Independent States
DEVCO	European Commission, DG for Development and Cooperation
DMS	Document Management System
EaP	Eastern Partnership
EBRD	European Bank for Reconstruction and Development
EC	European Commission
EIB	European Investment Bank
ENP	European Neighbourhood Partnership
ENPI	European Neighbourhood Partnership Instrument
EU	European Union
EUBAM	European Union Border Assistance Mission to Ukraine and Moldova
EUD	Delegation of the European Union
FSU	Former Soviet Union
GIS	Geographic Information System
IBM	Integrated Border Management
IBMSC	Integrated Border Management in South Caucasus
IDB	Islamic Development Bank
IFI	International Financing Institution
IGC	Intergovernmental Commission of TRACECA countries
IMO	International Maritime Organisation
IRU	International Road Union
KAZATO	Union of International Road Carriers of the Republic of Kazakhstan
KE	Key Expert
KPI	Key Performance Indicator
MCA	Multi Criteria Analysis
MLA	TRACECA Multimodal Transport Agreement
MoS	Motorways of the Sea
MoT	Ministry of Transport
MoU	Memorandum of Understanding
MSS	Maritime Safety and Security Project
MTO	Multimodal Transport Operator
NCTS	New Computerized Transit System
NIF	Neighbourhood Investment Facility
NIS	Newly Independent States
Oblast	A type of geographical administrative division in the countries of the FSU
OSCE	Organisation for Security and Cooperation in Europe
OSJD	Organisation of railway cooperation
PAIES	Pre Arrival Information Exchange System



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PPP	Public-Private Partnership
PS	(TRACECA) Permanent Secretariat
SG	Secretary General
SCIBM	South Caucasus Integrated Border Management
STEs	Short-term Experts
TA	Technical Assistance
TAEIX	Technical Assistance and Information Exchange instrument
TEN-T	Trans-European Transport Network
ToR	Terms of Reference (of the present project, unless stated otherwise)
TRACECA	Transport Corridor Europe-Caucasus-Asia
TRACECA NS	TRACECA National Secretary,
TRACECA PS	TRACECA Permanent Secretariat
UIC	Union International de Chemin de Fer (International Union of Railways)
UNDP	United Nations Development Program
UNECE	United Nations Economic Commission for Europe
USAID	US Agency for International Development
WB	World Bank
WCO	World Customs Organisation
WG	Working Group



## ***Project Synopsis***

### **Overall Objectives**

The main aim of the project is to strengthen economic relations, trade and transport links between the EU and the programme's participating countries. The participating countries are Azerbaijan, Armenia, Bulgaria, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Romania, Tajikistan, Turkey, Turkmenistan, Ukraine and Uzbekistan. The project will contribute to the development and implementation of regional transport policy actions such as the relevant actions of the TRACECA Action Plan 2010-2013 related to infrastructure development, the facilitation of multi-modal transport and the harmonisation of transport legislation

On operations, measures set out by the Commission aim at ensuring the interoperability between the EU transport systems and those of neighbouring countries. Of the beneficiary countries, Armenia, Azerbaijan, Georgia, Moldova and Ukraine, are part of the Eastern Partnership initiative. Eastern Partnership seeks closer approximation of those countries with the EU.

Results to be achieved, indicators, constraints and assumptions are laid out in Annex 2 of the inception report: Project Logical Framework Matrix. Specific Project purposes are as follows:

- Contribute to projects identification, projects definition and appraisal leading to mobilisation of funding. Help to prepare and implement regional infrastructure projects, through providing studies, developing business and master plans, analysing financial and technical feasibility including Public-Private Partnerships.
- Strengthen the political and transport dialogue mechanisms between the European Commission (EC), Eastern Partnership and TRACECA beneficiary countries, other project stakeholders and IFIs, by achieving effective communication and dissemination of activities and results of the TRACECA programme.
- Support the implementation of the IGC Long-Term Strategy until 2015 and related Action Plans, through assistance to the TRACECA Permanent Secretariat and member countries.
- Adapt the regulatory framework with a specific focus on sector reforms in order to facilitate the flows of goods within the beneficiary countries and between the beneficiary countries and outside.

Project starting date: 16 January 2013

Project duration: Three years (36 months)

Project value: Total value of the Project is Euro three point five (3.5) million, of which provisions for staffing and related expenditures is Euro two point five (2.5) million and for incidental expenditure Euro one (1) million

Key stakeholders: Ministries of Transport, Ministries of Trade & Economy, Customs Authorities, IFIs, Commercial Banks, International Road Carriers, Freight Forwarders, NGOs, Transport users at large

Specific activities: The Project has five work components:

1. Ensuring Dialogue and Coordination
2. Infrastructure and network
3. Attracting funds
4. Training and Capacity Building
5. Communication, Visibility and Information



## Key-Results

### Project Purpose 1 (Project identification, definition and appraisal leading to mobilisation of funding)

- Update the list of TRACECA priority infrastructure projects on the basis of the TRACECA owned methodology (project pipeline, project screening/selection and listing) and based on Eastern Partnership (EaP) transport Panels / Ministerials.
- Support the countries in selecting and analysing the potential infrastructure projects and advise countries in preparing project proposals for financing.
- Maintain the existing GIS database (together with the TRACECA Permanent Secretariat) and the traffic flows model and update the traffic data accompanied by capacity building based on need, organise further training on the use of the GIS database and the traffic flows model and ensuring its compatibility with the EU TEN-Tec Information System.
- Coordinate with IFIs to mobilise their support for undertaking a minimum of two feasibility studies on short listed priority projects and help the countries to strengthen their cooperation with IFIs. Liaise with the Neighbourhood Investment Facility.
- Draft of pre-feasibility studies, traffic demand studies and master plans: it can also include supporting the countries in the drafting a full set of tender documents providing respective information in trainings.
- Organise further training on GIS database and the traffic flow model and on project appraisal.

### Project Purpose 2 (Strengthen the political and transport dialogue mechanisms)

- Organise two coordination meetings per year to discuss progress and results of the EU funded Technical Assistance Projects for transport in the region and the TRACECA Intergovernmental Conference activities.
- Set up working groups between the countries to deal with challenges and bottlenecks in specific areas (including both public and private sector representatives), involving the TRACECA Permanent Secretariat as coordinating body.
- Use the existing TRACECA website liaising with the TRACECA Permanent Secretariat on the best way forward and be in constant communication with the ENPI East Info centre.
- Provide support to national transport policies and assess the extent to which tangible progress was achieved on alignment of national transport policies and legislation with the European and international standards.

### Project Purpose 3 (Support the implementation of the IGC Long-Term Strategy until 2015 and related Action Plans)

- Based on progress achieved, organise a maximum of two Regional Ministerial Conferences with the focus on endorsing results and concrete projects that stem from regional cooperation.
- Develop a programme to schedule and deliver thematic working groups during the implementation of the project. This includes supporting the TRACECA Permanent Secretariat in organising and in facilitation of the working groups with the objective of



achieving tangible results linked to achievement of Action Plans and the TRACECA Long Term Strategy.

Project Purpose 4 (Adapting the regulatory framework with a specific focus on sector reforms)

- Support legal approximation and undertake activities to raise awareness of stakeholders of the TRACECA countries about the benefits of approximation for their countries.
- Identify risks in achieving alignment and make recommendations on how to support countries in their efforts.
- Provide training on the methodology and principles of approximation for public officials. Exchange experiences on alignment of legislation between the TRACECA countries.
- Account for the specifics of Eastern Partnership countries and alignment of their legal framework to European legislation.

### **Preparation of the Report**

The report was prepared by the IDEA Project's key experts and by representatives of its Consortium Members: TRT Trasporti e Territorio srl, Panteia Group, Dornier Consulting GmbH and Lutsk University.

### **Purpose of the Report**

The purpose of this First Interim Progress Report is to

- present a concise summary of the main issues of the IDEA Project and recommendations of the IDEA-staff for the attention of key decision makers;
- review the activities undertaken by the Project from commencement of the project and to a major extend overlapping with the inception phase (inception report approved 01.08.2013);
- give a precise outlook on the contents, procedures and schedules of the work planned for the next working period of six months;
- give recommendations for adoptions of initial assumptions due the time gap of issuance of the Terms of Reference of this project and its commencing regarding the approach and administrative issues.

### **Format of the Report**

This report follows the format proposed by the EC document "Guidelines for Reporting - PCP III Project Inception Report, Interim Report and Final Report", Tacis, Brussels, September 1995, amended June 1998.

Furthermore, the report applied some formats proposed by the EC document "Strengthening project internal monitoring - How to enhance the role of EC task managers", Tools & Methods Series - Reference Document No 3, June 2007, page 19.



## 1. Executive Summary

### 1.1 *Project background and past progress*

The IDEA II (Transport Dialogue and Networks Interoperability) project is funded by the European Commission DG DEVCO within the framework of the TRACECA Programme. The Project has officially started on January 16, 2013 with duration of three years.

The project sets forth further development of the TRACECA route to be an international recognized multi-modal route with increased attractiveness to the industry. Given the Eastern Partnership policy lines, TRACECA is also dealing with renewed European approach to transport cooperation with the regions and countries covered by European Neighbourhood.

Actions are required at all levels of TRACECA functioning, i.e. on the physical corridor as well as at the level of TRACECA institutions and of Technical Assistance projects. Here the IDEA II project task is to facilitate coordination and to target achievement of its results by banking on the underlying principles of the countries ownership.

The IDEA II Key Experts team divided its regional responsibilities over the TRACECA area among South-Eastern Europe (Hamed), Turkey & South Caucasus (Kostadinova), and Central Asia (Pulsack). This regional division allows a tighter communication of the individual key expert by concentrating on a smaller number of TRACECA countries and their National Representatives. The communication within the team assures an appropriate exchange of information.

Together with the IDEA II project, the on-going TRACECA Technical Assistance (TA) projects on maritime safety and security, logistics and Motorways of the Sea and air safety have many common issues. IDEA II is involved due to its role of “umbrella” project, which has to take care of coordination and dialogue, while the other projects deal with specific topics or technical issues.

#### **Progress during past Work Period**

A TRACECA plan of events is continuously being coordinated and up-dated; reports and documentations of all TRACECA TA-projects are screened and interpreted on a regular basis. To bring project experts closer and to exchange information, various coordination meetings were held during the first reporting period:

- At Project commencement (January 2013), a kick-off meeting took place in Brussels with participants from the European Commission.
- In April 2013 a TRACECA coordination meeting with National Secretaries (NS), representatives of the TRACECA TA-projects was held and organized in Kiev;
- The entire team made a fact-finding mission to Baku visiting the PS and SG to coordinate and discuss further cooperation. Close cooperation between TRACECA SG/PS and IDEA is furthermore ensured by presence of one Key Expert in Baku and technical means of communication.
- Regular meetings on TA-project level were held between the key-experts and team leaders of the Kiev-hosted projects (LOGMoS, MSS, IDEA).

The inception phase of the IDEA II project was successfully completed. During this phase, the IDEA II team was engaged in:

- Preparing the concept of the TRACECA Campus as foundation for the cycle of capacity building activities;
- Planning the improvement of the TRACECA website mainly focussing on technical solutions for the adoption of structure and design of this important tool;



- Working on the production of two documents to improve TRACECA's visibility – an information leaflet on the TRACECA programme and the outline for a brochure on the impact of EU funded project within TRACECA;
- Outlining the issues of legal approximation and harmonization reflecting individual situations of the countries regarding their legal setups in the transport sector;
- Developing the concept of TRACECA national experts becoming the basis for a group of TRACECA specialists that will assure sustainability and know-how transfer as well as have coordinating and communication function for the countries. In addition this expert pool will guarantee the countries' ownership and responsibility for discussion and development of topics and issues targeting at the improvement of TRACECA;
- Supporting and coordinating data collection and storage with the LOGMos project and preparing a fluent integration of the TRACECA master plan in future activities of TRACECA (e.g. prioritization);
- Representing TRACECA at the International Transport Forum Summit in Leipzig, May 2013.

## 2. Introduction

This introduction offers a description of the EU and TRACECA policy contexts, an insight into the background of the IDEA II Project and a set of basic recommendations that need to be followed to bring the Project to its successful end.

### 2.1 Policy and Project Context

Two major pillars frame the policy context that sets the framework in which the IDEA II Project will develop its activities and achieve its goals: (i) the TRACECA Programme, and (ii) the European Transport Policy.

By taking into account these two policy frameworks, the IDEA II Project shall help the beneficiary countries in turning around their transport systems from a fragmented position to a state of integration, by assisting Governments in choosing the appropriate models for the provision of transport infrastructure.

More importantly, the IDEA II Project is expected to support the definition of the future structure and role of the TRACECA Programme, in order to further strengthen its contribution to delivering a sustainable, efficient and integrated multi-modal transport system in the region.

This should allow the Project to be well-positioned in:

- encouraging further regional cooperation and trade facilitation;
- attracting the support of International Financial Institutions and private investors;
- further linking TRACECA region with the Trans-European Transport network.

In conclusion, this shall then result in:

- enhanced competition in the transport market;
- development of environmentally friendly transport system concepts;
- implementation of common transport regulations;
- encouraged (and preparation for) greater role of the private sector and use of financial engineering (including PPPs and procurement procedures);
- greater effectiveness of national transport policies.



The IDEA II project covers a geographical area of crucial importance in the perspective of the future extension of the Trans-European Transport network to the EU neighbouring countries.

## **2.2 Project Status at Time of Reporting - Coordination Activities**

The project started in January 16, 2015 and had its Kick-Off meeting January 24, 2013. As described in the Inception Report the project team recruited local junior staff and took two offices especially in the regions of TRACECA's 5 EaP countries – in Kiev and Baku.

In April 2013, a TRACECA coordination meeting with National Secretaries (NS), representatives of the TRACECA TA-projects was organised in Kiev (see Inception Report).

The entire Key Experts team made a fact-finding mission to Baku end of May visiting the PS and SG to coordinate and discuss further cooperation on the following topics:

- *TRACECA Corridor Definition Methodology based on TEN-T*
- *Concept of National Experts*
- *TRACECA Website*
- *IGC Summit in Dushanbe 17.09.2013*
- *TRACECA Campus*
- *Legal Harmonization/Approximation*

Over the past period, **5 meetings on TA-projects level** were held between the key-experts and team leaders of the Kiev-hosted projects (LOGMoS, MSS, IDEA II). This practice will continue to cater for permanent communication between the TRACECA TA-projects.

<u>Date</u>	<u>Participating parties</u>
03.04.13	IDEA, LOGMoS, MSS
03.06.13	LOGMoS-IDEA
04.07.13	LOGMoS-IDEA
08.07.13	MSS-IDEA
30.08.13	LOGMoS-IDEA

## **3. Progress and Performance to date**

The table that displays past and envisaged progress towards achieving objectives on the following page depicts the progress towards achieving the objectives as laid out by the Project's Terms of Reference (ToR). This progress is measured in terms of activities that are either currently underway, or planned for the next six-month period, or projected to be undertaken during the remainder of the Project.

This Progress Report refrains from attaching percentages to the progress achieved or projected, and rather sets a scale of no, low, medium and large input in terms of activities. This is because progress in 'soft' activities, such as policy dialogue, can hardly be measured by hand of 'hard' figures. The IDEA II team assumes all activities to be completed over the entire Project period, hence every input (every row of the graphic) sums up to a hundred per cent.

The graphic indicates that work on Component 5 has progressed most, mainly due to the on-going activities in producing the TRACECA documentation (leaflet and brochure outline) and having prepared the communication strategy.



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However, much preparation work was completed in view of legal harmonization documentation and the TRACECA Campus (Component 4). Due to the nature of tasks under Components 2 and 4, where activities depend on finalisation of certain conceptual activities, work will mainly commence during the next six-month period.

While most of the work under Component 3 will be performed at a later stage of the project, prioritization and capacity building activities (Components 2 and 4) need to be started and give input to go into a fact and figure based discussion with IFIs. These activities also include the work with the expert groups.

Looking into the entire work programme of IDEA II, a shift of activities initially planned for the first period will lead to remarkable higher need in resources for the second period linked to activities that will take-off within the coming 6 months.

### Past and envisaged progress towards achieving objectives (in terms of activities)

No.	Specific Objective	Activities			
		previous Periods	past Period	next Period	beyond next Period
<b>Objectives 2 and 3 in relation to Work Component 1 - Ensuring Dialogue and Coordination</b>					
1	Support legal approximation			25	75
2	Undertake activities to raise awareness			25	75
3	Programme to schedule and deliver thematic working groups			25	75
4	Organise two coordination meetings per year		25		75
5	TRACECA Intergovernmental Conference activities.				100
6	Two Regional Ministerial Conferences				100
<b>Objectives 1 in relation to Work Component 2 - Infrastructure and network</b>					
7	Update the list of TRACECA priority infrastructure projects			25	75
8	Support the countries in selecting and analyzing the potential infrastructure projects			25	75
9	Support and advise countries in preparing project proposals for financing				100
10	Update and maintain the GIS database and model			25	75
11	Traffic flows model			25	75
12	Update traffic data			50	50
<b>Objectives 1 in relation to Work Component 3 - Attracting funds</b>					
13	Finding financing for projects that have been prioritized			25	75
14	Drafting of pre-feasibility studies				100
15	Drafting a full set of tender documents				100
16	Strengthen their cooperation with IFI's			25	75
17	Organize a meeting with beneficiary countries to showcase project proposals.				100
18	Coordinate with IFI's to mobilize their support for undertaking a minimum of two feasibility studies				100
<b>Objective 1 and 4 in relation to Work Component 4 - Training and Capacity Building</b>					
19	GIS database and project data including data from the Eastern Partner countries to the Commission TEN-Tec system			25	75
20	Project investment appraisal				100
21	Supporting the preparation of project proposals for financing by the IFIs				100
22	Border-Crossing issues				100
23	Regional approach to network planning development			25	75



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24	Training on the methodology and principles of approximation for public officials		25	75
<b>Objective 2 in relation to Work Component 5 - Communication, Visibility and Information</b>				
25	Communication plan and press strategy towards local and EU media.		50	50
26	Constant communication with the ENPI East Infocentre		25	75
27	TRACECA website		25	75
28	Coordination point for all TRACECA projects' activities		25	75



### 3.1 Activities

#### The National Experts Concept

Within TRACECA ownership challenges have been addressed during the last years. One of the means to enforce ownership is to identify individual expertise in the transport modes administrations and customs of every country as TRACECA experts.

Within these groups, those experts would assume ownership of the technical subjects and support the TRACECA National Secretariats (NSs) in individual technical issues.

The permanent TRACECA dialogue is an active process that enables the beneficiaries to improve the interoperability and coordination but also to benefit from positive experience in other countries. This has a strong effect on the ownership of the TRACECA results and operation.

So far the dialogue is taking place on the level of National Secretaries and Ministerial meetings. To increase the depth of the ownership in the countries, the IDEA II project will create and implement a network of national experts to improve dialogue and regional cooperation.

National Experts are representatives of modes of their countries and related authorities who will contribute to TRACECAs technical expert forums.

The concept of National Experts Focal Points was discussed with the EC Project Manager during the kick-off meeting and later introduced to the National Secretaries at the TRACECA Coordination meeting in Kiev in April 2013.

To enhance an effective implementation of these working structures, the countries need to follow and, hence, endorse the general principles and approach.

The IGC event in Dushanbe September 2013 is the respective and appropriate high-level TRACECA meeting to endorse the concept and adopt the mechanism to the needs of the project's beneficiaries.

Therefore, the IDEA project prepared the National Expert Concept in close cooperation with the EC. The PS disseminated the respective document to the countries in preparation of the meeting.

IDEA will approach the NS within the coming period (latest till 05.09.2013) to build groups of experts that will be based on professional experience and shown activities for the development of TRACECA be chosen and later approved by the EC as main recipients of technical assistance deliverables.

The IDEA project will facilitate the Expert Groups' activities after approval by the European Commission and according to its rules.



The concept was disseminated to all TRACECA TA-projects and discussed during coordination meetings between their team leaders. In this respect, it was agreed to integrate activities of LOGMoS on the TRACECA master plan into IDEAs expert group that will develop the methodology based on the TEN-T approach.

The complete concept is attached as Annex 6 to this report.

### **TRACECA Campus as foundation for the full cycle of capacity building activities**

The TRACECA CAMPUS is an efficient tool to increase capacity in the transport sectors of TRACECA countries. It can also be seen as a platform for communication and exchange of information and knowledge on transport and trade facilitation in the TRACECA countries. Finally, a well-designed CAMPUS may develop into a handy virtual warehouse of data, information, technical studies, research reports, and, last but not least, relevant training materials.

Improved knowledge of the regional and national transport sector and international trade facilitation challenges in the TRACECA countries is necessary in order to further boost the regional network and corridors and to maintain the ownership of the TRACECA tools. Training programmes should become easily available taking stock of what was already made available by the previous (and current) Technical Assistance projects.

It is important to capitalise on the positive experience of the TRACECA CAMPUS, developed under IDEA I project combined with the e-learning method so as to allow unlimited access for TRACECA stakeholders to modern knowledge in all components covered by this project and by other EU-funded TRACECA projects. CAMPUS utilizes web technology to disseminate the capacity building / training measures of TRACECA technical assistance projects beyond physical training.

This concept was developed during the last working period and will be further developed and adopted to the needs arising from the countries requirements for capacity building.

The combination of a national expert pool, CAMPUS and an improved TRACECA website will raise synergies for TRACECA and lead to a continuation of know how transfer extended over the life cycle of individual TA-projects.

### **Planning the improvement of the TRACECA website**

This activity was mainly focussing on technical solutions for the adoption of structure and design of this important tool. Apart from administrative issues (e.g. cost coverage of required expenses, access formalities etc.) the concept of an improved website will be part of the integrated TRACECA toolbox.

Activities of the project related to concrete changes and implementation of adoptions will start in the next working period and their success will to an extend depend on commitment and cooperation of the PS.

### **Higher Visibility - Production of TRACECA Brochure and Leaflet**

(ITF Leipzig / IGC Dushanbe)

- The leaflet was prepared to improve TRACECAs visibility. The TRACECA information leaflet was distributed to the public at the Leipzig event (International Transport Forum 2013 Summit), where representatives of the project presented TRACECA by means of the TRACECA video, leaflet and in direct personal meetings and discussions with participants of the event from leading companies, political organizations and other entities of the European and worldwide transport sector.
- The TRACECA brochure, based essentially on information on TRACECA TA-projects, shall reflect the common effort of the EC and TRACECA to improve the corridor and trade facilitation related to it. It will be prepared in English and Russian and can serve as an informative brochure for all TRACECA stakeholders.

- Expected activities of the Ministry of Infrastructure and Communication of Ukraine in connection with a Black Sea Conference in October and possible activities of TRACECA projects were discussed during TA-project coordination meetings.

### **Legal Approximation and Harmonization**

As part of component 1 of the project's ToR, the theme of legal approximation and harmonization is followed up by the respective Key Expert. Two underlying documents were drafted and will be further developed over the life span of the IDEA II project – Working Book on Legal Approximation Methodology and Working Paper on Legal Framework.

Both documents will reflect individual situations of the countries regarding their legal setups in the transport sector and will follow the approach as described in the inception report. They will be the foundation for capacity building activities as well as for an envisaged expert group within the next working period.

### **Traffic Data Collection and Storage**

As part of the project's coordinating function the EC programme manager, the LOGMoS and IDEA projects agreed to coordinate the storage of traffic data related to corridor performance and traffic forecast model (further described in the inception report).

IDEA started the process of supporting and coordinating with the LOGMoS project to prepare a fluent integration of the TRACECA master plan (based on EaP-decisions) into future activities of TRACECA (e.g. prioritization).

These activities are closely coordinated between both TA-projects. The data collection will continue in dependence of the requirements for traffic flow analyses and as minimum last over the next working period. The allocation of respective resources will be handled in close coordination with the EC programme manager.

## **3.2 Resources and Budget**

During the first period, budget resources have been allocated for covering the:

- costs related to the project experts' fees; and
- incidental expenditures.

Concerning the initial phase the IDEA Project has spent 10% of the overall total budget allocated for the heading related to the expert person-days. More specifically, the Project has approximately used:

- 15% of the available resources for each key expert;
- 5% of the available resources for the senior short-term experts; and
- 1% of the available resources for the junior short-term experts.

This important difference in the amount of resources spent is due to the nature and scope of the activities carried out in the first period, which mostly demanded a contribution from the key experts.

Consequently, and apart from the management and coordination activities secured by the Project Coordinator, the technical contribution provided by the senior short-term experts has been limited. The same applies to the technical involvement of the junior short-term experts.

With regard to the incidental expenditures, and besides the expenses borne for covering the renting and running costs, the large part of the budgeted resources for the first period has been used for covering two groups of costs:

- Kiev Coordination Meetings; and
- Mission of experts (travel tickets and "per diem").





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The first group of costs refers to the organisation and preparation of the coordination meeting that took place in Kiev from the 15th to 16th April 2013, the only major event organised during the first reporting period. These costs include both the logistics (hotel accommodation, catering, dining) and the coverage of travel costs (tickets, VISA and transfer from/to the Kiev airport) and per diems of the TRACECA Delegates that attended the meeting.

The second group costs are inherent to the missions (approved by the EC) of key and short-term experts. In total, eight missions have been approved during the first reporting period. Again, such costs include the travel costs (tickets and transfers from/to the airport/station of destination) and the reimbursement of per diems.

Together, the budget headings of these two groups represent about 93% of the total budget resources for incidental expenditures spent during the first period. Overall, 7% of the total project resources for incidental expenditures have been consumed.

#### ***Mobilisation of short-term experts***

During the past period, the IDEA Project has employed local short-term experts only on a limited number of days. The IDEA-team intends to increase significantly the number of assigned senior and junior short-term experts during the next period.

## **4. Work Plan for the next working period**

It is inevitable to promote further the understanding of the TEN-T methodology as foundation for the entire prioritization process and as guiding approach for the work of the project over the next coming years. Here a close common work with the LOGMoS project and its master-planning activities will be pursued. Purpose 1 of the project will be addressed accordingly. Although the TEN-T methodology will mainly focus on EaP countries it should also be ported to other TRACECA members to cater for consistency of investment evaluation on the corridor.

For the funding of investment projects the expert will analyse the present existing priority list of TRACECA having evolved from 2010 and 2012 meetings and will use them as base for refreshing communication with ADB and the World Bank Group. European financial institutions will also be involved in the communication process in autumn with a closer look at potential investment activities and a deeper understanding of developments in the Eastern Partnership countries of TRACECA.

Under Component 2, the process of GIS data update will be launched. In addition, preparatory work for the installation of Expert Groups will start. This includes the scheduling of such groups and their activities.

As far as data collection and storage is concerned, traffic flow data in IDEA I were collected for base year 2008, i.e. out dated and affected by the crisis. The data, validated by UN-COMTRADE, were used for the model to project traffic flows over a longer stretch of time (until year 2020). The LOGMOS project has collected UN-COMTRADE data for 2011 and included it in the country profiles delivered by the project for further use. IDEA II will update this set of data and ensure continuity of data storage and update by coordinating between the active TRACECA TA-projects.

Under purpose 2 the project will start working on the improvement of the TRACECA website and instruct country experts on technical minimum level where needed. Closely related to the capacity building component, technical work will start to implement the e-learning platform as foundation for the TRACECA-Campus. Coordination with other TA projects will be ensured as well as permanent communication with the PS.

The IDEA II key experts will further adopt the worked out methodology for legal approximation and harmonization under Key Result 4. Based on this methodology and in parallel

communication with the countries, the legal Key Expert will assess existing documentation and knowledge gaps to be solved by capacity building activities.

Meanwhile it became evident that CAREC looks at legal and border-crossing issues in Central Asia, which will demand further coordination activity from IDEA II. The IGC Meeting in September will give a good chance to discuss with representatives of the ADB.

#### **4.1 Output**

##### **Legal Approximation – reflecting Component 1**

###### *First step – Framework Definition*

Outcome: Working book on the legal framework – *prepared*

###### *Second step – Methodology Development*

Outcome: Working book on legal approximation methodology – *prepared*

###### *Third step – Methodology Implementation*

Third-step outcome:

1. Legal task force group (legal experts from the countries) - detailed analysis on a country by country basis and recommendations for interventions;
2. Training sessions (could be combined with Legal task force group in point 1) – training needs assessment, planning, direct intervention of lecturers with personal experience;
3. Web-based newsletter (or development of a news-column in a web-site);
4. A visual tool will be developed to monitor the different degrees of progress of TRACECA countries with a matrix of indicators, showing their level of legal approximation in the concerned fields

*To be worked on over the next working period and beyond.*

##### **Regional Ministerial Conferences – reflecting Component 1**

As far as Regional Ministerial Conferences are concerned, the IDEA II support can only relate to technical output/deliverables of EC TA-projects. Meetings will receive respective support if they are congruent with work programs of project(s). The Dushanbe IGC meeting will give stage for the LOGMoS project and IDEA to receive political consent with the present stage of work on the TRACECA master plan and for the National Expert Concept.

##### **Porting TEN-T Methodology to TRACECA – reflecting Component 2**

TRACECA core routes and the comprehensive feeder network provide the foundation of activities of the TA projects, in terms of network planning and interoperability as well as the funding and legal approximation. IDEA II enhances improved trade facilitation that is a driving the concept of TRACECA.

The TRACECA core routes have been a subject of several discussions among the member countries to mature towards trade facilitation also in the light of the TEN-T and the Western China / Western Europe linkage. Now that the TEN-T network has been published, the objective is to adjust TRACECA routes at the border crossing points with Europe.

Based on the EaP Panels discussions' and Ministerial Conferences' decisions, IDEA II will enhance TRACECA Technical Assistance projects cooperation towards the achievement of highest degree in coordination and synergy towards the common goal.

### Coordination with IFIs – reflecting Component 3

Taking into consideration the existing division of IFIs on target markets, it is inevitable for the project to link investment activities of Central Asian countries tighter to the ADB and its CAREC institute as well as IFCA, whereas Eastern Partnership countries focus on their association with EIB, EBRD and NIF.

Expert groups will be an appropriate tool to improve the quality of TRACECA investment policy. These groups will focus on the explanation and practice on how to produce appropriate project documentation and also on how to facilitate the countries' prioritization of investment projects. The updated project pipeline shall then feed the IFIs with project proposals and information.

### Capacity Building – reflecting Component 4

Capacity building activities within the expert pool will be derived from the needs of expert group participants (see component 3).

The Campus concept will be the foundation for capacity building in TRACECA beneficiary countries. For the next working periods, the following highlighted trainings are planned:

TOPIC	TIMELINE	SPECIFICS
Transport demand and forecast	Annually, starting 2013	GIS database and VISUM model
Training on methodology and principles of legal approximation	Annually, starting 2013	Focussed on, but not restricted to public officials
GIS database and project data	Annually, starting 2013	Eastern Partner countries and the Commission TEN-Tec system

### TRACECA visibility – reflecting Component 5

The TRACECA program was conceived by the EU and since its foundation has been well supported by the EC Technical Assistance projects. The result envisaged is the recognition of such a long lasting backing by means of higher prominence in the various dissemination initiatives, such as the preparation of videos, interactive media tools, the participation in international conferences, etc. and will follow the EU visibility guidelines.

The, leaflet and video shall be generally and regularly disseminated at international conferences and event. In addition, the earlier produced documentation on investment projects, investment appraisal, maps and atlas are used for PR purposes of TRACECA not only by TA-projects, but also by the PS and NS.

As reflected in the ToR, the improvement of form and content of the TRACECA website has growing importance. This will be an exercise going on in the next working period (as described earlier).

## 4.2 Work Programme (for entire Project period)

Annex 1 depicts the distribution of tasks among the IDEA-project's three key experts and the distribution of the activities over the entire Project duration of three years.

A number of activities is due over the entire life cycle of the project and is expressed as continued line.



### **4.3 Resource Schedule and Budget**

Similar to the budgeted resources that have been used during the first project period, those scheduled for the next six-month period (July 2013-January2014) will be dedicated to the coverage of the (i) costs related to the project experts' fees, and (ii) incidental expenditures.

On the one hand, the costs related to the experts (key, senior and junior short-term) are expected to considerably increase due to the gradual intensification in activities as foreseen for the various project components.

Annex 4 Many tasks, distributed amongst the key experts, will be shouldered by short-term experts according to their specific competences that will be required for the task implementation.

### **4.4 Plan of Operations (for the second period)**

A timetable of the activities described below is given in Annex 5. The plan of operations for the next Period is derived from the work programme and determined by the deliverables and results outlined in the ToR.



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## 5. Annexes to the Progress Report



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## Annex 1: Responsibility Matrix of Key Experts

	Responsible Key Expert		
	Detlef Pulsack TL	Dr. Ashraf Hamed, KE 2	Elena Kostadinova KE 3
<b>Component 1</b>			
Support legal approximation			■
Undertake activities to raise awareness on approximation issues			■
Programme to schedule and deliver thematic working groups	■	□	□
Organise two coordination meetings per year	■	□	□
TRACECA Intergovernmental Conference activities	■	□	□
Two Regional Ministerial Conferences	■	□	□
<b>Component 2</b>			
Update the list of TRACECA priority infrastructure projects	□	■	
Support the countries in selecting and analysing the potential infrastructure projects	□	■	□
Support and advise countries in preparing project proposals for financing	□	■	
Update and maintain the GIS database and model		■	
Traffic flows model		■	
Update the traffic data		■	
<b>Component 3</b>			
Finding financing for projects that have been prioritised	■		
Drafting of pre-feasibility studies	■	□	
Drafting a full set of tender documents	■		
Strengthen their cooperation with IFI's	■	□	
Organise a meeting with beneficiary countries to showcase project proposals.	■	□	□
Coordinate with IFI's to mobilise their support for undertaking a minimum of two feasibility studies	■	□	
<b>Component 4</b>			
GIS database and project data including data from the Eastern Partner countries to the Commission TEN-Tec system		■	
Project investment appraisal	■		□
Supporting the preparation of project proposals for financing by the IFIs	■	□	
Border-Crossing issues		□	■
Regional approach to network planning development	□	■	□
Training on the methodology and principles of approximation for public officials			■
<b>Component 5</b>			
Communication plan and press strategy towards local and EU media.		■	□
Constant communication with the ENPI East Infocentre	□	■	
TRACECA website		■	
Coordination point for all TRACECA projects' activities	■	□	□



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## Annex 2: Output Performance Report

Project title : Transport Dialogue and Networks Interoperability		Project number:	Countries: TRACECA beneficiary countries
		Europe-Aid: 2012/308-293	
Planning period : January 2013 - July 2013		Prepared in: August 2013	Consultant : Consortium TRT, Panteia, DoC, Lutsk University
Output results	Month as planned in Technical Offer	Month as actually produced or implemented	Reason for deviation
Milestone - List of Thematic Working Groups	Month 6	Month 12	The entire concept of working groups and their implementation has been changed to success driven and accountable for results expert groups on technical level and under facilitation of IDEA
Support the countries in selecting and analysing the potential infrastructure projects	Month 8	starting month 10	Related activities regarding Expert Groups require endorsement from the countries (target: IGC Meeting Dushanbe) to be then continued into the prioritization process
Support and advise countries in preparing project proposals for financing	Month 8	starting month 11	Related activities regarding Expert Groups require endorsement from the countries (target: IGC Meeting Dushanbe) to be then continued into the prioritization process



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### Annex 3: Work Programme

	Jan-13	Feb-13	Mar-13	Apr-13	May-13	Jun-13	Jul-13	Aug-13	Sep-13	Oct-13	Nov-13	Dec-13	Jan-14	Feb-14	Mar-14	Apr-14	May-14	Jun-14	Jul-14	Aug-14	Sep-14	Oct-14	Nov-14	Dec-14	Jan-15	Feb-15	Mar-15	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Sep-15	Oct-15	Nov-15	Dec-15	Jan-16			
<b>Workplan IDEA II and Milestones</b>																																								
<b>Component 0 - Inception</b>																																								
Project Mobilisation	■	■	■	■																																				
First TA Coordination Meeting			■	■																																				
TRACECA leaflet / 20 years - Image Brochure			■	■	■	■	■	■	■	■	■	■	■	■																										
<b>Component 1 - Ensuring Dialogue and Coordination</b>																																								
Support legal approximation			■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
approach and implementation																																								
methodology			■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
Undertake activities to raise awareness on approximation issues																																								
Programme to schedule and deliver thematic working groups																																								
Organise two coordination meetings per year	■	■	■	■																																				
TRACECA Intergovernmental Conference activities																																								
Two Regional Ministerial Conferences																																								
<b>Component 2 - Transport Demand Forecast and Investment Appraisal Tools</b>																																								
Update the list of TRACECA priority infrastructure projects																																								
Support the countries in selecting and analysing the potential infrastructure projects																																								
Integration of Logmos Masterplanning																																								
Soft measures with particular attention to sustainability																																								
Integrated border management																																								
Support and advise countries in preparing project proposals for																																								
Update and maintain the GIS database and model																																								
Traffic flows model																																								
Update the traffic data																																								







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#### **Annex 4: Resource Utilisation Report (updated annual resource schedule and budget)**

Project title : Transport Dialogue and Networks Interoperability  
Project number : EuropeAid 2012/308-293  
Consortium TRT, Pantea, DoC, LNTU  
Countries : all TRACECA member countries

Planning period: **January 2013 – July 2013**

Prepared: 15 August 2013

RESOURCES/INPUTS	TOTAL PLANNED	PERIOD PLANNED	PERIOD REALISED	TOTAL REALISED	AVAILABLE FOR REMAINDER
<b>PERSONNEL</b>					
Key Experts	1500	255	222	222	1278
Senior Short-Term Experts	682	100	34	34	648
Junior Short-Term Experts	510	90	1	1	509
<b>TOTAL (person days)</b>	<b>2692</b>	<b>445</b>	<b>257</b>	<b>257</b>	<b>2435</b>
<b>Incidental Budget (EURO)</b>	<b>1 000 000,00</b>	<b>150 000,00</b>	<b>70 388,75</b>	<b>70 388,75</b>	<b>929 611,25</b>



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## Annex 5: Plan of Operations (for the second period)

	Aug-13	Sep-13	Oct-13	Nov-13	Dec-13	Jan-14
<b>Workplan IDEA II and Milestones</b>						
<b>Component 0 - Inception</b>						
Project Mobilisation						
First TA Coordination Meeting						
TRACECA leaflet / 20 years - Image Brochure	■	■	■	■	■	
<b>Component 1 - Ensuring Dialogue and Coordination</b>						
Support legal approximation	■	■	■	■	■	■
approach and implementation						
methodology	■	■				
Undertake activities to raise awareness on approximation issues		■	■	■	■	
Programme to schedule and deliver thematic working groups		■	■	■		
Organise two coordination meetings per year				■	■	■
TRACECA Intergovernmental Conference activities	■	■				
Two Regional Ministerial Conferences						■
<b>Component 2 - Transport Demand Forecast and Investment Appraisal Tools</b>						
Update the list of TRACECA priority infrastructure projects			■	■	■	■
Support the countries in selecting and analysing the potential infrastructure projects			■	■	■	■
Integration of Logmos Masterplanning			■	■	■	
Soft measures with particular attention to sustainability			■	■	■	
Integrated border management			■	■	■	
Support and advise countries in preparing project proposals for				■	■	■
Update and maintain the GIS database and model	■	■	■	■		
Traffic flows model		■	■	■	■	■
Update the traffic data		■	■			



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<b>Component 3 - Attracting Funds</b>									
	<b>Finding financing for projects that have been prioritised</b>								
	Update the list of TRACECA priority infrastructure projects								
	Support countries analysing potential infrastructure projects								
	<b>Drafting of pre-feasibility studies</b>								
	<b>Drafting a full set of tender documents</b>								
	<b>Strengthen their cooperation with IFI's</b>								
	Focus on ADB-Carec and World Bank								
	<b>Organise a meeting with beneficiary countries to showcase project proposals.</b>								
	<b>Coordinate with IFI's to mobilise their support for undertaking a minimum of two feasibility studies</b>								
	Consultation process: operators and banks pool								
	Presenting projects to investors								
<b>Component 4 - Training and Capacity Building</b>									
	<b>GIS database and project data including data from the Eastern Partner countries to the Commission TEN-Tec system</b>								
	<b>Project investment appraisal</b>								
	<b>Supporting the preparation of project proposals for financing by the IFIs</b>								
	<b>Border-Crossing issues</b>								
	<b>Regional approach to network planning development</b>								
	<b>training on the methodology and principles of approximation for public officials</b>								
<b>Component 5 - Communication, Visibility and Information</b>									
	<b>Communication plan and press strategy towards local and EU media.</b>								
	<b>Constant communication with the ENPI East Infocentre</b>								
	<b>TRACECA website</b>								
	<b>Coordination point for all TRACECA projects' activities</b>								
	<b>Reports</b>								

	fulfilled		planned		Milestone
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## ***Annex 6: Concept Paper on TRACECA National Experts***

The permanent TRACECA dialogue is an active process that enables the beneficiaries to improve the interoperability and coordination but also to benefit from positive experience in other countries. This has a strong effect on the ownership of the TRACECA results and operation.

So far the dialogue is taking place on the level of National Secretaries and Ministerial meetings. To increase the depth of the ownership in the countries, the IDEA 2 project will create and implement a network of national experts to improve dialogue and regional cooperation.

What are NATIONAL EXPERTS? These experts are representatives of modes of their countries and related authorities who will contribute to TRACECA's technical expert forums.

The concept of NATIONAL EXPERTS FOCAL POINTS has been discussed with the EC Project Manager during the kick-off meeting and introduced during the TRACECA Coordination meeting in Kiev in April 2013 to the National Secretaries as an overall concept.

To enhance an effective implementation of these working structures, the countries need to follow and, hence, endorse the general principles and approach.

The IGC event in Dushanbe September 2013 is the respective and appropriate high-level TRACECA meeting to endorse the concept and adopt the mechanism to the needs of the project's beneficiaries.

The network of national experts can utilize the existing communication platform on TRACECA website to exchange the current status on different issues such as legal approximation and harmonization but also on the development of national strategies, transport planning, investment activities etc. This communication tool will address internal stakeholders as well as external partners of TRACECA.

Through Expert Groups the network will work closely with all different TRACECA TA-projects and the PS in their respective areas. The national experts

will become the main recipients for the training that would be able in turn to train more participants in the home country and ultimately contributing to the creation of regional Centres of Excellence.

By adding several layers of communication to the existing ones and in order to create groups of communication and interaction within the national transport administrations (Roads / Rail / Maritime) and customs, as national focal points for modes the network of excellence will further deepen the interaction and communication between the line ministries and agencies in the TRACECA countries and the TA-projects financed by the European Commission.

The IDEA project will facilitate the Expert Groups' activities after approval by the European Commission and according to its rules.

The following questions and answers should help to understand principles and application of the concept of **National Experts Focal Points**.

#### Who is a NATIONAL EXPERT?

A national expert is working in a governmental, non-private structure like modal administration, ministry or related entities of trade facilitation of the project's beneficiary countries and has legal, transport or financial expertise related to the Terms of Reference of IDEA 2 and all other TRACECA TA-projects financed by the EC.

#### What are the responsibilities of national experts?

- Represent his/her country in technical forums
- Discuss all TRACECA related issues as interoperability, networks, forecast, border-crossing, trade facilitation, legal harmonization, investment policy etc.
- Communicate with other national experts
- Attend trainings and give trainings in his/her professional field
- Prepare documentation
- Participate in Expert Groups

#### How will national experts be chosen?

After the different TA-projects will have jointly discussed the expert network approach and its implications the IDEA key experts will prepare and provide

expert profiles to meet the objectives of the projects (IDEA 2 objectives attached).

These profiles will be sent to the National Secretaries, Ministries, Agencies and other institutions in the TRACECA countries to build a pool of TRACECA experts with a mixture of expertise in different fields of activities.

### What is the TRACECA Expert Pool?

This pool will consist of a significant number of experts from different governmental structures having specific knowledge that is needed to further develop TRACECA.

A total number of members cannot be defined yet, but will depend on the feedback and responsiveness of the countries. As a maximum number the IDEA team sees 100 to 150 people in total.

Not all members of this TRACECA Expert Pool may necessarily become active in an Expert Group over the lifespan of the IDEA 2 project, because the topics of those Expert Groups still need to be defined in the working process according to the needs of the countries within the coming months.

### Who will endorse national experts?

The members of the expert pool will be proposed by the national administrations, ministries and related entities, communicated by the TRACECA National Secretaries and selected by the respective TA-projects. The role of the National Secretaries is to enhance common understanding of the entire concept and communicate within TRACECA, coordinated by the PS.

The role of a group of national experts for the individual country, however, is to function as source of information and expertise with continuous availability for all TRACECA stakeholders as well as the transport industry, banks etc.

### What is an Expert Group?

***It is a group of TRACECA-wide experts related to specific topics. It will act according to work plans, define its deliverables and shall report to the PS and through the TA-projects to the EC. The need for a specific expert group will be***

***derived from questions that occur in relation to improvement of the competitiveness of TRACECA.***

The setup of a new expert group will be proposed by the PS and endorsed by the countries; all in close coordination with IDEA, who will advise and facilitate activities. The coordinating role of the PS will be assured by participation of a respective expert from the PS in every expert group activity.

Expert Group members will be chosen strictly according to their expertise and work efficiency. They will automatically function as NATIONAL EXPERTS of their countries.

It will be the topic that defines the representation of individual experts in a group.

**What is the role of Expert Groups and what will the experts do?**

Experts Groups shall discuss and solve issues on a sole technical basis.

Their role is to assure continuity of know-how in the countries.

Each NATIONAL EXPERT is an expert for a specific topic/issue/problem.

**How will experts be mobilized?**

IDEA or other TA-projects will facilitate respective TRACECA Expert Group activities by inviting the national experts to meetings, workshops, telephone conferences, video conferences or other forms of activities after discussion with and approval by the EU-programme manager.

Permanent communication is the basis for success of any of the expert groups. Their members will be facilitated by the IDEA project, define schedules, milestones, deliverables and success measurements of their activities.

Forms of communication exclusively depend on the problem to be discussed and the most efficient way of addressing an issue. The formats are not pre-defined, but can differ from Expert Group to Expert Group.

**What will be results of Expert Group activities?**

In the best case an Expert Group will identify an issue and suggest a solution. This solution most probably will need additional effort, e.g. political



intervention. At this stage the Expert Group might assist by solving the problem and ultimately improve the corridor.

At present such an optimistic scenario is difficult to predict. However, any step into this direction will lead to a more attractive TRACECA and enhance trade facilitation, political dialogue and economic development.

### What might be topics to be developed and discussed in Expert Groups?

The issues to be subject to Expert Group activities must exclusively be related to technical problems of TRACECA and the improvement of the corridor. Those issues will be related to the objectives of the IDEA 2 and other TRACECA TA-projects funded by the EC. IDEA will facilitate the activities of the Expert Groups respectively.

Possible topics (and any other need derived from the daily work in TRACECA) may be relevant for consideration and in need of discussion and solution:

- Legal harmonization in Central Asian countries (based on existing agreements and documentation)
- Cross-border improvements between individual countries of TRACECA
- Update of traffic flow data in relation the application of the TRACECA traffic forecast model
- Rising awareness for application procedures in IFIs for individual countries, especially in the transport sector institutions
- Improvement of website application in individual TRACECA countries



## Attachment: Components and Objectives of the IDEA 2 Project

### **Component 1**

- Increased approximation of the transport legislation of the partner countries with the EU and international transport legislation.
- Improved regional cooperation and dialogue among the TRACECA countries.

### **Component 2**

- Update of the already defined (under the Transport Dialogue and Networks Interoperability I) project transport networks in the Eastern Partnership region and ensure their connectivity to revised TEN-T.
- Draft potential pipeline of transport projects of European interest in the Eastern Neighbourhood countries prioritizing projects that connect the partner countries with the EU.
- Updated information about traffic flows and future demand in the beneficiary countries through data collection and managing of the GIS database and model.

### **Component 3**

- Strengthened cooperation between the IFIs, the beneficiary countries and the European Commission.

### **Component 4**

- Increased capacity in the transport sectors of TRACECA countries.

### **Component 5**

- Higher visibility for the EU's contribution in improving transport connections with the neighbouring and Central Asian countries.

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