

EuropeAid 2012/308-293

IDEA II

Transport Dialogue and Networks Interoperability

Final Report

September 2016



This project is implemented by TRT Trasporti e Territorio
in association with Dornier Consulting GmbH, Panteia Group and Lutsk University



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LIST OF ABBREVIATIONS

BCP	Border Crossing Point
CA	Central Asia
CBA	Cost Benefit Analysis
EaP	Eastern Partnership
EBRD	European Bank for Reconstruction and Development
EC	European Commission
EIB	European Investment Bank
ENPI	European Neighbourhood Partnership Instrument
EU	European Union
GIS	Geographic Information System
IFI	International Financing Institution
IGC	Intergovernmental Commission of TRACECA countries
KE	Key Expert
MCA	Multi Criteria Analysis
MLA	TRACECA Multimodal Transport Agreement
MoS	Motorways of the Sea
MoU	Memorandum of Understanding
MSS	Maritime Safety and Security Project
NIF	Neighbourhood Investment Facility
RSS	Road Safety and Security
STEs	Short-term Experts
TA	Technical Assistance
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
TRACECA SG	TRACECA Secretary General
WB	World Bank



1 The IDEA II project

1.1 Objectives of the project

The main aim of the IDEA II (Transport Dialogue and Networks Interoperability) 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 contributes 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 European 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, which seeks closer approximation of those countries with the EU.

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.

1.2 Project data sheet

Project starting date: 16 January 2013

Project duration: Three years + six months extension (42 months in total)

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, etc.

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.



2 Summary of project activities

2.1 Introduction

The IDEA II project started in January 2013 and was due to be completed by January 2016. Due to the necessity to complete some tasks, the project was extended for 6 months until July 2016 and therefore its whole duration was of 42 months. The workplan of the project activities as part of the five components is illustrated here below.

Workplan of project components

	Periods		I	II	III	IV	V	VI	VII					
	Jan 2013	Jun 2013	Jul 2013	Dec 2013	Jan 2014	Jun 2014	Jul 2014	Dec 2014	Jan 2015	Jun 2015	Jul 2015	Dec 2015	Jan 2016	Jun 2016
Project components and activities														
1: Ensuring dialogue and coordination														
<i>Legal approximation and harmonization</i>														
2: Infrastructure and network planning														
<i>Border Crossing Points benchmarking</i>														
<i>EaP strategic transport study</i>														
<i>Study on the Bystroe canal and Kiliya arm in the Danube delta</i>														
3: Attracting funds														
<i>On-line database of transport projects in the EaP countries</i>														
<i>EaP transport connectivity agenda country fiches</i>														
<i>Prioritization methodology for transport projects in the Eastern Partnership countries</i>														
<i>On line prioritization tool for transport projects in the EaP countries</i>														
4: Capacity building process														
<i>The TRACECA Campus and the Universities network</i>														
5: Communication, visibility and information														
<i>TRACECA TA projects website</i>														



2.2 Component 1: Ensuring dialogue and coordination

The main activity in this component is the legal approximation and harmonization of the TRACECA countries. This activity started at the beginning of the project and lasted until the fifth interim period (indicatively since March 2013 until April 2015).

2.2.1 Legal approximation and harmonization

The legal approximation and harmonization task covered two main objectives, raise awareness in the TRACECA countries on the issue and support them in the implementation process, and a relevant capacity building element.

Making reference to the general objective of the IDEA II project, i.e. the support of the TRACECA Action plan 2013-2015 implementation, a dual approach was adopted since the beginning:

- At EU-Central Asia level the priority target was the assessment of regulatory harmonization in respect to international conventions and agreements.
- At EU-Eastern Partnership (EAP) level the priority target was the regulatory approximation to the EU law and the assessment of international conventions and agreements; actually here there were two sub-dimensions: Ukraine, Moldova and Georgia, which signed in 2014 their EU Association Agreements, and Azerbaijan and Armenia.

The most important achievement of the legal component of IDEA II is the creation of a toolbox for legal harmonization and monitoring and the introduction of the TRANsport Corridor LEGislation (TRAC Lex) as a measurement of the TRACECA legal systems attractiveness. Its main output is a roadmap for legal approximation as a plan for all the EaP region beneficiary countries to reach compliance, in the context of their national priorities, with the *acquis communautaire* in the field of road and rail transport. This was supported also by the participatory process that involved the TRACECA beneficiary countries' national experts in a series of workshops.

The following documents were prepared and circulated as annexes to the IDEA II technical reports respectively of the third interim period (October 2014) and fifth interim period (December 2015):

1. The Toolbox on legal harmonization composed by:
 - a. Working Book on methodology of harmonization and approximation;
 - b. Working Book on legal framework;
2. The Pilot Road Map for the EaP countries.

2.3 Component 2: Infrastructure and network planning

Three tasks were carried out under the component "infrastructure and network planning":

- the TRACECA Border Crossing Points benchmarking, which started during the fourth interim period and lasted until the sixth interim period (indicatively since July 2014 until December 2015),
- the Eastern Partnership Regional transport study, which was carried out within the fourth and fifth interim periods (indicatively since October 2014 until June 2015), and
- the study on the current situation and likely development of the Bystroe canal and Kiliya arm in the Danube delta, which was mainly conducted in the sixth interim period (indicatively since June to November 2015).



2.3.1 Border Crossing Points benchmarking

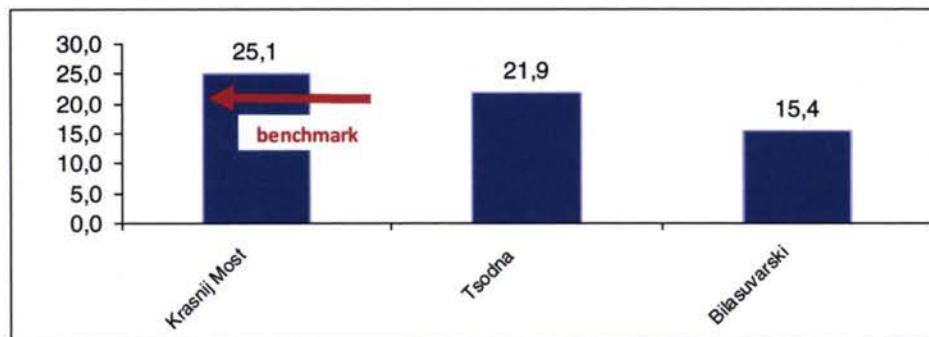
The Border Crossing Points benchmarking Index was proposed by the IDEA II project as an interactive barometer tool for TRACECA countries to help them identify the performance challenges and bottlenecks of their respective border crossing points as seen by the transport industry.

The concept of a Border Crossing Points benchmarking activity was completely new to the beneficiaries. Since the kick-off of the task, TRACECA stakeholders were involved in the formulation of the approach, development of surveys, communication, political endorsement, and provided support to organization of physical examinations. The Border Crossing Points benchmarking was prepared for EaP countries and for the Caspian Ports, however the survey and analysis could be extended to other modes and countries.

Thanks to a unified calculation approach, a benchmarking is an ideal tool for the comparison of border crossing points' friendliness and attractiveness for users. The methodology builds on a direct survey for the identification of problems at border crossings taking into consideration particularly the following indicators and sub-indicators: i) release time; ii) cost; iii) customs procedures; iv) clearance process efficiency; v) risk component.

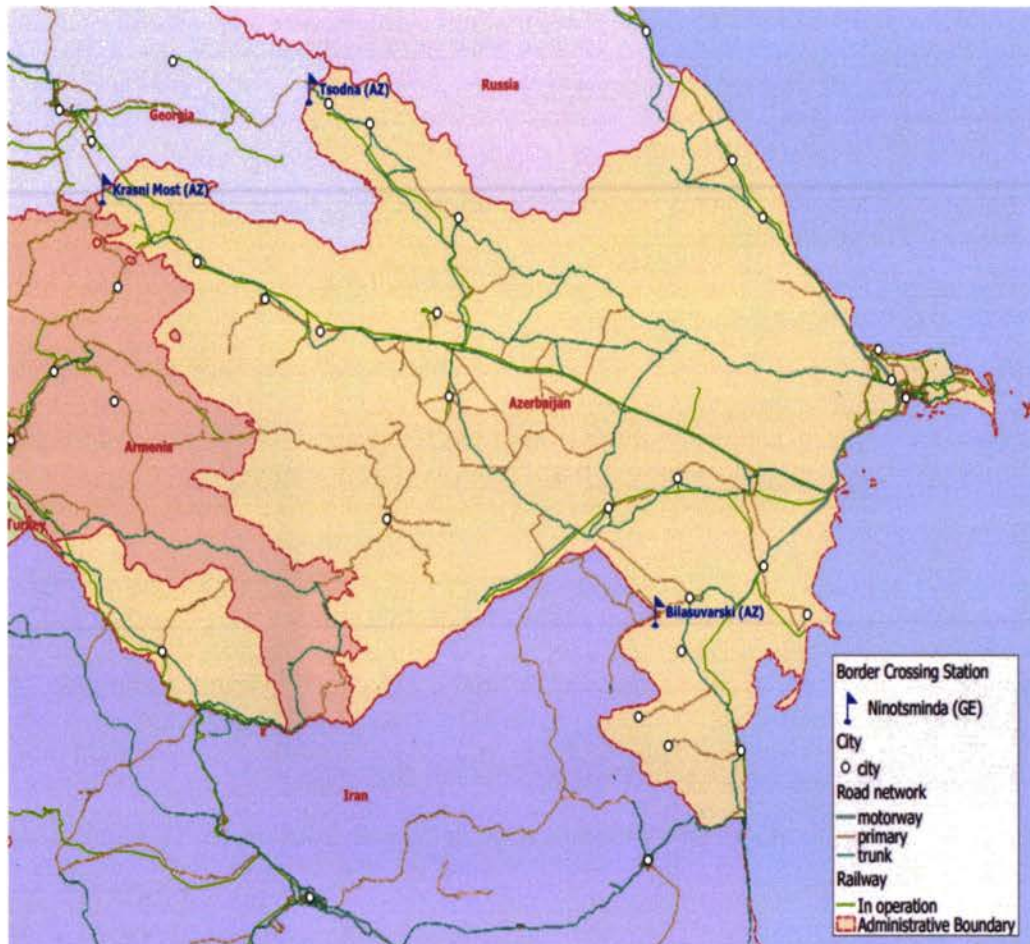
The ownership of the process by the TRACECA national experts remains unquestionable. The methodology was discussed in detail at an ad-hoc workshop and only the endorsed indicators were taken into further consideration. The selection of border crossings, as well as the one for the methodology of online surveys, was carried out by the IDEA II experts.

Example of Border Crossing Performance Aggregated for Azerbaijani BCPs





Map of considered BCPs in Azerbaijan



The methodology can be used for comparing the level of performance both within each country and between different countries. The entire methodology is built on the first-hand information collected from freight forwarders, haulage and cargo owners and other stakeholders, and reflects their real experience. For the avoidance of a potential conflict of interest, no data were collected from the public sector.

The final report was eventually submitted as annexes of the sixth interim period technical report (July 2016). The data collected in this task were then used for the refinement of the EaP regional transport model parameters.

2.3.2 EaP strategic transport study

The study of the strategic transport network of the Eastern Partnership region started in October 2014 and ended in June 2015.



The EaP region comprises Armenia, Azerbaijan, Belarus¹, Georgia, Moldova, Ukraine and the development of its transport infrastructure network is one of the key tenets of the European Neighbouring Policy. The main objective of this EaP strategic transport study was therefore to understand the status of the strategic network, its bottlenecks and missing links in view of economic development along different scenarios. The study concerned road, rail and inland waterways transport and was structured in two main parts:

- the data collection task aimed at gathering information on the characteristics of the modal networks in the six countries;
- the use of a multimodal freight and passenger model to analyse the main transport flow patterns and their future development.

Intermediate results of the study were presented at the Eastern Partnership Transport Panel in March 2015 and the final ones at the Eastern Partnership Transport Panel on 29 June 2015. The study activity was completed with the submission of the final report and five technical annexes (see http://ec.europa.eu/transport/themes/international/studies/international_en.htm).

2.3.2.1 Data collection

The data collection task built on the active involvement of the TRACEA countries' national experts and EaP Transport Panel experts. It encompassed a first preparatory stage performed by the IDEA II project team, which covered the identification of key infrastructure and traffic flows indicators to be collected for each transport mode as well as the production of Excel templates and country maps to support and facilitate data reporting for EaP member countries. After this preparatory step, templates (in English and Russian) and country maps were sent to the Ministries of the EaP countries along with official letters.

A national experts' group meeting took place in Kiev on 17-18 December 2014 to present the data collection program. Submission dates, foreseen by the end of January 2015, actually lasted until mid-March 2015. After the meeting, a follow up process (via phone calls and e-mails) with national administrations was established on a regular basis to check the progresses on data collection. A national experts' meeting dedicated to inland waterways was held in Kiev in April 2015.

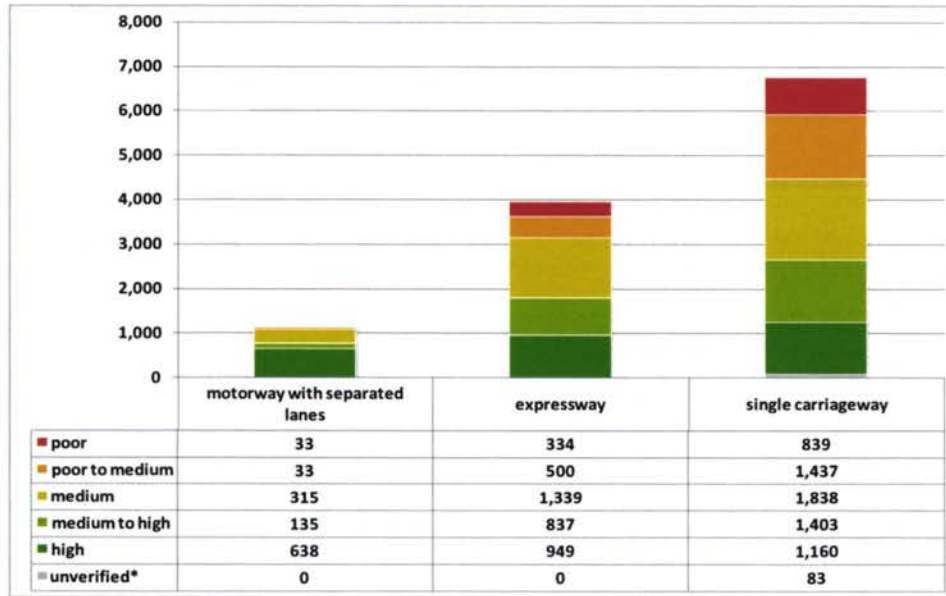
Despite the efforts posed, the cooperation level of the various national administrations was quite diverse: as an example, data collection for Armenia and Belarus revealed to be very problematic. Where possible, data gaps for key infrastructure indicators were filled in by the IDEA II project team using public sources and, in some cases, direct surveys. More specifically, during April 2015, IDEA II experts carried out a direct survey on the road network quality and traffic counts in Belarus and Armenia and on road quality only in Ukraine.

The transport network data collected were organized in maps and infographics fact sheets along the EaP corridors for Railways, Roads as well as key Inland Waterways. 34 Info graphics for Railways, 35 for Roads and 21 for Inland Waterways were prepared: they reflect the characteristics of every corridor based on the collected data. These data have also been incorporated into a GIS database for further exploitation.

¹ The IDEA II contract was amended in order to include the data collection activities for Belarus foreseen in this task.



Example of distribution of EaP road network length (km) by type of road and road condition



EaP road network thematic map of road condition and total number of lanes - Belarus, Ukraine, Moldova





This project is funded by the European Union

Example of infographic



Lithuania Border-Minsk-Žlobin-Homyel'-Chernihiv-Nizhyn



Country:	Belarus, Ukraine
Length:	642 km
Flow data:	2014
Sources:	IDEA II Project / Local data



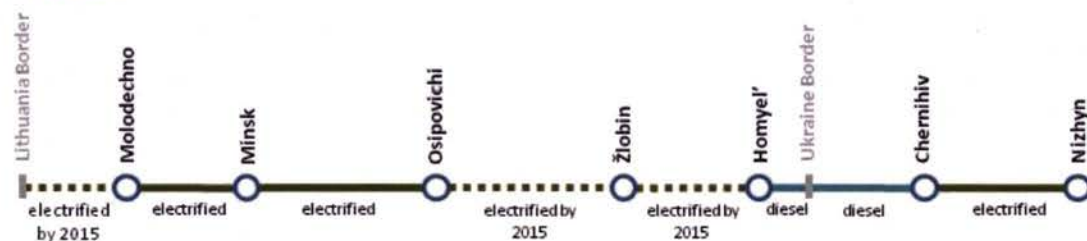
Length (km)



Number of tracks



Traction





2.3.2.2 Transport model

The EaP multimodal freight and passenger transport model was developed as a strategic planning tool to calculate the transport volumes between the EaP countries Belarus, Ukraine, Moldova, Georgia, Armenia and Azerbaijan and from/to EaP countries and surrounding regions. Given the purpose of the model, the focus was on inter-regional and international demand. Local traffic was not reflected in the model forecasts.

The model allows for assessing the impact of large scale infrastructure measures in the EaP area and has been developed by updating the TRACECA freight transport model prepared in the context of the IDEA I project. In comparison to the TRACECA IDEA I model, this new version has a more recent base year (2012 instead of 2008), a longer forecast period (until 2030 instead of 2020), a larger model area (Belarus is included in order to have the whole EaP region), the coverage of passenger transport and a more updated calibration. The transport model, implemented in VISUM software environment, consists of three main components: the Network Model; the Freight demand model and Passenger demand model.

The model base year is 2012 and three different socio-economic scenarios have been developed. The three scenarios are:

- A Business as Usual (BAU) scenario;
- An integration scenario, where economic relationships within EaP and between EaP and EU are more developed;
- A stagnation scenario where economic relationships between EaP and EU are less developed.

Scenarios focus on defining realistic assumptions for alternative conditions that may arise, rather than appraising what will actually happen. In this case the assumptions concern: the level of economic growth of the EaP countries; the level of (intra)integration within the EaP countries and the level of (inter)integration between the EaP countries and the EU.

EaP transport model - Rail freight flow patterns in Belarus, Ukraine, Moldova





2.3.3 Study on the Bystroe canal and Kiliya arm in the Danube delta

The Danube flows through ten European countries and reaches the Black Sea via its delta where i) maritime navigation is conducted by seagoing vessels via navigable canals up to the port of Galati in Romania and ii) inland navigation is conducted by barges connecting all the river ports of the lower Danube to Central and Western Europe.

The studied project is located on the Danube delta and includes the Bystroe canal and the last 170 km of the river, namely in the Kiliya arm. The Kiliya arm is one of the main branches in the final part of the river, which marks the border between Romania and Ukraine. The Bystroe canal, which stems from the final section of the Kiliya arm, is located in Ukrainian territory. It has already been in use in the last century as a navigable way.

The canal has been a topic of discussion between Romania and Ukraine since digging works started in 2004. To Ukraine, the Bystroe canal is strategically relevant as it connects the Black Sea to the EU inland waterway core transport network. More specifically it is the shortest route by which to access the Danube domestic ports of Reni, Izmail and Kiliya.

Since the works on the Bystroe canal began in 2004, the Romanian authorities have claimed that the environmental impact of construction and maintenance of the canal would significantly affect the whole delta region with transboundary effect. Romania has remarked that there would be a replication of what happened when works carried out to dig, straighten and maintain the Sulina canal on the Romanian side of the Danube delta were carried out (more than a hundred years ago).

Despite the many attempts made over the years to reconcile the two countries, the issue remains unresolved with implications that have reverberated over the failure to reach an agreement regarding the definition of the strategic inland waterway transport network of the Eastern Partnership Region.

The Kiliya arm and the canals in the Danube delta region



The Bystroe canal and Kiliya arm study offers an assessment of the situation paying particular attention to the environmental impact of the project. The objectives of the study were to provide a



clear and unbiased analysis of the current situation and its possible development to support the political dialogue. The study was conducted by combining contributions from two sources:

1. Review of available studies and documentation, including
 - Project documentation made available by Ukrainian institutions, including the environmental impact assessment;
 - Reports and studies from various stakeholders/parties e.g. national administrations, bi-lateral committees, NGOs, industry, operators, etc.;
 - Current and future environmental legislative regulations, with a view to the obligations stemming from the EU-Ukraine association agreement;
 - Traffic data and service characteristics on the canal as well as on the whole Danube delta region.
2. Meetings with the interested parties including representatives of the Romanian and Ukrainian ministries and governmental agencies in the transport and environment sectors, local NGOs (Romania and Ukraine), international NGOs, Danube international organizations, etc.

The final conclusions of the study were presented at the EaP Transport Panel of 17 November 2015 in Brussels. Following the comments received by the Romanian delegation and EC DG ENV the final version of the study was delivered in January 2016.

2.4 Component 3: Attracting funds

In addition to capacity building initiatives that took place during the second (December 2014) and third (June 2015) interim periods, the specific activities related to this component were carried out in the sixth interim period and in the six months extension (indicatively since September 2015 until July 2016). These consist of the following four tasks:

- The on-line database of transport projects in the Eastern Partnership countries;
- The EaP transport connectivity agenda country fiches;
- The prioritization methodology for transport projects in the Eastern Partnership countries;
- The on line prioritization tool for transport projects in the Eastern Partnership countries.

2.4.1 On-line database of transport projects in the Eastern Partnership countries

To support the development of a pipeline of transport projects in the Eastern Partnership countries a GIS-enhanced web database was developed. This database supports the management of projects' information by contextualizing each of them on the territory and providing a fast overview of the nearby and/or correlated projects.

The final version of the database covers 85 transport projects in the six EaP countries including:

1. The list of priority infrastructure projects on the Eastern Partnership regional transport network, as endorsed at the meeting of EU and Eastern Partnership Transport Ministers on 9 October 2013, and updated in January 2015;
2. The infrastructure projects already submitted to IFIs (EBRD, EIB, ADB) including projects already funded as well as project under discussion;
3. The projects mentioned in the LOGMOS Master Plan;



This project is funded by the European Union


4. The projects already proposed by the national experts of the TRACECA countries participating in the experts' meetings on the LOGMOS Master Plan implementation during the last reporting period;
5. The priority projects of IDEA I and those that had been selected in the initial period of IDEA II;
6. The projects currently being proposed by EaP member states as priority projects.

Each project is described in a detailed sheet and (where possible, as some projects are not located on a specific link but impact on a wider area) is georeferenced on a map. The dynamic map can be easily surfed to enlarge the view and get a clear overview of the project location in the EaP region. The map includes also key information on network characteristics collected during the EaP regional transport study.

The shapefiles included into the database are based on those received from TENtec in November 2014 and further elaborated during the EaP regional transport study in the period November 2014 – June 2015. The database includes as well the shapefiles of the European TEN-T core and comprehensive networks provided by TENtec in spring 2016.

The project detailed sheet provides project information in terms of geographical, technical, economical and temporal aspects.

EaP transport projects pipeline: example of project form

IDEA II Project	
This project is funded by the EU	
Project code	BEI_02
Source	Eastern Partnership Priority Projects (2013)
Sector	Road
Country	Belarus
Type	Upgrade
Geographical description	The project is located on E28 (Vilnius – Minsk) of the Trans-European Road Network
	
Demand estimation from IDEA II-EaP transport model year 2030	<ul style="list-style-type: none"> • Freight: 7.700 tonnes/day • Passengers: 2.800 cars/day
Technical description	<p>The goal of the project is the modernization of the road section between Vilnius and Minsk M-7/E28 Minsk - Almiany - border of the Republic of Lithuania (Kamenny Log) with length 85 kilometers according to the parameters of I category.</p> <p>Branches of trans-European transport corridor IXB at the road section Minsk-Pershai correspond to the parameters of I category and has 4 lanes, and at the road section Pershai-border of the Republic of Lithuania (Kamenny Log) correspond to parameters of II category and has 2 lanes.</p> <p>It should be noted that currently, due to the financing from the European side in the framework of the Partnership "Northern Dimension" a preliminary study on the reconstruction of the road M-7 Minsk-Almiany-border of the Republic of Lithuania (Kamenny Log) was developed by Consortium SAICO.</p> <p>Lithuania and Belarus are also exploring together the upgrade of the Border Crossing Point "Kamenny Log" at this road section which is unable to cope with growing traffic.</p>
Applicant/promoter/sponsor	
Investment amount	The estimated project cost is 300 mln USD.
Implementation schedule	The upgrade of the connecting road on the Lithuanian side is to be completed. A feasibility study is to be carried out in 2014 and project implementation should start in 2017.
Status	
Expected impacts on	The project aims to improve transport connections between the Trans-European Transport Network and the transport infrastructure of the Republic of Belarus as its partner country.
• Transport	
• Environment	
• Social	
• Other	
Source of funding	
References	<ul style="list-style-type: none"> • List of priority infrastructure projects on the Eastern Partnership regional transport network Endorsed at the meeting of EU and Eastern Partnership Transport Ministers on 9 October 2013
Status	
Expected impacts on	The project aims to improve transport connections between the Trans-European Transport Network and the transport infrastructure of the Republic of Belarus as its partner country.
• Transport	
• Environment	
• Social	
• Other	
Source of funding	
References	<ul style="list-style-type: none"> • List of priority infrastructure projects on the Eastern Partnership regional transport network Endorsed at the meeting of EU and Eastern Partnership Transport Ministers on 9 October 2013 • http://www.trt.it/en.php/projects/eu_cohesion_fundmdp/23000/content_15788 • http://www.ndpft.org/~/document_library/get_file?folderid=16355&name=DLFE-1603.pdf
<small>This database is developed by the IDEA II Project The IDEA II Project is implemented by TRT Trasporti e Territorio in association with: Panteia Group, Dornier Consulting GmbH and Lutsk University</small>	



2.4.2 EaP Transport Connectivity Agenda country fiches

To support the development of the EaP Transport Connectivity Agenda, dedicated country fiches were developed with the purpose of providing an overview of the current situation of the transport sector in EaP countries and in particular on:

- the institutional and legal framework (by sector);
- the decision making process and
- how transport infrastructure and services are funded (by sector).

Country fiches were also complemented by a set of transport, social and economic indicators collected from main international sources. The development of country fiches followed a multi-step approach.

At first they were intended to be developed by EaP countries competent authorities. To this aim, a template of the fiche was developed by the IDEA II project team and presented to Armenia, Azerbaijan and Georgia officials during dedicated missions.

Since the collection of countries authorities feedbacks proved to be difficult, IDEA II project experts completed a preliminary draft of the country fiches on the basis of an extensive desk research based on official documents and transport sector reviews in these countries. Once filled with the outcome of the desk research, country fiches were circulated to EaP competent authorities for their checks, corrections and final approval.

Five out of six country fiches were made available and circulated before the EaP Ministerial Meeting at the TEN-T days in Rotterdam (21 June 2016). Only the country fiche for Ukraine was missing since they didn't provide the amendments to the draft circulated by the IDEA II project team and didn't approve its content. The five country fiches were made available on the database of Transport Projects in the Eastern Partnership Countries.

Screen-shot of the Georgia country fiche

The screenshot displays two panels. The left panel, titled 'Transport Projects in the Eastern Partnership Countries', features a map of the region with a legend for Armenia, Azerbaijan, Belarus, Georgia, Moldova, and Ukraine. The right panel, titled 'EU EaP Transport Connectivity Agenda Country Fiche Georgia', provides a detailed overview. It includes an introduction to Georgia's strategic position, a background section on its transport network, and a 'Transport Infrastructure bottlenecks' section. The bottlenecks section lists three main areas: 1) Road transport, noting issues with infrastructure, maintenance, and road quality; 2) Road safety, highlighting poor conditions and inadequate driving behavior; 3) Rail transport, mentioning high transit procedures and irregular services.



2.4.3 Prioritization methodology for transport projects in the Eastern Partnership countries

Also based on the successful experience of the IDEA project (2009-2012), a methodology for prioritizing transport and logistics projects within the context of the extension of the core TEN-T network to the Eastern Partnership countries was developed. Preliminary work for the preparation of such methodology had been carried out already in the third reporting period.

The objective of the methodology was to create a pipeline of priority projects based on a two-step procedure. While the first step concerned all projects irrespective of their degree of maturity and the information available, the second step was mainly quantitative and covered only mature projects for which a substantial part of the supporting analysis had been completed.

More precisely the EaP approach was specifically designed to also allow the evaluation of projects at a lower level of maturity or that have not yet commenced; these projects may still require some preparatory work to be undertaken in order to study their feasibility and thus their request for funding may be primarily driven by the necessity to finalize or start the preparatory work.

The prioritization process designed for EaP transport and logistics projects was prepared along the following steps:

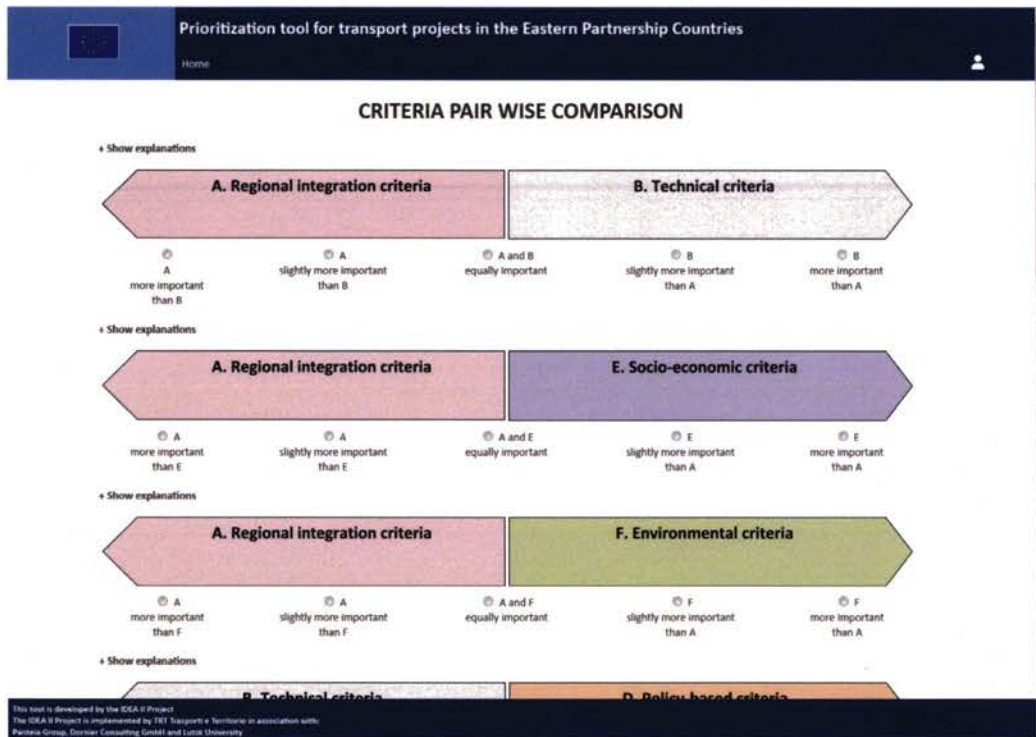
- selecting projects to be prioritized (fulfilment of screening criteria);
- designing evaluation criteria and sub-criteria;
- setting the relative importance of criteria (by pairwise comparison);
- evaluating the projects against a common evaluation scheme with criteria and sub-criteria;
- prioritizing the projects, i.e. determining the final ranking of projects by applying criteria and sub-criteria weights.

Four main screening criteria were identified: (i) geographical location, (ii) type of investment, (iii) volume of investment and (iv) status of the project. By activating one or more of these screening criteria, the prioritization exercise includes (or excludes) the projects that perform positively (or negatively) against them.

Five evaluation criteria (further divided into sub-criteria) were applied in the process: (i) regional integration, (ii) technical, (iii) socio-economic, (iv) environmental and (v) policy-based. Each criterion was further divided into sub-criteria, for which a number of items are available to evaluators for their replies and in relation to which an evaluation scale is applied.



Weights for criteria pair-wise comparison (screen shot taken from the on-line tool)



An important element in the prioritization process was the identification of the relative importance of different criteria and sub-criteria by defining weights. The methodology allows for these weights to be directly set by evaluators or derived from a participatory process involving all relevant policymakers and stakeholders.

“Project maturity”, which is an important aspect to be taken into account, was dealt with in a separate step. Given that the EaP prioritization exercise was specifically designed to also allow for the evaluation of projects at a lower level of maturity or that have not yet commenced, project maturity was dealt with through a maturity index which describes the status of the project in the decision-making process. While in the first step the “maturity index” was mainly descriptive, it plays a major role in establishing which project will be considered in the second step in which a true pipeline of priority projects is drawn up. The project maturity index built upon five components (i) project assessment status, (ii) economic performance indicators, (iii) financial profitability and sustainability, (iv) environmental assessment, and (v) readiness for implementation.

The prioritisation methodology is an annex of this final report.

2.4.4 On line prioritization tool for transport projects in the Eastern Partnership countries

The online prioritization tool was specifically developed to support the prioritization process. The tool allows projects to be assessed by different experts according to the five evaluation criteria; this can be done either by directly weighting each criterion or sub-criterion or by comparing each criterion to any other to establish the relative importance of the criteria.

The tool is accessible on the web by different users with individual access rights. Two groups of users are envisaged:



- ✓ **Power users**, who have accessibility to all the functionalities implemented within the tool. They are able to:
 - select evaluation criteria and sub-criteria to be applied for the prioritization process;
 - set the weight of each criterion, the weights of sub-criteria within each criterion and the score to be assigned to the answers of each sub-criterion. Once defined, the user's set of values will be instantly applied to the projects under prioritization and their final ranking will be displayed, together with charts summarizing the project's performance against the different evaluation criteria;
 - define and save different sets of values and to compare results between them;
 - define the values of the maturity index components;
 - access the criteria pair wise comparison functionality.
- ✓ **Restricted users**, who have accessibility to a restricted set of functions and are not allowed to create and modify the set of values. They can:
 - contribute to the definition of a set of criteria weights by participating to the criteria pair wise comparison;
 - visualize the ranking of projects achievable with a predefined set of values.

The tool has also a dedicated interface that allows for the **tool administrator** to:

- set different users groups with different users rights;
- create user names and passwords for all users;
- set the timeline for the criteria pair wise comparison exercise;
- access the projects evaluation forms to modify/update project's evaluation;
- modify the content of the EaP project fiches and create new ones;
- modify the content of the EaP country fiches.

The tool has been tested through a preliminary prioritization exercise performed by the IDEA II project team on the basis of the information available in the database. It's worthwhile to emphasize that the performed prioritization exercise is mainly a pilot for proving the functioning and capability of the tool and its results should be taken with caution.

To support the use of the tool, dedicated manuals for all kind of users (administrator, power and restricted users) have been developed.

Technical specifications concerning the structure of the on-line tools (projects database and prioritization tool) for supporting the transfer to EC hosting have been developed as well.



Screen-shot of the on-line prioritization tool

Prioritization tool for transport projects in the Eastern Partnership Countries


Home User Profile

Classification according to the set of values: **Test_01** (view details)

print list

Place	Score	CODE	PROJECT	
1	2.52	PRJ_03	Project 03 name	★📄📄
2	1.45	PRJ_06	Project 06 name	★📄📄
		PRJ_07	Project 07 name	★📄📄
		PRJ_08	Project 08 name	★📄📄
		PRJ_09	Project 09 name	★📄📄
3	1.32	PRJ_11	Project 11 name	★📄📄
4	1.30	PRJ_10	Project 10 name	★📄📄
5	1.21	PRJ_04	Project 04 name	★📄📄
6	1.15	PRJ_05	Project 05 name	★📄📄
7	1.11	PRJ_02	Project 02 name	★📄📄

Detail of the score per criterion for project
PRJ_03 - Project 03 name



Criterion	Score
C1 - Regional integration criterion	1.155
C2 - Technical criterion	0.517
C3 - Socio-economic criterion	0.740
C4 - Environmental criterion	1.125
C5 - Policy-based criterion	0.540
Total	4.077


Maturity index of the project according to the definition provided by TEST : 5

Classification according to the set of values: **Test_07** (view details)

print list

Place	Score	CODE	PROJECT	
1	1.92	PRJ_02	Project 02 name	★📄📄
2	1.69	PRJ_03	Project 03 name	★📄📄
		PRJ_04	Project 04 name	★📄📄
3	1.44	PRJ_10	Project 10 name	★📄📄
4	1.33	PRJ_11	Project 11 name	★📄📄
5	1.26	PRJ_01	Project 01 name	★📄📄
6	0.93	PRJ_05	Project 05 name	★📄📄
7	0.92	PRJ_06	Project 06 name	★📄📄
		PRJ_07	Project 07 name	★📄📄
		PRJ_08	Project 08 name	★📄📄

Detail of the score per criterion for project
PRJ_02 - Project 02 name



Criterion	Score
C1 - Regional integration criterion	1.155
C2 - Technical criterion	0.517
C3 - Socio-economic criterion	0.740
C4 - Environmental criterion	1.125
C5 - Policy-based criterion	0.540
Total	4.077

Maturity index of the project according to the definition provided by TEST : 5

This tool is developed by the IDEA II Project
The IDEA II Project is implemented by TRT Trasporti e Territorio in association with:
Panteia Group, Dornier Consulting GmbH and Lutsk University

2.5 Component 4: Capacity building process

Following the national experts concept, IDEA II built up an experts' pool composed of technical specialists from the beneficiary countries, including representatives of most modal agencies ministries throughout the TRACECA region. Capacity building initiatives took place since the second until the fifth interim periods in the form of TRACECA national experts workshops which covered different topics such as:

- Legal harmonisation/approximation,
- Transport Investment,
- Projects prioritization,
- Border Crossing Point benchmarking,
- LOGMOS Master Plan implementation,
- Transport modelling.

The main task in this component was the creation of the TRACECA Campus web based learning platform which was, by its nature, interrelated with all the other project tasks. This activity started during the second interim period and lasted until the end of the project.



2.5.1 The TRACECA Campus and the Universities network

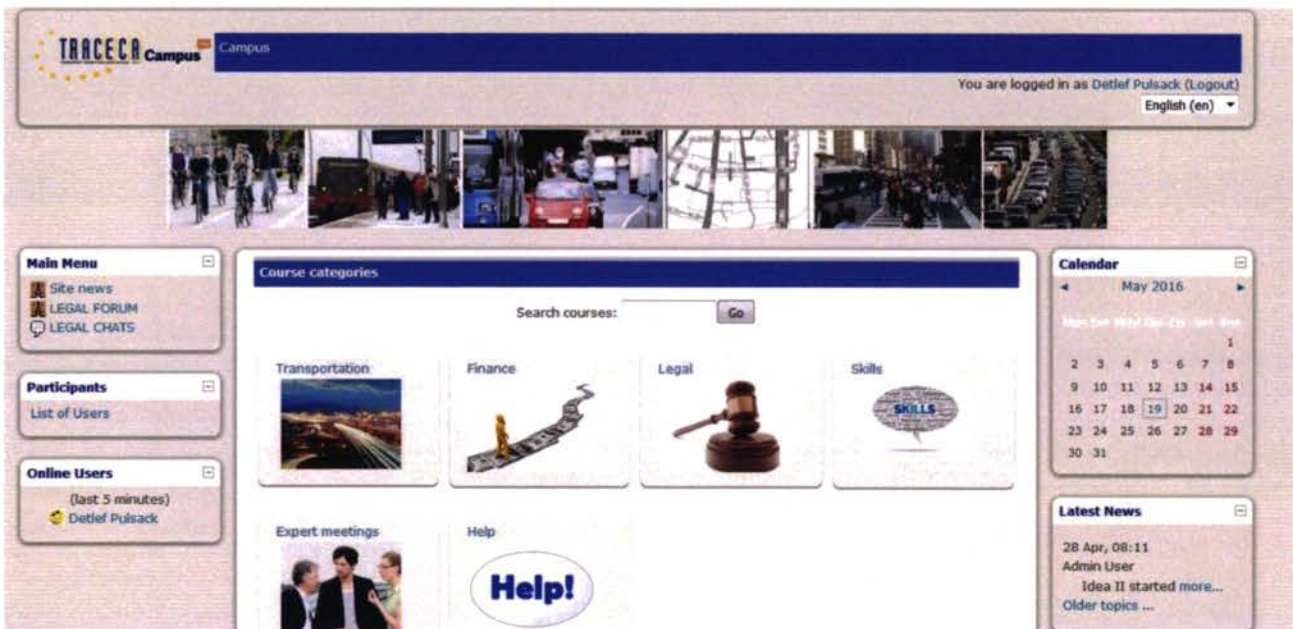
The TRACECA Campus web tool provides a wide range of applications as learning platform in English and Russian languages; it is operational and the technical take-over of administration rights by Lutsk University is completed. Training for the Lutsk University staff on conversion and upload of documents has been provided.

The TRACECA Universities network has been established for maintenance and exploitation of the Campus as well as for ensuring its sustainability over IDEA II life. On February 2015, eleven Universities signed the Memorandum of Understanding at the kick-off event.

The existing Campus platform will be applied and integrated step by step into the universities activities; either documentation will be uploaded into existing courses or new material will be specially developed.

As foundation for further steps of implementing a working structure and follow-up to the above mentioned MoU, a business plan was prepared for the TRACECA Campus Universities network. In parallel, Lutsk University started communication with the TRACECA PS and other potential co-financers of the Campus. Lutsk university is the manager of the Campus after the end to the IDEA II project.

The TRACECA Campus home page



2.6 Component 5: Communication, visibility and information

Apart from the detailed documentation illustrating the support of EU Technical Assistance projects during the whole period of the TRACECA program that was prepared for EC internal use, the main activity in this component was the preparation of the TRACECA TA projects website since the third until the fifth interim period.

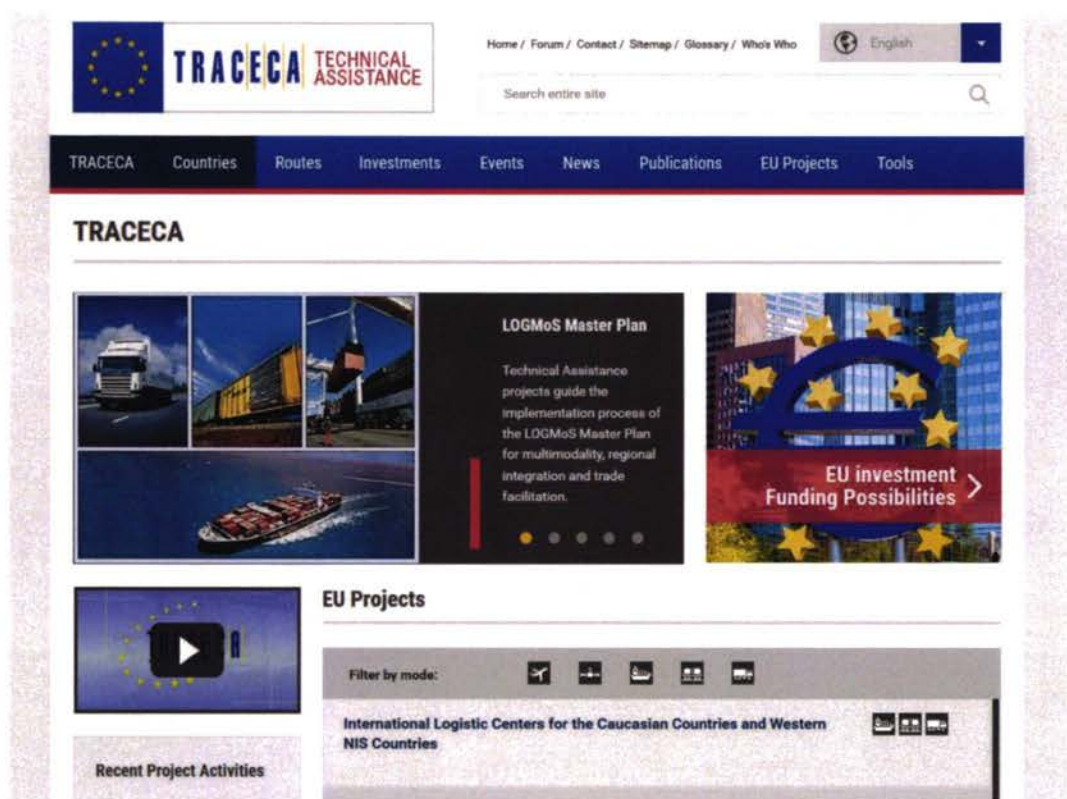


2.6.1 TRACECA TA projects website

The IDEA II produced a stand-alone TRACECA TA projects website according to EU visibility guidelines and in a up to date format. Such a website provides all features that are required for internet visibility. It has a very similar corporate identity like the existing TRACECA PS website, it contains all necessary information about previous TRACECA TA-projects in its data base and has also a similar structure showing: projects, events, news, documents. TRACECA PS, NSs and countries information is provided through the link to the TRACECA PS website.

All interim and final narrative reports, including attached annexes/deliverables of recently finished and ongoing projects under the TRACECA program, are available on the TRACECA TA projects website.



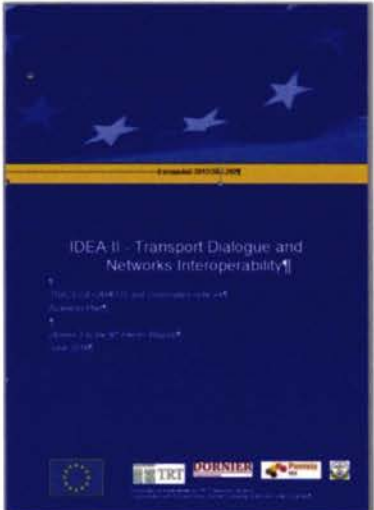
The TRACECA TA website home page





2.7 List of technical documents submitted

The following documents were prepared and circulated by the IDEA II project:

<p>The Toolbox on legal harmonization (narrative report of the 3rd interim period - October 2014) composed by</p> <ul style="list-style-type: none"> • Working Book on methodology of harmonization and approximation; • Working Book on legal framework. 	
<p>The Pilot Road Map for the EaP countries (narrative report of the 5th period - December 2015).</p>	
<p>The TRACECA CAMPUS and Universities network Business Plan (narrative report of the 6th period - July 2016)</p>	



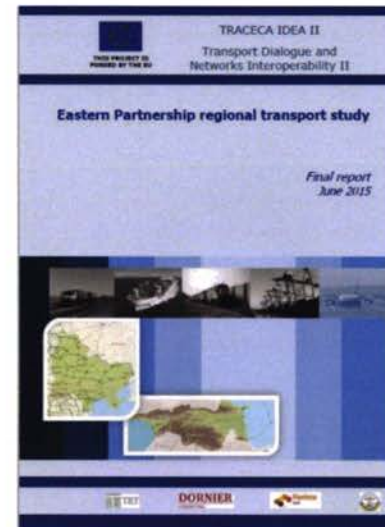
This project is funded by the European Union

The Border Crossing Points benchmarking report (narrative report of the 6th period - July 2016) and its annexes

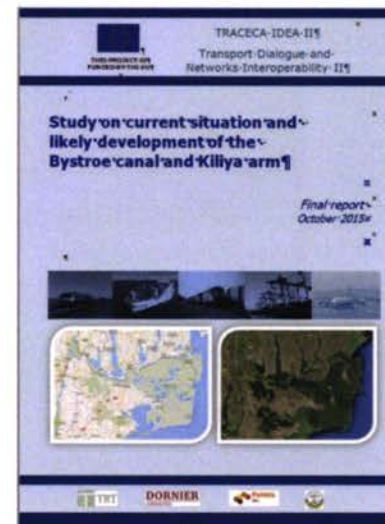


The EaP strategic transport study final report (presented at the Eastern Partnership Transport Panel on June 2015) and five annexes:

- Annex I – Data collection
- Annex II – Thematic maps
- Annex III – Infographics fiches
- Annex IV – Transport model
- Annex V – Inland waterways




The final report for the study on the Bystroe canal and Kiliya arm in the Danube delta (presented at the Eastern Partnership Transport Panel on November 2015)





This project is funded by the European Union

<p>The transport projects prioritisation methodology (final narrative report - September 2016).</p>	
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3 Project missions, workshops and conferences

3.1 Summary

During the 42 months of the IDEA II project, the Key Experts and the Short Term Experts carried out 35 missions either in Brussels or in different places of the TRACECA region. In addition, 3 direct survey were carried out by the Short Term Experts in the course of the EaP Regional Transport Study (Fifth Reporting Period).

The IDEA II projects organised as well 7 workshops with national experts' groups in the fields of legal harmonisation and approximation, Border Crossing Point benchmarking, multimodal transport and transport modelling. The picture is completed by 4 other workshops related to the coordination activities with the other Technical Assistance projects and to the launch of the TRACECA Campus and Universities network.

The detailed list of missions and workshops is presented in the following sections.

3.2 Project experts' missions

Mission	Place	Date
First period – 16.1.2013 to 15.7.2013		
Kick-off Project Meeting	Brussels	24 January, 2013
Meetings with SG at TRACECA PS	Baku	25-28 February 2013
Preparation Coordination Meeting	Kiev	02-06 April, 2013
International Transport Forum 2013	Leipzig	21-24 May, 2013
REI event on trade facilitation	Tbilisi	16 May, 2013
Meetings with SG / PS,	Baku	28-29 May, 2013
Second period – 16.7.2013 to 15.1.2014		
TRACECA IGC annual meeting	Dushanbe	17 September, 2013
KAZ logistics / New Silk Road conference	Astana	7-8 November, 2013



Meeting with TRACECA NS KZ and KGZ	Astana	30 October- 2 November, 2013
Joint Working Group with LOGMOS project	Tbilisi	25-27 November, 2013
Third period – 16.1.2014 to15.7.2014		
Final Event LOGMOS and TRACECA PS meeting	Tbilisi	02-03 April, 2014
TransEurasia Conference; LOGMOS master plan implementation; MoT of Kazakhstan	Astana	19-23 May, 2014
Fourth period – 16.7.2014 to15.1.2015		
Coordination Meeting TRACECA /Transport EaP + Central Asia	Brussels	18 September, 2014
Training-Gap Analysis	Kiev/Chisinau	27 October - 1 November 2014
EaP study - Meeting with DG MOVE and DG NEAR	Brussels	21 November, 2014
Fifth period – 16.1.2015 to15.7.2015		
TRACECA annual IGC meeting and PS meeting	Istanbul	27-29 January 2015
EaP study - Meeting with DG MOVE and DG NEAR	Brussels	02-03 February 2015
EaP study - Presentation of the study at the Eastern Partnership Panel	Brussels	02-05 March 2015
EaP study - Meeting with DG MOVE and DG NEAR	Brussels	21-22 May 2015
EaP study - Presentation of the study at the Eastern Partnership Panel	Brussels	29 June 2015
Bystroe canal and Kiliya arm study – Meetings with Romanian national authorities	Bucharest	13-17 July 2015



Sixth period – 16.7.2015 to 15.1.2016		
Bystroe canal and Kiliya arm study - Site visit to the Danube delta region	Odesa, Vylkove, Izmail, Odesa	22-25 July, 2015
Bystroe canal and Kiliya arm study - Meeting with DG MOVE and DG NEAR	Brussels	27-28 July 2015
Bystroe canal and Kiliya arm study – Meeting with Ukrainian national authorities and agencies	Kiev	2-4 September 2015
Bystroe canal and Kiliya arm study – ICPDR meeting	Wien	10-11 September 2015
Bystroe canal and Kiliya arm study – Meeting with Romanian national authorities and agencies	Bucharest and Galati	20-23 September 2015
IDEA II progress meeting	Brussels	6 October 2015
Bystroe canal and Kiliya arm study – Presentation of the study at the Eastern Partnership Transport Panel	Brussels	17 November 2015
TRACECA Campus and Universities network business plan preparation	Lutsk	1-3 December 2015
Extension period - 16.1.2016 to 15.7.2016		
EaP transport projects prioritisation - meeting in Brussels	Brussels	3 March 2016
EaP transport projects prioritisation - mission to Armenia	Yerevan	11 March 2016
EaP transport projects prioritisation - mission to Azerbaijan and Georgia	Baku and Tbilisi	19-23 April 2016
EaP transport projects prioritisation - meeting in Brussels	Brussels	10-11 May 2016
EaP transport projects prioritisation – presentation at TEN-T days	Rotterdam	20-22 June 2016
IDEA II progress meeting	Brussels	29 June 2016



3.3 Project experts' surveys

Mission	Place	Date
Fifth period – 16.1.2015 to 15.7.2015		
EaP Study - road network conditions survey	Ukraine	3-6 April, 2015
EaP Study - road network conditions survey	Armenia	19-26 April, 2015
EaP Study - road network conditions survey	Belarus	19-26 April, 2015

3.4 National experts' groups workshops

Workshop	Place	Date
Second period – 16.7.2013 to 15.1.2014		
Legal harmonisation/approximation and transport Investment experts' groups meeting	Kiev	9-13 December, 2013
Third period – 16.1.2014 to 15.7.2014		
Projects prioritization and legal harmonization/approximation experts' groups meetings	Chisinau/Istanbul	2-3, 5-6 June, 2014
Fourth period – 16.7.2014 to 15.1.2015		
Border Crossing Point benchmarking experts' group meeting	Chisinau	19-20 August, 2014
Multimodal transport experts' group meeting LOGMOS Master Plan implementation	Kiev	16-17 December, 2014
Fifth period – 16.1.2015 to 15.7.2015		
EaP study - Transport modelling workshop	Kiev	17-18 March, 2015
EaP study - IWW national experts meeting	Kiev	20-21 April, 2015
Legal harmonization/approximation experts' group	Kiev	21-22 April, 2015



3.5 Other workshops/conferences

Workshop	Place	Date
First period – 16.1.2013 to 15.7.2013		
TRACECA TA projects coordination meeting	Kiev	16-17 April, 2013
Second period – 16.7.2013 to 15.1.2014		
Ministry of Infrastructure of Ukraine conference	Odessa	15-16 October, 2013
Third period – 16.1.2014 to 15.7.2014		
TRACECA website typo 3 language training course for TA projects and PS	Kiev	18-19 February, 2014
Fifth period – 16.1.2015 to 15.7.2015		
CAMPUS University Network kick-off conference	Lutsk	3-5 February, 2015



4 Resources and Budget

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

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

Until 15 July 2016, the IDEA II project spent 94,5% of the overall total budget allocated for the heading related to the expert person-days. More specifically, the Project has approximately used:

- 94,1% of the available resources for the Senior Short-Term Experts and Key Experts;
- 98,4% of the available resources for the Junior Short-Term Experts.

With regard to the incidental expenditures, the budgeted resources for the reporting period were used for covering three groups of costs:

1. Missions of project experts and workshop/conferences: these are inherent to the missions listed in the previous chapter and include the travel costs, reimbursement of per diems and other logistic costs where necessary;
2. Subcontracting expenses, such as the preparation of the TRACECA Campus and website;
3. Project office running costs and costs related to translations, documents printing, etc.

Overall, 53,8% of the total project resources for incidental expenditures were spent.



5 Key results and recommendations

5.1 Key results

The IDEA II project has developed and delivered a number of important tools that are now available to the TRACECA countries experts. These tools were designed to facilitate the dialogue and the harmonization process among the countries of the region but also to better focus on the main obstacles.

Tools like the border crossing points benchmark, the Eastern Partnership (EaP) road and rail transport survey and the EaP transport model have highlighted that the main problems are not always due to lack of capacity; maintenance, soft measures, simplified and shared approaches could highly impact on the improvement of the transport sector in the region.

Together with the creation of these tools, the most important result of the IDEA II project is the development of a network approach across different sectors; indeed networks are key for dialogue and harmonization and are an essential component on which real ownership of Technical Assistance projects outcome can be built.

A network of national experts in the different transport fields has been established through the set-up of working groups on legal harmonisation and approximation, transport investment, projects prioritization, border crossing point benchmarking, LOGMOS Master Plan implementation and transport modelling. The launch of such expert groups approach has proven to be more difficult than expected, but nonetheless has shown its huge potentiality. Creating a network of experts in the different areas is in fact of paramount importance for the sustainability of the project results. Without this support, which has only been preliminary developed in IDEA II, the long term positive impacts of the project could be at risk.

Networking is important also for the further exploitation of the TRACECA Campus web learning platform. In this case the successful attempt has been the creation of a network of universities of the region that are interested in pooling their competences to create a learning centre for topics related to the transport sector. The Universities network set up for the use Campus web learning platform in the direction of creating a community of future experts and practitioners that will share a common language, joint approaches and similar understanding of the challenges of the transport sector in the TRACECA region.

Another important result is the establishment of the on-line transport projects database in the Eastern Partnership region. The updated information about transport projects included in the database comes from different sources (planning documents, IFIs, countries priority lists, etc.) and it is the first time that it is made fully accessible to the countries and the concerned stakeholders. The projects included in such database can also be prioritised according to different criteria using another on-line tool prepared by the IDEA II project: users of such a tool can define evaluation criteria and sub-criteria as well as weights and thus prepare different rankings of the projects. The choice to make these tools as on-line instruments is strategic for ensuring their acceptance and approval from the concerned parties. Thanks to the openness of the approach, the availability of on-line data and tools and thanks to features such as the replicability of the processes followed for the project rankings it would be possible to follow methodologies that are fully transparent and that can be shared and agreed among the stakeholders.



5.2 **Main recommendations**

Countries ownership

- Consolidate the national expert groups to guarantee ownership of the tools, direct access to data and monitoring of the processes;
- Enlarge as much as possible the platform of tools “owners” by including more national experts groups, stakeholders, etc. these might include public and private institutions, transport operators, service providers, etc.;
- Exploit the opportunities offered by the Campus Universities network to involve more educational centres of the TRACECA region in order to improve technical knowledge in the field of transport.

Tools maintenance and extension

- Extend the tool conceived for the Eastern Partnership region (border crossing points benchmark, legal approximation toolbox, transport model, project pipeline, prioritization process, etc.) to Central Asia countries in order to complete the whole TRACECA region;
- Keep the tools alive by ensuring continuity in data collection and ownership;
- Develop further the prioritization tool in order to create a sound pipeline of eligible projects that are regularly revised and updated;
- Support the use of the TRACECA Campus web-learning tool within the region;
- Promote the creation of a TRACECA transport database defining harmonised data sets, agreed data collection methods and common Key Performance Indicators (KPIs) and statistics, covering freight traffic, infrastructure, (proposed and under construction) projects for all modes of transport; and offer full access of such database to all countries and institutions.

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