



## Motorways of the Black and Caspian Seas



**MoS has been defined in the EU as high quality and frequent door-to-door intermodal services relying on maritime transport. The aim is to increase modal shift or cohesion by means of traffic concentration on sea-based routes in improving existing maritime links or establishing new viable, regular and frequent maritime links.**

**MoS has been identified for transnational axes including the Black sea and the Caspian Sea region as extensions of the Trans-European Transport Networks (TEN-T) to EU Neighbouring countries (ENP).**

**MoS may be operated by all types of regular Short Sea Shipping services including Roll-on/Roll off, Ro-Ro ferries, Rail ferries, container vessels and Sea River ships**

<b>Key stakeholders and target groups:</b>	<b>Operators</b>
<p><b>Institutions</b></p> <p>Ministries of Transport,                      Port and Maritime Administrations,                      Customs and Border Authorities</p>	<p>Transport associations                      Ports and terminals                      Shipping companies / agents                      Business communities (users)                      Forwarding companies</p>



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- The **Project scope** covers the following countries and sea ports in the TRACECA region to connected the TRACECA and EU corridors:
- **Direct beneficiary countries:**
  - Azerbaijan: *Baku* and new *Alyat* port,
  - Georgia: *Poti* and *Batumi* ports,
  - Kazakhstan: *Aktau* port,
  - Turkmenistan: *Turkmenbashi* port,
  - Ukraine: *Odessa* and *Illichevsk* ports
- **Associated countries:**
  - Bulgaria: *Burgas* and *Varna* ports,
  - Romania: *Constanta* port,
  - Turkey: *Derince*, *Samsun* and *Marmara* ports.
- **Project team:** Egis Bceom International is the lead firm of the consortium in charge of the project with Copetrans, Euro-Ukraina Consulting and Italferr.



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## Pilot projects



### BLACK SEA PROJECTS

- Existing: Railferry / Ro-Ro /container Varna / Ukrainian/Ports / Georgian Ports
- New: Samsun extension / connection
- Inter-Seas Container Block Train

### CASPIAN SEA PROJECTS

- Existing and New Baku-Aktau
- Existing and New Baku –Turkmenbashi
- Turkey Ro-Ro links: Black and Caspian



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## Market potential and relevance



- **Statistical data**
- **Market tests**

⇒ Showing real demand and strong expectations from users for improved / new intermodal transport solutions

⇒ Sceptic vis-à-vis TRACECA particularly for providing such intermodal multi-country transport solution and attracting potential transit cargo in the competition with alternative corridors



## Operations and services



- **FACT FINDINGS ON INFRASTRUCTURES**

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

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

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

- **FACT FINDINGS ON MARITIME SERVICES IN PLACE**

Common issues are: regularity, frequency and space availability

- **FACT FINDINGS INTERMODAL TRANSPORT**

Better asset management generating direct immediate benefits





## Legal aspects – trade and transit facilitation



### FACT FINDINGS:

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

### ⇒ Improvements are needed to:

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



## Cooperation and partnership



### FACT FINDINGS:

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

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





### FACT FINDINGS

**COMPETITIVITY** but even more **ATTRACTIVENESS** are fundamental basic requirements for the successful implementation of the pilot projects.

⇒ Both will result from a higher degree of commitment from the stakeholders to achieve a common target together.

⇒ But they also depend from a much deeper and well-advertised involvement of high level Authorities making the image of projects and TRACECA more visible and credible.



**THANK YOU**

