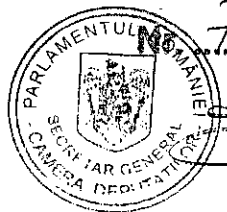
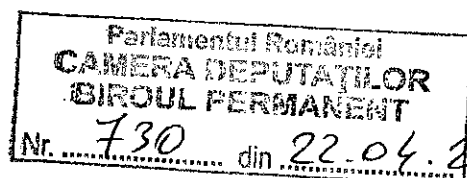


16a / 780 / 19.04.2016
NR. REF. M. 25

APROBAT

In sedinta Biroului permanent al
Camerei Deputatilor

din data de 26.04.2016



**Parlamentul României
Camera Deputaților**

București, 19 aprilie 2016

INFORMARE

**privind participarea la reuniunea
Comisiei generale pentru economie, infrastructură și energie a
Adunării Parlamentare a SEECP
- Sofia, 11-12 martie 2016 -**

În perioada 11-12 martie 2016 s-a desfășurat la Sofia reuniunea Comisiei generale pentru economie, infrastructură și economie Comisiei generale pentru dezvoltare socială, educație, cercetare și știință a Adunării Parlamentare a Procesului de Cooperare din Europa de Sud-Est (**AP SEECP**) a cărei Președinție revine, pentru mandatul în curs, unui reprezentant al Parlamentului bulgar.

La reuniune au luat parte reprezentanți ai unor participanți la AP SEECP, oficiali bulgari, reprezentanți ai unor misiuni diplomatice la Sofia, precum și reprezentanți ai Secretariatului Regional pentru Cooperare Parlamentară în Europa de Sud-Est - RSPC SEE (*lista participanților anexată*).

Din partea Camerei Deputaților a participat dl deputat **Ionuț-Cristian Săvoiu** (PSD), membru supleant, iar din partea Senatului României dl senator Nicolae Vlad Popa (PNL), membru al Delegației Parlamentului României la AP SEECP. A mai participat și dna expert Cosmina Moldovan, coordonator național al Delegației din partea Senatului României.

Lucrările Comisiei au fost deschise de dna Diana Yordanova, Președintele Comisiei, care a subliniat că una din prioritățile Președinției-în exercițiu bulgare a AP SEECP o reprezintă dezvoltarea conectivității între participanții la SEECP, cu accent pe transport și infrastructură, inclusiv înființarea unei piețe a energiei. Dna Yordanova a arătat că sistemul de transport joacă un rol important în progresul dezvoltării economice din Europa de sud-est și reprezintă un factor cheie în promovarea unei interacțiuni mai strânse și a unei cooperări consolidate între țările din regiune.

În continuare, dl Dimitar Savov, Director al Direcției pentru politică națională de transport din cadrul Ministerului Transporturilor, al Tehnologiei Informațiilor și Comunicațiilor al Republicii Bulgaria, a informat participanții cu privire la politica națională din domeniul transporturilor, subliniind că una din prioritățile guvernului bulgar o reprezintă modernizarea infrastructurii și atragerea mai multor resurse financiare de la Uniunea Europeană.

Membrii Comisiei au dezbătut proiectele de Raport și de Rezoluție cu tema **„Îmbunătățirea infrastructurii în Europa de sud-est - accelerarea proiectelor prioritare”**.

Raportul adoptat subliniază, între altele, următoarele:

- dezvoltarea unei infrastructuri performante pentru a conecta Uniunea Europeană de țările sale învecinate, ar trebui să joace un rol crucial în strategia de recuperare la nivel economic a Europei de sud-est. Această regiune reprezintă o

platformă de transport pentru diferitele coridoare de transport europene și o punte de legătură între Europa și Orientul Îndepărtat;

- de-a lungul timpului, țările din Europa de sud-est s-au concentrat cu precădere pe dezvoltarea infrastructurii naționale și nu au avut în vedere conectarea la infrastructura transeuropeană, această abordare ducând la ineficiențe în sistemul de transport al regiunii în raport cu axele de transport europene și internaționale;
- având în vedere rolul vital al transportului în asigurarea dezvoltării sustenabile, cooperarea în acest domeniu între țările din regiune trebuie extinsă și îmbunătățită în conformitate cu noile provocări și concepte, pentru a crea un sistem regional de transport eficient care să combine programele naționale de transport cu planurile de dezvoltare pentru coridoarele de transport pan-europene;
- obiectivele dezvoltării unui sistem de transport în regiune, care să cuprindă transportul rutier, feroviar, aerian, naval și intermodal, ar trebui să se concentreze pe eficiență economică, accesibilitate, impact redus asupra mediului, sustenabilitate, securitate și siguranță;
- în același timp, regiunea Europei de sud-est este extrem de vulnerabilă în ceea ce privește infrastructura energetică, care este insuficient dezvoltată. Conectivitatea energetică și infrastructurală are o importanță deosebită pentru creșterea economică și pentru competitivitate, care la rândul lor încurajează cooperarea sectorială în domenii de interes comun. Construirea unei infrastructuri de transport dezvoltată și a unei infrastructuri energetice regionale sunt pași importanți spre integrarea și stabilizarea regiunii;
- luând în considerare faptul că atât capacitățile administrative, cât și cele financiare ale fiecărei țări membre SEECP de a atrage investiții sunt limitate și faptul că creșterea economică și socială depind în mare măsură de acestea, este nevoie să se elaboreze o abordare regională comună în ceea ce privește investițiile necesare dezvoltării infrastructurii.

Rezoluția adoptată cuprinde și o serie de recomandări menite a îmbunătăți cooperarea în acest domeniu, printre care:

- dezvoltarea și finalizarea Rețelei TEN-T în sud-estul Europei conform standardelor tehnice adecvate și crearea unui sistem de transport eficient care va facilita integrarea deplină a regiunii în sistemul european de transport;
- crearea unui centru regional logistic de distribuție pentru circulația mărfurilor dinspre Orientul mijlociu și îndepărtat, bazinul Mediteranei, Caucaz, Turcia, către Europa Centrală, Vestică și de Est;
- îmbunătățirea conexiunilor internaționale prin proiecte transfrontaliere și eliminarea barierelor care nu sunt de natură fizică;
- examinarea posibilității de dezvoltare a unei abordări regionale comune în domeniul investițiilor în infrastructură;
- facilitarea armonizării legislației naționale cu cea europeană.

Delegațiile participante au propus următoarele teme pentru Programul de lucru al comisiei pentru perioada 2016/2017:

- Energia verde - experiențe, bune practici și proiecte viitoare (propusă de Muntenegru);
- **Reducerea dependențelor de livrările de energie în Europa de Sud-Est (propusă de România);**
- Criza migranților și impactul ei asupra economiilor naționale (propusă de Slovenia).

În susținerea intervenției prin care a propus tema, dl deputat Săvoiu a adus următoarele precizări:

- „exemplul Mării Negre este relevant în acest sens, deoarece prezintă numeroase oportunități pentru a oferi o nouă și sigură sursă de aprovizionare a energiei și a tranzitului acesteia. Așa cum bine știm, România este pregătită să asigure aportul necesar pentru a consolida și a moderniza infrastructura energetică în regiunea Mării Negre. De asemenea, proiectul Southern Gas Corridor (Coridorul Sudic al Gazelor) avansează într-un ritm optim și în curând Europa ar putea beneficia de o nouă sursă de gaz. Va trebui să fim pregătiți pentru etapele următoare în a permite gazelor să fie furnizate liber pe piață și pentru a reduce dependențele legate de aprovizionare, precum și alte vulnerabilități. Totodată, realizarea proiectului Transatlantic LNG poate deveni o soluție viabilă, atât pentru Europa Centrală, cât și pentru regiunea Europei de Sud-Est.”;
- „Un exemplu concret pentru reducerea vulnerabilităților care decurg din supradependența de o singură sursă de import, este realizarea proiectului privind interconectorul de transport gaz Iași-Ungheni, inaugurat recent. Sunt depuse în continuare eforturi majore pentru prelungirea acestei conducte până la Chișinău.”

Membrii Comisiei au decis ca aceste propuneri să fie discutate la nivel național, iar tema următorului Raport să fie aleasă la viitoarea reuniune a Comisiei care va avea loc la Sofia în data de 10 iunie a.c., în marja Sesiunii plinare a AP SEECP.

Propunem ca prezenta Informare să fie distribuită către Direcția de specialitate din Ministerul Afacerilor Externe pentru coordonare pe aspectele politice de interes comun.

Deputat Ionuț-Cristian Săvoiu

Membru supleant al Delegației Parlamentului României la AP SEECP



Adopted 12.03.2016

**General Committee on Economy, Infrastructure and Energy of the Parliamentary
Assembly of the South East European Cooperation Process (SEECP PA)**

.....March 2016, Sofia, National Assembly

R E P O R T

on

“Improving the infrastructure in SEE – speeding up the priority projects”

Rapporteur: Diana YORDANOVA

Over the last decade, the region of South East Europe has gradually become a more economically advanced. Some of the countries have progressed further in the transition towards the integration with the European Union (EU), while others are on the path towards the EU. The short-term economic forecasts for the SEE region remain vulnerable and concerns have increased as a result of the near conflicts.

The development of a modern high-performing infrastructure to connect the EU with its neighbouring countries should play a crucial role in the recovery strategy. In an era of tight budgets and economic austerity, regional coordination on the aspect of national and international transport planning and prioritisation of the projects are essential ingredients for setting up the blueprint of the economic recovery. The path towards sustainable growth will depend on structural reforms and long term investments as much as macroeconomic reforms coupled with microeconomics measures for improving productivity. In this context, efficient transport planning of investment and priorities represents a catalyst for development and deeper regional integration.

The South East Europe represents a transport platform between different European Transport Corridors and can represent a bridge between Europe and Far East. Transport systems in South East Europe have traditionally developed along national lines. While the SEE region is rather geographically limited, infrastructure planning remained for years (and still does) focused on national priorities more than on Transeuropean ones. Such approach leads to inefficiencies in the transport system of the entire region in relation to the Europe and international transport axis.

The SEECP is a leading format for cooperation in the region and within its 20-year history, the Process has proven itself as an effective and beneficial mechanism providing security and stability in Southeastern Europe and the transport system plays an important role in the progress of economic development in the South-East Europe and represents a key factor in promoting closer interaction and enhanced cooperation among countries.

Globalization of the modern economy has led to enormous growth of the trans-national transport flows, as well as to new requirements regarding the efficiency of the international transportation. Taking into account the vital role of transport in ensuring sustainable development, transport cooperation among the SEECP countries must be developed and improved in accordance with the new challenges and concepts, in order to create a highly efficient regional transport system combining national transport programs with the development plans for the Pan-European transport corridors.

In the same time the region of South-Eastern Europe is one of the most vulnerable ones in terms of energy. The countries in the region have insufficiently developed energy infrastructure and system coherence.

In the context of the present reality, building the transport infrastructure and realizing the main diversification projects for the region as the main prerequisite for energy security must be the subject of consistent actions at the highest political levels in all South East European countries. In that regard, the General Committee on Economy, Infrastructure and Energy highly appreciate the good cooperation – both bilateral, and in the context of the multilateral projects, initiatives and policies.

The present moment is also very important to all the countries from SEECP, given the common efforts of EU Member States to handle with the migration and tackling the refugee flow.

The infrastructural and energy connectivity is the most important area of particular interest and adds value for the competitiveness and economic growth of the region, which in turn encourages sectoral cooperation in a number of other fields of common interest. Building of a developed transport infrastructure and regional energy infrastructure are important parts of the future steps towards the integration and stabilization.

Current EU Transport Policy for the Networks in the South East Europe

Regulation (EU) 1315/2013 setting out the new guidelines for the development of the Trans-European Transport Network (TEN-T) was published in December 2013. It represents an important step forward in the integration of all European National Transport Systems leading to an optimisation of the Network that serves the population and supports the economic development of European regions.

The new policy aims to close the gaps between Member States' transport networks, remove bottlenecks that still hamper the smooth functioning of the internal market and overcome technical barriers. It promotes and strengthens seamless transport chains for passenger and freight, while keeping up with future technological trends.

The regulation provides for dual level structure of the network:

- Core network that includes the most important EU transport links and nodes. It has to be implemented by 2030 and will concentrate the majority of the EU funding
- Comprehensive network that provides full coverage of the EU territory and access to all areas. It should be completed by 2050.

To facilitate the implementation of the core network 9 multimodal corridor are created. They are governed through flexible structures (corridor forums, chaired by European Coordinator) and working groups.

The TEN-T Guidelines foresee that European Coordinators have to draw up work plans for the respective core network corridors which resume the current state of infrastructure along these corridors and sets out the challenges for future infrastructure development. Since the beginning of 2014 the Commission's action are largely focused on the preparation of the work plans. On behalf of the Commission, external consultants' teams spent the full year to undertake comprehensive corridor studies. These study activities constitute the main basis for the work plans. They include detailed analyses of corridors features and identify the action needed to bring the corridors up to the required quality and capacity standards. Orient/ East-Med and Rhine-Danube corridor work plans are now completed and on 22 December 2014 they were formally submitted to the Member States directly concerned.

The objective is to promote sustainable, efficient transport systems, taking into account technical and interoperability aspects, in order to facilitate movements at border crossings, which meet the economic, social, environmental and safety needs of European citizens, help to reduce regional disparities and enable European business to be competitive in the world markets. Especially in the region of the SEE, the "grid" consists of Corridor IV (North-

Southeast), Corridor V (West-East), Corridor VII (the Danube Inland Waterway), Corridor VIII (West-East), Corridor IX (North-East) and Corridor X (Northwest-South). Three out of the four transport Areas are sited in South East Europe: the Adriatic –Ionian Seas, the Mediterranean Basin and the Black Sea Basin.

Cooperation in the transport field and the extension of the *Acquis Communautaire* in the recently accessed the EU, the candidate and the potential candidate countries from the SEE region is more advanced than for the other EU partner countries that are included in the European Neighbourhood Policy.

The basic needs of the transport system in the region addressing the specific areas in which further development should be streamlined in order to achieve greater level of connectivity and integrity of the SEECF area:

1. Promoting institutional cooperation and administrative capacity building in transport sector as well as common transport policy measures to improve institutional cooperation and best practice exchange to ensure high return of investments in transport infrastructure.
2. Development and completion of TEN-T Comprehensive Network in South East Europe according to the appropriate technical standards and establishment of efficient transport system which will facilitate full integration of the region into the EU transport system.
3. Attracting global freight flows by improving SEECF area sea ports' capacity and transport services together with developing strong and efficient hinterland connections to Central and Southern Europe (especially railway and barge connections) and inland multimodal terminals.
4. Establishment of the South East Europe as a regional logistical distribution centre for the movement of freight from the Far and Middle East, the Mediterranean Basin, Caucasus and Turkish territory to the Central, Western and Eastern Europe.
5. Improvement of South East Europe international connections by concentrating on cross border projects and elimination of cross border bottlenecks and nonphysical barriers.
6. Facilitation of freight and passenger transport by promoting intermodality and establishing harmonised standards for transport documents, security and services, together with enhanced development of integrated electronic data interchange information system and modern traffic management system.

National Transport Policies aligned with the EU Policy (Strategic Framework)

The Community Strategic Guidelines distinguish the guidelines of action for cohesion policy to "give effect to the priorities of the Community with a view to promote balanced, harmonious and sustainable development".

At the participant's level, these Strategic Guidelines form the basis for identifying investment priorities, which are then elaborated in National Strategic Reference Frameworks that are subsequently further detailed in Operational Programmes (OPs) for thematic areas including transport. In this respect, EU countries prepare their National Strategic Reference Frameworks

and Operational Programmes attempting to integrate Community priorities into national and regional development programmes, responding through their transport policies to the EC challenges and providing synergy among different transport systems.

In order to guarantee the optimum efficiency of transport infrastructures for promoting regional development, attention is paid to improving the connectivity of landlocked territories to the TEN-T. In this respect, the development of secondary links, with a focus on intermodality and sustainable transport, is promoted. In particular, harbours and airports should be efficiently connected to their hinterland. Additionally, "Motorways of the sea" and short-sea shipping are recognized as a viable alternative to long-distance road and rail transport and projects are treated as priorities for the participants where this opportunity exists.

Regarding the Candidate and Potential Candidate countries in the South East region, there has been advanced progress in some countries in the field of Transport sector, while at others, preparations in the area of Transport are at an early stage. Activities and priorities in the domain of transport infrastructure are directed to the achievement of the strategic objectives described in the European Commission document "Transport and Energy Infrastructure in Southeast Europe" and having confirmed the intention to foster the transport reforms of the SEECP regional participants in order to support the integration of the region into a single transport market facilitated by a Transport Community Treaty.

In these terms, activities and priorities in the domain of transport infrastructure on behalf of the Candidate and Potential Candidate are directed to the achievement of the following strategic objectives:

- establishment and adoption of an efficient legal, organizational and institutional framework;
- development of multimodal transport through the connection of all types of transport infrastructure as well as connection with corridors outside the region;
- rehabilitation of the existing infrastructure, elimination of border crossings obstacles,
- competitiveness and cooperation between transport modes;
- environmental protection through mandatory development of studies about the effect of infrastructure facilities on the environment and
- investment programmes which must be based on economic parameters.

The criteria for project prioritisation among the transport projects identified by the National Transport Plans aligned with the EU Policy could focus all the transport modes, road, railway, maritime, inland water way or air transport subsector, as well as multi-modal nodes and terminals. Fundamentally, these projects should meet several criteria (planning, financial and technical) adjusted to the recommendations of EC proposal for the new TEN-T guidelines.

SEE countries should continue to exchange views on the directions of further development of infrastructure in the EU and in the region in the context of improving economic development, attracting foreign investments and creating new jobs.

The pillars for the development of the transport system in South East Europe (including modes of road, rail, air, and naval transport, as well as intermodal transport) should focus on:

- *Economic efficiency*: the transport system must be economically efficient in terms of transport operations and for the users themselves. Specifically, the benefits of investments in transport should exceed the cost of that investment.
- *Accessibility*: a transport system that allows facilitation of access between all regions. Moreover, the transport system must be configured to allow economic development at national and regional levels.
- *Reduced environmental impact*: the development of a modern transport infrastructure according the environmental effects, while minimizing the impact on air quality and reducing the noise associated to transport activity. Transport investments should minimize negative impact on the environment.
- *Sustainability*: the sustainable transport modes - rail, bus and waterways - that are more efficient in terms of energy consumption and produce fewer emissions should be developed with priority. The transport system must be economically, financially and environmentally sustainable.
- *Security and safety*: investments in transport sector should produce a safer transportation system.

There are still some necessary efforts that should be harmonized with the EU transport policy and the Western Balkans countries' transport strategies need to be followed up by masterplans and sectoral measures in comply with EU standards and regulations. Therefore, the countries of the Western Balkans undertake necessary measures, such as:

- Adoption of laws and by-laws in accordance with European standards wherever possible and finding ways of strengthening transport and transport infrastructure institutions;
- Adequate preparation for the use of EU pre-accession funds for transport, i.e. for the use of IPA (necessary state bodies and structures that would ensure unhindered and efficient implementation of projects, necessary efficient time planning, development of strategic documents);
- Strengthening activities in all types of transport and transport infrastructure so as to improve traffic safety;
- Ensuring more funds for the maintenance and development of railway infrastructure;
- Intensifying activities towards international financial and other institutions and organisations for the purpose of greater assistance in the realisation of priority projects;
- Taking steps in the reconstruction of railways and the unsuccessful competitiveness with other transport means;
- Improving navigation security control and marine environment protection;
- Initiating activities to clean up the Sava river bed and reconstruct and develop its ports through regional cooperation;
- Developing necessary studies and investment and technical documentation so as to create the necessary preconditions for negotiations on modes of financing priority infrastructure projects;
- Performing preparations for joining the EU road transport market;
- Developing an integrated and balanced multimodal transport system as to integrate all transport models into a common European transport network;
- Enabling simpler procedures at border crossings and creating preconditions necessary to facilitate the issuing of visas, especially for business purposes.

Priority projects

The list includes projects of common interest for the Community in the field of all the land transport modes and in the territories of all the SEECP participants and EU Member States, aiming at better interoperability between the Trans-European Transport Network (TEN-T) and the SEECP Comprehensive Network and to an efficient SEE transport system by addressing critical bottlenecks, in particular cross border sections and intermodal nodes. They envisage completion of the connections needed to facilitate transport, optimisation of the efficiency of existing infrastructure, achievement of interoperability of network components and integration of the environmental dimension into the network. The majority of the projects concern interventions on the road and the rail network, in order to relieve the networks and eliminate the bottlenecks.

The SEECP priority project list will have direct impact on improving regional transport connections. It should be pointed that list encompasses projects only from road, rail and inland water way due to the scope of work of the project (refers to land transport modes, thus not excluding any kind of projects that provide connection of ports and airports with the comprehensive network of the SEE region).

Majority of investments are related to revitalization of railways infrastructure. Mainly TEN-T high speed line construction and conventional line upgrading projects have contributed to high cost of railway projects. Nevertheless, construction of high speed lines will reduce congestion, all eviate carbon footprint and shift modal split toward environmentally friendly and safer mode.

The second highest share of investment is directed in the road infrastructure owing to the major motorway construction projects. The third share are investments in inland water ways/inland waterway ports. Inland waterway projects are present in some of the Members and are encompassing river navigation improvement and extension of ports capacity.

Connecting Europe Facility

A new financial instrument – Connecting Europe Facility was established by Regulation (EU) № 1316/2013. It will support projects of common interest in the field of transport, energy and telecommunications infrastructures.

The total financial resources n the transport sector is 26.2 billion euros, including 11.3 billion euros transferred from the Cohesion Fund.

Investments under the CEF will be spent on the basis of annual and multi-annual work programs which details priorities and the total amount of financial support for each priority over the years.

We wish to emphasize the importance of strengthening regional cooperation and the necessity of joint activities to prepare analytical and technical documentation for the construction of energy and transport infrastructure and the possibilities of using EU funds earmarked for these projects.

Energy efficiency

We should not forget that the region of South-Eastern Europe is one of the most vulnerable ones in terms of energy due to its overdependence on Russia – a domineering supplier of energy resources. The countries in the region have insufficiently developed energy infrastructure and system coherence. Their markets have hardly started to develop which is also reflected in the lack of a functional regional market.

The need to improve energy efficiency is also main priority of the governments in SEE region. It is realized through adoption of laws on energy efficiency and consistent transposition of EU Directives in national legislation, establishing of administrative structures implementing strategic measures on national level, creation of financial mechanisms, raising awareness of the citizens and the business etc.

Building a common energy market and an energy structure will increase the energy efficiency of energy supplies due to the optimal allocation of energy flows. On the other hand, the spare capacity which ensures the safety of the interconnected energy system will be reduced, thus reducing the costs which impact electricity prices.

Beyond infrastructure, the promotion, additional funding and implementation of soft measures could benefit the infrastructure investments by generating added value of improving the mobility in the SEE. Soft measures could reduce the administrative boundaries and lead to proper operation, ensure smooth movement of persons and goods, overcome the border crossing obstacles with coordination and by using the synergies of the different transport modes and provide new innovative technologies for information exchange, cooperation and coordination for sharing problems.

In conclusion

Taking into account that the administrative and financial capacities of individual SEECP participants to attract investments are limited and that economic and social growth largely depend on them, we need to develop a joint regional approach to investing in infrastructure development.

RESOLUTION

(Adopted 12 March 2016)

Reaffirming the principles enshrined in the *Charter of good neighborly relations, stability, security and cooperation*, signed in Bucharest in 2000, as the founding document of the SEECP;

Following the Declaration on the Inauguration of the SEECP Parliamentary Assembly adopted on May 10, 2014;

Guided by the Rules of Procedure of the SEECP Parliamentary Assembly which establish the functioning of the SEECP Parliamentary Assembly;

In accordance with the SEECP PA Work Programme 2015/2016 adopted on May, 2015 ;

Emphasizing the importance of SEECP as a forum that promotes the further enlargement of the EU and underlining the commitment to the principle of “all inclusiveness”, as an important element of regional stability and sustainable development;

Underlining that cross-border cooperation and improvement of the transport infrastructure are bringing government authorities and people closer, and that the regional cooperation and good neighborly relations are a pre-requisite for a full European integration;

Acknowledging the basic needs of the transport system in the region addressing the specific areas in which further development should be streamlined in order to achieve greater level of connectivity and integrity of the SEECP area:

Having in mind Regulation (EU) 1315/2013 setting out the new guidelines for the development of the Trans-European Transport Network (TEN-T), published in December 2013;

Expressing the need of a continuous financial support in advancing the accelerated reforms and additional infrastructure investment on key corridors in SEE region as a precondition for a long-term sustainable connectivity and closer economic exchange in the region;

The General Committee on Economy, Infrastructure and Energy, which was convened in Sofia on March 12, 2016:

1. **Calls on** SEECP members to promote institutional cooperation and enhancing their capacities for development of transport sector as well as common transport policy measures to improve institutional cooperation and best practice exchange to ensure high return of investments in transport infrastructure.

2. **Recommends** development and completion of TEN-T Comprehensive Network in South East Europe according to the appropriate technical standards and establishment of efficient

transport system which will facilitate full integration of the region into the EU transport system.

3. **Recommends** attracting global freight flows by improving SEECP area sea ports' capacity and transport services together with developing strong and efficient hinterland connections to Central and Southern Europe (especially railway and barge connections) and inland multimodal terminals.

4. **Recommends** to the SEECP participants to work towards the establishment of the South East Europe as a regional logistical distribution centre for the movement of freight from the Far and Middle East, the Mediterranean Basin, Caucasus and Turkish territory to the Central, Western and Eastern Europe.

5. **Calls on** improvement of South East Europe international connections by concentrating on cross border projects and elimination of cross border bottlenecks and nonphysical barriers.

6. **Calls on** facilitation of freight and passenger transport by promoting intermodality and establishing harmonised standards for transport documents, security and services, together with enhanced development of integrated electronic data interchange information system and modern traffic management system and eliminate barriers for free movement of goods and passengers.

7. **Advices** the SEECP participants to focus on setting up models to develop a joint regional approach to investing in infrastructure development.

8. **Invites** the SEECP parliaments to facilitate harmonization with EU legislation and to contribute to smooth adoption of the transport-related legislation and regional projects.

9. **Invites** the all relevant stakeholders in the SEECP participants to promote and stimulate the market for clean and energy-efficient vehicles, thus improving the contribution of the transport sector to the environment, climate and energy policies of the EU.



National Assembly of the Republic of Bulgaria

*SEECF PA General Committee on Economy, Infrastructure and Energy
National Assembly, Sofia, Hall 3, 11-12 March 2016*

LIST OF PARTICIPANTS

ATHENS Mr. Georgios PALLIS Ms. Anastasia FRAGKOU Mr. Manuel MOUTAFOV	 MP Head of the Directorate for European Affairs Interpreter
BUCHAREST Mr. Nicolae Vlad POPA Mr. Ionuț-Cristian SĂVOIU Ms. Cosmina MOLDOVAN	 Member of the Senate Member of the Chamber of Deputies, Member of the Standing Committee National Coordinator of the Senate
CHISINAU Ms. Mihaela SPĂȚARU Ms. Viorica STANISLAVCIUC	 MP National Coordinator

LIUBLJANA Mr. Branko ZORMAN	MP
PODGORICA Mr. Dritan ABAZOVIĆ Mr. Jasmin BOJADŽIĆ	MP National Coordinator
PRISHTINA Mr. Muhamet MUSTAFA Mr. Snoudon DADI Mr. Agron BEQIRI	MP Senior Official of Protocol Driver
SARAJEVO Mr. Momčilo NOVAKOVIĆ Ms. Jurdanka RADOVIC Ms. Dubravka Istuk – PAVLOVIC Mr. Zdravko LAZOVIC	MP National Coordinator Interpreter Driver
SKOPJE Mr. Ljubomir JOSIFOVSKI Ms. Biljana OGNENOVSKA Mr. Sasho TRAJKOVSKI	MP National coordinator Driver
SOFIA Ms. Diana YORDANOVA Ms. Vesela STOITZEV Ms. Sonja IVANOVA Ms. Mariana PANPOROVA	MP, Chair of the GC National Coordinator Interpreter Interpreter
RSPC SEE Ms. Mariana VITANOVA Ms. Gergana GENOVA	Head Junior specialist

Ministry of Transport, Information technology and Communications Mr. Dimitar SAVOV Mr. Georgi POPOV	Director, National Transport Policy Directorate Chief Expert, International Relations Department
Turkish Embassy in Sofia Mr. Mehmet PEKER	Second Secretary