

RECOMMENDATION 140/2014*

The Role of Parliaments of the BSEC Member States in the Enhancement and Regulation of International Passenger and Cargo Transportation in the BSEC Region

1. The Parliamentary Assembly of the Black Sea Economic Cooperation (PABSEC) recognizes that the transport system of the Black Sea region is one of the main elements of the economy, and that its development is a prerequisite for overall economic growth. The provision of affordable railway and road services is an important component of the population's internal mobility, which increases potential employment opportunities and contributes to balanced regional development.
2. The PABSEC emphasizes that the International Passenger and Cargo Transportation system plays a pivotal role in the progress of economical development in the region and is a key factor in promoting closer interaction among the BSEC Member States. Given the growing role of the Black Sea region in the global economy, member countries have to use their own resources and individual capacities to restore old transport connections and establish new ones.
3. The PABSEC is aware that the sustainable development of passenger and cargo transport is linked to the provision of modern infrastructure and also to the improvement of the efficiency and quality of transport services. The development of the infrastructure, which is a lengthy and resource-intensive process, requires long-term planning based on reliable methodologies and clearly defined priorities.
4. The PABSEC reaffirms that the efforts of the Black Sea countries in the development of the International Passenger and Cargo Transportation system should include modernization and harmonization of the building blocks of an efficient transportation network: the legal, fiscal, technical, and institutional frameworks. In this respect,

* Rapporteur: Mr. Musa Guliyev, Chairman of the Committee (Azerbaijan).

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cooperation with international financial institutions is an essential factor, while the application of international experience in this regard is an added benefit.

5. The PABSEC welcomes and supports the initiatives and programs of international financial institutions that are directed at the development of the transport infrastructure in the BSEC region.
6. The PABSEC emphasizes that proper actions should also be taken to achieving the Goals of the *BSEC Economic Agenda: Towards an Enhanced BSEC Partnership*, which recommends the establishment of an efficient transport network. In addition, the sustainable development of cooperation in civil aviation should also receive due consideration, as reflected in the BSEC Economic Agenda and declarations of the Ministers of Transport.
7. The PABSEC has repeatedly considered issues connected with the transport sector in the region. In 1996, the Assembly adopted Report and Recommendation 13/1996 on *Cooperation in Transportation among the BSEC Member States*. In 1998, the Assembly debate on *Transport in the Black Sea Region* was followed by the adoption of the corresponding Report and Recommendation 29/1998. In 1998, the members of the Legal and Political Affairs Committee discussed the regional transport sector, after which the PABSEC adopted Report and Recommendation 40/1999 on the *Legal and Political Aspects of the Transport Systems Integration Process in the Black Sea Region*. In 2005, the Assembly adopted Report and Recommendation 84/2005 on *Development of Transport Infrastructure in the Black Sea Region*.
8. **Therefore, the PABSEC recommends** that the parliaments and the governments of the BSEC Member States:
 - i) *support* the activities on implementation of the Memorandum of Understanding on Facilitation of Road Transport of Goods in the BSEC Region, develop projects and bring the relevant agreements into force as soon as possible;
 - ii) *promote* further facilitation of legal and technical procedures connected with transportation services in the region, including rapprochement of the transport and customs legislation and harmonization of standards and technologies based on the United Nations (UN) agreements and conventions;
 - iii) *take* necessary steps to approve and implement the draft Agreement on Mutual Recognition of Diplomas, Certificates and Other Evidence of Formal Qualification of Road Haulage Operator and Road Passenger Transport Operator;
 - iv) *improve* the quality of transport services by optimizing three focal standards of the transport system: time, cost, and safety;
 - v) *establish* a common policy to avoid double taxation when levying income tax on freight earnings derived from international transport activities;
 - vi) *encourage* joint activities directed at improvement of the logistic systems and the promotion of effective information exchange;
 - vii) *cooperate* in the development of more ecologically safe transport modes;

- viii) *support* coordination activities on the security of all modes of transport related to national security in the region, including safe transportation of energy resources;
- ix) *intensify* activities promoting the international transport of passengers and goods within the framework of a regionally integrated multi-modal transport network;
- x) *promote* signing of the Memorandum of Understanding on the Development of Multimodal Ferry Lines in the BSEC Region the implementation of which will will reduce number of cargo transfers and storage time in the ports, remove infrastructural constraints in the Black Sea region, lessen the load and length of trucking routes and border crossing, address the requirements of the work and rest of the drivers as stipulated in the European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR), and promote tourism infrastructure;
- xi) In the collaborative development of an integrated system of railway–sea ferry connections in the Black Sea region:
 - a) *promote* the establishment of a sustainable and flexible system of railway–sea ferry lines, focusing on routes with the highest prospective cargo flows;
 - b) *identify* common criteria in the BSEC framework and common objectives for the development of railway–sea ferry lines and the enhanced infrastructure of the respective terminals and railroad entrance points in ports;
 - c) *explore* the potential mechanisms for ensuring technical and technological interoperability of ferry lines interconnecting sea ports, with access to multiple gauge rail tracks;
 - d) *identify* means for the prospective use of a unified transportation document, such as the Common CIM/SMGS Consignment Note for the development of railway–sea ferry lines between Member States that are parties to the Convention concerning International Carriage by Rail (COTIF) and the international Agreement on Direct International Goods Transport by Rail and Procedure Instruction attached thereto (SMGS);
 - e) *expand* feasible routes for railway–sea ferries, including the prospects of using circuit routes.
- xii) In the collaborative development of roll-on/roll-off (Ro-Ro) ferry lines for transportation of trucks and rolling cargo:
 - a) *develop* Ro-Ro transport between Member States by facilitating partnerships with the relevant institutions/organizations;
 - b) *conduct* analyses of the current status of operational Ro-Ro lines, including vehicular ferry lines in the Black Sea region, and identify the major legal, technical, and technological obstacles to their development;
 - c) *identify* practical measures that can be taken at the multilateral level (BSEC), the national level (government bodies and public administration in the BSEC Member States), and at the shipping business level (associations of ship-owners and

shipping companies, port associations, port operator companies), in order to create a sustainable and flexible system of ferry lines for transportation of rolling cargo and freight motor transport between the Black Sea ports;

- d) *examine* and define mechanisms to adopt best practices in the field of quality and user-oriented Ro-Ro ferry lines in the Black Sea region (providing a clear timetable and the possibility of preliminary online reservation of seats), including vehicular ferries between the Black Sea ports;
- e) *expand* feasible routes for ferry lines with due regard to the potential for switching to ferry line cargo flows via the road traffic routes of the Member States, focusing on meeting the requirements of the European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR);

xiii) In the collaborative development of passenger/cruise ferry lines:

- a) *analyze* best practices and lessons learnt in the operation of cruise shipping, and assess its contribution to the development of tourism in the Black Sea region;
- b) *examine* the measures that can be taken at the national level to promote the development of cruise shipping between the Black Sea and Mediterranean ports, including implementation of state programs for the development of maritime fleets and infrastructure of passenger terminals in the ports;
- c) *specify* common criteria and requirements for Member States regarding cruise shipping in the Black Sea region;
- d) *encourage* all possible cooperation between the BSEC Working Groups on Transport and Tourism related to the development of cruise shipping.

9. The PABSEC invites the BSEC Council of Ministers of Foreign Affairs to consider this Recommendation.