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LEGAL AND POLITICAL AFFAIRS COMMITTEE

REPORT

LEGAL AND POLITICAL ASPECTS
OF THE TRANSPORT SYSTEMS INTEGRATION PROCESS
IN THE BLACK SEA REGION

Rapporteur: Mr. Alexander LILOV, Member of the Legal and Political Affairs
Committee (Bulgaria)

I. INTRODUCTION

1. The Parliamentary Assembly of the Black Sea Economic Cooperation paid a particular attention to transportation in the region since the very first meetings. Transport sector reviews were made, priority issues were identified and alternatives had been assessed in order to improve efficiency of transport operations and rehabilitation of transport infrastructure. Although the issue was broadly tackled by the Assembly twice¹, the members of the Legal and Political Affairs Committee at the meeting in Chisinau in April 1999 decided to take up again the subject this time focusing on the legal and political aspects of the transport systems integration process in the Black Sea region in light of growing globalisation of the economy, European integration and particular challenges to the BSEC countries.
2. At the same time, the Organisation of the Black Sea Economic Cooperation, following the Yalta Summit and transformation into the regional international organisation, activated its relations with the European Union and other European institutions in the field of transport integration. The inauguration of the Black Sea Trade and Development Bank in June 1999 bears the major significance in supporting the multilateral projects for transport systems integration being the main financial pillar of the BSEC. The recent activities of the BSEC include signing on July 1 1999 of the Memorandum of understanding on the development of the Black Sea Pan European Transport Area, approval of the Platform for Cooperation between the BSEC and the EU and participation in the realisation of the Stability Pact for the South Eastern Europe.
3. The national delegations of Armenia, Greece, Romania and Turkey furnished the Secretariat with their valuable contribution, which was used as a basis for the report. In addition, complementary information was obtained by the International Secretariat through the official Internet sites of the transport-related organisations, the relevant reports and other statistical documents were examined and used.

II. THE TRANSPORT SYSTEMS INTEGRATION WITHIN THE REGIONAL CONTEXT

4. Transport systems play vital role in the progress of the economic development in the region and is a key factor in promoting closer interaction among the countries. Development of integrated transport systems in the Black Sea region and their connection to the Trans-European transport networks will broaden the scope of the Black Sea Economic Cooperation and boost the trade relations of the member countries. Practical achievements in this direction requires sound transport policies based on the regional and bilateral arrangements with due regard to the interests of particular nations. Looking to the future, in a coming era of an increasingly global economy, the Black Sea countries have to concert their efforts in order to secure that transport systems of the region meet the requirements of the

¹ Report and Recommendation 13/1996 of the Economic, Commercial, Technological and Environmental Affairs Committee on Cooperation in Transportation Among the BSEC Member Countries. (1996)

Report and Recommendation 29/1998 of the Economic, Commercial, Technological and Environmental Affairs Committee on Transport in the Black Sea Region

next millennium. This endeavour underlines the pressing need for identifying and remedying legal discrepancies and establishment of sound political climate ensuring that transport sector contributes to the regional objectives.

5. To this end, legal and political aspects facilitating transport integration process are to be given high consideration in order to ensure that transport systems in the region realise their full potential and promote efficient movement of the goods, services, capital, information and technology. It is necessary that transport legislation of the member countries are well screened, necessary adaptations are made and new regulations are elaborated.
6. Transport systems development in the countries in the Black Sea region varies due to the different levels of economic development and the international trade volume. In the countries of the Former Soviet Union (Armenia, Azerbaijan, Georgia, Moldova, Russia and Ukraine) transport systems were developed as integrated networks independently of the present day state borders. Prior to independence, transport systems of these countries used the identical institutional arrangements and were recognised as being unable to adapt to a free market economy and international transport operations. The tendency inherited from those times is still retained in some countries preserving to a certain extent the institutions and procedures. They seek to introduce new legal framework, to improve operating environment for roads and railways and to facilitate development of the domestic and international transport systems. On the other hand, the Central and Eastern European countries are part of the transport infrastructure development in the framework of the nine multi-modal transport corridors of high priority agreed at the 2nd Pan-European Transport Conference in Crete in 1994.
7. Given the growing role of the Black Sea region in the global economy, legal and political aspects of the projected links with the integrated inter-modal system penetrating the Black Sea region should be duly assessed. Within this context, the BSEC member countries have to use their own resources and individual capacities to restore the old and establish the new connections. In such a way the use of main transport modalities of the member countries including inland transport, air transport and a waterborne transport may be interconnected to meet the challenges of the Black Sea region as a transit corridor between Europe and Asia.

Transport systems in the BSEC countries

8. *Albania* - The government has taken a number of steps since 1991 to establish market based policies in the transport sector, with the objective of harmonising transport regulations with those of the European Union. The process of reorganisation, renewal and upgrading of the transport systems are done based on the recommendations and consultations within the framework of the transport projects carried out by a variety of organisations. The Government investigates and takes appropriate steps towards improving and rehabilitation of road, railway and port sectors together with the international organisations especially for the project of East-West and Northern Corridors.
9. *Armenia* - One of the important components in the Armenian transport system is railroad transportation. The transport possibilities by the railway are constrained by the blockade and some other circumstances. Geographically, Armenia can become the connecting link between Turkey, Iran, Georgia, Azerbaijan and

further up to the coast of the Persian Gulf and then to Central Asia. For normal operation of the transport system appropriate legislative norms are to be enacted. At present the law on railroads of the Republic of Armenia is prepared for final approval by the Parliament. At the same time other railroad related regulations are reviewed and refined. The Armenian Ministry of Transport affiliated in the International road Union (IRU) and regulates the freight movement according to the TIR carnet. Next step taken by Armenia will be its participation as a full member in the European Conference of Ministers of Transport (ECMT). Armenia has concluded bilateral agreements with all the BSEC countries on the freight movement by road except Albania, Azerbaijan and Turkey. The infrastructure and integration of transportation systems will be particularly effective if it contains the Black Sea basin and all eleven BSEC countries. In that respect, the cooperation within the TACIS TRACECA programme has special significance. With the assistance of the European Commission the inter-modal transportation system in the Black Sea region is projected and relevant agreements are signed. Taking into consideration the potential of the transport systems it is necessary to rehabilitate and upgrade the transport networks and introduce new technologies. As for the air transport, it would be expedient to evaluate the possibilities of development of the air transportation for its full operation, harmonisation of national regulatory norms, their adaptation to the requirements of the International Civil Aviation Organisation (ICAO) and consideration of the air space of the Black Sea region as one whole. The idea of the creation of the "transportation circle" (that will connect the transportation systems of the EU countries, Eastern Europe, Central Asia and the Middle East) will also be a significant contribution in the process of integration of the transportation systems of the region. Within this context Armenia proposes to determine priority directions in the development of common transport infrastructure in the region and to establish necessary legislative milieu for realisation of these directions; Harmonise the transportation legislation in the BSEC member countries, aiming at removing the obstacles to movement of freight and services in the BSEC region; to eliminate all possible obstacles in order to activate transport junctions between the member countries in order to promote integration process in the region; to conclude bilateral and multilateral agreements between the member countries in the priority fields for the development of the common transport systems in the region.

10. *Azerbaijan* - Azerbaijan's abundant petroleum resources require establishment of adequate transportation links to western markets. A well-developed transportation infrastructure is critical to Azerbaijan's long-term economic growth. Roads are capable of handling truck traffic extend north to Russia and South to Iran, and run East-West between Baku and Tbilisi. Extensive docking facilities exist in Baku for trans-Caspian shipping but are not yet up to western standards. A major upgrade was done to the Baku Airport and the passenger service was improved.
11. *Bulgaria* - Bulgaria's geographical location makes the transport sector particularly important for its integration with the European Union. Three of the priority Trans-European network road corridors cross Bulgarian territory. The major sections of the road network are classified as E roads of international importance. A transit road rehabilitation project under the Phare programme is financed by the European Investment Bank and the European Bank for Reconstruction and Development. Renewal of railway network sections on pan-European corridors IV/VIII is also under way. Also Black Sea ports of Varna and

Burgas have major importance within the framework of interconnection of TEN and TRACECA networks.

12. *Georgia* - due to its geographical position, Georgia remains the gateway for land transportation across the Caucasus. Its location on the Black Sea is one of the country's foremost natural assets and is committed to build a functional trans-Georgia transportation infrastructure to its Caucasus and central Asian neighbours. Of the two routes to the north, the direct link with the Russian railway system running through Abkhazia has been closed due to the physical damage and destruction of bridges as a result of the conflict. The route to Azerbaijan runs through Chechnya and has also been cut off. For the Southern rail traffic routes to Armenia and Azerbaijan are used. The road connection to Russia was through the Black Sea coastal route which is cut off at present and to the north via the Georgian military highway to Vladikavkaz. The possibility of becoming part of an east-west corridor linking the Caucasus and Central Asia with the Black Sea, require a radically different emphasis for the transport system, one in which the road from the Azerbaijani border to Georgia's Black Sea ports would play a dominant role. It should be noted that in April 1999 a Supsa oil terminal and the ferry rail terminal in Poti were inaugurated within the framework of TRACECA programme.

13. Greece – The *railway* offers basic advantages for transports in Greece and also in the greater Balkan area and to the Black Sea countries. Greece is a member to all the agreements and conventions in transport area. Greece as an EU member participates in TEN (Priority project No7) as well as in the Pan-European Corridors (IV, VIII, IX, X), the Black Sea PETRA, the Ionian Adriatic Sea PETRA and the East-Mediterranean PETRA. As concerns transport operation policy, common principles should be adopted and strategies should be planned, aiming at the development of an efficient and competitive transport system, by means of improving transport service systems. To this end common transport operation policy should be built upon the internationally accepted standards, concerning the relevant institutional and regulatory framework as well as the economic aspects of transport. The progressive opening of the transport market increased competition and there is, specially during the last decade, a substantial change in the transport markets which is followed by a great decrease in the share of the railway transports. Directive 91/440 is the first step towards the revitalisation of the railways of the countries of European Union followed by Directive 95/18 regarding the granting of licences to railway enterprises and Directive 95/19 regarding the distribution of the railway and the charging of infrastructure fees. Apart from Greece, who is mandatory to apply the above Directives, the majority of non-EU countries (including the BSEC members) have rushed to apply those Directives in order to secure the necessary inter-operability regarding the framework that includes the operation of the railway enterprises. If taken into consideration that in order to complete the transport system of the BSEC countries their future adhesion to the trans-European networks is needed, then the necessity for the harmonisation of the legal framework of the railway enterprises of the BSEC countries will be fully understandable according to the provisions of the above directives. The necessity for the development and modernisation of the railway infrastructure demands the creation of a legislation that will attract foreign investors. Additionally, is necessary, in cooperation with the responsible authorities, to create the appropriate legal framework which, in combination with cooperation between the various countries as well as with the

necessary coordination, will help border crossing which is one of the basic drawbacks in the development of railway transport in the BSEC area. The Resolution 248/11.02.99 of the UN Inland Transport Committee regarding the definition of the maximum stopping time for the high speed trains (passenger, freight) on the borders for the execution of the technical checks and administrative formalities, gives the appropriate framework for this purpose. As a predominantly international economic activity, maritime transport is particularly vulnerable to respective practices and unilateral protectionist measures aimed at creating trade barriers and discrimination. Free and fair competition and freedom of access to internationally transported cargoes should be the fundamental principles which every initiative undertaken in the course of this exercise should be based upon. Many BSEC States have already subscribed to them either by signing the 1993 Memorandum of understanding on common Shipping Principles with the OECD or by being parties to Partnership and Cooperation Agreements with the European Union. Concerning the transport infrastructure, emphasis should be put in the elaboration of specific proposals for the improvement of transport system integration process, considering the developments in the framework of EU as well as in the market integration process. In this respect priorities may be: improvement of infrastructure at border crossings, construction of missing links, especially with combined transport terminals, development of inter-modal freight terminals and logistic centres at the Black Sea ports, introduction of advanced technology systems (Intelligent transport systems). Regarding transport operation, common policies should be in line with the international developments and may include: gradual harmonisation of institutional and regulatory framework according to the EU standards as well as the accession to all international agreements and conventions; gradual liberalisation of transport market; the adoption of common principles for planning transport changing systems, providing for competitiveness and efficiency; facilitation of border crossing procedures; and measures to provide for security.

14. Moldova – transportation network rehabilitation falls under the TACIS TRACECA programme. Under the same programme the transport legislation reform is under way.
15. Romania – Romania holds a key position in Central Europe at the cross-roads of the Pan-European Transport Corridors, namely: Corridor 4, going from Western Europe to the Black Sea and the Middle East along a West-East axis, and Corridor 9, connecting Northern Europe and the Baltic Sea with the South-Eastern part of the Continent and the Mediterranean basin along the North-South axis. Moreover, Romania opens two gateways to the Black Sea- via the Constanza port and via the Danube-Black Sea Canal. Considering that the benefits of Pan European Transport Corridors and Areas are shared by both EU and BSEC countries, participation in the construction process should be international, as well. The common task to be solved by Romania and her neighbour countries is a rapid integration, before 2010, of their road infrastructure into the Pan-European road network. The programme of “E”-road rehabilitation is also particularly beneficial to all European countries, as it grants the access to this narrow zone of heavy and highly intense traffic. A major part of the rehabilitated routes coincides with the main corridors and is going to facilitate the traffic flow until the highways are built, since a long-lasting process requires major financial efforts. The priority objectives in the field of transport - both short and medium term - are as follows:

Rehabilitation of transport services, improvement of their quality, harmonisation with the European requirements for integration into the European transport system; Rehabilitation, modernisation, development of infrastructures, equipment and transport means; Legal harmonisation; Institutional development; economic reform. In order to carry out the above mentioned objectives, the following action is envisaged on *short term*: bringing the national transport system in line with the European system; diversification and rehabilitation of services quality in transports; rehabilitation and modernisation of the European and national road networks for the rehabilitation and development of maritime and river ports; increasing the flow of domestic and international traffic; rehabilitation and construction of motorways and modernisation of the infrastructure located on the Pan-European Transport Corridors no. IV, VII and IX; modernisation of transport technologies; legal harmonisation. On *medium term*: alignment of the national transport system to the European one; diversification and rehabilitation of the services quality in transports; as for the rehabilitation and modernisation of the transport infrastructures; inland waterways rehabilitation and modernisation of the navigation safety systems; rehabilitation and development of the maritime and river ports; airports rehabilitation and development. Romania is facing a severe need for investments with a view to a quick completion of the projects already started in transport infrastructure, rehabilitation and replacement of transport equipment, as well as to developing a managerial culture meant for the entities resulted from the restructuring of the companies and self-sufficient administrations in the field of transport. Meanwhile, the financial efforts by the Romanian State aimed at setting up the co-financing component to the international financial institutions' loan is huge. In this respect, the Government of Romania also needs an increased financial support. As to the infrastructure objectives planned for a medium term, they will start up/be completed up to year 2002, and will depend on obtaining the necessary financing.

16. Russia – Russia's internal surface transport system includes well developed network of railways, roads, pipelines and inland waterways. The transport system with its vast possibilities has important role within the framework of future development of the transport systems integration in the Black Sea region.
17. Turkey – Increasing the efficiency of the transport sector is a priority both because of the enabling role the sector can play in the economy and the integration of the country with the EU. In order to facilitate transport systems integration process in the Black Sea region the delegation proposes: to re-consider the existing infrastructure in the BSEC countries and evaluate the transport policies. Take measures to reduce any obstacles regarding the implementation of the transport policies of the member states. To facilitate transport infrastructure through institutional changes towards freer market, to expand and adapt transport policies to the regional needs and to secure the adherence to the international transport agreements. To give priority to the projects under the Pan-European transport corridors IV, VII, VIII and IX and join efforts for their realisation. To promote the transport infrastructure development and creation of the Black Sea Ring corridor interconnecting the Black Sea ports under the concept of the Black Sea basin area within the framework of the decision of the Third Pan-European Transport Conference. Give priority to the TRACECA corridor as a continuation of the Pan-European Transport corridor. To evaluate the role of the Black Trade and development Bank and other financial institutions in the financing of the

feasibility studies related to the necessary programmes and projects. To harmonise customs regulations and border crossing formalities and to take into consideration the recommendations elaborated in this direction by SECI (South-East Cooperation Initiative). To participate in the TINA (Transport Infrastructure Needs Assessment) works.

18. Ukraine – Ukraine is well positioned for transportation services. As a TRACECA country the Ukraine participated in the projects under the TACIS TRACECA programme including the technical assistance and rehabilitation of infrastructure. With its road and railroad networks as well as major ports on the Black sea, Ukraine has an important role in Pan-European transport networks and especially in TEN-TRACECA project.

III. LEGAL AND POLITICAL ASPECTS OF THE TRANSPORT SYSTEMS INTEGRATION IN THE BSEC REGION

19. As seen from the country profiles the common tendency towards diversification and expansion of the existing transport operations gradually develop making efficient use of the advantages arising from the geographical proximity and mutual interests, as well as traditional ties and complementary nature of the economies. One of the main prerequisites necessary for the economic integration – the joint transport network and transport systems integration – requires to take into consideration the asymmetries, particularly in the legal field, that exist in the BSEC Member Countries so that integration becomes a balanced process and does not become a factor that will increase the disparity in the region.
20. Within this context, it is necessary to adjust regulations and relevant legislation in a shortest time possible into conformance with internationally recognised norms and develop adequate strategies for the regional cooperation and a preparation of a ground for the integration within a larger Europe. The challenges of the extension of cooperation between the BSEC with the EU require more developed legislative support focused on the new nature and size of demands on the transport system. Despite the progress in transport operations, still they need profound attention from the side of the government to ensure that transport infrastructure operates well and is accordingly maintained and rehabilitated, having in mind that transport systems effect other economic sectors that rely upon it.
21. The legal framework should encompass a set of basic principles, policies, laws and regulations, codified in a basic transport acts and is based on the internationally recognised principles and norms. It is equally important that the BSEC countries adhere to the respective international instruments (conventions, agreements and regulatory norms) in the transport sector within the framework of the European Union (EU), The European Conference of Ministers of Transport (ECMT), United Nations Economic Commission for Europe (UN ECE), Council of Europe, International Road Union (IRU), International Union of Railways (UIC), International Maritime Organisation (IMO), Organisation for Cooperation and Development (OECD), etc. Here we can bring the example of Romania, who is a party of the agreements signed within the framework of the Economic Commission for Europe, Inland Transport Committee. At the same time Romania together with other Black Sea member countries is signatory state to the Memorandum of Understanding on the Development of the Black Sea Pan European Transport Area aimed at further strengthening the existing international

co-operation in the development of transport infrastructures and services in the Black Sea Area. Romania signed the Memorandum of Understanding on the Facilitation of International Road Transport of Goods in the SECI Region, aimed at enhancing the co-operation and co-ordination among SECI participating states towards the harmonisation of certain key elements contributing to efficient international road transport of goods in the region, in line with internationally accepted rules and standards. Romania also signed the Basic Multilateral Agreement on International Transport for Development of the Europe - the Caucasus - Asia Corridor, within the auspices of the TRACECA conference in Baku.

22. Like economic development as a whole, the transport systems integration in the region is vulnerable to the political climate. The linkage between the political relationships and the economic consequences compound the task of the member countries to fully benefit from the economic cooperation. Therefore, the cooperation component of the BSEC process can have a major positive impact in establishing peace and stability in the region. The model of economic cooperation helps to remedy political tension and, in its turn, settlement of political problems boosts the process of integration. To this end, the role of the national parliaments has to acquire more significance and the efforts should be concerted to overcome the tensions still prevailing in the Black Sea region hindering realisation to a full extent of the goals and objectives enshrined in the main documents of the PABSEC and the BSEC. Peaceful resolution of the political issues will be a positive impulse paving the way towards economic betterment and prosperity.

The multi-country transport systems integration projects

23. The BSEC countries remain devoted to their commitment to cooperate closely in the joint projects with the rest of Europe. The BSEC member countries participate in various multilateral projects within the framework of different international organisations such as TER Project (Trans European Railway); CEI (Central European Initiative); SECI Programme (Southeast European Co-operative Initiative); SERG Programme (the Southeast European Railway Group), PHARE and TACIS multi-country programmes under the EU framework, TRACECA project, etc.
24. The role of the BSEC as being a catalyst for mobilising attention of the international organisations and facilitating major infrastructure network projects in the Black Sea countries is very important. On the other hand, PABSEC reaffirms commitment to provide legislative support to the BSEC initiatives has no less significance. The Ministerial meetings of the BSEC countries with the Central European Initiative and the TRACECA in previous years, as well as the active participation in the European projects and closer interaction with the main European institutions have extreme significance for the integration processes in the Black Sea region. On the other hand, participation of the parliamentarians in the integration process through their political and legal support will undoubtedly contribute to consolidation of the efforts of the Member Countries and to speed up the implementation of concrete projects related to the transport systems integration.
25. *The Platform for cooperation between the BSEC and the EU* was approved by the Thirteenth Meeting of the Ministers of the Foreign Affairs of the BSEC member

countries. It stresses the commitment of both the BSEC and the EU to go in line with provisions of the “Agenda 2000” stating the importance of sub-regional cooperation in the future so that no dividing lines are drawn on the European continent. Among the fields of cooperation priority is given to development of infrastructure networks, commercial cooperation and creation of favourable conditions for foreign direct investments and sustainable development.

26. *TRACECA - TRANsport Corridor Europe-Caucasus-Asia* is the most ambitious and successful project in the Black Sea region under the European Union’s TACIS programme. It is designed to support the political and economic independence of the countries by enhancing their capacity to access European and World markets through alternative transport routes, to encourage further regional co-operation among the countries and to develop transport West-East corridor from Europe through Caucasus to the Central Asia and to connect this route to the Trans-European Networks having great significance for the international integration and is a regional priority. The most interesting projects within the TRACECA programme comprising of technical assistance and rehabilitation projects designed for the Black Sea region are: *Transport legal and regulatory framework*, providing technical assistance and database support in the field of transport legislation; *Regional traffic forecasting model*, facilitating development of the domestic and international road transport industries; *Inter-modal transport; Railways infrastructure maintenance in Caucasus*, designed for repair and maintenance of the rail networks, which hampers fluent transport in the region and to foster co-operation, revive traffic and stimulate revenues in the Caucasus region railway networks, and thus to support their operational and financial situation; *Restructuring of the Azeri and Georgian Railways; Rehabilitation of the Caucasian railway and Design and construction of a rail ferry facility in the port of Poti (Georgia)*.
27. Within the framework of the TACIS TRACECA programme the *Conference on the Restoration of the Historic Silk Route* was held in Baku on 8 September 1998 with participation of ten BSEC member countries (except Albania). The most important achievement of the Conference was the signing by the heads of delegations (Armenia, Azerbaijan, Bulgaria, Georgia, Moldova, Romania, Turkey, Ukraine and central Asian countries) of the *“Basic Multilateral Agreement on International Transport for the Development of the Transport Corridor Europe - Caucasus - Asia”* and Technical Annexes to the Basic Agreement on: international rail transport, international road transport, international commercial maritime navigation and customs procedures and documentation handling. The goals of the Basic Agreement and its technical annexes are as follows: development of economic relations, trade and transport communication in Europe, Black Sea region, Caucasus, Caspian Sea region and Asia ensuring access to the world market of road, rail transport and commercial navigation, ensuring traffic security, cargo safety and environment protection, harmonisation of transport policy and legal structure in the field of transport and creation of equal conditions of competition for transport operations. The Basic Agreement is open for ratification by the national parliaments.
28. *Memorandum of understanding on the development of the Black Sea Pan European Transport Area* – was signed by the BSEC Ministers of Transport and the European Commission on developing regionally integrated multi-modal

transport network within the framework of the declarations of the Helsinki Third Pan-European Transport Conference. Linking Trans European networks with the Black Sea PETrAs. At the same time the Action Programme for the Black Sea PETrA was evaluated (the issue is discussed by the Economic Committee).

IV. CONCLUSIONS

29. Transport systems integration is a developing, dynamic instrument designed to bring closer the countries of the region and provides the unique opportunity to the Black Sea region, given its geographical location, to serve as a main transport junction between Europe, Asia and the Middle East
30. Despite the discrepancies in the legislative procedures as well as patterns of trade relations, the BSEC countries committed themselves to establishment of adequate institutional structures in transport operations and adapt legal procedures to the international standards. The national parliaments are determined to undertake necessary steps to modify legislation and institutional arrangements within the framework of structural economic reforms so that the transport system responds to the newly emerging challenges. The national parliaments can provide timely legislative support to the implementation of mutually beneficial projects and facilitation of ratification process of the main documents related to the transport systems integration adopted by the government representatives. PABSEC has been facilitating and is providing full support to these actions.
31. The BSEC countries are increasing their actions towards establishment of peace, political stability, friendship and good neighbourly relations in the Black Sea region which constitutes one of the main goals of the Parliamentary Assembly of the Black Sea Economic Cooperation and is prerequisite for the success of the implementation of the multilateral projects.
32. In today's world individual nations can not formulate their policies without taking into account their role in contributing to the prosperity of the mankind both at regional and international arena. Economic, political, social, environmental interests must be increasingly viewed from this prospective. The concerted efforts of the member countries to make BSEC an integral part of the new European Architecture of the next millennium fully corresponds to the PABSEC objectives.