

Theses to the speech of Minister of  
Infrastructure of Ukraine  
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On 12<sup>th</sup> Annual Meeting of the  
Intergovernmental Commission TRACECA  
Odessa, 01.06.2016

**Dear Ladies and gentlemen, colleagues!**

On behalf of the Government of Ukraine and me personally let me greet all the participants of today's meeting of the Intergovernmental Commission TRACECA.

I would like to pay attention to a warm friendly atmosphere that prevails among the participants of the TRACECA Intergovernmental Commission, and a high level of trust, which is the key to the successful teamwork.

I hope today's meeting will not only contribute to the further development of the transport corridor TRACECA but also the development of Euro-Asian region as a whole

Ministry of Infrastructure of Ukraine is carrying out a consistent work on creating a modern transport infrastructure, new technologies, increasing flow of traffic in order to ensure integration of the transport system of Ukraine in the European one due to the association with the EU. We are paying special attention to the development of a network of international transport corridors

Ukraine's participation in the TRACECA program is one of the main ways of implementing the state policy in the field of transport.

During this period, since the eleventh session, Ukraine has done considerable work on the implementation of the Basic Multilateral Agreement and the implementation of previous decisions.

According to European directives and regulations, the implementation of which is envisaged in the Association Agreement, we have drafted the law "On

Railway Transport" which will introduce a new approach to the organization of transportation, liberalize the rail market and radically change the principles of tariff setting.

Meanwhile, a standard consignment bill CIM/IGTR has been successfully used on the rail transport.

In search of new ways to move under the growing trade flows, Ukraine is an attractive and competitive for the goods transit between Europe and Asia, North and South.

According to the Association Agreement one of the priorities of the bilateral cooperation is to improve the movement of passengers and goods, increase traffic fluidity between Ukraine, the EU and third countries in the region by removing administrative, technical, frontier and other barriers, to develop transport network and infrastructure, particularly in the main transport axes that unite Ukraine and the EU.

Thus, in order to develop the geography of routes we are working to extend the combined container trains such as "Viking" and "Zubr" between the countries of the Caucasus and Asia.

Container train "Viking" is an example of the connection between sea container lines of the Baltic region with a similar system of the Mediterranean, Black and Caspian Seas.

In the road sector the transfer of local roads under the responsibility of the respective regional state administrations with simultaneous sources of financial resources needed to implement the relevant functions is provided.

Moreover in accordance with the best European practices we have drafted a law on the order settlement of toll roads functioning.

Since the main reason for the outflow of goods in transit is excessive bureaucratization in the ports, the Government of Ukraine is working on:

- simplification of control procedures (reducing the number of regulatory bodies for ships and cargo registration in ports (from 6 to 1-2)
- reduction of port charges
- improvement of our own infrastructure and attraction of the investors by introducing a new procedure for concluding agreements, on the basis of which the compensation will be made by business entities in the strategic objects of port infrastructure.

50% discount to all types of port charges rates for transit cargo in the ports of Ukraine is supposed to be provided within the attraction of additional cargo flows.

In Odessa region ports, which essentially are the multimodal hub, measures to simplify the transit of freight are carried out in addition to the transport infrastructure development.

Thus, in order to reduce the number of permits required for customs clearance, introduced the principle of "Single Window" through the establishment of port community information system, and defined the basic principles of operation of such system on the recommendations of the UNECE.

In addition, we also have developed a road map in order to bring Ukrainian legislation in line with the EU law in the field of international maritime transport. The adoption of this document will promote the reform of state supervision and control, strengthen the responsibility and control of the movement of vessels, unify rules' sets and safety standards, harmonize the requirements and administrative procedures, improve the level of ports security and so on.

With a view to the implementation of the EU directives we have approved the changes to the procedure for registration of arrival ships in the seaport and for permit of the entry of the vessels to the sea and processing of vessels call from the seaport.

We have started the establishment of the vessels mobility system in Ukraine according to the European model and its further integration into the SafeSeaNet.

Taking into account that about 70% of dry goods of international trade between Europe and Asia are carried through seaports in universal large-tonnage containers, multimodal transportation development is one of priority directions which have strategic value for Ukraine's integration into the global transport system.

Thus, we are working on the draft law Ukraine "On multimodal transportation".

It was developed basic draft law "On inland waterway transport", which establishes common rules for inland waterways transportations, port infrastructure management, procedure of access to it and procedure for the commercial activities execution in river ports.

We have submitted to the Verkhovna Rada of Ukraine a draft law "On bringing Ukrainian legislation in the sphere of road transport in accordance with the European Union acts". This draft law provides certain European conditions for admission to the European market in road transport; it also improves the quality and safety of transport etc.

From January 1, 2016 Ukraine by fulfilling its international obligations has opened its inland waterways for ships sailing under the flags of third countries.

These are key points of the launched by us reform in the transport sector results of which are creating necessary preconditions for the efficient utilization of Ukraine's transit potential.

I am sure that the main condition for the further providing of a coherent transport policy is to unite our common efforts to optimize the work of national and international transport systems, since for many states transportation of

transit goods through its territory is an important source of services export and foreign exchange earnings to the budget.

Today we have a series of questions on the co-ordination of actions of the TRACECA member countries, the establishment of efficient, reliable transport links between Europe, the Caucasus and Asia.

I am confident that the meeting will give a new impetus to international cooperation and bring us closer to achieving a common goal.

**Thank you for attention!**