



# Logistics Processes and Motorways of the Seas II

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## General Objectives and Results



This project is funded  
by the European Union

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Team leader  
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Kiev, Ukraine



A project implemented by  
Egis International and Dornier Consulting



## Main project data

- **Project period:** 27 April 2011 – 26 April 2014

### **Beneficiary countries:**

- **Direct** - ENPI East and Central Asia  
Armenia, Azerbaijan, Georgia, Moldova, Ukraine,  
Kazakhstan, Kyrgyzstan, Uzbekistan, Tajikistan and  
Turkmenistan
- **Indirect** – Bulgaria, Romania, Turkey



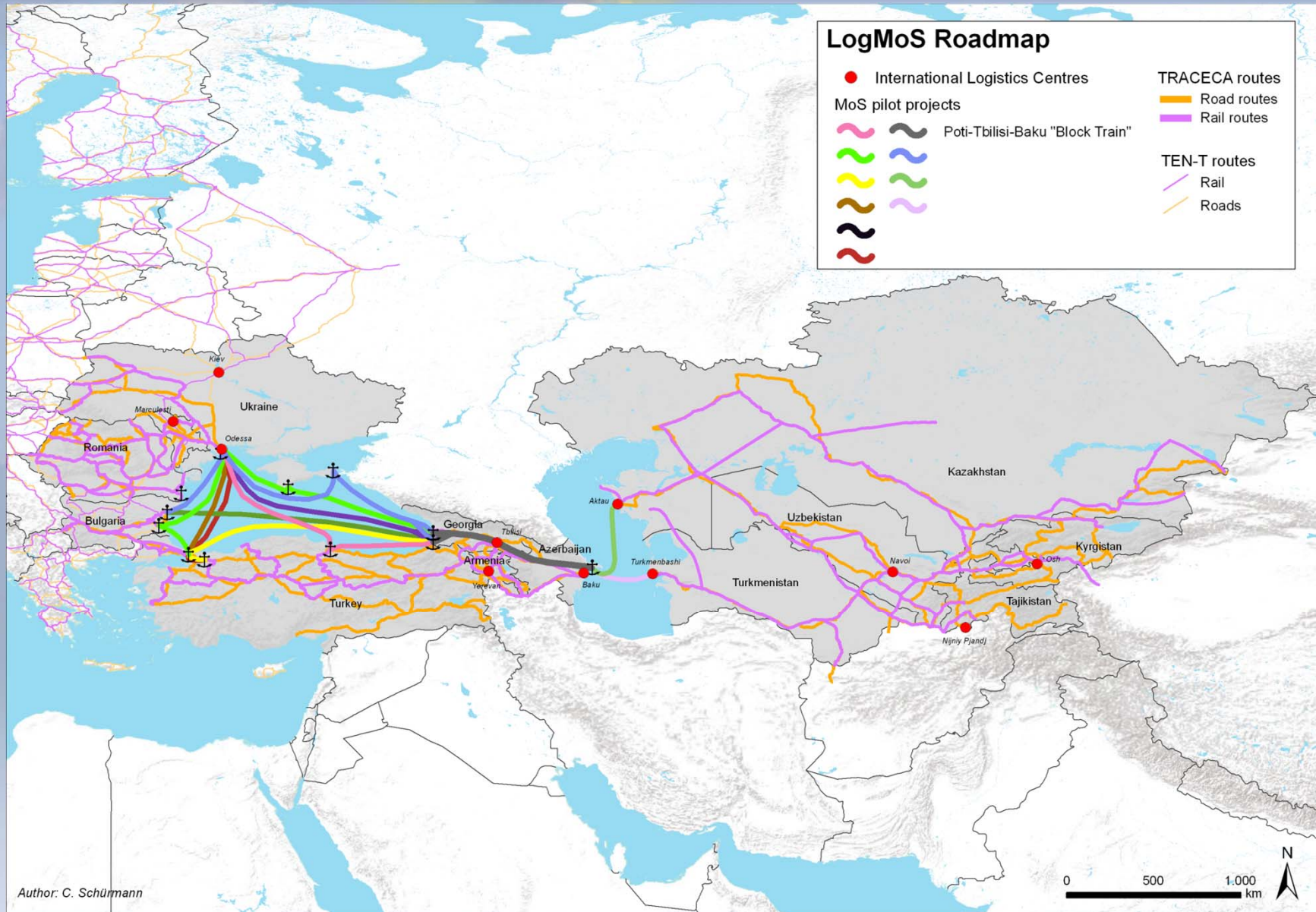
Follow up of EU-funded TRACECA projects implemented in 2008 – 2011:

- Motorways of the Sea (MoS) for Black Sea and Caspian Sea
- International Logistical Centres for Western NIS and Caucasus
- International Logistical Centres for Central Asia



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## Specific Project Objectives:

- Removal logistics bottlenecks to enhance trade between the EU and beneficiary countries.
- Facilitating flow of goods across Black and the Caspian Seas (maritime links - ports - logistic platforms – hinterland).
- TA in regulatory framework improvement and environmental management systems in ports.



## Outputs

- 1: Implementation of Motorways of the Sea concept  
Old and new projects in maritime and hinterland dimension
2. Regional networks of logistics centres  
Network approach and implementation
3. LOGMOS Master Plan
4. Regulatory change in maritime and intermodal sectors
5. Communication, Visibility and Information



## That means:

Follow – up 16 projects

+ 5 MoS + 5 ILC Central Asia + 6 ILC West

Monitor viability in changing environment and help implement

Identify 2-3 new projects

- MCA for both MoS and ILC projects - LOGMOS master-plan
- Case studies and feasibility studies

Define the core network of the TRACECA region

Pragmatic recommendations for regulatory change

Promotion



## How:

### Regional approach

- Act local – think regional
- National sector tasks forces for project implementation/identification
- Bilateral discussions to solve specific issues
- Regional workshops/meetings to agree on joint action plans

### Ownership

- Continuous active support from the beneficiaries
- Involvement of all stakeholders from the public sector
- Involvement of the private transport and logistics sector

### Pragmatic approach

- Realistic solutions to small problems rather than proposals about how to change the TRACECA world in one day





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**Thank you for your attention!**