



# TRACECA

TRANSPORT CORRIDOR EUROPE-CAUCASUS-ASIA

DARANUȚA INGA

GÎSCĂ ALINA

FB147

# HISTORY OF TRACECA

- **TRACECA Programme** was initiated at the *Conference in Brussels*, in *May 1993*, involving Ministries of Trade and Transport from *8 countries*: Armenia, Azerbaijan, Georgia, Kazakhstan, Kyrgyzstan, Tajikistan, Turkmenistan and Uzbekistan.
- In the period of *1996-1998* Ukraine, Mongolia and Moldova joined the Programme.
- At the **First Annual Meeting** of IGC TRACECA in *Tbilisi, March 2000*, Bulgaria, Romania and Turkey have become members of the Basic Multilateral Agreement of the international transport on development of the Europe-Caucasus-Asia corridor (MLA). At the **Second Annual Meeting** in *Taskent, April 24-25, 2002*, they joined the Programme.
- In *July 2009*, the Islamic Republic of Iran accessed to the MLA TRACECA

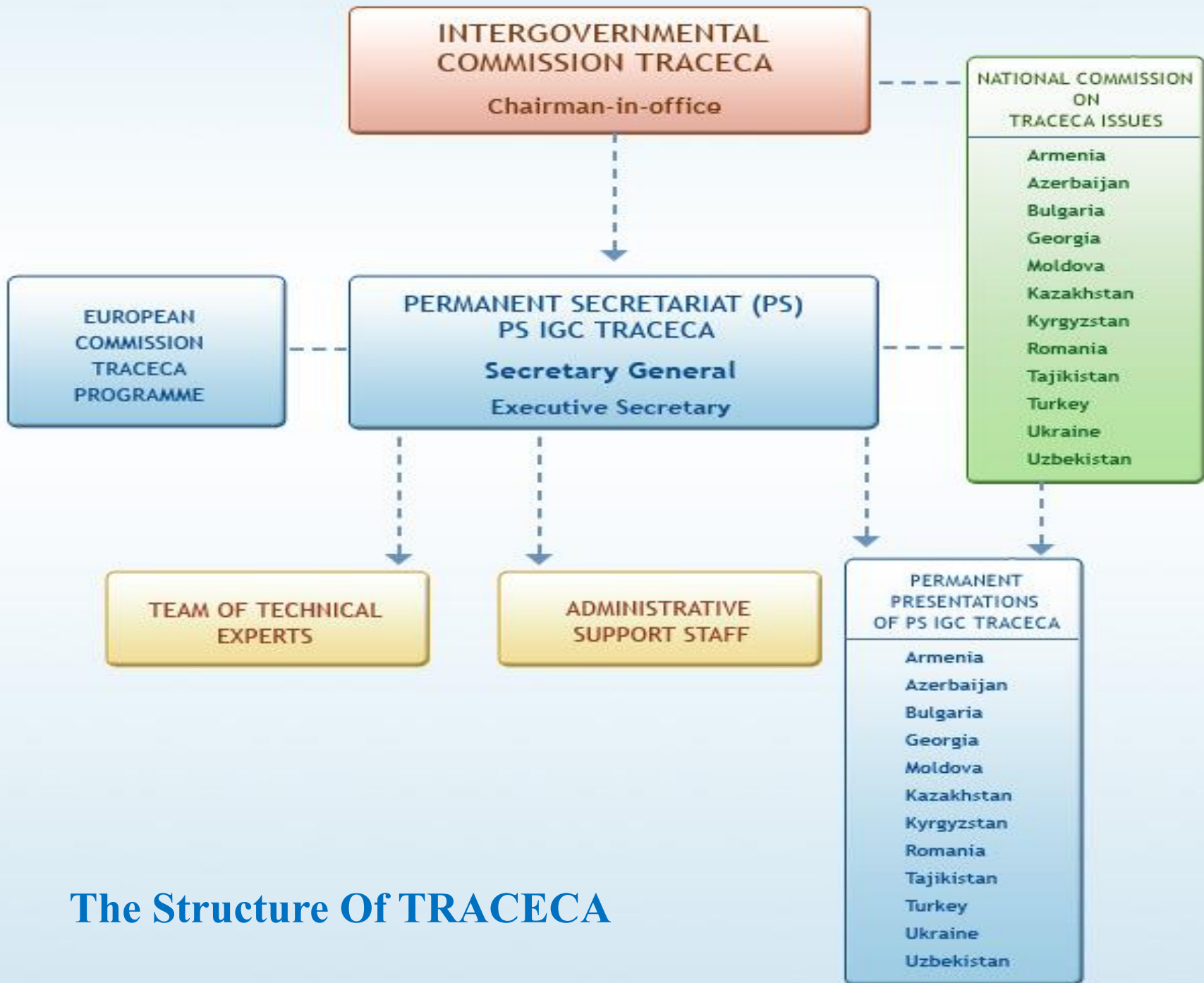
# TRACECA MEMBER COUNTRIES

TRACECA / ТРАСЕКА

Viking / Викинг

Black Sea Service / Услуги на Черном Море





## The Structure Of TRACECA

# THE GOALS OF THE TRACECA PROGRAM:



- Creation of the TRACECA corridor and the development of the *Trans-Siberian route* to the *North*;
- Unification of the TRACECA corridor with the *European transport networks*;
- Support of the political and economic independence of the CIS countries, and afterwards, of the participant states of the Basic Multilateral Agreement on International Transport for Development of the Europe-Caucasus-Asia Corridor.



# THE OBJECTIVES OF THE BASIC AGREEMENT ARE:

- To contribute to the development of **economic relations, trade and transport**; **communications** in Europe, in the Black Sea region and the Caucasus, in the Caspian Sea region and Asia;
- To facilitate access to the international market of road and railway transport as well as commercial navigation;
- To ensure **traffic safety, security** of goods and environment protection;
- To **harmonize** transport policies and the transport legal framework;
- To create **equal competition** conditions for the consolidation of the transport field;

# ASSUMPTIONS UNDERLYING THE PROJECT INTERVENTION



- The **principal assumption** is that the main beneficiaries and other project counterparts are able to actively **support** the project and **participate in project implementation** by providing necessary labor, equipment and facilities.
- The *Ministries of Transport* and TRACECA *National Secretariats* are expected to support the project in all its phases. In particular, access to necessary and relevant **information** and **data** should not be prevented.
- Furthermore, **political continuity** and **stability** in the countries is a key factor in pursuing their policy of regional integration and of establishing a viable, secure and safe land transport sector.

# MAJOR RISKS

- **Political instability** in some of the beneficiary countries;
- **Lack of co-operation** between the beneficiary countries on the cross-regional level;
- **No commitment** to address the different legal and organizational bases of the beneficiaries' authorities involved;
- **Rules and regulations** and interpretations;





# REPUBLIC OF MOLDOVA



**DURING THE IMPLEMENTATION OF INVESTMENT PROJECTS THE  
REPUBLIC OF MOLDOVA HAS BENEFITED OF THE FOLLOWING:**

- International Road Transport and Transit Facilitation (1998-2000) /
- Transportation prognosis and technical-economical bases (1999-2000);
- Harmonization of border crossing procedures ( 2001-2003);
- Unified Policy on Transit Fees and Tariffs (2001-2003);
- Technical and economical motivation for improving automobile and railway border crossing points between Moldova and Ukraine (2002-2004);
- Common Legal Basis for Transit Transportation (2003-2005);
- Capacity Development for Senior Transport Officials (2003-2005);
- Trade Facilitation and Institution Support (2004-2006).

# THE MENTIONED PROJECTS INCLUDE THE FOLLOWING:

- International Road Transport and Transit Facilitation (IRU): term - 1998-2000, budget (Euro) - 2 800 000;
- Intergovernmental Commission for the Implementation of the Multilateral Agreement on Transport: term - 1999-2001, budget (Euro) - 1 100 000;
- Traffic Forecasting and Feasibility Studies: term - 1999-2001, budget (Euro)-2000000;
- Intergovernmental Commission for the Implementation of the Multilateral Agreement on Transport (follow up): term - 2001-2002, budget (Euro) - 1 050 000;
- Harmonization of Border Crossing Procedures: term - 2001-2003, budget (Euro) – 2 000 000;
- Unified Policy on Transit Fees and Tariffs: term - 2001-2003, budget (Euro) – 2 000 000;
- TRACECA Coordination Team: term - 2001-2003, budget (Euro) - 500 000;
- Common Legal Basis for Transit Transportation: term - 2003-2005, budget (Euro) - 2 000 000;
- Capacity Development for Senior Transport Officials: term - 2003-2005, budget (Euro) - 1 800 000;
- Trade Facilitation and Institution Support: term - 2004-2006, budget (Euro)- 2 000 000;
- Freight Forwarders Training Courses: term - 2006-2007 budget (Euro) - 2 000 000.

# TRACECA ROAD SAFETY PROJECT



GLOBAL  
ROAD SAFETY  
PARTNERSHIP

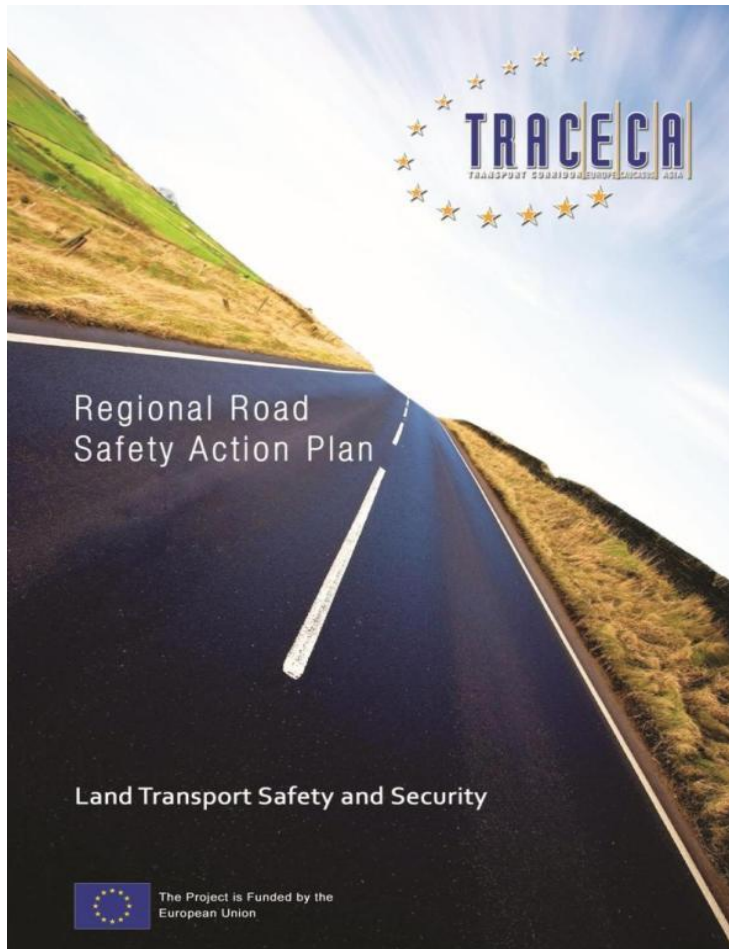
The TRACECA Road Safety II project brings together governments and civil society to actively promote the *safety* and *security* of road users, the public, property, and the environment within the Europe-Caucasus-Asia region's transport corridor.

- The project is funded by the European Union and involves 10 member states within the region.

## The Aim

- Aligning with road safety pillars four and five of the UN's Global Plan for the Decade of Action for Road Safety, the project aims to ensure safer road user behaviour and improved post-crash care.

# TRACECA REGIONAL ROAD SAFETY ACTION PLAN



1. Armenia
2. Azerbaijan
3. Georgia
4. **Moldova**
5. Kazakhstan
6. Kyrgyzstan
7. Tajikistan
8. Turkmenistan
9. Ukraine
10. Uzbekistan

# TRACECA REGIONAL ROAD SAFETY ACTION PLAN

## □ **Six Action Areas have been defined:**

- 1. Institutional Improvements**
- 2. Safer Infrastru**
- 3. Safer Vehicles**
- 4. Safer Road Use**
- 5. Medical Care for Crash Victims**
- 6. Changing Attitudes to Road Safety**



GLOBAL  
**ROAD SAFETY**  
PARTNERSHIP



# PROJECT OUTCOMES



GLOBAL  
ROAD SAFETY  
PARTNERSHIP

- 10 coordinated, multi-sector and multidisciplinary in-country working and advisory groups on road safety;
- 300 stakeholders with a shared vision of road safety;
- 10 groups of key stakeholder working groups with capacity to design and implement risk factor pilot interventions, effective public awareness campaigns, and other country-tailored pilot interventions;
- 300 trained traffic police officers to prevent traffic-crashes and deaths and to promote safer road user behaviours;
- 300 civil society members (staff, Red Cross and Red Crescent National Societies volunteers and representatives, and civil society organizations) trained in principles of advocacy for road safety and first response training;
- An online library of good practice public campaigns with access to Ministries, Road Safety Councils, Red Cross and Red Crescent National Societies, NGOs and the business sector;



**8th**  
leading cause  
of death globally



Leading cause of death  
for those aged

**15-29**  
years



**50%**  
of all road traffic  
deaths are among  
pedestrians, cyclists  
or motorcycle riders

HOW SAFE YOU  
ARE DEPENDS  
ON WHERE  
YOU ARE:  
**ROAD  
FATALITIES  
PER 100,000  
POPULATION**



# THIS KIND OF WORKSHOPS ARE BEING HELD IN ALL THE PARTNER COUNTRIES

- **Sub-regional workshop** was held on **22-24 October 2014**, in Chisinau on the topic of ‘Road safety fundamentals and interventions’ organized under the TRACECA Road Safety II Project;
- The workshop launched a series of activities to be implemented by the GRSP and a consortium of partners as part of the TRACECA Road Safety II project which aims to :
  - ✓ reduce road crashes and trauma by building regional and national partnership between stakeholders in the government, civil society and private sectors;
  - ✓ strengthening capacity through workshops and implementing pilot road safety interventions;



# CONCLUSION





**Thank You**