



PARLIAMENTARY ASSEMBLY OF THE BLACK SEA ECONOMIC COOPERATION  
**PABSEC**

INTERNATIONAL SECRETARIAT

Doc.: GA54/LC54/REC171/19

**RECOMMENDATION 171/2019\***

**“Legal and Political Aspects of the Development of Transport Routes in the BSEC Region”**

1. The Parliamentary Assembly of the Black Sea Economic Cooperation (PABSEC) underlines that the development of transport routes in the BSEC Region, which is an important transit corridor and strategic intersection of major transport routes, is of the paramount importance for achieving the overall economic progress and boosting interaction among the countries. Effective connectivity along the highly functioning routes is critical to ensuring sustainable development in the wider Black Sea region.
2. The PABSEC recalls its transport-related Recommendations: Recommendation 13/1996 on Cooperation in Transportation among the BSEC Member States; Recommendation 29/1998 on the Transport in the Black Sea Region; Recommendation 40/1999 on the Legal and Political Aspects of the Transport Systems Integration Process in the Black Sea Region; Recommendation 84/2005 on Development of Transport Infrastructure in the Black Sea Region; Recommendation 140/2014 on the Role of Parliaments of the BSEC Member States in the Enhancement and Regulation of International Passenger and Cargo Transportation in the BSEC Region, and reiterates the commitments stated therein.
3. The PABSEC welcomes the efforts of the BSEC Member States in developing a sustainable transport system by means of application of existing legal mechanisms, long-term planning and consecutive political decisions. These steps are important for coordinated development of infrastructure and investment projects with the highest added value for the Region. Application of proper legal and political measures leads to achievement of fully integrated multimodal transport system that is efficient, safe and secure.
4. The PABSEC stresses that the development of economic cooperation in general, and transport routes, in particular, are vulnerable to general political climate. The sound neighborly relations enhance ground to debate, discuss, and analyze growing and evolving transport challenges in the context of the changes in society, technology, environment and public policy.

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\* Assembly debate on 20 November 2019 (see Doc.: GA54/CC54/REP/19, Report of the Legal and Political Affairs Committee on *Legal and Political Aspects of the Development of Transport Routes in the BSEC Region*, discussed in Sochi, on 25 September 2019).

Text adopted at the General Assembly in Sofia on 20 November 2019

5. The PABSEC appreciates the efforts made by the Organization of the Black Sea Economic Cooperation (BSEC) within the framework the “BSEC Economic Agenda: Towards an Enhanced BSEC Partnership”, adopted in Istanbul in June 2012, recommending the establishment of an efficient transport network. At the same time, the sustainable development of cooperation in civil aviation and maritime transport are to be duly evaluated. The PABSEC welcomes the results of the BSEC Working Group on Transport and expresses full support to the final documents adopted by the Ministerial Meetings on the wide range of issues in the field of transport.

6. The PABSEC shares the global approach that focuses on the implementation of the United Nations 2030 Sustainable Development Agenda and its Sustainable Development Goals (SDG), particularly Goal 11.2: “by 2030, to provide access to safe, affordable, accessible and sustainable transport systems for all and improving road safety” and its 11 targets. This framework needs to be appropriately tailored to specific political, legal, economic, social and cultural circumstances of each country.

7. PABSEC supports the cooperation established between the BSEC and the UN Economic Commission for Europe (UNECE), International Road Union (IRU), International Road Federation (IRF) as well as the Sectoral Dialogue Partners in transport field like the Black and Azov Seas Ports Association (BASPA), the Black Sea International Shipowners Association (BINSIA), the Black Sea Region Association of Shipbuilders and Ship repairers (BRASS) and the BSEC-URTA in taking measures at different levels for developing transport routes in the BSEC region.

8. Therefore, the PABSEC recommends that the parliaments and the governments of the BSEC Member States:

- i. *take legislative measures* on the development of sustainable intermodal transport and logistics system for providing additional transport options to existing and future trade flows between BSEC Member-States, and at a global scale;
- ii. *provide legislative support* to the introduction of new technologies and trade facilitation tools for digitalization, as well as facilitation of border crossing and fast and seamless transition of goods through transport corridors;
- iii. *further encourage* implementation of projects foreseen by the Memoranda of Understanding on Facilitation of Road Transport of Goods, Coordinated Development of the Black Sea Ring Highway and Development of the Motorways of the Sea in the BSEC Region;
- iv. *support* the strategic targets in the transport sector identified in the “BSEC Economic Agenda: Towards an Enhanced BSEC Partnership” (2012), in particular its Goal 3: “Establishment of an Efficient Transport Network”;
- v. *support* the organization of regional training seminars, round tables and events aimed at sharing best practices and exchange of information in the sphere of transport among experts of the BSEC Member States, other states and international organizations;
- vi. *continue* the work on negotiating on the draft Memorandum of Understanding on the Development of Multimodal Ferry Lines in the Black Sea Region between interested Member States;

- vii. *provide* legislative support to the measures related to the facilitation of border crossing and fast and seamless transition of goods through transport corridors, including the use of electronic documents such as digital BSEC ePermit, eTIR, eCMR;
- viii. *consider* the implementation of an online multi-entry e-Visa application for the professional drivers - nationals of BSEC Member States;
- ix. *collaborate* with the UNECE, IRU and BSEC-URTA on measures to develop the Implementation of the International Vehicle Weight Certificate (IVWC) under Annex 8 to the International Convention on the Harmonization of Frontier Controls of Goods;
- x. *utilize* the valuable expertise of the BSEC Sectoral Dialogue Partners, in particular, BSEC-URTA, BASPA, BRASS and BINSAs on the issues of facilitation of road, maritime and multimodal transportation;
- xi. *ensure* the participation of the interested member countries in the “BSEC Permit Project” in order to obtain full efficiency from the project, aiming at gradually liberalize the road transport in the BSEC Region;
- xii. *appeals* to the BSEC Member States to properly implement the UNECE transport related conventions such as TIR Convention and Harmonization of Frontier Controls of Goods Convention, the WTO Trade Facilitation Agreement, which are providing seamless cross-border transport and transit;
- xiii. *promote* a single window system, joint control procedures aimed at reducing waiting times at national border crossing points and facilitating custom checks;
- xiv. *take* tangible legislative measures in order to establish the e-data exchange mechanism with the neighboring states and potential regional partners for a more comprehensive risk analysis securing the expeditious transport and trade facilitation.

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