



**Organization for Security and Co-operation in Europe**

**The Secretariat**

**Department for Chairman-in-Office Support**

**Seminar on  
The Role of Trans-European  
Infrastructure for the Stability and  
Co-operation in the Black Sea Region**

*Sofia*  
*15-17 November 1995*

**(Consolidated Summary)**



**SEMINAR ON INFRASTRUCTURES**

**S O F I A**

**15-17 NOVEMBER 1995**

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 List of contents

I.	Agenda	2
II.	Organizational Modalities	6
III.	Summary of Chairman	8
IV.	Summaries by Moderators	
	<i>Present status of existing infrastructure projects and identification of future possibilities for developing and modernizing infrastructure in the field of transport, communications and energy in the Black Sea region. The significance of infrastructure in the Black Sea region as an integral part of the trans-European infrastructure</i>	10
	<i>Possible measures to accelerate implementation of existing infrastructure projects and to improve co-operation between recipient countries, international economic and financial institutions and donor countries. Conditions for greater involvement of private investors for financing of infrastructure projects. Employment of local labour force, industrial facilities and intellectual resources</i>	13
	<i>The role of sub regional and transborder co-operation among States of the Black Sea region for the development of national and intraregional infrastructure links. Measures to facilitate border crossings</i>	16
	<i>Identification of possible steps at sub regional and regional level to overcome the special economic problems arising from the disruption of traditional infrastructure links between the countries in the region. Alternative means of support and assistance by the international community as a way of enhancing stability in the region and in the whole OSCE area</i>	18
V.	List of Participants	20
VI.	List of Documents distributed during the Seminar	36

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## I. Agenda (with Moderators, Rapporteurs and Keynote Speakers)

<p><b>Day One</b> <b>Wednesday, 15 November 1995</b></p>
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Opening statement by **H.E. Mr. Jean VIDENOV**, Prime Minister of the Republic of Bulgaria

Address by **H.E. Mr. Zhelyu ZHELEV**, President of the Republic of Bulgaria

Address by **Mr. André ERDÖS**, Deputy State Secretary, Personal Representative of the Chairman-in-Office

Address by **Mr. Yves BERTHELOT**, Executive Secretary of the UN/ECE

Plenary interventions

### Working Group I, First Session

*Present status of existing infrastructure projects and identification of future possibilities for developing and modernizing infrastructure in the field of transport, communications and energy in the Black Sea region. The significance of infrastructure in the Black Sea region as an integral part of the trans-European infrastructure*

*Moderator:* **Mr. Dimitris KOURKOULAS**, Political Advisor, Directorate General-I, European Commission

*Rapporteur:* **Mr. Thomas PRICE**, OSCE Co-ordinator, Office of Regional Political and Security Issues, US Department of State

- \* “European Technical Infrastructure and Regional Development of Bulgaria” — Keynote speech by **Mr. Nikolay GRIGOROV**, Deputy Minister of Territorial Development and Construction of Bulgaria
- \* “Present status of existing infrastructure projects and future possibilities for acceleration the realization of current infrastructure projects” — Keynote speech by **Mr. José CAPEL FERRER**, Director, Transport Division, UN/ECE
- \* “Importance of adequate infrastructure for economic development and prosperity” — Keynote speech by **Mr. Charles MEISNER**, Assistant Secretary of Commerce, US Department of Commerce

Discussion

## Working Group I, Continuation of the First Session's Discussion

### *Presentations:*

1. Importance of restructuring the transport system and adequate infrastructure in telecommunications and energy for the region of Black Sea — **Mr. Manfred CARSTENS**, Parliamentary State Secretary in the Federal Ministry of Transport, Germany
2. Role of telecommunications as an important bridge between peoples and nations. Priorities of Bulgaria in expanding international connectivity — **Mr. Mihail DANOV**, President of the Bulgarian Telecommunications Company
3. Role of the ITU in the development of telecommunications as a tool for building peace, economic development and stability — **Mr. Nurgün AKYÜZALP**, Head of Division, International Telecommunication Union
4. Ways and means of further co-operation in the field of telecommunications — **Mr. Odd HAUGAN**, Senior Project manager, EBRD

### Discussion

<p><b>Day Two</b></p>
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<p><b>Thursday, 16 November 1995</b></p>
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## Working Group II, First Session

*The role of sub regional and transborder co-operation among States of the Black Sea region for the development of national and intraregional infrastructure links. Measures to facilitate border crossings*

*Moderator:* **Mr. José CAPEL FERRER**, Director, Transport Division, UN/ECE

*Rapporteur:* **Ms. Marlene KAUFMANN**, US Commission on Security and Co-operation in Europe, Helsinki Commission, Washington

- \* Measures to facilitate border crossings — Keynote speech by **Mr. Thomas BOLAND**, PHARE Programme, KAMPSAX International Company
- \* Strategy for transport development programme as reflected in the transport study of the Balkan region — Keynote speech by **Mr. Nigel ASH**, Technical Director, Sir Alexander Gibb & Partner Ltd.

### Discussion

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## Working Group I, Second Session

*Possible measures to accelerate implementation of existing infrastructure projects and to improve co-operation between recipient countries, international economic and financial institutions and donor countries. Conditions for greater involvement of private investors for financing of infrastructure projects. Employment of local labour force, industrial facilities and intellectual resources*

*Moderator:* **Mr. Olivier DESCAMPS**, Director of Country Team, EBRD

*Rapporteur:* **Mr. Nicholas STANCIOFF**, Principal Banker, Deputy Resident Representative, EBRD

- \* Possible measures to accelerate implementation of existing infrastructure projects and to improve co-operation between recipient countries, international economic and financial institutions and donor countries — Keynote speech by **Mr. Claus-Dieter von SCHUMANN**, Representative of the European Commission to the OSCE, Directorate General, External Relations
- \* Development of the transport infrastructure of Bulgaria as an integral part of Trans-European transport corridors and as a key link between Central Europe and the Middle East — Keynote speech by **Mr. Lachezar LALOV**, Deputy Minister of Transport of Bulgaria

Discussion

<b>Day Three</b>
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<b>Friday, 17 November 1995</b>
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## Working Group II, Second Session

*Identification of possible steps at sub regional and regional level to overcome the special economic problems arising from the disruption of traditional infrastructure links between the countries in the region. Alternative means of support and assistance by the international community as a way of enhancing stability in the region and in the whole OSCE area*

*Moderator:* **Mr. Fabrizio OSSELLA**, Resident Representative in Bulgaria, UNDP

*Rapporteur:* **Ms. Marlene KAUFMANN**, U.S. Commission on Security and Co-operation in Europe, Helsinki Commission, Washington

- \* Importance of diversified energy industry for effective participation in Trans-European Infrastructure for energy exchange — Keynote speech by **Mr. Konstantin RUSSINOV**, Chairman of the Committee of Energy of Bulgaria
  
- \* Key factors of the development of the Black Sea energy transit regime — Keynote speech by **Mr. Kevin MCCANN**, SFF Company

Discussion

## Closure

Summaries by the moderators of the Working Groups

Chairman's summary

Concluding remarks by **Mr. Konstantin GLAVANAKOV**, Deputy Minister of Foreign Affairs, Bulgaria

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## II. Organizational Modalities

1. OSCE Participating States are invited to send delegations of experts from both governmental and private sector/NGO to the Seminar. Participation of private businessmen should be particularly encouraged.
2. Japan, the Republic of Korea and non-participating Mediterranean States, will be invited to participate in the Seminar.
3. The following international organizations and institutions and regional groupings will be invited to send experts to attend the Seminar: United Nations Economic Commission for Europe, Organization for Economic Co-operation and Development, World Bank, International Monetary Fund, European Bank for Reconstruction and Development, European Investment Bank, International Telecommunication Union, United Nations Development Program, International Conference on Former Yugoslavia, Danube Commission, International Permanent Secretariat of the Black Sea Economic Cooperation and Commonwealth of Independent States.
4. Relevant NGOs are welcome to participate and should inform the OSCE Secretariat of their intention to do so.
5. The Seminar will consist of six sessions, i.e. an opening and closing plenary, chaired by the representatives of the host country and four sessions of two Working Groups. Each Working Group will have two sessions and will be chaired by a moderator, who will encourage a lively exchange of views. Each working group's topic will be introduced by the keynote speaker. Each moderator, assisted by a rapporteur, will provide the Chairman of the Seminar with a brief summary (2-3 pages) of the Working Groups' discussion before the final plenary.
6. The two moderators and the two rapporteurs of the Working Groups will be designated by the host country in consultation with interested participating States.
7. Each moderator should provide the OSCE Secretariat with a brief outline of his/her "scene-setting" remarks and issues to be discussed during the working group sessions. OSCE translators in Vienna will translate these documents, as necessary. Each moderator should also provide a brief curriculum vitae to the OSCE Secretariat.
8. Keynote speakers are invited to prepare 10-15 minute interventions. Talking points of the keynote speakers' interventions should be sent to the OSCE Secretariat for translation well before the Seminar. Moderators' "scene settings", together with talking points of the keynote speakers would be circulated by the OSCE Secretariat in advance of the seminar. Plenary interventions will be limited to seven minutes.
9. At the final Plenary meeting, the Chairman's summary will be presented and distributed in written form. The Chairman's summary will be submitted to the Chairman-in-Office and to the Chairman of the Fourth Meeting of the Economic Forum of the OSCE.
10. Existing OSCE rules and procedures and working methods will apply to the Seminar.

11. Dependent upon the received voluntary financial contributions to assist the host country in organizing the Seminar, the host country, in co-operation with the OSCE Secretariat (hiring of language service especially), will be ready to organize the sessions of the Seminar with simultaneous interpretation into the six OSCE languages.

12. The participants will have at their disposal one conference hall with simultaneous interpretations for Plenary and Working Groups and several smaller rooms for informal meetings. Delegations will also be provided with the necessary facilities for the distribution of relevant documents and information materials.

13. Appropriate arrangements for press coverage will be provided.



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### **III. Summary by the Chairman, Deputy Foreign Minister of Bulgaria, Mr. Konstantin Glavanakov**

The Seminar was held within the economic dimension of the OSCE.

The OSCE provided the political framework for a focused discussion on key aspects of trans-European infrastructure in the fields of transport, communications and energy, and on their role in improving the economic and social situation in the countries of the Black Sea region.

It was generally recognized that development of infrastructure contributes to fostering security and stability in the region and has a direct impact on regional co-operation, economic development and prosperity.

Problems related to infrastructures were discussed in two Working Groups, the first one dealing with infrastructures in the Black Sea Region as an integral part of trans-European infrastructure and the second with sub-regional and transborder co-operation aspects.

Participants reviewed the work being pursued by participating States and within the framework of regional and sub-regional organizations with a view to improving the situation. They stressed the importance of these forms of co-operation and co-ordinated action.

Co-operation in the development of infrastructure between countries of the region and the international community was viewed as a key element in ensuring economic integration and policy convergence. It was stressed that the rehabilitation, modernization and upgrading of infrastructure are basic prerequisites for the success of the ongoing process of economic transition and democratic development.

Participants evaluated the present state of infrastructures in the Black Sea region and expressed their understanding that they are inadequate to support economic growth, expansion of trade and cross-border co-operation.

It was also recognized that a more active approach needs to be taken by the States of the region and the international community in resolving the pressing infrastructure problems that have evolved in South Eastern Europe and the Black Sea Region. Specific measures should be elaborated to overcome the consequences of the disruption of traditional transport and communication links with Central and Western Europe.

An open, meaningful and result-oriented dialogue was conducted on key issues concerning the prospects for the development of regional and trans-European infrastructure projects.

Special emphasis was placed on the four corridors approved by the Pan-European Transport Conference (Crete, March 1994) that pass through the Black Sea region. A number of participants put forward their views regarding the need to construct branches to corridors Number IV, VIII and IX and missing links such as bridges. Special emphasis was also laid on the Trans-European Networks (TEN) priority projects of the EU in relation to infrastructure in the Black Sea region. Participants also discussed implementation of the TEM and TER projects of the UN/ECE.

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Attention was devoted to the PHARE INTERREG programme and the Transit Facilitation Programme for removing bottlenecks. The view was expressed that elimination of border crossing delays is one of the most cost-efficient ways of increasing traffic flow capacity.

The importance of the private sector for improving infrastructure was stressed. The participation of a large number of representatives of the business community and national operators in the Seminar was an important factor enriching the substance of the discussions.

A number of studies from governmental institutions and consultant firms were presented. The Transport Study of the Balkan Region undertaken under the EC's PHARE multi-country programme, as well the US South Balkan Development Initiative, were considered useful in promoting co-operation among countries in the region.

The Seminar noted the positive impact that bilateral and multilateral consultations between Governments in the region have on taking action in the field of transport, telecommunications and energy transfer. It was stressed that infrastructure development requires further co-ordination and agreement on common priorities. In this respect a suggestion was made to establish a "focal point" for exchange of information and synchronization of efforts.

Participants considered several types of action for modernizing and upgrading the infrastructure in the Black Sea Region by accelerating the implementation of current projects, namely:

- a comparative and rational assessment of relative priorities, identifying those projects which have a maximum multiplier effect;
- establishment of appropriate legal and economic frameworks in each country;
- innovative approaches to bridging the gap between infrastructure needs and available financial resources: increased taxes, user tolls, greater activism on the part of the international financial institutions, bilateral assistance programmes and private sector funding.

Participants expressed their conviction that the Seminar constituted an important event in the development of the economic dimension of the OSCE. Its results would be reported and followed up in the appropriate OSCE bodies.

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## IV. Summaries by Moderators

### Working Group I, First Session (morning and continued in the afternoon)

*Present status of existing (short, medium and long-term) infrastructure projects and identification of future possibilities for developing and modernizing infrastructure in the field of transport, communications and energy in the Black Sea region. The significance of infrastructure in the Black Sea region as an integral part of the trans-European infrastructure*

#### **Moderator: Mr. Dimitris KOURKOULAS, European Commission**

The morning session was limited to three keynote speakers who addressed basic issues relating to transportation infrastructure. The first noted that the Black Sea region, traditionally one of confrontation between competing powers, is now a region which presents a special opportunity – the possibility of being transformed into a bridge of peace and friendship linking three continents: Asia, Europe, and Africa. Noting that a country's infrastructure has implications for its neighbours and, indeed, for all of Europe, he offered on behalf of the Bulgarian Government to host a centre for improving international co-operation in the field of transport. He also emphasized that the full realization of the Black Sea region's potential depends on developing ports, ferry services, coastal facilities, railways, roads, pipelines, bridges, etc. – “none of which can currently be described as ‘good.’” But improving them is a worthy goal because it would lead not only to improved neighbourly relations but also to enhanced economic development. The first speaker concluded by emphasizing that stability and security in southern Europe are twin priorities of Bulgaria's foreign policy, and that improved infrastructure links are essential to achieving this goal.

The second speaker began with two questions: What projects for infrastructure improvements in the region already exist? And what can be done to accelerate the realization of these projects? He observed that the fall of the Iron Curtain had dramatically revealed the inadequacy of infrastructure in eastern Europe and the former Soviet Union, but that in the intervening six years the situation had remained largely unchanged, and might even have worsened. Outlays on infrastructure in this region have actually declined in relative terms since 1989, and the armed conflict in the former Yugoslavia has accentuated this decline. The inadequacy of the current infrastructure hampers the development of East-West trade and impedes the economic transformation of the countries in the region. The measures that can be taken to accelerate the implementation of current projects are of three kinds: a rational assessment of relative priorities, with a real effort to identify those projects which have a maximum multiplier effect; establishment of an appropriate legal/economic framework in each country; and the allocation of significantly greater funds for these projects, through increased taxes, user fees, greater activism by the IFI's, and/or private sector funding.

The third speaker talked about the importance of adequate energy supplies as *a sine qua non* for economic development and prosperity. Since not all countries in the region are equally endowed with energy resources, one of the principal functions of infrastructure is to facilitate the

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distribution of these supplies: electricity, oil, natural gas, etc. Such distribution requires adequate pipelines, ports, shipping, railroads, etc. – infrastructure improvements across the board. The speaker gave several dramatic examples of how trade between the U.S. and its neighbours had increased as a result of improved road networks, border crossing points, and the like, bringing greater prosperity to the entire region, and therefore increasing stability and security. The U.S. belief that links of all kind contribute to building prosperity, stability, and security is demonstrated by President Clinton's commitment to the South Balkan Development Initiative, which supports projects such as transit corridors, new railway lines, improved ports and border crossing points, etc. But in the last analysis, the third speaker concluded, improving the infrastructure in the region depends on the will of the states involved and on their ability to co-operate with each other.

The afternoon session began with the last of the speakers, who had originally been scheduled to speak in the morning session. He emphasized the importance of re-structuring the transport system in this region and the hope of the German government that there will be lasting peace in the region. Underlining his belief that neither peace nor freedom come on their own, he discussed the need to find the right solutions to problems in the former Yugoslavia, to questions about the future of Russia, and to the threat posed by trans-frontier crime. In seeking these solutions, it will be important to ensure that there is good infrastructure in telecommunications and energy as well as in transport. He concluded by pointing out that Germany's bilateral relations with countries in this region have developed in a very positive way, and that its export flows to the region have correspondingly increased; "but we also pay," he added, both in terms of bilateral assistance programs and in terms of contributions to multilateral programs such as PHARE, TACIS, etc.

The next speaker echoed his predecessor's words to the effect that the time in which we live is one for building bridges, and emphasized that telecommunications provide one of the most important bridges between peoples and nations. For Bulgaria, he emphasized, the expansion of international relationship is a top priority. He then provided a detailed exposition of Bulgarian objectives in this area. The following speaker, representing the ITU, explained the role of the ITU and a good bit of its history. He noted that the Secretary General of the ITU has asserted that telecommunications are the best tool for building world peace, constituting, as they do, a *sine qua non* for the economic development which leads to prosperity and stability. This being so, he concluded that the development of telecommunications in this region should be considered a prerequisite for peace and prosperity and that the ITU – in keeping with its mandate – can serve as a partner in co-ordinating efforts, training, running telecommunications on market principles, etc. The third keynote speaker of the afternoon session agreed that telecommunications, and especially broadcasting, are a powerful tool for building peace because they offer such an effective way of spreading knowledge and raising consciousness. He cited the Trans-Balkan line as a good example of regional co-operation, and then asked: "Why not other forms of co-operation? What about common training facilities? Common testing labs? Or a telecommunications college? Or a management training centre for the region?" He concluded that perhaps what we most need in this area is a commission to examine these questions and decide on shared priorities.

In the discussion which followed these seven keynote speakers, the participants in the seminar noted with appreciation that the speakers represented a wide variety of backgrounds and professional experience – as well as a good balance between the public and private sectors. One

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of the interventions stressed the enduring importance of railways for European infrastructure. Another gave useful details of the attempt by outside experts to decide where it makes most sense to build another bridge across the Danube between Romania and Bulgaria. Another, speaking for the Bulgarian government, expressed agreement with the general conclusions of this study. A representative of the ICFY noted that it would be extremely important to consider economic relations among the states of the former Yugoslavia once there was a peace settlement there, and that it was at least as important to consider economic relations between these states and their neighbours lest they be isolated or completely ignored in the process of alleviating infrastructure inadequacies in the region. He suggested several possible infrastructure projects within the former Yugoslavia and between the former Yugoslavia and its neighbours, noting that political relations among these states would have to be such as to allow such projects to go forward, for the projects themselves could be expected to improve political relations further. There was widespread agreement with these ideas.

A representative of the Black Sea Economic Co-operation discussed some of the projects this regional grouping plans to undertake, as well as some recent decisions it has made. The delegations of Greece and Turkey amplified on this presentation. A member of the Russian delegation talked about the shortage of electric power in the Black Sea region and pointed out some of the ways in which the Russian Federation is trying to cope with this problem. He advocated a concentration on major projects rather than a proliferation of minor projects in places which are of lesser importance. A representative of INMARSAT presented an interesting definition and history of this world-wide mobile satellite communications service, lamenting certain regulatory constraints and the fact that some telecommunications companies seemed to see INMARSAT as a competitor rather than a partner. This presentation sparked an interesting discussion of relations between operators and regulators, and the need for improved dialogue between the two groups.

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**Working Group I, Second Session**

*Possible measures to accelerate implementation of existing infrastructure projects and to improve co-operation between recipient countries, international economic and financial institutions and donor countries. Conditions for greater involvement of private investors (national and foreign) in financing infrastructure projects. Employment of local labour force, industrial facilities and intellectual resources*

**Moderator: Mr. Olivier Descamps, EBRD**

The topics under discussion were presented by Mr. C.-D. von Schumann from the EC and Mr. L. Lalov – Deputy Minister for Transport of Bulgaria, and were addressed from various view points by a number of delegations and by representatives of the business community.

The first keynote speaker stressed that co-operation in the development of infrastructure is a key element in ensuring integration and policy convergence. Touching upon the issues of approximation and harmonisation of market access, the speaker elaborated on the requirements for the countries of Central and Eastern Europe arising from participation in the Internal Market upon their accession to the EU. The gradual harmonisation of legislative and regulatory mechanisms, as well as the creation of implementation and enforcement structures, were presented as an essential element in the improvement of infrastructure. Further on, the idea was expressed that economic integration among countries of Central and Eastern Europe, with the EU will modify transport flows and necessitate the development of new infrastructure. The need for improved co-operation and co-ordination and also for proper structuring and phasing of infrastructure projects according to economic requirements was stressed. The interrelationship between projects and their timely integration into an overall network was also pointed out as essential. It was suggested that agreement on common priorities should be further developed at a more technical level in other fora. The conclusion was drawn that the required investment levels in Trans-European networks are extremely high, so that financial issues play a more prominent role in the design and funding of these major infrastructure projects. Furthermore, pressure on strained national budgets makes the financing of infrastructure increasingly problematic. While international financial institutions are currently the major source of funding for these projects, it is expected that supplementary arrangements and non-conventional financing with private-sector involvement will also be required. Several factors impeding greater involvement of the private sector in infrastructure projects in countries of Central and Eastern Europe were mentioned. Recommendations were made as to possible ways of overcoming their current perceived financial unattractiveness for private investors. The role of the PHARE programme in alleviating infrastructure problems was described.

The second keynote speaker presented the basic tasks to be performed by the Ministry for Transport of Bulgaria in rehabilitating existing transport infrastructure, the layouts and conditions of the four transport corridors crossing the territory of the country and the importance of combined transport. Information on the necessary funding was provided.

In his statement the representative of Albania described the present state of transport, energy and telecommunications infrastructure in the country and the steps undertaken under the current economic reform. Modernisation and upgrading of infrastructure is sought through foreign investment in projects of particular interest and privatisation of certain sectors. The importance of the West-East transport corridor linking the Adriatic and Black Sea regions and the implementation of the INTERREG 2 programme were stressed.

The representative of the Russian Federation pointed out the importance attached by his country to the integration of the railway infrastructure of the Black Sea region into the Euro-Asian network. Future stabilisation in the Caucasus will lead to a significant increase in railway traffic between Russia, Turkey and Asian countries. Particular attention is given to corridor No. 9 which, in the view of Russia, should also become a European priority. Some important infrastructure projects will soon be submitted to the BSEC and other relevant international organisations.

A speaker from the Japanese business community spoke about a "modern Silk road" which will integrate the economy of the West European and the Black Sea region with other regional economies, thereby leading to the formation of a global economy. The "modern Silk Road" should comprise the development of global railway, highway and telecommunications networks as well as that of trans-continental energy pipelines. In this context, a new framework for international co-operation for global projects was proposed. Similar ideas were expressed by a representative of a specialised international railway organisation.

Representatives from the Italian private sector stressed the importance of infrastructure networks for the transmission and exchange of electrical power among countries in the Black Sea region, and of the connection and synchronisation of these networks with those in the European Union, and with Italy in particular. In this context, mention was made of specific projects, involving their own companies as operators. Italian businessmen shared their experiences in signing contracts with some countries of the region for the design and construction of sections of electric power transmission lines.

In the ensuing discussion a representative of the business community made an overall analysis of the root causes of possible difficulties in the implementation of infrastructure projects and described some remedial measures. In order to ensure adequate implementation of internationally funded infrastructure projects, measures for the introduction of specific new national procedures and structures; the adjustment of existing internal structures and procedures; and the training of high- and mid-level staff were elaborated.

A representative of a consultant firm presented his views on how to manage preparatory studies and tenders for a private finance project with emphasis on the Build-Operate-Transfer form of private financing.

Referring to the experience gained in connection with certain ambitious infrastructure projects in the recent past, another speaker pointed out some problems regarding the interrelationship between private and public financing of such projects. Some practical recommendations in that respect were made, among others, the need to establish a precise balance between rights and obligations and shared responsibilities, risks and possible benefits between public authorities and operators was pointed out.

The range of possibilities available to Bulgaria for implementing of railway infrastructure modernisation projects were presented by a Bulgarian transport senior official, who outlined, in particular, specific commitments, fields of activities and some difficulties in implementing projects.

In conclusion, given the critical importance of infrastructure to the present needs and future possibilities of Black Sea countries, their citizens and neighbours, the duplication of studies and national programmes that are yet to be reconciled, should be addressed in future conferences. The capital-intensive nature of these projects underscores a common priority among the members to give first priority to maintenance and rehabilitation of existing assets, adequate cost recovery and restructuring of the management of these operations. Technical and investment packages will always require or go hand in hand with institutional restructuring, which involves:

- establishment of tariff user charges covering costs and allowing servicing debt;
- establishment of regulatory structures allowing increased charges;
- corporate restructuring to separate policy and regulatory functions from operations;
- financial restructuring to achieve sound balance sheets to allow for a prosperous future .



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## Working Group II, First Session

*The role of sub regional and transborder co-operation among States of the Black Sea region in the development of national and intra-regional infrastructure links. Measures to facilitate border crossings*

**Moderator: Mr. José Capel Ferrer, UN/ECE**

The topics of the first session of Working Group II were outlined by the moderator and fully elaborated by the keynote speakers and several delegations in their addresses. The discussion analysed regional and subregional co-operation in all areas of infrastructure including roads, with particular emphasis on difficulties encountered at border-crossing points and on rail transport, telecommunications and energy. The promotion of multi-country and intraregional co-operation in the field of infrastructure, and beyond, was recognized as an important element of reform, not only in terms of developing closer economic links, but also promoting political stability.

The moderator pointed out the work of the United Nations Economic Commission for Europe as a forum for such co-operation and co-ordinated action. He outlined three major international legal instruments, created by the governments of the ECE countries, which provide the legal framework for the development of a coherent, international transport infrastructure in the region: the AGR for roads, the AGC for railways and the AGTC for combined transport. He also referred to the draft inland waterway agreement (AGN which had recently been finalized and would be opened for signature in the forthcoming months). The TEM and TER projects were also mentioned as key sub regional infrastructure programmes for Central and Eastern European countries including Black Sea countries.

Relieving congestion at border crossing points emerged as an immediate focus of national and regional transportation programmes in the region. The first keynote speaker emphasised that development and improvement of individual border-crossing points must not be seen as isolated projects, but as part of an overall plan to raise the standard and quality of road and rail access to these points and to integrate them with trans-European road and rail networks. Upgrading the border-crossing locations requires a multi faceted approach, including construction of new facilities, implementation of efficient processing procedures, harmonisation of customs regulations and personnel training.

The representative of the European Commission pointed out that the PHARE programme has, to date, provided more than 100 million ECU in this area and by the end of 1995 more than 50 individual border-crossing modernisation projects will have been implemented. The European Commission's PHARE programme, closely linked with the EC's INTERREG initiative, is designed to develop networks and other forms of co-operation between border regions of the EC in the fields of transport, utilities, the environment, economic development and human resources. This programme, initially funded at 15 million ECU in 1993, has been expanded to 150 million ECU in 1994.

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The second keynote speaker outlined the Transport Study of the Balkan Region, undertaken under commission of the PHARE multi-country programme in conjunction with the governments of Bulgaria, Romania, Albania, Hungary and Slovenia. This study has been set the task of analysing the competing proposals for priority road and rail corridors in the region. Its primary objective is to bring together all the previous studies to produce an overarching framework and strategy for a transport development programme which addresses infrastructure, bottlenecks, administrative improvements and the elimination of negative constraints on transport between the Balkans and the rest of Europe.

Several connecting themes emerged from the statements presented in Working Group II:

- The need for integrating both ongoing and proposed regional and national programmes;
- The importance of prioritizing of short-term, medium- and long-range projects, involving improvement of existing infrastructure as well as plans for new construction;
- The establishment in each country of an adequate legislative framework and regulatory guarantees to attract private investment in priority projects;
- The need to obtain detailed feasibility studies to permit both regional bodies and national authorities to make informed decisions based on sound economic, engineering, environmental and financing principles; and
- And, finally, the necessity of undertaking of detailed financial analysis of projects, including assessment of factors such as rate of return; net present value; loan repayment terms; project performance and terms of concessions.

Key regional and subregional infrastructure projects were discussed by many delegations with these themes as a backdrop. For example, an analysis of the development of the Bulgarian roadway system as an integral part of the trans-European network, and the importance of satellite communications in the advancement of telecommunication infrastructure was provided by the Bulgarian Ministry of Transport and the Committee on Posts and Telecommunications. The representative of Ukraine focused on transport corridors and co-operation with the Balkan Regional Council. Austria offered a specific proposal for an alternative, low-cost and flexible Danube bridge construction project, and representatives of Italy, Greece and Turkey analysed specific energy infrastructure systems, including electrical grids, gas and oil lines. The TEM and TER projects managers presented the activities of those projects aimed at a co-ordinated development of priority international infrastructure networks for road and rail as well as combined transport in Central and Eastern Europe, including the upgrading of existing infrastructure and training activities.

In conclusion, both, the specific projects and broad policy initiatives discussed in the first session of Working Group II established a firm basis for the participating states to continue their work in further developing regional and transborder co-operation.

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## Working Group II, Second Session

*Identification of possible steps at the subregional and regional levels to overcome the special economic problems arising from the disruption of traditional infrastructure links between the countries in the region. Alternative means of support and assistance by the international community as a way of enhancing stability in the region and in the whole OSCE area*

### **Moderator: Mr. Fabrizio Ossella, UNDP**

The work of the second session of Working Group II focused on national and regional efforts to integrate the energy systems of the countries of the Black Sea Region and, indeed, Central and Eastern Europe and the entire Balkan region with both western markets and eastern sources of supply. Recognising the importance of these links, not only to economic development, but social and political stability as well, particular attention was paid to the role of international organizations in this field. The entire panoply of energy infrastructures was discussed, including oil and gas pipeline systems, electrical power grids, nuclear energy, and multi-modal transport such as sea, land, and river connections, as well as the importance of air transportation systems.

Several important factors for assessing regional energy infrastructure became evident through the "scene-setting" keynote presentations, as well as addresses by many delegations. First, the Black Sea region is a "bridge" between the demand of Western European energy consumers and the energy-producing States to the east. Second, in order to be an effective link and to meet growing demand, the energy supply systems of the countries in the region must be linked to Western European energy infrastructure as efficiently as possible. To prevent possible future disruptions in supply, diversification of energy sources and supply systems is a key consideration for both national governments and regional authorities. Finally, in order to achieve these objectives, co-ordinated joint activities and co-operation among the countries in the region is required. National energy masterplan development projects must complement regional efforts.

The Chairman of the Committee of Energy of Bulgaria pointed out that Bulgaria itself can serve as a central unit connecting all the Balkan countries with Russia, Ukraine and the Middle East. Noting that Bulgaria currently has strong power-generating and -transmitting systems, he outlined his country's potential for effective participation in European and Asian infrastructure for energy exchange. The minister pointed out, as did several other speakers, the necessity to develop a diversified energy industry. As an example, Bulgaria's planning includes the development of nuclear, coal-fired, hydroelectric and gas-fired facilities and co-generating power plants. The construction of the necessary infrastructures for transmission of energy flows such as gas, oil and electric power should create in the regions real conditions for bringing together the economic interests of producers, transmitters and consumers of energy.

A keynote presentation by the representative of SFF company reconfirmed the synergy of energy markets and supply to the Black Sea region, and Bulgaria's key position in that regime. Europe currently consumes 96% of oil from Russia and the Central Asian region and substantial

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increases in both demand and supply are predicted. The region must invest heavily in infrastructure in order to serve as this crucial energy link. The speaker outlined three factors which will influence the development of this Black Sea energy transit regime: first, the Energy Charter Treaty, which provides both security for investors in energy infrastructure together with a process for resolving disputes which raise barriers to trade; second, a European energy policy designed to counteract the isolation of national markets and remove barriers to third-party access; and, finally, the integration of the region into the global energy market and its continuing growth in supply and demand.

Many speakers underlined the need for a co-ordinated regional approach to development plans. As an example, the presentation should be pointed out by the representative of the European Commission, who described the Pan European Indicative Plan adopted in 1994 which provides for major investment infrastructure, focuses investment on limited multimodal corridors to increase returns on investment, and sets out a medium- and long-term infrastructure development strategy. A number of delegations also described important efforts aimed at simulating regional co-operation through organizations such as the Black Sea Regional Energy Centre, the Black Sea Economic Co-operation Council, particularly its energy working group, the UN/ECE and the many important projects operating under the auspices of the European Union's PHARE and TACIS programmes.

It was observed that in order to move forward with a comprehensive regional approach to the development of energy infrastructure in the region, governments must address several important factors, including, but not limited to, the creation of stable legislative frameworks, project implementation undertaken with a balanced and weighted approach taking account of both national and local factors including private sector participation, as well as regional markets. Strategic planning, particularly in the energy sector, must consider environmental impact as well as financial factors. In this regard, the Russian delegation pointed out the importance of the Energy Charter, opened for signature in 1994, as a helpful legal structure providing a process for the integration of European energy structures and geared to the needs of both foreign and domestic investors. The Russian delegate pointed out that this Charter provides for the non-discriminatory transit of energy through the region.

Representatives of the Russian, Bulgarian and Italian delegations provided specific examples of energy infrastructure projects in the fields of nuclear energy, electric power and oil and gas which not only proving successful in stimulating national economies but were also developing important regional energy grids and linkup systems.

Clearly, the development and integration of energy and transportation infrastructure in the Black Sea region and throughout Europe and Asia present a tremendous challenge to the countries of the region at the same time as offering them great potential. The concrete national and regional programmes outlined in this working group are evidence of the unique opportunities available to the governments and people of the region to work co-operatively toward economic progress, peace and stability today and into the 21st century.

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Ms. Radosveta GOSPODINOVA	Head of International Department, Union for Private Economic Enterprise
Mr. Petko TABAKOV	Deputy Chief, Union of Private Builders (UPB)
Mr. Todor NIKOLOV	President, Vanto Trade Auto Ltd, Exclusive Importer of Fiat, Bulgaria.
Mr. Ivan VALCHEV	President, Wincom Ltd.
Mr. Aristides C. FRONISTAS	Managing Director, Commercial Capital S.A.
Mr. Nikolai TCHOBANOV	Managing Director, EuroMac. Ltd., Bulgaria
Mr. Ivan STANCIOFF	Industrial Finance Reconstruction Corporation B.V., Bulgaria
Mr. Ivan BOTEV	Manager, Transportation Division, ABB Marketing, Bulgaria

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Mr. Xavier de BEAUSSE	Director General, BNP- Dresdner Bank (Bulgaria) A.D.
Mr. Kevin MCCANN	SFF Company
Mr. Gerassimus TSIAPARAS	Sector Manager, International Networks Division, Commercial Bank of Greece
Mr. Lambros GATZSIS	President, HELLASCOM
Mr. Constantinos TSOUKALIDIS	Director General, INTRACOM
Mr. Nikolaos KALPAKIDIS	GENEP Construction Company
Mr. Vassilios LIAOS	GENEP Construction Company
Mr. Georgiev ALEXANDER	Intracom S.A., Greece
Mr. Anguel GANEV	Senior Counsellor, Commercial Capital S.A.
Mr. Charalambos VLAHOUTSIKOS	Member of the Board of Directors, Commercial Capital S.A.
Mr. Salvator LEVIS	Executive Director, Commercial Capital S.A.
Mr. Christos DIONELIS	Hellenic Railways Organisation, Int'l Affairs Dept.
Mr. Alexandros KALOFOLIAS	TECHNODOMIKI Construction Company

### Interpreters

Ms. Katharina BRISSA-BENCKERT  
Mr. Massimo CAMPAGNOLA  
Ms. Anne CHAVES-RIVIER  
Ms. Maria Rosario CIRIMBILLA-UGO  
Ms. Maria CIVELLI-STEINKÖTTER  
Mr. Boris DANILOV  
Ms. Maria von GROSSCHMID  
Ms. Dina LEVIAS  
Mr. Dmitri PLENKINE  
Ms. Madeleine RICHTER  
Ms. Ingeborg SAKOV  
Ms. Andrée SARTIN

## VI. List of Documents distributed during the Seminar

Explanatory note:

The #A indicates on which day the document was distributed.

The #B indicates in which order the documents were registered.

# A	# B	Title	Originator	Lang.
	1:a	Statement	Germany	G
	1:b	"		E
	1:c	"		R
1	2	Statement	Russian Federation	R
1	3	Statement	Russian Federation	R
1	4	Ministerial Declaration	UN/ECE	E
1	5	OSCE Newsletter	OSCE Secretariat	E
1	6	European Technical Infrastructure and Regional Development of Bulgaria	Bulgaria	E
1	7	Resolution of the Forum on Attracting Private Investments to Large-Scale Infrastructure Projects in Central and Eastern Europe and the CIS	UN/ECE	E
1	8	OSCE REF.SEC/325/95	Bulgaria	E
1	9:a	The Importance of Railways as an Essential Means of Transport	Union of European Railway Engineers Associations	G
	9:b	"		E
	9:c	"		R
1	10	Opening Statement by the Prime Minister of the Republic of Bulgaria	Bulgaria	E
1	11	Statement by President Zhelyu Zhelev	Bulgaria	Bulg/ E
1	12	Africa-Europe Electrical Interconnection and Prospects of Worldwide Interconnections	Egypt	E
1	13	Program for Public Sector Investment in the former Yugoslav Republic of Macedonia	the former Yugoslav Republic of Macedonia	E
1	14	Republic of Bulgaria: Priorities of Regional Infrastructure Policy	Bulgaria	E
1	15	Transport Corridor VII (Rhine - Danube) and the Place of the Republic of Bulgaria	Bulgaria	R
1	16	Statement	International Telecommunication Union	E
1	17	Statement by the Personal Representative of the Chairman-in-Office	Chairman-in-Office	E
1	18	The Role of Trans-European Infrastructure for the Stability and Co-operation in the Black Sea Region	EBRD	E
1	19	Statement	Poland	R
1	20	List of Participants	OSCE Secretariat	E
1	21	OSCE Seminar: Press Bulletin No. 1	Secretariat	E
1	22	The Slovak Republic and Co-operation in the Black Sea Region	Slovak Republic	E

1	23	Port Complex - Rouse, Ready for Co-operation within the European Transport System	Bulgaria	E
1	24	Rail and Road Infrastructure Strategy, Programmes and Projects	Romania	E
1	25	Opening Statement	Greece	E
1	26	Analysis and Results for Bulgaria for Railway and Combined Transport along the Corridor IV	Bulgaria	E
1	27	Major UN/ECE International Agreements and Conventions in the Field of Transport	UN/ECE	E
1	28:a	Infrastructure in Central and South-Eastern Europe	International Union of Railways	E
	28:b	"	"	G
	28:c	"	"	F
1	29	Statement	Italy	E
2	1	The Motorways in the Republic of Bulgaria - Condition and Development as an Integral Part of the Trans-European Infrastructure (REF:PC/634/95)	Bulgaria	E
2	2	Transport applications of Satellite Communications - A Potential for Development and Co-operation (REF:PC/634/95)	Bulgaria	E
2	3	Port of Varna Master Plan - Reconstruction & Renovation of Berths 3, 4 & 5 for Container Handling - Varna East (REF:PC/634/95)	Bulgaria	E
2	4:a	Possibilities of the Republic of Bulgaria for Realisation of Projects for Railway Infrastructure Modernisation (REF:PC/634/95)	Bulgaria	E
	4:b	"	"	R
2	5:a	Perspectives for the Development of the Bulgarian Civil Airports at the Black Sea Region (REF:PC/634/95)	Bulgaria	E
	5:b	"	"	R
2	6	The Modernisation of the National Communications System of the Republic of Bulgaria as an Element of the Integration with European Telecommunications Structures (REF:PC/634/95)	Bulgaria	E
2	7	The Republic of Bulgaria - an Important Unit of the European and Asian Energy Markets (REF:PC/634/95)	Bulgaria	E
2	8	Development of the Transport Infrastructure of the Republic of Bulgaria as an Integral Part of Trans-European Transport Corridors and as a Key Link Between Central Europe and the Middle East	Bulgaria	E
2	9	Satellite Communications: Basic Element of a Modern Sophisticated Telecommunications Infrastructure	Bulgaria	E
2	10	Development of the Infrastructure of Russian Railways and their Integration in the Transport Infrastructure of the Black Sea Region and Europe	Russian Federation	R
2	11	Remarks by Assistant Secretary of Commerce to the Seminar	United States	E

2	12	Concept of New East-West Linkage: Modern Silk Road	ECFA/Japan	E
2	13	Transatlantic Business Dialogue Overall Conclusions	United States	E
2	14	OSCE Seminar: Press Bulletin No. 2	Secretariat	E
2	15	Telecom Finland - an Enthusiastic Partner	Finland	E
2	16	Integration of CENTREL and UCPTÉ	Slovak Republic	E
2	17	Possible Measures to Accelerate Implementation of Existing Infrastructure Projects and to Improve Co-operation Between Recipient Countries, International economic and Financial Institutions and Donor Countries	Spain/EU	E
2	18	Trans-European Railway (TER) Project and its role in the Development of European Transport Infrastructure	UN/ECE	E
2	19	UN/ECE Trans-European North-South Motorway (TEM) Project as an example of European Co-operation in the Pan-European Transport Infrastructure Development	UN/ECE	E
2	20	Financement privé des infrastructures et gestion déléguée des services collectifs	France	F
2	21	Danube Bridge Consortium A New Way of Mobility Achieved by Quick Assembly Bridges	Austria	E
2	22	Prospettive dell'interconnessione elettrica nell'area dei Balcani	Enel, spa, Italy	I
2	23	Statement	Albania	E
2	24	OSCE Seminar: Press Bulletin No. 3	Secretariat	Bulg.
2	25	The Balkan Transport Study	Business Community	E
2	26	Improving the Success Rate of International Infrastructure Projects in Eastern and Central Europe	Business Community	E
2	27	The Modernisation and Privatisation of the Telecommunication Sector Background Paper No. 7	Albania	E
2	28	The Modernisation and Privatisation of the Electricity Sector Background Paper No. 8	Albania	E
3	1	Air Transport in the Black Sea Region	Business Community	E
3	2	Statement	Turkey	E
3	3	Russia's Atomic Energy and the Development of Co-operation in the Black Sea Region	Russian Federation	R
3	4	OSCE Seminar: Press Bulletin No. 4	Secretariat	E
3	5	Plenary Intervention	Netherlands	E
3	6	Contribution	INMARSAT	E
3	7	L'attività dell'ENEL nell'ambito dello sviluppo dell'interconnessione elettrica nell'area dei Balcani e del Mar Nero	Enel, spa Italy	I
3	8	Statement	International Conference on the Former Yugoslavia	Bulg.
3	9	Project of the Unified Energetic System of the Countries of the Black Sea Region	Russian Federation	R
3	10	Intervention	Greece	E
3	11	Statement	Spain/EU	E

3	12	Findings of the Working Conference on Prospects and Perspectives for the Development of Maritime Transport in the Baltic Sea Region	Denmark	E
3	13	Intervention	Greece	E
3	14	OSCE Seminar: Press Bulletin No. 5	Secretariat	Bulg.
3	15	Actual Status of the Infrastructure Projects in Albania and the Identification of the Possibilities in Perspective for the Development and the Modernisation of the Infrastructure in the Transports and Telecommunications	Albania	E
3	16	Statement in WG II	Albania	E
3	17	Statement	France	F
3	18	Statement	Romania/Black Sea Economic Co-operation Council	E
3	19	List of Participants	OSCE Secretariat	E