




Analysis for the establishment of EGTC for SEE Transport Axis implementation


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What is an EGTC?

- legal body to be established under EU Regulation 1082/2006 with legal personality
- institutional structure for better cooperation between national, regional and local authorities and other public law bodies in different EU MS
- tool for broader partnership that facilitates the planning and implementation of development strategies for cross-border, trans-national and/or interregional cooperation
- joint formation that can be used for wide scope of actions, notably for managing specific projects (with or without receiving EU funds), and for operating facilities and resources of common interest




What is not an EGTC?

- ad-hoc body with changeable structure- *it is governed by a **Convention** concluded unanimously by its members and must comply with the legal system of the country where it is registered; it has organs, staff, equipment, budget and financial responsibility*
- compulsory form of territorial cooperation for achieving the common goals of the interested parties- *EGTC is optional and any institution is allowed to freely choose other formulas for territorial cooperation, with or without legal personality*
- tool for cooperation primarily between EU Member States and third countries- *the new EGTC Regulation will introduce a clear possibility for non-MS bodies to be members of EGTC*






SWOT: EGTC for Transport CBC -Strengths-

- experienced stakeholders in participation and management of cross-border and trans-national cooperation initiatives in the scope of SEETO, Corridor Secretariats, SEETAC etc.
- the trans-national “nature” of the transport itself and high-level commitment for joint projects in field of transport
- visible results in the transport cooperation in South East Europe and clear gaps in the transport development upon which an EGTC can build its work programme
- inclusion of the SEETO Comprehensive Network into the TEN-T and defining the interlinks



SWOT: EGTC for Transport CBC -Weaknesses-




- eligibility for participation of interested parties from non-MS only after adoption of the amending Regulation
- complexity of registration of EGTC and procedural difficulties- the need to introduce national dispositions in the non-MS which allow participation; agreement for the EGTC seat and applicable law
- added value of creation of another institutionalised structure for transport in the view of the existing SEETO and upcoming Transport Community
- inexistence of comparable EGTC in the region of SEE

SWOT: EGTC for Transport CBC

-Opportunities-


- reinforcement of the ties between the EGTC members -better coordination, legal strength and information exchange
- through united approach and institutionalised governance, reaching some common strategies and implementing concrete measures for establishing an efficient and integrated transport system
- better prospects to obtain financial assistance for common projects for enhancing the transport along the Axes
- demonstration of holistic approach in investments and implementation of policy measures-positive signal to the IFIs for triggering larger investments in SEE

SWOT: EGTC for Transport CBC

-Threats-

- large number of actors and formal structure that may burden the future operations and decision-making
- financing of EGTC- possible delay/postponement of the financial contribution from the EGTC members to its operational budget
- unavailability of funds for implementation of projects and achieving the EGTC aim and goals- sustainability issue


Conclusions

- EGTC is an advanced form of cooperation, opportunities of which should be explored more precisely by the partners in the area of transport cross-border/axis cooperation
- further consultations and advising are recommended between the partners on the modalities and specific practicalities of EGTC initiative







Thank you for your attention !

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