

## EBRD Support for Transport Infrastructure in the Danube Region

The Danube Region Transport Days 2018

Ljubljana, 4 – 5 December 2018



### EBRD Transport at a glance<sup>1</sup>









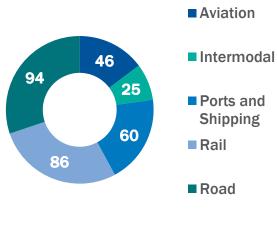




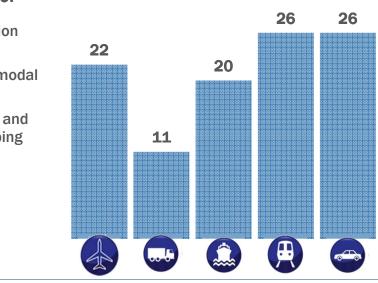
1. Data at end December2017



- Total project value: €58.4 billion  ${\color{black}\bullet}$
- **311 projects**
- **36** of the EBRD's countries of operation



Number of projects per sector



**Country presence per sector** 

### Transport in the Danube Region – EBRD Role







- One of the key financiers of transport infrastructure in the Danube region;
- Strongly committed to further invest in the transport corridors, in particular in the non-EU countries of the region;
- Promoting regional cooperation through close coordination with the EU, WBIF, IFIs and donors;
- Actively supporting Corridor Vc, Corridor VIII, Corridor X in particular.



- Not just physical infrastructure. EBRD is supporting important connectivity reform measures and policy changes to enhance interoperability, competition, governance and transparency as well as environmental and social benefits to improve transport services;
- <u>Examples</u>: Asset Mgmt & Track Access Charges, Road Tolling strategies, sustainable transport development plans, road safety auditing and inspection, climate change adaptation, enhancement of procurement standards, ISO certification for quality management etc.
- Supported by substantial TC funds from WBIF, SSF, CEI etc.;
- Strong indication of our commitment to the region and our determination to build on the strong foundations that we have established over the years.



# OBSTACLES

11 December, 2018

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- Limited borrowing capacity vs huge infra gap
- Changes of government priorities/political agenda
- Institutional capacity weaknesses (project preparation, and implementation)
- Project selection needs to maximise value for money (long-term benefits)
- Inappropriate project structure (e.g. PPPs)
- Implementation of soft measures (facilitation of border crossing, transit efficiency)
- WBIF and EU IPA grants needed to complement IFI loans (especially for large corridors)
- Commitment to sector reforms to facilitate investments





- Ensure government commitment to projects in line with their obligations in coordination with EU and partner IFIs;
- Continue our important role as IFI with reform mandate particularly in the non-EU countries to promote the Connectivity Agenda;
- Strengthen coordination between Bank investments and sector policy reform and EU connectivity reform measures (cross-border issues, further digitalisation of customs/cross-border operations, road safety audit and inspection, climate change adaptation etc);
- Continue promoting PPP development (where feasible) through support for both preparation and investment incl. developing new products (credit enhancement, guarantees) in cooperation with EU/partner IFIs;
- Need for increased support for human capital development (training, youth inclusion, etc.) to address weak capacities in the region.

### **Decarbonising Transport: Areas of focus**







- Commitment to sign EUR 700m in the next 3 years for new sections of Corridor Vc including through PPP following MoU signed with BiH in February 2018;
- Financing of a new section of Corridor Vc in Croatia under consideration;
- Belgrade Airport PPP in Serbia;
- Serbia Route 7 highway connecting Nis in Serbia with Pristina in Kosovo and Port of Durres in Albania; A high priority for regional integration; Preparation ongoing for the section from Nis to Plocnik;
- In Bulgaria, supporting preparation of the concession of Sofia airport; Following up the tender process with the aim to support the concessionaire;



- Supporting project preparation of sections of Bar–Boljare highway in Montenegro;
- River ports development in Serbia (Novi Sad).
- In Ukraine, supporting the railway sector through financing of UZ new rolling stock and UZ electrification and air navigation modernisation;

#### Contact



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