

# **BREST EUROBORDER STUDY**

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## **1. ABSTRACT**

Ove Arup & Partners International Limited (Arup) was commissioned by the European Union to prepare a Regional Transport Plan for the Brest Euroborder Region as part of an on-going Tacis Programme for Cross Border Co-operation. Brest is a City located on the Belarus Poland border and is the major transit bottleneck on the Helsinki Corridor 2 between Berlin, Warsaw, Minsk and Moscow. The study was commissioned in January 2000 and completed in December 2000.

The primary aim of the study was to reduce road and rail delays, including significant haulage delays at the main border crossings by improving the border facilities and regional roads. The brief also entailed maintaining local accessibility through infrastructure development and training of operatives.

The study findings showed that the delays were a symptom of deeper problems some of which relate to the economic conditions in the region including social deprivation. The study also examined measures to ameliorate the effects of Poland's plan to accede to the European Union and the resulting growing dichotomy of wealth between Poland and Belarus.

The proposed paper will report on the measures both physical and institutional, that were recommend to improve road and rail transport links through the border. It will also examine methods in which funding agencies can assist in reducing the delays at the border through a coherent regional and transport planning strategy.

## 2. INTRODUCTION

The Tacis CBC Programme Supervision Unit appointed Arup to undertake a Study of the Brest Euroborder Region to develop a Strategic Development Plan for Transport and propose potential investment projects for the Tacis programme, institutional investors and the private sector. This Regional Strategic Development Plan for Transport has been produced as part of the Tacis Cross-border Co-operation (CBC) Programme, which was launched with the primary aim of assisting economic development between the NIS (the Russian Federation, Belarus, Ukraine and Moldova) countries and their western neighbours. Priority was given to activities to encourage local development, environmental protection and the efficient movement of trade across the frontier.

The City of Brest stands astride the major road and rail transport links between the EU and the newly independent states of Belarus and Russia (refer to Figure 1). A major conclusion of the second pan European Conference of Transport Ministers in Crete in June 1994, was the creation of a pan-European transport system by extending the EUs multi-modal transport networks (TENs) to include Central and Eastern European (CEEC) and the NIS. The Brest border crossing area is critical to the development of the TENs Corridor Number 2, which includes the Berlin to Moscow highway and railway. Brest is a strategic crossing point between Poland and Belarus. This role will become increasing significant as the EU enlarges towards the Bug River, which forms the boundary between Poland and Belarus.

**Figure 1**



The present frontier marks not only a territorial boundary but also a dichotomy of wealth. Poland's membership of the EU, expected in 2005, will bring benefits of increased prosperity and better quality of life to its peoples. Unless the population to the east of the Bug river experience a commensurate improvement in their standard of living, social forces generated by the disparity in wealth will render the border difficult to maintain. In particular problems may arise at the border with illegal immigration and trading.

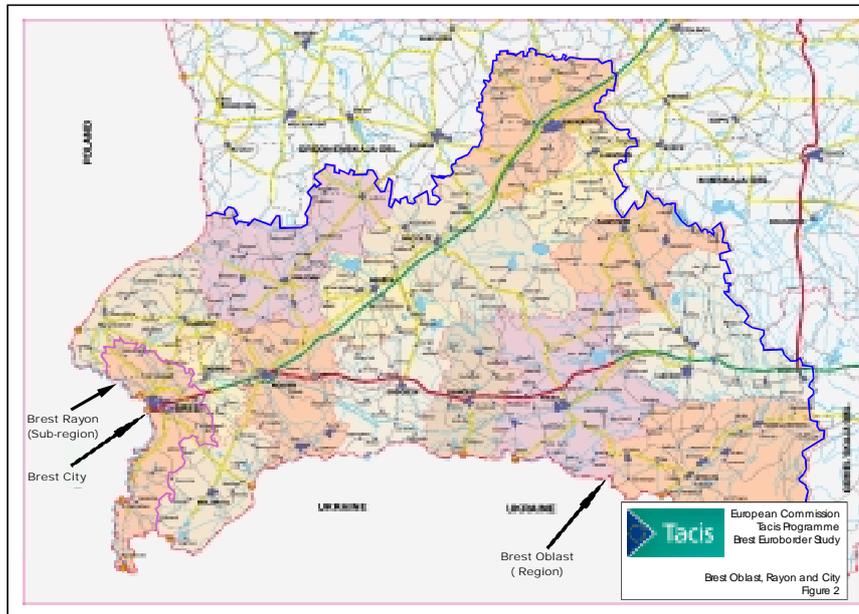
The Belarusian economy is in decline. With the local Brest economy now sustained by its geographical location with its population dependent upon cross border activities. Trade currently demands that transport costs continuously reduce and border delays are a significant contributor to the cost of transport between the EU and Russia. The measures needed to reduce these costs include improvement to procedures, training and infrastructure. At present however, the economy of the Brest Oblast benefits from these delays. Easier transit through the border would significantly reduce employment and income in the region, which would further aggravate the wealth difference across the frontier. Thus to lower transport costs without inflicting economic distress on the Brest Oblast, the local economy must find other means to prosper. Unless the region can be liberated from its reliance on the mechanics of crossing the frontier, any investment in border facilities will be futile.

At present initiatives for the economic regeneration of the region are uncoordinated with fragmented implementation. There is a requirement for coherent planning based on the need to attract investment to generate the growth of goods manufacture and service industries that can take advantage of Brest's proximity to the EU market.

The Plan produced by Arup considers short-term measures that are aimed at generating long-term development plans. This covers the existing conditions in Brest and provides projections for future development with reference to the political and economic changes in central Europe. The plan concludes with a list of potential investment projects that could be funded by either the EU through the Tacis programme or from other funding institutions.

The City of Brest is the administrative centre for the Brest Oblast (see Figure 2), and is described as the western gateway to the Republic of Belarus and has one of the busiest road and rail crossing points in Europe. Brest lies 200 km from Warsaw and 346km from the capital Minsk.

**Figure 2**



Since 1945, the Brest Region had developed a reputation as the components assembly region for the CIS and has industries in sectors that include textiles, food and light industries:

Since the break up of the former Soviet Union these industries have not prospered and unemployment has risen. In recognition of the Regions special circumstances including its location, industrial potential and skilled workforce, the government set up the first Belarusian Free Economic Zone (FEZ) in Brest.

### **3. OVERVIEW**

#### **3.1.Social Economic Environment**

The Brest Oblast socio-economic profile reflects a number of the key demographic, employment and wider social changes that have been evident in Belarus as a whole over the last five years. The Oblast is experiencing particular socio-economic conditions associated with its proximity to the Polish borders. Other local socio-economic factors comprise

- Population that are reducing in the Brest Oblast, with significant intra Oblast movements, via migration from rural to urban areas.
- Decline in the Labour Force.
- The average monthly salary in Brest Oblast is lower than any region in Belarus. Wages in urban areas are higher than in rural. Salaries in State owned enterprise are relatively high.

#### **3.2.Development Issues**

Key factors influencing any potential development in the Brest Oblast include:

- A Government system which is highly centralised, relying on vertical administration at both regional and local level. Decentralising approaches have been partially introduced with few implemented.
- The legislative basis for the transfer of land and property to the private sector is inhibited by a lack of appropriate financial incentives and support systems.
- Economic legislation and policies centred on state control of economic management with limited changes in economic structure or growth dynamics.

### **3.3. Economic Situation**

#### **3.31 National Level**

The Belarusian government has been entering into political and economic union with Russia, as a key political priority and a way to tackle the economic transformation facing Belarus.

Central to a union agreement will be the appropriateness of integration for the two countries for achieving future economic growth. Belarus still depends upon Russia for 55% of its foreign trade turnover. However trade turnover between Belarus and Russia has shrunk by 30% in recent years (for exports by Belarus 33%, imports to Belarus from Russia by 25%). The distortion in foreign trade relations is also significant, with nearly 77% of the Belarus deficit shared with Russia.

Since 1998, most other key economic indicators provide evidence of the steadily deteriorating overall position of the Belarus economy. For example:

- Real Wages have declined.
- Inflation (consumer price index) averaged 10% per month in 1998 and the first half of 1999.
- A rapid decline in exchange rates with the value of the Belarusian rouble falling significantly.
- The dollar value of overall Foreign Trade transactions comprise less than 40% of the peak in foreign trade transactions in 1995.
- Exports to and imports from CIS countries for the period January – September 1999 were only 65.4% and 69.4% of their levels in the corresponding period in 1998.

A growth in freight traffic as a result of enlargement of the local Belarusian market is likely to be severely inhibited until there is an improvement in these key economic indicators.

The assessment of the current performance of the Belarusian economy, and specifically that of the Brest Oblast has confirmed their interdependence with two market areas:

- The current principal market; the CIS and particularly Russia.
- Potential growth markets; the proposed enlarged European Union, which would specifically include Central European accession countries, most notably Poland.

The performance of these two economic markets will be of fundamental importance to the development of trade, which utilises Belarus as a transit route, and the development of the Belarus economy itself.

### 3.3.1.1 Enlargement of the European Union

The consequences of the enlargement of the EU on freight traffic in the Brest Euro Border region, arise from the economic performance of:

- the existing European Union key trading partners (Germany),
- key accession countries (Poland, Czech Republic).

The relationship between Poland and Belarus is likely to be particularly important and distinctive given their future role as boundary countries between two continental custom zones of the European Union and Russian Federation. This could potentially have a number of specific bilateral dimensions, some with possible negative consequences to Belarus, and specifically the Brest Oblast.

The EBRD identified that across a range of indicators, Poland had the standards and performance typical of advanced industrial economics. By comparison Belarusian indicators demonstrate little to moderate progress, across all indicators viewed as important towards achieving a market economy.

This divergence in economic performance increases short to medium term inequalities in trade between the two countries. This has increasingly had an impact on labour flows across the border, with demand from Belarusian citizens to trade and undertake employment in Poland. These pressures have increased since 1998 following the sharp divergence between the two economies. These pressures are strongest in the border regions, and Brest Oblast in particular, given its role as a major border crossing (Figure 3). A continuation of current economic performance in both countries is likely to increase pressure for cross border labour flows in the short to medium term.

**Figure 3**



## **4. EXISTING CONDITIONS**

### **4.1. Belarus Road Transport Overview**

Prior to a review of existing conditions in the Brest Oblast this overview describes the current transport provision within Belarus and draws some country wide historical comparisons.

The following table provides information in relation to the various forms of road transport throughout the period 1985 to 1998 in Belarus:

**Table 4.1.1: Breakdown of Road Transport Modes used in Belarus (numbers of vehicles)**

	1985	1990	1995	1996	1997	1998
<b>Private vehicles</b>	0.388m	0.580m	0.906m	1m	1.095m	1.24m
<b>Taxis</b>	2,728	2,973	2,157	2,095	2,050	1,951
<b>Buses</b>	15,795	16,193	17,146	18,176	20,253	23,921
<b>Road Freight Transport</b>	34,577	34,353	49,324	51,163	54,675	61,334

Source: Ministry of Statistics and Analysis of the Republic of Belarus.

## **4.2. Transport Infrastructure**

### **4.2.1. Data Collection**

From consultations and investigations undertaken, there was a lack of concise and coherent transport strategies and transport planning. Limited long-term historical and projected transport data relating to the usage of infrastructure was available

Historically border delay data has been collected by Poland and Belarus at their respective border posts and may understate the actual delays suffered, as the total delay is a combination of the time incurred at both border posts.

From consultations held with road hauliers it was apparent that major border delays due to out moded procedures lead to traffic diverting to alternative routes, e.g. via the Ukraine and Lithuania.

## 4.2.2.Roads

### 4.2.2.1.Existing Road Network and Traffic Data

The study has in particular considered the major National and Regional road network (refer to Figure 4 Main Routes into Brest), however some recommendations included the roads under the City's ownership.

**Figure 4**



For the time period between 1997 and 1999 traffic volumes on the regional roads have been variable and no consistent decline or growth was registered. This unclear picture of growth and decline is possibly attributed to the economic trends experience in Belarus and to some extent in Russia. It may also be attributed to local factors.

### 4.2.2.3.Traffic Congestion in the City of Brest

At present, generally, the roads within the City do not usually experience large queues and delays, despite a twofold increase in the last ten years. There are however significant queues and delays at the border crossing points, which can cause tailbacks and affect the traffic in the City. Over and above the reasons for the delays at the border there are access problems to most of the border posts due to Poor maintenance of approach roads, conflicts of uses such as local and international traffic, safety issues, and Inadequate infrastructure e.g. there is no truck access to Domachevo border post as the bridge over the River Bug can only take light traffic.

### 4.2.2.4.Road Maintenance

The conditions of roads within the City and the Oblast are generally poor. In addition there is a need for considerable general maintenance to cover items such as new pavement provision, white line markings and general footway upkeep. With the co-operation of the Regional Roads Authority, a list of roads that require maintenance was established based on a conditions survey.

### 4.2.3.Railways

#### 4.2.3.1.General

In general the railway network in Belarus operates satisfactorily and in terms of its productivity terms scores well when compared with other railways (refer to Figure 1 for extent of Belarusian Railways).

#### 4.2.3.2.Brest and Terespol Railway Station

The local Station in Brest is centrally located with good pedestrian, bus and taxi connections to areas to the north and south of the city centre and its adjacent environs.

Terespol Station lies directly over the border from Brest in Poland and is the first station outside Belarus for most trains.

Data obtained in relation to Terespol station show that on average the number of passengers per train is 118 in each direction, with a daily flow of 22 passenger trains and 16 freight to and from Belarus.

#### 4.2.5.Border Post Infrastructure

Three main border-crossing points within the environs of the City of Brest comprise:-

- Koslovichi (for trucks only);
- Varshavsky Most (for cars and buses); and
- Domachevo (for cars only);

1995 data produced the following statistics at the three major road-crossing points in the vicinity of Brest City:

**Table 4.2.6.4.2 Total Road Traffic: 1995 Data**

<b>Crossing/Location</b>	<b>Daily Total</b>	<b>% Split</b>
Koslovichi	820	16
Varshavsky Most	2920 <i>(160)</i>	60
Domachevo	1192	23

Source : Polish Customs

*\* the figures shown in brackets and italics represent coaches*

When comparing the 1995 and 1998 data and, in particular, the percentage split of traffic it was concluded that similar trends occur and the inflow/outflow of vehicles at Koslovichi is constant.

From observations made during site visits conducted at the three border crossing points in January, March and May 2000 queues and delays at each location were established as shown below:-

**Table 4.2.6.4.3: Queues and Delays at Crossing Points**

Location	Length of Queue	Estimated Delay
Koslovichi	N/A*	~20 hrs
Varshavsky Most	1.5 - 2 km	10 – 17 hrs
Domachevo	0.5 – 1.0 km	10 - 14 hrs

\* Not applicable, as a convoy system is used.

### **4.3.Operational Issues**

#### **4.3.1.Border Posts**

The operational problems that are evident at many border crossings in Eastern Europe are particularly evident at these locations and in particular at Koslovichi. These include:-

- Little evidence exists of co-operation between the border operation services within Belarus (customs, border guards etc) working at the post.
- Little co-operation between the services on either side of the border. Disagreements at Koslovichi Kukuriki border between the Belarusian and Polish border guards exist. Both insist carrying out immigration controls on their own territory.
- Convoys between the immigration check at Koslovichi and the remote terminals are a particular source of delay.
- Lack of shift working to address the peaks and troughs of traffic flows.
- Processing procedures are out-moded. Equipment and technology is lacking. Checks minimum tend 15 minutes tend to be superficial, but applied to all, rather than targeted on suspect vehicles.
- For phyto-sanitary reasons every consignment crossing the border has to be opened and examined.

#### **4.3.2.Cross Border Co-operation**

There is a lack of communication across the borders with respect to planning relating to land use and transport despite the existence of a series of Border

Co-operation Committees. Better co-operation is an essential first ingredient for improved operation of the border posts in the Brest region.

#### **4.4.Existing Regional Development Plans**

##### **4.4.1.Belarusian Territorial Planning**

The Brest Oblast is subject to a multi tier regional and local territorial planning framework, which provides for the following development plans within the Brest Oblast:

- A Regional Plan for the Oblast;
- A Development Plan for individual Rayon (Districts) within the Oblast; and
- A general City Development Plan for individual cities and towns within the Oblast.

The basis of this territorial planning framework and the detailed approaches utilised in preparing individual territorial plans are still essentially based on the model developed when Belarus was a Republic within the Soviet Union. The ability of Belarus to reform the territorial planning system has been inhibited by a lack of resources, expertise and experience in the role of land use planning within transforming or market based economies.

### **5. FACTORS RELATING TO DEVELOPMENT OF THE BREST BORDER REGION**

#### **5.1.Trade and Economic Development Potential**

The future economic and trade development will affect development opportunities in the Brest Oblast and actual development will be dependent on the ability of the region to realise its potential, by exploiting the following:

- Location and the benefits as a transit route for continental logistical opportunities and a location for new investment to serve the Russian customs zone;
- The quality and cost effectiveness of the regional workforce; and
- The scope for developing specific services (i.e. business services and business tourism).

Consultations with the Brest Regional and City Executive Committees and the other specialist organisations involved in economic development in the Brest Oblast have confirmed a series of priorities in seeking to develop the Oblast economy:

- The creation of an Economic Development Foundation consistent with the appropriate Belarusian legal status to co-ordinate the action of all the partner organisations.
- The preparation of a Common Economic Programme for the Oblast to undertake the following :
  - Increase the rate of privatisation/restructuring of existing state enterprises;
  - Increase the level of direct foreign investment;
  - Increase the numbers and growth potential of SMEs in the Oblast; and
  - Increase the level and range of business and vocational training and re-training programmes available in the Oblast.

The achievement of these objectives would then create new programmes based upon the expertise and experience of partner organisations to the new Foundation.

Critical to achieving the transformation of the Brest economy will be the ability to undertake a more decentralised approach to economic development, based on pro-active, co-ordinated action as envisaged through a new Economic Development Foundation. The potential economic benefits of this more pro-active approach comprises:-

## **5.2.Euroregions**

The first Euroregions were formed soon after the establishment of the European Community and the first was on the border between Germany and the Netherlands in 1958.

The Euroregion aims are not intended to establish a new level of administration; rather to act as a vehicle for a collaborative partnership with links to main officials in the towns, districts and local authorities in the region. Chamber of Commerce, employment associations, trade unions and welfare associations are also involved in co-operation in various working groups.

### **5.2.1.Euroregion Bug**

The Euro Region Bug founded in September 1995 has evolved in subsequent years to encompass Brest District (Belarus), Lublin Province (Poland), and Wolyn District (Ukraine). The Euro Region includes the Polish/Belarusian Border and encompasses the Brest sub region, the area covered by the Brest Euro Border Study. The Euro Region serves a number of important communication routes connecting Western and Central Europe with Russia, Ukraine, Belarus and other countries of the former USSR. The capability of the Euro Region to develop substantive cross border initiatives aid

programmes has been inhibited by differing levels of technical and resourcing capability between the various partners within the Euro Region. The critical requirement to enable Euroregion Bug to participate in cross border collaboration, and specifically the implementation of proposals within the Strategic Development Plan for Transport will be the implementation of coherent technical assistance and resourcing for Euro Region.

### **5.3.Schengen**

In terms of the Schengen border issues, the situation at the Belarus Polish border will vastly differ as restrictions are increased and less movement will be possible.

Traditionally there has been trade between Poland, Germany and Austria/Hungary of a cross border nature which has remained and will continue in the future with Poland and Hungary joining the EU. In effect the regulations and restriction on migration will be reduced eventually and movement between countries will be easier. This is a direct contrast to the future for the Polish Belarus border where measures have already been put in place to reduce the trade between Poland and Belarus and to further restrict the movement of people. As a part of Poland's Aquis Agreement with the EU, Poland will have to tighten its eastern border controls. Visa regulations are already placing restrictions on border trade, causing conflict between the two countries. Poland has launched a new visa system with regards to the transit of people and, whereas previously Belarusians could get coupons from travel agents to enter Poland, these have also become more restricted.

Increased regulations on movement have caused problems with Belarus relations with Poland. It is perceived that these national difficulties are going to affect the fostering of cross border relations and willingness to co-operate. At the regional level there is a willingness to maintain links and to preserve the opportunities for cross border trade. There will be some difficulties in implementing soft measures for institutional capacity building between the authorities on the border as a result of the new arrangements at the border, which will restrict cross border activities.

## **6. FUTURE SCENARIOS**

### **6.1.Future Development Scenarios**

The nature of development arising in the area encompassed by the Brest Euro Border Study will be determined by the interaction of a number of factors; economic, demographic, land use, environmental and social. Other features, which will affect development, are the changes in border and associated transport infrastructure. In setting out possible future development scenarios for the Brest Oblast, and specifically the Brest Euro-border area, potential scenarios have been formulated based on a differential performance of key factors over the short to medium term (2000-2005) and longer term (2005-2015). Two possible scenarios have been assessed.

- **“Neutral” Scenario:** based on a implementation of existing policies of Belarus and key international partners in respect of economic, social, land use and environmental development.
- **“Development” Scenario:** based on policies and programmes from international, national and regional partners stimulating private sector investment to achieve the development potential of the Brest Euro Border area arising from improved border and associated infrastructure.

## **6.2.Future Transport Projections**

### **6.2.1.Future Transport Projections**

Many organisations have predicted traffic development across the Poland Belarus border since the downfall of the Soviet regime. All have been flawed because of the imponderables that bedevil the prediction of traffic growth from the limited historical data available. These imponderables include:

- Effects of the EU Border regime on Brest and Belarus;
- Economic climate in Belarus and Russia;
- Unavailability, reliability and nature of existing data provided;
- Lack of an appropriate traffic-forecasting tool that takes into effect land use changes at a local and national level for (micro and macro);
- No real handle on potential modal switches as a result of various possible transport or economic initiatives.

### **6.2.2.Short to Medium Term Traffic Forecasts**

Traffic trends within Brest and its Polish border region show that at the moment truck trips have declined in recent years whilst car usage has steadily increased.

Considering that the decline in truck activity across the border is directly related to the economic conditions experienced in Belarus and Russia; it is reasonable to assume that the levels of truck activity experienced in 1996 could be reached again by 2004-2005. This would be a short to medium time-scale projected increase of 44% in truck trips over a 4 to 5 year period. This equates to a yearly growth of some 7.6%.

Data obtained from the Ministry of Statistics and Analysis shows the following:

- Between 1996, 1997 and 1998, there was an annual increase in car ownership levels per 100 families of 6–8%.
- The increase in private vehicle ownership was recorded as 9.5% between 1996 and 1997 and 13% between 1997 and 1998.

It is therefore assumed that car traffic will grow in the Brest region by some 9% per annum and that overall traffic levels will increase by some 7% per annum.

### **6.2.3.Long Term Forecasts**

By applying a long term horizon based on factors that include a steady increase in the economic activity of Russia it is assumed that, as a worse case scenario, the long term traffic level will double from that recorded in 1999 by 2015. This prediction is in line with the long term forecasts produced for the Corridor 2 study for traffic passing through Brest.

## **7. SPECIFIC PROJECT SELECTION**

### **7.1.Potential Projects**

Projects were separated into categories:

- Short term softened and hard projects (2000-2005);
- Long term softened and hard projects (after 2005);

Initially a total of 47 projects were identified and grouped into six categories based on the nature of the proposals. This comprises Cross Border Construction Equipment, Road, Institutional Capacity Building studies and Plan Projects

### **7.2.Assessment of Projects**

#### **Matrix Development for Assessment and Analysis**

A matrix to assess possible projects against agreed objectives/indicators, which correspond to the overall socio-economic objectives of the Brest Study was adopted.

Each project score was calculated and projects were ranked in order of score. A matrix was designed to appraise projects against the following indicators:

- Journey Time Savings;
- Increase/Decrease in Operational Costs;
- Environmental Impact;
- Enhancement of Development Opportunities;
- Adherence to Spatial Planning, Land Use Planning;
- Effects on Traffic Safety; and
- Strategic Links.

The final step in this assessment procedure was to evaluate the points system, in addition to a collective assessment of scheme costs and how certain packages of projects compliment each other and fit into the overall budget.

## **8. CONCLUSIONS AND RECOMENDATIONS**

The City of Brest will become a focal point for trade between the EU and Russia, therefore existing delays at the border must be reduced to encourage trade.

Whilst the population in Brest Oblast is declining, there is a marked movement of people from rural to urban areas. Unemployment is rising and living standards falling. It is also from economic statistics that both the Brest and Belarusian economies are in decline. In comparison the Polish economy is growing quickly and the Belarus economy is not keeping pace.

The physical planning framework in Belarus is based on the model developed when Belarus was a Republic within the former Soviet Union. Reforms of the planning system are inhibited by a lack of resources and expertise, specifically related to the role of land use planning within transforming or market based economies. Major improvements are needed to facilitate planned development with particular reference to the changes in the border regions.

Brest will be significantly affected by Poland's plans to join the EU as Poland will be required to adopt Schengen border controls. The effects of the new border controls on the economic development of the Belarus border communities needs to be considered before more restrictions are placed on crossing the border for the purposes of local trading. In particular visa arrangements at the border will change and it is expected that there will be a fall in cross border trading. Measures to mitigate the hardship caused by this and reduce the anticipated unemployment need to be carried out.

Major reforms need to be undertaken in Belarus to encourage inward investment as well as to allow the country to qualify for funding from the major international agencies.

There appears to be a lack of concise and relevant transport data and strategies, however, it is possible to note that private car usage is on the increase in Brest. Truck traffic in the short term is not expected to exceed the levels experienced in 1996 and 1997 and it is also expected that a large percentage of the current short business trips across the border will disappear as Poland's accession plans to the EU proceed. There is however a need to service trans-continental trade between Europe, Belarus, Russia and elsewhere in the CIS. Therefore improvements need to be made in terms of both infrastructure and operations at the three main border-crossing points; Kozlovichi, Varshavsky Most and Domachevo, which all lie within the environs of the City of Brest.

Some investment is needed in the Brest border region to both remove the existing traffic bottlenecks and help reduce the sharp differences across the border in wealth between Poland and Belarus. This included a mixture of projects to encourage both institutional building, training and improvements in infrastructure. Links need to be made between funding and improvements in

border crossing times by making fundamental changes in operating procedures. A coherent planning system needs to be set up based on measures to attract investment into the Brest region. The potential for this Study's project proposals to strengthen decentralisation and enhance regional approaches, will depend on the creation of mechanisms that meet the objectives of central government and enhance the role of key regional administrators, organisations and agencies

The following points need to be taken into account.

- Phare and Tacis funding programmes need to be co-ordinated and ensure that co-operation is encouraged between Belarus and Poland.
- Major international funding agencies should be encouraged to invest in the Brest Region. However it must be recognised that the current restrictions imposed by funding agencies require further political reform in Belarus before they can be removed.
- The existing Bug Euroregion needs to receive additional funding to allow it to develop.
- Proposed projects to assist the Brest Oblast also need to include improvements to the city and Oblast roads, the main railway station, as well as projects to develop institutional development and training in the region.
- While it was recommended that investment is made in the proposed new terminal at Kozlovichi, it was related to fundamental changes in operating procedures at the border including Improvements in procedures on both sides of the border.

The following specific projects were recommended, some of them which need to be implemented in the short term whilst others may be more appropriate in the longer term:

#### **“Soft Projects” - Institutional Building, Training**

- Brest Oblast Regional Planning Unit – Short Term
- Brest Economic Development Associations/Agency – Short Term
- Bug Euro Region – Short Term
- Management and Development Training Provision in the Brest Oblast – Short Term
- Preparation of Development Briefs – Short/Long Term
- Setting up of a Transportation Planning Unit – Short Term

- Development of a Data Collection Unit – Short Term
- Feasibility Study and Scheme Proposals for various bottlenecks in the City of Brest – Short/Long Term

#### “Hard Projects” – Construction

- **Kozlovitchi II Terminal** – Short Term.
- Possible **infrastructure and terminal building at Domachevo** – Long Term.
- Assistance for **customs** at the border with for example **equipment** – Short Term.
- One-way **short term traffic management project** providing links between M1/E30 and Moskovskaya Street via 29<sup>th</sup> July Street and Chivchenko Boulevard – Short Term.
- Linking **E30 with Moskovskaya Street** via the completion of the existing built link to the east of the M1/E30 south of the river. This also includes widening and improving the road that provides access to Moskovskaya Street/Partisansky Prospect junction – Short Term.
- **Highway Maintenance** of existing roads classified as in need of urgent short-term maintenance within the border area – Short/Long Term.
- **Highway Maintenance** needs further Regional Roads shown a immediate, short term and medium to long term within the border area Short/Long Term.
- **Improvement of the P98** link to and from the Domachevo Border Post – Long Term.
- Set up of **parking areas** to cater for lorry travel restriction within Poland and eventually the EU – Long Term
- **Improvements** at Brest Railway Station – (Short/Long medium)