

**ANNEX VI
FINAL NARRATIVE REPORT**

**Grant Contract
External Actions of the European Union**

Preparatory activities to support progressive involvement of
Georgia, the Republic of Moldova and Ukraine in the
activities of Transport Community
NDICI-GEO-NEAR/ 2022 / 441-320

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List of acronyms used in the report

TCT/TC	Transport Community Treaty
TCT Secretariat	Transport Community Treaty Permanent Secretariat
RSC	Regional Steering Committee
OPs/Observing participant(s)	Georgia, Ukraine and Republic of Moldova
EC	European Commission
EU	European Union
TEN-T Network	Trans-European Transport Network

1. Description

- 1.1. Name of coordinator of the grant contract:
Permanent Secretariat of the Transport Community
- 1.2. Name and title of the contact person: **Deputy Director, Ms. Ljuba Siljanoska**
- 1.3. Name of beneficiary(ies) and affiliated entity(ies) in the action:
**Permanent Secretariat of the Transport Community
Masarikova 5/8, 11111 Belgrade**
- 1.4. Title of the action:
Preparatory activities to support progressive involvement of Georgia, the Republic of Moldova and Ukraine in the activities of Transport Community
- 1.5. Contract number: **NDICI-GEO-NEAR/2022/441-320**
- 1.6. Start date and end date of the action: **01/01/2023 – 31/12/2023**
- 1.7. Target countries: **Georgia, Republic of Moldova, Ukraine**
- 1.8. Final beneficiaries: **Georgia, Republic of Moldova, Ukraine**
- 1.9. Countries in which the activities take place: **Georgia, Republic of Moldova, Ukraine, Western Balkans and EU countries**

2. Assessment of the implementation of action activities and its results

2.1. Executive summary of the action

The Transport Community Treaty aims to progressively integrate the transport markets of the Western Balkans into the EU transport market. This integration is based on the relevant acquis and includes technical standards, interoperability, safety, security, traffic management, social policy, public procurement, and environmental considerations for all modes of transport except air transport.

In the framework of the Ministerial Council of the Transport Community on 15 November 2022, the Contracting Parties of the Transport Community Treaty and the Ministers in charge of Transport from Ukraine, Georgia, and the Republic of Moldova endorsed the Joint Statement on Cooperation for the Development of the Transport Sectors. Based on this Joint Statement, the Transport Community Permanent Secretariat was invited by the Ministerial Council to consider the necessary adaptations to the working modalities of the different TCT bodies to facilitate the more systematic involvement of Ukraine, the Republic of Moldova, and Georgia as observing participants.

The **overall objective of the action** was to progressively involve Ukraine, the Republic of Moldova and Georgia in activities of the Transport Community in view of closer association with EU transport markets and the enlargement process.

The **project's specific objective** was to increase the capacities and better understanding of EU transport policies and priorities of Georgia, Moldova and Ukraine in view of their more systematic involvement in the Transport Community.

The progressive involvement of Ukraine, the Republic of Moldova, and Georgia in the activities of the Transport Community, aiming for closer association with EU transport markets and the enlargement process, began shortly after the Ministerial Council in December 2022. The TCT Secretariat organised several meetings with senior-level representative from the three observing participants (OPs) aiming to set the ground for systematic cooperation. The scope of these meetings was to inform the OPs about the role and overall activities of the TCT Secretariat, the upcoming events/activities throughout 2023, as well as the importance of appointing dedicated representatives that will attend the technical committee meetings.

The gradual engagement of relevant transport stakeholders from Ukraine, Moldova, and Georgia in TC working bodies and major events continued with a series of bilateral meetings organised between the Transport Community and the observing participants throughout the year. In addition to high-level meetings, technical meetings were held with representatives of the Observing Participants, focusing on different transport modes. These meetings covered the activities of the Transport Community Technical Committees and various transport-related issues addressed under the Treaty, including the Social Forum¹.

From January to December 2023, the Transport Community organized capacity-building initiatives and events in which OPs representatives actively participated. Observing participants were also regularly invited and attended all meeting of the Transport Community bodies. In total, observing participants attended 50 meetings and events organised under the Transport Community framework, with a total of 90 participants from Georgia, 62 participants from Moldova and 34 participants from Ukraine.

Representatives of the observing participants got familiarized with various strategic documents developed by the TCT Secretariat for the Western Balkans region. These included the Action plans on Rail, Road, Road safety, Transport Facilitation, IWW and Multimodality and Social Acquis, Guidelines on Transport of Dangerous Goods, Smart and Sustainable Mobility Strategy for the Western Balkans, Five-Year Rolling Work Plan for the Development of the Indicative TEN-T

¹ More under “what we do”: <https://www.transport-community.org/>

Extension of the Comprehensive and Core Network in Western Balkans, and progress report on TEN-T Network compliance and EU Acquis and Action Plans.

Some of the key activities performed under the TCT framework for the Western Balkans were partially mirrored for the observing participants. With active participation from the OPs representatives within the technical committees, five Action Plans on road, road safety, rail, waterborne transport and multimodality and transport facilitation were drafted.

These Action Plans were backed at the end of 2023 with development of baseline reporting on EU acquis alignment and the TEN-T compliance status for Georgia, the Republic of Moldova and Ukraine.

Given the European perspective extended to Ukraine, Georgia, and the Republic of Moldova, their enhanced participation as observing members in the Transport Community could serve as a model to further develop transport connectivity between the Contracting Parties of the Transport Community Treaty and these countries. This collaboration aims to enhance transport efficiency and safety while advancing the goals of green and sustainable mobility.

On a longer term, possible accession of Ukraine, the Republic of Moldova and Georgia to the TCT could be duly explored.

According to the final verification report figures, the grant expenditure from January to December 2023 amounted to EUR 135,256.95 representing 81 % of the total grant amount.

2.2. Results and activities

A. RESULTS (IMPACT, OUTCOMES, OUTPUTS)

The action has successfully achieved its intended outputs and outcomes, aligning closely with the initial project action plan. There have been notable positive effects, particularly due to the high engagement from Georgia and Moldova, albeit with limited engagement from Ukrainian transport authorities due to the war situation in the country. Overall, the action has had a positive impact, meeting its targets as outlined below.

Impact – "Progressive involvement of Ukraine, the Republic of Moldova and Georgia in the activities of the Transport Community in view of closer association with EU transport markets and enlargement process"

Final value of indicator associated to this impact is 3.

Since the baseline value of this indicator was 0 and the Logframe set a target of 3 Observing Participants involved in TCT activities by 2023, it can be concluded that the target has been fully met. Progress reports prepared for each Transport Community Regional Steering Committee meeting² served as the primary data source to monitor grant implementation status. Despite a more limited engagement from their side caused by the ongoing aggression war the country has been dragged into, Ukraine still managed to achieve its engagement target, with no less than 34 participants being able to ultimately attend the TCT meetings and events.

Outcome (Oc) – "Capacities and better understanding of EU transport policies and priorities of GE/UA/MD increased in view of their more systematic involvement in the Transport Community as observing participants"

The final status of indicators associated to this Outcome is very good, indicating that the targets linked to the following two indicators have been successfully achieved.

² RSC agendas and conclusions for 2023: <https://www.transport-community.org/regional-steering-committee/>

Intermediary Outcome 1.1 – "Number of transport related events supporting the closer integration of Ukraine, the Republic of Moldova and Georgia and the Transport Community"

Final value of indicator associated to this outcome is 50.

Since the baseline value of this indicator was 0 and the target range in the Logframe for 2023 was between 50 and 60 transport-related events supporting closer integration of Ukraine, the Republic of Moldova, Georgia, and the Transport Community, it can be concluded that the target has been achieved.

The main source of data used was the Annual Operational Report³ of the Transport Community for 2023, presented and endorsed by the Transport Community Regional Steering Committee.

Intermediary Outcome 1.2 – "Number of reports made regarding the transport EU-acquis alignment and the overall transport sector development"

Final value of indicator associated to this outcome is 1.

Since the baseline value of this indicator was 0 and the target range in the Logframe for 2023 was 1 report regarding the transport EU-acquis alignment and the overall transport sector development, it can be concluded that the target has been fully achieved⁴.

Output 1.1. (Op 1.1.) – "Gradual engagement of relevant transport stakeholders from Ukraine, Moldova and Georgia in relevant TC working bodies and major events"

The final status of indicators associated to this Output is very good, indicating that the targets associated with the 3 indicators below have been successfully achieved.

Final value of 1.1.1 indicator relating to number of bilateral meetings organized between Transport Community and Observing Participants associated to this output is 8.

Since the baseline value for 2022 was set to 1 (corresponding to the bilateral with Republic of Moldova already held at that time) and the target value in the Logframe for 2023 was set to 8, it can be concluded that the target has been achieved successfully. Source of data for this indicator is Annual Operational Report⁵ of the Transport Community. Some of the meetings were held online and some with the physical presence of participants.

Final value of 1.1.2 indicator relating to number of attendees from the Observing Participants at the Transport Community bodies is 92.

Since the baseline value for 2022 was set to 0 and the target value in the Logframe for 2023 was up to 180, it can be concluded that the target was partially achieved. Source of data for this indicator are participants lists and minutes of the meetings held in person and online. Compared to the initial estimations, attendance from Moldova and Georgia was lower, and only very limited participation from Ukraine could be ensured. The latter can largely be attributed to the challenges arising from the ongoing war, which not only strained the Ukrainian administration's limited resources but also imposed severe logistical constraints that made attending TCT events in person even more challenging.

Final value of 1.1.3 indicator relating to number of attendees from the Observing Participants at the Transport Community capacity building initiatives is 77.

³ <https://www.transport-community.org/wp-content/uploads/2024/04/Annual-Operational-Report-2023.pdf>

⁴ <https://www.transport-community.org/wp-content/uploads/2024/01/Initial-report-on-EU-Acquis-Transposition-Observing-Participants-2023.pdf>

⁵ <https://www.transport-community.org/wp-content/uploads/2024/04/Annual-Operational-Report-2023.pdf>

As the baseline value for this indicator was 0 and the target value in the Logframe for 2023 was up to 60, it can be concluded that the target was exceeded. The observing participants showed interest for different capacity building initiatives initiated by the TCT, though, predictable, Ukraine's overall attendance rate remained lower. Capacity building initiatives were held with physical participation and the source of data for this indicator are participants lists.

Output 1.2. (Op 1.2.) – "Development of baseline reporting on EU-acquis alignment and the overall transport sector of Ukraine, Moldova and Georgia"

The final status of indicator associated to this Output is very good, indicating that the targets have been successfully achieved.

Final value of 1.2.1 indicator titled "set of transport-related data from Ukraine, the Republic of Moldova and Georgia provided in timely and comprehensive manner" is 1. This target was fully achieved through the drafting of the first baseline report on EU-acquis⁶ alignment and the overall transport sector, which was presented to the Transport Community Regional Steering Committee⁷ in December 2023.

As the baseline 2022 was set to 0 and target value in the Logframe for 2023 was set to 1 report regarding the transport EU-acquis alignment and the overall transport sector development, it can be concluded that the target has been successfully achieved. Beneficiaries were fully collaborating with Transport Community and provided the necessary data for preparing the first baseline report.

B. ACTIVITIES

Activity 1.1.1. related to Output 1.1

The process began with the identification of key transport stakeholders in Ukraine, Moldova, and Georgia, followed by the establishment of communication channels. TCT Secretariat leveraged its internal resources and expertise to identify suitable counterparts within the OPs. This involved organizing a series of bilateral and technical meetings aimed at enhancing communication and establishing the framework for systematic exchanges with various stakeholders in the OPs. These efforts laid the groundwork for successful cooperation moving forward.

There were no specific costs associated with this activity. The beneficiaries from Ukraine, Moldova, and Georgia demonstrated full collaboration throughout the process.

Activity 1.1.2. related to Output 1.1

Participation of the Observing participants in all relevant bodies of the Transport Community was guided by a Project assistant, supported by the existing TCT Secretariat capacities. Costs for Project assistant and associated costs for office work were included in the budget breakdown. Cost for participation at the meetings of TCT bodies was included in a separate budget line.

All beneficiaries were collaborating and interested to attend the meetings of the bodies of the Transport Community.

Political, social and economic conditions were favourable to allow physical participation at the meetings except for the Ukraine, which mostly attended meetings online.

Activity 1.1.3. related to Output 1.1

⁶ <https://www.transport-community.org/wp-content/uploads/2024/01/Initial-report-on-EU-Acquis-Transposition-Observing-Participants-2023.pdf>

⁷ https://www.transport-community.org/wp-content/uploads/2024/04/22-RSC-meeting_11-December-2023_Conclusions-final.pdf

Participation at events, trainings and capacity building exercises organized by the Transport Community

Participation of the Observing participants in all relevant capacity building activities of the Transport Community was supported by the Project assistant, guided by the existing TCT Secretariat capacities. Costs for the Project assistant and associated costs for office work were included in the budget breakdown. Cost for participation at the capacity building exercises was included in a separate budget line.

All beneficiaries were collaborating and to interested to participate to different capacity building activities.

Political, social and economic conditions were favourable to allow physical participation at the meetings except for the Ukraine, which attended some of the capacity building activities online.

Activity 1.2.1. related to Output 1.2

Baseline reporting on the state of play of the transport sector of Ukraine, the Republic of Moldova and Georgia was supported by Project assistant and guided by the existing TCT Secretariat capacities.

The necessary data was collected with the collaboration and support from the Observing Participants and further shared with TCT Secretariat experts, who drafted the first base line report. This activity incurred no additional cost, as the report booklet was not printed but only uploaded on the website of the Transport Community and shared with the Observing participants and Regional Steering Committee members.

2.3. Lessons learned

In order to strengthen cooperation in the transport sector and ensure a closer integration between Georgia, Moldova and Ukraine with the Transport Community it is necessary to advance further the integration of observing participants' transport markets with the EU. This could be achieved by continuously maintaining the established working relationship with this Action between Georgia, Moldova, Ukraine and the Transport Community. To that end, objective of future project would be to progressively involve Georgia, Moldova, Ukraine in the activities of Transport Community in the field of road, rail, inland waterways and maritime. At the same time, future project would provide opportunities to further advance the development of the transport networks within beneficiary countries and with the EU Building upon the experience gained in the 2023.

Follow up project on participation of Georgia, Republic of Moldova- and Ukraine in the Transport Community was initiated and contract signed in December 2023 (NDICI-GEO-NEAR/2023/ 452-688).

Given the European perspective granted to Ukraine, Georgia and the Republic of Moldova, more systematic participation as observing participants to the Transport Community would allow sustainability of the action.

On a longer term, possible accession of Ukraine, the Republic of Moldova and Georgia to the TCT could be duly explored.

2.4. Logical matrix

The Logical framework (logframe) matrix was used as a reporting tool of the expected results during implementation. Values on indicators aimed at measuring the results were not updated in the course of action implementation due to the short period of implementation (12 months). No need for adding intermediary targets. The logframe was not revised during implementation and is used as included in the Grant contract for the purpose of the final report.

<i>Results</i>	<i>Results chain</i>	<i>Indicator</i>	<i>Baseline (value & reference year)</i>	<i>Target (value & reference year)</i>	<i>Current value* (reference year) (* to be updated in the interim and final reports)</i>	<i>Sources of data</i>	<i>Assumptions</i>
<i>Impact (Overall objective)</i>							
	Progressive involvement of Ukraine, the Republic of Moldova and Georgia in the activities of the Transport Community in view of closer association with EU transport markets and enlargement process	Progressive involvement of Ukraine, the Republic of Moldova and Georgia in the Transport Community	Baseline 2022: 0	Target 2023: 3 observing participants involved in the activities of TCT	Final value 2023: 3	Progress reports made by Transport Community	<i>Not applicable</i>
<i>Outcome (s) (Specific objective(s))</i>							
	Outcome 1 Capacities and better understanding of EU transport policies and priorities of GE/UA/MD increased in view of their more systematic involvement in the Transport Community as observing participants	1.1 – <u>Indicator 1 to Outcome 1</u> Number of transport related events supporting the closer integration of Ukraine, the Republic of Moldova and Georgia and the Transport Community	1.1 – Baseline for indicator 1.1 Baseline 2022: 0	1.1 – Target for Indicator 1.1 Target 2023: 50-60	1.1 – Final value for indicator 1.1 Final value 2023: 50	Annual operational report of the Transport Community	
		1.2 – <u>Indicator 2 to Outcome 1</u> Number of reports made regarding the transport EU-acquis alignment and the overall transport sector development	1.2 - Indicator to Outcome 1 Baseline 2022: 0	1.2 – Target for Indicator 1.2 Target 2023: 1	1.2 – Final value for indicator 1.2 Final value 2023: 1		
<i>Outputs</i>							
	1.1 Output 1 related to Outcome 1 Gradual engagement of relevant transport stakeholders from Ukraine,	1.1.1 Indicator 1 to Output 1 related to Outcome 1 Number of bilateral meetings	1.1.1 Baseline for indicator 1.1.1 Baseline 2022: 1	1.1.1 Target for Indicator 1.1.1 Target 2023: 8	1.1.1 Final value for indicator 1.1.1 Final value 2023: 8	1.1.1 Source of data for indicator 1.1.1 Annual operational report	

<i>Results</i>	<i>Results chain</i>	<i>Indicator</i>	<i>Baseline (value & reference year)</i>	<i>Target (value & reference year)</i>	<i>Current value* (reference year) (* to be updated in the interim and final reports)</i>	<i>Sources of data</i>	<i>Assumptions</i>
	Moldova and Georgia in relevant TC working bodies and major events	organized between Transport Community and the observing participants	(1 bilateral held already with Republic of Moldova) 2 bilateral meetings (Georgia and Ukraine)			of the Transport Community	
		1.1.2 Indicator 1 to Output 1 related to Outcome 1 Number of attendees from the observing participants at the Transport Community bodies	1.1.2 Baseline for indicator 1.1.2 Baseline 2022: 0	1.1.2 Target for Indicator 1.1.2 Target 2023: up to 180	1.1.2 Final value for indicator 1.1.2 Final value 2023: 92	1.1.2 Source of data for indicator 1.1.2 Participants list per each meeting	
		1.1.3 Indicator 1 to Output 1 related to Outcome 1 Number of attendees from the observing participants at the TCT capacity building initiatives	1.1.3 Baseline for indicator 1.1.3 Baseline 2022: 0	1.1.3 Target for Indicator 1.1.3 Target 2023: up to 60	1.1.3 Final value for indicator 1.1.3 Final value 2023: 77	1.1.3 Source of data for indicator 1.1.3 Participants list per each meeting	
	1.2 Output 1 related to Outcome 1 Development of baseline reporting on EU-acquis alignment and the overall transport sector of Ukraine, Moldova and Georgia	1.2.1. Indicator 1 to Output 2 related to Outcome 1 Set of transport-related data from Ukraine, the Republic of Moldova and Georgia provided in a timely and comprehensive manner	1.2.1. Baseline for indicator 1.2.1 Baseline: 0	1.2.1. Target for Indicator 1.2.1 Target 2023: first baseline report on EU-acquis alignment and the overall transport sector of Ukraine, Moldova and Georgia drafted	1.2.1. Final value for indicator 1.2.1 Final value 2023: 1	1.2.1. Source of data for indicator 1.2.1 Regional Steering Committee Minutes of the meeting	

2.5. Activity matrix

<p><i>What are the key activities to be carried out to produce the intended outputs?</i></p> <p><i>(*activities should be linked to corresponding output(s) through clear numbering)</i></p>	<p>Means <i>What are the political, technical, financial, human and material resources required to implement these activities, e.g. staff, equipment, supplies, operational facilities, etc.</i></p> <p>Costs <i>What are the action costs? How are they classified? (Breakdown in the Budget for the Action)</i></p>	<p>Assumptions <i>External, necessary and positive conditions for implementing the intervention that are outside of its management's control.</i></p>
<p>Activity 1.1 Identification of key transport stakeholder and establishment of channels of communication in Ukraine, Moldova and Georgia</p>	<p>Means Existing TCT Secretariat capacities</p> <p>Costs No associated costs</p>	<p>Beneficiaries are fully collaborating</p>
<p>Activity 1.2 Participation in all relevant bodies of the Transport Community</p>	<p>Means Administrative/Supportive staff (project assistant) guided by the existing TCT Secretariat capacities</p> <p>Cost Cost for the Administrative/Supportive staff (project assistant) and associated costs for office work are included in the budget breakdown</p>	<p>Beneficiaries are fully collaborating and interested to attend the meetings of the bodies of the Transport Community Political, social and economic conditions are favourable to allow physical participation at the meetings</p>
<p>Activity 1.3 Participation in the events, trainings and capacity building exercises organized by the Transport Community</p>	<p>Means Administrative/Supportive staff (project assistant) guided by the existing TCT Secretariat capacities</p> <p>Cost Cost for the Administrative/Supportive staff (project assistant) and associated costs for office work are included in the budget breakdown</p>	<p>Beneficiaries are fully collaborating and interested to attend the meetings of the bodies of the Transport Community Political, social and economic conditions are favourable to allow physical participation at the meetings</p>
<p>Activity 1.4 Baseline reporting on the state of play of the transport sector of Ukraine, the Republic of Moldova and Georgia</p>	<p>Means Administrative/Supportive staff (project assistant) guided by the existing TCT Secretariat capacities</p> <p>Cost Visibility associated costs for printing the booklet</p>	<p>Beneficiaries are fully collaborating.</p> <p>Necessary data is available, collected by beneficiaries and shared with the Secretariat</p>

- 2.6.** Explain how the action has mainstreamed cross-cutting issues such as promotion of human rights,⁸ gender equality,⁹ democracy, good governance, children’s rights and indigenous peoples, environmental sustainability¹⁰ and combating HIV/AIDS (if there is a strong prevalence in the target country/region)¹¹.

While the action has not specifically addressed any of the cross-cutting issues, its implementation has nevertheless ensured progress on some thematic areas, as explained below.

The Transport Community places significant emphasis on the social dimension of transport, recognizing its crucial role in ensuring accessibility, inclusivity, and equity for individuals and communities. In line with the treaty’s dedicated provisions, the TCT has established the Transport Community’s Social Forum which serves as a platform for dialogue between key stakeholders in the transport sector and the civil society. The participation of the OPs in TCT activities has underscored the importance of integrating social themes such as gender equality and non-discrimination into their transport policies.

Furthermore, the TCT actively pursues environmental goals in line with the EU’s latest policy direction, embedding them within the transport strategic framework in the Western Balkans region. The involvement of OPs with the Transport Community will promote these themes at the forefront of their policy planning and drafting processes.

- 2.7.** How and by whom have the activities been monitored/evaluated? Please summarise the results of the feedback received from the beneficiaries and others.

Activities of the action were regularly monitored through the Regional Steering Committee meetings and info notes/ report presented. Cooperation with the Observing participants was point on the agenda on the RSC meeting in the course of 2023¹². European Commission is co-chairing the RSC meetings.

- 2.8.** What has your organisation or any actor involved in the action learned from the action and how has this learning been utilised and disseminated?

During the course of the grant implementation, the continuous interaction between TCT and the OPs fostered a two-way learning process. While the OPs had the opportunity of getting acquainted with TCT working practices and standards, they were also sharing their own experiences and achievements to the benefit of the regional partners in the Western Balkans.

The bodies set under the Transport Community Treaty worked as knowledge dissemination platforms, facilitating exchanges among participants, and stimulating a dynamic learning curve.

- 2.9.** Please list all materials (and number of copies) produced during the action on whatever format (please enclose a copy of each item, except if you have already done so in the past).

No print copies were produced during the grant implementation. Electronic versions of the developed reports have been distributed to the relevant stakeholders through direct emails and by sharing the following link: <https://www.transport-community.org/observing-participants/>

⁸ Including those of people with disabilities. For more information, see ‘Guidance note on disability and development’ at <https://europa.eu/capacity4dev/disability-and-development-network/dashboard>

⁹ <https://europa.eu/capacity4dev/results-and-indicators/gender-equality>

¹⁰ Guidelines for environmental integration are available at: <https://europa.eu/capacity4dev/public-environment-climate/documents/environmental-integration-handbook-ec-development-co-operation-0>

¹¹ Please refer to EC Guidelines on gender equality, disabilities, etc.

¹² RSC agendas and conclusions for 2023: <https://www.transport-community.org/regional-steering-committee/>

- 2.10.** Please list all contracts (works, supplies, services) above EUR 60000 awarded for the implementation of the action for the whole implementation period since the last interim report if any or during the reporting period, giving for each contract the amount, the name of the contractor and a brief description on how the contractor was selected, including compliance with EU restrictive measures.

There were no contracts above EUR 60 000

- 2.11.** Where relevant, include any update to the self-evaluation questionnaire on SEA-H and related list of measures undertaken to improve the SEA-H policy within the organisation.

N/A

3. Beneficiaries/affiliated entities, trainees and relations with Government/other cooperation

- 3.1.** How do you assess the relationship between the beneficiaries/affiliated entities of this grant contract (i.e. those having signed the mandate for the coordinator or an affiliated entity statement)? Please provide specific information for each beneficiary/affiliated entity.

N/A

- 3.2.** Is the above agreement between the signatories to the grant contract to continue? If so, how? If not, why?

N/A

- 3.3.** How would you assess the relationship between your organisation and State authorities in the action countries? How has this relationship affected the action?

Observing participants have been actively collaborating showing eagerness to participate in meetings hosted by the bodies of the Transport Community, as well as in capacity building activities. They have gathered and shared necessary data with the TCT Secretariat to facilitate the production of baseline reports.

Political, social, and economic conditions generally supported physical attendance in TCT meetings, except for Ukraine, which participated in some capacity building activities online and very few in person.

This has resulted in lower execution of the budget line 5.7 related to cost for participating in meetings of TCT bodies.

- 3.4.** Where applicable, describe your relationship with any other organisations involved in implementing the action:

- Associate(s) (if any)
- Contractor(s) (if any)
- Final beneficiaries and target groups
- Other third parties involved (including other donors, other government agencies or local government units, NGOs, etc.)

Final beneficiaries and target groups were fully collaborating and excellent cooperation was established between Transport Community and transport authorities in Georgia, Republic of Moldova and Ukraine.

3.5. Where applicable, outline any links and synergies you have developed with other actions.

A follow-up action (Grant contract no. NDICI-GEO-NEAR/2023/452-688) was agreed to ensure continuation of the activities initiated through the current project.

3.6. If your organisation has received previous EU grants in view of strengthening the same target group, in how far has this action been able to build upon/complement the previous one(s)? (List all previous relevant EU grants).

N/A

3.7. How do you evaluate cooperation with the services of the contracting authority?

Cooperation with the contracting authority was excellent, marked by prompt responses whenever challenges or queries arose. Their proactive approach ensured that issues were swiftly addressed, facilitating smooth progress and effective resolution of any issues encountered during the project.

3.8. Where applicable, include a traineeship report on each traineeship which ended in the reporting period to be prepared by the trainee including the result of the traineeship and assessment of the qualifications obtained by the trainee with a view to his/her future employment.

N/A

4. Visibility

How is the visibility of the EU contribution being ensured in the action?

As per the contractual obligations of all entities implementing EU-funded external actions, it was duly ensured that the Union's support was prominently acknowledged. The EU emblem, accompanied by the funding statement "Funded by the European Union," along with the grant contract number, was prominently displayed on all visible official documents related to grant activities. This included documents exchanged with official institutions, various forms, templates, signatures, and office item labels, thereby acknowledging the EU's crucial support.

Additionally, a dedicated section was developed on the TCT Secretariat's website to provide comprehensive information about the action: <https://www.transport-community.org/observing-participants/>

There are no objections in case the European Commission wishes to publicize the results of these actions.

5. Location of records, accounting and supporting documents

Records, accounting documents and supporting documents are available at any time for inspection at the Transport Community Permanent Secretariat premises located on Masarikova 5, 11000 Belgrade.

No objection in case the European Commission wish to publicise the results of actions.

Name of the contact person for the action:

Signature:Location:

Date report due:Date report sent: