

Global Gateway Transport Support Mechanism (GGTSM)

Technical Assistance Facility



Directorate-General for International
Partnerships

Directorate-General for Neighbourhood
and Enlargement Negotiations

Global Gateway and Team Europe

Adopted in 2021, the Global Gateway, is the EU strategy to enhance intelligent, green and secure connections across digital, energy, and transport sectors. Between 2021 and 2027, Team Europe aims to mobilize up to €300 billion for sustainable projects, prioritizing partner countries' needs and ensuring lasting benefits.

The European model of trusted connectivity aligns with the EU's long-term interests, emphasizing the rule of law, human rights, and international norms. This involves strategic investments in quality infrastructure, fostering sustainable connections for goods, people, and services globally.

Transport networks play a pivotal role in cultivating prosperous economies, facilitating trade, and combating climate change. The Global Gateway champions infrastructure investments, creating sustainable, smart, resilient, and safe transport networks across modes. This aims to promote sustainable development, reduce emissions, and enable supply chain diversification, ensuring alignment with international standards and fostering a level playing field.

What is GGTSM and how does it complement the GG and TEI approach

The Global Gateway Transport Support Mechanism (GGTSM) collaborates closely with contracting authorities and EU Delegations, providing comprehensive support. GGTSM's team designs and implements assistance packages based on beneficiary countries' requests.

The overarching goal is to seamlessly integrate the EU's high-quality infrastructure and connectivity policy at both country and regional levels. This entails providing technical support to identify priority investment areas in collaboration with partner countries and stakeholders.

With a specific focus on transport, the GGTSM delivers high-level technical assistance and policy advice, aiming to enhance the quality and impact of interventions by the Directorates-General for International Partnerships (INTPA) and for Neighbourhood and Enlargement Negotiations (NEAR) of the European Commission in the transport sector. This strategic approach seeks to elevate the effectiveness and coordination of EU policies in transport infrastructure across local, regional, and global levels.

The GGTSM Facility is expected to:



PROMOTE

quality infrastructure and sustainable connectivity policies and strategies



SHARE

further developments of G20 Principles for quality infrastructure investment



SUPPORT and INTEGRATE

quality infrastructure good practices into the EU cooperation



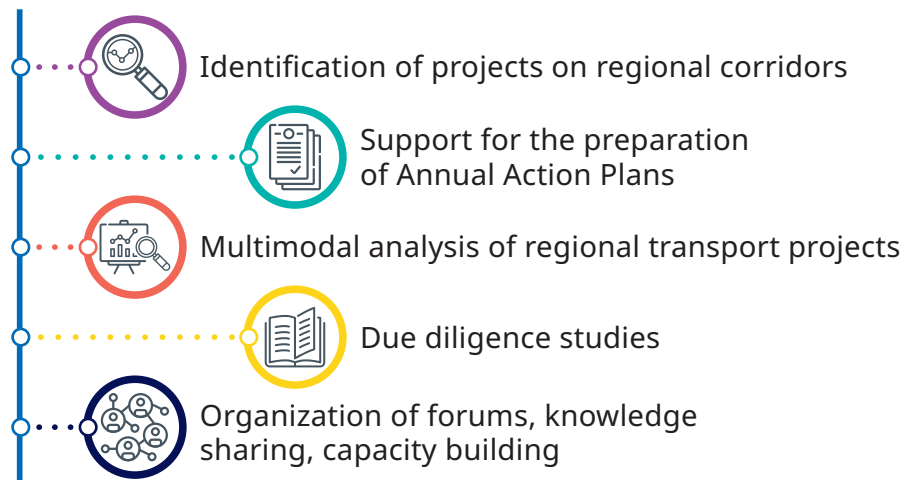
OPERATIONALIZE

the EU global strategy on transport connectivity

What type of services does GGTSM offer?

The GGTSM operates as a service-oriented facility, conducting comprehensive studies on infrastructure investments to establish sustainable, smart, resilient, inclusive, and secure transport networks across various modes. These encompass rail, road, ports, airports, logistics, and border-crossing points, integrating them into a cohesive multimodal system. The primary objective of GGTSM is to enhance and streamline project preparation through the provision of technical assistance in partner countries.

The array of services offered is extensive and includes, but is not limited to:



GGTSM aims to be a versatile resource in contributing to the success and effectiveness of infrastructure projects.

Who can benefit from GGTSM and how?

GGTSM caters to the needs of government institutions, the local private sector, the private sector in EU partner countries, and civil society who channel their requests through the EU Delegations and the European Commission. Additionally, any European resources engaged in transport efforts are considered part of GGTSM's target audience. The mechanism offers demand-based support through a specialized technical assistance team. This team is dedicated to aiding the European Commission and EU Delegations in formulating, identifying, and preparing projects. The focus on tailored assistance underscores GGTSM's commitment to addressing specific needs and ensuring effective project development within the diverse landscape of its beneficiaries.

Some examples to illustrate GGTSM's support

During its first year of implementation, GGTSM has been able to implement 10 projects worldwide benefiting 17 countries. GGTSM's flexibility and capacity to promptly react to demand driven requests has been instrumental to achieve these results. GGTSM will continue to deliver quality services through the period 2023-2026.

1: Global Gateway Investors Forum in Brussels

Facilitate the development of sustainable transport connections between Europe and Central Asia.

In January 2024, the Brussels Global Gateway Investors Forum secured a €10 billion commitment from European and global financial institutions for sustainable transport connectivity in Central Asia. The emphasis was on transforming the Trans-Caspian Transport Corridor into an efficient, multimodal route linking Europe and Central Asia.

The GGTSM played a pivotal role in facilitating discussions at the Investors' Forum and identified a regional transport connectivity project intended for European Commission funding in 2024 or early 2025. The facility aimed to promote stakeholder participation by engaging international financing institutions and the private sector, leveraging external resources for successful and sustainable Trans-Caspian transport network development.

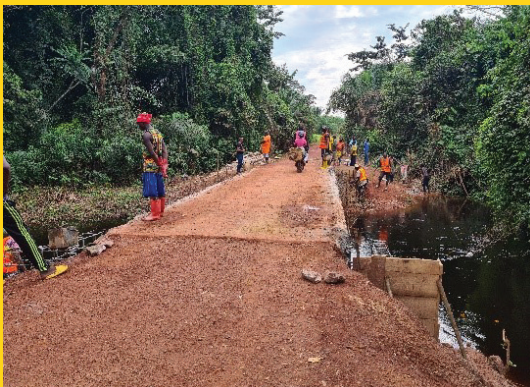


2: Review of the Zongo - Lisala road and Zongo bridge studies

Unlocking trade and transport potential along the Bangui-Kisangani road corridor by bridging gaps over the Oubangui river.

The assessment concentrated on the Zongo-Lisala road and Zongo bridge studies, as well as the feasibility studies for the Oubangui River within the Bangui-Kisangani Road corridor and APS. It thoroughly analyzed existing studies, synthesized field-collected data, and meticulously outlined the proposed route for the Bangui-Kisangani-Kampala corridor, encompassing both land and waterways. Multiple construction variants for the missing sections and Oubangui river crossing were presented to facilitate comparative analysis.

The report identified unaddressed critical points, acknowledging potential challenges for subsequent project phases. Recognizing the necessity for additional information to finalize the Action Plan for Sustainable Development (APS), the report underscored a commitment to thorough decision-making. It provided updated cost estimates, maintained financial projections, and concluded with a well-structured plan for efficient project implementation.



3: Border Crossing Points project

Optimizing traffic flow, enhancing connectivity, and cutting costs along Ukraine, Moldova, and EU corridors.

The Border Crossing Points (BCP) project, in collaboration with Moldovan and Ukrainian customs authorities and supported by the European Union Border Assistance Mission to Moldova and Ukraine (EUBAM), aimed to enhance preparedness, traffic flow, and connectivity along UA-MD-EU corridors. Focused on trade and border management, the project increased Moldova's authorities' readiness by improving efficiency and security at Border Crossing Points (BCPs).

Given Moldova's role as a transit corridor between Europe and Ukraine, optimizing BCP operations became crucial for smooth cross-border trade. Following the disruption caused by the war in Ukraine since February 2022, Moldova's transport sector underwent reform and modernization to align with strategic infrastructure plans. The Project Team assessed 16 BCPs, collaborating with stakeholders for necessary interventions to enhance Moldovan Customs operations.



ONGOING MISSIONS

Rwanda, Kenya, Uganda, Tanzania, Democratic Republic of Congo



Commissioned by the Rwandan Government within GGTSM, this study aims to provide strategic counsel on the feasibility of implementing a Standard Gauge Railway (SGR) along the Northern and Central Corridors in East Africa. It evaluates enhancements to Rwanda's transportation network, focusing on connectivity to Indian Ocean ports like Mombasa or Dar es Salaam. The study also examines the Akagera River

Navigability as an alternative to the proposed SGR options, broadening the scope of the request.

Ivory Coast, Burkina Faso



This assignment involves the deployment of a team comprising six experts tasked with conducting a comprehensive audit of the preliminary design associated with the infrastructure rehabilitation program for the Abidjan-Ouagadougou railway line. The primary objective is to assess the feasibility of restarting passenger transport and enhancing the efficiency of goods flow, all while prioritizing safety measures.

Benin, Niger



The mission aims to seamlessly integrate European Union (EU) quality infrastructure and connectivity policies, coordinating efforts at both national and regional levels. This involves providing technical support to identify priority investment areas in collaboration with partner countries and stakeholders. In this context, the EUDs in Benin and Niger have initiated a study focused on formulating specific actions

along the critical Cotonou-Niamey corridor. The study's twofold objective is to streamline and secure cargo movement and facilitate inter-state transit. Additionally, the EUDs aim to develop an action plan prioritizing needs within budget constraints.

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