

Measure 74: Develop administrative capacity in the candidate countries

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<i>Policy Package:</i>
<i>Measure 74:</i> Develop the administrative capacities of the candidate countries, notably by training inspectors and administrative staff responsible for enforcing transport legislation
<i>What is the problem being addressed ?</i> In terms of general administrative capacity, the existence of an effective and reliable public administration and of an independent and efficient judiciary is essential for the effective implementation of the <i>acquis</i> . Despite sufficient conditions are in place for the implementation of the <i>acquis</i> by the public administration and judiciary, further improvements in all New member States are necessary. The assessment shows that for most areas of the <i>acquis</i> the administrative structures are in place, and in a few of them has capacity already reached a point where the structures are optimal for membership. However, most need strengthening in terms of human resources, training (including language training) and budget. Even within the existing budgetary constraints, better results could be achieved if priorities were clearly identified and targeted on those areas that are critical for the New Member States to function properly within the EU. In this sense, better investments are required. In a number of cases, there are also problems arising from insufficient co-ordination among and within various institutions involved in implementing the relevant <i>acquis</i> . The new member states participate in the IMPEL network which is for the capacity development of the inspectors (environmental). Concerning the administrative staff capacity development, there are courses on the national level for capacity development of administrative staff. For hiring civil servants they have to go through comprehensive examination on the EU history, legal framework, current administrative structures, national legal framework, so the quality of knowledge of new comers is ensured. There are national on-the-job training courses for various infrastructure sectors: euro integration, air transport, railway, etc. As from accession, further targeted assistance to improve implementation and enforcement of the <i>acquis</i> will be available to the public administrations of the new Member States through the Transition Facility. The Transition Facility is a new temporary instrument to continue assisting the new Member States to develop and strengthen their administrative capacity to implement and enforce Community legislation in a number of key areas and to foster exchange of best practice among peers. The Transition Facility resembles Phare institution-building actions not only in its objective, but – in the interest of continuity, simplicity and efficiency – also in the rules for its implementation by the new Member States, which will follow those of Phare as closely as possible.
<i>Measure's costs and benefits:</i> For the Transition Facility, a total amount of € 426 million (2004 prices) is available for the first three years after accession.
<i>Legislative implementation at the EU level:</i>
<i>What are the objectives ?</i> Significant efforts still remain to undertake in order to achieve the fixed objective.
<i>Interactions with other WP measures:</i> Not relevant

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Output indicators:

Effective enforcement of the acquis concerning the transport legislation (Number of Directives having complied with in due time).

Outcome indicators: intermediate impacts on transport markets

The impact of the measure is fairly general, and it is difficult to define more specific impacts on single aspects of the transport markets in the Candidate Countries

Outcome indicators: final impacts on transport users and non users

Too general and indirect link to be assessed with some confidence