

ENPI 2011 / 264 459

Logistics Processes and Motorways of the Sea II

in Armenia, Azerbaijan, Georgia, Kazakhstan, Kyrgyzstan, Moldova,
Tajikistan, Turkmenistan, Ukraine, Uzbekistan

Progress Report IV

April 2013



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Logistics Processes and Motorways of the Sea II

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LIST OF ABBREVIATIONS

ADY	Azerbaijan Demir Yollari, JSC Azerbaijan Railways
APMT	APM Terminals Management B.V.
BACP	Boryspil Airport Commercial Park
BCP	Border-Crossing Point
BCT	Block Container Train
CA	Central Asia
CASPAR	The Azerbaijan State Caspian Sea Shipping Company
CBA	Cost – Benefit Analysis
CIM (Convention or Rules)	Consignment Note for Combined Transport CIM Rules (1999 Uniform Rules Concerning the Contract of International Carriage of Goods by Rail (CIM)) apply to a contract of carriage by rail if the place of taking in charge of goods and the designated place of delivery are situated in two different states, of which at least one is a party to CIM Convention and the parties to the contract agree that the contract is subject to the CIM Rules. According to Art.1 (3) and (4), CIM Rules would also apply to an international carriage that includes carriage by road or inland waterway or by sea as a supplement to trans-frontier carriage by rail, if the respective carriage is performed in addition to carriage by rail subject to a single contract of carriage.
CIS	Commonwealth of Independent States
EC	European Commission
EU	European Union
EUBAM	EUBAM - EU Border Assistance Mission to Moldova and Ukraine
FEZ	Free Economic Zone
GR	Georgian Railway LLC
IBM	Integrated Border Management - one of the Flagship Initiatives of the Eastern Partnership of the EU, targeted to improve security, reduce smuggling and human trafficking, and facilitate mobility of people across non-EU borders, particularly along the TEN-T Transport Corridors and TRACECA, help partners develop IBM strategies, align border management rules and adopt best practices in line with EU standards, and enhance multilateral cooperation and networking among partners, candidate countries and EU member states.
IFI	International Financing Institution
IGC	Intergovernmental Commission TRACECA
ILC	International Logistics Centre
IMTP	Ilyichevsk Commercial Sea Port
KAZATO	Union of International Road Carriers of the Republic of Kazakhstan
KTC	Kaskor-Trans Service, a private railway operator in the port and region of Aktau



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LC	Logistic Centre
Logframe	Logical Framework
LOGMOS Contract	TRACECA regional project Logistics Processes and Motorways of the Sea II / ENPI Contract No. 2011 / 264 459
LOGMOS Pilot Project	A pilot initiative selected for analysis or implementation under the LOGMOS Contract
LOGMOS Technical Assistance project	TRACECA regional project Logistics Processes and Motorways of the Sea II / ENPI Contract No. 2011 / 264 459
M	million
MARFA	National Rail Freight Company "C.F.R. Marfă" S.A.
MCA	Multicriteria Analysis
MLA	Multi-Lateral Agreement
MoS	Motorways of the Sea
MoT	Ministry of Transport
MR	Moldovan Railway, the National Railway Company of Moldova
MSC	Mediterranean Shipping Company
NIS	Newly Independent States
Oblast	A type of geographical administrative division in the countries of the FSU
PAIES	Pre-arrival Information Exchange System
PPP	Public-Private Partnership
PS	Permanent Secretariat
SEZ	Special Economic Zone
SMGS	SMGS waybill is a carriage document of the unified form that is applied in railway transportation between the SMGS member-countries (countries signed the Agreement on International Goods Transport by Rail.
TAEIX	Technical Assistance and Information Exchange instrument managed by the Directorate-General Enlargement of the European Commission. TAEIX supports partner countries with regard to the approximation, application and enforcement of EU legislation. It is largely demand driven and facilitates the delivery of appropriate tailor-made expertise to address issues at short notice.
TEN-T	Trans-European Networks - Transport
TEU	Twenty foot equivalent unit (containers)
TICSP	Turkmenbashi International Commercial Sea Port
TRACECA	Transport Corridor Europe - Caucasus - Asia
TRACECA NS	TRACECA National Secretary
TRACECA PS	TRACECA Permanent Secretariat



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UND	Uluslarasi Nakliyeciler Derneği – A Road Trucker Association of Turkey
UNPD	United Nations Development Programme
USCTS “LISKI”	Ukrainian State Centre for Transport Services, a structural subdivision of the State administration of the Ukrainian railway transport (Ukrzalisnitsya) http://www.liski.com.ua
UTIKAD	(TR: Uluslararası Tasimacilik ve Lojistik Hizmet Uretenleri Dernegi) Association of International Forwarding and Logistics Service Providers) in Turkey, founded in 1986
UZ	Ukrzalisnitsya, the National Railway Company of Ukraine



1 EXECUTIVE SUMMARY

The present report covers activities of the EU LOGMOS technical assistance project in the fourth reporting period from 27 October 2012 to 27 April 2013 inclusive. The document contains information summarising the project results and progress implementation since start two years ago. This paper presents the activities of the project team for the final year of its operation. The report provides recommendations for target groups of local stakeholders and project partners for the future.

Project planning was updated in accordance with indicator delivery, allocation of new tasks and results of project relevant missions and events. The document summarises the activities on tasks implemented upon agreement with the European Commission in order to improve responsiveness of the EU technical assistance. This report also provides an overview of country level activities aimed at delivery of the results for each particular component.

This administrative report is accompanied by a number of technical annexes including:

Annex 1 – Logframe

Annex 2 – List of Meetings in November 2012 – April 2013

Annex 3 – Proposals for Improvement of Legal Environment for MoS and Logistics: Part III: (targeting Turkmenistan, Uzbekistan, Kyrgyzstan and Tajikistan)

Annex 4 – Transit Ukraine

Annex 5 – LOGMOS Master Plan

Annex 6 – Shipping Line Information

Annex 7 – Documents of LOGMOS Regional Meetings

The report presents project activities towards achievement of its overall objective to contribute to the long-term sustainable development of logistics and multimodal transport along the TRACECA corridor. This paper stresses stakeholder ownership, coordinated regional dialogue and targeting pragmatic subjects as major factors for improved TRACECA corridor performance.



2 PROJECT SYNOPSIS

Project Name:

ENPI – TRACECA Regional Project – **Logistics Processes and Motorways of the Sea II**

ENPI contract No. 2011/264 459

Beneficiary countries:

Direct – the ENPI East partners (Armenia, Azerbaijan, Georgia, Moldova and Ukraine) and the Central Asia TRACECA countries (Kazakhstan, Kyrgyzstan, Uzbekistan, Tajikistan and Turkmenistan)

Indirect– Bulgaria, Romania, Turkey

Wider Objectives:

This project has been conceived as the follow-up of three previous TRACECA EU Funded Projects, namely:

- Motorways of the Sea (MoS) for Black Sea and Caspian Sea
- International Logistical Centres for Western NIS and Caucasus
- International Logistical Centres for Central Asia

The overall objective of the current project is to contribute to the long-term sustainable development of logistics infrastructure and multimodal transport along the TRACECA corridor.

The assignment will enhance the development and implementation of coherent strategies for establishment of intermodal integrated transport and logistics chains underpinned by MoS.

Specific Project Objectives:

By assessing the network from a regional perspective the assignment will ensure that infrastructure and “soft” projects planned or implemented contribute to the continuity of TRACECA.

The focal points entail:

1. Removal of logistical bottlenecks, focusing on those which hamper the flow of goods between ports and the hinterland with the objective of enhancing trade at regional and international levels.
2. Facilitation of efficient flow of goods between Black Sea ports and between Caspian Sea ports, ensuring better interoperable connections from the ports to the hinterland through logistics platforms and improved maritime services.
3. Targeting regulatory framework and sector reforms for port, maritime and logistics operations as well as introduction of port environmental management systems.

Results:

Result 1: Implementation of the Motorways of the Sea concept through existing and future pilot projects and their hinterland dimension.

Result 2: Development and promotion of the concept of regional networks of Logistics Centres and intermodal interfaces.

Result 3: Master Plan for the implementation of TRACECA LOGMOS concept.

Result 4: Technical Assistance National/Regional Regulatory Adjustment.

Result 5: Communication, Visibility and Information Plan.



Activities:

1A: Maritime dimension of MoS projects

- Set-up of and technical assistance to national, bilateral and regional working groups and task forces on already selected pilot projects
- Training activities and study tours on border-crossing related issues
- Identification, approach and gathering of EU stakeholders and customers
- Communication and dissemination activities to strengthen awareness of the MoS concept through regional support
- Assessment and recommendations on feasibility of projects that were not previously selected and new pilot projects
- Technical assistance aimed at mobilisation of different sources of financing for the implementation of MoS projects
- Monitoring and reporting on the implementation of the MoS pilot projects

1B: Hinterland dimension of MoS projects

- Set up of working groups and task forces and technical assistance for improving efficiency (including simplification of border-crossing procedures) and attractiveness of commercial conditions
- Development and implementation of a restricted number of case studies on connections between ports and logistical zones

2A: Concept of the regional networks of Logistics Centres

- Set-up of bilateral and regional working groups for promoting logistics processes and network possibilities
- Identification of the core networks between ports and logistics hubs
- Development of recommendations and guidelines for the TRACECA network of logistics centres
- Organisation of study tours and training

2B: Logistics Centres' projects implementation

- Identification of interfaces to be adjusted to promote the network of logistics centres
- Identification and promotion of synergies between identified logistics centres
- Technical assistance related to establishment of network modalities
- Follow-up of feasibility studies and promotion of identified sites, raising awareness and enhancing interest
- Establishment of a dialogue and cooperation between the promoters and developers of the logistics centres

3: LOGMOS Master Plan

- Developing recommendations and guidelines for LOGMOS
- Two/three case studies to be selected and developed as pilot projects, small working groups to be set up to for addressing bottlenecks / defining required technical assistance



- Support and capacity building for attracting funding

4: Technical Assistance to Regulatory Adjustments

- Case study related assessment of maritime and intermodal legislation and environment
- Organization of training, seminars and working groups to identify changes needed
- Development of a monitoring mechanism on regulatory adjustments

Target Group:

Ministries of transport, port and maritime administrations, port and terminal managements, border crossing agencies, transport associations, railway entities, shipping companies, local associations and institutions, business community etc.

Beneficiaries: Ministries of Transport of TRACECA member–states, PS IGC TRACECA

Project starting date: 27 April 2011

Project duration: 36 months

Inputs: Technical Assistance will include:

Long – Term Key Experts:

Team Leader: 660 MD

Key Expert 2: 660 MD

Key Expert 3: 660 MD

Short – Term Experts:

Senior Experts: 1,000 MD

Junior Experts: 1,500 MD

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3 ANALYSIS OF THE PROJECT CONTEXT SINCE START

This chapter contains information about the fourth project reporting period running from 27 October 2012 till 27 April 2013. It presents relevant project context and implementation approach, highlighting aspects of cooperation with project partners and stakeholders. This chapter also provides an overview of performance indicators achieved since the project start.

3.1 Relevant Project Context

Since commencement of the LOGMOS project, the project team have cooperated with the TRACECA Permanent Secretariat (PS), National Secretaries, stakeholders and project partners on various aspects aimed at elaboration of the Motorways of the Sea and Logistics Processes Master Plan for TRACECA. The European Commission has been deeply involved in this process since the very start of the project. The EU Delegations to Georgia, Kazakhstan, Armenia, Azerbaijan, Kyrgyzstan, Ukraine and Moldova were actively approached on pilot project subjects.

Transnational in nature and boasting cross-border cooperation, the TRACECA corridor stretches from Black Sea, through Caucasus to Central Asia, uniting countries of social economic and political diversity with various development interests under a multimodal transport terrain. However, for the corridor to become a unity, a smooth connection rather than a patchwork of transport links, an integrated spatial planning and development approach that goes beyond purely national policies is required.

The objectives of the future extension of the Trans-European Networks (TEN) should be reflected in the internal development of economic integration in TRACECA in order to facilitate integration of its countries into the global economy through a European route. In addition, given that the length of the TRACECA corridor from West to East is more than 5500 km, priorities should include measures for developing intra-regional linkages, within TRACECA, or solving TRACECA internal subjects on inter-regional level, which would enable this corridor to become a functional link between Europe and Asia.

The corridor is comprised of both open-seas access, landlocked and double landlocked countries. Priorities for development of the corridor are routed in individual countries priorities to access the world markets. Hence, the LOGMOS project has identified three major links that have to be improved, based on 16 pilot projects inherited from previous EC technical assistance projects:

- **Silk Wind Project connecting Asia to Europe via Caspian Sea and Turkey**, which not only serves as a vital direct land-based link between Europe and China, but also provides for feeder routes from other landlocked Central Asia countries to the Silk Wind. In addition, functioning of the Silk Wind depends on proper running of the cross-Caspian link, and well-functioning logistics nodes in Kazakhstan, Turkmenistan, and Azerbaijan.
- The Caucasus leg is covered by **Baku – Poti – Batumi block train link**, which in combination with infrastructure development at Alyat, Tbilisi and Yerevan logistics nodes would provide a reliable link for supply chains on TRACECA route.
- For the **Black Sea** countries, development of the motorways of the sea and improvement of the transit potentials (removing existing soft-barriers) and looking for new links (maritime and inland waterways) are among important directions for improvement.

The philosophy behind the LOGMOS project was to facilitate a practical dialogue between public and private sectors on various aspects of logistics and maritime transport. This work was organised on three levels: through direct communication between the EC and TRACECA project experts and stakeholders in the countries, during interactive events for TRACECA projects and



through the promotion of LOGMOS projects and TRACECA at various conferences in the region.

Along with line Ministries and sectorial bodies, Permanent Secretariat and National Secretaries are important counterparts of the LOGMOS project, as is pointed out in the Terms of Reference. Given established institutional settings of the TRACECA project all activities related to the project need to be communicated to the National Secretaries and the PS. However, the LOGMOS project combined this, upon agreement with the European Commission, with direct contacts to important stakeholders thus keeping the National Secretaries and the PS in the loop.

The project team worked towards wider coverage of its presence in TRACECA countries with the objective to maintain a comparable level of active stakeholder involvement throughout the region. The project team discussed the action plans for follow-up pilot projects and major provisions of the LOGMOS Master Plan with relevant stakeholders.

To this end, technical assistance has been provided in preparation of the action plans on important projects in LOGMOS context, case studies for inland water corridors underdeveloped in TRACECA were prepared in stakeholder consultations. These logistics centres projects (MOS on Caspian and Black Sea¹, Danube and Dnepr corridor projects²) were transferred to beneficiaries and are maintained by the project owners under advisory support of the LOGMOS team.

The two following MCA selected projects have been in focus of the project team during this reporting period:

- **Silk Wind Block Train from Kazakhstan to Turkey/Black Sea towards Europe**, covering infrastructure development, business concepts and soft measures aimed at improving TRACECA service. Work on the Silk Wind project is owned by the Republic of Kazakhstan. After approval of this regional project by the Government of Kazakhstan in February 2012 and three subsequent task force meetings of dedicated multi-country cooperation platforms, a Ministerial Memorandum was signed in November 2012 by Kazakhstan, Azerbaijan, Georgia and Turkey. Signing of an intergovernmental agreement about the Silk Wind project is envisaged for the IGC TRACECA Meeting in 2013.
- **Improvement of Ukrainian transit** in view of increasing potential of TRACECA corridor incorporating soft measures and revealing benefits of vital business concepts application along the corridor. Beneficiary in Ukraine created a task force on the inter-ministerial level that is dealing with similar subject from national perspective. The work and recommendations of LOGMOS project will be handed over to this task force upon completion of this reporting period.

Work on these case studies was coordinated with IDEA II project, IDEA I model results were used where applicable and the findings were handed over to beneficiary.

3.2 Implementation Approach

As pointed out in previous reports, the project team opted for an interactive implementation approach to carry out five defined activities and tasks. Progress of the activities and results per

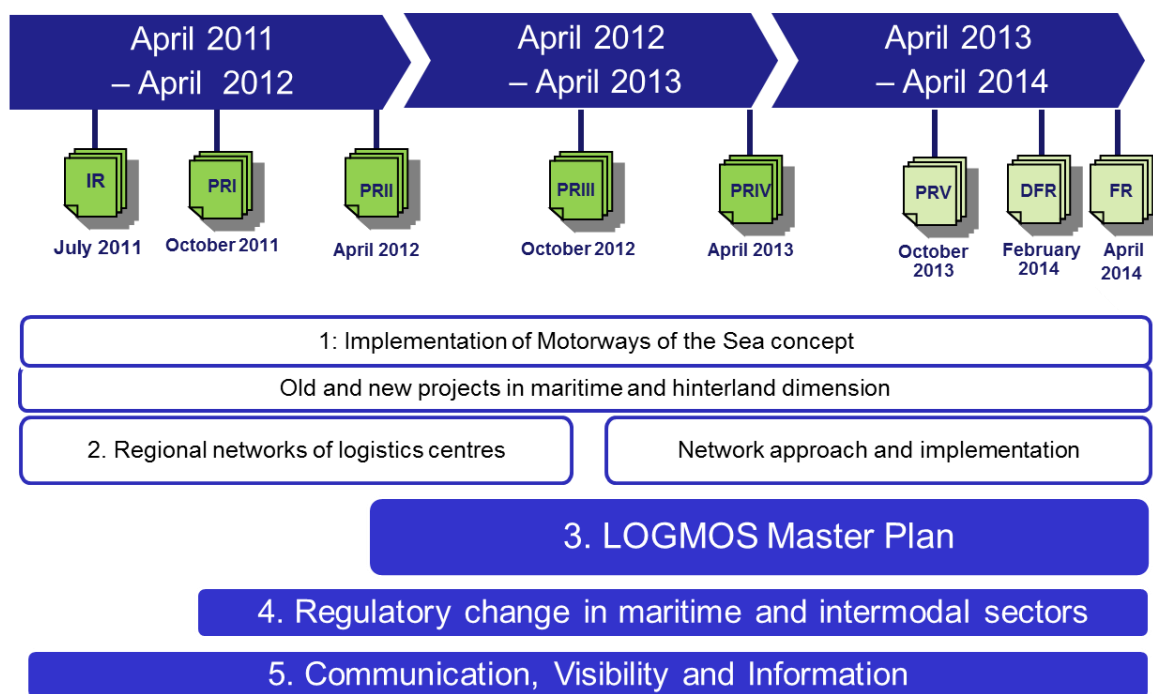
¹ Action Plans or Case studies, as well as MCA run were implemented by the project team in 2011-2012. Projects were subjects to bilateral, regional missions or event organised during this time.

² Case studies for potential of these two TRACECA inland waterways were published in Progress Report I (Dnepr) and II (Danube).



component are documented in the technical and administrative reports issued every six months. The schedule of reporting work plan components is presented in the figure below.

Figure 1: Project Tasks and Implementation Schedule



All activities are implemented in coordination with the EC and TRACECA counterparts. In this reporting period, the project team mainly focused on the preliminary Master Plan's findings and relevant case studies. Work was organised in an interactive manner under Component 5 – Communication, Visibility and Information. All events were dedicated to specific technical components 1-4.

In addition to progress reports, activities of the LOGMOS project were communicated by other types of dissemination media as ENPI-Info portal, LOGMOS section of the TRACECA webpage (newsletters, updated action plans, beneficiary approved country profiles and conclusions of regional meetings) and external conferences.

Any specific proposals addressed by the beneficiaries beyond the scope of TOR were and are being considered for implementation upon prior agreement of the European Commission only. In the current reporting period, the Contractor applied to the European Commission with an addendum request specifying its approach towards allocation of additional man-days for the last year of implementation. The addendum is needed due to compensation for man-days allocated for additional tasks and in anticipation of more resource-intensive preparation of the LOGMOS Master Plan than was planned before. These entail the occurrence of project implementation risks, such as: limited access to data, consistency and plausibility of materials collected, frequent changes at decision-making level in TRACECA countries and limited capacity of counterpart staff to follow up agreed programmes and action plans. Currently, the addendum subject has been submitted and its approval is pending.

3.3 Cooperation with the TRACECA, EU Projects and Sectoral Stakeholders

Important local stakeholders for the LOGMOS project are the National Secretaries in each beneficiary country and the Permanent Secretariat. The project team respects TRACECA



structures as its main agents and partners to promote the LOGMOS tasks and activities. In parallel to this, the project team capitalises on the network of private sector actors and involves their know-how in the implementation process. This dual approach helped in conveying the project message directly to the stakeholders involved in implementation of the project. However, the role of the National Secretaries in some countries needs to be enhanced in regards to activating their mobilising capacities in transport sector actors. In this respect the LOGMOS project can facilitate contacts and partnerships within the TRACECA structures of logistics and maritime business.

The project partners include the donor community, logistics platforms, promoters of similar initiatives in the regions, as well as other EU projects. Representatives of IFIs and private and international companies have been approached and invited to all regional events.

The coordination of activities has also been continued with relevant EU financed projects at regional and national level.

All TRACECA stakeholders have been informed about the progress of project implementation. Bilateral meetings were held with TRACECA Permanent Secretariat, National Secretaries or their representatives. The project team organised the work with TRACECA counterparts and stakeholders:

- within the bilateral meetings;
- at external events;
- during round tables or working group meetings; and
- in working groups at regional seminars and capacity building measures.

The **bilateral meetings** held by the project team in this reporting period are presented in Annex 2.

The project has been invited and present at the following **external events** presented in table 1 below:

Table 1: External Events in Progress Reporting Period IV

Country	Date	Event
Belgium	December 2012	EC e-Maritime Annual Conference 2012 'Connecting the Maritime World – Towards 2020'
Ukraine	April 2013	First Coordination Meeting between European Commission, IGC TRACECA and Technical Assistance Projects (organised by IDEA II project)

The following **regional events** were organised by LOGMOS project in the TRACECA countries in the fourth reporting period (see Table 2):

Table 2: Regional Events in Progress Reporting Period IV

The progress of achievement of performance indicators, as defined in logical framework is summarised in the Table 3 below:

Country	Date	Description
Moldova	6-7 November 2012	Regional Trade Facilitation Workshop and Silk Wind and Caspian Ro-Ro Working Group Meetings. This regional event was focused on border-crossing and trade facilitation issues, rail and shipping matters and interaction on the level of TRACECA countries and between TRACECA countries, the EU and third countries;



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		<p>Invited stakeholders discussed practical issues of cooperation on development of modern joint border-crossing procedures, intermodal hinterland connections and MOS dimensions of TRACECA with a view to the implementation, among others, of the SILK WIND Project and new initiatives in sea transport in the Caspian Basin.</p> <p>The latest stage of development of regional on-going trade facilitation projects, which achievements were relevant for TRACECA corridor was presented: the World Bank, EUBAM, OSCE and UNECE. The conference provided possibilities for customs services of TRACECA countries to update their respective colleagues on programmes and initiatives about single window implementation, the steps taken and needed to provide conditions for development of modern international and transit trade.</p> <p>LOGMOS Project reported the progress achieved since the last Regional Seminar in Aktau in July 2012, the focus now placed on the elaboration of the LOGMOS Draft Master Plan for the TRACECA Corridor and the particular importance of new pilot projects such as the 'Silk Wind' and 'Transit via Ukraine' in this respect.</p> <p>More information on the event could be found in Annex 7</p>
Georgia	10-12 April 2013	<p>Regional Training on Logistics, Maritime Shipping and Transport Economics – a three-day-training for transport, logistics, and shipping industry and public sector professionals was held on 10-12 April 2013 in Tbilisi. The objective of the seminar was to present to TRACECA stakeholders European best practices in logistics and maritime concepts and their application for TRACECA.</p> <p>The training has been delivered by lecturers from University Applied Sciences of Wildau and Hamburg University of Technology as well as by LOGMOS experts. Representatives from global logistics and shipping business groups (DHL, MSC, APM Terminals) active in the region presented their respective case studies.</p> <p>The interactive workshops covered the topics of freight logistics systems and nodes, network planning, green logistics, maritime policy, supply chains, shipping business, strategies and trends in the logistics market. Special attention was given to PPP-schemes in transport sector and transport economics.</p> <p>The seminar has been split into three thematic modules and taught together for more than 130 participants from TRACECA countries. The audience represented all actors of a supply chain ranging from cargo owners, freight forwarders and ports, to shipping lines, transport operators and customs specialists.</p> <p>For more information see Annex 7.</p>



Table 3: Achievement of Performance Indicators

Outputs	Agreed Objective Verifiable Indicators	Comments	Status
PI: Project inception Project mobilisation Adjustment of work plan	All indicators of the inception phase were achieved		
1A: Maritime dimension of MoS projects a) Training activities and study tours b) Dialogue with a gathering of EU stakeholders and customers c) Communication and dissemination activities to strengthen the dissemination and awareness of the MoS concept through regional support d) Assessment and recommendations on feasibility of previously unselected and new pilot projects e) Technical assistance aimed at mobilisation of different sources of financing for the implementation of MoS projects f) Monitoring and reporting on the implementation of the MoS pilot projects	Preparation, distribution and update of action plans on 5 MoS identified projects and further action plans for new projects	Distributed in July 2011, Updated in October 2011 Updated during the progress reports II and III Ad hoc updates are implemented upon request	Indicator achieved Ad hoc work in progress
	National, bilateral and regional working groups and task forces on 5 MoS pilot projects are set up and work within the first year of the project	National working groups / task forces are set up with participation of TRACECA beneficiary states	Indicator achieved Ad hoc work in progress
	National, bilateral and regional working groups and task forces set up for LOGMOS additional projects	Task forces for Silk Wind Project and Ukraine Transit Project were set up in April 2012	Indicator achieved Ad hoc work in progress, regular meetings and stakeholder coordination are assured
	At least one international stakeholder interested in development of pilot projects is identified	International stakeholders as UND, UTICAD, Maersk, CMA, Sea Link, Polzug, K&N, etc. are involved in project implementation	Indicator achieved Ad hoc work in progress



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Outputs	Agreed Objective Verifiable Indicators	Comments	Status
1B: Hinterland dimension of MoS projects a) Set up of working groups and task forces and technical assistance for improving efficiency. b) Development and implementation of a restricted number of case studies on connections between ports and logistical zones	Shipping line updates for Black Sea and Caspian Sea are issued every six months and included into the reports	1 st issue was prepared in July 2011 2 nd issue is attached to the PRII 3 rd issue attached to PR III 4 th issue is attached hereto	In progress, On track
	In 13 beneficiary countries assessment and recommendations on feasibility of previously unselected and new pilot projects is implemented	Under implementation Silk Wind Project has been identified Case study on Dnieper has been issued in October 2012 Case study on Danube has been issued in April 2012 Case Study on Ukraine transit is prepared	Indicator achieved for Dnepr and Danube case studies, and Transit Ukraine Ad hoc updates will be organised
	Technical assistance aimed at mobilisation of different sources of financing for the implementation of MoS projects – milestones to be defined as fit for each reporting period	ILC in Zvartnots has been presented at the TRACECA investment forum ILC at Boryspil is being developed using investment of the project owner, and has been presented at Brussels workshop of LOGMOS This work is coordinated with IDEA II project, and major TRACECA provisions will be included into the draft Master Plan	In progress On track
	Set up of the key performance indicators for pilot projects and updates	Included into the action plans. Under verification with the stakeholders Developed in action plans for newly selected pilot projects Recommendations will be provided upon	Indicator is achieved Ad hoc work in progress



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Outputs	Agreed Objective Verifiable Indicators	Comments	Status
		request	
2A: Concept of the regional networks of Logistics Centres a) Set-up of bilateral and regional working groups to promote logistics processes and network possibilities b) Identification of the core networks between ports and logistics hubs c) Development of recommendations and guidelines for TRACECA network of the logistics centres d) Study tours and training organisation	Preparation, distribution and update of action plans on 11 ILC identified projects and further action plans for additional projects	Distributed in July 2011 Updates in October 2011 On agenda of all relevant events Transferred to ownership of stakeholders Developed for new additional projects in October 2012	Indicator achieved Ad hoc work in progress
	National, bilateral and regional working groups or task forces on 11 ILC pilot projects as required for scope and status of individual project are set up and work within the first year of the project	National working groups / task forces are set up with participation of all beneficiary countries	Indicator achieved Ad hoc work in progress
	National, bilateral and regional working groups and task forces set up for LOGMOS additional projects (common indicator see Result 1)		
2B: Logistics Centres' projects implementation a. Identification of interfaces to be adjusted to promote the network of logistics centres b. Identification and promotion of synergies between identified logistics centres c. Technical assistance related to establishment of network modalities d. Follow-up of feasibility studies and promotion of identified sites, raising awareness and enhancing interest	Core links between ports and logistics hubs are identified for all beneficiary countries	MCA basis has been prepared in July 2011 MCA updated in April 2012 Basis for LOGMOS Master Plan methodology published in April 2012, updated in October 2012 Concept paper for LOGMOS Master Plan was approved in December 2012 Work on country profiles has been	In progress, On track



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Outputs	Agreed Objective Verifiable Indicators	Comments	Status
e. Establishment of a dialogue and cooperation between the promoters and developers of the logistics centres		finalised, next update of the country profiles is planned till January 2014	
	One action plan / guidelines for TRACECA network of the logistics centres	Included into the LOGMOS Master Plan methodology Will be incorporated into the LOGMOS Master Plan as specified in the concept paper dated December 2012	In progress, On track
	Interface projects adjusted to promote the network of logistics centres are adapted	Updates of the action plans took place Envisaged in the Master Plan as stated in the concept paper Defined within Ukraine transit project	Indicator achieved
	11 feasibility studies are followed up	Follow up in the framework of the action plans takes place Ownership transferred to stakeholders Ad hoc consultations are being held	Indicator achieved Ad hoc work in progress
3: LOGMOS Master Plan a. Developing recommendations and guidelines for LOGMOS b. Two/three case studies to be selected and developed as pilot projects, small working groups to be set up to for addressing bottlenecks / defining required technical assistance c. Support and capacity	MCA for LOGMOS project identification methodology agreed in the first year of implementation (also relevant to results 1 and 2)	MCA methodology basis has been created / publication of the TEN-T policy review was essential for this work	Indicated achieved
	MCA runs on project proposals (also relevant to Results 1 and 2)	under implementation, completed in progress phase IV in view of listing pilot (priority) projects in the Master Plan	Indicator achieved Ad hoc work in progress



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Outputs	Agreed Objective Verifiable Indicators	Comments	Status
building for attracting funding	2–3 case studies on LOGMOS connections (also relevant to Results 1 and 2)	<p>The 1st case study on the CBA for the Block Container train has been prepared – published in April 2012</p> <p>The second case study on the road access to Zvartnots Airport Logistics Centre has been prepared – published in April 2012</p> <p>The third case study on potential of Dnieper has been published in October 2011</p> <p>The fourth case study on potential of Danube for TRACECA has been prepared in April 2012</p> <p>Case study on Ukrainian transit potential for TRACECA has been prepared</p> <p>CBA for Silk Wind is being discussed with the beneficiaries</p>	In progress indicator achieved
	LOGMOS projects identified for Annual TRACECA Investment Forum (also relevant to Results 1 and 2)	<p>A project on road access to the Yerevan logistics centre was presented at TIF 2012</p> <p>Development of documents for block train CBA and ILC Tbilisi for Georgia (subject to final decision of the Government)</p>	Indicator achieved
	LOGMOS Master Plan prepared	<p>Introduction published in April 2012</p> <p>Initial version published in October 2012</p> <p>Revised concept paper and implementation plan have approved by the EC in December 2012</p>	In progress, Delayed owing to lack of coordination with DG MOVE during first two years of implementation and



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Outputs	Agreed Objective Verifiable Indicators	Comments	Status
		Initial Meeting with DG Move was held in January 2013 under facilitation of DEVCO	postponed publication of TEN-T policy review. Work should be facilitated by attraction of additional resources upon completion of the project addendum
4: Technical Assistance to Regulatory Adjustments a. Case study related assessment of maritime and intermodal legislation and environment b. Organization of training, seminars, working groups to identify changes needed c. Development of a monitoring mechanism on regulatory adjustments	Assessment of maritime and intermodal legislation and environment relevant to action plans	The provisions are included in all action plans The recommendations of the EU TRACECA SASEPOL I project for MoS part Report on the Western Part of TRACECA has been issued in April 2012 (covering MOS part), Part II published in October 2012 and Part III (updating MOS parts and logistics aspects) is attached hereto	Indicator achieved
	Monitoring mechanism on regulatory adjustments	Incorporated into the action plans. Will be incorporated into LOGMOS Master Plan	In progress On track
	Tailored training on ad hoc basis for pilot project stakeholders	Training on land lord model in Brussels on 29.02.2012 Training on intermodal transport and customs trade facilitation procedures on 17.04.12 in Azerbaijan Study tour on logistics and motorways of the Sea concepts to Turkey in June 2012	In progress On track



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Outputs	Agreed Objective Verifiable Indicators	Comments	Status
		Workshop on intermodal transport and customs trade facilitation procedures on 6-7.11.12 in Moldova Interactive trainings on applied logistics (Module A), maritime management (Module B), transport economics (Module C) on 10-12 April 2013 in Georgia	
5: Communication, Information, Awareness a. Communication, dissemination and awareness plan / media strategy and implementation b. Cooperation with ENPI Info Centre c. Web portal based on TRACECA site and team room for knowledge base on MoS and Logistics and online library d. Cooperation platform meetings of project owners e. Final project dissemination f. Study tours on MoS and Logistics in Turkey and EU g. Dedicated training workshops / capacity building measure (ad hoc basis) h. TRACECA investment forums support in preparation and technical docs (TIF)	Communication, dissemination and awareness plan / media strategy framework prepared in the inception period	Prepared and delivered in the inception phase	achieved
	Web portal based on TRACECA site launched in the inception phase and updated minimum once a month	Project webpage launched in June 2011 Prepared, regularly updated (once per two weeks and on ad hoc basis)	in progress On track
	Dissemination materials prepared every six months to all TRACECA beneficiaries	Project reports are issued on schedule (Inception report in July 2011, Progress report 1 in October 2011, Progress report 2 in April 2012, Progress report 3 in October 2012 and Progress report 4 in April 2013) Promotion materials were designed (brochures, memory stick cards, calendars, leaflets, stationary, press releases, posters, certificates of training attendance, presentation) in progress reporting period New set of promotion materials designed in	in progress On track



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Outputs	Agreed Objective Verifiable Indicators	Comments	Status
		August – September 2012 New set of promotion materials designed in October 12 – April 2013	
	Cooperation platform meetings / round tables of project owners in countries and bilateral held – at least two every six months	Cooperation platform meetings in 11 conferences (April – October 2011) and 2 conferences (November 2011 – April 2012) and 3 conferences (May 2012 – October 2012). Including a cooperation meeting with the project stakeholders in Turkmenistan Four Round tables and working group meetings (April – October 2011) Seven round tables and working group meetings in (November 2011 – April 2012) Two round tables and two working groups in May 2012 – October 2012 Round tables in Kazakhstan (Jan 2013), Azerbaijan (March 2013), Ukraine (March 2013), Georgia (April 2013) and Armenia (April 2013) were held	in progress, ahead of the plan
	Five project regional meetings for the countries of Black Sea and Central Asia	Black Sea Regional Meeting No. 1 in July 2011 Caucasus, Caspian Sea and Central Asia regional meeting No.2	Indicator achieved, ahead of the plan



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Outputs	Agreed Objective Verifiable Indicators	Comments	Status
		<p>in October 2011</p> <p>TRACECA regional meeting No. 3 in February 2012 in Brussels</p> <p>Regional meeting No.4 during the study tour in Turkey in June 2012</p> <p>Regional meeting No.5 on Caspian Ro-Ro and Silk Wind Block Train in Kazakhstan in July 2012</p> <p>Regional meeting No. 6 in November 2012 in Chisinau on pilot projects</p> <p>Next regional technical workshop is planned for June 2013 during a Study Tour – devoted to Draft Master Plan progress</p>	
	Two study tours on MoS and Logistics for all TRACECA countries	<p>First study tour was organised in June 2012 to Turkey</p> <p>Second study tour is planned for June 2013 to Germany (Duisburg) and to Belgium (Antwerp)</p>	<p>in progress</p> <p>On track</p>
	Four training measures (on ad hoc basis) in working groups	<p>Land lord port model training session in Brussels on February 2012</p> <p>Block train operation, customs facilitation and containerisation trends workshop in Baku in April 2012</p> <p>Included into study tour programmes, training on logistics and MOS subjects – dedicated trade facilitation and CIM / SMGS training</p> <p>Trade facilitation</p>	<p>Achieved</p> <p>In progress for the study tour</p>



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Outputs	Agreed Objective Verifiable Indicators	Comments	Status
		workshop in Chisinau in November 2013 Tailored interactive training in applied logistics, maritime management and transport economics in Tbilisi in April 2013	
	Final project dissemination (1 event)	Planned for February 2014 to be organised in Kiev	NA



4 PROJECT PLANNING

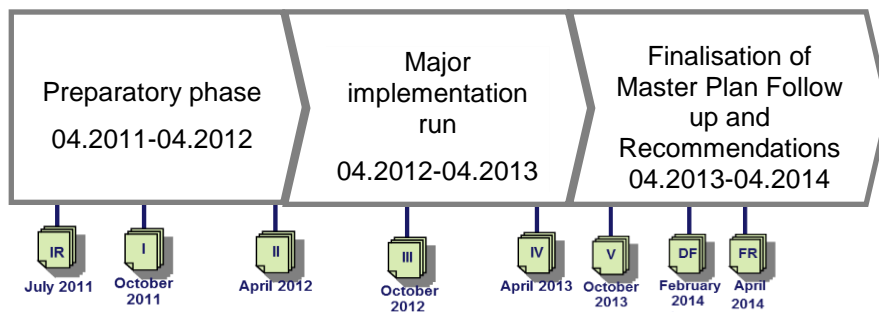
4.1 Introduction

The overall plan of project operation is presented in Table 4. This plan of operations is prepared in-line with the Terms of Reference and the concept paper on Development of the LOGMOS Master Plan. All activities that result in deviations from defined framework of action or supplementary tasks were and will be provided for consideration of the European Commission to define a modus operandi in each particular case. Application for an addendum enabling allocation of additional man-days for fulfilment of project work in the final year of project implementation has been submitted to the EC and has been under consideration since January 2013. The final version was submitted on 23 April 2013.

The LOGMOS Project is split into three phases, which basically correspond to each year of its implementation. The first year was dedicated to preparing grounds of LOGMOS activities. The second year is associated with major implementation activities of all components. In the current reporting period the project team concentrated its work on preparation of the LOGMOS Master Plan, upon approval of the concept paper in mid-December 2012. From April 2013, or during the last year of its implementation, project will work mainly on drafting and finalising of the LOGMOS Master Plan and securing sustainability of its results.

In view of reporting, every six months the project team provides a comprehensive overview on activities implemented and results achieved. Each progress report reflects major milestones achieved by the project following defined framework of performance indicators.

Figure 2: LOGMOS Planning



For the remaining two reporting periods tentative contents of the project work and outputs are summarised in the sections below following the determined steps for each subsequent implementation phase. In addition, for each reporting period a tentative mission schedule is presented as orientation for the beneficiaries in terms of the mission contents, and steps to be taken.

4.2 Main Output Overview for the Report Period V and Final Reporting Period

The main output overview for two remaining reporting phases in the last year of LOGMOS project implementation is presented in the sections below.

Reporting Period V

Duration: May 2013 - October 2013

As has been discussed with the European Commission since January 2013, the addendum of the project is needed in order to support preparation of the LOGMOS Master Plan. The urgent decision on the increase of the short-term senior expertise is essential in view of concentrated



and speedy preparation of the Master Plan and its presentation at the IGC Meeting in September 2013. Work on research project components proved to be more resource-intensive due to administrative barriers in data collection, additional efforts aimed at ensuring stakeholder availability or as a result of bringing together inconsistent information. This risk is associated with the allocation of more short-term senior expert resources to support the key expert team in the final year of project implementation.

The team plans to present the preliminary findings of the LOGMOS Master Plan during a technical seminar of the study tour planned for June 2013, and further preliminary results during the IGC Meeting in September 2013. This document is based on careful stakeholder consultation work and involvement of logistics players dedicated to the improvement of TRACECA performance. In addition, coordinated work with IDEA II project in view of inclusion of TRACECA core network in LOGMOS Master Plan will be continued. The logistics network action plan will be advanced following the provisions of the respective concept paper approved in December 2012.

The work on the legal part for the Master Plan will be finalised, as well as LOGMOS relevant considerations on financing subject and priority projects following IDEA I and II methodology.

A study tour to Duisburg and Antwerp combined with training sessions on logistics, maritime subject and transport corridor economics is scheduled for 23-29 June 2013. Multilateral task force meetings will be conducted during this event and during the coming conferences with the stakeholders involved.

The framework reporting planning for this phase is presented below.

Reporting Period	Major Activity Domains	Outputs, Contents of the Report
Progress report V – April 2013 October 2013	Working on the /Master Plan; Continuation of work on core network (infrastructure and trade) analysis in coordination with IDEA project; Finalisation of working on report on regulatory adjustments summary; Finalisation of the case studies; Updates of action plans and country profiles.	Updated preliminary findings of draft Master Plan report/a separate stand-alone document will be formed following the structure approved in the Master Plan concept paper in December 2012

Field missions will be organised as planned on the follow up subjects and on issues of the Master Plan elaboration. The mission activities are summarised in the following tables.

Missions	Purpose	Participants
Romania May - September 2013	Updates for the cross-references for the Master Plan, upon nomination of the new national secretary briefing on LOGMOS activities, is essential in view of promotion of the pilot projects and mobilising Romanian stakeholders to contribute to their respective developments.	Key experts, short-term experts




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	Field missions for update of Danube case study is envisaged as well	
Bulgaria May - September 2013	Updates for the cross-references for the Master Plan. Field missions for update of Danube case study is envisaged as well.	Key experts, short-term experts
Turkey May - September	Updates for the cross-references for the Master Plan. Following nomination of the new national secretary last year, briefing on LOGMOS activities is essential in view of promotion of the pilot projects and mobilising Turkish stakeholders to contribute to the respective developments.	Key experts, short-term experts
Tajikistan September 2013	IGC Meeting Presentation of the Master Plan	Key experts, short-term experts
Kyrgyzstan September 2013	Round table on pilot projects, legal barriers analysis	Short-term experts
Ad hoc missions to other direct beneficiary countries	Ad hoc questions - the missions will be planned in greater detail in the next reporting period	Key experts, short-term experts

During this reporting phase a study tour is planned in June 2013. In addition, multilateral meetings are planned to take place during various events in the TRACECA region organised in case relevant stakeholders could be mobilised.

The schematic presentation of the event plan is shown in the figure below.

Events	May 2013	June 2013	July 2013	August 2013	September 2013	October 2013
Regional technical meeting						
Study tour and training						
Multilateral meetings during	Odessa transport week Astana Economic Forum				IGC Tajikistan	
Country Working Groups /Task Forces	Ad hoc basis TRACECA					



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The table below provides summary on regional events in next reporting period.

Regional Events / Time Frame	Contents	Countries
June 2013	<p>Study tour to Europe on logistics and motorways of the sea projects and applied training on optimised logistics processes and supply chain solutions.</p> <p>Focus:</p> <p>Duisburg – two days (focus on dry ports, inland waterways, logistics)</p> <p>Port of Antwerp – two days (focus on gateway ports, short-sea shipping, landlord port).</p>	<p>Direct stakeholders and project owners;</p> <p>Up to 40 stakeholders;</p> <p>All TRACECA countries of ENPI, Central Asia and IPA – participation will be covered by LOGMOS project;</p> <p>The EU member of TRACECA – Romania and Bulgaria – will be invited as indirect beneficiary countries.</p>

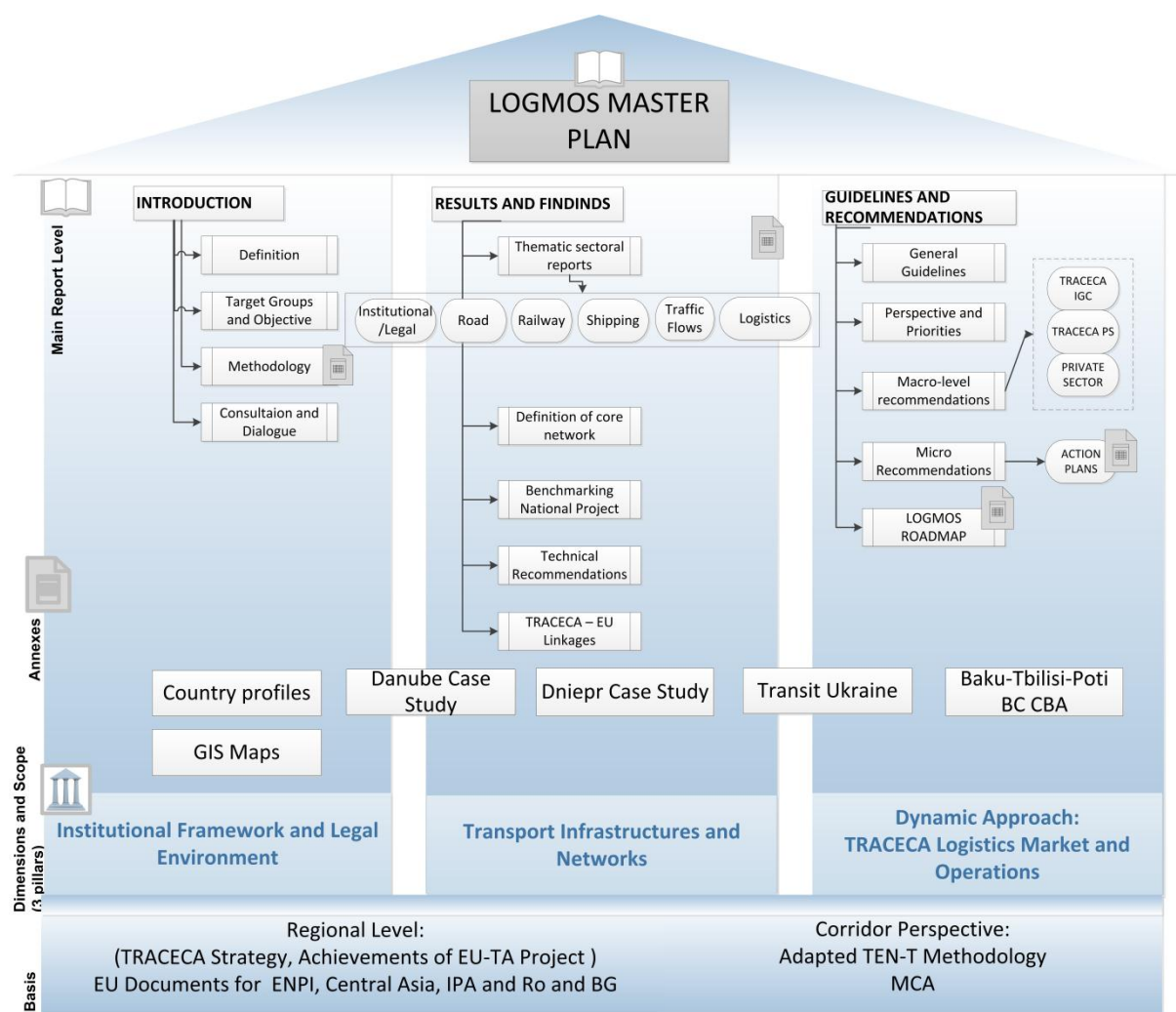


Final Reporting Period

Duration: November 2013 - April 2014

In November 2013, the LOGMOS project will enter its finalisation stage. The last six months of activities will be dedicated to finalisation of the LOGMOS Master Plan. The Master Plan will be presented as a stand-alone document, and contain agreed thematic reports, case studies and action plans for the pilot projects as stipulated in the structure of the LOGMOS Master Plan concept paper.

The output of the Master Plan activities will be a set of interlinked documents, as presented in the chart. The contents of those documents were and will be prepared in strong cooperation with TRACECA corridor owners.



Administrative report will summarise the following aspects:

- Final presentation of the project context and interrelation of LOGMOS project with other EU-funded technical assistance project in TRACECA;
- Summary of the project progress and achievements since the start, following the overall output performance monitoring plan;
- The report will contain a comprehensive section that summarises the lessons learnt and recommendations for the future.



This report will include a detailed action plan for project follow-up measures, overview of future steps to be taken by beneficiaries and point out any major recommendations derived from LOGMOS Master Plan.

The schedule of issuing the draft final and final reports of the project respectively is shown in the table below.

Reporting Period	Major Activity Domains	Outputs, Contents of the Report
Final reporting period: Draft final report October 2013 - February 2014	Work on Master Plan and case studies.	Preliminary results of the draft Master Plan; Draft final case studies; Overall recommendations/steps for the future in LOGMOS dimension of TRACECA.
Final reporting period: Final report February 2014 - April 2014	Work on Master Plan and case studies.	Final Master Plan; Final case studies; Overall recommendations/steps for the future in LOGMOS dimension of TRACECA.

During the final reporting period a conclusive dissemination event will be organised in Kiev in February 2014. This event will be designed to draw together and to reflect on the key findings and recommendations of the LOGMOS activity and to produce a set of recommendations for future TRACECA work on implementation of the Master Plan and to suggest the future contribution of TRACECA countries in this respect. The dissemination event will be open to all stakeholders. Partners of the project will present their achievements in order to increase public awareness of the project, its objectives, industry stake in the project as well as results and conclusions.



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Table 4: Overall Plan of Operations

Project title: LOGMOS				Project number: 2011/264459				Beneficiary countries: Direct: Armenia, Azerbaijan, Republic of Moldova, Ukraine and Georgia, Kazakhstan, Kyrgyzstan, Uzbekistan, Tajikistan and Turkmenistan Indirect: Bulgaria, Romania, Turkey																				Number of Pages: 7																				
Planning period : 27 April 2011 – 27 April 2014				Prepared on: 27 October 2011 Updated on: 27 April 2013				EC Contractor : Egis International / Dornier Consulting																																								
Project objective: The overall objective of the current project is to contribute to the long–term sustainable development of the logistics infrastructure and multimodal transport along the TRACECA corridor.																																																
	MAIN ACTIVITIES			TIME FRAME																								INPUTS																				
	year			2011						2012										2013										2014				PERSONNEL (man/days)		OTHER												
	Calendar month						8	9	1	1	1	2	1	2	3	4	5	6	7	8	9	1	0	1	1	1	2	1	2	3	4	5	6	7	8	9	1	0	1	1	2	1	2	3	4	Key Experts	Non – key experts	
	Implementation month						4	5	6	7	8	9	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	3	3	3	3	3	3	3	3					
	Project inception																																										TL 660 KE 2 660 KE 3 660	SE 1000 JE 1500	N/A Details in financial report			
	Mobilisation																																															
	Work plan																																															
	Maritime dimension/MoS						x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x		
	Training / study tours													x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x		
	Dialogue with EU stakeholders						x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x		



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Project title: LOGMOS				Project number: 2011/264459				Beneficiary countries: Direct: Armenia, Azerbaijan, Republic of Moldova, Ukraine and Georgia, Kazakhstan, Kyrgyzstan, Uzbekistan, Tajikistan and Turkmenistan Indirect: Bulgaria, Romania, Turkey																Number of Pages: 7																	
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	MAIN ACTIVITIES		TIME FRAME																INPUTS																						
	year		2011				2012								2013								2014				PERSONNEL (man/days)		OTHER												
	Calendar month					8	9	1	1	1	2	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	Key Experts	Non – key experts
	Implementation month					4	5	6	7	8	9	1	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	3	3	3	3	3	3	3		
	Communication and dissemination					x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x		
	Assessment of new pilot projects													x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x			
	TA on funding mobilisation									x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x				
	Monitoring MoS pilot projects					x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x		
	Hinterland dimension/MOS					x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x		
	Working groups and tasks force					x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x		



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Project title: LOGMOS				Project number: 2011/264459				Beneficiary countries: Direct: Armenia, Azerbaijan, Republic of Moldova, Ukraine and Georgia, Kazakhstan, Kyrgyzstan, Uzbekistan, Tajikistan and Turkmenistan Indirect: Bulgaria, Romania, Turkey																Number of Pages: 7																		
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	Calendar month						8	9	1	1	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	Key Experts	Non – key experts		
	Implementation month						4	5	6	7	8	9	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	3	3	3	3	3	3	3			
	case studies														x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x				
	Regional ILC networks						x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x			
	Working groups for promoting logistics processes						x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x			
	Core networks between ports and logistics hubs						x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x			
	Guidelines for TRACECA network of the logistics centres														x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x				



Logistics Processes and Motorways of the Sea II

Project title: LOGMOS				Project number: 2011/264459				Beneficiary countries: Direct: Armenia, Azerbaijan, Republic of Moldova, Ukraine and Georgia, Kazakhstan, Kyrgyzstan, Uzbekistan, Tajikistan and Turkmenistan Indirect: Bulgaria, Romania, Turkey																Number of Pages: 7																	
Planning period : 27 April 2011 – 27 April 2014				Prepared on: 27 October 2011 Updated on: 27 April 2013				EC Contractor : Egis International / Dornier Consulting																																	
Project objective: The overall objective of the current project is to contribute to the long–term sustainable development of the logistics infrastructure and multimodal transport along the TRACECA corridor.																																									
	MAIN ACTIVITIES			TIME FRAME																			INPUTS																		
	year			2011					2012							2013							2014				PERSONNEL (man/days)		OTHER												
	Calendar month						8	9	1	1	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	Key Experts	Non – key experts	
	Implementation month						4	5	6	7	8	9	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	3	3	3	3	3	3	3			
	Study tours and trainings													x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x				
	ILC implementation																			x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x				
	Interfaces to pursue the network of logistics centres																			x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x				
	Synergies between logistics centres																			x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x				
	Network modalities																			x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x				
	Follow – up of feasibility studies																			x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x				



Logistics Processes and Motorways of the Sea II

Project title: LOGMOS				Project number: 2011/264459				Beneficiary countries: Direct: Armenia, Azerbaijan, Republic of Moldova, Ukraine and Georgia, Kazakhstan, Kyrgyzstan, Uzbekistan, Tajikistan and Turkmenistan Indirect: Bulgaria, Romania, Turkey																Number of Pages: 7																
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Project objective: The overall objective of the current project is to contribute to the long-term sustainable development of the logistics infrastructure and multimodal transport along the TRACECA corridor.																																								
	MAIN ACTIVITIES			TIME FRAME																				INPUTS																
	year			2011					2012										2013										2014				PERSONNEL (man/days)		OTHER					
	Calendar month						8	9	1	1	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	Key Experts	Non – key experts
	Implementation month						4	5	6	7	8	9	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	3	3	3	3	3	3	3			
	Stakeholder Dialogue																				x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x				
	LOGMOS Master Plan														x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x				
	guidelines for LOGMOS														x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x				
	Two/three case studies														x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x				
	Capacity building for attracting funding														x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x				
	TA to Regulatory Adjustments														x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x				

[illegible]



Logistics Processes and Motorways of the Sea II

Project title: LOGMOS				Project number: 2011/264459				Beneficiary countries: Direct: Armenia, Azerbaijan, Republic of Moldova, Ukraine and Georgia, Kazakhstan, Kyrgyzstan, Uzbekistan, Tajikistan and Turkmenistan Indirect: Bulgaria, Romania, Turkey																Number of Pages: 7																					
Planning period : 27 April 2011 – 27 April 2014				Prepared on: 27 October 2011 Updated on: 27 April 2013				EC Contractor : Egis International / Dornier Consulting																																					
Project objective: The overall objective of the current project is to contribute to the long–term sustainable development of the logistics infrastructure and multimodal transport along the TRACECA corridor.																																													
	MAIN ACTIVITIES			TIME FRAME																		INPUTS																							
	year			2011				2012								2013								2014				PERSONNEL (man/days)		OTHER															
	Calendar month						8	9	1	1	1	2	1	2	3	4	5	6	7	8	9	1	1	1	2	1	2	3	4	5	6	7	8	9	1	1	1	2	1	2	3	4	Key Experts	Non – key experts	
	Implementation month						4	5	6	7	8	9	1	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	3	3	3	3	3	3	3				
	TRACECA site						x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x					
	Meetings of project owners						x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x				
	Final project dissemination						x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x				
	Study tours															x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x				
	Capacity building															x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x				
	Support in (TIF)						x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x				
																		TOTAL														TL 660 KE 2 660 KE 3 660				SE1000 JE1500									



Logistics Processes and Motorways of the Sea II

Table 5: Overall Output Performance Plan

Project title: LOGMOS	Project number : 2011/264459	Beneficiary countries: Direct: Armenia, Azerbaijan, Republic of Moldova, Ukraine and Georgia, Kazakhstan, Kyrgyzstan, Uzbekistan, Tajikistan and Turkmenistan Indirect: Bulgaria, Romania, Turkey	Number of Pages: 7
Planning period : 27 April 2011 – 27 April 2014	Prepared on: 27 October 2011 Updated on: 27 April 2013	EC Contractor : Egis International / Dornier Consulting	
Project objective: The overall objective of the current project is to contribute to the long–term sustainable development of the logistics infrastructure and multimodal transport along the TRACECA corridor.			
✓ - indicator achieved, ☒ - on track, ⚠ - delays, ⬆ - achieved at greater scope, activities continue			
Outputs	Agreed Objective Verifiable Indicators		Assumptions
PI: Project inception Project Mobilisation Adjustment on the work plan	• 1 Kick-off in Brussels	✓	• Office established • Availability and participation of the counterpart staff to engage in meetings, project steering and working panels • Timely response on Contractor's requests by the beneficiaries
	• Core project team completely mobilised	✓	
	• Project office established	✓	
	• Regional field missions took place in beneficiary countries	✓	
	• Counterpart structures established	✓	



Logistics Processes and Motorways of the Sea II

Project title: LOGMOS	Project number : 2011/264459	Beneficiary countries: Direct: Armenia, Azerbaijan, Republic of Moldova, Ukraine and Georgia, Kazakhstan, Kyrgyzstan, Uzbekistan, Tajikistan and Turkmenistan Indirect: Bulgaria, Romania, Turkey	Number of Pages: 7
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Project objective: The overall objective of the current project is to contribute to the long–term sustainable development of the logistics infrastructure and multimodal transport along the TRACECA corridor.			
✓ - indicator achieved, ☒ - on track, ⚠ - delays, ✦ - achieved at greater scope, activities continue			
1A: Maritime dimension of MoS projects a) Training activities and study tours b) Dialogue with a gathering of EU stakeholders and customers c) Communication and dissemination activities to strengthen the dissemination and awareness of the MoS concept through regional support d) Assessment and recommendations on feasibility of previously unselected and new pilot projects e) Technical assistance aimed at mobilisation of different sources of financing for the implementation of MoS projects f) Monitoring and reporting on the implementation of the MoS pilot projects	• Preparation, distribution and update of action plans on 5 MoS identified projects and further action plans for new projects	✓	<ul style="list-style-type: none">• Availability and participation of the counterpart staff• Favourable regional relations between countries• Favourable investment environment in the countries• Countries remain committed to the results of the previous projects• Stakeholders are willing to cooperate under the format of a task force and remain active in implementation of the results• Customs and other border authorities provide full support to implementation of the project• Stakeholders are ready to capitalize on other project success stories to enable a quicker implementation of pilot projects and technical regulatory/normative reforms
	• National, bilateral and regional working groups and task forces on 5 MoS pilot projects are set up and work within the first year of the project	✓	
	• National, bilateral and regional working groups and task forces set up for LOGMOS additional projects	✓	
	• At least one international stakeholder interested in development of pilot projects is identified	✦	



Logistics Processes and Motorways of the Sea II

Project title: LOGMOS	Project number : 2011/264459	Beneficiary countries: Direct: Armenia, Azerbaijan, Republic of Moldova, Ukraine and Georgia, Kazakhstan, Kyrgyzstan, Uzbekistan, Tajikistan and Turkmenistan Indirect: Bulgaria, Romania, Turkey		Number of Pages: 7
Planning period : 27 April 2011 – 27 April 2014	Prepared on: 27 October 2011 Updated on: 27 April 2013	EC Contractor : Egis International / Dornier Consulting		
Project objective: The overall objective of the current project is to contribute to the long–term sustainable development of the logistics infrastructure and multimodal transport along the TRACECA corridor.				
✓ - indicator achieved, ☒ - on track, ⚠ - delays, ⬆ - achieved at greater scope, activities continue				
1B: Hinterland dimension of MoS projects a. Set up of working groups and task forces and technical assistance for improving efficiency. b. Development and implementation of a restricted number of case studies on connections between ports and logistical zones	• Shipping line updates for Black Sea and Caspian Sea are issued every six months and included into the reports	☒	<ul style="list-style-type: none">• The beneficiaries pursue committed action in terms of necessary legal adjustments• Free access to the project sites, availability of information and documents• IFIs’ strategies fit TRACECA objectives• Country governmental policies allow for IFI funding and loans remain a possible instrument of public investments• Interest of the international stakeholders in the region• Strategies of the international shipping business include activities in the TRACECA region• Investment forums are organised	
	• In 13 beneficiary countries assessment and recommendations on feasibility of previously unselected and new pilot projects provided	☒		
	• Technical assistance aimed at mobilisation of different sources of financing for the implementation of MoS projects	☒		
	• Set up of the key performance indicators for pilot projects and updates	✓		
	• For events see Result 5: Communication, Visibility and Information Plan	⬆		
2A: Concept of the regional networks of Logistics Centres a. Set–up of bilateral and regional working groups to	• Preparation, distribution and update of action plans on 11 ILC identified projects and further action plans for additional projects	✓	<ul style="list-style-type: none">• Countries remain committed to the results achieved in the previous projects• Policies are favourable to implementation	



Logistics Processes and Motorways of the Sea II

Project title: LOGMOS	Project number : 2011/264459	Beneficiary countries: Direct: Armenia, Azerbaijan, Republic of Moldova, Ukraine and Georgia, Kazakhstan, Kyrgyzstan, Uzbekistan, Tajikistan and Turkmenistan Indirect: Bulgaria, Romania, Turkey	Number of Pages: 7
Planning period : 27 April 2011 – 27 April 2014	Prepared on: 27 October 2011 Updated on: 27 April 2013	EC Contractor : Egis International / Dornier Consulting	
Project objective: The overall objective of the current project is to contribute to the long–term sustainable development of the logistics infrastructure and multimodal transport along the TRACECA corridor.			
✓ - indicator achieved, ☒ - on track, ⚠ - delays, ⬆ - achieved at greater scope, activities continue			
promote logistics processes and network possibilities b. Identification of the core networks between ports and logistics hubs c. Development of recommendations and guidelines for TRACECA network of the logistics centres d. Study tours and training organisation 2B: Logistics Centres’ projects implementation a) Identification of interfaces to be adjusted to promote the network of logistics centres b) Identification and promotion of synergies between identified logistics centres c) Technical assistance related to establishment of network modalities d) Follow–up of feasibility studies and promotion of identified sites, raising awareness and enhancing interest e) Establishment of a dialogue and cooperation between the promoters and developers of the logistics centres	• National, bilateral and regional working groups or task forces on 11 ILC pilot projects as required for scope and status of individual project are set up and work within the first year of the project	✓	• Customs sector is willing to cooperate and introduce change • Recommendations of the project are actively followed up by the tasks forces and promoted by the participants of the action plans • Countries’ relations are not undergoing regional tensions • Stakeholders are promoting a regional approach • International stakeholders are interested in exploiting new business opportunities in the transport sector in TRACECA • Decision making is consistent and appropriate • Stakeholders at the national level realise the potential of the network and understand the winning results from participation
	• National, bilateral and regional working groups and task forces set up for LOGMOS additional projects (common indicator as in the Result 1)	✓	
	• Core links between ports and logistics hubs are identified for all beneficiary countries	☒	
	• One action plan / guidelines for TRACECA network of the logistics centres	☒	
	• Interface projects adjusted to promote the network of logistics centres are adapted	✓	
	• Previous feasibility studies are followed up	✓	



Logistics Processes and Motorways of the Sea II

Project title: LOGMOS	Project number : 2011/264459	Beneficiary countries: Direct: Armenia, Azerbaijan, Republic of Moldova, Ukraine and Georgia, Kazakhstan, Kyrgyzstan, Uzbekistan, Tajikistan and Turkmenistan Indirect: Bulgaria, Romania, Turkey	Number of Pages: 7
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Project objective: The overall objective of the current project is to contribute to the long–term sustainable development of the logistics infrastructure and multimodal transport along the TRACECA corridor.			
✓ - indicator achieved, ☒ - on track, ⚠ - delays, ✦ - achieved at greater scope, activities continue			
3: LOGMOS Master Plan a) Developing recommendations and guidelines for LOGMOS b) Two/three case studies to be selected and developed as pilot projects, small working groups to be set up to for addressing bottlenecks / defining required technical assistance c) Support and capacity building for attracting funding	<ul style="list-style-type: none">• MCA for LOGMOS project identification methodology agreed in the first year of implementation (also relevant to results 1 and 2)	✓	<ul style="list-style-type: none">• Countries are available for consultations• Decision making process is favourable for the project environment• Decision making is clear and consistent• Counterpart staff remains committed and proactive in terms of implementation• IFIs remain committed to improvement of the infrastructure in the region• Availability of funds and programmes• Country macroeconomic policies envisage external borrowing• TRACECA investment forum is organised• Ports are following the strategy of regional development and understand benefits from partnership
	<ul style="list-style-type: none">• MCA runs on project proposals (also relevant to Results 1 and 2)	✓	
	<ul style="list-style-type: none">• 2–3 case studies on connections between ports and logistical zones (also relevant to Results 1 and 2)	✦	
	<ul style="list-style-type: none">• LOGMOS projects identified for Annual TRACECA Investment Forum (also relevant to Results 1 and 2) <p>For events see Result 5: Communication, Visibility and Information Plan</p>	✦	



Logistics Processes and Motorways of the Sea II

Project title: LOGMOS	Project number : 2011/264459	Beneficiary countries: Direct: Armenia, Azerbaijan, Republic of Moldova, Ukraine and Georgia, Kazakhstan, Kyrgyzstan, Uzbekistan, Tajikistan and Turkmenistan Indirect: Bulgaria, Romania, Turkey	Number of Pages: 7
Planning period : 27 April 2011 – 27 April 2014	Prepared on: 27 October 2011 Updated on: 27 April 2013	EC Contractor : Egis International / Dornier Consulting	
Project objective: The overall objective of the current project is to contribute to the long-term sustainable development of the logistics infrastructure and multimodal transport along the TRACECA corridor.			
✓ - indicator achieved, ☒ - on track, ⚠ - delays, ✚ - achieved at greater scope, activities continue			
4: Technical Assistance to Regulatory Adjustments a. Case study related assessment of maritime and intermodal legislation and environment b. Organization of training, seminars, working groups to identify changes needed c. Development of a monitoring mechanism on regulatory adjustments	• Assessment of maritime and intermodal legislation and environment relevant to action plans	✓	• Legal mechanisms allow for prompt changes and counterpart staff remains committed to the implementation of the recommendations • PS counterpart is available for consultations • International stakeholders remain interested in the TRACECA region
	• Monitoring mechanism on regulatory adjustments	☒	
	• Tailored training on ad hoc basis for pilot project stakeholders For events see Result 5: Communication, Visibility and Information Plan	✓	
5: Communication, Information, Awareness a. Communication, dissemination and awareness plan / media strategy and implementation b. Cooperation with ENPI Info Centre c. Web portal based on TRACECA site and team room for knowledge base on MoS and Logistics and online library d. Cooperation platform meetings of project owners e. Final project dissemination f. Study tours on MoS and Logistics in Turkey and EU	• Communication , dissemination and awareness plan / media strategy framework prepared in the inception period	✓	• Counterpart staff is available for consultations and participation at events • Beneficiaries respond to contractor's requests and suggestions • Counterparts remain committed to implementation and assist in organisation of meetings in their respective countries
	• Web portal based on TRACECA site launched in the inception phase and updated minimum once a month	☒	
	• Dissemination materials prepared every six months to all TRACECA beneficiaries	☒	
	• Cooperation platform meetings / round tables of project owners in countries and bilateral held – at least two every six months	☒	



Logistics Processes and Motorways of the Sea II

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Planning period : 27 April 2011 – 27 April 2014	Prepared on: 27 October 2011 Updated on: 27 April 2013	EC Contractor : Egis International / Dornier Consulting	
Project objective: The overall objective of the current project is to contribute to the long-term sustainable development of the logistics infrastructure and multimodal transport along the TRACECA corridor.			
✓ - indicator achieved, ☒ - on track, ⚠ - delays, ⬆ - achieved at greater scope, activities continue			
g Dedicated training workshops / capacity building measure (ad hoc basis) h. TRACECA investment forums support in preparation and technical docs (TIF)	• Five project regional meetings for the countries of Black Sea and Central Asia	☒	
	• Two study tours on MoS and Logistics for all TRACECA countries	☒	
	• Four training measures (on ad hoc basis) in working groups, dedicated or study tours	☒	
	• Final project dissemination (1 event)	NA	



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Table 6: Resource Utilisation Report

Project title: LOGMOS		Project number: 2011/264459		Beneficiary countries: Direct: Armenia, Azerbaijan, Republic of Moldova, Ukraine, Georgia, Kazakhstan, Kyrgyzstan, Uzbekistan, Tajikistan and Turkmenistan Indirect: Bulgaria, Romania, Turkey		Number of pages: 1	
Planning period: 27 April 2011 – 27 April 2014		Prepared on: 27 April 2013		EC Contractor : Egis International / Dornier Consulting			
Project objective: The overall objective of the current project is to contribute to the long-term sustainable development of the logistics infrastructure and multimodal transport along the TRACECA corridor.							
RESOURCES/INPUTS		TOTAL PLANNED	PERIOD PLANNED	PERIOD REALISED	TOTAL REALISED		AVAILABLE FOR REMAINDER
PERSONNEL							
Team Leader		660 MD	100	104	455,5		204,5
Key Experts II		660 MD	100	110,5	467		193
Key Expert III		660 MD	100	100	440,5		219,5
Senior Short Term Experts		1000 MD	213	211	786,5		213,5
Junior Short Term Experts		1500 MD	323	198	995,5		504,5
OTHER (%)		NA	NA	NA	NA		NA
		For incidentals – see expenditure verification reports					



Logistics Processes and Motorways of the Sea II

Table 7: Plan of Operations for the Next Period (Work Programme) (1)

Project title: LOGMOS			Project number : 2011/264459			Beneficiary countries: Direct: Armenia, Azerbaijan, Republic of Moldova, Ukraine, Georgia, Kazakhstan, Kyrgyzstan, Uzbekistan, Tajikistan and Turkmenistan Indirect: Bulgaria, Romania, Turkey			Number of Pages: 4	
Planning period : 28April 2013 – 27 October 2013			Prepared on: 27 April 2012			EC Contractor : Egis International / Dornier Consulting				
Project objective: The overall objective of the current project is to contribute to the long–term sustainable development of the logistics infrastructure and multimodal transport along the TRACECA corridor.										
		TIME FRAME						INPUTS		
		2012 – 2013 (months)						PERSONNEL		OTHER
No	ACTIVITY	May 13	Jun 13	Jul 13	Aug13	Sep 13	Oct 13	Key Experts	Non – key Experts	
PI	Project inception							TL 120 KE II 120 KE III 100	SE 198 JE 303	as specified in the financial report
a	Mobilisation									
b	Work plan									
1A	Maritime dimension/MoS	x	x	x	x	x	x			
a	Training / study tours	x	x	x	x	x	x			
b	Dialogue with EU stakeholders	x	x	x	x	x	x			
c	Communication and dissemination	x	x	x	x	x	x			
d	Assessment of new pilot projects	x	x	x	x	x	x			
e	TA on funding mobilisation	x	x	x	x	x	x			
f	Monitoring MoS pilot projects	x	x	x	x	x	x			
1B	Hinterland dimension/MOS	x	x	x	x	x	x			
a	Working groups and tasks force	x	x	x	x	x	x			
b	Case studies	x	x	x	x	x	x			



Logistics Processes and Motorways of the Sea II

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Planning period : 28April 2013 – 27 October 2013				Prepared on: 27 April 2012			EC Contractor : Egis International / Dornier Consulting				
Project objective: The overall objective of the current project is to contribute to the long–term sustainable development of the logistics infrastructure and multimodal transport along the TRACECA corridor.											
		TIME FRAME						INPUTS			
		2012 – 2013 (months)						PERSONNEL		OTHER	
No	ACTIVITY	May 13	Jun 13	Jul 13	Aug13	Sep 13	Oct 13	Key Experts	Non – key Experts		
2A	Regional ILC networks	x	x	x	x	x	x				
a	Working groups for logistics	x	x	x	x	x	x				
b	Core networks ports and hubs	x	x	x	x	x	x				
c	Guidelines for ILC network	x	x	x	x	x	x				
d	Study tours and trainings	x	x	x	x	x	x				
2B	ILC implementation	x	x	x	x	x	x				
a	Interfaces for ILC network	x	x	x	x	x	x				
b	Synergies between logistics centres	x	x	x	x	x	x				
c	Network modalities	x	x	x	x	x	x				
d	Follow – up of feasibility studies	x	x	x	x	x	x				
e	Stakeholder Dialogue	x	x	x	x	x	x				
3	LOGMOS Master Plan	x	x	x	x	x	x				
a	Guidelines for LOGMOS	x	x	x	x	x	x				
b	Two/three case studies	x	x	x	x	x	x				



Logistics Processes and Motorways of the Sea II

Project title: LOGMOS			Project number : 2011/264459			Beneficiary countries: Direct: Armenia, Azerbaijan, Republic of Moldova, Ukraine, Georgia, Kazakhstan, Kyrgyzstan, Uzbekistan, Tajikistan and Turkmenistan Indirect: Bulgaria, Romania, Turkey		Number of Pages: 4		
Planning period : 28April 2013 – 27 October 2013			Prepared on: 27 April 2012			EC Contractor : Egis International / Dornier Consulting				
Project objective: The overall objective of the current project is to contribute to the long–term sustainable development of the logistics infrastructure and multimodal transport along the TRACECA corridor.										
		TIME FRAME						INPUTS		
		2012 – 2013 (months)						PERSONNEL		OTHER
No	ACTIVITY	May 13	Jun 13	Jul 13	Aug13	Sep 13	Oct 13	Key Experts	Non – key Experts	
c	Cap. building to attract funding	x	x	x	x	x	x			
4	Legal TA	x	x	x	x	x	x			
a	Case study related assessments	x	x	x	x	x	x			
b	Trainings, seminars	x	x	x	x	x	x			
c	Monitoring mechanism	x	x	x	x	x	x			
5	Communication & Awareness	x	x	x	x	x	x			
a	Dissemination and awareness plan									
b	Cooperation with ENPI Info Centre	x	x	x	x	x	x			
c	TRACECA site	x	x	x	x	x	x			
d	Meetings of project owners	x	x	x	x	x	x			
e	Final project dissemination	x	x	x	x	x	x			
f	Study tours	x	x	x	x	x	x			
g	Capacity building measures	x	x	x	x	x	x			



Logistics Processes and Motorways of the Sea II

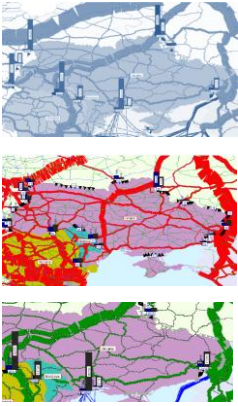
Project title: LOGMOS				Project number : 2011/264459				Beneficiary countries: Direct: Armenia, Azerbaijan, Republic of Moldova, Ukraine, Georgia, Kazakhstan, Kyrgyzstan, Uzbekistan, Tajikistan and Turkmenistan Indirect: Bulgaria, Romania, Turkey				Number of Pages: 4	
Planning period : 28April 2013 – 27 October 2013				Prepared on: 27 April 2012				EC Contractor : Egis International / Dornier Consulting					
Project objective: The overall objective of the current project is to contribute to the long–term sustainable development of the logistics infrastructure and multimodal transport along the TRACECA corridor.													
		TIME FRAME						INPUTS					
		2012 – 2013 (months)						PERSONNEL				OTHER	
No	ACTIVITY	May 13	Jun 13	Jul 13	Aug13	Sep 13	Oct 13	Key Experts	Non – key Experts				
h	Support in (TIF)	x	x	x	x	x	x						
							TOTAL		TL 120 KE II 120 KE III 100	SE 198 JE 303	NA		



5 PROJECT PROGRESS IN THE REPORTING PERIOD

This chapter presents project activities in beneficiary countries inclusive in the geographic dimension, from October 2012 to April 2013.

In this reporting period the work of the LOGMOS team was focused on the following activities:


	<p>Horizontal update of the legal recommendations for TRACECA countries in logistics and maritime dimensions relevant for Trade Facilitation and dedicated legal analysis in Central Asia (see Annex 3 – Proposals for Improvement of Legal Environment for MoS and Logistics: Part III targeting Uzbekistan, Kyrgyzstan and Tajikistan). Required information for preparation of legal assessment has been requested from Turkmenistan, but has not yet been provided by the beneficiaries.</p>
	<p>Analysis of various data for Ukraine transit case study and intensive cooperation with the beneficiaries on finalisation of the Ukraine transit– (see Annex 4 – Transit Ukraine). LOGMOS team has aggregated various data into a consistent sample for its econometric model.</p> <p>Substantial efforts were directed to obtaining transparent data on tariff and actual costs of the transportation in Ukraine. Major resources were placed for coordination with Ukrainian research institutes charged with research of the economic effects of lost Ukrainian transit from national prospective.</p> <p>The project team discussed with the beneficiaries the next steps of common research and modus operandi of incorporation of the LOGMOS findings into decision-making documents in Ukraine. LOGMOS recommendations for improvement of the transit function of Ukraine will be considered in a decision- making in view of regional perspective.</p> <p>In addition, LOGMOS set of systemised data for econometric transit model was handed over to the beneficiary in April 2013. The results of the Ukraine transit case study are published in this progress report.</p>
	<p>Revision and preparation of the LOGMOS Master Plan concept paper in November and December 2013, and elaboration of the initial LOGMOS Master Plan's findings following the schedule envisaged by a concept paper.</p> <p>The interim results of this work are documented in Annex 5 –LOGMOS Master Plan. Coordination with mobilised IDEA II project on various interfaces of the LOGMOS draft Master Plan continued following pace and patter set in IDEA I project (core network definition, priority projects and financing).</p> <p>The findings of the current reporting phase were presented during the coordination meeting between the EC, PS IGC TRACECA and EU-Funded projects in April 2013 in Kiev. The next presentation of the progress of the draft Master Plan is planned for the sixth LOGMOS regional technical expert meeting in June 2013, to be organised during the study tour in Germany and Belgium.</p>



	<p>Following consultations with major players of supply chains in TRACECA the information on current shipping lines operating in TRACECA has been summarised. The overview is presented in Annex 6 – Shipping Line Information</p>
	<p>Two major regional events were organised in the time span between November 2012 and April 2013:</p> <ul style="list-style-type: none"> – Regional seminar on trade facilitation in Moldova; and – Regional training on Logistics, Maritime Shipping and Transport Economics in Georgia. <p>Both events are documented in Annex 7–LOGMOS Regional Meetings.</p> <p>The publicity for both events has been via TRACECA web-portal functionalities and promotion activities by the ENPI-Info. Local media coverage was organised by the beneficiaries in the respective countries.</p>

	<p>Armenia</p>
<p>Activities in Armenia were mainly dedicated to:</p>	
<ul style="list-style-type: none"> • Regular project work; • Assistance and recommendations on development of the Yerevan Zvartnots airport; • Analysis of trade and intermodal transport facilitation procedures in Armenia; and • A mission to Armenia was organised in April 2013. 	
<p>1: Pilot projects and additional tasks</p>	<p>Logistics Centre at Zvartnots Airport</p> <p>The beneficiary in Armenia is one of the most active ones in terms of promotion of the pilot projects in the region. Feasibility studies prepared or updated by the LOGMOS team were included in priority projects and will be subjected to PPP-scheme implementation.</p> <p>The elaboration of the LOGMOS project on road and railway connections, suitable for both for the airport and a logistics centre, are included in the airport area development programme.</p> <p>The memorandum of understanding between the airport, Armenian railways and Government on development of the logistics hub was based on the EU-funded feasibility study in Armenia. The Asian Development Bank also participates in the project.</p> <p>Ad hoc support was provided to the beneficiary. Task force meetings with airport development companies, railways and the Ministry of Transport have been conducted.</p> <p>Armenian Flag</p> <p>Project recommendations were approved by the beneficiary and were used as the basis for a governmental programme. The project is owned and actively promoted by the beneficiary. This Armenian initiative will be further assisted by the new TRACECA maritime safety and security project.</p>





	Armenia
2: Regional networks of Logistics Centres	<p>A draft country profile for Armenia was published online in December 2012 upon approval of the beneficiary. Ad hoc updates are being prepared for the next update in October 2013.</p>
3: LOGMOS Master Plan	<p>Sectoral reports for road, railway and shipping, as well as legal considerations chapter contain Master Plan relevant information related to Armenia. Traffic flow analysis also covers Armenia. These documents are being updated.</p>
4: TA Regulatory Adjustments	<p>The LOGMOS team continued to follow-up the subject on single window implementation in cooperation with the National Secretary. The South-Caucasus Integrated Border management project (SCIBM project) and a twinning project on improvement of the efficiency of the border managements in Armenia covered major components relevant to trade facilitation. Having acted as implementing agency of the former SCIBM project, UNDP follows up the results achieved up to now.</p> <p>During the project mission to Armenia, UNDP shared information on launch of a new project in the field of integrated border management³. In February 2013, the EU Delegation to Armenia, UNDP, National Security Council and the State Revenue Committee jointly presented the steps to be taken under this new “Enhancement of the border management capabilities at Bavra-Ninotsminda Border Crossing Point between Armenia and Georgia” project, which is funded by the EU and implemented by the UNDP.</p> <p>This Euro 1.9M border management project aims to introduce European standards of integrated border management at Armenian-Georgian border crossing point, targeting facilitation of trade, transit and enhanced movement of people across the border. This project aims to implemenent the provisions of the Integrated Border Management Action Plan for 2011-2015, developed under previous SCIBM initiative and approved by the government of Armenia.</p> <p>The EU funded Twinning project supports the State Revenue Committee (SRC) to strengthen Armenian customs by developing modern customs control procedures and enforcement according to the best practices of EU Member States. The Twinning Project is implemented by a Lithuanian-Finnish Consortium of two European Customs administrations from June 2012 to June 2013.</p>
5: Communication, Information, Awareness	<p>Representatives of Armenian stakeholders (freight forwarding association, South Caucasian Railways, private forwarding and transport companies) took part in the Tbilisi training in April 2013, and have attended all the modules.</p>

³See more details at:

http://www.am.undp.org/content/armenia/en/home/operations/projects/democratic_governance/modernization-of-bagratashen--bavra--gogavan-border-crossing-poi.html



	Armenia
	<p>In the current reporting period, LOGMOS project continued cooperation with UNDP in Armenia, an implementing agency for EU SCIBM Project (South Caucasus Integrated Border Management) carried out from January 2009 to end of September 2012⁴. The parties exchanged information on trade facilitation issues, improvement of border-crossing procedures, steps taken towards 'Single Window/One-Stop-Shop' and modernisation of border crossing points in the South Caucasus (see also Annex II – List of Meetings).</p> <p>A country profile for Armenia was published upon approval of the beneficiary in December 2012.</p>

	Azerbaijan
	<p>During this reporting period two missions were organised to Azerbaijan – in February 2013 to prepare a working group meeting and follow up of the pilot projects, and in April 2013 – to carry out a working group meeting. Activities in Azerbaijan comprised work on regular project assignments devoted to the action plans and were closely coordinated with the National Secretary.</p> <p>Azerbaijani stakeholders were also approached during the regional events of LOGMOS project and other TRACECA events.</p>
1: Pilot projects	<p>The action plans concerning Azerbaijan were discussed during country missions and regional events. On 27 March 2013 a working group meeting in Azerbaijan took place.</p> <p>The Participants assessed the progress achieved in the implementation of the LOGMOS pilot-projects involving Azerbaijan and recent developments in Azerbaijan transport sector. The TRACECA National Secretary emphasised that the volume carried along the TRACECA Corridor increased in 2012 by some 5%, compared with the previous year although the volume of cargo in transit decreased by 2%.</p> <p>The Azerbaijani stakeholders also underlined that NATO is planning to bring back about TEU 160,000 (plus a large number of vehicles) back from Afghanistan. Azerbaijan assessed the possibility of handling up to TEU 60,000 of them. The decision about the routing of this flow is currently pending. It is expected part of the cargo will be repatriated directly by air freight while some other part will most probably be sent via Russia and Pakistan.</p>

⁴ For country information on SCIBM in Armenia please visit: <http://www.scibm.am>


UNDP published information about its work as an implementing agency on integrated border management at:

http://www.undp.org/content/brussels/en/home/ourwork/democraticgovernance/in_depth/integrated-border-management.html



	Azerbaijan
	<p>Baku-Turkmenbashi, and Baku-Aktau rail-ferry and Ro-Ro lines</p> <p>Azerbaijan is considered to be a vital link on a supply chain from Central Asia. Kazakhstan is already working towards improvement of the Baku-Aktau rail ferry operations and Ro-Ro trade. KazMorTransFlot (KMTF), a national carrier of Kazakhstan, is to launch a tender in July 2013 for the acquisition of two rail ferries. This development still needs to cope with the situation of transport monopoly of KTZ over the port of Aktau (and a lot of other transport infrastructure including 17 regional airports) by KTZ and absence of plans to expand the port facilities to accommodate more such rail ferry and Ro-Ro trade.</p> <p>The KMTF project at port of Kuryk depends on state budget allocation and is a will take many years to develop.</p> <p>The existing services need to be improved in terms of increased regularity which will then enhance its commercial attractiveness and in tern, respond to real market demand. A reduction of operational costs and an adjustment to the existing sea freight tariffs are also required.</p> <p>Silk Wind Project</p> <p>Infrastructure upgrade is underway on the territory from Eastern Shore of the Caspian Sea towards China responding to growing traffic and meeting improved demand for logistics performance.</p> <p>Meantime the rail connection to Horgos dry port, at the border of Western China and Kazakhstan has been officially opened in December 2012. The railway route starts from Lianyungang (Jiangsu province), goes to Horgos Port at the China-Kazakhstan border and then connects to a railway in Kazakhstan. It will be Xinjiang's second port railway to connect with Kazakhstan, following the Alatau Pass.</p> <p>Kazakhstan, whose economic development is the strongest among the five Central Asian countries, has had close trade and economic ties with China in recent years. The amount of cargo the Alatau Pass alone serves between the countries has gone from 160,000 tons in 1991 to 15.6 million tons in 2012.</p> <p>In view of this development it is extremely important to prepare the project on the soft side and create operational conditions for the promising link of the Silk Wind Container Block Train.</p> <p>International Logistics Centre at the new Baku International Sea Trade Port, Alyat.</p> <p>During the working group meeting the worldwide acknowledged main characteristics of an ILC logistics centres were recalled:</p> <ul style="list-style-type: none"> • ILC needs to open to all operators without discrimination; • Multimodal links, i.e. oad, rail and, where relevant, inland waterways are important; • Strong support of governmental agencies (physically present on




	<p>Azerbaijan</p>
	<p>site to help customers complete all necessary trade formalities) such as customs clearance, on the spot, independent and neutral administration of the area and facility.</p> <p>The Customs Committee was working on the processes to be applied at the port at Alyat but there were no requests, instructions or information about those concerning the ILC. TRACECA Azerbaijan National Secretary noted that changes in the Ministry of Transport staff and bureaucratic delays and lack of understanding were affecting the project.</p> <p>Block container train Poti-Tbilisi-Baku.</p> <p>This pilot project could be considered as a complimentary initiative for the Silk Wind project and important connection to Alyat logistics centre.</p> <p>In order to attract cargo-flows efficient hinterland connections are needed such as the Poti-Baku and Silk Wind Block Trains. However no progress was recorded with concern to the Poti-Baku project since Azerbaijani railways are still reluctant to adjust their tariffs in the absence of confirmed/guaranteed cargo volumes.</p> <p>The LOGMOS team presented a number of examples of block train operations which have developed successfully or became success stories once the regularity of the trains underpinned by suitable schedules was warranted. Viking is one the most recent one (January 2012): the introduction of a new time-table with a greater number of more frequent departures resulted in a 3-fold increase of the number of containers carried in transit via Ukraine. Before that the re-organisation of the Poti-Tbilisi block train by Georgian Railway in 2011 on the basis of a service offer adapted to the market demand in terms of schedule, tariffs and accessibility of information, has resulted in a drastic increase in the use of the rail for the transport of containers in Georgia and enabled to attract also to this mode export cargoes which were previously shipped by truck to the ports.</p>
<p>2: Regional networks of Logistics Centres</p>	<p>Pilot projects will contribute to the development of the regional logistics centre network and comply with the provisions of the Master Plan. The pilot projects of Azerbaijan will be included into the Master Plan.</p>
<p>3: LOGMOS Master Plan</p>	<p>The concept of the Master Plan for the TRACECA region:</p> <ul style="list-style-type: none"> • the existing and planned transport infrastructure as recorded (and up-dated) in the already published Country Profiles, which allow to define the core network; • an assessment of the remaining physical and soft barriers; • a market analysis linked with a review of the ongoing reforms in the regulatory field, which impact the access to the market and therefore represent trade facilitation measures (such as privatisation/concession laws and processes, structural reforms of,




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	Azerbaijan
	<p>for instance, railway companies and changes in the way their tariffs are set, etc.).</p> <p>During the elaboration of the Master Plan the pilot-projects will also be scrutinised, old ones (in Azerbaijan the Alyat International Logistics Centre, Poti-Baku Block Container Train and Rail ferry and Ro-Ro links in the Caspian Sea) as well as new ones (Silk Wind Block Train and Transit via Ukraine).</p>
4: TA Regulatory Adjustments	<p>The situation with a quota imposed by Azerbaijan for Turkish trucks in transit had significantly improved over the last 2 years. If in the beginning of 1990s the number of permits was about 200-250, today 25000 permits are being issued.</p> <p>A Single Window implementation is underway, but application of international standards (e.g. enabling acceptance and implementation of electronic signature for customs documents, dignity issues settlement) are still pending.</p>
5: Communication, Information, Awareness	<p>The National Secretary of Azerbaijan facilitated regular coverage of TRACECA activities, and the events organised by the LOGMOS project in local and regional media.</p> <p>Multi-stakeholder dialogue and public consultations are essential in Azerbaijan for the success of the pilot projects. The active coordination with the PS is advisable for stakeholders on monitoring of the action plans implementation.</p> <p>Given the situation of recent changes in the project stakeholders in Azerbaijan, specifically in the Ministry of Transport, repeated actions are needed by the project to increase awareness of the project and promote ownership by the beneficiaries. EU Delegation has been briefed on activities of the project in Azerbaijan.</p>

	Bulgaria
1: Pilot projects	<p>The Black Sea Action Plan 1 (BSAP 1)–Varna–Ilyichevsk–Kerch–Poti/Batumi is being developed under ownership of the involved stakeholders in the previous reporting period.</p> <p>This link is considered a continuous MOS ferry (rail, trucks, and containers) connection between Bulgaria, Ukraine and Georgia.</p>
2: Regional networks of Logistics Centres	<p>Experiences of Bulgaria in development of the logistics networks and maritime links are taken into consideration in development of the relevant chapter of a Master Plan.</p>




3: LOGMOS Master Plan	The TEN-T network of Bulgaria is cross-referenced to the TRACECA LOGMOS Master Plan, following the adjusted TEN-T policy review methodology. A mission to Bulgaria has been postponed in the next reporting period to refine the provisions of the Master Plan due to stakeholder availability.
4: TA Regulatory Adjustments	The work on this dimension is carried out by Bulgaria in the framework of its membership in the EU.
5: Communication, Information, Awareness	The shipping line update is published including the link. Constant dialogue with the stakeholders in Bulgaria is being carried out. The representatives take part in all LOGMOS events pertaining to the region. The stakeholders are invited to all seminars planned in the next reporting period.

	Georgia
	<p>Three missions of the project experts have been carried out to Georgia in the current reporting period:</p> <p>January 2013 – a training preparatory mission;</p> <p>April 2013 – a working group mission and mission of project experts related to training implementation; and</p> <p>A regional training session took place in Georgia in April 2013, with participation of 110 trainees from TRACECA countries.</p>
1: Pilot projects	<p>The status quo of main on-going infrastructure projects and procedural initiative in the region was reviewed in view of their relevance to pilot projects with Georgian participation:</p> <p>Block Train Poti-Tbilisi-Baku</p> <p>The future of this project depends not only on cooperation of railways of the two countries, and their ability to create needed conditions and attract the operators and cargo onto the route, but also is an integral part of the regional infrastructural developments and soft measures. For instance such projects as logistics nodes in Azerbaijan and Georgia, as well as connecting railway and MoS links they are crucial for development of the Poti-Tbilisi-Baku block train:</p> <ul style="list-style-type: none"> the first phase of the new Baku port at Alyat due to be operational by the end of 2015, beginning of 2016. Alyat would need to become a destination and transit transshipment hub for the block trains; the Silk Wind Block Container Train project which should be brought into play in 2016; and the Baku-Tbilisi-Kars rail link is nearing its completion. However pending the renovation and modernisation of the Turkish railway network in the Eastern part of the country (which did not yet start



	Georgia
	<p>and will be completed by 2023 only) it would be difficult to use the connection to Kars up to full capacity. Also the question of a unified transport document alike the common CIM/SMGS railway bill remains outstanding.</p> <ul style="list-style-type: none"> • The extension of the Poti-Baku trains towards the Caspian MoS was considered in view investments into rail ferry fleet and constructions of the railways (see also information in Azerbaijan section), and steps to be taken at major hubs to ensure responding of TRACECA corridor facilities to market demand. In this respect, in the future Aktau node should be able to accept and handle transit cargoes from and to China. Still, the present uncertainty in port development plans significantly hampers the further development of trade on wheels via the central Caucasus corridor. <p>No progress has been reached between Georgia and Azerbaijan with concern to the implementation of the Poti-Baku Block Container Train. LOGMOS team enumerated again the prerequisites for the success of such an operation:</p> <ul style="list-style-type: none"> • single operator; • commonly agreed upon/reliable/transparent/fixed tariff competitive with road transport; • regular departures; • fixed/reduced transit-times etc. <p>The example of the successful steps taken in January 2012 by Ukrzaliznitsya (UZ) for the Viking train could be taken into account in Georgia. This project saw a 3-fold increase of the number of containers carried on this train in transit via Ukraine after introduction of a new timetable with regular, more frequent departures.</p> <p>More transparency and an increased readiness for dialogue is required from Azerbaijani railways to adjust their tariffs in the absence of confirmed/guaranteed cargo volumes. Until Alyat starts operating it will be difficult to run a block train due to the restrictions of access and limited capacity of Baku old port.</p> <p>APM planned investments at Poti have been delayed until 2014.</p> <p>The ILC Project at TAM-Veli</p> <p>The ILC Project at TAM-Veli has not seemed to be a priority since the parliamentary elections in October 2012. This is not likely to be on the agenda before the 2013 presidential elections. In this context, the Ministry of Economy and Sustainable Development asked for support from the LOGMOS Team to present, with updated figures, the ILC project to the new government.</p> <p>The Silk Wind Project:</p> <p>The LOGMOS Team confirmed their readiness to bring their technical advisory support to the work of the Silk Wind Working Group if and when</p>



	Georgia
	needed once such a Working Group will be set up and will convene as per the resolutions taken by and between concerned stakeholders during LOGMOS Seminar in Aktau in July 2012 and confirmed in the Memorandum of Agreement signed by the Ministers of Transport of the four participating countries in Izmir in November 2012.
2.Regional networks of Logistics Centres	Considerations relevant for Georgia are included into the Master Plan.
3: LOGMOS Master Plan	Work was intensified in the current progress reporting period. Relevant considerations are included in the sectoral reports of the Master Plan. For more information please see the Annex V.
4: TA Regulatory Adjustments	Work is in progress current recommendations are included into a legal report.
5: Communication, Information, Awareness	<p>LOGMOS Project organised a three-day-training for transport, logistics, and shipping industry and public sector professionals, which took place on 10-12 April 2013 in Tbilisi. The objective of the seminar was to demonstrate to the participants the European best practice and successful logistics and maritime concepts and their implementation in TRACECA.</p> <p>The workshop was designed for young professionals and the middle management of the transport sector and logistics from TRACECA countries. The target audience was a new generation of transport professionals and active players of the corridor eager, willing and able to move TRACECA forward with help of new knowledge combined with practical experience.</p> <p>In order to ensure participation of specialists best suited to the objectives of the event, as well as for the purposes of increased ownership and sustainability, a unique application process was organised, whereby participants had to justify their interest to attend the seminar by submitting a statement of purpose, their CV and a tailored application form and to present their plan on the further dissemination of the acquired knowledge among their peers in TRACECA countries.</p> <p>As a result, the LOGMOS team received a wide range of participant profiles covering logistics companies, shipping lines, transport operators, infrastructure companies for all transport modes, cargo owners, customs specialists, freight forwarders and public bodies responsible for transport – a group representing actors of a real supply chain. Furthermore, the best students and professors of the Logistics Faculty of the hosting institution in Georgia (Georgian Technical University) were invited. The Logistics Faculty has been established with the support of the EU-Funded Strengthening of Transport Training Capacities in the NIS countries (2008-2009).</p> <p>Leading transport research and academic institutions of Europe, such as</p>



	Georgia
	<p>the University of Applied Science, Wildau (Germany) (a lead partner of EU Interreg-FLAVIA Project, dealing with the improvement of intermodal logistics on corridor level, Hamburg University of Technology) specialised Institute of Maritime Logistics and Institute of Business Logistics and General Management, delivered tailored lectures to the participants of the workshop.</p> <p>The seminar was split into three thematic modules, each of which covered a set of topics for defined target groups. During the first two days logistics (Module A) and maritime shipping (Module B) was taught in parallel in two groups. On the final day of the training both groups joined for the common session of Module C, which was devoted to transport economics and case studies for PPP-schemes applied for logistics projects in TRACECA. Representative of logistics and maritime shipping industries active in the TRACECA presented their case studies on the last day of the event. The seminars were organised in an interactive manner with case study problem solving and a maritime management game.</p> <p>The event provided a unique opportunity to establish cooperation with European academic institutions for Georgian counterparts and received positive feedback from its participants.</p> <p>The LOGMOS project team greatly appreciates support from the Georgian Technical University, Ministry of Economy and Sustainable Development and TRACECA National Secretariat in Georgia.</p> <p>The Delegation of the European Union to Georgia was informed on all project activities in Georgia and delivered a speech in the opening session of the regional training.</p>

	Kazakhstan
<p>Assistance has been rendered to Kazakhstan in terms of support in development of the Silk Wind project, technical advisory on trade facilitation aspects. A mission to implement a working group was organised by the project team in February 2013.</p>	
1: Pilot projects	<p>A national working group meeting took place in Astana 4-5 February. During this meeting, the status and further steps of the LOGMOS pilot projects in Kazakhstan were discussed:</p> <ul style="list-style-type: none"> concerning the Silk Wind project, the group was informed that Turkey had nominated members of the international working group concerning this project, a dedicated session during the Astana Economic Forum 22-24 May 2013 was prepared and Kazakh stakeholders of the project were working on their respective input to the project (tariff policy, transit time, operational issues). This information was confirmed during the coordination meeting of the EC, PS and EU TA Projects. As far as the Caspian Ro-Ro lines are concerned, the situation



	Kazakhstan
	<p>around the port of Aktau and its further development, including the rail ferry and MOS, remained somewhat opaque as the port is in the process of being handed over to Kazakh Railways (KTZh) and the schedule and scope of its extension was in the decision process. Development of rail ferry and Ro-Ro operations were not included in the development plans of the port presented during the meeting, although both market segments experienced a stable and significant growth (see also, remarks on Azerbaijan).</p> <ul style="list-style-type: none"> Plans of Kazmortransflot concerning development of a Kazakh rail ferry and Ro-Ro fleet, together with the development of either Kuryk port or participation in the development of Aktau port were presented. According to plans tender for ships shall be issued in July 2013, ferries delivered in 2015, No progress has been reported on the development of a Logistics centre in the Aktau Economic Free zone. <p>The problems resulting from the private owner of the rail access to the port of Aktau (Kazkortransservice) are remaining, as mentioned in the previous progress report.</p>
2: Regional networks of Logistics Centres	The considerations on regional logistics networks were included in the country profile in close cooperation with beneficiary and action plans of the pilot project. Considerations are included into sectoral reports.
3: LOGMOS Master Plan	Work was intensified in the current progress reporting period. Relevant considerations are included in the sectoral reports of the Master Plan. For more information please see the Annex V.
4: TA Regulatory Adjustments	Work is in progress current recommendations are included into a legal report.
5: Communication, Information, Awareness	<p>The EU Delegation was regularly informed on project activities either by the project team or by the beneficiary. Representatives of Kazakhstani stakeholders take part in all regional LOGMOS events.</p> <p>A dedicated session on trade facilitation aspects of Silk Wind implementation agenda during the LOGMOS seminar in November in Chisinau.</p>

	Kyrgyzstan
	In this reporting period the stakeholders were approached during the regional events in Moldova and Georgia, as well as during other TRACECA meetings.
1: Pilot projects	<p>Logistics Centre (LC) Osh follow up</p> <p>Stakeholder consultation were organised on the ad hoc basis. The action plan on logistics centre in Osh has been discussed with the stakeholder responsible for development of the Osh logistics centre during regional events. The Ministry of transport is promoting future development of logistics infrastructure.</p>



	Kyrgyzstan
	<p>Other logistics centres developments:</p> <p>Bishkek being a main node and major consumption centre in Kyrgyzstan. Its airport was utilised as one of the main transit node since 2001 for NATO on destinations from and to Afghanistan. In view of planned troop pull-out and expedition of an agreement for a U.S. Transit Centre at Manas Airport in 2014, the civilian usage of areas is put on the agenda.</p> <p>Since December 2012, Kyrgyzstan and Russia are discussing a creation of freight logistics centre at Manas international airport. Three Russian carriers (Aeroflot, Polet Airlines and Volga-Dnepr Airlines) are interested in using Bishkek's Manas airport as a node for international logistics and cargo flights between Western Europe and South-East Asia. Kyrgyzstan supports business intentions with its priority relations with China and a tax-free economic zone for operations at airport.</p>
2: Regional networks of Logistics Centres	Central Asian Links are included into a Master Plan and efficient connections for this region to the rest of TRACECA are being considered. Central Asian countries started to play a greater role in land supply chains between Western China and Europe, given strengthening of economic corridors between these cargo generation and consumption regions.
3: LOGMOS Master Plan	The transport sector performance of Kyrgyzstan, and links and hubs that may help generate the cargo attraction from China on the TRACECA route are considered in the LOGMOS investigations.
4: TA Regulatory Adjustments	The subjects of the legal issues are included in the action plans. Regulatory recommendations for Kyrgyzstan are enclosed into the current legal report.
5: Communication, Information, Awareness	The LOGMOS stakeholders from Kyrgyzstan took part in all LOGMOS regional events in Tbilisi and in Georgia.

	Moldova
	A regional event on trade and transport facilitation was organised by the project in November 2012.
1: Pilot projects	<p>The project team provided technical assistance to the stakeholders on various subjects of ILC implementation on an ad hoc basis. Governmental support is needed for the improvement of external infrastructure.</p> <p>The Danube case study is being updated.</p> <p>Stakeholders in Moldova were regularly approached by LOGMOS local experts in order to include pilot projects into the Master Plan, by discussing project activities and determining the next steps.</p>
2: Regional	The role of Moldova in the regional logistics process, including the




	Moldova
networks of Logistics Centres	contribution of its transport system, experience on integration to the TEN-T is in the Master Plan in various sectoral reports.
3: LOGMOS Master Plan	Moldova being a TRACECA country which shares a border with the European Union provides direct access for TRACECA towards TEN-T. The bilateral work on transport in ENPI will be taken into account and links relevant for TEN-T extensions and vital for Moldova will be considered in the Master Plan.
4: TA Regulatory Adjustments	Cooperation with EUBAM continued and was regarded as a positive experience that improved border management in view of trade facilitation between Ukraine and Moldova and is consequently considered in other TRACECA countries.
5: Communication, Information, Awareness	The LOGMOS stakeholders of Moldova were present at all regional events. The project organised a regional seminar and practical training on trade and transport facilitation in TRACECA. The event was attended by project beneficiaries representing public and private sector, specialists of customs authorities of TRACECA countries, delegates of EC, EU Border Assistance Mission to Moldova and Ukraine, UNECE, OSCE, World Bank projects for logistics strategy development in Moldova and EU TRACECA project teams.
	Romania
1: Pilot projects	The Danube case study is being updated, and a mission to Romania is planned in the next reporting period. The shipping line update has been published
2: Regional networks of Logistics Centres	The logistics hubs and economic corridors from Romania to TRACECA and via Romania will be considered in development of the Master Plan using TEN-T extension methodology as a basis.
3: LOGMOS Master Plan	The networks of Bulgaria and Romania are included into a Master Plan, in view of TEN-T extensions and policy review.
4: Technical Assistance to Regulatory Adjustments	The work on this dimension is carried out by Romania within the framework of its membership in the EU.
5: Communication, Information, Awareness	A new National Secretary has been appointed in Romania. LOGMOS team will provide briefings and inform the National Secretary about the project activities, and cross-referencing Romania networks in LOGMOS Master Plan.
	Tajikistan




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	During this project reporting period the team concentrated its work on preparation of the country profile and legal assessment report.
1: Pilot projects	No requests were addressed by the beneficiary on a new pilot project proposal on development of the Logistics Centre in Tursunzade and Logistics Centre in Nijniy Pyandj. Both projects are developed under the ownership of beneficiaries.
2: Regional networks of Logistics Centres	Both logistics centres are considered nodes for economic corridors with participation of Tajikistan.
3: LOGMOS Master Plan	The country profile for Tajikistan has been published upon approval of the beneficiary in April 2012.
4: TA Regulatory Adjustments	The legal analysis for Tajikistan has been completed and published in this progress report.
5: Communication, Information, Awareness	The representatives of Tajikistan took part in all LOGMOS events during this reporting period.


	Turkmenistan
	<p>Official registration of the LOGMOS project in Turkmenistan is pending and is not likely to be finalised till the project end. This situation reflects difficulties in procedural setting, visa procedures and confusion over formal document requirements applicable for EU regional projects.</p> <p>The representatives of Turkmenistan stakeholder institutions took part in the regional seminar in Chisinau in November 2012. Due to procedural restrictions no representatives from Turkmenistan were present in the training in Tbilisi. The materials of the training will be sent to the stakeholders.</p> <p>Regular communication has been maintained with the beneficiaries in Turkmenbashi in an online mode.</p>
1: Pilot projects	<p>Caspian sea Ro-Ro</p> <p>International stakeholders were briefed on the situation with Turkmenistan. PS was actively involved in communication and provision of LOGMOS information to beneficiaries in Turkmenistan.</p>
2: Regional networks of Logistics Centres	<p>The routes of East–West connections, and hubs relevant for trade and transit with Central Asia and Caucasus are put into priority considerations. However, the country develops other routes in North-South dimensions, and works towards offering its logistics capabilities to enable access to deep seas.</p> <p>In March 2013, the Presidents of Turkmenistan and Tajikistan started negotiations on connecting the railways of the two countries through the territory of Afghanistan.</p> <p>This construction aims at diversification of transport corridors of Turkmenistan and Tajikistan, providing an additional route via Central Asia</p>




	Turkmenistan
	<p>for cargo flows from Caspian and Black Sea regions. For Tajikistan, this route may be used for transport of fossil fuels from Turkmenistan.</p> <p>In addition, Turkmenistan is improving its direct links to deep sea ports. Turkmenistan is about to start construction on railway line Imamnazar-Akina on Afghan territory. This development is based on an intergovernmental agreement signed in May 2011 on the construction of Atamyrat-Imamnazar (85km, TM)-Akina-Andhoi (38km, AFG) railway line. The design works have been completed for the Turkmenistan section, and construction will be implemented by relevant structures of Ministry of Railway Transport of Turkmenistan.</p> <p>Oil flows from Kazakhstan are likely to be transported to deep sea ports, also via the territory of Turkmenistan.</p> <p>Central Asian countries are gradually building a European gauge based railway system, ensuring direct access to markets via the deep sea ports.</p>
3: LOGMOS Master Plan	The work has continued, sectoral reports were published.
4: TA Regulatory Adjustments	Stakeholders in Turkmenistan were contacted ahead of the preparation of the legal survey. Legal data collection questionnaires were submitted several times via diplomatic channels. Cooperation with ABD CAREC was established in view of information exchange on Turkmenistan. The feedback and information on legal matters is pending so far. Work will continue in the next reporting period.
5: Communication, Information, Awareness	<p>Representatives of Turkmenistan took part in the regional event on trade facilitation in Moldova.</p> <p>Communication related to obtaining official information needs to involve diplomatic channels. A regional EU-Project, without the official basis in Turkmenistan de facto cannot channel information via the diplomatic channels. Documents need to be sent in original. Only the ordinary mail service is in place between Ukraine, where LOGMOS project is based, and Turkmenistan. LOGMOS project sends the documents to Turkmenistan with the support of the PS, being a diplomatic establishment and having access to diplomatic channels.</p>

	Turkey
1: Pilot projects	Coordination continued with Turkish private logistics and transport industry, as well as the public sector in view of their participation in Silk Wind and Caspian Ro-Ro pilot projects. Turkish stakeholders are actively involved in implementation of the Silk Wind pilot project, an initiative which is given highest consideration in Turkey.
2: Regional networks of Logistics	Turkey is an important trade partner and transit country for TRACECA, Eurasian Corridors and TEN-T. Turkey has the most advanced logistics industry in the region of TRACECA. Currently, Turkey promotes application



	Turkey
Centres	of intermodal transport solutions capitalising on its advanced road sector, building new railways and extending logistics capabilities. The logistics sector development in Turkey is taken into account in the Master Plan.
3: LOGMOS Master Plan	<p>The demands of Turkish transport industry in TRACECA, being one of the most crucial, current and potential users of the corridor, are incorporated on conceptual level into the Master Plan.</p> <p>Turkey rapidly develops several mega-mobility projects targeting intermodal transportation both in terms of conceptual development and infrastructure upgrade such as:</p> <ul style="list-style-type: none"> • EU Twinning Project for Strengthening Intermodal Transportation in Turkey, TRACECA • BALO • Viking • TRACEM • Kars Tbilisi Baku Railway • Marmaray • Samsun-Kavkaz Rail Ferry Project • Tekirdag-Derince Ferry Project • Van-Tatvan Rail Train Ferry Project • Mersin Container Port • Candarli and Filyos Ports. <p>International road carries gradually adapt to combined transport solutions. A Roadmap of intermodal transport development is being prepared in Turkey by the EU Twinning project.</p>
4: TA Regulatory Adjustments	Turkey implements extensive work on this subject under IPA initiatives.
5: Communication, Information, Awareness	The Turkish stakeholders participated in all LOGMOS regional events organised in this reporting period.


	Ukraine
	The project team organised regular meetings with the acting National Secretary of TRACECA before nomination of the new National Secretary in April 2013. Project activity briefing for the new National Secretary is planned in the next reporting period. Initial contacts were organised during the coordination meetings between the EC, PS and the EU TA Projects.
1: Pilot projects	<p>ILC Euroterminal</p> <p>The LOGMOS team provides assistance on implementation of the pilot initiative on an ad hoc basis. The dry port logistics centre project is successfully developed under leadership of Euroterminal. Although no</p>




	Ukraine
	<p>progress could be achieved regarding public support for a better road access and a railway link to the site.</p> <p>The Euroterminal, pursues the plans of staged development compliant with commercial and business recommendation Master Plan developed by the ILC project. Engineering part of the Master Plan has changed in view of the planned rail connection:</p> <p>Transit Ukraine</p> <p>In March 2013, a transit Ukraine pilot project working group was organised under the leadership of the project owner, the Ministry of Infrastructure of Ukraine. The Ministry was charged with developing policy recommendations and chairs a parallel inter-ministerial working group which deals with the transit Ukraine subject from national interest perspective. LOGMOS points out the importance functional transit corridors via the territory of Ukraine from the regional prospective.</p> <p>Currently, the State Economic and Technology University of Transport has completed a study on transit through Ukraine which was conducted after a request from the Ministry of Infrastructure. The study is based on an econometric model resting upon:</p> <ul style="list-style-type: none"> • Data from 2004 till 2012; divided into two periods: before the GFC till 2008, and after thereof; • Statistics provided by the State Statistics committee, Ministry of Infrastructure and the Ukrainian Railways, <p>The study considered the modal split for traffic flows (rail/road/sea) and also attempted to assess market sharing between Ukrainian and Russian Black Sea ports. The study tackled mostly major transit stream a bulk cargo (iron ore, coal, black metals, mineral fertilisers, etc.) shipped by rail through the territory of Ukraine.</p> <p>Currently, TRACECA does not generate major transit flows through Ukraine. The main transit stream goes from Slovakia, Moldova to Russia and from Ukrainian ports to Russia.</p> <p>The major factors according to the study are supply chain patterns, tariff and predictability of service.</p> <p>The LOGMOS project has presented its methodology – concentration on container affine goods and TRACECA corridor (Eastern Ukraine is not under examination), and regional dimension of impact for transit potential. Both works will be considered by the beneficiary in preparation of a policy paper for the Cabinet of Ministers. Transit Ukraine study has been finalised and is attached to this report.</p>
2: Regional networks of Logistics Centres	<p>The country profile of Ukraine was published November 2012. Consideration is needed for the Ukrainian networks especially in view of their extensions to TEN-T.</p>
3: LOGMOS Master Plan	<p>The work was based on methodology approved in December 2012. The recommendation for enhancement of Ukrainian transit case of Ukraine for TRACECA will be included into the report. Draft sectoral reports on shipping, road and rail transport are prepared in view of three layers of the Master Plan. These documents are being updated.</p> <p>The Master Plan recommendations due in the next reporting period will</p>



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	Ukraine
	take into account the provisions of these thematic sectoral reports, case studies and pilot projects in line with the TRACECA adapted TEN-T methodology
4: TA Regulatory Adjustments	Work on regulatory aspects of transit potential of Ukraine for the TRACECA corridor has been finalised. The legal recommendations have been updated. These recommendations are integral parts of the action plans.
5: Communication, Information, Awareness	Communication with the EU Delegation was organised to provide updates on activities of LOGMOS project. The project started cooperation with the twinning project “Development and coordination of multimodal transport and logistics processes in Ukraine”, and provided assistance to establishing contact with the Logistics and Freight Transport Department Ministry of Transport, Building and Urban Development of Germany in view of the study tour organisation for twinning project in October 2013.

	Uzbekistan
1: Pilot projects	ILC project in Navoi is being developed under stakeholder ownership. No requests from the stakeholders were addressed to the project team during this reporting period.
2: Regional networks of Logistics Centres	In this reporting period a comprehensive analysis of the road and railway network in Uzbekistan was carried out. Recommendation on development of the logistics network is included into the Master Plan report.
3: LOGMOS Master Plan	Draft sectoral reports on railway and road encompassing infrastructural, institutional, legal and market conditions are prepared. The information is being constantly updated.
4: Technical Assistance to Regulatory Adjustments	The results of the legal assessment and recommendation are published in the current report.
5: Communication, Information, Awareness	The LOGMOS stakeholders took part in all regional project events during this reporting period. The participants from Uzbekistan actively contributed to the events in Moldova and Georgia with presentations and discussion of practical business cases.



6 PROJECT PLANNING FOR NEXT SIX MONTHS

The next reporting period encompasses the six months from May 2013 till November 2013. The summary information on project plans are already summarised in chapter three in this report. The current section provides an overview on activity level.

PI: Project Inception – completed, as all performance indicators have been achieved in the inception phase.

1A: Maritime Dimension of MoS Projects

Activities on this component will continue on an ad hoc basis for pilot projects and will be coordinated with the EC and PS. The scope of the activities under this component in the next reporting period will be dedicated to preparation of relevant components of the draft Master Plan:

- Training activities and study tours.

Capacity building activities will be delivered within various task force and working group meetings.

On 23-28 June 2013, the second Study Tour will take place in Duisburg and Antwerp.

During this study tour, the Ports of Duisburg and Antwerp, as well as the logistics and shipping companies based in the port will be visited. The study tour will start in Duisburg, where two days will be allocated to investigate on practical subjects of inland port functioning, dry ports, inland waterways, and logistics. During a two day visit to the Port of Antwerp, the functioning of gateway ports, land-lord port models as well as short-sea and inland waterway shipping will be demonstrated in the tailored programme.

- Identification, approach and bringing together of EU transport sector business stakeholders and customers.

This work will continue in the working groups and task forces. This activity has been carried out since the start of LOGMOS project. This communication will continue to follow along two interrelated axels responding to demand of LOGMOS project beneficiaries:

- Facilitation to the PS contacts to the international global transport community; and
- Facilitation to the contacts of pilot project stakeholders with interested global logistics players.

The project team regularly updates the stakeholder analysis for LOGMOS pilot projects. In the next reporting period this will entail a monitoring of shipping lines existing in TRACECA, analysing the patterns of MOS project development with involvement of global players, raising awareness of LOGMOS pilot projects amongst the stakeholders outside the region, facilitating targeted contacts between global players and TRACECA beneficiaries. These activities will be implemented using the opportunities of the working groups and in direct communication to involved parties during missions.

International transport stakeholders will be invited as trainers to the study tour and practical workshops.

The updates on all pilot projects will be communicated to representatives of global shipping lines, international logistics and transport companies. These stakeholders will be regularly contacted by the project team.

The role of the project is seen in facilitating contacts, promoting networking, providing advice on the development of business concepts and contributing to capacity-building of TRACECA counterparts.



- Communication and dissemination activities to strengthen awareness of the MoS concept through regional support;
- The project webpage will be continuously updated. The ENPI-Info centre coverage work will be continued. Newsletters will be published online every 3 months: in May 2013 and August 2013. The work on promotion of the Silk Wind project will continue. The next task force meeting on status of the project is planned to take place in Duisburg on 24 June 2013. The representative of potential operating companies will be invited to attend this session. Sectoral assessments and preliminary recommendations on various aspects revealed during the Master Plan preparation will be presented and discussed.
- No activity is envisaged for new pilot projects. Technical assistance aimed at mobilisation of different sources of financing for the implementation of MoS and Logistics centre projects.

The meetings with financing institutions, investors and private sector stakeholders will be organised in the framework of the field missions. This work will be coordinated with the EC, IDEA II and PS.

- Monitoring and reporting on the implementation of the MoS pilot projects

This activity will continue within the working groups and meetings of the task forces. Progress will be discussed with the stakeholders on ad hoc basis.

1B: Hinterland Dimension of MoS projects

- Set up of working groups and task forces and technical assistance for improving efficiency (including simplification of border-crossing procedures) and attractiveness of commercial conditions

Working groups are set up, the activity will continue at the level dedicated to the task forces. This work will be coordinated with the PS.

The work on logistics centre projects will be intensified. The change of the beneficiary in Georgia (new constellations within the sectoral ministries) requires additional efforts on raising stakeholder awareness in the project. Updates of the pilot project documents were requested by the beneficiaries and updated presentations are needed to be delivered newly. These efforts are necessary in view of improving project sustainability.

- Development and implementation of a restricted number of case studies on connections between ports and logistical zones.

Updates of Danube and Dnieper case studies will be published.

2A: Concept of the Regional Networks of Logistics Centres

- Set-up of bilateral and regional working groups for promoting logistics processes and network possibilities

Working groups are set up. In Georgia and Azerbaijan, additional project awareness activities will be organised to promote pilot projects.

- Identification of the core networks between ports and logistics hubs

This work will continue during elaboration of the initial LOGMOS Master Plan's findings and will be coordinated with the EC, IDEA II and the PS.

- Development of recommendations and guidelines for the TRACECA network of logistics centres;

The guidelines will be updated as part of the preliminary draft of the Master Plan. The work will be coordinated with the EC, IDEA II and the PS.

- Organisation of study tours and training;

The regional study tour will be organised in June 2013 to Germany and Belgium.



2B: Logistics Centres' projects implementation

These will be focused activities facilitated by the project team. Recommendations will be developed to define:

- Interfaces to be developed to promote logistics networks;
- Identification and promotion of synergies between identified hubs;
- Technical assistance related to establishment of network modalities; and
- How to promote dialogue and cooperation between the promoters and developers of the logistics centres.

The existing EU practices will be used as guiding principles in elaboration of these recommendations.

3: LOGMOS Master Plan

In the next reporting period the project activities will be dedicated to development of the preliminary findings of LOGMOS Master Plan at the IGC Meeting in Dushanbe. The work will continue in-line (where applicable) with updated guidelines of the TEN-T policy review methodology and concept paper approved in December 2013.

- Developing recommendations and guidelines for LOGMOS;

These aspects are incorporated in the draft Master Plan structure following the provision of the concept paper.

- Two/three case studies to be selected and developed as pilot projects, small working groups to be set up for addressing bottlenecks/defining required technical assistance;

The case studies on Danube and Dnieper will be updated. Case study of Ukrainian transit potential for TRACECA is finalised and recommendations will be provided to the beneficiary upon request.

- Support and capacity building for attracting funding;

All activities will be coordinated with the IDEA II project following capitalising provisions of the TRACECA tool-box. Specific recommendations will be included into the preliminary draft Master Plan and provided within corresponding sections of the country profile documents.

4: Technical Assistance to Regulatory Adjustments

The provisions and conclusions of the legal study will be updated.

- Study related to assessment of maritime and intermodal legislation and environmental measures;

All major activities on legal study is finalised, it will be updated on an ad hoc basis.

- Organisation of trainings, seminars, working groups to identify changes needed;

Legal and procedural aspects of logistics and maritime improvement will be covered during a study tour in June 2013.

- Development of a monitoring mechanism for regulatory adjustments;

The activities become a part of the draft Master Plan (1st findings in September 2013; to be completed and delivered in March 2014).

5: Communication, Information, Awareness

- Communication, dissemination and awareness plan/media strategy and implementation;

Activities will be implemented in accordance with the TOR as per communication plan presented in Annex 3 of the Inception report. Cooperation with ENPI Info Centre will continue.



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- Web portal based on TRACECA site and a knowledge base on MoS and Logistics online library;

The project webpage will be regularly updated. These activities will be coordinated with the IDEA II and the PS.

- Cooperation platform meetings of project owners;

These meetings will be organised in accordance with the communication plan.

- Final project dissemination;

This activity is relevant for the final reporting period.

- Study tours on MoS and Logistics;

The study tour will take place to Duisburg and Antwerp on 23-28 June 2013.

- Dedicated training workshops/capacity building measure (ad hoc basis);

Capacity building measures will be delivered to the members of the task force working groups on various aspects of the action plans.

- TRACECA investment forums support in preparation and technical docs (TIF);

Activities for the preparation of projects for the investment forum of 2013 will start in coordination with IDEA II if appropriate

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