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TRANSPORT DIALOGUE AND INTEROPERABILITY BETWEEN THE EU AND ITS NEIGHBOURING COUNTRIES AND CENTRAL ASIAN COUNTRIES



TRACECA INVESTMENT FORUM 2012

Brussels, 28th February 2012

PRIORITY PROJECTS - FACT SHEETS



This project is funded by
The European Union





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FOREWORD

International Transport Corridor Europe-Caucasus-Asia (TRACECA) is an example of a unique intergovernmental cooperation aiming at fostering economic development by creating a multimodal transport connection between the European Union, the Eastern Partnership region and Central Asia. The European Commission supports this cooperation among the countries in the region with technical assistance projects, which focus on the full spectrum of modes of transport addressing the issue of regulatory reform and network planning as well as infrastructure development.

The European Commission recognises that efficient, safe and sustainable transport system is indispensable for stability, economic growth and social development. In our Communication on *"The EU and its neighbouring regions: A renewed approach to transport cooperation"* (2011) we have clearly stated the importance of reinforcing the transport cooperation with our Eastern neighbours through market integration and development of infrastructure.

We are committed to work with our partners in the East to achieve high levels of transport safety, security, environmental and social standards in all transport modes which is crucial for closer market integration. Cooperation with our partners focuses also on improving administrative procedures at the border crossings and removing bottlenecks in infrastructure. This is why we have invited the Eastern Partnership countries (Armenia, Azerbaijan, Belarus, Georgia, Moldova and Ukraine) to work together within the Eastern Partnership Transport Panel which was established in October 2011.

In the context of the infrastructure development we cannot forget that obtaining funding remains a difficult issue and budgetary constraints will continue to weigh heavily on the public sector's capacity to finance the necessary investments.

For this reason, all the relevant financing sources, public and private as well as national and international ones, will have to be pooled together.

Public budgets will remain important but the role of international financing institutions in responding to the challenge of improving transport systems in the regions on the TRACECA corridor will be essential.

This is why the European Commission supports the organisation of the TRACECA Investment Forum 2012.

The European Commission wishes to build on the existing successful cooperation with the international financial institutions in order to create effective synergies within the donor community.

The TRACECA Investment Forum is the occasion to put this policy into practice and ensure an effective match-making between countries, project proponents and supporters and international financial institutions.

It provides the opportunity to meet and discuss with the countries main actors to identify bankable infrastructure projects for funding.

The projects discussed at the Forum are included in this publication and have been chosen by the participating countries according to economic, technical, political, environmental and regional criteria.



Siim Kallas

*Vice-President of the European Commission
Responsible for Transport*



Štefan Füle

*European Commissioner for Enlargement
and European Neighbourhood Policy*



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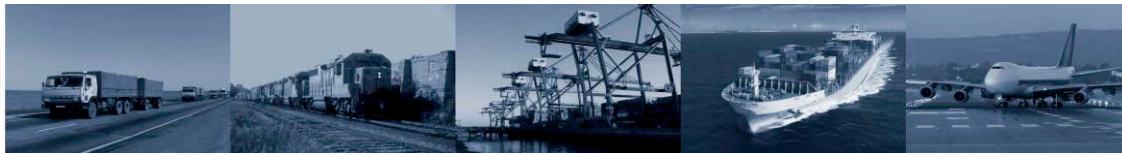
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PRIORITY PROJECTS





TRACECA Investment Forum 2012

ID: ARM 1

Brussels, 28th February 2012

PRIORITY PROJECT FACT SHEET

YEREVAN LOGISTICS CENTRE

REGION

Caucasus

COUNTRY

Armenia

APPLICANT/SPONSOR/BENEFICIARY/ PROMOTER

Ministry of Transport and Communication

INVESTMENT AMOUNT

24.4 Million EURO

GEOGRAPHICAL DESCRIPTION

Zvartnots International Airport is centrally situated close to the capital of Armenia, Yerevan.

TECHNICAL DESCRIPTION

The Logistics Centre requires construction of new warehouses, transport infrastructure and other facilities for seamless modal shift of air, road and rail transport operations.

Construction of feeding transport infrastructure, includes:

- Roads to link with the North-South road corridor;
- Roads to link with the planned Yerevan bypass;
- Railroads to link with the existing and planned rail network.

A free economic zone will be established in the area of the proposed Logistics Centre.

The envisaged preliminary timeframes for the implementation of this project is the following:

- 2011 (completed): All paperwork, including feasibility studies, as well as negotiations with interested investors;
- 2012: Construction commencement;
- 2013: Provision of certain services and letting of the areas at preferential rates with the purpose of attracting businesses;
- 2015: Completion of the project and readiness for full operation.

SOCIO-ECONOMIC DESCRIPTION

The aim is to develop a multimodal transport Hub to serve as a Logistics Centre near to the Zvartnots International Airport.

The Government of Armenia has considered the geographical-political location of the country, the necessity of a sufficient transport hub (due to the increase in the volume of cargo loads), as well as the fact that approximately 60% of Armenian citizens have settled in Yerevan and its suburbs.

The investment will greatly contribute to the improvement of customs, trade and other services. Accordingly, the project itself has a very significant cross border impact.

SOURCE OF REPAYMENT

Budget of the Operator

OTHER INVOLVED PARTIES AS FINANCING INSTITUTIONS, OPERATORS, CONSTRUCTORS

Worldbank, ADB

CONTACT DETAILS

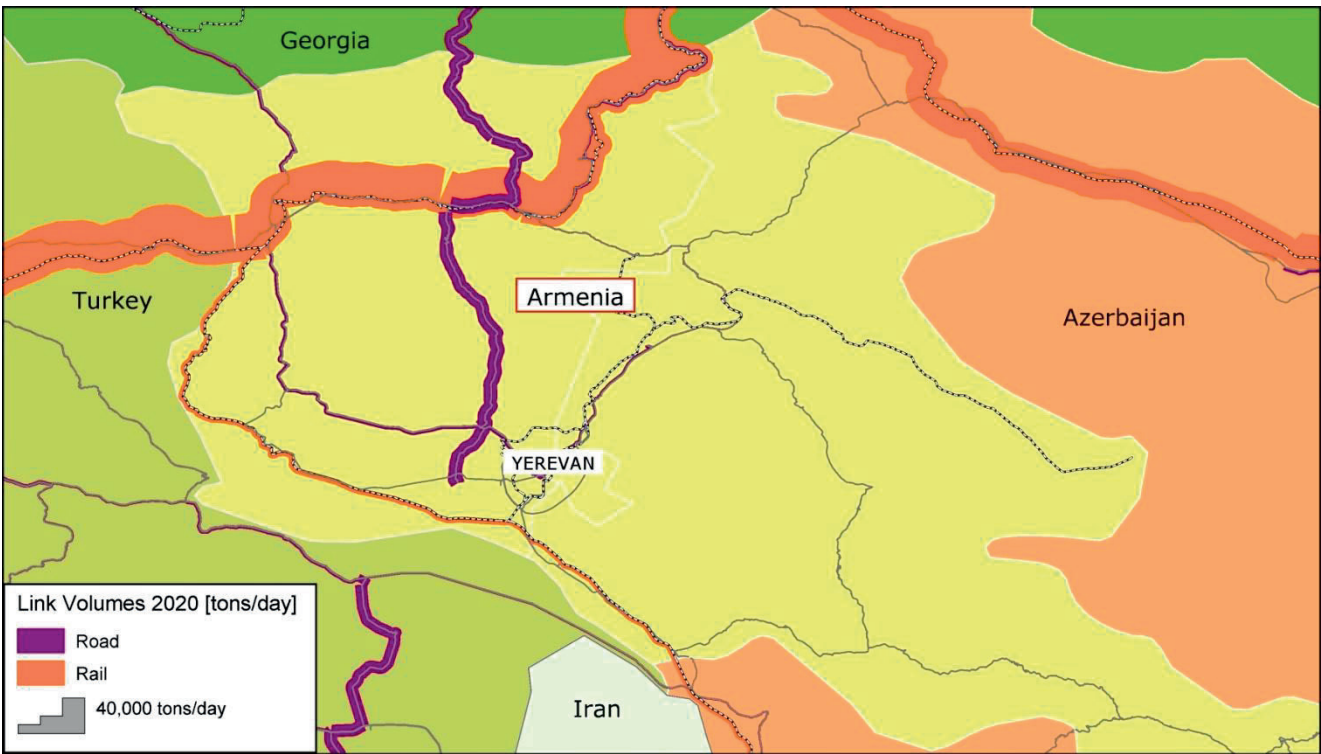
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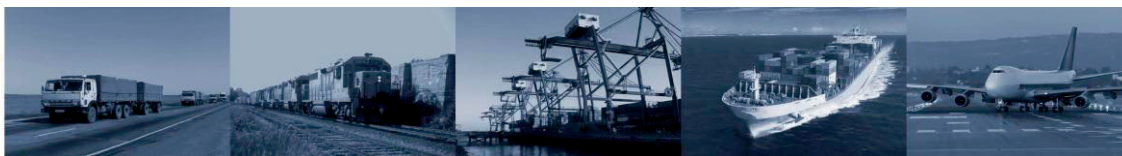
YEREVAN LOGISTICS CENTRE



LEGEND			
TRACECA ROUTES		TRACECA ROUTES main index	
EXISTING MARITIME LINKS	INLAND ROUTES	INLAND ROUTES	AIRPORTS AND PORTS
		TRACECA ports and routes	
RAIL - FERRY	RAILWAYS	MAJOR ROADS	AIRPORTS
RO - RO	ROADS	OTHER ROADS	PORTS
	PLANNED RAILWAYS	OTHER RAILWAYS	
	UNDER CONSTRUCTION RAILWAYS		
			CITIES
			CAPITALS
			OTHER CITIES

TRANSPORT MODEL FORECAST - LINK VOLUMES 2020





TRACECA Investment Forum 2012

ID: AZR 1

Brussels, 28th February 2012

PRIORITY PROJECT FACT SHEET

BAKU - ALYAT - BEYUK KESIK RAILWAY REHABILITATION

REGION

Caucasus

COUNTRY

Azerbaijan

APPLICANT/SPONSOR/BENEFICIARY/ PROMOTER

Ministry of Transport

INVESTMENT AMOUNT

1 Billion EURO (1.5 Billion USD)

GEOGRAPHICAL DESCRIPTION

The project connects the new international sea port of Alyat at the Caspian Sea with Beyuk Kesik at the Georgian-Azeri border in the Agstafa region, North-West Azerbaijan.

TECHNICAL DESCRIPTION

Capital repairs of 317 km of main road in order to provide acceleration of speed and safe movement.

Project costs include the renewal of critical assets (track, locomotives and power supply) and implementation of IFRS accounting system and technical services to support the restructuring.

- Reconstruction and design of automatics and signalisation system of railways;
- Access to 25 KW alternating current traction system;
- Adjustment of signalisation on Baku-Georgian border railway segment to traction system of alternating current;
- Renovation and modernisation of the rolling stock, (locomotives, freight and passenger carriages) the technical exploitation and the maintenance resources;
- Renovation of the rolling stock;
- Renovation of the centralised dispatcher management system of the railway based on modern technologies.

(Please, see **Project Fiche** for more details.)

Length of the line	503 km (two lines)
Type of traction	Electric
Maximum speed	140 km/h
Width of gauge	1,520 mm
Main connection line	Optical
Number of bridges	20
Number of stations	
Large	12
Small	33

SOCIO-ECONOMIC DESCRIPTION

The existing railway facilities are outdated and need general replacement because train operations are currently restricted to a maximum speed of 80km/h.

Securing optimal track conditions and provision of all services will assure passengers' convenience, station automation, etc.

The project is expected to support the development of services by enabling the railway to attract growing transit business to Azerbaijan. While such services remain related to the regional oil industry, they provide Azerbaijan with an opportunity to capitalise on its location by offering value added services for oil and oil products from neighbouring countries.

This will benefit not only the railway, but also other logistics businesses (port services, storage) that provide services for transit goods.

SOURCE OF REPAYMENT

Budget of the Operator

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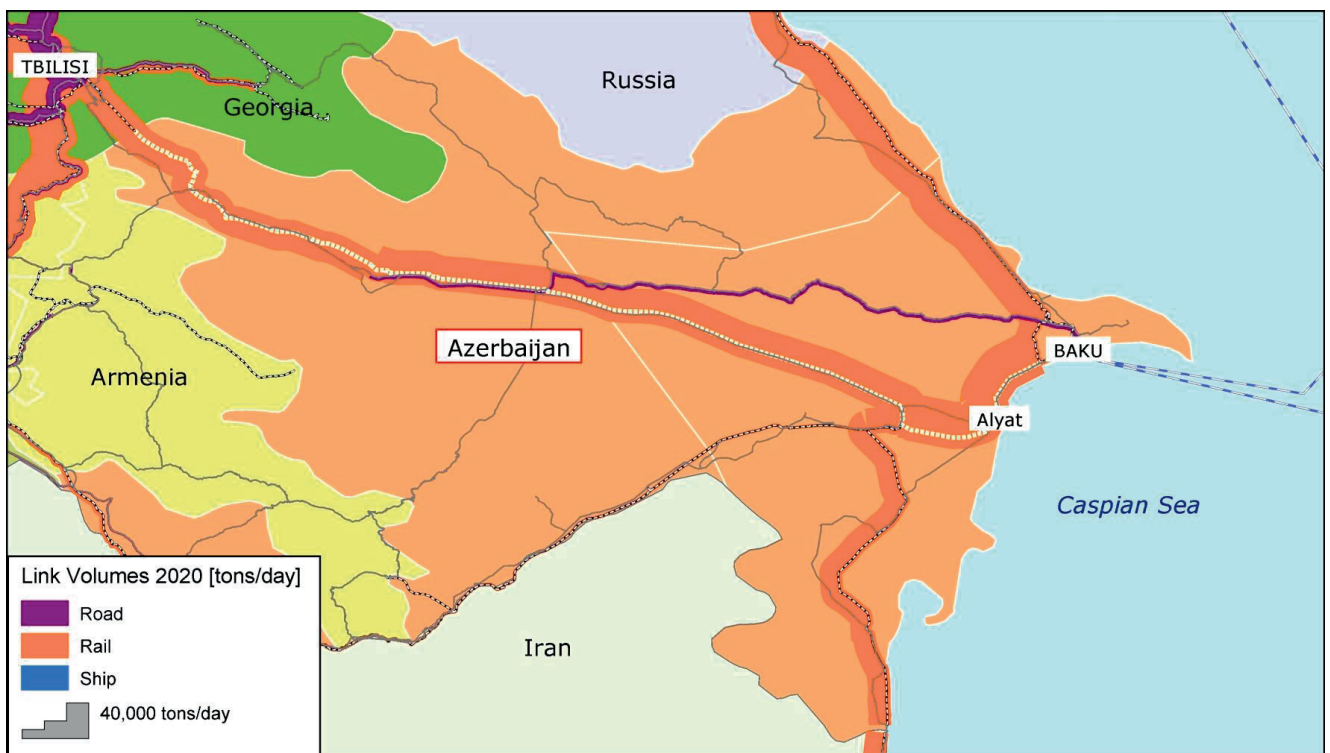
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BAKU - ALYAT - BEYUK KESIK RAILWAY REHABILITATION



LEGEND			
TRACECA ROUTES		TRACECA ROUTES main index	
EXISTING MARITIME LINKS	INLAND ROUTES	TRACECA ports and routes	
RAIL - FERRY RO - RO	RAILWAYS ROADS PLANNED RAILWAYS	Port of BAKU Port of ALYAT (Under construction)	BATUMI/POTI - TBILISI (Rail and Road) TBILISI - YEREVAN (Rail and Road) TBILISI - BAKU (Rail and Road) YEREVAN - BAKU (Rail and Road)
		MAJOR ROADS OTHER ROADS OTHER RAILWAYS	AIRPORTS PORTS
		CITIES	
		CAPITALS OTHER CITIES	

TRANSPORT MODEL FORECAST - LINK VOLUMES 2020





TRACECA Investment Forum 2012

ID: BUL 1

Brussels, 28th February 2012

PRIORITY PROJECT FACT SHEET

VARNA FERRYBOAT

REGION

Eastern Europe

COUNTRY

Bulgaria

APPLICANT/SPONSOR/BENEFICIARY/ PROMOTER

Bulgarian Railways

INVESTMENT AMOUNT

1 Million EURO

GEOGRAPHICAL DESCRIPTION

Varna, the third largest city in Bulgaria with a favourable location on the north coast of the Black Sea, is an important industrial, commercial, resort and transport junction. Ferry Complex Varna is a port on the TRACECA corridor.

The ferry complex is situated on Pan-European Transport Corridor VIII and connects the Adriatic Sea with the Black Sea area as well as the countries from Central Asia along the TRACECA corridor. The ferry complex is connected to the national railway and road networks.

TECHNICAL DESCRIPTION

- Replacement of 100 m³ wooden sleepers, ordinary and switch, in the yard 1,520 mm;
- Repair of switches in the yard 1,520 mm;
- Repair of the roof, light lanterns, skylights ("oberlichts") and the structure of the Workshop for replacement of bogies;
- Repair of the roof and VI floor of the Central Operative-Productive Building;
- Repair of roofs, skylights ("oberlichts") and structure of the Re-loading Point;
- Repair of hoist Transition Bridge 2.

The Varna Ferry Complex was built in 1978, on the southern coast of Lake Beloslav. The total territory of the complex is 1,007 hectares, located some 22 km to the west of Varna. It includes two ship sites, with a total length of 400 m and a depth of 8.5 m, equipped with hoist-transition bridges with five tracks of 1,520 mm gauge.

The capacity of the ferry-complex is 120,000 wagons and 3.5 million tons freight per year.

SOCIO-ECONOMIC DESCRIPTION

At its full potential Varna Ferry Complex can:

- Increase the capacity and possibility of processing more vessels simultaneously;
- Increase transportation from the Balkan peninsula and South-Eastern Europe to China and the countries of Middle Asia, thus bypassing the over-loaded European ports;
- Increase the compatibility of ferry boats by means of improvement of quality of offered services;
- Increase the reliability and efficiency of operations in order to attract new freight flows;
- Transform Varna into a logistics centre at the shortest route between Europe and Asia;
- Offer a transport alternative that conserves and protects the natural environment;
- Increase the traffic capacity;
- Improve the quality of the services offered;
- Increase the volume of transport and attract new customers with a quality cheap service.

SOURCE OF REPAYMENT

Budget of the Operator

OTHER INVOLVED PARTIES AS FINANCING INSTITUTIONS, OPERATORS, CONSTRUCTORS

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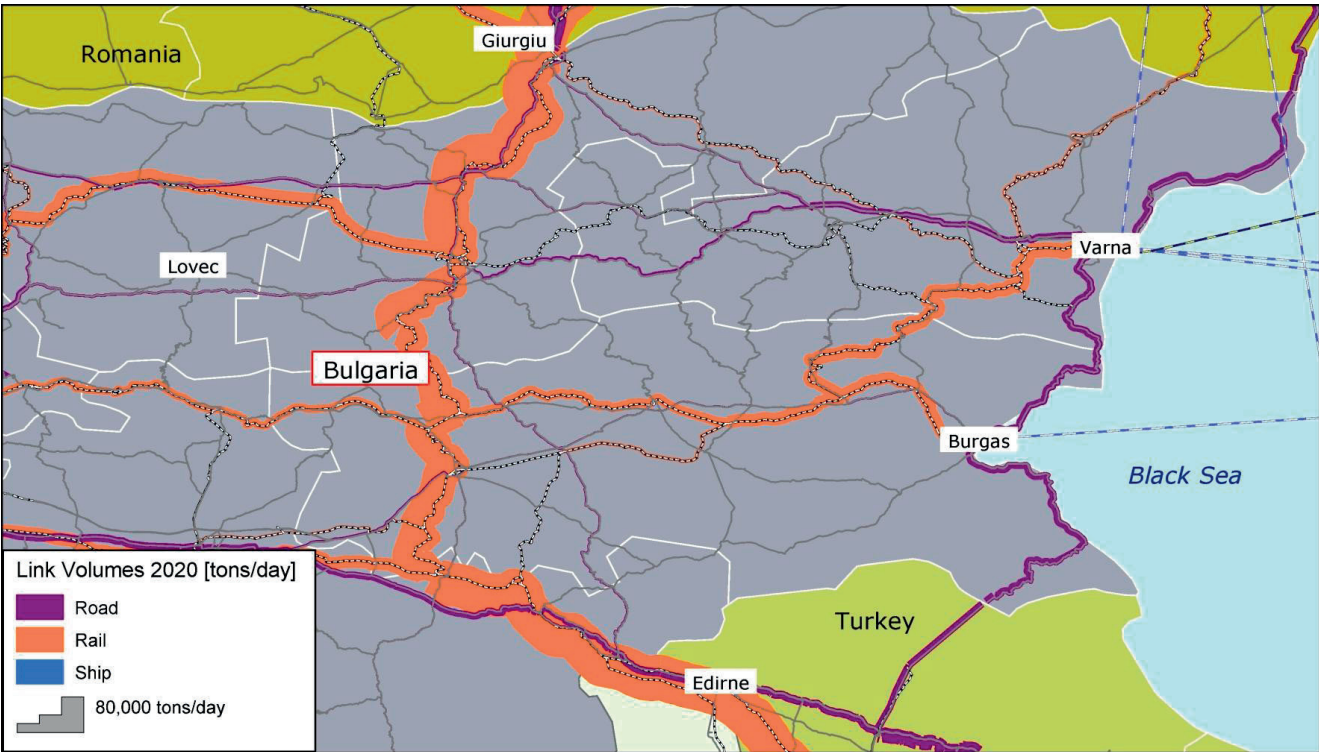
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VARNA FERRYBOAT



LEGEND					
TRACECA ROUTES		TRACECA ROUTES main index	TEN - T	INLAND ROUTES	AIRPORTS AND PORTS
EXISTING MARITIME LINKS	INLAND ROUTES	TRACECA ports and routes	Core Network		
 RAIL - FERRY	 RAILWAYS	P7  Port of BURGAS	 ROAD CORE NETWORK	 MAJOR ROADS	 AIRPORTS
 RO - RO	 ROADS	P8  Port of VARNA	 RAIL CORE NETWORK	 OTHER ROADS	 PORTS
	 PLANNED RAILWAYS	P9  Port of CONSTANTA		 OTHER RAILWAYS	
		42 SOFIA - PLOVDIV - SVILENGRAD (Rail and Road)			CITIES
		43 SOFIA-BURGAS/VARNA (Rail and Road)			 CAPITALS
					 OTHER CITIES

TRANSPORT MODEL FORECAST - LINK VOLUMES 2020





TRACECA Investment Forum 2012

ID: GEO 4

Brussels, 28th February 2012

PRIORITY PROJECT FACT SHEET

POTI - BAKU CONTAINER BLOCK TRAIN

REGION

Caucasus

COUNTRY

Georgia

APPLICANT/SPONSOR/BENEFICIARY/ PROMOTER

Georgian Railway

INVESTMENT AMOUNT

8.5 Million EURO

GEOGRAPHICAL DESCRIPTION

The project interconnects the Black and Caspian seas with block train service for containers potentially moving in transit along the rail corridor via both the Poti and Baku ports.

Loaded and empty containers carried between:

Eastern TRACECA: Azerbaijan, Kazakhstan, Turkmenistan, Uzbekistan, Tajikistan, Kyrgyzstan and beyond in the East.

Western TRACECA: Georgia, Turkey, Ukraine, Moldova, Bulgaria, Romania, plus other European Countries (non TRACECA and CIS).

TECHNICAL DESCRIPTION

DAF/DDP shipment involves the seller making a shipment of fittings at the border point without implementing any extra charges (also called free on truck). Thus, the price covers transportation and customs clearance amongst other procedures. Customs clearance is approximately 18%.

The estimated cost of 8.5 Million EURO will be enough for 3 block trains, which will make the implementation of the project more effective and flexible. Whilst one train is loaded in Poti port, another will be unloaded in Baku and the third one will be under operation between Baku and Poti.

Quantity of fitting platforms: 50 + 50 (II stages).

SOCIO-ECONOMIC DESCRIPTION

In general, block trains are preferred to be containerised conventional freight trains due to the following features: attractive tariffs, prompt delivery of goods from the original station to the destination station, safety, ease of border crossing and customs procedures, environment-friendly transportation, high level communication system.

Within Georgia there is a political priority to develop Poti as a Deep Sea Container Port in the Black Sea and to improve the railway services through a modal shift from road to rail. Within Azerbaijan the priority is the improvement of railway services.

The development of Baku International Sea Port (BISP) (also consistent with the planned construction and the role assigned to the new BISP at Alyat as Caspian Regional Hub) focuses on a modal shift from road to rail.

Shorter transit time, which enhances the attractiveness of rail versus road transport along the TRACECA central corridor, will be reached as well as a reduced dwell time for cargo at the point of origin and its final destination.

Further advantages, such as reduced transport costs and shorter time of delivery of cargo to the consignee, enhance the attractiveness and competitiveness of rail versus road transport along the TRACECA central corridor.

SOURCE OF REPAYMENT

Budget of the Operator

OTHER INVOLVED PARTIES AS FINANCING INSTITUTIONS, OPERATORS, CONSTRUCTORS

Ministry of Economy and Sustainable Development of Georgia

Ministry of Transport of Azerbaijan Republic

Delegates of the joint Azerbaijani-Georgian Transport Committee

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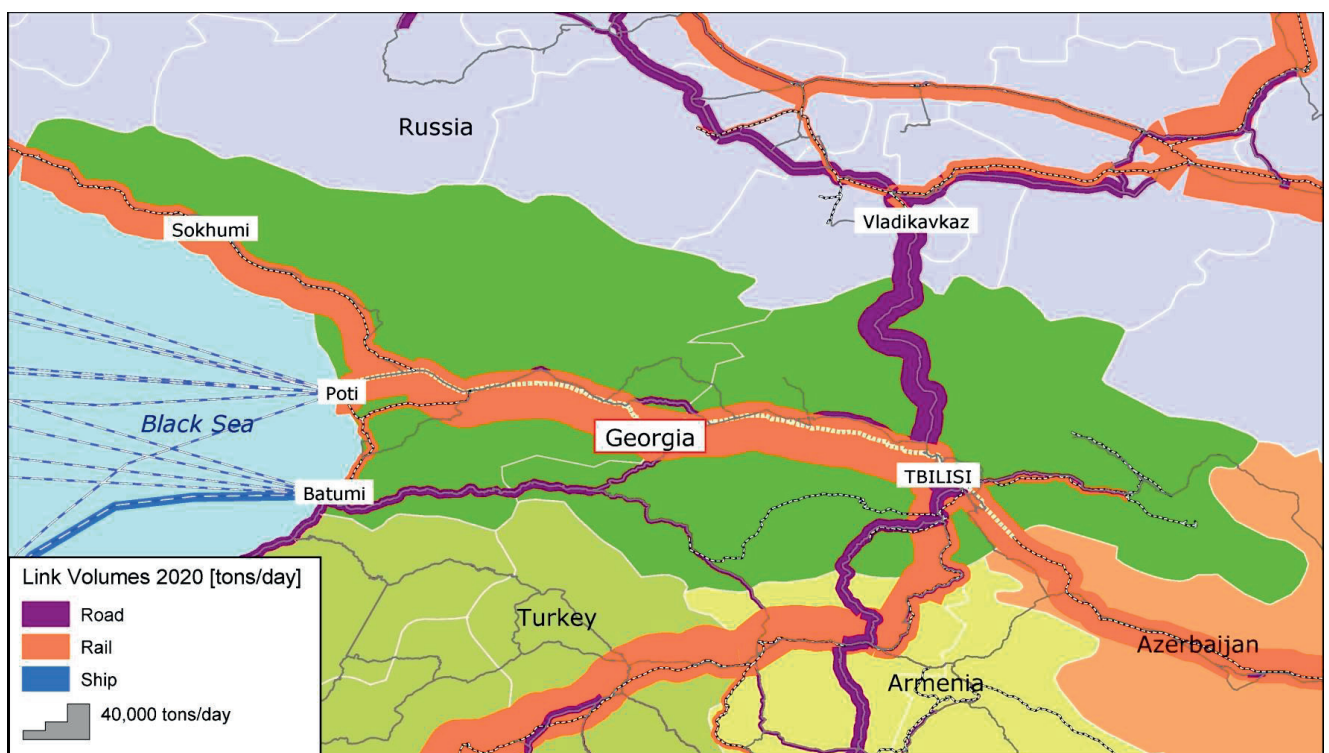
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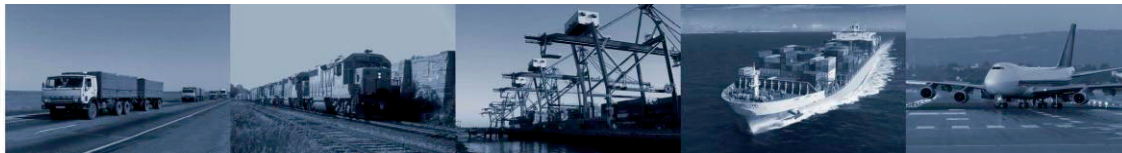
POTI - BAKU CONTAINER BLOCK TRAIN



TRACECA ROUTES		LEGEND	
EXISTING MARITIME LINKS	INLAND ROUTES	TRACECA ROUTES main index	INLAND ROUTES
<ul style="list-style-type: none"> RAIL - FERRY RO - RO 	<ul style="list-style-type: none"> RAILWAYS ROADS PLANNED RAILWAYS 	TRACECA ports and routes <ul style="list-style-type: none"> P3 Port of POTI P4 Port of BATUMI P12 Port of BAKU P20 Port of HOPA 20 BATUMI/POTI - TBILISI (Rail and Road) 21 TBILISI - YEREVAN (Rail and Road) 	<ul style="list-style-type: none"> MAJOR ROADS OTHER ROADS OTHER RAILWAYS
			AIRPORTS AND PORTS <ul style="list-style-type: none"> AIRPORTS PORTS
			CITIES <ul style="list-style-type: none"> CAPITALS OTHER CITIES

TRANSPORT MODEL FORECAST - LINK VOLUMES 2020





TRACECA Investment Forum 2012

ID: KAZ 4

Brussels, 28th February 2012

PRIORITY PROJECT FACT SHEET

SHYMKENT - TASHKENT ROAD RECONSTRUCTION

REGION

Central Asia

COUNTRY

Kazakhstan

APPLICANT/SPONSOR/BENEFICIARY/ PROMOTER

Ministry of Transport

INVESTMENT AMOUNT

71 Million EURO (75 Billion TENGE)

GEOGRAPHICAL DESCRIPTION

The road is an integral part of the new Western Europe-Western China International Transit corridor. It makes up part of TRACECA and CAREC routes as well as the Central-Asian international road corridor "Khorgos-Almaty-Taraz-Shymkent-Tashkent", which connects the Central Asian region with China.

TECHNICAL DESCRIPTION

- Construction period: 36 months;
- Transported goods: No limitation;
- Length: 102 km;
- Traffic intensity forecast: 36,000 cars/day;
- ITS system.

Plans include full implementation of the necessary utilities, required construction steps and rehabilitation.

SOCIO-ECONOMIC DESCRIPTION

The following criteria will be achieved after the reconstruction of this essential road:

- Increased speed (up to 120 km/h);
- Increased traffic capacity;
- Reduced travel time and cost;
- Increased passenger traffic flows between Kazakhstan and neighbour countries, in particular Uzbekistan;
- Increased human traffic flow;

- Development of international trade and tourism in the Central Asian region;
- Increased productivity of the highly populated South Kazakhstan region;
- Development of supporting productions;
- Increased number of workplaces;
- Increased attractiveness of the entire corridor development of road transportations;
- Increased transit;
- Higher attractiveness and strengthened integration in the region;
- Improved ecological situation and sustainability for the environment.

SOURCE OF REPAYMENT

Budget of Operator

OTHER INVOLVED PARTIES AS FINANCING INSTITUTIONS, OPERATORS, CONSTRUCTORS

EBRD allocated a grant for consulting support for this project in the amount of 1.5 Million EURO.

The bank is considering including the project into its investment portfolio.

Currently, the consortium «ARUP» is developing documentation on competitiveness.

CONTACT DETAILS

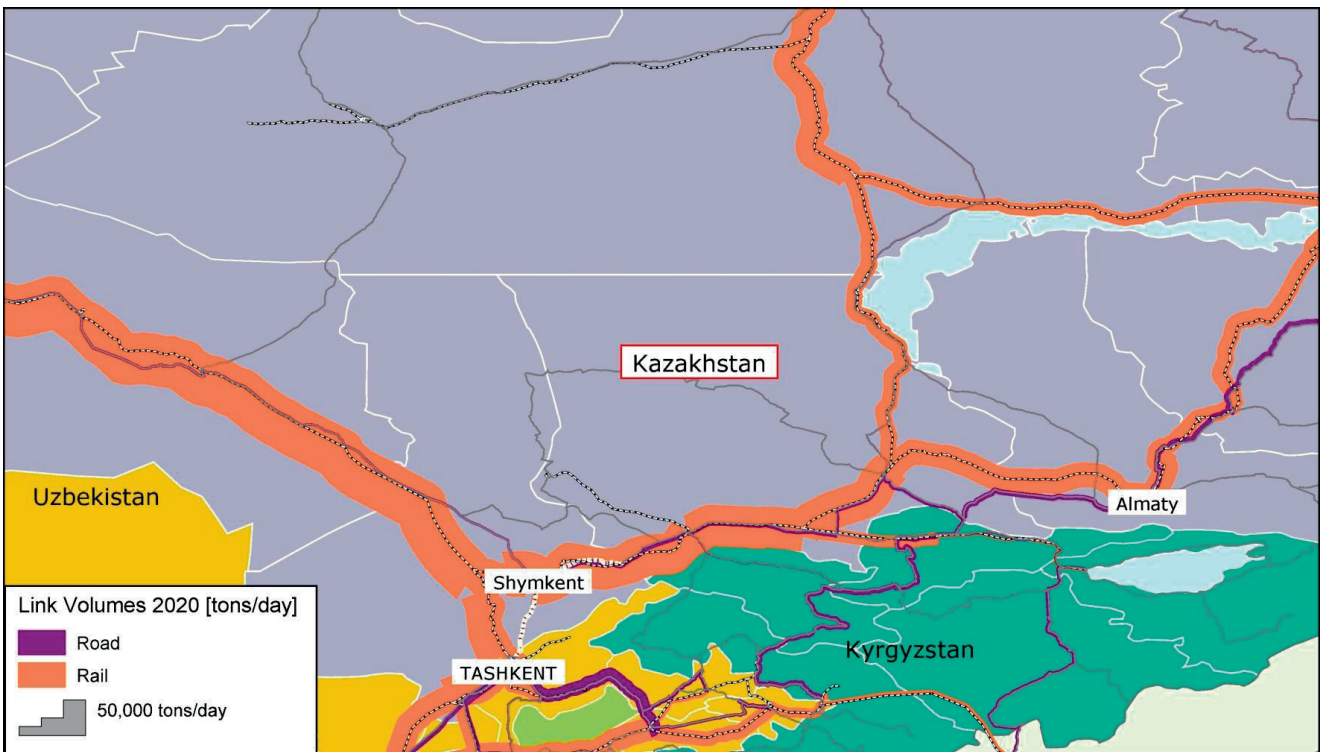
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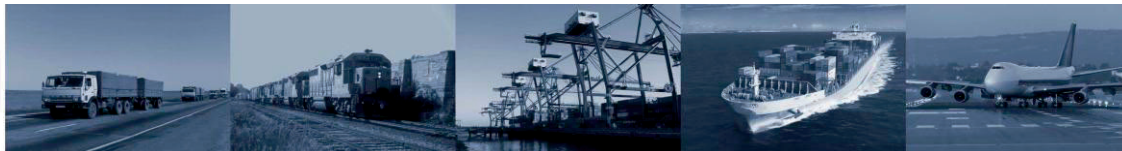
SHYMKENT - TASHKENT ROAD RECONSTRUCTION



TRACECA ROUTES		LEGEND	
EXISTING MARITIME LINKS	INLAND ROUTES	TRACECA ROUTES main index	INLAND ROUTES
RAIL - FERRY	RAILWAYS	TRACECA ports and routes	MAJOR ROADS
RO - RO	ROADS	25 TURKMENABAD - DASHKENT (Rail and Road)	OTHER ROADS
	PLANNED RAILWAYS	27 DUSHANBE-OSH-BISHKEK (Road)	OTHER RAILWAYS
		29 SAMARKAND - OSH/JALAL-ABAD (Rail and Road)	
		36 LUGOVAYA - BISHKEK - BALKYCHI (Rail and Road)	
		41 GUZAR - KUMKURGAN (Rail)	
			AIRPORTS AND PORTS
			AIRPORTS
			PORTS
			CITIES
			CAPITALS
			OTHER CITIES

TRANSPORT MODEL FORECAST - LINK VOLUMES 2020





TRACECA Investment Forum 2012

ID: KYR 2

Brussels, 28th February 2012

PRIORITY PROJECT FACT SHEET

AERO NAVIGATION FACILITIES MODERNIZATION

REGION

Central Asia

COUNTRY

Kyrgyzstan

APPLICANT/SPONSOR/BENEFICIARY/ PROMOTER

Ministry of Transport and Communication

INVESTMENT AMOUNT

15.6 Million EURO

GEOGRAPHICAL DESCRIPTION

The longest and most important route on the Silk Road passed via the territories of Central Asia, including Kyrgyzstan. Nowadays, Europe has become closer to Asia due to air transport.

TECHNICAL DESCRIPTION

- Providing high level of the flight safety;
- Organisation and provision of air traffic in upper airspace from a unified ATS Centre;
- Equipping of main airports in Kyrgyz Republic with modern radar complexes for air traffic service facilities and with a system for the meteorological service of flights;
- Providing high level development of enterprise in the social sphere;
- Calculating the enterprise and modernisation program by phases, terms and costs;
- Calculating financing methods and modernisation program realisation;
- Equipping by the newest systems of air traffic service according to international norms and ICAO standards;
- Providing high level of the flight safety;
- Introduction of up-to-date technologies, which will provide a high level of aircraft service and a competitive enterprise.

Aerodromes equipped with modern facilities and an air traffic control system along the Great Silk Way air routes will attract air companies for the following reasons: The enough option of aerodromes in the purposes of technical landings and as the alternative aerodromes; The optimal route allows significant savings of flight time and fuel.

SOCIO-ECONOMIC DESCRIPTION

Modernization and re-equipment of the air traffic system, to last until 2020.

Estimated project repayment time: 12 years.

Central Asia has become an important region in international aviation. Countries within the region are making efforts to increase the number of aircrafts flying via the more optimal air corridors. Countries try to attract the attention of air carriers operating passenger and cargo flights by modernizing and reconstructing airports and equipping them with modern and reliable ATC facilities for national air navigation thus developing their country's tourism industry.

The availability of modern aero navigation facilities allows the international airports of this region to be a part of the global aero transport net.

Project objectives include:

- Increase in the level of safety and the reliability of flights;
- Improvement of air space service and provision of air navigation service to international standards;
- Increase air traffic service efficiency by establishing a unified ATS Centre on traffic control in the upper airspace;
- Increase traffic intensity in air space of the Kyrgyz Republic;
- Increase in salary to the average statistical level of CIS countries;
- Development of the social sphere.

SOURCE OF REPAYMENT

Own funds of SE "Kyrgyzaeronavigatsia": 2.437 Million EURO, operational fees to be incurred.

(Please, see **Project Fiche** for more details.)

CONTACT DETAILS

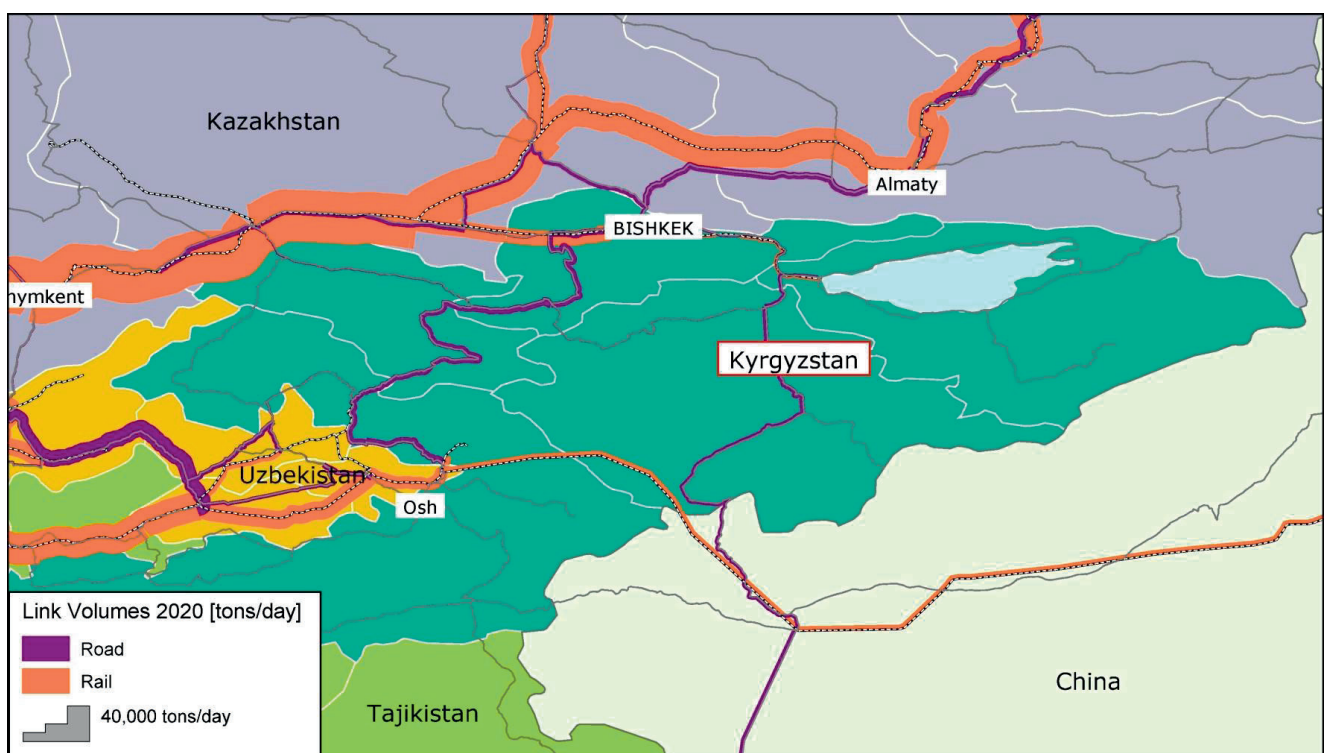
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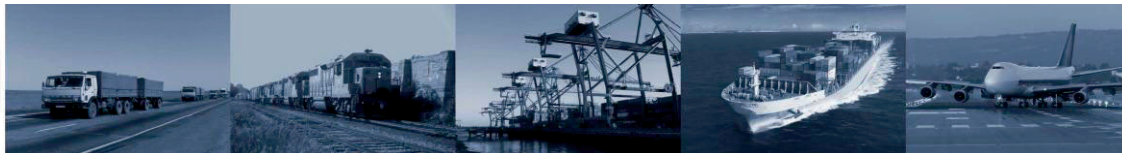
AERO NAVIGATION FACILITIES MODERNIZATION



TRACECA ROUTES		LEGEND	
EXISTING MARITIME LINKS	INLAND ROUTES	TRACECA ROUTES main index	INLAND ROUTES
RAIL - FERRY	RAILWAYS	TRACECA ports and routes	MAJOR ROADS
RO - RO	ROADS	27 DUSHANBE - OSH - BISHKEK (Road)	OTHER ROADS
	PLANNED RAILWAYS	28 TASHKENT - OSH-IRKESHTAM/TORUGART (Rail)	OTHER RAILWAYS
		29 SAMARKAND - OSH/JALAL-ABAD (Rail and Road)	
		35 AKTAU - BEINEU - ALMATY - DRUZHBА (Rail and Road)	
		36 LUGOVAYA-BISHKEK-BALYKCHI (Rail and Road)	
			AIRPORTS AND PORTS
			AIRPORTS
			PORTS
			CITIES
			CAPITALS
			OTHER CITIES

TRANSPORT MODEL FORECAST - LINK VOLUMES 2020





TRACECA Investment Forum 2012

ID: MLD 3

Brussels, 28th February 2012

PRIORITY PROJECT FACT SHEET

SLOBOZIA BYPASS ON CHISINAU-GIURGIULESTI ROAD

REGION

Eastern Europe

COUNTRY

Moldova

INVESTMENT AMOUNT

21.3 Million EURO

GEOGRAPHICAL DESCRIPTION

Situated on the River Danube in the south of Moldova, this main road provides direct access to the EU and Ukraine.

The route creates the shortest and most important link between Chisinau and Giurgiulesti International Free Port, which provides access to the Danube and the Black Sea.

The M3 corridor is an integral part of the TRACECA Network and European Road E584 Poltava-Kirovograd-Chisinau-Giurgiulesti-Galati-Slobozia.

The location is also beneficial due to international trade and transportation routes such as the Rhine-Main-Danube waterway corridor which connects the Black Sea, 14 European countries and the North Sea.

The route provides a link between TEN Corridors IV and IX.

TECHNICAL DESCRIPTION

The project consists of new construction of a 20.5 km road section along the M3 corridor.

As a section of the M3 corridor, the proposed project ensures connection with International Free Port of Giurgiulesti and rail terminals.

Beginning spring 2011 the Port will benefit from the dry cargo terminal, including a dedicated container terminal. This will allow intermodal freight transport.

The geometrical parameters and location conditions of the project will allow essential improvement of traffic safety and security.

A feasibility study is in place.

Detailed design and bidding documents are ready as of the end of June 2011. The estimated project repayment time is 9.5 years. Forecast years: 20.

The start of construction work is anticipated for 2013/14.

SOCIO-ECONOMIC DESCRIPTION

The project's benefits create a prerequisite for future regional economic development: agricultural markets extension, enhanced access to social services, reduced transportation costs and travel time for international and national operators and passengers, employment creation, reduction of heavy traffic in residential areas, improved environmental quality and traffic safety on the corridor.

The environmental impact will be insignificant as the proposed alignment will not cross any settlements, the vehicles engine work will be optimum and the pollutant emissions will decrease. Sensitive receptors are the residential areas within villages and towns. As the project avoids traversing any settlement area the impact of this project is considered as low. After project implementation the energy consumption will considerably decrease due to smoother engine function.

APPLICANT/SPONSOR/BENEFICIARY/PROMOTER

Land Transport Infrastructure Strategy

(Please, see **Project Fiche** for more details.)

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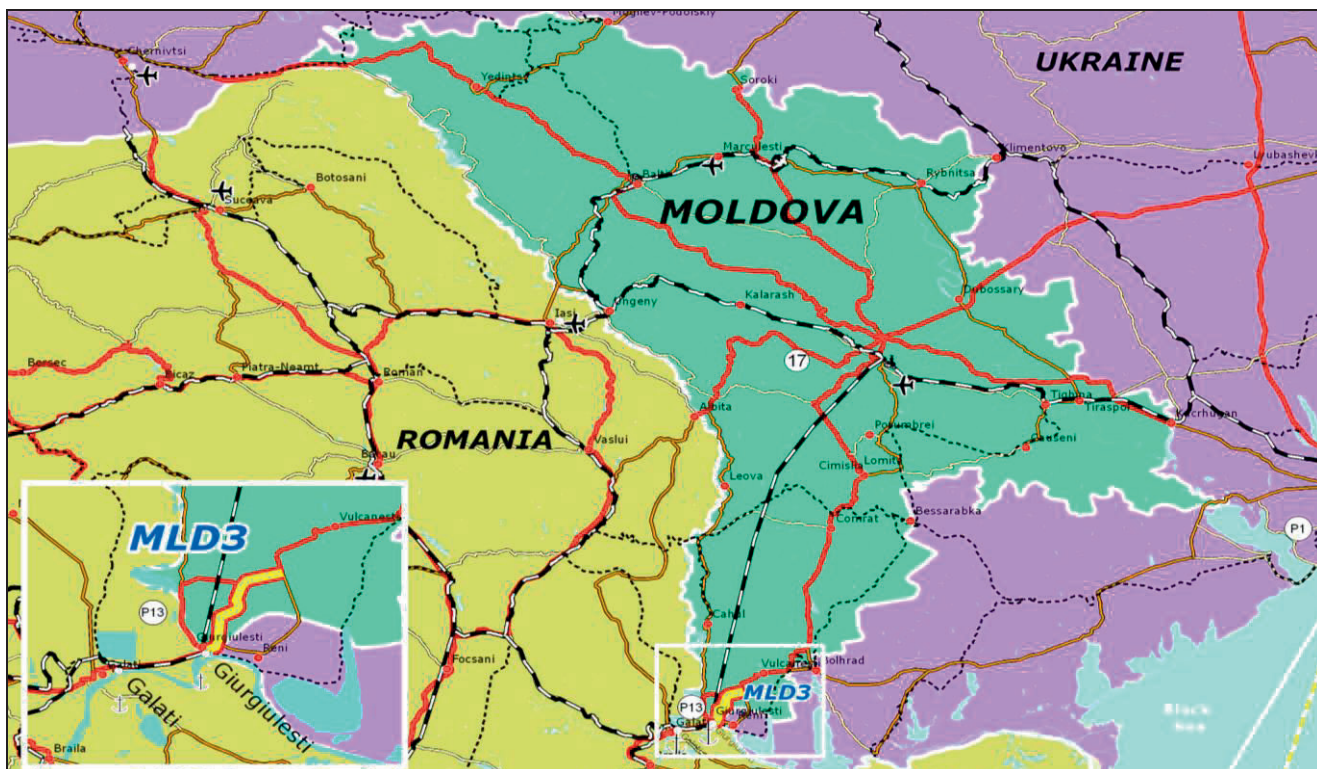
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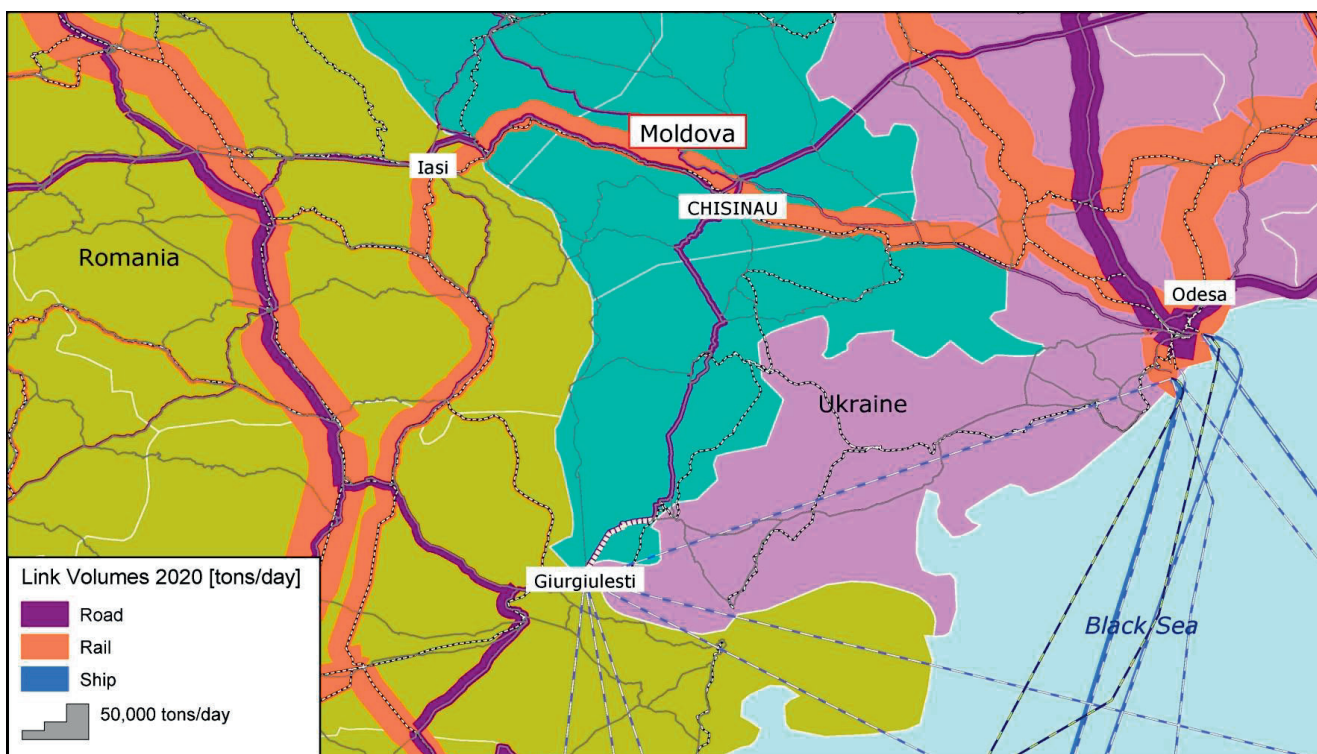
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SLOBOZIA BYPASS ON CHISINAU - GIURGIULESTI ROAD



LEGEND					
TRACECA ROUTES		TRACECA ROUTES main index	INLAND ROUTES	AIRPORTS AND PORTS	
EXISTING MARITIME LINKS	INLAND ROUTES	TRACECA ports and routes	MAJOR ROADS	AIRPORTS	
RAIL - FERRY	RAILWAYS	Port of ILYCHEVSK UNGENY-KLIMENTOVO/KUCHURGAN (Rail)	OTHER ROADS	PORTS	
RO - RO	ROADS	Port of GIURGULESTI	OTHER RAILWAYS		CITIES
	PLANNED RAILWAYS				CAPITALS
					OTHER CITIES

TRANSPORT MODEL FORECAST - LINK VOLUMES 2020





TRACECA Investment Forum 2012

ID: ROM 1

Brussels, 28th February 2012

PRIORITY PROJECT FACT SHEET

MURES - IASI - UNGHENI MOTORWAY SECTION

REGION

Eastern Europe

COUNTRY

Romania

APPLICANT/SPONSOR/BENEFICIARY/ PROMOTER

Ministry of Transport

INVESTMENT AMOUNT

6.1 Billion EURO

GEOGRAPHICAL DESCRIPTION

The motorway section Targu Mures-Iasi-Ungheni to the border of Republic of Moldova is located in the north-eastern part of Romania, and connects the central part of the country with the Romanian/Moldavian border. The section also links two Pan-European Corridors IV and IX. The route is favourable as it connects Bulgaria to Hungary (partly through Pan-European Corridor IX and partly through Transilvania's motorway) yet simultaneously operates with the existing national infrastructure. The route is also considered to be an exit to Ukraine, using the national road infrastructure.

TECHNICAL DESCRIPTION

The present alternative considered to be viable is the national road network, which goes towards the cross border point with the Republic of Moldova. However, the national road is not considered able to comply with present traffic needs.

Due to the auxiliary services offered by the motorway this project offers road users a better level of accessibility, speed, comfort and traffic safety.

RO-LA technology is currently available in the multi modal links: Targu Mures, Iasi and Ungheni. The technical requirements, starting from the design stage, will impose the safety of geometrical elements in accordance with best design and technologies. The travel distance will be reduced by 25% and travel time by 30%.

(Please, see **Project Fiche** for more details.)

SOCIO-ECONOMIC DESCRIPTION

Estimated project repayment time: 10 years to cover the initial costs.

At least 3 years are anticipated for construction. The length of the route will be divided into 3 sectors.

The new direct link to the Moldavian border will attract traffic flow from Bulgaria, to Romania and further to the Republic of Moldova or Hungary. The route will be fully operational after finalising Corridor IV (Nadlac (Hungarian/Romanian cross border) – Arad – Timisoara – Lugoj – Deva-Orastie – Sibiu – Pitesti – Bucuresti – Cernavoda – Constanta) as well as the Pan-European Corridor IX and the Transilvanian motorway.

The location of the future motorway sections will also encourage regional development that will occur along the Moldavian/Romanian cross-border. The economic environment could be stimulated and eligible for European Regional Funds.

The location will invite tourism for those attracted to the national and international culture of the area fuelling the development of wood and ceramics manufacture, agriculture and the wine industry amongst others.

Energy consumption will be reduced due to three factors: The continuous flows of traffic; The decrease in travel time; The time spent in the cross border point. The traffic flow will be taken out of cities thus encouraging greener transport. Newly created eco ducts will protect the fauna. There will also be a reduction in noise and gas emission.

OTHER INVOLVED PARTIES AS FINANCING INSTITUTIONS, OPERATORS, CONSTRUCTORS

During high level bilateral meetings investors from European and Asian countries displayed interest in the project's implementation.

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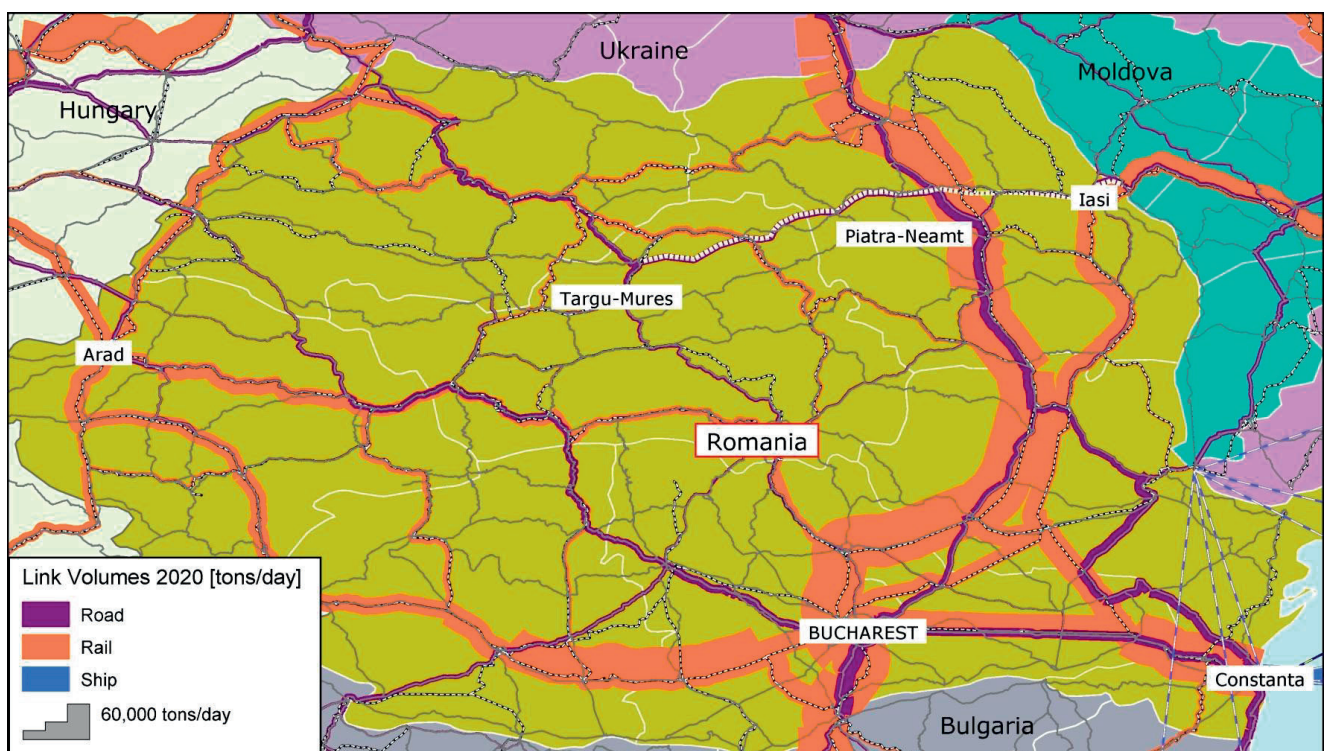
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MURES - IASI - UNGHENI MOTORWAY SECTION



LEGEND					
TRACECA ROUTES		TRACECA ROUTES main index	TEN - T	INLAND ROUTES	AIRPORTS AND PORTS
EXISTING MARITIME LINKS	INLAND ROUTES	TRACECA ports and routes	Core Network	MAJOR ROADS	AIRPORTS
RAIL - FERRY	RAILWAYS	Port of GIURGIULESTI	ROAD CORE NETWORK	OTHER ROADS	AIRPORTS
RO - RO	ROADS	UNGENY-KLIMENTOVO/KUCHURGAN (Rail)	RAIL CORE NETWORK	OTHER RAILWAYS	PORTS
	PLANNED RAILWAYS	ALBITA-GIURGIU (Rail and Road)			CITIES
		CONSTANTA - NADLAC (Rail and Road)			CAPITALS
		IASI - BORS/PETEA (Rail and Road)			OTHER CITIES

TRANSPORT MODEL FORECAST - LINK VOLUMES 2020





TRACECA Investment Forum 2012

ID: TAJ 2

Brussels, 28th February 2012

PRIORITY PROJECT FACT SHEET

VAHDAT – KARAMYK (KYRGYZ BORDER) RAILWAY

REGION

Central Asia

COUNTRY

Tajikistan

APPLICANT/SPONSOR/BENEFICIARY/ PROMOTER

Ministry of Transport

INVESTMENT AMOUNT

1.6 Billion EURO

GEOGRAPHICAL DESCRIPTION

The start of the route is located at the Vahdat/Ilyak station in the Vahdat district in the Regions of Republican Subordination on the existing railway section Dushanbe–Vahdat–Ilyak. The end of the route is the border of Tajikistan with Kyrgyz Republic.

The entire railway line is characterised by irregular mountainous terrain with altitudes from 850-1,900 m above sea level. There are many side channels carrying out mudflows. Mountains along several sections (Dubeda–Subulak district) are prone to landslides.

The section from Obi Garm to Nurabad is the most complex in terms of terrain, geological and hydro geological conditions. On this section the proposed road travels in the direction of the highway. The route avoids the Rogunskaya HPS flood zone and crosses many waterways, mudflow beds and mountainous ranges on which the construction of bridges, viaducts, overpasses, tunnels and other artificial facilities is needed.

The proposed railway will connect Kyrgyz Republic with the People's Republic of China along the route Jalalabad–Osh–Saritash–Irkeshtam–PRC border.

Construction of a new railway will create a seamless railway route from neighbour states China and Kyrgyz Republic, passing through Tajikistan to Afghanistan and Iran. Construction of this railway will increase Tajikistan's transit potential.

TECHNICAL DESCRIPTION

The length of the railway route of the proposed variant on the territory of Tajikistan is approximately 296 km.

- Technical category railway: IV;
- Building length: 296 km including tunnels (16.1 km);
- Maximum longitudinal gradient: 2.7%;
- Minimum radius of the curve: 200 m;
- Large bridges (over 100m): 21/2,500 pcs/rm;

- Small bridges (under 100m): 47/1,410 pcs/rm;
- Bridge Reservoir Rogun: 1/800 pcs/rm;
- River bank work (BUR): 6,400 pm;
- Roads to service the railway: 151 km;
- Construction of access roads to the mine coal Nazarailok: 50 km.

SOCIO-ECONOMIC DESCRIPTION

Construction of this railway is strategically important and has been included in the State targeted program as part of the ongoing development of a transport complex for the Republic of Tajikistan until 2025.

Implementation of the project will assist in strengthening economical connections between Tajikistan, Kazakhstan, Kyrgyz Republic, China and Afghanistan through trade and cultural exchanges.

This shorter route will reduce the transportation time for cargo and passengers, develop the agriculture and tourism industry and encourage the export of industrial products to neighbouring countries. The project will create 1,200 jobs for the local population.

SOURCE OF REPAYMENT

The project is expected to attract foreign investment in the form of consensual loans, grants and technical assistance for the development of the feasibility study and detailed design. The government of the Republic of Tajikistan will also invest in this project.

(Please, see **Project Fiche** for more details.)

CONTACT DETAILS

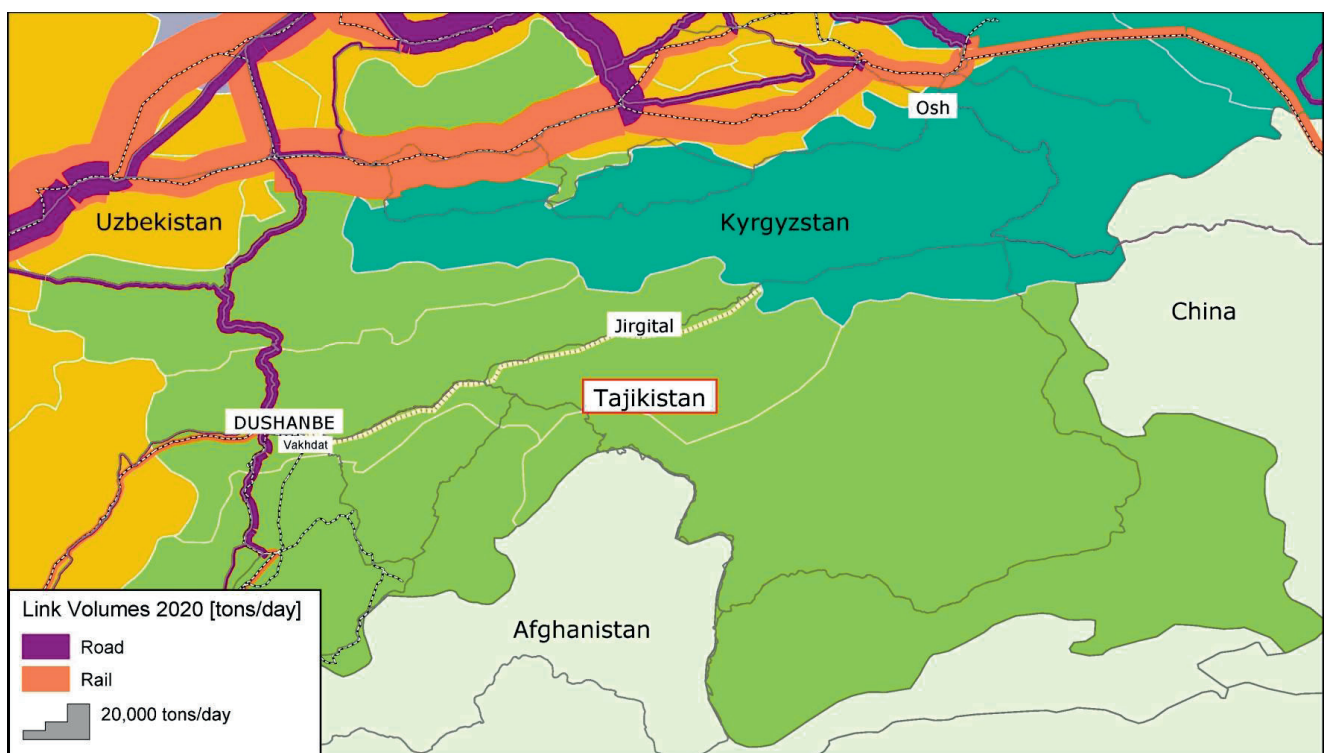
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VAHDAT – KARAMYK (KYRGYZ BORDER) RAILWAY



TRACECA ROUTES		LEGEND	
EXISTING MARITIME LINKS	INLAND ROUTES	TRACECA ROUTES main index	
RAIL - FERRY	RAILWAYS	TRACECA ports and routes	
RO - RO	ROADS	25	TURKMENABAD - DASHKENT (Rail and Road)
	PLANNED RAILWAYS	26	SAMARKAND - DUSHANBE/KULAB (Rail and Road)
		27	DUSHANBE - OSH - BISHKEK (Road)
		28	TASHKENT - OSH - IRKESHTAM/TORUGART (Road)
		29	SAMARKAND - OSH/JALAL-ABAD (Rail and Road)
		37	DUSHANBE - KULAB - KULMA (Road)
		INLAND ROUTES	
		AIRPORTS AND PORTS	
		MAJOR ROADS	AIRPORTS
		OTHER ROADS	PORTS
		OTHER RAILWAYS	
		CITIES	
		CAPITALS	
		OTHER CITIES	

TRANSPORT MODEL FORECAST - LINK VOLUMES 2020





TRACECA Investment Forum 2012

ID: TUR 2

Brussels, 28th February 2012

PRIORITY PROJECT FACT SHEET

ISTANBUL ATATÜRK AIRPORT PASSENGER RIGHT INFORMATION CENTRE

REGION

Southern Europe

COUNTRY

Turkey

INVESTMENT AMOUNT

5 Million EURO

GEOGRAPHICAL DESCRIPTION

The project is located on a TRACECA route at Istanbul Atatürk Airport.

TECHNICAL DESCRIPTION

Istanbul Atatürk Airport is within the top 50 airports in the world receiving 32 million passengers in 2010. The infrastructure directly interconnects 14 members of TRACECA.

This project creates a new link between member countries that frequently use Atatürk Airport.

Component 1

- Supporting the network connection of TRACECA Member States' capital airports;
- Need Analysis about the New Network System (Draft Need Analysis is prepared by DGCA TURKEY);
- Working Group Activities between Member States' Civil Aviation Authorities and Airport;
- Authorities with Project Team;
- Capital Airport Network Connection with Atatürk Airport and Network Facilities;
- Training Facilities on Working Group and Information Centre staff.

Component 2

- Establishing and strengthening of the Information Centre at Atatürk Airport;
- Establishing Passenger Right Information Centre in Atatürk Airport;
- Connections between TRACECA Member States' capital city airports.

Component 3

- Launching of test Control Studies on Information Centre and starting their activities;
- Control Studies between capital city airports;
- Problem solving;
- Capital Airport Network Connection with Atatürk Airport;

- Connections between TRACECA Member States' capital city airports.

This project investment will occur over a 12-month period.

SOCIO-ECONOMIC DESCRIPTION

This centre will be a non-profit organisation. It will help passengers save travel time and expenses.

This centre will solve problems for passengers from TRACECA countries travelling on domestic, international and transit flights. Due to nature of images, sponsorships and passenger facilities private investors are expected to support this project.

The infrastructure will neither create negative environmental effects nor change emission levels. Million passengers of TRACECA member states use Atatürk Airport each year. This centre will help passengers in the event of denied boarding, cancellation or extended flight delay.

The other benefits of this project include economic and regional development and employment opportunities for TRACECA member states' citizens.

SOURCE OF REPAYMENT

Budget of the Operator

APPLICANT/SPONSOR/BENEFICIARY/ PROMOTER























Istanbul Airport

CONTACT DETAILS

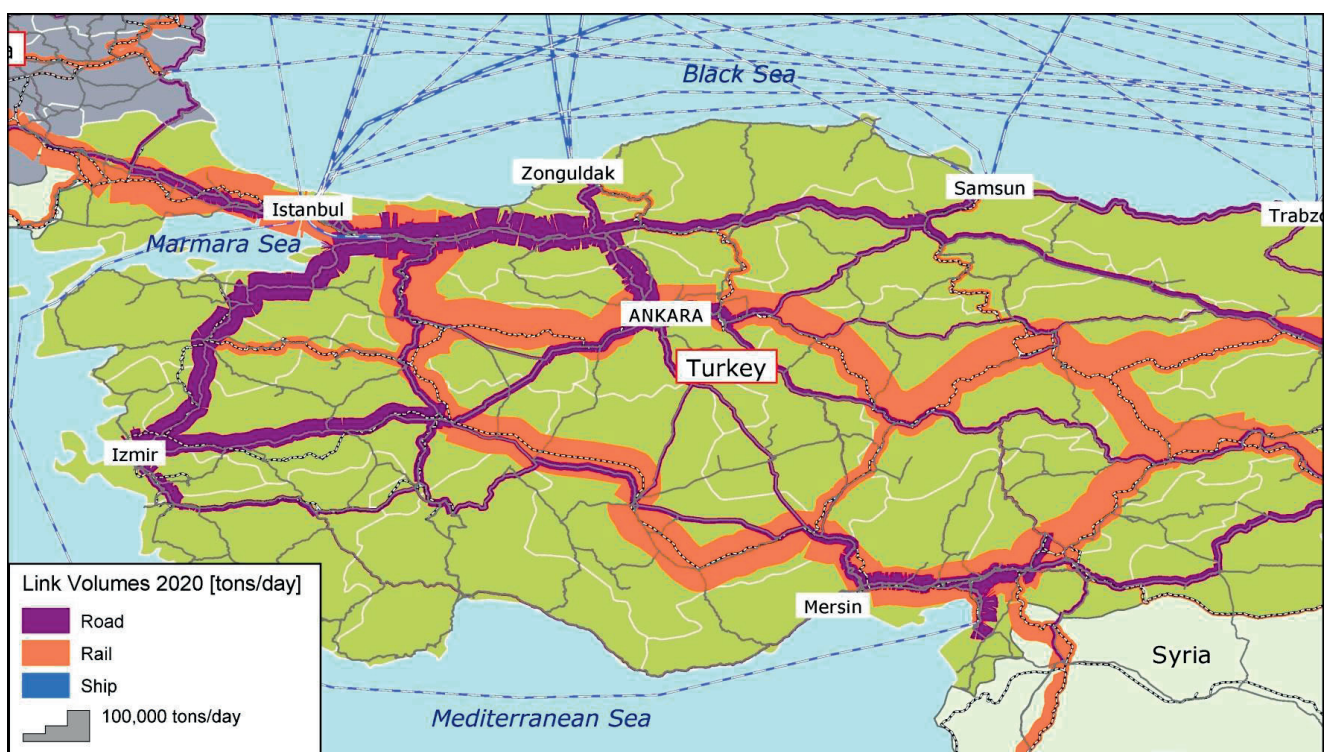
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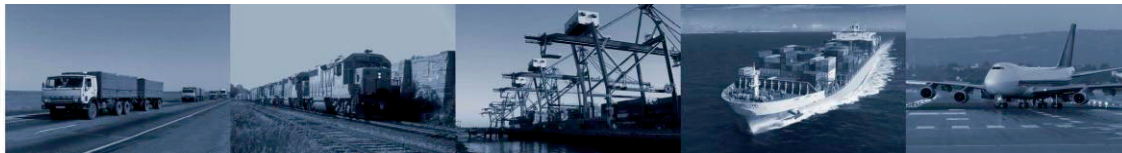
ISTANBUL ATATÜRK AIRPORT PASSENGER RIGHT INFORMATION CENTRE



LEGEND					
TRACECA ROUTES		TRACECA ROUTES main index		INLAND ROUTES	AIRPORTS AND PORTS
EXISTING MARITIME LINKS	INLAND ROUTES	TRACECA ports and routes		MAJOR ROADS	AIRPORTS
 RAIL - FERRY	 RAILWAYS	 Port of SAMSUN	 Port of FİLYOS	 MAJOR ROADS	 AIRPORTS
 RO - RO	 ROADS	 Port of İSTANBUL	 Port of KOCAELİ	 OTHER ROADS	 PORTS
	 PLANNED RAILWAYS	 Port of TEKİRDAG	 FİLYOS-KAPOKOY/ESENDERE (Road)	 OTHER RAILWAYS	
		 Port of BANDIRMA	 MERSİN - KAPIKOY/ESENDERE (Road)		CITIES
		 Port of İZMİR			 CAPITALS
		 Port of ZONGULDAK			 OTHER CITIES

TRANSPORT MODEL FORECAST - LINK VOLUMES 2020





TRACECA Investment Forum 2012

ID: UKR 2

Brussels, 28th February 2012

PRIORITY PROJECT FACT SHEET

ILYICHEVSK PORT MULTI-MODAL COMPLEX

REGION

Eastern Europe

COUNTRY

Ukraine

INVESTMENT AMOUNT

7 Million EURO (10 Million USD)

GEOGRAPHICAL DESCRIPTION

The complex is included into a system of intermodal lines along the following international transport corridors: Transport corridor "Europe-Caucasus-Asia" (TRACECA); The Baltic Sea-Black Sea corridor (block-train "Viking" between the ports of Klaipeda and Ilyichevsk); Transport Corridor IX, which connects the ports of the Baltic, Black, Azov and Caspian seas.

TECHNICAL DESCRIPTION

Stage I (2012-2013)

In order to increase storage space for concentration and storage of containers and high-capacity automobile-vehicles, which are transported by the railway and ferries, the following is required:

- Construction of the berth adjoining berth No.26;
- Shore protection of the territory around berth No.25;
- Construction of additional storage;
- Development of the road junctions and approaches to the complex.

Stage II (2013-2014)

Further development of the multimodal complex using the 3rd basin of the Sukhoy estuary:

- Construction of the berth or the pier;
- Dredging in the aquatory of the 3rd basin of the Sukhoy estuary;
- Modernization of the railway station at Ilyichevsk Paromnaya for the potential loading of containers to "river-sea" type vessels.

The Feasibility Study of the investment project is in the process of development.

The project involves active development of intermodal transportation within the international transport corridors: TRACECA, Baltic Sea-Black Sea and Corridor IX.

Their framework set the missions for the SE "SCPI" for further development of the multimodal complex on the 5th terminal with possibility of using the 3rd basin of the Sukhoy estuary and the railway-station at Ilyichevsk-Paromnaya.

SOCIO-ECONOMIC DESCRIPTION

There will be an increase in export-import and transit potential at the port and across Ukraine. There will also be a higher capacity of ferry services with railway wagons and containers for local and transit cargoes of the TRACECA country members, Baltic countries and others.

Development of the port will improve its presence in Ukraine and enhance its competitiveness. Consequently, the port will increase its turnover and develop its infrastructure. The port's revenues and, as a result, payments to the budget and other funds will also increase.

Other benefits include the creation of new jobs and an overall improvement to working conditions. No significant risks to the ecological system were discovered during the preliminary environmental impact assessment.

SOURCE OF REPAYMENT

Budget of Operator

APPLICANT/SPONSOR/BENEFICIARY/PROMOTER

Port of Ilyichevsk

(Please, see **Project Fiche** for more details.)

CONTACT DETAILS

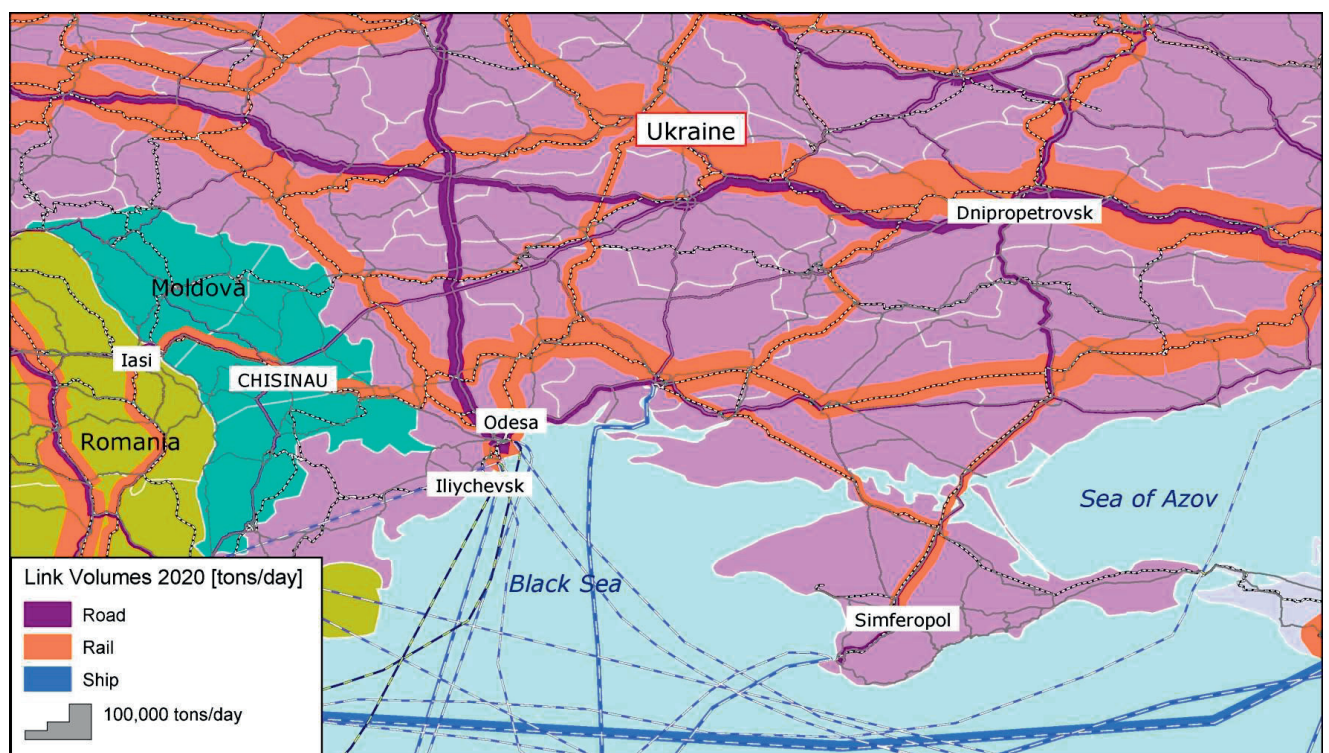
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ILYICHEVSK PORT MULTI-MODAL COMPLEX



TRACECA ROUTES		LEGEND	
EXISTING MARITIME LINKS	INLAND ROUTES	TRACECA ROUTES main index	INLAND ROUTES
RAIL - FERRY	RAILWAYS	P1 Port of ILYICHEVSK	MAJOR ROADS
RO - RO	ROADS	P2 Port of ODESSA	OTHER ROADS
	PLANNED RAILWAYS	P9 Port of CONSTANTA	OTHER RAILWAYS
		P13 Port of GIURGIULESTI	
			AIRPORTS AND PORTS
			AIRPORTS
			PORTS
			CITIES
			CAPITALS
			OTHER CITIES

TRANSPORT MODEL FORECAST - LINK VOLUMES 2020





TRACECA Investment Forum 2012

ID: UZB 2

Brussels, 28th February 2012

PRIORITY PROJECT FACT SHEET

CENTRALISED INFORMATION WEB FOR CUSTOMS

REGION

Central Asia

COUNTRY

Uzbekistan

APPLICANT/SPONSOR/BENEFICIARY/ PROMOTER

Customs Committee of Uzbekistan

INVESTMENT AMOUNT

15 Million EURO

GEOGRAPHICAL DESCRIPTION

The State Customs Committee of the Republic of Uzbekistan is running a unified automated information system that covers all border checkpoints and allows to access all customs information online.

All 11 customs posts are situated on Trans-European axes E-40, E-60, E-005, E-007.

TECHNICAL DESCRIPTION

Stage I

- Conduct a pre-project survey automation object;
- Develop an inventory of information to be exchanged and decide upon the unification of its structure.

Stage II

- Develop application software and WEB-based technologies;
- Ensure security mechanisms are in place and limit access to information resources on the system;
- Install software and hardware, including hardware and system software;
- Deploy the data network.

Stage III

- Organise primary information exchange, which requires a minimum harmonisation of the legal framework, customs, technology, regulatory and reference information.

Stage IV

- Information exchange and development of the agreed schemes of information interaction in order to control the delivery of goods.

Stage V

- Manage real-time system of predictable risks and random inspection of cargo.

This stage is characterised by a full-scale information interaction throughout the supply chain of goods.

IMPORT: 93,732 vehicles - 956,537.8 tons of cargo.

EXPORT: 67,077 vehicles - 1,281,099.5 tons of cargo.

TRANSIT: 121,303 vehicles - 3,733,510.5 tons of cargo.

SOCIO-ECONOMIC DESCRIPTION

The expansion and modernisation of customs check-points is planned across the TRACECA region as follows: Introduction of modern information technologies and means of control on road checkpoints-Alat (Bukhara region), Yallama, Gisht-Kuprik (Tashkent region), Dustlik (Andijan region), Dautota (Republic of Karakalpakstan) and at the railway crossing points - Hozhidavlet (Bukhara region).

The project functions as an incentive for cargo transit between the EU and TRACECA. The presence of the system also promotes cooperation between customs administrations in the TRACECA region.

Other benefits include the simplification of customs procedures and customs formalities, and the removal of existing physical barriers, which will allow more movement of goods by road and rail. Joint inspection examinations by border agencies of bordering countries allow considering the transition from a "single window" approach to a "one stop" system.

SOURCE OF REPAYMENT

Budget of the Government of Uzbekistan. Repayment period is considered 10 years.

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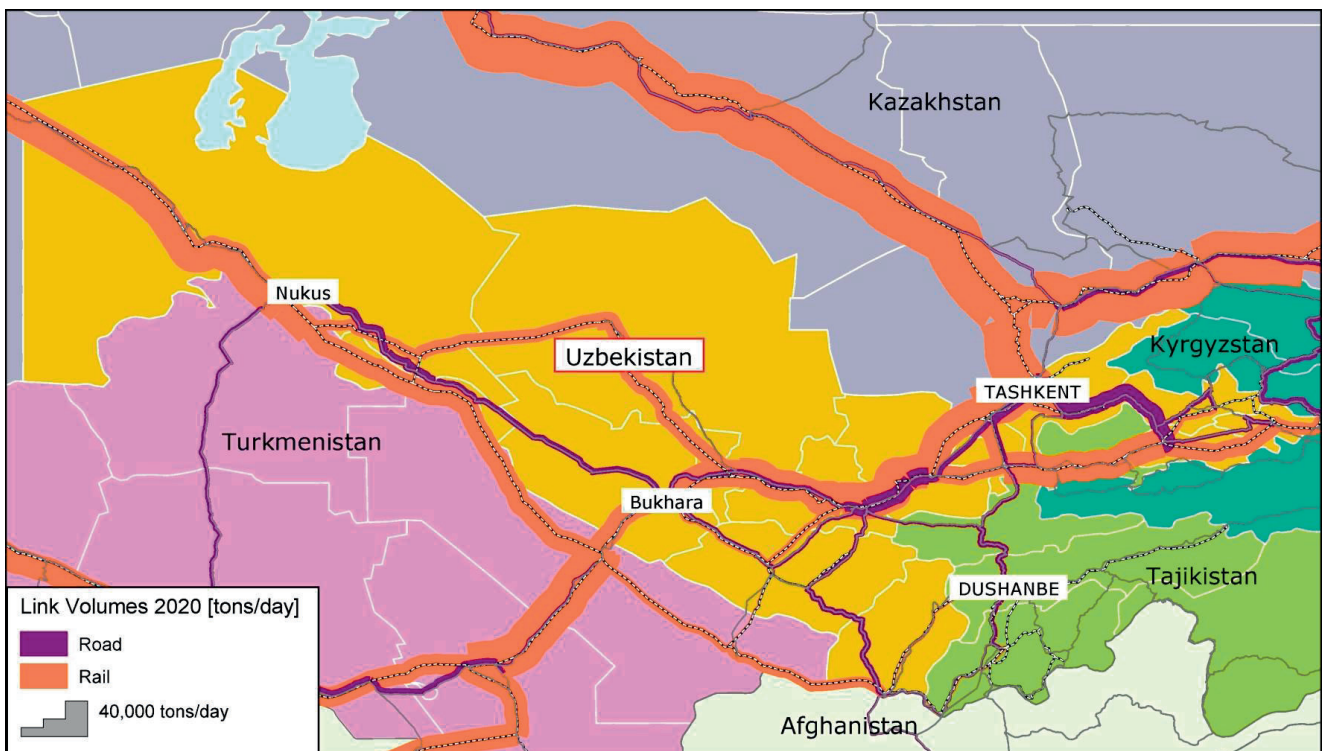
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CENTRALISED INFORMATION WEB FOR CUSTOMS



LEGEND						
TRACECA ROUTES		TRACECA ROUTES main index			INLAND ROUTES	AIRPORTS AND PORTS
EXISTING MARITIME LINKS		TRACECA ports and routes				
INLAND ROUTES						
RAIL - FERRY	RAILWAYS	25 TURKMENABAD-DASHKENT (Rail and Road)	31 SAMARKAND-BUKHARA-BEINEU (Rail)	MAJOR ROADS	AIRPORTS	
RO - RO	ROADS	26 SAMARKAND-DUSHANBE/KULAB (Rail and Road)	32 NAVOI-UCHKUDUK-BEINEU (Rail)	OTHER ROADS	PORTS	
	PLANNED RAILWAYS	33 TURKMENABAD-DASHKHAUZ-BEINEU (Rail)	27 TBILISI - BAKU (Rail and Road)	OTHER RAILWAYS		
		24 TURKMENBASHI - BUKHARA (Rail and Road)	41 GUZAR-KUMKURGAN (Rail)		CITIES	
		29 SAMARKAND-OSH/JALAL-ABAD (Rail and Road)		CAPITALS		
		30 SAMARKAND-UCHKUDUK-BEINEU (Road)		OTHER CITIES		

TRANSPORT MODEL FORECAST - LINK VOLUMES 2020





COUNTRY PROFILES



TRACECA Investment Forum 2012

Brussels, 28th February 2012

COUNTRY PROFILE

ARMENIA

TABLE 1 – BASIC ECONOMIC INDICATORS

Indicator	Unit of measurement	2007	2008	2009	2010
Nominal GDP	million USD	17.170	18.770	16.250	16.806
GDP per capita	USD	5.800	6.300	5.500	5.700
Real GDP growth	%	13,7	6,8	-14,2	2,6
Inflation	%	4,4	9,0	3,4	6,9
External debt/GDP	%	6,7	7,3	21,2	26,5
Foreign exchange reserves & gold	million USD	1.657	1.405	2.004	2.247
Import cover	months	-	-	-	-
Unemployment	%	28,7	16,4	18,7	19,0

TABLE 2 – BASIC SOCIAL INDICATORS

Indicator	Unit of measurement	2007	2008	2009	2010
Total population	million	3,07	3,08	3,08	3,09
Urban population	million	1,97	1,97	1,97	1,97
Poverty rate	%	25,0	23,5	28,7	-
Gini index	adimensional	0,37	0,34	0,36	-
Life expectancy at birth	years	73,33	73,50	73,65	-

TABLE 3 – BASIC TRANSPORT INDICATORS PER MODE

Mode	Indicator	Year	Unit of measurement	Value
Road	Total length	2010	km	7.704
	Paved network	2008	km	6.973
	Total motor vehicles	2008	per 1.000 people	105
	Cars	2008	per 1.000 people	96
	Freight	2010	million tons·km	179.4
	Passengers	2010	million passengers·km	2.741
	Road accidents	2010	accidents	1.974
	Fatalities	2010	people	294
	Serious injuries	2010	people	2.670
Railway	Total length (broad gauge)	2010	km	845
	Electrified network	2010	km	818
	Freight	2010	million tons·km	354
	Passengers	2010	million passengers·km	27
Air	Airports	2010	units	11
	Freight	2009	million tons·km	5,7
	Passengers	2009	million passengers	0,65
Maritime	Ports and terminals	-	units	-
	Container traffic	-	TEU	-
Inland waterways	Total length	-	km	-
Pipelines	Total length	2010	km	2.233

TABLE 4 – FURTHER TRANSPORT INDICATORS

Indicator	Year	Unit of measurement	Value
Diesel fuel consumption per capita	2008	kt of oil equivalent	0,01
Gasoline fuel consumption per capita	2008	kt of oil equivalent	0,06
Road sector energy consumption	2008	% total energy cons.	10,24
Pump price for diesel fuel	2010	USD/litre	0,99
Pump price for gasoline	2010	USD/litre	1,08
CO ₂ emissions from transport	2008	million of metric tons	0,83

FIGURE 1 – STRUCTURE OF THE ECONOMY: MAJOR SECTORS [%] (2010)

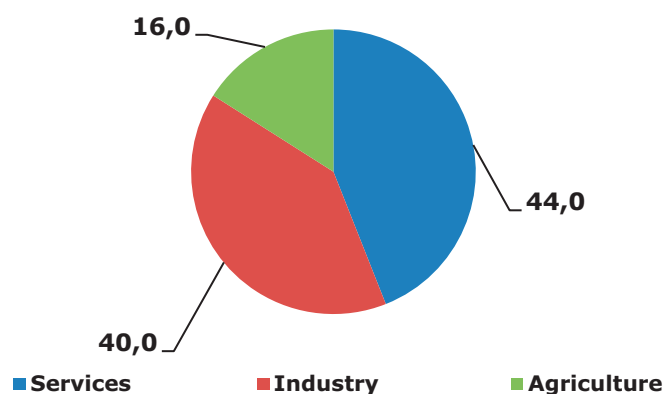
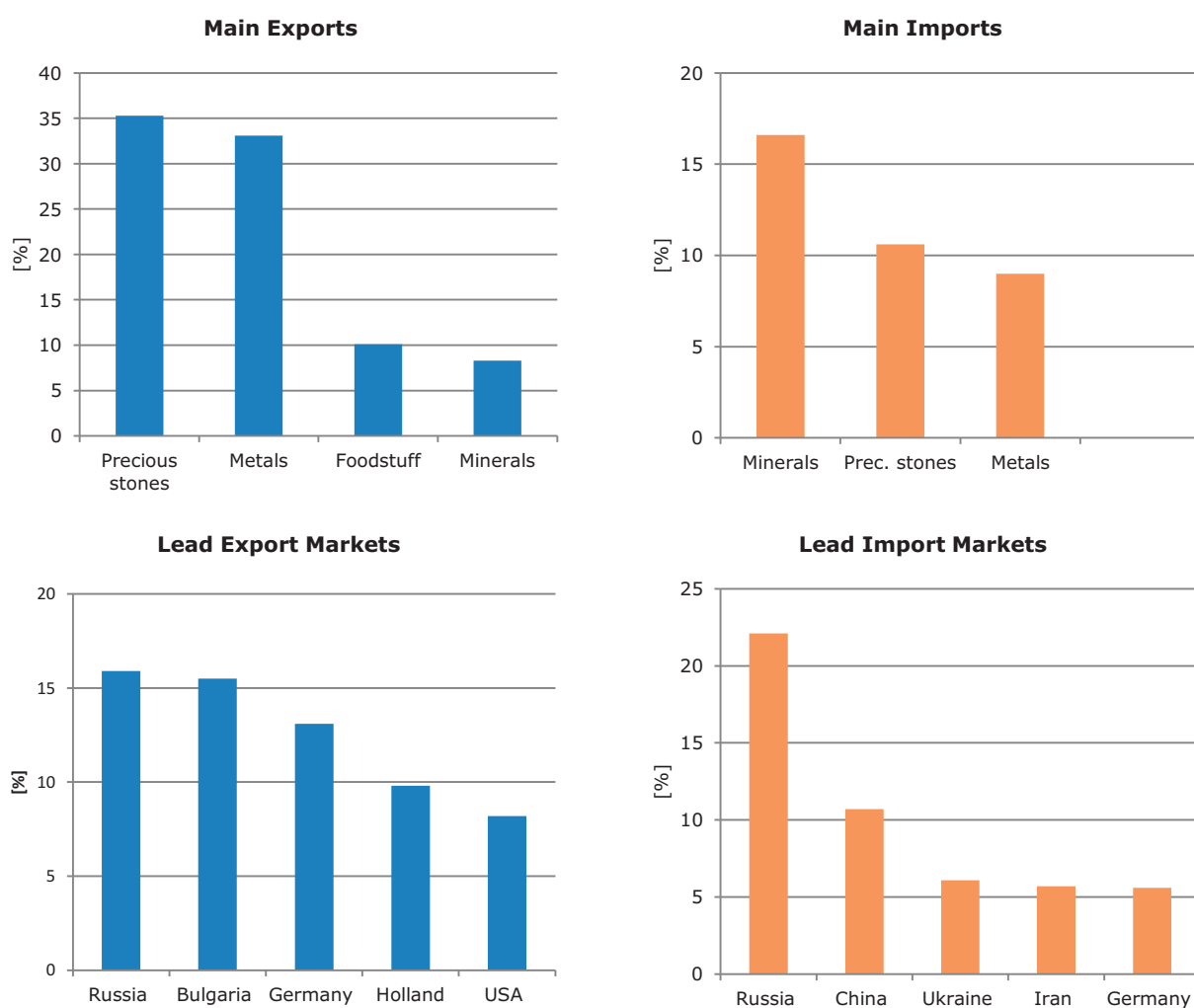


FIGURE 2 – STRUCTURE OF THE ECONOMY: IMPORTS AND EXPORTS (2005-2010)



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COUNTRY PROFILE

AZERBAIJAN

TABLE 1 – BASIC ECONOMIC INDICATORS

Indicator	Unit of measurement	2007	2008	2009	2010
Nominal GDP	million USD	33.090	46.378	43.076	47.740
GDP per capita	USD	3.759	5.213	4.798	5.276
Real GDP growth	%	25,0	10,8	9,3	5,0
Inflation	%	19,5	15,4	0,7	7,8
External debt/GDP	%	7,4	6,2	7,7	7,5
Foreign exchange reserves	million USD	4.263	6.466	5.126	6.172
Import cover	months	5,4	6,8	6,2	8,7
Unemployment	%	6,5	6,1	-	-

TABLE 2 – BASIC SOCIAL INDICATORS

Indicator	Unit of measurement	2007	2008	2009	2010
Total population	million	8,80	8,90	8,98	9,05
Urban population	million	4,44	4,54	4,65	4,72
Poverty rate	%	18,0	14,0	11,0	-
Gini index	adimensional	-	0,34	-	-
Life expectancy at birth	years	69,75	70,07	70,32	-

TABLE 3 – BASIC TRANSPORT INDICATORS PER MODE

Mode	Indicator	Year	Unit of measurement	Value
Road	Total length	2006	km	52.942
	Paved network	2006	km	26.788
	Total motor vehicles	2007	per 1.000 people	89
	Cars	2007	per 1.000 people	72
	Freight	2008	million tons·km	9.947
	Passengers	2008	million passengers·km	14.041
	Road accidents	2009	accidents	2.721
	Fatalities	2009	people	925
	Serious injuries	2009	people	2.871
Railway	Total length (broad gauge)	2009	km	2.079
	Electrified network	2010	km	1.251
	Freight	2009	million tons·km	7.592
	Passengers	2009	million passengers·km	1.025
Air	Airports	2010	units	35
	Freight	2009	million tons·km	7,39
	Passengers	2009	million passengers	0,83
Maritime	Ports and terminals	2010	units	1
	Container traffic	-	TEU	-
Inland waterways	Total length	-	km	-
Pipelines	Total length	2010	km	5.499

TABLE 4 – FURTHER TRANSPORT INDICATORS

Indicator	Year	Unit of measurement	Value
Diesel fuel consumption per capita	2008	kt of oil equivalent	0,07
Gasoline fuel consumption per capita	2008	kt of oil equivalent	0,11
Road sector energy consumption	2008	% total energy cons.	12,23
Pump price for diesel fuel	2010	USD/litre	0,56
Pump price for gasoline	2010	USD/litre	0,75
CO ₂ emissions from transport	2008	million of metric tons	5,24

FIGURE 1 – STRUCTURE OF THE ECONOMY: MAJOR SECTORS [%] (2009)

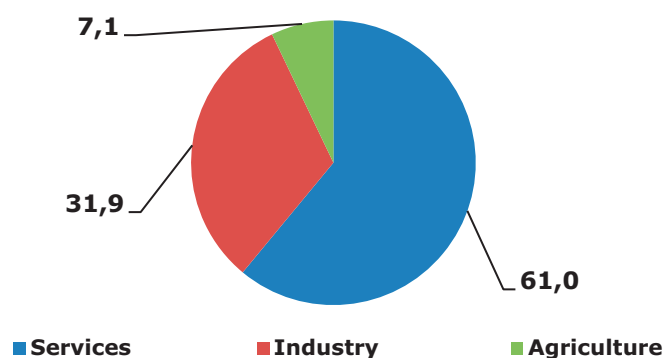
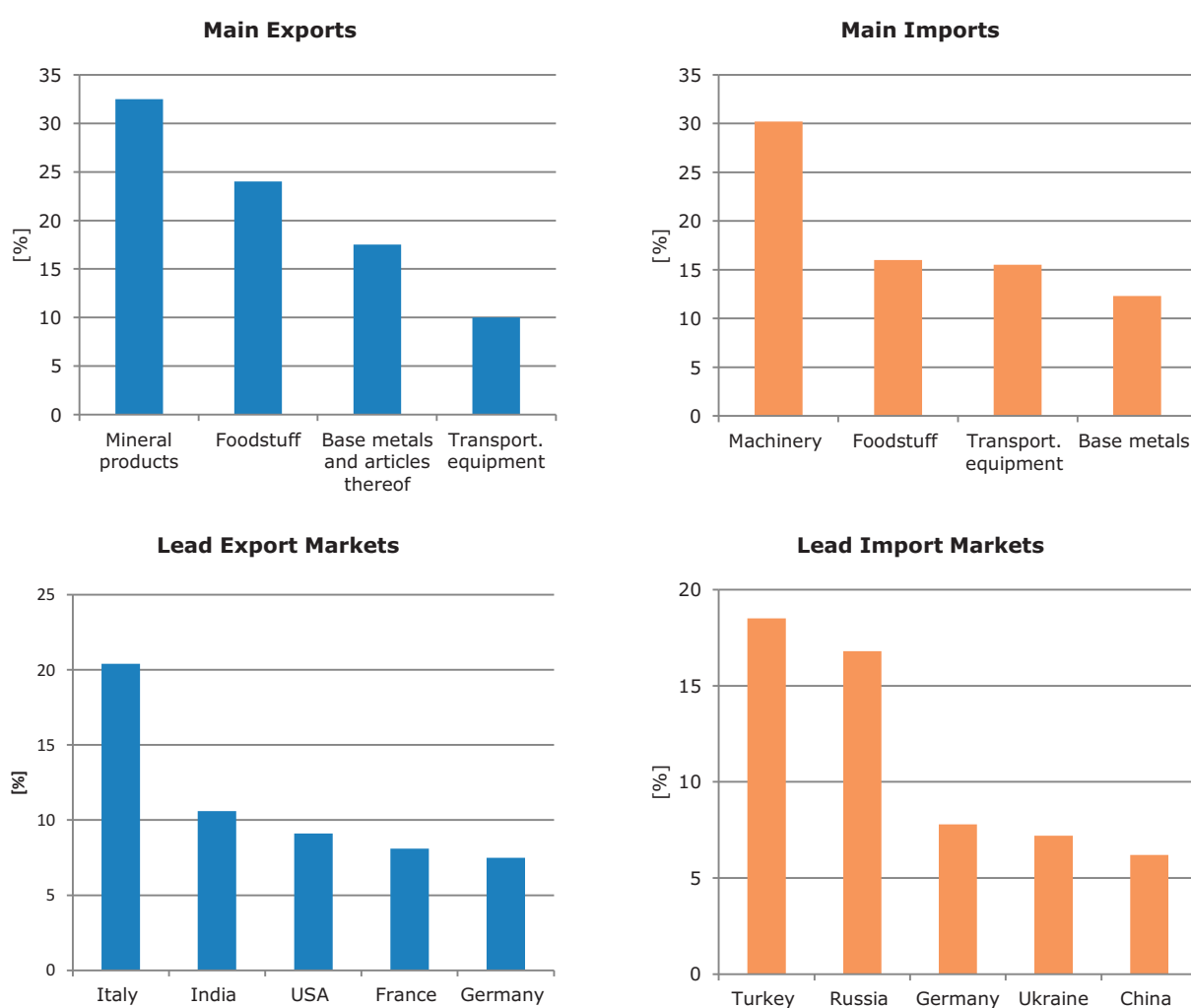


FIGURE 2 – STRUCTURE OF THE ECONOMY: IMPORTS AND EXPORTS (2009)



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COUNTRY PROFILE

BULGARIA

TABLE 1 – BASIC ECONOMIC INDICATORS

Indicator	Unit of measurement	2007	2008	2009	2010
Nominal GDP	million USD	42.087	51.713	48.455	47.618
GDP per capita	USD	5.509	6.798	6.406	6.323
Real GDP growth	%	6,4	6,2	-5,5	0,2
Inflation	%	11,6	7,2	1,6	4,4
External debt/GDP	%	94,3	104,9	108,0	101,8
Foreign exchange reserves	million USD	16.398	17.483	15.672	14.421
Import cover	months	5,2	5,1	6,9	6,1
Unemployment	%	6,9	5,7	6,9	10,3

TABLE 2 – BASIC SOCIAL INDICATORS

Indicator	Unit of measurement	2007	2008	2009	2010
Total population	million	7,67	7,64	7,60	7,56
Urban population	million	5,42	5,42	5,41	5,40
Poverty rate	%	21,4	21,8	20,7	-
Gini index	adimensional	0,35	0,35	0,33	0,33
Life expectancy at birth	years	72,66	72,96	73,41	-

TABLE 3 – BASIC TRANSPORT INDICATORS PER MODE

Mode	Indicator	Year	Unit of measurement	Value
Road	Total length	2008	km	40.231
	Paved network	2008	km	39.537
	Total motor vehicles	2008	per 1.000 people	353
	Cars	2008	per 1.000 people	310
	Freight	2005	million tons·km	11.843
	Passengers	2005	million passengers·km	13.688
	Road accidents	2008	accidents	8.045
	Fatalities	2008	people	1.061
	Serious injuries	-	people	-
Railway	Total length (broad gauge)	2009	km	4.150
	Electrified network	2010	km	2.785
	Freight	2009	million tons·km	3.152
	Passengers	2009	million passengers·km	2.144
Air	Airports	2010	units	5
	Freight	2009	million tons·km	1,73
	Passengers	2009	million passengers	0,80
Maritime	Ports and terminals	2010	units	2
	Container traffic	-	TEU	-
Inland waterways	Total length	2009	km	470
Pipelines	Total length	2010	km	578

TABLE 4 – FURTHER TRANSPORT INDICATORS

Indicator	Year	Unit of measurement	Value
Diesel fuel consumption per capita	2008	kt of oil equivalent	0,20
Gasoline fuel consumption per capita	2008	kt of oil equivalent	0,08
Road sector energy consumption	2008	% total energy cons.	12,91
Pump price for diesel fuel	2010	USD/litre	1,58
Pump price for gasoline	2010	USD/litre	1,51
CO ₂ emissions from transport	2008	million of metric tons	8,26

FIGURE 1 – STRUCTURE OF THE ECONOMY: MAJOR SECTORS [%] (2010)

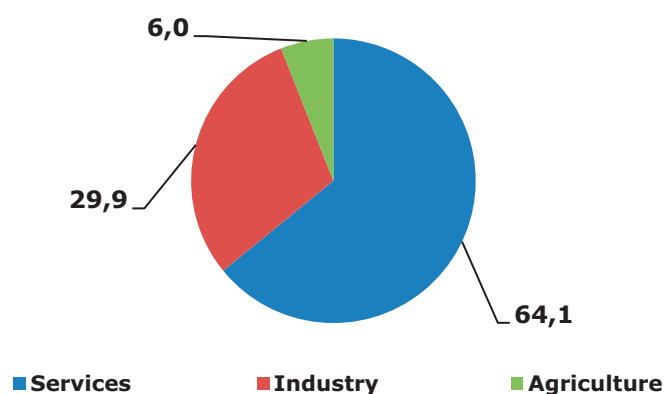
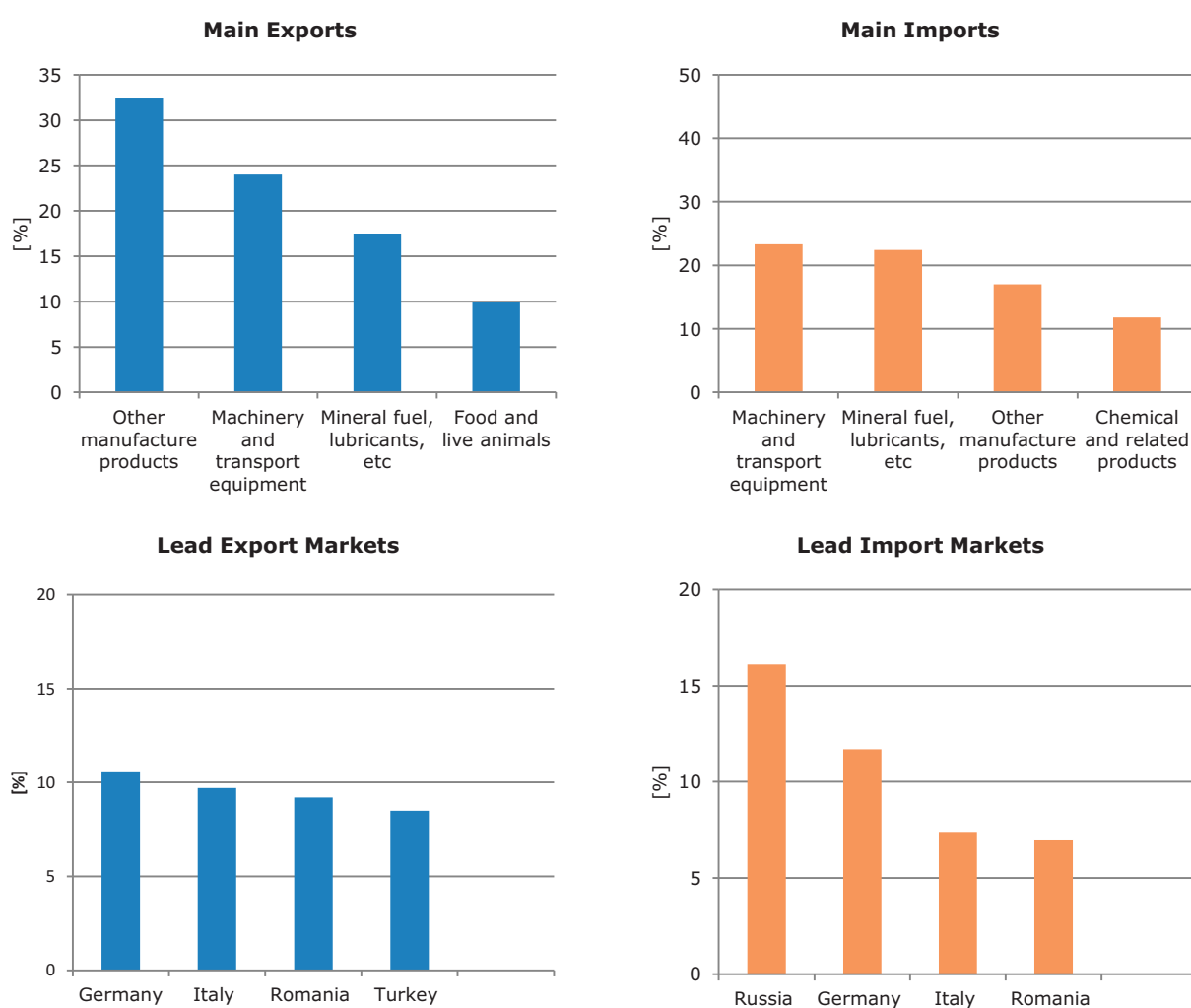


FIGURE 2 – STRUCTURE OF THE ECONOMY: IMPORTS AND EXPORTS (2010)



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COUNTRY PROFILE

GEORGIA

TABLE 1 – BASIC ECONOMIC INDICATORS

Indicator	Unit of measurement	2007	2008	2009	2010
Nominal GDP	million USD	10.171	12.800	10.767	11.636
GDP per capita	USD	2.314	2.921	2.455	2.653
Real GDP growth	%	12,3	2,3	-3,8	6,3
Inflation	%	11,0	5,5	3,0	11,2
External debt/GDP	%	9,9	20,9	36,9	15,0
Foreign exchange reserves	million USD	1.361	1.480	2.110	2.350
Import cover	Months	-	-	-	-
Unemployment	%	13,3	16,5	16,9	16,3

TABLE 2 – BASIC SOCIAL INDICATORS

Indicator	Unit of measurement	2007	2008	2009	2010
Total population	million	4,39	4,39	4,41	4,45
Urban population	million	2,31	2,31	2,33	2,36
Poverty rate	%	6,4	8,8	9,9	9,7
Gini index	adimensional	-	0,41	0,40	-
Life expectancy at birth	years	75,07	74,23	73,57	74,43

TABLE 3 – BASIC TRANSPORT INDICATORS PER MODE

Mode	Indicator	Year	Unit of measurement	Value
Road	Total length	2007	km	20.329
	Paved network	2007	km	19.123
	Total motor vehicles	2007	per 1.000 people	116
	Cars	2007	per 1.000 people	195
	Freight	2006	million tons·km	586
	Passengers	2006	million passengers·km	5.269
	Road accidents	2009	accidents	4.586
	Fatalities	2009	people	574
	Serious injuries	2009	people	6.973
Railway	Total length (broad gauge)	2009	km	1.575
	Electrified network	2009	km	1.575
	Freight	2009	million tons·km	5.417
	Passengers	2009	million passengers·km	626
Air	Airports	2010	units	2
	Freight	2009	million tons·km	2,43
	Passengers	2009	million passengers	0,29
Maritime	Ports and terminals	2010	units	2
	Container traffic	-	TEU	-
Inland waterways	Total length	-	km	-
Pipelines	Total length	2010	km	2.854

TABLE 4 – FURTHER TRANSPORT INDICATORS

Indicator	Year	Unit of measurement	Value
Diesel fuel consumption per capita	2008	kt of oil equivalent	0,04
Gasoline fuel consumption per capita	2008	kt of oil equivalent	0,08
Road sector energy consumption	2008	% total energy cons.	19,48
Pump price for diesel fuel	2010	USD/litre	1,10
Pump price for gasoline	2010	USD/litre	1,10
CO ₂ emissions from transport	2008	million of metric tons	1,77

FIGURE 1 – STRUCTURE OF THE ECONOMY: MAJOR SECTORS [%] (2010)

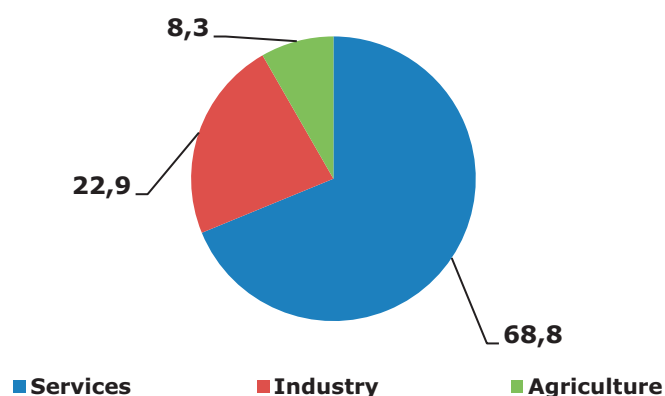
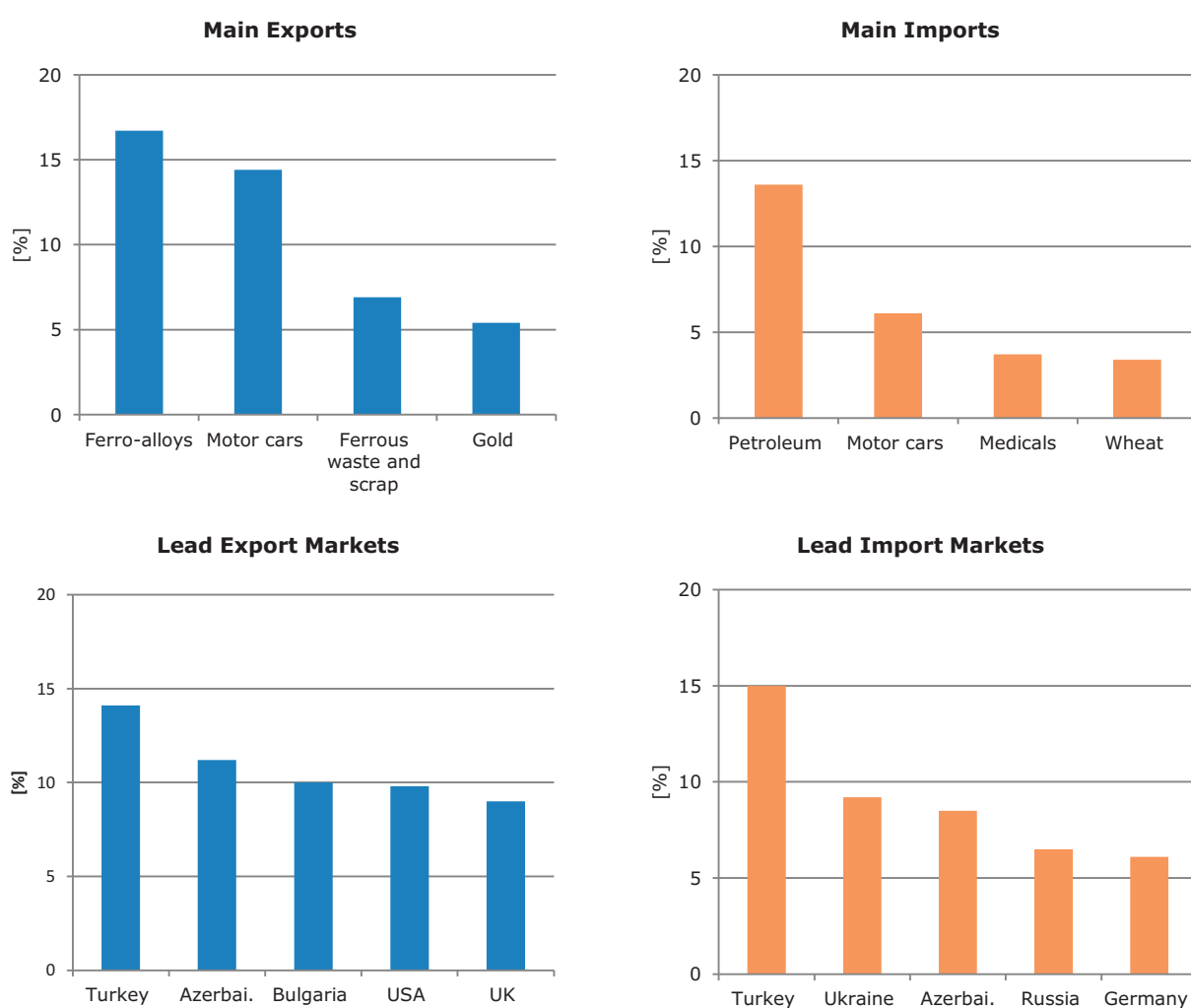


FIGURE 2 – STRUCTURE OF THE ECONOMY: IMPORTS AND EXPORTS (2010)



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COUNTRY PROFILE

KAZAKHSTAN

TABLE 1 – BASIC ECONOMIC INDICATORS

Indicator	Unit of measurement	2007	2008	2009	2010
Nominal GDP	million USD	102.833	135.553	105.584	121.140
GDP per capita	USD	6.619	8.716	6.782	7.773
Real GDP growth	%	8,9	3,2	1,2	7,0
Inflation	%	18,8	9,5	6,2	7,8
External debt/GDP	%	94,2	79,6	107,3	98,4
Foreign exchange reserves	million USD	15.775	17.870	20.180	24.708
Import cover	months	4,2	4,3	6,2	6,9
Unemployment	%	7,3	6,6	6,6	5,8

TABLE 2 – BASIC SOCIAL INDICATORS

Indicator	Unit of measurement	2007	2008	2009	2010
Total population	million	15,40	15,57	15,78	16,04
Urban population	million	8,83	8,27	8,39	8,61
Poverty rate	%	2,4	2,3	1,3	1,1
Gini index	adimensional	0,31	0,29	0,27	0,28
Life expectancy at birth	years	66,50	67,02	68,43	-

TABLE 3 – BASIC TRANSPORT INDICATORS PER MODE

Mode	Indicator	Year	Unit of measurement	Value
Road	Total length	2008	km	93.612
	Paved network	2008	km	84.100
	Total motor vehicles	2008	per 1.000 people	197
	Cars	2008	per 1.000 people	164
	Freight	2008	million tons·km	63.481
	Passengers	2008	million passengers·km	106.878
	Road accidents	2009	accidents	12.534
	Fatalities	2009	people	2.898
	Serious injuries	2009	people	14.788
Railway	Total length (broad gauge)	2009	km	14.025
	Electrified network	2010	km	4.000
	Freight	2009	million tons·km	197.302
	Passengers	2009	million passengers·km	14.860
Air	Airports	2010	units	97
	Freight	2009	million tons·km	14,58
	Passengers	2009	million passengers	1,19
Maritime	Ports and terminals	2010	units	5
	Container traffic	-	TEU	-
Inland waterways	Total length	2010	km	4.000
Pipelines	Total length	2010	km	25.271

TABLE 4 – FURTHER TRANSPORT INDICATORS

Indicator	Year	Unit of measurement	Value
Diesel fuel consumption per capita	2008	kt of oil equivalent	0,03
Gasoline fuel consumption per capita	2008	kt of oil equivalent	0,24
Road sector energy consumption	2008	% total energy cons.	6,11
Pump price for diesel fuel	2010	USD/litre	0,51
Pump price for gasoline	2010	USD/litre	0,71
CO ₂ emissions from transport	2008	million of metric tons	14,20

FIGURE 1 – STRUCTURE OF THE ECONOMY: MAJOR SECTORS [%] (2009)

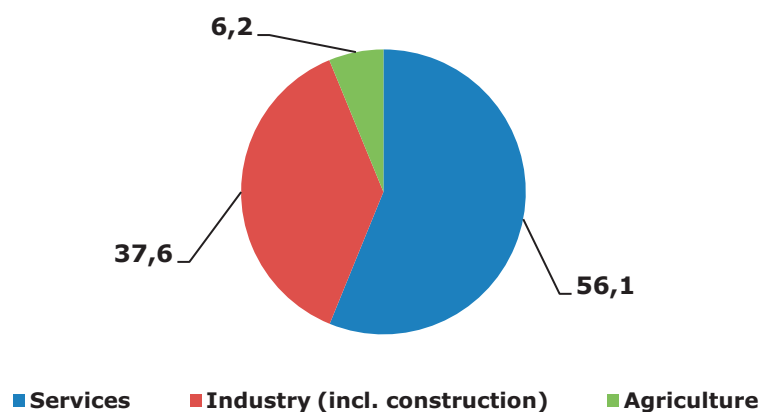
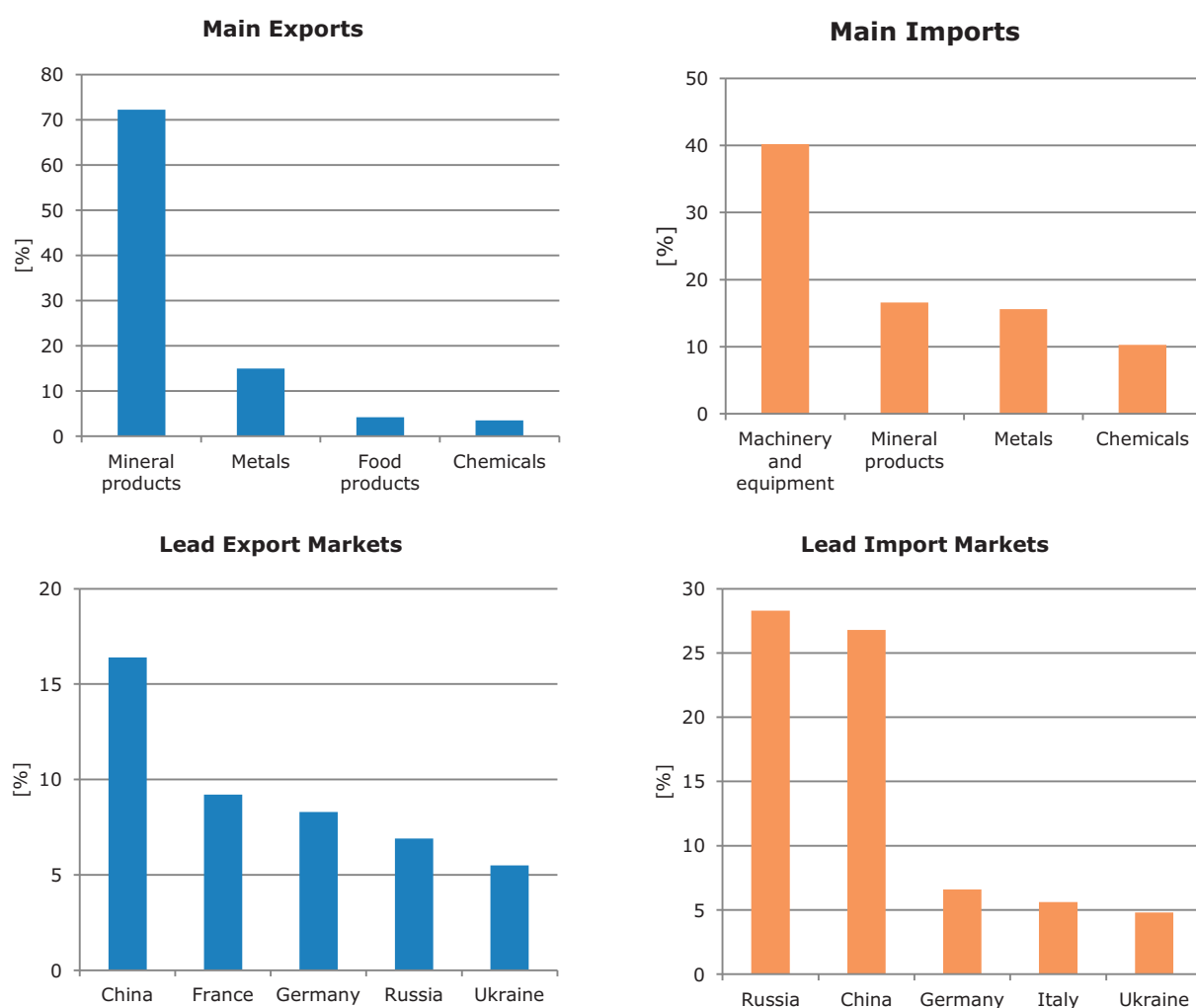


FIGURE 2 – STRUCTURE OF THE ECONOMY: IMPORTS AND EXPORTS (2008-2009)



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COUNTRY PROFILE

KYRGYZSTAN

TABLE 1 – BASIC ECONOMIC INDICATORS

Indicator	Unit of measurement	2007	2008	2009	2010
Nominal GDP	million USD	3.803	5.140	4.690	4.616
GDP per capita	USD	727	973	882	860
Real GDP growth	%	8,5	8,4	2,9	-1,4
Inflation	%	14,9	22,2	4,0	6,9
External debt/GDP	%	-	70,0	-	87,0
Foreign exchange reserves	million USD	1.177	1.225	1.585	1.615
Import cover	months	-	-	-	-
Unemployment	%	8,2	8,2	-	-

TABLE 2 – BASIC SOCIAL INDICATORS

Indicator	Unit of measurement	2007	2008	2009	2010
Total population	million	5,23	5,28	5,32	5,37
Urban population	million	1,89	1,91	1,94	1,96
Poverty rate	%	55,0	32,0	-	-
Gini index	adimensional	0,28	0,25	-	-
Life expectancy at birth	years	67,90	68,45	69,10	-

TABLE 3 – BASIC TRANSPORT INDICATORS PER MODE

Mode	Indicator	Year	Unit of measurement	Value
Road	Total length	2007	km	34.000
	Paved network	-	km	-
	Total motor vehicles	2007	per 1.000 people	59
	Cars	2007	per 1.000 people	44
	Freight	2007	million tons·km	902
	Passengers	2007	million passengers·km	6.468
	Road accidents	2004	accidents	3.275
	Fatalities	2008	people	1.252
	Serious injuries	2004	people	3.969
Railway	Total length (broad gauge)	2010	km	470
	Electrified network	-	km	-
	Freight	2009	million tons·km	745
	Passengers	2009	million passengers·km	106
Air	Airports	2010	units	28
	Freight	2009	million tons·km	2,18
	Passengers	2009	million passengers	0,31
Maritime	Ports and terminals	2010	units	1
	Container traffic	-	TEU	-
Inland waterways	Total length	2010	km	600
Pipelines	Total length	2010	km	496

TABLE 4 – FURTHER TRANSPORT INDICATORS

Indicator	Year	Unit of measurement	Value
Diesel fuel consumption per capita	2008	kt of oil equivalent	0,01
Gasoline fuel consumption per capita	2008	kt of oil equivalent	0,09
Road sector energy consumption	2008	% total energy cons.	17,41
Pump price for diesel fuel	2010	USD/litre	0,79
Pump price for gasoline	2010	USD/litre	0,85
CO ₂ emissions from transport	2008	million of metric tons	1,43

FIGURE 1 – STRUCTURE OF THE ECONOMY: MAJOR SECTORS [%] (2008)

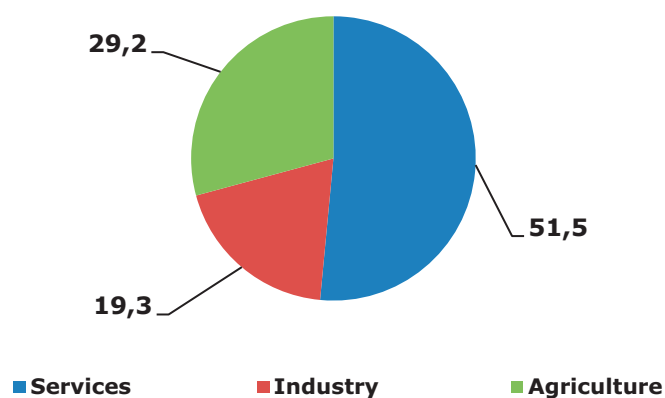
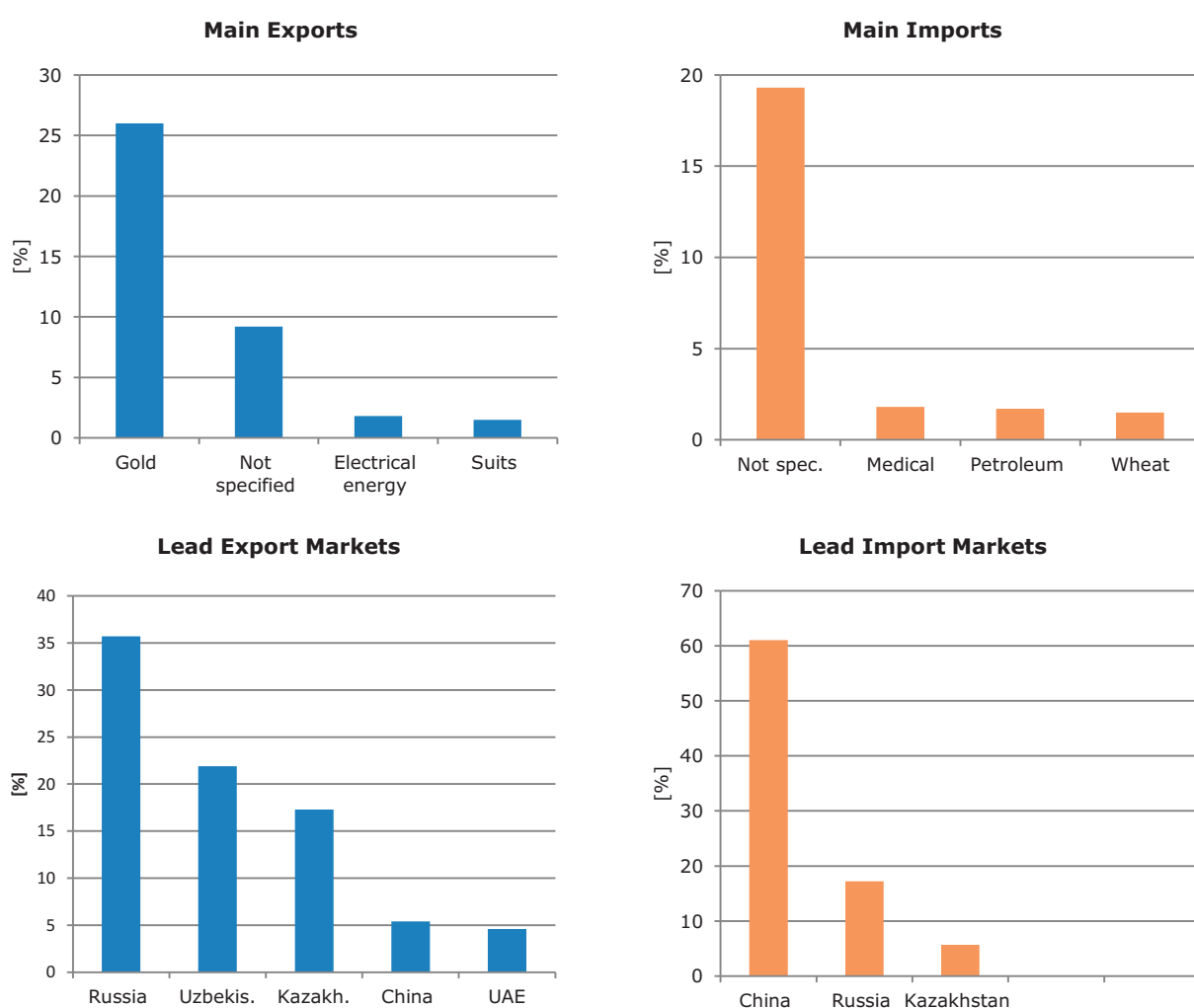


FIGURE 2 – STRUCTURE OF THE ECONOMY: IMPORTS AND EXPORTS (2009-2010)



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COUNTRY PROFILE

MOLDOVA

TABLE 1 – BASIC ECONOMIC INDICATORS

Indicator	Unit of measurement	2007	2008	2009	2010
Nominal GDP	million USD	976	1067	1013	1099
GDP per capita	USD	2.300	2.500	2.300	2.500
Real GDP growth	%	3	7,2	-6,5	6,9
Inflation	%	12,3	12,8	-0,1	7,3
External debt/GDP	%	21,9	30,9	40,7	34,9
Foreign exchange reserves & gold	million USD	1.334	1.672	1.480	1.710
Import cover	months	-	-	-	-
Unemployment	%	5,1	4,0	6,4	-

TABLE 2 – BASIC SOCIAL INDICATORS

Indicator	Unit of measurement	2007	2008	2009	2010
Total population	million	3,57	3,57	3,56	3,56
Urban population	million	1,50	1,49	1,47	1,46
Poverty rate	%	25,8	26,4	26,3	-
Gini index	adimensional	-	0,38	-	-
Life expectancy at birth	years	68,12	68,35	68,61	-

TABLE 3 – BASIC TRANSPORT INDICATORS PER MODE

Mode	Indicator	Year	Unit of measurement	Value
Road	Total length	2008	km	9.343
	Paved network	2008	km	8.810
	Total motor vehicles	2008	per 1.000 people	139
	Cars	2008	per 1.000 people	101
	Freight	2003	million tons·km	1.577
	Passengers	2003	million passengers·km	1.640
	Road accidents	2007	accidents	2.438
	Fatalities	2007	people	589
	Serious injuries	2007	people	2.985
Railway	Total length (broad gauge)	2009	km	1.157
	Electrified network	-	km	-
	Freight	2009	million tons·km	1.017
	Passengers	2009	million passengers·km	423
Air	Airports	2010	units	11
	Freight	2009	million tons·km	0,69
	Passengers	2009	million passengers	0,40
Maritime	Ports and terminals	-	units	-
	Container traffic	-	TEU	-
Inland waterways	Total length	2008	km	558
Pipelines	Total length	2010	km	1.906

TABLE 4 – FURTHER TRANSPORT INDICATORS

Indicator	Year	Unit of measurement	Value
Diesel fuel consumption per capita	2008	kt of oil equivalent	0,05
Gasoline fuel consumption per capita	2008	kt of oil equivalent	0,03
Road sector energy consumption	2008	% total energy cons.	9,78
Pump price for diesel fuel	2010	USD/litre	1,08
Pump price for gasoline	2010	USD/litre	1,21
CO ₂ emissions from transport	2008	million of metric tons	1,04

FIGURE 1 – STRUCTURE OF THE ECONOMY: MAJOR SECTORS [%] (2010)

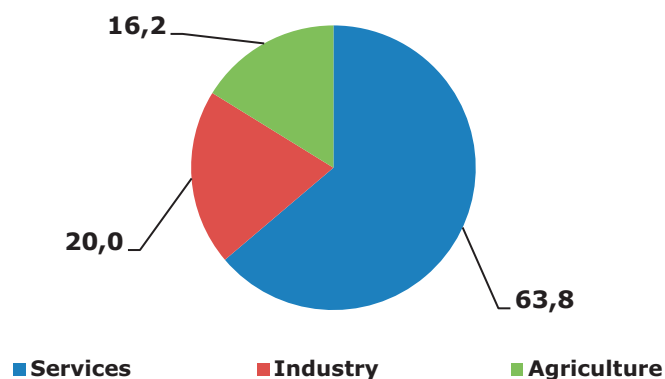
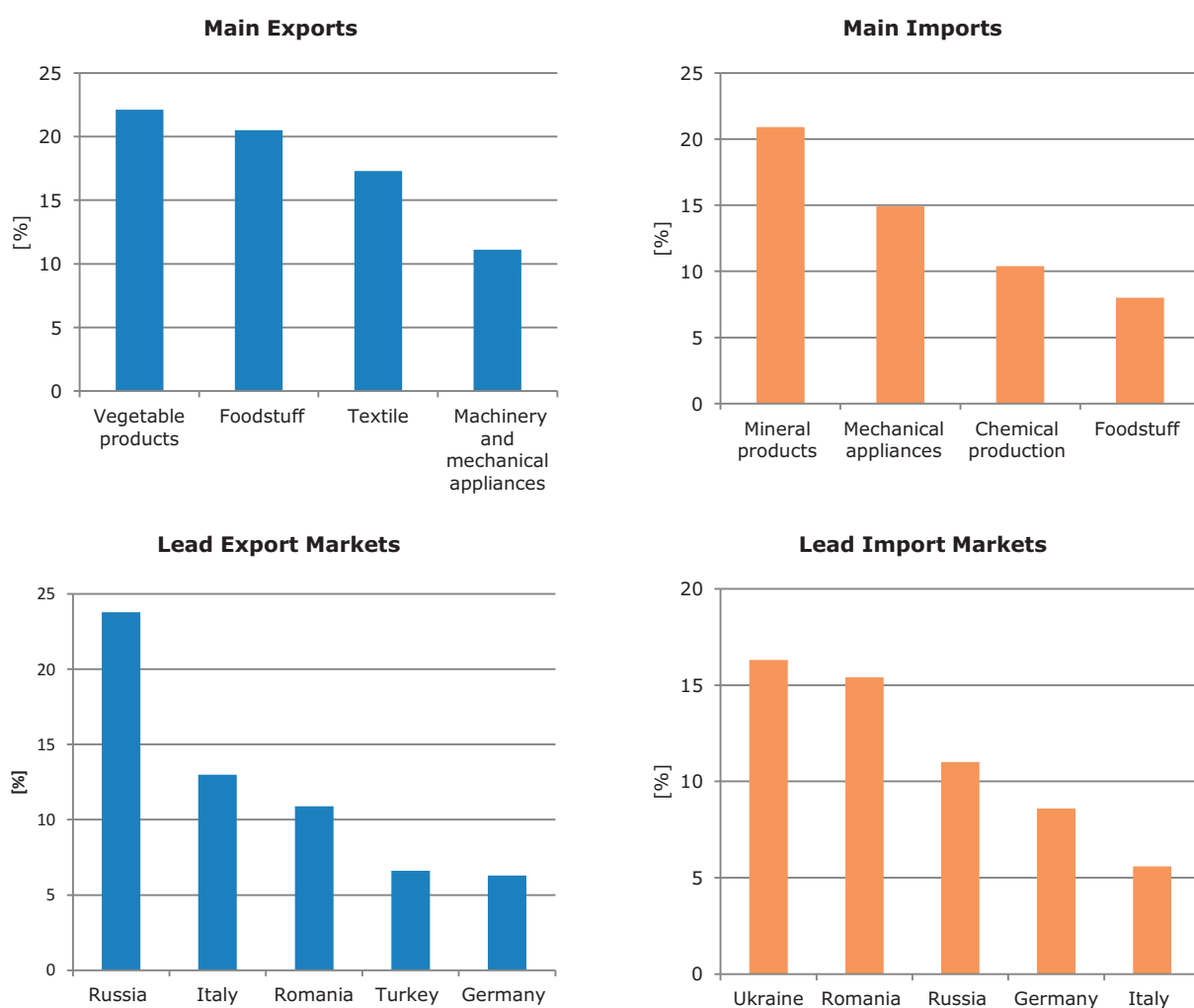


FIGURE 2 – STRUCTURE OF THE ECONOMY: IMPORTS AND EXPORTS (2010)



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COUNTRY PROFILE

ROMANIA

TABLE 1 – BASIC ECONOMIC INDICATORS

Indicator	Unit of measurement	2007	2008	2009	2010
Nominal GDP	million USD	170.495	204.246	163.281	161.522
GDP per capita	USD	7.916	9.498	7.608	7.537
Real GDP growth	%	6,3	7,3	-7,1	-1,3
Inflation	%	6,6	6,3	4,8	8,0
External debt/GDP	%	52,1	50,5	73,1	76,7
Foreign exchange reserves	million USD	37.194	36.747	39.344	42.303
Import cover	months	6,0	4,9	7,8	7,6
Unemployment	%	7,3	6,6	6,6	-

TABLE 2 – BASIC SOCIAL INDICATORS

Indicator	Unit of measurement	2007	2008	2009	2010
Total population	million	21,55	21,51	21,48	21,44
Urban population	million	11,65	11,67	11,69	11,70
Poverty rate	%	24,8	23,4	-	-
Gini index	adimensional	-	0,31	-	-
Life expectancy at birth	years	72,57	72,57	73,31	73,74

TABLE 3 – BASIC TRANSPORT INDICATORS PER MODE

Mode	Indicator	Year	Unit of measurement	Value
Road	Total length	2009	km	81.713
	Paved network	2009	km	66.632
	Total motor vehicles	2008	per 1.000 people	219
	Cars	2008	per 1.000 people	187
	Freight	2008	million tons·km	56.377
	Passengers	2008	million passengers·km	20.194
	Road accidents	2008	accidents	29.307
	Fatalities	2008	people	3.061
	Serious injuries	2008	people	36.177
Railway	Total length (broad gauge)	2009	km	10.776
	Electrified network	2010	km	4.002
	Freight	2009	million tons·km	8.902
	Passengers	2009	million passengers·km	5.975
Air	Airports	2010	units	54
	Freight	2009	million tons·km	3,99
	Passengers	2009	million passengers	3,26
Maritime	Ports and terminals	2010	units	6
	Container traffic	2008	TEU	1.380.935
Inland waterways	Total length	2006	km	1.731
Pipelines	Total length	2010	km	6.076

TABLE 4 – FURTHER TRANSPORT INDICATORS

Indicator	Year	Unit of measurement	Value
Diesel fuel consumption per capita	2008	kt of oil equivalent	0,14
Gasoline fuel consumption per capita	2008	kt of oil equivalent	0,07
Road sector energy consumption	2008	% total energy cons.	11,82
Pump price for diesel fuel	2010	USD/litre	1,46
Pump price for gasoline	2010	USD/litre	1,46
CO ₂ emissions from transport	2008	million of metric tons	14,93

FIGURE 1 – STRUCTURE OF THE ECONOMY: MAJOR SECTORS [%] (2009)

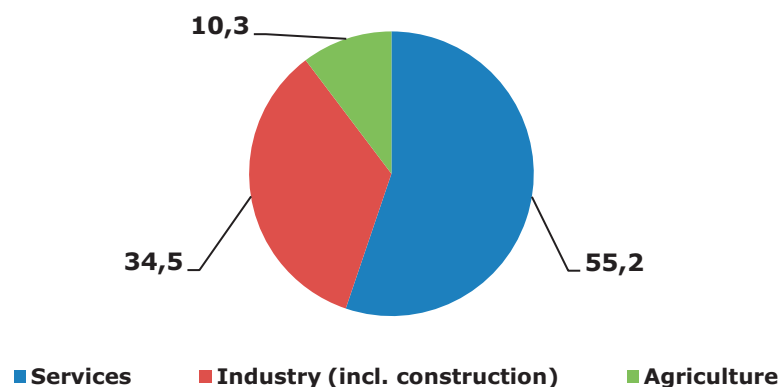
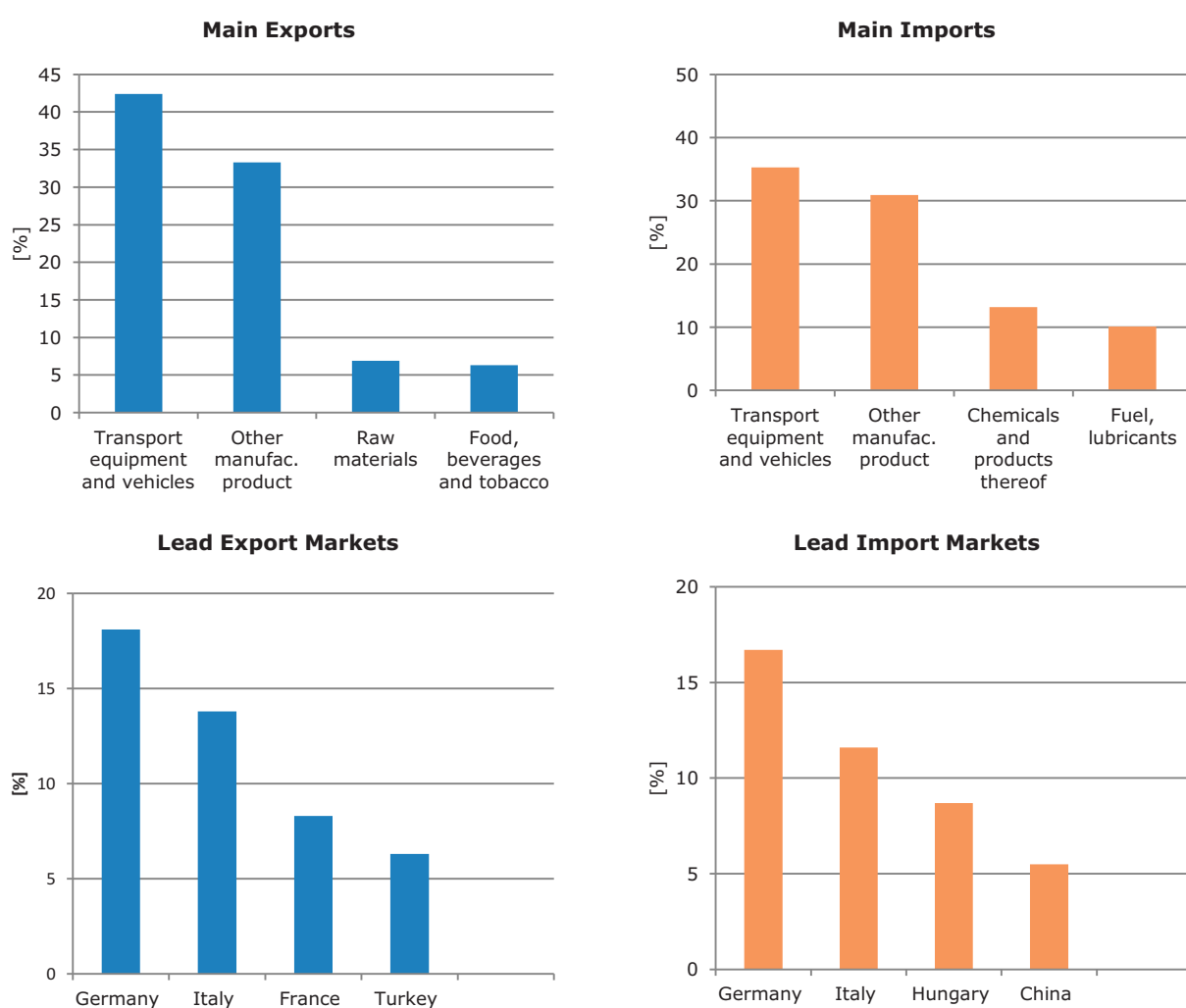


FIGURE 2 – STRUCTURE OF THE ECONOMY: IMPORTS AND EXPORTS (2010)



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COUNTRY PROFILE

TAJIKISTAN

TABLE 1 – BASIC ECONOMIC INDICATORS

Indicator	Unit of measurement	2007	2008	2009	2010
Nominal GDP	million USD	1.196	1.316	1.365	1.474
GDP per capita	USD	1.600	1.800	1.900	2.000
Real GDP growth	%	7,8	7,9	3,4	6,5
Inflation	%	13,1	20,5	6,4	5,8
External debt/GDP	%	6,9	11,8	12,0	12,0
Foreign exchange reserves & gold	million USD	242	257	227	303
Import cover	months	-	-	-	-
Unemployment	%	-	2,3	2,2	-

TABLE 2 – BASIC SOCIAL INDICATORS

Indicator	Unit of measurement	2007	2008	2009	2010
Total population	million	6.604	6.691	6.783	6.878
Urban population	million	1.746	1.770	1.796	1.822
Poverty rate	%	60,0	56,0	53,0	-
Gini index	adimensional	-	-	-	-
Life expectancy at birth	years	66,32	66,66	66,97	-

TABLE 3 – BASIC TRANSPORT INDICATORS PER MODE

Mode	Indicator	Year	Unit of measurement	Value
Road	Total length	2008	km	27.800
	Paved network	-	km	-
	Total motor vehicles	2008	per 1.000 people	38
	Cars	2008	per 1.000 people	29
	Freight	-	million tons·km	-
	Passengers	-	million passengers·km	-
	Road accidents	2009	accidents	1.660
	Fatalities	2009	people	478
	Serious injuries	2009	people	1.917
Railway	Total length (broad gauge)	2009	Km	616
	Electrified network	2010	km	0
	Freight	2009	million tons·km	1.282
	Passengers	2009	million passengers·km	45
Air	Airports	2010	units	26
	Freight	2009	million tons·km	5,95
	Passengers	2009	million passengers	0,76
Maritime	Ports and terminals	-	units	-
	Container traffic	-	TEU	-
Inland waterways	Total length	2010	km	200
Pipelines	Total length	2010	km	587

TABLE 4 – FURTHER TRANSPORT INDICATORS

Indicator	Year	Unit of measurement	Value
Diesel fuel consumption per capita	2008	kt of oil equivalent	0,01
Gasoline fuel consumption per capita	2008	kt of oil equivalent	0,01
Road sector energy consumption	2008	% total energy cons.	4,05
Pump price for diesel fuel	2010	USD/litre	0,91
Pump price for gasoline	2010	USD/litre	1,02
CO ₂ emissions from transport	2008	million of metric tons	0,28

FIGURE 1 – STRUCTURE OF THE ECONOMY: MAJOR SECTORS [%] (2010)

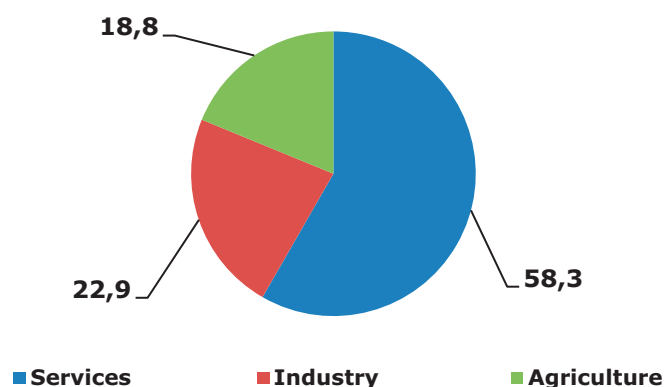
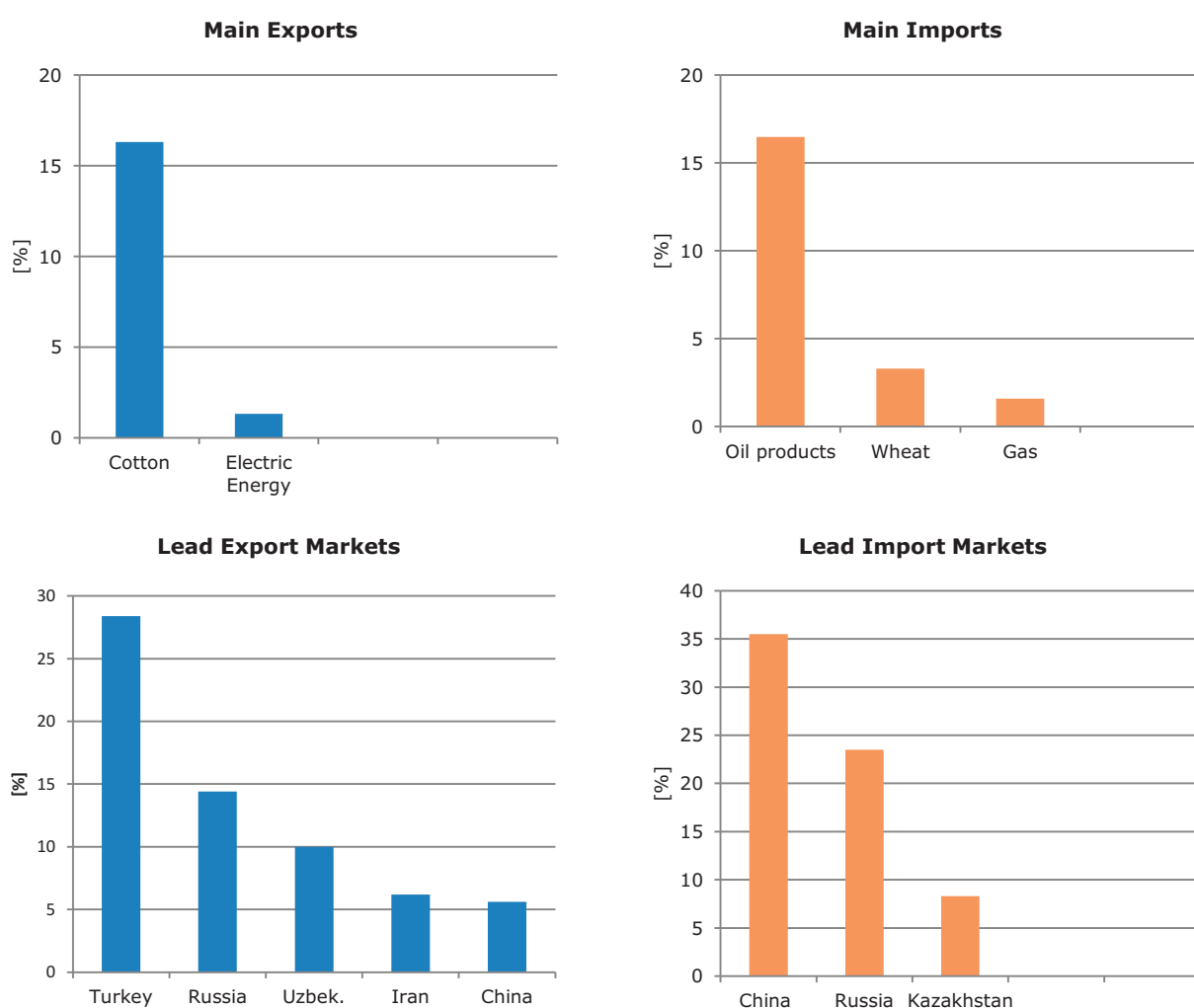


FIGURE 2 – STRUCTURE OF THE ECONOMY: IMPORTS AND EXPORTS (2010)



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COUNTRY PROFILE

TURKEY

TABLE 1 – BASIC ECONOMIC INDICATORS

Indicator	Unit of measurement	2007	2008	2009	2010
Nominal GDP	million USD	658 786	731.180	614.554	736.733
GDP per capita	USD	9.412	9.892	8.214	9.732
Real GDP growth	%	4,5	0,7	-4,8	8,9
Inflation	%	8,7	10,1	6,5	6,4
External debt/GDP	%	-	38,3	43,7	39,3
Foreign exchange reserves	million USD	-	70.231	69.178	79.046
Import cover	months	-	4,0	5,5	4,8
Unemployment	%	10,3	11,0	14,0	-

TABLE 2 – BASIC SOCIAL INDICATORS

Indicator	Unit of measurement	2007	2008	2009	2010
Total population	million	69,99	70,92	71,85	72,75
Urban population	million	47,75	48,71	49,67	50,64
Poverty rate	%	17,8	17,1	18,1	-
Gini index	adimensional	-	-	-	-
Life expectancy at birth	years	72,81	73,13	73,42	72,23

TABLE 3 – BASIC TRANSPORT INDICATORS PER MODE

Mode	Indicator	Year	Unit of measurement	Value
Road	Total length	2008	km	352.046
	Paved network	2008	km	343.743
	Total motor vehicles	2008	per 1.000 people	138
	Cars	2008	per 1.000 people	92
	Freight	2008	million tons·km	181.935
	Passengers	2008	million passengers·km	206.098
	Road accidents	2009	accidents	98.450
	Fatalities	2009	people	3.345
	Serious injuries	2009	people	173.358
Railway	Total length (broad gauge)	2009	km	11.405
	Electrified network	2009	km	2.670
	Freight	2009	million tons·km	9,681
	Passengers	2009	million passengers·km	5,374
Air	Airports	2010	units	99
	Freight	2009	million tons·km	856,03
	Passengers	2009	million passengers	31,34
Maritime	Ports and terminals	2010	units	8
	Container traffic	2009	TEU	4.521.713
Inland waterways	Total length	2008	km	1.200
Pipelines	Total length	2010	km	14.750

TABLE 4 – FURTHER TRANSPORT INDICATORS

Indicator	Year	Unit of measurement	Value
Diesel fuel consumption per capita	2008	kt of oil equivalent	0,12
Gasoline fuel consumption per capita	2008	kt of oil equivalent	0,03
Road sector energy consumption	2008	% total energy cons.	13,60
Pump price for diesel fuel	2010	USD/litre	2,03
Pump price for gasoline	2010	USD/litre	2,52
CO ₂ emissions from transport	2008	million of metric tons	45,10

FIGURE 1 – STRUCTURE OF THE ECONOMY: MAJOR SECTORS [%] (2009)

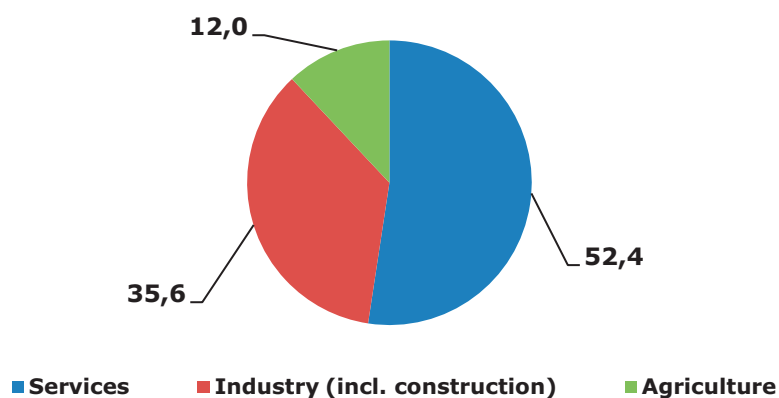
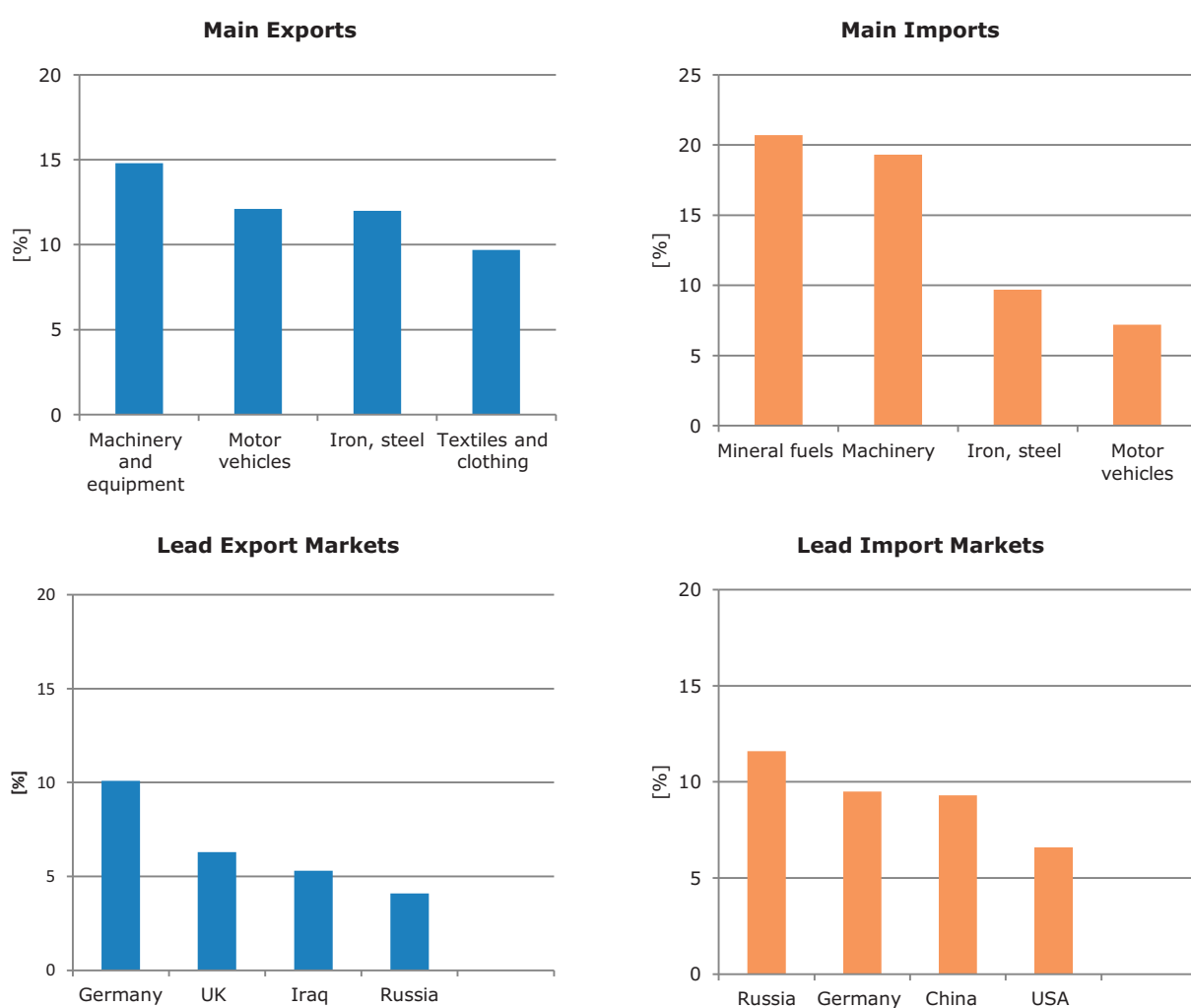


FIGURE 2 – STRUCTURE OF THE ECONOMY: IMPORTS AND EXPORTS (2010)



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COUNTRY PROFILE

TURKMENISTAN

TABLE 1 – BASIC ECONOMIC INDICATORS

Indicator	Unit of measurement	2007	2008	2009	2010
Nominal GDP	million USD	26.920	29.780	32.520	36.900
GDP per capita	USD	5.300	6.200	6.700	7.500
Real GDP growth	%	6,0	10,5	6,1	9,2
Inflation	%	11,3	13,0	10,0	12,0
External debt/GDP	%	8,9	4,7	4,3	13,5
Foreign exchange reserves & gold	million USD	5.172	13.910	9.551	10.810
Import cover	months	-	-	-	-
Unemployment	%	-	-	-	-

TABLE 2 – BASIC SOCIAL INDICATORS

Indicator	Unit of measurement	2007	2008	2009	2010
Total population	million	4,86	4,92	4,98	5,04
Urban population	million	2,34	2,39	2,44	2,50
Poverty rate	%	-	-	-	-
Gini index	adimensional	-	-	-	-
Life expectancy at birth	years	64,60	64,68	64,76	-

TABLE 3 – BASIC TRANSPORT INDICATORS PER MODE

Mode	Indicator	Year	Unit of measurement	Value
Road	Total length	2005	Km	58.592
	Paved network	2005	Km	47.577
	Total motor vehicles	2008	per 1.000 people	106
	Cars	2008	per 1.000 people	80
	Freight	-	million tons·km	-
	Passengers	-	million passengers·km	-
	Road accidents	2003	accidents	1.496
	Fatalities	2007	people	650
	Serious injuries	2007	people	1.606
Railway	Total length (broad gauge)	2010	km	2.980
	Electrified network	-	km	-
	Freight	2009	million tons·km	11.547
	Passengers	2009	million passengers·km	1.685
Air	Airports	2010	units	27
	Freight	2009	million tons·km	9,23
	Passengers	2009	million passengers	1,71
Maritime	Ports and terminals	-	units	-
	Container traffic	-	TEU	-
Inland waterways	Total length	2008	km	1.300
Pipelines	Total length	2010	km	8.809

TABLE 4 – FURTHER TRANSPORT INDICATORS

Indicator	Year	Unit of measurement	Value
Diesel fuel consumption per capita	2008	kt of oil equivalent	0,01
Gasoline fuel consumption per capita	2008	kt of oil equivalent	0,19
Road sector energy consumption	2008	% total energy cons.	5,12
Pump price for diesel fuel	2010	USD/litre	0,20
Pump price for gasoline	2010	USD/litre	0,22
CO ₂ emissions from transport	2008	million of metric tons	2,77

FIGURE 1 – STRUCTURE OF THE ECONOMY: MAJOR SECTORS [%] (2010)

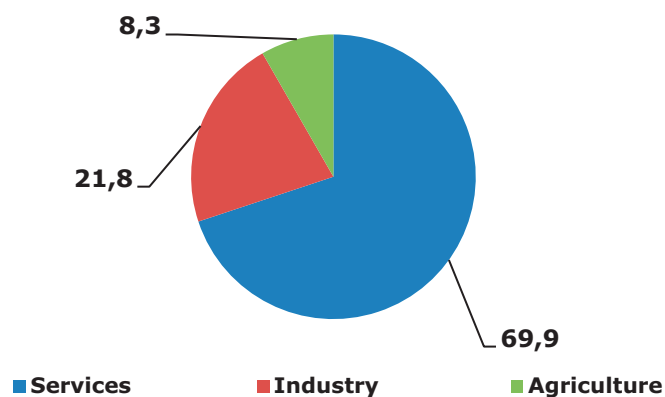
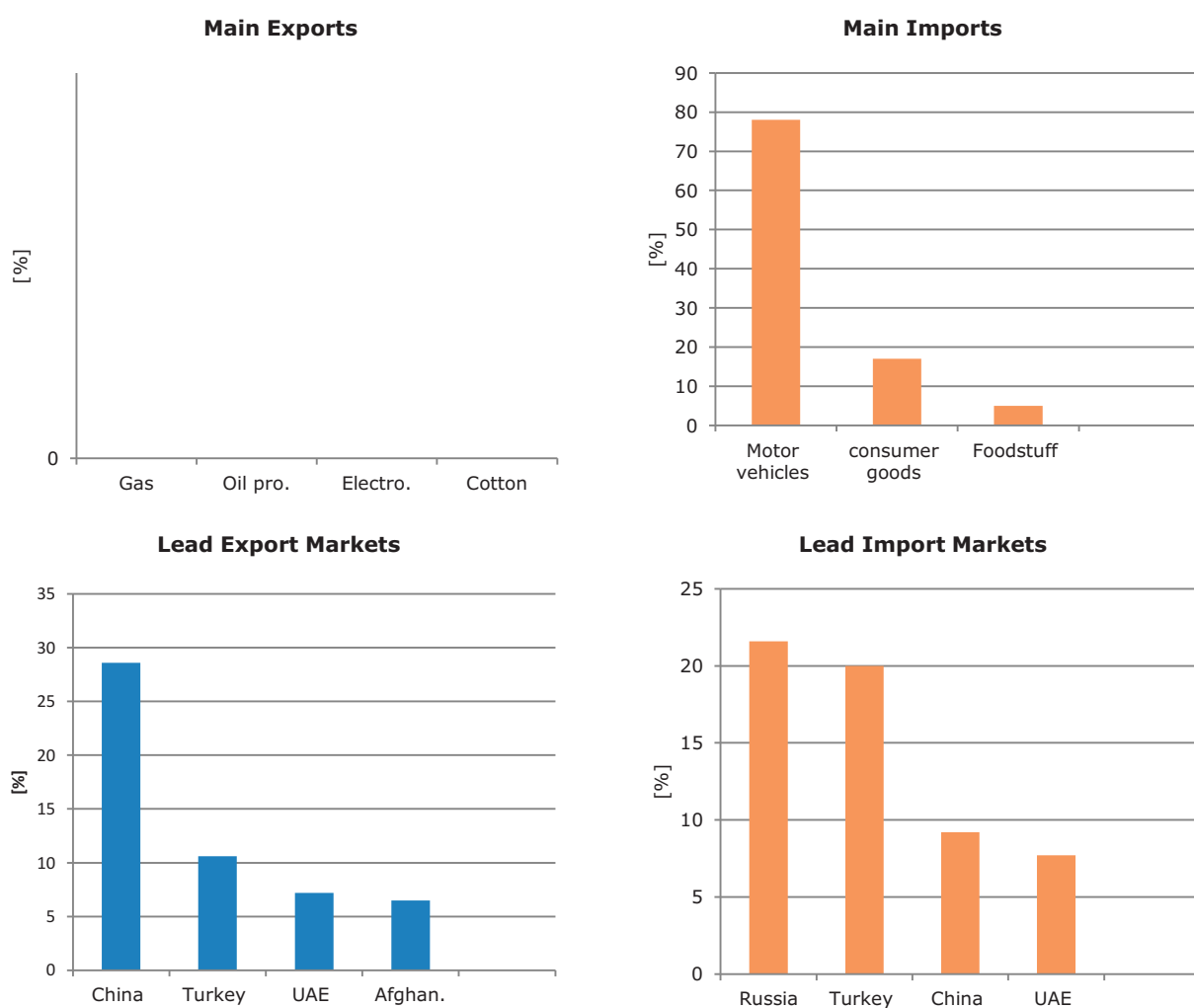


FIGURE 2 – STRUCTURE OF THE ECONOMY: IMPORTS AND EXPORTS (2010)



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COUNTRY PROFILE

UKRAINE

TABLE 1 – BASIC ECONOMIC INDICATORS

Indicator	Unit of measurement	2007	2008	2009	2010
Nominal GDP	million USD	142.719	180.239	117.422	130.760
GDP per capita	USD	3.090	3.924	2.569	2.875
Real GDP growth	%	7,9	2,3	-15,1	4,0
Inflation	%	16,6	22,3	12,3	10,0
External debt/GDP	%	56,0	56,4	88,0	80,3
Foreign exchange reserves	million USD	31.783	30.792	25.493	30.000
Import cover	months	5,3	3,7	5,4	5,8
Unemployment	%	6,4	6,4	8,8	-

TABLE 2 – BASIC SOCIAL INDICATORS

Indicator	Unit of measurement	2007	2008	2009	2010
Total population	million	46,2	45,9	45,7	45,5
Urban population	million	31,5	31,4	31,3	31,2
Poverty rate	%	36,0	35,5	35,0	-
Gini index	adimensional	-	0,27	-	-
Life expectancy at birth	years	68,22	68,25	69,19	-

TABLE 3 – BASIC TRANSPORT INDICATORS PER MODE

Mode	Indicator	Year	Unit of measurement	Value
Road	Total length	2008	km	169.502
	Paved network	2008	km	165.789
	Total motor vehicles	2008	per 1.000 people	152
	Cars	2008	per 1.000 people	138
	Freight	2008	million tons·km	39.866
	Passengers	2008	million passengers·km	60.670
	Road accidents	2009	accidents	37.049
	Fatalities	2009	people	5.348
	Serious injuries	2009	people	45.675
Railway	Total length (broad gauge)	2009	km	21.678
	Electrified network	2010	km	9.854
	Freight	2009	million tons·km	196.188
	Passengers	2009	million passengers·km	48.327
Air	Airports	2010	units	425
	Freight	2009	million tons·km	63,23
	Passengers	2009	million passengers	3,43
Maritime	Ports and terminals	2010	units	6
	Container traffic	2008	TEU	1.112.070
Inland waterways	Total length	2010	km	2.185
Pipelines	Total length	2010	km	42.218

TABLE 4 – FURTHER TRANSPORT INDICATORS

Indicator	Year	Unit of measurement	Value
Diesel fuel consumption per capita	2008	kt of oil equivalent	0,05
Gasoline fuel consumption per capita	2008	kt of oil equivalent	0,11
Road sector energy consumption	2008	% total energy cons.	6,02
Pump price for diesel fuel	2010	USD/litre	0,92
Pump price for gasoline	2010	USD/litre	1,01
CO ₂ emissions from transport	2008	million of metric tons	32,43

FIGURE 1 – STRUCTURE OF THE ECONOMY: MAJOR SECTORS [%] (2009)

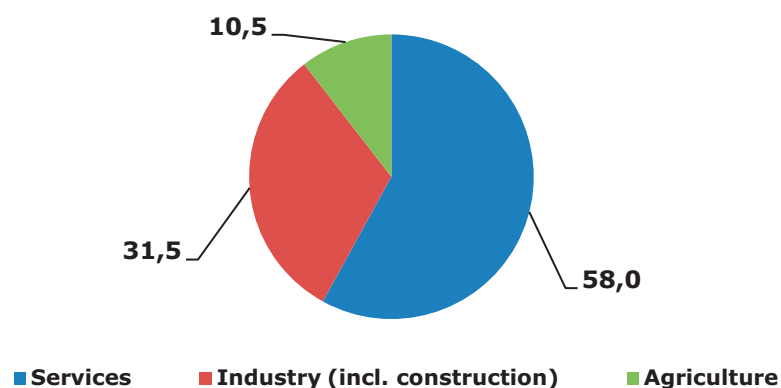
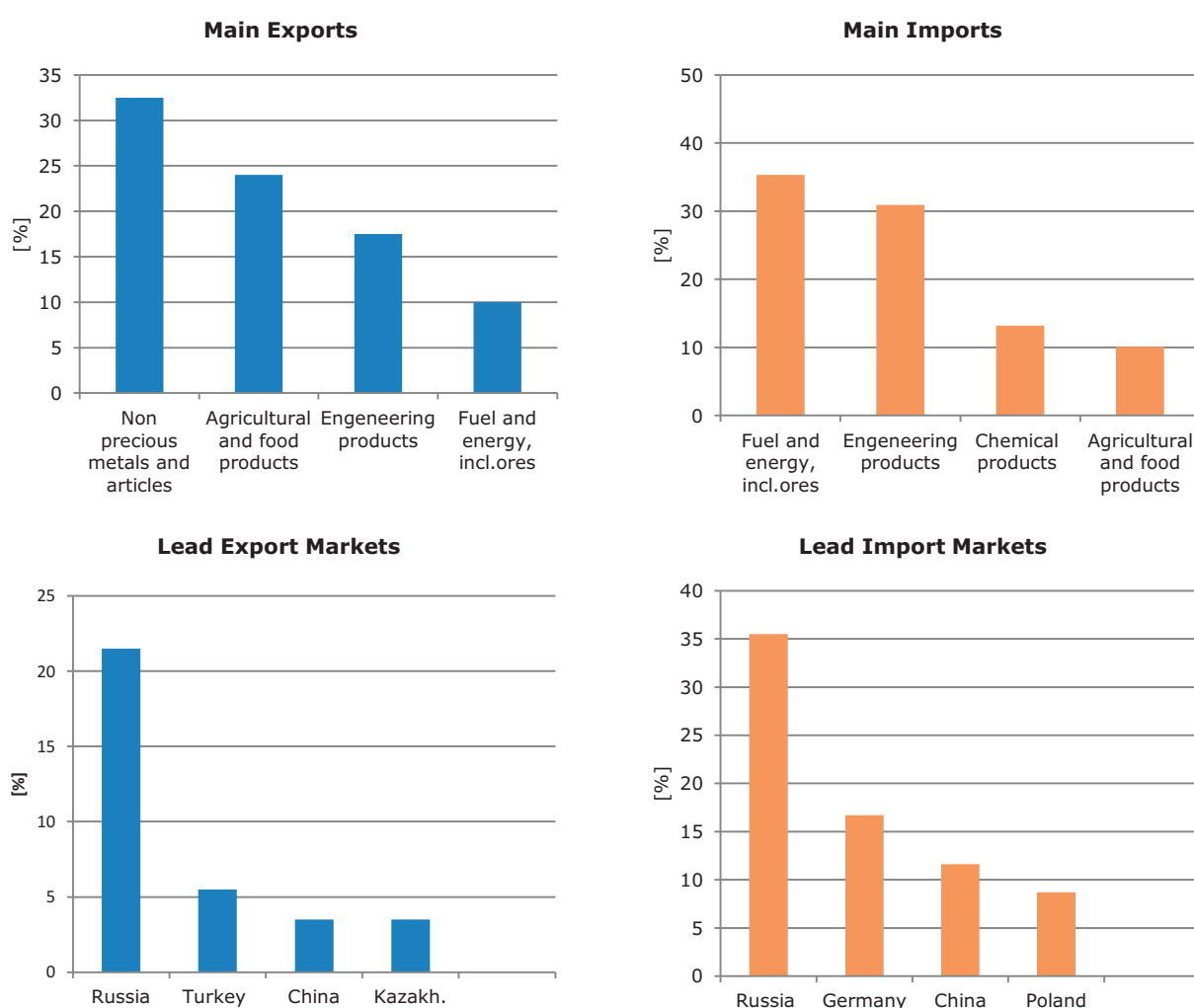


FIGURE 2 – STRUCTURE OF THE ECONOMY: IMPORTS AND EXPORTS (2009)



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COUNTRY PROFILE

UZBEKISTAN

TABLE 1 – BASIC ECONOMIC INDICATORS

Indicator	Unit of measurement	2007	2008	2009	2010
Nominal GDP	million USD	6.440	7.167	7.837	8.585
GDP per capita	USD	2.400	2.600	2.800	3.100
Real GDP growth	%	9,5	9	8,1	8,5
Inflation	%	7,6	14	14,1	15
External debt/GDP	%	7,3	5,5	5,1	4,7
Foreign exchange reserves & gold	million USD	6.750	10.150	8.999	10.500
Import cover	months	-	-	-	-
Unemployment	%	3,0	1,0	1,1	1,1

TABLE 2 – BASIC SOCIAL INDICATORS

Indicator	Unit of measurement	2007	2008	2009	2010
Total population	million	26,8	27,3	27,7	28,1
Urban population	million	9,8	10,0	10,2	10,3
Poverty rate	%	23,3	22,2	21,1	20,0
Gini index	adimensional	-	-	-	-
Life expectancy at birth	years	67,41	67,57	67,76	-

TABLE 3 – BASIC TRANSPORT INDICATORS PER MODE

Mode	Indicator	Year	Unit of measurement	Value
Road	Total length	2008	km	86.496
	Paved network	2008	km	75.511
	Total motor vehicles	-	per 1.000 people	-
	Cars	2010	per 1.000 people	4,6
	Freight	2009	million tons·km	21,038
	Passengers	2009	million passengers·km	56,673
	Road accidents	2009	accidents	10.760
	Fatalities	2008	people	2.145
	Serious injuries	-	people	-
Railway	Total length (broad gauge)	2009	km	3.645
	Electrified network	2010	km	620
	Freight	2009	million tons·km	24.238
	Passengers	2009	million passengers·km	2.832
Air	Airports	2010	units	54
	Freight	2009	million tons·km	75,99
	Passengers	2009	million passengers	1,85
Maritime	Ports and terminals	2010	units	1
	Container traffic	-	TEU	-
Inland waterways	Total length	2010	km	1.100
Pipelines	Total length	2010	km	11.121

TABLE 4 – FURTHER TRANSPORT INDICATORS

Indicator	Year	Unit of measurement	Value
Diesel fuel consumption per capita	2008	kt of oil equivalent	0,01
Gasoline fuel consumption per capita	2008	kt of oil equivalent	0,05
Road sector energy consumption	2008	% total energy cons.	3,39
Pump price for diesel fuel	2010	USD/litre	0,83
Pump price for gasoline	2010	USD/litre	0,92
CO ₂ emissions from transport	2008	million of metric tons	8,99

FIGURE 1 – STRUCTURE OF THE ECONOMY: MAJOR SECTORS [%] (2010)

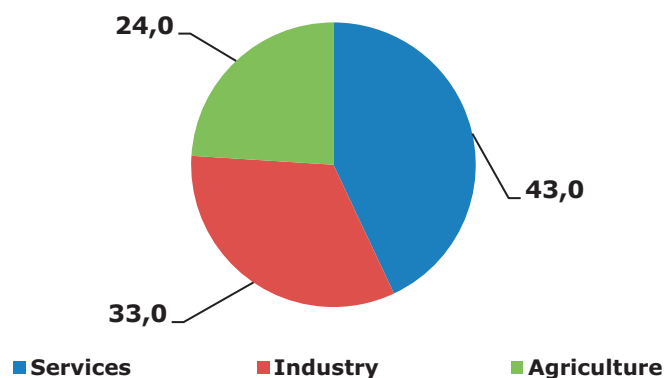
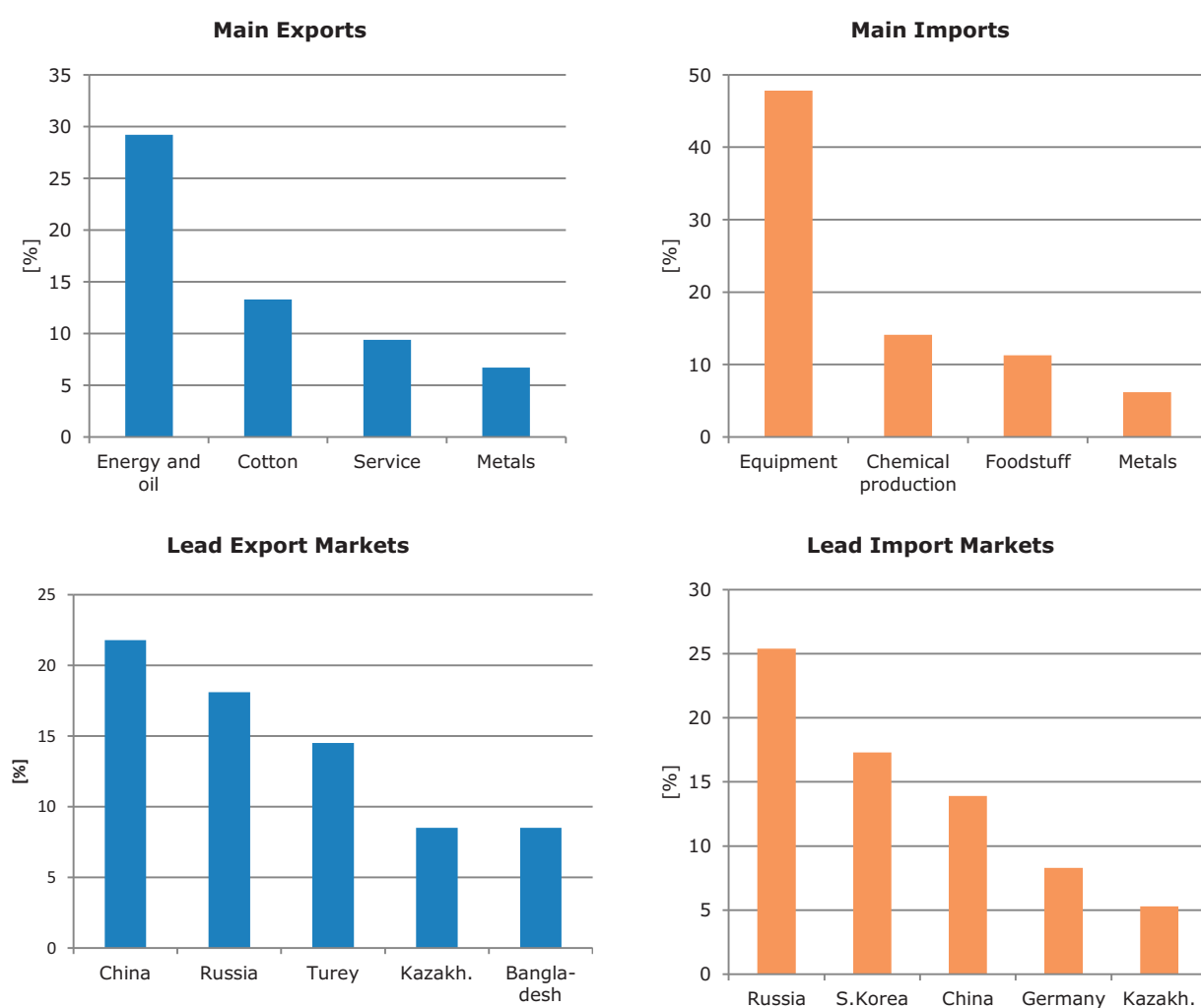


FIGURE 2 – STRUCTURE OF THE ECONOMY: IMPORTS AND EXPORTS (2010)



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TRACECA INVESTMENT FORUM 2010

List of Priority Projects

Armenia

- North-South Armenian road corridor
- Armenian railway infrastructure rehabilitation

Azerbaijan

- Alyat sea trade port logistics centre

Bulgaria

- Varna-Ruse rail rehabilitation

Georgia

- Zestaponi-Kutaisi-Samtredia motorway widening
- Tblisi-Rustavi highway widening

Kazakhstan

- Beineu-Shalkar new railway
- Aktogai-Dostyk railway electrification
- Mojinty-Aktogay railway electrification

Kyrgyzstan

- Osh-Batken-Isfana road

Moldova

- Marculesti airport logistics centre
- Chisinau-Giurgiulesti motorway, Porumbrei-Cimislia section
- Chisinau-Giurgiulesti motorway, Comrat bypass

Romania

- Focsani-Albita motorway

Tajikistan

- Nizhnij Pjansh border terminal

Turkey

- Refahiye junction Erzurum-Gurbulak road upgrading
- Filyos new port

Ukraine

- Ilyichevsk new container terminal
- Yuzhny port – Approach channel and harbour deepening

Uzbekistan

- Navoi airport upgrading
- Karakalpakstan railway optic fibre cable



ABOUT TRACECA

In September 1998 at the Baku Summit, 12 TRACECA countries (Azerbaijan, Armenia, Bulgaria, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Romania, Tajikistan, Turkey, Ukraine, Uzbekistan) signed the "Basic Multilateral Agreement on International Transport for Development of the Europe-the Caucasus-Asia Corridor" (MLA) to entirely implement their geopolitical and economic potentials.

The MLA was a logical continuation of the interregional EU TRACECA programme and at the same time a unique legal basis for its efficient implementation. In 2009 Iran acceded to the MLA TRACECA and the Republic of Lithuania was granted the status of observer within the IGC TRACECA.

TRACECA is generally recognised as an international programme aimed at strengthening of economic relations, trade and transport communication in the regions of the Black Sea basin, South Caucasus and Central Asia, and officially acknowledged by the leading international organisations such as the UN Economic and Social Commission for Asia and the Pacific (UN ESCAP) and the UN Economic Commission for Europe (UN ECE), the Black Sea Economic Cooperation organisation (BSEC), International Union of Railways (UIC), International Road Federation (IRF), etc.

The extension of Trans-European Transport Networks, specifically, the necessity to develop the South-Eastern Axis connecting South-Eastern Asia with Europe de-

mands achievements to solve urgent problems of the TRACECA transport corridor and to endeavour for dialogue and cooperation between all stakeholders of this improvement process.

Since 1993, 66 Technical Assistances and 80 projects have been realised to the amount of 168.5 Million Euro, whereby more than 40% of the resources was allocated for: harmonisation of the legal basis, streamlining border crossing procedures, development of tariff policy, institutional strengthening, capacity building and development of corridor infrastructure.

IFIs investments in transport infrastructure in the TRACECA corridor to date is more than 1 Billion Euro.

The implementation of any project is aimed at achieving one single objective - the establishment of a reliable transport system capable to meet present and perspective needs in the transportation of goods and passengers, and provision of competitive transport services by competent specialists with high level of qualification conforming to international requirements.

TRACECA, actively supported by the European Commission, bends every effort to elaborate economically expedient trans-boundary projects aimed at the development of transport infrastructure.

In the course of elaborating the projects in the priority list of the TRACECA member countries the main concern will always be given to those having a regional impact.

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