



TRACECA - Railways Inter-State
Tariff and Timetable Structure
TNREG9501

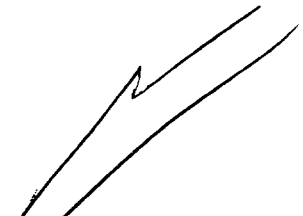
Assessment of TRACECA
Routes Competitiveness

Part I

Comparison of Alternative Routes
and Modes

COPIE

ASSESSMENT OF TRACECA ROUTES COMPETITIVENESS- PART I

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Table of contents

1. INTRODUCTION AND BACKGROUND.....	3
2. OBJECTIVES OF THE STUDY.....	3
3. METHODOLOGY	4
3.1 PRODUCTS, TRANSPORT MODES AND ITINERARIES DEFINITION	4
3.1.1 <i>Freight commodities</i>	4
3.1.1.1 Selection of a representative panel of commodity.....	4
3.1.1.2 Packaging consideration	5
3.1.2 <i>Transport modes</i>	5
3.1.2.1 Truck	6
3.1.2.2 Railway transport by wagon.....	6
3.1.2.3 Railway transport by container.....	7
3.1.2.4 Composite transport (railway & sea transport).....	7
3.1.3 <i>Selection of Origin/Destination cities in Europe and Central Asia</i>	8
3.1.4 <i>Itinerary determination</i>	9
3.1.4.1 Existing and used routes.....	9
3.1.4.2 Selection of representative routes.	10
3.2 CUSTOMS, SECURITY AND INSURANCE CONSIDERATION	10
3.3 COLLECT AND PROCESS DATA ON TARIFFS AND TRAVEL TIMES	11
3.3.1 <i>Tariffs</i>	11
3.3.1.1 General hypotheses.....	11
3.3.1.2 Specific hypotheses	13
3.3.2 <i>Frequency and delays</i>	15
3.3.2.1 Frequency.....	15
3.3.2.2 Travel times	15
4. PRESENTATION OF THE RESULTS.....	16
4.1 PRESENTATION OF THE RESULTS BY TRANSPORT MODES	16
4.2 PRESENTATION OF THE RESULTS BY ORIGIN/DESTINATION	28
5. SYNTHESIS.....	46
6. ANNEXES	48

1. INTRODUCTION AND BACKGROUND

TRACECA (Transport Corridor Europe Caucasus Asia) has been created by the European Union (EU) as a component of the TACIS interstate programme. The beneficiaries of this programme are eight Republics of the south of the former USSR :

- Armenia
- Azerbaijan
- Georgia
- Kazakstan
- Kyrgyzstan
- Tadjikistan
- Turkmenistan
- Uzbekistan

The objectives of the TRACECA programme are :

- to stimulate co-operation among these eight Republics, to promote the Central Asian - TransCaucasian - Europe Transport Corridor,
- to identify problems and deficiencies in the region's trade and transport system,
- to define in terms of contents and timing a Technical Assistance Programme to be financed by the European Union (EU)

The TRACECA route has been defined as follows :

Poti (Georgia) via Tbilisi to Baku, including the loop line via Armenia, and across the Caspian Sea by ferry to Krasnovodsk and Aktau; then onward by rail from Krasnovodsk through Ashkahbad to Dushanbe (Tadjikistan), Tashkent, Bishkek (Kyrgyzstan, Almaty and Druzhba), and also from the port of Aktau via Makat, Oktjabersk, Aralsk to Chimkent.

The TRACECA project has been conceived with the rail mode as the principal focus of attention. However the ports and shipping links in the Caspian Sea are integral parts of the TRACECA routes.

2. OBJECTIVES OF THE STUDY

The aim of this study is :

- to collect tariffs, travel times, secondary constraints (such as taxes, duties, insurance premium...) and rules of application, from shipping companies, railways, and road forwarders,
- in order to
 - determine the cost and the travel time of different transport modes for various international routes from/to Europe to/from Central Asia,
 - compare the results obtained,
 - assess the competitiveness of the TRACECA routes.

Because of the rapid economical and structural evolution of the TRACECA routes, the outcomes should be considered as representatives of the situation in the area by the time of the realisation of this present survey.

3. METHODOLOGY

3.1 Products, transport modes and itineraries definition

3.1.1 Freight commodities

3.1.1.1 Selection of a representative panel of commodity

We draw our selection of commodities out of the results of two recently realised market studies :

- the « Regional Traffic Database and Forecasting Model » study that seems to be the only available large-scale data source on freight transport
- and the « Freight Marketing study » that was previously realised within the TRACECA program.

One outcome of this latter one is the selection of 13 commodities from the 21 set in the « Regional Database » study. This selection is the following :

Code	Denomination of commodity group
02	Products of vegetal origin
04	Processed food-stuffs
06	Products of chemical industry
07	Plastics and its wares
08	Leather raw materials
09	Wood and its wares
10	Paper and its wares
11	Textiles and its wares
12	Clothing
14	Precious, semi-precious stones and metals
16	Machinery, equipment and mechanisms
18	Devices and appliances
20	Other manufactured goods

Differences of tariff for each commodities group crossing the C.E.I. territory are normally calculated by applying coefficients. In fact these differences are always negated by the results of a negotiation. Thus it appears that the kind of commodity transported is not a criterion for tariff discrimination.

Whatever transport modes used in the C.E.I. or by the other routes, the freight transport prices are contingent only upon two factors :

- the weight,
- the type of packaging, which is linked with the overall dimension.

It should be underlined that to a certain extent, the negotiation and the annual freight volume have a great impact on the tariff that can be obtained.

It appears therefore that studying tariff for each of the 13 commodities selected in the Marketing study will not give more valuable information. We resolve to base our comparison study for each transport modes, on the price per ton tariff of processed food-stuffs since the transport tariff of this particular type of commodity is nearly the average of all the others 13 commodities.

3.1.1.2 Packaging consideration

Different packaging methods are used for freight transport :

- pallet,
- case,
- bundle,
- bale,
- in bulk....

The packaging method determines how the commodities could be transported according to each mode of transport (railway, sea, truck). For example : pallets are usually transported by wagon in railway mode, in bulk commodities can be carrying either by container or by wagon according to commodity itself (sand, textile...).

Also weight and overall dimension determine the kind of the capacity that will be used (i.e. 20' or 40' container or 20-ton or 40-ton wagon) for each mode. Prices are related to the modes and the capacity used.

The final choice of the transport mode to be used is always the sender decision (rail by wagon or by container, sea, truck). On the other hand, the capacity that will be used remains the carrier decision.

The large majority of the commodities transported in western Europe are packaged. It seems that this tend is upon to spread to the Central Asian area. Thus, the study of each carrying possibility available for each commodity will not take this tendency into consideration. A more adequate way of dealing with the problem is to base our analysis on packaged commodity only. That is what we decide to do.

3.1.2 Transport modes

The transport can be realised using mainly three ways :

- railway,
- sea-shipping,
- and truck.

Of course any combination of these three modes is possible; in many cases this would greatly increase both prices and time limits and thus is not realistic.

In order to manage in an understandable way the complexity of various composite transport combination, we decide to focus this study to four representative modes :

- single truck transport,
- single railway container transport,
- single railway wagon transport,
- composite transport (railway-sea shipping-railway).

The composite transport mode that we choose to examine give a competitive alternative to single modes transport.

3.1.2.1 Truck

The reference equipment for this part is a standard semi-trailer truck without satellite phone connection. This type of truck is loaded with a maximum of 20 tons for the general European transit and 18 tons only for the specific transit via Budapest.

This study only focuses on the transport from Europe to Central Asia. Transport operations in the return direction are supposed to be carried out without freight as reliable tariffs are nearly impossible to be obtained in western Europe.

The truck transport is less used than the other modes. It presents some advantages like a door to door delivery, shorter travel time, and greater flexibility.

On the other hand, some disadvantages have to be considered such as :

- security,
- spent time for customs reasons,
- higher tariffs,
- and routes that are not available for some political or civil war reasons

For example :

- relations between Warsaw and Baku/Ashgabat are not deserved by Polish trucks,
- Hungarian trucks do not accept freight for Baku,
- transit through the Tchetcheny region is nearly impossible,
- Rumanian trucks do not accept freight to Central Asia for security reason due to the poor political relation level with the countries of these areas.

3.1.2.2 Railway transport by wagon

The analysis is based on the transport carried out by standard covered railway wagon owned by various railway companies. This kind of wagon is used in all countries for all types of packaged commodities.

Two types of wagons have been considered to calculate tariffs from station to station :

- 2 axles wagon loaded with 20 tons,
- 4 axles wagon loaded with 40 tons.

A transfer of goods between wagon is necessary between European and Russian system and between French and Spanish system, because of the track gauge difference.

3.1.2.3 Railway transport by container

As the transport by container is devoted to continue its spreading especially in Central Asia, the study of the single container transport mode between Europe and Central Asia is the most significant part of this analysis.

The railway transport operations by container are based for the present section on 20' container loaded with 13 tons and 40' container loaded with 22.5 tons. The loading operations are supposed to be accomplished by the sender. The tariffs indicated are station to station prices ; they do not include neither the costs of transport from the sender location to the terminal station nor the unloading costs.

The containers are supposed to be of the last trip type as the Central Asia container transport is still not organised to manage the transit market of containers. Thus tariffs gathered for this mode include the cost of the container itself.

3.1.2.4 Composite transport (railway & sea transport)

As an alternative to single mode routes, the composite transport mode that we choose to analyse combine :

- a railway part from the starting point city to the boarding seaport,
- a sea-shipping part from/to the major European seaports to/from the entrance seaports of the Central Asia area. The seaports of this area that have been retained are Riga, St.-Petersburg, Poti, Batumi and Illiychevsk,
- a railway part from the seaports to the destination city.

To take into consideration the conditions of transport used for each mode and each area, we base our analysis on the following transport condition :

- the railway transports from European cities to European seaport are supposed to be realised only by container 20' or 40'. This assumption is relevant for the majority of the transport made in Europe where the transport carried out by container represents the largest part of the freight market,
- sea-shippings are supposed to be realised by container 20' or 40',
- the railway transport from access seaport to cities of Central Asia are supposed to be realised by wagons of 40 tons as the container transit in this area is still not organised.

3.1.3 Selection of Origin/Destination cities in Europe and Central Asia

The Origin/Destination cities of the itineraries studied must be representative of the whole area studied.

We choose 10 major cities of Western Europe :

- Madrid,
- Bordeaux,
- Paris,
- London,
- Brussels,
- Frankfurt,
- Hamburg,
- Bern,
- Milan,
- and Salzburg.

Furthermore as a large part of the traffic to Central Asia is organised from Central Europe, we select 3 cities of this area :

- Budapest,
- Bucharest,
- and also Warsaw.

Four cities are representative of Central Asia countries :

- Baku is located in Azerbaijan at the west side of the Caspian Sea,
- Ashgabat is the most important town of Turkmenistan,
- Tashkent (2 500 000 inhabitants) is the capital of Uzbekistan and the major city of the area,
- and Almaty the capital of the Kazakhstan, is the easterner of the four cities.

All the relations between these European and Central Asian cities will be described.

To complete this selection, the choice of several seaports allows the realisation of the maritime part analysis.

The relevant seaports selected are, for the western European part :

- Hamburg,
- Trieste,
- Genoa,
- Barcelona,
- Marseilles,
- Dunkirk,
- Rotterdam
- and Felixstowe

and for the eastern European part :

- Constanta,
- Varna,
- St. Petersburg,
- Riga,
- Illiychevsk,
- and Poti.

We selected Batumi too, but the studies of itineraries going through two close ports are not useful. Furthermore, the distance by railway mode between Batumi and Baku is more important than the one between Poti and Baku. So we only keep Poti.

3.1.4 Itinerary determination

3.1.4.1 Existing and used routes

For each land transport mode several itineraries exists.

For trucks, the most used itineraries pass through :

- Poland and Belarus
- Hungary and Ukraine
- Romania and the Black Sea.
- Turkey and Caucasus

For railway mode, the most used itineraries pass through :

- Poland and Belarus (Brest)
- Hungary and Ukraine.
- Germany and the Baltic States (ferry)
- Germany and Finland (ferry)

In the maritime mode, every itinerary between two ports is allowed. Each mode is possible to join the seaports (railway, truck).

Usually the freight of each city is carried by truck or by railway to the nearest port. Riga and St. Petersburg are the most used seaports for Central Asia destinations.

Furthermore, a lot of possible variants are available. For example, the itinerary can be done by railway from Europe to C.E.I. and after by truck.

Anyway the transport mode, and even the itinerary, is chosen by the customer who can have a preference.

The itinerary passing through Aktau and the Caspian Sea to Baku is not available by the time of the present survey. 10 Km of railway are privately owned and thus can not be used for transit. The seaport at Aktau is not serviceable due to the increasing level of the Caspian Sea.

3.1.4.2 Selection of representative routes.

The more frequently used routes have been selected to set up our analysis. These routes are the following :

▪ Truck

The truck routes are made according to the final destination of the shipment. No usual routes exist.

In order to realise our analysis we consider that :

- the trucks travelling to Baku pass through Varna, the Black Sea and Poti,
- all other destinations (Ashgabat, Tashkent et Almaty) pass through Brest and Moscow.

▪ Railway mode

The largest part of the railway transport by 20' container pass through Brest in Belarus. The container transshipment, related to the track gauge difference with the Russian system is made in Brest.

It is a relevant assumption to consider Brest as an compulsory passage point for all itineraries except for the traffic from Milan, Bern, Budapest and Bucharest. For these last four starting points, the transport passes through Zahony at the Hungarian/Ukrainian frontier.

Concerning 20-ton and 40-ton wagons, all the current transit is organised through Brest where transshipment is accomplished.

▪ Composite mode

Two major routes exist. The first one passes through Riga, St. Petersburg, or Illiychevsk. And the second one by the ports of the Black Sea (Poti and Batumi).

The comparison between the classical north routes (by Riga, St. Petersburg) and the south TRACECA routes (by Poti or Batoumi) could show interesting results. This is why we decide to compare for each European cities at least one south route with a north one.

In some cases the European cities are located near various seaports. In those cases all possible itineraries available between the origin city and the various seaports have been analysed. All those routes studied between European cities and seaports can be found in annex herewith attached.

3.2 Customs, security and insurance consideration

Customs is a factor to be taken into consideration when forwarding commodities. It implies additional costs.

It can also cause waiting specially when trucks are concerned. Waiting times can reach several days depending on the borders.

Legislation sometimes varies because of economical protectionism reasons. A recent law can be rapidly set up in order to limit certain transits and allow export development.

Security is also an important point for transits going to or coming from Central Asia.

It is for example recommended, for the C.I.S. part, to always forward two railway containers each together time, (their doors facing each one a other, in order to prevent any opening during the transport).

This recommendation is even compulsory for certain connections.

As far as trucks are concerned, it is often necessary to organise convoys protected by escorts.

Finally concerning insurance, rates for transports towards zones concerned by the study are identical whatever land transport mode used.

As a basis, a relatively high rate of 0,6% can be taken. It may vary according to the value, nature and quantity of commodities. Commodities are insured by the forwarding agent up to the final destination (station, container terminal, residence).

Some commodities are excluded : alcohol, perfumes, hi-fi, video, perishable goods and cars.

3.3 Collect and process data on tariffs and travel times

3.3.1 Tariffs

The complexity of the existing tariff structures led us to choose certain clarifying and pertinent hypotheses to realise our comparisons. These ones can be general or, at the contrary, specific to a mode.

3.3.1.1 General hypotheses

3.3.1.1.1 Tariffs

Tariffs are complex and depend on several criteria :

- The quantity of regular freight to be transported. For instance, forwarding 20' railway container from Paris to Marseilles costs 4633 Francs. This price can be reduced to 3104 Francs per container when forwarding several ones at once.

Our study does not take into consideration any reduction due to the importance of volume. Thus, only one wagon, container or truck per forwarding has been considered as a basis to realise our analysis.

- Tariffs are different in each country. Concerning railway, several countries are crossed and each network determines a price related to covered kilometre and transported volume

These parameters must be taken into consideration.

Shipping tariffs are also different. They have been integrated in price reckoning.

Finally some costs, insignificant compared to the total cost of the transport, have been determined in accordance with the price applied in one of the countries (loading or unloading price for a 20' railway container on a train is estimated to \$35 which corresponds to the tariff in force in Belgium).

- The tariffs we have obtained are different from a company to another, specially for truck or ship transport. somecompanies which only have a destination in C.I.S. are able to offer better prices than transport companies providing a service to several destinations. As far as possible we did what is necessary to obtain representatives prices.

3.3.1.1.2 Currency

All tariffs are given in various currencies. We have taken the currency of the country which is crossed or a reference currency as for instance the US dollar, mark, Swiss franc...

All currencies have been converted in US Dollar which is at the present time the most representative currency.

<i>Money</i>	<i>Value in French Francs</i>
DEM	3,37
GBP	10,25
USD	6,11
CHF	4,11
XEU	6,67
ITL	0,00347
ESP	0,04
BEF	0,163

3.3.1.1.3 Calculation mode of the capacities

For each mode of transport, excluding the Russian 40-ton wagon, the price is established per unit (wagon, container). Then price is set per ton. Each unit is supposed to be fully loaded in order to be able to make the calculation.

As far as the Russian wagon is concerned, tariff is established multiplying the number of tons to be transported by the price per ton.

When transferring the commodities, the difference from the real quantity transported in the Russian wagon and the supposed one does not settle any problem.

The tonnage considered per mode is the following :

20-ton wagon	20 tons
40-ton wagon	40 tons
Truck	20 tons
20' container	13 tons
40' container	22,5 tons

3.3.1.1.4 Other aspects

Insurance has been above mentioned. It implies additional costs. The basis of the price is very low compared to the total price (0,6%).

Tariff can vary in a very complex way, according to several criteria (quantity, value, and so on). Nevertheless, this variation is the same for each mode and does not consequently affect the comparison.

On the other hand we can find some special tariffs in case of abnormal, optional or exceptional functioning. We can for example exceed time devoted to a loading, or organise a special convoy in order to have a better security. None of these cases is considered in our study.

3.3.1.2 Specific hypotheses

3.3.1.2.1 Truck

Prices can vary according to the climatic conditions. Our study is based on normal conditions of traffic (no snowing up or black ice).

Additional invoicing can be made when the trucks are immobilised due to consignees or forwarders. The normal time allowed for loading is 24 hours and 48 hours for unloading. Beyond times allowed, immobilising costs rise up to 1500 Francs per day and per vehicle. These standard times are reasonable; possible additional costs are not included in our price calculation.

Truck may also be obliged to wait at borders which can generate rise to a price increase.

This waiting can vary and it is rather difficult to estimate this price increase. Anyway it is globally included in the basic price as forwarders are aware of this phenomenon.

Prices can hardly be negotiated when transport is made by truck.

3.3.1.2.2 Railway container

Nowadays, traffic is made in « last trip » containers mainly 20' as C.I.S. terminals are not sufficiently equipped with handling means to unload 40' containers.

The price of these « last trip » containers depends on both their availability in Western Europe and the demand. For our study the basis price taken is 5900 Francs (USD 966) which corresponds to the present sales price.

Transport of « last trip » container implies several steps (loading, transport, transfer, unloading). The prices indicated in this study include the loading, transport and transfer. Unloading is of the consignee's responsibility.

As well as for trucks, variable additional costs due to delays during loading, unloading or an unforecast immobilisation of the container were not included in our prices.

3.3.1.2.3 Wagon

Price for wagon transport depends on the commodity and its conditioning.

Russia, for instance, applies theoretical coefficients depending on the material transported. These coefficients may change each year. For example, at present time, coefficient applied is 1,5 for machines and 1,2 for cars.

As these coefficients are not applied, we have based our study on not perishable food products which is a good reflect of what is really done.

Negotiation for wagon transport can be very important (up to 50% variation) particularly in Russia. This negotiation is not constant and can not be taken in consideration rationally. As prices indicated supposed to become a reference, would not have been suitable to estimate them on a variable phenomenon such as negotiation. Nevertheless we must be aware of its existence.

Prices, given for two types of wagons (20' and 40'), include transport and transfer in Brest. Loading and unloading are of the consignee's responsibility.

Basic prices are specific to each country. They depend on distance covered and volume transported. Tariffs are consequently very difficult to calculate. It is therefore necessary to assign a unique and realistic route from origin to destination.

3.3.1.2.4 Composite mode

The composite mode includes maritime transport (container 20' or 40'). The transport between cities concerned by the study and the harbours (after and before the maritime part) can be made by truck, railway container or wagon.

For transport between cities and European harbours we have taken the railway container (20' or 40') as a basis. As a matter of fact, this part of the transport is not significant in the overall transport and the price difference between the other possibilities is too low to justify all cases to be studied (additional tables will be necessary and would be useless for this study).

The transport in the section between the C.I.S. harbours and the Central Asia concerned cities is realised with Russian 40-ton wagon.

Tariffs include prices of each stage of transport but exclude unloading (or loading) in Central Asia towns at departure (or arrival).

They are not the same in both the directions because of the maritime part. As a matter of fact, transport companies propose discount between C.I.S. and Europe as the traffic is less important in this way.

There is a number of routes; for each one, several European and C.I.S. harbours can be chosen that multiply the number of routes to study.

After listing the harbours to be considered in our study, as well in Europe as in C.I.S., several interesting connections between the cities and the European harbours. (These connections are hereafter attached) have been determined.

Then the corresponding tariff for 20' or 40' container has been estimated.

In order to complete the analysis the same work has been achieved between C.I.S. harbours and Central Asia cities included in the study.

3.3.2 Frequency and delays

3.3.2.1 Frequency

A daily service is usual for train and truck. On the other hand a 5 to 10 days previous notification delay is required for truck. This notification delay has not been taken into account.

For sea shipment to Riga, St. Petersburg and Illiychevsk, the service is available on a weekly basis.

A transshipment should be done at a South Italy port for sea freight to Poti. The frequencies of both the boats in connection are not the same. Service to South Italy ports is made on a weekly basis and from Italy to Poti with a half month schedule. Thus, the travel time can increase by one week if the connection is not properly synchronized.

3.3.2.2 Travel times

The data related to travel time have been independently collected for each part of the itineraries and gathered afterwards.

Average travel time have been used to allow the outcomes of this survey to be calculated.

The outcomes take into account the time spent between two ships departures then the connections are not synchronized. In this case, half of the period time between two departures has been added to the total amount of time necessary to cover to whole itinerary.

Time spent for transshipment operations is included in the outcomes. For example, two days are required for railway transshipment at the Russian frontier (wagon or container).

The time spent by truck for customs reasons is not included because this kind of delays are subject to tremendous variations.

The travel times are always reliable for the railway modes. This is not the case for the composite mode. This is quite understandable as the duration of the transport between two seaports is not only related to the distance existing between them, but can also be linked to other criteria such as frequencies, loading/unloading delays, connections existing with others destinations, the seaports sequence order...Lastly, travel times for truck mode have to be taken with caution since they can be subject to variations.

The travel times are obviously related to the routes followed. For example, the freight train coming from Russia to Ashgabat has to travel throughout the north part of the TRACECA routes (up to Tashkent). On the other hand, the route followed by trucks is shorter since they travel through Baku, the Caspian sea and the west part of Turkmenistan.

4. PRESENTATION OF THE RESULTS

The presentation of the outcomes is made with maps and data sheets (given in annex herewith attached).

This presentation allows to get in a more readable and understandable way both the itineraries, tariffs, and times limits.

The maps present in a synthetic way the detailed outcomes of the data sheets. For example, the survey allows to determine the more interesting routes according to tariffs and travel times, thus the maps give only those itineraries.

Two types of maps have been elaborated :

- By transport modes.

This type of maps gives a comparison of the routes between the various cities for different starting points and only one final destination, and reciprocally.

- By Origin/destination.

The best itineraries for each Origin/destination couple are presented in this set of maps.

4.1 Presentation of the results by transport modes

- Each map is specific to a mode.
- The aim of this map presentation is to provide simultaneously and in a synthetic way itineraries, tariffs and travel times results for each origin/destination couple.
- We present :
 - six maps for the composite mode (maritime 20' and 40-ton wagon),
 - one map for the 20-ton railway wagon,
 - one map for the last trip railway container,
 - and one map for the trucks.
- The large capacities are not representative of the price. They are only useful for some commodities. So these modes are not represented on the maps.
- Itineraries are shown schematically, in a characteristic style, specific of the transport mode. (For example the continuous line is given to the composite mode, please refer to the legend).
- In case of composite itineraries, a selection based upon costs and delays has been made before. We kept only three itineraries, one passing by Riga, one by Illiychevsk and the other one by Poti.
- Each mode needs a different representation :
 - For the composite mode routes, tariffs and travel time are given on two maps, one for each direction ; otherwise it would have been difficult to see the whole itineraries under the tables.
 - For the last trip railway container, itineraries from Central Asia to Europe are not possible ; so they are given only once.

- For the trucks, itineraries from Central Asia to Europe are not studied.
- Itineraries for railway wagons are the same in both the directions ; they are therefore shown only once.
- In addition of origins and destinations, tables give the most important places crossed (seaports, place of carriage transfer).
- The «/» symbol means that the relation does not exist or is not studied.

LEGEND



Maritime 20' and 40-ton wagon

For transit from Europe to Central Asia and back :

- Railway transport by 20' container between European cities and seaports
- 20' container shipping
- Railway transport by 40-ton wagon between Central Asia cities and their ports of entry (Riga, Illiychevsk, Poti).



Container

Only for transit from Europe to Central Asia :

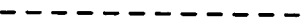
- Railway transport by 20' container (last trip).



20-Ton wagon

For transit from Europe to Central Asia and back :

- Railway transport by 20-ton wagon between European cities and Brest.
- Railway transport by 40-ton wagon between Brest and Central Asia cities.



Truck

Only for transit from Europe to Central Asia :

- By 20-ton truck.

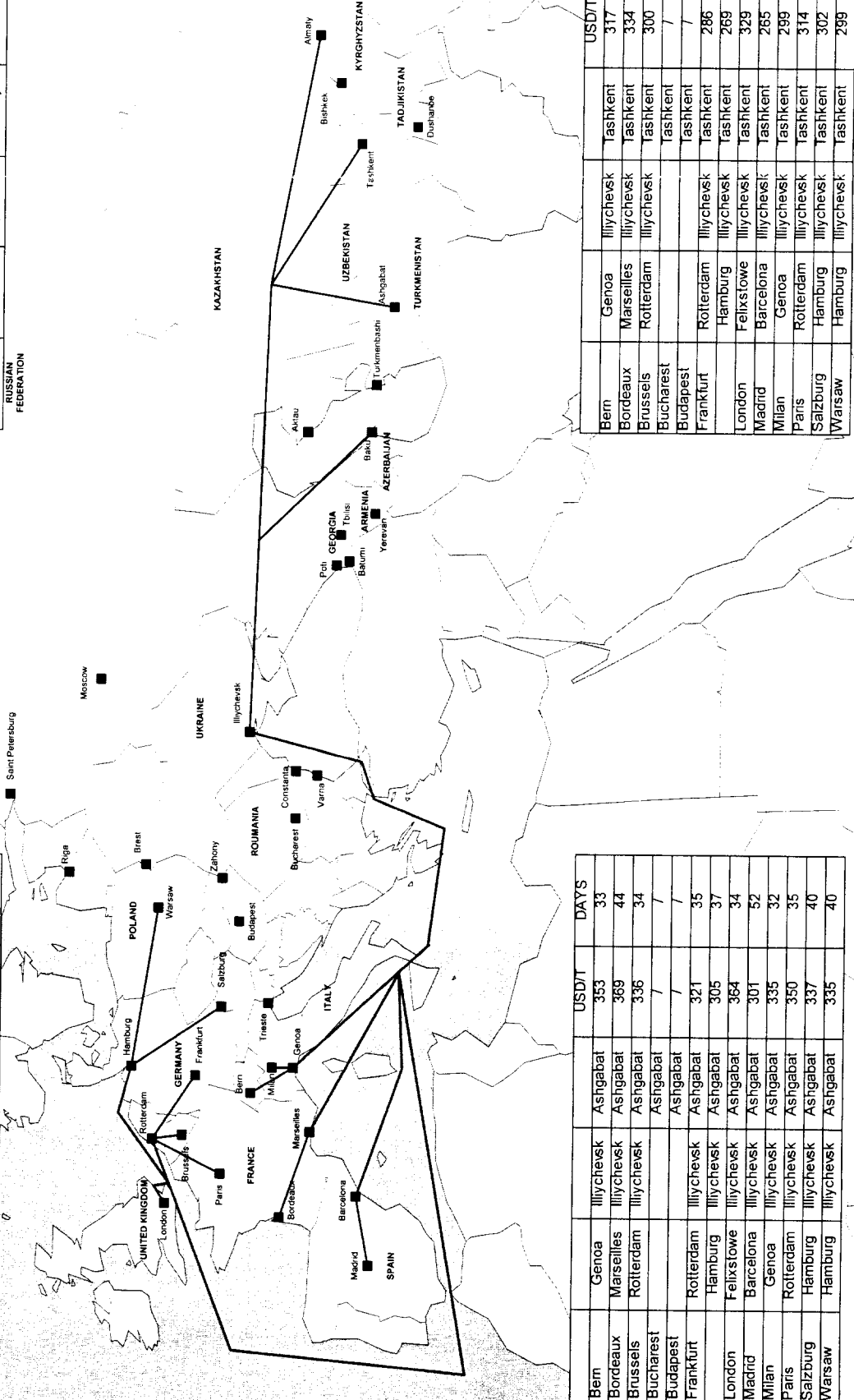
Only really used itineraries are indicated on the maps.

Itineraries with same tariff and travelling time in both the directions are indicated only once.

MARITIME 20' AND WAGON 40 TONS VIA ILLIYCHEVSK

	USD/T	DAYS
Bern	296	26
Bordeaux	312	37
Brussels	278	27
Bucharest	/	/
Budapest	/	/
Frankfurt	264	28
Hamburg	247	30
London	307	27
Madrid	244	45
Milan	277	25
Paris	293	28
Salzburg	280	33
Warsaw	277	33

	USD/T	DAYS
Bern	321	36
Bordeaux	338	47
Brussels	304	37
Bucharest	/	/
Budapest	/	/
Frankfurt	289	38
Hamburg	273	40
London	332	37
Madrid	269	55
Milan	303	35
Paris	318	38
Salzburg	306	43
Warsaw	303	43



	USD/T	DAYS
Bern	353	33
Bordeaux	369	44
Brussels	336	34
Bucharest	/	/
Budapest	/	/
Frankfurt	321	35
Hamburg	305	37
London	364	34
Madrid	301	52
Milan	335	32
Paris	350	35
Salzburg	337	40
Warsaw	335	40

	USD/T	DAYS
Bern	317	34
Bordeaux	334	45
Brussels	300	35
Bucharest	/	/
Budapest	/	/
Frankfurt	286	36
Hamburg	289	38
London	329	35
Madrid	285	53
Milan	299	33
Paris	314	36
Salzburg	302	41
Warsaw	299	41

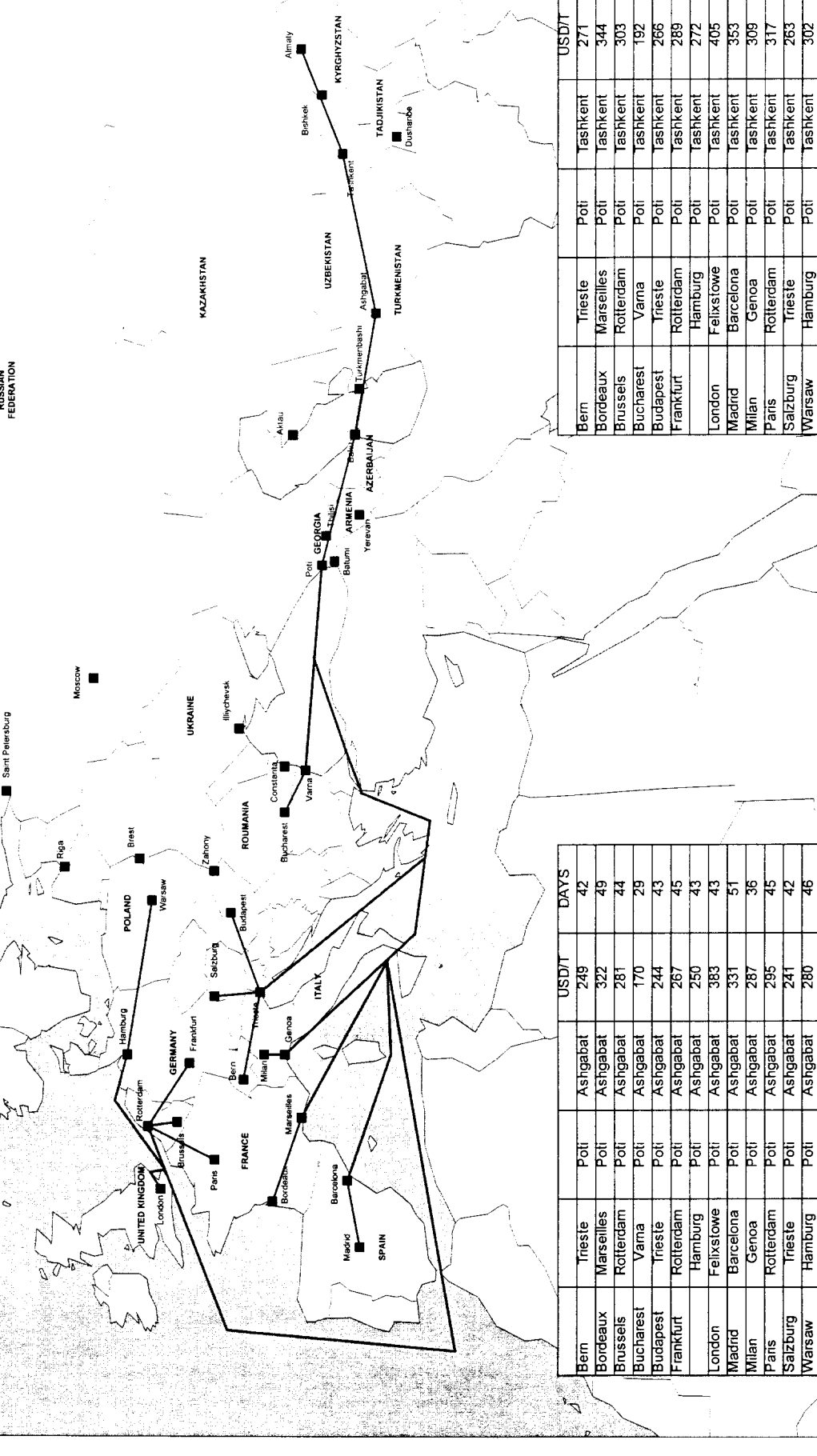
MARITIME 20' AND WAGON 40 TONS VIA POTI

		USD/T	DAYS
Bern	Trieste	232	24
Bordeaux	Marseilles	305	31
Brussels	Rotterdam	264	26
Bucharest	Varna	153	11
Budapest	Trieste	227	25
Frankfurt	Rotterdam	250	27
London	Hamburg	233	25
London	Felixstowe	366	25
Madrid	Barcelona	314	33
Milan	Genoa	270	18
Paris	Rotterdam	278	27
Salzburg	Trieste	224	24
Warsaw	Hamburg	263	28

		USD/T	DAYS
Bern	Trieste	325	45
Bordeaux	Marseilles	398	52
Brussels	Rotterdam	357	47
Bucharest	Varna	246	32
Budapest	Trieste	320	46
Frankfurt	Rotterdam	343	48
London	Hamburg	326	46
London	Felixstowe	459	46
Madrid	Barcelona	407	54
Milan	Genoa	363	39
Paris	Rotterdam	371	48
Salzburg	Trieste	317	45
Warsaw	Hamburg	356	49

		USD/T	DAYS
Bern	Ashtabat	249	42
Bordeaux	Ashtabat	322	49
Brussels	Rotterdam	281	44
Bucharest	Varna	170	29
Budapest	Trieste	244	43
Frankfurt	Rotterdam	267	45
London	Hamburg	250	43
London	Felixstowe	383	43
Madrid	Barcelona	331	51
Milan	Genoa	287	36
Paris	Rotterdam	295	45
Salzburg	Trieste	241	42
Warsaw	Hamburg	280	46

		USD/T	DAYS
Bern	Trieste	271	43
Bordeaux	Marseilles	344	50
Brussels	Rotterdam	303	45
Bucharest	Varna	192	30
Budapest	Trieste	266	44
Frankfurt	Rotterdam	289	46
London	Hamburg	272	44
London	Felixstowe	405	44
Madrid	Barcelona	353	52
Milan	Genoa	309	37
Paris	Rotterdam	317	46
Salzburg	Trieste	263	43
Warsaw	Hamburg	302	47



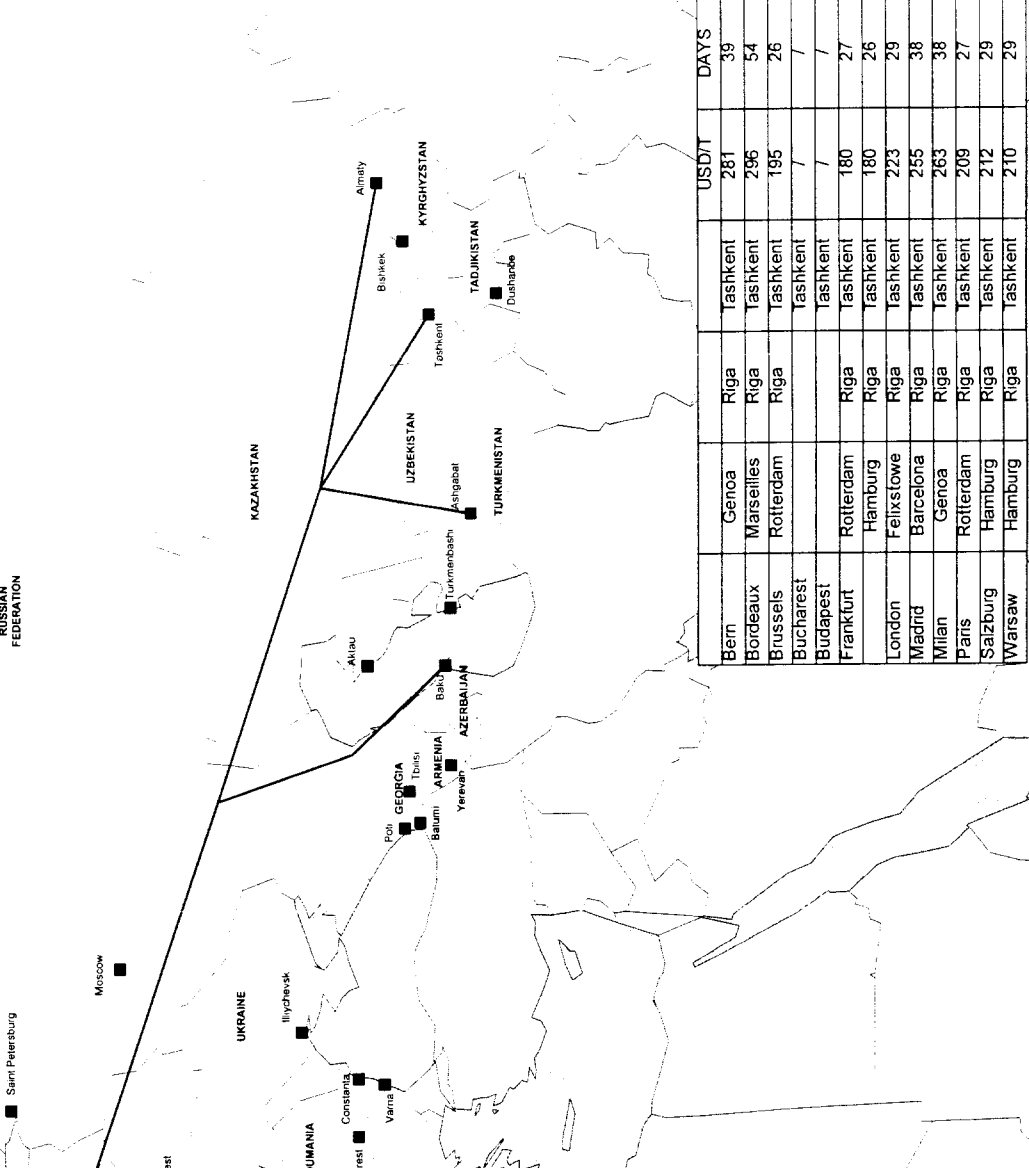
MARITIME 20' AND WAGON 40 TONS VIA RIGA

	USD/T	DAYS
Bern	Baku	35
Bordeaux	Baku	50
Brussels	Baku	22
Bucharest	Baku	/
Budapest	Baku	/
Frankfurt	Baku	174
Hamburg	Baku	174
London	Baku	217
Madrid	Baku	249
Milán	Baku	257
Paris	Baku	203
Salzburg	Baku	206
Warsaw	Baku	204

	USD/T	DAYS
Bern	Almaty	292
Bordeaux	Almaty	307
Brussels	Almaty	206
Bucharest	Almaty	/
Budapest	Almaty	/
Frankfurt	Almaty	191
Hamburg	Almaty	191
London	Almaty	234
Madrid	Almaty	267
Milán	Almaty	274
Paris	Almaty	220
Salzburg	Almaty	223
Warsaw	Almaty	221

	USD/T	DAYS
Bern	Ashgabat	41
Bordeaux	Ashgabat	56
Brussels	Ashgabat	28
Bucharest	Ashgabat	/
Budapest	Ashgabat	/
Frankfurt	Ashgabat	223
Hamburg	Ashgabat	223
London	Ashgabat	286
Madrid	Ashgabat	299
Milán	Ashgabat	306
Paris	Ashgabat	252
Salzburg	Ashgabat	256
Warsaw	Ashgabat	253

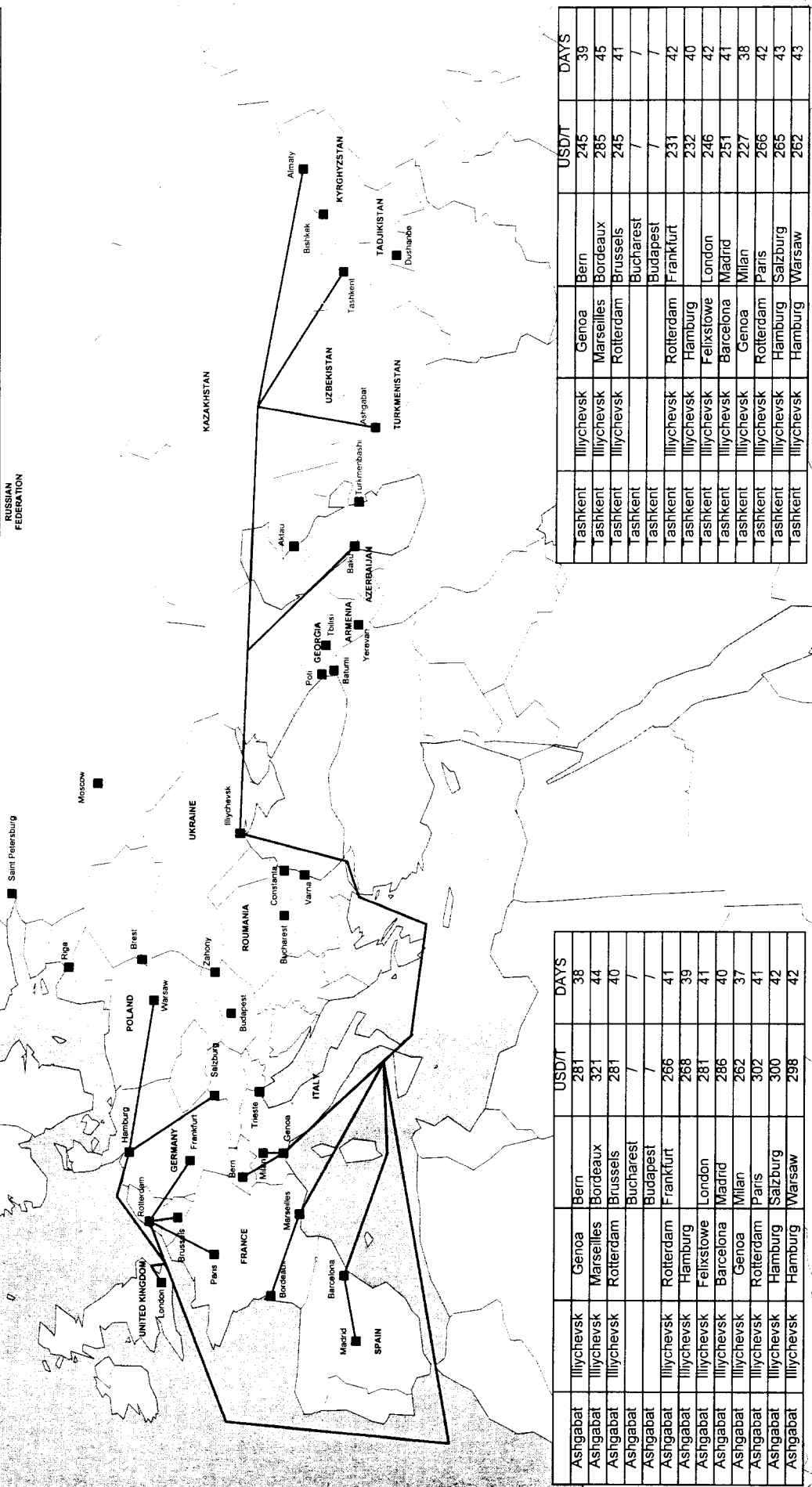
	USD/T	DAYS
Bern	Genoa	281
Bordeaux	Marseilles	296
Brussels	Rotterdam	195
Bucharest	Rotterdam	/
Budapest	Rotterdam	/
Frankfurt	Rotterdam	180
Hamburg	Hamburg	180
London	Felixstowe	223
Madrid	Barcelona	255
Milán	Genoa	263
Paris	Rotterdam	209
Salzburg	Hamburg	212
Warsaw	Hamburg	210



	USD/T	DAYS
Baku	223	31
Baku	263	37
Baku	224	33
Baku	/	/
Baku	/	/
Baku	209	34
Baku	210	32
Baku	224	34
Baku	229	33
Baku	205	30
Baku	244	34
Baku	243	35
Baku	240	35

**WAGON 40 TONS
AND MARITIME 20'
VIA ILLIYCHEVSK**

	USD/T	DAYS
Almaty	249	41
Almaty	289	47
Almaty	249	43
Almaty	/	/
Almaty	/	/
Almaty	235	44
Almaty	236	42
Almaty	249	44
Almaty	254	43
Almaty	231	40
Almaty	270	44
Almaty	268	45
Almaty	266	45



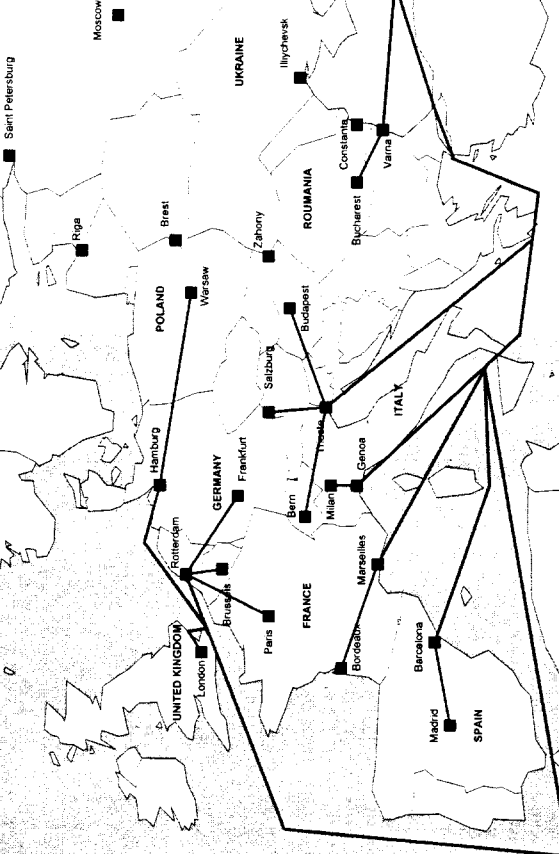
	USD/T	DAYS
Ashgabat	281	38
Ashgabat	321	44
Ashgabat	281	40
Ashgabat	/	/
Ashgabat	/	/
Ashgabat	266	41
Ashgabat	268	39
Ashgabat	281	41
Ashgabat	286	40
Ashgabat	262	37
Ashgabat	302	41
Ashgabat	300	42
Ashgabat	298	42

	USD/T	DAYS
Tashkent	245	41
Tashkent	245	41
Tashkent	/	/
Tashkent	/	/
Tashkent	231	42
Tashkent	232	40
Tashkent	246	42
Tashkent	251	41
Tashkent	227	38
Tashkent	266	42
Tashkent	265	43
Tashkent	262	43

WAGON 40 TONS AND MARITIME 20' VIA POTI

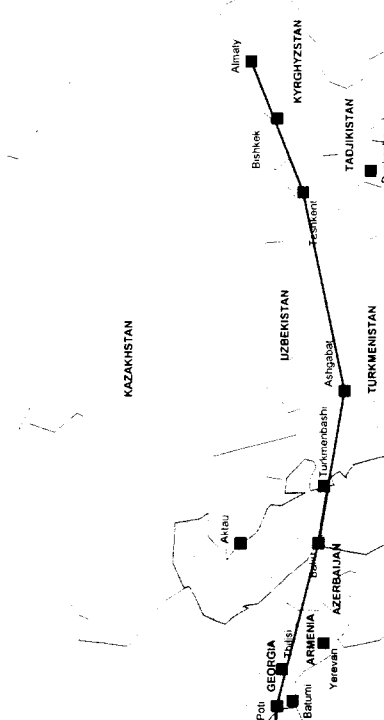
	POTI	TRIESTE	BERN	USD/T	DAYS
Baku	Poti	Trieste	Bern	166	24
Baku	Poti	Marseilles	Bordeaux	271	31
Baku	Poti	Rotterdam	Brussels	263	24
Baku	Poti	Varna	Bucharest	153	11
Baku	Poti	Trieste	Budapest	162	25
Baku	Poti	Rotterdam	Frankfurt	249	25
Baku	Poti	Hamburg		233	23
Baku	Poti	Felixstowe	London	269	26
Baku	Poti	Barcelona	Madrid	237	29
Baku	Poti	Genoa	Milan	236	18
Baku	Poti	Rotterdam	Paris	284	25
Baku	Poti	Trieste	Salzburg	159	24
Baku	Poti	Hamburg	Warsaw	263	26

	POTI	TRIESTE	BERN	USD/T	DAYS
Almaty	Poti	Trieste	Bern	259	45
Almaty	Poti	Marseilles	Bordeaux	364	52
Almaty	Poti	Rotterdam	Brussels	356	45
Almaty	Poti	Varna	Bucharest	248	32
Almaty	Poti	Trieste	Budapest	255	46
Almaty	Poti	Rotterdam	Frankfurt	342	46
Almaty	Poti	Hamburg		325	44
Almaty	Poti	Felixstowe	London	362	47
Almaty	Poti	Barcelona	Madrid	330	50
Almaty	Poti	Genoa	Milan	329	39
Almaty	Poti	Rotterdam	Paris	377	46
Almaty	Poti	Trieste	Salzburg	252	45
Almaty	Poti	Hamburg	Warsaw	356	47



	POTI	TRIESTE	BERN	USD/T	DAYS
Ashgabat	Poti	Trieste	Bern	183	42
Ashgabat	Poti	Marseilles	Bordeaux	288	49
Ashgabat	Poti	Rotterdam	Brussels	280	42
Ashgabat	Poti	Varna	Bucharest	170	29
Ashgabat	Poti	Trieste	Budapest	179	43
Ashgabat	Poti	Rotterdam	Frankfurt	266	43
Ashgabat	Poti	Hamburg		250	41
Ashgabat	Poti	Felixstowe	London	286	44
Ashgabat	Poti	Barcelona	Madrid	254	47
Ashgabat	Poti	Genoa	Milan	253	36
Ashgabat	Poti	Rotterdam	Paris	301	43
Ashgabat	Poti	Trieste	Salzburg	176	42
Ashgabat	Poti	Hamburg	Warsaw	280	44

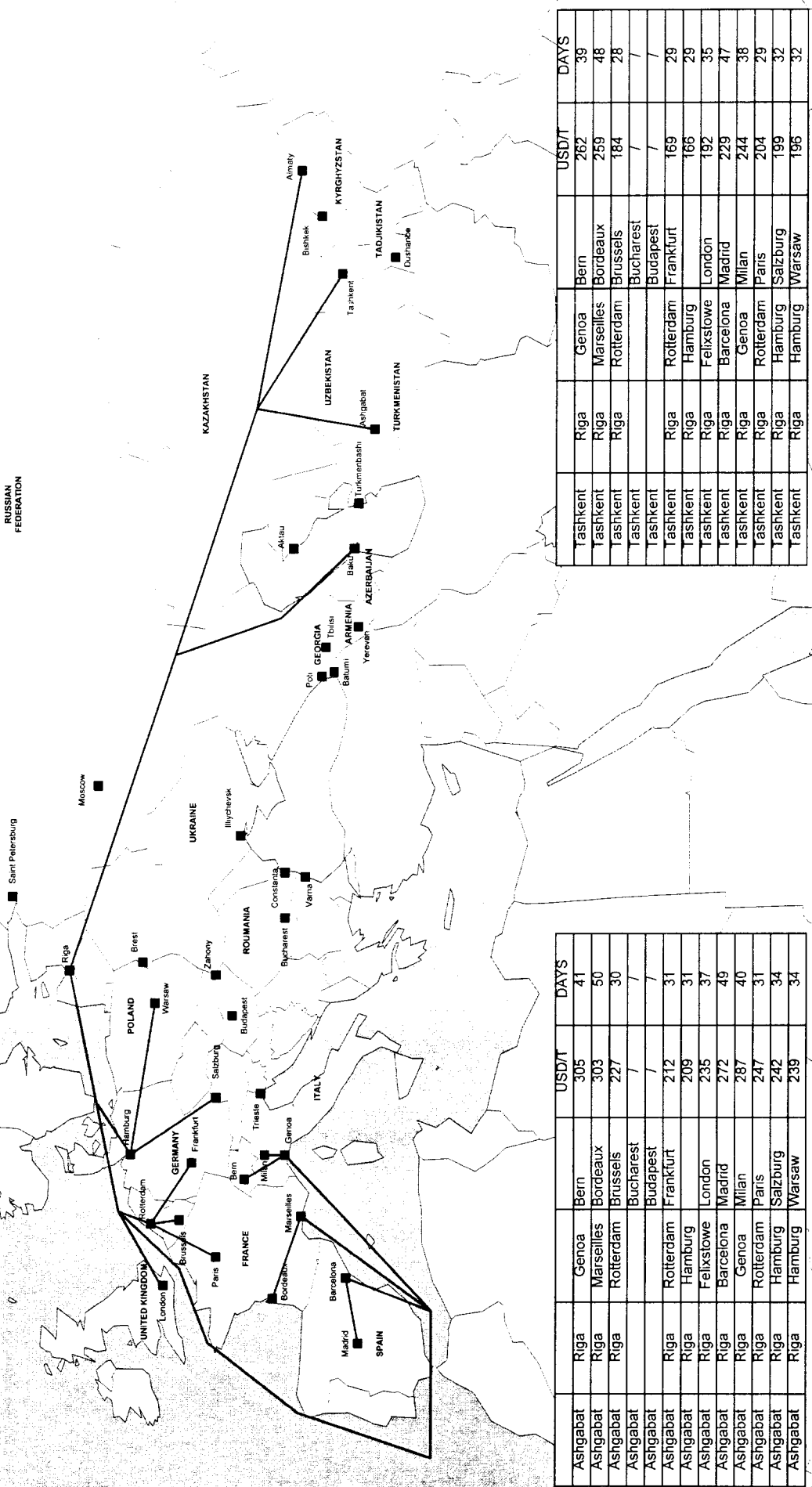
	POTI	TRIESTE	BERN	USD/T	DAYS
Tashkent	Poti	Trieste	Bern	205	43
Tashkent	Poti	Marseilles	Bordeaux	310	50
Tashkent	Poti	Rotterdam	Brussels	302	43
Tashkent	Poti	Varna	Bucharest	192	30
Tashkent	Poti	Trieste	Budapest	201	44
Tashkent	Poti	Rotterdam	Frankfurt	288	44
Tashkent	Poti	Hamburg		272	42
Tashkent	Poti	Felixstowe	London	308	45
Tashkent	Poti	Barcelona	Madrid	276	48
Tashkent	Poti	Genoa	Milan	275	37
Tashkent	Poti	Rotterdam	Paris	323	44
Tashkent	Poti	Trieste	Salzburg	198	43
Tashkent	Poti	Hamburg	Warsaw	302	45



WAGON 40 TONS AND MARITIME 20' VIA RIGA

		USD/T	DAYS
Baku	Riga	256	35
Baku	Genoa	253	44
Baku	Marseilles	177	24
Baku	Rotterdam	/	/
Baku	Bucharest	/	/
Baku	Budapest	/	/
Baku	Rotterdam	163	25
Baku	Frankfurt	180	25
Baku	Hamburg	186	31
Baku	Felixstowe	223	43
Baku	Barcelona	237	34
Baku	Genoa	198	25
Baku	Rotterdam	193	28
Baku	Hamburg	190	28
Baku	Warsaw	/	/

		USD/T	DAYS
Almaty	Riga	273	42
Almaty	Genoa	271	51
Almaty	Marseilles	195	31
Almaty	Rotterdam	/	/
Almaty	Bucharest	/	/
Almaty	Budapest	/	/
Almaty	Rotterdam	180	32
Almaty	Frankfurt	177	32
Almaty	Hamburg	203	38
Almaty	Felixstowe	240	50
Almaty	Barcelona	255	41
Almaty	Genoa	215	32
Almaty	Rotterdam	210	35
Almaty	Hamburg	207	35
Almaty	Warsaw	/	/



		USD/T	DAYS
Ashgabat	Riga	305	41
Ashgabat	Genoa	303	50
Ashgabat	Marseilles	227	30
Ashgabat	Rotterdam	/	/
Ashgabat	Bucharest	/	/
Ashgabat	Budapest	/	/
Ashgabat	Rotterdam	212	31
Ashgabat	Frankfurt	209	31
Ashgabat	Hamburg	235	37
Ashgabat	Felixstowe	272	49
Ashgabat	Barcelona	287	40
Ashgabat	Genoa	247	31
Ashgabat	Rotterdam	242	34
Ashgabat	Hamburg	239	34
Ashgabat	Warsaw	/	/

		USD/T	DAYS
Tashkent	Riga	262	39
Tashkent	Genoa	259	48
Tashkent	Marseilles	184	28
Tashkent	Rotterdam	/	/
Tashkent	Bucharest	/	/
Tashkent	Budapest	/	/
Tashkent	Rotterdam	169	29
Tashkent	Frankfurt	166	29
Tashkent	Hamburg	192	35
Tashkent	Felixstowe	229	47
Tashkent	Barcelona	244	38
Tashkent	Genoa	204	29
Tashkent	Rotterdam	199	32
Tashkent	Hamburg	196	32
Tashkent	Warsaw	/	/

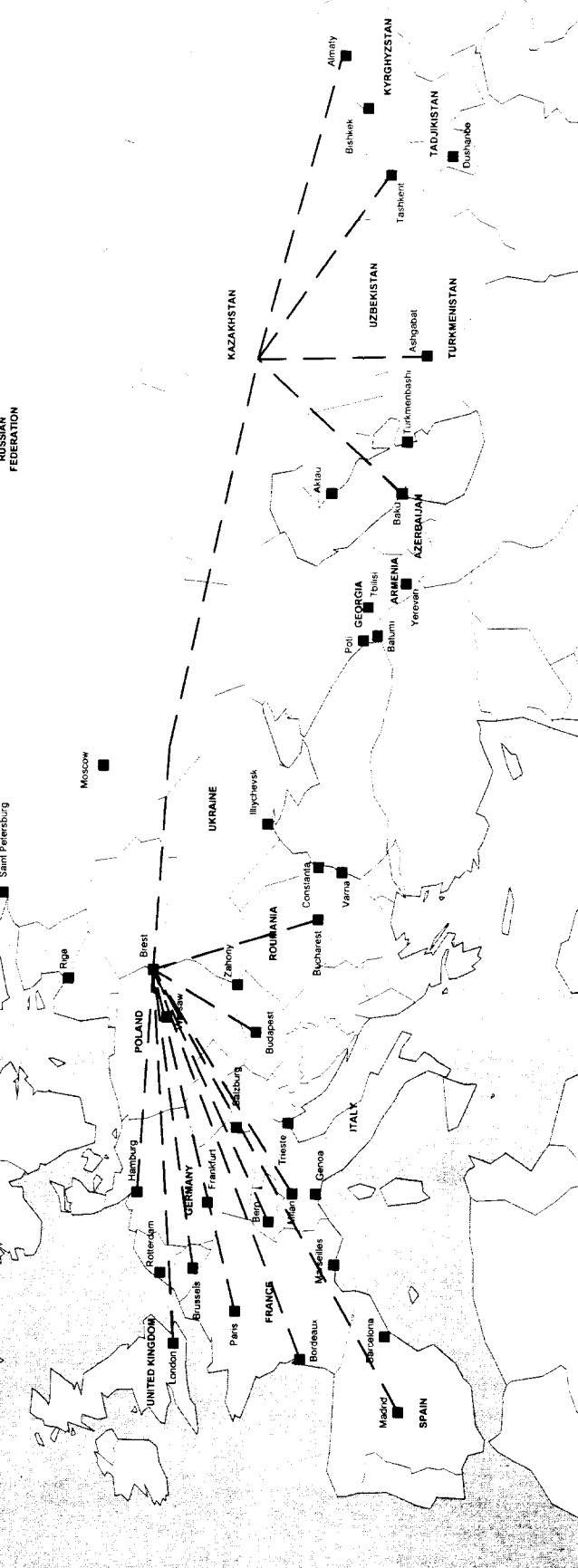
	USD/T	DAYS
Bern	319	20
Bordeaux	295	24
Brussels	274	21
Bucharest	195	21
Budapest	182	19
Frankfurt	234	19
Hamburg	217	19
London	285	23
Madrid	473	28
Milan	275	20
Paris	277	22
Salzburg	224	19
Warsaw	120	17

WAGON 20 TONS

	USD/T	DAYS
Bern	327	26
Bordeaux	303	30
Brussels	283	27
Bucharest	203	27
Budapest	190	25
Frankfurt	242	25
Hamburg	225	25
London	293	29
Madrid	481	34
Milan	283	26
Paris	285	28
Salzburg	232	25
Warsaw	128	23

	USD/T	DAYS
Bern	400	25
Bordeaux	375	29
Brussels	355	26
Bucharest	276	26
Budapest	282	24
Frankfurt	314	24
Hamburg	297	24
London	365	28
Madrid	553	33
Milan	355	25
Paris	357	27
Salzburg	304	24
Warsaw	200	22

	USD/T	DAYS
Bern	335	24
Bordeaux	310	28
Brussels	290	25
Bucharest	211	25
Budapest	197	23
Frankfurt	249	23
Hamburg	232	23
London	300	27
Madrid	488	32
Milan	290	24
Paris	293	26
Salzburg	239	23
Warsaw	135	21



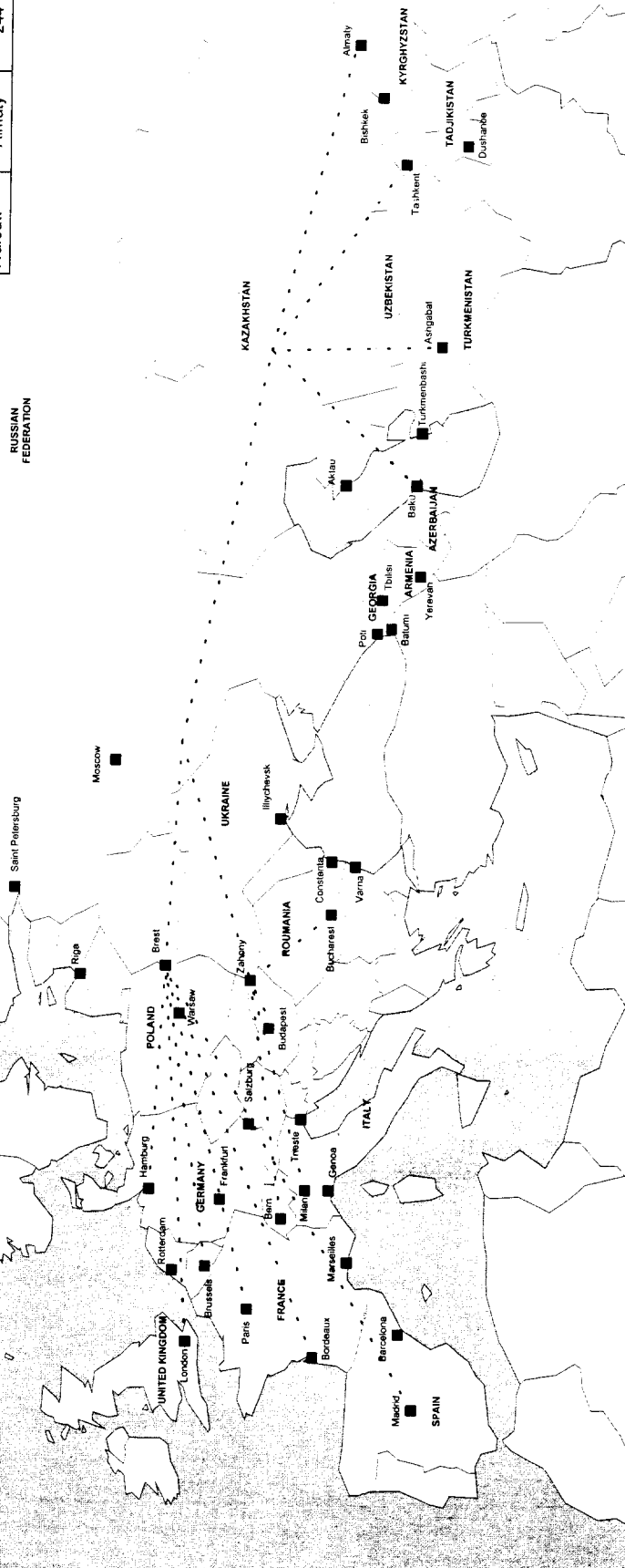
RAILWAY BY CONTAINER 20'

	USD/T	DAYS
Bern	216	17
Bordeaux	241	22
Brussels	246	19
Bucharest	235	19
Budapest	243	16
Frankfurt	207	17
Hamburg	202	17
London	264	21
Madrid	384	24
Milan	205	17
Paris	228	20
Salzburg	204	17
Warsaw	228	15

	USD/T	DAYS
Bern	257	22
Bordeaux	280	28
Brussels	264	25
Bucharest	277	24
Budapest	269	21
Frankfurt	226	23
Hamburg	221	23
London	283	27
Madrid	402	29
Milan	246	22
Paris	247	26
Salzburg	245	23
Warsaw	244	20

	USD/T	DAYS
Bern	291	21
Bordeaux	332	27
Brussels	337	24
Bucharest	331	23
Budapest	300	21
Frankfurt	286	22
Hamburg	291	22
London	355	26
Madrid	475	28
Milan	301	21
Paris	320	25
Salzburg	300	22
Warsaw	365	19

	USD/T	DAYS
Bern	255	20
Bordeaux	268	26
Brussels	272	23
Bucharest	275	22
Budapest	279	20
Frankfurt	231	21
Hamburg	225	21
London	291	25
Madrid	411	27
Milan	244	20
Paris	255	24
Salzburg	243	21
Warsaw	256	18



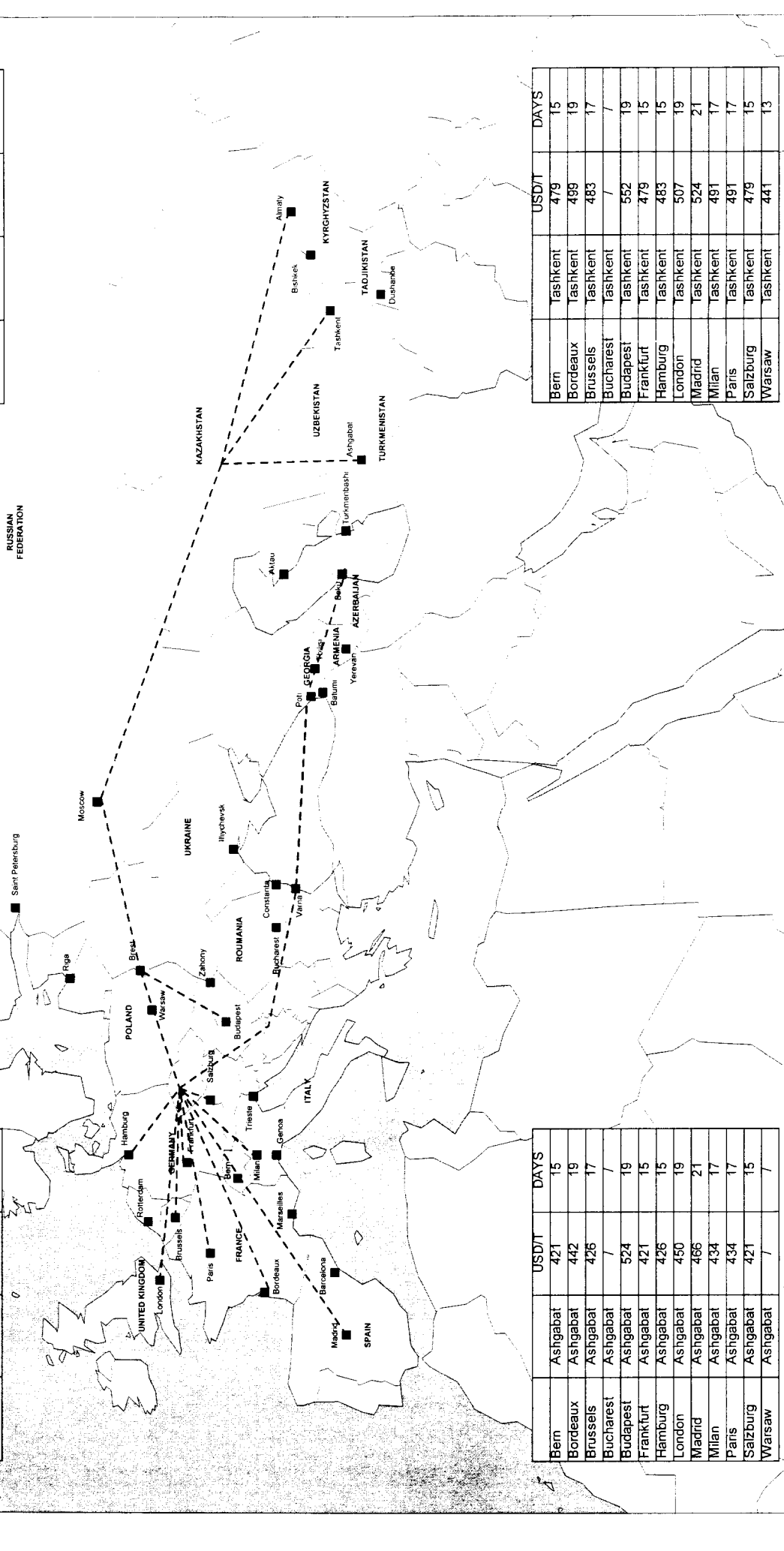
TRUCK

	USD/T	DAYS
Bern	413	13
Bordeaux	434	17
Brussels	417	15
Bucharest	/	/
Budapest	/	/
Frankfurt	413	13
Hamburg	417	13
London	442	17
Madrid	458	19
Milan	426	15
Paris	426	15
Saizburg	413	13
Warsaw	/	/

	USD/T	DAYS
Bern	471	15
Bordeaux	491	19
Brussels	475	17
Bucharest	/	/
Budapest	579	19
Frankfurt	471	15
Hamburg	475	15
London	499	19
Madrid	516	21
Milan	483	17
Paris	483	17
Saizburg	471	15
Warsaw	414	13

	USD/T	DAYS
Bern	421	15
Bordeaux	442	19
Brussels	426	17
Bucharest	/	/
Budapest	524	19
Frankfurt	421	15
Hamburg	426	15
London	450	19
Madrid	466	21
Milan	434	17
Paris	434	17
Saizburg	421	15
Warsaw	/	/

	USD/T	DAYS
Bern	479	15
Bordeaux	489	19
Brussels	483	17
Bucharest	/	/
Budapest	552	19
Frankfurt	479	15
Hamburg	483	15
London	507	19
Madrid	524	21
Milan	491	17
Paris	491	17
Saizburg	479	15
Warsaw	441	13



4.2 Presentation of the results by Origin/Destination .

- Each Origin/Destination map shows the itineraries, tariffs and delays of all the transport modes.
- The large capacities are not representative of the price. They are only useful for some commodities. So these modes are not represented on the maps.
- Itineraries are shown schematically, in a characteristic style, specific each transport mode. (For example the continuous line is given to the composite mode).
- Only 16 couples have been represented. It is enough because they are representative of the others. It has been the study's work itself which has permitted to draw or to throw aside the itineraries.
- The same selection of the composite itineraries has been made than in the mode maps.
- Tables for composite mode are given twice, because of the difference of tariffs and travel time in both the directions. Other modes do not need two tables
- In addition of origins and destinations, tables give the most important places crossed (seaports, place of carriage transfer).
- The «/» symbol means that the relation does not exist or is not studied.
- Each line from a Origin/Destination map table could be found in a mode map table.

LEGEND



Maritime 20' and 40-ton wagon

For transit from Europe to Central Asia and back :

- Railway transport by 20' container between European cities and seaports
- 20' container shipping
- Railway transport by 40-ton wagon between Central Asia cities and their ports of entry (Riga, Illiychevsk, Poti).



Container

Only for transit from Europe to Central Asia :

- Railway transport by 20' container (last trip).



20-Ton wagon

For transit from Europe to Central Asia and back :

- Railway transport by 20-ton wagon between European cities and Brest.
- Railway transport by 40-ton wagon between Brest and Central Asia cities.



Truck

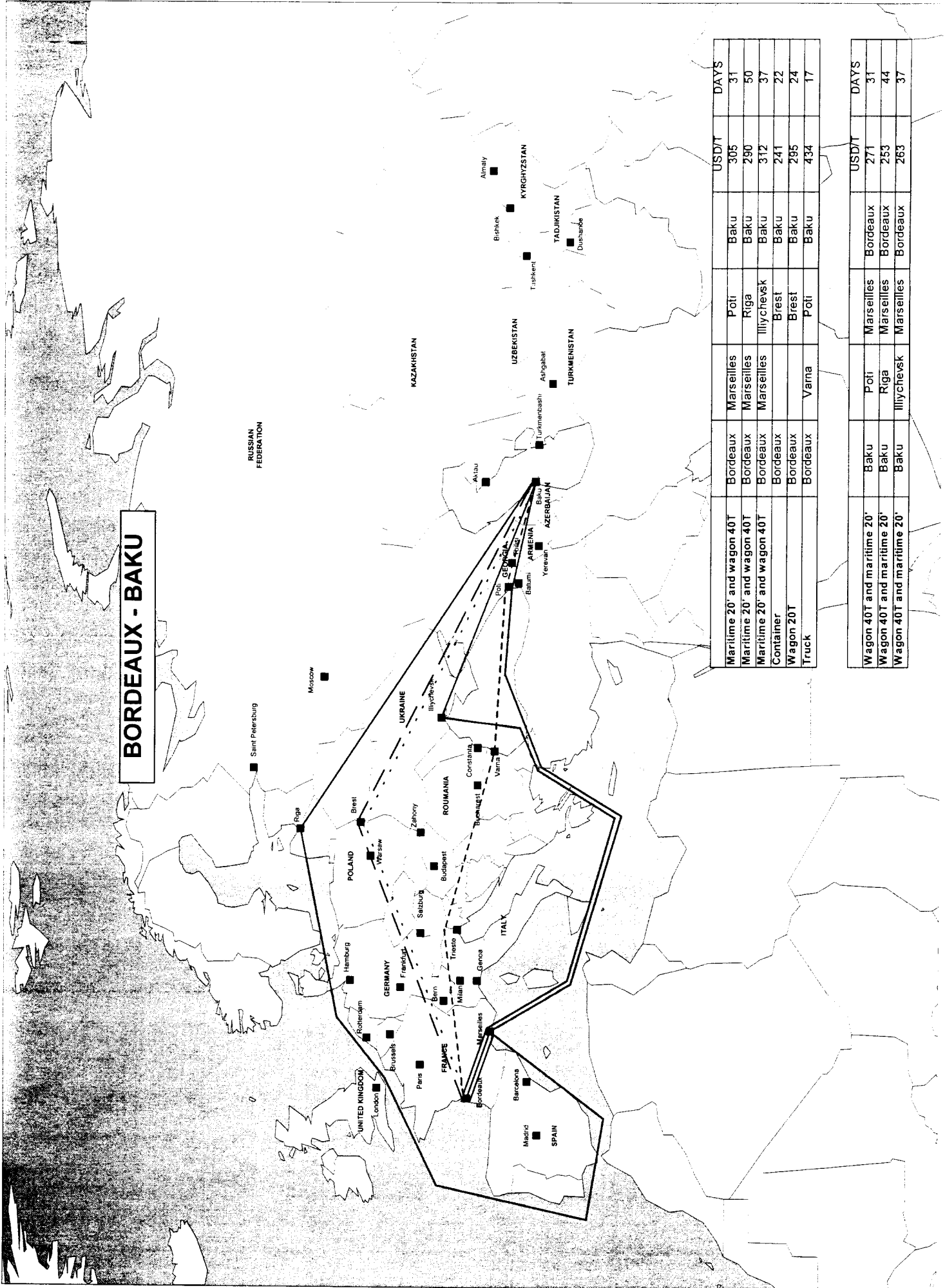
Only for transit from Europe to Central Asia :

- By 20-ton truck.

Only really used itineraries are indicated on the maps.

Itineraries with same tariff and travelling time in both the directions are indicated only once.

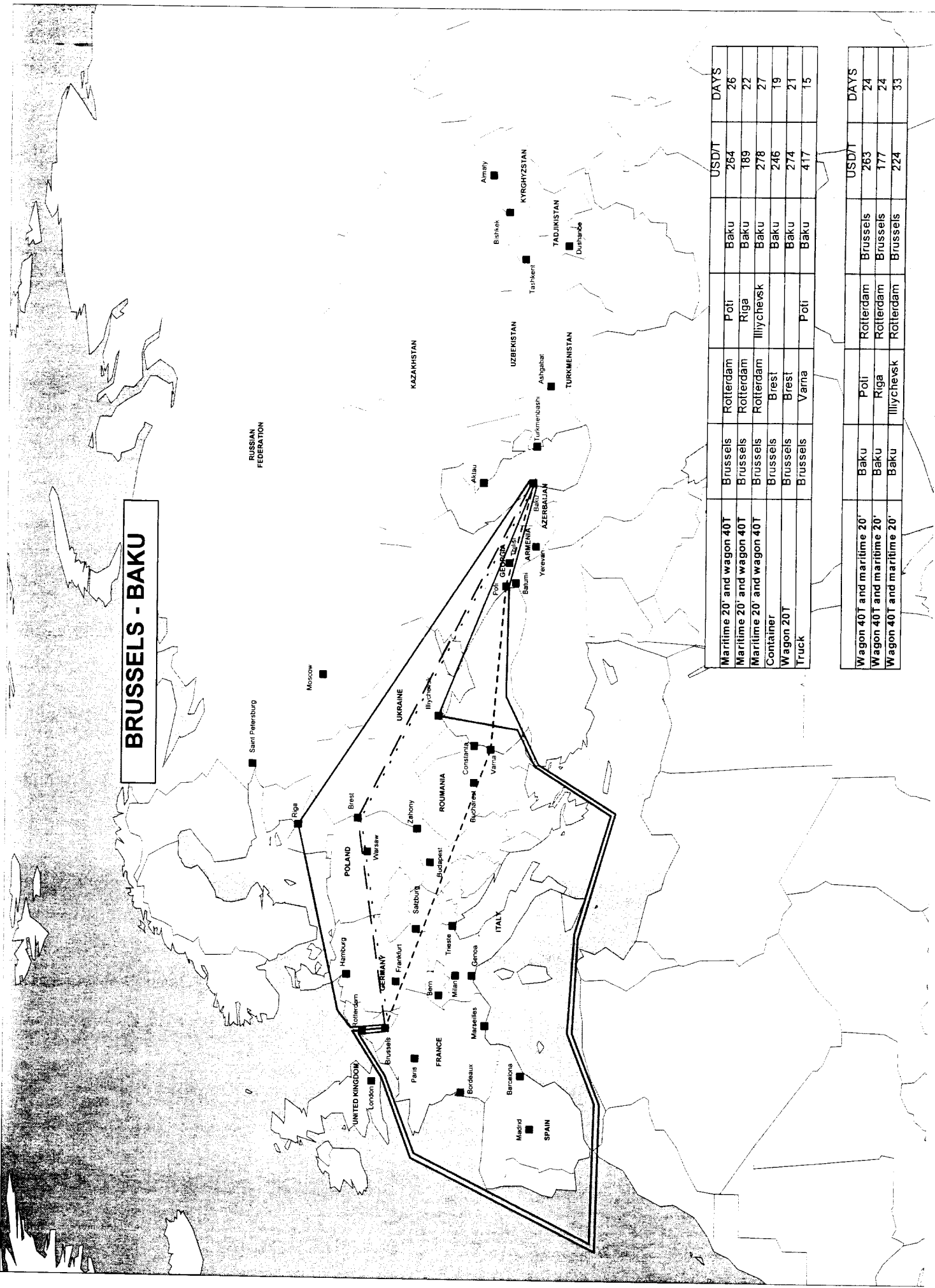
BORDEAUX - BAKU



	USD/T	DAYS				
Maritime 20' and wagon 40T	Bordeaux	Marseille	Poti	Baku	305	31
Maritime 20' and wagon 40T	Bordeaux	Marseille	Riga	Baku	290	50
Maritime 20' and wagon 40T	Bordeaux	Marseille	Illychevsk	Baku	312	37
Container	Bordeaux	Brest	Brest	Baku	241	22
Wagon 20T	Bordeaux	Bordeaux	Brest	Baku	295	24
Truck	Bordeaux	Varna	Poti	Baku	434	17

	USD/T	DAYS				
Wagon 40T and maritime 20'	Baku	Poti	Marseille	Bordeaux	271	31
Wagon 40T and maritime 20'	Baku	Riga	Marseille	Bordeaux	253	44
Wagon 40T and maritime 20'	Baku	Illychevsk	Marseille	Bordeaux	263	37

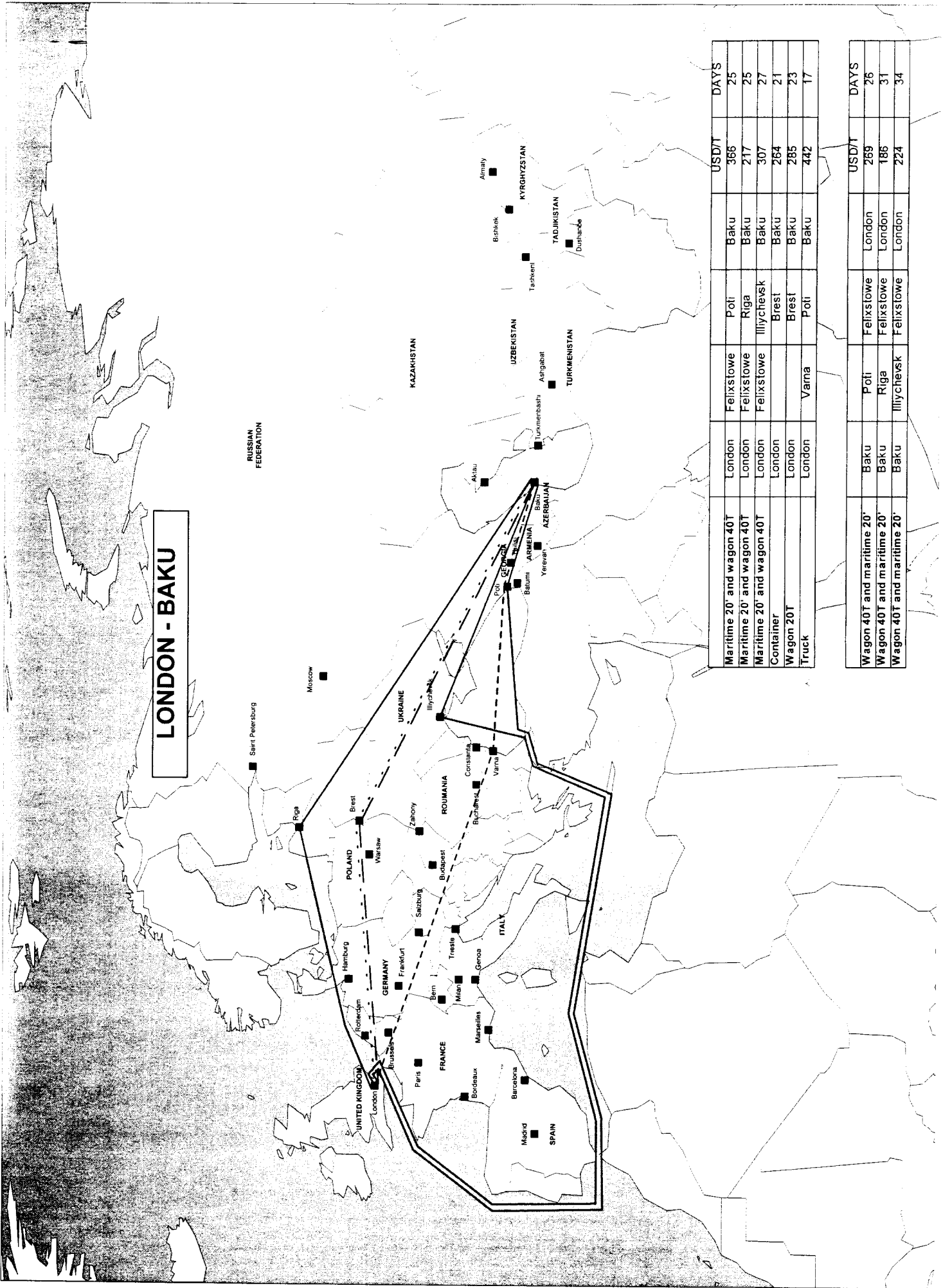
BRUSSELS - BAKU



	USD/T	DAYS				
Maritime 20' and wagon 40T	Brussels	Rotterdam	Poti	Baku	264	26
Maritime 20' and wagon 40T	Brussels	Rotterdam	Riga	Baku	189	22
Maritime 20' and wagon 40T	Brussels	Rotterdam	Illychevsk	Baku	278	27
Container	Brussels	Brest	Baku	246	19	
Wagon 20T	Brussels	Brest	Baku	274	21	
Truck	Brussels	Varna	Poti	Baku	417	15

	USD/T	DAYS			
Wagon 40T and maritime 20'	Baku	Rotterdam	Brussels	263	24
Wagon 40T and maritime 20'	Baku	Riga	Rotterdam	177	24
Wagon 40T and maritime 20'	Baku	Illychevsk	Rotterdam	224	33

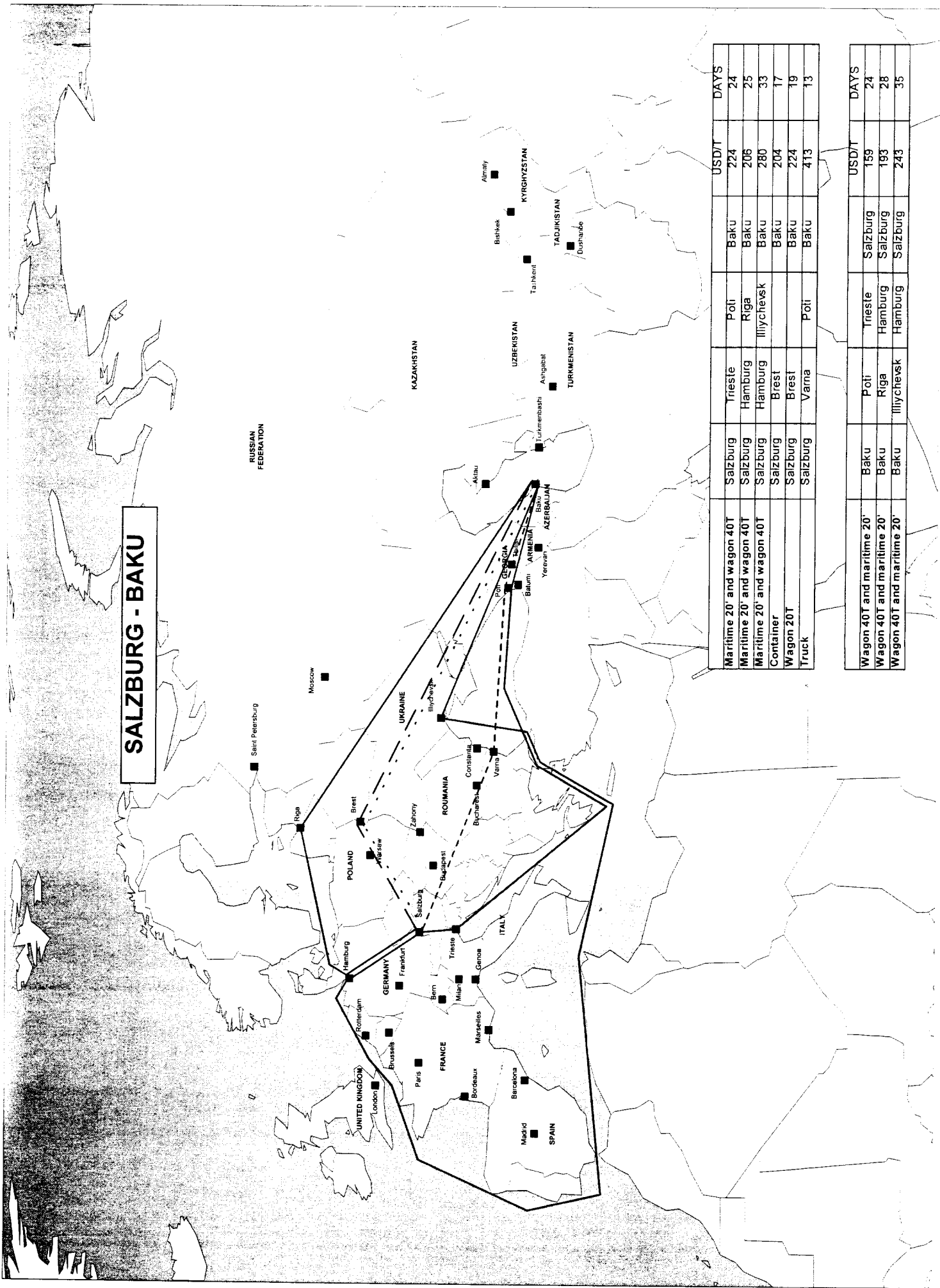
LONDON - BAKU



	USD/T	DAYS
Maritime 20' and wagon 40T	366	25
Maritime 20' and wagon 40T	217	25
Maritime 20' and wagon 40T	307	27
Container	264	21
Wagon 20T	285	23
Truck	442	17

	USD/T	DAYS
Wagon 40T and maritime 20'	269	26
Wagon 40T and maritime 20'	186	31
Wagon 40T and maritime 20'	224	34

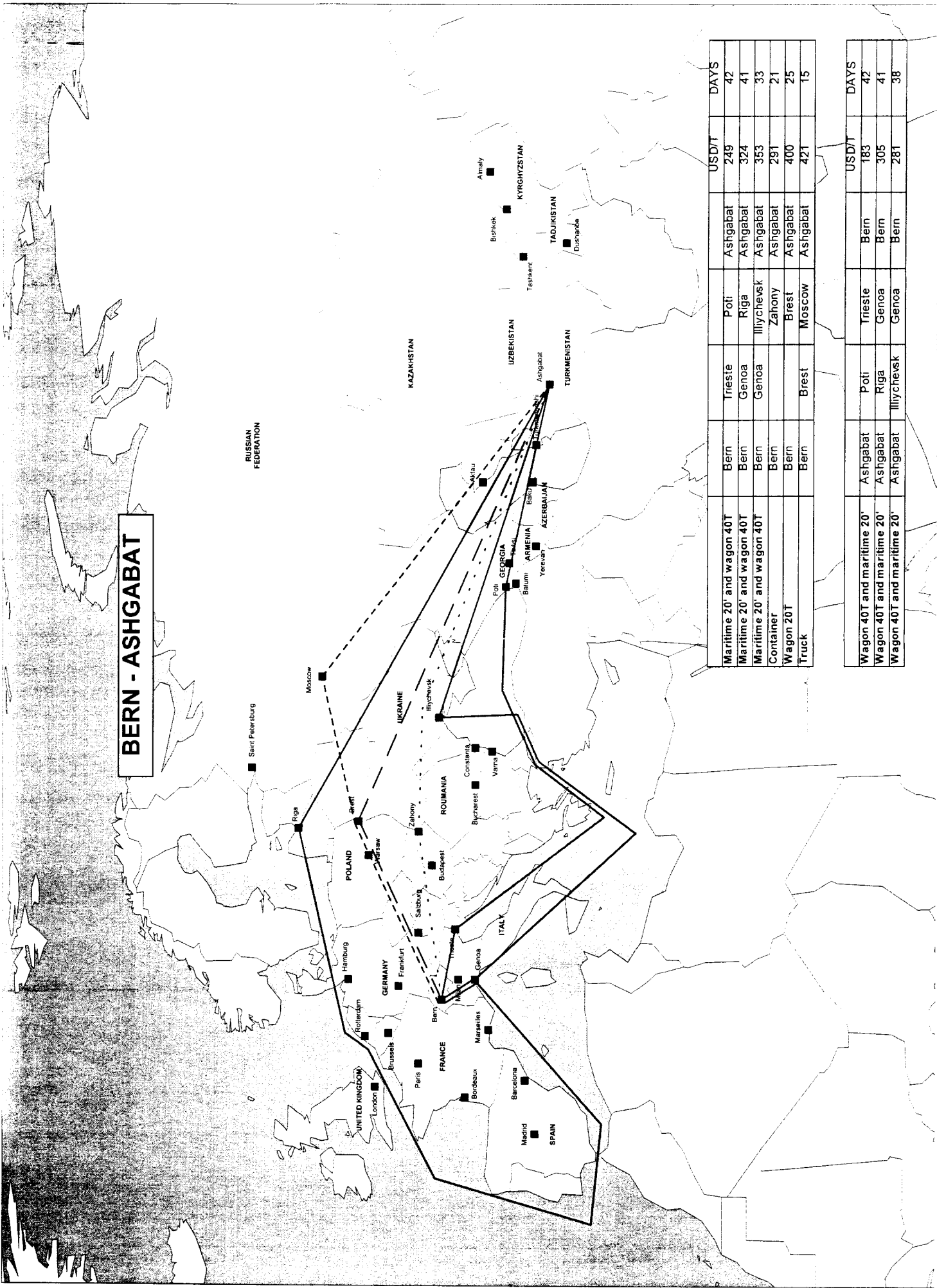
SALZBURG - BAKU



Mode	Origin	Destination	USD/T	DAYS
Maritime 20' and wagon 40T	Salzburg	Trieste	224	24
Maritime 20' and wagon 40T	Salzburg	Hamburg	206	25
Maritime 20' and wagon 40T	Salzburg	Illychevsk	280	33
Container	Salzburg	Brest	204	17
Wagon 20T	Salzburg	Brest	224	19
Truck	Salzburg	Varna	413	13

Mode	Origin	Destination	USD/T	DAYS
Wagon 40T and maritime 20'	Baku	Poti	159	24
Wagon 40T and maritime 20'	Baku	Hamburg	193	28
Wagon 40T and maritime 20'	Baku	Illychevsk	243	35

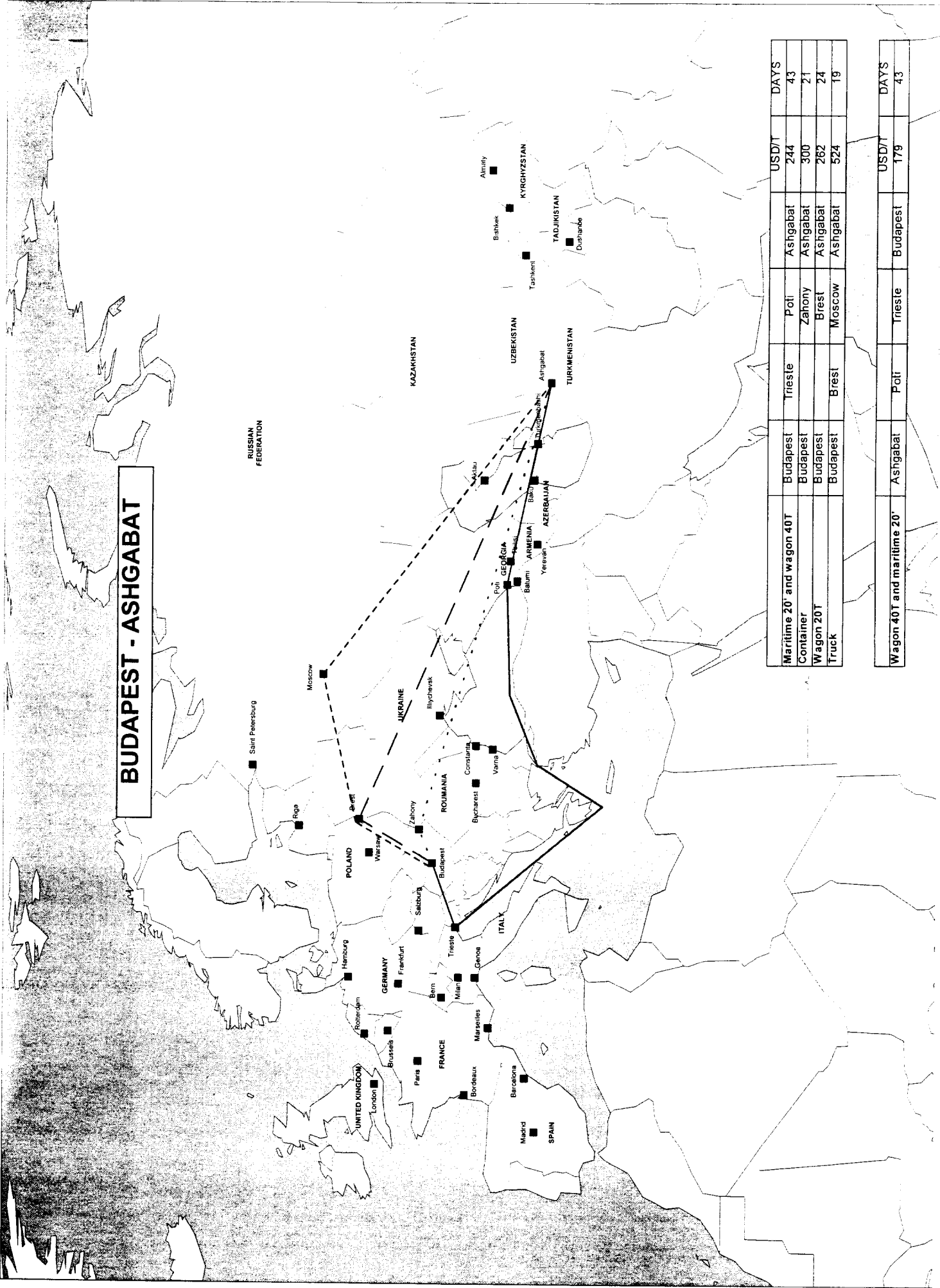
BERN - ASHGABAT



						USD/T	DAYS
Maritime 20' and wagon 40T	Bern	Trieste	Poti	Ashgabat	Ashgabat	249	42
Maritime 20' and wagon 40T	Bern	Genoa	Riga	Ashgabat	Ashgabat	324	41
Maritime 20' and wagon 40T	Bern	Genoa	Illychevsk	Ashgabat	Ashgabat	353	33
Container	Bern		Zahony	Ashgabat	Ashgabat	291	21
Wagon 20T	Bern	Brest	Brest	Ashgabat	Ashgabat	400	25
Truck	Bern	Brest	Moscow	Ashgabat	Ashgabat	421	15

						USD/T	DAYS
Wagon 40T and maritime 20'	Ashgabat	Poti	Trieste	Bern	Bern	183	42
Wagon 40T and maritime 20'	Ashgabat	Riga	Genoa	Bern	Bern	305	41
Wagon 40T and maritime 20'	Ashgabat	Illychevsk	Genoa	Bern	Bern	281	38

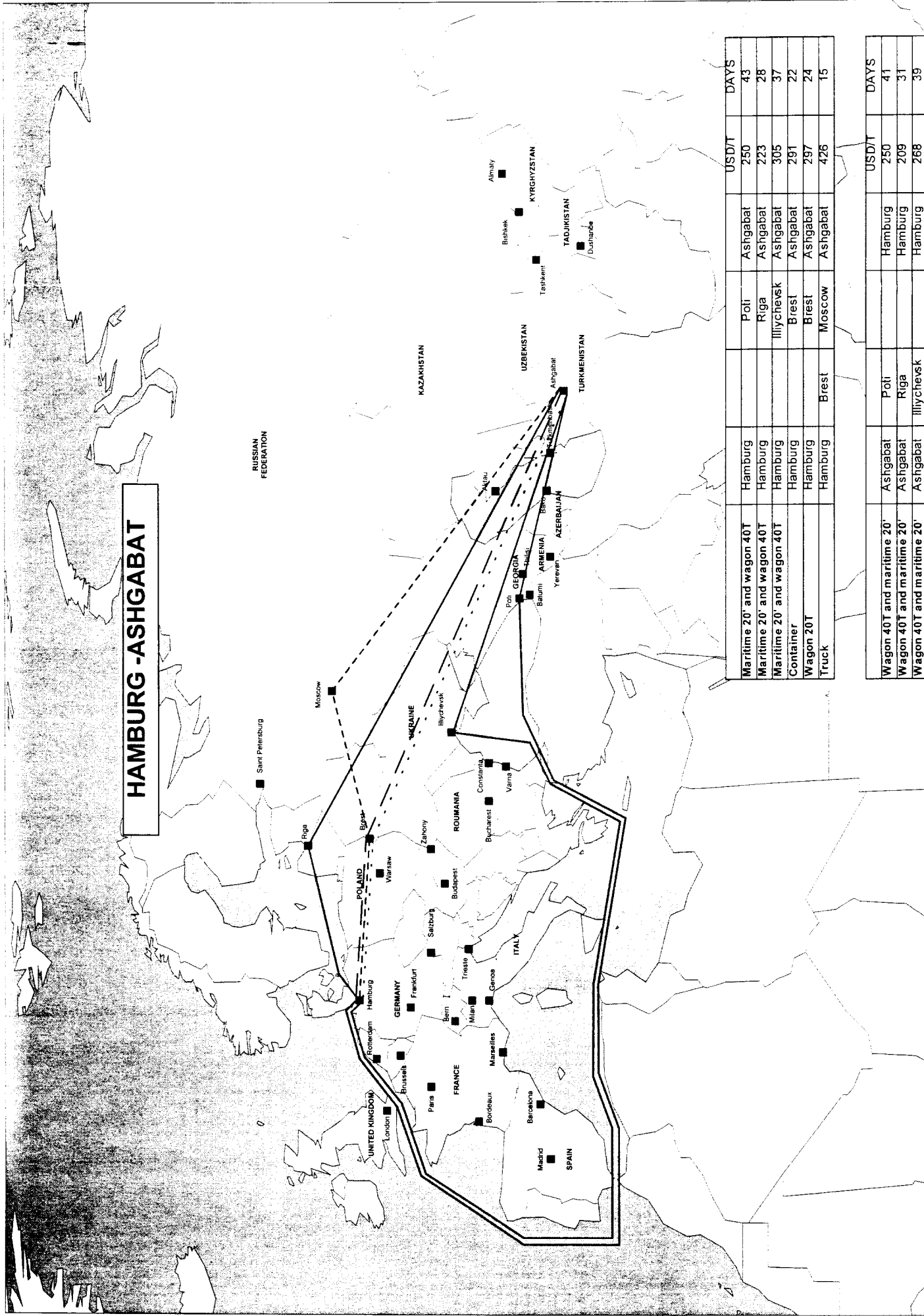
BUDAPEST - ASHGABAT



	Budapest	Trieste	Poti	Ashgabat	USD/T	DAYS
Maritime 20' and wagon 40T Container	Budapest	Trieste	Poti	Ashgabat	244	43
Wagon 20T	Budapest	Budapest	Zahony	Ashgabat	300	21
Truck	Budapest	Brest	Brest	Ashgabat	262	24
	Budapest	Moscow	Moscow	Ashgabat	524	19

	Ashgabat	Poti	Trieste	Budapest	USD/T	DAYS
Wagon 40T and maritime 20'	Ashgabat	Poti	Trieste	Budapest	179	43

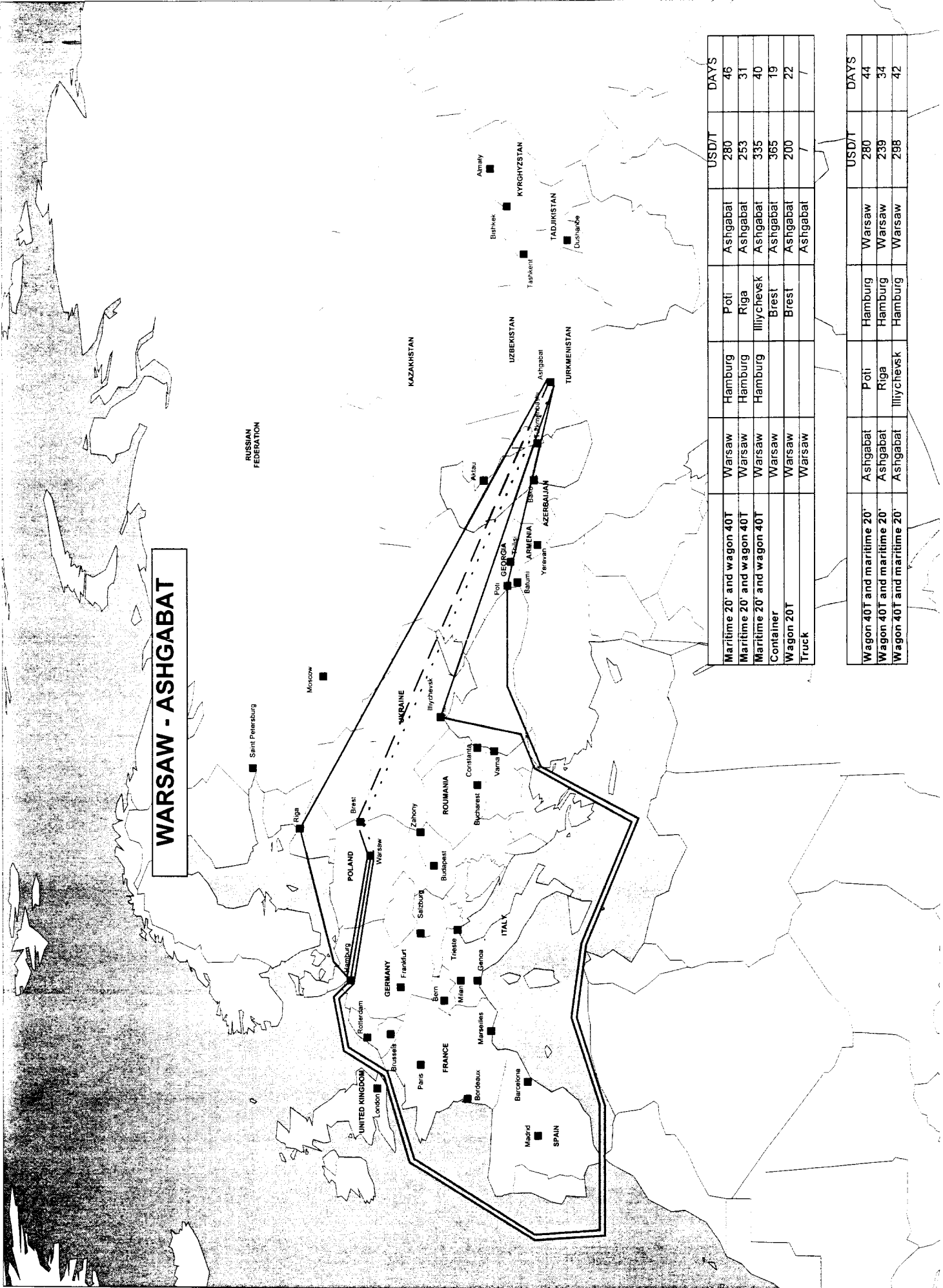
HAMBURG -ASHGABAT



	USD/T	DAYS
Maritime 20' and wagon 40T	250	43
Maritime 20' and wagon 40T	223	28
Maritime 20' and wagon 40T	305	37
Container	291	22
Wagon 20T	297	24
Truck	426	15

	USD/T	DAYS
Wagon 40T and maritime 20'	250	41
Wagon 40T and maritime 20'	209	31
Wagon 40T and maritime 20'	268	39

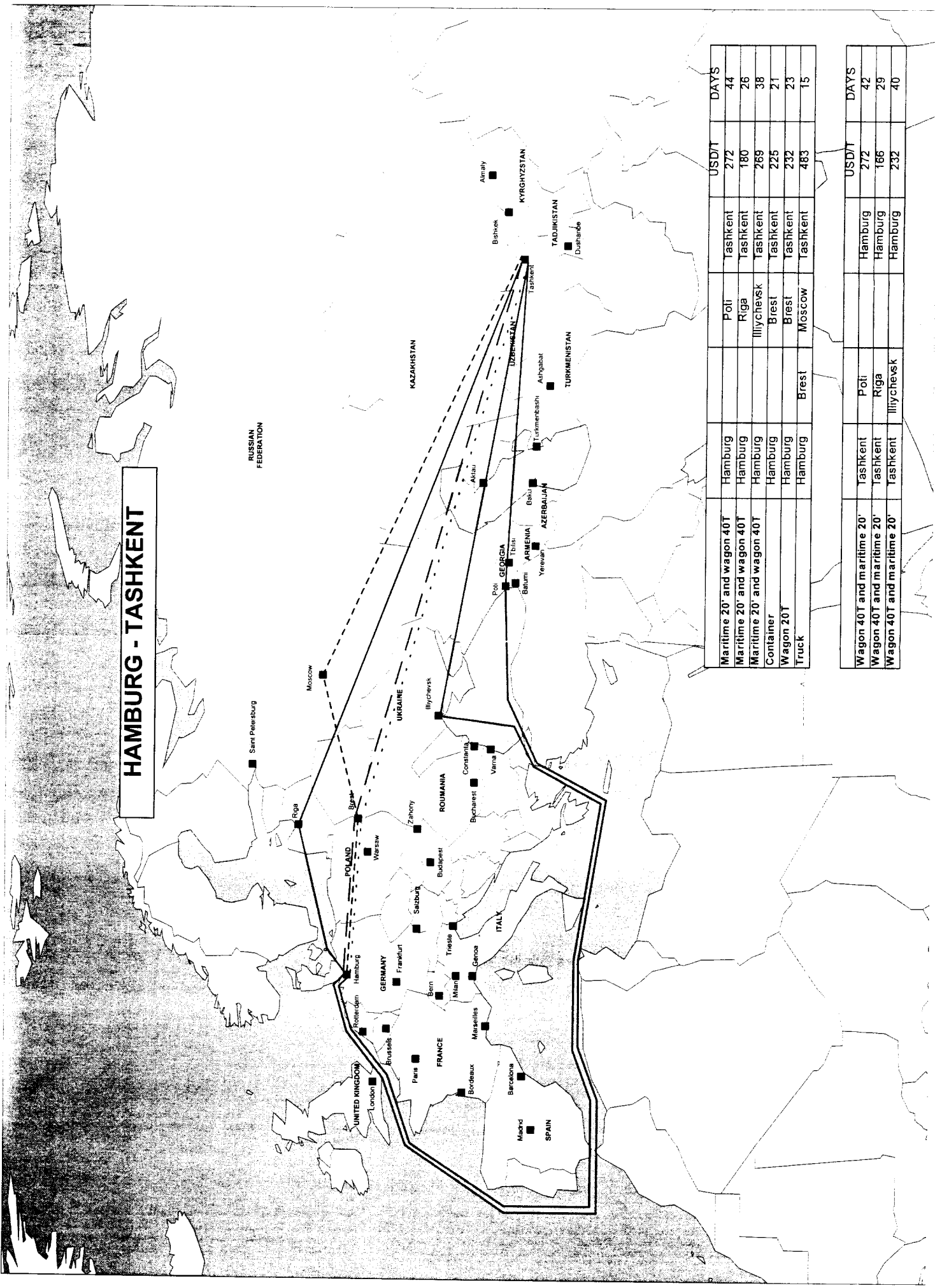
WARSAW - ASHGABAT



	USD/T	DAYS
Maritime 20' and wagon 40T	280	46
Maritime 20' and wagon 40T	253	31
Maritime 20' and wagon 40T	335	40
Container	365	19
Wagon 20T	200	22
Truck		

	USD/T	DAYS
Wagon 40T and maritime 20'	280	44
Wagon 40T and maritime 20'	239	34
Wagon 40T and maritime 20'	298	42

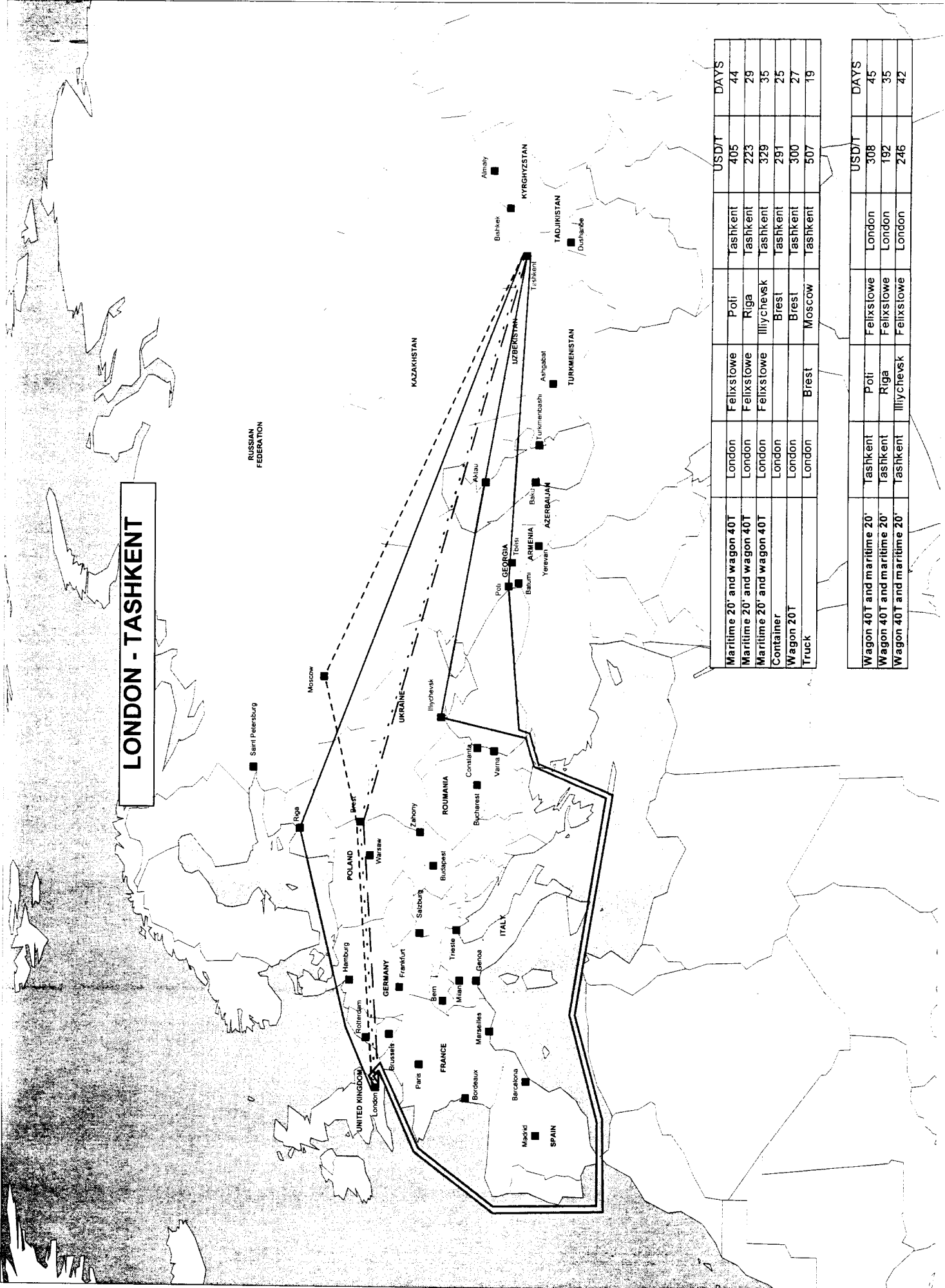
HAMBURG - TASHKENT



	USD/T	DAYS
Maritime 20' and wagon 40T	272	44
Maritime 20' and wagon 40T	180	26
Maritime 20' and wagon 40T	269	38
Container	225	21
Wagon 20T	232	23
Truck	483	15

	USD/T	DAYS
Wagon 40T and maritime 20'	272	42
Wagon 40T and maritime 20'	166	29
Wagon 40T and maritime 20'	232	40

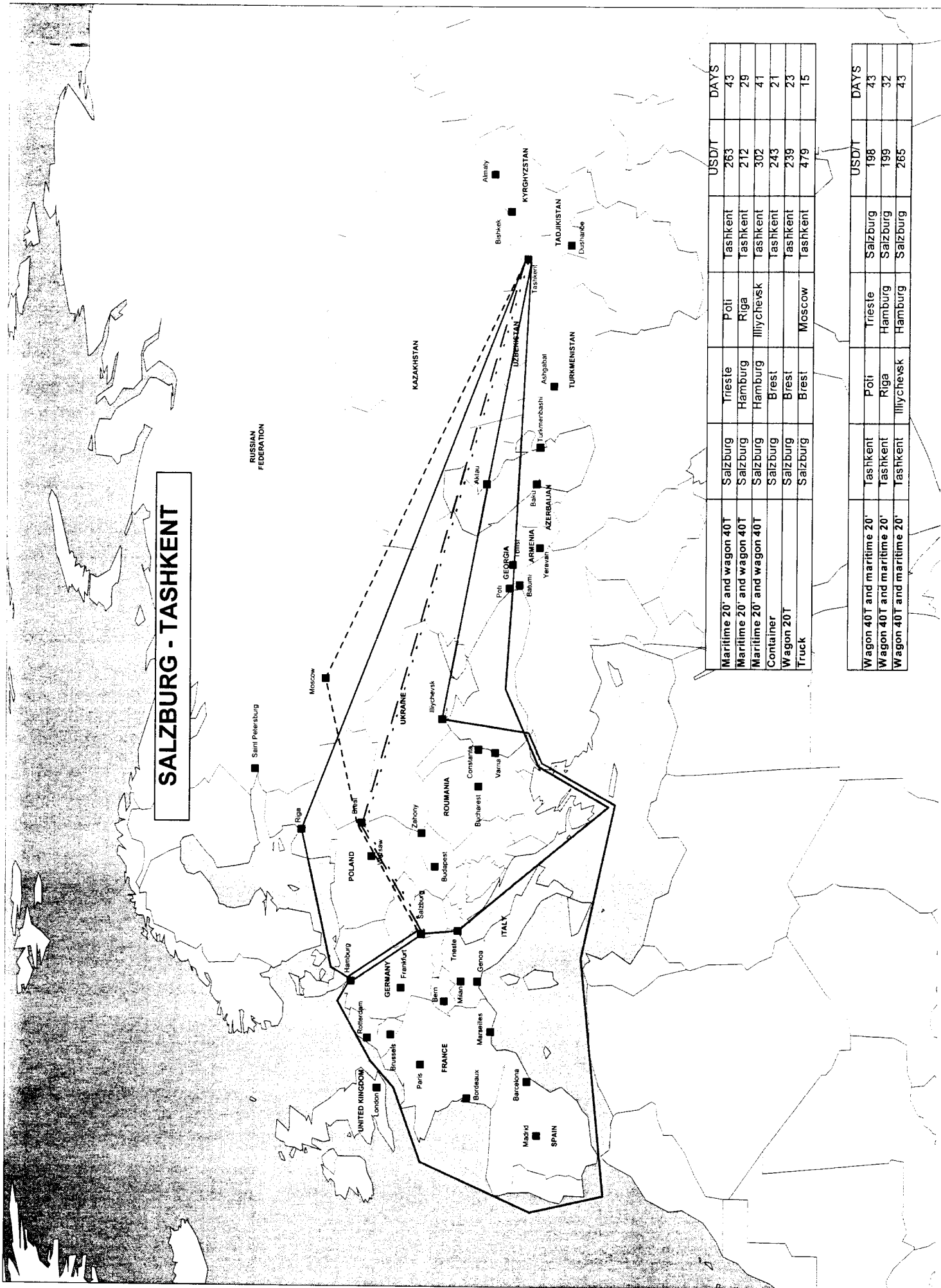
LONDON - TASHKENT



	USD/T	DAYS
Maritime 20' and wagon 40T	405	44
Maritime 20' and wagon 40T	223	29
Maritime 20' and wagon 40T	329	35
Container	291	25
Wagon 20T	300	27
Truck	507	19

	USD/T	DAYS
Wagon 40T and maritime 20'	308	45
Wagon 40T and maritime 20'	192	35
Wagon 40T and maritime 20'	246	42

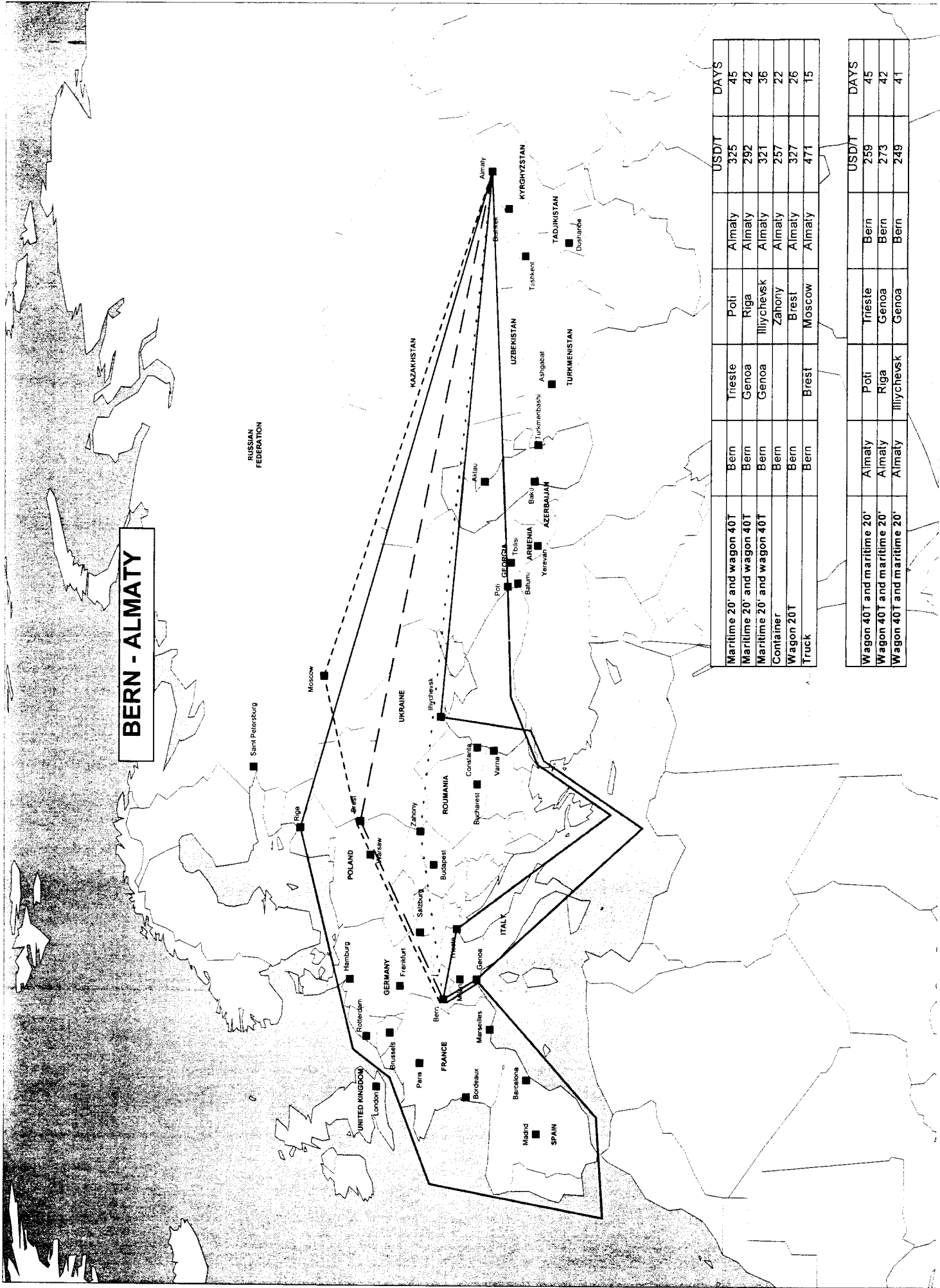
SALZBURG - TASHKENT



	USD/T	DAYS
Maritime 20' and wagon 40T	263	43
Maritime 20' and wagon 40T	212	29
Maritime 20' and wagon 40T	302	41
Container	243	21
Wagon 20T	239	23
Truck	479	15

	USD/T	DAYS
Wagon 40T and maritime 20'	198	43
Wagon 40T and maritime 20'	199	32
Wagon 40T and maritime 20'	265	43

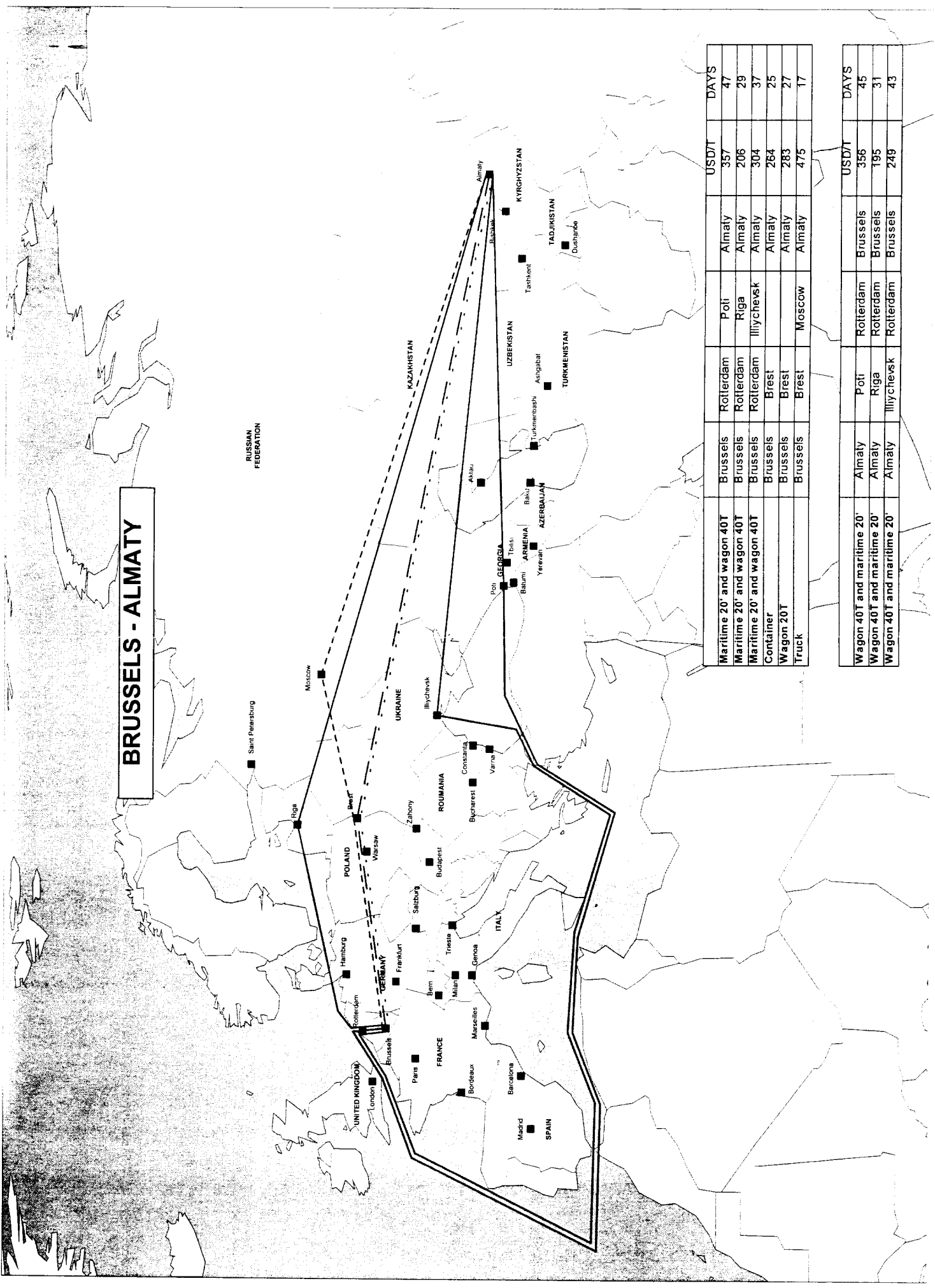
BERN - ALMATY



	BERN	TRIERSTE	POTI	ALMATY	USD/T	DAYS
Maritime 20' and wagon 40T	Bern	Trieste	Poti	Almaty	325	45
Maritime 20' and wagon 40T	Bern	Genoa	Riga	Almaty	292	42
Maritime 20' and wagon 40T	Bern	Genoa	Illychevsk	Almaty	321	36
Container	Bern	Zahony	Zahony	Almaty	257	22
Wagon 20T	Bern	Brest	Brest	Almaty	327	26
Truck	Bern	Moscow	Moscow	Almaty	471	15

	ALMATY	POTI	TRIERSTE	BERN	USD/T	DAYS
Wagon 40T and maritime 20'	Almaty	Poti	Trieste	Bern	259	45
Wagon 40T and maritime 20'	Almaty	Riga	Genoa	Bern	273	42
Wagon 40T and maritime 20'	Almaty	Illychevsk	Genoa	Bern	249	41

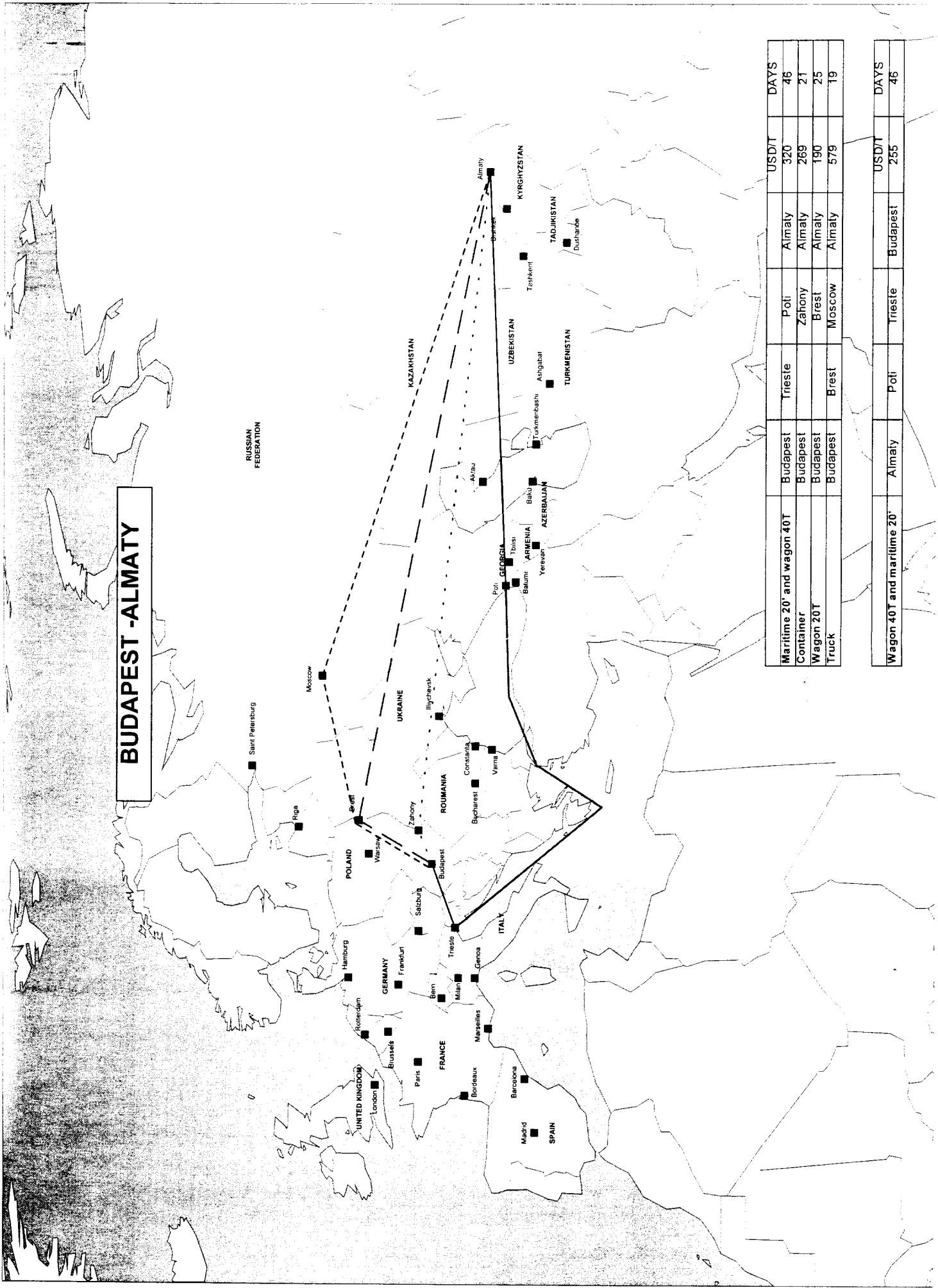
BRUSSELS - ALMATY



	Brussels	Rotterdam	Poti	Almaty	USD/T	DAYS
Maritime 20' and wagon 40T	Brussels	Rotterdam	Rotterdam	Almaty	357	47
Maritime 20' and wagon 40T	Brussels	Rotterdam	Riga	Almaty	206	29
Maritime 20' and wagon 40T	Brussels	Rotterdam	Illychevsk	Almaty	304	37
Container	Brussels	Brest		Almaty	264	25
Wagon 20T	Brussels	Brest		Almaty	283	27
Truck	Brussels	Brest	Moscow	Almaty	475	17

	Almaty	Poti	Rotterdam	Brussels	USD/T	DAYS
Wagon 40T and maritime 20'	Almaty	Poti	Rotterdam	Brussels	356	45
Wagon 40T and maritime 20'	Almaty	Riga	Rotterdam	Brussels	195	31
Wagon 40T and maritime 20'	Almaty	Illychevsk	Rotterdam	Brussels	249	43

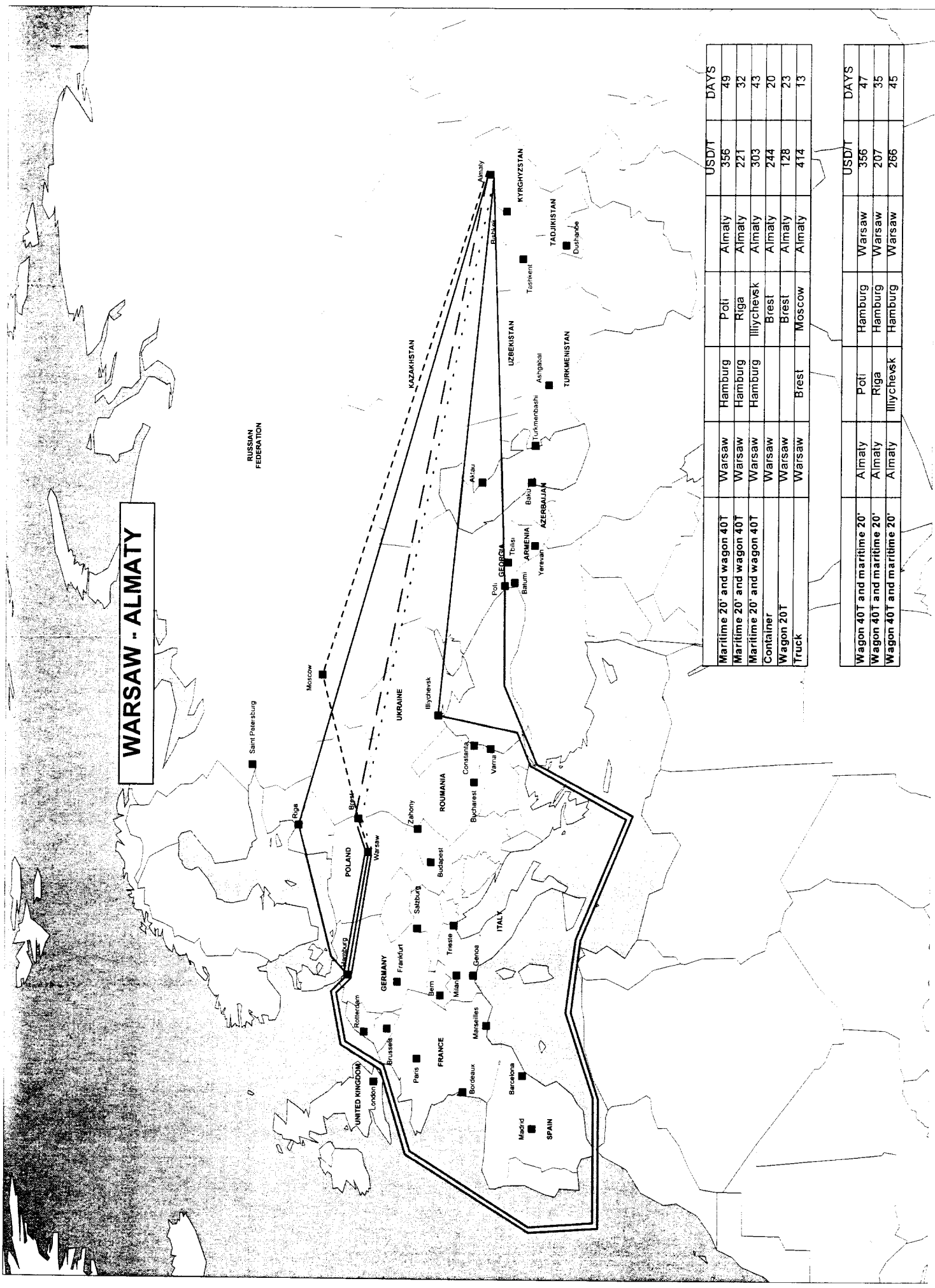
BUDAPEST -ALMATY



	Budapest	Trieste	Poti	Almaty	USD/T	DAYS
Maritime 20' and wagon 40T	Budapest	Trieste	Poti	Almaty	320	46
Container	Budapest	Budapest	Zahony	Almaty	269	21
Wagon 20T	Budapest	Budapest	Brest	Almaty	190	25
Truck	Budapest	Brest	Moscow	Almaty	579	19

	Almaty	Poti	Trieste	Budapest	USD/T	DAYS
Wagon 40T and maritime 20'	Almaty	Poti	Trieste	Budapest	255	46

WARSAW - ALMATY



	Warsaw	Hamburg	Poti	Almaty	USD/T	DAYS
Maritime 20' and wagon 40T	Warsaw	Hamburg	Poti	Almaty	356	49
Maritime 20' and wagon 40T	Warsaw	Hamburg	Riga	Almaty	221	32
Maritime 20' and wagon 40T	Warsaw	Hamburg	Illychevsk	Almaty	303	43
Container	Warsaw		Brest	Almaty	244	20
Wagon 20T	Warsaw	Brest	Brest	Almaty	128	23
Truck	Warsaw	Brest	Moscow	Almaty	414	13

	Almaty	Hamburg	Poti	Warsaw	USD/T	DAYS
Wagon 40T and maritime 20'	Almaty	Hamburg	Poti	Warsaw	356	47
Wagon 40T and maritime 20'	Almaty	Hamburg	Riga	Warsaw	207	35
Wagon 40T and maritime 20'	Almaty	Illychevsk	Hamburg	Warsaw	266	45

5. SYNTHESIS

The results produced in the present study give a snapshot of the tariffs and time limits condition of the freight transport between Europe and Central Asia by the time of the study realisation. Those results allow to get a better understanding of what are the major trends and difficulties of the transportation field in the TRACECA area. This synthesis presents what we consider to be the major aspects.

First of all, it may be of some importance to underline that the rapid economical and structural changes that have recently known the TRACECA area countries may affect drastically the results of this study. We strongly believe therefore that the tendencies and difficulties that are illustrated in this present study, could change under the state authority action of the TRACECA area countries and with the help of the European Community.

- On the whole, it has been a very hard work, for any person not involved in this type of job on a daily basis, to obtain precise and reliable information on tariffs, travel times and globally on transportation organisation in Central Asia. This lack of transparency, for western European operator, should curb the development of commercial relation with this area.
- For the time being, nearly all the railway traffic to and from Central Asia is realised via the Russian Federation. The considered development of both a railway corridor from western Europe via Romania and Bulgaria to the Black sea and a regularly ferry service from Illiychevsk, Constanta and/or Varna to Poti/Batumi, would open another reliable and competitive railway route to the far east. As we can estimate from our investigation, the impact on freight railway volume, tariffs and travel times from western Europe to Central Asia would be impressive.
- The comparison of tariffs and travel times between different transport modes (truck, railway, and composite railway & sea) demonstrates that the lorry shipping mode is far more expensive than the other modes and not necessary faster than the railway transport. On the other hand, the lorry mode still remains the most interesting way to assure a door to door delivery.
- The results of the same comparison between railway and composite (railway & sea) transport mode are not as obvious as the precedent comparison between truck and the other modes. Nevertheless, the following points and tendencies should be highlighted.
 - A huge disparity on tariff appears between different railway itineraries. For example, with a nearly comparable length route, the tariff from Poti to Almaty or Tashkent is almost double than the cost from Riga to Almaty or Tashkent. On the other hand, for some destinations like Baku or Ashgabat, the railway corridor between Poti and these cities is highly competitive.
 - For composite transportation via Black Sea seaports, the maritime part, that is not specifically in the field of our survey, represents nearly 50% of the total cost of the transport. Thus all the competitiveness of these routes is undermined by the maritime section of the transport.
 - Sea freight shipping via Russian seaports (Riga or St.-Petersburg) are always more competitive, in travel time and cost terms, than shipping made via Poti or Batumi. On this point, the comparison of tariffs of two representative sea routes : Genes-Riga or Genes-Poti, is eloquent.

It seems to be two major reasons for these huge differences on tariff and travel time between the two considered routes. Firstly, the Poti harbour installations are not large enough to afford the daily freight volume to be loaded/unloaded with the

currently existing installations. Waiting times for loading onto a container ship at the Poti seaport are among 10 days on average.

Secondly, should the Poti harbour installations problem be resolved, it would be of great interest to study how increasing the freight volume to Poti seaport could allow the tariffs to decrease and the shipping service frequency to improve. A rapid examination of this matter while realising the present study, seems to indicate that potential improvements are great.

In the present situation, the TRACECA corridor, is competitive only for a few couple of relation between Bern, Milan, Marseilles and Poti, Ashgabat, Baku, because of the major deficiencies that we have just pointed out.

The development of the TRACECA corridor should be obtained through an improvement not only of the railway services and tariffs, but also, of the port access to the corridor on the Black Sea. To some extent, the latter is the most important.

The potentialities of improvement are great. Sea freight could be improved in terms of tariff, travelling times, service frequency and harbour installations. The global organisation of railway transport by container in Central Asia could also be greatly improved by completing the relevant equipment of the major cities.

We believe that the sole decrease of the railway tariffs of the TRACECA corridor would be of minor impact on the global improvement of the system as long as the aforementioned improvements have not been realised.

This study has mainly been focused on the comparison of quantitative pieces of information such as tariffs, travel times and frequencies. The qualitative aspects have been raised in the course of the work; the outcomes issued from this activity have been examined with a transit expert assistance ; they appear as commentaries throughout the present document.

Some aspects that should have otherwise some impacts of the results of this study such as customs considerations, or specific consideration on railway of the TRACECA area, have been deliberately considered as being out of the specific field of this work. Lastly, the tariffs hereby gathered have not been the result of any negotiation that always occurs in real transactions, and have some influence on the final cost that could be obtained.

6. ANNEXES

All results are rounded up to the next unit.

RELATION BY RAILWAY CONTAINER 20' OR 40' BETWEEN EUROPEAN CITIES AND SEAPORTS


Bern	Genoa
Bern	Trieste
Bordeaux	Marseilles
Brussels	Rotterdam
Bucharest	Varna
Budapest	Trieste
Frankfurt/Main	Hamburg
Frankfurt/Main	Rotterdam
Frankfurt/Main	Trieste
London	Felixstowe
Madrid	Barcelona
Milan	Genoa
Paris	Dunkirk
Paris	Marseilles
Paris	Rotterdam
Paris	Trieste
Salzburg	Genoa
Salzburg	Hamburg
Salzburg	Trieste
Warsaw	Hamburg

TARIFFS AND DELAYS FOR TRUCK

(Without custom and insurance)

From Europe to Central Asia

Tariffs for truck (USD/Ton)

	Almaty	Baku	Tashkent	Ashgabat
Bern	471	413	479	421
Bordeaux	491	434	499	442
Brussels	475	417	483	426
Bucharest	/	/	/	/
Budapest	579	/	552	524
Frankfurt	471	413	479	421
Hamburg	475	417	483	426
London	499	442	507	450
Madrid	516	458	524	466
Milan	483	426	491	434
Paris	483	426	491	434
Salzburg	471	413	479	421
Warsaw	414	/	441	/

Delays for truck (Days)


	Almaty	Baku	Tashkent	Ashgabat
Bern	15	13	15	15
Bordeaux	19	17	19	19
Brussels	17	15	17	17
Bucharest	/	/	/	/
Budapest	19	/	19	19
Frankfurt	15	13	15	15
Hamburg	15	13	15	15
London	19	17	19	19
Madrid	21	19	21	21
Milan	17	15	17	17
Paris	17	15	17	17
Salzburg	15	13	15	15
Warsaw	13	/	13	/

The symbol / means that the relation isn't possible

TARIFFS AND DELAYS FOR CONTAINER LAST TRIP

From Europe to Central Asia

Tariffs for railway container 20' (USD/Ton)

	Almaty	Baku	Tashkent	Ashgabat
Bern	257	216	255	291
Bordeaux	260	241	268	332
Brussels	264	246	272	337
Bucharest	277	235	275	331
Budapest	269	243	279	300
Frankfurt	226	207	231	296
Hamburg	221	202	225	291
London	283	264	291	355
Madrid	402	384	411	475
Milan	246	205	244	301
Paris	247	228	255	320
Salzburg	245	204	243	300
Warsaw	244	228	256	365


Delays for railway container 20' (Days)

	Almaty	Baku	Tashkent	Ashgabat
Bern	22	17	20	21
Bordeaux	28	22	26	27
Brussels	25	19	23	24
Bucharest	24	19	22	23
Budapest	21	16	20	21
Frankfurt	23	17	21	22
Hamburg	23	17	21	22
London	27	21	25	26
Madrid	29	24	27	28
Milan	22	17	20	21
Paris	26	20	24	25
Salzburg	23	17	21	22
Warsaw	20	15	18	19


TARIFFS AND DELAYS FOR CARRIAGES

From Europe to Central Asia and back


Tariffs for railway carriage 20 Tons (USD/Ton)

	Almaty	Baku	Tashkent	Ashgabat
Bern	327	319	335	400
Bordeaux	303	295	310	375
Brussels	283	274	290	355
Bucharest	203	195	211	276
Budapest	190	182	197	262
Frankfurt	242	234	249	314
Hamburg	225	217	232	297
London	293	285	300	365
Madrid	481	473	488	553
Milan	283	275	290	355
Paris	285	277	293	357
Salzburg	232	224	239	304
Warsaw	128	120	135	200

Tariffs for railway carriage 40 Tons (USD/Ton)

	Almaty	Baku	Tashkent	Ashgabat
Bern	259	252	261	302
Bordeaux	248	241	251	291
Brussels	224	175	226	266
Bucharest	157	149	159	200
Budapest	145	137	147	187
Frankfurt	191	183	193	234
Hamburg	175	168	177	218
London	235	227	237	277
Madrid	426	418	428	469
Milan	222	215	224	265
Paris	228	221	230	271
Salzburg	178	211	180	221
Warsaw	86	78	88	128

Delays for railway carriage 20 Tons and 40 Tons (Days)

	Almaty	Baku	Tashkent	Ashgabat
Bern	26	20	24	25
Bordeaux	30	24	28	29
Brussels	27	21	25	26
Bucharest	27	21	25	26
Budapest	25	19	23	24
Frankfurt	25	19	23	24
Hamburg	25	19	23	24
London	29	23	27	28
Madrid	34	28	32	33
Milan	26	20	24	25
Paris	28	22	26	27
Salzburg	25	19	23	24
Warsaw	23	17	21	22

TARIFFS FOR COMPOSITE TRANSPORT (USD/Ton)

A) FROM EUROPE TO CENTRAL ASIA

1. Container 20'

Railway container 20'			Maritime container 20'			Carriage 40 Tons			Total
Bern	Genoa	43	Genoa	Riga	148	Riga	Almaty	101	292
Bern	Genoa	43	Genoa	Riga	148	Riga	Baku	84	275
Bern	Genoa	43	Genoa	Riga	148	Riga	Tashkent	90	281
Bern	Genoa	43	Genoa	Riga	148	Riga	Ashgabat	133	324
Bern	Genoa	43	Genoa	St Petersburg	151	St Petersburg	Almaty	97	291
Bern	Genoa	43	Genoa	St Petersburg	151	St Petersburg	Baku	83	277
Bern	Genoa	43	Genoa	St Petersburg	151	St Petersburg	Tashkent	91	284
Bern	Genoa	43	Genoa	St Petersburg	151	St Petersburg	Ashgabat	132	326
Bern	Genoa	43	Genoa	Illiychevsk	175	Illiychevsk	Almaty	103	321
Bern	Genoa	43	Genoa	Illiychevsk	175	Illiychevsk	Baku	77	296
Bern	Genoa	43	Genoa	Illiychevsk	175	Illiychevsk	Tashkent	99	317
Bern	Genoa	43	Genoa	Illiychevsk	175	Illiychevsk	Ashgabat	135	353
Bern	Genoa	43	Genoa	Poti	182	Poti	Almaty	157	382
Bern	Genoa	43	Genoa	Poti	182	Poti	Baku	64	289
Bern	Genoa	43	Genoa	Poti	182	Poti	Tashkent	103	328
Bern	Genoa	43	Genoa	Poti	182	Poti	Ashgabat	81	306
Bern	Trieste	31	Trieste	Poti	137	Poti	Almaty	157	325
Bern	Trieste	31	Trieste	Poti	137	Poti	Baku	64	232
Bern	Trieste	31	Trieste	Poti	137	Poti	Tashkent	103	271
Bern	Trieste	31	Trieste	Poti	137	Poti	Ashgabat	81	249

Bordeaux	Marseilles	56	Marseilles	Riga	150	Riga	Almaty	101	307
Bordeaux	Marseilles	56	Marseilles	Riga	150	Riga	Baku	84	290
Bordeaux	Marseilles	56	Marseilles	Riga	150	Riga	Tashkent	90	296
Bordeaux	Marseilles	56	Marseilles	Riga	150	Riga	Ashgabat	133	340
Bordeaux	Marseilles	56	Marseilles	St Petersburg	153	St Petersburg	Almaty	97	306
Bordeaux	Marseilles	56	Marseilles	St Petersburg	153	St Petersburg	Baku	83	292
Bordeaux	Marseilles	56	Marseilles	St Petersburg	153	St Petersburg	Tashkent	91	300
Bordeaux	Marseilles	56	Marseilles	St Petersburg	153	St Petersburg	Ashgabat	132	341
Bordeaux	Marseilles	56	Marseilles	Illiychevsk	178	Illiychevsk	Almaty	103	338
Bordeaux	Marseilles	56	Marseilles	Illiychevsk	178	Illiychevsk	Baku	77	312
Bordeaux	Marseilles	56	Marseilles	Illiychevsk	178	Illiychevsk	Tashkent	99	334
Bordeaux	Marseilles	56	Marseilles	Illiychevsk	178	Illiychevsk	Ashgabat	135	369
Bordeaux	Marseilles	56	Marseilles	Poti	185	Poti	Almaty	157	398
Bordeaux	Marseilles	56	Marseilles	Poti	185	Poti	Baku	64	305
Bordeaux	Marseilles	56	Marseilles	Poti	185	Poti	Tashkent	103	344
Bordeaux	Marseilles	56	Marseilles	Poti	185	Poti	Ashgabat	81	322

Brussels	Rotterdam	36	Rotterdam	Riga	69	Riga	Almaty	101	206
Brussels	Rotterdam	36	Rotterdam	Riga	69	Riga	Baku	84	189
Brussels	Rotterdam	36	Rotterdam	Riga	69	Riga	Tashkent	90	195
Brussels	Rotterdam	36	Rotterdam	Riga	69	Riga	Ashgabat	133	238
Brussels	Rotterdam	36	Rotterdam	St Petersburg	72	St Petersburg	Almaty	97	205
Brussels	Rotterdam	36	Rotterdam	St Petersburg	72	St Petersburg	Baku	83	190
Brussels	Rotterdam	36	Rotterdam	St Petersburg	72	St Petersburg	Tashkent	91	198
Brussels	Rotterdam	36	Rotterdam	St Petersburg	72	St Petersburg	Ashgabat	132	240
Brussels	Rotterdam	36	Rotterdam	Illiychevsk	165	Illiychevsk	Almaty	103	304
Brussels	Rotterdam	36	Rotterdam	Illiychevsk	165	Illiychevsk	Baku	77	278
Brussels	Rotterdam	36	Rotterdam	Illiychevsk	165	Illiychevsk	Tashkent	99	300
Brussels	Rotterdam	36	Rotterdam	Illiychevsk	165	Illiychevsk	Ashgabat	135	336
Brussels	Rotterdam	36	Rotterdam	Poti	164	Poti	Almaty	157	357
Brussels	Rotterdam	36	Rotterdam	Poti	164	Poti	Baku	64	264
Brussels	Rotterdam	36	Rotterdam	Poti	164	Poti	Tashkent	103	303
Brussels	Rotterdam	36	Rotterdam	Poti	164	Poti	Ashgabat	81	281

TARIFFS FOR COMPOSITE TRANSPORT (USD/Ton)

Railway container 20'			Maritime container 20'			Carriage 40 Tons			Total
Bucharest	Varna	27	Varna	Poti	62	Poti	Almaty	157	246
Bucharest	Varna	27	Varna	Poti	62	Poti	Baku	64	153
Bucharest	Varna	27	Varna	Poti	62	Poti	Tashkent	103	192
Bucharest	Varna	27	Varna	Poti	62	Poti	Ashgabat	81	170

Budapest	Trieste	26	Trieste	Poti	137	Poti	Almaty	157	320
Budapest	Trieste	26	Trieste	Poti	137	Poti	Baku	64	227
Budapest	Trieste	26	Trieste	Poti	137	Poti	Tashkent	103	266
Budapest	Trieste	26	Trieste	Poti	137	Poti	Ashgabat	81	244

Frankfurt	Hamburg	46	Hamburg	Riga	89	Riga	Almaty	101	236
Frankfurt	Hamburg	46	Hamburg	Riga	89	Riga	Baku	84	219
Frankfurt	Hamburg	46	Hamburg	Riga	89	Riga	Tashkent	90	225
Frankfurt	Hamburg	46	Hamburg	Riga	89	Riga	Ashgabat	133	269
Frankfurt	Hamburg	46	Hamburg	St Petersburg	93	St Petersburg	Almaty	97	235
Frankfurt	Hamburg	46	Hamburg	St Petersburg	93	St Petersburg	Baku	83	221
Frankfurt	Hamburg	46	Hamburg	St Petersburg	93	St Petersburg	Tashkent	91	229
Frankfurt	Hamburg	46	Hamburg	St Petersburg	93	St Petersburg	Ashgabat	132	270
Frankfurt	Hamburg	46	Hamburg	Illychevsk	170	Illychevsk	Almaty	103	319
Frankfurt	Hamburg	46	Hamburg	Illychevsk	170	Illychevsk	Baku	77	293
Frankfurt	Hamburg	46	Hamburg	Illychevsk	170	Illychevsk	Tashkent	99	315
Frankfurt	Hamburg	46	Hamburg	Illychevsk	170	Illychevsk	Ashgabat	135	350
Frankfurt	Hamburg	46	Hamburg	Poti	169	Poti	Almaty	157	372
Frankfurt	Hamburg	46	Hamburg	Poti	169	Poti	Baku	64	279
Frankfurt	Hamburg	46	Hamburg	Poti	169	Poti	Tashkent	103	318
Frankfurt	Hamburg	46	Hamburg	Poti	169	Poti	Ashgabat	81	296
Frankfurt	Rotterdam	21	Rotterdam	Riga	69	Riga	Almaty	101	191
Frankfurt	Rotterdam	21	Rotterdam	Riga	69	Riga	Baku	84	174
Frankfurt	Rotterdam	21	Rotterdam	Riga	69	Riga	Tashkent	90	180
Frankfurt	Rotterdam	21	Rotterdam	Riga	69	Riga	Ashgabat	133	223
Frankfurt	Rotterdam	21	Rotterdam	St Petersburg	72	St Petersburg	Almaty	97	190
Frankfurt	Rotterdam	21	Rotterdam	St Petersburg	72	St Petersburg	Baku	83	176
Frankfurt	Rotterdam	21	Rotterdam	St Petersburg	72	St Petersburg	Tashkent	91	184
Frankfurt	Rotterdam	21	Rotterdam	St Petersburg	72	St Petersburg	Ashgabat	132	225
Frankfurt	Rotterdam	21	Rotterdam	Illychevsk	165	Illychevsk	Almaty	103	289
Frankfurt	Rotterdam	21	Rotterdam	Illychevsk	165	Illychevsk	Baku	77	264
Frankfurt	Rotterdam	21	Rotterdam	Illychevsk	165	Illychevsk	Tashkent	99	286
Frankfurt	Rotterdam	21	Rotterdam	Illychevsk	165	Illychevsk	Ashgabat	135	321
Frankfurt	Rotterdam	21	Rotterdam	Poti	164	Poti	Almaty	157	343
Frankfurt	Rotterdam	21	Rotterdam	Poti	164	Poti	Baku	64	250
Frankfurt	Rotterdam	21	Rotterdam	Poti	164	Poti	Tashkent	103	289
Frankfurt	Rotterdam	21	Rotterdam	Poti	164	Poti	Ashgabat	81	267
Frankfurt	Trieste	97	Trieste	Poti	137	Poti	Almaty	157	391
Frankfurt	Trieste	97	Trieste	Poti	137	Poti	Baku	64	298
Frankfurt	Trieste	97	Trieste	Poti	137	Poti	Tashkent	103	337
Frankfurt	Trieste	97	Trieste	Poti	137	Poti	Ashgabat	81	315

Hamburg	Riga	89	Riga	Almaty	101	191
Hamburg	Riga	89	Riga	Baku	84	174
Hamburg	Riga	89	Riga	Tashkent	90	180
Hamburg	Riga	89	Riga	Ashgabat	133	223
Hamburg	St Petersburg	93	St Petersburg	Almaty	97	190
Hamburg	St Petersburg	93	St Petersburg	Baku	83	175
Hamburg	St Petersburg	93	St Petersburg	Tashkent	91	183
Hamburg	St Petersburg	93	St Petersburg	Ashgabat	132	224
Hamburg	Illychevsk	170	Illychevsk	Almaty	103	273
Hamburg	Illychevsk	170	Illychevsk	Baku	77	247

TARIFFS FOR COMPOSITE TRANSPORT (USD/Ton)

Railway container 20'			Maritime container 20'			Carriage 40 Tons			Total
	Hamburg		Illiychevsk	170	Illiychevsk	Tashkent	99	269	
	Hamburg		Illiychevsk	170	Illiychevsk	Ashgabat	135	305	
	Hamburg		Poti	169	Poti	Almaty	157	326	
	Hamburg		Poti	169	Poti	Baku	64	233	
	Hamburg		Poti	169	Poti	Tashkent	103	272	
	Hamburg		Poti	169	Poti	Ashgabat	81	250	

London	Felixstowe	27	Felixstowe	Riga	106	Riga	Almaty	101	234
London	Felixstowe	27	Felixstowe	Riga	106	Riga	Baku	84	217
London	Felixstowe	27	Felixstowe	Riga	106	Riga	Tashkent	90	223
London	Felixstowe	27	Felixstowe	Riga	106	Riga	Ashgabat	133	266
London	Felixstowe	27	Felixstowe	St Petersburg	109	St Petersburg	Almaty	97	233
London	Felixstowe	27	Felixstowe	St Petersburg	109	St Petersburg	Baku	83	219
London	Felixstowe	27	Felixstowe	St Petersburg	109	St Petersburg	Tashkent	91	227
London	Felixstowe	27	Felixstowe	St Petersburg	109	St Petersburg	Ashgabat	132	268
London	Felixstowe	27	Felixstowe	Illiychevsk	202	Illiychevsk	Almaty	103	332
London	Felixstowe	27	Felixstowe	Illiychevsk	202	Illiychevsk	Baku	77	306
London	Felixstowe	27	Felixstowe	Illiychevsk	202	Illiychevsk	Tashkent	99	328
London	Felixstowe	27	Felixstowe	Illiychevsk	202	Illiychevsk	Ashgabat	135	364
London	Felixstowe	27	Felixstowe	Poti	275	Poti	Almaty	157	459
London	Felixstowe	27	Felixstowe	Poti	275	Poti	Baku	64	366
London	Felixstowe	27	Felixstowe	Poti	275	Poti	Tashkent	103	405
London	Felixstowe	27	Felixstowe	Poti	275	Poti	Ashgabat	81	383

Madrid	Barcelona	27	Barcelona	Riga	138	Riga	Almaty	101	267
Madrid	Barcelona	27	Barcelona	Riga	138	Riga	Baku	84	249
Madrid	Barcelona	27	Barcelona	Riga	138	Riga	Tashkent	90	255
Madrid	Barcelona	27	Barcelona	Riga	138	Riga	Ashgabat	133	299
Madrid	Barcelona	27	Barcelona	St Petersburg	141	St Petersburg	Almaty	97	265
Madrid	Barcelona	27	Barcelona	St Petersburg	141	St Petersburg	Baku	83	251
Madrid	Barcelona	27	Barcelona	St Petersburg	141	St Petersburg	Tashkent	91	259
Madrid	Barcelona	27	Barcelona	St Petersburg	141	St Petersburg	Ashgabat	132	300
Madrid	Barcelona	27	Barcelona	Illiychevsk	139	Illiychevsk	Almaty	103	269
Madrid	Barcelona	27	Barcelona	Illiychevsk	139	Illiychevsk	Baku	77	244
Madrid	Barcelona	27	Barcelona	Illiychevsk	139	Illiychevsk	Tashkent	99	265
Madrid	Barcelona	27	Barcelona	Illiychevsk	139	Illiychevsk	Ashgabat	135	301
Madrid	Barcelona	27	Barcelona	Poti	223	Poti	Almaty	157	407
Madrid	Barcelona	27	Barcelona	Poti	223	Poti	Baku	64	314
Madrid	Barcelona	27	Barcelona	Poti	223	Poti	Tashkent	103	353
Madrid	Barcelona	27	Barcelona	Poti	223	Poti	Ashgabat	81	331

Milan	Genoa	25	Genoa	Riga	148	Riga	Almaty	101	274
Milan	Genoa	25	Genoa	Riga	148	Riga	Baku	84	257
Milan	Genoa	25	Genoa	Riga	148	Riga	Tashkent	90	263
Milan	Genoa	25	Genoa	Riga	148	Riga	Ashgabat	133	306
Milan	Genoa	25	Genoa	St Petersburg	151	St Petersburg	Almaty	97	273
Milan	Genoa	25	Genoa	St Petersburg	151	St Petersburg	Baku	83	258
Milan	Genoa	25	Genoa	St Petersburg	151	St Petersburg	Tashkent	91	266
Milan	Genoa	25	Genoa	St Petersburg	151	St Petersburg	Ashgabat	132	307
Milan	Genoa	25	Genoa	Illiychevsk	175	Illiychevsk	Almaty	103	303
Milan	Genoa	25	Genoa	Illiychevsk	175	Illiychevsk	Baku	77	277
Milan	Genoa	25	Genoa	Illiychevsk	175	Illiychevsk	Tashkent	99	299
Milan	Genoa	25	Genoa	Illiychevsk	175	Illiychevsk	Ashgabat	135	335
Milan	Genoa	25	Genoa	Poti	182	Poti	Almaty	157	363
Milan	Genoa	25	Genoa	Poti	182	Poti	Baku	64	270
Milan	Genoa	25	Genoa	Poti	182	Poti	Tashkent	103	309
Milan	Genoa	25	Genoa	Poti	182	Poti	Ashgabat	81	287

TARIFFS FOR COMPOSITE TRANSPORT (USD/Ton)

Railway container 20'			Maritime container 20'			Carriage 40 Tons			Total
Paris	Dunkirk	42	Dunkirk	Riga	76	Riga	Almaty	101	219
Paris	Dunkirk	42	Dunkirk	Riga	76	Riga	Baku	84	202
Paris	Dunkirk	42	Dunkirk	Riga	76	Riga	Tashkent	90	208
Paris	Dunkirk	42	Dunkirk	Riga	76	Riga	Ashgabat	133	252
Paris	Dunkirk	42	Dunkirk	St Petersburg	84	St Petersburg	Almaty	97	223
Paris	Dunkirk	42	Dunkirk	St Petersburg	84	St Petersburg	Baku	83	208
Paris	Dunkirk	42	Dunkirk	St Petersburg	84	St Petersburg	Tashkent	91	216
Paris	Dunkirk	42	Dunkirk	St Petersburg	84	St Petersburg	Ashgabat	132	257
Paris	Marseilles	65	Marseilles	Riga	150	Riga	Almaty	101	316
Paris	Marseilles	65	Marseilles	Riga	150	Riga	Baku	84	299
Paris	Marseilles	65	Marseilles	Riga	150	Riga	Tashkent	90	305
Paris	Marseilles	65	Marseilles	Riga	150	Riga	Ashgabat	133	348
Paris	Marseilles	65	Marseilles	St Petersburg	153	St Petersburg	Almaty	97	315
Paris	Marseilles	65	Marseilles	St Petersburg	153	St Petersburg	Baku	83	301
Paris	Marseilles	65	Marseilles	St Petersburg	153	St Petersburg	Tashkent	91	309
Paris	Marseilles	65	Marseilles	St Petersburg	153	St Petersburg	Ashgabat	132	350
Paris	Marseilles	65	Marseilles	Illiychevsk	178	Illiychevsk	Almaty	103	346
Paris	Marseilles	65	Marseilles	Illiychevsk	178	Illiychevsk	Baku	77	321
Paris	Marseilles	65	Marseilles	Illiychevsk	178	Illiychevsk	Tashkent	99	343
Paris	Marseilles	65	Marseilles	Illiychevsk	178	Illiychevsk	Ashgabat	135	378
Paris	Marseilles	65	Marseilles	Poti	185	Poti	Almaty	157	407
Paris	Marseilles	65	Marseilles	Poti	185	Poti	Baku	64	314
Paris	Marseilles	65	Marseilles	Poti	185	Poti	Tashkent	103	353
Paris	Marseilles	65	Marseilles	Poti	185	Poti	Ashgabat	81	331
Paris	Rotterdam	50	Rotterdam	Riga	69	Riga	Almaty	101	220
Paris	Rotterdam	50	Rotterdam	Riga	69	Riga	Baku	84	203
Paris	Rotterdam	50	Rotterdam	Riga	69	Riga	Tashkent	90	209
Paris	Rotterdam	50	Rotterdam	Riga	69	Riga	Ashgabat	133	252
Paris	Rotterdam	50	Rotterdam	St Petersburg	72	St Petersburg	Almaty	97	219
Paris	Rotterdam	50	Rotterdam	St Petersburg	72	St Petersburg	Baku	83	205
Paris	Rotterdam	50	Rotterdam	St Petersburg	72	St Petersburg	Tashkent	91	213
Paris	Rotterdam	50	Rotterdam	St Petersburg	72	St Petersburg	Ashgabat	132	254
Paris	Rotterdam	50	Rotterdam	Illiychevsk	165	Illiychevsk	Almaty	103	318
Paris	Rotterdam	50	Rotterdam	Illiychevsk	165	Illiychevsk	Baku	77	293
Paris	Rotterdam	50	Rotterdam	Illiychevsk	165	Illiychevsk	Tashkent	99	314
Paris	Rotterdam	50	Rotterdam	Illiychevsk	165	Illiychevsk	Ashgabat	135	350
Paris	Rotterdam	50	Rotterdam	Poti	164	Poti	Almaty	157	371
Paris	Rotterdam	50	Rotterdam	Poti	164	Poti	Baku	64	278
Paris	Rotterdam	50	Rotterdam	Poti	164	Poti	Tashkent	103	317
Paris	Rotterdam	50	Rotterdam	Poti	164	Poti	Ashgabat	81	295
Paris	Trieste	67	Trieste	Poti	137	Poti	Almaty	157	361
Paris	Trieste	67	Trieste	Poti	137	Poti	Baku	64	268
Paris	Trieste	67	Trieste	Poti	137	Poti	Tashkent	103	307
Paris	Trieste	67	Trieste	Poti	137	Poti	Ashgabat	81	285

Salzburg	Genoa	34	Genoa	Riga	148	Riga	Almaty	101	283
Salzburg	Genoa	34	Genoa	Riga	148	Riga	Baku	84	266
Salzburg	Genoa	34	Genoa	Riga	148	Riga	Tashkent	90	272
Salzburg	Genoa	34	Genoa	Riga	148	Riga	Ashgabat	133	315
Salzburg	Genoa	34	Genoa	St Petersburg	151	St Petersburg	Almaty	97	282
Salzburg	Genoa	34	Genoa	St Petersburg	151	St Petersburg	Baku	83	268
Salzburg	Genoa	34	Genoa	St Petersburg	151	St Petersburg	Tashkent	91	276
Salzburg	Genoa	34	Genoa	St Petersburg	151	St Petersburg	Ashgabat	132	317
Salzburg	Genoa	34	Genoa	Illiychevsk	175	Illiychevsk	Almaty	103	312
Salzburg	Genoa	34	Genoa	Illiychevsk	175	Illiychevsk	Baku	77	287
Salzburg	Genoa	34	Genoa	Illiychevsk	175	Illiychevsk	Tashkent	99	308
Salzburg	Genoa	34	Genoa	Illiychevsk	175	Illiychevsk	Ashgabat	135	344
Salzburg	Genoa	34	Genoa	Poti	182	Poti	Almaty	157	373

TARIFFS FOR COMPOSITE TRANSPORT (USD/Ton)

Railway container 20'			Maritime container 20'			Carriage 40 Tons			Total
Salzburg	Genoa	34	Genoa	Poti	182	Poti	Baku	64	280
Salzburg	Genoa	34	Genoa	Poti	182	Poti	Tashkent	103	319
Salzburg	Genoa	34	Genoa	Poti	182	Poti	Ashgabat	81	297
Salzburg	Hamburg	33	Hamburg	Riga	89	Riga	Almaty	101	223
Salzburg	Hamburg	33	Hamburg	Riga	89	Riga	Baku	84	206
Salzburg	Hamburg	33	Hamburg	Riga	89	Riga	Tashkent	90	212
Salzburg	Hamburg	33	Hamburg	Riga	89	Riga	Ashgabat	133	256
Salzburg	Hamburg	33	Hamburg	St Petersburg	93	St Petersburg	Almaty	97	222
Salzburg	Hamburg	33	Hamburg	St Petersburg	93	St Petersburg	Baku	83	208
Salzburg	Hamburg	33	Hamburg	St Petersburg	93	St Petersburg	Tashkent	91	216
Salzburg	Hamburg	33	Hamburg	St Petersburg	93	St Petersburg	Ashgabat	132	257
Salzburg	Hamburg	33	Hamburg	Illiychevsk	170	Illiychevsk	Almaty	103	306
Salzburg	Hamburg	33	Hamburg	Illiychevsk	170	Illiychevsk	Baku	77	280
Salzburg	Hamburg	33	Hamburg	Illiychevsk	170	Illiychevsk	Tashkent	99	302
Salzburg	Hamburg	33	Hamburg	Illiychevsk	170	Illiychevsk	Ashgabat	135	337
Salzburg	Hamburg	33	Hamburg	Poti	169	Poti	Almaty	157	359
Salzburg	Hamburg	33	Hamburg	Poti	169	Poti	Baku	64	266
Salzburg	Hamburg	33	Hamburg	Poti	169	Poti	Tashkent	103	305
Salzburg	Hamburg	33	Hamburg	Poti	169	Poti	Ashgabat	81	283
Salzburg	Trieste	23	Trieste	Poti	137	Poti	Almaty	157	317
Salzburg	Trieste	23	Trieste	Poti	137	Poti	Baku	64	224
Salzburg	Trieste	23	Trieste	Poti	137	Poti	Tashkent	103	263
Salzburg	Trieste	23	Trieste	Poti	137	Poti	Ashgabat	81	241

Warsaw	Hamburg	30	Hamburg	Riga	89	Riga	Almaty	101	221
Warsaw	Hamburg	30	Hamburg	Riga	89	Riga	Baku	84	204
Warsaw	Hamburg	30	Hamburg	Riga	89	Riga	Tashkent	90	210
Warsaw	Hamburg	30	Hamburg	Riga	89	Riga	Ashgabat	133	253
Warsaw	Hamburg	30	Hamburg	St Petersburg	93	St Petersburg	Almaty	97	220
Warsaw	Hamburg	30	Hamburg	St Petersburg	93	St Petersburg	Baku	83	205
Warsaw	Hamburg	30	Hamburg	St Petersburg	93	St Petersburg	Tashkent	91	213
Warsaw	Hamburg	30	Hamburg	St Petersburg	93	St Petersburg	Ashgabat	132	255
Warsaw	Hamburg	30	Hamburg	Illiychevsk	170	Illiychevsk	Almaty	103	303
Warsaw	Hamburg	30	Hamburg	Illiychevsk	170	Illiychevsk	Baku	77	277
Warsaw	Hamburg	30	Hamburg	Illiychevsk	170	Illiychevsk	Tashkent	99	299
Warsaw	Hamburg	30	Hamburg	Illiychevsk	170	Illiychevsk	Ashgabat	135	335
Warsaw	Hamburg	30	Hamburg	Poti	169	Poti	Almaty	157	356
Warsaw	Hamburg	30	Hamburg	Poti	169	Poti	Baku	64	263
Warsaw	Hamburg	30	Hamburg	Poti	169	Poti	Tashkent	103	302
Warsaw	Hamburg	30	Hamburg	Poti	169	Poti	Ashgabat	81	280

TARIFFS FOR COMPOSITE TRANSPORT (USD/Ton)

2. Container 40'

Railway container 40'			Maritime container 40'			Carriage 40 Tons			Total
Bern	Genoa	30	Genoa	Riga	104	Riga	Almaty	101	236
Bern	Genoa	30	Genoa	Riga	104	Riga	Baku	84	219
Bern	Genoa	30	Genoa	Riga	104	Riga	Tashkent	90	225
Bern	Genoa	30	Genoa	Riga	104	Riga	Ashgabat	133	268
Bern	Genoa	30	Genoa	St Petersburg	106	St Petersburg	Almaty	97	233
Bern	Genoa	30	Genoa	St Petersburg	106	St Petersburg	Baku	83	219
Bern	Genoa	30	Genoa	St Petersburg	106	St Petersburg	Tashkent	91	227
Bern	Genoa	30	Genoa	St Petersburg	106	St Petersburg	Ashgabat	132	268
Bern	Genoa	30	Genoa	Illiychevsk	131	Illiychevsk	Almaty	103	264
Bern	Genoa	30	Genoa	Illiychevsk	131	Illiychevsk	Baku	77	238
Bern	Genoa	30	Genoa	Illiychevsk	131	Illiychevsk	Tashkent	99	260
Bern	Genoa	30	Genoa	Illiychevsk	131	Illiychevsk	Ashgabat	135	296
Bern	Genoa	30	Genoa	Poti	136	Poti	Almaty	157	324
Bern	Genoa	30	Genoa	Poti	136	Poti	Baku	64	231
Bern	Genoa	30	Genoa	Poti	136	Poti	Tashkent	103	270
Bern	Genoa	30	Genoa	Poti	136	Poti	Ashgabat	81	248
Bern	Trieste	33	Trieste	Poti	136	Poti	Almaty	157	326
Bern	Trieste	33	Trieste	Poti	136	Poti	Baku	64	233
Bern	Trieste	33	Trieste	Poti	136	Poti	Tashkent	103	272
Bern	Trieste	33	Trieste	Poti	136	Poti	Ashgabat	81	250

Bordeaux	Marseilles	34	Marseilles	Riga	106	Riga	Almaty	101	240
Bordeaux	Marseilles	34	Marseilles	Riga	106	Riga	Baku	84	223
Bordeaux	Marseilles	34	Marseilles	Riga	106	Riga	Tashkent	90	229
Bordeaux	Marseilles	34	Marseilles	Riga	106	Riga	Ashgabat	133	272
Bordeaux	Marseilles	34	Marseilles	St Petersburg	107	St Petersburg	Almaty	97	237
Bordeaux	Marseilles	34	Marseilles	St Petersburg	107	St Petersburg	Baku	83	223
Bordeaux	Marseilles	34	Marseilles	St Petersburg	107	St Petersburg	Tashkent	91	231
Bordeaux	Marseilles	34	Marseilles	St Petersburg	107	St Petersburg	Ashgabat	132	272
Bordeaux	Marseilles	34	Marseilles	Illiychevsk	131	Illiychevsk	Almaty	103	267
Bordeaux	Marseilles	34	Marseilles	Illiychevsk	131	Illiychevsk	Baku	77	242
Bordeaux	Marseilles	34	Marseilles	Illiychevsk	131	Illiychevsk	Tashkent	99	263
Bordeaux	Marseilles	34	Marseilles	Illiychevsk	131	Illiychevsk	Ashgabat	135	299
Bordeaux	Marseilles	34	Marseilles	Poti	136	Poti	Almaty	157	327
Bordeaux	Marseilles	34	Marseilles	Poti	136	Poti	Baku	64	234
Bordeaux	Marseilles	34	Marseilles	Poti	136	Poti	Tashkent	103	273
Bordeaux	Marseilles	34	Marseilles	Poti	136	Poti	Ashgabat	81	251

Brussels	Rotterdam	41	Rotterdam	Riga	62	Riga	Almaty	101	204
Brussels	Rotterdam	41	Rotterdam	Riga	62	Riga	Baku	84	187
Brussels	Rotterdam	41	Rotterdam	Riga	62	Riga	Tashkent	90	193
Brussels	Rotterdam	41	Rotterdam	Riga	62	Riga	Ashgabat	133	236
Brussels	Rotterdam	41	Rotterdam	St Petersburg	63	St Petersburg	Almaty	97	201
Brussels	Rotterdam	41	Rotterdam	St Petersburg	63	St Petersburg	Baku	83	187
Brussels	Rotterdam	41	Rotterdam	St Petersburg	63	St Petersburg	Tashkent	91	195
Brussels	Rotterdam	41	Rotterdam	St Petersburg	63	St Petersburg	Ashgabat	132	236
Brussels	Rotterdam	41	Rotterdam	Illiychevsk	115	Illiychevsk	Almaty	103	259
Brussels	Rotterdam	41	Rotterdam	Illiychevsk	115	Illiychevsk	Baku	77	234
Brussels	Rotterdam	41	Rotterdam	Illiychevsk	115	Illiychevsk	Tashkent	99	255
Brussels	Rotterdam	41	Rotterdam	Illiychevsk	115	Illiychevsk	Ashgabat	135	291
Brussels	Rotterdam	41	Rotterdam	Poti	119	Poti	Almaty	157	318
Brussels	Rotterdam	41	Rotterdam	Poti	119	Poti	Baku	64	225
Brussels	Rotterdam	41	Rotterdam	Poti	119	Poti	Tashkent	103	264
Brussels	Rotterdam	41	Rotterdam	Poti	119	Poti	Ashgabat	81	242

Budapest	Trieste	29	Trieste	Poti	136	Poti	Almaty	157	322
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TARIFFS FOR COMPOSITE TRANSPORT (USD/Ton)

Railway container 40'			Maritime container 40'			Carriage 40 Tons			Total
Budapest	Trieste	29	Trieste	Poti	136	Poti	Baku	64	229
Budapest	Trieste	29	Trieste	Poti	136	Poti	Tashkent	103	268
Budapest	Trieste	29	Trieste	Poti	136	Poti	Ashgabat	81	246

Frankfurt	Hamburg	33	Hamburg	Riga	65	Riga	Almaty	101	199
Frankfurt	Hamburg	33	Hamburg	Riga	65	Riga	Baku	84	182
Frankfurt	Hamburg	33	Hamburg	Riga	65	Riga	Tashkent	90	188
Frankfurt	Hamburg	33	Hamburg	Riga	65	Riga	Ashgabat	133	231
Frankfurt	Hamburg	33	Hamburg	St Petersburg	66	St Petersburg	Almaty	97	196
Frankfurt	Hamburg	33	Hamburg	St Petersburg	66	St Petersburg	Baku	83	182
Frankfurt	Hamburg	33	Hamburg	St Petersburg	66	St Petersburg	Tashkent	91	190
Frankfurt	Hamburg	33	Hamburg	St Petersburg	66	St Petersburg	Ashgabat	132	231
Frankfurt	Hamburg	33	Hamburg	Illiychevsk	116	Illiychevsk	Almaty	103	252
Frankfurt	Hamburg	33	Hamburg	Illiychevsk	116	Illiychevsk	Baku	77	226
Frankfurt	Hamburg	33	Hamburg	Illiychevsk	116	Illiychevsk	Tashkent	99	248
Frankfurt	Hamburg	33	Hamburg	Illiychevsk	116	Illiychevsk	Ashgabat	135	284
Frankfurt	Hamburg	33	Hamburg	Poti	122	Poti	Almaty	157	313
Frankfurt	Hamburg	33	Hamburg	Poti	122	Poti	Baku	64	220
Frankfurt	Hamburg	33	Hamburg	Poti	122	Poti	Tashkent	103	259
Frankfurt	Hamburg	33	Hamburg	Poti	122	Poti	Ashgabat	81	237
Frankfurt	Rotterdam	22	Rotterdam	Riga	62	Riga	Almaty	101	185
Frankfurt	Rotterdam	22	Rotterdam	Riga	62	Riga	Baku	84	168
Frankfurt	Rotterdam	22	Rotterdam	Riga	62	Riga	Tashkent	90	174
Frankfurt	Rotterdam	22	Rotterdam	Riga	62	Riga	Ashgabat	133	217
Frankfurt	Rotterdam	22	Rotterdam	St Petersburg	63	St Petersburg	Almaty	97	182
Frankfurt	Rotterdam	22	Rotterdam	St Petersburg	63	St Petersburg	Baku	83	168
Frankfurt	Rotterdam	22	Rotterdam	St Petersburg	63	St Petersburg	Tashkent	91	176
Frankfurt	Rotterdam	22	Rotterdam	St Petersburg	63	St Petersburg	Ashgabat	132	217
Frankfurt	Rotterdam	22	Rotterdam	Illiychevsk	115	Illiychevsk	Almaty	103	240
Frankfurt	Rotterdam	22	Rotterdam	Illiychevsk	115	Illiychevsk	Baku	77	214
Frankfurt	Rotterdam	22	Rotterdam	Illiychevsk	115	Illiychevsk	Tashkent	99	236
Frankfurt	Rotterdam	22	Rotterdam	Illiychevsk	115	Illiychevsk	Ashgabat	135	272
Frankfurt	Rotterdam	22	Rotterdam	Poti	119	Poti	Almaty	157	298
Frankfurt	Rotterdam	22	Rotterdam	Poti	119	Poti	Baku	64	205
Frankfurt	Rotterdam	22	Rotterdam	Poti	119	Poti	Tashkent	103	244
Frankfurt	Rotterdam	22	Rotterdam	Poti	119	Poti	Ashgabat	81	222
Frankfurt	Trieste	74	Trieste	Poti	136	Poti	Almaty	157	367
Frankfurt	Trieste	74	Trieste	Poti	136	Poti	Baku	64	274
Frankfurt	Trieste	74	Trieste	Poti	136	Poti	Tashkent	103	313
Frankfurt	Trieste	74	Trieste	Poti	136	Poti	Ashgabat	81	291

Hamburg	Riga	65	Riga	Almaty	101	166
Hamburg	Riga	65	Riga	Baku	84	149
Hamburg	Riga	65	Riga	Tashkent	90	155
Hamburg	Riga	65	Riga	Ashgabat	133	198
Hamburg	St Petersburg	66	St Petersburg	Almaty	97	163
Hamburg	St Petersburg	66	St Petersburg	Baku	83	149
Hamburg	St Petersburg	66	St Petersburg	Tashkent	91	156
Hamburg	St Petersburg	66	St Petersburg	Ashgabat	132	198
Hamburg	Illiychevsk	116	Illiychevsk	Almaty	103	219
Hamburg	Illiychevsk	116	Illiychevsk	Baku	77	193
Hamburg	Illiychevsk	116	Illiychevsk	Tashkent	99	215
Hamburg	Illiychevsk	116	Illiychevsk	Ashgabat	135	250
Hamburg	Poti	122	Poti	Almaty	157	279
Hamburg	Poti	122	Poti	Baku	64	186
Hamburg	Poti	122	Poti	Tashkent	103	225
Hamburg	Poti	122	Poti	Ashgabat	81	203

TARIFFS FOR COMPOSITE TRANSPORT (USD/Ton)

Railway container 40'			Maritime container 40'			Carriage 40 Tons			Total
London	Felixstowe	16	Felixstowe	Riga	86	Riga	Almaty	101	203
London	Felixstowe	16	Felixstowe	Riga	86	Riga	Baku	84	186
London	Felixstowe	16	Felixstowe	Riga	86	Riga	Tashkent	90	192
London	Felixstowe	16	Felixstowe	Riga	86	Riga	Ashgabat	133	235
London	Felixstowe	16	Felixstowe	St Petersburg	87	St Petersburg	Almaty	97	200
London	Felixstowe	16	Felixstowe	St Petersburg	87	St Petersburg	Baku	83	186
London	Felixstowe	16	Felixstowe	St Petersburg	87	St Petersburg	Tashkent	91	194
London	Felixstowe	16	Felixstowe	St Petersburg	87	St Petersburg	Ashgabat	132	235
London	Felixstowe	16	Felixstowe	Illiychevsk	159	Illiychevsk	Almaty	103	278
London	Felixstowe	16	Felixstowe	Illiychevsk	159	Illiychevsk	Baku	77	252
London	Felixstowe	16	Felixstowe	Illiychevsk	159	Illiychevsk	Tashkent	99	274
London	Felixstowe	16	Felixstowe	Illiychevsk	159	Illiychevsk	Ashgabat	135	310
London	Felixstowe	16	Felixstowe	Poti	203	Poti	Almaty	157	376
London	Felixstowe	16	Felixstowe	Poti	203	Poti	Baku	64	283
London	Felixstowe	16	Felixstowe	Poti	203	Poti	Tashkent	103	322
London	Felixstowe	16	Felixstowe	Poti	203	Poti	Ashgabat	81	300

Madrid	Barcelona	22	Barcelona	Riga	98	Riga	Almaty	101	221
Madrid	Barcelona	22	Barcelona	Riga	98	Riga	Baku	84	203
Madrid	Barcelona	22	Barcelona	Riga	98	Riga	Tashkent	90	209
Madrid	Barcelona	22	Barcelona	Riga	98	Riga	Ashgabat	133	253
Madrid	Barcelona	22	Barcelona	St Petersburg	99	St Petersburg	Almaty	97	218
Madrid	Barcelona	22	Barcelona	St Petersburg	99	St Petersburg	Baku	83	203
Madrid	Barcelona	22	Barcelona	St Petersburg	99	St Petersburg	Tashkent	91	211
Madrid	Barcelona	22	Barcelona	St Petersburg	99	St Petersburg	Ashgabat	132	252
Madrid	Barcelona	22	Barcelona	Illiychevsk	102	Illiychevsk	Almaty	103	227
Madrid	Barcelona	22	Barcelona	Illiychevsk	102	Illiychevsk	Baku	77	201
Madrid	Barcelona	22	Barcelona	Illiychevsk	102	Illiychevsk	Tashkent	99	223
Madrid	Barcelona	22	Barcelona	Illiychevsk	102	Illiychevsk	Ashgabat	135	258
Madrid	Barcelona	22	Barcelona	Poti	160	Poti	Almaty	157	339
Madrid	Barcelona	22	Barcelona	Poti	160	Poti	Baku	64	246
Madrid	Barcelona	22	Barcelona	Poti	160	Poti	Tashkent	103	285
Madrid	Barcelona	22	Barcelona	Poti	160	Poti	Ashgabat	81	263

Milan	Genoa	23	Genoa	Riga	104	Riga	Almaty	101	229
Milan	Genoa	23	Genoa	Riga	104	Riga	Baku	84	211
Milan	Genoa	23	Genoa	Riga	104	Riga	Tashkent	90	218
Milan	Genoa	23	Genoa	Riga	104	Riga	Ashgabat	133	261
Milan	Genoa	23	Genoa	St Petersburg	106	St Petersburg	Almaty	97	226
Milan	Genoa	23	Genoa	St Petersburg	106	St Petersburg	Baku	83	211
Milan	Genoa	23	Genoa	St Petersburg	106	St Petersburg	Tashkent	91	219
Milan	Genoa	23	Genoa	St Petersburg	106	St Petersburg	Ashgabat	132	260
Milan	Genoa	23	Genoa	Illiychevsk	131	Illiychevsk	Almaty	103	257
Milan	Genoa	23	Genoa	Illiychevsk	131	Illiychevsk	Baku	77	231
Milan	Genoa	23	Genoa	Illiychevsk	131	Illiychevsk	Tashkent	99	253
Milan	Genoa	23	Genoa	Illiychevsk	131	Illiychevsk	Ashgabat	135	288
Milan	Genoa	23	Genoa	Poti	136	Poti	Almaty	157	316
Milan	Genoa	23	Genoa	Poti	136	Poti	Baku	64	223
Milan	Genoa	23	Genoa	Poti	136	Poti	Tashkent	103	262
Milan	Genoa	23	Genoa	Poti	136	Poti	Ashgabat	81	240

Paris	Dunkirk	42	Dunkirk	Riga	76	Riga	Almaty	101	219
Paris	Dunkirk	42	Dunkirk	Riga	76	Riga	Baku	84	202
Paris	Dunkirk	42	Dunkirk	Riga	76	Riga	Tashkent	90	208
Paris	Dunkirk	42	Dunkirk	Riga	76	Riga	Ashgabat	133	252
Paris	Dunkirk	42	Dunkirk	St Petersburg	84	St Petersburg	Almaty	97	223
Paris	Dunkirk	42	Dunkirk	St Petersburg	84	St Petersburg	Baku	83	208
Paris	Dunkirk	42	Dunkirk	St Petersburg	84	St Petersburg	Tashkent	91	216

TARIFFS FOR COMPOSITE TRANSPORT (USD/Ton)

Railway container 40'			Maritime container 40'			Carriage 40 Tons			Total
Paris	Dunkirk	42	Dunkirk	St Petersburg	84	St Petersburg	Ashgabat	132	257
Paris	Marseilles	39	Marseilles	Riga	106	Riga	Almaty	101	246
Paris	Marseilles	39	Marseilles	Riga	106	Riga	Baku	84	229
Paris	Marseilles	39	Marseilles	Riga	106	Riga	Tashkent	90	235
Paris	Marseilles	39	Marseilles	Riga	106	Riga	Ashgabat	133	278
Paris	Marseilles	39	Marseilles	St Petersburg	107	St Petersburg	Almaty	97	243
Paris	Marseilles	39	Marseilles	St Petersburg	107	St Petersburg	Baku	83	228
Paris	Marseilles	39	Marseilles	St Petersburg	107	St Petersburg	Tashkent	91	236
Paris	Marseilles	39	Marseilles	St Petersburg	107	St Petersburg	Ashgabat	132	278
Paris	Marseilles	39	Marseilles	Illychevsk	131	Illychevsk	Almaty	103	272
Paris	Marseilles	39	Marseilles	Illychevsk	131	Illychevsk	Baku	77	247
Paris	Marseilles	39	Marseilles	Illychevsk	131	Illychevsk	Tashkent	99	269
Paris	Marseilles	39	Marseilles	Illychevsk	131	Illychevsk	Ashgabat	135	304
Paris	Marseilles	39	Marseilles	Poti	136	Poti	Almaty	157	332
Paris	Marseilles	39	Marseilles	Poti	136	Poti	Baku	64	239
Paris	Marseilles	39	Marseilles	Poti	136	Poti	Tashkent	103	278
Paris	Marseilles	39	Marseilles	Poti	136	Poti	Ashgabat	81	256
Paris	Rotterdam	56	Rotterdam	Riga	62	Riga	Almaty	101	219
Paris	Rotterdam	56	Rotterdam	Riga	62	Riga	Baku	84	202
Paris	Rotterdam	56	Rotterdam	Riga	62	Riga	Tashkent	90	208
Paris	Rotterdam	56	Rotterdam	Riga	62	Riga	Ashgabat	133	252
Paris	Rotterdam	56	Rotterdam	St Petersburg	63	St Petersburg	Almaty	97	217
Paris	Rotterdam	56	Rotterdam	St Petersburg	63	St Petersburg	Baku	83	202
Paris	Rotterdam	56	Rotterdam	St Petersburg	63	St Petersburg	Tashkent	91	210
Paris	Rotterdam	56	Rotterdam	St Petersburg	63	St Petersburg	Ashgabat	132	251
Paris	Rotterdam	56	Rotterdam	Illychevsk	115	Illychevsk	Almaty	103	274
Paris	Rotterdam	56	Rotterdam	Illychevsk	115	Illychevsk	Baku	77	249
Paris	Rotterdam	56	Rotterdam	Illychevsk	115	Illychevsk	Tashkent	99	271
Paris	Rotterdam	56	Rotterdam	Illychevsk	115	Illychevsk	Ashgabat	135	306
Paris	Rotterdam	56	Rotterdam	Poti	119	Poti	Almaty	157	333
Paris	Rotterdam	56	Rotterdam	Poti	119	Poti	Baku	64	240
Paris	Rotterdam	56	Rotterdam	Poti	119	Poti	Tashkent	103	279
Paris	Rotterdam	56	Rotterdam	Poti	119	Poti	Ashgabat	81	257
Paris	Trieste	74	Trieste	Poti	136	Poti	Almaty	157	367
Paris	Trieste	74	Trieste	Poti	136	Poti	Baku	64	274
Paris	Trieste	74	Trieste	Poti	136	Poti	Tashkent	103	313
Paris	Trieste	74	Trieste	Poti	136	Poti	Ashgabat	81	291

Salzburg	Genoa	35	Genoa	Riga	104	Riga	Almaty	101	241
Salzburg	Genoa	35	Genoa	Riga	104	Riga	Baku	84	224
Salzburg	Genoa	35	Genoa	Riga	104	Riga	Tashkent	90	230
Salzburg	Genoa	35	Genoa	Riga	104	Riga	Ashgabat	133	273
Salzburg	Genoa	35	Genoa	St Petersburg	106	St Petersburg	Almaty	97	238
Salzburg	Genoa	35	Genoa	St Petersburg	106	St Petersburg	Baku	83	224
Salzburg	Genoa	35	Genoa	St Petersburg	106	St Petersburg	Tashkent	91	232
Salzburg	Genoa	35	Genoa	St Petersburg	106	St Petersburg	Ashgabat	132	273
Salzburg	Genoa	35	Genoa	Illychevsk	131	Illychevsk	Almaty	103	269
Salzburg	Genoa	35	Genoa	Illychevsk	131	Illychevsk	Baku	77	244
Salzburg	Genoa	35	Genoa	Illychevsk	131	Illychevsk	Tashkent	99	265
Salzburg	Genoa	35	Genoa	Illychevsk	131	Illychevsk	Ashgabat	135	301
Salzburg	Genoa	35	Genoa	Poti	136	Poti	Almaty	157	329
Salzburg	Genoa	35	Genoa	Poti	136	Poti	Baku	64	236
Salzburg	Genoa	35	Genoa	Poti	136	Poti	Tashkent	103	275
Salzburg	Genoa	35	Genoa	Poti	136	Poti	Ashgabat	81	253
Salzburg	Hamburg	36	Hamburg	Riga	65	Riga	Almaty	101	202
Salzburg	Hamburg	36	Hamburg	Riga	65	Riga	Baku	84	185
Salzburg	Hamburg	36	Hamburg	Riga	65	Riga	Tashkent	90	191
Salzburg	Hamburg	36	Hamburg	Riga	65	Riga	Ashgabat	133	234

TARIFFS FOR COMPOSITE TRANSPORT (USD/Ton)

Railway container 40'			Maritime container 40'			Carriage 40 Tons			Total
Salzburg	Hamburg	36	Hamburg	St Petersburg	66	St Petersburg	Almaty	97	199
Salzburg	Hamburg	36	Hamburg	St Petersburg	66	St Petersburg	Baku	83	184
Salzburg	Hamburg	36	Hamburg	St Petersburg	66	St Petersburg	Tashkent	91	192
Salzburg	Hamburg	36	Hamburg	St Petersburg	66	St Petersburg	Ashgabat	132	234
Salzburg	Hamburg	36	Hamburg	Illiychevsk	116	Illiychevsk	Almaty	103	254
Salzburg	Hamburg	36	Hamburg	Illiychevsk	116	Illiychevsk	Baku	77	229
Salzburg	Hamburg	36	Hamburg	Illiychevsk	116	Illiychevsk	Tashkent	99	251
Salzburg	Hamburg	36	Hamburg	Illiychevsk	116	Illiychevsk	Ashgabat	135	286
Salzburg	Hamburg	36	Hamburg	Poti	122	Poti	Almaty	157	315
Salzburg	Hamburg	36	Hamburg	Poti	122	Poti	Baku	64	222
Salzburg	Hamburg	36	Hamburg	Poti	122	Poti	Tashkent	103	261
Salzburg	Hamburg	36	Hamburg	Poti	122	Poti	Ashgabat	81	239
Salzburg	Trieste	23	Trieste	Poti	136	Poti	Almaty	157	316
Salzburg	Trieste	23	Trieste	Poti	136	Poti	Baku	64	223
Salzburg	Trieste	23	Trieste	Poti	136	Poti	Tashkent	103	262
Salzburg	Trieste	23	Trieste	Poti	136	Poti	Ashgabat	81	240

Warsaw	Hamburg	34	Hamburg	Riga	65	Riga	Almaty	101	200
Warsaw	Hamburg	34	Hamburg	Riga	65	Riga	Baku	84	182
Warsaw	Hamburg	34	Hamburg	Riga	65	Riga	Tashkent	90	189
Warsaw	Hamburg	34	Hamburg	Riga	65	Riga	Ashgabat	133	232
Warsaw	Hamburg	34	Hamburg	St Petersburg	66	St Petersburg	Almaty	97	197
Warsaw	Hamburg	34	Hamburg	St Petersburg	66	St Petersburg	Baku	83	182
Warsaw	Hamburg	34	Hamburg	St Petersburg	66	St Petersburg	Tashkent	91	190
Warsaw	Hamburg	34	Hamburg	St Petersburg	66	St Petersburg	Ashgabat	132	231
Warsaw	Hamburg	34	Hamburg	Illiychevsk	116	Illiychevsk	Almaty	103	252
Warsaw	Hamburg	34	Hamburg	Illiychevsk	116	Illiychevsk	Baku	77	227
Warsaw	Hamburg	34	Hamburg	Illiychevsk	116	Illiychevsk	Tashkent	99	249
Warsaw	Hamburg	34	Hamburg	Illiychevsk	116	Illiychevsk	Ashgabat	135	284
Warsaw	Hamburg	34	Hamburg	Poti	122	Poti	Almaty	157	313
Warsaw	Hamburg	34	Hamburg	Poti	122	Poti	Baku	64	220
Warsaw	Hamburg	34	Hamburg	Poti	122	Poti	Tashkent	103	259
Warsaw	Hamburg	34	Hamburg	Poti	122	Poti	Ashgabat	81	237

TARIFFS FOR COMPOSITE TRANSPORT (USD/Ton)

B) FROM CENTRAL ASIA TO EUROPE

1. Container 20'

Carriage 40 Tons			Maritime container 20'			Railway container 20'			Total
Almaty	Riga	101	Riga	Genoa	129	Genoa	Bern	43	273
Baku	Riga	84	Riga	Genoa	129	Genoa	Bern	43	256
Tashkent	Riga	90	Riga	Genoa	129	Genoa	Bern	43	262
Ashgabat	Riga	133	Riga	Genoa	129	Genoa	Bern	43	305
Almaty	St Petersburg	97	St Petersburg	Genoa	132	Genoa	Bern	43	272
Baku	St Petersburg	83	St Petersburg	Genoa	132	Genoa	Bern	43	257
Tashkent	St Petersburg	91	St Petersburg	Genoa	132	Genoa	Bern	43	265
Ashgabat	St Petersburg	132	St Petersburg	Genoa	132	Genoa	Bern	43	307
Almaty	Illiychevsk	103	Illiychevsk	Genoa	103	Genoa	Bern	43	249
Baku	Illiychevsk	77	Illiychevsk	Genoa	103	Genoa	Bern	43	223
Tashkent	Illiychevsk	99	Illiychevsk	Genoa	103	Genoa	Bern	43	245
Ashgabat	Illiychevsk	135	Illiychevsk	Genoa	103	Genoa	Bern	43	281
Almaty	Poti	157	Poti	Genoa	148	Genoa	Bern	43	348
Baku	Poti	64	Poti	Genoa	148	Genoa	Bern	43	255
Tashkent	Poti	103	Poti	Genoa	148	Genoa	Bern	43	294
Ashgabat	Poti	81	Poti	Genoa	148	Genoa	Bern	43	272
Almaty	Poti	157	Poti	Trieste	72	Trieste	Bern	31	259
Baku	Poti	64	Poti	Trieste	72	Trieste	Bern	31	166
Tashkent	Poti	103	Poti	Trieste	72	Trieste	Bern	31	205
Ashgabat	Poti	81	Poti	Trieste	72	Trieste	Bern	31	183

Almaty	Riga	101	Riga	Marseilles	113	Marseilles	Bordeaux	56	271
Baku	Riga	84	Riga	Marseilles	113	Marseilles	Bordeaux	56	253
Tashkent	Riga	90	Riga	Marseilles	113	Marseilles	Bordeaux	56	259
Ashgabat	Riga	133	Riga	Marseilles	113	Marseilles	Bordeaux	56	303
Almaty	St Petersburg	97	St Petersburg	Marseilles	116	Marseilles	Bordeaux	56	269
Baku	St Petersburg	83	St Petersburg	Marseilles	116	Marseilles	Bordeaux	56	255
Tashkent	St Petersburg	91	St Petersburg	Marseilles	116	Marseilles	Bordeaux	56	263
Ashgabat	St Petersburg	132	St Petersburg	Marseilles	116	Marseilles	Bordeaux	56	304
Almaty	Illiychevsk	103	Illiychevsk	Marseilles	130	Marseilles	Bordeaux	56	289
Baku	Illiychevsk	77	Illiychevsk	Marseilles	130	Marseilles	Bordeaux	56	263
Tashkent	Illiychevsk	99	Illiychevsk	Marseilles	130	Marseilles	Bordeaux	56	285
Ashgabat	Illiychevsk	135	Illiychevsk	Marseilles	130	Marseilles	Bordeaux	56	321
Almaty	Poti	157	Poti	Marseilles	151	Marseilles	Bordeaux	56	364
Baku	Poti	64	Poti	Marseilles	151	Marseilles	Bordeaux	56	271
Tashkent	Poti	103	Poti	Marseilles	151	Marseilles	Bordeaux	56	310
Ashgabat	Poti	81	Poti	Marseilles	151	Marseilles	Bordeaux	56	288

Almaty	Riga	101	Riga	Rotterdam	58	Rotterdam	Brussels	36	195
Baku	Riga	84	Riga	Rotterdam	58	Rotterdam	Brussels	36	177
Tashkent	Riga	90	Riga	Rotterdam	58	Rotterdam	Brussels	36	184
Ashgabat	Riga	133	Riga	Rotterdam	58	Rotterdam	Brussels	36	227
Almaty	St Petersburg	97	St Petersburg	Rotterdam	61	Rotterdam	Brussels	36	194
Baku	St Petersburg	83	St Petersburg	Rotterdam	61	Rotterdam	Brussels	36	179
Tashkent	St Petersburg	91	St Petersburg	Rotterdam	61	Rotterdam	Brussels	36	187
Ashgabat	St Petersburg	132	St Petersburg	Rotterdam	61	Rotterdam	Brussels	36	228
Almaty	Illiychevsk	103	Illiychevsk	Rotterdam	110	Rotterdam	Brussels	36	249
Baku	Illiychevsk	77	Illiychevsk	Rotterdam	110	Rotterdam	Brussels	36	224
Tashkent	Illiychevsk	99	Illiychevsk	Rotterdam	110	Rotterdam	Brussels	36	245
Ashgabat	Illiychevsk	135	Illiychevsk	Rotterdam	110	Rotterdam	Brussels	36	281
Almaty	Poti	157	Poti	Rotterdam	164	Rotterdam	Brussels	36	356

TARIFFS FOR COMPOSITE TRANSPORT (USD/Ton)

Carriage 40 Tons			Maritime container 20'			Railway container 20'			Total
Baku	Poti	64	Poti	Rotterdam	164	Rotterdam	Brussels	36	263
Tashkent	Poti	103	Poti	Rotterdam	164	Rotterdam	Brussels	36	302
Ashgabat	Poti	81	Poti	Rotterdam	164	Rotterdam	Brussels	36	280

Almaty	Poti	157	Poti	Varna	62	Varna	Bucharest	27	246
Baku	Poti	64	Poti	Varna	62	Varna	Bucharest	27	153
Tashkent	Poti	103	Poti	Varna	62	Varna	Bucharest	27	192
Ashgabat	Poti	81	Poti	Varna	62	Varna	Bucharest	27	170

Almaty	Poti	157	Poti	Trieste	72	Trieste	Budapest	26	255
Baku	Poti	64	Poti	Trieste	72	Trieste	Budapest	26	162
Tashkent	Poti	103	Poti	Trieste	72	Trieste	Budapest	26	201
Ashgabat	Poti	81	Poti	Trieste	72	Trieste	Budapest	26	179

Almaty	Riga	101	Riga	Hamburg	76	Hamburg	Frankfurt	46	223
Baku	Riga	84	Riga	Hamburg	76	Hamburg	Frankfurt	46	205
Tashkent	Riga	90	Riga	Hamburg	76	Hamburg	Frankfurt	46	212
Ashgabat	Riga	133	Riga	Hamburg	76	Hamburg	Frankfurt	46	255
Almaty	St Petersburg	97	St Petersburg	Hamburg	79	Hamburg	Frankfurt	46	222
Baku	St Petersburg	83	St Petersburg	Hamburg	79	Hamburg	Frankfurt	46	207
Tashkent	St Petersburg	91	St Petersburg	Hamburg	79	Hamburg	Frankfurt	46	215
Ashgabat	St Petersburg	132	St Petersburg	Hamburg	79	Hamburg	Frankfurt	46	256
Almaty	Illiychevsk	103	Illiychevsk	Hamburg	133	Hamburg	Frankfurt	46	281
Baku	Illiychevsk	77	Illiychevsk	Hamburg	133	Hamburg	Frankfurt	46	256
Tashkent	Illiychevsk	99	Illiychevsk	Hamburg	133	Hamburg	Frankfurt	46	278
Ashgabat	Illiychevsk	135	Illiychevsk	Hamburg	133	Hamburg	Frankfurt	46	313
Almaty	Poti	157	Poti	Hamburg	169	Hamburg	Frankfurt	46	372
Baku	Poti	64	Poti	Hamburg	169	Hamburg	Frankfurt	46	279
Tashkent	Poti	103	Poti	Hamburg	169	Hamburg	Frankfurt	46	318
Ashgabat	Poti	81	Poti	Hamburg	169	Hamburg	Frankfurt	46	296
Almaty	Riga	101	Riga	Rotterdam	58	Rotterdam	Frankfurt	21	180
Baku	Riga	84	Riga	Rotterdam	58	Rotterdam	Frankfurt	21	163
Tashkent	Riga	90	Riga	Rotterdam	58	Rotterdam	Frankfurt	21	169
Ashgabat	Riga	133	Riga	Rotterdam	58	Rotterdam	Frankfurt	21	212
Almaty	St Petersburg	97	St Petersburg	Rotterdam	61	Rotterdam	Frankfurt	21	179
Baku	St Petersburg	83	St Petersburg	Rotterdam	61	Rotterdam	Frankfurt	21	165
Tashkent	St Petersburg	91	St Petersburg	Rotterdam	61	Rotterdam	Frankfurt	21	173
Ashgabat	St Petersburg	132	St Petersburg	Rotterdam	61	Rotterdam	Frankfurt	21	214
Almaty	Illiychevsk	103	Illiychevsk	Rotterdam	110	Rotterdam	Frankfurt	21	235
Baku	Illiychevsk	77	Illiychevsk	Rotterdam	110	Rotterdam	Frankfurt	21	209
Tashkent	Illiychevsk	99	Illiychevsk	Rotterdam	110	Rotterdam	Frankfurt	21	231
Ashgabat	Illiychevsk	135	Illiychevsk	Rotterdam	110	Rotterdam	Frankfurt	21	266
Almaty	Poti	157	Poti	Rotterdam	164	Rotterdam	Frankfurt	21	342
Baku	Poti	64	Poti	Rotterdam	164	Rotterdam	Frankfurt	21	249
Tashkent	Poti	103	Poti	Rotterdam	164	Rotterdam	Frankfurt	21	288
Ashgabat	Poti	81	Poti	Rotterdam	164	Rotterdam	Frankfurt	21	266
Almaty	Poti	157	Poti	Trieste	72	Trieste	Frankfurt	97	326
Baku	Poti	64	Poti	Trieste	72	Trieste	Frankfurt	97	233
Tashkent	Poti	103	Poti	Trieste	72	Trieste	Frankfurt	97	272
Ashgabat	Poti	81	Poti	Trieste	72	Trieste	Frankfurt	97	250

Almaty	Riga	101	Riga	Hamburg	76	177
Baku	Riga	84	Riga	Hamburg	76	160
Tashkent	Riga	90	Riga	Hamburg	76	166
Ashgabat	Riga	133	Riga	Hamburg	76	209

TARIFFS FOR COMPOSITE TRANSPORT (USD/Ton)

Carriage 40 Tons	Maritime container 20'			Railway container 20'			Total
	Almaty	St Petersburg	97	St Petersburg	Hamburg	79	176
	Baku	St Petersburg	83	St Petersburg	Hamburg	79	161
	Tashkent	St Petersburg	91	St Petersburg	Hamburg	79	169
	Ashgabat	St Petersburg	132	St Petersburg	Hamburg	79	211
	Almaty	Illychevsk	103	Illychevsk	Hamburg	133	236
	Baku	Illychevsk	77	Illychevsk	Hamburg	133	210
	Tashkent	Illychevsk	99	Illychevsk	Hamburg	133	232
	Ashgabat	Illychevsk	135	Illychevsk	Hamburg	133	268
	Almaty	Poti	157	Poti	Hamburg	169	326
	Baku	Poti	64	Poti	Hamburg	169	233
	Tashkent	Poti	103	Poti	Hamburg	169	272
	Ashgabat	Poti	81	Poti	Hamburg	169	250

Almaty	Riga	101	Riga	Felixstowe	75	Felixstowe	London	27	203
Baku	Riga	84	Riga	Felixstowe	75	Felixstowe	London	27	186
Tashkent	Riga	90	Riga	Felixstowe	75	Felixstowe	London	27	192
Ashgabat	Riga	133	Riga	Felixstowe	75	Felixstowe	London	27	235
Almaty	St Petersburg	97	St Petersburg	Felixstowe	78	Felixstowe	London	27	202
Baku	St Petersburg	83	St Petersburg	Felixstowe	78	Felixstowe	London	27	188
Tashkent	St Petersburg	91	St Petersburg	Felixstowe	78	Felixstowe	London	27	196
Ashgabat	St Petersburg	132	St Petersburg	Felixstowe	78	Felixstowe	London	27	237
Almaty	Illychevsk	103	Illychevsk	Felixstowe	119	Felixstowe	London	27	249
Baku	Illychevsk	77	Illychevsk	Felixstowe	119	Felixstowe	London	27	223
Tashkent	Illychevsk	99	Illychevsk	Felixstowe	119	Felixstowe	London	27	245
Ashgabat	Illychevsk	135	Illychevsk	Felixstowe	119	Felixstowe	London	27	281
Almaty	Poti	157	Poti	Felixstowe	178	Felixstowe	London	27	362
Baku	Poti	64	Poti	Felixstowe	178	Felixstowe	London	27	269
Tashkent	Poti	103	Poti	Felixstowe	178	Felixstowe	London	27	308
Ashgabat	Poti	81	Poti	Felixstowe	178	Felixstowe	London	27	286

Almaty	Riga	101	Riga	Barcelona	112	Barcelona	Madrid	27	240
Baku	Riga	84	Riga	Barcelona	112	Barcelona	Madrid	27	223
Tashkent	Riga	90	Riga	Barcelona	112	Barcelona	Madrid	27	229
Ashgabat	Riga	133	Riga	Barcelona	112	Barcelona	Madrid	27	272
Almaty	St Petersburg	97	St Petersburg	Barcelona	115	Barcelona	Madrid	27	239
Baku	St Petersburg	83	St Petersburg	Barcelona	115	Barcelona	Madrid	27	225
Tashkent	St Petersburg	91	St Petersburg	Barcelona	115	Barcelona	Madrid	27	233
Ashgabat	St Petersburg	132	St Petersburg	Barcelona	115	Barcelona	Madrid	27	274
Almaty	Illychevsk	103	Illychevsk	Barcelona	124	Barcelona	Madrid	27	254
Baku	Illychevsk	77	Illychevsk	Barcelona	124	Barcelona	Madrid	27	229
Tashkent	Illychevsk	99	Illychevsk	Barcelona	124	Barcelona	Madrid	27	251
Ashgabat	Illychevsk	135	Illychevsk	Barcelona	124	Barcelona	Madrid	27	286
Almaty	Poti	157	Poti	Barcelona	145	Barcelona	Madrid	27	330
Baku	Poti	64	Poti	Barcelona	145	Barcelona	Madrid	27	237
Tashkent	Poti	103	Poti	Barcelona	145	Barcelona	Madrid	27	276
Ashgabat	Poti	81	Poti	Barcelona	145	Barcelona	Madrid	27	254

Almaty	Riga	101	Riga	Genoa	129	Genoa	Milan	25	255
Baku	Riga	84	Riga	Genoa	129	Genoa	Milan	25	237
Tashkent	Riga	90	Riga	Genoa	129	Genoa	Milan	25	244
Ashgabat	Riga	133	Riga	Genoa	129	Genoa	Milan	25	287
Almaty	St Petersburg	97	St Petersburg	Genoa	132	Genoa	Milan	25	254
Baku	St Petersburg	83	St Petersburg	Genoa	132	Genoa	Milan	25	239
Tashkent	St Petersburg	91	St Petersburg	Genoa	132	Genoa	Milan	25	247
Ashgabat	St Petersburg	132	St Petersburg	Genoa	132	Genoa	Milan	25	288

TARIFFS FOR COMPOSITE TRANSPORT (USD/Ton)

Carriage 40 Tons			Maritime container 20'			Railway container 20'			Total
Almaty	Illiychevsk	103	Illiychevsk	Genoa	103	Genoa	Milan	25	231
Baku	Illiychevsk	77	Illiychevsk	Genoa	103	Genoa	Milan	25	205
Tashkent	Illiychevsk	99	Illiychevsk	Genoa	103	Genoa	Milan	25	227
Ashgabat	Illiychevsk	135	Illiychevsk	Genoa	103	Genoa	Milan	25	262
Almaty	Poti	157	Poti	Genoa	148	Genoa	Milan	25	329
Baku	Poti	64	Poti	Genoa	148	Genoa	Milan	25	236
Tashkent	Poti	103	Poti	Genoa	148	Genoa	Milan	25	275
Ashgabat	Poti	81	Poti	Genoa	148	Genoa	Milan	25	253

Almaty	Riga	101	Riga	Dunkirk	76	Dunkirk	Paris	42	219
Baku	Riga	84	Riga	Dunkirk	76	Dunkirk	Paris	42	202
Tashkent	Riga	90	Riga	Dunkirk	76	Dunkirk	Paris	42	208
Ashgabat	Riga	133	Riga	Dunkirk	76	Dunkirk	Paris	42	252
Almaty	St Petersburg	97	St Petersburg	Dunkirk	84	Dunkirk	Paris	42	223
Baku	St Petersburg	83	St Petersburg	Dunkirk	84	Dunkirk	Paris	42	208
Tashkent	St Petersburg	91	St Petersburg	Dunkirk	84	Dunkirk	Paris	42	216
Ashgabat	St Petersburg	132	St Petersburg	Dunkirk	84	Dunkirk	Paris	42	257
Almaty	Riga	101	Riga	Marseilles	113	Marseilles	Paris	65	279
Baku	Riga	84	Riga	Marseilles	113	Marseilles	Paris	65	262
Tashkent	Riga	90	Riga	Marseilles	113	Marseilles	Paris	65	268
Ashgabat	Riga	133	Riga	Marseilles	113	Marseilles	Paris	65	312
Almaty	St Petersburg	97	St Petersburg	Marseilles	116	Marseilles	Paris	65	278
Baku	St Petersburg	83	St Petersburg	Marseilles	116	Marseilles	Paris	65	264
Tashkent	St Petersburg	91	St Petersburg	Marseilles	116	Marseilles	Paris	65	272
Ashgabat	St Petersburg	132	St Petersburg	Marseilles	116	Marseilles	Paris	65	313
Almaty	Illiychevsk	103	Illiychevsk	Marseilles	130	Marseilles	Paris	65	298
Baku	Illiychevsk	77	Illiychevsk	Marseilles	130	Marseilles	Paris	65	272
Tashkent	Illiychevsk	99	Illiychevsk	Marseilles	130	Marseilles	Paris	65	294
Ashgabat	Illiychevsk	135	Illiychevsk	Marseilles	130	Marseilles	Paris	65	330
Almaty	Poti	157	Poti	Marseilles	151	Marseilles	Paris	65	373
Baku	Poti	64	Poti	Marseilles	151	Marseilles	Paris	65	280
Tashkent	Poti	103	Poti	Marseilles	151	Marseilles	Paris	65	319
Ashgabat	Poti	81	Poti	Marseilles	151	Marseilles	Paris	65	297
Almaty	Riga	101	Riga	Rotterdam	58	Rotterdam	Paris	56	215
Baku	Riga	84	Riga	Rotterdam	58	Rotterdam	Paris	56	198
Tashkent	Riga	90	Riga	Rotterdam	58	Rotterdam	Paris	56	204
Ashgabat	Riga	133	Riga	Rotterdam	58	Rotterdam	Paris	56	247
Almaty	St Petersburg	97	St Petersburg	Rotterdam	61	Rotterdam	Paris	56	214
Baku	St Petersburg	83	St Petersburg	Rotterdam	61	Rotterdam	Paris	56	200
Tashkent	St Petersburg	91	St Petersburg	Rotterdam	61	Rotterdam	Paris	56	208
Ashgabat	St Petersburg	132	St Petersburg	Rotterdam	61	Rotterdam	Paris	56	249
Almaty	Illiychevsk	103	Illiychevsk	Rotterdam	110	Rotterdam	Paris	56	270
Baku	Illiychevsk	77	Illiychevsk	Rotterdam	110	Rotterdam	Paris	56	244
Tashkent	Illiychevsk	99	Illiychevsk	Rotterdam	110	Rotterdam	Paris	56	266
Ashgabat	Illiychevsk	135	Illiychevsk	Rotterdam	110	Rotterdam	Paris	56	302
Almaty	Poti	157	Poti	Rotterdam	164	Rotterdam	Paris	56	377
Baku	Poti	64	Poti	Rotterdam	164	Rotterdam	Paris	56	284
Tashkent	Poti	103	Poti	Rotterdam	164	Rotterdam	Paris	56	323
Ashgabat	Poti	81	Poti	Rotterdam	164	Rotterdam	Paris	56	301
Almaty	Poti	157	Poti	Trieste	72	Trieste	Paris	67	296
Baku	Poti	64	Poti	Trieste	72	Trieste	Paris	67	203
Tashkent	Poti	103	Poti	Trieste	72	Trieste	Paris	67	242
Ashgabat	Poti	81	Poti	Trieste	72	Trieste	Paris	67	220

Almaty	Riga	101	Riga	Genoa	129	Genoa	Salzburg	34	264
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TARIFFS FOR COMPOSITE TRANSPORT (USD/Ton)

Carriage 40 Tons			Maritime container 20'			Railway container 20'			Total
Baku	Riga	84	Riga	Genoa	129	Genoa	Salzburg	34	247
Tashkent	Riga	90	Riga	Genoa	129	Genoa	Salzburg	34	253
Ashgabat	Riga	133	Riga	Genoa	129	Genoa	Salzburg	34	296
Almaty	St Petersburg	97	St Petersburg	Genoa	132	Genoa	Salzburg	34	263
Baku	St Petersburg	83	St Petersburg	Genoa	132	Genoa	Salzburg	34	248
Tashkent	St Petersburg	91	St Petersburg	Genoa	132	Genoa	Salzburg	34	256
Ashgabat	St Petersburg	132	St Petersburg	Genoa	132	Genoa	Salzburg	34	298
Almaty	Illiychevsk	103	Illiychevsk	Genoa	103	Genoa	Salzburg	34	240
Baku	Illiychevsk	77	Illiychevsk	Genoa	103	Genoa	Salzburg	34	214
Tashkent	Illiychevsk	99	Illiychevsk	Genoa	103	Genoa	Salzburg	34	236
Ashgabat	Illiychevsk	135	Illiychevsk	Genoa	103	Genoa	Salzburg	34	272
Almaty	Poti	157	Poti	Genoa	148	Genoa	Salzburg	34	339
Baku	Poti	64	Poti	Genoa	148	Genoa	Salzburg	34	246
Tashkent	Poti	103	Poti	Genoa	148	Genoa	Salzburg	34	285
Ashgabat	Poti	81	Poti	Genoa	148	Genoa	Salzburg	34	263
Almaty	Riga	101	Riga	Hamburg	76	Hamburg	Salzburg	33	210
Baku	Riga	84	Riga	Hamburg	76	Hamburg	Salzburg	33	193
Tashkent	Riga	90	Riga	Hamburg	76	Hamburg	Salzburg	33	199
Ashgabat	Riga	133	Riga	Hamburg	76	Hamburg	Salzburg	33	242
Almaty	St Petersburg	97	St Petersburg	Hamburg	79	Hamburg	Salzburg	33	209
Baku	St Petersburg	83	St Petersburg	Hamburg	79	Hamburg	Salzburg	33	194
Tashkent	St Petersburg	91	St Petersburg	Hamburg	79	Hamburg	Salzburg	33	202
Ashgabat	St Petersburg	132	St Petersburg	Hamburg	79	Hamburg	Salzburg	33	243
Almaty	Illiychevsk	103	Illiychevsk	Hamburg	133	Hamburg	Salzburg	33	268
Baku	Illiychevsk	77	Illiychevsk	Hamburg	133	Hamburg	Salzburg	33	243
Tashkent	Illiychevsk	99	Illiychevsk	Hamburg	133	Hamburg	Salzburg	33	265
Ashgabat	Illiychevsk	135	Illiychevsk	Hamburg	133	Hamburg	Salzburg	33	300
Almaty	Poti	157	Poti	Hamburg	169	Hamburg	Salzburg	33	359
Baku	Poti	64	Poti	Hamburg	169	Hamburg	Salzburg	33	266
Tashkent	Poti	103	Poti	Hamburg	169	Hamburg	Salzburg	33	305
Ashgabat	Poti	81	Poti	Hamburg	169	Hamburg	Salzburg	33	283
Almaty	Poti	157	Poti	Trieste	72	Trieste	Salzburg	23	252
Baku	Poti	64	Poti	Trieste	72	Trieste	Salzburg	23	159
Tashkent	Poti	103	Poti	Trieste	72	Trieste	Salzburg	23	198
Ashgabat	Poti	81	Poti	Trieste	72	Trieste	Salzburg	23	176

Almaty	Riga	101	Riga	Hamburg	76	Hamburg	Warsaw	30	207
Baku	Riga	84	Riga	Hamburg	76	Hamburg	Warsaw	30	190
Tashkent	Riga	90	Riga	Hamburg	76	Hamburg	Warsaw	30	196
Ashgabat	Riga	133	Riga	Hamburg	76	Hamburg	Warsaw	30	239
Almaty	St Petersburg	97	St Petersburg	Hamburg	79	Hamburg	Warsaw	30	206
Baku	St Petersburg	83	St Petersburg	Hamburg	79	Hamburg	Warsaw	30	192
Tashkent	St Petersburg	91	St Petersburg	Hamburg	79	Hamburg	Warsaw	30	200
Ashgabat	St Petersburg	132	St Petersburg	Hamburg	79	Hamburg	Warsaw	30	241
Almaty	Illiychevsk	103	Illiychevsk	Hamburg	133	Hamburg	Warsaw	30	266
Baku	Illiychevsk	77	Illiychevsk	Hamburg	133	Hamburg	Warsaw	30	240
Tashkent	Illiychevsk	99	Illiychevsk	Hamburg	133	Hamburg	Warsaw	30	262
Ashgabat	Illiychevsk	135	Illiychevsk	Hamburg	133	Hamburg	Warsaw	30	298
Almaty	Poti	157	Poti	Hamburg	169	Hamburg	Warsaw	30	356
Baku	Poti	64	Poti	Hamburg	169	Hamburg	Warsaw	30	263
Tashkent	Poti	103	Poti	Hamburg	169	Hamburg	Warsaw	30	302
Ashgabat	Poti	81	Poti	Hamburg	169	Hamburg	Warsaw	30	280

TARIFFS FOR COMPOSITE TRANSPORT (USD/Ton)

2. Container 40'

Carriage 40 Tons			Maritime container 40'			Railway container 40'			Total
Almaty	Riga	101	Riga	Genoa	82	Genoa	Bern	30	214
Baku	Riga	84	Riga	Genoa	82	Genoa	Bern	30	197
Tashkent	Riga	90	Riga	Genoa	82	Genoa	Bern	30	203
Ashgabat	Riga	133	Riga	Genoa	82	Genoa	Bern	30	246
Almaty	St Petersburg	97	St Petersburg	Genoa	84	Genoa	Bern	30	211
Baku	St Petersburg	83	St Petersburg	Genoa	84	Genoa	Bern	30	197
Tashkent	St Petersburg	91	St Petersburg	Genoa	84	Genoa	Bern	30	205
Ashgabat	St Petersburg	132	St Petersburg	Genoa	84	Genoa	Bern	30	246
Almaty	Illiychevsk	103	Illiychevsk	Genoa	89	Genoa	Bern	30	222
Baku	Illiychevsk	77	Illiychevsk	Genoa	89	Genoa	Bern	30	197
Tashkent	Illiychevsk	99	Illiychevsk	Genoa	89	Genoa	Bern	30	218
Ashgabat	Illiychevsk	135	Illiychevsk	Genoa	89	Genoa	Bern	30	254
Almaty	Poti	157	Poti	Genoa	111	Genoa	Bern	30	298
Baku	Poti	64	Poti	Genoa	111	Genoa	Bern	30	205
Tashkent	Poti	103	Poti	Genoa	111	Genoa	Bern	30	244
Ashgabat	Poti	81	Poti	Genoa	111	Genoa	Bern	30	222
Almaty	Poti	157	Poti	Trieste	78	Trieste	Bern	33	269
Baku	Poti	64	Poti	Trieste	78	Trieste	Bern	33	176
Tashkent	Poti	103	Poti	Trieste	78	Trieste	Bern	33	215
Ashgabat	Poti	81	Poti	Trieste	78	Trieste	Bern	33	193

Almaty	Riga	101	Riga	Marseilles	76	Marseilles	Bordeaux	34	211
Baku	Riga	84	Riga	Marseilles	76	Marseilles	Bordeaux	34	194
Tashkent	Riga	90	Riga	Marseilles	76	Marseilles	Bordeaux	34	200
Ashgabat	Riga	133	Riga	Marseilles	76	Marseilles	Bordeaux	34	243
Almaty	St Petersburg	97	St Petersburg	Marseilles	78	Marseilles	Bordeaux	34	208
Baku	St Petersburg	83	St Petersburg	Marseilles	78	Marseilles	Bordeaux	34	194
Tashkent	St Petersburg	91	St Petersburg	Marseilles	78	Marseilles	Bordeaux	34	202
Ashgabat	St Petersburg	132	St Petersburg	Marseilles	78	Marseilles	Bordeaux	34	243
Almaty	Illiychevsk	103	Illiychevsk	Marseilles	89	Marseilles	Bordeaux	34	226
Baku	Illiychevsk	77	Illiychevsk	Marseilles	89	Marseilles	Bordeaux	34	200
Tashkent	Illiychevsk	99	Illiychevsk	Marseilles	89	Marseilles	Bordeaux	34	222
Ashgabat	Illiychevsk	135	Illiychevsk	Marseilles	89	Marseilles	Bordeaux	34	257
Almaty	Poti	157	Poti	Marseilles	111	Marseilles	Bordeaux	34	302
Baku	Poti	64	Poti	Marseilles	111	Marseilles	Bordeaux	34	209
Tashkent	Poti	103	Poti	Marseilles	111	Marseilles	Bordeaux	34	248
Ashgabat	Poti	81	Poti	Marseilles	111	Marseilles	Bordeaux	34	226

Almaty	Riga	101	Riga	Rotterdam	44	Rotterdam	Brussels	41	187
Baku	Riga	84	Riga	Rotterdam	44	Rotterdam	Brussels	41	169
Tashkent	Riga	90	Riga	Rotterdam	44	Rotterdam	Brussels	41	176
Ashgabat	Riga	133	Riga	Rotterdam	44	Rotterdam	Brussels	41	219
Almaty	St Petersburg	97	St Petersburg	Rotterdam	46	Rotterdam	Brussels	41	184
Baku	St Petersburg	83	St Petersburg	Rotterdam	46	Rotterdam	Brussels	41	169
Tashkent	St Petersburg	91	St Petersburg	Rotterdam	46	Rotterdam	Brussels	41	177
Ashgabat	St Petersburg	132	St Petersburg	Rotterdam	46	Rotterdam	Brussels	41	219
Almaty	Illiychevsk	103	Illiychevsk	Rotterdam	95	Rotterdam	Brussels	41	239
Baku	Illiychevsk	77	Illiychevsk	Rotterdam	95	Rotterdam	Brussels	41	214
Tashkent	Illiychevsk	99	Illiychevsk	Rotterdam	95	Rotterdam	Brussels	41	235
Ashgabat	Illiychevsk	135	Illiychevsk	Rotterdam	95	Rotterdam	Brussels	41	271
Almaty	Poti	157	Poti	Rotterdam	118	Rotterdam	Brussels	41	317
Baku	Poti	64	Poti	Rotterdam	118	Rotterdam	Brussels	41	224
Tashkent	Poti	103	Poti	Rotterdam	118	Rotterdam	Brussels	41	263

TARIFFS FOR COMPOSITE TRANSPORT (USD/Ton)

Carriage 40 Tons			Maritime container 40'			Railway container 40'			Total
Ashgabat	Poti	81	Poti	Rotterdam	118	Rotterdam	Brussels	41	241

Almaty	Poti	157	Poti	Trieste	78	Trieste	Budapest	29	264
Baku	Poti	64	Poti	Trieste	78	Trieste	Budapest	29	171
Tashkent	Poti	103	Poti	Trieste	78	Trieste	Budapest	29	210
Ashgabat	Poti	81	Poti	Trieste	78	Trieste	Budapest	29	188

Almaty	Riga	101	Riga	Hamburg	56	Hamburg	Frankfurt	33	191
Baku	Riga	84	Riga	Hamburg	56	Hamburg	Frankfurt	33	173
Tashkent	Riga	90	Riga	Hamburg	56	Hamburg	Frankfurt	33	180
Ashgabat	Riga	133	Riga	Hamburg	56	Hamburg	Frankfurt	33	223
Almaty	St Petersburg	97	St Petersburg	Hamburg	57	Hamburg	Frankfurt	33	188
Baku	St Petersburg	83	St Petersburg	Hamburg	57	Hamburg	Frankfurt	33	173
Tashkent	St Petersburg	91	St Petersburg	Hamburg	57	Hamburg	Frankfurt	33	181
Ashgabat	St Petersburg	132	St Petersburg	Hamburg	57	Hamburg	Frankfurt	33	222
Almaty	Illychevsk	103	Illychevsk	Hamburg	104	Hamburg	Frankfurt	33	241
Baku	Illychevsk	77	Illychevsk	Hamburg	104	Hamburg	Frankfurt	33	215
Tashkent	Illychevsk	99	Illychevsk	Hamburg	104	Hamburg	Frankfurt	33	237
Ashgabat	Illychevsk	135	Illychevsk	Hamburg	104	Hamburg	Frankfurt	33	273
Almaty	Poti	157	Poti	Hamburg	122	Hamburg	Frankfurt	33	312
Baku	Poti	64	Poti	Hamburg	122	Hamburg	Frankfurt	33	219
Tashkent	Poti	103	Poti	Hamburg	122	Hamburg	Frankfurt	33	258
Ashgabat	Poti	81	Poti	Hamburg	122	Hamburg	Frankfurt	33	236
Almaty	Riga	101	Riga	Rotterdam	44	Rotterdam	Frankfurt	22	167
Baku	Riga	84	Riga	Rotterdam	44	Rotterdam	Frankfurt	22	150
Tashkent	Riga	90	Riga	Rotterdam	44	Rotterdam	Frankfurt	22	156
Ashgabat	Riga	133	Riga	Rotterdam	44	Rotterdam	Frankfurt	22	200
Almaty	St Petersburg	97	St Petersburg	Rotterdam	46	Rotterdam	Frankfurt	22	165
Baku	St Petersburg	83	St Petersburg	Rotterdam	46	Rotterdam	Frankfurt	22	150
Tashkent	St Petersburg	91	St Petersburg	Rotterdam	46	Rotterdam	Frankfurt	22	158
Ashgabat	St Petersburg	132	St Petersburg	Rotterdam	46	Rotterdam	Frankfurt	22	199
Almaty	Illychevsk	103	Illychevsk	Rotterdam	95	Rotterdam	Frankfurt	22	220
Baku	Illychevsk	77	Illychevsk	Rotterdam	95	Rotterdam	Frankfurt	22	194
Tashkent	Illychevsk	99	Illychevsk	Rotterdam	95	Rotterdam	Frankfurt	22	216
Ashgabat	Illychevsk	135	Illychevsk	Rotterdam	95	Rotterdam	Frankfurt	22	252
Almaty	Poti	157	Poti	Rotterdam	118	Rotterdam	Frankfurt	22	297
Baku	Poti	64	Poti	Rotterdam	118	Rotterdam	Frankfurt	22	204
Tashkent	Poti	103	Poti	Rotterdam	118	Rotterdam	Frankfurt	22	243
Ashgabat	Poti	81	Poti	Rotterdam	118	Rotterdam	Frankfurt	22	221
Almaty	Poti	157	Poti	Trieste	78	Trieste	Frankfurt	74	309
Baku	Poti	64	Poti	Trieste	78	Trieste	Frankfurt	74	216
Tashkent	Poti	103	Poti	Trieste	78	Trieste	Frankfurt	74	255
Ashgabat	Poti	81	Poti	Trieste	78	Trieste	Frankfurt	74	233

Almaty	Riga	101	Riga	Hamburg	56	157
Baku	Riga	84	Riga	Hamburg	56	140
Tashkent	Riga	90	Riga	Hamburg	56	146
Ashgabat	Riga	133	Riga	Hamburg	56	189
Almaty	St Petersburg	97	St Petersburg	Hamburg	57	154
Baku	St Petersburg	83	St Petersburg	Hamburg	57	140
Tashkent	St Petersburg	91	St Petersburg	Hamburg	57	148
Ashgabat	St Petersburg	132	St Petersburg	Hamburg	57	189
Almaty	Illychevsk	103	Illychevsk	Hamburg	104	207
Baku	Illychevsk	77	Illychevsk	Hamburg	104	182
Tashkent	Illychevsk	99	Illychevsk	Hamburg	104	204

TARIFFS FOR COMPOSITE TRANSPORT (USD/Ton)

Carriage 40 Tons			Maritime container 40'			Railway container 40'			Total
	Ashgabat		Illiychevsk	135	Illiychevsk	Hamburg	104	239	
	Almaty		Poti	157	Poti	Hamburg	122	279	
	Baku		Poti	64	Poti	Hamburg	122	186	
	Tashkent		Poti	103	Poti	Hamburg	122	225	
	Ashgabat		Poti	81	Poti	Hamburg	122	203	

Almaty	Riga	101	Riga	Felixstowe	60	Felixstowe	London	16	177
Baku	Riga	84	Riga	Felixstowe	60	Felixstowe	London	16	160
Tashkent	Riga	90	Riga	Felixstowe	60	Felixstowe	London	16	166
Ashgabat	Riga	133	Riga	Felixstowe	60	Felixstowe	London	16	209
Almaty	St Petersburg	97	St Petersburg	Felixstowe	61	Felixstowe	London	16	174
Baku	St Petersburg	83	St Petersburg	Felixstowe	61	Felixstowe	London	16	160
Tashkent	St Petersburg	91	St Petersburg	Felixstowe	61	Felixstowe	London	16	168
Ashgabat	St Petersburg	132	St Petersburg	Felixstowe	61	Felixstowe	London	16	209
Almaty	Illiychevsk	103	Illiychevsk	Felixstowe	150	Felixstowe	London	16	269
Baku	Illiychevsk	77	Illiychevsk	Felixstowe	150	Felixstowe	London	16	243
Tashkent	Illiychevsk	99	Illiychevsk	Felixstowe	150	Felixstowe	London	16	265
Ashgabat	Illiychevsk	135	Illiychevsk	Felixstowe	150	Felixstowe	London	16	301
Almaty	Poti	157	Poti	Felixstowe	131	Felixstowe	London	16	304
Baku	Poti	64	Poti	Felixstowe	131	Felixstowe	London	16	211
Tashkent	Poti	103	Poti	Felixstowe	131	Felixstowe	London	16	250
Ashgabat	Poti	81	Poti	Felixstowe	131	Felixstowe	London	16	228

Almaty	Riga	101	Riga	Barcelona	81	Barcelona	Madrid	22	204
Baku	Riga	84	Riga	Barcelona	81	Barcelona	Madrid	22	187
Tashkent	Riga	90	Riga	Barcelona	81	Barcelona	Madrid	22	193
Ashgabat	Riga	133	Riga	Barcelona	81	Barcelona	Madrid	22	236
Almaty	St Petersburg	97	St Petersburg	Barcelona	82	Barcelona	Madrid	22	201
Baku	St Petersburg	83	St Petersburg	Barcelona	82	Barcelona	Madrid	22	187
Tashkent	St Petersburg	91	St Petersburg	Barcelona	82	Barcelona	Madrid	22	195
Ashgabat	St Petersburg	132	St Petersburg	Barcelona	82	Barcelona	Madrid	22	236
Almaty	Illiychevsk	103	Illiychevsk	Barcelona	86	Barcelona	Madrid	22	211
Baku	Illiychevsk	77	Illiychevsk	Barcelona	86	Barcelona	Madrid	22	185
Tashkent	Illiychevsk	99	Illiychevsk	Barcelona	86	Barcelona	Madrid	22	207
Ashgabat	Illiychevsk	135	Illiychevsk	Barcelona	86	Barcelona	Madrid	22	242
Almaty	Poti	157	Poti	Barcelona	108	Barcelona	Madrid	22	287
Baku	Poti	64	Poti	Barcelona	108	Barcelona	Madrid	22	194
Tashkent	Poti	103	Poti	Barcelona	108	Barcelona	Madrid	22	233
Ashgabat	Poti	81	Poti	Barcelona	108	Barcelona	Madrid	22	211

Almaty	Riga	101	Riga	Genoa	82	Genoa	Milan	23	207
Baku	Riga	84	Riga	Genoa	82	Genoa	Milan	23	189
Tashkent	Riga	90	Riga	Genoa	82	Genoa	Milan	23	195
Ashgabat	Riga	133	Riga	Genoa	82	Genoa	Milan	23	239
Almaty	St Petersburg	97	St Petersburg	Genoa	84	Genoa	Milan	23	204
Baku	St Petersburg	83	St Petersburg	Genoa	84	Genoa	Milan	23	189
Tashkent	St Petersburg	91	St Petersburg	Genoa	84	Genoa	Milan	23	197
Ashgabat	St Petersburg	132	St Petersburg	Genoa	84	Genoa	Milan	23	238
Almaty	Illiychevsk	103	Illiychevsk	Genoa	89	Genoa	Milan	23	215
Baku	Illiychevsk	77	Illiychevsk	Genoa	89	Genoa	Milan	23	189
Tashkent	Illiychevsk	99	Illiychevsk	Genoa	89	Genoa	Milan	23	211
Ashgabat	Illiychevsk	135	Illiychevsk	Genoa	89	Genoa	Milan	23	247
Almaty	Poti	157	Poti	Genoa	111	Genoa	Milan	23	291
Baku	Poti	64	Poti	Genoa	111	Genoa	Milan	23	198
Tashkent	Poti	103	Poti	Genoa	111	Genoa	Milan	23	237

TARIFFS FOR COMPOSITE TRANSPORT (USD/Ton)

Carriage 40 Tons			Maritime container 40'			Railway container 40'			Total
Ashgabat	Poti	81	Poti	Genoa	111	Genoa	Milan	23	215

Almaty	Riga	101	Riga	Dunkirk	76	Dunkirk	Paris	42	219
Baku	Riga	84	Riga	Dunkirk	76	Dunkirk	Paris	42	202
Tashkent	Riga	90	Riga	Dunkirk	76	Dunkirk	Paris	42	208
Ashgabat	Riga	133	Riga	Dunkirk	76	Dunkirk	Paris	42	252
Almaty	St Petersburg	97	St Petersburg	Dunkirk	84	Dunkirk	Paris	42	223
Baku	St Petersburg	83	St Petersburg	Dunkirk	84	Dunkirk	Paris	42	208
Tashkent	St Petersburg	91	St Petersburg	Dunkirk	84	Dunkirk	Paris	42	216
Ashgabat	St Petersburg	132	St Petersburg	Dunkirk	84	Dunkirk	Paris	42	257
Almaty	Riga	101	Riga	Marseilles	76	Marseilles	Paris	39	216
Baku	Riga	84	Riga	Marseilles	76	Marseilles	Paris	39	199
Tashkent	Riga	90	Riga	Marseilles	76	Marseilles	Paris	39	205
Ashgabat	Riga	133	Riga	Marseilles	76	Marseilles	Paris	39	249
Almaty	St Petersburg	97	St Petersburg	Marseilles	78	Marseilles	Paris	39	214
Baku	St Petersburg	83	St Petersburg	Marseilles	78	Marseilles	Paris	39	199
Tashkent	St Petersburg	91	St Petersburg	Marseilles	78	Marseilles	Paris	39	207
Ashgabat	St Petersburg	132	St Petersburg	Marseilles	78	Marseilles	Paris	39	248
Almaty	Illychevsk	103	Illychevsk	Marseilles	89	Marseilles	Paris	39	231
Baku	Illychevsk	77	Illychevsk	Marseilles	89	Marseilles	Paris	39	205
Tashkent	Illychevsk	99	Illychevsk	Marseilles	89	Marseilles	Paris	39	227
Ashgabat	Illychevsk	135	Illychevsk	Marseilles	89	Marseilles	Paris	39	263
Almaty	Poti	157	Poti	Marseilles	111	Marseilles	Paris	39	307
Baku	Poti	64	Poti	Marseilles	111	Marseilles	Paris	39	214
Tashkent	Poti	103	Poti	Marseilles	111	Marseilles	Paris	39	253
Ashgabat	Poti	81	Poti	Marseilles	111	Marseilles	Paris	39	231
Almaty	Riga	101	Riga	Rotterdam	44	Rotterdam	Paris	56	202
Baku	Riga	84	Riga	Rotterdam	44	Rotterdam	Paris	56	185
Tashkent	Riga	90	Riga	Rotterdam	44	Rotterdam	Paris	56	191
Ashgabat	Riga	133	Riga	Rotterdam	44	Rotterdam	Paris	56	234
Almaty	St Petersburg	97	St Petersburg	Rotterdam	46	Rotterdam	Paris	56	199
Baku	St Petersburg	83	St Petersburg	Rotterdam	46	Rotterdam	Paris	56	185
Tashkent	St Petersburg	91	St Petersburg	Rotterdam	46	Rotterdam	Paris	56	193
Ashgabat	St Petersburg	132	St Petersburg	Rotterdam	46	Rotterdam	Paris	56	234
Almaty	Illychevsk	103	Illychevsk	Rotterdam	95	Rotterdam	Paris	56	255
Baku	Illychevsk	77	Illychevsk	Rotterdam	95	Rotterdam	Paris	56	229
Tashkent	Illychevsk	99	Illychevsk	Rotterdam	95	Rotterdam	Paris	56	251
Ashgabat	Illychevsk	135	Illychevsk	Rotterdam	95	Rotterdam	Paris	56	286
Almaty	Poti	157	Poti	Rotterdam	118	Rotterdam	Paris	56	332
Baku	Poti	64	Poti	Rotterdam	118	Rotterdam	Paris	56	239
Tashkent	Poti	103	Poti	Rotterdam	118	Rotterdam	Paris	56	278
Ashgabat	Poti	81	Poti	Rotterdam	118	Rotterdam	Paris	56	256
Almaty	Poti	157	Poti	Trieste	78	Trieste	Paris	74	309
Baku	Poti	64	Poti	Trieste	78	Trieste	Paris	74	216
Tashkent	Poti	103	Poti	Trieste	78	Trieste	Paris	74	255
Ashgabat	Poti	81	Poti	Trieste	78	Trieste	Paris	74	233

Almaty	Riga	101	Riga	Genoa	82	Genoa	Salzburg	35	219
Baku	Riga	84	Riga	Genoa	82	Genoa	Salzburg	35	202
Tashkent	Riga	90	Riga	Genoa	82	Genoa	Salzburg	35	208
Ashgabat	Riga	133	Riga	Genoa	82	Genoa	Salzburg	35	251
Almaty	St Petersburg	97	St Petersburg	Genoa	84	Genoa	Salzburg	35	216
Baku	St Petersburg	83	St Petersburg	Genoa	84	Genoa	Salzburg	35	202
Tashkent	St Petersburg	91	St Petersburg	Genoa	84	Genoa	Salzburg	35	210
Ashgabat	St Petersburg	132	St Petersburg	Genoa	84	Genoa	Salzburg	35	251

TARIFFS FOR COMPOSITE TRANSPORT (USD/Ton)

Carriage 40 Tons			Maritime container 40'			Railway container 40'			Total
Almaty	Illiychevsk	103	Illiychevsk	Genoa	89	Genoa	Salzburg	35	228
Baku	Illiychevsk	77	Illiychevsk	Genoa	89	Genoa	Salzburg	35	202
Tashkent	Illiychevsk	99	Illiychevsk	Genoa	89	Genoa	Salzburg	35	224
Ashgabat	Illiychevsk	135	Illiychevsk	Genoa	89	Genoa	Salzburg	35	259
Almaty	Poti	157	Poti	Genoa	111	Genoa	Salzburg	35	304
Baku	Poti	64	Poti	Genoa	111	Genoa	Salzburg	35	211
Tashkent	Poti	103	Poti	Genoa	111	Genoa	Salzburg	35	250
Ashgabat	Poti	81	Poti	Genoa	111	Genoa	Salzburg	35	228
Almaty	Riga	101	Riga	Hamburg	56	Hamburg	Salzburg	36	193
Baku	Riga	84	Riga	Hamburg	56	Hamburg	Salzburg	36	176
Tashkent	Riga	90	Riga	Hamburg	56	Hamburg	Salzburg	36	182
Ashgabat	Riga	133	Riga	Hamburg	56	Hamburg	Salzburg	36	225
Almaty	St Petersburg	97	St Petersburg	Hamburg	57	Hamburg	Salzburg	36	190
Baku	St Petersburg	83	St Petersburg	Hamburg	57	Hamburg	Salzburg	36	176
Tashkent	St Petersburg	91	St Petersburg	Hamburg	57	Hamburg	Salzburg	36	184
Ashgabat	St Petersburg	132	St Petersburg	Hamburg	57	Hamburg	Salzburg	36	225
Almaty	Illiychevsk	103	Illiychevsk	Hamburg	104	Hamburg	Salzburg	36	243
Baku	Illiychevsk	77	Illiychevsk	Hamburg	104	Hamburg	Salzburg	36	218
Tashkent	Illiychevsk	99	Illiychevsk	Hamburg	104	Hamburg	Salzburg	36	239
Ashgabat	Illiychevsk	135	Illiychevsk	Hamburg	104	Hamburg	Salzburg	36	275
Almaty	Poti	157	Poti	Hamburg	122	Hamburg	Salzburg	36	314
Baku	Poti	64	Poti	Hamburg	122	Hamburg	Salzburg	36	221
Tashkent	Poti	103	Poti	Hamburg	122	Hamburg	Salzburg	36	260
Ashgabat	Poti	81	Poti	Hamburg	122	Hamburg	Salzburg	36	238
Almaty	Poti	157	Poti	Trieste	78	Trieste	Salzburg	23	258
Baku	Poti	64	Poti	Trieste	78	Trieste	Salzburg	23	165
Tashkent	Poti	103	Poti	Trieste	78	Trieste	Salzburg	23	204
Ashgabat	Poti	81	Poti	Trieste	78	Trieste	Salzburg	23	182

Almaty	Riga	101	Riga	Hamburg	56	Hamburg	Warsaw	34	191
Baku	Riga	84	Riga	Hamburg	56	Hamburg	Warsaw	34	174
Tashkent	Riga	90	Riga	Hamburg	56	Hamburg	Warsaw	34	180
Ashgabat	Riga	133	Riga	Hamburg	56	Hamburg	Warsaw	34	223
Almaty	St Petersburg	97	St Petersburg	Hamburg	57	Hamburg	Warsaw	34	188
Baku	St Petersburg	83	St Petersburg	Hamburg	57	Hamburg	Warsaw	34	174
Tashkent	St Petersburg	91	St Petersburg	Hamburg	57	Hamburg	Warsaw	34	182
Ashgabat	St Petersburg	132	St Petersburg	Hamburg	57	Hamburg	Warsaw	34	223
Almaty	Illiychevsk	103	Illiychevsk	Hamburg	104	Hamburg	Warsaw	34	241
Baku	Illiychevsk	77	Illiychevsk	Hamburg	104	Hamburg	Warsaw	34	216
Tashkent	Illiychevsk	99	Illiychevsk	Hamburg	104	Hamburg	Warsaw	34	237
Ashgabat	Illiychevsk	135	Illiychevsk	Hamburg	104	Hamburg	Warsaw	34	273
Almaty	Poti	157	Poti	Hamburg	122	Hamburg	Warsaw	34	312
Baku	Poti	64	Poti	Hamburg	122	Hamburg	Warsaw	34	219
Tashkent	Poti	103	Poti	Hamburg	122	Hamburg	Warsaw	34	258
Ashgabat	Poti	81	Poti	Hamburg	122	Hamburg	Warsaw	34	236

DELAYS FOR COMPOSITE TRANSPORT (Days)

A) FROM EUROPE TO CENTRAL ASIA

Railway container 20' or 40'			Maritime container 20' or 40'			Carriage 40 Tons			Total
Bern	Genoa	2	Genoa	Riga	19	Riga	Almaty	21	42
Bern	Genoa	2	Genoa	Riga	19	Riga	Baku	14	35
Bern	Genoa	2	Genoa	Riga	19	Riga	Tashkent	18	39
Bern	Genoa	2	Genoa	Riga	19	Riga	Ashgabat	20	41
Bern	Genoa	2	Genoa	St Petersburg	23	St Petersburg	Almaty	19	44
Bern	Genoa	2	Genoa	St Petersburg	23	St Petersburg	Baku	13	38
Bern	Genoa	2	Genoa	St Petersburg	23	St Petersburg	Tashkent	17	42
Bern	Genoa	2	Genoa	St Petersburg	23	St Petersburg	Ashgabat	19	44
Bern	Genoa	2	Genoa	Illychevsk	14	Illychevsk	Almaty	20	36
Bern	Genoa	2	Genoa	Illychevsk	14	Illychevsk	Baku	10	26
Bern	Genoa	2	Genoa	Illychevsk	14	Illychevsk	Tashkent	18	34
Bern	Genoa	2	Genoa	Illychevsk	14	Illychevsk	Ashgabat	17	33
Bern	Genoa	2	Genoa	Poti	13	Poti	Almaty	25	40
Bern	Genoa	2	Genoa	Poti	13	Poti	Baku	4	19
Bern	Genoa	2	Genoa	Poti	13	Poti	Tashkent	23	38
Bern	Genoa	2	Genoa	Poti	13	Poti	Ashgabat	22	37
Bern	Trieste	2	Trieste	Poti	18	Poti	Almaty	25	45
Bern	Trieste	2	Trieste	Poti	18	Poti	Baku	4	24
Bern	Trieste	2	Trieste	Poti	18	Poti	Tashkent	23	43
Bern	Trieste	2	Trieste	Poti	18	Poti	Ashgabat	22	42

Bordeaux	Marseilles	3	Marseilles	Riga	33	Riga	Almaty	21	57
Bordeaux	Marseilles	3	Marseilles	Riga	33	Riga	Baku	14	50
Bordeaux	Marseilles	3	Marseilles	Riga	33	Riga	Tashkent	18	54
Bordeaux	Marseilles	3	Marseilles	Riga	33	Riga	Ashgabat	20	56
Bordeaux	Marseilles	3	Marseilles	St Petersburg	24	St Petersburg	Almaty	19	46
Bordeaux	Marseilles	3	Marseilles	St Petersburg	24	St Petersburg	Baku	13	40
Bordeaux	Marseilles	3	Marseilles	St Petersburg	24	St Petersburg	Tashkent	17	44
Bordeaux	Marseilles	3	Marseilles	St Petersburg	24	St Petersburg	Ashgabat	19	46
Bordeaux	Marseilles	3	Marseilles	Illychevsk	24	Illychevsk	Almaty	20	47
Bordeaux	Marseilles	3	Marseilles	Illychevsk	24	Illychevsk	Baku	10	37
Bordeaux	Marseilles	3	Marseilles	Illychevsk	24	Illychevsk	Tashkent	18	45
Bordeaux	Marseilles	3	Marseilles	Illychevsk	24	Illychevsk	Ashgabat	17	44
Bordeaux	Marseilles	3	Marseilles	Poti	24	Poti	Almaty	25	52
Bordeaux	Marseilles	3	Marseilles	Poti	24	Poti	Baku	4	31
Bordeaux	Marseilles	3	Marseilles	Poti	24	Poti	Tashkent	23	50
Bordeaux	Marseilles	3	Marseilles	Poti	24	Poti	Ashgabat	22	49

Brussels	Rotterdam	2	Rotterdam	Riga	6	Riga	Almaty	21	29
Brussels	Rotterdam	2	Rotterdam	Riga	6	Riga	Baku	14	22
Brussels	Rotterdam	2	Rotterdam	Riga	6	Riga	Tashkent	18	26
Brussels	Rotterdam	2	Rotterdam	Riga	6	Riga	Ashgabat	20	28
Brussels	Rotterdam	2	Rotterdam	St Petersburg	7	St Petersburg	Almaty	19	28
Brussels	Rotterdam	2	Rotterdam	St Petersburg	7	St Petersburg	Baku	13	22
Brussels	Rotterdam	2	Rotterdam	St Petersburg	7	St Petersburg	Tashkent	17	26
Brussels	Rotterdam	2	Rotterdam	St Petersburg	7	St Petersburg	Ashgabat	19	28
Brussels	Rotterdam	2	Rotterdam	Illychevsk	15	Illychevsk	Almaty	20	37
Brussels	Rotterdam	2	Rotterdam	Illychevsk	15	Illychevsk	Baku	10	27
Brussels	Rotterdam	2	Rotterdam	Illychevsk	15	Illychevsk	Tashkent	18	35
Brussels	Rotterdam	2	Rotterdam	Illychevsk	15	Illychevsk	Ashgabat	17	34
Brussels	Rotterdam	2	Rotterdam	Poti	20	Poti	Almaty	25	47
Brussels	Rotterdam	2	Rotterdam	Poti	20	Poti	Baku	4	26
Brussels	Rotterdam	2	Rotterdam	Poti	20	Poti	Tashkent	23	45
Brussels	Rotterdam	2	Rotterdam	Poti	20	Poti	Ashgabat	22	44

Bucharest	Varna	2	Varna	Poti	5	Poti	Almaty	25	32
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DELAYS FOR COMPOSITE TRANSPORT (Days)

Railway container 20' or 40'			Maritime container 20' or 40'			Carriage 40 Tons			Total
Bucharest	Varna	2	Varna	Poti	5	Poti	Baku	4	11
Bucharest	Varna	2	Varna	Poti	5	Poti	Tashkent	23	30
Bucharest	Varna	2	Varna	Poti	5	Poti	Ashgabat	22	29

Budapest	Trieste	3	Trieste	Poti	18	Poti	Almaty	25	46
Budapest	Trieste	3	Trieste	Poti	18	Poti	Baku	4	25
Budapest	Trieste	3	Trieste	Poti	18	Poti	Tashkent	23	44
Budapest	Trieste	3	Trieste	Poti	18	Poti	Ashgabat	22	43

Frankfurt	Hamburg	2	Hamburg	Riga	8	Riga	Almaty	21	31
Frankfurt	Hamburg	2	Hamburg	Riga	8	Riga	Baku	14	24
Frankfurt	Hamburg	2	Hamburg	Riga	8	Riga	Tashkent	18	28
Frankfurt	Hamburg	2	Hamburg	Riga	8	Riga	Ashgabat	20	30
Frankfurt	Hamburg	2	Hamburg	St Petersburg	16	St Petersburg	Almaty	19	37
Frankfurt	Hamburg	2	Hamburg	St Petersburg	16	St Petersburg	Baku	13	31
Frankfurt	Hamburg	2	Hamburg	St Petersburg	16	St Petersburg	Tashkent	17	35
Frankfurt	Hamburg	2	Hamburg	St Petersburg	16	St Petersburg	Ashgabat	19	37
Frankfurt	Hamburg	2	Hamburg	Illiychevsk	20	Illiychevsk	Almaty	20	42
Frankfurt	Hamburg	2	Hamburg	Illiychevsk	20	Illiychevsk	Baku	10	32
Frankfurt	Hamburg	2	Hamburg	Illiychevsk	20	Illiychevsk	Tashkent	18	40
Frankfurt	Hamburg	2	Hamburg	Illiychevsk	20	Illiychevsk	Ashgabat	17	39
Frankfurt	Hamburg	2	Hamburg	Poti	21	Poti	Almaty	25	48
Frankfurt	Hamburg	2	Hamburg	Poti	21	Poti	Baku	4	27
Frankfurt	Hamburg	2	Hamburg	Poti	21	Poti	Tashkent	23	46
Frankfurt	Hamburg	2	Hamburg	Poti	21	Poti	Ashgabat	22	45
Frankfurt	Rotterdam	3	Rotterdam	Riga	6	Riga	Almaty	21	30
Frankfurt	Rotterdam	3	Rotterdam	Riga	6	Riga	Baku	14	23
Frankfurt	Rotterdam	3	Rotterdam	Riga	6	Riga	Tashkent	18	27
Frankfurt	Rotterdam	3	Rotterdam	Riga	6	Riga	Ashgabat	20	29
Frankfurt	Rotterdam	3	Rotterdam	St Petersburg	7	St Petersburg	Almaty	19	29
Frankfurt	Rotterdam	3	Rotterdam	St Petersburg	7	St Petersburg	Baku	13	23
Frankfurt	Rotterdam	3	Rotterdam	St Petersburg	7	St Petersburg	Tashkent	17	27
Frankfurt	Rotterdam	3	Rotterdam	St Petersburg	7	St Petersburg	Ashgabat	19	29
Frankfurt	Rotterdam	3	Rotterdam	Illiychevsk	15	Illiychevsk	Almaty	20	38
Frankfurt	Rotterdam	3	Rotterdam	Illiychevsk	15	Illiychevsk	Baku	10	28
Frankfurt	Rotterdam	3	Rotterdam	Illiychevsk	15	Illiychevsk	Tashkent	18	36
Frankfurt	Rotterdam	3	Rotterdam	Illiychevsk	15	Illiychevsk	Ashgabat	17	35
Frankfurt	Rotterdam	3	Rotterdam	Poti	20	Poti	Almaty	25	48
Frankfurt	Rotterdam	3	Rotterdam	Poti	20	Poti	Baku	4	27
Frankfurt	Rotterdam	3	Rotterdam	Poti	20	Poti	Tashkent	23	46
Frankfurt	Rotterdam	3	Rotterdam	Poti	20	Poti	Ashgabat	22	45
Frankfurt	Trieste	3	Trieste	Poti	18	Poti	Almaty	25	46
Frankfurt	Trieste	3	Trieste	Poti	18	Poti	Baku	4	25
Frankfurt	Trieste	3	Trieste	Poti	18	Poti	Tashkent	23	44
Frankfurt	Trieste	3	Trieste	Poti	18	Poti	Ashgabat	22	43

Hamburg	Riga	8	Riga	Almaty	21	29
Hamburg	Riga	8	Riga	Baku	14	22
Hamburg	Riga	8	Riga	Tashkent	18	26
Hamburg	Riga	8	Riga	Ashgabat	20	28
Hamburg	St Petersburg	16	St Petersburg	Almaty	19	35
Hamburg	St Petersburg	16	St Petersburg	Baku	13	29
Hamburg	St Petersburg	16	St Petersburg	Tashkent	17	33
Hamburg	St Petersburg	16	St Petersburg	Ashgabat	19	35
Hamburg	Illiychevsk	20	Illiychevsk	Almaty	20	40
Hamburg	Illiychevsk	20	Illiychevsk	Baku	10	30
Hamburg	Illiychevsk	20	Illiychevsk	Tashkent	18	38
Hamburg	Illiychevsk	20	Illiychevsk	Ashgabat	17	37

DELAYS FOR COMPOSITE TRANSPORT (Days)

Railway container 20' or 40'			Maritime container 20' or 40'			Carriage 40 Tons		Total
	Hamburg	Poti	21	Poti	Almaty	25	46	
	Hamburg	Poti	21	Poti	Baku	4	25	
	Hamburg	Poti	21	Poti	Tashkent	23	44	
	Hamburg	Poti	21	Poti	Ashgabat	22	43	

London	Felixstowe	1	Felixstowe	Riga	10	Riga	Almaty	21	32
London	Felixstowe	1	Felixstowe	Riga	10	Riga	Baku	14	25
London	Felixstowe	1	Felixstowe	Riga	10	Riga	Tashkent	18	29
London	Felixstowe	1	Felixstowe	Riga	10	Riga	Ashgabat	20	31
London	Felixstowe	1	Felixstowe	St Petersburg	12	St Petersburg	Almaty	19	32
London	Felixstowe	1	Felixstowe	St Petersburg	12	St Petersburg	Baku	13	26
London	Felixstowe	1	Felixstowe	St Petersburg	12	St Petersburg	Tashkent	17	30
London	Felixstowe	1	Felixstowe	St Petersburg	12	St Petersburg	Ashgabat	19	32
London	Felixstowe	1	Felixstowe	Illychevsk	16	Illychevsk	Almaty	20	37
London	Felixstowe	1	Felixstowe	Illychevsk	16	Illychevsk	Baku	10	27
London	Felixstowe	1	Felixstowe	Illychevsk	16	Illychevsk	Tashkent	18	35
London	Felixstowe	1	Felixstowe	Illychevsk	16	Illychevsk	Ashgabat	17	34
London	Felixstowe	1	Felixstowe	Poti	20	Poti	Almaty	25	46
London	Felixstowe	1	Felixstowe	Poti	20	Poti	Baku	4	25
London	Felixstowe	1	Felixstowe	Poti	20	Poti	Tashkent	23	44
London	Felixstowe	1	Felixstowe	Poti	20	Poti	Ashgabat	22	43

Madrid	Barcelona	2	Barcelona	Riga	18	Riga	Almaty	21	41
Madrid	Barcelona	2	Barcelona	Riga	18	Riga	Baku	14	34
Madrid	Barcelona	2	Barcelona	Riga	18	Riga	Tashkent	18	38
Madrid	Barcelona	2	Barcelona	Riga	18	Riga	Ashgabat	20	40
Madrid	Barcelona	2	Barcelona	St Petersburg	22	St Petersburg	Almaty	19	43
Madrid	Barcelona	2	Barcelona	St Petersburg	22	St Petersburg	Baku	13	37
Madrid	Barcelona	2	Barcelona	St Petersburg	22	St Petersburg	Tashkent	17	41
Madrid	Barcelona	2	Barcelona	St Petersburg	22	St Petersburg	Ashgabat	19	43
Madrid	Barcelona	2	Barcelona	Illychevsk	33	Illychevsk	Almaty	20	55
Madrid	Barcelona	2	Barcelona	Illychevsk	33	Illychevsk	Baku	10	45
Madrid	Barcelona	2	Barcelona	Illychevsk	33	Illychevsk	Tashkent	18	53
Madrid	Barcelona	2	Barcelona	Illychevsk	33	Illychevsk	Ashgabat	17	52
Madrid	Barcelona	2	Barcelona	Poti	27	Poti	Almaty	25	54
Madrid	Barcelona	2	Barcelona	Poti	27	Poti	Baku	4	33
Madrid	Barcelona	2	Barcelona	Poti	27	Poti	Tashkent	23	52
Madrid	Barcelona	2	Barcelona	Poti	27	Poti	Ashgabat	22	51

Milan	Genoa	1	Genoa	Riga	19	Riga	Almaty	21	41
Milan	Genoa	1	Genoa	Riga	19	Riga	Baku	14	34
Milan	Genoa	1	Genoa	Riga	19	Riga	Tashkent	18	38
Milan	Genoa	1	Genoa	Riga	19	Riga	Ashgabat	20	40
Milan	Genoa	1	Genoa	St Petersburg	23	St Petersburg	Almaty	19	43
Milan	Genoa	1	Genoa	St Petersburg	23	St Petersburg	Baku	13	37
Milan	Genoa	1	Genoa	St Petersburg	23	St Petersburg	Tashkent	17	41
Milan	Genoa	1	Genoa	St Petersburg	23	St Petersburg	Ashgabat	19	43
Milan	Genoa	1	Genoa	Illychevsk	14	Illychevsk	Almaty	20	35
Milan	Genoa	1	Genoa	Illychevsk	14	Illychevsk	Baku	10	25
Milan	Genoa	1	Genoa	Illychevsk	14	Illychevsk	Tashkent	18	33
Milan	Genoa	1	Genoa	Illychevsk	14	Illychevsk	Ashgabat	17	32
Milan	Genoa	1	Genoa	Poti	13	Poti	Almaty	25	39
Milan	Genoa	1	Genoa	Poti	13	Poti	Baku	4	18
Milan	Genoa	1	Genoa	Poti	13	Poti	Tashkent	23	37
Milan	Genoa	1	Genoa	Poti	13	Poti	Ashgabat	22	36

Paris	Dunkirk	1	Dunkirk	Riga	8	Riga	Almaty	21	30
Paris	Dunkirk	1	Dunkirk	Riga	8	Riga	Baku	14	23

DELAYS FOR COMPOSITE TRANSPORT (Days)

Railway container 20' or 40'			Maritime container 20' or 40'			Carriage 40 Tons			Total
Paris	Dunkirk	1	Dunkirk	Riga	8	Riga	Tashkent	18	27
Paris	Dunkirk	1	Dunkirk	Riga	8	Riga	Ashgabat	20	29
Paris	Dunkirk	1	Dunkirk	St Petersburg	8	St Petersburg	Almaty	19	28
Paris	Dunkirk	1	Dunkirk	St Petersburg	8	St Petersburg	Baku	13	22
Paris	Dunkirk	1	Dunkirk	St Petersburg	8	St Petersburg	Tashkent	17	26
Paris	Dunkirk	1	Dunkirk	St Petersburg	8	St Petersburg	Ashgabat	19	28
Paris	Marseilles	2	Marseilles	Riga	33	Riga	Almaty	21	56
Paris	Marseilles	2	Marseilles	Riga	33	Riga	Baku	14	49
Paris	Marseilles	2	Marseilles	Riga	33	Riga	Tashkent	18	53
Paris	Marseilles	2	Marseilles	Riga	33	Riga	Ashgabat	20	55
Paris	Marseilles	2	Marseilles	St Petersburg	24	St Petersburg	Almaty	19	45
Paris	Marseilles	2	Marseilles	St Petersburg	24	St Petersburg	Baku	13	39
Paris	Marseilles	2	Marseilles	St Petersburg	24	St Petersburg	Tashkent	17	43
Paris	Marseilles	2	Marseilles	St Petersburg	24	St Petersburg	Ashgabat	19	45
Paris	Marseilles	2	Marseilles	Illychevsk	24	Illychevsk	Almaty	20	46
Paris	Marseilles	2	Marseilles	Illychevsk	24	Illychevsk	Baku	10	36
Paris	Marseilles	2	Marseilles	Illychevsk	24	Illychevsk	Tashkent	18	44
Paris	Marseilles	2	Marseilles	Illychevsk	24	Illychevsk	Ashgabat	17	43
Paris	Marseilles	2	Marseilles	Poti	24	Poti	Almaty	25	51
Paris	Marseilles	2	Marseilles	Poti	24	Poti	Baku	4	30
Paris	Marseilles	2	Marseilles	Poti	24	Poti	Tashkent	23	49
Paris	Marseilles	2	Marseilles	Poti	24	Poti	Ashgabat	22	48
Paris	Rotterdam	3	Rotterdam	Riga	6	Riga	Almaty	21	30
Paris	Rotterdam	3	Rotterdam	Riga	6	Riga	Baku	14	23
Paris	Rotterdam	3	Rotterdam	Riga	6	Riga	Tashkent	18	27
Paris	Rotterdam	3	Rotterdam	Riga	6	Riga	Ashgabat	20	29
Paris	Rotterdam	3	Rotterdam	St Petersburg	7	St Petersburg	Almaty	19	29
Paris	Rotterdam	3	Rotterdam	St Petersburg	7	St Petersburg	Baku	13	23
Paris	Rotterdam	3	Rotterdam	St Petersburg	7	St Petersburg	Tashkent	17	27
Paris	Rotterdam	3	Rotterdam	St Petersburg	7	St Petersburg	Ashgabat	19	29
Paris	Rotterdam	3	Rotterdam	Illychevsk	15	Illychevsk	Almaty	20	38
Paris	Rotterdam	3	Rotterdam	Illychevsk	15	Illychevsk	Baku	10	28
Paris	Rotterdam	3	Rotterdam	Illychevsk	15	Illychevsk	Tashkent	18	36
Paris	Rotterdam	3	Rotterdam	Illychevsk	15	Illychevsk	Ashgabat	17	35
Paris	Rotterdam	3	Rotterdam	Poti	20	Poti	Almaty	25	48
Paris	Rotterdam	3	Rotterdam	Poti	20	Poti	Baku	4	27
Paris	Rotterdam	3	Rotterdam	Poti	20	Poti	Tashkent	23	46
Paris	Rotterdam	3	Rotterdam	Poti	20	Poti	Ashgabat	22	45
Paris	Trieste	3	Trieste	Poti	18	Poti	Almaty	25	46
Paris	Trieste	3	Trieste	Poti	18	Poti	Baku	4	25
Paris	Trieste	3	Trieste	Poti	18	Poti	Tashkent	23	44
Paris	Trieste	3	Trieste	Poti	18	Poti	Ashgabat	22	43

Salzburg	Genoa	3	Genoa	Riga	19	Riga	Almaty	21	43
Salzburg	Genoa	3	Genoa	Riga	19	Riga	Baku	14	36
Salzburg	Genoa	3	Genoa	Riga	19	Riga	Tashkent	18	40
Salzburg	Genoa	3	Genoa	Riga	19	Riga	Ashgabat	20	42
Salzburg	Genoa	3	Genoa	St Petersburg	23	St Petersburg	Almaty	19	45
Salzburg	Genoa	3	Genoa	St Petersburg	23	St Petersburg	Baku	13	39
Salzburg	Genoa	3	Genoa	St Petersburg	23	St Petersburg	Tashkent	17	43
Salzburg	Genoa	3	Genoa	St Petersburg	23	St Petersburg	Ashgabat	19	45
Salzburg	Genoa	3	Genoa	Illychevsk	14	Illychevsk	Almaty	20	37
Salzburg	Genoa	3	Genoa	Illychevsk	14	Illychevsk	Baku	10	27
Salzburg	Genoa	3	Genoa	Illychevsk	14	Illychevsk	Tashkent	18	35
Salzburg	Genoa	3	Genoa	Illychevsk	14	Illychevsk	Ashgabat	17	34
Salzburg	Genoa	3	Genoa	Poti	13	Poti	Almaty	25	41
Salzburg	Genoa	3	Genoa	Poti	13	Poti	Baku	4	20
Salzburg	Genoa	3	Genoa	Poti	13	Poti	Tashkent	23	39

DELAYS FOR COMPOSITE TRANSPORT (Days)

Railway container 20' or 40'			Maritime container 20' or 40'			Carriage 40 Tons			Total
Salzburg	Genoa	3	Genoa	Poti	13	Poti	Ashgabat	22	38
Salzburg	Hamburg	3	Hamburg	Riga	8	Riga	Almaty	21	32
Salzburg	Hamburg	3	Hamburg	Riga	8	Riga	Baku	14	25
Salzburg	Hamburg	3	Hamburg	Riga	8	Riga	Tashkent	18	29
Salzburg	Hamburg	3	Hamburg	Riga	8	Riga	Ashgabat	20	31
Salzburg	Hamburg	3	Hamburg	St Petersburg	16	St Petersburg	Almaty	19	38
Salzburg	Hamburg	3	Hamburg	St Petersburg	16	St Petersburg	Baku	13	32
Salzburg	Hamburg	3	Hamburg	St Petersburg	16	St Petersburg	Tashkent	17	36
Salzburg	Hamburg	3	Hamburg	St Petersburg	16	St Petersburg	Ashgabat	19	38
Salzburg	Hamburg	3	Hamburg	Illychevsk	20	Illychevsk	Almaty	20	43
Salzburg	Hamburg	3	Hamburg	Illychevsk	20	Illychevsk	Baku	10	33
Salzburg	Hamburg	3	Hamburg	Illychevsk	20	Illychevsk	Tashkent	18	41
Salzburg	Hamburg	3	Hamburg	Illychevsk	20	Illychevsk	Ashgabat	17	40
Salzburg	Hamburg	3	Hamburg	Poti	21	Poti	Almaty	25	49
Salzburg	Hamburg	3	Hamburg	Poti	21	Poti	Baku	4	28
Salzburg	Hamburg	3	Hamburg	Poti	21	Poti	Tashkent	23	47
Salzburg	Hamburg	3	Hamburg	Poti	21	Poti	Ashgabat	22	46
Salzburg	Trieste	2	Trieste	Poti	18	Poti	Almaty	25	45
Salzburg	Trieste	2	Trieste	Poti	18	Poti	Baku	4	24
Salzburg	Trieste	2	Trieste	Poti	18	Poti	Tashkent	23	43
Salzburg	Trieste	2	Trieste	Poti	18	Poti	Ashgabat	22	42

Warsaw	Hamburg	3	Hamburg	Riga	8	Riga	Almaty	21	32
Warsaw	Hamburg	3	Hamburg	Riga	8	Riga	Baku	14	25
Warsaw	Hamburg	3	Hamburg	Riga	8	Riga	Tashkent	18	29
Warsaw	Hamburg	3	Hamburg	Riga	8	Riga	Ashgabat	20	31
Warsaw	Hamburg	3	Hamburg	St Petersburg	16	St Petersburg	Almaty	19	38
Warsaw	Hamburg	3	Hamburg	St Petersburg	16	St Petersburg	Baku	13	32
Warsaw	Hamburg	3	Hamburg	St Petersburg	16	St Petersburg	Tashkent	17	36
Warsaw	Hamburg	3	Hamburg	St Petersburg	16	St Petersburg	Ashgabat	19	38
Warsaw	Hamburg	3	Hamburg	Illychevsk	20	Illychevsk	Almaty	20	43
Warsaw	Hamburg	3	Hamburg	Illychevsk	20	Illychevsk	Baku	10	33
Warsaw	Hamburg	3	Hamburg	Illychevsk	20	Illychevsk	Tashkent	18	41
Warsaw	Hamburg	3	Hamburg	Illychevsk	20	Illychevsk	Ashgabat	17	40
Warsaw	Hamburg	3	Hamburg	Poti	21	Poti	Almaty	25	49
Warsaw	Hamburg	3	Hamburg	Poti	21	Poti	Baku	4	28
Warsaw	Hamburg	3	Hamburg	Poti	21	Poti	Tashkent	23	47
Warsaw	Hamburg	3	Hamburg	Poti	21	Poti	Ashgabat	22	46

DELAYS FOR COMPOSITE TRANSPORT (Days)

B) FROM CENTRAL ASIA TO EUROPE

Carriage 40 Tons			Maritime container 20'			Railway container 20'			Total
Almaty	Riga	21	Riga	Genoa	19	Genoa	Bern	2	42
Baku	Riga	14	Riga	Genoa	19	Genoa	Bern	2	35
Tashkent	Riga	18	Riga	Genoa	19	Genoa	Bern	2	39
Ashgabat	Riga	20	Riga	Genoa	19	Genoa	Bern	2	41
Almaty	St Petersburg	19	St Petersburg	Genoa	21	Genoa	Bern	2	42
Baku	St Petersburg	13	St Petersburg	Genoa	21	Genoa	Bern	2	36
Tashkent	St Petersburg	17	St Petersburg	Genoa	21	Genoa	Bern	2	40
Ashgabat	St Petersburg	19	St Petersburg	Genoa	21	Genoa	Bern	2	42
Almaty	Illiyehevsk	20	Illiyehevsk	Genoa	19	Genoa	Bern	2	41
Baku	Illiyehevsk	10	Illiyehevsk	Genoa	19	Genoa	Bern	2	31
Tashkent	Illiyehevsk	18	Illiyehevsk	Genoa	19	Genoa	Bern	2	39
Ashgabat	Illiyehevsk	17	Illiyehevsk	Genoa	19	Genoa	Bern	2	38
Almaty	Poti	25	Poti	Genoa	13	Genoa	Bern	2	40
Baku	Poti	4	Poti	Genoa	13	Genoa	Bern	2	19
Tashkent	Poti	23	Poti	Genoa	13	Genoa	Bern	2	38
Ashgabat	Poti	22	Poti	Genoa	13	Genoa	Bern	2	37
Almaty	Poti	25	Poti	Trieste	18	Trieste	Bern	2	45
Baku	Poti	4	Poti	Trieste	18	Trieste	Bern	2	24
Tashkent	Poti	23	Poti	Trieste	18	Trieste	Bern	2	43
Ashgabat	Poti	22	Poti	Trieste	18	Trieste	Bern	2	42

Almaty	Riga	21	Riga	Marseilles	27	Marseilles	Bordeaux	3	51
Baku	Riga	14	Riga	Marseilles	27	Marseilles	Bordeaux	3	44
Tashkent	Riga	18	Riga	Marseilles	27	Marseilles	Bordeaux	3	48
Ashgabat	Riga	20	Riga	Marseilles	27	Marseilles	Bordeaux	3	50
Almaty	St Petersburg	19	St Petersburg	Marseilles	29	Marseilles	Bordeaux	3	51
Baku	St Petersburg	13	St Petersburg	Marseilles	29	Marseilles	Bordeaux	3	45
Tashkent	St Petersburg	17	St Petersburg	Marseilles	29	Marseilles	Bordeaux	3	49
Ashgabat	St Petersburg	19	St Petersburg	Marseilles	29	Marseilles	Bordeaux	3	51
Almaty	Illiyehevsk	20	Illiyehevsk	Marseilles	24	Marseilles	Bordeaux	3	47
Baku	Illiyehevsk	10	Illiyehevsk	Marseilles	24	Marseilles	Bordeaux	3	37
Tashkent	Illiyehevsk	18	Illiyehevsk	Marseilles	24	Marseilles	Bordeaux	3	45
Ashgabat	Illiyehevsk	17	Illiyehevsk	Marseilles	24	Marseilles	Bordeaux	3	44
Almaty	Poti	25	Poti	Marseilles	24	Marseilles	Bordeaux	3	52
Baku	Poti	4	Poti	Marseilles	24	Marseilles	Bordeaux	3	31
Tashkent	Poti	23	Poti	Marseilles	24	Marseilles	Bordeaux	3	50
Ashgabat	Poti	22	Poti	Marseilles	24	Marseilles	Bordeaux	3	49

Almaty	Riga	21	Riga	Rotterdam	8	Rotterdam	Brussels	2	31
Baku	Riga	14	Riga	Rotterdam	8	Rotterdam	Brussels	2	24
Tashkent	Riga	18	Riga	Rotterdam	8	Rotterdam	Brussels	2	28
Ashgabat	Riga	20	Riga	Rotterdam	8	Rotterdam	Brussels	2	30
Almaty	St Petersburg	19	St Petersburg	Rotterdam	8	Rotterdam	Brussels	2	29
Baku	St Petersburg	13	St Petersburg	Rotterdam	8	Rotterdam	Brussels	2	23
Tashkent	St Petersburg	17	St Petersburg	Rotterdam	8	Rotterdam	Brussels	2	27
Ashgabat	St Petersburg	19	St Petersburg	Rotterdam	8	Rotterdam	Brussels	2	29
Almaty	Illiyehevsk	20	Illiyehevsk	Rotterdam	21	Rotterdam	Brussels	2	43
Baku	Illiyehevsk	10	Illiyehevsk	Rotterdam	21	Rotterdam	Brussels	2	33
Tashkent	Illiyehevsk	18	Illiyehevsk	Rotterdam	21	Rotterdam	Brussels	2	41
Ashgabat	Illiyehevsk	17	Illiyehevsk	Rotterdam	21	Rotterdam	Brussels	2	40
Almaty	Poti	25	Poti	Rotterdam	18	Rotterdam	Brussels	2	45
Baku	Poti	4	Poti	Rotterdam	18	Rotterdam	Brussels	2	24
Tashkent	Poti	23	Poti	Rotterdam	18	Rotterdam	Brussels	2	43

DELAYS FOR COMPOSITE TRANSPORT (Days)

Carriage 40 Tons			Maritime container 20'			Railway container 20'			Total
Ashgabat	Poti	22	Poti	Rotterdam	18	Rotterdam	Brussels	2	42

Almaty	Poti	25	Poti	Constanta	5	Constanta	Bucharest	2	32
Baku	Poti	4	Poti	Constanta	5	Constanta	Bucharest	2	11
Tashkent	Poti	23	Poti	Constanta	5	Constanta	Bucharest	2	30
Ashgabat	Poti	22	Poti	Constanta	5	Constanta	Bucharest	2	29

Almaty	Poti	25	Poti	Trieste	18	Trieste	Budapest	3	46
Baku	Poti	4	Poti	Trieste	18	Trieste	Budapest	3	25
Tashkent	Poti	23	Poti	Trieste	18	Trieste	Budapest	3	44
Ashgabat	Poti	22	Poti	Trieste	18	Trieste	Budapest	3	43

Almaty	Riga	21	Riga	Hamburg	11	Hamburg	Frankfurt	2	34
Baku	Riga	14	Riga	Hamburg	11	Hamburg	Frankfurt	2	27
Tashkent	Riga	18	Riga	Hamburg	11	Hamburg	Frankfurt	2	31
Ashgabat	Riga	20	Riga	Hamburg	11	Hamburg	Frankfurt	2	33
Almaty	St Petersburg	19	St Petersburg	Hamburg	13	Hamburg	Frankfurt	2	34
Baku	St Petersburg	13	St Petersburg	Hamburg	13	Hamburg	Frankfurt	2	28
Tashkent	St Petersburg	17	St Petersburg	Hamburg	13	Hamburg	Frankfurt	2	32
Ashgabat	St Petersburg	19	St Petersburg	Hamburg	13	Hamburg	Frankfurt	2	34
Almaty	Illychevsk	20	Illychevsk	Hamburg	22	Hamburg	Frankfurt	2	44
Baku	Illychevsk	10	Illychevsk	Hamburg	22	Hamburg	Frankfurt	2	34
Tashkent	Illychevsk	18	Illychevsk	Hamburg	22	Hamburg	Frankfurt	2	42
Ashgabat	Illychevsk	17	Illychevsk	Hamburg	22	Hamburg	Frankfurt	2	41
Almaty	Poti	25	Poti	Hamburg	19	Hamburg	Frankfurt	2	46
Baku	Poti	4	Poti	Hamburg	19	Hamburg	Frankfurt	2	25
Tashkent	Poti	23	Poti	Hamburg	19	Hamburg	Frankfurt	2	44
Ashgabat	Poti	22	Poti	Hamburg	19	Hamburg	Frankfurt	2	43
Almaty	Riga	21	Riga	Rotterdam	8	Rotterdam	Frankfurt	3	32
Baku	Riga	14	Riga	Rotterdam	8	Rotterdam	Frankfurt	3	25
Tashkent	Riga	18	Riga	Rotterdam	8	Rotterdam	Frankfurt	3	29
Ashgabat	Riga	20	Riga	Rotterdam	8	Rotterdam	Frankfurt	3	31
Almaty	St Petersburg	19	St Petersburg	Rotterdam	8	Rotterdam	Frankfurt	3	30
Baku	St Petersburg	13	St Petersburg	Rotterdam	8	Rotterdam	Frankfurt	3	24
Tashkent	St Petersburg	17	St Petersburg	Rotterdam	8	Rotterdam	Frankfurt	3	28
Ashgabat	St Petersburg	19	St Petersburg	Rotterdam	8	Rotterdam	Frankfurt	3	30
Almaty	Illychevsk	20	Illychevsk	Rotterdam	21	Rotterdam	Frankfurt	3	44
Baku	Illychevsk	10	Illychevsk	Rotterdam	21	Rotterdam	Frankfurt	3	34
Tashkent	Illychevsk	18	Illychevsk	Rotterdam	21	Rotterdam	Frankfurt	3	42
Ashgabat	Illychevsk	17	Illychevsk	Rotterdam	21	Rotterdam	Frankfurt	3	41
Almaty	Poti	25	Poti	Rotterdam	18	Rotterdam	Frankfurt	3	46
Baku	Poti	4	Poti	Rotterdam	18	Rotterdam	Frankfurt	3	25
Tashkent	Poti	23	Poti	Rotterdam	18	Rotterdam	Frankfurt	3	44
Ashgabat	Poti	22	Poti	Rotterdam	18	Rotterdam	Frankfurt	3	43
Almaty	Poti	25	Poti	Trieste	18	Trieste	Frankfurt	3	46
Baku	Poti	4	Poti	Trieste	18	Trieste	Frankfurt	3	25
Tashkent	Poti	23	Poti	Trieste	18	Trieste	Frankfurt	3	44
Ashgabat	Poti	22	Poti	Trieste	18	Trieste	Frankfurt	3	43

Almaty	Riga	21	Riga	Hamburg	11	32
Baku	Riga	14	Riga	Hamburg	11	25
Tashkent	Riga	18	Riga	Hamburg	11	29
Ashgabat	Riga	20	Riga	Hamburg	11	31
Almaty	St Petersburg	19	St Petersburg	Hamburg	13	32
Baku	St Petersburg	13	St Petersburg	Hamburg	13	26

DELAYS FOR COMPOSITE TRANSPORT (Days)

Carriage 40 Tons			Maritime container 20'			Railway container 20'			Total
Tashkent	St Petersburg	17	St Petersburg	Hamburg	13	30			
Ashgabat	St Petersburg	19	St Petersburg	Hamburg	13	32			
Almaty	Illiychevsk	20	Illiychevsk	Hamburg	22	42			
Baku	Illiychevsk	10	Illiychevsk	Hamburg	22	32			
Tashkent	Illiychevsk	18	Illiychevsk	Hamburg	22	40			
Ashgabat	Illiychevsk	17	Illiychevsk	Hamburg	22	39			
Almaty	Poti	25	Poti	Hamburg	19	44			
Baku	Poti	4	Poti	Hamburg	19	23			
Tashkent	Poti	23	Poti	Hamburg	19	42			
Ashgabat	Poti	22	Poti	Hamburg	19	41			

Almaty	Riga	21	Riga	Felixstowe	16	Felixstowe	London	1	38
Baku	Riga	14	Riga	Felixstowe	16	Felixstowe	London	1	31
Tashkent	Riga	18	Riga	Felixstowe	16	Felixstowe	London	1	35
Ashgabat	Riga	20	Riga	Felixstowe	16	Felixstowe	London	1	37
Almaty	St Petersburg	19	St Petersburg	Felixstowe	10	Felixstowe	London	1	30
Baku	St Petersburg	13	St Petersburg	Felixstowe	10	Felixstowe	London	1	24
Tashkent	St Petersburg	17	St Petersburg	Felixstowe	10	Felixstowe	London	1	28
Ashgabat	St Petersburg	19	St Petersburg	Felixstowe	10	Felixstowe	London	1	30
Almaty	Illiychevsk	20	Illiychevsk	Felixstowe	23	Felixstowe	London	1	44
Baku	Illiychevsk	10	Illiychevsk	Felixstowe	23	Felixstowe	London	1	34
Tashkent	Illiychevsk	18	Illiychevsk	Felixstowe	23	Felixstowe	London	1	42
Ashgabat	Illiychevsk	17	Illiychevsk	Felixstowe	23	Felixstowe	London	1	41
Almaty	Poti	25	Poti	Felixstowe	21	Felixstowe	London	1	47
Baku	Poti	4	Poti	Felixstowe	21	Felixstowe	London	1	26
Tashkent	Poti	23	Poti	Felixstowe	21	Felixstowe	London	1	45
Ashgabat	Poti	22	Poti	Felixstowe	21	Felixstowe	London	1	44

Almaty	Riga	21	Riga	Barcelona	27	Barcelona	Madrid	2	50
Baku	Riga	14	Riga	Barcelona	27	Barcelona	Madrid	2	43
Tashkent	Riga	18	Riga	Barcelona	27	Barcelona	Madrid	2	47
Ashgabat	Riga	20	Riga	Barcelona	27	Barcelona	Madrid	2	49
Almaty	St Petersburg	19	St Petersburg	Barcelona	24	Barcelona	Madrid	2	45
Baku	St Petersburg	13	St Petersburg	Barcelona	24	Barcelona	Madrid	2	39
Tashkent	St Petersburg	17	St Petersburg	Barcelona	24	Barcelona	Madrid	2	43
Ashgabat	St Petersburg	19	St Petersburg	Barcelona	24	Barcelona	Madrid	2	45
Almaty	Illiychevsk	20	Illiychevsk	Barcelona	21	Barcelona	Madrid	2	43
Baku	Illiychevsk	10	Illiychevsk	Barcelona	21	Barcelona	Madrid	2	33
Tashkent	Illiychevsk	18	Illiychevsk	Barcelona	21	Barcelona	Madrid	2	41
Ashgabat	Illiychevsk	17	Illiychevsk	Barcelona	21	Barcelona	Madrid	2	40
Almaty	Poti	25	Poti	Barcelona	23	Barcelona	Madrid	2	50
Baku	Poti	4	Poti	Barcelona	23	Barcelona	Madrid	2	29
Tashkent	Poti	23	Poti	Barcelona	23	Barcelona	Madrid	2	48
Ashgabat	Poti	22	Poti	Barcelona	23	Barcelona	Madrid	2	47

Almaty	Riga	21	Riga	Genoa	19	Genoa	Milan	1	41
Baku	Riga	14	Riga	Genoa	19	Genoa	Milan	1	34
Tashkent	Riga	18	Riga	Genoa	19	Genoa	Milan	1	38
Ashgabat	Riga	20	Riga	Genoa	19	Genoa	Milan	1	40
Almaty	St Petersburg	19	St Petersburg	Genoa	21	Genoa	Milan	1	41
Baku	St Petersburg	13	St Petersburg	Genoa	21	Genoa	Milan	1	35
Tashkent	St Petersburg	17	St Petersburg	Genoa	21	Genoa	Milan	1	39
Ashgabat	St Petersburg	19	St Petersburg	Genoa	21	Genoa	Milan	1	41
Almaty	Illiychevsk	20	Illiychevsk	Genoa	19	Genoa	Milan	1	40
Baku	Illiychevsk	10	Illiychevsk	Genoa	19	Genoa	Milan	1	30

DELAYS FOR COMPOSITE TRANSPORT (Days)

Carriage 40 Tons			Maritime container 20'			Railway container 20'			Total
Tashkent	Illiyehevsk	18	Illiyehevsk	Genoa	19	Genoa	Milan	1	38
Ashgabat	Illiyehevsk	17	Illiyehevsk	Genoa	19	Genoa	Milan	1	37
Almaty	Poti	25	Poti	Genoa	13	Genoa	Milan	1	39
Baku	Poti	4	Poti	Genoa	13	Genoa	Milan	1	18
Tashkent	Poti	23	Poti	Genoa	13	Genoa	Milan	1	37
Ashgabat	Poti	22	Poti	Genoa	13	Genoa	Milan	1	36

Almaty	Riga	21	Riga	Dunkirk	9	Dunkirk	Paris	1	31
Baku	Riga	14	Riga	Dunkirk	9	Dunkirk	Paris	1	24
Tashkent	Riga	18	Riga	Dunkirk	9	Dunkirk	Paris	1	28
Ashgabat	Riga	20	Riga	Dunkirk	9	Dunkirk	Paris	1	30
Almaty	St Petersburg	19	St Petersburg	Dunkirk	9	Dunkirk	Paris	1	29
Baku	St Petersburg	13	St Petersburg	Dunkirk	9	Dunkirk	Paris	1	23
Tashkent	St Petersburg	17	St Petersburg	Dunkirk	9	Dunkirk	Paris	1	27
Ashgabat	St Petersburg	19	St Petersburg	Dunkirk	9	Dunkirk	Paris	1	29
Almaty	Riga	21	Riga	Marseilles	27	Marseilles	Paris	2	50
Baku	Riga	14	Riga	Marseilles	27	Marseilles	Paris	2	43
Tashkent	Riga	18	Riga	Marseilles	27	Marseilles	Paris	2	47
Ashgabat	Riga	20	Riga	Marseilles	27	Marseilles	Paris	2	49
Almaty	St Petersburg	19	St Petersburg	Marseilles	29	Marseilles	Paris	2	50
Baku	St Petersburg	13	St Petersburg	Marseilles	29	Marseilles	Paris	2	44
Tashkent	St Petersburg	17	St Petersburg	Marseilles	29	Marseilles	Paris	2	48
Ashgabat	St Petersburg	19	St Petersburg	Marseilles	29	Marseilles	Paris	2	50
Almaty	Illiyehevsk	20	Illiyehevsk	Marseilles	24	Marseilles	Paris	2	46
Baku	Illiyehevsk	10	Illiyehevsk	Marseilles	24	Marseilles	Paris	2	36
Tashkent	Illiyehevsk	18	Illiyehevsk	Marseilles	24	Marseilles	Paris	2	44
Ashgabat	Illiyehevsk	17	Illiyehevsk	Marseilles	24	Marseilles	Paris	2	43
Almaty	Poti	25	Poti	Marseilles	24	Marseilles	Paris	2	51
Baku	Poti	4	Poti	Marseilles	24	Marseilles	Paris	2	30
Tashkent	Poti	23	Poti	Marseilles	24	Marseilles	Paris	2	49
Ashgabat	Poti	22	Poti	Marseilles	24	Marseilles	Paris	2	48
Almaty	Riga	21	Riga	Rotterdam	8	Rotterdam	Paris	3	32
Baku	Riga	14	Riga	Rotterdam	8	Rotterdam	Paris	3	25
Tashkent	Riga	18	Riga	Rotterdam	8	Rotterdam	Paris	3	29
Ashgabat	Riga	20	Riga	Rotterdam	8	Rotterdam	Paris	3	31
Almaty	St Petersburg	19	St Petersburg	Rotterdam	8	Rotterdam	Paris	3	30
Baku	St Petersburg	13	St Petersburg	Rotterdam	8	Rotterdam	Paris	3	24
Tashkent	St Petersburg	17	St Petersburg	Rotterdam	8	Rotterdam	Paris	3	28
Ashgabat	St Petersburg	19	St Petersburg	Rotterdam	8	Rotterdam	Paris	3	30
Almaty	Illiyehevsk	20	Illiyehevsk	Rotterdam	21	Rotterdam	Paris	3	44
Baku	Illiyehevsk	10	Illiyehevsk	Rotterdam	21	Rotterdam	Paris	3	34
Tashkent	Illiyehevsk	18	Illiyehevsk	Rotterdam	21	Rotterdam	Paris	3	42
Ashgabat	Illiyehevsk	17	Illiyehevsk	Rotterdam	21	Rotterdam	Paris	3	42
Almaty	Poti	25	Poti	Rotterdam	18	Rotterdam	Paris	3	41
Baku	Poti	4	Poti	Rotterdam	18	Rotterdam	Paris	3	46
Tashkent	Poti	23	Poti	Rotterdam	18	Rotterdam	Paris	3	25
Ashgabat	Poti	22	Poti	Rotterdam	18	Rotterdam	Paris	3	44
Almaty	Poti	25	Poti	Trieste	18	Trieste	Paris	3	43
Baku	Poti	4	Poti	Trieste	18	Trieste	Paris	3	46
Tashkent	Poti	23	Poti	Trieste	18	Trieste	Paris	3	25
Ashgabat	Poti	22	Poti	Trieste	18	Trieste	Paris	3	44
Almaty	Poti	25	Poti	Trieste	18	Trieste	Paris	3	43

Almaty	Riga	21	Riga	Genoa	19	Genoa	Salzburg	3	43
Baku	Riga	14	Riga	Genoa	19	Genoa	Salzburg	3	36
Tashkent	Riga	18	Riga	Genoa	19	Genoa	Salzburg	3	40

DELAYS FOR COMPOSITE TRANSPORT (Days)

Carriage 40 Tons			Maritime container 20'			Railway container 20'			Total
Ashgabat	Riga	20	Riga	Genoa	19	Genoa	Salzburg	3	42
Almaty	St Petersburg	19	St Petersburg	Genoa	21	Genoa	Salzburg	3	43
Baku	St Petersburg	13	St Petersburg	Genoa	21	Genoa	Salzburg	3	37
Tashkent	St Petersburg	17	St Petersburg	Genoa	21	Genoa	Salzburg	3	41
Ashgabat	St Petersburg	19	St Petersburg	Genoa	21	Genoa	Salzburg	3	43
Almaty	Illiychevsk	20	Illiychevsk	Genoa	19	Genoa	Salzburg	3	42
Baku	Illiychevsk	10	Illiychevsk	Genoa	19	Genoa	Salzburg	3	32
Tashkent	Illiychevsk	18	Illiychevsk	Genoa	19	Genoa	Salzburg	3	40
Ashgabat	Illiychevsk	17	Illiychevsk	Genoa	19	Genoa	Salzburg	3	39
Almaty	Poti	25	Poti	Genoa	13	Genoa	Salzburg	3	41
Baku	Poti	4	Poti	Genoa	13	Genoa	Salzburg	3	20
Tashkent	Poti	23	Poti	Genoa	13	Genoa	Salzburg	3	39
Ashgabat	Poti	22	Poti	Genoa	13	Genoa	Salzburg	3	38
Almaty	Riga	21	Riga	Hamburg	11	Hamburg	Salzburg	3	35
Baku	Riga	14	Riga	Hamburg	11	Hamburg	Salzburg	3	28
Tashkent	Riga	18	Riga	Hamburg	11	Hamburg	Salzburg	3	32
Ashgabat	Riga	20	Riga	Hamburg	11	Hamburg	Salzburg	3	34
Almaty	St Petersburg	19	St Petersburg	Hamburg	13	Hamburg	Salzburg	3	35
Baku	St Petersburg	13	St Petersburg	Hamburg	13	Hamburg	Salzburg	3	29
Tashkent	St Petersburg	17	St Petersburg	Hamburg	13	Hamburg	Salzburg	3	33
Ashgabat	St Petersburg	19	St Petersburg	Hamburg	13	Hamburg	Salzburg	3	35
Almaty	Illiychevsk	20	Illiychevsk	Hamburg	22	Hamburg	Salzburg	3	45
Baku	Illiychevsk	10	Illiychevsk	Hamburg	22	Hamburg	Salzburg	3	35
Tashkent	Illiychevsk	18	Illiychevsk	Hamburg	22	Hamburg	Salzburg	3	43
Ashgabat	Illiychevsk	17	Illiychevsk	Hamburg	22	Hamburg	Salzburg	3	42
Almaty	Poti	25	Poti	Hamburg	19	Hamburg	Salzburg	3	47
Baku	Poti	4	Poti	Hamburg	19	Hamburg	Salzburg	3	26
Tashkent	Poti	23	Poti	Hamburg	19	Hamburg	Salzburg	3	45
Ashgabat	Poti	22	Poti	Hamburg	19	Hamburg	Salzburg	3	44
Almaty	Poti	25	Poti	Trieste	18	Trieste	Salzburg	2	45
Baku	Poti	4	Poti	Trieste	18	Trieste	Salzburg	2	24
Tashkent	Poti	23	Poti	Trieste	18	Trieste	Salzburg	2	43
Ashgabat	Poti	22	Poti	Trieste	18	Trieste	Salzburg	2	42

Almaty	Riga	21	Riga	Hamburg	11	Hamburg	Warsaw	3	35
Baku	Riga	14	Riga	Hamburg	11	Hamburg	Warsaw	3	28
Tashkent	Riga	18	Riga	Hamburg	11	Hamburg	Warsaw	3	32
Ashgabat	Riga	20	Riga	Hamburg	11	Hamburg	Warsaw	3	34
Almaty	St Petersburg	19	St Petersburg	Hamburg	13	Hamburg	Warsaw	3	35
Baku	St Petersburg	13	St Petersburg	Hamburg	13	Hamburg	Warsaw	3	29
Tashkent	St Petersburg	17	St Petersburg	Hamburg	13	Hamburg	Warsaw	3	33
Ashgabat	St Petersburg	19	St Petersburg	Hamburg	13	Hamburg	Warsaw	3	35
Almaty	Illiychevsk	20	Illiychevsk	Hamburg	22	Hamburg	Warsaw	3	45
Baku	Illiychevsk	10	Illiychevsk	Hamburg	22	Hamburg	Warsaw	3	35
Tashkent	Illiychevsk	18	Illiychevsk	Hamburg	22	Hamburg	Warsaw	3	43
Ashgabat	Illiychevsk	17	Illiychevsk	Hamburg	22	Hamburg	Warsaw	3	42
Almaty	Poti	25	Poti	Hamburg	19	Hamburg	Warsaw	3	47
Baku	Poti	4	Poti	Hamburg	19	Hamburg	Warsaw	3	26
Tashkent	Poti	23	Poti	Hamburg	19	Hamburg	Warsaw	3	45
Ashgabat	Poti	22	Poti	Hamburg	19	Hamburg	Warsaw	3	44

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