

Project Title	: TRACECA CO-ORDINATION TEAM	
Project Number	: TNREG 9404	
Countries	: Armenia, Azerbaijan, Georgia, Kazakhstan, Kyrgyzstan, Mongolia, Tadjikistan, Turkmenistan, Ukraine, Uzbekistan	
	Local Operator	EC Consultant
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INTERIM REPORT

Date of Report : January 1998

Reporting Period : September 18th 1997 to January 31st 1998

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1. PROJECT SYNOPSIS

Project Title	: TRACECA CO-ORDINATION TEAM
Project Number	: TNREG 9404
Countries	: Armenia, Azerbaijan, Georgia, Kazakhstan, Kyrgyzstan, Tadjikistan, Turkmenistan, Uzbekistan, Mongolia, Ukraine

Project Objectives

The project basis is the TRACECA programme which was engendered by a Conference organised by the European Commission in May 1993. The objectives are:

- to stimulate co-operation among the participating Republics in all matters pertaining to the development and improvement of trade within the Region
- to promote the Central Asian - Trans Caucasian - European Transport Corridor
- to identify problems and deficiencies in the Region's trade and transport systems
- to define, in terms of contents and timing, a Technical Assistance Programme to be financed by the European Union (EU).

Specific Project Objectives:

Co-ordination of the TRACECA programme, with a view to:

- increased coherence, efficiency, diffusion and sustainability of the existing projects
- identification and development of new projects fitting the TRACECA objectives

Planned Outputs

- Measures to increase cohesion between projects, especially the exchange of information and data between contractors
- maintain and develop cohesion between these existing project activities, and the TRACECA state beneficiaries
- measures to orient the projects towards the overall TRACECA objectives
- documentary outputs of i) project fiches for new project propositions, ii) terms of reference, iii) reviews of projects, dissemination materials, discussion documents, iv) agendas and support documents for working group conference, v) bi-annual reports
- maintenance of a World Wide Web site
- stimulation of financing of investment proposals (as identified by TRACECA projects) by international financial institutions and commercial partners
- identification and presentation for budget approval of new project concepts or extensions of existing projects
- launching of new projects including preparation of ToR, participation in tender evaluation (organised by the TACIS procurement unit) and introduction of the contracted consultant into the TRACECA environment
- promote usage of the TRACECA corridor as a trading link between Central Asia, the Far East, and the EU
- promote linkage of the TRACECA corridor to the Trans European Networks

Project activities

- maintenance of existing TRACECA Co-ordinating Offices in Tbilisi, Tashkent and Brussels.
- management of local co-ordinators in all TRACECA founder state capitals.
- project management
 - regular meetings on site with contractors, Partner Organisations, Co-ordinating Units, Delegations and eventually representatives from international institutions / commercial partners
 - facilitation of exchange of information and data between contractors by means of libraries in Brussels, Tashkent and Tbilisi and on the Internet.
 - consolidated calendar of project events and milestones
 - review and comment on all reports issued by the contractors
 - regular reporting to the Task Manager in Brussels
- planning for a Working Group Meeting in April 1998
- co-ordination of development of the TRACECA corridor, where possible, with the objectives of the EU's transport policy and in particular in the Trans European Networks

Project Starting Date : 19th September 1997

Project Duration : One year

2. SUMMARY OF PROGRESS SINCE THE START OF THE PROJECT

2.1 Team Actions

As the contract for the TRACECA co-ordination had been awarded to the same company as precedingly, all EU team members were mobilised on the contract start date in the Brussels co-ordination office before departure to their respective field sites. The project start-up has obviously benefited greatly from the team members previous TRACECA experience.

the project team continued to co-ordinate the TRACECA programme comprising a portfolio of ongoing projects of 22 Technical Assistance Studies (TA) and 1 Investment Project (IP). To these , a further 4 IP generated and approved under the previous co-ordination contract have been tendered and are now awaiting TACIS approval for commencement (see Annex 1).

Many new project ideas are under consideration, with various degrees of commitment and firmness by TACIS management. In certain cases (eg.the Caucasus fibre optic cable project), significant resources have been applied by the co-ordination team.

The activities of the Brussels and Field co-ordination centres have been as follows:

Brussels

Production of a review of the TRACECA programme to date in terms of the Objectives, Key Issues and Achievements which has led to the printing of a brochure and the reworking of the Internet web site pages in order to improve the communication with all interested parties and make available the latest reports and background information on the programme.

Work continued on the dispatch of project documentation reference sets to the field offices, helping the contractors with many operational queries, as well as a complete revision of the physical (paper) Technical Library to make access easier and review all contents. The full library list is 10 pages of headings and the full library occupies over 20 metres of shelving (see Annex 2).

Further copies of reports were obtained on disk from Contractors and these were added to the Internet Library which has 2 pages of headings of the more substantial reports (see Annex 2 & 3).

A simplified system for accessing the Internet web site was designed to make the information easier to find.

It is hoped that since the new system was inaugurated on 12 December 1997 the routine distribution of all TRACECA project information will be much quicker, and more cost effective, for all interested parties.

In addition, the Newsletter page has been updated and a new page generated to detail all the Freight Forwarding Associations (and their members) established in the region as a result of the TRACECA projects.

Assistance was provided in the evaluation of tenders.

Further copies of supply tender dossiers were prepared and despatched for a reissue of one equipment and infrastructure procurement contract as the original offer had failed to generate any response. The re-issue was followed by 9 enquires for documentation and 3 offers were received by the closing date.

Caucasus and Central Asia

Local staff were re-engaged and certain new local staff appointments made. A full cover by local experts of the TRACECA founder states is assured.

New equipment was purchased for offices, as equipment bought as reimbursables under the previous contract had to be relinquished to beneficiaries.

Meetings continued to be held on a regular basis with beneficiary state authorities to discuss and develop the many issues with which the team is concerned. All TRACECA capitals were visited by the team at least once.

Information and working meetings are held on a regular basis with the European Commission Delegations in Almaty and Tbilisi, the TACIS Co-ordination Units, Member States Embassies, Governmental authorities, TACIS Monitors, other Consultants' Team Leaders and experts in the field, and several other donor agencies (IFI).

The field Co-ordinators accompanied the Task Manager on a visit to Mongolia to discuss TRACECA issues with authorities, and to assist in the preparation of projects related to the transport sector.

2.2 Programme Progress

Updated commentaries on the individual TRACECA projects are included in Appendix 1 of this report.

The team has been active with the Monitors in trying to obtain satisfactory final project deliverables from the several TA projects which have now passed their completion dates, or nearly so.

The Legal Framework project and especially the Multi-Lateral Agreement (MLA) proposed therein has been a particular focus of attention by the team. Efforts have been made to generate beneficiary state interest in the MLA, and to design follow-up for real progress and support to beneficiaries in this domain.

Certain projects have been slow in delivering reports, especially Russian language versions.

Certain important components of projects ending are still considered to be missing by the team (delivery of hardware and software, and response to perceived deficiencies in written output).

The two new TA projects which started mid-year are making fairly good progress. The rail restructuring project promises at present to generate the intended investment follow-up and organisational changes intended. The roads project is a collection of related sub-projects and the reception by beneficiaries has been varied. Also, internal project management issues remain a concern. The consultants involved are responsive to the co-ordination team.

3. SUMMARY OF PROJECT PLANNING FOR THE REMAINDER OF THE PROJECT

Foreseen programme milestones are;

firstly, the high level conference which beneficiaries are being given every encouragement to hold in the month of May, to approve the MLA and follow-up actions.

secondly, there is planned a Working Group Conference, (WGC) at a date to be set, to discuss and approve new projects for future budgets.

The co-ordination team working programme is oriented by these events.

The following outputs are foreseen:

1. TOR for the high level conference organisational support.
2. TOR for an MLA implementation commission.
3. Tender specifications and an investment plan for a fibre optic cable to support railway operations in the Caucasus.
4. Project fiches for intermodal equipment supply for Armenia, Kazakhstan, and Kyrgyzstan.
5. A project fiche and specifications for Rail Tank Wagon cleaning boilers in Baku
6. TOR for a project proposed in collaboration with the International roads Union (IRU)
7. TOR for financial engineering of the Chardzev Bridge
8. A project fiche for development of the ferry terminal for the Port of Aktau, or an equivalent project.
9. A project fiche for a Poti port breakwater and training project.
10. TOR for projects in the transport sector in Azerbaijan and Mongolia.
11. Project fiches for several other projects proposed by beneficiaries in divers forms, which must be developed for discussion at the WGC.
12. Two remaining contracts remain to be awarded from the 1997 TRACECA budget. These are Intermodal Services, and Caucasus Rail Restructuring. Evaluation support will be provided.

Several project steering committee meetings, and conferences by other donors, are foreseen. The team will attend such events as time allows, as apart from their nominal subject of discussion, they are often the occasion of useful gathering of beneficiary state authorities, and other donors. Such foreseen events include:

- A meeting for Module A&B of the Roads Maintenance project in February in Almaty
- A working meeting for the UNCTAD/UNDP transit agreement in February in Almaty
- A planning meeting with the EBRD, at a date to be arranged
- A conference by the International Roads Federation (IRF) in April in Ashghabad.
- A conference for the UNCTAD/UNDP transit agreement in Ashghabad in May.
- An investors conference for Central Asia to be held by the French Ministry of External Commerce in mid-1998.
- A co-ordination meeting with ECE/ESCAP/UNCTAD/UNDP, tentatively in March

4. PROJECT PROGRESS IN THE REPORTING PERIOD

4.1 STRATEGIC DEVELOPMENT

We continue to maintain a high degree of consciousness and awareness of the TRACECA programme within the Participating States and they have demonstrated their respect for the quality of the work being done. Similarly, related third party organisations such as the international financial institutions (IFI), the UN and certain commercial operators have come to look to the TRACECA programme as a most knowledgeable partner to work with.

The interest and confidence of the participating states authorities is manifest in the general facility which we experience in all states in meeting and discussing transport issues with officials and managers at all appropriate levels.

The Caucasus countries demonstrate particularly strong intentions to develop the TRACECA concept as a principle trading and transport link to the EU. Georgia is a very active promoter of the corridor. In Central Asia, Uzbekistan, as one of the most land-locked but powerful economies of the TRACECA region, has proven confidence and commitment to the corridor. Black Sea countries express strong interest, particularly since the Tbilisi BSEC conference of April 1998.

This latter conference may in retrospect be considered as a milestone in the development of TRACECA, as it marked the commencement of intentions to shift the emphasis of the programme to investment projects (IP), particularly but not exclusively projects which *reinforce intermodal or ro-ro links along the corridor.*

In this respect good progress was made in the development of the IP:

- Container Services between Baku and Turkmenbashi
- Establishing a ferry cargo movement computer system (supply and install) in the ports of Ilyichevsk, Ukraine and Poti, Georgia.
- Improvements of the existing rail ferry terminal, design and construction of additional facilities for the port of Ilyichevsk (Ukraine)
- Design and construction of a rail ferry in the port of Poti (Georgia)
- Supply and delivery of cargo and container handling equipment for the Cotton Export Logistics Centre near Bukhara (Uzbekistan) and for the ports of Baku (Azerbaijan), Turkmenbashi (Turkmenistan), Poti (Georgia) and Ilyichevsk (Ukraine)

Formalities for procuring supplies and works are complete, and contracts have just been awarded.

In September 1997 there was a welcome initiative by Presidents Aliev of Azerbaijan and Shevardnadze of Georgia who jointly proposed to host a presidential conference in the Caucasus early in 1998, that could lead to the adoption of the draft multilateral agreements (MLA) on transport initiated within the TRACECA programme. These agreements could extend the existing Sarakhs agreement (a initially four country accord on the reduction of railway tariffs and the facilitation of transit of cargo procedures).

4.2 TECHNICAL ASPECTS

4.2.1 MULTI-SECTOR

Three TRACECA projects are grouped in this category Transport Legal and Regulatory Framework , Traffic Forecasting Model, and Trade Facilitation, Customs Procedures, and Freight Forwarding.

The final report of the Legal and Regulatory Framework project was made available in draft form, and will shortly be issued in final form. The project has achieved many of its objectives. Concerning this project, the main pre-occupation of the co-ordination team during the reporting period was the promotion of the MLA.

The existence of parallel effort by UNCTAD/UNDP to promote a Transit Agreement is at the origin of some confusion. The UNCTAD/UNDP initiative commenced approximately two years ago, with creation of a draft, and the first dissemination action was at an ECO conference in Kyrgyzstan in November 1996, attended by a member of the Legal Framework Team and the Central Asian co-ordinator. Several subsequent regional forums considered the UNCTAD/UNDP Agreement, lastly in Ashghabad in November, where the UNDP appeared to be the lead sponsor. The potential signatories to the UNCTAD/UNDP agreement, include the TRACECA states, the ECO states, Russia and China. The beneficiary delegates considering this draft are essentially similar to the delegates for the TRACECA MLA discussions which have taken place.

There is a need to make a clear distinction between the TRACECA MLA and the UNCTAD/UNDP initiative.

Effort has been made to develop a project to assist in implementation of the TIR system in the region. Frequent contacts have taken place between the co-ordination team, the IRU (managers of the TIR system for UN-ECE), the eventual local counterparts who are the customs authorities and the local road transporters associations formed under the encouragement of the Legal Framework project. A major project is planned including pilot computerisation of international road transport terminals. TOR are partially drafted.

The preceding actions form much of the follow-up to the Trade Facilitation, Customs Procedures, and Freight Forwarding project. The output from the Cotton Task Force carried out as an extension to this project was distributed during the reporting period and well appreciated in Uzbekistan, as shown by the minutes of the government commission concerned.

The Traffic Forecasting Model project presented a draft final report. Remarks by the team have been sent to the consultant responsible. Communications and a meeting were encouraged between this project and Module E (links to Kashgar prefeasibility study) of the Roads Maintenance project, for provision of traffic projections. The data base and macro-economic scenarios generated by the project have proved useful to the Central Asian Rail Restructuring project.

For continued actions a small mention of database maintenance was included in the forthcoming Intermodal services project, allowing the possibility but not the obligation to carry out a database update. The difficulty in sustaining the project is that of overcoming the considerable reluctance to release data freely displayed by many of the beneficiaries. Likewise the project was only understood and appreciated by a relatively small group of beneficiary technocrats. The co-ordination team maintains contacts with transport operators and local experts in the region to observe traffic trends.

4.2.2. MARITIME AND INTERMODAL

Existing projects for the Ports of Baku and Turkmenbashi are nearing successful completion. Their feasibility study components have proved successful in attracting IFI funding, design documents and tendering assistance has been provided, and institutional recommendations have been developed with beneficiaries. All indications suggest that works contracts will be let during 1998 by the concerned IFI.

The feasibility study and development of commercialisation and investment needs of the Black Sea ports of Poti and Batumi progresses well. The EBRD, which was the principle IFI interested in the project, is however showing reticence in engagement for investment. In fact traffic through the port of Poti is increasing rapidly and the port is starting, to a modest degree to prosper. Private investors are showing interest in participating in Poti port's reascent success, but there is a distinct risk that such participation could be short term opportunism rather than true investment. This is manifest in propositions in which the main interest appears to be obtaining control of the ports existing assets, rather than development of new capacity. The co-ordination team makes known as widely as possible the opportunities presented by the port so that there is a more competitive environment for the exploitation of development opportunities.

The port of Aktau is a key link on the northern TRACECA route into Central Asia, and in conformity with strategic necessities of intermodal and ro-ro operations mentioned above investigations of the possibility of reopening the ferry terminal are taking place. The consultant for the Baku-Turkmenbashi ferry terminals has prepared a technical report on the rehabilitation of the ferry terminals. The rehabilitation is demonstrated, technically, to be feasible. Discussions with beneficiaries and the EBRD on the options open have been held and continue.

The five IP contracts pending, mainly related to intermodal operations have been mentioned above. The tender for the Port of Illychevsk did not result in any offers being received by the closing date in October. Therefor the tender period was extended to December and three offers have now been received, which will be evaluated in early February.

The beneficiary for the Bukhara Logistics Centre was altered by order of the Cabinet of Ministers of Uzbekistan during the reporting period. The new beneficiary is the Ministry of Foreign Economic Relations, replacing the railways. A visit to the new proposed site was made by a large party comprising the Deputy Minister, several counterpart managers, the Central Asian co-ordinator and a Monitor. The new site, and counterpart team, was determined to be suitable for the project. An operating plan has been requested of the beneficiary, to prepare for discussions ensuring full and correct utilisation of the equipment to be provided.

4.2.3 RAIL

The most active rail project during the reporting period has been the Central Asian Railways Restructuring Project. This project works to a very compressed timetable, as the beneficiaries and the main concerned IFI (the EBRD) wished to reach a rapid conclusion on the scale and form of any eventual loans to the sector.

Field activities for Kazakhstan, Uzbekistan and Turkmenistan are largely complete.

The EBRD project principal banker recently visited Uzbekistan and Kazakhstan and excellent progress with loan negotiations was made. Relations with the ADB who are also involved in Uzbekistan are good.

For other states the schedule will be slower. The EBRD is already deeply involved in Turkmenistan and the approach the rail sector there may be subject to wider considerations. The rail sectors of the smaller states of Kyrgyzstan and Tadjikistan have not attracted the interest of IFI to date. In Tadjikistan the concentration of loan activity is on war rehabilitation activities, and the rail sector in Kyrgyzstan is very small.

Other contracted projects have nominally completed all field activities. Final output is awaited as follows:

- Rail Infrastructure Central Asia: Delivery of equipment components to beneficiaries, and final revisions to Module C the Chardzev Bridge feasibility study.
- Rail Infrastructure Caucasus: Final report
- Joint Venture of the Trans-Caucasian Railways: Final report
- Tariffs and Timetables: Final reports

The Tariffications project has arrived at the conclusion that the tariffs and service levels of most relevance for the intervention of the project were those relating to intermodal traffic. Bulk commodity and semi-finished products transport is a highly traditional and captive market, subject to regulation and direct negotiation between users and the railway companies. The most open field for improvement of the tariffs and service levels regime is international container transport, and for this the model of success which European expertise can propose is that of a common interstate operator such as Intercontainer. This theme is developed in Section 5 following.

Technical aspects of the Tariffications project (eg. SYSMANAGEMENT software), were followed up in the MIS studies of the Central Asian Rail Restructuring project.

Deriving partially from output from the two Caucasian Rail projects, a large IP is under preparation for a fibre optic cable to support railway operations in the Caucasus. Documents to be prepared include a tender dossier and an investment plan. This is a highly specialised domain and a short term expert is engaged on the work. It relates to the MLA in that project realisation would provide a further technical link and vector of collaboration in the Caucasus. There are other strong institutional reform aspects, as spare capacity in the cable can be used by private telecomm providers, and we can propose solutions analogous to EU actions for market reform in this domain.

4.2.4 ROAD

The Pavement Management Systems (PMS) project has nominally completed all site activities. Final deliverables are awaited. In general the project has been successful in introducing PMS into the region, and in carrying out feasibility studies and designs to allow IFI investment.

There is one notable outstanding problem which is the provision of fault-free software for the PMS (the so-called Rosy system, developed by Phonix a sub-contractor to the main project consultant) in Russian. Several versions of the software have been issued, the last in November 1998, apparently still containing functional and linguistic errors. Because of this problem, the beneficiaries are not convinced of the systems viability, the training activities

have been impeded, the co-ordination team has lost much time in control and correspondence with the sub-contractor, and the consultant responsible for follow-up work in the Roads Maintenance contract could eventually be hindered in his progress.

The new Roads Maintenance project, mobilised in August 1997, comprises five separate Modules. The project has in general made a good start. It is being carried out by a consortium, and there is a perception of project management problems which has been communicated to the lead consultant by the co-ordination team and by the Monitors.

Modules A, B & C (Plant/standards, Winter Maintenance and Institutional Support in Azerbaijan), have progressed quite well.

Module D could run into delay if equipment procurement is not expedited as a critical path item.

Module E has presented a progress report which lacked substantial content.

There have been problems in the engagement of local consultants by the project, due in part to the negotiating position of local partners, but also to a lack of cohesion and preparedness in field visits by the project management.

During the reporting period there has been regular contact between the co-ordinating team and the consultant, and several joint meetings with the consultants and beneficiaries have been held.

The beneficiaries are much attracted to the Falling Weight Deflectometers (FWD), two of which were provided by the first PMS project, and three more of which are to be delivered under the present Roads Maintenance project. The maximum equipment supply possible under TACIS rules is already foreseen. A certain disparity in the distribution of equipment is thus inevitable. The overall distribution of resources in the two projects is fairly equitable, but at least one of the states which was a major beneficiary of the first PMS project is questioning the relatively lesser attention it receives in the follow-up project.

4.3 PROGRESS TABLES

See Annex 5 for Progress and Planning Tables

5. PROJECT PLANNING FOR NEXT REPORTING PERIOD

A number of firm indications of future actions have been given in the preceding sections. The confirmation and precise timing of these will depend to a large extent on decisions by beneficiaries, concerning for example the MLA. TRACECA strategy to promote an MLA is to encourage high-level contacts between the states. Really much ground work of discussion at expert level has been done over the past two years both within TRACECA and UNCTAD/UNDP/ESCAP/ECO forums. The technical assistance we are providing, promising for the future, is a motivating factor. As the issues are somewhat sensitive and actions must remain flexible, no firm and definitive schedule of steps can be set here. The team will produce Terms of Reference for a contractor to provide organisational support (transport, accommodation, interpreters,...) to an eventual high level conference. Also the team will develop Terms of Reference for an MLA implementation commission based on an outline suggested in the Legal Framework Final Report. The intention is for the final Terms of Reference to be approved at the high-level conference.

Two remaining contracts remain to be awarded from the 1997 TRACECA budget. These are Intermodal Services, and Caucasus Rail Restructuring. Tender evaluation support will be provided.

The Intermodal Services project links with a number of previous actions and the co-ordination team is active in keeping these links alive. The Tariffs and Timetables project in discussion with the beneficiaries determined that the most effective way to gain market share in intermodal transport would be to set up a common operator. Approval for this concept has been formalised by the beneficiaries, some of whom are very enthusiastic about the concept, while others are relatively cold. Many details of the constitution of such an operator remain to be decided. Models have been provided to the beneficiaries, and assistance will be provided to help arrive at a conclusion. However the final decision in the establishment of the company requires a resolute consensus by the beneficiaries. The terms of reference for the Intermodal Services project do not assume the pre-existence of an operating company. They do oblige the winning consultant to support the present Trans Caucasus Logistic Express, but they not oblige extension of the pilot train through to Central Asia.

Regrettably the Intermodal Services project will not start before April or later, implying a suspension of our support in this domain, after the ending of the Tariffication project.

An operational plan is awaited from beneficiaries for the Bukhara Logistics centre. This will be discussed with the objective of optimising utilisation of the equipment to be supplied, and to link activities with the Intermodal Services project.

Project fiches will be prepared for further intermodal equipment supply. Locations for equipment foreseen at present include Armenia and Kyrgyzstan (where no previous grant equipment has been supplied), and Kazakhstan. As mentioned previously, the prime TRACECA location in Kazakhstan is the Port of Aktau. The team will be analysing the possibilities for development of our assistance there.

Terms of Reference will be written by the team for Rail Tank Wagon Cleaning Boilers at Baku. These are urgently required due to the quantity of Caspian oil, principally from Azerbaijan and Kazakhstan, being transported along the TRACECA route by rail. They will be provided by TRACECA as an IP.

Terms of Reference are under preparation and will be finalised for the IRU project, and the Chardzev Bridge financial structuring, to be carried out as TRACECA projects.

Terms of Reference will be prepared for a Poti port breakwater and training project, the Ministry of Transport Restructuring in Azerbaijan, and the Zameen Petroleum transfer station in Mongolia.

Tender specifications and an investment justification plan for a fibre optic cable to support railway operations in the Caucasus are near completion. Support will be required to justify the investment.

Beneficiaries have been solicited for new project ideas for consideration at the next WGC. Proposals to date include the reanimation of former training centres for roads technology (TA), a project for field organisation and heavy equipment for modern roads maintenance practice (TA), and bridge repair (IP). Project fiches have been developed.

Provisional details of planned projects are provided in Annex 4.

ANNEXES

- ANNEX 1 Brochure of TRACECA Projects**
- ANNEX 2 The Library**
- ANNEX 3 The Web Site**
- ANNEX 4 Provisional New Project Fiches**
- ANNEX 5 TRACECA Programme Reporting Summary**
- ANNEX 6 Project Progress Tables**

ANNEX 1

Brochure of TRACECA Projects

THE CONCEPT

I. Introduction

The TRACECA Programme was launched at a conference in Brussels in May 1993 which brought together trade and transport ministers from eight of the TRACECA countries (five Central Asian republics and three Caucasian republics), where it was agreed to implement a programme of European Union (EU) funded technical assistance (TA) to develop a transport corridor on an West-East axis from Europe, across the Black Sea, through the Caucasus and the Caspian Sea to Central Asia.

The EU offers this programme as an additional route that would complement all traditional routes. The project corresponds to the global EU strategy towards these countries and retains the following objectives:

- To support the political and economic independence of the republics by enhancing their capacity to access European and World markets through alternative transport routes
- To encourage further regional co-operation among the republics
- To increasingly use Tacis TRACECA as a catalyst to attract the support of International Financial Institutions (IFIs) and private investors
- To link the TRACECA route with the Trans - European Networks (TENs)

Today the TRACECA programme has financed 22 Technical Assistance projects (30 Mecu) and 5 investment projects for the rehabilitation of infrastructure (20 Mecu). The leaders of the participating Republics consider that the TRACECA route is of strategic importance to establish an alternative transport outlet to Europe which will complement the traditional and often heavily overloaded route via Moscow.

The programme has resulted in closer co-operation and dialogue among government authorities which has led to agreements to keep transit fees at competitive levels; the facilitation of easier border crossings for transport; the simplification of trade procedures and improved customs co-operation between participating states. There have also been agreements to ship large volumes of new cargo along the TRACECA route and the recognition that this route represents the shortest distance and potentially the fastest and cheapest route from Central Asia to deep sea ships serving world markets.

The technical assistance provided through TRACECA has helped to attract larger investments from the IFIs that include the European Bank for Reconstruction and Development (EBRD) who have made a number of commitments for capital projects on ports, railways and roads along the TRACECA route totalling over \$ 200 million and the World Bank (WB) who have made commitments for new capital projects on roads in Armenia and Georgia totalling over \$ 40 million. In addition, EU private investors are engaging in joint ventures with Caucasian and Central Asian transport companies. The EU is supporting the programme with other projects to further enhance regional co-operation and economic sustainability in the region such as the Southern Ring Air Routes project and the Oil and Gas Pipeline project (INOGATE).

II. Project Background

The Brussels Conference in May 1993 identified a number of problems and deficiencies in the regions' trade and transport systems which were translated into project proposals for the TRACECA programme. An initial 15 million ECU was allocated to implement projects which were aimed to improve and develop trade and transport within the region. These projects were essential for the diversification of the traditional Moscow-centred trade and transport flows and to open up trade routes to the West.

The First Working Group meeting was held in Almaty in May 1995. The programme plan was developed through four sectoral working groups (Trade Facilitation, Road, Rail and Maritime Transport) with representatives from all the participating states taking an active part. These working groups, serviced by a team of four sectoral specialists based in Brussels, were responsible for project identification missions and for drawing up the Terms of Reference (ToR) for each project.

From the original proposals, a list of 16 projects was approved by the working groups and endorsed by all eight participating states. These Technical Assistance projects, with a value of 15 million ECU, were contracted and implementation started in Autumn 1995.

The Second Working Group meeting took place in Vienna in October 1995. During this meeting the participating states arrived at a common agreement on one specific route (see map enclosed) on which TRACECA should focus its actions. For all sections of the route each delegation made recommendations in areas which required action in Trade Facilitation, Maintenance and Operations, Rehabilitation and Modernisation. It was also agreed that any project outside this route should only be financed through the National TACIS programmes or by other donors.

The Third Working Group meeting took place in Venice in March 1996. Based on proposals from the participating states the meeting agreed to develop the links with Ukraine and Mongolia and established the need for close co-ordination of the projects that would require a structure of Local and European experts to be resident in the region. The recommendations of the participating states during the 1995 Vienna meeting were analysed in order to determine priorities for future actions as well as to examine further collaboration with IFIs, for major investments. The proposals that were identified were focused into five new projects worth 10 million ECU which were endorsed by the participating states.

The Fourth Working Group meeting took place in Athens in October 1996 where the concept of TRACECA as an attractive multimodal transport route was further developed and all current projects were fully evaluated. Here it was unanimously agreed that Ukraine and Mongolia would immediately be full beneficiaries of the TRACECA programme. The Commission confirmed that the five projects (10 MECU), four TA projects and one investment project, proposed by the third working group meeting will be implemented in 1997.

The participating states reiterated the necessity of linking TRACECA route to the Crete Corridors which link the Black Sea region with the TENs. Furthermore, the working groups set forward a number of project proposals for the future activities in the TRACECA programme.

III. The Current Status of Projects and Future Prospects

In order to examine the possibilities of linking the TRACECA route with the Black Sea region and the TENs, the EU organised in April 1997 a Ministerial Transport Conference in Tbilisi, Georgia. The Conference brought around the table all BSEC (Black Sea Economic Co-operation) countries and Newly Independent States involved in the TRACECA programme.

The Ministers of the 16 participating countries expressed the wish to integrate TRACECA and the Black Sea countries within the Trans European Networks. It was agreed that TRACECA and BSEC will co-operate closely to develop this idea by concrete actions and projects. Several countries (Bulgaria, Romania and Ukraine) used the occasion to declare their intention to join the Sarakhs Agreement concluded between Georgia, Azerbaijan, Turkmenistan and Uzbekistan, which aims at establishing a common policy on transport.

The Conference resulted in the establishment of a Ministerial Committee for the development of concrete projects and also served as a platform of 16 countries for the Pan European Transport Conference in Helsinki in June 1997. As a result the Helsinki Conference identified the Black Sea Region as a Pan European Transport Area (PETRA) which will further develop the TENs to the East.

In order to give substance to the idea of the Black Sea Region as a Pan European Transport Area, the EU agreed to finance the rehabilitation of the Ro-Ro ferry terminal in the port of Ilyichevsk (Ukraine) and the construction of a Ro-Ro ferry terminal in the port of Poti (Georgia). These projects (15 Mecu) will be implemented in 1998 and finalised at the beginning of 1999. In addition, the project proposals of the Fourth Working Group have been translated in 2 TA and 2 investments projects, worth 10 Mecu, to be implemented in 1998.

In September 1997 there was a welcome initiative by Presidents Aliev of Azerbaijan and Shevardnadze of Georgia who jointly proposed to host a Presidential Conference in the Caucasus in early 1998, that could lead to the adoption of the draft Multilateral Agreement on Transport initiated within the TRACECA programme. This Agreement could break open the existing four-country Sarakhs Agreement to other members and further develop its dispositions. The draft Multilateral Agreement proposes to include additional number of commodities for railway transport, to include other transport sectors, to consider the interests of other countries that are concerned by the Agreement.

Consideration is currently being given to the prospect of further Working Group meetings to draw together the initiatives taken so far, to consolidate these actions and to make plans for future actions.

IV. Co-operation with the International Financial Institutions (IFIs)

TRACECA has always worked in close co-operation with the IFIs and many agreements have been made with World Bank and the EBRD. These include:

The construction of highways in Turkmenistan, with the technical assistance (TA) for 0.75 million ECU being financed by the EU for the feasibility and design of two highways prior to a \$80 million EBRD loan.

The rehabilitation of Baku Port with TA financed by the EU for 1.5 million ECU for the feasibility and design of a ferry terminal to be reconstructed with a \$50 million EBRD loan.

The rehabilitation of Turkmenbashi Port with TA financed by the EU for 1.5 million ECU for the design study and preparation of the tender for the ferry terminal prior to a \$50 million EBRD loan.

The upgrading of roads in Armenia with TA financed by the EU for 0.75 million ECU in order to provide the TA package for the second half of the \$40 million WB/EBRD loan.

Construction of the Poti Grain Terminal with TA financed by the EU for 0.4 million ECU for the legal issues on the concession of the terminal, to be constructed after a \$15 million EBRD loan.

The modernisation of the Georgian Ports with preliminary discussions on the construction of ferry terminals and general cargo facilities from an investment by EBRD following a TA package of 1.5 million ECU financed by the EU.

Road rehabilitation in Georgia where a TA package of 0.4 million ECU was financed by the EU for a WB loan of \$13 million.

As TRACECA now includes direct investment projects as well as TA, complementarity of actions with the IFI has to be maintained. TRACECA needs to act as a co-financer rather than a substitute donor. The objectives of investment projects therefore still focus on the stimulation of participation by others. This is achieved when potential revenue streams from TRACECA investments add to and enhance the overall investment attraction of a larger package including an IFI.

V. Related Projects

The EU continues to provide support to projects that receive funding from other sources and these include:

Rehabilitation of the Caucasian Railways for 5 million ECU : An investment project in the framework of the Food Aid operation for the Caucasus in 1995. The intensive use of the Caucasian railways under the 204 Mecu food aid-operation by EU had led to the exhaustion of rolling stock and rail track. The project financed the rehabilitation of 7.5 km of track in Georgia, the reparation of the section Airum-Yerevan (Armenia border with Georgia), the rehabilitation of the bridge of Poyle (Azeri border with Georgia).

Air Traffic Control (ATC) Training and Southern Ring Air Routes for 5 million ECU: A regional project in 10 countries to upgrade ATC capabilities and to support the establishment of a rational workplan for routes to be adapted by airlines. The project includes a feasibility study for the three national Caucasian airlines to set up a joint venture for regional flights with investment opportunities for private European investors.

INOGATE (Interstate Oil and Gas Transport to Europe): A programme which aims to rehabilitate and modernise existing oil and gas transmission grid and facilities in the NIS, to assess options for possible alternative routes, to strengthen regional co-operation in oil and gas pipeline management and institution building.

Daniel Stroobants
Task Manager Transport
European Commission

TRACECA

LIST OF PROJECTS

TRACECA - TECHNICAL ASSISTANCE (TA) PROJECTS

PROJECTS		CONTRACTOR	SUB CONTRACTORS	STARTING DATE	DURATION (Months)	BUDGET (ECU)
1	"Dolphin" project, feasibility study for caravanserai	West-East GmbH	Henley Management College	August 1995	27	475,000
2	Transport Management Training	Nethconsult	GZB Tradenco	December 1995	8	900,000
3	Transport Legal and Regulatory Framework	Scott Wilson	NEA	December 1995	24	1,500,000
4	Maritime Training in Baku Port	HPTI	Uniconsult Recon S.A.	December 1995	24	1,350,000
5	Regional Traffic Forecasting Model	WS Atkins	BCEOM Sysstra	January 1996	21	700,000
6	Road Transport Services (Caucasus)	DHV Consultants		January 1996	18	250,000
7	Intermodal Transport	BCEOM	DE-Consult Sysstra	January 1996	11	500,000
8	Railways Infrastructure Maintenance (Caucasus)	TEWET	DE Consult	January 1996	14	1,200,000
9	Implementation of Pavement Management Systems	Kocks Consult GmbH	TecnEcon Phønix	March 1996	21	2,000,000
10	Road Transport Services (Central Asia)	GIBB	FTA West - East GmbH	March 1996	19	700,000
11	Ferry Terminals : Baku § Turkmenbashi	RAMBOLL	Booz Allen & Hamilton, Probel	March 1996	23	1,550,000
12	Rolling Stock Maintenance	SYSTRA	CIE Consult Dan Rail Consult AS	March 1996	12	700,000
SUB TOTAL						11,825,000

TRACECA - TECHNICAL ASSISTANCE (TA) PROJECTS

	PROJECTS	CONTRACTOR	SUB CONTRACTORS	STARTING DATE	DURATION (Months)	BUDGET (ECU)
13	TRACECA Trade Facilitation	Scott Wilson	BCEOM	March 1996	16	980,000
14	Railways Infrastructure Maintenance (Central Asia)	DE-Consult	Systra Austria Rail Eng.	March 1996	11	1,200,000
15	Joint Venture for the Trans-Caucasian Railways	TEWET	De - Consult, GTZ	July 1996	12	2,000,000
16	Railways Tariffs and Timetable	SISIE	Calberson, Systra- Axis	July 1996	18	1,500,000
17	TRACECA Co-ordination Team	Tractebel Development		September 1996	24	1,650,000
18	Central Asian Railways Restructuring and Telecommunications Studies	CIE	Systra DE-Consult, UIC	August 1997	11	2,000,000
19	Road Maintenance	FINNROAD	Parkman Roughton	August 1997	24	2,500,000
20	Feasibility Study of New Terminal Facilities in the Georgian Ports of Poti and Batumi	HPPI	Dornier System Rotterdam Maritime	August 1997	12	1,500,000
21	Restructuring of the Azeri and Georgian Railways.				6	1,000,000
22	Intermodal Services Implementation and Training				18	2,000,000
GRAND TOTAL						28,155,000

TRACECA - INVESTMENT PROJECTS for the rehabilitation of infrastructure

	PROJECTS	CONTRACTOR	SUB CONTRACTORS	STARTING DATE	DURATION (Months)	BUDGET (ECU)
1	Rehabilitation of the Red Bridge and Construction of the TRACECA bridge <i>Road bridges on the Georgian / Azerbaijan border</i>	Khidimsheni JSC		March 1997	12	2,500,000
2	Bukhara Cotton Export Distribution Centre <i>Container terminal in Uzbekistan</i>	Several contractors		February 1998	12	2,000,000
3	Container Services Between the Caspian Ports of Baku and Turkmenbashi <i>Container Terminals in Azerbaijan and Turkmenistan</i>	GABEG and several other contractors		February 1998	12	5,000,000
4	Design and construction of Rail Ferry Facilities in the Port of Poti, Georgia <i>works to link Poti to Ilyichevsk by Ro-Ro ferry</i>	Athens Hellenic Engineering and several other contractors		February 1998	12	5,000,000
5	Improvement of the existing rail ferry terminal and construction of facilities at Ilyichevsk, Ukraine <i>works to enhance the existing Ro-Ro facilities</i>				12	10,000,000
					TOTAL	24,500,000

TRACECA

TECHNICAL ASSISTANCE PROJECTS

1. "DOLPHIN" STUDY - A FEASIBILITY STUDY FOR CARAVANSERAI

Geographic Focus:	Turkmenistan and Uzbekistan
Project Budget:	ECU 475,000
Contractor:	West-East GmbH
Implementation timetable:	August 1995 through January 1998

Background

Even on the main TRACECA routes, fuel, lodging, breakdown services, repair shops, and even telecommunication facilities are of low quality and rare. It is not obvious that the new entrepreneurs are emerging fast enough to establish service industries to support the road freight business in the TRACECA region, and in particular road side support facilities such as are common in Europe. There appears to be a need for pilot operations to introduce and to prove service concepts which are common in Europe.

Objectives

- To assess the actual road side services available in the region
- To carry out a market survey and assess the potential business opportunities for road freight transport support services
- To identify service concepts and site locations with high development potential
- To promote the necessary investment by local and international entities.

Key Issues

Ideally EU operator-investors with appropriate specialist management skills should be involved in the realisation of the proposed facilities. A team of European, Turkmen and Uzbek experts was set as a Consultative Committee to match local with outside participants. Thus the project team worked with appointees of the Ministers of Automotive Transport of Turkmenistan and Uzbekistan.

Achievements

Over 1,100 truck operators were interviewed at 14 different locations, including customs points, ferry crossings and in transporters' facilities. The research confirmed that there are no comprehensive repair and maintenance facilities where transporters most need them along the TRACECA Route and that the existing traffic volume would support the needed cash flow for operating road side services, provided these offered added value at strategic locations, reliably and at affordable prices. It was seen that the concept of "caravanserai" for trucks was possible.

With the help of the Consultative Committee four sites were selected to build 'one-stop' road side service stations, each comprising many different business activities, including refuelling, motel, parts, repair, tyre service, food, telecommunications, secure parking and banking facilities.

Several reports and manuals have been issued comprising business studies for the caravanserai, and working manuals for the use of local entrepreneurs.

Local partner companies or Governments were not able to fund the investment for the caravanserai project at this time but over 45 European and International companies were made aware of the caravanserai project during two Transport Conferences in Tashkent and Ashgabat. This interest led to the generation of specific plans for road side services, including business and financial plans and a suitable architectural concept.

A possible tyre re-treading venture identified by the project has also attracted commercial EU interest, for which business plans have been prepared.

An extension phase of the project has now started which is consolidating the interest of private EU consortia investors in establishing caravanserai as well as generating interest to establish motoring organisations and co-ordinating the interests of the transport authorities.

2. TRANSPORT MANAGEMENT TRAINING

Geographic Focus:	Armenia, Azerbaijan, Georgia, Kazakhstan, Kyrgyzstan, Tajikistan, Turkmenistan, Uzbekistan
Project Budget:	ECU 900,000
Contractor:	Nethconsult
Implementation timetable:	December 1995 through October 1996

Background

Professional transport staff and management in the TRACECA region have had very little direct experience of international trade and transport practices. There needed to be an awareness of the European transport and trade legislation, methods, systems, and commercial practices to enable them to implement compatible systems in their Republics and work effectively with European counterparts.

Objectives

The overall objective was to ensure that as many operational staff as possible were acquainted with market oriented systems and administrative procedures suitable for adoption within the Region. This included training in marketing strategy, demand segmentation, business concepts and demand-led business development.

Key Issues

The primary requirement was the identification of training needs, the drafting of the course material, buying and transporting training equipment, practical arrangements in the training locations, organising transport and accommodation and selection of candidates.

Training was seen to be needed in competitive transport network planning, traffic forecasts, the dependency between demand and tariff levels, time of transport, as well as contractual, legal and regulatory aspects. Familiarisation with intermodal methods was also a key issue, to help foster regional and inter-operator co-operation within the transport and trade sectors.

It was decided to hold a series of seminars and training visits in Central Asia and Europe and to focus on two sets of skill levels: Senior Management, and Middle Management and Trainers.

Achievements

The senior management group of 86 people were trained for 12 days in Almaty then a selected group of 32 travelled to Germany, The Netherlands and Belgium for 14 days.

The middle managers and trainers group of 122 people were trained for 10 days in Almaty then a selected group of 35 travelled to Europe, where they visited transport companies, training institutions and authorities. During and after the programmes, evaluations were carried to assess the impact of the material used and although the evaluations were always positive some revisions of the programme were made.

After finalising the training programme and study tours, additional comments were sent by several participants on the programme on future training needs to further enhance any future training programme.

Apart from a good quality transfer of know-how the project generated a strong team spirit within the TRACECA state participants which should enable the interchange of information and ideas to continue between them.

The project has diffused a general awareness of many aspects of international trade and transport practice. This has prepared beneficiaries for discussion of complex legal reform and restructuring issues within their industries, for which they were sorely unprepared beforehand.

Further training will be required for several years into the future. Practically all TRACECA projects now include training and know-how transfer elements.

3. TRANSPORT LEGAL AND REGULATORY FRAMEWORK

Geographic Focus:	Armenia, Azerbaijan, Georgia, Kazakhstan, Kyrgyzstan, Tajikistan, Turkmenistan and Uzbekistan
Project Budget:	ECU 1,500,000
Contractor:	Scott Wilson Kirkpatrick
Implementation timetable:	December 1995 through December 1997

Introduction

The Former Soviet Union (FSU) developed its own unique transport legal system which was recognised as being unable to adapt to a free market economy and to international transport operations.

Objectives

The overall objective of this project was to provide technical assistance and database support in the field of transport legislation and to create a Legal and Institutional environment conducive to establishing good management practice. The specific objectives were:

- To draft new harmonised transport legislation for the movement of freight by road, rail or sea
- To assist the government in each state, in the enactment of such legislation
- To introduce administrative processes for transport sector regulation compatible with the EU
- To promote membership of international transport groupings such as the IRU and FIATA.
- To develop and encourage implementation of transit agreements

The foregoing were to produce results compatible with eventual restructuring of the assets and management practices of the regions transport systems.

Key Issues

This project in particular was required to work very closely with the organs of government of the newly independent TRACECA states. It was seen to be necessary to establish an International Task Force (ITF) complemented by individual National Task Forces (NTF) in each TRACECA State that include officials from the Transport, Justice Ministries and other concerned authorities. The NTF's were the pilot action groups for legislative changes in each TRACECA State and their role was to work closely with the ITF while drafting transport legislation, and then to promote legislative changes within their respective states.

Achievements

Model legal drafts have been published which include a General Transport Law, a Road and Railway Transport Law and Draft Multilateral Agreements on Road Transport and Commercial Maritime Navigation as well as a Model Regional Transit Agreement. The recommended Drafts have been well received and included in propositions for legislation. The project has worked with key administrative and legislative personnel. In general the main constraint on progress is the availability of parliamentary time. The project has also assisted in the promotion of adherence of TRACECA states to the wider international transport conventions, such as TIR. The recognition by FIATA in Zurich of the National Associations of Freight Forwarders in Georgia, Azerbaijan and Kazakhstan this year has been greatly helped by the work of this project in holding seminars and workshops, at the request of the participating states, to explain the benefits of such an Association. Further assistance is foreseen in the implementation of the TIR system including strong training components. Within the region, no transit accord except the Sarakhs agreement has been approved at the necessary level of government for implementation. Therefore this agreement would appear to be the most promising vehicle for the possible extension of formal regional accord on transit traffic. It has been recommended that a Joint Commission be set up, to regulate all questions concerning the implementation and application of further Agreements. This would require the establishment of permanent representative offices in each participating state, and a new TRACECA project is planned to provide the required technical assistance. Interest in promotion of the regional Transit Agreement has been found at Presidential level.

4. MARITIME TRAINING IN BAKU PORT

Geographic Focus:	Azerbaijan and states dependent on the Port of Baku.
Project Budget :	ECU 1,500,000
Contractor :	HPTI
Implementation timetable:	December 1995 through November 1997

Background

The management of the Port of Baku is facing challenges for which new policies and working methods must be devised and implemented. The areas of assistance targeted for urgent action included the development of strategic planning and a marketing strategy, Institution building, Tariff structure and related cost management covering Port activities, Port operations management, costing and accounting systems and the development of a human resources policy.

At the start of this project the EBRD was attracted to the port as an area for investment, so the TRACECA technical assistance has been expanded to cover eventual rehabilitation and capital improvement work. The extension to this project was granted to enable investment to be planned for the Dry Cargo facilities, and eventually other port facilities which could merit further investment. The project was carried out in tandem with TA11 for the ferry terminals.

Objectives

- To provide management assistance by the secondment of EU experts to work alongside Port Authority counterparts including: *the General Manager* for advice on strategic planning, medium and long term planning etc., *the Financial Director* for advice on planning of financing investments at medium and long term, preparation of yearly budgets etc., *the Port Operations Director* for advice on daily port planning, control and maintenance, preparation of investment requirements in equipment and construction etc. and to the *Management Training Adviser* for setting up and implementing management training and developing management training schemes.
- To produce a Masterplan for the port that would include an analysis of present port facilities and equipment, conduct an environmental assessment. The development of feasibility studies corresponding to the EBRD investment approval system and the production of tender documents for new work to be done.

Achievements

The management training has been completed and a framework study on the establishment of Baku as a "Free Port" has been completed and is under review with the government.

A new MIS system has been designed which incorporated a complete restructuring of the accounting system and this has been adopted.

All operational procedures have been reviewed and a new organisational structure has been suggested that will be implemented shortly.

The traffic forecast and master plan have been produced and the results show the need for rehabilitation of the general cargo terminal and the redeployment of redundant capacity that now exists. The financial assessment shows that general cargo is profitable, but that the potential for container handling is even more so given the traffic forecast projections on the TRACECA route. The EBRD has decided to invest in the port and negotiations proceed. The project has developed detailed designs for the production of tender documents to the standard required by EBRD.

All objectives have been fully met and the port authorities recognise the quality of the training and the output that has been achieved.

5. REGIONAL TRAFFIC FORECASTING MODEL

Geographic Focus:	Armenia, Azerbaijan, Georgia, Kazakhstan, Kyrgyzstan, Tajikistan, Turkmenistan, Uzbekistan
Project Budget:	ECU 700,000
Contractor:	WS Atkins
Implementation timetable:	December 1995 through October 1997

Background

Demand forecasting is essential to transport planning and investment, in a free-market economy. This project was designed to assemble the data elements and construct a software model required to forecast transport demand on all modes of transport throughout the Region.

Objectives

- To establish common regional databases, compatible with EUROSTAT and CETIR for the capture and dissemination of transport and trade flows, transport infrastructure characteristics and transport costs that would provide a multi-modal model for developing forecasts and analysing scenarios.
- To highlight the main commercial, institutional, organisational, physical and infrastructure bottlenecks, both present and anticipated and to identify and catalogue specific road/rail/maritime and multi-modal projects, which best address problems highlighted

Key Issues

Reliable data is extremely difficult to obtain throughout the region. Collection methods are manual rather than computer based, and much data is still regarded as secret.

This TRACECA project was required, firstly to assemble all relevant available existing data, then for general forecasting and to assist in developing a number of case studies for transport system development. It was therefore required to work closely with other projects.

Achievements

The project developed a data collection methodology based on existing dispersed data sources held by railways, roads departments, and international commodity flows obtained from Customs declarations. Ten categories of commodity flows were obtained from the national rail operators. Highway departments provided road traffic counts. Cost data was obtained from freight forwarders.

An origin-destination matrix of trade flows based on customs data, and a data base of existing traffic on CD together with a user manual has been issued. This has been used extensively by other projects such as that for rail restructuring in Central Asia. Local partners were extensively involved in the project. Several seminars were held to demonstrate the technology utilised. Computer equipment and software was handed over to local beneficiaries. Valuable insights into numerical aspects of transport planning were transferred.

Case studies included: new infrastructure links to China from Kazakhstan and Uzbekistan through Kyrgyzstan, a new north-south rail link from Aktau through Turkmenistan into Iran, the re-opening of peripheral transport links in the Caucasus and the verification of transport demand scenarios developed in other TRACECA projects, including the TRACECA ports, and the Chardzhou Bridge.

6. ROAD TRANSPORT SERVICES (CAUCASUS)

Geographic Focus:	Armenia, Azerbaijan, Georgia
Project Budget:	ECU 250,000
Contractor:	DHV Consultants
Implementation timetable:	January 1996 through March 1997

Background

The Caucasus countries inherited from the FSU a freight transport system which favoured the rail sector. Entrepreneurial skills had not been encouraged, trucks were antiquated, and tertiary distribution systems weak. It was necessary to introduce new ideas and to improve the operating environment for road freight transport companies, as well as to provide technical assistance to the companies to assist in the development of their business.

Objectives

- To facilitate development of the domestic and international road transport industries and to assist viable private companies or state autonomous operators in gaining an equitable market share of international traffic.
- To develop a pilot business plan for common road cargo hauliers and for automotive support and service enterprises providing essential operational support to the road transport industry.
- To identify West European transport sector partners for joint ventures and to produce a manual for investment decisions in capital equipment.
- To provide advice on institutional restructuring of the road haulage sector.

Key Issues

The most useful approach to finance the procurement of vehicles, tyres and trailers was seen to be to create Joint Ventures between Caucasian and Western European operators, so a survey was conducted among road transport operators in the Caucasus and in the EU to track down candidates for Joint Ventures.

Achievements

Western European companies have been identified that plan to develop their business in the Caucasus. Discussions are underway on possible co-operation and a German company has already started a Joint Venture with Gate East, a road haulier and terminal operator in Azerbaijan.

Four business plans were generated for autonomous operators (not incorporated in Ministries) that were considered to be well positioned to develop new road transport related business in Azerbaijan and Georgia and some of these have started business and are progressing well. A manual of Transport Operating Costs was also produced and widely distributed.

In Armenia, technical assistance was given to the emerging Road Carriers Association and in consultation with the IRU advice was given to help restructure the Association as a problem was identified which would have prevented international recognition of the Association.

Suggestions on institutional restructuring of the road transport sector were presented to each participating state and although the starting situation for each state was very different, the recommendation of this project was to establish road transport departments within each of the Ministries of Transport, where they exist. This institutional reform was seen as a necessary first step that would need to be implemented before further training programmes were instituted.

Recommendations were given to follow up the project with further training in commercial road transport operations. This is likely to be pursued in a future TRACECA project, in collaboration with the IRU which is the international body guiding and regulating the road haulage sector.

7. INTERMODAL TRANSPORT

Geographic Focus:	Armenia, Azerbaijan, Georgia, Kazakhstan, Kyrgyzstan, Tajikistan, Turkmenistan, Uzbekistan
Project Budget :	ECU 500,000
Contractor:	BCEOM
Implementation timetable:	January 1996 through January 1997

Background

Intermodal transport is a key element contributing largely to the success of world trade development and the integration of Western economies. The use of intermodal systems should provide competitive transport in the TRACECA region, which is characterised by road and rail links of long distances, and sea crossings. Considering the emerging links with international transportation networks the need for an effective and integrated intermodal system penetrating the TRACECA region is evident.

Objectives

- To provide recommendations addressing problems in the organisation of intermodal transport within the TRACECA area and improving linkages to international routes
- To transfer intermodal technology know-how, especially in the area of ISO container handling and new transport techniques.
- To provide recommendations to rail and intermodal transport organisations in the area to concentrate modern facilities where most needed, and to equip them appropriately, including indications of typical costs

Key Issues

Co-operation between modal operators in the region has not extended to the establishment of "seamless" fast services which international clients expect elsewhere in the world. There was a fundamental need to introduce such concepts to regional operators.

Achievements

An intermodal freight transport group, covering all TRACECA countries was established and taken on a study tour to the EU to examine the organisation and operation of multimodal terminals from a technical and commercial viewpoint. It included analysis of rail, road and maritime modes and many facets of multimodal transport associated logistics-related services in Germany and France.

In the workshop that followed, intermodal case studies were presented to generate interest in possible solutions to local issues and to train staff in the appropriate technology. The seminar also allowed organisations from all TRACECA countries and from different transport modes to be brought together around the same table to discuss the Multimodal Transport Strategy proposed by the European team of experts.

To demonstrate the benefits of intermodal transport, case studies were produced providing focus for international traffic in TRACECA and to help train the staff involved in appropriate intermodal technology and commercialisation. The export of cotton was seen as a good potential traffic for intermodal operations using containers.

This project is seen as a first analysis of this vital transport technology. It is being followed by further TRACECA projects that will build on the experience gained. These include equipment supply, the Trans Caucasian Logistic Express, and Intermodal Services. In the subsequent Tariffications and timetables project, agreement has been reached to create a common regional intermodal operator, which is a very significant step towards institutional goals first established within this project.

8. RAILWAYS INFRASTRUCTURE MAINTENANCE (CAUCASUS)

Geographic Focus :	Azerbaijan and Georgia
Project Budget :	ECU 1,200,000
Contractor :	TEWET
Implementation timetable:	January 1996 through March 1997

Background

The economic and political situation in the Caucasus has had a detrimental effect on the financial viability and the technical condition of the rail networks which hampers fluent transport in the region. Therefore, a project was designed to foster co-operation, revive traffic and stimulate revenues in the Caucasus region railway networks, and thus to support their operational and financial situation.

Objectives

To carry out a pre-investment study for the rehabilitation of the main Transcaucasian rail route between Baku, Azerbaijan and Batumi / Poti, Georgia and to provide technical assistance to streamline commercial freight traffic on this route.

Key Issues

The **pre-investment study** was to cover the requirements for rehabilitation of the main rail route between Azerbaijan and Georgia, examine the Institutional and Organisational situation, establishing traffic volume potential and revenue forecasts, carrying out a detailed survey of the existing situation of infrastructure, rolling stock, repair and maintenance facilities. There was a need to define the most urgent required technical repair, upgrading and reconstruction work for likely traffic levels.

The **Pilot freight train** service was to provide technical assistance to Azeri and Georgian railways in preparing and putting into operation a high-quality international freight train service on the main Transcaucasian rail route and to monitor the operation of this service during a period of three months.

Achievements

The pre-investment study has provided the EBRD with an inventory of the major elements in the rehabilitation of infrastructure within the rail network and their priority and costs broken down into the component parts, providing focus for investment in the short and medium term. TRACECA is proceeding with grant assistance for urgent needs for telecommunications and signalling in both Georgia and Azerbaijan as a result of the findings from this study.

The pilot project for high speed dedicated freight trains started at a moment when container traffic between Poti and Baku was starting to grow, the service has proved successful and continues to run under local management. Fixed departure and arrival times have been respected, and security of merchandise is well assured. Realistic price levels were set, operational capacity was made available and terminal, transport and border crossing delays were minimised. Rail operators have been assisted to prove that they can provide services of international standard. The service has recently been extended to link the Georgian Ports with Yerevan in Armenia.

TRACECA is now considering extending the service into Central Asia to establish a high speed link for Intermodal traffic to and from the EU, that would enable all Participating States to benefit from this initiative. This plan is included in the objectives of the Intermodal Services project which will be active in 1998.

9. IMPLEMENTATION OF PAVEMENT MANAGEMENT SYSTEMS (PMS)

Geographic Focus:	Armenia, Azerbaijan, Georgia, Kazakhstan, Kyrgyzstan, Tajikistan, Turkmenistan, Uzbekistan
Project Budget:	ECU 2,000,000
Contractor :	KOCKS CONSULT GmbH
Implementation timetable:	December 1995 through December 1997

Background

Limited funds are available for road maintenance in each of the participating states and it is important that they are directed towards works which yield maximum benefit.

Objectives

- To introduce Regional road maintenance authorities to the latest EU pavement management techniques.
- To promote a reduction in road maintenance backlogs, which have arisen during recent years by an examination of the problems of financing maintenance activities.
- To re-invigorate the activities of the regional road maintenance authorities and technical institutions and to contribute to their long term survival.
- To train local specialists in the techniques employed, this being a prime objective of the project.

Key Issues

The project contains a strong economic and financial analysis component which is most important, as the Participating States have never used rigorous economic principles to study the links between appropriate national expenditure and roads maintenance.

IFI require the implementation of PMS to accompany any investment by them in roads infrastructure, as sometime in the future the Participating States will have to fund the sector entirely from their own resources. This project provides a tools to enable them to plan this.

Achievements

The project provided the hardware, software and training to implement modern EU systems for road pavement and bridge maintenance management decision support.

It was implemented at a moment when IFI interest in the financing of roads infrastructure was nascent. Several synergies with investment projects were developed in extensions and the expertise mobilised by the project was extremely timely. The negotiations and disbursement of IFI loans based on the project activities are proceeding well.

The technology transfer involved in the project is complex, as it depends on notions of transport economics and planning, as well as computer skills, which are rare in the Participating States, but the pavement and bridge management computer systems have been established and are being further developed to adjust for the local operating conditions and training requirements.

The project extension provided for assistance to the Armenian Dept. of Highways to privatise roads maintenance contracts in conjunction with a World Bank loan to the roads sector and for the preparation of feasibility studies on road sections in Georgia to increase the resources of a present World Bank emergency support package to the transport sector.

The programme to prepare detailed design and contract documents for an EBRD loan to rehabilitate the Ashgabat-Mary road in Turkmenistan and additional training and equipment for the PMS is almost complete.

10. ROAD TRANSPORT SERVICES (CENTRAL ASIA)

Geographic Focus:	Kazakhstan, Kyrgyzstan, Tajikistan, Turkmenistan, Uzbekistan
Project Budget:	ECU 850,000
Contractor:	Sir Alexander Gibb & Partners
Implementation timetable:	March 1996 through October 1997

Background

Central Asian countries inherited from the FSU a freight transport system which favoured the rail sector. Entrepreneurial skills had not been encouraged, trucks were antiquated, and tertiary distribution systems weak. It was necessary to introduce new ideas and to improve the operating environment for road freight transport companies, as well as to provide technical assistance to the companies to assist in the development of their business.

Objectives

- To carry out studies leading to determination of the present level of activity in the trucking industry including the truck fleet owned by the Partner States and the structure of that ownership.
- To evaluate the structure and capabilities of the automotive supplies industry
- To enter into close contact with selected enterprises and credible entrants to the industry and mount collaborative pilot projects.
- To formulate recommendations for operator licensing (carriers) and vehicle certification, based on EU standards and DG7 recommendations.
- To conduct seminars and an EU study tour:
- To bring together enterprise managers and officials from across the Region and within the EU in the interests of harmonisation and establishment of contacts for business development.

Key Issues

The existing truck fleets in the region date mostly from the FSU. They are old and technically obsolete. The capacity of the fleets, at least for small loads over modest distances is adequate or even excessive. For longer heavier hauls, foreign truckers with modern equipment dominate the market. Progressive rectification of these imbalances in the road haulage industry must involve regulatory, management and investment issues.

Achievements

There has been success in the regulatory aspect of the programme with the introduction of Certification of Professional Competence (CPC) training for transport operators. This is a considerable achievement as it starts to align the TRACECA states regulatory environment with that of the EU. In the commercial field much work has been done with local companies to introduce them to EU management concepts and to introduce them to potential EU commercial partners.

A comprehensive overview of the present state of equipment of the trucking industry in the region was presented. This covered numbers, model types, and age. It is an invaluable indicator of the potential market for new trucks.

Several initiatives were taken to introduce potential EU truck manufacturers to the region, and to assist potential local partners to develop the business skills to work with EU suppliers. Interest was shown by Volvo, Scania, and Iveco, and contacts were promoted.

Seminars were held on commercial and regulatory aspects, introducing EU industry representatives to local managers and authorities.

The project was extended to allow for the development of pilot projects which have been successful in one regional centre so far and are to be transferred to other centres. These will work in collaborate with the "Dolphin" project.

11. FERRY TERMINALS: BAKU and TURKMENBASHI

Geographic Focus: Azerbaijan and Turkmenistan
Project Budget : ECU 1,550,000
Contractor : Ramboll
Implementation timetable: March 1996 through February 1998

Background

The majority of rail cargo traffic between the Caucasus region and Central Asia uses the ferry service between Baku (Azerbaijan) and Turkmenbashi (Turkmenistan). The alarming rise of the Caspian sea level since 1977 creates major difficulties in operating the service. If persistent, the present rate of rise of the water level would cause both ferry terminals to stop activities within some 3 years. The ferry ramps are in any case nearing technical obsolescence.

Objectives

The initial objective of the project was to produce a feasibility study to determine potential traffic, identify technical solutions and to assess appropriate levels of investment

The EBRD has shown serious interest in following this project with investment and so it has been extended to provide feasibility study documentation matching the EBRD project approval cycle, and to cover also the general cargo and container handling facilities.

The project has to produce the design and the international tender documents, for the reconstruction of the ferry terminals in Baku and Turkmenbashi.

Key Issues

The ports are key points of transit along the TRACECA route. The present level of service provided is low, and this is a principal disincentive to usage of the route.

Achievements

Traffic forecasts, capital cost estimates, financial and economic analysis have been carried out to determine the most viable scale of investment appropriate. Technical drawings and specifications and tender documents to the required standards of the EBRD have been produced.

New terminals are being designed to a specific set of standards which include; the ability for two ferry boats to be able to berth at the same time, to be able to accept the existing ferries as well as similar boats of the same capacity, to be designed to accept both rail wagons and road trucks.

Negotiations between the EBRD and the Government of Turkmenistan and Azerbaijan are making progress. On the basis of this project it should be possible to start construction work in 1998.

A small additional investigation and pre-feasibility are being carried out at the Port of Aktau to examine the possibility of reopening the ferry terminal there.

The project is being carried out in close co-ordination with the TRACECA Baku Maritime Training project, and with separate consultancy projects financed independently by the EBRD. The urgent need for container handling facilities was revealed during the study. Therefor TA components necessary to launch investment project IP3 were provided within this project.

12. ROLLING STOCK MAINTENANCE

Geographic Focus:	Armenia, Azerbaijan, Georgia, Kazakhstan, Kyrgyzstan, Tajikistan, Turkmenistan, Uzbekistan
Project Budget:	ECU 700,000
Contractor :	SYSTRA
Implementation timetable:	April 1996 through July 1997

Background

The condition of rolling stock is reputed to have seriously deteriorated since the break-up of the FSU. Lack of maintenance was cited as a principal cause.

Objectives

- To provide recommendations to solve existing problems concerning rolling stock maintenance / replacement and manufacturing and supply of spare parts in the TRACECA region.
- To provide guidance to rail organisations in the region for the establishment of commercially viable rolling stock maintenance and manufacturing, within the framework of a market-oriented railway system.
- To design a detailed reorganisation plan in co-operation with the national authorities.

Key Issues

A lack of detailed information led to the need to gather data regarding the existing and required fleet of rolling stock, maintenance strategy and organisation, and to determine the future overall requirements and in the field of spare parts supply and manufacturing.

A survey of facilities and enterprises in the region was needed with recommendations on the future size and structure of the sector and case studies, to demonstrate how to execute rolling stock maintenance and manufacturing services on a commercial and market-oriented basis.

Achievements

The project has provided a very comprehensive overview of the region's rolling stock, locomotive and maintenance facility assets. This information was previously dispersed or non-existent. Existing maintenance management and general operating procedures were very well reported. Later rail restructuring projects have made extensive use of the project output.

The present fleets of rolling stock are revealed as numerically sufficient, but there are imbalances in types of equipment available. Existing equipment is robust but aged, and inefficient from the point of view of fuel consumption and maintenance requirements. Consequent investment plans will be formulated taking into account the present organisational structures for rolling stock operation and maintenance, which do indeed require much attention to accompany physical modernisation.

Since the inception of the project, the EBRD has shown interest in funding improvement of rail maintenance facilities, and traction equipment.

Four case studies have been prepared including a rail tanker repair workshop in Azerbaijan which is the specific subject of discussion of an EBRD loan.

A two week study tour of Western Europe has been conducted for the participating team members.

13. TRACECA TRADE FACILITATION

Geographic Focus:	Armenia, Azerbaijan, Georgia, Kazakhstan, Kyrgyzstan, Tajikistan, Turkmenistan, Uzbekistan
Project Budget:	ECU 980,000
Contractor:	Scott Wilson
Implementation timetable:	March 1996 through September 1997

Introduction

Trade throughout the TRACECA region is in need of harmonised documents and simplified customs procedures. This requires changes to trade documentation and encouragement to all concerned (freight forwarders, customs authorities,...) to simplify systems for the best cost effective service.

Objectives

- To collate the currently used international trade documentation
- To propose a simplified system and to improve the co-operation between customs authorities, and freight forwarders throughout the region.
- To investigate the introduction of electronic data interchange (EDI).
- To analyse the principle surface transport customs control points with influence on the TRACECA route and to analyse common problems as well as those specific to each location.
- To provide assistance in the creation of trade and freight forwarding associations.

Key Issues

The project was designed to investigate and recommend, as it was felt that implementation could be handled by the NTTF or other TRACECA and Euro-customs programmes. An extension was set up to provide assistance in the export of cotton from Uzbekistan through the Port of Poti in Georgia.

Achievements

This project worked in partnership with the Legal and Regulatory Framework project being conducted at the same time. The key issues were evaluated using an International Trade Task Force (ITTF) based in the UK and a National Trade Task Force (NTTF) based in each country, comprising local experts. An appraisal of the documentation systems resulted in the recommendation that a simplified system was introduced based on the EU **Single Administrative Document (SAD)**. The Customs **computerisation review** identified the need for a computer based programme such as the UN ASYCUDA system. A full appraisal and report was produced on 73 road or rail **Border Posts**. A Familiarisation Tour for the NTTFs took place in the United Kingdom and two conferences were held, one in the UK and the other, at the end of the project, in Almaty, where the recommendations of the report were fully accepted. The **cotton project** generated an initial report that was well received and gave a comprehensive view of the total cotton market, the key issues and the problems to be overcome and the final report clarified the cost implications of the route options and the main issues to be resolved in both bulk and containerisation. This has resulted in a further TRACECA cotton investment project.

A programme of seminars on international forwarding and logistics were provided throughout the project which helped to establish **National Freight Forwarding Associations** in Georgia, Azerbaijan and Kazakhstan and achieve recognition by The International Federation of Freight Forwarders Associations (FIATA). It also provided advice on further development to the existing National Association in Uzbekistan. It helped over 10 companies, throughout TRACECA, achieve the status of Associate membership of FIATA. The work done in establishing National Freight Forwarding Associations was recognised by FIATA. This work done in co-operation with the Legal Framework Programme links to the need for the establishment of the Joint Commission and the development of **multilateral transport agreements**.

14. RAILWAYS INFRASTRUCTURE MAINTENANCE (CENTRAL ASIA)

Geographic Focus:	Kazakhstan, Kyrgyzstan, Tajikistan, Turkmenistan, Uzbekistan
Project Budget :	ECU 1,200,000
Contractor :	DE-Consult
Implementation timetable :	March 1996 through March 1997

Background

The rail infrastructure has been decaying through lack of maintenance. Some elements are of a strategic economic importance and their under performance can impose severe losses to regional economies. The general quality of service has to be improved to provide a level of service expected in a modern economy, and speed restrictions due to lack of maintenance need to be lifted.

Objectives

There were three main objectives:

- Feasibility study for the upgrading of Aktau - Bejneu rail line;
- Survey of infrastructure condition on the TRACECA main rail routes east of the Caspian Sea;
- Feasibility study for the development of a new crossing over the Amu Darya river, for road and rail traffic at Chardzhou.

Key Issues

Module A concerns the rail link to the Port of Aktau, which is the main port serving the fast developing Kazakh oil fields. **Module B** was a preliminary appraisal of the state of the rail infrastructure along the TRACECA route in Asia. **Module C** concerns a new rail and road bridge over the Amu Darya River which is of vital importance for the development of TRACECA. The bridge is over 2000m long.

Achievements

In **module A**, traffic forecasts were generated and an economic and technical feasibility study was carried out according to Western standards but based on governmental projections of freight. The inefficiency associated with the 18km of rail connection between Aktau and Mangyshlak not being owned by Kazakhstan railways was highlighted. The project detailed the considerable investment that is required, under all scenarios, to keep the line operational into the next century. The results are being carried over for possible implementation in a future Kazakhstan railways restructuring project. In **module B** operational, marketing and commercial issues were detailed including a breakdown of maintenance investment requirements and an estimate of the cost to modernise and rehabilitate the rail signalling and telecommunications equipment in the region. A study visit to EU countries demonstrated to participants the operations and commercial organisation needed and the performance expected by the customers of Western railways in international traffic. In **module C** the traffic forecasts for future road and rail traffic were made, and the short term measures needed to be taken to ensure the continued operation of the bridge, were identified. It established that the bridge should be replaced within 10 years. The existing road pontoon bridge is operating at full capacity, and is unsafe. The rail bridge is over 100 years old, and its useful life cannot be economically continued by intensive maintenance. The main recommendation is that there should be a combined road and rail bridge on the site of the pontoon bridge and that toll charges should be levied for the new bridge to cover the operating costs. Given the seriousness of the consequences of neglecting the recommendations of this project, and the high cost (probably exceeding ECU 80 million) it is planned to launch a small financial engineering project to identify potential future investors. International financial institutions have indicated preliminary interest.

15. JOINT VENTURE FOR THE TRANSCAUCASIAN RAILWAYS

Geographic Focus:	Armenia, Azerbaijan and Georgia
Project Budget :	ECU 2,000,000
Contractor :	TEWET
Implementation timetable :	July 1996 through July 1997

Introduction

During the visit of Commissioner van den Broek in October 1995 discussions were undertaken between the Governments of the Three Caucasian Republics and the Commission. The following was agreed:

1. The Governments of the Caucasian Republics are in favour of implementing regional collaboration.
2. The agreement proposes a feasibility study which will be financed by the Commission through the TACIS Programme.
3. The object of the feasibility study will include an audit of the concerned railways and the ferry boat connection between Baku-Turkmenbashi as a complement to the existing Traceca projects.

Objectives

- To promote mutual co-operation between the republics of the region and the use of the Traceca rail corridor by the establishment of a Joint Venture involving the three Republics
- To improve the efficiency of regional operations
- To consider the possibilities of a multi-modal service based on a restructured railway network and ferry-boat services

Key Issues

There was seen to be a need to examine potential trade and the framework for development under different political and social scenarios, with traffic potential and forecast, inventory of present assets, identification of investments required, legal and institutional considerations; to identify possible management and implementation strategies, involving local and outside participants and to evaluate economic and financial aspects of alternative recommended strategies and the basis of agreement for joint ventures.

Achievements

Proposals on a number of ideas for possible joint ventures have been generated and are now under active discussion.

These include:

- the management of the Pilot Train
- the establishment of a railway sleeper factory
- a rail locomotive repair workshop
- a telecommunication company

The EBRD have used details contained in the project reports to launch a potential new loan to the Azerbaijan Railways of \$20 million.

The success of the pilot train in the Caucasus will be used as a basis for further evaluation in the new TRACECA Intermodal project now being launched.

16. RAILWAYS TARIFFS AND TIMETABLE STRUCTURE

Geographic focus: Armenia, Azerbaijan, Georgia, Kazakhstan, Kyrgyzstan, Tadjikistan, Turkmenistan, Uzbekistan.
Project Budget : ECU 1,500,000
Contract awarded to : SISIE
Implementation timetable : July 1996 through February 1998

Background

Rail cost accounting systems inherited from the FSU are based on data, aggregation, and indexing which cannot serve as the tool which is needed to make sensible commercial decisions.

Objectives

- To encourage trade development through Tariff and Timetable Co-ordination between the various railways of the TRACECA Region. Specific objectives are to encourage commercial, competitive attitudes to rail business development
- To encourage the development of rail tariff co-ordination, to establish common mechanisms for the collection and transfer of transit traffic revenues
- To eliminate tariff discrimination throughout the region and to assist in the co-ordination of maritime tariffs and timetables, for traffic using the Ports of Baku, Turkmenbashi and Aktau.

Key Issues

Existing tariff setting mechanisms are institutionally and legally entrenched. They are based on the FSU MTT system for transit traffic while national governments set rates domestically. There is a need to progress out of this rigid system and to stimulate more competition particularly against the road sector for high value cargoes.

The project was given three themes; **the co-ordination of operations; tariffs, costing and marketing**. These include revenue sharing policy between the railways, a cost accounting policy and applications for cross-border and joint operations, developing a marketing plan and refining commercial attitudes. There is advantage seen in emulating and collaborating with the European Bureau Central de Compensation, a European rail payments clearing house.

Achievements

This is a fundamental project for rail commercialisation and restructuring to assist them to develop their businesses and compete against rival modes and alternative routes. The project is timely for the local railway companies to develop viable business strategies for survival, and also because it is a precursor to restructuring themes which are at the core of the EBRD and ADB investment programmes, being developed

Three steering committee meetings have been held, with differing reactions from the participating states. A proposal to establish a "Common Operator" for the TRACECA region including the Black Sea is gaining momentum and to date seven TRACECA participating states are evaluating the scheme which could be based on the European "Intercontainer" model, with the prospect of a future partnership and operational links. A series of seminars for a specialised railway cost management software called "SYSMANAGEMENT" were held, and well received. The same consultant who ran these seminars is the consultant for the MIS module in the Rail Restructuring project, so there is guaranteed continuity of approach.

The European Bureau Central de Compensation (BCC) of the European railway system is a subcontractor. The objectives of this project represent a radical advance on current local rail business practice, and could make a significant difference to improving profitability of the railways.

17. TRACECA COORDINATION TEAM

Geographic focus:	All 10 TRACECA participating states: Ukraine, Armenia, Azerbaijan, Georgia, Kazakhstan, Kyrgyzstan, Tajikistan, Turkmenistan, Uzbekistan and Mongolia.
Project budget :	ECU 1,650,000
Contractor :	Tractebel Development
Implementation timetable:	September 1996 to August 1998

Background

The TRACECA programme for trade and transport technical assistance was launched in May 1993 and by February 1995 a programme management team comprising four sectoral experts was appointed, based in Brussels.

Objectives

- To stimulate co-operation among the participating Republics in all matters related to the development and improvement of trade within the Region and to promote the Central Asian - Trans Caucasian - European Transport Corridor.
- To identify problems and deficiencies in the Region's trade and transport systems and to define, in terms of contents and timing a Technical Assistance Programme
- To increased coherence, efficiency, diffusion and sustainability of existing projects by effective co-ordination and to identify and develop new projects fitting the TRACECA objectives

Key Issues

There is a need to increase cohesion between projects, especially the exchange of information and data between contractors and to develop cohesion between these existing project activities and TRACECA Participating States. There is also a requirement for the presentation for budget approval of new project concepts or extensions of existing projects, the launching of new projects including preparation of ToR and the introduction of the contracted consultant into the TRACECA environment. Ultimately projects must be used to stimulate the investment by international financial institutions and commercial partners.

Achievements

The focus of the co-ordination in each participating state has been greatly improved by the establishment of regional offices in Tashkent and Tbilisi and sub offices in Almaty, Bishkek, Dushanbe, Ashkhabat, Baku and Yerevan. These offices have provided strong links between Contractors and the participating states and between the Contractors working in country. A close working relationship between the project team and the participants of each state has helped them to appreciate that projects which promise external investment are only possible after commercialisation and structural reform of the present transport systems has taken place, so that loan conditions imposed by the International Financial Institutions (IFIs) can be met. Communication between all participants, and between the programme and the outside world, is of continuing concern and to facilitate this a World Wide Web site has been created and maintained. This contains TRACECA background information and project reports. It is interactive, multi-layered, and links with other EU sites. It also functions as the programme newsletter.

Discussions have been held with all IFI transport related missions known to have visited the TRACECA states, including those which are not directly related to a TRACECA project component. Contacts with the EBRD and with the WB are particularly frequent.

All IFIs are therefore kept aware of what TRACECA is doing through the Co-ordination Team and by this means, duplicated actions are avoided and investment is attracted.

18. CENTRAL ASIAN RAILWAYS RESTRUCTURING AND TELECOMMUNICATIONS STUDIES

Geographic Focus: Kazakhstan, Kyrgyzstan, Tajikistan, Turkmenistan, Uzbekistan
Project budget : ECU 2,000,000
Contractor: CIE
Implementation timetable: August 1997 to July 1998

Background

It has been recognised that fundamental adjustments are required in the railway sector. These include the railway's relationship to the Government, its institutional and management structure, its physical assets and labour force, its operating and maintenance practices and its tariffs and debt collection abilities. The intention of this ongoing project is to help to develop an effective, financially self-sustaining industry. This will include assistance in the detailed design and implementation of a railway restructuring programme and a plan to define a priority programme of investments needed to support the restructuring as this would then provide the basis for the appraisal of loans from IFIs. The EBRD is a close collaborator in all phases of the project.

Objectives

- To develop restructuring strategies to transform the railway sector to a commercially driven, financially self-sustaining industry and elaborate detailed restructuring plans including the future relationship between Railway and Government
- To define investment packages suitable for financing by IFI
- To establish a plan for a project implementation unit and its co-operation with the existing railways as well as the required planning and implementation instruments both for urgent measures and overall requirements for the period 1998-2002.
- To provide commercial and financial orientation for future investment planning
- To assess environmental obligations and regulations within the 5-year restructuring plan.

Key Issues

This project is a final step in the facilitation of external funding for the rail companies concerned, particularly from the EBRD. As the actual financial conditions of the Railways, and associated debt servicing capacity, and cost structures become clearer, then it will be possible to disburse loans for improvement of priority facilities and equipment. To assure long term viability for both debtor and creditor, there is a need for a review of the management of the present rail operating companies and in particular the correct degree and modality of state direction of their operations. Just as in Europe this will involve the definition of a split between regulatory functions, protecting public interest, and the technical or commercial operations being run as a business. Within the operating structure there is a need for division of activities into discrete business or service centres with their costs and revenues identified. The project includes a module to be carried out by the Union International des Chemins de Fer (UIC), for the improvement of telecommunications links.

Achievements

It is already clear that the present management information systems could not provide the necessary information to enable the desired changes to be implemented, and this is an example of an area where outside investment is urgently needed. The project will seek to rehabilitate and preserve critical infrastructure and equipment and to identify selective, high-yielding new investments to substantially reduce costs of present operations, or to penetrate new markets. Domains such as telecommunications, track and rolling stock maintenance, and optimisation of traction by electrification or re-motoring of locomotives have been identified as apt for external financing. Negotiations for loans on the basis of this project are progressing in Kazakhstan, Uzbekistan, and Turkmenistan. It is anticipated that agreements will be reached early in 1998.

19. ROAD MAINTENANCE

Geographic Focus: All participating TRACECA states
Project Budget : ECU 2,500,000
Contract awarded to : FINNROAD
Implementation timetable : October 1997 to October 1999

Background

This is a large project addressing several domains related to road infrastructure. The previous TRACECA project for implementation of Pavement Management Systems (PMS) was well received in the region, but highlighted a need for further equipment support, training and assistance in the use of the system for actual financial decisions. Several IFIs are planning major investments in roads so the project focus is to sustain existing programmes and to encourage further IFI interest. While pavement maintenance remains the central theme of the project, road materials, the winter maintenance of roads, and institutional issues all need to be addressed and are included within this project.

Objectives

- To investigate the current situation of the road construction supply industry, propose development strategies including investment recommendations, and modern standard and quality control procedures, particularly for road stone and bitumen suppliers
- To introduce Western concepts of Winter Maintenance Systems
- To provide support to the roads department of Azerbaijan for institutional reform to accompany an EBRD loan package
- To reinforce the introduction of PMS into the region, particularly in those countries where feasibility studies for investment bank loans have not been provided under previous assistance
- To carry out investigation at pre-feasibility level on the impact of new or much improved road or rail links which participating states propose in Tadjikistan, Kyrghyzstan and Uzbekistan, particularly for links to China.

Key Issues

TRACECA highway maintenance authorities have been impressed by the hardware and software provided to them under previous TRACECA projects so the aim of this project is to build on that success.

Focus will be given to the fact that many major road links are closed during winter, and long, costly detours result. The equipment available to maintenance departments will be reviewed and advice given to the selection, specification, procurement and management of mechanical equipment, on a commercial basis.

In some regions there is a need to consider restructuring of the highways maintenance department and for a client-supplier relationship to be established between authorities and contractors to replace the present unitary hierarchical system.

Achievements

A conference was arranged in Tashkent in September 1997 for senior officials and technical experts from Kyrghyzstan and Uzbekistan, as well as from the ADB, EBRD, UN and China to generate a close understanding between the project consultant, local authorities and eventual investors on the aims and objectives for the project module concerning links to China. All concerned states are highly interested in proceedings. A steering committee has been established to guide the quality standards and codes aspects of the project. Recommendations for the materials supply sector are to be formulated.

The consultant has contracted several TRACECA region design and research Institutes to work with him.

20. FEASIBILITY STUDY OF NEW TERMINAL FACILITIES IN THE GEORGIAN PORTS OF POTI AND BATUMI, AND THEIR LINKS TO THE TRANS EUROPEAN NETWORKS

Geographic Focus:	Georgia and the hinterland economic centres
Project Budget:	ECU 1,500,000
Contractor :	HPTI
Implementation timetable:	12 months

Background

Three corridors of the Trans European Networks (TEN or the "Crete Corridors") have outlets at the Black Sea ports of Odessa, Varna and Constanza. The increasing amount of traffic flows from Europe through these corridors to the Caucasus and beyond are overloading facilities at the ports of Poti and Batumi.

There is an urgent need for investment but firstly a feasibility study is needed that will point out the kind of terminals that should be installed in both ports and which kind of product related general cargo facilities are required.

Objectives

- To examine existing and potential traffic flows between Poti/Batumi and, in particular the TEN Black Sea port terminals, the Rhine-Main-Danube corridor and the ports on the Russian Black Sea, the Mediterranean and the North Sea.
- To provide recommendations for the cargo facilities of both Georgian ports and an overview of the traffic potential and in particular to carry out a feasibility study for a rail ferry service between Odessa and Poti, which could be an extension of the existing service between Varna and Ilyichevsk.
- To verify and adapt existing FSU designs for terminal developments and to prepare the documentation for justification of investment and the tender documents for the works eventually to be carried out.

Key Issues

During the opening phase of the project, it became apparent that there is traffic demand for the reopening of the Ilyichevsk-Poti rail and road Ro-Ro link. Consequently TRACECA made ECU 13,500,000 available to carry out the essential work and equipment procurement necessary to re-establish this link with the minimum of delay.

There still remains great need to attract more external investment to the ports, so output of the project will be phased, to correspond with typical IFI requirements for project development, decision and review milestones. It will culminate with preparation of tender documents and assistance with works tender evaluation, for the recommended and approved developments so that support from financing institutions can be swiftly mobilised.

Achievements

The EBRD are now using the output from this project to consider:

- The feasibility of a new grain terminal at Poti that for a cost of \$15 million and to be developed and operated in conjunction with EU private sector investors
- The development of the cotton storage facility in Poti
- The development of a new container handling facility

21. RESTRUCTURING OF THE AZERI AND GEORGIAN RAILWAYS

Geographic Focus:	Georgia and Azerbaijan
Project budget:	ECU 1,000,000
Contractor:	not yet awarded
Implementation timetable:	6 months

Background

The breaking up of the FSU and the creation of new independent railways in the Caucasus has resulted in disruption to operations and revenues of these railways. Freight traffic demand has typically been reduced by two-thirds. Tariffs have increased much more slowly than the rapid general price inflation in the country and railway finances have sharply deteriorated, despite strong restraint on expenditures. The downward trend of traffic levels has not yet stabilised and despite the expectation of economic recovery, it is unlikely that rail traffic volumes will ever again reach the levels of 1989. However, the EU Food Aid programme to the Caucasus guaranteed some volume traffic and the development of the Caspian oil fields is generating new traffic.

Now the fundamental changes in the market for railway services has led the Governments of Azerbaijan and Georgia to the conclusion that equally fundamental adjustments are required in the railway sector. These adjustments include the railway's relationship to the Government, its institutional and management structure, its physical assets and labour force, its operating and maintenance practices and its tariffs and debt collection abilities.

Objectives

- To develop restructuring strategies to transform the railway sector to a commercially driven, financially self-sustaining industry and elaborate detailed restructuring plans including the future relationship between Railway and Government
- To define investment packages suitable for financing by IFI
- To establish a plan for a project implementation unit and its co-operation with the existing railways as well as the required planning and implementation instruments both for urgent measures and overall requirements for the period 1998-2002.
- To provide commercial and financial orientation for future investment planning
- To assess environmental obligations and regulations within the 5-year restructuring plan.

Key Issues

This project is a final step in the facilitation of external funding for the rail companies concerned. The EBRD is in the process of exploratory negotiations with the beneficiaries. However the final project output could be of use to the beneficiary in negotiating with any IFI. As the actual financial conditions of the Railways, and associated debt servicing capacity, and cost structures become clearer, then it will be possible to disburse loans for improvement of priority facilities and equipment.

To assure long term viability for both debtor and creditor, there is a need for a review of the management of the present rail operating companies and in particular the correct degree and modality of state direction of their operations. EU directives are enforcing restructuring of railways in Europe and analogous actions could be appropriate in the Caucasus for example to define a split between regulatory functions, protecting public interest, and the technical or commercial operations being run as a business. Within the operating structure there is a need for division of activities into discrete business or service centres with their costs and revenues identified.

In particular identification of true operating costs, profits, and the value of the existing equipment and infrastructure need to be made, before establishing a viable plan for the future.

22. TRACECA INTERMODAL SERVICES

Geographic Focus:	All the TRACECA States, including Ukraine and Mongolia
Project Budget:	ECU 2,000,000
Contractor:	to be awarded
Implementation timetable:	15 months

Background

Consumer goods, and industrial cargoes from world-wide origins are being imported into the region, often in ISO containers, but predominately by road with Turkish and Iranian truckers dominating the market. EU and local companies hold a relatively small market share and the adaptation and participation of the railways in new business, has been limited.

At present only a relatively small number of containers move across the Caspian Sea but the potential demand for intermodal freight operations exceeds 100,000 TEU per year. This project is an effort to extend the operational assistance provided by TRACECA, eastwards across the Caspian, basing actions on the analysis and recommendations now to hand.

Much work to introduce new operational practices has been done by previous projects (Intermodal transport analysis, the Trans Caucasian Logistic Express organised as part of the Caucasus Rail infrastructure project, and the Tariffs and Timetables project which has encouraged local operators to propose the creation of a jointly held intermodal operating company.

Objectives

- To promote the use of the full TRACECA corridor for intermodal transport by the refinement and implementation of a business strategy for provision of a modern intermodal service and the establishment of an agency or agencies for the marketing and operation of such services.
- To set up such an agency as a joint-venture or other effective agreement, preferably including an EU partner.
- To run a pilot service to test and refine the concepts, and to inject established EU intermodal practices at operational level.

Key Issues

There is a need to select origin-destinations and frequencies for pilot services, in conjunction with the national rail operating companies and their clients, and to negotiate with rail operating companies to establish the modus operandi of the pilot. The establishment of a marketing, financial and operational plan will be needed that will include the legal structure and ownership of such an entity. There will need to be close association with the Caspian Sea Shipping Company, ports, road hauliers, forwarders, and any other participants, to establish longer term arrangements with the rail companies and to provide assistance in the establishment of a permanent operating company,

The implementation of the pilot will be a particularly challenging assignment. A key activity will be the identification and generation of demand.

TRACECA

INVESTMENT PROJECTS

1. REHABILITATION OF THE RED BRIDGE AND CONSTRUCTION OF THE TRACECA BRIDGE

Geographic Focus:	Azerbaijan and Georgia
Project Budget:	ECU 2,500,000
Contractor:	Khidmsheni JSC
Implementation timetable:	August 1997 for 12 months

Background

The Red Bridge is an existing masonry arch bridge which is on the border between Azerbaijan and Georgia. It is the principal road link between these two countries and is reputed to date partially from the 12th century. At the time of the dissolution of the FSU a new bridge was under construction. It is intended to finance completion of this new bridge, to carry out preservation works on the existing bridge, associated border crossing posts, access roads and rehabilitation work on the nearby Tauz rail bridge in Azerbaijan to re-establish double track rail operation at this bottleneck.

Objectives

- To inspect the old bridge and carry out renovations necessary to preserve it both functionally and as a historic monument
- To appraise the partially completed new TRACECA bridge and to complete construction of the bridge and its approach roads.
- To rehabilitate the Tauz rail bridge and the Azeri and Georgian border posts

Key Issues

The development of the petroleum industry in the Caspian Sea will require the movement by road of oversize loads which cannot be transported by rail. The condition of the existing road bridge is such that even normal traffic risks causing severe structural damage.

Achievements

Site supervision to assure the quality of works and disbursements to the works contractor is foreseen under a small ancillary consultancy contract. The works tender and contract formalities have been completed and the contractor is undertaking the first construction work.

Progress to date includes:

- Site preparation
- Establishing the quality of the existing works, components and materials to hand
- Deciding on the exact nature of remedial works required, and initial implementation
- The construction of approach roads and drainage works
- The procurement of pre-cast units for the new bridge from the Ukraine

The rehabilitation of the Tauz bridge was completed on the 29th October 1997.

The full rehabilitation of the historic Red bridge is subject to the review of a proposal from an Azeri / Georgian Joint Stock company.

2. BUKHARA COTTON EXPORT DISTRIBUTION CENTRE

Geographic Focus:	Uzbekistan
Project Budget:	ECU 2,000,000
Contractor:	Several contractors
Implementation timetable:	February 1998 - February 1999

Background

Uzbekistan produces approximately 1.2 million tonnes of cotton per year, of which about 1 million tonnes are exported. This represents around 16% of total world exports. Cotton is the main source of export earnings for Uzbekistan, as well as being a major source of employment. Prior to independence practically all Uzbek cotton was traded through Moscow. Now Uzbekistan is attempting to diversify its export routes and a Government decree has imposed a minimum quota on export of cotton along the TRACECA route to the port of Poti on the Black Sea. For 1997 the quota is 100,000 tonnes, of which 30,000 tonnes should be containerised with a plan for 100,000 ton in containers by the year 2000.

Objective

To assist in the creation of a logistics centre to support export shipments along the TRACECA route. Component parts include the provision of infrastructure and warehousing by the Uzbek enterprises concerned, while mobile equipment for handling bales and containers will be provided by this TRACECA project.

Key Issues

Cotton is presently exported in bulk to ports such as Riga and Poti, warehoused at the ports and shipped on as required by buyers. Ultimately it would be more advantageous to all concerned for the cotton to be stored in Uzbekistan until required and then shipped by container directly to the end user.

Bulk shipment of cotton results in unacceptable losses through bale breakage.

An existing warehouse facility is to be adapted to the cotton trade. The function of the centre will be to collect bales from gins, store them, allow inspection of cotton by international buyers, provide testing and grading facilities to international standards and condition and load for export. TRACECA will provide the mobile mechanical equipment for container stuffing and loading.

Container traffic into Central Asia is at present unbalanced, with the number of containers arriving exceeding those leaving. The centre will allow this imbalance to be corrected.

Achievements

Technical specifications have been developed in conjunction with the beneficiary and EU expertise drawn from ongoing TA projects. Model contracts were developed by the Co-ordination team, and an open tender organised. The evaluation having taken place the TACIS Procurement Unit is negotiating with tenderers, while discussions on development of the centre continue with the beneficiary.

3. CONTAINER SERVICES BETWEEN BAKU AND TURKMENBASHI

Geographic Focus:	Azerbaijan and Turkmenistan
Project budget:	ECU 5,000,000
Contractor:	GABEG and several other contractors
Implementation timetable:	February 1998 - February 1999

Background

The Ports of Turkmenbashi and Baku are the main sea ports of Turkmenistan and Azerbaijan and occupy key strategic positions on the transport links across the Caspian Sea. They are potential bottlenecks in the efficient development of container traffic along the TRACECA corridor. Studies show that most container traffic for Central Asia uses the more northerly Russian route and a high volume of freight suitable for containerisation is being transported by road through Iran.

Objectives

- To improve container handling facilities at Baku and Turkmenbashi
 - To maintain and improve vessels linking the two ports
 - To assist in restructuring the management of the respective ports and shipping lines.
- This project is a precursor to actions of the EBRD which is considering investment in the ports of Baku and Turkmenbashi.

Key Issues

Only a few containers a year cross the Caspian Sea, while the potential demand is estimated to be 100,000 TEU/year (one 20ft container is a TEU). The main reason for this disparity is given as the lack of adequate handling facilities at the two ports and the unsuitability of the vessels that serve them.

There are four main components to this project:

- Procurement actions
- Creation of the terminal management units to run these terminals such that the interests of all port users are equally taken into account.
- Repair of ferries. Certain critical parts will be supplied to allow the recommissioning of ferries presently inoperable and the adequate maintenance of vessels currently in use.
- Container barges. The possibility of adaptation of a barge to provide a specialised container service has been proposed. To achieve this spare parts and recommissioning works are to be provided.

Achievements

Technical specifications have been developed in conjunction with the beneficiary and EU expertise drawn from ongoing TA projects. Model contracts were developed by the Co-ordination team, and an open tender organised. The evaluation having taken place the TACIS Procurement Unit is negotiating with tenderers.

4. DESIGN AND CONSTRUCTION OF A RAIL FERRY FACILITY IN THE PORT OF POTI (GEORGIA)

Geographic Focus: Georgia
Project Budget: ECU 5,000,000
Contractor: Athena Hellenic Engineering and several other contractors
Implementation Timetable: February 1998 - February 1999

Background

In order to develop the TRACECA idea it is necessary to link the TRACECA route with the Trans-European Networks (TEN) and in particular TEN Nine. The broad aim of this project is to help Georgia and its hinterland countries to diversify and improve their access to international markets by supplying and improving multi-modal and container handling facilities for a recently established ferry service between the Ukrainian port of Ilyichevsk and the Georgian port of Poti. A computer system would support the efficiency and commercial attraction of such improvements.

Objective

The overall objective of this project is to promote the full use of the TRACECA corridor for rail and road transport and its interlinkage with the TEN-9. A parallel objective is to promote the activities and interests of the EBRD by financially supporting start-up operations that positively effect the loan projects under discussion or consideration.

Key Issues

TRACECA has decided to make grant funds available for the establishment of: a ferry cargo movement computer system, improvement to the infrastructure of the existing rail ferry terminal, the design and construction of additional facilities and the supply and delivery of cargo and containers handling equipment. It will also supply handling facilities in the port that allow the loading and discharging of rail wagons and other wheeled cargo from the Ilyichevsk ferry via a shore ramp to create a continuous rail link between Europe and Asia via the Caucasus. This will include a new rail line connection between the rail ferry ramp and the nearest marshalling yard.

Achievements

Technical specifications have been developed in conjunction with the beneficiary and EU expertise drawn from ongoing TA projects. Model contracts were developed by the Co-ordination team, and an open tender organised. The evaluation having taken place the TACIS Procurement Unit is negotiating with tenderers.

**5. IMPROVEMENT OF THE EXISTING RAIL FERRY TERMINAL, AND
DESIGN AND CONSTRUCTION OF ADDITIONAL FACILITIES
FOR THE PORT OF ILYICHEVSK (UKRAINE)**

Geographic Focus: Ukraine and Georgia
Project budget: ECU 10,000,000
Contractor: contract under tender
Implementation Timetable: Spring 1998 for 12 months

Background

After discussions between the Ukraine and Georgia, a rail ferry service between the port of Ilyichevsk near Odessa and the port of Poti was inaugurated at the end of last year. The service extends the existing service between Ilyichevsk and Varna. Two rail ferries are in service on the Poti - Ilyichevsk route. They have a capacity of 108 rail wagons as full complement, but can also carry trucks and cars if the full rail complement is not utilised.

As the provision of rail ferry facilities in Poti is the subject of a parallel project, it becomes imperative to improve the ferry terminal facilities as well as the rail interface in Ilyichevsk to avoid the Ukraine side becoming the new bottleneck.

Objective

The overall objective of this project is to promote the full use of the TRACECA corridor for rail and road transport and its interlinkage with the TEN-9. A parallel objective is to promote the activities and interests of the EBRD by financially supporting start-up operations that positively effect the loan projects under discussion or consideration.

Key Issues

TRACECA has decided to make grant funds available for the establishment of: a ferry cargo movement computer system, improvement to the infrastructure of the existing rail ferry terminal, the design and construction of additional facilities and the supply and delivery of cargo and containers handling equipment.

The project will improve the railway connection with the ferry berths, rehabilitate part of the ferry marshalling yard, rehabilitate the ferry ramp, provide a lorry park and improve office facilities.

The project will also assist the ferry company in upgrading their vessels' safety standards, allowing them to carry additional types of hazardous goods in anticipation of an increase in the traffic in liquid petrochemical products carried in rail tank wagons to Europe.

Achievements

Technical specifications have been developed in conjunction with the beneficiary and EU expertise drawn from ongoing TA projects. Model contracts were developed by the Co-ordination team, and an open tender organised. The evaluation having taken place the TACIS Procurement Unit is negotiating with tenderers.

ANNEX 2

The Library

TRACECA TECHNICAL LIBRARY
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CONSULT & PROJECT TITLE	DOCUMENT	DATE OF DOCUMENT	COPIES	Remarks/ For internal use only (*)
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(Codes: EB = English bound copy, RB = Russian bound copy, EL= English loose-leaf copy, RL= Russian loose-leaf copy, ED = English copy on floppy disk, RD = Russian copy on floppy disk)

(*) Some reports are considered commercially sensitive and should only be distributed by reference to the Co-ordinator

ATHENS LAW FIRM	Co-ordination Maritime Connection Ukraine- Georgia			
	Technical Proposal	Aug 97	1EB	
ATKINS	Regional Traffic Database & Forecasting Model (9303)			
	Technical Proposal	Sept 95	1EB	
	Technical Appendices	Sept 95	1EB	
	Inception Report	April 96	3EB,2EL,1RB 1ED,1RD	
	Progress Report Phase IA	Sept 96	1ED	
	Progress Report Phase IA - REVISED	Dec 96	4EB, 2EL	
	Dossier of Basic Data about the Model as at Jan 97	Jan 97	8EB,1EL1ED	
	Progress Report II Study Phase 1B:	March 97	2EB,2EL,ED	
	Progress Report II Appendices	March 97	3EB	
	Draft Database	March 97		
	SATURN (Simulation & Assignment of Traffic to Urban Road Networks)	April 97	2EB,1ED	
	Database Manual	May 97	2EB	
	Data Collection Report	May 97		
	Appendices: Data Received From			
	D1 Armenia		1EB	
	D2 Azerbaijan		1EB	
	D3 Georgia		1EB	
	D4 Kazakhstan		1EB	
	D5 Kyrgyzstan		1EB	
	D6 Tadjikistan		1EB	
	D7 Turkmenistan		1EB	
	D8 Uzbekistan		1EB	
	Progress Report III: Phase 2	June 97	1EB,1RB,1RL	
	Traffic Model Development	Aug 97	2EB,1EL	
	Draft Final Report	Sept 97	1EB,1EL,3ED, 1RB,1RL,1RD	
BCEOM	Intermodal Transport (9201)			
	Technical Proposal	Nov 95	1EB	
	Inception report	June 96	2EB,1ED	
	Progress Report	Sept 96	1EB,1RB,1ED	
	Draft Final Report	Feb 97	1EB,2ED,1RB	
	Final Report	May 97	3EB,1ED	
	Synopsis	May 97	2EB	
CIE CONSULT	Central Asian Railways Restructuring (9602)			
	Technical Proposal, Part 1: Annexes A & B Part 2: Annexes C	April 97	3EB	
	Inception Report: - Module A: Kazakhstan Railways	Sept 97	4EB,1EL,2RB,1 RL,1ED,1RD	

	Inception report: - Module B: Uzbekistan RW Restructuring Study	Sept 97	2EB,1EL, 1RB, 1RL,1(E+R)D
	Inception Report: - Module C: Turkmenistan RW	Sept 97	1EB,1EL,2RB, 1RL,1(E+R)D
	Inception Report: - Module E: Telecommunications	Jan 98	1E/RD,5EB, 5EL,1RB,1RL
DECON	Rail Maintenance Central Asia: Infrastructure Maintenance 2 (9310)		
	Technical Proposal	Nov 95	1EB
	Inception Report	June 96	2EB,1RB,1ED, 1RD
	Progress Report	Nov 96	2EB,1EL,1RB, 1RL,1ED,RD
	Draft Final Report	Feb 97	
	■ Module A		2EB
	■ Module C		1EB
	Draft Final Report:	July 97	
	Module A: Aktau- Mangyshlak - Bejneu Line		1EB,1EL,1ED,2 RB
	Module B: Improvement of Freight & Passenger Traffic		2EB,1EL,1ED,1 RB,1RL
	Module C: Feasibility Study for Chardzhev Bridge		1EB,1EL,1ED,1 RB,1RL
	Module C Annexes		
	Revised Draft Final Report: Module C: Chardzev Bridge	Nov 97	2EL, 1ED, 2RL(ch5.2+5.3)
DHV	Road Transport Services (Caucasus) (9407)		
	Technical Proposal	Sept 95	1EB
	Financial Proposal	Sept 95	1EB
	Draft Inception Report	Feb 96	1EB
	Final Inception Report	June 96	2EB,1ED
	Final Inception Annexes	June 96	4EB,1ED
	Action Plan: Business Visit for Western-European JV Partners	June 96	1EL
	Administrative Progress Report	Aug 96	2EB,1ED
	Annex to Progress report	Aug 96	2EB
	Study Tour: Business Opportunities for Road Haulage Enterprises	Oct 96	1EB,1ED
	Business Plans:	Nov 96	
	- Tbilautoservice		1EB,2RB
	- Georgian International Transporters (GIT)		1EB,2RB
	- SovTransavtoBaku,		1EB,2RB
	- Makro Transport Group		1EB,2RB
	TRACECA - ITRS Project	Jan 97	1EB,1ED
	Update -Administrative Report		obsolete
	(Final Report IRTS Caucasus)	Feb 97	(2EB,1ED) obsolete
	Project Completion Report (Administrative Report)	March 97	1EB,1ED,2RB,1 RD
	Final Technical Report (version 2)	April 97	1EB,1ED,1RB,1 RD
	(New) business plans (one volume: Tbilautoservice Georgian International Transporters (GIT), SovTransavtoBaku, Makro Transport Group)	May 97	1EB
	External versions of the new business plans	May 97	1RB
	- Tbilautoservice		
	- Georgian International Transporters (GIT)		
	- SovTransavtoBaku,		
	- Makro Transport Group		

FINNROAD	Road Maintenance	(9601)	
	Technical Proposal, Vol. 1 & 2	April 97	1EB
	Inception Report for Field Management Module	Sept 97	6EB,1EL
	Inception Report		
	- Module A: Materials, Plant, Standards	Sept 97	6EB,1EL
	- Module B: Winter Maintenance	Sept 97	6EB,1EL,1RB
	- Module C: Azerbaijan, Road Sector Restructuring	Sept 97	6EB,1EL,2RB,1 RL,1RD,1ED
	- Module D: Road, Pavement and Bridge Testing	Sept 97	6EB,1EL
	- Module E: Pre-Feasibility Studies	Sept 97	6EB,1EL,1ED
	Progress Report 1 for Field Management Module	Nov 97	4B,1EL,3RB,1 RL
	Progress Report		
	- Module A: Materials, Plant, Standards	Nov 97	1ED,3EB,1EL, 2RB,1RL
	- Module B: Winter Maintenance	Nov 97	1ED,3EB,1EL, 2RB,1RL
	- Module C: Azerbaijan: Road Sector Restructuring	Dec 97	1ED,3EB,1EL, 2RB,1RL
	- Module D: Road, Pavement & Bridge Testing	Dec 97	3EB,1EL,1ED, 2RB,1RL
	- Module E: Pre-feasibility Studies	Dec 97	3EB,1EL,1ED, 1RB
	Draft Final Report		
	- Module C: Azerbaijan: Road Sector Restructuring	Dec 97	1ED,2EB,1EL, 1RB
GIBB	Road Transport Services (Central Asia)	(9402)	
	Technical Report	Nov 95	1EB
	Inception report.	April 96	4EB, 1EL,1ED
	Inception report: Financial Annex	April 96	3EB, 2EL
	Almaty Seminar	June 96	1EB,1RB
	Progress Report	July 96	1EB,1ED
	Road operators management manual		2EB,1RB
	Draft Final Report, Vol. 1 & 2	July 97	1EB
	Draft Final Report	Sept 97	1EB
HPTI	TA for the Development of Port Baku: Management Assistance & Training	(9304)	
	Technical Proposal	Sept 95	1EB
	Inception Report	March 96	4EB
	Project Progress Report 1 (28/01/96-31/07/96)	15 Aug 96	1EB
	Project Progress Report 2 (01/08/96-30/06/97)	30 Nov 96	3EB
	Project Progress Report 3 (30/03/97-30/06/97)	July 97	2EB,1ED
Addendum: Development of the Port of Baku: Port Master Plan		(9304)	
	Proposed Addendum to Project	July 96	2EB
	Phase I - Report	Oct 96	2EB
	Annex to Phase 1 Report	Oct 96	3EB
	Phase II Report.	Dec 96	
	Vol. 1: Executive Summary		2EB
	Vol. 2: Traffic Forecast & Econ. Assessment		2EB
	Vol. 3: Port Development Plan		2EB
	Vol. 4: Civil Engineering Assessment		2EB
	Vol. 5: Environmental Assessment		2EB
	Vol. 6: Financial and Economic Impact Analysis		2EB

Phase III Report.	March 97	
Vol. 1: Executive Summary		3EB
Vol. 2: Traffic Forecast & Econ. Assessment		5EB
Vol. 3: Port Development Plan		3EB
Vol. 4: Civil Engineering Assessment		3EB
Vol. 5: Environmental Assessment		3EB
Vol. 6: Financial and Economic Impact Analysis		3EB
Phase III: Final Report.	Nov 97	1E/RD
Vol. 1: Executive Summary		1B,1RB
Vol. 2: Traffic Forecast & Econ. Assessment		1B,1RB
Vol. 3: Port Development Plan		1B,1RB
Vol. 4: Civil Engineering Assessment		1B,1RB
Vol. 5: Environmental Assessment		1B,1RB
Vol. 6: Financial and Economic Impact Analysis		1B,1RB
(Draft) Tender Documents	Nov 97	
■ Civil Works		2EB,1RB
■ Civil Works - Drawings		1EB
■ Equipment - Lot 1		2EB,1RB
■ Equipment - Lot 2		2EB,1RB
■ Equipment - Lot 3 & 4		2EB,1RB

HPTI	Feasibility Study of New Terminal Facilities in the Georgian Ports (9603)	
	Technical Proposal, Vol. 1 & 2	April 97 2EB
	Study on Traffic Potential for the Rail Ferry Service Poti - Ilyichevsk- Potentiality Investigation	Aug 97 1EB, 1EL
	Inception Report	Oct 97 6EB, 1EL, 2RB, 1RL, 2(ED+RD)
	Phase I	Oct 97 1E/RD
	Phase I Report, Vol. 1	4EB, 1EL, 2RB, 1RL
	Phase I Report :annexes (= vol2)	5EB, 1EL, 2RB, 1RL
	Phase I Report: annex 7: Assessment of Poti Cranes	2EB
	Phase I Report: annex 7: Assessment of Poti Wheeled Equipment	2EB
	Phase I Report: annex 8: Facilities - Mechanical Engineering Aspects	2EB
	Phase I Report: annex 9: Survey of the RW Installations in the port of Poti	6EB, 1EL, 2RB, 1RL
	Phase I Report: annex 10: Survey of the RW Installations in the port of Batumi	6EB, 1EL, 1RB, 1RL
	Port Facilities - Poti & Batumi Mechanical Engineering	Oct 97 1ED
KOCKS	Implementation of Pavement Management System (9305)	
	Technical Proposal	Sept 95 1EB
	Inception Report	Feb 96 1EB, 1EL, 1ED
	Progress Report Nr 1	July 96 1EB, 1EL, 1ED, 1RB, 1RL
	Performance Report	Oct 96 2EB
	Progress report No 2	Oct 96 3EB, 1EL, 1RB, 1RL, 1D
	Study Tour to Europe	Nov 96 3EB, 1EL, 1RB, 1RL
	Draft Final Report: Study of the Cost and Financing of Road Usage: Volume 1: main report	Dec 96 1EB, 1EL, 1RB,

Volume 2: annex		2RL 1EB,1EL,1RB, 2RL
Review of Road Design Standards	Jan 97	1EB,1EL,1RB, 1RL
Progress report 3 (October 96- Dec 96)	Jan 97	1EB,1EL,1RB, 1RL,1RD
Progress Report 4 (Jan-March 97)	April 97	2EB,1EL,1RB,1 RL
Final report: Study of the Cost and Financing of Road Usage	June 97	2EB,1EL,2RB,1 RL
Add. 1: Road Improvement (9305)		
1 st version:	July 96	
■ Technical proposal for Feasibility Study for Road Rehabilitation in G, Az, Ar, purchase of equipment and Training		4EB
■ Financial Proposal		1EB
- Technical proposal for Feasibility Study for Road Rehabilitation in G, Az, Technical Assistance for Armenia, Purchase of Equipment and Training	July 96	1EB
- Financial Proposal		1EL(fax)
Technical Proposal for Preparation of a Road Improvement Project in Ashgabat to Mary Road (Turkmenistan): Section Tedjen to Mary	July 96	3EB
Draft Addendum Nr 1	Aug 96	1EB
Component 1: Feasibility Study for Road Rehabilitation of Transit Roads		
Module A: Transit Roads in Az & Georgia		
Azerbaijan:		
Inception Report	March 97	1EB,1EL,1RB, 1RL
Draft Final Report	Oct 97	2(E+R)D
■ Volume 1		3EB,1EL
■ Volume 2		2EB,1EL,1RB, 1RL
■ Volume 3		2EB,1EL, 1RB,1RL
Georgia		
Inception Report	March 97	1EL,1RB,1RL
Draft Final Report	Sept 97	2(E+R)D
■ Volume 1		2EB,1EL,
■ Volume 2		1EB,1EL,
Module B: Technical Assistance to the Armenian Road Directorate		
Inception Report	Oct 97	4EB,1EL,1RB, 1RL,1(E+R)D
Development of a Routine Maintenance Contract System: Project Completion Report	Dec 97	
■ Volume 1		1EB,1EL
■ Volume 2		1EB,1EL
Component 2: Turkmenistan: Tedjen-Mary Road Improvement		
Progress Report Nr 1	Jan 97	1EB

Environmental Assessment	March 97	1EB	
Engineering Report	Nov 97	1ED	
■ Vol. 1: Engineering & Implementation Proposals		2EB	
■ Vol. 2: Drawings		1EB	
■ Vol. 3: Traffic and Economic Evaluation Report; Environmental Assessment		1EB	
■ Vol.4: Dynamic Penetration Test Results; Falling Weight Deflectometer Results and Evaluation		1EB	
Tender Document (The Tender, The Contract, The Works)	Aug 97	1EB	
Tender Document (The Tender, The Contract, The Works)	Nov 97	1EB	

NEA (Nethconsult)	Immediate Training Action	(9302)	
	Technical Report	Sept 95	1EB
	Inception report	March 96	2EB
	Draft Course Material in Progress	March 96	1EB
	First Progress Report	May 96	11EB, 1EL
	Second Progress Report	June 96	10EB, 1EL
	Almaty A-Senior Management Level: -Vol 1, Vol 2	April 96	1EB
	Draft Final Report	19 Aug 96	2EB, 1EL, 1RB
	Final report	30 Sept 96	1EL, 1ED, 1RB, 1RL

RAMBOLL	Ferry Terminals Baku & Turkmenbashi	(9403)	
	Technical Proposal	Nov 95	1EB
	Inception Proposal	May 96	2EB
	Phase 1, Report (Draft) Design Parameters	July 96	1EB
	Phase 1, Final Report, Design Basis	Jan 97	3EB, 1RB, 1ED, 1RD
	Phase 2, Pre-Design & Feasibility Note		
	■ Baku	Dec 96	2EB
	■ Turkmenbashi	Dec 96	2EB
	Phase 2, Detailed Design Report - Turkmenbashi	March 97	
	- Vol. I, Main Text		1EB, 1RB
	- Vol. II, Technical Drawings		1EB, 1RB
	Phase 2, Detailed Design Report - Baku	March 97	
	- Vol. I, Main Text		2EB, 1RB
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	■ Turkmenbashi		1EB, 1EL
	■ Baku		1EB, 1EL
	Phase 3, Econ & Fin. Evaluation Report -Turkm-shi	April 97	2B
	Phase 3, Econ & Fin. Evaluation Report-Baku	April 97	2B
	Add. Phase 3: Econ. & Fin. Evaluation Report--Baku	Nov 97	3EB

RAMBOLL-Add.	Supplementary Consultancy Services for Rehabilitation of Ferry Terminals B&T & Dry Cargo Terminal		
	Technical & Financial Proposal	Dec 96	1EB
	Proposal Document-	July 96	2EB
	(draft)Tender Docs- Civil Works at the Ferry Container Terminal at Turkmenbashi	July 97	1EB
	■ The Tender		
	■ The Contract		

■ The Works		
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Environmental Analysis Report - Baku	Sept 97	5EB, 1RB
Environmental Analysis Report - Turkmenbashi	Sept 97	4EB, 1RB
Tender Documents Ferry terminal Baku (draft):		
Vol 3.1: The Works, Bill of quantities	Oct 97	4EB, 1RB
Vol 3.2: The Works, Specifications	Sept 97	4EB, 1RB
Vol 3.3.: The Works, Drawings	Oct 97	3EB, 1RB
Tender Docs Ferry terminal Turkm-shi (draft)		
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Vol 3.2: The Works, Specifications	Sept 97	3EB, 1RB
Vol 3.3.: The Works, Drawings	Oct 97	4EB, 1RB

Renovation of the Ferry Terminal in Aktau Port		
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Initial Appraisal Report	Nov 97	1EB, 1RB
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SISIE		
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Railways Tariffs & Timetable Structure (9501)		
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Technical Proposal: Annexes A&B Annex C	April 96	2EB 1EB
Inception Report	30 Oct 96	2EB, 3EL, 1ED
Progress Report 1	March 97	1EB, 1ED
Progress Report 2	July 97	1EL, 1ED, 3RB, 2 RL
Draft Cost Analysis, Customs Analysis, Infrastr. Infrastructure -1	No date Aug 97	2EB, 1EL, 3RB, 2 RL
Customs Analysis	Aug 97	2EB, 1EL, 3RB, 2 RL
Assessment of TRACECA Routes Competitiveness Part 1: Comparison of Alternative Routes and Modes	Aug 97	7EB, 1EL, 4RB, 2 RL
Assessment of TRACECA Routes Competitiveness Part 2: Review of TRACECA states operators	Aug	7EB, 1EL, 4RB, 2 RL
Cost Analysis	Aug 97	3EB, 1EL
Cost Analysis - Annexes 8-1 to 8-4	Aug 97	3EB, 1EL, 3RB, 2 RL
Cost Analysis - Annexes 8-5 to 8-8	Aug 97	4EB, 3RB, 2RL
Progress Report 3	Oct 97	2EB, 1EL, 4RB, 3RL

SWK Law		
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Transport Legal and Regulatory Framework (9306)		
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Technical Proposal (Annexes A, B, & C)	Oct 95	2EB
Inception report.	March 96	4EL, 2EB, 1RD
Progress Report.	July 96	2EB, 3EL, 2ED
Regional Conference No. 1, Almaty	May 96	1RB
Progress Report	Jan 97	2EB, 1EL
Recommended Draft Legislation	March 97	1E/RB
Comparative Conventions Vol. 1/4, 2/4, 3/4, 4/4	March 97	2E/RB per vol
Multilateral Agreement on International Transport in the TRACECA Region	July 97	1EB, 1EL, 1ED INTERNAL
Progress Report No 3	July 97	3EB, 1EL, 1ED
Completion Report	Dec 97	
App 1		1EB
app 2		1EB
app 3 (4 parts)		1EB
app 4		1EB
app 5&6		1EB

SWK Trade		
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Trade Facilitation, Customs Procedures & Freight Forwarding Project (9308)		
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Technical Proposal	Nov 95	1EB
Inception Report	April 96	1EB,1EL
Progress Report.(April-June 96)	July 96	1EB,1RD
Progress Report (July to October 96)	October 96	1EB,1EL
Trade & Customs procedures-Report: vol. 1, 2, 3, appendix 1	October 96	3EB,1EL per vol.
Computer System Report (8 countries)	Nov 96	5EB,1EL
Customs Border Post :Report: Volume 1 +App 1	October 96	5EB,1EL,4D
Trade Facilitation Institutions	Feb 97	4EB,1EL,1D
Project Completion Report	March 97	1EB,1EL
Overview of the Freight Forwarding Industry	April 97	4EB,1EL

SWK Trade-Addendum	Cotton Task Force	(9308)
	Transportation of Uzb. Cotton - a profile	Dec 96 1EB
	Progress Report 3 : Uzbekistan - Cotton extension	May 97 1EB
	Completion Report	July 97 3EB,2EL,1ED 1RB
	Final Report	Sept 97 1EB,1EL,1RB
	■ Part 1 - Market Profile (revised)	
	■ Part 2 - Logistics Development	

SYSTRA	Rolling Stock Maintenance s	(9309)
	Technical Proposal	October 95
	■ Annexes A&B	1EB
	■ Annex C	1EB
	Inception report.	May 96 1EB,3EL,1RB,1 RL, 1ED
	Progress Report	October 96 4EB,1EL,1RB,1 RL,1D
	(draft) Completion Report	April 97 1EB
	(Draft)Completion Report, Part 1-4 I	May 97 2EB
	Draft final report : parts 1, 2, 3, 4 - draft I	May 97 1EB
	Completion Report	July 97
	Part1/4 Project Summary	3EB,1EL,1RB,1 RL,1D
	Part2/4 Overall Features and Recommendations	3EB,1EL,1RB,1 RL,1D
	Part3/4 Country profiles	3EB,1EL,1RB,1 RL,1D
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TechnEcon	Evaluation of TACIS Interstate TRACECA Programme in Transcaucasus and Central Asia	
	Proposal	Oct 97 1EB

TEWET	Infrastructure Maintenance.1	(9307)
	- Railways Pre-Investment Study & Pilot train Baku-Tbilisi - Batumi.- Poti.(Caucasus)	
	Technical Proposal	Nov 95 1
	Inception report	April 96 1EB,1ED
	Progress Report I (3 volumes))	Sept 96
	- Executive Summary	1EB,1EL,1RB,1

- Annexes 1-4		RL 1EB,1EL,1RB,1
- Annex 5 (3 volumes)		RL 1EB,1EL,1RB,1
Technical pre-feasibility of Track & Constructional Works of Az. State RW and the Georgian RW	Aug 96	2EB,1EL
Draft Final Report	May 97	
Modul A		
Vol. I		2EB,1EL,1RB,1
Vol. II(annexes)		RL 2EB,1EL,1RB,1
Modul B		RL 2EB,1EL,1RB,1
Project Completion Report	Aug 97	5EB,1RB,1RL
Final Report		1E/RD
Module A: Vol. 1	Oct 97	5EB,1EL,1RB, 1RL
Financing Memorandum		
■ Georgian RW	Oct 97	5EB,1EL1RB,1
■ Azerbaijan State RW	Oct 97	RL 5EB,1EL1RB,1
Module A: Vol. 2:Annexes	Oct 97	RL 5EB,1EL1RB,1
Module B	Sept 97	RL 5EB,1EL1RB,1

TEWET	Joint Venture(s) Trans-Caucasian Railways (939401)	
Technical Proposal	Feb 96	2EB
Inception Report	Sept 96	2EB,2EL,5RB
Transcaucasian Logistic Express	Sept 96	2EB,2EL
Interim Report	April 97	
■ Executive Summary		1EB,1EL,2RB
■ Vol. 1		1EB,1EL,2RB
■ Vol. 2 Annexes		1EB,1EL,2RB
Project Completion Report	Sept 97	4EB,1RB
Draft Final Report	Oct 97	1E/RD
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TRACTEBEL	Trade & Transport - Working Group TRACECA (9302)	
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Technical Proposal	June 96	1EB

TRACECA Co-ordinating Team Interim Report - January 1998

	Interim Report	Jan 97	3EB,1EL
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	Technical Proposal	July 97	2EB
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	Pre-projects Copies		
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	■ 14/06/95		1EB
	Draft Inception Report	Nov 95	2EL
	Inception Report	Dec 95	1EB,2RB
	Progress Report	May 96	1EL
	Prospectus	May 96	1EB,1EL
	Tashkent Symposium	May 96	1EB
	Visit: Ashgabat Tyre Repair & Retreading Plant ARS-1: Technical Assessment, Preparation, Feasibility Study, Business plan Divers	June 96	1EB+ VCR
	Visit to Tashkent Tyre Retreading Plant N°9	Aug 96	1EB
	Transport & Distribution Management An Executive's Guide	March 97	1EB,1RB
	Project Completion Report	March 97	1EB
	Caravansary Project and Business Plan - Turkmenistan	March 97	1RB
	Caravansary Project and Business Plan - Uzbekistan	March 97	1RB
	Dolphin Proj. Abbreviated Report	April 97	
	■ Turkmenistan + Annexes		1EB,1ED
	■ Uzbekistan + Annexes		1EB,1ED
	Road Side Services & Communication Hubs on TRACECA Route - Inception Report	July 97	printed from e- mail + 1 EB
			INTERNAL

EXTERNAL DOCUMENTS

COUNTRY	DOCUMENT	DATE OF DOCUMENT
ARMENIA	Gouv. Adv. Railw. Dptmt & M Train :	
	-Draft Report for Phase A	Feb 95
	-Phase B: Inception Report	Dec 94
	The Armenia Highway Survey: Preliminary Report	Sept 94
	Staff Appraisal Report: Highway Project (WB)	Jan 95
	Amenagement de l'axe routier E-B: Rapport préliminaire (Groupe SEEE)	Juillet 95
	Amenagement de la section E-B axe routier M-B: -Dossier de Candidature (TACIS)	
		Juin 94
	-Mémoire explicatif	Juin 94
	Aménagement axe routier M-E-G-B: Dossier de Candidature (TACIS)	May 94
S.E.E.E : Aménagement de l'axe routier Erevan - Batoumi (Arménie - Géorgie) différents documents et Rapport final : version provisoire du rapport final + volume annexe et note complémentaire	Feb, May, July, Dec 96	
AZERBAIJAN	Cas.Shipping Co. Draft Final Uniconsult	April 96
	Tech. Ass. NRN Study & Recom. RII: -Technical Proposal	May 94
	-Inception Report	Dec 94
	Prefeasability of B-A Road (WSA): -Final Report Volume One (Draft) -Final report Volume One -Final Report Volume Two -Interim Report	
	Tech.- Eco. Calculations: Construction Object - International Business Centre	
	Dvlpmt Caspian Shipping Cy (UNICONSULT): Inception Report	Dec 94
	Dvlpmt Caspian Shipping Cy (UNICONSULT): Draft final report Report	April 96
	Azer. Railw.: Mngmt & Organ. Struct: Final Report (NETHCONSULT)	June 96
	Dvlpmt Caspian Shipping Cy (UNICONSULT):	Nov 96

	Final Report Caspian Shipping Company (UNICONSULT) Addendum to Final Report Rehabilitation Requirements of Caspian Sea Railroad Sea Cargo Passenger Ferries.	March 97	3 EV
GEORGIA			
	Georgia-Transp. Sector Memorandum: Policy Note (Draft)	April 95	
	Tech. Doc. Rehabilitation Highways: Volume II- Estimates	95	
	Optim. & Reorg. Study Ports of P & B: Final report (HPC)	April 96	
	Port Poti Dvlpmt & Fr. Traff. Reorg.:		
	-Final Report Volume I	July 93	
	-Final report Volume II (Annexes)	July 93	
	-Final report Volume III (Training)	July 93	
	Project - Georgia Grain Terminal:		
	-Inception report (Draft)	Feb 95	
	-Stage I Report (Draft)	May 95	
	Réhabilitation des chemins de fer Georgiens (Travaux du Sud Ouest)	June 95	
KAZAKHSTAN			
	R.Kazk.: an Outline for a. Compreh. Dvlpmt Plan (BDC)	Dec 95	
	Study on Dvlpmt of RN in West. Kaz.: Inception Report (JICA)	Sept 95	
	Road Dvlpmt Study: Final report (EBRD Carl Bro)	Sept 94	
	Road Rehabilitation Project (ADB): Draft Final report Volume I	Dec 95	
	SWK Law : Final Report + Appendices -Vol. 1	Dec 95	
	Modernisation Urban PT Pol. & Org.: Final report (TACIS - Atkins)	April 96	
	NRN Analysis & PW Study (WB?)	June 96	
	Tech. Assistance MT Reform of Law: -First Draft -Terms of Reference	March 96	
	Legal & Regul. Framew. Project N.1: Terms of Reference		
	Transp. Legal & Regul. Framew. T.A.: Terms of Reference (First Draft)	15 Feb 95 28 Feb 95	
	Kaz. Transp. Sector Review: M-modal & Intern. Transp. & Trade Facilitation:	Feb 95	

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Note for Mr Bonacci= Ass. Central Asia Common Market	Jan 95	
Summary Accomplish. & Effects from USAID-Funded Transp. Priv. In Kaz.	May 95	
Results pilot Project: Freight Brokering Services in S.&K.	May 95	
Prop. for « Kaz. Syst. Transp. E. Proj.»	July 95	
Improvement of RT Services: Terms of Reference		
Port of Aktau Masterplan Study: -Final Report Annex K	Feb 94	
-Final Report Summary & Conclusions	Feb 94	
Transport and Trade Facilitation Component Multimodal and International Transport by O.Salama	Nov 94	
Mercer Report -Railway transport Reform -Operating and Maintaining Kazakstan Railways under Changing Conditions	June 1966	
Aktau port reconstruction project (phase 1) EBRD Institutional Development - Aktau Port Inception Report , Vol umes 1 & 2	no date ! Nov 96	1 EV
Institutional Development - Aktau Port Progress Report #1	Feb 97	1 EV
Transport sector review - World Bank	Sept 96	1 EV
La republicanisation du reseau ferre de la CEI en 92 et 93 - La situation du Kazakhstan (Institut national des langues et civilisations orientales)	Sept 94	1 FV

KYRGHYSTAN

Consultative Meeting Kyrgyz Rep. by WB: Statement by OECD Represent.	May 95	
Struct. Reform Issues: Bank. Sect. Kyr.	95	
Kyrgystan: Investment Guide	Dec 94	
Kyrgyz Rep.: NRJ Sector Review (WB)	May 95	
Kyrgyz Rep.: Economic Report (WB)	May 95	
Kyrgyz Rep.:Pub. Invest. Prog. (96-98)	May 95	

MONGOLIA

Papers on econ. & soc. Dvlpmnt of Mongolia: Tokyo Donors Meeting	Feb 96	
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	Recent econ. Sit. of Mong. & Challenge for Future: Tokyo Donors Meeting	Feb 96	
	Transp. Rehabilitation Proj. in Mong.: Staff Appraisal Report	April 94	
TURKMENISTAN	Road Improv. Proj.: Review of Admin. & Financing of Road Improv. (Kocks): -Volume 1 - Final Report - -Volume 2 - Appendix - -Volume 1 - Draft Final Report -	June 95 June 95+April 95 April 95	
	Gov. Advise to Railw. Dptmt & Management Training (De-Consult): -Final Report Phase A -Inception Report Phase B -Final Report Feasibility Study: Turkmenbashi Port Development - LOUIS BERGER INTERNATIONAL Draft Final Report (Phase III)	Dec 94 Feb 95 Aug 95 April 97	
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CASPIAN SEA	Caspian Sea Water Level: -Intermediary Progress Report -Final report	Dec 94 July 95	
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CAUCASUS	Projets TRACECA Caucase - Rapport Final	Août 96	
CENTRAL ASIA	Central Asia: Outline Transp. Strategy -Railw. Proj. Profiles (SYSTRA) -Draft Final Report - Main Volume - -Draft Final Report - Appendices - Main Issues Identified In Road Infrastructure (EBRD) Roads & Road Transp. Study R,U,K,B: Summary Report (EBRD) Waterborne Transp. Survey RF,U,K: Summary Report (EBRD) Railw. Sector Survey of R,B,U&Kaz.:	Jan 95 Jan 95 Jan 95 April 93 Jan 93	&

ANNEX 3

The Web Site

The Internet Web Site dedicated to the TRACECA Programme was launched in February 1997 and has regularly been updated since then. In December 1997 we added a considerable amount of extra detail and made it easier to access by providing new links between pages.

The Web Site now provides a review of the TRACECA Programme to date and a synopsis of each of the **22 Technical Assistance Studies (TA) and 5 Investment Projects (IP)** under the headings of, Objectives, Key Issues and Achievements. The list also includes detail of contracts still to be awarded. **Two charts** list the TA and the IP projects, their main contractor and sub contractors, the starting date, the duration in months and the budget in ECU.

There is an **Introduction** of the TRACECA programme by the Task Manager and a **Technical Overview** that shows the practical links and associated development between each of the Studies and the Investment Projects.

The **Technical Overview** also shows the link between TA studies and IP planned or proposed, scans the problems faced by freight forwarders and international transporters and presents TRACECA from their point of view and that of potential international financial investors.

For all projects the latest reports written by the Contractors are now gathered in the page, **Technical Library**, that gives direct access to all downloadable reports project by project, in the same order as they are listed on the charts.

A new page has been added with **Contractors** name, main contact and address, linking them to their respective contracts.

In addition, the **Newsletter** page has been updated with some comment on the future and background information.

A new page has been generated to detail all FIATA approved **National Freight Forwarding Associations** and the name of all their members, that have been established in the region as a result of the TRACECA projects.

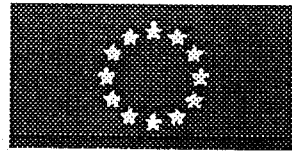
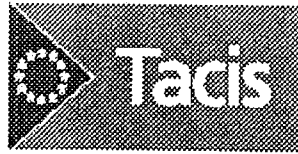
Contacts and addresses of all TRACECA **Co-ordination Team offices** and sub offices in Brussels and in the Caucasus and Central Asia are detailed with telephone, fax numbers and e-mail addresses.

New detailed maps of the Caucasus, Central Asia and the Black Sea have been added to the Web. There is a zoom facility to display the maps with whatever the level of detail is required.

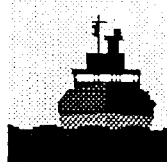
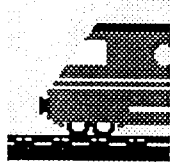
Further development of the TRACECA Web Site will follow the evolution of the TRACECA Programme. To balance the need for efficiency and the necessity of keeping the Web Site updated, we plan to update the Web Site every three months.

A hard copy of the Web Site is reproduced hereafter, please note that the page layout is designed for a screen consultation on the Internet. Header, footer and page breaks appearing on this hard copy do not appear on screen. Coloured and animated pictures and logos available on the Internet are obviously not apparent on this copy. Maps are not included in the hard copy, and certain Web pages which are textually identical to the brochure are omitted.

European Union



TRACECA



TRANSPORT CORRIDOR EUROPE CAUCASUS ASIA

Visit our web site : <http://www.traceca.org>

Latest updated version January 1998

TRACECA

- [Site Information](#)
- [What is TRACECA ?](#)
- [TRACECA Technical Overview](#)
- [Projects](#)
- [Technical Library](#)
- [Contractors](#)
- [Countries](#)
- [Freight Forwarders](#)
- [Newsletter](#)
- [Where to find us?](#)

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- [Maps](#)

-
- [Your comments are welcome !](#)
 - [Back to beginning](#)

SITE INFORMATION ▶ UPDATED

Presentation of the www.traceca.org structure and the technical details.

WHAT IS TRACECA? ▶ UPDATED

The Task Manager presentation of the TRACECA Programme :

I. Introduction :**II. A Summary to the project background****III. The current status of projects and the future prospects****IV. Co-operation with the International Financial Institutions (IFIs)****V. Related projects****VI. List of 22 Technical Assistance Studies and 5 Investment Projects****TRACECA TECHNICAL OVERVIEW ▶ NEW**

An overview of the key issues and the relationship between Technical Assistance Studies (TA) and Investment Projects (IP) planned are proposed. This helps to highlight what the problems are and how the Participating States and TRACECA focus on each issue.

PROJECTS ▶ UPDATED

Since the start of the TRACECA Programme in 1993, many projects have been implemented to improve and to develop trade and transport within the region of the Caucasus and Central Asia.

We now list these as 22 Technical Assistance Studies and 5 Investment Projects and will retain the same numbering system for each project and all references to them, in each section. Access to the summary of a Technical Assistance Study or an Investment Project is possible either by "PROJECTS" or by "COUNTRIES".

TECHNICAL LIBRARY ▶ NEW

We have gathered together the detailed contractors reports on each of the 22 Technical Assistance Studies and the Investment Projects on one file called the Technical Library. To access to detail in the library select the project.

CONTRACTORS ▶ NEW

Contact details of the companies contracted by TACIS to achieve the TRACECA projects are listed in this file.

COUNTRIES ▶ UPDATED

The Participating States of the TRACECA Programme are **Armenia, Azerbaijan, Georgia, Kazakhstan, Kyrgyzstan, Mongolia, Tadjikistan, Turkmenistan, Uzbekistan and Ukraine**. Lists of the projects in each country are linked to this file.

FREIGHT FORWARDERS ▶ NEW

We gather here the name and location details of freight forwarders who are members of FIATA National Associations in the TRACECA Countries : Azerbaijan, Georgia, Kazakhstan, Mongolia, Ukraine and Uzbekistan and detail of the National Association in each country. FIATA has no National Associations in Armenia, Kyrgyzstan, Tadjikistan as Turkmenistan as of December 1997.

NEWSLETTER ▶ UPDATED

Here the TRACECA Co-ordination Team tells you some of the background to new developments taking place in the region.

WHERE TO FIND US ? ▶ UPDATED

The TRACECA Co-ordination Team main offices and sub offices coordinates.

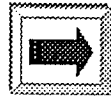
MAPS ▶ UPDATED

A simplified clickable map represents the whole TRACECA Region. The TRACECA Route is shown on another map.

Detailed maps of each of the TRACECA Countries, the Black Sea, the Caucasus and the Central Asia are also available.

YOUR COMMENTS ARE WELCOME

Let us know what other information you would like to access on the web site for inclusion in the future to our mailbox "info@traceca.org"



Latest updated version January 1998

SITE INFORMATION

The TRACECA Programme is explained in "[What is TRACECA?](#)" and "[TRACECA Technical Overview](#)"

Summaries of each of the TRACECA projects are presented.

Access to the summary of a project is possible either directly in "[PROJECTS](#)" or by country in "[COUNTRIES](#)".

Flags are represented in the web pages relating to each country.

At least a VGA 800x600 resolution is needed for reliable flags colours.

The flags were found in the following Web Site [//flags.cesi.it](http://flags.cesi.it).

Detailed reports are available through the "[TECHNICAL LIBRARY](#)".

Reports (Microsoft Word 6.0, Excel 5.0 and MS Power Point files) are guaranteed virus free (Norton Anti-virus 2.0 for Windows 95). Files are to be printed on "A4" paper.

The "[NEWSLETTER](#)" provides some background to the latest developments.

"[WHERE TO FIND US](#)" shows the location of the TRACECA Co-ordination Team offices and the email address of our mailbox.

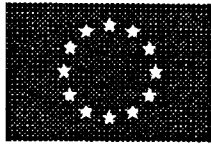
"[MAPS](#)" contains maps of the TRACECA regions, of the TRACECA route and the countries.

The design of the detailed maps is based on vectorial files from Magellan Geographix site [//www.magellangeo.com](http://www.magellangeo.com). Detailed maps are .PDF Acrobat Reader files. With Adobe Acrobat Reader or the Plug-in of Adobe Acrobat Reader adapted to your browser, you can use a zoom to display the maps at your convenience. To download (distributed free of charge) Adobe Acrobat Reader visit the site <http://www.adobe.com/prodindex/acrobat/readstep.html>



Latest updated version December 1997

WHAT IS TRACECA ? UPDATED



EUROPEAN COMMISSION
 Directorate-General IA
 External Relations: Europe and the Newly Independent States, Common Foreign and Security Policy, External Service
 Transcaucasus and Central Asia (including Mongolia)

TRACECA TRAnsport Corridor Europe Caucasus Asia

- [Introduction](#)
- [A Summary to the project background](#)
- [The current status of projects and the future prospects](#)
- [Co-operation with the International Financial Institutions](#)
- [Related Projects](#)
- [List of 22 Technical Assistance Studies and 5 Investment Projects](#)

I. Introduction

The TRACECA Programme was launched at a conference in Brussels in May 1993 which brought together trade and transport ministers from eight of the TRACECA countries (five Central Asian republics and three Caucasian republics), where it was agreed to implement a programme of European Union (EU) funded technical assistance (TA) to develop a transport corridor on an West-East axis from Europe, across the Black Sea, through the Caucasus and the Caspian Sea to Central Asia.

The EU offers this programme as an additional route that would complement all traditional routes. The project corresponds to the global EU strategy towards these countries and retains the following objectives:

- To support the political and economic independence of the republics by enhancing their capacity to access European and World markets through alternative transport routes
- To encourage further regional co-operation among the republics
- To increasingly use Tacis TRACECA as a catalyst to attract the support of International Financial Institutions (IFIs) and private investors
- To link the TRACECA route with the Trans - European Networks (TENs)

Today the TRACECA programme has financed 22 Technical Assistance studies (30 Mecu) and 5 investment projects for the rehabilitation of infrastructure (20 Mecu).

The leaders of the participating Republics consider that the TRACECA route is of strategic importance to establish an alternative transport outlet to Europe which will complement the traditional and often heavily overloaded route via Moscow.

The programme has resulted in closer co-operation and dialogue among government authorities which has included: agreements to keep transit fees at competitive levels; the facilitation of easier border crossings for transport; the simplification of trade procedures and improved customs co-operation between participating states. There have also been agreements to ship large volumes of new cargo along the TRACECA route and the recognition that this route represents the shortest distance and potentially the fastest and cheapest route from Central Asia to deep sea ships serving world markets.

The technical assistance provided through TRACECA has helped to attract larger investments from the IFIs that include the European Bank for Reconstruction and Development (EBRD) who have made a number of commitments for capital projects on ports, railways and roads along the TRACECA route totalling over \$ 200 million and the World Bank (WB) who have made commitments for new capital projects on roads in Armenia and Georgia totalling over \$ 40 million. In addition, EU private investors are engaging in joint ventures with Caucasian and Central Asian transport companies. The EU is supporting the programme with other projects to further enhance regional co-operation and economic sustainability in the region such as the Southern Ring Air Routes project and the Oil and Gas Pipeline project (INOGATE).

II. A Summary to the project background

The Brussels Conference in May 1993 identified a number of problems and deficiencies in the regions' trade and transport systems which were translated into project proposals for the TRACECA programme. An initial 15 million ECU was allocated to implement projects which were aimed to improve and develop trade and transport within the region. These projects were essential for the diversification of the traditional Moscow-centred trade and transport flows and to open up trade routes to the West.

The First Working Group meeting was held in Almaty in May 1995. The programme plan was developed through four sectoral working groups (Trade Facilitation, Road, Rail and Maritime Transport) with representatives from all the participating states taking an active part. These working groups, serviced by a team of four sectoral specialists based in Brussels, were responsible for project identification missions and for drawing up the Terms of Reference (ToR) for each project.

From the original proposals, a list of 16 projects was approved by the working groups and endorsed by all eight participating states. These Technical Assistance studies (TA), with a value of 15 million ECU, were contracted and implementation started in Autumn 1995.

The Second Working Group meeting took place in Vienna in October 1995. During this meeting the participating states arrived at a common agreement on one specific route (see map enclosed) on which TRACECA should focus its actions. For all sections of the route each delegation made recommendations in areas which required action in Trade Facilitation, Maintenance and Operations, Rehabilitation and Modernisation. It was also agreed that any project outside this route should only be financed through the National TACIS programmes or by other donors.

The Third Working Group meeting took place in Venice in March 1996. Based on proposals from the participating states the meeting agreed to develop the links with Ukraine and Mongolia and established the need for close co-ordination of the projects that would require a structure of Local and European experts to be resident in the region. The recommendations of the participating states during the 1995 Vienna meeting were analysed in order to determine priorities for future actions as well as to examine further collaboration with IFIs, for major investments. The proposals that were identified were focused into five new projects worth 10 million ECU which were endorsed by the participating states.

The Fourth Working Group meeting took place in Athens in October 1996 where the concept of TRACECA as an attractive multimodal transport route was further developed and all current projects were fully evaluated. Here it was unanimously agreed that Ukraine and Mongolia would immediately be full beneficiaries of the TRACECA programme.

The Commission confirmed that the five projects (10 MECU), four TA studies and one investment project, proposed by the third working group meeting will be implemented in 1997.

The participating states reiterated the necessity of linking TRACECA route to the Crete Corridors which link the Black Sea region with the TENs. Furthermore, the working groups set forward a number of project proposals for the future activities in the Traceca programme.

III. The current status of projects and the future prospects

In order to examine the possibilities of linking the TRACECA route with the Black Sea region and the TENs, the EU organised in April 1997 a ministerial transport conference in Tbilisi, Georgia. The conference brought around the table all BSEC (Black Sea Economic Co-operation) countries and Newly Independent States involved in the Traceca programme.

The ministers of the 16 participating countries expressed the wish to integrate TRACECA and the Black Sea countries within the Trans European Networks. It was agreed that TRACECA and BSEC will co-operate closely to develop this idea by concrete actions and projects. Several countries (Bulgaria, Romania and Ukraine) used the occasion to declare their intention to join the Saraks Agreement, which aims at establishing a common policy on transport (the original agreement was concluded between Georgia, Azerbaijan, Turkmenistan and Uzbekistan).

The Conference resulted in the establishment of a Ministerial Committee for the development of concrete projects and also served as a platform of 16 countries for the Pan European Transport Conference in Helsinki in June 1997. As a result the Helsinki Conference identified the Black Sea Region as a Pan European Transport Area (PETRA) which will further develop the TENs to the East.

In order to give substance to the idea of the Black Sea Region as a Pan European Transport Area, the EU agreed to finance the rehabilitation of the Ro-Ro ferry terminal in the port of Ilyichevsk (Ukraine) and the construction of a Ro-Ro ferry terminal in the port of Poti (Georgia). These projects (15 Mecu) will be implemented in 1998 and finalised at the beginning of 1999. In addition, the project proposals of the Fourth Working Group have been translated in 2 TA studies and 2 investments projects, worth 10 Mecu, to be implemented in 1998.

In September 1997 there was a welcome initiative by Presidents Aliiev of Azerbaijan and Shevardnadze of Georgia who jointly proposed to host a presidential conference in the Caucasus early in 1998, that could lead to the adoption of the draft multilateral agreements on transport initiated within the TRACECA programme. These agreements could break open the existing Sarakhs agreement, a four country agreement on the reduction of railway tariffs in order to facilitate the transit of cargo by railways. The formulated proposals include: an additional number of commodities for railways, to open it for other transport modes, to harness the interest of other countries that are interested by the agreement.

Consideration is currently being given to the prospect of further Working Group meetings to draw together the initiatives taken so far, to consolidate these actions and to make plans for future actions.

IV. Co-operation with the International Financial Institutions (IFIs)

TRACECA has always worked in close co-operation with the IFIs and many agreements have been made with World Bank and the EBRD. These include:

The construction of highways in Turkmenistan, with the technical assistance (TA) for 0.75 million ECU being financed by the EU for the feasibility and design of two highways prior to a \$80 million EBRD loan.

The rehabilitation of Baku Port with TA financed by the EU for 1.5 million ECU for the feasibility and design of a ferry terminal to be reconstructed with a \$50 million EBRD loan.

The rehabilitation of Turkmenbashi Port with TA financed by the EU for 1.5 million ECU for the design study and preparation of the tender for the ferry terminal prior to a \$50 million EBRD loan.

The upgrading of roads in Armenia with TA financed by the EU for 0.75 million ECU in order to provide the TA package for the second half of the \$40 million WB/EBRD loan.

Construction of the Poti Grain Terminal with TA financed by the EU for 0.4 million ECU for the legal issues on the concession of the terminal, to be constructed after a \$15 million EBRD loan.

The modernisation of the Georgian Ports with preliminary discussions on the construction of ferry terminals and general cargo facilities from an investment by EBRD following a TA package of 1.5 million ECU financed by the EU

Road rehabilitation in Georgia where a TA package of 0.4 million ECU was financed by the EU for a WB loan of \$13 million.

As TRACECA now includes direct investment projects as well as TA, we are to maintain complementarity of actions with the IFI and act as a co-financer rather than a substitute donor. The objectives of investment projects therefor still include the stimulation of participation by others. This is achieved when potential revenue streams from TRACECA investments add to and enhance the overall investment attraction of a larger package including an IFI.

V. Related projects

The EU continues to provide support to projects that receive funding from other sources and these include:

Rehabilitation of the Caucasian Railways for 5 million ECU: An investment project in the framework of the Food Aid operation for the Caucasus in 1995. The intensive use of the Caucasian railways under the 204 Mecu food aid-operation by EU had led to the exhaustion of rolling stock and rail track. The project financed the rehabilitation of 7.5 km of track in Georgia, the reparation of the section Airum-Yerevan (Armenia border with Georgia), the rehabilitation of the bridge of Poyle (Azeri border with Georgia).

Air Traffic Control (ATC) Training and Southern Ring Air Routes for 5 million ECU: A regional project in 10 countries to upgrade ATC capabilities and to support the establishment of a rational workplan for routes to be adapted by airlines. The project includes a feasibility study for the three national Caucasian airlines to set up a joint venture for regional flights with investment opportunities for private European investors.

INOGATE (Interstate Oil and Gas Transport to Europe): A programme which aims to rehabilitate and modernise existing oil and gas transmission grid and facilities in the NIS, to assess options for possible alternative routes, to strengthen regional co-operation in oil and gas pipeline management and institution building.

VI. List of 22 Technical Assistance Studies and 5 Investment Projects

A [chart](#) presents details such as contractor, sub contractors, starting date, duration and budget in ECU of the 22 Technical Assistance Studies and the 5 Investment Projects.

Daniel Stroobants
Task Manager Transport and Telecommunications



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TRACECA - TECHNICAL ASSISTANCE STUDIES

PROJECTS	CONTRACTOR	SUB CONTRACTORS	STARTING DATE	DURATION (Months)	BUDGET (ECU)
1. "Dolphin" project, feasibility study for caravanserai	West-East GmbH	Henley Management College	August 1995	27	475,000
2. Transport Management Training	Nethconsult	GZB, Trademco	December 1995	8	900,000
3. Transport Legal and Regulatory Framework	Scott Wilson	NEA	December 1995	24	1,500,000
4. Maritime Training in Baku Port	HPTI	Uniconsult, Recon S.A.	December 1995	24	1,350,000
5. Regional Traffic Forecasting Model	WS Atkins	BCEOM, Systra	January 1996	21	700,000
6. Road Transport Services (Caucasus)	DHV Consultants		January 1996	18	250,000
7. Intermodal Transport	BCEOM	DE-Consult, Systra	January 1996	11	500,000
8. Railways Infrastructure Maintenance (Caucasus)	TEWET	DE Consult	January 1996	14	1,200,000
9. Implementation of Pavement Management Systems	Kocks Consult GmbH	TeenEcon, Phoenix	March 1996	21	2,000,000
10. Road Transport Services (Central Asia)	GIBB	FTA, West-East GmbH	March 1996	19	700,000
11. Ferry Terminals : Baku & Turkmenbashi	RAMBOLL	Booz Allen & Hamilton, Probel	March 1996	23	1,550,000
12. Rolling Stock Maintenance	SYSTRA	CIE Consult, Dan Rail Consult AS	March 1996	12	700,000
13. TRACECA Trade Facilitation	Scott Wilson	BCEOM	March 1996	16	980,000
14. Railways Infrastructure Maintenance (Central Asia)	DE-Consult	Systra, Austria Rail Eng.	March 1996	11	1,200,000
15. Joint Venture for the Trans-Caucasian Railways	TEWET	De - Consult, GTZ	July 1996	12	2,000,000
16. Railways Tariffs and Timetable	SISIE	Calberson, Systra-Axis	July 1996	18	1,500,000
17. TRACECA Co-ordination Team	Fractebel Development		September 1996	24	1,650,000
18. Central Asian Railways Restructuring and Telecommunications Studies	CIE	Systra, DE-Consult, UIC	August 1997	11	2,000,000
19. Road Maintenance	FINNROAD	Parkman, Roughton	August 1997	24	2,500,000
20. Feasibility Study of New Terminal Facilities in the Georgian Ports of Poti and Batumi	HPTI	Domier System, Rotterdam Maritime	August 1997	12	1,500,000
21. Restructuring of the Azeri and Georgian Railways				6	1,000,000
22. Intermodal Services Implementation and Training				18	2,000,000
			TOTAL		28,155,000

TRACECA - INVESTMENT PROJECTS for the rehabilitation of infrastructure

PROJECTS	CONTRACTOR	SUB CONTRACTORS	STARTING DATE	DURATION (Months)	BUDGET (ECU)
1. Rehabilitation of the Red Bridge and Construction of the TRACECA bridge	Khidmsheni JSC		March 1997	12	2,500,000
2. Bukhara Cotton Export Distribution Centre				12	2,000,000
3. Container Services Between the Caspian Ports of Baku and Turkmenbashi				12	5,000,000
4. Design and construction of Rail Ferry Facilities in the Port of Poti, Georgia				12	5,000,000
5. Improvement of the existing rail ferry terminal and construction of facilities at Ilvichevsk, Ukraine				12	10,000,000
				TOTAL	24,500,000



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TRACECA TECHNICAL OVERVIEW

- An overview of the key issues and the relationship between Technical Assistance studies and Investment projects planned or proposed
- From the point of view of a potential international customer
- From the view of potential international financial investors (IFIs)

An overview of the key issues and the relationship between Technical Assistance studies and Investment projects planned or proposed

There are many transport bottlenecks that typically cause delay in the movement of goods throughout the world and most of these have been focused on in this programme for the TRACECA countries.

Some are physical constraints that can be seen and resolved, others are more complex as they deal with the philosophy and attitudes of the people that administer the service.

The following summary is intended to link the main issues to the work that has been done and continues within the TRACECA programme of Technical Assistance Studies (TA) and Investment Projects (IP), under the key headings, identifying the relevant programme.

MANAGEMENT Within all projects and studies it is seen that much management training in modern Western management methods is required. This applies not only to the theory but also to practical implementation within such domains as forecasting for planned investment in railways, roads and ports.

In this respect, TA 1, 2 and 4 to 22 have all had component parts that familiarise beneficiaries with new methodologies and link to concrete results such IP 1 to 5.

A major concern of all projects is in generating an awareness and need for market orientation to identify the real and perceived needs of international customers.

This has led to a programme of restructuring for which TA 4, 8, 9, 11, 12, 15, 16, 18, 19, and 21 have been designed to offer advice in all transport modes.

The need for training has been addressed in TA 2, 4, 9, 10, 11 and 16, the first of these having included a component for trainer training.

LEGAL & REGULATORY There is a need to establish a better understanding of international legislation and how it can be related to current practice in the region.

TA 3 has generated a wider understanding of the issues and drafted a number of model codes and agreements that are now being debated within Governments at the highest level. This will lead to the requirement for a framework in which the law can operate and for this TA 7, 13, 16, 17, 18, 21 and 22 have been formulated.

They all point to the need for a policy of co-operation between Participating States, as detailed in TA 15, as this will foster the development of Trade.

INSTITUTIONAL In order to harmonise the relationship between each Participating State and their international customers it has been recommended to formalise and enhance border crossing liaison meetings between customs and immigration and to simplify procedures at border crossings.

We have recommended that focus should be directed to the enhancement of inland customs clearance centres where goods are actually cleared from customs control and the paperwork (such as the TIR carnet) is discharged.

This will concentrate technical competence as explained in TA 3 and 13.

These studies have given focus to the need for closer collaboration between Customs officers to discuss and overcome problems of mutual interest.

The studies have helped in the establishment of National Freight Forwarding Associations that are accredited by FIATA and led to the recognition of the need for National Road Transport Associations, accredited by IRU, to help to provide specialised training and a conduit to the Western way of transport business development.

INFRASTRUCTURE, ROADS The roads network in the TRACECA region is extensive but the funds available for maintenance and upgrading are severely limited. Under these circumstances there is a need for close attention to maintenance management to best employ the limited funds available. Such pavement management skills are transferred in TA 9 and 19.

The implementation of pavement management systems is a requirement for investment in road infrastructure by IFI.

Feasibility studies have been carried out for rehabilitation projects in Armenia, Azerbaijan, Georgia, and Turkmenistan, all for projects which have investment follow-up from IFI. Current plans include studies in the remaining countries.

There has been a weak link in the TRACECA route between Georgia and Azerbaijan at Red Bridge but this will soon be overcome by IP 1 which will rehabilitate the old bridge and complete the new TRACECA bridge.

On the border between Turkmenistan and Uzbekistan there is a need for a new road rail crossing to replace an obsolete rail bridge and a floating pontoon road connection as defined in TA 14.

INFRASTRUCTURE, RAIL Lack of money for maintenance of rolling stock, track and signalling has led to deterioration of the system and slow running speeds. TA 8, 12, 14, 15, 18, 21 and 22 address this issue and generate the framework in which the problems can be overcome.

Delays caused by single track working at Tauz and Poyle bridges are steadily being resolved by investments including IP 1.

Local manufacture of concrete rail sleepers and wagon and locomotive repair, along with tank wagon cleaning and repair for the region form a part of TA 8, 12, 14, 15, 18 and 21 as well as proposed IP in 1998.

Negotiations based on TA projects for the rail sector in Central Asia promise to reach successful conclusions in 1998.

INFRASTRUCTURE, MARITIME A secure link across the Caspian Sea and an integrated link between TRACECA and the Black Sea countries that provide a transit route to Europe and beyond through the TEN corridors has led to TA 4, 7, 11, 20 and 22 and the IP 3, 4 and 5.

These maritime links are planned to overcome the present bottlenecks and allow the establishment of an intermodal chain between Europe, the Caucasus, Central Asia and China.

EQUIPMENT, ROAD VEHICLES The maintenance and management of road vehicles has been the subject of studies (TA 1, 6, and 10) that looked to the availability and development of service centres which will also help to develop entrepreneurial skills. There remains the problem of control which through the process of new laws and their implementation is being addressed by TA 3.

These actions are complemented by TA 10 for the training of managers.

Guidelines for managers on repair and renewal has been addressed in the advice contained in TA 1 and 10 and the manuals that have been produced and circulated.

EQUIPMENT, RAIL ROLLING STOCK The need for comprehensive control over the status of all rolling stock, its position, ownership, maintenance and utilisation has proved to be complicated by the focus that is still given to the central control in Moscow, despite the intention of each Participating State to determine its own future.

A series of studies, TA 18, 20, 21 and 22 has started to clarify the key issues in order to generate conditions for further investments and to determine policy decisions on such issues as repair and renewal that have until now not played a significant part in the management of the system.

EQUIPMENT, INTERMODAL The Former Soviet Union (FSU) did not standardise its transport systems based on International Standards Organisation (ISO) containers. Intermodal transport systems in the TRACECA region are at present unsuited to handling 40 foot ISO containers or any of the other intermodal methods in common use throughout the EU such as Swap Bodies. TA 7 and 13 analysed the problems in detail and this has led to IP 2, 3, 4 and 5 which will provide some urgent solutions to help alleviate the problem. With this investment TA 2, 14, 16, 18 and 22 address the equally important management and organisational issues.

From the point of view of a potential international customer the issues can be seen to have a different focus but the TRACECA programme still addresses the main causes of concern and is helping to overcome many of the problems faced by freight forwarders and international transporters.

HIGH TRANSPORT COSTS Transport rates are high for traffic to and from the region due to the long distances involved but the TRACECA route is considerably shorter from Central Asia to deep sea shipping and has the potential to be faster and cheaper than alternative routes once the full effect of the TRACECA programme has been felt.

In rail transport the concern over cost structures and tariffs is the subject of TA 16 and 18.

A series of TRACECA programs are looking at specific problem areas in road maintenance TA 9 and 19, construction IP 1, and also providing technical analysis and costings that can lead to funds being made available by IFIs to carry out further work. There are also initiatives that are considering new roads and rail connections within and in connection with the TRACECA programme such as TA 7, 11, 18, 20 and 21.

All of these initiatives should improve cost effectiveness of the transport systems, from the point of view of the user.

INSTITUTIONAL DEVELOPMENT Within TA 13, it was suggested that the role of the border post should change from being a processing station to being a simple check point. This would help to provide rapid transit for vehicles moving correctly under TIR (and when empty) and subject only to "random risk assessment procedures" thorough physical inspections.

This action would release customs from routine low risk traffic inspection to enable them to focus on suspect cargoes.

This initiative may take time to implement, but moves have been made to start this process in a number of locations although new legislation will be required for the changes to be fully effective for which TA 3 is providing assistance.

Joint border posts were suggested for new buildings and facilities on common ground within the same study, but this idea has not yet found favour.

Such a move could further reduce customs delay and improve intelligence gathering for both countries.

Within TA 13 computerised customs clearance has been evaluated for all TRACECA countries and common agreement between a number of them has led to the introduction or piloting of the UN ASYCUDA model in an open competition for the most cost effective system. Even so, at a cost of \$ 8 to 10 million per country such introduction would need to be phased over a number of years and financed by institutional or bilateral government funding.

LEGAL AND REGULATORY New multilateral agreements on road rail and sea have been drafted within TA 3 and presented to working groups in each country along with a Basic Agreement on International Traffic.

Development of a customs brokerage service has been discussed within TA 13 in many countries. This could lead to the formation of professional customs brokers that would simplify the customs / trader interface and allow time for customs to be more effective on control issues.

This is now being implemented in a number of countries although technical assistance is still required.

TA 13 and 3 have recommended that Border crossing delays can be reduced by harmonisation of documentation to International UN format and by accepting the TIR, CMR, COTIF and other conventions sponsored by the United Nations, ECE, and ESCAP. TA 3 and 13 also demonstrate that there is considerable scope for rationalisation and simplification of the documentation requirements, and which documents are to be presented where and when.

Such recommendations have been made and are slowly being implemented. Simple systems make corruption more difficult.

The TIR system for road haulage is being further extended and a future programme in 1998 is planned, to look at installing the SAFETIR system.

The need for membership of International Institutions is well established in Europe and TA 3 and 13 have been instrumental in helping the National Freight Forwarding Associations of Georgia, Azerbaijan and Kazakhstan become full members of FIATA so that they can fully represent their countries and international conventions.

TA 13 has also encouraged Uzbekistan to use their membership to develop the forwarding industry for all Uzbek registered companies.

Other Participating States are taking action to form National Associations.

TA 13 has also helped many individual companies in all TRACECA countries to become Associate members of FIATA in their own right and to benefit from the wider exposure to world markets that this brings.

LACK OF NATIONAL ROAD TRANSPORT FLEETS Long distance road activity is dominated by Iran and Turkey in the Caucasus and parts of Central Asia and by Russian and European companies in the north. Only Uzbekistan has any reasonable sized road fleets with modern high capacity equipment but these are mainly state owned.

Entrepreneurs wanting to develop this industry cannot obtain adequate financing partially due to ignorance of the procedures and formats for presenting their credentials. Within TA 1, 3 and 13, it has been recommended to amend legislation to allow for the expansion of private operators in the domestic market and to move away from a mostly state owned business base.

This should encourage expansion into the international market, but it is recommended that this is done without legislation that protects national carriers from competition when engaged in international work. There may be the need to offer tax incentives to encourage smaller companies to expand and government encouragement to enable joint ventures to thrive.

ACCESS TO PERMITS National transporters in the region have limited access to permits that allow transit through Iran, Turkey or Russia and the cost of such permits, when available, can be high and require hard currency.

National companies are operating with some trucks that do not meet international standards of road worthiness and these are therefore banned. However where suitable equipment is available it has been recommended in TA 13, to allocate permits in response to market demand.

TARGETING OF FOREIGN ROAD TRANSPORTERS The Foreign transporter is now seen as an opportune source of hard

currency revenue and is subjected to discriminatory road tax and border procedures as well as various illegitimate payments. The same position applies to CIS transporters outside their own country.

The recommended response to this within TA 3 and 13 has been to eliminate all discriminatory legislation, such as road tax and specific border crossing routing and these issues are under active debate and are being dealt with by Presidential Decree in some countries.

REGULATED MARKET The regulations and legislation that exist still reflect the former command economy of the FSU and it will take time to deregulate the legislation and introduce laws that create an environment that allows development of the transport infrastructure.

Within TA 3 and 13, it has been recommended to gradually phase out all regulatory aspects that limit free competition in the market and to end support for State owned fleets. Legislation should concentrate on safety and operational standards.

POOR QUALITY RAIL SERVICES The railways are not yet able to offer a quality of service in terms of reliability and price that competes effectively with road transport, especially for the high value import loads that constitutes the richest and only transport sector growth market. Average rail transit speeds are 30–40 kmph and border crossing delays are lengthy.

Solutions now under discussion in TA 16 include the need to integrate the rail organisations and to consider the establishment of a "common operator" (such as the EU operator Interfrigo / Intercontainer) that could provide multimodal access to the rail system, particularly for transit traffic.

RAIL TARIFFS The rail tariffs are based on sector charges and are not integrated so as to be able to offer long distance rates that transit many borders. This includes transits through Russia as well as through TRACECA routes. Customers are often faced with additional costs for unexpected services such as demurrage or expediting payments which makes it difficult to estimate the final cost and this runs contrary to their expectations.

The response has been in TA 2, 3, 7, 13, 16 and 18, to recommend a more harmonised approach to the problem of price and to recognise that the ability to capture new traffic will only come from a willingness to share what profit can be made equitably between the individual rail companies.

This debate will require more technical support from TRACECA in order for the individual companies to resolve their differences.

LACK OF RAIL WAGON CONTROL The inability of customers to track rail wagons results in a lack of knowledge on the location of goods, which can lead to unforeseen congestion at the point of receipt and higher than expected rail charges.

Movement of some wagons over national borders can be resisted by some railway authorities and the return of empty wagons to the point of origin continues to be hotly debated.

Although such a tracking system is available its integration with the FSU system continues to be a problem, but in the meantime TA 15 and 18 are investigating improved communication systems that could help towards a solution.

RAIL WAGON AVAILABILITY There is a shortage of modern rolling stock such as high capacity bulk wagons and container flats while there is congestion in the system from defective old wagons for which there is limited demand. Even when available the utilisation of the wagons can be low due to the poor preventive maintenance program

The TRACECA programme response has been in TA 8, 12, 14, 16, 18, 21 and 22, to recommend management initiatives and a fleet audit program to establish the true position. Availability and utilisation figures are needed so that a plan could be developed to sell obsolete stock for scrap and use the funds to selectively purchase new equipment to meet the known and anticipated needs of the service.

There could be scope for private sector investment in specialist wagons, when adequate tracking is established and for private investment in repair workshops.

CASPIAN SEA FERRIES These services are seen to be relatively expensive and unreliable with a sailing schedule dependent on the demand in Baku, rather than as a scheduled service on which customers can rely. This problem is being addressed by management training and limited marketing exercises in TA 4, 11 and 22 as well as through the work done in the investment project of IP 3.

The terminals are also in a poor condition and require the investment from IP 3 to become more efficient, to be able to handle the expected growth from 20 foot to 40 foot container traffic and to compensate for the rising level of the Caspian Sea.

From the view of potential international financial investors (IFIs) the issues have a different focus as the TRACECA programme has been asked to provide a direct input into feasibility studies and preliminary investigation for potential infrastructure investment.

With the approval of a new TACIS Regulation in June 1996 an investment support element was introduced into the programme.

This has meant that in addition to the technical assistance studies (TA) TRACECA have been able to fund a number of small-scale infrastructure projects (IP) related to border areas.

This has been found to be helpful in attracting the interest and commitment for larger investments from the IFIs.

The European Bank for Reconstruction and Development (EBRD) have made a number of commitments for capital projects on ports, railways and roads along the TRACECA route of over \$200 million and the World Bank (WB) have made commitments for new capital projects on roads in Armenia and Georgia totaling over \$40 million.

Further capital investment in joint ventures by EU private investors is being encouraged with joint ventures with Caucasian and Central Asian transport companies.

These are some of the main issues that are being addressed by the TRACECA program in a series of ongoing projects. These reflect the known (and agreed) needs of the participating countries that are set within planned time frames and integrate the specific requirements of each country with the overall benefits of an integrated intermodal TRACECA freight corridor.



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PROJECTS

- TECHNICAL ASSISTANCE STUDIES (TA)
- INVESTMENT PROJECTS FOR THE REHABILITATION OF INFRASTRUCTURE (IP)



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TECHNICAL ASSISTANCE STUDIES (TA)

- 1. "Dolphin" project, feasibility study for caravanserai
- 2. Transport Management Training
- 3. Transport Legal and Regulatory Framework
- 4. Maritime Training in Baku Port
- 5. Regional Traffic Forecasting Model
- 6. Road Transport Services (Caucasus)
- 7. Intermodal Transport
- 8. Railways Infrastructure Maintenance (Caucasus)
- 9. Implementation of Pavement Management Systems
- 10. Road Transport Services (Central Asia)
- 11. Ferry Terminals : Baku & Turkmenbashi
- 12. Rolling Stock Maintenance
- 13. TRACECA Trade Facilitation
- 14. Railways Infrastructure Maintenance (Central Asia)
- 15. Joint Venture for the Trans-Caucasian Railways
- 16. Railways Tariffs and Timetable
- 17. TRACECA Co-ordination Team
- 18. Central Asian Railways Restructuring and Telecommunications Studies
- 19. Road Maintenance
- 20. Feasibility Study of New Terminal Facilities in the Georgian Ports of Poti and Batumi
- 21. Restructuring of the Azeri and Georgian Railways
- 22. Intermodal Services Implementation and Training



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1. "Dolphin" project, feasibility study for caravanserai	11. Ferry Terminals : Baku & Turkmenbashi
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3. Transport Legal and Regulatory Framework	13. TRACECA Trade Facilitation
4. Maritime Training in Baku Port	14. Railways Infrastructure Maintenance (Central Asia)
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6. Road Transport Services (Caucasus)	16. Railways Tariffs and Timetable
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9. Implementation of Pavement Management Systems	19. Road Maintenance
10. Road Transport Services (Central Asia)	20. Feasibility Study of New Terminal Facilities in the Georgian Ports of Poti and Batumi

1. WEST- EAST Dolphin Project, Feasibility Study for Caravanserai

- *Turkmenistan Report, April 97*
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- *Uzbekistan Report, April 97*
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- *Road Side Services Inception Report, July 97*
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2. NEA Transport Management Training

- *Final report, September 96*
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3. SCOTT WILSON Transport Legal and Regulatory Framework

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4. HPTI Maritime Training

- *Port Master Plan (Executive Summary), March 97*
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- *Progress Report, July 97*
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5. ATKINS Regional Traffic Forecasting Model

- *Progress Report I, December 96*
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- *Progress Report II, March 97*
MS Word 6.0 document "[atkrepl2.doc](#)" (87 kB)

- *Progress Report III, June 97*
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6. DHV Road Transport Services Caucasus

- *Project Completion Report, March 97*
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- *Final Technical Report, April 97*
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7. BCEOM Intermodal Transport

- *Progress Report, September 96*
MS Word 6.0 document "[prbceom.doc](#)" (353 kB), the MS Excel file "[bceoman2.xls](#)" (Annex 2, 56 kB), and the MS Power Point files "[bceo4442.ppt](#)" (Figure on Rail and Road infrastructure, 50 kB) and "[bceo4444.ppt](#)" (Figure on Railcontainer terminal network and handling equipment, 121 kB)
- *Final Report, May 97*
MS Word 6.0 document "[frmay97.doc](#)" (762 kB)

8. TEWET Railways Infrastructure Maintenance (Caucasus)

- *Progress Report I, September 96*
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9. KOCKS Implementation of Pavement Management System

- *Progress Report I, July 96*
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- *Progress Report II, October 96*
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- *Review of Road Design Standards, January 97*
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MS Word 6.0 document "[tedjmar1.doc](#)" (83 kB)
- *Transit Roads in Georgia, Inception Report, March 97*
MS Word 6.0 document "[gc-ir](#)" (136 kB)
- *Transit Roads in Azerbaijan Inception Report, March 97*
MS Word 6.0 document "[az-ir](#)" (149 kB)
- *Tedjen - Mary Road Environmental Assessment, July 97*
MS Word 6.0 document "[environ.doc](#)" (87 kB) and "[envvap2.doc](#)" (22 kB)

10. GIBB Road Transport Services (Central Asia)

- *Progress Report, July 96*
MS Word 6.0 document "[gibbpr1.doc](#)" (1144kB)

11. RAMBOLL Ferry Terminals Baku & Turkmenbashi

- *Final Report, Design Basis, January 97*
MS Word 6.0 document "[rambfin1.doc](#)" (1295kB)
- *Detailed Design Report - Turkmenbashi, March 97*
MS Word 6.0 document "[turkm2.doc](#)" (112 kB)
- *Detailed Design Report - Baku, March 97*
MS Word 6.0 document "[baku2.doc](#)" (129 kB)
- *Evaluation Report - Turkmenbashi, April 97*
MS Word 6.0 document "[turkm3.doc](#)" (610 kB)
- *Evaluation Report - Baku, April 97*
MS Word 6.0 document "[baku3.doc](#)" (327 kB)

12. SYSTRA Rolling Stock Maintenance

- *Progress Report, October 96*
MS Word 6.0 documents "[systrapr.doc](#)" (Report, 108 kB) and "[systraan.doc](#)" (Annexe, 429 kB)
- *Completion Report, July 97*
MS Word 6.0 documents "[part1.doc](#)" (91 kB), "[part2ch1.doc](#)" (234 kB), "[part2ch2.doc](#)" (174 kB), "[part2ch3.doc](#)" (106 kB), "[part2ch4.doc](#)" (64 kB), "[part3.doc](#)" (600 kB) and "[part4.doc](#)" (378 kB)

13. SCOTT WILSON TRACECA Trade Facilitation

- *Progress Report I, July 96*
MS Word 6.0 document "[tradepr1.doc](#)" (77 kB)
- *Progress Report II, October 96*
MS Word 6.0 document "[tradepr2.doc](#)" (41 kB)
- *Computer System Report, November 96*
MS Word 6.0 document "[compsys.doc](#)" (232 kB)
- *Customs Border Post Report, October 96*
MS Word 6.0 document "[control.doc](#)" (277 kB)
- *Transportation of Uzbek Cotton - a profile, December 96*
MS Word 6.0 document "[prof1296.doc](#)" (136 kB)
- *Trade Facilitation Institutions, February 97*
MS Word 6.0 document "[institut.doc](#)" (154 kB)
- *Project Completion Report, March 97*
MS Word 6.0 document "[tradepr.doc](#)" (88 kB)
- *Overview of the Freight Forwarding Industry, April 97*
MS Word 6.0 document "[ffindust.doc](#)" (123 kB)
- *Progress Report III : Uzbekistan Cotton, May 97*
MS Word 6.0 document "[pr3may97.doc](#)" (51 kB)
- *Completion Report, July 97*
MS Word 6.0 document "[erjuly97.doc](#)" (70 kB)

14. DE-CONSULT Railways Infrastructure Maintenance (Central Asia)

- *Progress Report, November 96*
MS Word 6.0 documents "[deconpr1.doc](#)" (89 kB), "[deconan1.doc](#)" (Annex 1, 13 kB), "[deconan3.doc](#)" (Annex 3, 40 kB), "[deconan4.doc](#)" (Annex 4, 86 kB).

15. TEWET Joint Venture for Trans-Caucasian Railways

- *Interim Report, April 97*
MS Word 6.0 document "[irapr97.doc](#)" (1021 kB)

16. SISIE Railways Tariffs & Timetable

- *Progress Report 1, March 97*
MS Word 6.0 documents "[sisiepr1.doc](#)" (82 kB), "[sisiean1.doc](#)" (82 kB) and "[sisiean2.doc](#)" (292 kB)
- *Progress Report 2, July 97*
MS Word 6.0 document "[pr2jul97.doc](#)" (74 kB)
- *Infrastructure, August 97*
MS Word 6.0 documents "[infrast.doc](#)" (239 kB) and "[inannex.doc](#)" (197 kB)
- *Customs Analysis, August 97*
MS Word 6.0 document "[customs.doc](#)" (125 kB)
- *Assessment of TRACECA Routes part 1 & 2, August 97*
MS Word 6.0 documents "[assessm.doc](#)" (Comparison of Alternative Routes and Modes, 180 kB) and "[mktstudy.doc](#)" (review of TRACECA States Operators, 89 kB)

17. TRACTEBEL TRACECA- Co-ordination Team

- *Interim Report, January 97*
MS Word 6.0 document "[irjan97.doc](#)" (70 kB)
- *Final Report, September 97*
MS Word 6.0 document "[trsep97.doc](#)" (93 kB)

18. CIE Central Asian Railways Restructuring and Telecommunications Studies

- *Inception Report, Kazakhstan Railways, September 97*
MS Word 6.0 document "[irkaz.doc](#)" (55 kB)
- *Inception Report, Turkmenistan Railways, September 97*
MS Word 6.0 document "[irturk.doc](#)" (76 kB)
- *Inception Report, Uzbekistan Railways, September 97*
MS Word 6.0 document "[irbuzb.doc](#)" (88 kB)

19. FINNROAD Road Maintenance

- *Inception Report, September 97 :*
- *Module A: Materials, Plant, Standards September 97*
MS Word 6.0 documents "[irasept97.doc](#)" (26 kB)
- *Module B: Winter Maintenance September 97*
MS Word 6.0 documents "[irbsept97.doc](#)" (174 kB)
- *Module C: Azerbaijan, Road Sector September 97*
MS Word 6.0 documents "[iresep97.doc](#)" (86 kB) with appendices: "[appb.doc](#)" (95 kB), "[appe.doc](#)" (236 kB), "[appd.doc](#)" (326 kB), "[appe.doc](#)" (89 kB), "[appf.doc](#)" (61 kB), "[appg.doc](#)" (13 kB), "[apph.doc](#)" (36 kB) and the MS Power Point file "[appa.ppt](#)" (84 kB)
- *Module D: Road, Pavement and Bridge Testing September 97*
MS Word 6.0 documents "[irdsep97.doc](#)" (79 kB) and "[irdannex.doc](#)" (20kB)
- *Module E: Pre-Feasibility Studies September 97*
MS Word 6.0 document "[iresep97.doc](#)" (187 kB)

20. HPTI Feasibility Study of New Terminal Facilities in the Georgian Ports

- *Inception Report, October 97*
MS Word 6.0 document "[iroct97.doc](#)" (459 kB)

Other files are available from the TRACECA Co-ordination Team in Brussels as hard copy in Russian and English and on disk.



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CONTRACTORS

PROJECT (Technical Assistance Study)	CONSULTANT	MAIN CONTACT	TEL & FAX NUMBERS
1. "Dolphin" project	West-East GmbH Niederwahn 52 D-53804 Much	Mr. W. Schubert	T492245912500 F492245912501
2. Transport Management Training	Nethconsult Bezuiden houtseweg 181 2594 AH The Hague The Netherlands	Mr. H. De Leijer	T31703821181 F31703857902
3. Transport Legal and Regulatory Framework	Scott Wilson Scott House, Basing View, Basingstoke Hampshire RG21 4JG England	Mr. R. Levett	T441256461161 F441256816835
4. Maritime Training, Baku Port	HPPI Übersee-Zentrum Schumacherwerder D-20457 Hamburg Germany	Capt. W. Arlt	T494078878100 F494078878178
5. Regional Traffic Forecasting Model	W.S. Atkins Woodcote Grove Ashley Road Epsom Surrey KT18 5BW England	Mr. G. Lawson	T441372726140 F441372740055
6. Road Transport Services (Caucasus)	DHV Consultants B.V. Laan 1914, 35 P.O. Box 1399 3800BJ Amersfoort Netherlands	Ms. E. Van Garderen	T31334682500 F31334682601
7. Intermodal Transport	BCEOM Place des Frères Montgolfier, 78286 Guyancourt Cedex, France	Mr. J. Caceres	T33130124800 F33130121095
8. Railways Infrastructure Maintenance (Caucasus)	TEWET Carmerstr. 2 10623 Berlin, Germany	Mr. Ch. Gleue	T493025465254 F49303122019
9. Implementation of Pavement Management Systems	Kocks Consult GmbH Stegemannstr. 32-38 56068 Koblenz, Germany	Mr. W. Weiler	T4926113020 F492611302152
10. Road Transport Services (Central Asia)	Sir Alexander Gibb & Partners Ltd Earley House, London Road, Reading Berkshire RG6 1BL England	Mr. D. Giblin	T441734635000 F441734491054
11. Ferry Terminals : Baku and Turkmenbashi	RAMBOLL Oluf Palme Allee, 22 82 ARHUS N Denmark	Mr. H. Hartelius	T4589447700 F4589447625
12. Rolling Stock Maintenance	SYSTRA 5 av. du Coq 75009 Paris, France	Mr. A. Jouve	T33140166333 F33140166189
13. TRACECA Trade Facilitation	Scott Wilson Scott House, Basing View, Basingstoke Hampshire RG21 4JG England	Mr. R. Levett	T441256461161 F441256816835
14. Railways Infrastructure Maintenance (Central Asia)	DE - Consult Oscar-Sommer-Str. 15 D-60596 Frankfurt am Main, Germany	Mr. N. D. Griffiths	T496963190 F49696319313
15. Joint Venture for the Trans Caucasian Railways	TEWET Carmerstr. 2 10623 Berlin, Germany	Mr. Ch. Gleue	T493025465254 F49303122019
16. Railways Tariffs and Timetable	SISIE 24-26, rue du Cotentin 75015 Paris, France	Mr. J.L. Romanini	T33140711515 F33140711518
17. TRACECA Co-ordination Team	Tractebel Development Avenue Ariane 7, B-1200 Brussels Belgium	Mr. L. Cheesman	T3227737509 F3227738850
18. Central Asian Railways Restructuring and Telecommunications Studies	CIE Consult Grattan Bridge House 5 Upper Ormond Quay	Mr. M. Barry	T35317034701

Telecommunications Studies	3 Upper Ormond Quay Dublin 7, Ireland		F35317034725
19.Road Maintenance	FINNROAD Ltd Opastinsilta 12A P.O. Box 33 FIN 00521 Helsinki, Finland	Mr. B. Karell	T35891545690 F35891545692
20.Feasibility study of new terminals in Georgian Ports	IIPTI Übersee-Zentrum Schumacherwerder D-20457 Hamburg Germany	Capt. W. Arlt	T494078878100 F494078878178

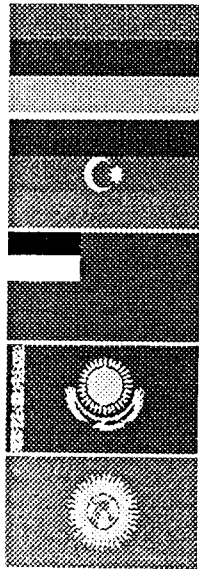


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COUNTRIES

The TRACECA founder states are Armenia, Azerbaijan, Georgia, Kazakhstan, Kyrgyzstan, Tadjikistan, Turkmenistan and Uzbekistan. There are two new adherent states since October 1996 : Mongolia and Ukraine.

The selection of a country leads to the list of the Technical Assistance Studies and the Investment Projects for the Rehabilitation of Infrastructure in this country.



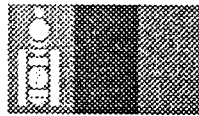
[ARMENIA](#)

[AZERBAIJAN](#)

[GEORGIA](#)

[KAZAKHSTAN](#)

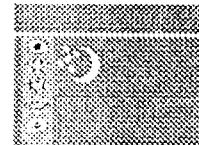
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[MONGOLIA](#)



[TADJKISTAN](#)



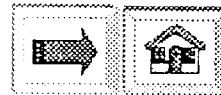
[TURKMENISTAN](#)



[UKRAINE](#)



[UZBEKISTAN](#)



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ARMENIA

TECHNICAL ASSISTANCE STUDIES

- 2. Transport Management Training
- 3. Transport Legal and Regulatory Framework
- 5. Regional Traffic Forecasting Model
- 6. Road Transport Services (Caucasus)
- 7. Intermodal Transport
- 9. Implementation of Pavement Management Systems
- 12. Rolling Stock Maintenance
- 13. TRACECA Trade Facilitation
- 15. Joint Venture for the Trans-Caucasian Railways
- 16. Railways Tariffs and Timetable
- 17. TRACECA Co-ordination Team
- 19. Road Maintenance
- 22. Intermodal Services Implementation and Training



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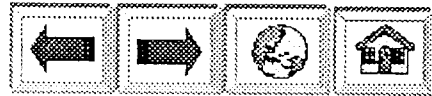


TECHNICAL ASSISTANCE STUDIES

- 2. Transport Management Training
- 3. Transport Legal and Regulatory Framework
- 4. Maritime Training in Baku Port
- 5. Regional Traffic Forecasting Model
- 6. Road Transport Services (Caucasus)
- 7. Intermodal Transport
- 8. Railways Infrastructure Maintenance (Caucasus)
- 9. Implementation of Pavement Management Systems
- 11. Ferry Terminals : Baku & Turkmenbashi
- 12. Rolling Stock Maintenance
- 13. TRACECA Trade Facilitation
- 15. Joint Venture for the Trans-Caucasian Railways
- 16. Railways Tariffs and Timetable
- 17. TRACECA Co-ordination Team
- 19. Road Maintenance
- 21. Restructuring of the Azeri and Georgian Railways
- 22. Intermodal Services Implementation and Training

INVESTMENT PROJECTS FOR THE REHABILITATION OF INFRASTRUCTURE

- 1. Rehabilitation of the Red Bridge and Construction of the TRACECA bridge
- 3. Container Services Between the Caspian Ports of Baku and Turkmenbashi



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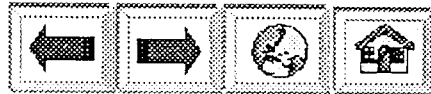


TECHNICAL ASSISTANCE STUDIES

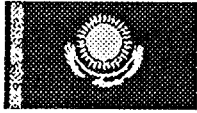
- 2. Transport Management Training
- 3. Transport Legal and Regulatory Framework
- 5. Regional Traffic Forecasting Model
- 6. Road Transport Services (Caucasus)
- 7. Intermodal Transport
- 8. Railways Infrastructure Maintenance (Caucasus)
- 9. Implementation of Pavement Management Systems
- 12. Rolling Stock Maintenance
- 13. TRACECA Trade Facilitation
- 15. Joint Venture for the Trans-Caucasian Railways
- 16. Railways Tariffs and Timetable
- 17. TRACECA Co-ordination Team
- 19. Road Maintenance
- 20. Feasibility Study of New Terminal Facilities in the Georgian Ports of Poti and Batumi
- 21. Restructuring of the Azeri and Georgian Railways
- 22. Intermodal Services Implementation and Training

INVESTMENT PROJECTS FOR THE REHABILITATION OF INFRASTRUCTURE

- 1. Rehabilitation of the Red Bridge and Construction of the TRACECA bridge
- 4. Design and construction of Rail Ferry Facilities in the Port of Poti, Georgia



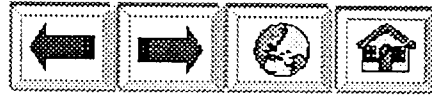
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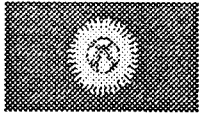
KAZAKHSTAN

TECHNICAL ASSISTANCE STUDIES

- 2. Transport Management Training
- 3. Transport Legal and Regulatory Framework
- 5. Regional Traffic Forecasting Model
- 7. Intermodal Transport
- 9. Implementation of Pavement Management Systems
- 10. Road Transport Services (Central Asia)
- 12. Rolling Stock Maintenance
- 13. TRACECA Trade Facilitation
- 14. Railways Infrastructure Maintenance (Central Asia)
- 16. Railways Tariffs and Timetable
- 17. TRACECA Co-ordination Team
- 18. Central Asian Railways Restructuring and Telecommunications Studies
- 19. Road Maintenance
- 22. Intermodal Services Implementation and Training



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KYRGHYZSTAN

TECHNICAL ASSISTANCE STUDIES

- 2. Transport Management Training
- 3. Transport Legal and Regulatory Framework
- 5. Regional Traffic Forecasting Model
- 7. Intermodal Transport
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- 19. Road Maintenance
- 22. Intermodal Services Implementation and Training



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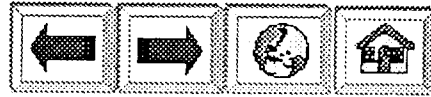


MONGOLIA

Mongolia joined the TRACECA Countries in October 1996 and became a full beneficiary of the TRACECA Programme.

TECHNICAL ASSISTANCE STUDIES

- 17. TRACECA Co-ordination Team
- 22. Intermodal Services Implementation and Training

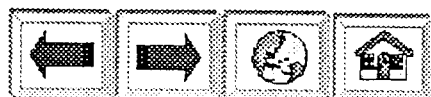


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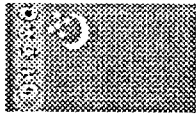


TECHNICAL ASSISTANCE STUDIES

- 2. Transport Management Training
- 3. Transport Legal and Regulatory Framework
- 5. Regional Traffic Forecasting Model
- 7. Intermodal Transport
- 9. Implementation of Pavement Management Systems
- 10. Road Transport Services (Central Asia)
- 12. Rolling Stock Maintenance
- 13. TRACECA Trade Facilitation
- 14. Railways Infrastructure Maintenance (Central Asia)
- 16. Railways Tariffs and Timetable
- 17. TRACECA Co-ordination Team
- 18. Central Asian Railways Restructuring and Telecommunications Studies
- 19. Road Maintenance
- 22. Intermodal Services Implementation and Training



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TURKMENISTAN

TECHNICAL ASSISTANCE STUDIES

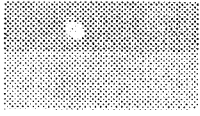
- 1. "Dolphin" project, feasibility study for caravanserai
- 2. Transport Management Training
- 3. Transport Legal and Regulatory Framework
- 5. Regional Traffic Forecasting Model
- 7. Intermodal Transport
- 9. Implementation of Pavement Management Systems
- 10. Road Transport Services (Central Asia)
- 11. Ferry Terminals : Baku & Turkmenbashi
- 12. Rolling Stock Maintenance
- 13. TRACECA Trade Facilitation
- 14. Railways Infrastructure Maintenance (Central Asia)
- 16. Railways Tariffs and Timetable
- 17. TRACECA Co-ordination Team
- 18. Central Asian Railways Restructuring and Telecommunications Studies
- 19. Road Maintenance
- 22. Intermodal Services Implementation and Training

INVESTMENT PROJECTS FOR THE REHABILITATION OF INFRASTRUCTURE

- 3. Container Services Between the Caspian Ports of Baku and Turkmenbashi



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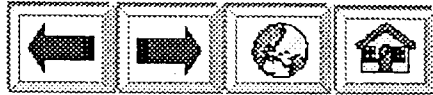


UKRAINE

Ukraine joined the TRACECA Countries in October 1996 and became a full beneficiary of the TRACECA Programme.

TECHNICAL ASSISTANCE STUDIES

- [17. TRACECA Co-ordination Team](#)
- [22. Intermodal Services Implementation and Training](#)



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TECHNICAL ASSISTANCE STUDIES

- 1. "Dolphin" project, feasibility study for caravanserai
- 2. Transport Management Training
- 3. Transport Legal and Regulatory Framework
- 5. Regional Traffic Forecasting Model
- 7. Intermodal Transport
- 9. Implementation of Pavement Management Systems
- 10. Road Transport Services (Central Asia)
- 12. Rolling Stock Maintenance
- 13. TRACECA Trade Facilitation
- 14. Railways Infrastructure Maintenance (Central Asia)
- 16. Railways Tariffs and Timetable
- 17. TRACECA Co-ordination Team
- 18. Central Asian Railways Restructuring and Telecommunications Studies
- 19. Road Maintenance
- 22. Intermodal Services Implementation and Training

INVESTMENT PROJECTS FOR THE REHABILITATION OF INFRASTRUCTURE

- 2. Bukhara Cotton Export Distribution Centre



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FREIGHT FORWARDERS

FIATA is the International Federation of Freight Forwarders Associations.

FIATA has no National Associations in Armenia, Kyrgyzstan, Tadjikistan as Turkmenistan as of December 1997.

We gather here the name and location details of freight forwarders who are members of National Associations in the other TRACECA Countries : Azerbaijan, Georgia, Kazakhstan, Mongolia, Ukraine and Uzbekistan and detail of the National Association in each country.

This information is given in good faith, but we cannot be held responsible for the accuracy of the detail.

National Associations of Azerbaijan and Georgia did not confirm to us in time that our list was up to date but we hope this will be of use.

The Kazakhstan Freight Forwarders Association sent us a list of freight forwarding companies. Unfortunately, a list of the National Association active members is not yet completed.

In Mongolia only one company is representing freight forwarders : Tuushin Co., Ltd. International Freight Forwarders. They hope to set up an association consisting of newly established freight forwarders.

In Ukraine there are two ordinary members of FIATA : Ukrzovnishtrans and AIFFU - Association of International Freight Forwarders of Ukraine. AIFFU sent us their membership list which we attach.

The Uzbek International Forwarders and Carriers Association has not yet sent us any details of their membership. We will add this when we get it.

AZERBAIJAN

NATIONAL ASSOCIATION

Association name	Contact name	Address	Tel/fax numbers
Association of Freight Forwarders - AEA	Mr. Husein Hoseinov, President	Baku, 370122, Tbilisi Avenue, 1054 Suite	T 99412-319111 F 99412-983819 F 99412-989960

ACTIVE MEMBERS

Company name	Contact name	Address	Tel/fax numbers
Advance International Inc.		Baku, 370004, Neftchilar Avenue, 89	T 99412-92 38 75 F 99412-98 88 75
Bertling Caspian Ltd	Gregory Clements	Baku, 370000, Azadlyg Avenue, 13/15	T 99412-98 40 61 T 99412-93 95 08 F 99412-98 07 36
Blue Water Shipping/A&N International Transport Ltd		Baku, 370004, Suleiman Taghizade St., 84	T 99412-953012 T 99412-942473 F 99412-98 81 64
Burwill Universal agencies		Baku, 370000, Azadlyg Avenue 3	T 99412-93 55 59 F 99412-98 13 08
Cisars Ltd		Baku, 370001, Uzeyir Hajibejov St., 27	T 99412-98 43 29 F 99412-98 15 51
Dakotrans Baku	Zaur Alakparzade	Baku, 370022, Samad Vurghun St., 83, 5th Floor	T 99412-95 12 11 F 99412-98 28 66
Dialog Freight International		Baku, 370000, Khagani St, 39, Apart. 8,	T 99412-98 87 46 F 99412-98 87 46
Gate East		Baku, 370001, Istiglaliyyat St., 31	T 99412-925449 F 99412-92 54 28
JTJ Trading International Inc.		Baku, 370000 Neftchilar Avenue, 119	T 99412-939668 F 99412-98 88 63
Kepstowe Freight Services Ltd		Baku, 370001, Istiglaliyyat St., 31/33	T 99412- 92 31 45 F 99412-98 93 24
Kron Shipping Co. Ltd		Baku, 370000, Nizami St., 133	T 99412-98 12 60 F 99412-98 12 84
LUKoil-Trans	Alizade V.P.	Baku, 370000, Rashid Behbudov St., 3	T 99412-981868 F 99412-93 32 92
Magdenly		Baku, 370000, Samad Vurghun St., 17, Apart. 9,	T 99412-941312 F 99412-94 10 56
M & M International Forwarders		Baku, 370014, Fizuli St., 26	T 99412-936195 F 99412-93 80 03
Murphy International World Carriers (Baku) Ltd	David Reid	Baku, 370000 Rasul Rza St., 8, Apart. 15/26	T 99412-983422 T 99412-982780 F 99412-93 93 15
Panalpina World Transport Ltd	Marcel Buergi	Baku, 370001, Ahmad Javad St., 6	T 99412-92 03 05 F 99412-92 03 05

Pentagon Freight Services		Baku, 370004, Neftchilar Avenue, 89	T 99412-92 38 75 F 99412-98 88 75
Salamoghlu		Baku, 370108, Nakhchivan St., 3	T 99412-98 54 17 F
Transbeynak		Baku, 370111, Tbilisi Avenue, 67	T 99412-98 96 40 F 99412-93 72 68
ITC-Total Transportation Concept		Baku, 370006, Hassan Seidbeyli St., 30, Apart. 33	T 99412-92 13 04 F 99412-92 13 04

GEORGIA

NATIONAL ASSOCIATION

Association name	Contact name	Address	Tel/fax numbers
National Association of Freight Forwarders of Georgia - AFG	Mr. Irakli Iashvili, President	Tbilisi, 380060, Alexander Kazbegi Avenue, 12a	T 99532-940827 F 99532-940827

ACTIVE MEMBERS

Company name	Contact name	Address	Tel/fax numbers
INSTR	Alexander Chkheidze	Tbilisi	T 99532-223987 F
CAUTREX	George Tsomaia	Tbilisi, 380060, Alkazbegi Avenue, 12	T 99532-291963 F 99532-294663
CODACO	Levan Takidze	Tbilisi	T 99532-934654 F
Georgian Transport Group	Gia Avaliani	Tbilisi	T 99532-230860 F
TS Group	George Mgeladze	Tbilisi	T 99532-230150 F
Georgian Trans Expedito	Irakli Iashvili	Tbilisi	T 99532-959132 F 99532-956369
Lager Tbilisi Transport	Klaus Dveiga	Tbilisi/Poti	T 99532-986545 T 995393-20215
Transservice	Kario Tsaava	Tbilisi/Poti	T 99532-987859 F
Exim/TK	Akaki Shevardnadze	Tbilisi/Poti	T 995393-20443 F
Potivneshtranse	Sergo Tatarinov	91 Rekvava St. Poti	T 995393-21224 F 995393-21225
Cautrex Poti	Jemal Topuria	28 Stalin St. Poti	T 995393-22102 F 995393-22104
Tetrans	George Lomia	76 Rekvava St. Poti	T 995393-20080 F 995393-21770
Sopmari	Vakhtang Alania	30 Stalin St. Poti	T 995393-20080 F 995393-21770
Everest	David Komakhidze	30 Stalin St. Poti	T F
Peraze	Guram Tsitsilashvili	32 Agmashenebeli Poti	T 995393-20443 F
Jaguar	Tirkia Badri	31 Liepaia St. Poti	T 995393-20077 F 995393-20001
Metrol International	Irakli Gvichia	Poti	T 995393-20626 F
Intertransservice	Mogeli Tkebuchava	87/4 Rekvava St. Poti	T 995393-20207 F
DELTA	Sergei Djguburia	87/4 Rekvava St. Poti	T 995393-20207 F
Infloti	Marlen Lakia	87 Rekvava St. Poti	T 995393-21427 F
Barvil Georgia	Svain Messen	Poti/Batumi	T 995393-22401 T 995222-76701
Tero	Roin Nakashidze	32 Gogebashvili St. Batumi	T 995222-76770 F
Inflot		20 Gogebashvili St. Batumi	T 995222-76212 F 995222-76211
Orioni		32 Gogebashvili St. Batumi	T 995222-27820 F
G&M		32 Gogebashvili St. Batumi	T 995222-76202 F 995222-76201

Geomar Co Ltd		32 Gogebashvili St. Batumi	T 995222-76202 F 995222-76201
Barvil Universal Agency		32 Gogebashvili St. Batumi	T 995222-76202 F 995222-76201
Adjarsagservice		6 Kostava St. Batumi	T 995222-72842 F 995222-72841

KAZAKHSTAN

NATIONAL ASSOCIATION

Association name	Contact name	Address	Tel/fax numbers
Association of National Forwarding Agents of the Republic of Kazakhstan	Alexandr I. Logunov	Almaty, 480083, Seifullin av., 458, Apart. 308	T 3272-39 19 96 T 3272-39 03 83 F 3272-39 12 61

FREIGHT FORWARDERS

Company name	Contact name	Address	Tel/fax numbers
ACCEPTOLIK	Saydulla K. Tesekbayev	Almaty, 480008, Satpayev St., 29-v, office 212	T 3272-50 70 70 F 3272-50 71 61
ARNA	Anatoliy I. Shirayev	Almaty, 480083, Gogol St., 140 apart. 17	F 3272-32 72 87
AKZAR TRANS	Murat Z. Tleuov	Almaty, 480072, Baytursunov St., 85 (Dzhambul corner)	T 3272-67 54 37 F 3272-67 08 68
ALMATY TRANS	Andrey A. Zhouravlev	Almaty, 480091, Karasay Batyr St., 56, apart. 33	F 3272-69 24 78
AGAY	Anatoliy I. Shirayev	Almaty, 480083, Gogol St., 140, apart. 17	F 3272-32 72 87
AKKAZJOL	Yuriy M. Mandritsa	Almaty 480048, Satpayev St. 54, office 44	F 3272-45 55 32
AKMOLATRANSSERVICE	S. D. Abdykerov	Akmola, 473000, Lenin Str. 45	T 3172-14 46 19 F 3172-32 85 18
ALMATY-I CARGO RAILWAY STATION		Almaty-I, Railway Station	T 3272-36 35 32 T 3272-36 38 82 T 3272-36 39 24
ALMATY DOSTYK EXPRESS	Anuarbek Sabetov	Almaty 480008, Shevchenko Str. 162 j. room 500	F 3272- 68 68 64
ANZP TRANS	Oleg A. Demeshin	Atyrau 465015, Govorov Str. 1	T 31222-5 92 10 F 31222-5 96 06
ARK-TRANS	A.M. Shaiyev	Almaty, 480093, Amangeldy Str. 68a	T 3272-60 43 23 F 3272-63 02 73
ARS VNESHSERVICE	Ernek A. Sadirov	Akmola, 473003, Privokzalnaya Square 1	T 3172-13 20 73 T 3172-13 35 53 F 3172-77 56 34
ASIA FREIGHT	Tamara I. Lavrinenko	Almaty, 480091, Seyfullin Avenue 458, floor 4	T 3272-39 19 20 F 3272- 54 13 00
ASIA-TRANS	Nurlan N. Koulgarin	Almaty, 480091, Abay Ave., 68/74, Apart. 4	T 3272-47 41 28 F 3272-43 17 56
AVAC	Victor Verbitskiy	Almaty, 480030, Suynbay Ave. 497	T 3272-36 66 35 F 3272-36 66 26
AZMA	Azilkhan S. Chimbekov	Almaty, 480014, Aerodromnaya Str. 19b	T 3272-60 46 16 F 3272-39 55 16
BERKUT	Erbol B. Bolsanbekov	Almaty, 480046, Rozybakiev, 95, apart. 2	T 3272-46 06 55 F 3272-46 05 76
DALA TRANSAG	Alexander Gilman	Almaty 480004, Zhibek Joly Ave. 64, apart.403	T 3272-33 62 78 F 3272-33 50 33
DOLPHIN-C	Victor V. Khan	Almaty 480000, Seyfullin av., 521 (Aiteke Bi corner)	T 3272-32 52 11 F 3272-32 43 88
DOUBLE CONTACT 2000	Tsvi Zimmerman	Almaty, 480004, Makatayev St., 81	T 3272-33 22 01 T 3272-33 54 68 F 3272-50 77 74 F 3272-50 77 73
ELCOM	Yevgeniy Smoligovets	Almaty, 480060, Pechorskaya Str. 8	F 3272-62 34 65
ETALON	Vasilij M. Grinyuk	Atyrau, 465000, Auezov Str. 13	
GLOBALLINK	Sadyk Khan	Almaty, 480059, Mechnikov St., 90 (Dzhambul corner)	T 3272-67 23 12 F 3272-67 27 39

	Alexey K. Khan	Almaty, 480060, Vakhtangov lane, 6	T 3272-46 23 85 F 3272-50 99 56
INTEGRATRANS	Vasily A. Dudkin	Almaty, 480001, Abylay Khan Ave. 77	T 3272-62 30 59 F 3272-62 30 59
INTERTRANS	Alexey Yu. Plashevskiy	Almaty, 480008, Bayzakov Str. 222, apart.73	T 3272-42 17 31 F 3272-68 23 70
IRTYSH-TRANS	Alexey N. Prayda	Pavlodar 637000, Deribas Str. 1 Apart. 26	T 3182-71 34 52 F 3182-32 63 78
ISKOMTRANSSERVICE	Vitaliy E. Khvan	Almaty, 480000, Bogenbay Batyr Str. 136, apart. 11	T 3272-62 30 28
JOLSERIK	Valeriy A. Tishchenko	Almaty, 480016, Kunayev St., 18 (Mametova corner)	T 3272-33 03 22 T 3272-33 04 67
KAZAKHSTAN-RUSSIAN TRANSPORT FREIGHT FORWARDING COMPANY	Mrs Aiman K. Shukeyeva	Almaty, 480012, Gogol Str. 86, Apart 54-57	T 3272-32 36 39 F 3272-39 39 84
KAZINTERFREIGHT	Mrs Rayhan Kh. Sabetova	Almaty, 480091, Fourmanov Str. 127, apart. 707	T 3272-60 41 85 F 3272-50 62 54
KAZINTERFREIGHT AKMOLA	Ivan Ye. Golik	Akmola, 473000, Lenin Str. 45	T 3172-32 00 80 T 3172-14 49 21 F 3172-32 27 51
KAZINTERFREIGHT AKTUBINSK		Aktubinsk, 463000, Moldagoulov Ave. 49	T 3132-26 48 22 F 3132-57 42 51
KAZINTERFREIGHT-CONTAINER	Eldes I. Moukanov	Almaty, 480091, Fourmanov 127	T 3272-60 48 17 F 3272-62 41 84
KAZINTERFREIGHT-SHIMKENT	Boltasapar K. Ibragimov	Shimkent, 486050, Volodarskiy Str. 19	T 3252-75 33 14 F 3252-53 69 17
KAZJELDOREXPEDITION	Nurlan O. Magzumbekov	Almaty, 480091, Karasay Batyr Str. 56	T 3272-60 57 69 F 3272-69 24 27
KAZROSEXPEDITION	Victor I. Pitaykin	Koustenay, 458000, Amangeldy Str. 125	T 3142-39 30 46 F 3142-54 64 97
KAZSTROYTRANS-TURKSIB	Zhakhansha A. Akhmetov	Almaty, 480091, Karasay Batyr Str. 56, apart. 1-2	T 3272-60 48 75 F 3272-62 91 15
KOMMECK-OMIR	Kalikhhan A. Oljabayev	Akmola, 473000, Pobeda Ave. 46	T 3172-14 56 88 F 3172-32 85 09
MERUYERT	Dmitriy Yu. Grechanichenko	Almaty 480057, Abay Ave. 76, apart. 109	T 3272-50 99 50 F 3272-50 96 11
MILITZER & MUNCH KAZAKSTAN	Mario Flugge	Almaty 480016, Mate Zalke Str. 76A	T 3272-25 71 23 F 3272-50 92 57
NAKUTRANS	Mrs Liliana Ye. Gamotskaya	Almaty 480016, Kunayev Str. 18 Floor 3	T 3272-33 63 51 F 3272-50 61 88
ORTALYK-TRANS	Vladimir I. Lonchakov	Karaganda 470060, Boulevarniyi Lane 61	T 3212-56 01 88 T 3212-56 05 67 F 3212-56 56 10
ROLAND MULTITRANS KAZAKSTAN	Dmitriy Yu. Rakov	Almaty 480091, Fourmanov Str. 103, office 310	T 3272-62 32 41 F 3272-62 47 78
SVS Ltd	Serik E. Sarsenbayev	D21 Almaty 480000, Maylin Str. 85	T 3272-35 93 89 F 3272-35 92 73
TALDYKORGANVNESH-TRANS	O. K. Kayikhov	Taldykorgan, 488013, Vostochnaya Promzona	T 32822-6 12 10 T 32822-6 12 89 F 32822-7 19 14
TASU RHYTHM	Alikhan U. Ramazanov	Almaty, 480072, Maulenov St., 112	T 3272-28 00 40
TELBONE INTERNATIONAL EXPRESS COMPANY	Ho Sung Yin	Almaty, 480100, Dostyk Ave., 52	
TEMIR MOUNAY	Murat D. Mouhambetkaliyev	Atyrau 465021, Sarym-Datov Str. 35	T 3272-44 75 224 T 31222-2 23 29 F 31222-5 96 15
TEMIRTRANSSERVICE KAZAKSTAN	Mrs. Larisa N. Dolgikh	Termirtau 472319, Lenin Str. 1A	T 32133-6 07 62 F 32133-6 15 38
TERMINAL	Anatoliy B. Moukhamedjanov	Almaty 480008, Manas Str. 22B	T 3272-42 52 83 F 3272-42 52 83
FRANCO	Gafur M. Iksanov	Almaty, 480091, Karasay Batyr Str. 56	T 3272-50 38 16 F 3272-50 38 18
TRANS-ASIA	Serzhan Kh. Mendybayev	Almaty 480004, Fourmanov Str. 57, office 34	T 3272-33 18 97 F 3272-63 41 73
TRANSAL	Vasily V. Koroleyov	Almaty 480065, Republic Square, 15, room 300-a	T 3272-63 27 54 F 3272-63 99 65
TRANSSERVICE	Rhyshat M. Maulayshev	Almaty, 480030, Seyfullin av., 497-a	T 3272-52 77 48 T 3272-52 87 34
TRANSSIBERIAN	Azik A. Paley	Almaty 480002, Kunayev Str. 56	T 3272-50 30 51 F 3272-50 30 50
TRANSSYSTEM	Eduard T. Kaplan	Almaty, 480057, Abai av., 76/109, room 310 (Auezov corner)	T 3272-42 25 78 F 3272-42 48 47
TRANSWAY TRADING CORPORATION	Gennadiy I. Vasilchenko	Aktubinsk 463000, Moldagoulova Ave. 49, apart. 501	T 3132-57 34 45 F 3132-55 14 25

WESOTRA KAZAKSTAN GmbH	Mrs. Nakzen B. Askargaliyeva	Almaty 480012, Seifullin Str., 500, apart. 47	T 3272-63 40 30 F 3272-63 85 05
ZHENIS	Jomart K. Kamelov	Almaty 480007, Karasay Batyr Str. 56, apart. 15	T 3272-62 61 98 T 3272-60 55 78 F 3272-50 37 31
KAZOMS Ltd	Djen Bom Pak	Almaty 480091, Karasay Batyr Str. 56 apart. 16	T 3272-60 43 80 F 3272-50 73 96

MONGOLIA

NATIONAL ASSOCIATION

Association name	Contact name	Address	Tel/fax numbers
Not yet established			

ASSOCIATE MEMBER

Company name	Contact name	Address	Tel/fax numbers
Tuushin Co. Ltd. International Freight Forwarders	Namsrajavyn Zorigt	Ulaanbaatar-28, 210628, Ministry of Transport and Communication Bldg.	T 9761-325510 F 9761-322800

UKRAINE

NATIONAL ASSOCIATIONS

Associations name	Contact name	Address	Tel/fax numbers
Ukrzovnishtans - Association of Transport and Forwarding Organisations of Ukraine	Boris K. Miheev	Kiev, 252030, Bogdan Khmelnitsky, 45-B	T 38044-2944122 F 38044-2944122
Association of International Freight Forwarders of Ukraine	Yuriy N. Prihodko	Kiev 252030, Khmelnitskogo, 51b B	T 38044-2252019 F 38044-2244159

ACTIVE MEMBERS

Company name	Contact name	Address	Tel/fax numbers
Dnepropetrovsk Region			
"Continent"		5 Gagarin sqv., Dneprodzerzhinsk 322625	tel./fax (+380 5692) 32450, 31332, 38620, telex 632605 KFDCH UX, 143580 COTFC SU, E-mail: inga@mail400ukrpack.net
"Trans-delta"		P.O.Box 603, 95/51, Rabochaya str., Dnepropetrovsk, 320005	tel. (+380 562) 933054, 782031, 783231, fax (+380 562) 424386
"Ukrstaltrans"		35 app., 82 K. Marks ave., Dnepropetrovsk 320000	tel. (+380 562) 787072, 787073, 787074, fax (+380 562) 786218, 785028, 787073
"Yugintertrans"		210 app., 108, K. Marks ave., GSP, Dnepropetrovsk, 320602	tel. (+380 562) 503809, 503689, 504928, 787023, tel./fax (+380 562) 787024, 705730, fax (+380 562) 502064
Donetsk Region			
"Ascotrans"		11-v, Lunina ave., Mariupol, 341010	tel./fax (+380 629) 378590, 378509, 377525, 378494, telex 115156
"Atco"		171, Lunina ave., Mariupol, 341010	tel. (+380 629) 377605, 377977, tel./fax (+380 629) 378550, fax (+380 629) 372195, telex 115144 Luma
"Interservice"		167-a, Cheluskintsev str., Donetsk, 340015	tel. (+380 622) 352614, 353997, 691044, 691046, tel./fax (+380 622) 352623, telex 115728 Inter SU
			tel. (+380 629) 377257,

"Marineko"	99, Lunina ave., Mariupol, 341010	tel./fax (+380 629) 378211, 378212, fax (+380 629) 377964, telex 115737 Marna UX
"Megaprom"	70, Taganrogsкая str., Mariupol, 341043	tel./fax (+380 629) 347504, 249800
"Megatrans"	29/1, Chernomorskaya str., Mariupol, 341030	tel./fax (+380 629) 372072, fax (+380 629) 375009, telex 115280
"M Trans"	P.O.Box 3029, 85, Lenina ave., Mariupol, 341000	tel. (+380 629) 376054, 374925, fax (+380 629) 375864, telex 115280 Tors UX, E-mail: vbv@mtrans.muth.donetsk.ua
Zakarpatsky Region		
"Magistral"	60-a, Sobranezskaya str., Uzhgorod, 294000	tel. (+380 3122) 37734, 32051, 933195, fax (+380 3130) 12034, 12067
"Tisatrans"	7, Odesskaya str., Uzhgorod, 294018	tel. (+380 3122) 34329, 933442, 932581, fax (+380 3130) 12024, telex 274068 Trans SU
Zaporozh'ye Region		
"Azovimex"	13/7, Gorkogo str., Berdyansk, 332440	tel. (+380 6153) 62682, 62542, 62740, tel./fax (+380 6153) 36497, 32592, 62756, 62552, telex 127563 Purga
Kyiv Region		
"Agrofos"	26, L. Ukrainky blvd, Kyiv, 252133	tel./fax (+380 44) 2944216, 2958006, telex 631598 Agrof UX
"Air Kiev Cargo"	Kiev Airport, 252036	tel. (+380 44) 2412788, 2767194, 2412277, 2412939, tel./fax (+380 44) 2765389
"Danapris"	31, Zhilaynskaya str., Kyiv, 252033	tel./fax (+380 44) 2201054, 2204251, fax (+380 44) 2274719, 2200297, 2279593
"Institute (Centre) of complex transport problems" (ICTP-Centre)	7, Brulova str., Kyiv, 252049	tel (+380 44) 2451497, 2440596, tel./fax (+380 44) 2440597, 2236646, fax (+380 44) 2454158
"Inter-Contact"	4, Rognedinskaya str., Kyiv, 252004	tel. (+380 44) 2275217, 2270746, 2234451, 2235348, 2274234, fax (+380 44) 2272626
"Intertrans"	1/7, Furmanova str., Kyiv, 252049	tel. (+380 44) 2111736, 2111628, 2233436, 2454729, 2454722, fax (+380 44) 2454724, 2454721, telex 631319 Tek I
"Kyivtransexpedition"	11, Vetrova str., Kyiv, 252032	tel. (+380 44) 2253108, 2243594, 2245303, fax (+380 44) 2250200
"Logistrans"	51, Gorkogo str., Kyiv, 252005	tel. (+380 44) 2277060, 2271040, fax (+380 44) 2274045, telex 631016 Lotra UX, E-mail (RELCOM) root@logis-trans.kiev.ua
"M + M Militzer & Munch"	57, Pobedy ave., 13-th floor, Kyiv, 252113	tel. (+380 44) 4463404, 4462069, fax (+380 44) 4464005, telex 131149
"Trust "Magister"	701 app., 60 Artema str., Kyiv, 252050	tel. (+380 44) 2113235, 2234650, 2233691, 2402913, 2468479, fax (+380 44) 2469701, E-mail: trestmag@ukrpac.net
"Svitayz"	6, Polevoy lane, Kyiv, 252057	tel. (+380 44) 4465448, tel./fax (+380 44) 4463883
	5, Nishinskogo str., Kyiv,	

"Trans-Polis"		5, Nishinskogo str., Kyiv, 252049	tel./fax (+380 44) 2767189
"Triton"		48 app., 6. B. Kitaevskaya str., Kyiv, 252028	tel./fax (+380 44) 2690607
"Ukraina Taka Service"		54 apt., 46/52, Konstantinovskaya str., Kyiv, 254071	tel./fax (+380 44) 4171366, 4168754
"Ukrinteravtoservice"		P.O.Box 252, Kyiv, 250187	tel. (+380 44) 2660029, 2666494, fax (+380 44) 2660772, 2660062.
"Ukrinterexpedition"		3, Radisheva lane, Kyiv, 252124	tel. (+380 44) 4844641, 4844967, fax (+380 44) 4843117
"Ukrtrans"		83-a, Saksaganskogo str., Kyiv, 252033	tel. (+380 44) 2273255, 2206274, 2207472, fax (+380 44) 2205710, 2207363 telex 131238 Horiv
"Ukrtransservice-95"		P.O.Box 58, Kyiv, 252070	tel./fax (+380 44) 4170588, fax (+380 44) 4172665, 4173102
"Express International"		23, Klimenko str., 4-th floor, Kyiv, 252110	tel. (+380 44) 2776061, 2452413, fax (+380 44) 2774240, telex 631308 Asltd UX
Nikolayev Region			
"Lot"		12-a, Sovetskaya str., Nikolayev,	tel. (+380 512) 368542, 369337, tel./fax (+380 512) 372923, telex 272112 Libro UX
"MATEO"		2, Akima str., Nikolayev, 327003	tel. (+380 512) 550038, 350609, tel./fax (+380 512) 550121
Odessa Region			
"Avrora Interservice"		17, Troizkaya str., Odessa, 270011	tel. (+380 482) 276406, 221168, 276407, tel./fax (+380 482) 249036, 273747, E-mail: aurora@te.net.ua
"Bosfor"		37, Kutuzova str., Izmail, 272630	tel. (+380 4841) 25017, fax (+380 4841) 20443
"VIVA International"		P.O.Box 627, 11/17, Truda str., Ilyichevsk, 270901	tel. (+380 4868) 66511, 64297, tel. (+380 482) 689654, 691118, 691538, tel./fax (+380 4868) 66074, fax 688369, 686604, 686105, telex 232247, 732198, E-mail: viva@paco.net; viva@tn.odessa.ua
"Vidanta"		2 app., 6, Sobornaya sqv., Odessa, 270000	tel./fax (+380 482) 268912, 266415
"Diamant Co"		10-a, Zagubanskogo str., Odessa, 270091	tel. (+380 482) 332321, 250410, 332492, tel./fax (+380 482) 333533, 218331, telex 232143, 232296 Dia UX
"Intercommerce"		16, 10 April str., Odessa, 270008	tel. (+380 482) 275566, tel./fax (+380 482) 265713, 265721, 339389, telex 232181 Marin
"Inter-Contact"		80, Kanatnaya str., Odessa, 270012	tel. (+380 482) 223393, 217135, 273891, tel./fax (+380 482) 249029, 243533, telex 232180 Its UX
"International Cargo Service"		2-B, B. Arnautskaya str., 4-th floor Odessa, 270026	tel. (+380 482) 219853, 219854, fax (+380 482) 219855, E-mail: ics@paco.net
"Interferry"		17 app., 14, Gogolya str., Odessa, 270100	tel. (+380 482) 237556, 236176, fax (+380 482) 266801, telex 732150 Intry SU
"Intecs"		5, Chernomorskaya doroga str., Odessa, 270017	tel. (+380 482) 647246, 662038, tel./fax (+380 482) 615073

"Inflot"	1, Tamozhennaya sqv., Odessa, 270026	tel. (+380 482) 293762, 293781, 294645, 223902, 294903, fax (+380 482) 221264, telex 232124 Inf UX, E-mail: inflot@tn.odessa.ua
"Ludlen"	2-b, B. Arnautskaya str., Odessa, 270012	tel./fax (+380 482) 259070, 229126, 226717, 249570, 226433, telex 232 190 Lud UX
"MTA service"	17-20 app., 2, Stroitel'naya str., Ilyichevsk, 270901	tel. (+380 482) 693485, 693581, fax (+380 482) 693785, fax (+380 4868) 69508, telex 732152 Mtas, 232012 Mtas, E-mail: mtaservice@tn.odessa.ua
"Multicont Odessa"	3 app., 9, Gogolya str., Odessa, 270100	tel. (+380 482) 691851, tel. (+380 4868) 31904, tel./fax (+380 482) 691965, 232278, 230590, 234259, telex 232228 Imkont UX, E-mail: multicont@paco.net
"Nickol"	P.O.Box 51, Odessa, 270026	tel./fax (+380 482) 264641, 605302, 605287
"Karent Trans"	1 app., 4, Shmidta str., Odessa, 270023	tel./fax (+380 482) 210127, 210128, 210129
"Odemara"	1, Tamozhennaya sqv., Odessa, 270026	tel. (+380 482) 293478, 293385, 294684, 217270, tel./fax (+380 482) 252307, 218833, telex 232293 Odema UX
"Petrex"	2, Shevchenko ave., Odessa, 270044	tel. (+380 482) 250397, 250387, 263618, 293663, fax (+380 482) 258482, telex 232171 Petr SU
"Promtovary-export-import"	68 app., 15, B. Arnautskaya str., Odessa, 270012	tel. (+380 482) 287231, 252995, tel./fax (+380 482) 287239, 210054, E-mail: promtrans@paco.net
"Sanokr-Moscow"	66 app., 15, B. Arnautskaya str., Odessa, 270012	tel. (+380 482) 287220, 287222, 246026, fax (+380 482) 287221, telex 414514 Sanok RU
"C.M. Tranzit"	1 app., 1, Marazlievskaya str., Odessa, 270012	tel. (+380 482) 268410, tel./fax (+380 482) 269874, telex 613325 Forw SU
"C.M.T. Yuzhny"	Sea Commercial port of Yuzhny, 272169	tel. (+380 482) 593781, 593174, 593608, fax (+380 482) 560263, telex 232186 Turbo
"Sovmortrans"	1 app., 2, Marazlievskaya str., Odessa, 270014	tel. (+380 482) 256216, 256218, 245027, 249531, tel./fax (+380 482) 222182, 210013, fax (+380 482) 210012, telex 232178
"Trade commercial fleet"	1 app., 97, Novocelskaya str., Odessa, 270045	tel. (+380 482) 225114, tel./fax (+380 482) 269960, telex 732108 Tcf UX
"TransComm"	P.O.Box 88, Odessa, 270026	tel. (+380 482) 232127, tel./fax (+380 482) 236161, telex 709842 Tcomm RU
"Trans-Port"	8 Primorskaya str., Odessa 270004	tel. (+380 482) 210497, 210652, 277891, 293037, fax (+380 482) 210653, 218086, telex 732195 ALPHA UX, 94070501 TRNS G, E-mail: trans-pt@te.net.ua, trans-po@te.net.ua, oleg@trans-port.com.ua
"Trans Service International"	10 app., 6, Polsky spusk, Odessa, 270006	tel. (+380 482) 217480, tel./fax (+380 482) 287424
"Transterra Logistics Ltd."	101 Uspenskaya str., Odessa,	tel. (+380 482) 267738, 219757,

"Transerra Logistics Ltd."		270045	fax (+380 482) 210717, telex 914521 TTI. OG RU
"TransUniversal"		1/131, Kulikovo pole, Odessa, 270079	tel. (+380 482) 221903, tel./fax (+380 482) 223320, 249395, 250131, telex 940 70 886 Vito G, E-mail: vito@paco.net; vito@tuniver.odessa.ua
"Transferry"		P.O.Box 10, Odessa, 270026	tel. (+380 482) 236176, tel./fax (+380 482) 266801, 237556, telex 232171 Petrx SU
"Trais"		15, Lanzheronovskaya str., Odessa, 270026	tel. (+380 482) 200973, 200739, tel./fax (+380 482) 251326, 210554, 210559, fax (+380 482) 251250, 210555, telex 232269 Trais UX
"Three plus Co"		P.O.Box 309, 35, Dzerzhinskogo str., Izmail, 272630	tel. (+380 4841) 20508, 90969, 90736, 99371, fax (+380 4841) 26012, 23121, telex 232226 Mhrt
"Phenix Trans Service"		77 app., 72/74, B. Arnautskaya str., Odessa, 270045	tel. (+380 482) 223172, tel./fax (+380 482) 221732, telex 732121 Phonx UX E-mail: Phoenix@th.odessa.ua
"Forward Marine Agency" ("FORMAG")		12, Shevchenko ave., Odessa, 270058	tel./fax (+380 482) 681579, 685172, fax (+380 482) 606587, telex 232254 Frmg UX
"Yzhnovaziya"		104-105 app., 2-a, B. Arnautskaya str., Odessa, 270012	tel. fax (+380 482) 221419, fax (+380 482) 258295, telex 732114 Yuzhn, E-mail: nova@tn.odessa.ua
"Juzhtransservice"		South port, Grigorovka 1, 272169	tel. fax (+380 482) 556222, 557189, 597810, 563098, telex 232196 Uts UX
Poltava Region			
"Trans-Tur"		59/2, Lenina str., Poltava, 314022	tel. (+380 5322) 133164, 132743, tel. fax (+380 5322) 29637, 74492
Rovno Region			
"PST Ukraine"		37, Dubenskaya str., Rovno, 266010	tel. (+380 362) 226833, 220475, 262616, tel. fax (+380 362) 224067
Kherson Region			
"Astra-L"		37 app., Morskoy Vokzal, Petrenko str. Kherson, 325000	tel. (+380 552) 263720, 244042, fax (+380 552) 248000
"Logistrans (Kherson)"		Morskoy Vokzal, Odesskaya sqv., Kherson, 325010	tel. (+380 552) 266684, 281760, 281360, tel. fax (+380 552) 264546, 229911, telex 273046 Logis UX
"Olimp"		81, Ushakova ave., Kherson, 325026	tel. fax (+380 5522) 48230, 63720, 24103, 22617, 25207, 48391, 321036, fax (+380 5522) 321037, telex 273039 Olimp UX
Crimea Region			
"Company NTI"		15, Sovetskaya str., Feodosiya, 334800	tel. (+380 6562) 30440, 30263, 31441, fax (+380 6562) 30977, telex 411622 Elecs SU Box 35
"Interforward Ltd"		5-a, Gorkey str., Feodosiya, 334800	tel. (+380 6562) 31651, 35192, 33130 tel./fax (+380 6562) 31690
"Metex"		5, Krylova str., Sevastopol, 335011	tel. (+380 692) 443571, 451411, fax (+380 692) 444768, 520195, telex 197311 Ptb UX
"RIF"		11 Novikova str., Sevastopol 335042	tel. (+380 692) 412182, fax (+380 692) 412092, 538778

"Sunmarine"	8 app., 25, Volodarsky str., Sevastopol, 335000	tel. (+380 692) 455710, tel./fax (+380 692) 456010, telex 197333 Snmr UX
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ASSOCIATE MEMBERS

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UZBEKISTAN

NATIONAL ASSOCIATION

Association name	Contact name	Address	Tel/fax numbers
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ACTIVE MEMBERS

Company name	Contact name	Address	Tel/fax numbers
Detail not yet sent by the national association			



Latest updated version January 1998

MAPS

Overview of the Region

- [THE TRACECA REGION](#)
This is a country clickable map. This web page appears quite quickly on the screen (3 kB).
- [THE TRACECA ROUTE](#)
This is a more detailed map (4 kB). This web page may appear slowly on the screen.

Detailed maps UPDATED

Detailed maps show the TRACECA route, main roads and railroads, capitals and main cities, borders, etc.

- [ARMENIA](#)
- [AZERBAIJAN](#)
- [BLACK SEA](#)
- [CAUCASUS](#)
- [CENTRAL ASIA](#)
- [GEORGIA](#)
- [KAZAKHSTAN](#)
- [KYRGHYZSTAN](#)
- [MONGOLIA](#)
- [TADJKISTAN](#)
- [TURKMENISTAN](#)
- [UKRAINE](#)
- [UZBEKISTAN](#)

Information : Detailed maps are .PDF files.

With Adobe Acrobat Reader or the Plug-in of Adobe Acrobat Reader adapted to your browser, you can use a zoom to display the maps at your convenience. To download (freely distributed) Adobe Acrobat Reader visit the site <http://www.adobe.com/prodindex/acrobat/readstep.html>

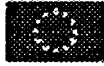


Latest updated version December 1997

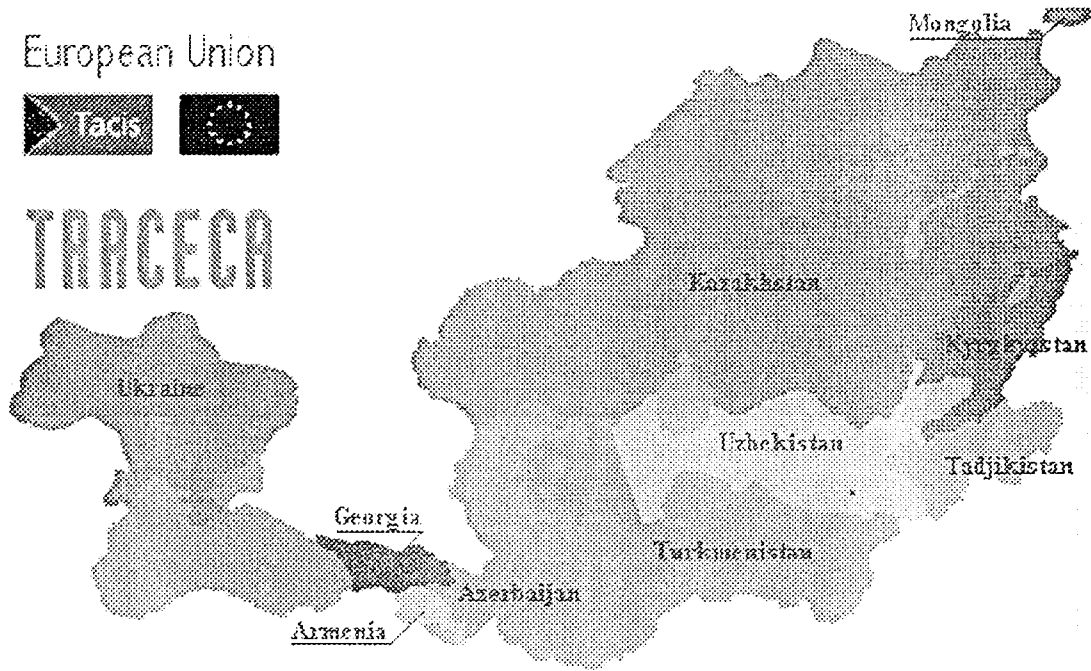
Map of the region

Click the country you are interested in :

European Union



TRACECA



Latest updated version December 1997

NEWSLETTER

TRACECA CO-ORDINATION TEAM - NEWSLETTER Nr 3 December 1997

New material for the web has recently been installed and it contains a lot of detail that we hope you will find useful. We have added new information on all of the 22 Technical Assistance Studies and the 5 Investment Projects along with an introduction of the TRACECA programme by the Task Manager and a Technical Overview that shows links between each of the Studies and the subsequent Investment Projects.

The pages of detail reflect the formal commitment made within the programme so here in the Newsletter we tell you about some of the informal contacts and conferences that enable the projects and studies to be generated in the first place and developed at a later stage. These also help to promote new ideas that can be converted into possible projects and if adopted formed into terms of reference for formal acceptance later.

The News

Co-operation between Participating States is a part of the TRACECA programme that we strive to encourage and I can report on a very successful visit to the Caucasus by the Task Manager, Daniel Stroobants, in September 1997. A summary of his reported meetings with President Aliev of Azerbaijan and President Shevardnadze of Georgia, follows:

Meeting with President Aliev, President of Azerbaijan 18th Sept. 1997

In his welcome he indicated satisfaction with the co-operation between Azerbaijan and the EU. He said that as a result of recent developments in his country they were now paying special attention to the European-Asian Corridor and he underlined to what extent the TRACECA programme is the facilitator of the relationship between Azerbaijan and the EU. He reaffirmed his personal interest in the TRACECA programme.

He said that in his last visit to the USA the subject of the European-Asian Corridor had been a major topic of conversation in his talks with President Clinton. He felt that the success of the concept was not only due to relations between Azerbaijan and the EU but also fits into the larger schedule of the exchange of goods between Europe, the Caucasus and Asia. He very much welcomed the proposition to extend the multi lateral SARAKHS agreement into an agreement to include more countries, more modes of transport and more commodities.

It is his opinion that the summit proposed by the EC should not only include the TRACECA countries but also the countries who exchange goods with TRACECA countries. On several occasions during the meeting he underlined his willingness to develop diplomatic initiatives with other states without mentioning the assistance of President Eduard Shevardnadze in this initiative. He clearly explained that Azerbaijan was ready to take a leading role in this initiative and that a potential conclusion of these talks could end in a Presidential ratification meeting in Baku and to submit a contract to Commissioner Hans van den Broek to express his willingness to develop projects of the EC.

His second point was the need to install the Optical Cable for railways communications, underlying the urgency of the project by assuming Georgian Railways co-operation in creating a joint demand to the EC and winning the support of President Shevardnadze. He said that there was a letter signed by him, that had been prepared by his Ministers to this effect and that it had been sent to President Shevardnadze for his co signature. He asked that Commissioner Hans van den Broek should express a wish to develop this project under the aegis of the EC.

President Aliev concluded the meeting by stating that for further development of the TRACECA idea a crucial effort should be made on the links over the Caspian Sea. He also confirmed that the Caspian Shipping Company (the only operator on the TRACECA route) requires urgent restructuring. He confirmed that this issue had been the subject of several meetings with his Government and that as a conclusion the future restructuring of the Caspian Shipping company is a priority in the economic transformation of Azerbaijan.

He thanked the EC and the Commissioner, Hans van den Broek for his special attention and for his support of the TRACECA concept. He asked to be briefed on all future developments and in the actions financed by the EC on TRACECA.

Mr. Stroobants replied that the President's personal commitment to this project was much appreciated and he assured him that on the subject of the Multilateral Agreement he can count on the support of the EC and for the conference the Commissioner will attend the ratification meeting. His personal interest in TRACECA was witnessed in his press statements made during his USA visit.

Mr. Stroobants said that he would continue his efforts to develop TRACECA and to encourage projects that attract investment in Azerbaijan and to take opportunity to assist in the elaboration of further Multi Lateral Agreements which facilitate regional co-operation.

In practical terms Mr. Stroobants informed him that through 1st Deputy Prime Minister, Mr Sharifov the most urgent needs of Azerbaijan were identified in terms of immediate investments to be undertaken to allow the furthering of this corridor.

The installation of a communication system and removal of bottlenecks in the rail system would lead to possibilities for the railways which could keep operational agreements signed for future transit cargo actions on the corridor.

In his response the President agreed with the priorities and this would mean in practice that optical cable is a priority and that the single track such as the rail bridge at Poyle would need to be solved in the near future. Also the cleaning station at Baladjar has to be installed as soon as possible. This type of practical investment would allow his country to implement agreements on future

cargoes, especially on energy products in the near future.

Mr. Stroobants added that investments that could contribute to the idea of neighbouring countries, such as Kazakhstan, Turkmenistan and Georgia could be taken into consideration for a financial contribution by the EC. He also informed the President about the proposed co signature on the optical cable project and to see what help the EC could provide in co-ordination on the Multi Lateral Agreement.

It should be noted that the President gave special attention to this meeting and that his second meeting of the afternoon was with Texaco on the exploration of offshore oilfields. Texaco were introduced by the president's son but in the press next day they were the second item of news with TRACECA taking first billing.

The Task manager then met President Shevardnadze of Georgia and notes from this meeting follow:

Meeting with President Shevardnadze 20th Sept. 1997

The President opened the meeting by confirming his unconditional support for the TRACECA-program. He also expressed his thanks to the EC for the special attention that was given to this particular project. He asked to be informed on the further progress of this program. The Multi-lateral agreement would be supported by Georgia. The President would immediately correspond to the Commissioner .

The SARAKHS-agreement can no longer be restricted to the railway tariff, but should include the exchange of goods between a bigger number of countries than foreseen in the SARAKHS-agreement.

A letter of co-signature would be handed to the Commissioner in the coming days.

The Optical Cable:

The President stated the urgency to implement this project and asked for support of the EC to implement this project. He immediately co-signed the letter that was previously signed by President Aiev.

On the issue of making a similar letter to President Petrossian of Armenia, he confirmed that he would inform him right away in case this would cause any problem. It was confirmed that this issue had already been discussed between the two countries.

On the ongoing tenders Poti-Ilyichevsk the President thanked the Commissioner personally for his support to the project. He labelled this project as historic, not only for the establishment of the connection between the Ukraine and Georgia, but also for the vital Black Sea connection within the TRACECA-route.

On the issue of the EBRD loan for the railways the President explained that he would of course welcome any support from the EC which would facilitate the negotiation of the loan. He appreciated the potential choice of financing for the optical cable as a support for this loan.

The President went into detail for possible future actions in the development of the Georgian transport-network. He proposed several ideas to implement.

On the issue of the Georgian Black Sea ports rehabilitation the President took good note of the general policy of the EC, i.e.
-allowing free competition for investments
-allowing long-term strategy

In conclusion, The President mentioned his recent visit to Greece and said that investments in the Black Sea Port European candidates would show up and referred to his contacts with China and the US. He said he was impatient to see the finalisation of the Red Bridge Project which he would hope to inaugurate in May (during the National Day) to amplify his relations with Azerbaijan.

The President welcomed the PETRA idea which would place Georgia in a new environment in the relation with the EU. He confirmed his unconditional support for the TRACECA-program and asked to be kept informed on a regular basis of the future TRACECA-program.

These were important meetings in generating both encouragement for the TRACECA programmes at the highest level and consolidating the work done that provides a firm foundation for future development and infrastructure investment.

In Central Asia on the 8th September 1997 another important meeting took place in Tashkent concerning the Study of Improvements to Transport Links between Central Asia and Kashgar in China. The following is an abbreviation of the minutes:

Participants included:

N. Ermetov , Chairman of "Uzbekistan Temir Yullary" State Joint-Stock Railway Company
G. Li, Ambassador of China to Uzbekistan
S. Zakirov, Chief of the Department of Transport Communication of the President's Staff, of the Republic of Kyrgyzstan
L. Alibegashvili, Director, Kyrgyzdortransproject
M. Isakov, Head of the State Directorate for Construction of the Railway Line Balykchy-Kochkor-Karakeche, Kyrgyzstan
Mr. Zukhurov, Representative of the UN Delegation in Tashkent
V. Agzamov, TRACECA Working Group Representative, and Inspector of Uzavtoyul
K. H. Ismailov, Director, Tashjeldorproject, Uzbekistan Temir Yullary
N. Erkinov, Dep. Chief of Foreign Relations, Uzbekistan Temir Yullary
F. Delneri, Resident Representative, EBRD, Uzbekistan
C. Harell, EBRD Transport and Communications Team
R. Soin, Railway Project Manager, Asian Development Bank

A. Lee, Senior Analyst, Transport and Communications, Asian Development Bank
 B. Sadriddinov, Director of TACIS Co-ordinating Unit in Uzbekistan
 B. Karell, Project Director, J. Foskett, Project Engineer of Finnroad, the contractor
 M. Sims and A. Kamalov from the TRACECA Co-ordination Team in Central Asia
 Other interested experts and academicians also attended.

The conference was opened by Mr. Sims of TRACECA followed by presentations from:

Mr. Ermetov, who presented an overview of the operations and strategic planning of Uzbekistan Railways, followed by particular details of the difficulties and advantages of the options studied for the links to Kashgar. The geological difficulties have been a particular subject of study by Uzbek experts. They feel that the advantage lies with the proposed alignment known as "Variant A".

Mr. Zhakirov, who emphasised the importance to Kyrgyzstan of the new links proposed and the interest of the President of Kyrgyzstan in their realisation. The consensus in Kyrgyzstan is a preference for the proposed alignment known as "Variant C", including a link north to Balykchy.

Mr. Sims, Co-ordinator of the TACIS TRACECA programme reviewed the design and construction work done to date, and the significance of the project in advancing the realisation of improvements to the transport links under discussion.

More detailed presentations were made of the progress and were given by:

Mr. Zukhurov, UN, Transit agreements

Mr. Soim, Asian Development Bank, on behalf of the IFI expressed interest in the concept which fitted into ADB plans to promote regional projects. The criteria for investment in such a project were those well known to the consultant.

Mr. Agzamov, on the road works carried out to date.

Mr. Alibegashvili, the various options studied by Kyrgyzstan, and the fact that a north-south road to Torugat was under study by his institution for the Islamic Development Bank, as well as the Bishkek-Osh road rehabilitation which was well advanced for the ADB.

Mr. Ismailov, Tashjeldorproject, elaborated on the three options for alignments studied by his institute.

Mr. Bror Karell, as project director of the consultants, accepted the challenge presented by the project and engaged his team to do there best to deliver a clear analysis of the advantages and disadvantages of the various options. Clearly the technical work previously carried out was quite comprehensive and now the socio-economic aspects should be studied.

A record of work undertaken to date was handed over to the project consultants and the necessary working meetings with directors of local design institutes who could be most usefully involved in the project were arranged. These are: Uzavtoyul design institute, Tashjeldorproject and Kyrgyzdortransproject

It was proposed that the project leader meet on a regular basis to report progress and difficulties encountered with:

Mr. Isakov, Mr. Ismailov and Mr. Agzamov

In concluding Mr. Sims suggested that a similar conference should be organised when the draft final report is presented.

Apart from the importance of the technical content of the meeting the contractor was introduced to the senior decision makers on the project at the earliest stage, to ensure that the contractor fully understood the needs and aspirations of the Participating States in this study and for any misunderstandings to be resolved.

We can also report that the TEWET pilot train is developing well and now also runs between Poti and the Armenian capital of Yerevan. The traffic levels are building steadily.

In Tashkent on the 5th November 1997 there was a Tripartite meeting of the Commission for the Realisation of the Rail link Fergana Valley to Kashgar in China. The heads of the delegation were Mr Nanaev, the 1st Vice Prime Minister of Kyrgyzstan, Sun Yongfu, Vice Minister, Ministry of Railways, Beijing, China and Mr Yusunov the Vice Prime Minister for Uzbekistan Construction. A decision was taken to retain two options on the route for further discussions on the alignment of this project that is estimated to cost \$3 billion for a single track without electrification. The TRACECA involvement could be indirectly by way of the overall output from TAS 19 Module E.

Finally in this update, the Task Manager (Daniel Stroobants) and the TRACECA co-ordinators from Tashkent (Mike Sims) and Tbilisi (Marc Graille) recently returned from a series of meetings in Ulan Bator, the capital of Mongolia, that were held to identify opportunities for closer co-operation with the TRACECA initiatives.

They met the Minister of Infrastructure Development, Mr. G. Hyamdavaa and his assistants and the discussions covered the potential for co-operation over a wide spectrum of issues.

A national TACIS project in transport was identified and initial discussions enabled a proposal to be developed for further consideration. A range of potential TRACECA projects for Mongolia were discussed and these will be followed up in a later exchange of ideas. Overall it was a very successful mission and generated a firm foundation for even closer co-operation in the future.

TRACECA CO-ORDINATION TEAM - NEWSLETTER Nr 2
June 1997

DEAR FRIENDS,

You have in front of you the second issue of the TRACECA Newsletter, dated June 1997, which this time we have decided to devote mainly to the news referring to a number of Transport Conferences, which lately have been held in various parts situated on the TRACECA route. All of them were a sort of stepping stones in preparation of the Third Pan European Conference which is being held in Helsinki at the time we are distributing this newsletter.

TBILISI

On April 8 and 9th *TRACECA BSEC Transport Conference* was held in *Tbilisi*.

Participants from 21 countries, members of TRACECA (TRANSPORT Corridor Europe Caucasus Asia) and BSEC (Black Sea Economic Co-operation) plus observers from Central Europe on the level of Vice Prime -Ministers and Ministers of Transport took part in it.

The Conference was opened by the President of Georgia, H.E. Mr. Eduard Shevardnadze. The final document of the Conference spoke of TRACECA as of a logical and natural extension of TEN (Trans European Network).

The Ministers and Heads of Delegations exchanged views on the activities of BSEC and TRACECA Participating States in the field of Transport with the special consideration of the issues related to the development of the regional transport networks in the context of the Pan-European Co-operation and with regard to the Third Pan European Transport Conference to be held on 23-25th June 1997, in Helsinki.

The Ministers and Heads of Delegations acknowledged that the integration of a BSEC and TRACECA Participating States transport system in the all-European transport networks will contribute to the development of economic activity and tourism by facilitating the free movement of goods and mobility of passengers.

KIEV

The regional International Black Sea Transport Conference in *Kiev* which was held on May 15 and 16th was organised by the Ministry of Transport of the Ukraine with the participation of the Ukrainian Ministry of Foreign Affairs and with the assistance of the Transport Directorate of the European Commission.

The Conference was another step in development of transport systems of countries of Black Sea region and their integration into the European transport network and in their search for the creation of equal and most profitable conditions for all countries of the region. It has introduced principles of creation of international corridors, emphasising the use of mixed multimodal transportation using special feature of the region - existence of well developed water transport, great quantity of sea and river ports constituting a single body with other means of transportation.

The Document of the Kiev Conference has introduced decisions on composition of international transport network of Black Sea region and its connection with the networks of adjoining regions.

The Conference has allowed to comprehensively discuss the results of co-operation, including problems of financing of new transport network construction; it has chosen strategy for future development of means of transportation in the region; it has allowed to determine its role in the context of integration processes in Europe and neighbouring regions.

ALMATY

The Transeurasian Transport and Trade Policy Conference was organised by the Ministry of Transport and was held in *Almaty* in sanatorium Alatau on May 22 and 23rd. The major sponsor of the conference was TACIS.

This event drew a large number of international participants and commercial visitors. 250 participants from 25 countries of the world (national representations, Baltic ports, Constanza, Iran and China) were present. Conference proceedings were dominated by the discussions of problems of Eurasian Transport corridors development.

It was noted that the development of competition between the Eurasian transport corridors provides for the transport costs decrease, transport service quality improvement and for the development of trade world economy.

TRACECA has been defined as a new real alternative in case of a transport route choice when organising export-import goods transportation.

In the final Memorandum the idea of creation of international committees on different Eurasian transport corridors development has been formulated.

113 companies from 23 countries took part in "*Transit 97*" exhibition, which was held in the Kazakh capital Almaty in the exhibition center "Atakent" on May 22 - 25th.

Freight forwarding companies from Kazakhstan, Russia, Uzbekistan, Latvia and Lithuania were among the exhibition participants. Many new international commercial contacts between transport professionals were made by exhibitors and visitors to the exposition. The ports of Aktau (Kazakhstan), Riga (Latvia), Kleipeda (Lithuania) and Varna (Bulgaria) had special stands at the exhibition. The exhibition gave a good chance for the transport customers to familiarise with the wide range of transport-freight forwarding services as well as for the freight forwarding companies to establish new partner relations between them.

TASHKENT

The OSSHD Conference was held in *Tashkent* on June 2nd and 6th. OSSHD is an organisation of Ministers of Railways from the former eastern block and other neighbouring countries including Poland, China, ...

The conference was well attended with representatives from all railway Ministries. Certain railway operators attended as observers.

The Georgian delegate Deputy Minister Guram Tatumashvili made a presentation emphasising the advantages and progress of the TRACECA route. This generated much interest among all delegates.

A notable decision of the conference was that Iran was admitted as a member of the organisation.

An agreement on combined transport was signed by some members.

Alcohol shipment

A first major shipment of nine wagons of alcohol has arrived in Semi-Palatinsk (North Kazakhstan) along the TRACECA route. 23 more wagons are expected. Starting from January 1st 1997, Russia introduced a new alcohol freight transit system on its territory, under which the client is expected to pay a deposit equal to the amount of customs fee.

However, one of the problems is that it is hard for the client to have the deposit reimbursed. A bit later a similar system was introduced in the Ukraine.

The freight is organised in the following way:

The Sea Land gathers all orders in the European Union and ships containers as far as Poti. There Georgian expedition company Cautrex takes the load from containers to put it in wagons and sends them along the TRACECA route to Turkmenbashi port. From there the cargo is expedited through the territories of Turkmenistan and Uzbekistan by the Uzbek company Uzbekzheldorexpeditsiya and the Kazak company Transsystema in Kazakhstan. All of them under sub-contracts with Cautrex.

Security guards accompany the train all the way.

TEWET

The Pilot Train was established and runs once a week in each direction.

Marketing activities as regards the Trans-Caucasian Logistic Express (TCLE) have been set in motion with the aim of looking for potential customers. Advertisements have been placed in important transport periodicals and newspapers of the EU member states, in other West-European states and in Azerbaijan and Georgia.

In March 1997 two interviews with Mr. Ziya Mamedov, Director General of the Azerbaijan State Railways and Mr. Akaki Chkaidze, of the Georgian Railways respectively were published in the Hambourg newspaper German Transport.

As of the middle of May the Berlin TRACECA Project Team had received 104 enquiries by transport companies, forwarding agencies and consulting firms from Germany, Austria, the Netherlands, Belgium, Denmark, France, the U.K., Turkey, Switzerland, Bulgaria and Canada, which were all passed on to Tbilisi and Baku. 55 of these enquiries show a general interest in the new container connection, whereas 49 enquiries were already combined with definite offers to place freight on the TCLE.

For direct sales promotion amongst the railway customers in the Caucasian Republics and in the CIS states of Central Asia, a coloured information leaflet was designed and produced. They were handed over to the Azeri and Georgian Administrations, and to the TRACECA Offices in Baku and Tbilisi for their marketing activities. They were also distributed during a Tacis co-ordination conference in Tashkent.

TEWET will soon organise a meeting with all Georgians freight forwarders, Port of Baku and Port of Poti in order to set up an autonomous operation centre.

TRACECA CO-ORDINATION TEAM - NEWSLETTER Nr 1

February 1997

THE TRACECA CO-ORDINATION TEAM

On the demand of the participating republics to have a team of resident regional experts, the European Commission has contracted TRACTEBEL Development in September 1996 to set up a TRACECA Co-ordination Team. Three offices were established: in Brussels - Belgium, in Tbilisi - Georgia and in Tashkent - Uzbekistan. In the other TRACECA Countries local experts have been contracted to assure a permanent representation of the TRACECA Programme and to follow up the projects in each state.

This is the first issue of the TRACECA Co-ordination Team's newsletter, which we intend to publish periodically to inform you about the recent evolution of the TRACECA Programme.

THE TRACECA NEW PROJECTS

During the Fourth Working Group Meeting in Athens in October 1996, the ongoing projects were thoroughly discussed and evaluated. The European Commission proposed an additional allocation of 10 million ECU to finance six new projects to be launched in 1997:

- Rehabilitation of the Red historic Bridge and construction of a new bridge in Georgia;
- Feasibility Study of New Terminal Facilities in Georgian Ports (to prepare for investment by the EBRD);
- Road Maintenance (to support loans by the EBRD and by the WB);
- Traceca Co-ordination Team;
- Renovation of Cargo Facilities Turkmenbashi (to facilitate investment by the EBRD);
- Rail Restructuring and Telecommunication Studies (to support investment by the EBRD).

THE TRACECA NEW BENEFICIARIES

The Athens Working Group agreed that the Ukraine and Mongolia shall be full beneficiaries of the TRACECA programme. This decision will allow TRACECA Route to be linked to the Trans European Networks arriving at the Black Sea as well as with Southern European Ports. The adhesion of Mongolia extends TRACECA to the East.

THE PROJECT'S LIFE

- *Railway Tariff and Timetable Structure* is a new project related to the TRACECA Programme which is carried out by SISIE. In December 1996, a co-ordinating office opening reception was held jointly with the Tashkent office of the TRACECA

Co-ordination Team in their new offices in TADI, the Tashkent Automobile and Roads Institute. It was attended by representatives from Uzbek authorities and project staff both local and foreign. The objective of this very important project is to improve the competitiveness and profitability of national railway companies. The two principal vectors of implementation are cost and time, hence the project title. In February SISIE will organise a seminar in Tashkent for senior representatives of the TRACECA state railway companies. This kick-off seminar will demonstrate among other activities the SYSMANAGEMENT financial planning software, which the project will be supplying to the national railways.

- At the end of 1996, Caravanserai sites of the *Dolphin project (Road Vehicle Spare Parts, WEST-EAST and GIBB)* were chosen in close collaboration with Minister Akhmetov in Uzbekistan in Samarkand and in Tashkent, as well as in Turkmenistan in Mary with Minister Rachmanov. The technical details and the design are now under active preparation. Now the business plans are analysed and the shareholders will be found at the beginning of 1997.
- A practical three-day Workshop on *Multimodal Transport*, "The logical choice for Central Asia and Caucasus" has taken place in Tashkent on the 15-17th January. BCEOM organised this workshop to bring together relevant organisations from the eight TRACECA countries and from different transport modes : decision makers from Ministries of Transport (or equivalent where there is no such Ministry), executive from providers of International transport services (railways, road hauliers, freight forwarders, shipping lines), other professionals concerned with container transport issues such as consultants or combined transport equipment providers (containers, road chassis, handling equipment, etc.). The objectives were threefold: * to present the "Forwarding - Multimodal Transport" TRACECA project and explain the general strategy proposed by the team of experts; * to explain through case studies, practical solutions to the transport problems posed by export import operations with containers; * to define at different levels of responsibility, relevant "combined transport projects" that could be financed by external sources and follow up actions.
- At the end of 1996 the third convoy of the pilot train of the *TIEWET Railways Infrastructure Maintenance* project left Poti. This train transported 60 loaded containers to Baku, the majority of the shipment results from an agreement with CAUTRES, a road transport company and exclusive agent of SEA LAND. In the near future, the experience of this pilot train between Poti, Tbilisi and Baku could be extended to the section Tbilisi - Erevan.
- *KOCKS, Implementation of Pavement Management System*, provided the road and pavement testing equipment, computers and programme system. The respective authorities of the recipient states confirmed the introduction of the programme system and started to form the required Pavement and Bridge Management Systems units. In three of the recipient states the PMS/BMS will already be used for new projects : Improvement of the 145 km Tedjen-Mary road in Turkmenistan where field works and data collection started in late November 1996; Rehabilitation of the 450 km Alyat-Gjandza-Azeri road in Azerbaijan, beginning of activities is planned for early 1997; Rehabilitation of the 465 km of roads in Georgia, beginning of activities will be late February 1997.
- GIBB will be starting work on an addendum to the *TRACECA Road Transport Services in Central Asia* project. This will consist of three sections : *Support Services, dealership in Kyrgyzstan; training course for the Certificate of Professional Competence, an internationally recognised certificate for operators of trucking companies, in Kazakhstan; * Operator Quality Blueprint in Turkmenistan, working with a local private road haulage company in operations to guarantee high levels of customer satisfaction, particularly for international contacts.
- *SYSTRA, Rolling Stock Maintenance*. Surveys on the TRACECA corridor by the project team and visits to European railways by the beneficiaries of the project are the main keys to get a good understanding and mutual collaboration between each other for the remaining tasks, so as to ensure reaching the project's objectives. The findings of the surveys carried out by the team members in every country were outlined to the representatives of the 8 countries during a week-long seminar held in Tbilisi in September-October 1996. A month later, the project team was glad to receive in France the same delegation for a study tour of two weeks. Conferences on site were organised. Visits led by French railways managers gave opportunities to beneficiary country representatives and French operators to exchange their points of views. The satisfaction of the attendants was the best thanks they could give to the leading team who, also, are very keen to provide the best services to their guests.
- *ATKINS, the TRACECA traffic forecasting project (Regional Traffic Forecasting Model)* has succeeded in obtaining reconcilable data on existing freight movements from all of the TRACECA countries' national sources covering all relevant commodities. A comprehensive computerised description of the transport networks for the TRACECA countries has been prepared. This network description includes rail, road and ferry links within the broad TRACECA corridor and to and from the overall region. Over the next months the base year freight model will be transposed to a forecasting purpose. A range of possible scenarios covering the future prospects for economic and transport development of the TRACECA countries will be defined and described in the next two months.



Latest updated version December 1997

WHERE TO FIND US?

TRACECA is a programme from the European Commission, Directorate General IA in Brussels, Belgium. The European Commission has contracted TRACTEBEL Development S.A. to set up a TRACECA Co-ordination Team. Three main offices were established in Brussels - Belgium, in Tashkent - Uzbekistan and in Tbilisi - Georgia.

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ANNEX 4

Provisional New Project Fiches

TRACECA - 1998/9 INVESTMENT PROJECTS AND TECHNICAL ASSISTANCE STUDIES

Project name & description	Duration in months	Budget in ECU
1 Joint Commission for Implementation of a Multi-lateral Agreement - <i>Provide implementation support to the signatories to the TRACECA multilateral agreement which will include the convening of periodic meetings of the Joint Commission, the establishment of a permanent secretariat, the appointment and support of local experts and the intervention of foreign specialists.</i>	14	800,000
2 Equipment for the Armenian Rail Freight Intermodal Terminal - <i>the supply of container handling equipment for the main rail/road intermodal terminal at Karmir Belur, Armenia</i>	6	1,000,000
3 Rail Tank Wagon Cleaning Boilers, Baku - <i>for the purchase and installation of three gas / diesel powered boilers to clean tanks for the movement of oil from Azerbaijan, Kazakhstan and Turkmenistan</i>	6	500,000
4 Intermodal Equipment - <i>the supply of container handling equipment for main rail/road intermodal terminal at Bishkek</i>	6	500,000
5 International Road Transport Transit Facilitation - (a) Operator Training and International Road Transport Transit Facilitation - <i>The principle transit facilitation mechanism, at least for Road customs procedures is the TIR system which is being adopted in the region. Actions are needed for assistance in extension of the TIR, its application (with computerisation of clearance procedures for SAFETIR) and operator proficiency training.</i> (b) Supply of Computer Equipment for SAFETIR operation - <i>To be carried out with the co-operation of IRU.</i>	18	2,500,000
6 Aktau Port Ferry Terminal - <i>Direct investment for re-opening the ferry terminal... dependent on the details of the Ramboll mission report and the possibility of a short term solution</i>	15	3,000,000
7 Chardzev Bridge - <i>Technical assistance in financial engineering support to procure investment for the new road rail bridge</i>	12	300,000
8 Traceca Co-ordination Team - <i>Co-ordination of other TRACECA projects from three offices, in Brussels, Tashkent and Tbilisi. Periodic organisation of Working Group conferences.</i>	12	900,000
TOTAL	TOTAL	10,000,000

JOINT COMMISSION FOR IMPLEMENTATION OF A MULTI-LATERAL AGREEMENT

Final Recipients: Signatory states to the TRACECA Multi-Lateral Agreement (MLA)

Justification and Objectives:

Since the break-up of the Soviet Union TRACECA states have entered into a series of agreements to regulate transit traffic between and across their territories. These may be summarised as:

- bi-lateral agreements, which are the most prolific, and somewhat difficult to catalogue and administer
- multi-lateral, such as the so-called Sarakhs agreement of May 1996 which is a rare example but working proof of the regional will to regulate transit traffic on a broad basis. Other agreements exist within the framework of the OCJD for rail transport.
- international conventions, such as the TIR. Most states are in the process of adhering to the main conventions sponsored by such bodies as UN-ECE.

The problem is that in the absence of a broad multi-lateral framework agreement a somewhat chaotic situation exists at the operator level, particularly in road transport. Transporters are confronted by a confusing, fluid regulatory environment, and transit fee structure, sometimes administered at both national and oblast level.

Past and current TRACECA projects have analysed the present situation of the transport sector, encouraged and facilitated investment by the International Financial Institutions (IFI), provided training activities for management at various levels, and provided active assistance in the development of new operating and management structures. The projects of most relevance include:

A project to provide assistance in the establishment of Transport Legal Framework in each TRACECA state. The project worked with local experts to propose and assist in the implementation of national legislation for the transport sector, a draft MLA, and adherence to the most useful international conventions

A project entitled Trade Facilitation has carried out a detailed survey of current trade documentation usage, border crossing conditions and recommended streamlined procedures, which are being partially implemented in the region.

The MLA calls for the establishment of a Joint Commission to administer and promote the agreement and its technical annexes. The creation of such a Joint Commission should be conditional on the signing of the agreement by sufficient states to give it realistic chances of success. This project fiche presupposes the signature of the TRACECA MLA by sufficient states to merit its implementation.

While the principal role of the Joint Commission will be to administer the agreement it should also serve as a regional consultative body for trade and transport issues. The opportunity should be taken to create parallel National Facilitation Commissions (referred to below as "National Commissions") in each of the participating states to reinforce the work of the Joint Commission at a local level and to facilitate local consultation.

The Joint Commission will require an administrative secretariat with representation in each participating state at a high level in government. The Joint Commission will comprise the Main Committee and specialised Working Groups for the technical

annexes on road, rail, maritime and customs issues.

The objective of the consultancy mission defined in this fiche is to establish and to support the activities of such a Joint Commission for one year.

Main components

In accordance with the MLA the Joint Commission will:

- regulate all questions concerning implementation and application of the framework agreement and its technical annexes;
- regulate the conditions of access to the transport market for each mode of transport except air transport with particular emphasis on user charges;
- regulate conditions for carrying out specific categories of traffic such as dangerous goods and perishable goods movement;
- develop a data bank of information on national and international transport legislation and transport policy and management and make this information available to participating states;
- develop effective links with other international organisations such as the UN, ECE, European Union, IRU, FIATA etc.;
- promote the development of multimodal transport infrastructure links and services in the region;
- promote the development of modern freight forwarding and transport insurance services in the region;
- attempt to implement common Customs and documentation procedures in the region;
- attempt to co-ordinate the development of transport policy in the region;
- attempt to develop a common transport policy towards third countries not participating in the agreement;
- attempt to develop a common legislative framework for trade, Customs and transport in the region;
- attempt to co-ordinate the enforcement of laws in the region;
- attempt to co-ordinate the ratification of international trade, Customs and transport conventions and agreements in the region;
- provide a focus for regional consultation between government officials and Trade Association representatives of carriers, forwarders, transport insurers, banks and other relevant representatives

The role of the consultant for this project will be to provide the initial organisational support to establish the Joint Commission, and to provide expert professional assistance in the doain.

Project Budget 800 000 ecu

Implementation timetable 14 months

(12 months complete implementation plus 2 months follow-up)

RAIL TANK WAGON CLEANING BOILERS, BAKU

Final Recipient:

The Cabinet of Ministers of Azerbaijan
The Railways of Azerbaijan

Justification and Objectives:

There is only one steam cleaning station for rail tank wagons in the Transcaucasian area, at Baladjar, in the neighbourhood of Baku (10 km north of the centre of the city). Operating since 1938, this unit, which is essential for the efficient movement of crude and refined oil transport by rail tank wagon has been in operation since August 1996 with a makeshift (1954 vintage) steam boiler producing only 2 tons of steam per hour.

An additional five boilers capable of producing the necessary steam stopped functioning due to furring-up and lack of maintenance in 1995. There were also supply difficulties in obtaining spare parts between 1990 and 1995 due to a combination of, war, shipment embargo and the suspension of Russian contracts.

The replacement of those boilers is an absolute priority in order to guarantee the increasing transportation of oil products. In the year 2000, it is forecasted that 100,000 tank wagons a year will need cleaning.

In annex (a), a spreadsheet shows the development of the railway traffic for oil products.

In 1996, the Azerbaijan Railways have purchased 2 Canadian boilers of 8 tons steam per hour each. They are in the process of being installed but will not be sufficient to meet the increasing needs as described above.

As the Azerbaijan Railways do not have funds available to complete the equipment a further 3 gas/diesel boilers of similar capacity should be purchased.

The Azerbaijan Railways invoice oil companies 100,000 Manats (24 USD) for each tank wagon cleaned. This will allow the Azerbaijan Railways to benefit from the income generated by the transit of Kazakh oil. These investments on the railway will finance on the short term the transportation of Azerbaijan oil products. At the moment, there is no income from Azeri oil .

The objectives of the project are:

- Purchase of 3 gas/diesel boilers of 8 to 10 tons steam/hour each.
- Transportation and installation of these boilers on the Baladjar site
- Training of Baladjar railway station for maintenance

Main Components:

Supply and installation of 3 boilers of 8 tons steam/hour each
Gas or diesel power required.

Maintenance training of boilers to be provided by the supplier

This project is closely linked to several other TACIS Inter-State actions, notably:

1. TRACECA project : Ferry terminals (Baku and Turkmenbashi - ECU 800 000) - feasibility studies, final designs, and tender documents will be provided to support EBRD investment

2. TRACECA project : Intermodal Transport (TRACECA countries - ECU 500 000). A study of the opportunities for the development of intermodal transport, now nearing completion.
3. TRACECA project : Railways Infrastructure Maintenance (Georgia and Azerbaijan - ECU 1 200 000) A major component of the project comprises the organisation of a pilot block container train service between Baku and Poti, operational since November 96
4. TRACECA project : Railway Tariffs and Timetables (All TRACECA countries - ECU 1 500 000) Encouragement of collaboration on tariff levels and revenue sharing for through freight transport operations.
5. Future TRACECA project : Intermodal Services . Operational assistance in the implementation of recommendations for intermodal transport development.

Project budget	ECU
Boilers + transport	470 000
Installation + training maintenance	30 000
TOTAL	500 000

Implementation timetable 6 months

Technical data:

Steam necessary to clean tank wagons:

0.250 tons of steam

Development of tank wagon cleaning needs:

Today: 60 000 wagons/year

Within 2 years: 100 000 wagons/year

Boiler needs:

To absorb the present amount of work and the exceeding amount of work to come:

It is essential to add 3 boilers to the 2 Canadian boilers being installed. They should run on gas and diesel.

Space available:

The measurements of the concrete pad on which are placed the boilers is: 8.2 m x 19.3 m

A distance of 1.5 m between every boiler is needed for safety and by security rules.

Both Canadian boilers being installed have the following measurements: 6 m x 2.4 m.

In annex (b), a diagram represents the building of the boilers.

Required power:

The Canadian boilers will produce a capacity of 8 tons steam/hour.

In order to keep the installation well-balanced, the capacity of supplementary boilers should be of 8 to 10 tons steam/hour.

Installation/Maintenance:

It is considered to be essential to include into the budget an installation team from the manufacturer who would also provide the necessary maintenance training.

INTERMODAL EQUIPMENT

Final Recipient:

The Department of Rail Transport of the Ministry of Transport of Kyrgyzstan
The Department of Maritime Transport of the Ministry of Transport of Kazakhstan.
The Department of Rail Transport of the Ministry of Transport of Kazakhstan

Justifications and Objectives:

Container traffic in the FSU comprised mainly small non-world standard metal box units. As a consequence ports and rail terminals in the TRACECA region are ill-equipped for handling 20 ft ISO containers (which are the standard “TEU” for volume statistics) and find the more modern and efficient ISO 40 ft container near impossible to transit or receive.

Given the distances between the EU and the TRACECA region multimodal transport most certainly has a great future. Since independence general traffic has been growing rapidly and represents 27% of Caucasus international trade and 21% of that of Central Asia (excepting Kazakhstan) and 8% in Kazakhstan (the largest volume exporter). The potential for container traffic that could use the TRACECA itineraries is estimated at 80 000 TEU per year or more.

Present container traffic is much lower. Certain problems are institutional but also the handling equipment throughout the region is totally inadequate. Principal physical deficiencies are the inability to transfer 40ft containers between rail wagons, road trucks, and storage areas. Certain bottlenecks are already being opened up by current TRACECA actions and planned investments in ports by the EBRD.

Previous and current TRACECA projects which addressed these issues are the Intermodal Transport technical assistance, the projects for feasibility studies and technical designs at the main ports, the Tariffs and Timetables technical assistance, Trans Caucasus Express pilot train, and a current proposed extension of this service into Central Asia. Equipment is being supplied specifically for handling container traffic across the Caspian, and the containerisation of cotton in Uzbekistan.

The object of this project is to further facilitate the development of containerised transport by the provision of heavy equipment for container handling.

Follow-up actions are foreseen within the Intermodal Services project to address issues of the organisation of rail operations to best attract and handle container freight.

Main Components

The project would supply 40 tonne capacity machine(s) with telescopic spreaders, and associated equipment for handling 40ft ISO containers, as follows:

Bishkek:

- 1no. Reach stacker
- 3no. Forklift trucks for container and wagon stuffing
- 3no. Skeletal trailer chassis for 40ft containers
- 2no. PC for terminal management

Aktau (provisional, excluded if we rehabilitate the ferry terminal):

- 1no. Reach stacker

3no. Forklift trucks for container and wagon stuffing

3no. Skeletal trailer chassis for 40ft containers

1no. Shunting loco

Chimkent (provisional, excluded if we rehabilitate the ferry terminal):

1no. Reach stacker

3no. Forklift trucks for container and wagon stuffing

3no. Skeletal trailer chassis for 40ft containers

2no. PC for terminal mangement

Training in the operation and maintenance of the equipment would be provided, as would a reserve of spare parts.

Project budget

Bishkek 500 000 ecu

Aktau 800 000 ecu

Chimkent 500 000 ecu

Implementation timetable 12 months

INTERNATIONAL ROAD TRANSPORT TRANSIT FACILITATION

Final Recipients:

The Ministries of Transport and Customs Authorities of the TRACECA States, including Ukraine and Mongolia, or the equivalent authorities designated by Councils of Ministers for international road transport operations and border crossing control.

Justification and Objectives:

The break up of the FSU left the NIS to establish new customs authorities and border crossing procedures for international road transport. Also several bi-lateral agreements have been negotiated to regulate access to the market for cross-border trucking, mainly on the basis of quota systems. The situation is promoting inefficiency.

Two previous parallel TRACECA projects have addressed these issues. The Trade Facilitation project proposed simplified transit documentation based on the SAD (Single Administrative Document) which is a world norm. The Legal Reform project, among many other things, promoted adherence by the TRACECA states to the Transport International Routier or TIR convention which provides a mechanism for simplifying customs procedures for goods transiting by road. Three TRACECA countries are now authorised by the International Roads Union or IRU (the official administrator of the system, the UN ECE is the repository of the convention) to utilise the TIR system.

The Legal Reform project also proposed a blanket Multi-Lateral Transit agreement in collaboration with a forum of beneficiary experts and authorities. Action is now underway to have this agreement approved at the necessary high level for implementation. Whether or not approval of the agreement is reached, the problems will still have to be addressed at operational level for improvement to be brought about.

Furthermore, in the EU it is necessary for a road transport operator to possess an operators licence establishing his probity, technical competence and financial wherewithal to enter the sector. For beneficiary state operators to provide carriage to Europe the equivalent licence must be obtained (issued by their own government but under agreement with the IRU) and a previous TRACECA project (Road Transport Services Central Asia) addressed this issue by setting up training courses with the collaboration of the IRU.

Given the background, their previous and present involvement in the region, the IRU has proposed this project. Requests for assistance to follow-up on the Trade Facilitation project have been made by the beneficiaries.

Clearly, to reduce delays at border crossings, avoid excise fraud, and improve the international competitive position of our beneficiary state operators a considerable effort is required, co-ordinated with the competent international body, the customs authorities, the Ministries of roads transport and the operators, through training agencies. Such are the objectives of this project.

Main Components

1. Review of the existing national legislation, adherence to existing international conventions, the legal status of present training and licensing schemes, existing bi-

lateral agreements. Particular attention to the present status of TRACECA proposed legislative and multilateral proposals. Assistance with the enactments and decrees necessary for the promotion of project objectives.

2. Training

Identification of training institutional infrastructure, and partner training agencies for the project.

Negotiation of national agreements between the parties involved.

Market survey of the training needs and supply.

Design of curricula

Training actions, including provision of physical equipment.

Training of trainers and management of centres.

Follow-up support.

3. Adherence to the TIR

4. Pilot computerisation of the system to implement SAFETIR at the inland terminals

5. Procurement of the equipment necessary for the preceding

Project Budget	3 000 000 ecu
Equipment for training centres	410 000
Computer and telecomms equipment	500 000 (border crossings)
Sub-total	910 000
Project management, supervision	100 000
Components 1 and 2	1 300 000
Component 3	300 000
Component 4	390 000
Sub-total	2 090 000

Implementation timetable 18 months

AKTAU PORT FERRY TERMINAL-DIRECT INVESTMENT

Final Recipient:

The Department of Maritime Transport of the Ministry of Transport of Kazakhstan.

Justifications and Objectives:

The northern branch of the TRACECA corridor passes through the Port of Aktau. It is the preferred routing by Kazakhs for their traffic, as obviously it increases revenues to the Kazak railways and the port of Aktau, relative to the more southerly route passing through other states.

The Port of Aktau is recovering from a decline in traffic, thanks to its ideal position for servicing the Tenghiz oilfields, its role as a grain export port, and an increase in general cargo between other origins and destinations.

Between 1986 and 1992 the Port operated a ro-ro ferry service between other ports, principally Baku. Due to the conflict in the Caucasus this service was halted. The condition of the ferry ramp in Aktau has deteriorated due to disuse. Today it is not operable. A technical mission has made a brief inspection of the facilities and reported on the requirements to re-commission the ramp and associated facilities.

The Port of Aktau has negotiated a loan of approximately 60MUSD for rehabilitation of the general Port facilities. This loan does not cover the ferry ramp.

However, preliminary indications are that there is a demand for this service and it could be a profitable for the port to offer it. There is also a strategic utility of the ramp, in providing an alternative in competition to the southern TRACECA route, and eventually relieving it of overloading.

The Department of Maritime Affairs has made known its wish to find a private developer and operator of the ferry terminal. This is an excellent initiative, but given the initial uncertainties of traffic, at least for an outsider to the region, no operator has yet emerged. Furthermore, given the high potential of future oil related cargoes the terms of a private concession could lead to initial under-valuation of the enterprise.

The objective of this project is to provide grant investment necessary to re-commission the ferry terminal at the Port of Aktau, for both road and rail traffic.

Main Components

The project would carry out repair works on the existing ferry ramp as recommended in the experts report.....

Project budget	4 500 000
Technical development of tender dossier (not be contracted with works)	150 000 ecu (separate contract, could not be contracted with works)
Co-ordination and supervision	150 000 ecu
Procurement of works and supplies	4 200 000 ecu
Co-financing	1 500 000 ecu
TRACECA budget	3 000 000 ecu

Implementation timetable 15 months

CHARDZEV BRIDGE FINANCING AND OPERATIONS DESIGN

Final Recipients:

Turkmenistan, and the states dependent on transit traffic across the bridge.

Justification and Objectives:

This project concerns a proposed new rail and road bridge over the Amu Darya River at Chardzev. The crossing is a most vital strategic transport link for the whole Central Asian region. Its importance to the economies of the region cannot be over-emphasised.

A feasibility study has been carried out by TRACECA and has recommended the construction of a new bridge costing of the order of 80MUSD. It concluded that:

The existing bridge is in a very poor condition and cannot remain in full service for much longer. Some urgent maintenance actions are required, but the recommendation is that the bridge be replaced.

The pontoon crossing for road traffic is operating at capacity, and provides an excessively low level of service. The recommendation is that a road bridge be constructed at the same time as a new rail bridge is built.

It remains now to organise the financing for the reconstruction under the most favourable conditions for Turkmenistan and the region.

An economic and financial analysis of the implications of these findings is available in the feasibility study.

The objectives of the present project are to advance the planning for the construction of the new combined road/rail bridge and in particular to develop for the bridge, in step:

- a financing package for the construction
- an agreement for its ownership and operation

The expected final result of the module should be the creation of an investment package and all associated agreements relating to construction, operating, and ownership of the proposed new bridge. This is to include identification of the most interested investment partners, and assistance in negotiations to the Government of the Republic of Turkmenistan.

One major IFI has expressed interest in the project, and has previous experience of investing in Turkmenistan.

Main Components

The Consultant will be required to liaise and assist the Turkmen authorities, acting as their confident and advisor, so that the project is given the maximum possibility of realisation on terms most favourable to Turkmenistan and to the economic development of the region.

1) Review and refinement of the previous study - A critical review of the feasibility study will be carried out, verifying the basic variables defining the investment attraction of the bridge. It is to be expected that potential investors will pose additional questions concerning the economic returns to be expected, and therefor refinements to the report will need to be prepared.

Solicitation - On the basis of the review and additions or adaptations to the overall case for construction of a new bridge, the consultant will create an information pack and diffuse it to potential financing agencies, equity or operational participants, world-wide.

3) **Conceptual Design of Management and Financing Options** - In close collaboration with the beneficiary and any lead financial institutions which emerge the consultant will determine the most viable and acceptable options for financing of construction and maintenance of the bridge. He will propose options for ownership, management and user fees.

4) **Draft Agreements, Legislation and Tender Documents** - The consultant will draft detailed agreements as may be required, and assist in the preparation of tender documents

5) **Donors Meeting and Follow-up** – It is anticipated that a donors meeting should be organised in Ashghabad during the course of the project, at the most opportune moment. After draft documents are prepared and agreed with the beneficiary and his financiers, then the consultant will be required to provide follow-up consultancy as may be required to facilitate the consolidation of financing and operations agreements.

Project Budget 300 000 ecu

Implementation Timetable 12 months

TRACECA -ADDITIONAL PROJECTS AND STUDIES IN 1998/9 IF FUNDS EXCEED ECU 10 million

Page 1

fiche	Project name & description	Duration in months	Budget in ECU
Y	Procurement Implementation Units - Formulate detailed procurement packages for investments by IFIs in the rail sector and design and create tender packages for MIS, electrification, re-motoring locomotives, track infrastructure materials and maintenance equipment	18	2 000 000
Y	Support to Rail Restructuring Central Asia - Provide implementation support to the railways who have committed themselves to restructuring on the basis of previous counsel prided by TRACECA	12	500 000
N	Telecomms and MIS - An investment project for MIS (eg track infrastructure maintenance susytems, ...) and possibly telecomms implementation based on output from the Central Asian Rail Restructuring project.	18	2 000 000+
N	Central Asia Rail Leasing Company - Assist in the establishment of a regional rail leasing company for traction and rolling stock.	18	800 000
Y	Roads Maintenance Training Centres - Assit in the re-establishment of road maintenance training centres, design training programmes and curricula, for modern western practical organisation of roads maintenance, including provision of three FWD.	18	3 000 000
Y	Roads Maintenance Planning - develop working roads maintenance plans, rewrite operators manuals, specify heavy equipment for procurement, project to act as support to investment and substitution for IFI loan aid	18	1 400 000
Y	Repair of Bridges - Investment project to undertake repair or heavy maintenance of one road bridge per country	18	5 500 000
N	Load proofing of Bridges - Carry out systematic load proofing of bridges...possible combine with preceding		
N	Congested City Bypasses - carry out feasibility studies for bypass roads for cities where transit traffic passes through the city centres (Djambul, Bishkek, Andijan, Ashgabat, etc.)	18	2,500,000
Y	Roads Infrastructure Investment Support - Provide technical assistance (institutional, procurement, supervision) to facilitate and accompany Asian Development Bank loans for roads rehabilitation to Kazakhstan and Kyrgyzstan (& possibly Uzbekistan).	18	2,000,000
Y	Roads Infrastructure Investment - Investment project to provide heavy equipment and possible some infrastructure repairs(eg.rock fall, snow drift prevention, ...) based on output from previous projects	18	3 000 000
Y	Rail Corporate Development - The previous TRACECA rail restructuring project is leading to negotiations for loans to the concerned rail companies by the EBRD, and the previous project is being followed with interest by the Asian Development Bank. The ADB proposes to accompany disbursement of their first loan to (Uzbekistan), with a project to provide guidelines for the progressive separation of rail operations from government, and corporatisation of the operating entities. The EU has long experience in the difficult process of disentangling rail operations from the purely state sector, which could be invaluable in the region, applied under local circumstances.	12	2,000,000
Y	Aktau Port Ferry Terminal & feasibility Study - A feasibility study with works and equipment procurement documents for re-opening the fro-ro ferry terminal.		
TOTAL			

POSSIBLE NON - TRACECA - PROJECTS AND STUDIES IN 1998/9 **Page 2**

	Project name & description	Duration in months	Budget in ECU
1	Construction of the TRACECA Rail Bridge at Poyle in Azerbaijan - this will provide a second river crossing to remove the single track bottle neck at this vital link in the TRACECA corridor that will enable the increasing oil traffic to develop unhindered.	18	2,500,000
2	Transport and Telecommunications Development in Caucasus - To support the anticipated increase in rail traffic and to improve the safety of the system there is a need to establish a Fibre Optic Cable link that secures rail transport signalling capability and safety throughout the Caucasus. It is anticipated that the cable will have potential to provide for commercialisation of the excess capacity.	12	14,500,000
3	Poti Port - Restructuring of Southern Breakwater and removal of sunk vessels	12	4,500,000
4	Chardzev Bridge	24	3,000,000

PROCUREMENT IMPLEMENTATION UNITS

Final Recipients:

Module A

Rail Operating Companies in advanced stage of negotiations for IFI loans:

Georgia

Azerbaijan

Kazakhstan

Uzbekistan

Module B

Actions for the remaining countries:

.....to be defined.....feasibility studies to stimulate IFI interest, or pure training

Justification and Objectives:

A TRACECA project to recommend on the restructuring of Central Asian Railways and to identify the priority needs for external investment is nearing completion. It was carried out on behalf of the EBRD, which is now negotiating loans for possible disbursement during 1998. The ADB is negotiating a loan for Uzbekistan railways, following their own project in that country. The EBRD has requested TRACECA to provide assistance to the Module A beneficiary states to help them set up the procurement procedures which will be necessary to accompany the disbursement of loans. The ADB has also pointed out the need for such assistance and suggested TRACECA intervention. The WB is not at present involved in the rail sector but does not exclude future intervention.

Previous projects have helped defined the areas of interest in which IFI will invest, but the technical details have not been fully developed. Likewise, international tender procedures have not been used before in the region, and it is felt that procurement procedures for all services, supplies, and works could be modernised in line with normal international practice.

The objectives of the project are therefore to:

- Establish within the railway companies permanent procurement advisory units (PAU) for the preparation of tender dossiers for procurement of equipment by international competitive bidding, according to EBRD, ADB, and WB rules
- Provide to the railway companies EU technical experts to assist in the preparation of technical specifications, bills of quantities and cost estimates for inclusion in tender dossiers
- Advise the railways and assist in the implementation of formal procurement procedures for both international and local procurement

Main components

There is foreseen a base load of systematic institutional work on procurement procedures, as well as a varying need for preparation of actual tender dossiers dependent on the loan procurement contents, timing and TA foreseen within the loans.

1. Maintain for each railway company:
 - a pool of local technical experts and translators to work on procurement issues
 - offices equipped with computers, copiers and communications equipment to support project activities
2. Establish within the PAU libraries of model tender dossiers, in Russian and in English, for tenders according to EBRD, ADB and WB procedures for service, supply and works contracts. Conduct training work to explain to beneficiary managers the principles of these contracts, and train local specialists in their detailed application.
3. Develop with railway managers procurement procedures for all supply contracts, both IFI and autonomously financed. Establish and implement modern computerised accounting procedures for procurement departments. Such procedures should be developed as a module of overall MIS systems which will be developed in other projects. Open architecture, working interfaces and project programme adaptations to assure technical and timing compatibility must be foreseen. Develop manuals and conduct training in collaboration with local managers.

4. Deploy foreign specialists at short notice within the domains of railway telecommunications, MIS systems, infrastructure (track, electrification, civil), traction (diesel and electric), all fields of railway maintenance, for preparation of technical specifications

For Module A: The consultant should provide two experts on a permanent basis to cover base load activities for all the region (2*10.5 man. Moths), and foresee 15 man.months for intervention by specialists, as may be required during the course of the project.

Project Budget

Module A

EU experts permanent 21 man.months
15 man.months

Local experts 60 man.months

Local interpreters/secretarial 60 man.months

Module B

Implementation timetable 18 months

SUPPORT TO THE RESTRUCTURING OF THE RAILWAY SECTOR IN UZBEKISTAN AND CENTRAL ASIA

Final Recipients: Uzbekiston Temir Yullari (UTY)

Justification and Objectives:

The Traceca project "Central Asian Railway Restructuring", implemented in all five Central Asian Republics, has provided a significant contribution to defining the orientations of the restructuring of the Uzbek Railways, and to the identification of relevant regional issues.

UTY is in the process of re-organising itself, creating more accountable and more commercially oriented business units, and implementing modern management and budgeting tools and methods.

This process is resolutely and speedily engaged, and is crucial for the future of the railway, at a time when road transport is gaining market share, and the government is asked to guarantee considerable sums to be borrowed by UTY. Development banks, first of all EBRD, are also watching attentively on-going developments, and would feel more confident in lending larger amounts if the borrower is successfully implementing needed organisational changes.

At this time though, the orientations defined are still general; for the process to be successful and reasonably speedy, details will have to be defined, and management tools and processes to be implemented, in a carefully co-ordinated fashion. In particular, much time and relevance will be gained if pilot implementation and the related training is carried out in parallel with the preparation of tender documents for management information systems.

The most critical processes to be implemented are related to the definition and follow up of budgets, and to the very performance measurement systems to be used. It is particularly relevant that, as organisational units are being created, with a clear focus and accountability, these units would be immediately and visibly monitored with a simple and effective performance system. Failing such monitoring, the momentum gained in the on going re-organisation may be lost.

Regional considerations are also of paramount importance, especially when they are dependant on the success of internal re-organisation. This applies to the creation of a more fluid, regional market for rolling stock. Such a regional market can only function effectively if each country does separate ownership and use of the rolling stock, entrusting dedicated leasing / operational companies with the task of maintaining rolling stock and putting it at the disposal of the rail transportation companies, irrespective of their nationality or of whether they are publicly or privately owned. Details for the implementation of such a company need to be defined, and their relationship to other railway transport entities carefully monitored.

This relays the observation made by the consultants, and the comments made by EBRD, on the possibly low utilisation rate of locomotives and rolling stock; the creation of a leasing company would go a long way towards improving utilisation rates, as it would put pressure on users of rolling stock to use as little as possible, would relieve the pressure to purchase new rolling stock, and would make rolling stock available to other lessees.

Following a successful creation, the concept may be extended to other Central Asian countries, and cross border leasing organised for locomotives, wagons and carriages.

UTY and the cabinet of ministers have embarked remarkably quickly and effectively on a process of modernising all aspects of railways transport; most importantly, they have done so mostly from the inside of UTY, thereby taking advantage of the personal commitment of railwaymen to the future of their organisation.

The Traceca financed restructuring project did contribute to the speed and effectiveness of the process. Its continuation, focusing on the most delicate and time critical aspects of the re-organisation, will foster the restructuring process.

The overall success of this process depends on early successful implementation of priority directions, and on the implementation of critical elements : budgetary processes, performance measurement, management information systems.

Accordingly, this project would visibly contribute to the following objectives of UTY :

- to precisely define the mission, scope of responsibility, performance criteria and performance measurement process of rolling stock unit and passenger services unit, and their key managers; this should cover the detailed organisation of the passenger services, the detailed relationships of the rolling stock unit with other units of UTY, and the operation of the departments jointly responsible for improvements in rolling stock utilisation rate
- to implement a performance monitoring system for the same units, drawing as much as possible on the existing information systems, for use by top management of UTY and the regulator (at this stage, transport and communication department of the cabinet of ministers); this relates to accounting and to statistical data
- to see effectively improvements in performance happening as a result of the monitoring carried out
- to specify information systems to be implemented, using the detailed knowledge of existing data flows, and to issue tender documents for their procurement

Performance improvement is expected to apply to profit centres within the passenger services, and to all departments contributing to the utilisation rate of rolling stock.

The wording "contribute to the objectives of UTY" is not meant to diminish the responsibility of the consultant, but rather to reinforce the need for joint work and joint results, fully endorsed by UTY, and implemented.

A team of professionals, possibly mixed from UTY and outside institutions, would be trained on the job, and would be expected to take over the process after the project finishes, possibly moving to other processes, or be designated by the cabinet of ministers for similar jobs in other Uzbek institutions.

Main components

1. creation of an internal steering committee (top managers of UTY involved in the processes concerned), and of working groups (including middle managers)
2. creation and initial training of a project group (local professionals involved in the project, and not responsible for the performance of UTY)
3. finalisation of organisational documents for units of UTY involved (at least rolling stock and passenger services), definition of performance standards, and preparation of employees profiles
4. zero base budgeting for the key departments involved in the process,
5. comparison of information needs and of information sources and implementation of a summary monitoring systems, covering above mentioned performance criteria and comparisons with the zero base budget
6. animation of working groups on a monthly basis, designed to promote gains in performance
7. preparation of tender documents for the procurement of management information systems; advanced procurement may be organised for sub systems identified as critical, that could be purchased and implemented with little uncertainty

Project Budget	500 000 ecu	
EU fees :	325 000	25 man months @ 13 K ECUs
local salaries and honoraria office professionals)	105 000	100 man months (1 secretary, one manager, two interpreters, six
travel	20 000	25 return trips @ 800 ECUs
accommodation	31 500	450 man days @ 70 ECUs
telecommunications	6000	500 ECUs per month

misc. supplies	6000	500 ECUs per month
additional equipment 4	3000	2 additional computers, networking for computers and two printers
contingencies	3500	incl. possible repairs to office space
Implementation timetable	12 months	

TELECOMMS & MIS DEVELOPMENT

Final Recipients:

Justification and Objectives:

Main components

Project Budget ecu

Implementation timetable months

LEASING CO

Final Recipients:

Justification and Objectives:

Main components

Project Budget ecu

Implementation timetable months

ROADS MAINTENANCE TRAINING CENTRES

Final Recipients:

Departments of Highways of the ten TRACECA states:

Justification and Objectives:

The economic transition period which TRACECA states are undergoing has had a particularly harsh impact on the agencies responsible for roads maintenance. Budgets are typically 25%-50% of needs. Much of the road network is deteriorating, and as a consequence vehicle operating costs are rising, to the detriment of economic recovery.

This situation is further aggravated by working conditions within the departments. Key staff have left and programmes for continuing professional training of staff have, forcibly, been neglected. Such programmes and the facilities to conduct them were common in all of the TRACECA states, generally under the management of the departments of highways themselves.

The technology utilised for roads maintenance planning was somewhat traditional compared to modern European standards. Previous TRACECA projects have gone some way to rectify this, for example by the introduction of pavement management systems. Where funds are available from international financial institution loans or from own resources, certain countries are purchasing modern materials testing equipment and refurbishing training facilities, though this is not generalised. There is therefore a proven desire on the part of the beneficiaries to renew their technology, and to improve their skills in its application. This project looks particularly at the training aspects, which are essential to fully utilise any new equipment, or even to correctly identify for procurement the appropriate items. By equipment, may be understood both testing equipment and machinery.

The objective of the project is to re-establish professional training regimes for the highways departments.

Main components

Three main components to the project may be foreseen.

1. *Analysis of the former training systems, their elements still intact, and appropriateness for future development, by state*

This should cover the identification of classrooms and support facilities (to be made available in adequate state of repair by the beneficiaries and including such practical considerations as lodging for those students from afar).

Furthermore it will be necessary to identify trainers (to be nominated and selected in collaboration by the beneficiary and the consultant)

2. *Development of a training policy, and the curricula*

Feasible training cycles for the departments' different staff categories must be designed. This must be developed in tandem with a financial plan for the long term sustainability of each centre. The numbers of students, the courses and modules available are to be decided.

The outline of the curricula is given as:

Financial and economic planning, for routine expenditures and particular investments

Procurement of works and of supplies, contract and tendering procedures

New methods and technologies for roads construction and maintenance, practical works

New methods and technologies for roads construction and maintenance, testing and control, instruction in usage of testing equipment

Information technology

Management methods

3. *Development of the facilities and training of staff*

The exact nature of assistance to develop facilities is dependent on the budget, the support which each individual state is prepared to contribute itself, and the preferences by state. 20% of the project budget (which is the absolute maximum permissible under TACIS rules) is to be devoted to provision of equipment for the training centres. This equipment should comprise computers, printers, plotters, slide projectors, photocopiers, testing equipment and such items. For maximum efficiency of the project equipment budget the beneficiaries agree to provide the physical facilities (classrooms, offices, furnishings, lighting and sufficient sockets, heating and airconditioning etc.) in an adequate state of repair. Works will not form part of the TRACECA participation. The equipment budget will be divided equally between beneficiaries. The list of items to be provided is to be decided at inception phase.

Specialists trainer/advisors for policy, curricula and organisational aspects will be provided to each centre for a period of 8 man.months per centre, over a period of 18 months. To economise on the time of foreign experts, regional seminars may be organised for the training of trainers, at the full expense of the Consultant.

A study tour to Europe will be organised for the two lead trainers of each centre for a period of about three weeks. The tour will display maintenance methods, modern testing methods and initiate contacts between the trainers and counterparts in European institutions operating in similar domains.

Project Budget		ecu
man.months		
Project management, procurement	6	
Inception visits	10	
Training and centre organisation	80 (minimal)	
Study tour organisation	2	
Total foreign experts	98	1 960 000 (including expenses)
Study tour		50 000
Local trainers		50 000
Equipment		200 000
Total project minimum		2 260 000
Preferred		3 000 000
Implementation timetable	18 months	

ROADS MAINTENANCE PLANNING

Final Recipients:

Departments of Highways of the ten TRACECA states:

Justification and Objectives:

Several TRACECA states are receiving, or expect to receive shortly, disbursements from loans from international financial institutions for much needed assistance with roads maintenance and rehabilitation. These loans are configured in various ways to achieve their ends. They may involve financing of works by tender, direct assistance to highways departments for purchase of equipment or other forms of support.

Technical assistance is foreseen within the loan packages, particularly for procurement related activities, but states are eager that this be minimised, and that grant TA from TRACECA replace loan TA. The request for this technical assistance project arose from differently motivated requests but for similar actions. One state requested the project principally to avoid having to pay for such assistance from foreign consultants through loans, and others are simply seeking the know-how.

The objectives of the project expressed as inter-related outputs are as follows:

- Road maintenance plans for specific though typical sections of road covering departmental administrative sections of say three hundred kilometers per state, on the TRACECA route or linking directly to it
- Road maintenance manuals, based on fleets of recommended and typical modern western equipment, outputs in unit quantities according to normal world standards, and organisation of inputs such as manning levels, consumables such as fuel and tyres, spare parts, ... typical cost calculations for the preceding.
- Specifications for all equipment needed, to the level of detail necessary for procurement by international tendering
- Typical supply tender packages with a cross referenced manual on international practice
- A model works tender package with a cross referenced manual on international practice

Main components

All of the deliverables should be produced in the Russian and English languages. The Russian versions are the most important. The beneficiary country highway department managers should be closely involved in the evolution of these documents. They are not to be delivered as a finished package. Seminars and workshops in each state are to be held at regular intervals throughout the project.

Procurement related items need to be related to the legal framework in each country and local experts will be engaged to assist with this.

Existing Manuals will be carefully analysed. They are to be utilised or adapted where they remain essentially adequate for future use. Refer to among others "Quality Evaluation for Roads Maintenance PD218 PK17-93", and Road Classification for Exploitation of Roads PD218 PK 69-95"

Inspection methodologies are to be based on the TRACECA PMS.

Road maintenance plans will be based on real sections in each state, and be specific to the institutional and technical situation in each state. They are to point a way forward from the real situation. They are to comment on:

- the fixed installations
- mobile plant
- staffing levels and skills
- procurement of consumables and parts
- relations of the sectional organisation to the central Department and to local authorities
- budgetary and accounting aspects
- general institutional issues, particularly as relating to use of tenders

Project Budget	man.months	ecu
General investigative aspects non-country specific	6	
Inception investigations country specific	15	

Development of Plans for typical sections, ditto		20	
Development of manuals & specifications	6		
Seminars, workshops		10	
Total foreign experts		57	1 140 000
Local experts		40	20 000
Equipment 15%			150 000
Total			1 310 000

Implementation timetable 18 months

REPAIR OF BRIDGES

Final Recipients:

Departments of Highways of the ten TRACECA states

Justification and Objectives:

A previous and current TRACECA project has carried out inspection and testing of bridges, and has set up a pilot database of bridge conditions. Work throughout the region has indicated that bridges have been badly constructed and neglected throughout most of their lives. Furthermore road traffic is increasing both in volume and in axle loading.

Bridges are highly uniform in construction. Typically the structure comprises pre-cast concrete T – beams of about 10-12m span with the soffits resting on a cross beam supported by pre-cast circular piers. Where drawings are available foundations are shown as pre-cast or cast in place footings, or more rarely piles. Bridges mostly span seasonal rivers or irrigation channels and the beds are lined with pre-cast pavings. Many bridges date from the 1950s and 60s.

The very common problems observed are exposed reinforcement through poor construction practice, accident damage to guard rails, movement of the river bed linings. Corrosion is a problem but not as severe as it might be due to the dry climate and rare use of salt for de-icing. Longitudinal reinforcement often appears excessive, while shear reinforcement appears light.

Poor construction practice and design is also apparent in a variety of defaults such as irregular alignment of precast units, omission of diaphragms between webs of the T beams.

There are in certain instances obvious structural damage, such as degradation of the deck concrete, and movement of supports (though this may be due to very bad construction alignment). In the vast majority, and possibly all cases, the problems are due to an absence of any quality control during construction rather than overloading.

States have asked TRACECA to intervene and carry out remedial works. This is possible to the extent that bridges may be considered as border facilities, that the works necessary may be easily defined and relatively straight forward.

In fact the rehabilitation of defective bridges (practically the entire bridge inventory in the region) to European standards would be a colossal task beyond the means of the present generation. Therefore a realistic achievable policy might be the arresting of deterioration and opportunistic improvement of load bearing capacity

The objectives of the project are therefore:

- To select bridges close to border crossings eligible for TRACECA intervention
- Carry out remedial works within a budget of about 400 000 ecu per state, for the arresting of further deterioration of the bridges and improvement of structural resistance where possible.
- Demonstrate modern EU methods of bridge heavy maintenance of application to the typical problems encountered in the region

Main components

The remedial works envisaged within this budget could never cover major structural renewal (considering consultancy, demolition, and reconstruction).

The works are intended to cover remedial works such as:

- Replacement of degraded concrete sections
- Cleaning, replacement and/or augmentation of reinforcement
- Patching of concrete deficiencies

The works will concentrate on typical T-beam bridges.

The TRACECA contractor will carry out the works and demonstrate methods to the beneficiary.

The beneficiaries undertake to make available free of charge:

- Labour crews at the site to assist in the works,
- Technicians to assist, observe and assimilate the methods demonstrated
- Scaffolding
- trucks for transport of materials and equipment
- any heavy plant for tasks such as earthmoving, loading and clearance of rubble, as necessary

The contractor will provide:

- Mechanical equipment such as:
- Compressors and mechanical accessories (pumps, hammers, vibrators, ...)

- Mixers
- Special equipment
- Ladders, barrows, protective clothing, and similar small items
- Concrete additives
- Materials such as cement, aggregates, and steel (local reimbursement for purchase only, delivery to and storage at site by the beneficiary)

A full set of identical equipment will be provided by the contractor to each country, CIF to a container terminal at the capital.

Any delays to the works due to failure of the beneficiary to provide services foreseen will result in claims by the contractor and a reduction in the productive work which the TRACECA contractor can perform.

Necessary traffic deviations will be defined by the contractor and implemented by the beneficiary. All insurances and guarantees for the works, administrative procedures, import permits, will be provided by the beneficiary.

Project Budget	man.months	ecu	
See below			
Works crews	60		
TA/PM	21		
Total	81	@ 25 000	2 000 000
Equipment 10*200 000			2 000 000
Materials			1 000 000
Total for main contract			5 000 000
Project development contract			250 000
Control contract			250 000
Total for project			5 500 000

Implementation timetable 18 months
 Two crews of two men working five countries each
 One months preparation per country
 Two months per bridge
 Six months for procurement
 $6+(1+2)*5=21$ months

LOAD PROOFING OF BRIDGES

Final Recipients:

Justification and Objectives:

Main components

Project Budget ecu

Implementation timetable 18 months

CITY BY-PASSES

Final Recipients:

Justification and Objectives:

Main components

Project Budget ecu

Implementation timetable 18 months

ROADS INFRASTRUCTURE INVESTMENT SUPPORT

Final Recipient:

The Highways Department of the Ministry of Transport of Kazakhstan
The Highways Department of the Ministry of Transport of Kyrgyzstan

Justification and Objectives:

The Asian Development Bank has provided loans for roads rehabilitation in both beneficiary countries. These loans are part of a phased schedule of investment in the recipient states, accompanied and cadenced by technical assistance for institutional reform (eg. restructuring of departments and enterprises for the establishment of client-supplier relationships for procurement of works), contractual arrangements for competitive tendering for works, and supervision of works to control quality, progress and costs.

The ADB is now planning the next phase of their investment programme. It foresees at this preliminary stage two loan packages of 70 MUS\$D, one each for the two beneficiary states. The ADB has invited TRACECA to participate as a co-financer, to be the provider of technical assistance within the loan packages.

The consequent objectives of the TRACECA participation would be to facilitate the ADB investment in the roads sectors of our two beneficiary states concerned.

Main Components:

Project development (under the co-ordination Team contract);

- fact finding missions with the ADB to determine the next priority actions
- development of the full TOR with the ADB.
To be carried out November 97 through February 98

Project actions;

- develop detailed designs for road improvements
- develop tender and contract documents
- provide management assistance to assist beneficiaries in the adjudication of tenders
- provide field staff to reinforce beneficiaries site supervision practices
- provide institutional support to re-organise beneficiary highway authority departments into separate distinct entities for;
- budget planning and ordering works,
- providing works,
- providing technical services

Project budget 2 000 000 ECU

Implementation timetable 18 months

ROADS INFRASTRUCTURE INVESTMENT

Final Recipient:

The Departments of Highways of the Ministries of Transport of Kazakhstan, Kyrgyzstan, Tadjikistan and Uzbekistan, or their designees.

Justifications and Objectives:

The TRACECA region is geographically divided by mountain ranges and is subject to a continental weather régime with extremely cold winters. As a consequence several key road arteries in the region are closed during the winter months by snow. The mountain passes concerned are furthermore dangerous at any time of the year, due to the absence of safety barriers, rockfalls and landslides. The difficult passes typically straddle national boundaries.

These circumstances aggravate the development of international transport and trade. Specific severe impacts on the TRACECA route and links to it are:

- on the Almaty -Xorghos (China) link in Kazakhstan
- at the Kazakhstan-Kyrgyzstan border
- access into the Ferghana valley in the area of Angrhen in Uzbekistan
- in Kyrgyzstan on the link Osh-Sari-Tash-Irkestan (Kashgar, China)
- in Tadjikistan on the North-South link from Tashkent to Dushanbe

In fact, during the severest of the winter months travel along any section of the TRACECA route east from Tashkent becomes hazardous.

A TRACECA project is currently examining aspects of these problems. This is the Roads Maintenance project of which Module C is a study of Winter Maintenance techniques and beneficiary state requirements in general, and Module E is a pre-feasibility study of improvement of the various transport links to China through Kyrgyzstan, particularly from the Ferghana Valley to Kashgar, and of a tunnel on the road from Tashkent to Dushanbe.

The objective of this project would be to improve year round access along the links mentioned above, in terms of duration of open season for the highest passes, and improvement of safety at all times.

The project would have high public visibility because of the strategic nature of the routes in question and high public concern for presently hazardous travel conditions

Main Components

The project is of the investment type, basic know-how transfer and feasibility exercises being underway at present (Roads Maintenance).

The exact technical specification of dispositions foreseen would be generated by the present project. The category of interventions foreseen would be as follows:

- installation of safety barriers
- works to reduce the risk of rock falls and landslides
- static anti-drifting screenages
- mobile plant: snow ploughs, grit and salt spreaders, support vehicles.

Project budget 3 000 000 ecu (could be reduced for provision to Tadjikistan and Kyrgyzstan alone, say 600 000 ecu, combined with provision of container equipt.to others

Implementation timetable 12 months

RAIL CORPORATE DEVELOPMENT

Final Recipient

Uzbekistan Railways (Uzbek Temir Yollari or UTY),
 Department of Railways, Ministry of Transport of Kazakhstan
 Turkmen Railways, Cabinet of Ministers of Turkmenistan
 Department of Railways, Ministry of Transport of Kyrgyzstan
 Department of Railways, Ministry of Transport of Tadjikistan

Justification and Objectives

During 1997 several technical assistance projects have assisted Central Asian beneficiary states in the restructuring of their railway operating enterprises. These have been carried out by TRACECA for the EBRD in all five states, a small project by the EBRD alone in Kazakhstan, and by the Asian Development Bank in Uzbekistan. Essentially these projects seek to summarise the priority investment needs of the recipient railways, to determine their capacity as lenders, and to recommend such measures as may be appropriate to improve their management structure. This latter aspect should enable the companies both to improve their financial position and creditworthiness, and to redefine their relationships with their state owners.

The projects have led to firm negotiations for investment with the IFI concerned. Such negotiations are the most advanced in Uzbekistan. However, for loan agreements to reach fruition, the restructuring actions must be sustained. The ADB itself proposes assistance to Uzbek railways in this respect, once the present TRACECA project has reported. It foresees additional needs and invites TRACECA to assist with the specific actions outlined below. By analogy, the same process should be applicable to the other regional railway companies.

The objectives of the project would cover:

1. Advice to railways and government on Public Service Obligation (PSO) costing, tariffs, agreements on subsidies.
2. Downsizing of physical assets. The railways hold many assets which are redundant to present needs (obsolete rolling stock unsuitable for spare parts recuperation, real estate, branch lines...) which could be liquidated for cash to improve their balance sheets. A project module would assist with this process.
3. Commercialisation and Privatisation. The TRACECA Tariffs project is a first initiative or pilot. A next step is the adoption by the railways of International Accounting Standards, such that their annual reports become comprehensible to potential international investors.

Main Components

Frameworks for action in the region would be based on EU Directives and Regulations in this domain which are the models for World practice in countries moving away from state-run railways. Edicts of application include:

- | | |
|------------|--|
| 95/19/EC | Allocation of Rail Infrastructure Capacity and Charging of Infrastructure Fees |
| 95/18/EC | Licensing of Railway Undertakings |
| 91/440/EC | Development of the Communities Railways |
| 91/1893 | Public Service Obligations |
| 82/529/EEC | Fixing of Rates for International Carriage of Goods by Rail |
| 82/529/EEC | Competition in Transport by Rail Road and Waterway |
| 2183/78 | Uniform Costing Principles for Railway Undertakings |
| 2830/77 | Comparability Between the Accounting Systems of Railway Undertakings |
| 75/327/EEC | Harmonisation of Rules Governing Financial Relations Between Railway Undertakings & States |
| 1108/70 | Accounting System for Expenditure on Infrastructure in respect of Rail, Road and Inland Waterway |

These and others provide a wealth of experience and guidelines for the transitional situation in the beneficiary states. The problems encountered in the implementation of rail restructurings do have

universal commonalities. Beneficiary decision-makers will be made aware of the EU precedents. Draft agreements between state and operators applicable to the beneficiaries situations will be prepared with their experts and authorities. Assistance will be provided in the enactment (where necessary) and implementation of the agreements.

Assistance will be provided in the commercial disposal of such assets as may be redundant or most suitable for quick re-deployment outside of railways management.

Project Budget : 2 500 000 ecu

Implementation timetable 12 months

AKTAU PORT FERRY TERMINAL FEASIBILITY STUDY

Final Recipient:

The Department of Maritime Transport of the Ministry of Transport of Kazakhstan.

Justifications and Objectives:

The northern branch of the TRACECA corridor passes through the Port of Aktau. It is the preferred routing by Kazakhs for their traffic, as obviously it increases revenues to the Kazak railways and the port of Aktau, relative to the more southerly route passing through other states.

The Port of Aktau is recovering from a decline in traffic due among other reasons to its ideal position for servicing the Tenghiz oilfields, its role as a grain export port, and an increase in general cargo between other origins and destinations.

Between 1986 and 1992 the Port operated a rail and road ferry service between other ports, principally Baku. Due to the conflict in the Caucasus this service was halted. The condition of the ferry ramp in Aktau has deteriorated due to disuse. Today it is not operable. A technical mission has made a brief inspection of the facilities and reported on the requirements to re-commission the ramp and associated facilities.

The Port of Aktau has negotiated a loan of approximately 60MUSD for rehabilitation of the general Port facilities. This loan does not cover the ferry ramp.

However, preliminary indications are that there is a demand for this service and it could be a profitable for the port to offer it. There is also a strategic utility of the ramp, in providing an alternative in competition to the southern TRACECA route, and eventually relieving it of overloading.

The objective of this project is to carry out a full feasibility study on carrying out necessary repairs to re-commission the ferry ramp.

Main Components

The project would develop economic and financial projections to the level necessary for negotiating loans from IFI, and technical designs to the level necessary for competitive international bidding on the works.

Project budget 300 000 ecu

Implementation timetable 6 months

ANNEX 5

TRACECA Programme Reporting Summary

TRACECA PROJECTS REPORTS

PROJECT	YEAR & MONTH																	
	95	96	97	98	99	00	01	02	03	04	05	06	07	08	09	10	11	12
1 Dolphin Project, feasibility study for caravanserai West-East GmbH																		
2 Transport Management Training																		
3 Transport Legal and Regulatory Framework																		
4 Maritime Training in Baku port																		
5 Regional Traffic Forecasting Model																		
6 Road Transport Services (Caucasus)																		
7 Intermodal Transport																		
8 Railways Infrastructure Maintenance (Caucasus)																		
9 Implementation of Pavement Management Systems																		
10 Road Transport Services (Central Asia)																		
11 Ferry Terminals: Baku & Turkmenbashi																		
12 Rolling Stock Maintenance																		
13 TRACECA Trade Facilitation																		
14 Railways Infrastructure Maintenance (Central Asia)																		
15 Joint Venture for the Trans Caucasian Railways																		
16 Railways Tariffs and Timetable																		
17 TRACECA Co-ordination Team																		
18 Central Asian Railways Restructuring and Telecommunications Studies																		
19 Road Maintenance																		
20 Feasibility Study of New terminal Facilities in the Georgian Ports of Poti and Batumi																		
21 Restructuring of the Azeri and Georgian Railways																		
22 Intermodal Services Implementation and Training																		
KEY																		

ANNEX 6

Project Progress Tables

PROJECT PROGRESS REPORT

Project title: TRACECA Project - TRACECA Co-ordination Team		Project number: 97-0460.00		Country: Armenia, Azerbaijan, Georgia, Kazakhstan, Uzbekistan, Turkmenistan, Kyrgyzstan, Tadjikistan, Mongolia, Ukraine		Form 2.2, Page: 1					
Planning period: 09/1997 - 01/1998		Prepared on: 01/1998		EC Consultant: TRACTEBEL Development, Brussels, Belgium							
Project objectives: To provide professional and operational support to the TRACECA Programme											
No	ACTIVITIES IMPLEMENTED	TIME FRAME 1997-1998 (for the project period September 1997 to September 1998)			INPUTS						
		QUARTER			PERSONNEL EC Consultant		PERSONNEL Counterpart		EQUIPMENT AND MATERIAL		OTHER
		4	1	2	3	Planned	Utilised	Planned	Utilised	Planned	Utilised
	Re-establishment of permanent TRACECA Co-ordinating Offices in Caucasus and Central Asia; maintenance of the existing office in Brussels	XXXX			3			4 PC, 2 printers, 2 fax, 2 copiers	4 PC, 2 printers, 1 fax, 1 copiers		
	Re-appointment and management of local co-ordinators in all TRACECA founder state capitals	X XX									
	Meetings with Contractors, Partner Organisations, Co-ordinating Units, Delegations ; libraries in Brussels, Tashkent and Tbilisi ; facilitation of exchange of information between the Contractors ; review of reports issued by Contractors.	XXXXXX	XXXX								
	Preparation of new project fiches and TOR	X	XXX	XXXX							
	Preparation of conferences	X		XXXX							
	Launching of projects,	X	X	X							
TOTAL					15.5 mm	15.5 mm	22 mm	22 mm			

RESOURCE UTILISATION REPORT

Project title : TRACECA Project -TRACECA Co-ordination Team	Project number : 97-0460.00	Country : Armenia, Azerbaijan, Georgia, Kazakhstan, Uzbekistan, Turkmenistan, Kyrgyzstan, Tadzhikistan	Form 2.3, Page : 1		
Planning period : 09/1997 -09/1998	EC Consultant : TRACTEBEL Development, Brussels, Belgium				
Project objectives : To provide professional and operational support to the TRACECA Programme					
Prepared on : 01/1998					
RESOURCES/INPUTS	TOTAL PLANNED	PERIOD PLANNED	PERIOD REALISED	TOTAL REALISED	AVAILABLE FOR REMAINDER
PERSONNEL					
Cat I in EU	13 man months	5 man months	7.5 man months	7.5 man months	5.5 man months
Cat I in NIS	19 man-months	7 man-months	8 man-months	8 man-months	11 man-months
Cat II in EU	5 man-months	2 man-months	4 man-months	4 man-months	1 man-months
Local expert	85 man months	32 man months	30 man months	30 man months	55 man months
Interpreters	21 man-months	8 man-months	7 man-months	7 man-months	14 man-months
Sub-total	143 man-months	54 man months	56.5 man months	56.5 man-months	86.5 man months
EQUIPMENT AND MATERIAL					
Set office equipment (computers, faxes, copiers...)	1	1	1	1	1
OTHER INPUTS					
TOTAL					

OUTPUT PERFORMANCE REPORT

Project title : TRACECA Project - TRACECA Co-ordination Team	Project number: 97-0460.00	Country : Armenia, Azerbaijan, Georgia, Kazakhstan, Uzbekistan, Turkmenistan, Kyrgyzstan, Tadjikistan	Form 2.4, Page : 1
Prepared on: 01/1/1998 EC Consultant: TRACTEBEL Development, Brussels, Belgium			
Output results	Deviation original plan + or - %	Reason for deviation	Comment on constrains & assumptions
Local Offices re-established in Caucasus and Central Asia Working Group Conference organised Local Experts re-appointed in each TRACECA country Senior EU experts Junior EU experts TOR Newsletter/Web Investment/grant tender preparation	+ 30 % + 100% +100%	Use of short term experts for telecommunications dossier preparation Little leave by long term experts Re-edition of Web site Request from TACIS	

PROJECT PLANNING REPORT

Project title: TRACECA Project -TRACECA Co-ordination Team		Project number: 97-0460.00		Country: Armenia, Azerbaijan, Georgia, Kazakhstan, Uzbekistan, Turkmenistan, Kyrgyzstan, Tadzhikistan, Mongolia, Ukraine		Form 2.2, Page: 1	
Planning period: 09/1997 - 09/1998		Prepared on: 01/1998		EC Consultant: TRACTEBEL Development, Brussels, Belgium			
Project objectives: To provide professional and operational support to the TRACECA Programme							
No	ACTIVITIES IMPLEMENTED	TIME FRAME 1997-1998			INPUTS		
		(for the project period September 1997 to September 1998)			PERSONNEL	EQUIPMENT AND MATERIAL	OTHER
		QUARTER			PERSONNEL		
		4	1	2	EC Consultant		
	Preparation of new project fiches and TOR	XXXX	XXXX	XXXX X X X X	Counterpart		
	Preparation of conferences	XXXX	XXXX	XXXX X X			
	Meetings with Contractors, Partner Organisations, Co-ordinating Units, Delegations ; libraries in Brussels, Tashkent and Tbilisi ; facilitation of exchange of information between the Contractors ; review of reports issued by Contractors.	XXXX	XXXXXXX	XXXXXXXX			Conference budget
	Launching of projects,	X	X	XXX			
	Document and Web Site Management	XXXX	XXXXXXXX	XXXXXXXX			
TOTAL					16.5 m.m	65 m.m	