Trade Facilitation and Institutional Support Project

for Armenia, Azerbaijan, Bulgaria, Georgia, Kazakhstan, Kyrgyz Republic, Moldova, Romania, Tajikistan, Turkey, Turkmenistan, Ukraine, Uzbekistan

Completion Report
August 2006

ТИТУЛЬНЫЙ ЛИСТ ОТЧЕТА

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LIST OF ABBREVIATIONS AND ACRONYMS:

ADB CAREC	Asian Development Bank Programme on Central Asian Regional Economic Cooperation
ADB	Asian Development Bank
CIS	Commonwealth of the Independent Countries
CLBTT	EU-funded project "Common Legal Basis for Transit Transportation"
CPI	Continuous Process Improvement
EC	European Commission
EU	European Union
FAQ	Frequently asked questions
FF	Freight Forwarding Operations
FIATA	International Federation of Freight Forwarders Associations
GIS	Geographic Information System
H.E.	His Excellency
HBCP	EU-funded project "Harmonisation of Border-Crossing Procedures"
IDB	Islamic Development Bank
IFI	International Financing Institutions
IGC	Intergovernmental Commission TRACECA
IRU	International Road Transport Union
LogFrame	Logical Framework Matrix
MLA	Basic Multilateral Agreement on International Transport for Development of the Corridor Europe-Caucasus-Asia, signed on 8 September 1998 in Baku
MoU	Memorandum of Understanding
NC	National Commission(s) of TRACECA
NS	National Secretaries (Permanent Representatives of the Permanent Secretariat of the IGC TRACECA)
PR	Public Relations
PR I	TFIS Project's Progress Report I
PR II	TFIS Project's Progress Report II
PR III	TFIS Project's Progress Report III
PS	Permanent Secretariat of the IGC TRACECA
SG	PS IGC TRACECA Secretary General
TA	Technical Annexes to the MLA
Tacis	Technical Assistance Programme for CIS countries
TFIS	EU-financed Trade Facilitation and Institutional Support project
ToR	Terms of Reference
TRACECA	**Tra**nsport **C**orridor **E**urope **C**aucasus **A**sia
UN ECE	United Nations Economic Commission for Europe
UN	United Nations
UNDP	United Nations Development Programme
WB	World Bank
WG	Working Group Meeting

1 PROJECT SYNOPSIS

Wider Objectives: Promoting the Transport Corridor Europe Caucasus Asia (TRACECA) in order to develop and improve trade within the regions as well as the integration into the international economic structure (access to world market), i.e. to promote TRADE FACILITATION.

Specific Project Objectives:

A Development and follow-up of the implementation of the TRACECA Visa and the TRACECA freight documentation;

B TRACECA Hotline and enhanced communications initiatives;

C Support to IGC TRACECA and Permanent Secretariat.

Outputs:

(A):

1 - The local legislation hindering the implementation of the TRACECA Visa concept analysed and recommendation is provided;
2 - Follow-up of the results achieved by the CLBTT and HBCP projects is ensured;
3 - Pilot scheme for simplified rules for freight movement is designed and implemented;
4 - Dissemination seminars for all TRACECA countries to promote the Pilot project results are implemented;
5 - Action Plan for the TRACECA Visa and freight documents is prepared provided that implementation-conducive environment is observed in the respective TRACECA countries.

(B):

1 - A complete Hot line concept for each country is prepared;
2 - TRACECA web-page is updated and section for Frequently Asked Questions (FAQ) is established;
3 - Feasibility study for the use of webcam systems is prepared given the evaluation of the use of the webcams returns positive results.

(C):

1 - TRACECA annual meetings are organised;
2 - National Secretaries' Working Group Meetings are organised and held;
3 - Financial Support to the IGC and the Permanent Secretariat is provided;
4 - TRACECA Traffic Database is updated;
5 - Organisation and management capabilities of the IGC TRACECA PS are strengthened;
6 - Dissemination activities are carried out.

Activities:

A Development and Follow-up of the Implementation of the TRACECA Visa and the TRACECA Freight Documentation

1) In-depth review of documentation and legislation impact concerning international freight in each TRACECA country, including customs and visa agreements;
2) In-depth study of freight and passenger movement legal and legislation processes in each TRACECA country;
3) Assure continuation of outputs from previous and current related projects;
4) Design and implement initial "Freight and Passenger Pilot Schemes" in order to apply a new set of simplified rules;
5) Organise seminars with all interested parties of TRACECA states in order to plan the expansion of the initial "Freight and Passenger Pilot Schemes";
6) Convergence of the implementation of the TRACECA Visa and the TRACECA Freight Documentation;
7) Promote the harmonisation of both procedures and legislation for TRACECA Visa and TRACECA Freight Documentation through establishing, co-ordinating and agreeing on a time schedule with all MLA states.

B TRACECA Hotline (Information Desk) and Enhanced Communication Initiatives

1) Carry out an initial evaluation of the hotline concept and establish methodology and practical parameters;
2) Review of the current administrative capabilities of the TRACECA structure in relation to the operation and support of a Hotline and help desk initiatives with web-based application;
3) Elaborate on the total concept incl. cost analysis, development strategy and institutional/administrative requirements/impacts applicable to TRACECA webpage;
4) Evaluate the current TRACECA web page and develop an outline for an interactive centre for frequently asked questions (FAQ);

5) Programming and establishing the FAQ centre on TRACECA web page;
6) Deliver technical and financial support for operation and regular up-dates of the FAQ centre during the project period;
7) Carry out an in-depth research on available experience on the use of web cams at border crossing points in Europe incl. lessons learned;
8) Carry out an economic and financial feasibility study for the use of web cams at specific border crossings in the TRACECA transport corridor provided that initial study on webcams in Europe revealed positive results on experiences.

C Support to the IGC TRACECA and the Permanent Secretariat

1) Assist the Permanent Secretariat and the National Commissions in their work in the framework of the TRACECA Programme;
2) Inform other donors, IFIs, EU-commercial operators and other interested parties on the TRACECA activities and co-ordinate activities;
3) Maintain close contacts with IFIs;
4) Report directly to the Ministries of Transport on all aspects of projects financed by the EC in the frame of TRACECA;
5) Ensure a continuous financing of the Permanent Secretariat and National Secretaries for the period of 24 month in-line with the budget agreed with the project manager in Europe Aid Co-operation office;
6) Support and supervise the EU financial and technical assistance to the Permanent Secretariat in Baku;
7) Ensure a follow up of on-going and previous projects, including analysis of project outputs, evaluation of time tables etc. and provide the required co-ordination;
8) Define future project activities in collaboration with the Permanent Secretariat and the National Commissions;
9) Assist the European Commission in the identification of new projects and give support to the preparation of Terms of references;
10) Assist the Permanent Secretariat in dissemination activities of TRACECA information;
11) Give technical support and ensure regular up-dating of the TRACECA website;
12) Ensure the regular up-dating of the TRACECA traffic database;
13) Organise the IGC TRACECA Annual Meetings 2005 and 2006;
14) Organise PS IGC TRACECA Working group meetings (one in 2004, one in 2005 and two in 2006);
15) Elaborate recommendations for increased capabilities of the current administration
16) Drafting of Terms of Reference.

Target Group: Transport administrations and stakeholders in all the TRACECA countries

Beneficiaries: Cabinets of Ministers & Ministries of Transport of TRACECA member-states, PS IGC TRACECA, and the National Secretaries

Inputs: Technical Assistance will include as per addendum 2:

International expertise:
420 man/days Team leader;
420 man/days Supervisor to the PS IGC TRACECA;
420 man/days Project Co-ordinator in Central Asia;
191 man/days Short-term International Experts.
Local expertise:
1540 man/days long-term senior experts;
186 man/days short-term senior experts.

Setting up of the regional project offices (Baku, Almaty and Kiev).

Funding of the PS IGC TRACECA Activities

Project starting date: 27 August, 2004

Project duration: 24 months

2   SUMMARY OF THE PROJECT PROGRESS SINCE THE START

The project implementation since the start, in general, followed the phases and met targets of Overall Plan of Operations, Overall Output Performance Plan, Work Programme and the Terms of Reference. The assumptions related to project implementation environment were also considered.

The Consultant's activities since the start of the project followed the course of actions specified in the LogFrame Matrix attached to the present report (see Annex I – *Logical Framework Matrix*). The work of the Consultant was oriented on preparation and organisation of the 4th and 5th IGC Annual Meetings in 2005 and 2006, and thereafter on efficient implementation of the decisions taken. It should be mentioned that decisions of the 4th IGC meeting and issued resolutions impacted the Consultants activities in terms of support to the IGC TRACECA and the PS (specific objective C), and in terms of all issues concerned TRACECA Visa and freight documentation (specific objective A).

Thus, some of the risks and assumptions held true, and some activity/research findings strongly suggested a number of adaptations of the Terms of Reference. In the third project reporting period, these adaptations were agreed with the Commission with a purpose to utilise project resources and inputs in the most efficient and result-oriented way in order to provide maximum support to the beneficiaries. The project implementation since that time was pursued in compliance with the revised Terms of Reference (ToR).

It is worth specifying that external alterations in the project environment permanently took place requiring internal actions to adjust the project activity. Generally, these were changes in the responsibilities at the central governmental level, at the transport ministerial level, and changes in the TRACECA structures at the national level in many Parties to the MLA.

Since the start of the project changes took place in Georgia, Ukraine, Kyrgyzstan, Uzbekistan, Kazakhstan and Romania. New appointments happened in the Ministries of Tajikistan, Turkey, Romania, Bulgaria, Kyrgyzstan, Kazakhstan and Ukraine. In Georgia, Kazakhstan, Ukraine, Bulgaria, Kyrgyzstan and Romania the changes in the TRACECA structures occurred as well. New cooperation connections were re-established with the help of the office network, National Secretaries, PS and project stakeholders. Furthermore, the Consultant utilised actively the opportunities of the working group meetings, IGC annual meetings and project team missions.

A Development and follow-up of the implementation of the TRACECA Visa and the TRACECA freight documentation

Activity A1/2 - Analysis of Legislation

During project mobilisation at the Inception Phase, the Consultant started to collect and analyse the documentation in the sphere of international freight in the region as formulated in the task A. The follow up concerned mainly two TRACECA projects: Common Legal Basis for Transit Transportation and Harmonisation of Border Crossing procedures.

Using the collected material and legislative recommendations of the previous TRACECA projects in the first reporting period a situation analysis was completed. In cooperation with the PS the situation with actual implementation of the TRACECA Visa in the member-states was monitored. A detailed Report on Development and Follow-up of the TRACECA Visa and Advancement of Freight Transport Legislation in the TRACECA Countries was prepared, revised and submitted to the comments of the MLA parties in the third reporting period. The final version of this report was provided in the progress report III.

The report identifies the problems, documents the local legislation and provides recommendations which were coordinated with the beneficiaries, so the output was delivered and the respective indicator was achieved. In addition, the report and the findings were handed over to the PS Legal and Institutional Expert to assure continuity in updates and implement monitoring for the information collected.

As far as the Yerevan protocol was concerned, the Consultant reported that procedure-wise the implementation in the member-states was delayed. This happened due to the fact that amendments were subjects to the legal ratification processes in all member states. As per today, according to the information from the depositary, only the governments of Azerbaijan and Bulgaria ratified this Protocol on Amendments to the MLA. This situation was confirmed by the representatives of the MLA Parties in the various working group meetings of the PS organised by the project. It should be noted that Armenia endorsed the protocol and the Depositary of the MLA will be notified accordingly.

In accordance with the information received from the member-states the countries of Kyrgyz Republic, Moldova, Romania and Tajikistan were going to ratify the protocol. In Ukraine the ratification was not necessary, as these provisions were incorporated into the domestic legislation and were already legally binding. The Republic of Turkey considers its participation in SMGS Agreement, so it is premature to

mention the applications of this Protocol of Amendments for this country. No precise conclusions can be drawn for the case of Uzbekistan, due to the uncertainties in the transport sector management. The Georgian Custom Code envisages the zero VAT rate for railway transportation.

In Kazakhstan, as reported by the National Secretary, a recently adopted Action Plan for transit transport potential development for 2004-2006 envisages updating the customs law in order to adjust the application of the SMGS transport bill and other related railway documentations in the form of a freight customs declaration.

In addition, intensive activities are being arranged in terms of elaboration of the draft Convention "On international transit transport procedures using SMGS bill" initiated by a number of railway administrations in some countries. The given draft was adopted at the 67th session within the framework of the Committee on domestic transport held by UNECE on 15-17 February 2005. This adoption would also allow application of the SMGS bill as a customs document throughout the travel routes located in TRACECA member-states.

Activity A3 – Follow up of the related TRACECA projects

Concerning follow-up of results of CLBTT project, the Consultant reviewed, promoted and forwarded the outputs of this project (mainly new Technical Annexes and Amendments to the MLA) to the Working Group Meetings in Baku (Oct. 2004), Istanbul (Feb. 2005) and Baku (April 2005) in order to find consensus for adoption of the documents at the IGC in Baku (April 2005). Based on the results of Baku April 2005 Working Group Meeting carried out one day prior the 4th IGC Annual Meeting, the participants agreed not to forward to IGC agenda any of the proposed documents, as consensus between the Parties on the subject was not possible.

Beyond this task and the achievement of the respective project output and indicator for Activity A3, the Consultant made research on the causes for impossibility of adoption and initiated a transformation of the documents towards interstate agreements. This issue was brought forward at the working group meetings of National Secretaries in Kiev (Nov.05) and in Bucharest (Feb.06), but the Parties demonstrated no willingness to restart approval procedures. The results of the discussion are documented in the final recommendations of the WGs. The agenda of all TRACECA meetings was pre-discussed with the Parties, and none of the Parties had proposed to include the point of further expansion of the MLA.

At the 5th IGC Annual Meeting in Sofia in May 2006, the Parties adopted the IGC Strategy for development of the international transport corridor "Europe Caucasus Asia" (TRACECA) for the period up to 2015. This strategy has been commonly elaborated by the Parties and the PS with the support of the European Commission and the TFIS team. The strategy comprises state-of-the-art provisions on how to develop modern and reliable transport corridors. The document contains additional framework stipulations for development of multimodal transportation and freight-forwarding business.

In the Consultant's opinion the comments on the subject of the currently running Freight Forwarders' Training Courses project should be considered by the PS. In its Interim report I, this project had issued comments on these technical annexes, recommending Parties to improve the provisions of the Annexes before taking a decision for adoption. The Consultant finds it important that the agenda of the next IGC contains a clear and commonly accepted formulation regarding the draft technical annexes.

Concerning the follow-up of HBCP project results, a close cooperation with respective initiatives of UNECE was maintained. The UNECE have made considerable efforts for harmonisation of transport and transit documentation. Close collaboration and mutual exchange of views with TRACECA have been established. It is advisable to use the structure of Permanent Representatives of the PS IGC TRACECA in the countries to promote cooperation with trade facilitation entities in the TRACECA countries. Information on transit rules and procedures will to be disseminated with involvement of the corresponding national authorities on the platform of the TRACECA web-page. The UNECE will use their contact possibilities and enforcement mechanisms to help accurately implement and maintain the information initiative. The possibility for this is already envisaged in the new structure of the web site. The initiative is recommended to be linked to another web-based project – the TRACECA Information and Help Desk.

In addition, the gap between HBCB recommendations and possibilities for implementation in the countries is bridged by the present design of the pilot scheme (please refer also to next activity A4). Other dimension of activities in this respect implies cooperation with other international organisations dealing with trade facilitation, and further implementation of the IGC Strategy.

Activity A4/5 – Pilot Schemes

In the design of the pilot scheme the Consultant recommended modern procedures that are suitable for implementation under current circumstances at selected TRACECA border-crossings. Mainly two factors served as a basis for pilot scheme implementation: pre-information system and mutual support of and

among the authorities. The implementation of the pilot scheme was designed to encourage cooperation between customs, border authorities and private trucking industry.

The detailed design of the pilot scheme for simplified rules in freight movement was outlined in previous project progress reports. Countries selected for the pilot scheme were Azerbaijan, Georgia and Turkey. The following border crossings were selected.

- Gardobani - Red Bridge (Georgia) – Siniq Kerpu (Azerbaijan);
- Sarpi (Georgia) - Artvin-Sarp (Turkey); and
- Poti Port (Georgia).

Intensive consultation with all major stakeholders (PS, National Secretaries, border authorities, customs, Ministries of Transport, port authorities, forwarders, truckers etc.) was undertaken and revealed, in principle, viability of the pre-information based pilot scheme design.

After research on trucking companies for potential inclusion into the freight pilot scheme, the negotiation process with leading European and Turkish trucking companies resulted in 2 pilot scheme runs. These two projects were implemented in March and May 2006 with involvement of Turkey, Georgia and Azerbaijan. The Consultant also analysed the complete border-crossing procedure at the Turkish-Georgian border. The Port of Poti was also included into the pilot scheme route. The mission reports and findings are attached to the present report (Annex II – *Mission reports on pilot scheme implementation*).

In the design and implementation of the pilot schemes, the Consultant widely applied the pre-arrival information system. The tables containing all information requested by customs and border guards were sent 24 hours before truck's and freight arrival to the involved borders. The pre-information tables developed during previous reporting periods were simplified after the implementation of the 1st test run. This was based on practical requirements at borders and was strongly supported by the authorities. The information was sent to border-guards and custom separately. Some technical limitations and physical barriers that impacted the implementation of the pilot scheme have been discovered and were reported. The Consultant experienced fruitful cooperation with border and customs authorities in the pilot scheme implementation (Annex II*)*.

The private trucking industry informed on its readiness to use the pre-information system in the future. It turned out that information about vehicle, cargo and driver details can be made available 24 hours prior arrival to the truck to the respective border.

Dissemination of the pilot scheme was mainly carried out during the Working Group Meetings in Istanbul (Feb. 05), Kiev (Nov. 05) and Bucharest (Feb. 06). By these actions, the first stage of the dissemination activities was completed. The specific dissemination seminar for pilot scheme results was organised in Stuttgart, Germany on 16-18 August 2006 to report and share the views and findings of the Consultant (Annex III – *Documents of the Dissemination Seminar*).

The Consultant established a contact with the EC contractor involved in drafting of the Terms of References for the border-crossing issues in the South – Caucasus and supplied the documentation of the tests drives implemented. Later, the Consultant organised a meeting to discuss the subject with TRACECA authorities and to exchange views on possible inclusion of TRACECA experience into the future terms of reference for cross-border projects. With this activity, the better coordination and increased involvement of the PS into this process could be established.

The following conclusive remarks and suggestions can be added:

- Simplification of border-crossing procedures represent a long-term objective which necessitates strong political incentives and adaptations of the national legislations
- New projects linked to cross-border cooperation are being developed with the EC
- Development of the TRACECA corridor was supported by draft design of the forthcoming projects
- Project pilot schemes have potential for further elaboration and wider application

Thus, the performance indicators for this activity are achieved. The Consultant cared about the sustainability of the test drive results by sharing the experience obtained with the EC project involved in border-crossing issues.

Activities A6/7 – Convergence of TRACECA Visa Implementation

These activities are closely interrelated with activities A1, 2 and 3, and A5 - Preparation of the Action Plan for the TRACECA Visa. In consultation and coordination with the PS in the second reporting period the indicator A5 was fulfilled. The details were earlier described in the "Report on Development and Follow-up of

the TRACECA Visa and Advancement of Freight Transport Legislation in the TRACECA Countries" attached to the PR III.

Contextual scope and practical application of the proposed amendments, as remarked by the EC Freight Forwarding Training Courses project, should lead to new discussions. The provisions of the prepared Action Plan, however, are most likely not to be implemented. Such a situation was foreseen in the ToR, specifically in the section 3.2 (Risks), which provides for impossibility of achieving agreement on procedures and documentation in regards of the TRACECA Visa subject. This situation was communicated with the beneficiaries and the EC, having resulted in the redirection of some of the originally envisaged resources to other tasks of the Consultant (as fixed in Addendum II of the TFIS project contract).

In the third reporting period, the Consultant had pointed out that further deliberation of the issue within the Parties is needed and that a clear vision would be required at the member-states level, and supported repeated consideration of the documents in the member-states.

After the 5th IGC meeting in Sofia, the new Secretary General of Permanent Secretariat initiated an audit of all IGC Resolutions to obtain the most recent information on willingness of the Parties to commit themselves for fulfilment of such initiatives. The Parties have agreed to discuss the subject again. The Consultant also recommended considering the comments of the Freight Forwarding Courses project on Multimodal and Freight-Forwarding draft Technical Annexes within this process. Also, the Parties and the PS are recommended align their activity with implementation of the strategy.

B TRACECA Hotline (Information and Help Desk) and Enhanced Communication Initiatives

Activities B1/2/3 – TRACECA Information and Help Desk

In order to fulfil the specific objectives of the project the Consultant completed the following tasks during the project implementation:

- Took steps to evaluate the initial situation of the hotline concept in the member-states,
- Established a methodology and practical parameters of the overall technical and administrative system,
- Recommended the application of the web-based tool;
- Designed its structure and outlook;
- Improved the layout based on the practical parameters;
- Kept the stakeholders (international transport organisations and transport business) informed.

In parallel to investigation of the subject in Europe, the Consultant developed a questionnaire (as reported earlier) to reveal the situation in the TRACECA member-states in regards of possible application of the Hotline. The questionnaire was distributed to the Permanent Representatives in the TRACECA countries with a request to provide a feedback upon discussion of the subject with relevant national authorities. The issue was also discussed with the National Secretaries during working meetings, missions and meetings of the PS. The feedback received on the subject allowed concluding that many of TRACECA states were not in favour of allocating dedicated funds and resources for the originally envisaged hotline idea.

It was also revealed that countries have established their own information-, help- and hotlines as integral part of the responsible authorities such as border-crossing and customs bodies. The idea to use these resources to help serve TRACECA information and help desk initiative was supported. In some countries self-operated "hotlines" dedicated to TRACECA exist under the authority of the National Secretaries. The combination of these two approaches helped establish a reliable network for TRACECA without attraction of additional resources.

As the Consultant reported earlier, the information and help desk concept is based on the following underlying assumptions:

- No necessity to establish a dedicated telecommunication network;
- Shift from purely humanitarian aid related concept to wider application in all transit affairs;
- Wide support of the National Secretaries for the organisation of the new initiative (Information and Help Desk) and responsibility of the PS for updates;
- TRACECA web site serves as a major platform for the Hotline (Information and Helpdesk).

Thus, a viable and practicable alternative was elaborated, disseminated and coordinated with the beneficiaries. This initiative was renamed into "information and help desk" in order to avoid misunderstandings. This new concept was agreed with the EC fixed in addendum II of the TFIS project contract and was implemented.

The information desk contacts are also supposed to provide information about the transit rules in the respective TRACECA countries. The information desk should comprise more extensive and customer-minded information, and is linked with the TRACECA-UNECE trade facilitation initiative. The links to the national customs committees' websites are also established.

Currently, complete information for all TRACECA countries is available on www.traceca-org.org. A special link is organised for this purpose under Customer Service and Information section and Hotline sections (http://www.traceca-org.org/tp/tracea_infodesk.php?l=en). The information was disseminated with the support of the PS to the mailing lists of transport sector stakeholders. Any updates of the information are recommended to be continuously disseminated.

The National Secretaries together with the PS are recommended to monitor the results and discuss the implementation in their respective countries. The Consultant also encouraged that the National Secretaries share their experiences among themselves and work for further advancement of the process together with the PS.

The whole mechanism envisages unlimited exchange of information between the major participants: the PS, national authorities, transport associations, transport companies, state border authorities and the National Secretaries. The TFIS project in cooperation with the PS provided support, assured initial coordination of the activity, and took steps to make the proposed mechanism sustainable.

Thus, the output as well as the indicator is achieved involving presently all TRACECA countries.

Activities B4/5/6 – Webpage FAQ Centre

All activities were carried out and completed, and the provisions of the ToR were fulfilled. The existing web site was evaluated. An interactive centre for frequently asked questions (FAQ) was developed, programmed and established and reshaped to fit the structure of the new webpage including technical and financial support for its operation. Permanent update of the website was done within the project implementation period.

In the long run, it is essential for an international body like the PS IGC to possess effective communication and dissemination tools. Currently, the most important mechanism for dissemination and promotion of information about TRACECA is the web site.

The Consultant supported a major revision and redesign of the web site, in close cooperation with the Permanent Secretariat. Thus, output for B2 was delivered at the greater scope than envisaged in the ToR and the respective indicator achieved.

Activities B7/8 - Webcams

The research on the experiences of the use of web cams at EC border crossings was made and has resulted in the report submitted to the Client in December 2005.

The findings were not encouraging and explained that surveillance cameras used by the border authorities are not linked to the internet. A transmission of images to the open internet sources is restricted or prohibited. This is mainly due to increased security at border crossings. Hence, findings revealed that there were cameras in closed networks without permitting web-access to its images to the general public.

Web-cams installed near the border-crossings and accessible via the internet mainly serve the following purposes:

- Advertising activities for ports and major transport nodes with impressive volume of traffic;
- Marketing purposes for such entities;
- Providing information for tourists wishing to cross the borders at this particular border-point (weather conditions, etc.), and others.

As no experience to use web cams at European Border Crossings exist, and as the feedback from beneficiary countries suggested that the use of web-cams is unacceptable and not feasible for legal and security reasons. Thus, further in-depth economic and financial feasibility investigations would have wasted scarce project resources. Assumptions which required possibility for selection / identification of sufficient number of border crossings along the TRACECA corridor for investigations on the use of web-cams did not materialise. Therefore, the Terms of Reference (Addendum II to the Contract) were adapted to the findings and the remaining available man-days and funds associated with activity B8 were redirected towards other activities – mainly to increase activity levels in Component C of the project with prior approval of the Task Manager.

C Support to the IGC TRACECA and the Permanent Secretariat

Activities C1/2/3/4 - Cooperation and Co-ordination with Project Partners, Stakeholders and Beneficiaries

The Consultant was deeply involved up to Sofia IGC conference in the day-to-day tasks and management of the Permanent Secretariat and its related structures concerning all matters of the TRACECA programme. The Consultant's participation was addressed to relevant technical/administrative assistance, informational support, co-ordination among authorities, interregional co-ordination, co-operation with EC Delegations, and liaison with other EC Consultants, donor organisations and representatives of the beneficiary countries.

The Consultant co-operated with representatives of the international development partners (UNDP, ADB, ADB CAREC, UNECE, WB, IDB, IRF, IRU, FIATA, IMO and, to a lesser extent, with bilateral agencies such as Jica, KfW, GTZ, USAID) in the Caucasus, Central Asia and Ukraine. The assistance to EC in IFIs coordination on TRACECA corridor was implemented. The Consultant assisted the EC in coordination on the M3 Road Moldova project Aktau port project, Gazi-Mammed Highway (M1) contract supervision, the planning of the ADB Road Project in Azerbaijan (M1 Qazax to Border) to include construction Border Facilities in the framework of the project. The cooperation with ADB was also established in Central Asia especially on the Sari Tash Road in Tajikistan. Contacts were maintained for the Port Feasibility Studies Ukraine and the purchase of Locomotives for Azerbaijan.

A preparatory work on drafting a memorandum of understanding between PS IGC TRACECA and International Road Federation resulted in signing of this document at the 5th IGC meeting in Sofia. The preparatory work on revising the text of the MoU with BSEC had started before the 5th IGC Conference, and is recommended to the PS for further elaboration.

The Consultant also maintained solid co-operation with the national transport sector authorities together with the PS and its structures. By reporting on a regular basis to the Ministries of Transport or other relevant authorities the Consultant provided adequate information on all aspects of the projects financed by the EC in the framework of TRACECA. The authorities provided information about their respective future needs and priorities in order to adequately identify and design future projects adopted for funding. This was carried out with the strong support of the PS and National Secretaries, and at missions and appointments as well as through participation at conferences, writing and phone conversations from all three TFIS project offices (Baku, Kiev, and Almaty).

The Consultant maintained close contacts with project partners and facilitated that the representatives of the leading international transport organisations were present at the IGC meeting in Sofia and delivered the presentation on the actual issues for TRACECA. The provisions of ToR in respect of donor coordination were actively and continuously implemented in the course of the project implementation, so the requested output was delivered as required by the terms.

Activity C5/6/15 - Financial and technical Support to the PS, Capacity Building

The project supported and supervised the EU financial and technical assistance to the PS. The continuous financing of the PS was provided without delay and in line with the budgets agreed and approved by the EC Task Manager and by the Permanent Representatives of the PS IGC TRACECA.

Furthermore, the Consultant was able to positively influence the decision-making processes towards future self-financing of PS structures from 2006 onwards. In this respect the Consultant elaborated various budget lines, financing models and presentations. The self-financing of the PS structures is the indication that the member-states are taking over the ownership of the IGC TRACECA. It should be noted that with the assistance of the Consultant the joint-financing agreement was drafted, that was consequently concluded by Azerbaijan, Bulgaria, Georgia, Moldova, Tajikistan, Turkey and Romania at the Fourth IGC meeting in Baku, in April 2005. For different reasons, the countries of Kyrgyzstan and Ukraine, Kazakhstan and Uzbekistan as well as Armenia could not sign the agreement already during the conference. However, Kazakhstan and Armenia currently participate in the Agreement, as the appropriate procedures were finalised in these countries. The Consultant was in close contact with these countries to promote accession to the agreement. The Consultant ensured at any time of the project implementation funding within proposed, agreed and approved budget. The contributions of Kyrgyzstan and Tajikistan for 2005 were also paid by the EC via the project in addition to the originally envisaged budget for the EC support.

Furthermore, a bookkeeping system with a clear differentiation of the EC financed parts of the budget from the MLA member states' contributions to the budget has been established and an effective controlling has been installed. The existence of experienced, accurate and intelligent management of the introduced book-keeping is essential for the PS. The basic understanding of the banking system and financial management

will be also needed at the PS to assure proper management of the resources, comply with cash-flow requirements, realistic budgeting and liquidity management, and so on.

In addition, the Consultant was involved in setting up the Temporary Regulation for the Work of the Auditing Team of the PS IGC TRACECA which was adopted and the 2006-audit team was established at the 5th IGC Conference.

The defined targets after the start up of the TFIS project were identified in close cooperation with the Secretary General of the PS IGC TRACECA (output 3 according to the logframe):

- to achieve entire self-financing of the PS institutional structures through MLA parties;
- to set-up IGC budget and audit procedures; and
- to establish an auditable accounting system under PS ownership.

These three targets were achieved.

The consultant had elaborated the budgets for 2004, 2005, 2006 for approval by the EC task manager and the latter ones by the 4th Annual Meeting of the IGC in Baku and the revised budget of the PS for 2006. Based on these budgetary propositions a 2007 budget for approval of the IGC was prepared and adopted at the 5th IGC in Sofia. Annual Financial Reports on the Joint Financing and EC budgets for the year 2004 and 2005 in line with the procedures established in the Joint Financing Agreement were approved by the 4th IGC in Baku and by the 5th IGC in Sofia respectively.

Implementation of this task went beyond the well-established certified and EC-auditable accounting system of the Consultant and required considerable resources.

In addition to the financial support described above, extensive technical support was delivered to the PS. The main tasks, content and direction is outlined in the "Recommendations on capacity and institutional development of existing TRACECA structures" attached to the PR II after an in-depth analysis phase and based on experiences gained during the day-to-day management of the PS IGC TRACECA. The implementation of recommendations and measures described was on-going; some measures were adjusted in order to actively anticipate and react on latest developments during project implementation (mainly IGC decisions taken). The presentation of the development of these recommendations was carried out by the PS Supervisor at the project dissemination seminar in Stuttgart, August 2006.

The Consultant's activities entailed an objective of capacity building for the PS' staff. The Consultant encouraged transferring of the superior responsibility to the PS in its actions and activities. The PS staff members were encouraged to take over more accountability and sovereignty in their daily work. Measures were taken to introduce a continuous process improvement (CPI) and quality assurance. These steps were necessary to improve the functioning of the PS as an internationally recognised interstate institution.

Apart from all financial and budgetary matters, the Consultant advised the PS in

- the organisational structure within the PS and with its structures in the Parties to the MLA and its necessary adaptations to changed framework conditions and new challenges (including detailed job descriptions for every position),
- the recruitment process for necessary staff replacements from vacancy announcements to staff evaluation, structured interviews, standard tests for translators, to labour contracts complying with relevant legal framework conditions in Azerbaijan,
- in the issuance and further development of internal regulations (security, travel regulations, etc.),
- in the organisation and improvement of the TRACECA archive and document management system,
- in matters related to investment and procurement processes,
- templates of standard documents such as minutes of meetings, mission reports etc. were developed, considered and applied. The Consultant also prepared the PS-specific guidelines for usage of these templates,
- PR, Marketing and Dissemination matters, which ranges from standard presentations, attendance on relevant conferences of third parties, organisation of PS missions, advertisements, website etc.

The capacity building process was an ongoing challenge and one of the most intensive workload for the project team in Baku that resulted in improvement of professional and administrative capabilities of the PS.

Activities C7/8/9/16 - Coordination of Other Project Activities, Assistance to EC in Project Identification and Preparation

The Consultant assisted the European Commission and the EC Delegations in all TRACECA relevant projects throughout the EC project cycle, i.e. from the identification and preparation of new projects to involvement in project implementation of recent, on-going and future EC supported projects.

The Consultant ensured close and regular contact with previously finalised, on going and newly established projects. The Consultant advised on relevant contacts and often acted as intermediary and trouble-shooter.

Projects for the TRACECA AP 2005 and 2006 as well as for the Central Asian regional budget lines for 2005 and 2006 were identified in close cooperation with the beneficiaries and project partners in the countries and agreed upon by the EC. The documentation of the Working Group Meetings manifested those efforts.

Altogether, since the start of the project, project identification fiches for 5 projects, project fiches for 14 projects and Terms of Reference for 14 projects have been drafted. It has to be noted, that during the course of TFIS project implementation, several alterations in EC internal rules and templates took place and imposed a higher workload on the Consultant as expected in the proposal stage of the project.

The Consultant was involved in the preparation of the EC and EC Delegations officials meetings and missions in Central Asia as well as in the Caucasian and Black Sea Countries. The consultant also facilitated the EC obtaining in time and in the correct format Statements of Endorsement from the beneficiaries for the future projects.

The provisions of TOR stipulated in respect of assistance to the EC in coordination and project identification activities, including assistance in drafting of the ToR, were completely fulfilled by the Consultant.

Activities C10/11 – Dissemination and web-site

TRACECA dissemination materials produced earlier were distributed in the region among interested stakeholders and beneficiaries. With the help of the Consultant the TRACECA web site was widely used for posting of new information about the EU Programme and activities of the PS. The web site allows for ample dissemination of the TRACECA materials among interested parties, involves improved presentation and easy access to the information. A major revision of the web site initiated by Consultant was completed in close cooperation with the beneficiary. The detailed presentation on the website structure was delivered at the IGC meeting in Sofia and is attached to the present project report (Annex IV – *Presentations prepared and delivered by the Consultant at the 5th IGC meeting, May 2006, Sofia, Bulgaria*). The online presentation of the new website was delivered at dissemination seminar in Stuttgart in August 2006.

During various regional events TRACECA institutions and projects were presented to a broader audience, e.g. during the UN-Conference on the "Role of International, Regional and Sub-regional Organisations for the Implementation of the Almaty Programme of Action", OSCE Conference on Role of Transport Development in Enhancing Regional Economic Cooperation and Stability to name just a view of them. The Consultant also assisted the Secretary General in preparation of a presentation on TRACECA at the High-Level Working Group meeting in Kiev, in December 2005 and on other events. The Consultant was engaged in organisation and installation of the TRACECA stand of the TransCaspian Exhibition in Baku in 2005 and 2006. The arrangement of the TRACECA stand was noted by the representatives of the international organisations, transport companies and mass media as one of the most attractive and visited at the exhibition.

TRACECA Stand

HE Mamedov, Minister of Transport of Azerbaijan at the TRACECA Stand with the former SG, Mrs Trenkova

In addition to this, the project upon agreement with the EC Task Manager, initiated and completed the design of the print out of the TRACECA IGC Strategy Brochure. Also, upon request of the countries the executive summary was designed and prepared as a publication booklet. Both publications were used in the official documents of the 5th IGC meeting, and later on, after approval of the strategy, also widely disseminated to interested parties and transport sector stakeholder. Thus, TRACECA was widely presented at major relevant transport events of key players acting in the region and achieved considerable public awareness in the regions and among the donor community.

In order to ensure sustainability of dissemination process and to enable PS with distribution of the most actual information to the partners, the Consultant envisaged the print out of additional 250 exemplars of Strategy Brochure and Executive Summary Booklet. Both publications were delivered to the PS premises and handed over to the PS librarian. The activity was agreed with the EC, and requested by the beneficiaries.

The respective outputs are delivered and the performance indicator achieved.

Activity C12 – Up-dating TRACECA traffic data base

The previously existing TRACECA traffic data base did not meet minimum requirements as a modern planning and information tool for comprehensive transport sector data in the TRACECA region. Thus, the up-dating of the database as per ToR was not possible and a new data base was created. A first detailed report on activities in this respect was given in the progress report II. A further description was attached to PR III in the report "TRACECA GIS Database – further development and improvements". The database was further developed. In July 2006, the handover to PS staff took place and the final report containing the detailed user manual for the database system was prepared. Thus, basic activities in this respect were:

- Review and analysis of the existing traffic data system and outlining new traffic data concept;
- Specification and purchase of suitable software (data base software and GIS);
- Creation of new data collection tables and establishing the data collection process;
- Preparing the data collection manual
- Programming, up-dating and standard reporting formats;
- Transfer of existing traffic data to new traffic data base and assigning geographical reference system
- Insertion of new data to database
- Making data base fully workable
- Issuing the user manual (To be attached as Annex V – *Database user manual*)
- Transferring the data to the PS for ownership.

The development of the database subject was constantly reported to the member-states in the framework of the PS working group meetings and the 5th IGC meeting entitled the PS for further implementation of the data collection process. So, the database subject was discussed at every PS event and was closely followed up with the National Secretaries during the course of the project implementation. The respective output is delivered and the indicator achieved.

However, TRACECA database is not a transport model. Instead, as its name suggests, the TRACECA database is a databank with some GIS tools developed on top of it, which provides base (or input) data for transport models and which also stores the results of the last transport model (the one developed by BCEOM). The GIS tools are by far no substitute for a transport model, but they are useful for accessing the database and retrieving information and producing maps (which of course is an asset by its own). The database laid the ground for the new project that is to deal with a new traffic forecast and/or setting up a transport model. So, the TRACECA database can provide updated input data for the next traffic forecasts, but of course this is an explicit task for a separate project.

Consequently, a new traffic forecast can only be made with the help of a 'real' transport model, in the framework of the new project that is being tendered. The EC consultant awarded with this project is to select the transport model suitable for TRACECA. Certainly, the new project can and should make use of the TRACECA database.

Activities C13/14 – TRACECA Meetings and Events

Since the project start, the Consultant organised the following TRACECA Meetings:

- Working Group Meeting of the PS IGC TRACECA in Baku 6 - 8 October 2004

- Legal Working Group Meeting of the PS IGC TRACECA in Baku 6- 8 October 2004
- Working Group Meeting of the PS IGC TRACECA in Istanbul 17/18 February 2005
- Preparatory Meeting of the PS IGC TRACECA in Baku 20 April 2005 (prior to the IGC Conference)
- 4th Annual Meeting of IGC TRACECA in Baku 21/22 April 2005
- TRACECA Strategy Meeting in Istanbul, 26/27 September 2005
- Working Group Meeting of the PS IGC TRACECA in Kiev 15/16 November 2005
- Legal Working Group Meeting in Kiev 15/16 November 2005
- Working Group Meeting of the PS IGC TRACECA in Bucharest, 8/9 February 2006
- Legal Working Group Meeting in Bucharest, 8/9 February 2006
- Preparatory Working Group Meeting to the 5th IGC Conference in Sofia 1 May 2006
- 5th Annual Meeting of IGC TRACECA in Sofia 2/3 May 2006
- Pilot Scheme and Project Dissemination Stuttgart, 16 – 18 August 2006

For the meetings of this conclusive reporting period, the final documents of the 5th IGC annual meetings attached as Annex VI – *Final Documents of the 5th IGC Annual Meeting.*

For all those meetings main tasks of the Consultant comprised:

- logistical arrangements i.e. travel arrangements such as flights and hotels, conference facilities and equipment, translations, catering, accrediting, side events, conference designs etc.
- financial arrangements (budgeting, tendering of deliveries, price and contract negotiations, payments, accounting and financial reporting)
- technical preparations of documents starting from the agenda, programme, list of participants to elaboration of or assistance in the production of relevant technical documents to be included in conference folders
- delivering presentations, adaptation of documents, minutes of meetings, drafting of final resolutions, decisions, recommendations during the meetings
- meeting documentation and distribution of final documents to the participants of the meeting
- follow-up of decisions, recommendations, and resolutions made during the meetings (throughout the project implementation period).

Of course all these tasks were carried out in close cooperation and day-to-day meetings with the PS management and experts.

The only exception of these comprehensive tasks was the TRACECA Strategy meeting where major payments, price negotiations and financial reporting were delivered via a framework contract. A WG meeting of the PS in July 2006 in Istanbul was prepared technically, content wise and financially solely by the PS, but with support concerning the content of one topic – template forms for gathering information required to elaborate concept of strategy implementation.

During the project implementation period, it was possible to hold more than the amount of meetings foreseen in the terms of reference (4 Working Group Meetings and two IGC Meetings) because of high engagement of the staff of the Consultant and because some of the meetings were combined in one venue which led to considerable savings. Due to tight cost management of the Consultant overall budgetary limits (targeted for the original number of meetings) could be met. Thus, the output was delivered and the performance indicator is achieved.

3   PROJECT PROGRESS IN THE FINAL PROJECT PERIOD

The project planning outlined below covers the period from the month 19 (March 2006) through the month 24 (August 2006) of the project implementation. The activities were in compliance with the Overall Plan of Operations, Overall Output Performance Plan, Work Programme and LogFrame Matrix. Implementation was based on the provisions of the Contract Addendum. Remaining tasks fulfilled in the last reporting period are described in the following section. The schedule of the meetings in the reporting period is attached in the Annex VII. The overview of the project results and achievements was presented by the Consultant at the project dissemination seminar in Stuttgart in August 2006. The remarks to the Consultant's performance was expressed by the beneficiaries, and included in the records on comments made (Annex III). On general the participants expressed positive attitude on the activity of the project, and high-lighted the areas at which the improvement could have been made. Some comments were also handed over at the seminar and were considered in this final version of the report.

The efforts of the consultant in the last project reporting period were aimed to finalise and implement the tasks of the ToR and at efficient preparation and implementation of the IGC meeting. These tasks embrace all preparatory work from concept to realisation, and entailed:

- Organisational support (travel and accommodation arrangements for the official delegations and guests, arrangements of conference facilitates, arrangement of the conference technical support and interpretation, including the organisation of the SG mission to CA to ensure high level participation from these countries)

- IGC Decisions' content activities (formulation of the IGC decisions based on the preliminary work done in the format of the WG meetings, various missions, assistance in distribution of the documents to the Parties as per assigned procedure, preparation of the presentations and conference material)

- Background work to make IGC decisions possible and ready to be implemented (Preparation of the financial reports and for future budgets, assistance in preparation of the IGC strategy, design and publication of the IGC strategy for adoption, design and programming of the website, development of the TRACECA GIS database, design of the future structure of the PS IGC, assistance to the EC in drafting action plans to be adopted and of the ToR/IF/PF for future projects, etc)

- Strengthening of the International Relations (Cooperation with the PS and MoT) to ensure highest governmental support at the Presidential level to the TRACECA conference, Coordination with international organisations and development partners to ensure their participation at the high forum of the IGC, preparatory work for signing of the MoU on the Sofia conference between the PS and International Road Federation, coordination with the PS and MoT to ensure highest governmental support to the TRACECA conference etc.)

These activities were carried out with the support of the PS management and staff, and in close cooperation with the National Secretaries,

The TRACECA IGC Conference in Sofia was considered as a success not only by the Parties to the MLA, but also by the European Commission and the international organisations. The highlight of the Conference was undoubtedly, the adoption of the IGC TRACECA strategy for the period up to 2015. This document enables TRACECA to increase the competitiveness of the TRACECA corridor, i.e. to **promote TRACECA in order to develop and improve trade within the regions and assure world market access to the countries.** It is well-known, that this goal was a cornerstone in design of majority of the Tacis TRACECA Programme projects. It is also supported by the MLA and constitutes an essential attribute of the PS work. Further important decisions were aiming at making the TRACECA institutions self-sustainable, transparent and accountable.

A Development and follow-up of the implementation of the TRACECA Visa and the TRACECA freight documentation

No new information was received from the member-states on the above subject – still only Azerbaijan and Bulgaria have ratified the decisions. The IGC preparatory meeting in Sofia and before in Bucharest revealed again that countries perceived no urgent need to speed up or even to follow-up this process.

One of the main activities in the framework of task A in this reporting period was the implementation of the pilot scheme. The simplified rules for freight movement were further developed. In consultation with authorities, National Secretaries and private trucking industry the pre-information tables were further simplified. The number of requested information was substantially reduced to the minimum extent allowing

application of the simplified procedure. Meanwhile, several important conclusions can be driven from this exercise:

- The Customs and border authorities are willing to cooperate with private industry
- The authority of TRACECA is high, and thus
- Customs and border authorities used elements of the risk management system.

The simplified tables (reduced number of fields to 23 entries out of initially requested 64 information fields) for driver, vehicle and cargo information are enclosed in the Annex II.

During the completion period two pilot runs were implemented according to the procedure agreed with the national border authorities (border guards, customs authorities, emigration officers, etc.) in Azerbaijan, Georgia, and Turkey. The mission reports are attached in the Annex II.

The first pilot run was concentrated on the in-depth analysis of the organisation of the current border-crossing procedure. Also, focus was given to the problems of sanitary certificates in Georgia and transit permissions. The second pilot scheme addressed the test run of 6 trucks on the route from Burgas (Bulgaria) via Poti (Georgia) to Azerbaijan.

Especially the application of risk management is considered in the pilot scheme as a key success. Obviously, risk management is inherent in all customs/border protection functions. The cargo identified and supervised by TRACECA Pilot Scheme was classified under the category of low-risk freight, especially because of pre-information received and authority of TRACECA established. However, there is much more non-risky freight on the TRACECA corridor, and customs is encouraged to establish better dialogues with transport industry to identify those cargos and to use pre-information for their risk management systems.

The detailed experiences made were disseminated among the National Secretaries, border-crossings and transport planning experts at the specialised dissemination seminar scheduled for 16 -18 August 2006 in Stuttgart, Germany. This seminar was the logical continuation of the information about the pilot scheme disseminated at the various PS Working Group meetings. The seminar materials are attached in the Annex III.

The seminar welcomed an extended audience and scope of covered issues, and included a site visit to a modern border-post at the EC – Switzerland (Basel-Well). The greater scope of seminar organisation is envisaged after mutual consultations with the Parties. The intention of the Consultant was to acquaint not only the National Secretaries, but also the field experts from the member-states with modern procedures used in Europe. The Customs authorities in Germany and Switzerland guaranteed full support to the initiative, and this allowed not only to cover dissemination of the pilot scheme results, but to organise a site-visit to a modern and highly frequented border crossing point managed according to EU regulations for third country borders.

In addition, as already reported in chapter 2, a close collaboration and mutual exchange of views between TRACECA and UNECE were followed up. The PS was recommended to address the NS to collect all transport and transit documents presently in force in the MLA parties, and to update the PS on the status. One of the viable solutions is to use the National Secretaries authority to persuade competent authorities to publish the required information on line. The next step is to liaise closely with the UNECE for disseminating this information on a commonly used webpage. The PS is recommended to be further involved in elaboration of this idea further together with the UNECE and with the Permanent Representations. This activity was strongly interrelated with the component 2 – TRACECA hotline described above.

To sum up the outputs are delivered and the performance indicators achieved. Based on the results of Component A, the following conclusions can be drawn:

- The local legislation hindering the implementation of the TRACECA Visa concept analysed and recommendation was provided – Absence of agreement between major stakeholders about the definition, extent and direction of TRACECA Visa concept led to addendum II transfer of remaining man-days to other activities.
- Follow-up of the results achieved by the CLBTT and HBCP projects is ensured and the indicator achieved.
- Pilot scheme for simplified rules for freight movement is designed and implemented – the relevant indicator achieved. Dissemination for all TRACECA countries to promote the Pilot project results were implemented during the working group meetings, and a specially dedicated seminar was carried out in August 2006;
- Action Plan for the TRACECA Visa and freight documents is prepared provided that implementation-conducive environment is observed in the respective TRACECA countries. The Action Plan was proposed to the Countries, bur implementation-conducive environment is presently absent (see Addendum 2 to contract 81324).

B TRACECA Hotline (Information and Help Desk) and Enhanced Communication Initiatives

The TRACECA Hotline/Information Desk, based on the conceptual model disseminated in the Progress Report II was implemented, enhanced and adjusted to the market requirements. The hotline information for all TRACECA countries was published at new TRACECA website. The online presentation of the hotline took place at the Project Dissemination seminar in Stuttgart in August 2006 (see Annex III).

It is published in a separate section, specifically designed for the users of the TRACECA corridor, and in parallel to this in the technical panel. The transport sector stakeholders were additionally notified on all updates based on the distribution list prepared. PS is recommended to inform regularly the stakeholders about the relevant updates and update the list of subscribers.

The Consultant highly recommends to involve the existing national structures that provide information about transport/transit rules together with capacities of NS. This measure will promote the usage of the TRACECA corridor and will lower barriers for new market entries, at the same time providing for TRACECA ownership to the initiative.

The last task completed in this project component, was the finalisation of the renewed TRACECA website to incorporate the various information and communication initiatives started. Internet, as an information environment requires regular updates, and only those initiatives that demonstrate the development trend win visitors' interest and return positive results. The official site is a mirror of organisation's potential and capacity, without updates and dynamics the positive corporate image may become rather vague. TRACECA webpage in two TRACECA official languages, i.e. in English and in Russian has been launched in August 2006, after consultation with stakeholders, cooperation with the PS and permission of the Secretary General. Further updates and information management will be needed to provide the users with most important information, to demonstrate the novelty of ideas and real time response.

The specific attention is given to user-friendliness of the website. The new design of the website meets the requirements of TRACECA corporate identity. It is done in a business style, but without monotony attached to the majority of similar sites. The website geometry rests upon ergonomic requirements to utilise a browser window keeping in balance graphical and textual contents. This allows correct download of materials for users with various types of screen resolution and system requirements. The site is located at www.traceca-org.org.

The countries and the PS were involved in the content formation of the webpage, by providing relevant information for the TRACECA information desk and communication initiatives, providing updated information on the TRACECA structures, transport sector overviews, TRACECA glossary, materials for various sections.

The special attention is given to the three major components of the TRACECA: EC TRACECA Programme, TRACECA Institutions and Legislations, and TRACECA Corridor / Networks Information. All these components are presented in maximally convenient and user-friendly manner. A special section on TRACECA today is also assigned to provide information on the general manner related to the essence of TRACECA. A technical panel is also available for the users to be able: to be guided through the site; to receive technical support; to subscribe for news and mailing alerts; to contact the TRACECA structures; to search through the site; to be directed to the links, and to study relevant terms used on the website in the TRACECA glossary.

The online presentation of the website took place at the Project Dissemination seminar in Stuttgart in August 2006 (see Annex III).

To sum up, the output under the component B were delivered.

- For the complete hotline concept for each country problems were identified and the hotline concept in consultation with countries and the EC (see Addendum 2 to contract 81324) transformed in "information and help desk". Presently all countries are participating. Thus the output was delivered and the indicator was achieved.

- The output on TRACECA web-page required updates and establishment of a section for Frequently Asked Questions (FAQ). TRACECA web-pages were updated minimum once a month and new web-pages were introduced. A FAQ-page was developed and on-line in the first reporting period and is also regularly up-dated. Beyond these activities a major revision of the entire web-site was completed in order to better meet "TRACECA customer" needs and dissemination requirements. In addition to this the Russian content of the TRACECA website was prepared. The output is delivered and the performance indicator was achieved.

– The research on the use of webcams at the European border crossings revealed no relevant experience and as answers to questionnaires showed responsible border authorities were not willing to introduce the concept at all. Thus, a detailed feasibility study was not justified, as it would not have returned valuable results and would have meant waste of EC funding. (see Addendum 2 to contract 81324).

C Support to the IGC TRACECA and the Permanent Secretariat

The major workload of this last reporting period concerning component C was organisation and implementation of the 5th Annual IGC Meeting together with the PS. The Consultant also concentrated on follow-up process of the conference and on further strengthening of PS capabilities. The major activity after the IGC meeting in June-August was focused on hand-over activities to the new PS management and the PS experts.

On 2-3 May 2006 in Sofia, Bulgaria, two consequent events, the Fifth Annual Meeting of the Intergovernmental Commission (IGC) TRACECA and the Second Ministerial Conference on Transport Co-operation between the EU and the Black Sea and Caspian Littoral States and Their Neighbours, were held. The Republic of Bulgaria took over the Chairmanship in the Intergovernmental Commission of TRACECA transferred from the Republic of Azerbaijan. The IGC meeting was a success story, as confirmed by the beneficiaries, EC and the international development partners. The results of the IGC meetings reflected in the resolution are at utmost far-reaching.

The Fifth Annual Meeting of the IGC TRACECA was officially opened by the President of the Republic of Bulgaria, HE Georgy Parvanov, who emphasised the significance of TRACECA corridor and priority of its development (picture below).

The IGC adopted a number of important decisions concerning the IGC financing and procedures. The IGC took decisions about TRACECA GIS database and website development. Euro 13.5 million worth Tacis TRACECA Programme action plan 2006 was adopted. A number of decisions on observer status and associated membership were also adopted to pave the way for future cooperation with interested parties.

The focal point of the TRACECA forum was the adoption of the IGC Strategy for Development of the Transport Corridor Europe-Caucasus-Asia elaborated by the MLA Parties with the support of the European Commission and the TFIS Team. The IGC adopted a decision on the necessity of further activities regarding the prospects of its development as an international organisation.

The members of the IGC elected Mr. Rustan Jenalinov as the Secretary General of the PS IGC TRACECA for the term of presidency of the Republic of Bulgaria on the IGC TRACECA. The IGC Meeting was attended by the representatives of international transport organisations, companies implementing the on-going TRACECA projects, heads of diplomatic missions and other official persons.

The Consultant was deeply involved in the preparation of the IGC meeting and assisted as well in the logistical coordination for Baku Initiative meeting, held back-to-back in Sofia. The Consultant was directly involved into contents of the IGC meeting, preparation and formulation of the Final Resolutions. Certainly this work was implemented in close interrelation, consultation and cooperation with the Parties of the MLA, National Secretaries and the PS. The success of the Sofia conference, reassured the efficiency of the common work implemented under the Chairmanship of Armenia till April 2005, and then of the Republic of Azerbaijan till May 2006.

Other tasks as assistance/reporting to the beneficiaries, supervision of the EC financial/technical assistance, follow-up of the EC projects, assistance to the EC in project identification related activity, dissemination of the TRACECA information, the new web site were continuously developed. The coordination with donors and development partners was very active, having resulted in identification of the bankable projects (e.g. Aktau port, M3 road in Moldova), improvement of funding of other donors (e.g. ADB cross-border projects) and other activities described above. During the period from month 19 till month 21 of the project implementation, the cooperation with donor and development partners was aimed basically to involve in participation at the IGC. This was essential for building up future relations of the TRACECA with development partners on the basis of the IGC strategy.

MoU signing by Mrs Trenkova Former Secretary General PS IGC TRACECA and Anthony Pearce, Director General of the IRF

Another achievement in cooperation and coordination with the development partners was the signing of the Memorandum of Understanding (MoU) between the Intergovernmental Commission and the International Road Federation. Based on the MoU the IRF and the IGC TRACECA will cooperate in:

– development of international transport corridors;

– development and promotion of technical standards and effective operational practices for efficient international transport and trade (best practices);

– facilitation of cross-border movement of people and goods;

– human resources development, including staff training programmes;

– technology and information transfer;

– market analysis and transit tariffs.

This partnership has a potential to bring very favourable results for IGC and IRF especially in the area of private-public partnership developments and in further advancement of the database.

The financial support to the IGC TRACECA was delivered inline with the budget and with the approval of the European Commission. The financial support and supervision of the PS was rendered. At the same time, the PS was trained on-job and encouraged to take over this process.

The coordination with other projects and assistance to the EC with ToR preparation was assured. Other major work-load was imposed by delivering ToRs. Within the last 6 months five out of fourteen ToRs were drafted.

The updates of TRACECA traffic database, as described several times in the report and explained during all working group meetings, lead to the development of a new GIS based traffic database, and then to transfer of data and updates with all new data requested by the Team and delivered by the countries. The demonstration of the database design and practical application was carried out during the 5th Annual IGC meeting, so that member-states actually see the results produced from the data collected (See presentation on the database in the Annex IV).

The handover process of the TRACECA database to the PS was done in July 2006. This handover included software licence (single user version), the content of the data base, a user manual and a data collection manual. The PS took over a system for data processing that was previously purchased and installed. The new traffic database enables the PS to provide the planning and information services to MLA parties, interested donors and investors and other stakeholders in a user-friendly environment. PS may generate additional income by providing information to third parties ready to pay for traffic data analysis. The final presentation was delivered at the dissemination seminar in Stuttgart in August 2006 (see Annex III).

Based on the IGC Resolutions, the PS was charged with the development of a user manual. The Consultant elaborated detailed guidelines for GIS database user. This was done in addition to an already elaborated data collection manual. The performance indicator was achieved, and the output exceeded the scope of the original assignment.

The challenge for the PS will be to obtain additional software that offers multi-user possibilities and web application. Also, the PS is to elaborate user fees, and access fees to the information contained in the database.

In general, the recommendations on how to advance the organisational set-up, improve administrative and financial matters, develop human resources, advance marketing/dissemination tools and form a TRACECA corporate identity were done in the frame of the component C of the ToR aimed at further increase of the PS capabilities and capacities. The majority of these recommendations were already implemented and are to be followed up by the PS.

Further work of the Consultant was defined in the agreement on the project planning for the reminder of the period (Enclosed in the Annex VIII – *Work plan for the remainder of the project implementation period*). The presentation on the achievements was delivered during the dissemination seminar (Annex III).

The dissemination was maintained during the missions, at the IGC conference, various exhibitions, participation in international events and during meetings organised in the reporting period (See Annex VII). In addition to this the TRACECA corporate identity compatible edition of the IGC TRACECA strategy was designed, published and distributed. The same was done for the Executive Summary elaborated by the Consultant. The PS was also supplied with these two sets of publication in the amounts due and affordable by the project budget. The CD with layout of the Strategy and other publication, as well as the PDF version of both documents is also available, thus ensuring sustainability and continuity of the work done. Also, the website was widely used for dissemination.

To sum up, the outputs were as follows:

- Organisation of the TRACECA annual meetings was delivered and the indicator achieved.

- Organisation of the Working group of the National Secretaries was implemented, and the performance indictor achieved, even at the higher extent then envisaged. This result was possible, because more than 4 WG were organised, and in addition the WG of Legal Experts and Strategy Planning were carried out.

- The output on financial support provided to the Secretariat was delivered, and the indicator achieved. Again, the efficiency factor was higher than the indicator, as many additional tasks reported earlier were successfully fulfilled.

- TRACECA Database was not only updated, but re-established on the GIS basis. The required indicator is achieved.

- Organisation and management capabilities of the PS IGC TRACECA were strengthened, detailed recommendations were provided in the report supplied upon completion of the second reporting period. These recommendations were gradually implemented and reviewed in the day-to-day management of the PS. Thus, the requested indicator was achieved.

PROJECT PROGRESS REPORT

Project title: Trade Facilitation and Institutional Support	Project number: 81324	Beneficiary countries: Armenia, Azerbaijan, Bulgaria, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Romania, Tajikistan, Turkey, Turkmenistan, Ukraine, Uzbekistan.
Planning period: September 2004-August 2006	**Prepared in:** August 2006	**EC Consultant: Dornier Consulting and KLC**

Project objectives: Promoting the transport Corridor TRACECA in order to develop an improved trade within the regions as well as the integration into the international economic structures (access to world markets) i.e. promote TRADE FACILITATION

TIME FRAME SEPTEMBER 2004 – AUGUST 2006

#	ACTIVITIES IMPLEMENTED	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	INT'L Addendum Period Planned	INT'L Utilised	LOCAL Addendum Period Planned	LOCAL Utilised	EQUIP Planned	EQUIP Utilised	OTHER Planned	OTHER Utilised
	Incept. and Setting-Up		x	x																													
A: Development and follow-up of the Implementation of the TRACECA Visa and the TRACECA Freight Documentation																																	
1.	A1 review of legislation				x	x	x	x	x	x	x	x	x	x	x	x	x	x	x														
2.	A2 Pilot Schemes				x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x								
3.	A3 Follow-up of projects		x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x										
4.	A4 Design/impl. initial "Freight/Pass. Schemes"					x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x										
5.	A5 Org. seminars for A4															x			x	x		x			x								
6.	A6 Conv.impl.TRACECA Visa &Freight							x	x	x	x	x	x	x	x	x	x	x	x														
7.	A7 Harmon. proc&legis.Visa&Freight							x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x										
SUBTOTAL TASK A																										398	354	507	479				
B: TRACECA Hotline (Information and Help Desk) and Enhanced Communication Initiatives																																	
8.	B1 Hotline evaluation			x	x	x	x	x																									
9.	B2 Rev. TRACECA struc			x	x	x	x	x	x	x																							
10.	B3 Elab total concept								x	x	x	x	x																				
11.	B4 Evaluate web/.FAQ				x	x	x	x	x																								
12.	B5 Programming FAQ				x	x	x																										
13.	B6 Tech & Financial support FAQ							x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x								
14.	B7 web cam research				x	x	x	x																									
15.	B8 Study Webcams								x	x	x	x	x																				
SUBTOTAL TASK B:																										365	347	508	409				

Project title: Trade Facilitation and Institutional Support	Project number: 81324	Beneficiary countries: Armenia, Azerbaijan, Bulgaria, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Romania, Tajikistan, Turkey, Turkmenistan, Ukraine, Uzbekistan.	Page: 2 of 2
Planning period: September 2004-August 2006	Prepared on: August 2006	EC Consultant: Dornier Consulting and KLC	

Project objectives: Promoting the transport Corridor TRACECA in order to develop an improved trade within the regions as well as the integration into the international economic structures (access to world markets) i.e. promote TRADE FACILITATION

#	ACTIVITIES IMPLEMENTED	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	INTERNATIONAL Addendum Period Planned	INTERNATIONAL Utilised	LOCAL Addendum Period Planned	LOCAL Utilised	EQUIPMENT Planned	EQUIPMENT Utilised	OTHER Planned	OTHER Utilised
C: Support to IGC TRACECA and Permanent Secretariat																																	
16.	C1 Assist PS and NS			x		x								x	x	x	x	x	x	x	x	x	x										
17.	C2 Inform stakeholders	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x									
18.	C3 Maintain close contacts with IFI	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x											
19.	C4 Report to MoT	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x								
20.	C5 Ensure financing	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x								
21.	C6 Supervise EU finance	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x								
22.	C7 Follow up projects	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x		x								
23.	C8 Define project activities	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x											
24.	C9 Assist EC in identification of projects	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x		x										
25.	C10 Assist in dissemination	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x		x									
26.	C11 Support Web site	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x								
27.	C12 Ensure updating Data Base						x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x								
28.	C13 Annual Meetings								x													x											
29.	C14 Organise WG			x			x		x							x			x			x											
30.	C15 Elaborate on administration		x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x												
31.	C16 Draft TOR			x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x								
SUBTOTAL TASK C:																										688	711	711	626				
	TOTAL																									1451	1472	1726	1514				

RESOURCE UTILISATION REPORT

Project title: Trade Facilitation and Institutional Support		Project number: 81324	Beneficiary countries: Armenia, Azerbaijan, Bulgaria, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Romania, Tajikistan, Turkey, Turkmenistan, Ukraine, Uzbekistan.		Page: 1 of 2
Planning period: September 2004 -Aug 2006		Prepared in: Aug 2006	EC Consultant: Dornier Consulting and KLC		
Project objectives: Promoting the Transport Corridor TRACECA in order to develop an improved trade within the regions as well as the integration into the international economic structures (access to world markets) i.e. promote TRADE FACILITATION					
RESOURCES/INPUTS	TOTAL PLANNED After addendum	PERIOD PLANNED	PERIOD REALISED After addendum	TOTAL REALISED	AVAILABLE FOR REMAINDER After addendum
PERSONNEL	MD	MD	MD	MD	MD
Task A: Development and follow-up of the implementation of the TRACECA Visa and the TRACECA freight documentation					
Long-Term International Experts					
Team Leader	140	12	15	122	
Senior Experts	193	20	20	166	
Sub-total	333	32	35	288	
Long-Term and Short-Term LE					
Senior Experts	507	137	77	479	
Sub-total	507	137	77	479	
Short-Term International Experts					
Senior Experts	65	15	18	66	
Sub-total	65	15	18	66	
SUBTOTAL TASK A	905	184	130	833	
Task B: TRACECA Hotline (Information and Help Desk) and enhanced communications initiatives					
Long-Term International Experts					
Team Leader	140	37	40	148	
Senior Experts	192	30	30	163	
Sub-total	332	67	70	311	
Long-Term and Short-Term LE					
Senior Experts	508	93	23	409	
Sub-total	508	93	23	409	
Short-Term International Experts					
Senior Experts	33	15	18	36	
Sub-total	33	15	18	36	
SUBTOTAL TASK B	873	175	111	756	

Planning period: September 2004 – August2006 | **Prepared on**: August 2006 | **EC Consultant: Dornier Consulting and KLC**

Project objectives: Promoting the Transport Corridor TRACECA in order to develop an improved trade within the regions as well as the integration into the international economic structures (access to world markets) i.e. promote TRADE FACILITATION

RESOURCES/INPUTS	TOTAL PLANNED After addendum	PERIOD PLANNED	PERIOD REALISED After addendum	TOTAL REALISED	AVAILABLE FOR REMAINDER After addendum
PERSONNEL	MD	MD	MD	MD	MD

Task C: Support to IGC TRACECA and Permanent Secretariat

RESOURCES/INPUTS	TOTAL PLANNED After addendum	PERIOD PLANNED	PERIOD REALISED After addendum	TOTAL REALISED	AVAILABLE FOR REMAINDER After addendum
Long-Term International Experts					
Team Leader	140	41	44	159	
Senior Experts	456	177	177	511	
Sub-total	**596**	**218**	**221**	**670**	
Long-Term and Short-Term LE					
Senior Experts	711	195	110	626	
Sub-total	**711**	**195**	**110**	**626**	
Short-Term International Experts					
Senior Experts	92	29	35	101	
Sub-total	**92**	**29**	**35**	**101**	
SUBTOTAL TASK C	**1398**	**442**	**356**	**1397**	
TOTAL TASKS A, B and C	**3177**	**801**	**594**	**2986**	

OTHER RESOURCES (%)					
RESOURCES/INPUTS	TOTAL PLANNED After addendum	PERIOD PLANNED	PERIOD REALISED After addendum	TOTAL REALISED	Available for reminder After addendum
Incidentals: Permanent Secretariat	100%	8 %	8 %	100%	
Incidentals: Project Team	100%	41%	40	99%	

OUTPUT PERFORMANCE REPORT IN REPORTING PERIOD

Project title: Trade Facilitation and Institutional Support		Project number: 81324	Beneficiary countries: Armenia, Azerbaijan, Bulgaria, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Romania, Tajikistan, Turkey, Turkmenistan, Ukraine, Uzbekistan.	
Prepared for the completion period			EC Consultant: Dornier Consulting / KLC	
Output results	Deviation original plan		Remarks / Reason for deviation	Comment on constrains & assumptions
(A 1): The local legislation hindering the implementation of the TRACECA Visa concept analysed and recommendation is provided;	-25%		Disagreement between major stakeholders about the definition, extent and direction of TRACECA Visa concept (acc. to addendum II transfer of remaining Man-days to other activities).	The National Secretaries were supposed to provide sufficient information. However, there were only few responses to Consultants requests.
(A 2): Follow-up of the results achieved by the CLBTT and HBCP projects is ensured;	0 %		TFIS indicators for A2 were achieved. Ratification and adoption processes are subject of decisions of sovereign states. Further cooperation with UNECE and interrelations with other initiates (web-based) is established.	Projects were followed-up and countries requested to speed up ratification, but results of CLBTT project (additional technical annexes to the MLA) were rejected by the countries (see meeting notes preparatory meeting to the 4th IGC). Thereafter, efforts of the Consultant to transform the results from Technical Annexes to Interstate Agreements in order to safeguard results of CLBTT project were rejected by the countries, too. Thus, the assumptions did not materialise.
(A 3): Pilot scheme for simplified rules for freight movement is designed and implemented;	0 %		Design delivered, pilot runs implemented with involvement of 3 countries, and Pilot Scheme results delivered at Pilot Scheme Dissemination Seminar August 2006	Commitment of project beneficiaries is given, but originally envisaged time schedules could not be met.
(A 4): Dissemination seminars for all TRACECA countries to promote the Pilot project results are implemented;	0 %		See point A3. Dissemination Seminar was held in Stuttgart August 2006	Dissemination of design and pilot scheme results on the occasion of Working Group Meetings conducted, specially designed dissemination seminar will be carried out in 4th reporting period of the project.
(A 5): Action Plan for the TRACECA Visa and freight documents is prepared provided that implementation-conducive environment is observed in the respective TRACECA countries.	-25 %		Draft Action Plan was proposed to the Countries, but not further preceded by the Countries as an implementation-conducive environment is presently not given (see Addendum 2 to contract 81324). The repeated consideration of the issues of the MLA amendments is advisable to obtain a clear cut decision. (PS had already initiated this, and PS WG (July 2006, Istanbul) decided to reconsider the subject)	Lack of commitment of project partners due to disagreement between definition, extent and direction of TRACECA Visa concept.
(B 1): A complete Hot line concept for each country is prepared;	+ 25 %		Problems were identified and Hotline concept in consultation with countries and the EC (see Addendum 2 to contract 81324) transformed into webbased "information and help desk". All countries are participating	Information was given by National Secretaries via answers to hotline questionnaires.

Project title: Trade Facilitation and Institutional Support		Project number: 81324	Beneficiary countries: Armenia, Azerbaijan, Bulgaria, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Romania, Tajikistan, Turkey, Turkmenistan, Ukraine, Uzbekistan.	
Prepared for the completion period			EC Consultant: Dornier Consulting / KLC	
Output results	Deviation original plan		Remarks / Reason for deviation	Comment on constrains & assumptions
(B 2): TRACECA web-page is updated and section for Frequently Asked Questions (FAQ) is established;	+ 50%		A complete new TRACECA Web site is developed. FAQ-page is developed and on-line.	
(B 3): Feasibility study for the use of webcam systems is prepared given the evaluation of the use of the webcams returns positive results.	- 50%		Research on the use of webcams at the European border crossings revealed no relevant experience and answers to questionnaires showed, that responsible border authorities are not willing to introduce the concept at all. Thus, the pre-feasibility was study was not justified (see Addendum 2 to contract 81324).	
(C 1): TRACECA annual meetings are organised;	0 %		No deviation IGC Meeting held April 2005 in Baku and May 2006 in Sofia	
(C 2): National Secretaries' Working Group Meetings are organised and held;	+ 75 %		Four National Secretaries Working Group Meetings were held and thus the indicator was entirely met. In addition, two preparatory meeting before the 4 and 5th IGC Annual Meeting, two Legal Working Group Meetings and one Strategy Meeting was prepared and conducted, as well as one dissemination Seminar.	
(C 3): Financial Support to the IGC and the Permanent Secretariat is provided;	+ 50 %		EC financial support was permanently given in line with yearly budgets approved by the EuropeAid Task Manager and in line with IGC decisions. In addition, a Joint Financing System was further developed and a financial system was introduced to administer financial contributions of the countries as well.	
(C 4): TRACECA Traffic Database is updated;	+ 100 %		Traffic Database was not only up-dated, but completely revised, modernised and designed in a more user friendly and accessible way on basis of a GIS system compatible with EU GISCO system. The handover procedure to the PS has been done end of July 2006.	Data Base has to be regularly updated and .maintained by the PS
(C 5): Organisation and management capabilities of the IGC TRACECA PS are strengthened;	+ 50 %		Indicator (Report on Capabilities) delivered and discussed in time. In addition implementation assistance was given in the day-to-day management.. The results were reported at the dissemination seminar.	
(C 6): Dissemination activities are carried out.	+ 50 %		The design of the IGC TRACECA Strategy Brochure and Executive summary has been made and the brochure, and summary has been given to the PS.	

4 OVERALL REPORT ON THE TOTAL PROJECT

The Trade Facilitation and Institutional Support project consisted of three components:

- Component A: Development and follow-up of the implementation of the TRACECA Visa and the TRACECA freight documentation;
- Component B: TRACECA Hotline and enhanced communications initiatives;
- Component C: Support to IGC TRACECA and Permanent Secretariat.

The summary information on main tasks, activities and results (after amendment to the contract) is outlined below:

- Analysis of the local legislation hindering international freight transportation and international transit on the TRACECA route and to provide the recommendations, as well as an Action Plan for the implementation of various Amendments and Technical Annexes to the MLA.
- Delivery of a detailed report on legislation (see Progress Report III).
- Follow-up of the CLBTT and HBCP projects.
- Design and implementation a pilot scheme for simplified border crossing (The pilot scheme implementation concept is based on pre-information to border authorities and accepted by the private trucking industry, using the TRACECA corridor. The project activities also envisaged the dissemination for all TRACECA countries to promote the Pilot project results.)
- Organise the operation of the TRACECA Hotline (Web-based TRACECA information and help desk initiative was organised as a cost-efficient and operative successor of the original TRACECA Hotline idea).
- Updates of the TRACECA Webpage and establishment FAQ Centre (During the project execution, the TRACECA website was restructured to allow for reflection of recent TRACECA development, this goes beyond the project scope limited only to website updating. The FAQ Centre as well as other modern web-instruments was introduced).
- Updates of TRACECA Database (The project introduced a modern GIS TRACECA traffic database as a modern tool of traffic forecasting for the PS and MLA Parties, which is now ready to be used as valuable analysis and reporting tool by the PS staff, which could even render additional sources of income. See Project Reports II and III, and Project Completion Report).

The major component of the TFIS project was to render EC technical and financial assistance to the main beneficiaries of the project: the Permanent Secretariat and its structures in the Parties to the MLA (Permanent Representations). The scope of this activity consisted of the basic components below:

- Organisation of the IGC TRACECA annual meetings;
- Organisation of the National Secretaries' Working Group Meetings and Working group meetings of the legal experts;
- Provision and supervision of the financial support to the IGC and the Permanent Secretariat
- Strengthening of organisation and management capabilities of the IGC TRACECA PS. (See a detailed report attached to the Progress Report II.)
- Dissemination of TRACECA related information.

Efficient cooperation of project team and the PS allowed for successful completion of all components, and fulfilment of numerous project tasks. It was always the intention and the practice of the Consultant to ensure sustainability to any assignment implemented and, thus, to ensure the efficient utilisation of the EC funding.

A Development and Follow – up of the TRACECA Visa and TRACECA Freight Documentation

Activities A 1/2/3/6/7 - Development and Follow – Up of the TRACECA Visa

The situation with actual implementation of the TRACECA Visa in the MLA member-states was only possible to be monitored together with the PS, as ratification processes in each country lays out of the influence of TFIS Consultants. The TRACECA Visa related documents are so far only ratified by Azerbaijan and Bulgaria.

The Consultant prepared in the first year of project implementation a comprehensive review of documentation and legislation relevant for international freight in each TRACECA country and an in-depth study of freight and passenger movement legal and legislation processes. Based on those reviews and findings, a report was elaborated and advanced during discussions with stakeholders. These activities resulted in the delivering of a

final draft report on Development and Follow-up of the TRACECA Visa and Advancement of the International Freight Transportation in the TRACECA Countries. This final draft report was submitted to the consideration of the NS WG in Bucharest in February 2006. The report was additionally handed over to the Legal and Institutional Expert of the Permanent Secretariat.

The Consultant strived for a common understanding on the TRACECA Visa subject and although the indicator on this subject had been already achieved by the forwarding and promoting of the respective documents to the Agenda of the 4th IGC-meeting. As no decision of the IGC on the subject was possible, the Consultant recommended to consider the implementation in the format of corresponding interstate agreements. Still, the countries, represented by the NS at the Working Group meeting in Kiev, in November 2005, did not support this approach. The working group proposed to postpone any activity in this respect till an unspecified period of time. The willingness of adoption and implementation finally stays with the Parties and the PS, taking into account formation of the greater sense of ownership of the Parties over the TRACECA corridor. Therefore, as per addendum of the contract, any pushing in this respect was no longer adequate.

The Consultant recommended the countries in this respect come to the common understanding of the subject and welcomed that the Istanbul meeting in July 2006 recommended to reconsider the subject, as it is appropriate that Countries are to formulate and to adopt a decision of the IGC about further proceedings on the subject.

Activities A 4/5 - Simplified Freight Pilot Schemes

Having considered the recommendation of the Harmonisation of Border Crossing Procedures project and taken into account the vast experience of the Consultant, a pilot scheme was designed. The implementation allowed applying modern procedures, as pre-arrival information and risk management, and did not necessitate a change of laws in the respective countries. This design was focused on increased partnership not only between customs and border guards of the involved countries, but also between international transport industry and border authorities.

The design was discussed intensively during several missions with relevant stakeholders in the selected countries Turkey, Georgia and Azerbaijan such as the border control, immigration, customs, sanitary and veterinary inspections, ministries of transport, forwarder associations and representative of truckers and loaders. It was clear, that the better practices at borders will increase the positive image of the TRACECA corridor and may consequently be applied on a regular basis to increase the willingness of transport companies to use the TRACECA routes.

In further negotiations with the representatives of involved countries, the Consultant paved the way for application of the pilot scheme and for the trial runs. The pre-information tables initially developed were further simplified, and endorsed by the involved authorities. With the system of pre-information and involvement of TRACECA structures, the Consultant was able to overcome concerns and objections of the various involved entities, mainly due to the possibility to apply risk management systems. Further detailed recommendations for any customs procedures, international customs conventions, regimes, application of pre-information systems and other relevant trade facilitation issues can be found on the webpage of the World Customs organisations (WCO) (**HTTP://WWW.WCOOMD.ORG/IE/INDEX.HTML**). The pre-information and modern customs procedures (Kyoto Convention) has been the battle horse of the WCO for many years and dialogues about implementations of these procedures are under way for all member of the WCO. Similar activity is carried out but the UNCTAD, UNECE and other dedicated organisations.

Furthermore, the Consultant has also followed up on the subject of the overdue release of certifications for the trucking industry by the veterinary authorities in the Port of Poti and advanced the interest and willingness of the involved industry. Two trials were organised during the project implementation to reveal the practice of the border-crossing procedures in the involved countries and to organise caravan test run with involvement of the 3 participating countries.

The pilot scheme activities were disseminated at all working group meetings of the PS. In addition, a special seminar to disseminate the results of the pilot scheme in Stuttgart took place on 16-18 August 2006.The complete documentation is attached to this report as Annex III

B TRACECA Information and Help Desk (Hotline) and Enhanced Communication Initiatives

Activities B 1/2/3 - TRACECA Information and Help Desk

Having analysed various options for hotline implementation the Consultant recommended that the originally envisaged hotline is transferred into a web-based information and help desk. This approach was presented during the Kiev Working Group Meeting in Nov. 2005 and appreciated by the participants.

The major steps were taken to realise this new initiative, i.e. the programming of the web-page, consultation with countries to deliver the necessary information for this page, gathering of necessary information and

connection to the TRACECA web-site. Simultaneously, the dissemination to all stakeholders was implemented.

The hotline initiative (Information and Help Desk) covers several aspects of the TRACECA enhancement: improving cooperation with international organisations, increased responsiveness to malpractice signals, advanced activity of the National Secretaries, promotion of TRACECA web-page, and client orientation. Currently, all countries are already participating in the information and help desk. The information is available on the new TRACECA site and also includes the websites of the Customs authorities in the TRACECA Countries.

Activities B 4/5/6 - TRACECA Web Site

Due to the fact that the existed web-site and its regularly up-dating with latest information was no longer perceived to be sufficient and adequate to reflect latest information needs and developments of TRACECA, major efforts were done to renew site.

Thus, the market for web-programmers and designers was researched, the specifications were elaborated, tenders were undertaken, negotiations and contracting of a designer and of a programmer took place. The structure of the web-site was drafted and discussed among the project team and with the beneficiary, and presented at the 5th IGC meeting, containing three main components:

- TRACECA programme and projects,
- TRACECA institutions and legislation, and
- TRACECA corridor and network information for customers.

This is perceived to address more adequate the information and research needs of web-site visitors. Furthermore, the TRACECA website will be available not only in one but in both TRACECA languages. In total there were more then 500 web-pages designed, prepared text-wise and programmed, in addition various necessary links and downloads were established. The PS cooperated with the consultant in translation of some webpage materials, but major part of the web-pages was translated using the consultants' capacities. The PS and NS contributed to the formation on the context and structure of the website. The website is available under **www.traceca-org.org** in Russian and English languages.

Activities 7/8 - Web Cams

As research and findings of the preceding reporting phases showed that the concept is not feasible and goes in contradiction with national security and even may hinder commercial interests, no further activities were justifiable after the completion of the initial research phase. The signed contract addendum II allowed for reallocation of originally planned resources and remaining inputs to other tasks.

C Support of the IGC TRACECA and Permanent Secretariat

Activities C1/2/3/4 - Cooperation and Co-ordination with Project Partners, Stakeholders and Beneficiaries

The Consultant was involved in the everyday operation of the PS. Technical, administrative, mission planning and information assistance, support in co-ordination among authorities, in interregional co-ordination, in co-operation with EC Delegations, and in liaison with other EC Consultants and donor organisations were rendered to the PS.

The Consultant collaborated with the international development partners in the TRACECA regions, and maintained close co-operation with the national transport sector authorities. The Consultant provided co-ordination and consultation to ensure the follow-up of the on-going and completed projects. Besides phone and e-mail contacts, the personal contacts/meetings were always given as attachment to the project progress reports and are attached to this draft completion report.

Activity of the Consultant on drafting a memorandum of understanding between PS IGC TRACECA and International Road Federation resulted in signing of this document at the 5th IGC meeting in Sofia. The preparatory work on revising the text of the MoU with BSEC had started before the 5th IGC Conference, and is recommended to the PS for further elaboration.

Additionally, the Consultant contributed to elaboration of the final version of the IGC strategy requested by the fourth Annual IGC Meeting and to be submitted for adoption to the 5th Annual Meeting of the IGC. Various contacts and coordination efforts were required and the main activities of the Consultant in this respect were:

- review and research on strategies of similar institutions / corridor developments

- research of strategies of MLA parties
- assisted in the proposal of the PS
- discussion on the proposal and the basic contents with EC and other stakeholders;
- participation in the preparation of further drafts;
- moderating the Strategy Meeting in Istanbul Sept. 05 and all further meetings (Kiev Nov. 05 and Bucharest Feb. 06) with a view to elaborate a commonly accepted version;
- involved in follow-up of decisions of meetings, incorporation of numerous change requests and comments after negotiation and mutual consultations;
- cared for a proper and commonly accepted translation;
- made cross-reading, proof-reading and quality checks of the final draft version submitted to the IGC;
- delivered the presentation of the Strategy at the IGC;
- prepared the executive summary for the strategy, upon request of the Parties;
- designed, printed and disseminated the brochure publication and executive summary booklet in the TRACECA corporate identity layout;
- ensured the ownership of the PS over the designed publication in the electronic form in the professional designer software.

Activity C5/6/15 – Financial and technical Support to the PS, Capacity Building

The project supported and supervised the EU financial and technical assistance to the PS. The continuous financing of the PS has been provided in time and in line with the proposed, agreed and approved budget.

The main activities were:

- budgeting the working group meetings, IGC meetings and PS activities;
- advancing the Joint Financing Agreement and moderating the acceptance process;
- drafting of the PS budgets for 2004 (assistance in execution), 2005, 2006, and 2007;
- supervising the accounting procedures and quality and plausibility checks;
- cash flow forecasts and budget (expenditure and income controlling);
- year end accounting/balancing for the fiscal year 2004 and 2005;
- drafting of the financial reports of the SG for the corresponding years;
- presentation of budgetary information on working group meetings and drafting respective recommendations and decisions;
- advising in investment, tendering and procurements of the PS such as new server, new software, office furniture, car, major emergency renovations of TRACECA premises decisions and drafting of service, works and supply contracts;
- follow-up of further accessions to the Joint Financing Agreement;
- issuing the financial contributions of the parties of Kyrgyzstan and Tajikistan.

As part of the technical support the Consultant initiated the process of bringing the TRACECA technical archive in a good order. Basically, the full-fledged archive has been established: all library units (books, field publications, EC project reports, relevant reports of the international donor community, conference materials, materials of the TRACECA working groups and IGC meetings, various EC publications, etc) were collected, sorted by selected attribute, registered in an electronic catalogue, assigned a unique unit number, put on shelves. In total more then 2700 units were registered. Now, with this effort, for the first time this immense know-how gathered and elaborated in the various EC projects and other programmes is readily available and accessible. First users (PS experts, researchers, journalists and consultants) have already benefited from these activities. The professional archive organisation was an additional workload for the Consultant. However, the consultant combined this effort with the introduction of document management suggested in the Capability report. A catalogue designed is now suitable for conversion into any database/document management system type of software to be purchased at a later stage. Still, currently, extensive search possibilities and options are available: via project type, document type, date of issue, language of publication, publisher, general topic of publication, region covered, countries covered, etc.

Measures and actions to increase the capability of the current administration were recommended by the Consultant (refer to progress report II) and were continuously under implementation. For instance job

descriptions and labour contracts complying with Azeri law were developed as well as travel regulations, staff incentive schemes and a revision of the salary scheme. In general this activity resulted in increased capabilities of the PS on professional and administration levels.

In addition, awareness about TRACECA was steadily increased for various private and public stakeholders in the Countries, in the EU and in the international community through marketing and dissemination activities such as participation in events like relevant fairs and conferences and through additional measures in order to increase TRACECA corporate identity and sustainability. This was of special importance in view of the cessation of the EU Tacis / TRACECA interstate programme and the shift towards new policies and budgetary instruments.

The organisational structure of the PS and its entities in the Parties was set in place at the beginning of the project, later revised to give rise to latest developments and to be able to address the new challenges imposed on the know-how needs within the PS by the IGC strategy. The abolition of the position of the Executive Secretary was finally decided upon. The internal structure was later on amended by the newly elected General Secretary and the NS and approved at the WG meeting in Istanbul in July 2006.

Activities C7/8/9/16 - Coordination of Other Project Activities, Assistance to EC in Project Identification and Preparation

The Consultant assisted the European Commission and the EC Delegations in the identification of new projects and was deeply involved in project discussions with beneficiaries. These activities were carried out in close coordination with beneficiaries, the PS IGC TRACECA and the EC. The Consultant continued drafting Project Identification Fiches, Project Fiches including log-frames and rough budgetary calculations as well as Terms of References for EU-funded centralised and de-centralised projects. During the project the following programming exercise was implemented.

Altogether nine identification fiches, thirteen project fiches and fourteen draft Terms of Reference were delivered to the EC in Brussels or to the respective EC Delegations in the TRACECA regions.

Projects presently implemented were accompanied, reviewed, mediated and commented in case of need. Specific assistance was given to the start-up of projects in terms of connecting the project consultants with relevant entities and in terms of facilitating missions and technical reviews.

Activities C10/11 – dissemination and web-site

Beside the normal continuous activities in this respect, dissemination efforts were carried out during various events shown in Annex VII of this report in the form of presentations and distribution of TRACECA materials. Furthermore, apart from the regular up-dating of existing webpage information, the efforts for the renewal of the web-site are described in detail already before. One of the major results was supplying the PS with new publication in the TRACECA corporate identity design, after the Consultant published a professional print version of the IGC Strategy and Executive summary adopted and distributed at the 5th Annual IGC Meeting.

Activity C12 – Up-dating TRACECA traffic data base

In order to enable the PS IGC TRACECA to meet requirements for a modern planning and information tool for comprehensive transport sector data in the TRACECA regions, the traffic data base was not only up-dated as requested, but totally revised. The consultant elaborated a detailed information collection strategy and a corresponding data collection manual as well as a GIS based traffic database and a user manual. Thus, basic activities in this respect were as already stated:

- Review of existing data and outlining new traffic data concept;
- Specification and purchase of suitable software (data base and GIS);
- Creation of new data collection tables and data collection process;
- Preparing the data collection manual;
- Programming, up-dating and standard reporting formats;
- Transfer of existing traffic data to new traffic data base and assign to each information a geographical reference system;
- Insertion of newly collected data to the database;
- Making data base fully workable;
- Issuing the user manual;
- Transferring the database system to the PS for ownership, i.e. for data analysis and data reporting to the Countries and third parties.

The development of the database subject was constantly reported to the member-states in the framework of the PS working group meetings and the 5th IGC meeting for decision-making. So, the database subject was discussed at every PS event and was closely followed up with the National Secretaries during the course of the project implementation. The database was handed over to the PS in end of July 2006.

Activities C13/14 – TRACECA Meetings and Events

The Consultant had carried out the 4 Working Group meetings of the National Secretaries, 3 working group meetings of legal experts, and 2 preparatory working group meetings to the 4th and 5th IGC Conferences. In addition the Consultant was involved in preparation of the strategy planning meeting and organisational coordination of the back-to-back meeting on the Baku initiative in Sofia in May 2006.

For all those meetings main tasks of the Consultant comprised:

- logistical arrangements i.e. travel arrangements such as flights and hotels, conference facilities and equipment, translations, catering, accrediting, side events, conference designs etc.
- financial arrangements (budgeting, tendering of deliveries, price and contract negotiations, payments, accounting and financial reporting)
- technical preparations of documents starting from the agenda, programme, list of participants to elaboration of or assistance in the production of relevant technical documents to be included in conference folders
- delivering presentations, adaptation of documents, minutes of meetings, drafting of final resolutions, decisions, recommendations during the meetings
- meeting documentation and distribution of final documents to the participants of the meeting
- follow-up of decisions, recommendations, and resolutions made during the meetings (throughout the year).

Certainly, all these tasks were carried out in close cooperation and day-to-day meetings with the PS management and experts.

Project Completion Report

Project title: Trade Facilitation and Institutional Support		Project number: 81324	Beneficiary countries: Armenia, Azerbaijan, Bulgaria, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Romania, Tajikistan, Turkey, Turkmenistan, Ukraine, Uzbekistan.			
Reporting period: September 2004-August 2006		Prepared on: August	EC Consultant : Dornier Consulting / KLC			
					INPUTS UTILISED	
Reporting period	Main Activities Undertaken			EC Consultant's Input (MD)	MATERIALS EQUIPMENT	OTHER
				International	Local	
Inception Period 08 – 12 2004	A Development and Follow – up of the TRACECA Visa and TRACECA Freight Documentation			not specified	not specified	
	B TRACECA Information and Help Desk (Hotline) and Enhanced Communication Initiatives			not specified	not specified	
	C Support of the IGC TRACECA and Permanent Secretariat			not specified	not specified	
Reporting Period 1 12 2004 – 02 2005	Component A			81	59	
	Component B			84	59	
	Component C			140	82	
Reporting Period 2 02 2005 – 08 2005	Component A			151	146	
	Component B			92	124	
	Component C			182	190	
Reporting Period 3 08 2005 – 02 2006	Component A			63	92	
	Component B			65	110	
	Component C			223	203	
Reporting Period 4 (completion period) 02 2006 – 08 2006	Component A			53	77	500 pieces of IGC Strategy brochures; 500 pieces of IGC Strategy Booklets Database Website
	Component B			88	23	
	Component C			256	110	
Total	Component A			354	479	
	Component B			347	409	
	Component C			771	626	
Total				1472	1514	

TRACECA

OVERALL OUTPUT PERFORMANCE SUMMARY

Project title: Trade Facilitation and Institutional Support		Project number: 81324	Beneficiary countries: Armenia, Azerbaijan, Bulgaria, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Romania, Tajikistan, Turkey, Turkmenistan, Ukraine, Uzbekistan.	
Prepared in: JULY 2006			EC Consultant: Dornier Consulting / KLC	
Output results	**Deviation original plan**		**Remarks / Reason for deviation**	**Comment on constrains & assumptions**
(A 1): The local legislation hindering the implementation of the TRACECA Visa concept analysed and recommendation is provided;	-25 %		Disagreement between major stakeholders about the definition, extent and direction of TRACECA Visa concept (acc. to addendum II transfer of remaining Man-days to other activities). TFIS indicator was achieved with forwarding of the documents to the consideration of the NS (see chapters 2 and 4)	The National Secretaries were supposed to provide sufficient information. However, there were only few responses to Consultants requests.
(A 2): Follow-up of the results achieved by the CLBTT and HBCP projects is ensured;	0 %		TFIS indicators for A2 were achieved Ratification and adoption processes are subject of decisions of sovereign states	Projects were followed-up and countries requested to speed up ratification, but results of CLBTT project (additional technical annexes to the MLA) were rejected by the countries (see meeting notes preparatory meeting to the 4th IGC). Thereafter, efforts of the Consultant to transform the results from Technical Annexes to Interstate Agreements in order to safeguard results of CLBTT project were rejected by the countries, too. Thus, the assumptions did not materialise.
(A 3): Pilot scheme for simplified rules for freight movement is designed and implemented;	0 %		Design delivered in time with three (instead of required two) countries involved, but slight postponements of implementation of pilot because of external factors. Two test runs prepared and implemented with involvement of three countries. Indicator for A3 achieved. Results were disseminated.	Commitment of project beneficiaries is given, but originally envisaged time schedules could not be met.
(A 4): Dissemination seminars for all TRACECA countries to promote the Pilot project results are implemented;	0 %		See point A3 Indicator for A4 was achieved with organisation of the specific seminar for extended audience and visit to the modern EU – 3rd country border-post.	Dissemination of design and pilot scheme results on the occasion of Working Group Meetings conducted, specially designed dissemination seminar will be carried out in 4th reporting period of the project.
(A 5): Action Plan for the TRACECA Visa and freight documents is prepared provided that implementation-conducive environment is observed in the respective TRACECA countries.	- 25 %		Draft Action Plan was delivered and proposed to the Countries (indicator achieved), but not further proceeded by the Countries as an implementation-conducive environment is presently not given (see Addendum 2 to contract 81324).	Lack of commitment of project partners due to disagreement between definition, extent and direction of TRACECA Visa concept.
(B 1): A complete Hot line concept for each country is prepared;	+ 25 %		Problems were identified and Hotline concept in consultation with countries and the EC (see Addendum 2 to contract 81324) transformed in "information and help desk". Presently all TRACECA countries are participating, and performance indicator was achieved. Information is published online.	PS follow-up and updates are recommended.

Project title: Trade Facilitation and Institutional Support	Project number: 81324		Beneficiary countries: Armenia, Azerbaijan, Bulgaria, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Romania, Tajikistan, Turkey, Turkmenistan, Ukraine, Uzbekistan.	
Prepared in: JULY 2006			EC Consultant: Dornier Consulting / KLC	
Output results	**Deviation original plan**		**Remarks / Reason for deviation**	**Comment on constrains & assumptions**
(B 2): TRACECA web-page is updated and section for Frequently Asked Questions (FAQ) is established;	+ 100 %		New TRACECA webpage is available online in official TRACECA languages (Russian and English) under www,traceca-org.org. TRACECA old web-pages were updated minimum once a month. FAQ-page was developed and on-line in first reporting period and was also regularly up-dated. The performance indicator was achieved.	
(B 3): Feasibility study for the use of webcam systems is prepared given the evaluation of the use of the webcams returns positive results.	- 50 %		Research on the use of webcams at the European border crossings revealed no relevant experience and response to questionnaires showed, that responsible border authorities were not willing to introduce the concept at all. Thus, a detailed feasibility study was not to be justified (see Addendum 2 to contract 81324).	
(C 1): TRACECA annual meetings are organised;	0 %		No deviation, performance indicator achieved.	4th IGC Meeting was held in April 2005 in Baku, and 5th IGC Meeting was held in May 2006 in Sofia
(C 2): National Secretaries' Working Group Meetings are organised and held;	+ 75 %		Four National Secretaries Working Group Meetings were held and thus the indicator was entirely met. In addition, two preparatory meeting before the 4th and 5th IGC Annual Meetings, two Legal Working Group Meetings and one Strategy Meeting was prepared and conducted. Indicator was achieved.	
(C 3): Financial Support to the IGC and the Permanent Secretariat is provided;	+ 50 %		EC financial support was permanently given in line with yearly budgets approved by the EuropeAid Task Manager and in line with IGC decisions. In addition, a Joint Financing System was further developed and a financial system was introduced to administer financial contributions of the countries as well. Output is delivered and the indicator was achieved.	
(C 4): TRACECA Traffic Database is updated;	+ 100 %		Traffic Database was not only up-dated, but completely revised, modernised and designed in a more user friendly and accessible way on basis of a GIS system compatible with EU GISCO system. The database supporting activities followed all the phases from concept to implementation, including creation of the data collection strategy, two analytical reports on database development, detailed user manual, not mentioning the formation of the database tool that is easily and fully compatible with any development and application solution. Handover to the PS took place in the end of July 2006.	The regular updates are necessary and PS ownership is recommended to assure sustainability of the achieved success.
(C 5): Organisation and management capabilities of the IGC TRACECA PS are strengthened;	+ 50 %		Indicator was achieved, as Report on Capabilities delivered and discussed in time. In addition implementation assistance was given in the day-to-day management. The results were reported at the project dissemination seminar.	
(C 6): Dissemination activities are carried out.	+ 50 %		Performance indicator achieved, and the publication of the IGC Strategy and Executive summary was delivered in addition.	Main means are TRACECA participation / presentation at events and web-page, extensive dissemination by means of participation at the international exhibitions, conferences, events, missions, etc.

5   LESSONS LEARNT AND RECOMMENDATIONS

During the course of project implementation the Consultant had delivered specific recommendations either outlined in various reports, presentations and/or decision-making documents, working group documentation or implemented on the basis of the research findings in regards of major project components.

Component A: Report on Development and Follow-up of the TRACECA Visa and Advancement of Freight Transport Legislation in the TRACECA countries.

Various mission reports on pilot scheme and documentation of the dissemination

Component B: Research on webpage organisation and structure, Research on the usage of web-cams at European Borders

Helping and Information Desk (Hotline) concept and functionality

Web – Site Uploaded

Component C: Report of Recommendations for Increasing Capabilities of the PS IGC Current Administration

Draft Financing Agreement

Draft Strategy of the IGC TRACECA

Proposal for a Revision of the Database Structure of the TRACECA Traffic Database: Introduction of the TRACECA-GIS, data collection manual, TRACECA GIS Database: Further Development and Improvements, database system user manual.

The intention and the practice of the Consultant, in the framework of the ToR were to deliver those recommendations that are practical and implementable. In addition, the Consultant always ensured the sustainability and further of the achievements made on the proposals and recommendations that were put forward.

In terms of the project components, the Consultant recommends the following:

A Development and follow-up of the implementation of the TRACECA Visa and the TRACECA freight documentation

TRACECA Visa notion is unrepresentative and was first mentioned as recommendation in the 3rd IGC meeting in Yerevan. This was explained already in various reports. It is advisable that not only PS Working Group Meetings but also IGC clearly decides on the subject. The repeated consideration is required, and now initiated by the PS.

The implementation of simplified transit procedures certainly require several improvements related to transit issues such as improvements in border crossing point management, continuous training and personnel development, construction and equipment of modern border crossing facilities, installation of detection equipment and so on. All these require substantial funds to be invested, and are subject on the agenda of various development partners.

However, there exist modern practices in customs that do not require changes of legislation or disbursing extensive funds, such as pre-arrival information on freight, efficient customs-industry dialogues and risk management systems. Freight pilot scheme was successfully implemented on the basis of the pre-arrival information system. The trial had clearly indicated that submission of pre-information to border authorities (customs and border guards) is facilitating and fastening the border-crossing process. The subject of pre-information system is recommended for inclusion into the cross-border activity or as project of funding institutions.

Pilot Scheme is documented in Annex III. Main findings and recommendations revealed difficulties to convincing the private trucking industry to take part in a pilot scheme, especially when a trucking company is not the owner of the trucks. There is still a lack of cooperation between the industry and officials – old fashioned business-customs relations. Further to that improved communication between the border authorities could already facilitate the cooperation. In addition, Georgian border side needs urgently equipment and communication possibilities but also changes in the processing and organisation of the border traffic at Sarpi Border and partly at the Border to Azerbaijan. However, it should be clearly mentioned that the reforms in the customs sector of Georgia are progressing. Border

sides should work closer together and exchange information by improve the communication possibilities and the EDP Systems at the borders.

There is also a clear need to follow the recommendations made by the World Customs Organisation and the provision of UN revised Kyoto – Convention. The initial step is to start with better cooperation between customs and business, by offering for those transportation companies which provide pre-information a priority in custom clearance and border crossing. Simplification of border-crossing procedures still represents a long-term objective which necessitates strong political incentives and adaptations of the national legislations. The political consent will be required to start with juxtapose border-crossing points. Still, project pilot schemes have potential for further elaboration and wider application

B TRACECA Hotline and enhanced communications initiatives

The hotline concept was transformed into the Information and Helping Desk. The contact details are established at the website. The first time all TRACECA countries are participants and this show the high acceptance of the new system Major interest groups are informed about the initiative. They were provided with contact details and briefed on the rationale of the initiative. The PS is advised to follow up the matter via the Permanent Representations and regularly update and disseminate the information. The Consultant also recommends applying the potential of the dedicated national entities established as general transit help desks, and combine this with capacities of the National Secretaries. Questions and problems brought to the help desks are to be collected, analysed and forwarded to those institutions that might cause a problem at borders or during transit. This initiative is recommended to be closely coordinated with the UNECE especially in terms of the information collection and dissemination via commonly maintained section at the TRACECA website (Customer information). Also, the information collected must be published in the FAQ section and in the news section in the adequate form.

The newly developed TRACECA website is recommended to be maintained, further advanced and updated in both languages. It is strongly recommended to concentrate more on the newly introduced TRACECA corridor section, and the effort and contributions of the countries with information for corresponding subsection are essential for proper and prompt updates. It is also essential that field experts of the PS contribute with their practical knowledge for the sections on various modes of transport and be responsible for their contents in cooperation with the Public relations expert.

C Support to IGC TRACECA and Permanent Secretariat.

The organisation of IGC TRACECA Annual meetings and PS Working group meetings will now be solely under the PS jurisdiction and the Istanbul Meeting showed that self-sustainability could be fully achieved. Full-fledged self-financing system of the PS is established, and self-sustainability of the Secretariat is rather high. However, the Secretariat is recommended to take active steps to ensure countries' contributions and joining to the self-financing agreement.

The basic tool for regional traffic planning – the TRACECA database – has been handed over to the PS, including the updates submitted by the countries. The PS is recommended to use this database now extensively for traffic analysis and information to interested parties. In order to keep the data further up-to-date it appears necessary to establish data collection centres and to, supply these centres with proper equipment, software and man-power and to enact the started data collection process as decided by the IGC in Sofia. In order to make the traffic data more widely accessible and in order to make it ready for business applications, the PS is challenged with purchasing new licences to enable multi-user function and web-application via its site, based on the regulation to be developed (and based on the objectives set). Also, the present computer equipment in the PS has to be upgraded to allow for the multi-user access to the database, and to implement modern office standard tools.

A remark should be made on data plausibility. The supply of reliable, actual and comprehensive data is first of all the responsibility of the countries and of the National Secretariats. The PS can support the countries in this task, by identifying implausible inputs.

The consultant received comments of the countries that database is detailed and complicated, and the data base, is not unified with the related data base as UNESCAP (Asian highways) and OSJD (data base on railway transport).

To respond to this comment, it should be noted that TRACECA database not may convertible and used together with other databases, but a technical adjustments would be needed due to obvious reasons. It should be mentioned no attempt was made to unify the present TRACECA database with any other related database for several reasons. First of all, the task of converting all the Excel sheets into an appropriate GIS database was complex, too complex to take also other types of databases into account. Secondly, and more importantly, there are several other transport-related databases around in the world, all of them using different data structures and data types and different pieces of information. Apart from the UNESCAP and OSJD already mentioned, there are also (just to mention few of them) the UN-ECE database, the database of DG TREN of the European Commission and also Eurostat's GISCO database, the forthcoming TINA-

Turkey database, and a number of other national (GIS) transport databases. As it is almost impossible to set up a database structure which complies with all of these other databases. Thus, another approach was chosen which focused on the development of a database which fulfils the needs of TRACECA as best as possible - and not the needs of other databases which were set up against different objectives. However, as outlined further below, it is of course possible to export data stored in the TRACECA database to other formats which comply with other databases. Depending on the other database, it would even be possible to establish direct links.

The TRACECA database now is in a data format (i.e. Access format) that can be exported to a variety of other formats, either individual tables or individual GIS layers, or the database as a whole. All export formats that are offered by MS Access and/or by ArcGIS can be used. In turn, also data from other databases can be imported basically, however, depending on the other database in question some pre- and/or post-processing steps would be necessary. Technically speaking, the export of any table in Access is rather simple: One has to select the desired table, click 'files' and click 'export', and finally one has to specify the export format.

However, this becomes a bit more complicated if information from various different tables are to be exported into one table, but also for this task Access offers quite a lot of standard routines. The basic challenge when relating the GIS layers of TRACECA database to another GIS database is to identify appropriate attributes or features that are available in both databases and which can be used to link both databases. Such attributes can be the name (of a city or a port), or any unique identifier, or any region code, etc. If there are no common attributes available in the two databases that are to be linked, one has to establish such a common property (which may be a bit time-consuming, depending on the complexity of the task). However, this does only say very little about the actual amount of work entailed with the task, as it not only depends on the structure and contents of the TRACECA database but also on the structure and contents of any other database in question.

Information that reflects the real traffic situation is in a highest demand of all the carries, operators, freight forwarders, relevant Ministries and authorities in all TRACECA member-states. They are being awaited for if for a long time, there were several attempts to establish such data base only within TRACECA programme.

The old Excel 'database' and the data structure of the transport model set up by BCEOM was analysed carefully in detail, in order to learn how to convert all the bits and pieces into the new database format. If there were other attempts to establish such a database before BCEOM, this of course was not taken into account, as the final achievement was used.

For the future, when a forecasting model will be under elaboration, the participation of ministries and other institutions of the member states is essential. They are advised to comment and be involved pro-actively.

As far as training needs are concerned: now the data base is available and it makes sense for the new project on forecasting to organised trainings and seminars tailored to TRACECA specific needs.

Aslo, the PS is recommended to keep on maintenance and further developments of the TRACECA archive, constant updates are necessary. It is further recommended to introduce a professional EDP-based document management system for which the system analysis and selection process has already started.

Even having reached during the project implementation a certain increase in PS capabilities, there is still a need in further improvement of management and organisation capabilities within the PS especially with a view to project cycle management. The continuity and consistency in the PS activities is recommended. This recommendation is advised to be implemented at all levels.

All PS activities and initiatives are recommended to closely rely on the priorities set in the IGC TRACECA Strategy on development of the TRACECA Corridor till 2015 and comply with the IGC resolutions.

General Remark

Prior and after the submission of the Draft Completion Report the consultant received various comments from. the Permanent Secretariat and the National Secretaries. The last comments were received during the Pilot Scheme dissemination Seminar at which the project results were disseminated. The comments made were both general and subject specific (database, website and TRACECA Visa). After the project dissemination only a few comments remained relevant. These comments were answered in the present report within various sections and listed in Annex III. This Annex also provides records on the course of the dissemination seminar, and contains presentations with results and outputs implemented or delivered to the PS.

At the end of the whole dissemination the Secretary General and Task Manager thanked the Consultant for the successful work done. This was acknowledged in discussions by almost all the National Secretaries.

ANNEX I

Logical Framework Matrix

Intervention Logic / Strategy	Indicators / Objectively Verifiable	Sources of Verification	Assumption
Overall Goal: Promoting the Transport Corridor Europe Caucasus Asia (TRACECA) in order to develop and improve trade within the regions as well as the integration into the international economic structure (access to world market), i.e. to promote TRADE FACILITATION.	Volume of freights transported in support NIS transport corridors; volume of passenger transported by different modes of transport; volume and share of intra-NIS trade and trade between NIS and EU; (tentative indicators, to be specified more precisely in the course of Project implementation)	Traffic data, statistical information	Willingness of the partner states to: - cooperate within other NIS countries and EU; - approximate transport legislation and technical practices to the EU standards, - to contribute financially to the implementation of the above standards and practices
Specific Objectives: **A** Development and follow-up of the implementation of the TRACECA Visa and the TRACECA freight documentation	- The number of countries adopted the TRACECA Visa concept is enlarged; - Draft Technical Annexes on Multimodal Transport and Freight Forwarders activities recommended by the PS NS WG Meeting or adopted by the IGC	Project documentation Final Documents of the WG Meetings	Willingness of the TRACECA states to adopt and implement Visa concept into their national legislations
B TRACECA Hotline and enhanced communications initiatives	TRACECA Hotline concept is agreed by the majority of beneficiaries	Report	Project partners have enough political will and financial capabilities to implement project recommendations
C Support to IGC TRACECA and Permanent Secretariat	Efficient autonomous operation of the PS and other TRACECA structures assured	Decision of the state authorities of the parties to the MLA	Commitment of the PS staff and project partners to cooperate is in place; agreement on joint financing is signed by the Parties and implemented

Intervention Logic / Strategy	Indicators / Objectively Verifiable	Sources of Verification	Assumption
Results:			
Component A: The local legislation hindering the implementation of the TRACECA Visa concept analyzed and recommendation provided	Problems identified and recommendations to mitigate these are delivered; unified document for use by Customs proposed	Report	Sufficient information provided by the National Secretaries
Follow-up of the results achieved by the CLBTT and HBCP projects is ensured	Recommendations on how to overcome problems related to ratification of TRACECA Visa concept amendments provided to the IGC; three draft technical annexes produced by the CLBTT Project reviewed and proposed to the PS WG meetings for approval	Ratification notifications and Final Documents of the IGC Meeting or NS WG meeting	Implementation is feasible only fully supported by the Parties and, if the national authorities involved are pro-active
Pilot scheme for simplified rules for freight movement designed and implemented	Appropriate border crossings for the implementation of pilot scheme selected; at least two countries are involved in the implementation of a pilot scheme after twelve months from the contract signatory	Report	Project beneficiaries in the selected Pilot countries showed commitment to participate in the Pilot Scheme
Dissemination seminars for all TRACECA countries to promote the Pilot project results implemented	Two Seminars have been held subsequent to workshops of the National Secretaries on Passenger and freight Pilot Schemes	Seminar materials	Project partners are sufficiently committed
Action Plan for the TRACECA Visa and freight documents prepared	Action Plan containing actions to be taken in order to achieve harmonised TRACECA Visa and Freight documentation submitted to the Project partners for further approval	Report and feedbacks from the Project beneficiaries	Commitment of the project beneficiaries

Intervention Logic / Strategy	Indicators / Objectively Verifiable	Sources of Verification	Assumption
Component B: A complete Hot line concept for each country is prepared.	Problems identified and limitations and recommendations to mitigate these are addressed to minimum 9 countries.	A concept paper, comprising cost analysis	National Secretaries provided sufficient support and information supply
TRACECA web-page updated and section for Frequently Asked Questions (FAQs) established	Minimum two up-dates by the end of the project made; specialized software supporting FAQs installed	Web-site	No constraints
Feasibility study for the use of web-cam systems prepared	A Feasibility Study on the use of Webcams at specific border crossings is available tenth months after contract signatory	Report	Sufficient number of border crossings along the TRACECA corridor can be selected/identified for investigations on use of web-cams which have no access and photograph restrictions.

Intervention Logic / Strategy	Indicators / Objectively Verifiable	Sources of Verification	Assumption
Component C: IGC TRACECA annual meetings organized	**Indicators to result C** One IGC Meeting held in 2005 and one IGC Meeting held in 2006	Final Documents of the IGC and WG meetings	
National Secretaries Working Group Meetings organize and held	One WG meeting held in 2004, one in 2005 and two in 2006		
Financial Support to the IGC and Permanent Secretariat provided	Permanent Secretariat activities and related MLA structures are funded within the agreed and approved budget	Confirmation from the PS management	No constraints foreseen
TRACECA Traffic Data base updated	TRACECA traffic data is rescued, restructured and made available for potential users	Sufficient and reliable information and data received from national institutions	Cooperative attitude from national institutions involved in supply of statistical data and relevant information
Organization and management capabilities of the IGC TRACECA PS strengthened	Recommendations on capacity and institutional development of existing TRACECA structures are available and discussed in eight months after contract signatory	Report	Sufficient cooperation from PS IGC TRACECA staff
Dissemination activities carried out	TRACECA activities / information / actual data are disseminated via web and seminars	Web-site and seminar hand-outs	

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"PILOT SCHEME" AIMED AT SIMPLIFIED BORDER-BROSSING PROCEDURES.

MISSION REPORT (March 2006)

Picture 1 – The route from Turkey via Georgia to Azerbaijan

Introduction

The provision of the pilot scheme is to find out ways to speed up border crossing procedures by providing pre-information in agreed formats to the border authorities of the involved countries, as well as to identify bottlenecks hindrances occurred are to be identified and to provide solution recommendations.

In a meeting of the project Team Leader in Istanbul held 22 March 2006 organised by the Ministry of Transport of Turkey with several Turkish Transport Companies an agreement was reached for a trial of the Pilot Scheme with involvement of Turkish trucks. It was promised, that for 5 trucks we will have the pre-information 2 days prior to the trucks' arrival at the Turkish-Georgian border.

The Pilot Scheme

A team of experts of the TFIS project started to prepare a mission to the Georgian Border and informed the Border Authorities about the Pilot Scheme in Azerbaijan and Georgia.

On 26 March the TFIS Team left for Georgia and had preparatory meetings in the Ministry of Transport with the participation of the custom authorities. The Border Guards which were aware and involved in implementation of the pilot scheme have been also informed.

It was agreed that the trucks coming from Turkey will arrive at Sarpi Border on Wednesday 29 March 2006 and the information we should have had received two days before.

In reality the situation was different. First the team learned that out of 5 trucks, only 2 trucks would be involved, and for this two vehicles only fragmented information was. No truck arrived at the border either on 29 or 30 March 2006.

On 30 March the team received the information, that from the remaining 2 trucks one had problems with supplier and one had technical problems. Therefore, with the approval of the Turkish Border Authorities another truck was selected for the pilot scheme, and the whole border crossing procedure could be seen. The procedure was documents in the protocol attached hereto.

Picture 2 – Pilot Scheme Truck

The first important information was, that the Turkish custom has a central computer system and all relevant information requested for pre-information is available in this system as far as the cargo is concerned. The second important information was that also the Ministry of Transport has a central computer system which is accessible by representatives at the border and which has all driver and car related information. This means in fact, that the Turkish authorities already widely use pre-information for truck coming from Turkey or via Turkey to Georgia. For trucks coming from Georgia to Turkey unfortunately no information is available about the cargo but Turkish truck and Turkish drivers registered.

The selected truck going to Georgia had first to stop at the entrance Gate of the Border Station for registration.

Picture 3 – Truck Registration at the Entrance

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Thereafter the driver has to go for the passport control.

After passport control the driver has to go to the transport control department of the border station (an of the Ministry of Transport) Here the Transport Document/License are crosschecked and online inserted into the central system of the Ministry of Transport. This content of this document is identical with the CMR. Following information is registered:

Origin of Truck

Registration number of truck and hanger/trailer

Declaration system (e.g. TIR)

Weight of freight

Consignor

Commodity

Quantity

Country of Origin

Country of Destination

Time for processing the registration

Number of the operator/officer in charge

Name of the officer in charge

Registration office, date, time and number

Having passed the transport control department the driver has to go to export custom department of the Border.

Picture 4 – At Customs of the Border

Picture 5 – Documents Used

Also here as before mentioned the crosschecking is done online. Information typed in is as follows:

- Exporter
- Registration number of truck and hanger/trailer
- Border custom office
- Kind of goods
- Number of export document
- Country of origin
- Country of destination
- Weight of freight
- Number of pieces loaded

As mentioned before all information for truck leaving turkey to Georgia available in electronic formats.

Situation at the Border

The Turkish side of Sarpi Border (between Georgia and Turkey) is well equipped with computer and linked to central systems in Ankara. The organization of the border crossing procedures seems to be effective.

The space within the border station is limited and there is not enough parking available. In case of need the modern 4 lane road in front of the border can be used for parking of trucks and other vehicle.

A communication link between the both countries does not exist.

The Georgian side of Sarpi Border is not really equipped with computer and communication equipment. Most of the registration procedures have to be done in hand writing. Printouts of pre-information table can not be used efficiently and it is not clear in which way the electronic pre-information may be useful. Electronically the border station cannot be reached from the private transport industry and also not from Turkey.

Nevertheless, the Border Authorities were very helpful and co-operative. They wish to have modern equipment and modern systems to organise their activity more efficently.

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The parking space within the border station is very limited and outside the fenced area as well there is not much space.

Picture 6 – In front of the border

Trucks have to park on the side of a narrow two lane road.

Picture 7 – Parking Area

When the team of experts arrived at the border in the morning at 07h30 app. 30 trucks were waiting on the road but no one driver was around the trucks. The same situation could be recordered at 08h30, 09h30 and 10h30. Then, several drivers appeared, and it was obvious that noone was in rush to cross the border.

Conclusions

It has to be noted that it is very difficult to convince the private trucking industry to take part in test runs or pilot scheme, especially when the commitment is made by a tucking company which is not the owner of the trucks. It has turned out that most of the trucks which are under the logo of a trucking company are belonging to the driver. This means the driver has a commitment on a carriage, and he does not care about other subject then the single contract he has. One of the reasons that the trucks did not managed to approach in time the border could be private recreation. We learned in the later that the trucks crossed the border to stay over the weekend in Khachuri / Georgia which is very common place for truckers to stay for recreation.

It also turned out that a better communication between the border authorities from both sides could already improve the situation drastically. The Georgian border side needs urgently equipment and communication possibilities but also changes in the processing and organisation of the border traffic.

The two border sides should work closer together and submit / accept information coming from the other side.

Enclosure:

Records and documents used in border-crossing procedure

TUTANAK

Ülkemizden transit ticari eşya taşıyan araçların gümrük sahamızdan tüm iş ve işlemlerinin (Türkiye'den çıkış için gümrük sahasına giriş kapısında kayıt yapılması, Emniyet Müdürlüğü Pasaport İşlemlerinin yapılması, Kara Ulaştırma Şube Müdürlüğünden vize fişi altına işlemlerinin yapılması, Gümrük Müdürlüğü Özet Beyan Servisinden çıkış transit beyannamelerinin tescil işlemlerinin yapılması, Gümrük Muayene Servisinde Muayene Memurlarınca işlemi yapılması, Gümrük Kolanlarınca işlem yapılması, Türkiye Gümrük Sahasından Gürcistan Gümrük Sahasına geçiş için çıkış kapısından Gümrük Muhafaza kaydının yapılması süresinin tespiti amacıyla 08 K 5937/5938 plakalı bir aracın işlemlerine 30.03.2006 tarihinde saat 10:16'da sahanın çıkış Türkiye kapıdan kayıt yapılarak başlandı, yukarıda belirlenen işlemlerin tamamı Gürcistan tarafına geçiş saat 10:30 olup, toplam süre 14 dakikada.

Aracın Sahaya Giriş Kaydı	10:16
Pasaport Polisi İşlemleri	10:19
Ulaştırma Şube Müdürlüğü Vize İşlemleri	10:21
Gümrük Tescil İşlemleri	10:23
Gümrük Muayene İşlemleri	10:26
Gümrük Kolcu İşlemleri	10:28
Aracın Sahadan Çıkış Kaydı	10:30

Araç Kayseri Gümrük Müdürlüğünden markılı olarak sevk edilmiş olup, beyaz eşya taşımaktadır. Yükün ağırlığı 6500 kg.'dır.

İş bu tutanak aşağıda adı soyadı ve ünvanları bulunan şahıslarca işlemin bitmesine müteakip düzenlenerek imza altına alınmıştır. 30.03.2006.

Birol ROKSIS
Team Leader

Eckard WEBER
Manager Representative

Kenan ERDINC
Gümrük Müdürü

Alpay OZTURK
Pasaport Şube Büro Amiri

Balık AKSOY
Gümrük Muhafaza Müdür V.

OKTAY FIRAKHT
Ulaştırma Şefi

Protocol

The truck No 08 K 5937/5938 carrying goods from Turkey entered the customs area of the country on 30.03.2006, at 10:16, in order to determine the time required for the relevant border-crossing procedures (registration for leaving the Turkish territory and entering the customs area, passport control by the Security Directorate, obtaining a visa receipt in the Land Transport Directorate, registration of the exit-transit declarations in the appropriate brief declaration services in the Customs office, customs control, registration for passing the Turkish-Georgian border). The above-listed procedures took the truck 14 minutes.

Registration at the entrance to the customs area	10:16
Passport police procedures	10:19
Visa procedures	10:21
Customs registration procedures	10:23
Customs clearance	10:26
Customs control	10:28
Registration for passing the border	10:30

The truck was transporting white goods. Weight of goods 6500 kg.

The given protocol has been signed by particiepants

SARP ULAŞTIRMA ŞUBE MÜDÜRLÜĞÜ YÜK TAŞITLARI NORMAL ÇIKIŞ VİZE FİŞİ						
Taşıtın						
Ülkesi	Araç /Romork Plaka No		Cinsi	Ağırlığı(ton)	Firması	
TÜRKİYE	08K5937	08K5938	TIR	15000	KOYUNCULAR	3 0 Mart 2006
Taşınan		**Taşımanın**			Vizenin	
Cinsi	Miktarı(KG)	Başlangıç Yeri	Bitiş Yeri		Tarihi / Saati	
BUZDOLABI	6564	TÜRKİYE	GÜRCİSTAN		30.03.2006 10 28.48	
Özel İzin No		Dovvala		Operatör	Caner ÇELİK	
Brüt 21564	Düşünceler eskişehir gümrük beyannamesi				30.03.2006 10.28.48 Fiş No 10117	

Documents with information about the driver, cargo used in physical border-crossing procedure

"PILOT SCHEME" AIMED AT SIMPLIFIED BORDER-CROSSING PROCEDURE.

MISSION REPORT (18 - 24 May 2006)

Trucks on route from Bulgaria via Poti in Georgia to Azerbaijan (see map below)

Picture 1 – Sketch of the Pilot Scheme Route

Introduction

The provision of the pilot scheme is to find out ways to speed up border crossing procedures by providing pre information in agreed formats to the border authorities of the involve countries. In addition, in this mission,n support was given to drivers in the border crossing procedures and bottlenecks. Also the hindrances that have been occurred wereidentified and recommendations were made to find a solution.

The trucks of the Willi Betz Company were selected for execution of the part 2 of the pilot project. The Company provided all necessary information on 6 vehicles (both for trailers and trucks). The trailers were loaded with freight originated from different countries of Europe. Among the vehicles were two trailers with groupage cargo and machine oil which required a special declaration for the transit to be issued in Tbilisi, Georgia.

Before the business trip the pilot project team held several co-ordination meetings with the branch manager of Willi Betz in Baku, Mrs Hajiyeva to discuss:

- the implementation of the pilot project,
- the task force for the implementation,
- data of drivers, vehicles and freight (see enclosed table),
- co-ordination and co-operation between all interested parties.

In Tbilisi the pilot scheme team met Mr Vantzadse, a representative of the Ministry of Economic Development (Transportation Department) to ask again for support for the pilot scheme at the port of Poti and "Red Bridge". The information addressed to Customs authorities was agreed to be handed over directly to the customs border-posts via the Ministry of the Economic Developments to increase the communication efficiency. Thus, the full package of the available information on the drivers, vehicles and freight to be transmitted to the border-posts was handed over to the representative of the Ministry. It was also explained that all vehicles will be marked with a TRACECA pilot sign (Picture 2) indicating that it as a participating in the TRACECA- pilot scheme project.

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Picture 2 – TRACECA Pilot Scheme Sign

Further, a discussion with Mrs Chelidze, the branch representative of the Willi Betz in Tbilisi, took place.

The representative referred to some difficulties and positive aspects in Georgia:

Difficulties

- The newly adopted Georgian legislation allows for maximum freight weight of 44 tons, and a load of 11.5 tons on the first axle, it was reported on difficulties the trucking industry faces with this. Taking into consideration that the neighbouring countries have almost the same regulation it could not really count as an obstacle created by Georgian Government. The scales in Georgia are said to the most precise ones. Already a slight overweight causes penalty. After the penalty is paid via bank transfer the carriage can be continued. It was reported that often the overweight fee is demanded for the second time by the responsible authorities in case of recurring determination of the overweight.

Among the vehicles participating in the pilot project one trailer fall under restrictions imposed by the new regulation, as the trailer had overload of 50 kg. After the money transfer, on the following day, the trailer was released. This corresponds to a half a day delay and the increase of transportation cost out of this.

- The request of the Georgian authorities to submit original documents of the transit transport (calculated and original weight documentation) could be a hindrance for transit trade. Normally, the consignee in the destination country (usually per postal courier service) receives these documents, in order to custom-clear his freight at destination. In the present case, there is a danger that documents may be lost on the way, and this may complicate the receipt of freight at the destination. The costs emerging at the same time for specifically directed storage/cooling/production loss and so on are not foreseeable in such a case. This also has an impact on the business connections.

- For the release of transport with agricultural products a transit declaration is to be issued in Tbilisi. First the original veterinary certificate has to be brought to Tbilisi and the licenses have to be issued. Its delivery to Poti can take even a week and the negative effects caused by idle time at the border are obvious:

- Equipment cost

- Increase of cooling costs

    Shelf life could exceed

    – Perishable good could be spoilt

- Just in time delivery is impossible

- Business relations are jeopardized

Some items that are included into the technical support set for the cargo, may be classified as dangerous goods article and require application of ADR rules. For these goods, special documents become prerequisites and additional fees due. These peculiarities burden the traffic and are not beneficial for international trade.

Positive Aspects out of the pilot scheme activities

- since the first trial via Turkish and Georgian Border and the visit to Sarpi border, the situation Georgian side of the border has improved.

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The following positive changes took place:

- Decrease of the waiting time at the border-crossing
- more generous handling for the overweight (reduction of the side payments)
- Transit custom application form is not any more necessary

Chronology of the practical application of the pilot scheme project

22.05.2006

10.05 – arrival of the ferry SREDETZ to the port area. The process is documented below in the pictures 3 and 4:

Picture 3 – Ferry approaching for mooring

Picture 4 –In front of the ferry birth

10.30 - ferry had moored. The pictures 5 and 6 visualise the location of trailers on the ferry and preparation to unloading

Picture 5 – Trailers of the Willi Betz company on the ferry

Picture 6– Ramp hinged out

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12.00 - arrival of border police and customs authorities. This process is depicted below (Picture 7).

Picture 7: Arrival of the commission on board

14.05 - preparatory work for unloading of the ferry (Picture 8)

Picture 8: Forklift

15.25 - first vehicle of the Willi Betz Firm leaves the ferry — the rig machine provided by the ferry company (Picture 9)

Picture 9: Unloading of the ferry — first Willi Betz trailer appears

Till 18.00 - complete unloading of the ferry. The picture 10 below demonstrates the unloaded vehicles placed in the port area.

Picture 10: Vehicles in the port area

Till 18:00 – preparatory work for coupling and discussion with WB representatives/drivers (Picture 11).

Picture 11: Coordination with drivers

Till 18:00 customs checking (for seals, damage, etc) (Picture 12)

Picture 12: Customs checking for seals intact and damage

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From 16:30 till 19:00 – transfer from the port territory to the cargo terminal for customs procedures and weighting control (terminal tractor is provided by the ferry company). (Picture 13)

Picture 13: Transfer to the terminal

From 16:30 till 19:00 – weight control (Picture 14)

Picture 14: Weighting

From 16:30 till 19:00 - Placement at the Poti Port terminal (Picture 15)

Picture 15: At the Poti Port terminal

Till 21:00 – customs clearance of the 4 trailers

Picture 16 – In front of the ferry terminal

23.05.2006

About 08.00 – departure from Poti of a convoy of 4 trucks

11.00 – arrival of the convoy to the city of Kutaisi

The convoy is visualised in the picture below:

Picture 17 – Convoy of trucks

17:00 – the convoy trucks approached the Georgian border

17:40 – the convoy trucks entered the Azeri border

Picture 18 – trucks at the border-crossing procedures at the Georgian-Azeri border

18.05 – the convoy entered the territory of Azerbaijan.

The picture 18 below is taken at the Gazah Terminal.

Picture 19 – At Gazah Terminal, Azerbaijan

24.05.2006

About 10h00 – the convoy reached the city of Tovus, the truck with overload set of to Baku from Poti, the documents for the last truck (loaded with machine oil in the technical kit) were not yet sent to Poti.

25.05.2006

5 vehicles reached the Baku and were custom cleared. The special declaration was delivered for the freight of the last vehicle and reached the same day the Georgian-Azeri border (Red Bridge) yet in the evening hours.

Additional Remarks

The delay of the border guards and custom officers was caused by the agent of the Willi Betz's firm SOMAT/Poti, as no proper information on the actual time of the ferry's arrival was provided. This caused a delay of 2 hours; however it did not affect the further routine.

Four out of six vehicles arrived at the Red Bridge the next day. One vehicle had an overweight of 50 kg, and therefore a fine had to be transferred via the bank. This caused a half day time of delay. The sixth vehicle, transporting diesel generators, had also lubrication oil loaded as a part of the maintenance set. This oil was classified as excisable good, and based on the Georgian legislation; a certificate had to be issued in Tbilisi and sent in original to Poti. This also caused a delay.

The head of "Red Bridge" customs from the Georgian side was not well aware about the initiative. After a short explanation a good co-operation spirit could be established. The dispatch time of for each truck took 10-

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15 minutes. At the Azeri side, the personnel was informed and cooperative, here the convoy was also proceeding smoothly. For both border-posts it took 65 minutes to complete the procedure for 4 vehicles.

In conclusion, it should be pointed out that official bodies provided all possible support to speed up the border crossing. The efforts of the team were appreciated by the drivers and colleagues from the Willi Betz.

Conclusions

It is possible to speed up the border crossing procedures by providing pre-information to the involved border authorities.

The Border Authorities can be motivated to be supportive having pre-information available

The Ministries involved in Transport can support the process of implementing pre-information systems

The information can be made easily available 48 hours before ship arrival on the route Burgas to Poti

The custom sector reforms are progressing in Georgia.

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LOUKOPOULOS
& CHIOTELLIS

law firm

Table 1: Driver information

#	ARRIVAL DATE	PERSONAL INFORMATION					PASSPORT DATA	
		Name	Place of Birth	Date of Birth	Sex	Citizenship	Type of passport	Passport Number
		1.	2.	3.	4.	5.	6.	7.
1	Poti:22.05.06 Red Bridge: 23.05.06	Nabiyev Alisahib Mammad oglu +994 50_311-98-26	Nakhichivan	10.11.63	m	Azerbaijan	P	1588097
2	Poti:22.05.06 Red Bridge: 23.05.06	Agayev Ilgar +994 50_355-70-63	Lenkoran	08.03.61	m	Azerbaijan	P	1172212
3	Poti:22.05.06 Red Bridge: 23.05.06	Aliyev Sadil Seyub Oglu + 994 50 358- 92-93	Baku	18.11.61	m	Azerbaijan	P	1163650
4	Poti:22.05.06 Red Bridge: 23.05.06	Lazarev Fedor Vasilyevich + 994 50 313- 14- 67	Baku	17.05.64	m	Azerbaijan	P	0761074
5	Poti:22.05.06 Red Bridge: 23.05.06	Heybetov Oktay Fazil Oglu + 994 50 625- 66-21	Baku	04.09.1962	m	Azerbaijan	P	1273147
6	Poti:22.05.06 Red Bridge: 23.05.06	Alicanov Elhan Calal Oglu + 994 50 334-00-13	Baku	17.06.1963	m	Azerbaijan	P	1111309

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Table 2: Vehicle Information

#	ARRIVAL DATE	VECHICLE INFORMATION							
				Transportation Means			Trailer		
		Vehicle type.	Number	Truck registered	Hauler	Type of truck	Departure	Destination	TIR CMR
		8.	9.	10.	11.	12.	13.	14.	15.
1	Poti:22.05.06 Red Bridge: 23.05.06	articulated lorry	Truck 1: 10 KD689 Trailer 1: bh1140ep	Azerbaijan	Internationale Spedition Willi Betz GmbH & Co. KG	MAZ - 54323	Hungary	Sumgait-AZ	Applicable
2	Poti:22.05.06 Red Bridge: 23.05.06	articulated lorry	Truck2: 10 JK 541 Trailer2: c6308eh	Azerbaijan	Internationale Spedition Willi Betz GmbH & Co. KG	MAZ - 54323	Germany	- Baku-AZ	Applicable
3	Poti:22.05.06 Red Bridge: 23.05.06	articulated lorry	Truck3: 10 DN 58 Trailer3: oh-45-yj	Azerbaijan	Internationale Spedition Willi Betz GmbH & Co. KG	MAZ - 54323	Germany	Baku-AZ	Applicable
4	Poti:22.05.06 Red Bridge: 23.05.06	articulated lorry	Truck 4: 10 BB 833 Trailer4: bh1502ep	Azerbaijan	Internationale Spedition Willi Betz GmbH & Co. KG	КамAZ-84112	Holland	Baku-AZ	Applicable
5	Poti:22.05.06 Red Bridge: 23.05.06	articulated lorry	Truck 5: 10 CV 172 Trailer5: bh1145ep	Azerbaijan	Internationale Spedition Willi Betz GmbH & Co. KG	MAZ - 54323	UK	Baku-AZ	Applicable
6	Poti:22.05.06 Red Bridge: 23.05.06	articulated lorry	Truck 6: 10 JT 290 Trailer6: bh1588ep	Azerbaijan	Internationale Spedition Willi Betz GmbH & Co. KG	MAZ - 54323	Germany	Baku-AZ	Applicable

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REFERENCE #	ARRIVAL DATE	DESCRIPTION OF CARGO					CONSIGNOR INFO	CONSIGNEE	INFO ON LOADING AND DESTINATION PLACE	
		Type of Transaction (export, import, to, transit)	Type of Cargo	Cargo Information			Legal Address	Legal Address	LOADED IN	DESTINATION
				Items	Number places	Total Weight				
		17.		18.	19.	20.	21.	22.	23.	24.
1	Poti:22.05.06 Red Bridge: 23.05.06	Georgia – Transit AZ-Import	CONSUMER GOODS	CONSUMER GOODS (pallets)	72	19955	ATTE Trauhand Gmbh, Postfach 204 Kormweirstrasse 9 CH	Sabina P&C, LLC Block 46 Sumait, Azerbaijan	Hungary	Sumgait-AZ
2	Poti:22.05.06 Red Bridge: 23.05.06	Georgia – Transit AZ-Import	Grouppage Cargo 416 places Total weight of (kg) 10183.52	Grass seeds	9 plt	3830	Przedsiebiorstwo Nasiennetwa Ogrodniezego i Szkolkarstwa UL Zeroskogo 3 05-850 Ozarow Mazowiecki Poland	Flora Mirza Manafow Ak Abdul Jierim Alizade Str. 1005 Baku, AZ	Germany	Baku-AZ
				Oracal	10 plt	5425	Orafol – Klebetechnik, Gmbh Am Biotop 2 16515, Germany	Zeynalov Gamzaga Chatainsky Rayon, Nobel Prospect 3 Baku, AZ	Germany	Baku
				Dandal	3 plt	236,98	Greude S/A AC Pimentel Gomes, 214, 62040-50 Sobral BR	Kochariyeva Nargis Badamdar 99-22, Baku Azerbaijan	Germany	Baku

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REFERNCE #	ARRIVAL DATE	DESCRIPTION OF CARGO						CONSIGNOR INFO	CONSIGNEE	INFO ON LOADING AND DESTINATION PLACE	
		Type of Transaction (export, import, transit)	Type of Cargo	Cargo Information				Legal Address	Legal Address	LOADED IN	DESTINATION
				Items	Number places	Total Weight					
16.			17.	18.	19.	20.		21.	22.	23.	24.
				Sport clothes	388.	118.7		SWT Ltd. Corporate Business Centre LTd, 4th floor, Lawford House, Albert Place, London		Germany	Baku
				Sport Inventory	4 plt.	258.84		Henislade Trading Limited 66 Markio Avenue, Cronos Court Office, 12 1077 Nicosia, CY		Germany	Baku
				Sport Inventory	2 plt	314		Fashy Gmbh, Kornwestheimer Str 46, 70822 Korntal – Munehingen, DE		Germany	Baku
3	Poti:22.05.06 Red Bridge: 23.05.06	Georgia – Transit AZ-Import	Grouppage Cargo	CONSUMER GOODS and industrial goods	10 places	-		Terminal Willibetz Rottlingen, Germany	Presidentatial Office Administration, 19 Istiglaliat Str, Baku	Germany	Baku-AZ

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REFERNCE #	ARRIVAL DATE	DESCRIPTION OF CARGO					CONSIGNOR INFO	CONSIGNEE	INFO ON LOADING AND DESTINATION PLACE	
		Type of Transaction (export, import, transit)	Type of Cargo	Cargo Information			Legal Address	Legal Address	LOADED IN	DESTINATION
				Items	Number places	Total Weight				
		17.		18.	19.	20.	21.	22.	23.	24.
4	Poti:22.05.06 Red Bridge: 23.05.06 Poti:22.05.06 Red Bridge: 23.05.06 Poti:22.05.06 Red Bridge: 23.05.06 Poti:22.05.06 Red Bridge: 23.05.06 Poti:22.05.06 Red Bridge: 23.05.06 Poti:22.05.06 Red Bridge: 23.05.06 Poti:22.05.06 Red Bridge: 23.05.06	Georgia – Transit AZ-Import	Grouppage Cargo 10 places Total weight (kg) 16 370	Steel Fider – spare parts for printing machinery (1 and 2)	1	6730	Komori International NL BV, Tweelengeenlaan 74, Appeldorn NL	Turk Ekonomi Bankasi for Kraton Printing Company, Zardabe Ave, 72	NL	Baku-AZ
				Steel Fider – spare parts for printing machinery (3 and 4)	1	6880				
				Steel Spare parts	1	1240				
				Filter Roxburg EMC MiF 3100	1	20				
				Bottcher Rollers Spice – spare parts	2	620				
				SBA Transformer 40 kva	1	380				
				1 plt – Technotrans Alpha D-20	1	350				

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REFERNCE #	ARRIVAL DATE	DESCRIPTION OF CARGO						CONSIGNOR INFO	CONSIGNEE	INFO ON LOADING AND DESTINATION PLACE	
		Type of Transaction (export, import, transit)	Type of Cargo	Cargo Information				Legal Address	Legal Address	LOADED IN	DESTINATION
				Items	Number places	Total Weight					
16.			**17.**	**18.**	**19.**	**20.**		**21.**	**22.**	**23.**	**24.**
				1 plt – compressor KG 125 - 40	1	75					
5	Poti:22.05.06 Red Bridge: 23.05.06	Georgia – Transit AZ-Import	Industrial Cargo	2 Disel Generator (machine oil)	2	11382		Gilber Group S.A. M34-20 Calle 34, Panama 5 Rainsgate, UK	Azorel MMC 31/36 St. N Zehdabi	UK	Baku-AZ
6	Poti:22.05.06 Red Bridge: 23.05.06	Georgia – Transit AZ-Import	Grouppage Cargo 76 places Total weight of (kg)– 11747	6.1 Construction materials	20	2340		Terminal Willibetz Rottlingen, Germany	Würth Aztur Ltd Ph.: +994 12 601934 Email: wurth@azdata.net Azerbaijan	Germany	Baku
				6.2. Spare parts for air-conditioning	1	5349			Bakelektro, AZ- Baku, Email: grln@bakinter.net Azerbaijan	Germany	Baku
				6.3 Plant Extract	42	1210			Baku –Castel, AZ- Baku, тел: +994 50 213 8765 Azerbaijan	Germany	Baku-AZ
				6.4 Diplomatic Cargo	13	2575			Diplomatic missions in Azerbaijan	Germany	Baku-AZ

TRACECA

KASSIMOPOULOS
LOUKOPOULOS
CHIOTELLIS
law firm

International

Spedition

Office

ATE

"AZERBAIJAN TRUCKS EXPEDITION"

Azerbaijan Republik Baku city, Narimanov area Tabriz 94 A
Tel : 467 63 00 ; 493 32 46 Tel/Fax: 467 28 88

From : Hajiyeva Lala
Date : 09.06.2006

Уважаемые Господа,

Выражаю свою глубокую благодарность за проделанную работу по проекту TRUCKING CAUKASUS. Хотелось бы отметить безукоризненную работу всех сотрудников, привлеченных к этому проекту, а именно г-на Бодо России, г-жи Юлии Усатовой, г-на Экорда Вэбэра, г-на Анара Исмайлова и г- Фарида Гатауллина. Мы, как транспортники, благодаря этому проекту подчеркнули для себя много серьезного в организации по ускорению подготовки транспортных документов, основанную на предъинформационной подготовке.
Надеюсь на дальнейшее сотрудничество, а также на взаимопомощь друг другу.

С уважением,
Региональный Менеджер «ATE - Azerbaijan Trucking Expedition GmbH»,
Представительство Компаний «WILLI BETZ» и «SOMAT»
Лала Гаджиева.

Unofficial translation:

Dear Sirs,

Let me express my gratitude for the work implemented for TRUCKING CAUCASUS Pilot Scheme. We would like to emphasise the outstanding work of all the experts involved, namely, Mr Roessig, Mrs Usatova, Mr Weber, Mr Ismayil and Mr Gataulin. For us, as for transport industry, this project was an event to learn many important aspects in relation to the improved and speeding up of preparation of the transport documents, based on pre-information.

I truly believe in further cooperation and for mutual assistance to each other.

Sincerely,

Lala Hajieva,
Regional Manager ATE,
Representation office of Willi Betz in Azerbaijan

Dornier Consulting

ANNEX II

BORDER CROSSING PROCEDURES
PILOT SCHEME IMPLEMENTATION

*MISSION REPORT (MARCH 2006) CONTAINING
ENCLOSURES AND PHOTO DOCUMENTATION*

*MISSION REPORT (18-24 MAY 2006) CONTAINING
ENCLOSURES AND PHOTO DOCUMENTATION*

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ANNEX III

DOCUMENTS OF THE DISSEMINATION SEMINAR STUTTGART, GERMANY, AUGUST 2006

AGENDA
TENTATIVE PROGRAMME
LIST OF PARTICIPANTS
PRESENTATIONS (as per agenda)
RECORDED COMMENTS
RECORDS ON VISIT TO BASEL-WEIL BORDER POST

A project implemented by
Dornier Consulting / KLC
Consortium

This project is
funded by the
European Union

TRADE FACILITATION AND INSTITUIONAL SUPPORT
PROJECT DISSEMINATION
SEMINAR

СЕМИНАР ПО ПРОЕКТУ
«СОДЕЙСТВИЕ ТОРГОВЛЕ И ИНСТИТУЦИОНАЛЬНАЯ
ПОДДЕРЖКА»

Stuttgart, Germany, 16-18 August 2006

Штутгарт, Германия, 16-18 августа 2006 г.

PROGRAMME

Participants (as per list attached):
Secretary General of the PS of the IGC and PS Experts
Permanent Representatives of the PS;
Border Crossing Specialists;
Countries Strategy Developing Specialists
Representative of the EC;
Management of DCo
Representative of Daimler Chrysler
Consultants of the TFIS project

Arrival Day – 16 August 2006

16:00 - 18:00 Visit of the Mercedes Museum for early arrived participants

**19 :00   Welcome Dinner in the Intermezzo Bar / Restaurant Don Giovanni
at the Millennium Hotel and Resort Stuttgart**

FIRST DAY – 17 August 2006

09:00   Registration

9:30 – 10.30 First morning session

Opening speeches:

- *Professor Hartmut Marwitz, Representative of Daimler Chrysler*

- *EC Representative – Helisene Habart, Task-Manager of the TRACECA
  Programme*

- *Dr. Martin Both – General Manager Transportation of Dornier Consulting*

1

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**Dornier Consulting / KLC
Consortium**

This project is
funded by the
European Union

TRADE FACILITATION AND INSTITUIONAL SUPPORT PROJECT DISSEMINATION SEMINAR Stuttgart, Germany, 16-18 August 2006	**СЕМИНАР ПО ПРОЕКТУ «СОДЕЙСТВИЕ ТОРГОВЛЕ И ИНСТИТУЦИОНАЛЬНАЯ ПОДДЕРЖКА»** Штутгарт, Германия, 16-18 августа 2006 г.

AGENDA

1. **Recap of the Project "Trade Facilitation and Institutional Support"**

2. **Pilot Scheme dissemination**

3. **TRACECA Web Site**

4. **Hot Line as Information and Helping Desk on Web- site**

5. **TRACECA Data- Base**

6. **Project Dissemination**

7. **TRACECA Strategy**

8. **Visit of Border Facilities between Germany and Switzerland in Weil**

- 1 -

1. **Recap of the Project "Trade Facilitation and Institutional Support"**
   - *Dr. Martin Both, Project Director*
     - Overall Goal, Project Purposes and Results of the TFIS project

10:30 – 10:45 Coffee-break

10:45 – 13.00 Second morning session

2. **Pilot Scheme dissemination**
   - *Mr. Bodo Roessig, Team Leader*
     - Presentation of experiences and findings of the Pilot Scheme
     - General Improvement Recommendations
   - *Discussion*

3. **TRACECA Web – Site**
   - *Mrs. Yulia Usatova, Project and PS IGC Specialist*
   - *Discussion*

4. **Information and Helping Desk as TRACECA Hotline**
   - *Mrs. Yulia Usatova, Project and PS IGC Specialist*
   - *Discussion*

5. **TRACECA Database**
   - *Mrs. Yulia Usatova, Project and PS IGC Specialist*
   - *Discussion*

13:00 – 15.00 Lunch

   Hotel, Restaurant Marktplatz

15:00 – 17.00 First afternoon session

6. **Project dissemination**
   - *Mrs. Angelika Zwicky, Supervisor of the PS IGC TRACECA*
     - TRACECA Projects
     - Capability Recommendations
     - Financial Situation of the PS

2

- *Mr. Bodo Roessig, Team Leader*
  - General Information related to the Project
  - Achievement and comments

- *Discussion and comments of the National Secretaries to the Draft Final Report*

17:00 – 17.15 Coffee-break

17.15 – 18.00 Second afternoon session

7. TRACECA Strategy

- *Discussion on information gathering templates for strategy implementation*

19:00 Dinner at Restaurant Ratskeller (in the town-hall)

SECOND DAY – 18 August 2006

07:00 Bus transfer to the German Swiss Border at Basel / Weil arrival time 09:30

8. Visit of the Border Facilities

- *Mr. Altmann, Head of Customs Control Basel/Weil*
  - Custom procedures
  - Information Exchange
  - Pre-information and the access to the custom computers
  - Risk Management
  - Passport Control

11:30 Bus Transfer back to Stuttgart

12:30 Lunch in Castle Eberstein (near Baden Baden)

16:00 – 18:00 Visit of Mercedes Museum for Participants with late Departure

18:00 End of the Dissemination Seminar

19:00 Dinner

3

TRACECA

TRADE FACILITATION AND INSTITUIONAL SUPPORT
PROJECT DISSEMINATION
SEMINAR
Stuttgart, Germany, 16-18 August 2006

СЕМИНАР ПО ПРОЕКТУ
«СОДЕЙСТВИЕ ТОРГОВЛЕ И ИНСТИТУЦИОНАЛЬНАЯ
ПОДДЕРЖКА»
Штутгарт Германия, 16-18 августа 2006 г.

LIST OF PARTICIPANTS / СПИСОК УЧАСТНИКОВ

REPUBLIC OF ARMENIA / РЕСПУБЛИКА АРМЕНИЯ

1	**Mr Gagik Grigoryan** National Secretary	**Гагик Григорян** Национальный секретарь

REPUBLIC OF AZERBAIJAN / АЗЕРБАЙДЖАНСКАЯ РЕСПУБЛИКА

1	**Mr Akif Mustafayev** National Secretary	**Акиф Мустафаев** Национальный секретарь
2	**Mr Azar Aliyev** Chief Counselor of the Transport Policy Department Ministry of Transport	**Азар Алиев** Главный советник отдела транспортной политики Министерство транспорта
3	**Mr Ulvi Mammadov** Expert of the Central Apparatus State Customs Committee	**Улви Маммадов** Сотрудник центрального аппарата ГТК

REPUBLIC OF BULGARIA / РЕСПУБЛИКА БОЛГАРИЯ

1	**Mr Dimityr Savov** Acting Director of National Transport Policy Department Ministry of Transport	**Димитр Савов** И.о. Директора дирекции Национальной транспортной политики Министерства транспорта
2	**Mr Krasimir Vankov** Head of Department National Border-Crossing Activity Policy Ministry of Internal Affairs	**Красимир Ванков** Начальник управления контрольно-пропускной деятельности на границах при национальной службе пограничной полиции Министерства внутренних дел

GEORGIA / ГРУЗИЯ

1	**Mr David Tsiklauri** National Secretary Deputy Minister of Economic Development	**Давид Циклаури,** Национальный секретарь, Заместитель министра экономического развития
2	**Mr Mamuka Vatsadze** Ministry of Economic Development	**Мамука Вацадзе** Министерство экономического развития
3	**Mr Joni Babilodze** Ministry of Economic Development	**Джонни Бабилодзе** Министерство экономического развития

- 1 -

REPUBLIC OF KAZAKHSTAN / РЕСПУБЛИКА КАЗАХСТАН

1	**Mr Murat Bekmagambetov** National Secretary	**Мурат Бекмагамбетов** Национальный секретарь
2	**Mrs Bakit Abisheva** Deputy Head of the Transport Policy and International Relations Department Ministry of Transport and Communications	**Бакит Абишева** Заместитель директора департамента транспортной политики и международного сотрудничества, Министерство транспорта и коммуникаций
3	**Mr Bakhtiyar Ospanov** Specialist of the Department of Transport and International Cooperation Ministry of Transport and Communications	**Бахтияр Оспанов** Специалист департамента транспортной политики и международного сотрудничества, Министерство транспорта и коммуникаций

KYRGYZ REPUBLIC / КЫРГЫЗСКАЯ РЕСПУБЛИКА

1	**Mr Temir Niazbekov** National Secretary	**Темир Ниязбеков** Национальный секретарь
2	**Mr Marat Serkibaev** Border Crossing Procedures Specialist Ministry of Transport and Communications	**Марат Серкибаев** Специалист по процедурам пересечения границ Министерство транспорта и коммуникаций
3	**Mr Meder Satarov** Specialist Transport Policy Department Ministry of Transport and Communications	**Медер Сатаров** Специалист по транспортной политике, Министерство транспорта и коммуникаций

REPUBLIC OF MOLDOVA / РЕСПУБЛИКА МОЛДОВА

1	**Mr Eduard Biriukov** National Secretary	**Эдуард Бирюков** Национальный секретарь
2	**Mrs Alla Stasyuk** Ministry of Transport and Roads	**Алла Стасюк** Министерство транспорта и дорожного хозяйства
3	**Mr Vladislav Svet** Deputy Head of Customs Regime Unit Customs Authority	**Швец Владислав** Зам. начальника отдела таможенных режимов при Таможенной службе

ROMANIA / РУМЫНИЯ

1	**Mr Ionut Dezideriu Iordache** National Secretary	**Ионут Дезидериу Иордаче** Национальный секретарь
2	**Mrs Daniela Lefter** National Authority of Customs	**Даниела Лефтер** Государственная таможенная служба
3	**Mrs Cornelia Magdalena Parnia** Ministry of Transport, Construction and Tourism / Infrastructure General Unit	**Корнелия Магдалена Парния** Министерство транспорта, строительства и туризма, генеральный отдел инфраструктуры

- 2 -

REPUBLIC OF TAJIKISTAN / РЕСПУБЛИКА ТАДЖИКИСТАН

1	**Mr Solih Mouminov** National Secretary	**Солих Муминов** Национальный секретарь
2	**Mrs Manzura Rustamova** Head of the Department of Foreign Relations Ministry of Transport	**Манзура Рустамова** Начальник Управления внешнеэкономических связей Министерства транспорта РТ
3	**Mr Eradj Hafizov** Chief Inspector of the Customs Control Department Ministry of Taxes and State Revenues	**Хафизов Эрадж** Главный инспектор Управления организации таможенного контроля таможенного Департамент Министерства по государственным сборам и налогам

REPUBLIC OF TURKEY / ТУРЕЦКАЯ РЕСПУБЛИКА

1	**Mr Izzet Işik** Head of the International Relations Department General Directorate of Land Transport Ministry of Transport and Communications	**Иззет Ишик** Начальник департамента международных отношений Генеральный директорат наземного транспорта Министерство транспорта и коммуникаций
2	**Mrs. Ayten Kisacik,** Expert from Foreign Relations Department Ministry of Transport and Communications	**Айтен Кисаджик** Сотрудник департамента международных отношений Министерство транспорта и коммуникаций
3	**Mrs Seçil Özyanık** Expert Permanent Representation PS IGC TRACECA in Turkey	**Сечиль Озъянык** Сотрудник постоянного представительства МПК ТРАСЕКА в Турецкой Республике

REPUBLIC OF UZBEKISTAN / РЕСПУБЛИКА УЗБЕКИСТАН

1	**Mr Shukhrat Mirkhalikov** Cabinet of Ministers	**Шухрат Мирхаликов** Кабинет Министров РУз
2	**Mr Olimjon Buranov** National Secretary	**Олимжон Буранов** Национальный секретарь
3	**Mr Anvar Urunov** Expert of the Uzbek International Forwarders Association	**Анвар Урунов** Сотрудник ассоциации экспедиторов Республики Узбекистан

UKRAINE / УКРАИНА

1	**Mr Grigoriy Lehenkiy** National Secretary, Head of Department, Ministry of Transport and Communications	**Григорий Легенький** Национальный секретарь ТРАСЕКА в Украине, Глава департамента Министерство транспорта и связи Украины
2	**Mrs Olena Medvedieva** National Association of International Carriers	**Елена Медведева** Национальная Ассоциация Международных Перевозчиков

PS IGC TRACECA / ПС МПК ТРАСЕКА

1	**Mr Rustan Jenalinov** Secretary General	**Рустан Дженалинов** Генеральный Секретарь
2	**Mr Farid Gataulin** Land transport Expert	**Фарид Гатаулин** Эксперт по наземному транспорту
3	**Mrs Fatima Atakishiyeva** Secretary Assistant	**Фатима Атакишиева** Секретарь – ассистент

- 3 -

EUROPEAN COMMISSION / ЕВРОПЕЙСКАЯ КОМИССИЯ

1	**Mrs Helisene Habart** Task Manager for Transport and Energy projects, EuropeAid	**Элизен Абар** Таск-менеджера по транспорту и энергетике, EuropeAid

DAIMLER CHRYSLER
 КОНЦЕРН „DAIMLER CHRYSLER"

1	**Professor Hartmut Marwitz** Representative of Daimler Chrysler	**Профессор Хартмут Марвитц** Представитель концерна Daimler Chrysler

TRACECA TRADE FACILITATION AND INSTITUTIONAL SUPPORT PROJECT (TFIS)
 ПРОЕКТ «СОДЕЙСТВИЕ ТОРГОВЛЕ И ИНСТИТУЦИОНАЛЬНАЯ ПОДДЕРЖКА»

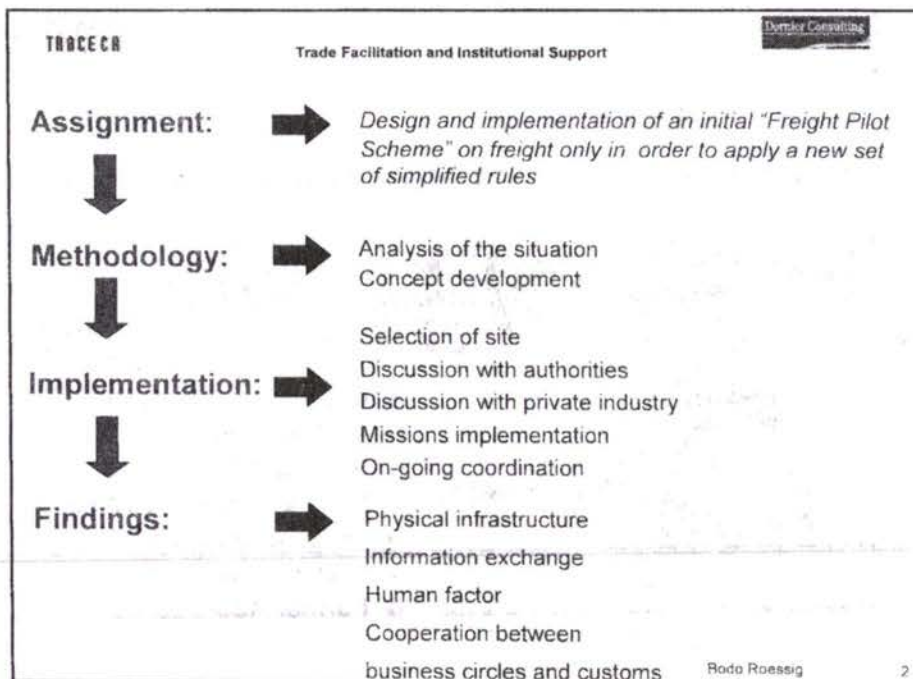|		
1	**Dr Martin Both** Project Director Dornier Consulting	**Мартин Бот** Директор проекта Dornier Consulting
2	**Mr Bodo Roessig** Team Leader	**Бодо Россиг** Руководитель группы экспертов
3	**Mrs Angelika Zwicky** Supervisor of the PS IGC TRACECA	**Ангелика Цвики** Супервайзер ПС МПК ТРАСЕКА
4	**Mr Boris Smolin** Coordinator for Central Asia	**Борис Смолин** Координатор по странам Центральной Азии
5	**Mrs Olena Nevmerzhitska** Project Expert Office for Ukraine and Moldova	**Олена Невмержицкая** Эксперт, Представительство проекта для Украины и Молдовы
6	**Mrs Yulia Usatova** Expert, TFIS Project, Office in Baku	**Юлия Усатова** Эксперт проекта, офис в Баку

Trade Facilitation and Institutional Support Project

The European Union's Tacis TRACECA program
for Armenia, Azerbaijan, Bulgaria, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Romania, Tajikistan, Turkey, Turkmenistan, Ukraine, Uzbekistan

Border Crossing Pilot Schemes
for Trucking Industry

Presented at Project Dissemination Seminar
August 2006
Stuttgart, Germany

TRACECA — Trade Facilitation and Institutional Support

Assignment: → *Design and implementation of an initial "Freight Pilot Scheme" on freight only in order to apply a new set of simplified rules*

Methodology: → Analysis of the situation
Concept development

Implementation: → Selection of site
Discussion with authorities
Discussion with private industry
Missions implementation
On-going coordination

Findings: → Physical infrastructure
Information exchange
Human factor
Cooperation between
business circles and customs

Bodo Roessig   2

TRACECA — Trade Facilitation and Institutional Support — Dornier Consulting

Assignment: → Design and implementation of an initial "Freight Pilot Scheme" on freight only in order to apply a new set of simplified rules

↓

Methodology:

↓

Implementation:

↓

Findings:

SUITABLE
UNDER
CURRENT
CIRCUMSTANCES

TRACECA — Trade Facilitation and Institutional Support — Dornier Consulting

Methodology:

Analysis of the situation: Pilot Scheme = activity planned as a test or trial

Components:
- International Experience
- Modern Procedures
- Revealed Demonstration
- Easy and Implementable
- Wide Acceptance
- Practical Orientation
- Further Applicability

Bodo Roessig   4

Concept development:

Components:

➡ Focus on border-crossing procedures
➡ Encourage willingness of the partners to cooperate
➡ Facilitate dialogue between business and authorities
➡ Recommend and test pre-arrival information system
➡ Ensure Consultant's direct involvement into the process
➡ Allow for on-spot diagnostics of the situation and responding
➡ Secure flexibility in pilot scheme implementation

Bodo Roessig 5

Implementation:

Selection of site: Minimum two countries are involved (ToR)

1- Turkey-Georgia-Azerbaijan – March 2006

Missions and discussion with authorities and industry since May 2005 led to 2 sites' selection

2 - Bulgaria-Georgia-Azerbaijan – May 2006

Bodo Roessig 6

Trade Facilitation and Institutional Support

Implementation:

Discussion with authorities

- ➡ Mutual exchange of views and ideas on preinformation
- ➡ Acceptance of the pre-arrival information tables
- ➡ Several coodination meetings at the central and on-spot levels
- ➡ Support of the National Secretaries

Discussion with private industry

- ➡ Informatory meeting with the road hauliers and freight-forwarding industry
- ➡ Discussion with leading freight-forwarding companies operating in Caucasus

Bodo Roessig

7

TRACECA   Trade Facilitation and Institutional Support

Bodo Roessig   8

Missions implementation

➡ **Several missions for preparation and implementation**

On-going coordination

➡ **Online communication and information exchange**

➡ **Physical presence at borders**

Bodo Roessig   9

Turkey-Georgia-Azerbaijan – March 2006

Speeding up border crossing → pre-information in agreed formats to authorities

➡Istanbul meeting (MoT + Turkish Transport Companies)
➡ Trial with Turkish trucks
➡ 5 trucks + 2 days pre-information
➡ Preparation and mission to the spot of Pilot Scheme
➡ Meetings with all stakeholders
➡ But: 5 trucks -> 2 trucks -> no truck

· Thus, upon approval of the Turkish Border Authorities a truck was selected for the pilot scheme, so the complete border crossing procedure could be observed

Bodo Roessig   10

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Pilot Scheme Truck

Bodo Roessig 11

TRACECA — Trade Facilitation and Institutional Support

TURKEY

➡ **Customs:** via central computer system all relevant <u>cargo</u> data requested for pre-information are available.

➡ **Ministry of Transport:** via central computer system accessible at the border all <u>driver</u> and <u>vehicle</u> related information are available.

➡ <u>**Pre-information:**</u> Turkey - Georgia.

➡ **No pre-information:** Georgia - Turkey

Bodo Roessig 12

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2. passport control

3 Transport control department - Transport Document/License are crosschecked and online inserted into the central system, content identical with the CMR :

1 stop at the entrance Gate of the Border Station for registration.

The information that is required:

- Origin of Truck
- Registration number
- Declaration system (e.g. TIR)
- Weight of freight
- Consignor
- Commodity
- Quantity
- Country of Origin
- Country of Destination
- Time for processing the registration
- Number of the operator/officer in charge
- Name of the officer in charge
- Registration office, date, time and number

4 export custom department of the Border.

Bodo Roessig   13

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Waiting at the Georgian Side of the Border

Bodo Roessig   14

Situation at the Sarpi Border as per March 2006

	Turkish side	Georgian side
	✓	Lack of centralised computer/communication system
	✓	Manual / handwriting
	✓	Limited communication capacities do not allow for efficient use of pre-information
	✓	✓

Communication link between the both offices does not exist.

Bodo Roessig   15

Border Authorities were very helpful and co-operative. They wish to have modern equipment and modern systems. Modern procedures will be easy to use, as both countries are willing to cooperate

Bodo Roessig   16

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Lessons Learned (Pilot Run I)

➡Difficult to convince the private trucking industry to take part in pilot scheme, especially when a trucking company is not the owner of the trucks

➡Lack of cooperation between the industry and officials – old fashioned business-customs relations

➡Improved communication between the border authorities could already improve the situation drastically.

➡The Georgian border side needs urgently equipment and communication possibilities but also changes in the processing and organisation of the border traffic.

➡The two border sides should work closer together and exchange information

Bodo Roessig   17

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Bulgaria-Georgia-Azerbaijan – May 2006 (Run 2)

• Discussion of the previous experience and lessons learned

• Taking into account the advice to use one-company trucks

➡Trucks of the Willi Betz Company
➡Information on 6 vehicles (trailers, trucks, cargo, driver) was provided
➡Support of the authorities in Azerbaijan and Georgian
➡ Support of the National Secretaries
➡ Involvement of the PS experts

Bodo Roessig   18

TRACECA Trade Facilitation and Institutional Support

Difficulties / Findings

➡ Georgian legislation - maximum freight weight of 44 tons + load of 11.5 tons on the first axle

(Neighbouring countries have almost the same regulation)

➡ A slight overweight causes penalty. After the penalty is paid via bank transfer the carriage can be continued.

➡ It was reported that very often the double fee is demanded by the responsible authorities in case of recurring determination of the overweight.

(Among the vehicles participating in the pilot project one trailer fall under restrictions imposed by the new regulation (overload of 50 kg). After the money transfer, on the following day, the trailer was released. This corresponds to a half a day delay and the cost out of this)

Bodo Roessig   19

TRACECA Trade Facilitation and Institutional Support

Difficulties / Findings

➡ Georgian authorities - original documents request in transit transport could be a hindrance for transit trade
➡ The waiting time and costs emerging after compliance with the procedure are not foreseeable
➡ For the release of transport with agricultural products a transit declaration is to be issued in Tbilisi:
- First the original veterinary certificate has to be brought to Tbilisi and the licenses has to be issued
- Its delivery to Poti can take even a week and the negative effects caused by idle time at the border are obvious
➡ Classification of components like lubrication for machinery makes the whole shipment to be declared as dangerous goods or excisable goods

Bodo Roessig   20

Positive Aspects out of the pilot scheme activities

➡ Based on the discussions with the officials from Custom and Border Guards and the Ministry of Economic Development and the first visit to Sarpi border, the situation on the Georgian side of the borders has improved!

➡ The following changes took place:
  - Decrease of the waiting time at the border-crossing
  - More generous handling for the overweight (reduction of the side payments)
  - Transit custom application form is not any longer necessary

Bodo Roessig   21

1 Ferry approaching for mooring

2 In front of the ferry birth

3 Trailers of the Willi Betz company on the ferry

4 Bridge hinged out

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5 Unloading of the ferry first Willi Betz trailer appears

6 Coordination with drivers

6 Customs checking for seals intact and damage

7 Transfer to the terminal

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8 Scaling

9 Poti Port Terminal

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Convoy of Trucks

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Trucks at the border-crossing procedures
at the Georgian-Azeri border

At Gazah Terminal, Azerbaijan

Bodo Roessig   26

In conclusion, it should be pointed out that official bodies provided all possible support to speed up the border crossings.

The efforts of the team were appreciated by the drivers and colleagues from the Willi Betz.

THUS,

➡ It is possible to speed up the border crossing procedures by providing pre-information to the involved border authorities.

➡ The Border Authorities can be motivated to be supportive having pre-information available

➡ Authorities support the process of implementing pre-information systems

➡ The information can be made easily available 48 hours before ferry arrival on the route Burgas to Poti

Bodo Roessig   27

Recommendations

- To improve the communication possibilities and the EDP systems at the borders
- To follow the recommendations made by the World Custom Organisation and the provision of UN amended Kyoto – Convention. (To offer for those transportation companies which are providing pre-information priority in custom clearance and border crossing
- To implement common border crossing

Bodo Roessig   28

Slide 1:

Custom declaration prior to the arrival of goods as per Kyoto-Convention

- General Annex Chapter 3, Clearance and other customs formalities 3.25
- National legislation shall make provisions for the lodging and registering or checking of the Goods declaration prior to the arrival of goods
- http://www.wcoomd.org/ie/En/Topics_Issues/FacilitationCustomsProcedures/Kyoto
- UNCTAD Trust Fund for Trade Facilitation Negotiations
  Technical Note No15 – Pre-arrival Customs Clearance (incl. pre-information)

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Slide 2:

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TRACECA

We would like to thank all the partners involved for the support provided!

We found the pilot scheme conducted to be a springboard for moving the transit forward with partnership working!

Trade Facilitation and Institutional Support Project

The European Union's Tacis TRACECA program
for Armenia, Azerbaijan, Bulgaria, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Romania, Tajikistan, Turkey, Turkmenistan, Ukraine, Uzbekistan

TRACECA

Help and Information Desk
Presented at Project Dissemination Seminar
August 2006
Stuttgart, Germany

Dornier Consulting

TRACECA　　　　　　　　　Trade Facilitation and Institutional Support　　　　　　Dornier Consulting

Hotline History – Major Phases

June 2001　　　– Proposal of Kyrgyzstan and Uzbekistan of a hotline for transparent border-crossing process (PS Working Group meeting in Baku) and to forward the item on agenda of the 2nd IGC Annual Meeting

Feb. 2002　　　– presentation of the TRACECA hotline vision (PS Working Group meeting in Ashgabat)

April 2002　　　- a concept of TRACECA hotline approved (2nd IGC Annual Meeting)

2

Hotline History – Major Phases (2)

2002-2003 – Establishment of the TRACECA Hotline monitoring groups in each TRACECA country and selection of the border-crossing points

From 2002 on – putting TRACECA hotline into operation, installation of the TRACECA boards

- But only in Azerbaijan, Armenia and Georgia hotline was fully functioning.
- In Ukraine – partly functioning system (Port of Ilyichevsk)
- Limited amount of calls and queries
  (reports of the TRACECA National Secretaries)

3

Assignment and Overall Situation

To carry out the initial evaluation of the hotline concept
Activities taken:

- contacts and discussions with the National Secretaries
- contacts to national border-crossing authorities
- development of a questionnaire
- distribution to the National Secretaries and obtaining the feedback
- processing the information and deriving conclusions

Source of verification: Inception Report, Documents of the PS WG in Istanbul 2005, Questionnaires, Progress Report I

4

Assignment and Overall Situation (2)

To elaboration of a concept

Findings:

- Reluctance to installation at border-crossings (e.g. sovereignty , authorities' competence, budgetary restrictions, hotlines of the dedicated authorities, etc.)
- Lack of agreement between the authorities - national level
- Limited amount of calls to the hotlines
- Different levels of readiness to implement
- Physical infrastructure based hotline is not justified with its efficiency factor
- Lack of commitment to allocate state and donor funds

(Hotline Questionnaires)

5

Offered Hotline Solution

- Internet Based = Low cost + TRACECA PS owned and monitored
- National Secretaries' competence and authority from concept to implementation
- Increased cooperation with TRACECA transport sector stakeholders
- Customer orientation = TRACECA Help and Information Desk
- Support of the concept by TRACECA Structures

(Progress report II and III)

6

Offered Hotline Solution - Process

THE TRACECA HELP INFORMATION DESK FOR BORDER-CROSSINGS

(Progress report II and III)

Offered Hotline Solution – Process (2)

Step 1: Obtaining information for the Caucasian part of TRACECA – corridor approach

Step 2: Publishing contacts online

Step 3: Informing stakeholders

- Strong support of the PS IGC TRACECA
- Suitable structure in the new webpage
- Inspections of the similar initiatives – www.zoll.de
- Linking to FAQ Centre
- Linking to the TRACECA – UNECE Initiative

Offered Hotline Solution – Process (2)

Step 4: Obtaining information for all TRACECA countries

Step 5: Updating contacts + Links to state customs pages

Step 6: Providing updates to stakeholders

Now available **ONLINE** at the TRACECA webpage:
TRACECA Network – Information Help Desk
Quick Access Panel – Hotline

TRACECA Information and Help Desk - Results

- The main purpose of this Initiative is to serve the transportation companies and customers of TRACECA corridor as a source of information on transit rules and border-crossing procedures.
- ALL The TRACECA member-states have nominated the contact persons and authorities in each country to address queries related to transit transportation via Europe-Caucasus-Asia transport corridor
- Web-links to the customs authorities' websites are established.

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TRACECA Information and Help Desk – Follow Up

Step 1:
Obtaining regularly information and feedback from all TRACECA countries

Step 2:
Analysing Information and extending FAQ centre

Step 3:
Providing updates to stakeholders

- Coordinate with TRACECA – UNECE Initiative
- Persuade National Authorities (e.g. Customs) to publish updates about applicable rules and regimes
- Increase PS ownership to the process

11

TRACECA

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- We would like to thank you very much for your cooperation and support!
- Launching of this initiative would not be possible without your feedback and engagement.
- Proper functioning and viability the Information and Help Desk relies on solid follow up process, PS ownership and regular updates.

Thank you for your kind attention!

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TRACECA

Trade Facilitation and Institutional Support Project

The European Union's Tacis TRACECA programme
for Armenia, Azerbaijan, Bulgaria, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Romania, Tajikistan,
Turkey, Turkmenistan, Ukraine, Uzbekistan

Presentation of the TRACECA GIS Database
- Version 1.0 -

TFIS Project Dissemination Seminar
17 August 2006
Stuttgart, Germany

Dornier Consulting

TRACECA

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TRACECA ‚Database' – Starting Point (May 2005)

➤ Only **statistical data** available, stored in **hundreds of Excel files**
  ➤ Almost impossible to further process the files
  ➤ Almost impossible to check the files for error
➤ **Transport Model** set up on top of these Excel sheets, **poor network representation**
  ➤ Only **major links** included
  ➤ **No alignment**, "straight lines"
  ➤ **Too generalised**
➤ **No data** at all for **Bulgaria, Romania** and **Turkey**
➤ **No GIS**, i.e. no geographical features (regions, cities) available
  ➤ Statistical and other data could not be mapped
➤ **Missing Database User Manual**
➤ But: CorelDraw Map available

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Old Excel Files – high Complexity, poor Practicability

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Trade Facilitation and Institutional Support

Old Transportation Network Map representation

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TFIS Project - Completion Report - Annex III - August 2006

Slide 5:

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Trade Facilitation and Institutional Support

Tasks to establish TRACECA GIS Database

- **Consolidation** of Excel files
- Revision of *Data Gathering Guidelines*
- **Update** of the database
- Transfer to modern **up-to-data databank format**
- Development of a suitable **GIS database structure**
- Conversion of **CorelDraw map** into GIS format
- Incorporation of **geographical data** (GIS layers)
- Tight **integration** of GIS and statistical data
- Development of GIS tools (*map template documents*)
- Generation of a *Database User Manual*
- Strengthening of the database for future **web applications**

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Slide 6:

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Trade Facilitation and Institutional Support

TRACECA GIS Database – 3-level Structure

- Transport Model
- Geography
- Statistical data

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Various relationships between tables

Trade Facilitation and Institutional Support

Trade Facilitation and Institutional Support

Contents of TRACECA Database CD-ROM

➢ **TRACECA GIS Database**
  ➢ *GIS data*
  ➢ *Statistical data*

➢ **4 reports, inter alias**
  ➢ *Data Gathering Guidelines*
  ➢ *Database User Manual*

➢ **3 database presentations**
  ➢ Kiev
  ➢ Sofia
  ➢ Baku

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TRACECA — Trade Facilitation and Institutional Support

TRACECA Database CD-ROM – Handover Procedure

➤ TRACECA Database
  ➤ handed over to Secretary General on 28 July 2006 including
    ➤ *CD-ROM*
    ➤ *Database User Manual* (printed)
  ➤ in connection with
    ➤ *Database presentation*
    ➤ brief *introduction* into *GIS tools*
    ➤ *Signing* of *handover protocol*

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TRACECA — Trade Facilitation and Institutional Support

Accessing the Database

TRACECA GIS DATABASE

ArcGIS (GIS Environment):
GIS Layer
Statistical Tables

Access:
Statistical Tables

- Editing
- GIS & Stat. Analysis
- Cross-referencing
- Mapping
- Export (tables, GIS features, maps)

- Editing (tables)
- Statistical Analysis
- Cross-referencing
- Export (tables)

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GIS Tools

- ➤ Easy GIS tools to **facilitate work** with the database
- ➤ Tools stored in **Map Template Documents**
- ➤ Used to **access, retrieve, analyse** and **map** database
- ➤ Existing tools are only a (small) **collection** of useful tools, **new tools** can be added anytime

Tool names

Thematic fields

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GIS Tools – Application Fields

➤ Base TRACECA Map	Base
➤ Basic topographic map(s) of TRACECA countries	
➤ TRACECA Transport Corridors and Networks	TRACECA
➤ Technical Assistance and Investment Projects	
➤ Travel Times and Accessibility	Potentials
➤ Service Areas	
➤ Socio-economic Characterisation	
➤ Link Loads and Traffic Flows	Usage
➤ Commodity Flows	
➤ Border Waiting Times and Transhipment Times	

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Illustration - old Transport Model

New Network Database (zoom Azerbaijan)

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System of Regions (zoom Bulgaria)

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Socio-economic Data – GDP/cap (zoom Kyrgyztan)

Transport Model Results – AADT (zoom Caucasus)

Contact Potentials – Service Areas (zoom Turkey)

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Contact Potentials – Travel Times

Astana: Travel times by car to other TRACECA cities (O/D matrix)

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Contents Database User Manual

➢ Installation instructions
➢ General structure and contents of the database
➢ GIS tools and map template documents
➢ Data gathering
➢ Annex 1: Transport model database
➢ Annex 2: Geographical objects database
➢ Annex 3: Statistical data database
➢ Annex 4: System of regions

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Conclusions – Achievements

- ➤ **Comprehensive** database for **all** TRACECA countries
- ➤ **Statistical data** and **geographical** feature classes
- ➤ **Great variety** of indicators now available
- ➤ Up-to-date **modern databank format**
- ➤ Full **GIS integration**
- ➤ All statistical data **linked** to geographical objects
- ➤ **Detailed network representations** (alignment, full networks)
- ➤ **Multi-purpose** database
- ➤ Several **new layers** (region boundaries, settlements, lakes, cities)
- ➤ Revised *Data Gathering Guidelines*
- ➤ GIS tools and *Map Template Documents*
- ➤ Comprehensive *Database User Manual*

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Trade Facilitation and Institutional Support

Conclusions – Application Fields (general)

- ➤ Assist **feasibility studies** for transport projects
- ➤ Assist **overall transport planning**
- ➤ Promote the **TRACECA corridors** and **projects**
- ➤ **Improve performance** of the TRACECA corridors
- ➤ Assist **overall spatial planning**
- ➤ Produce **transport atlases** for the TRACECA countries
- ➤ Establish *Spatial Monitoring Observatory* for TRACECA countries
- ➤ Link with *specific transport projects* (e.g. border crossing procedures, automatic traffic flow detection systems)

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Conclusions – Questions that now can be addressed (examples)

- ➢ Visualisation of *transport model results*
- ➢ *Border traffic, links loads*
- ➢ *Socio-economic characterisation* (pop. density, GDP, motor. rates)
- ➢ Illustration of **TRACECA corridors and projects**
- ➢ *Travel time analysis*
- ➢ *General introduction* to TRACECA countries
- ➢ Size and shape of *service areas*
- ➢ *Border waiting* and *transhipment times*
- ➢ *Network characterisation* (capacities, qualities)
- ➢ ... *many more*

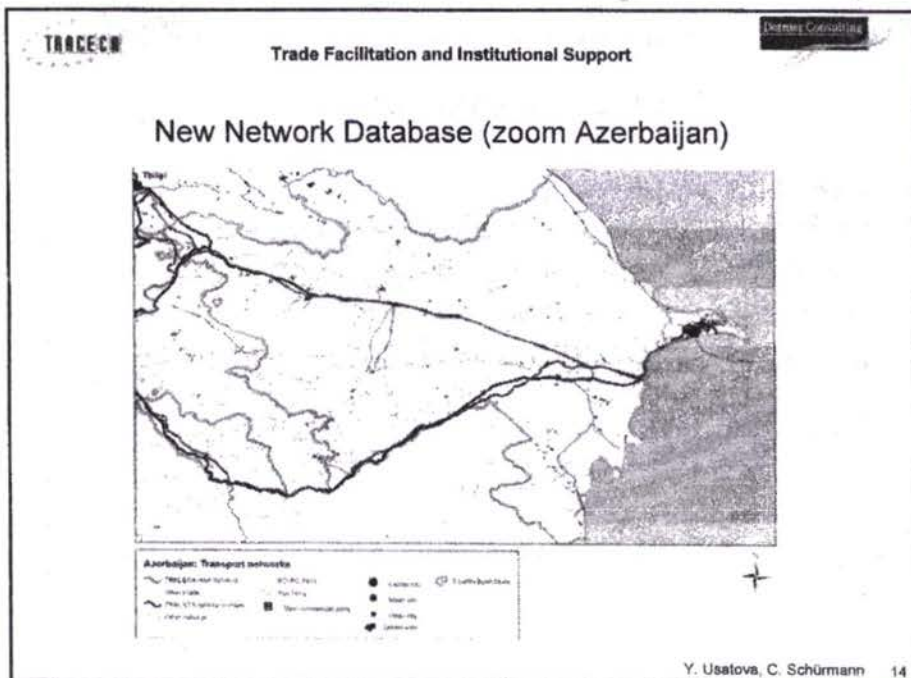Y. Usatova, C. Schürmann   23

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Conclusions – but ...

- ➢ *Licensing*: prior to commercial trade of database:
  - ➢ Clarification of license conditions for used data (ARCASIAN, DCW, RRG)
  - ➢ Agreement about forms and conditions of licensing
- ➢ *Training* staff at PS in
  - ➢ GIS
  - ➢ General transport planning
  - ➢ Transport Modelling and integration into GIS
- ➢ Continued *update of database*
  - ➢ Statistical data
  - ➢ New geographical features (e.g. airports and flight networks)
  - ➢ Further improvements of GIS layers (transport model layers)
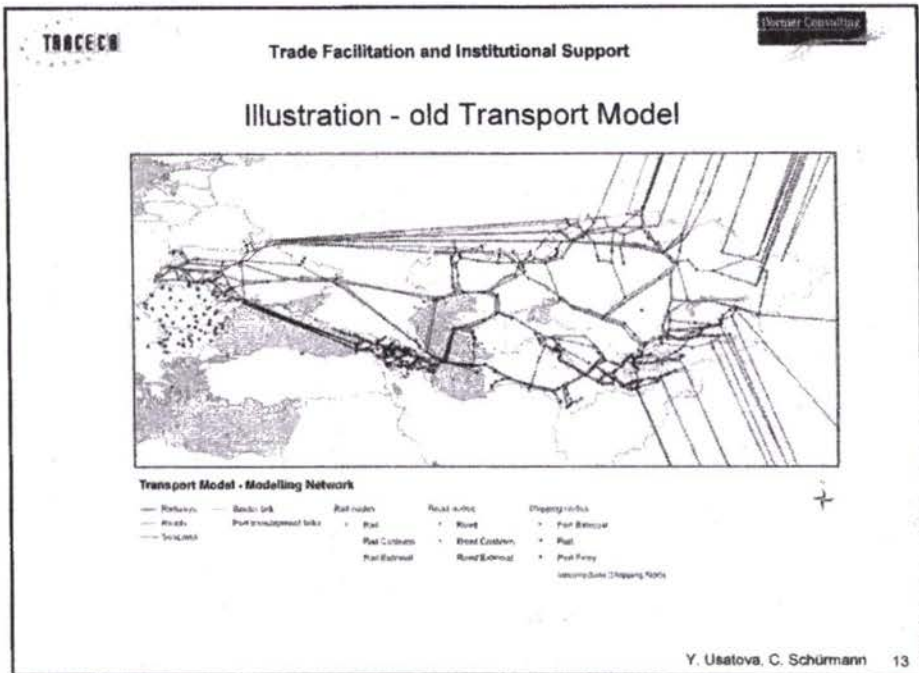- ➢ Extension of *ArcGIS license*
  - ➢ ArcGIS Network Analyst Extension, ArcIMS, ArcSDE
  - ➢ Database application strategy

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TRACECA

Trade Facilitation and Institutional Support Project

The European Union's Tacis TRACECA program
for Armenia, Azerbaijan, Bulgaria, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Romania, Tajikistan, Turkey, Turkmenistan, Ukraine, Uzbekistan

**TRACECA Projects, Capability
Recommendations and Financial Situation**
Angelika Zwicky

Presented at Project Dissemination Seminar
August 2006
Stuttgart, Germany

Dornier Consulting

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TRACECA Projects - General

The TFIS Team supported

➤ the PS and its Permanent Representations in the countries,
➤ trade and transport relevant beneficiary institutions in the
  TRACECA countries,
➤ EuropeAid in Brussels,
➤ EC Delegations in Almaty, Tbillisi and Kiev

in the entire

Project Cycle Management

for TA and Investment Projects of the Tacis - TRACECA Interstate
Programme and the CA Regional Programme.

Angelika Zwicky   2

Slide 1

TRACECA Projects - Project Identification, Approval and EC Tender Procedure

The TFIS Team supported and accompanied project ideas from the countries which received later on approval of the IGC and of the EC and its member states for

> Action Plan 2003
> Action Plan 2004
> Action Plan 2005
> Action Plan 2006

according to

Project Cycle Management Regulations

for TA and Investment Projects of the Tacis - TRACECA Interstate Programme and the CA Regional Programme.

Angelika Zwicky   3

Slide 2

TRACECA Projects – overview of EC project cycle management

2

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TRACECA Projects – work carried out by TFIS

AP 2002
- **Accompanying two project contracts**

AP 2003
- **5 draft terms of reference**
- **Accompanying three project contracts**

AP 2004
- **4 draft project fiches**
- **4 draft terms of references**

AP 2005
- **5 project identification fiches**
- **5 draft project fiches**
- **4 draft terms of references**

AP 2006
- **4 draft project identification fiches**
- **4 draft project fiches**
- **1 draft terms of reference**

9 ID Fiches

13 Fiches

14 ToR

Angelika Zwicky   5

TRACECA — Trade Facilitation and Institutional Support

TRACECA projects

This list would not have been possible without active participation of all involved parties and without the National Secretaries and the Secretary General who always were helping in making contacts and in providing the necessary information and decisions in their respective countries

Thank you

Angelika Zwicky   6

Trade Facilitation and Institutional Support

Capability Recommendations I

➤ Organisational Set-up - The environment in which entities act are never static and in order to meet new challenges the entity has regularly to adapt to this new circumstances.

➤ Administrative Affairs – Every entity follows implicit or explicit rules and procedures given from outside (legal environment) and given from inside (set framework for organising its work).

➤ Financial Affairs – Every entity whether profit-oriented or not, need to pay bills and need to have the money to do so and it need to have an adequate accounting system reflecting the financial situation.

➤ Human Resource Management – The staff is the main asset of any entity in order to be able to fulfil its purpose. It needs to be carefully selected, trained, adequately reimbursed and encouraged.

➤ Marketing and Dissemination – If an entity wants to achieve its set targets, it is important „to do good and speak about" to all stakeholders.

Angelika Zwicky

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Trade Facilitation and Institutional Support

Capability Recommendations II

➤ Organisational Set-up - The environment in which entities act are never static and in order to meet new challenges the entity has regularly to adapt to this new circumstances.

Main recommendations/implemention support made:
✓ Need for adoption of comprehensive strategy to be able to position TRACECA in the TRACECA countries and in the donor community
✓ Having a 2nd Summit at the 10th anniversary of the MLA
✓ Introduction of the status of observers (and associates)
✓ Reconsidering/Intensifying the relation between the Permanent Secretariat in Baku and the National Representatives in the TRACECA countries
✓ Reconsider the task and the position of the Executive Secretary

Angelika Zwicky

8

Trade Facilitation and institutional Support

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Capability Recommendations III

➢ **Administrative Affairs** – Every entity follows implicit or explicit rules and procedures given from outside (legal environment) and from inside (set framework for organising its work).

Main recommendations/implemention support made:
- ✓ Enhancement of internal regulations (Travel, Security, Code of Conduct, Usage of Corporate Identity layouts, etc.)
- ✓ Introduction of an EDP-based document management system
- ✓ Day-to-day management

Angelika Zwicky   9

Trade Facilitation and institutional Support

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Capability Recommendations IV

➢ **Financial Affairs** – Every entity whether profit-oriented or not need pay bills and need to have the cash to do so and it needs to have an adequate accounting system reflecting the financial situation.

Main recommendations/implemention support made:
- ✓ Financing Agreement to be drafted and adopted
- ✓ Audit procedures to be drafted and adopted
- ✓ Optimum Budget (in view of present tasks) to be determined
- ✓ Country contributions to be decided upon and to be adopted
- ✓ Cash Management in order to ensure liquidity at any time in the year in order to enable the PS to pay its obligations without delay
- ✓ Accounting system allowing in the future for transparency and realtime follow-up of expenditures, income and budgets consumed

Angelika Zwicky   10

TRACECA Trade Facilitation and Institutional Support

Capability Recommendations V

➢ Human Resource Management – The staff is the main asset of any entity in order to be able to fulfil its purpose. It needs to be carefully selected, trained, adequately reimbursed and encouraged.

Main recommendations/implemention support made:

✓ Introducing job descriptions and labour contracts complying with Azeri labor code

✓ Revising salary scheme, introduce incentives and health insurance

✓ Transfer of ownership by revising management style from authorative to initiative, independent and creative team approach

✓ Enhancing participation of staff at training measures, on-the-job Training of PS Staff and enhanced participation of PS staff at international relevant events

✓ Applying a structured staff selection process with staff needs assessment, vacancy announcements, interviews and tests

Angelika Zwicky   11

TRACECA Trade Facilitation and Institutional Support

Capability Recommendations VI

➢ Marketing and Dissemination – If an entity wants to achieve its set targets, it is important „to do good and speak about" to all stakeholders

Main recommendations/implemention support made:

✓ Employment of responsible International Relations and PR Manager

✓ Introduction of a GIS based traffic data base

✓ Use the TRACECA website more efficiently as main means of communication to stakeholders and initiate major revision of the web-page

✓ Introduce systematic press and web monitoring

✓ Develop and disseminate new TRACECA dissemination material in the corporate identity style of TRACECA

Angelika Zwicky   12

Capability Recommendations - Final

To strengthen the capability of an entity is an on-going task and a matter of the style of the responsible management. A lot has been done a lot is left to be done .

We wish the present Chairmen in Office and the new Secretary General every success in this important task

with the words of the „Boss" of the mightiest and richest German Bank

„Man muss das, was man denkt, auch sagen, das, was man sagt, auch tun und das, was man tut, auch sein." [Alfred von Herrhausen]

⟶ *You have -what you think- to say, what you say to do and what you do - you are (Alfred von Herrhausen).*

Angelika Zwicky   13

Financial Situation I

The EC via the TFIS **finances part of the expenditures** of the PS and its related structures in the countries.

This is **not direct budgetary support** and has to be done in accordance with the rules and procedures of the EC via the accounting system of the Consultant and audited by independent auditors acceptable to the EC

P
S

The countries pay **contributions to the overall budget** according to the rules and procedures given in the financing agreement and in the audit regulations

via the accounting system set up by the Consultant and audited by country representatives

Angelika Zwicky   14

Trade Facilitation and Institutional Support

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Financial Situation II

Statements of the Interim Report of the Countries Auditing Team on Budget Execution of the PS IGC TRACECA

> All cash flow is documented and supported by reliable vouchers

> The system is stated to be complicated

> Dornier Consulting is requested to explain some expenditures and bookings

> Out of the Euro 600.000 the amount of Euro 583.100 has been given (not including the contribution for Tajikistan and Kyrgyzstan). The remaining Euro 16.900 are available against vouchers.

Angelika Zwicky   15

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Financial Situation III

Procedure for final settlement - principles

> Final Settlement of the EC contribution can only be done after project contract ended and the EC accepted Auditor audited the project accounts of the Consultant and verifies the amounts spent. This is to be expected end of September.

> Financial clarification was available at any time, the new Secretary General had from the first week of his start-up access to the PS accounts and to all documents and took the only authorisation for PS budgets and expenditures after the hand-over by the former S.G.

Angelika Zwicky   16

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TRACECA

Trade Facilitation and Institutional Support Project

The European Union's Tacis TRACECA program
for Armenia, Azerbaijan, Bulgaria, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Romania, Tajikistan, Turkey, Turkmenistan, Ukraine, Uzbekistan

General Information Related to the Project
Achievement and Comments

Presented at Project Dissemination Seminar
August 2006
Stuttgart, Germany

Dornier Consulting

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Project Results Overview

- Presented in today's reports and presentations
    - Project recap on all components
    - Specific highlights on Pilot Scheme, Website, Database, Hotline, Projects, PS support
    - Also reported regularly in project reports
        - **E.g. currently Draft Completion Report delivered to the Secretary General and the National Secretaries for consideration**
        - **Comments were received, discussed and will be integrated into the final report**

Bodo Roessig   2

TRACECA   Trade Facilitation and Institutional Support   Dornier Consulting

Achievements I

- During the period of the project the following achievements have been made:
  - Review of documentation and legislation relevant for international freight in each TRACECA Country including an in-depth study of passenger and freight movement legal and legislation process
    - The report was submitted as Annex II in the Progress Report III

  - Final report on follow-up the TRACECA Visa
    - Draft was submitted the in Bucharest meeting and the final version in Progress Report III

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Achievement II

- The TRACECA Information and Help Desk is established as TRACECA Hotline
  - Published in a first version in Progress Report II
  - Discussed in Kiev
  - Now available for all countries on the new website

- Simplified Freight Pilot Scheme
  - Trials have been made and findings presented

- TRACECA Web-site
  - New updated TRACECA Website is available including FAQ centre

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Achievement III

- A new updated TRACECA Traffic Database is available
  - Proposal for a Revision of the Database Structure and first ideas were submitted in the Progress Report II
  - Presentation of first results were made in Kiev Working Group Meeting and published in Progress Report III
  - Comprehensive Presentation was made in Sofia IGC Meeting
  - Handover to the PS
- Basis for the upcoming project – **Analysis of Traffic Flows**, which is to secure data collection, training and access for TRACECA countries

Bodo Roessig   5

Achievements IV

- A computer based archive is available
  - Published in Progress Report Progress Report III

- A report is available containing Recommendations on Increasing Capabilities for PS IGC Current Administration
  - Published in Progress Report II

Bodo Roessig   6

Achievements V

- A TRACECA Strategy is available
  - Developed with the assistance of the European Commission
  - Discussed in Kiev and Istanbul
  - Delivered in the IGC Conference in Sofia
  - Design of Layout of Strategy, development summary and design by the Consultant
  - Printing out of Project Budget
  - Handed over to the PS
- Assistance to EC in IFIs coordination on TRACECA corridor
  - E.g. M3 Road Moldova project, Aktau port project, Gazi-Mammed Highway contact supervision, etc
- Assistance to IGC in cooperation with Development partners
  - MoU between PS IGC and IRF, TRACECA – UNECE, TRACECA – UNESCAP initiatives, TRACECA - BSEC

Bodo Roessig   7

Achievements VI

- 2 IGC Conferences have been organised and successfully held including the preparatory Working Group Meetings
- 7 Working Group Meetings have been organised and successfully held
- 1 Dissemination Seminar is just now running

Bodo Roessig   8

TRACECA — Trade Facilitation and Institutional Support

Achievements VII

- The Member States of the TRACECA Countries have been assisted in the project identification cycles
- The European Commission has been assisted in the drafting of Project Identification Fiches
  - 9 drafts have been produced
- Project Fiches
  - 13 drafts have been produced
- Terms of References
  - 14 drafts have been produced

Bodo Roessig   9

TRACECA — Trade Facilitation and Institutional Support

Achievement VIII

- The Permanent Secretariat has been assisted in all day-to-day business
- The Secretary General has been assisted on various missions in the whole TRACECA Regions
- PS Staff was encouraged to participate in the international conferences – learning by doing
- Staff have been trained on the job in the usage of a newly developed cash-book system
- Financial assistance on behalf of the European Commission has been given

Bodo Roessig   10

Trade Facilitation and Institutional Support

Dornier Consulting

Comments I

- Project recommendations were provided and discussed
- Assistance in updating the website implies technical assistance
  - web-page
    - The contents of the old web-page was kept fully operational
    - Updates and installation of FAQ centre have been made
    - The structure of the existed web-page required extension possibilities
    - Consequently the web-page had to be renewed

Bodo Roessig   11

TRACECA

Trade Facilitation and Institutional Support

Dornier Consulting

Comments II

- Updating and restructuring the database implies technical assistance
  - data to update were not available for the period 2001 until 2004
  - The database was a system of excel files and a guidelines to link these files
  - The data-base had no GIS background (rough route-lines and imprecise alignment)
  - To address and to link information with GIS or other data bases was not possible
  - Consequently a new data base had to be designed starting with the collection tables and ending up with a completely new system including purchase of a single user license
  - A basis for the Analysis of traffic flows project was established

Bodo Roessig   12

TRACECA   Trade Facilitation and Institutional Support   Dornier Consulting

Comments III

- Simplification of border-crossing procedures represent a long-term objective which necessitates strong political incentives and adaptations of the national legislations
- New projects linked to cross-border cooperation are being developed with the EC
- Development of the corridor was supported by draft design of the forthcoming projects
- Project pilot schemes have potential for further elaboration and wider application

Bodo Roessig   13

TRACECA   Trade Facilitation and Institutional Support   Dornier Consulting

Thank You

- Thank you for your kind attention

- Thank you for the support and productive cooperation

- Thank you for the hospitality the TFIS team has received in your countries

Bodo Roessig   14

1. Pilot scheme dissemination. Presentation by Bodo Roessig.

Comments:

Ukraine: National Secretary asked if the project experts analysed the relevant legal framework of the countries involved in the pilot scheme for simplified rules for freight movement before implementation of the pilot scheme and if the relevant civil services at the border crossings were following the rules.

Team Leader clarified that no irregularities were noted in the three countries. All involved countries are members of UNCTAD, World Customs Organization and adhere to the Kyoto convention recommendations. The project also checked that there is no contradiction between international conventions and the national legislation in the involved countries. The pilot scheme aimed at demonstrating how the pre-arrival information system can work in practice.

Turkey raised the following issues: (i) ownership of trucks (by companies or by drivers), (ii) customs clearance procedures, (iii) tables to be filled in by drivers were too complicated, (iv) public awareness of the project was low; no one explained to the drivers what they would gain from the initiative, (v) computerised EDP system: Customs clearance is also possible by sending customs forms electronically in advance. Turkish MoT will pass control of the system over to Customs on 01 September 2006, (vi) common border crossing: introduction of standard simplified procedures. HTCP project recommendations shall be implemented.

Georgia: National Secretary raised the following issues: (i) it only takes 15 minutes to cross the border at Sarpi for 80% of cars, (ii) loading problem: sometimes very heavily loaded trucks (60-65 tonnes) arrive by ferry to Georgian ports, (iii) communications between border crossings: there is no problem now with passing information between the border crossing offices, e.g. when a truck passes the border in Sarpi, the information on its cargo is available at other Georgian border crossings in 30 minutes.

Kazakhstan: National Secretary noted that the implementation of the pilot scheme was greatly delayed and happened almost at the end of the project. Mr. Bekmagambetov proposed in the future to carry out an anonymous survey among drivers re non-physical barriers to border crossing. He also would like to have practical recommendations and implications re each country joining the Kyoto convention.

Azerbaijan: National Secretary was quite critical of the action stating that expected results had not been achieved. On the positive side, he noted (i) very good cooperation between the 3 countries involved, and (ii) very good cooperation between the services involved (Customs, border guards, TRACECA PS) inside Azerbaijan. He emphasized that the TRACECA countries should continue work in this direction in order to achieve sustainable results.

Kazakhstan: MoTC representative noted that it would be advantageous to have (i) a quantitative analysis of the losses incurred by each country (company) due to long border crossings and also (ii) recommendations for improvement.

2. New TRACECA web site. Presentation by Yula Usatova

Comments:

Kazakhstan: National Secretary praised the result. PS shall now maintain the site. When the TRACECA action plan is ready it shall be placed on the web.

Georgia: National Secretary suggested that the site menu should be extended to full screen. Ms. Usatova replied that technically it could be done.

Kazakhstan: MoTC representative noted that quantitative analysis could be more visible on the site. Ms. Usatova explained that this will be taken care of by the database in the future.

Azerbaijan: National Secretary thanked Ms. Usatova for her good work and asked where in the site he could access data on volumes for AZ cargo transportation (he provided this information personally to the PS). YU showed him where the info could be found.

3. The TRACECA Hot Line as Information and Help Desk on Web site by Yulia Usatova

No comments.

4. New TRACECA GIS Data Base. Presentation by Yulia Usatova.

Comments:

Kazakhstan: National Secretary noted that the presentation was very good but regretted that we had had to wait so long for this result. Six years ago BCEOM tried to compile a database but it was complex. He mentioned that he still could not see how the database works. He would like to see printouts and pass them to his experts for analysis. He stressed that it was not clear yet what methodology was used. How this database relates to other databases (ADB, UNESCAP, etc), e.g. roads in the CA?

EC: Ms. Helisene Habart noted that the GIS format was requested by the EC. The methodology was approved by the EC. The project used tools similar to other databases in the EU. She suggested that the MoT in each country should get a CD with the TRACECA database for its internal use.

5. Fiches and TORs production. Presentation by Angelika Zwicky.

No comments.

6. PS capacity building. Presentation by Angelika Zwicky.

No comments.

7. PS financial issues. Presentation by Angelika Zwicky.

Comments:

Team Leader asked the PS Secretary General to provide receipts for the sum of EUR 121,500 that is project money.

Aremenia: National Secretary asked for a detailed explanation of the amounts EUR 21,500 and EUR 1,000 related to Armenia. National Ssecretary of Azerbaijan noted that a more detailed explanation could be provided on a personal basis.

Turkish delegation examined the 2004, 2005 and part of the 2006 financial reports provided and found no irregularities. They said the details should be discussed at a different forum.

Azerbaijan: National Secretary agreed that the PS finances should not be discussed at this forum.

PS: Secretary General also supported Azeri NS.

EC: Ms. Habart mentioned that any surplus project funds are to be returned to the EC and not given to the PS. The current contract is a service contract and not a budgetary support.

8. Overview of the project. Presentation by Bodo Roessig.

Comments:

EC: Ms. Habart thanked the project team for the very good quality of its work. The TRACECA Strategy prepared with the assistance of the project is extremely important for the future of the TRACECA.

PS: Secretary General thanked the project team and added that the IGC will follow the project recommendations.

9. TRACECA strategy and action plan

Comments:

Turkey submitted the proposed tables to their experts and are now awaiting their comments; a filled-in sample for one country would be very useful.

Uzbekistan: National Secretary noted that the tables are very complicated.

Azerbaijan: National Secretary pointed out that at the meeting in Istanbul it was agreed that other formats of tables would be produced by the project; a filled-in sample would be very useful.

Moldova: National Secretary supported Azeri NS.

Romania: National Secretary stressed that it is very difficult to fill in the tables and that it will take their specialists 4-6 months to do this.

Ukraine: National Secretary said that their experts will fill in the tables in the next several weeks, or if this will prove to be too difficult they will come up with their own proposal for tables.

PS: Secretary General proposed that the new project team prepare a simplified set of tables. The matter shall be discussed at the next conference.

Visit to Weil/Basel border crossing facility on 19 Aug. 2006. Presentation by *Mr. Altmann, Head of Customs Control in Weil/Basel.*

The Customs tasks at the border crossings are as follows:

1. Support to the state economy by preventing

- Cheating in filling-in declarations
  e.g. Many Swiss produced goods are exempt from duties when brought to the EU. People are trying to declare Japanese or Chinese goods as Swiss.

- Money smuggling and laundering
  An individual can carry up to EUR 15K without declaration

- Drugs and Weapons smuggling
  Swiss rules are less strict than in GE.

- Protected species smuggling

- Fake goods smuggling

2. Customs clearing / Information Exchange

There are about 200 people working at Customs border crossings. Last year they collected EUR 600 mln. There is a rising trend in duties collection of about 5-10% pa. Fines are about 1% of the total.

There are about 1,000 documents the officers have to follow. Swiss and the EU custom laws are different. The Customs have to deal with about 2,000 declarations per day.

In the past there used to be a lot of paperwork to be filled in by hand. In 2001 the Atlas EDP system was introduced. Now the cargo details are submitted to Customs authorities electronically in advance.

When arriving at the border, a driver has only an invoice and a customs declaration. The Atlas system was pioneered at this border crossing in Germany. In Austria they still do not have it. Atlas in GE is also linked to other data bases, e.g. an Agricultural database.
Tariffs are automatically applied by the computer system.

98% of freight forwarders are linked to the system. They process about 5,000 trucks per day. On average customs clearance takes approx.15 minutes.

Customs check that trucks have all relevant permissions and valid documents. They also check the technical condition of the truck. In addition the roadworthiness of vehicles is checked both on the road and at carparks.

Some papers still must be stamped the traditional way using a stamp. This takes time.

Swiss border guards have a helicopter, which is used in case of emergency by both sides.

People are often trying to bring waste illegally across the border.

There are special procedures for checking dangerous goods: explosives, chemicals, fireworks, arms, drugs.

Urgent consignments, e.g. live animals, must be declared 18 hours in advance. Live animals are often smuggled, e.g. they get around 7,000 snakes per month.

At this border crossing there is only a mobile X-ray machine, but in Hamburg they have a large drive-in stationary one for trucks. The Swiss also have a large one.

3. Risk Management

Spot checks on vehicles are carried out according to risk analysis. In GE there are 2 centres analyzing risks.

4. Web site

Visit the web site: www.Zoll.de

Dornier Consulting

ANNEX IV

PRESENTATIONS
PREPARED AND DELIVERED
BY THE CONSULTANT
AT THE 5TH IGC MEETING,
SOFIA, BULGARIA, MAY 2006

TRACECA

IGC TRACECA Strategy
- Draft Paper -

Presentation for the 5th IGC Conference May 2006
Sofia, Bulgaria

Dornier Consulting

TRACECA

Trade Facilitation and Institutional Support

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„History of the Strategy"

- In 2003 at the Yerevan Conference the first draft of a strategy for the period 2004 until 2008 was presented and adopted for further elaboration of its final version.
- In 2005 at the Baku Conference the Parties decided to create a working group, under the support of the European Commission, to elaborate the strategy in the light of the envisaged prospective development of transport between Europe and Asia.

A. Zwicky / B. Roessig   2

"History of the Strategy"

- September 2005: Working Group Meeting took place in Istanbul and the first draft of the Strategy for the period until 2015 was developed with the strong support of the European Commission.
- November 2005: the Strategy was further elaborated and formulated at the Working Group Meeting of the National Secretaries of the IGC in Kiev.
- February 2006: the present version was adopted during the Working Group Meeting of the National Secretaries of the IGC in Bucharest and submitted for approval in the countries.

A. Zwicky / B. Roessig   3

TRACECA

Vision → Strategy → Implementation
of
Sustainable, Efficient and Integrated Transport Systems

Strong Transport Institutions

Infrastructure Networks Integration

Sound Multimodal Chains

Boosting Air Transport

Safe/Secure/ Sustainable Transport

Secure Funding

International TRACECA Organisation, MLA, Achievements and Experience

TRACECA

Trade Facilitation and Institutional Support

Further Steps

1   2   3   4

| After adoption of the Strategy the PS will develop a draft action plan template | This template will be used by the countries to formulate their implementation plans | All templates will be summarised to a draft overall implementation concept taking the special requirements of the countries into consideration | This "Strategy Implementation Action Plan" will be subject for IGC approval |

A. Zwicky / B. Roessig   12

Trade Facilitation and Institutional Support

Thank you for your kind attention

A. Zwicky / B. Roessig   13

Trade Facilitation and Institutional Support

FURTHER INSTITUTIONALISATION

- The pillars of the Strategy have to be on solid ground - means on a stronger Institution such as an International Organisation
- This International Organisation has to
  - ensure the enforcement of the provision of the Basic Agreement (MLA)
  - Maintain the permanent representations in each Party
  - Enhance the self-sustainability
  - Implement the strategy
  - Support and justify the self-financing
  - Raise funds
  - Provide services to the member states and international organisations and financing institutions

A. Zwicky / B. Roessig   14

Slide 15 — Trade Facilitation and Institutional Support

Advantages of the International Organisation

- To be in the position to maintain the permanent representative offices in the member states on a legal background
- To give a positive signal for the development of the TRACECA Corridor
- To be a Partner of the EU in enhancement of regional cooperation
- To enter equal partnerships with other international organisations
- To be in an adequate position to scope with the new European Union financing instruments

A. Zwicky / B. Roessig   15

Slide 16 — Trade Facilitation and Institutional Support

Risks or disadvantages

- No risks can be seen at this stage for:
  - The provisions of the MLA
  - The budget lines based on the present services
- The structure of the PS and its Permanent Representations will stay in force or will just be slightly changed without additional funds (based on present services)
- The controlling mechanisms of the member states will be enlarged (Auditing)

A. Zwicky / B. Roessig   16

The Development of the Institutional Structure of the PS IGC TRACECA

Presentation for the 5th IGC Conference May 2006
Sofia, Bulgaria

The PS IGC TRACECA

and its embedding in decision-making structures

A. Zwicky / B. Rössig   2

1

Trade Facilitation and Institutional Support

Dornier Consulting

Tasks assigned to the PS according to the
STATUTE OF THE PERMANENT SECRETARIAT OF THE
INTERGOVERNMENTAL COMMISSION TRACECA

The purpose of the PS shall be to implement all practical and administrative operations requested by the IGC and all Decisions and Recommendations made by IGC in accordance with the IGC Rules of Procedure.

2.1 In particular the PS is entrusted with the following tasks employing for that purpose WG

to provide upon request of the Parties its assistance and consulting services on all relevant draft laws and regulations elaborated in accordance with the MLA to implement Decisions and Recommendations of the IGC related to the MLA;

draft laws and regulations elaborated in accordance with the MLA to implement Decisions and Recommendations of the IGC related to the MLA;

2.1.3 to provide upon request of the Parties its assistance and consulting services in their relations with relevant international organisations.

2.1.4 to develop and co-ordinate the activities of National WGs, which have been organised by the National Commissions in each Party.

A. Zwicky / B. Rössig   3

TRACECA

Trade Facilitation and Institutional Support

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Tasks assigned to the PS according to the
STATUTE OF THE PERMANENT SECRETARIAT OF THE
INTERGOVERNMENTAL COMMISSION TRACECA

2.2 The PS carries out the following functions:

a) makes arrangements for the meetings of the IGC and its WG established under the MLA and provides the meetings with administrative and technical services as required;

monitors and facilitates in achieving progress in the elaboration and implementation of projects and programs of common interest

h) puts forward appropriate proposals to the IGC for any amendments and changes to the MLA as well as adoption of new technical annexes to the MLA;

studies the problems that the IGC charged it with and provides recommendations

k) manages its budget by:
  - Preparing the annual report,
  - Implementing the budget once adopted,

l) monitors and facilitates in achieving progress in the elaboration and implementation of projects and programs of common interest;

m) conducts consultations with the Parties, Associate members and WG;

n) maintains dialogue with international organisations and third countries under mandate given by the IGC;

o) recruits staff and hires consultants and experts;

p) carries out other functions and tasks with the approval of the IGC.

A. Zwicky / B. Rössig   4

Preliminary PS internal structure

Secretary General of the PS IGC TRACECA

Legal and Institutional Expert

PR and International Relations

Permanent Representations
- Armenia
- Azerbaijan
- Bulgaria
- Georgia
- Moldova
- Kazakhstan
- Kyrgyzstan
- Romania
- Tajikistan
- Turkey
- Ukraine
- Uzbekistan

Expert Team

Transport Planner / GIS, Multi-modal Specialist

Maritime / Aviation Specialist

Support Team

Secretary / Librarian/Translator

Secretary / Translator Project Assistant

EDP/LAN Specialist / Webmaster

Administrative Officer / Accountant

Translator

Driver

5

We would like the IGC to enable the PS together with its Permanent Representatives to further work on this preliminary structure, to assign the tasks to the positions and to come up with a final structure for the period of the Chairmanship of Bulgaria by the end of July 2006.

A. Zwicky / B. Rössig   6

TRACECA

Trade Facilitation and Institutional Support Project

The European Union's Tacis TRACECA programme
for Armenia, Azerbaijan, Bulgaria, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Romania, Tajikistan, Turkey, Turkmenistan, Ukraine, Uzbekistan

TRACECA Database

- Achievements and Advantages -

Presentation for the 5th IGC Conference May 2006
Sofia, Bulgaria

Dornier Consulting

TRACECA　　　　　　Trade Facilitation and Institutional Support　　　　Dornier Consulting

TRACECA GIS Database – Objectives (recap)

➢ Assistance for **feasibility studies** for transport and investment projects

➢ Assistance for overall **transport planning** (incl. forecasting) for TRACECA countries

➢ Promotion of TRACECA corridors to **commercial operators** and **forwarders** by providing operational and up-to-date comprehensive information

➢ Promotion of TRACECA projects as means to attract **loans** from IFIs and private investors

➢ Improvements of the **performance** of the TRACECA corridors for economic activities compared to other transport corridors

➢ Assistance for overall **spatial planning** in TRACECA countries

C. Schürmann　　2

TRACECA — Trade Facilitation and Institutional Support

Data Gathering: Process

➢ August 2005: Revised Data Gathering Guidelines and new data requests

➢ 10 Excel files were sent out ('template files')

➢ Significant reduction of number of indicators and Excel files compared to situation before Aug 2005

➢ After Kiev Meeting (Nov 05) almost all TRACECA countries sent new data in response to the data requests

➢ Since then the PS commented on the data delivered in order to clarify open questions and/or to remind missing files.

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TRACECA — Trade Facilitation and Institutional Support

Data Gathering: Feedback (as of April 26)

Country	Excel files (tables)									
	1	2	3	4	5	6	7	8	9	10
Armenia	(1)	√	(3)	(3)	√	√	√	(1)	√	(1)
Azerbaijan (4)						√				√
Bulgaria	√		√	√	√		√	√	√	√
Georgia	√	√	√	√	√	√	√	√	√	√
Kazakhstan	√		√	√		√	√		√	√
Kyrgyzstan	√	√	(3)	(3)	√	√	√	√	√	√
Moldova	√	√	(3)	(3)	(2)	(2)	√	√	√	√
Romania	√	√	√	√	√	√	√	√	√	√
Tajikistan										
Turkey		√				(5)	(5)			
Turkmenistan										
Ukraine										
Uzbekistan		√	(3)	(3)	√		√	√		√

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TRACECA GIS Database – 3-level Structure

> Transport Model
> Geography
> Statistical data

Channels of Map Generation

> Standardised set of maps and illustrations produced by PS
  ➡ 'TRACECA Spatial Monitoring Report'

> Individual maps produced by PS upon request by TRACECA countries and other authorised users or as requested by third parties

> User-generated maps using Web Services produced by all authorised users and other users subscribed

> Thematic maps for individual purposes produced by PS (e.g. as supporting documents for TA & Investments Projects, or as input materials for policy documents etc.)

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Trade Facilitation and Institutional Support

Maps and Illustrations – Core Categories (proposed)

> Base TRACECA Map   Base
> Basic topographic map(s) of the TRACECA countries

> TRACECA Transport Corridors and Networks   TRACECA
> Technical Assistance and Investment Projects

> Travel Times and Accessibility   Potentials
> Catchment Areas
> Socio-economic Characterisation

> Link Loads and Traffic Flows   Usage
> Commodity Flows
> Border Waiting Times and Transhipment Times

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Trade Facilitation and Institutional Support

Different Spatial Levels

> Regional level
> Member State level
> TRACECA level
> *Individual levels for specific applications*

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Trade Facilitation and Institutional Support

Map Examples: Base Maps

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Trade Facilitation and Institutional Support

TRACECA Countries – Base Country Maps

Country Overview
Kyrgyzstan

Road categories

Rail categories

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TRACECA Road and Rail Corridors

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TA & Investment Projects – Fact Sheets / Project Fiches

Investment Project 11:
Supply Of an Optical Cable System for Communication and Signalling to the Railways Of Armenia, Azerbaijan and Georgia

Contact Potentials – Catchment Areas

Contact Potentials – Travel Times

Trade Facilitation and Institutional Support

Traffic Forecasts – Bus Speeds

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Trade Facilitation and Institutional Support

Traffic Counts at Road Border Crossings (AADT)

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Other Data Formats

➢ Although maps represent the main media to communicate the TRACECA database, other data formats will also be offered by the PS to authorised institutions:

  ➢ Diagrams and Charts
  ➢ 'Raw' data format (ie MS Access files / Access tables)
  ➢ Reports, brochures, media presentations
  ➢ Internet applications (querying, interactive maps etc.)
  ➢ Data CD-ROMs/DVDs

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TRACECA — Trade Facilitation and Institutional Support

Conclusions – Current Database

➢ Variety of indicators now available in TRACECA database
➢ All statistical data are now linked to **geographical features** (i.e. regions, roads, railways, cities, nodes)
➢ Problems concerning statistical data:

  ➢ some tables are still missing for some countries
  ➢ Sometimes tables are incomplete
  ➢ Different reference years
  ➢ Data available at national level but lacking at regional level
  ➢ Differing indicator units and/or definitions
  ➢ A number of smaller comments communicated to the National Secretariats

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Conclusions – Next Steps

➢ TRACECA database established, ready for 'map production', including supporting GIS tools

➢ Decision on the collection of statistical information and on the regulation of access to the database needs to be adopted

➢ Elaboration of a detailed user manual for data access and data retrieval and data usage

➢ Elaboration of a final set of standard maps and final map layouts

➢ Implementation of web services and integration in new webpage

➢ Commitment of the IGC for regular data gathering (database updates necessary)

➢ Vision: further development of the TRACECA database into a Transport-related Spatial Monitoring System (TraSpaMoS)

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Thank you for your kind attention

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TRACECA A European Commission funded Regional Programme since 1993

Tacis TRACECA Projects
2003 - 2006

Presentation for the IGC TRACECA 5th Annual Meeting,
Sofia, Bulgaria May 2006

TRACECA A European Commission funded Regional Programme since 1993

Projects 2003

- Totally 6 Projects for Euro 9.5 Million
  - 4 Projects are contracted
    - Trade Facilitation and Institutional Support (2 Million)
    - Regulation on Transport of Dangerous Goods (1 Million)
    - Freight Forwarder Training Courses (2 Million)
    - Maritime Training (2 Million)
  - 2 Projects are still in the project cycle of the EC
    - Rehabilitation of Galaba -Termez Railway Line (2 Million)
    - Navigational Channel of Turkmenbashi Port (0,5 Million)

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Projects 2004 - Part 1

- **Totally 6 Projects for Euro 12.75 Millions**
  - 2 Projects Central Asian Action plan are under forecast
    - Development of Coordinated National Transport policies in Central Asia (2 Million)
    - Pre-feasibility study for the road Sari Tash-Dushanbe-Termez (1.75 Million)
  - 1 Project Regional Action Plan 2004 substituted
    - Feasibility Study for Rehabilitation of the Road connecting Kazakhstan and Uzbekistan via Aktau by the project
    Development of Equipment Certification Centres for transportation of perishable goods in Central Asia in the frame of ATP Convention (Forecast) (2 Million)

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Projects 2004 Part 2

- 1 Project Regional Action Plan contracted
  - Supervision of Gazi Mammed Highway (2 Million)
- 1 Project Regional Action Plan in tender procedure
  - Improvement of Maritime Links between TRACECA and TEN Corridors (2,5 Million)
- 1 Project Regional Action Plan under forecast
  - Training of operational air transport control staff of South Ring States (2,5 Million)

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Projects 2005 Part 1

- Totally 7 Projects for Euro 12 Million
  - 1 Project Central Asian Action Plan under preparation
    - Development , Master Planning and Feasibility Study for the Port of Aktau (2 Million)
  - 4 Projects Regional Action Plan under preparation
    - Strengthening of Transport Training Capacities in NIS Countries (2 Million)
    - Rehabilitation of the Railway Line between Tbilisi and Yerevan (2 Million)
    - Moldova Feasibility Study M3 Road (0,75 Million)
    - Ukraine Port Strategy Development and Feasibility Studies (1.75 Million)

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Projects 2005 Part 2

- 2 Projects Regional Action Plan – Forecast
  - Organisation of the Transport Dialogue between EU and NIS in the Framework of the New European Neighbourhood Policy (1.0 Million)
  - Analysis and Forecasting of Traffic Flows for the TRACECA Countries and Interregional Integration (2.5 Million)

TRACECA   A European Commission funded Regional Programme since 1993

Projects 2006

Totally 4 Projects Euro 13,5 Million under preparation

- Logistic Centres Network for All TRACECA Countries: Central Asia, Caucasus and European TRACECA (5,5 Million)
- Development of Common Security Management System and Cooperation in the Area of Maritime Safety and Ship Pollution Prevention for the Black Sea and the Caspian Sea (3,5 Million)
- Training of Civil Aviation Administration and the Personnel Involved in the Air Transportation (2 Million)
- Motorways of the Sea (MoS) for the Black Sea and the Caspian Sea (2,5 Million)

Presentation of the New TRACECA Website

FIRST HAND INFORMATION TRACECA ONLINE

Prepared by the PS IGC TRACECA
for the 5th IGC Annual Conference, May 2006
Sofia, Bulgaria

Setting up the process of change

Improvement recommendations

Contents restructuring

Achievements

Further Steps

Setting up the process of change

New Challenges:
- Increased ownership in TRACECA
- Marketing requirements
- Response to users and proposals
- Availability of TRACECA Database and
- TRACECA Archive

TRACECA Image:
- Part of institution's image
- Links to the member-states' webpages
- Development information
- Clear information about TRACECA dimensions

Technical Optimisation :
- Easy access and user friendly
- Up-to-date information
- Optimisation of space
- Improved up-date possibilities

Improvement recommendations

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Contribute to corporate identity and increased ownership of TRACECA

Reconsider website structure and design

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1. TRACECA TODAY
2. TRACECA Programme and Projects
3. TRACECA Institutions and Legislation
4. TRACECA Corridor / Network
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- **Readily available article on TRACECA**
- **Presentation**
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2. EC Action Programmes
3. Projects
4. Participating Countries– for each member-state there
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   - Country information
   - Transport sector overview
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5. TRACECA GIS Traffic Database
6. TRACECA–UNECE Initiative

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- Announcements
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- Forthcoming Events / Agenda
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Achievements

- **A full-fledged webpage is ready to be launched**

- **Accessibility of the webpage in both TRACECA working languages**

Further Steps

- **Cooperation**

- **Contribution**

- **Cross-checking**

- **Coordination**

- **Continuous updates**

Thank you for your kind attention!

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ANNEX V

TRACECA GIS DATABASE USER MANUAL

TRACECA

TRACECA GIS Database.
Version 1.0, August 2006

Database User Manual.

Carsten Schürmann
Traffic Data Base and GIS Specialist of the
Trade Facilitation and Institutional Support Project

TRACECA Permanent Secretariat,
Baku, July 2006

Report Contents

Quick Starter

To quickly find information of interest, review the following quick starter list:

Content	Chapter
Corel Draw map	Chapter 2.4, Annex 2
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Establishing relates in ArcMap	Chapter 2.6
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Relationships between database tables	Chapter 2.6
Results network analyst	Chapter 2.4, Annex 2
Socio-economic and socio-demographic data	Chapter 2.5, Annex 3
System of regions	Annex 4
Tips and tricks to GIS	Chapters 3.2-3.4
Transport model database	Chapter 2.3, Annex 1

For any question or any comment on this Database User Manual, or to report any error or inconsistency in the manual, please contact the

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0. Background and Objectives

The TRACECA Secretariat is the Permanent Secretariat established as executive agency for the TRACECA Intergovernmental Commission (IGC) within the TRACECA programme (**TRA**nsport **C**orridor **E**urope **C**aucasus **A**sia) funded by the European Commission. The TRACECA project was established in May 1993 in order to promote and develop trade and transport infrastructure in an East-west corridor connecting Europe with Central Asia while crossing the Black Sea, Caucasus and the Caspian Sea. The Permanent Secretariat is located in Baku (Azerbaijan), and, amongst others, is supposed to provide expertise in strategic transport planning as well as in infrastructure project assessment. The TRACECA member states have identified and agreed upon the strategic TRACECA transport networks (road, rail-ways, ports and ferry connections), which are a subset of the overall transport infra-structures in that regions representing those transport corridors that are considered as most important for international goods and passenger traffic within that region and abroad (Figure 1).

Figure 1. TRACECA area and TRACECA transport networks.

Among others, one of the tasks of the Permanent Secretariat of the IGC TRACECA is maintaining the TRACECA library, archive and documentation. This comprises to collect actual transport-related data on the socio-economic and socio-demographic situation within the countries concerned, on traffic flows and origin-destination matri-ces, as well as on network characteristics of the road and railway links and ferry con-nections. In relation to this task the secretariat is also responsible for collecting the data from the TRACECA countries, and storing them in the common database.

However, until beginning of 2005 all these data, including the physical network data, were stored in form of Excel files and Excel sheets. In May 2005 and later on in October 2005 the data stored in these Excel files were ported to a personal geodatabase format based on the MS Access format, suitable to be read by modern Geographical Information Systems (GIS). In parallel to this data conversion process, the Permanent Secretariat of the IGC TRACECA introduced ESRI's ArcView GIS software for maintaining and further developing and analysing its spatial data, including the establishment of a digital GIS database on transport networks for the TRACECA countries.

The introduction of a modern GIS system together with the implementation of the digital spatial datasets enables the Permanent Secretariat of the IGC TRACECA to

- to represent and maintain geographical data in a modern GIS environment,
- to add other geographical information such as country boundaries;
- to easily produce maps and diagrams using GIS functionalities;
- to store transport-related data without redundancies;
- to enable easy update of the overall database;
- to lay the ground for a later presentation of (parts of) the TRACECA database via Internet.

These activities undertaken in 2005 are described in detail in the following report:

"Proposal for a Revision of the Database Structure of the TRACECA Traffic Database.
Introduction of the TRACECA-GIS."

In autumn 2005 new data request were sent out to the National Secretariats together with updated *Data Gathering Guidelines* in order to update socio-economic and socio-demographic base data. Since then the majority of the countries sent new datasets, which were imported into the overall TRACECA GIS Database. The results of this work steps were documented in a report entitled

"TRACECA GIS Database. Further Development and Improvements."

as of February 2006.

The present *Database User Manual* is dedicated to give detailed descriptions of the TRACECA GIS Database, including its structures and formats, contents, layers and attributes, as well as to describe the GIS tools developed to manage and visualise the data.

The first *Chapter 1* is briefly providing instructions for the installation of the database and of the database documentation from CD-ROM onto hard disc. Basic hardware and software requirements are also explained here.

Chapter 2 then introduces the TRACECA GIS Database, its data format, general structures, and the three personal geodatabase available (Chapters 2.3, 2.4 and 2.5); however, in this chapter only basic information on the geodatabases is given, while

Appendices 1 to 4 provide a comprehensive and detailed description of all attributes and tables.

Chapter 3 describes the GIS tools and map template documents which have been developed based on the present geodatabases. After the introduction of the tools and map templates, some hints are given for the usage of the tools in ArcMap. The hints represent daily tasks, and are concerned with trouble shooting (layers are not visible – Chapter 3.2), the need to change the map layout (Chapter 3.3), and the need to export a map to other data formats (Chapter 3.4). These tips are not a substitute of the official ESRI software documentation, as they only focus of several tasks.

The following *Chapter 4* spends some words on the database update and date gathering.

After all *Chapter 5* concludes this user manual.

There are 4 appendices attached to this *Database User Manual*, which provide detailed descriptions of all tables and feature classes of the TRAC ECA GIS Database. The appendices are written in a way that they can be used independently, without the need to read the full *Database User Manual*. Each annex has a specific focus:

Annex 1: **TRACECA_TRANSPORT_MODEL** Geodatabase
Annex 2: **TRACECA_GEOGRAPHY** Geodatabase
Annex 3: **TRACECA_DATA** Geodatabase
Annex 4: System of regions developed for TRACECA

It is assumed that the reader of this *Database User Manual* has basic knowledge of ESRI's ArcGIS software suite and is basically familiar with the *personal geodatabase* data format.

All contents and descriptions of this *Database User Manual* are referring to the TRACECA GIS Database, Version 1.0, August 2006.

1. Database Installation

1.1 Contents of the Database CD-ROM

The full TRACECA GIS Database is delivered on CD-ROM, along with the database documentation. The CD-ROM itself comprises three directories and one additional text file. The three directories are called **PRESENTATIONS**, **REPORTS** and **TRACECAGIS**, respectively.

The **TRACECAGIS** directory represents the core TRACECA GIS Database and the GIS tools developed, including all relevant files and tools. It contains three subdirectories called **DATA**, **MAP_PNGS** and **MAP_TEMPLATES**, the first one storing the databases, while the latter two store the map template files developed to visualise and analyse the geodatabase (**MAP_TEMPLATES**) and the generated **PNG** raster graphic files to be included in any reports or publications (**MAP_PNGS**), which are derived from the template maps. All files in these three subdirectory are compressed.

The **REPORTS** directory includes the three reports prepared in relation to and in course of the establishment of the TRACECA GIS Database, as well as the *Data Gathering Guidelines* for the update of the database. The **REPORTS** directory stores the following five reports:

1. Proposal for a Revision of the Database Structure of the TRACECA Traffic Database. (May 2005)
2. Data Gathering Strategy for TRACECA Traffic Database (August 2005)
3. Summary Information on Concept of the TRACECA Traffic Database Organisation (August 2005)
4. TRACECA GIS Database. Further Development and Improvements. (February 2006)
5. TRACECA GIS Database. Database User Manual (2006; present document)

Each report is available both in English and Russian version in PDF format. The directory is compressed.

The **PRESENTATIONS** directory includes a number of presentations held in Kiev, Ukraine (November 2005), in Sofia, Bulgaria (May 2006) and in Baku, Azerbaijan (July 2006) on the development of the TRACECA GIS Database. The presentations are summaries of the database reports, and are available in PDF format. The following presentations are provided on CD-ROM:

(i) *The TRACECA GIS Database – Vision, Current Status and Outlook* (Kiev, Ukraine, November 2005)

(ii) *The TRACECA Database – Achievements and Benefits* (Sofia, Bulgaria, May 2006)

(iii) *Presentation of the TRACECA GIS Database, Version 1* (Baku, Azerbaijan, July 2006)

Also this directory is compressed.

Apart from these three directories the CD-ROM also includes also a text files called **README.TXT** providing a summary of the installation instructions. This file can be used in case the *Database User Manual* is not at hand.

1.2 Hardware and Software Requirements

The TRACECA GIS Database itself requires free disc space of about 900 MBs uncompressed for database and GIS tools storage, plus 35 MBs uncompressed for the full database documentation and the presentations.

The database is set up to operate under actual Windows operating systems. ESRI´s ArcGIS 9.x software suite has to be installed on the machine, with any of the licensing option (ArcView, ArcEditor or ArcInfo licence). No additional ArcGIS extensions had to be licensed in order to open the database and apply the GIS tools; however, the ArcGIS Network Extension would be required in order to replicate some of the pre-processed analyses (see Chapter 3 for more information).

As the physical data format of the TRACECA GIS Database is Microsoft Access databank format, the database basically could also be opened outside ArcGIS in Access; however, in this case the basic attribute values can be assessed but the geometry cannot be processed. Although physically possible, it is strictly recommended here not to open or to edit the TRACECA GIS Database outside ArcGIS in any other databank operating system. Any changes to the tables made there may, in special cases, not be replicated properly in ArcGIS.

1.3 Installation under Windows Operating Systems

No installation routine is required to utilise the TRACECA GIS Database. Instead, use any file manager, open the CD-ROM and copy the full **TRACECAGIS** directory onto hard disc. Make sure that also the **TRACECAGIS** root directory including all subdirectories and files is copied. The **TRACECAGIS** root directory can be copied anywhere on hard disc. Before copying the directory please verify that the required disc space is available on the selected partition. Once the directory is copied, one may find several subdirectories and files under the **TRACECAGIS** directory on hard disc, however the contents of the subdirectories are compressed and need to be uncompressed first. The structure and contents of the files is described in the following chapters.

Additionally, the database documentation and database presentations can also be copied onto hard disc. Navigate to the **REPORTS** and **PRESENTATIONS** directories, respectively, of the CD-ROM, select one or all of the files available there and copy them to any place on the computer.

2. The TRACECA GIS Database

2.1 Personal Geodatabase Format

The TRACECA GIS Database is stored in the *personal geodatabase* format, which is one of the basic storage formats of ESRI's ArcGIS GIS software suite. A personal geodatabase is a relational database based on Microsoft's Access databank format, which is designed for local storage of geographical data on a personal computer. Personal geodatabases are supported by ArcGIS / ArcView 9.x software. By usage of this format it is ensured that modern GIS-systems can access, retrieve and process any data of the TRACECA database.

Basically, geodatabases are relational databases that contain geographic information. Geodatabases contain feature classes and tables. Feature classes can be organised into feature datasets. A personal geodatabase consists of one or several feature datasets. Each feature dataset in turn comprises one or several feature classes. Each feature class represents one layer, which is technically stored in one table of the databank. A layer represents polygon, line, point or annotation features, or represents simple tabular data. The different layers (or tables) can be linked to each other with relationship classes or by topology rules; however the latter two aspects are not yet implemented for TRACECA. The personal geodatabase also allows including simple tables (in order to store statistical data) it is ensured that any statistical data can be linked to the geographical feature classes.

2.2 General Structure

Basically the overall TRACECA GIS Database is stored in the **DATA** subdirectory of the **TRACECAGIS** directory, and is constituted by three individual personal geodatabases:

1. **TRACECA_TRANSPORT_MODEL**
2. **TRACECA_GEOGRAPHY**
3. **TRACECA_DATA**

This subdivision is introduced in order to maintain clear and compact database structures. Each of the three personal geodatabases is physically stored as one Access file (*.MDB) under the **TRACECAGIS** directory. Apart from the **DATA** subdirectory, the **TRACECAGIS** directory also includes two subdirectories called **MAP_TEMPLATES** and **MAP_PNGs**. The **MAP_TEMPLATES** subdirectory stores pre-processed **MXD**-files for easy map production and data analysis. **MXD**-files represent map template files of ESRI's ArcGIS programme suite. The **MAP_PNG** subdirectory is used to store ready maps exported from the **MXD**-files in **PNG** file format, which can be used for publishing purposes in other documents. Both subdirectories **MAP_TEMPLATES** and **MAP_PNGs** already include a number of pre-processed **MXD** and **PNG** files, respectively, however they can also be used to store additional files.

The first personal geodatabase **TRACECA_TRANSPORT_MODEL** includes all information and data in the past stored in the Excel files of the transport model. As these data were ported from a transport model set up on top of Excel, they have only a poor

network representation (i.e. straight lines between two nodes without any real-world alignment of roads and railways, but including functional links such as border links or transhipment links from/to ferries).

The second personal geodatabase **TRACECA_GEOGRAPHY** stores geometric elements useful to produce high-quality maps and cartographic illustrations. Data for these mapping purposes were derived or taken from different sources (free Internet resources, commercial data vendors). These data were also used to set up feature datasets on the TRACECA technical assistance and investment projects, which were conducted under the TRACECA umbrella. Data converted from the old Corel Draw file used to produce the TRACECA map (see Figure 1) are also located here.

The third personal geodatabase **TRACECA_DATA** is the geodatabase storing all data that were gathered by the Permanent Secretariat from the TRACECA Member States throughout the last years. These data cover statistical data on the socio-economic situation within the regions, on the usage of the transport infrastructure as well as on technical infrastructure parameters. Unlike the other two geodatabases, this geodatabase only includes tables but no geometries.

The following chapters describe the contents of the three personal geodatabases in detail, forming the overall TRACECA GIS Database. The map templates and GIS tools will, however, be presented in Chapter 3.

2.3 The TRACECA_TRANSPORT_MODEL Geodatabase

The **TRACECA_TRANSPORT_MODEL** geodatabase forms the core element of the TRACECA-GIS database, as it stores all the network information that in the past was managed by the transport model in Excel file format. This personal geodatabase includes different feature classes for different modes, one feature class representing one dedicated mode, along with some accompanying tables, altogether representing the network model developed by BCEOM.

Concerning the network data, the following principles have been applied while converting the network data from Excel file format to GIS format:

- There is one layer for each mode (i.e. roads, railways, sea links, and functional links). This provides a clear structure and enables easy update of the network database.

- In addition, there is one overall node layer, comprising all relevant nodes for all mode layers.

- Traffic flow data are not implemented as attributes to the layers, but are stored in individual tables in the **TRACECA_DATA** geodatabase, one table per year, and are then linked to the appropriate network layer. This provides greatest flexibility, and enables easy updates of this information, as data for futures years can simply be imported as additional tables, rather than creating a set of new attributes.

- However, these infrastructure layers include information on the specific capacities, speeds, restrictions, and obstacles of any infrastructure link or node. This information is required by transport models.

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- However, these infrastructure layers include information on the specific capacities, speeds, restrictions, and obstacles of any infrastructure link or node. This information is required by transport models.

The **TRACECA_TRANSPORT_MODEL** geodatabase is a *projected* geodatabase, i.e. a projection was assigned to it. This personal geodatabase is stored in geographic projection with the following parameters:

Projection: **Geographic**
Units: **DD**
Spheroid: **Clarke1866**

This is the same projection as used for the **TRACECA_GEOGRAPHY** database (see Chapter 2.4), which was a prerequisite for overlaying the feature classes from both geodatabases with other data from other sources or vendors.

Figure 2 illustrates the different feature classes available in the **TRACECA_TRANSPORT_MODEL** database. It includes seven geometric feature classes, plus four tables. The geometric feature classes are as follows:

Table 1. Available feature classes in the **TRACECA_TRANSPORT_MODEL** *geodatabase.*

Layer name	Contents	Feature Class Type
BorderLinks1	Represents functional border links	Links
BorderLinks2	Represents functional border links	Links
NODES	Represents the location of all nodes of all modes	Points
PortLinks	Functional transhipment links from/to ships	Links
RailLinks	Represents the rail network	Links
RoadLinks	Represents the road network	Links
SeaLinks	Represents the sea shipping and ferry routes	Links

Links in all link feature classes are constituted by straight lines between the start and end nodes, and do not represent the real-world alignment of the roads and railways. Since Bulgaria, Romania and Turkey were no TRACECA Member States at the time when BCEOM developed and applied the transport model, no network links within these countries were incorporated. However, there are links connecting TRACECA countries to neighbouring countries, which are not TRACECA Member States, and to the rest of the world, in order to be able to model traffic flows to these parts of the world.

```
TRACECA_TRANSPORT_MODEL
   BorderLinks1
   BorderLinks2
   COMMODITIES
   COUNTRIES
   NODE_TYPES
   NODES
   PORT_TERMINAL_TYPES
   PortLinks
   RailLinks
   RoadLinks
   SeaLinks
```

Figure 2. Feature classes and tables available in **TRACECA_TRANSPORT_MODEL** *geodatabase.*

Although all tables of the personal geodatabase can also be opened in MS Access, or can be imported into other databank management system, it is recommended to open and to edit the geometrical feature classes only in ArcGIS environment. Otherwise databank inconsistencies may occur.

In addition to the geometric objects (feature classes), four tables are includes as well, which are:

Table 2. Available tables in the **TRACECA_TRANSPORT_MODEL** *geodatabase.*

Table name	Contents
PORT_TERMINAL_TYPES	List of different port terminal types
COMMODITIES	List of commodities used
NODE_TYPES	List of different node types
COUNTRIES	Country list including country codes

These tables represent reference codes and reference numbers for the socio-economic region tables (see Chapter 2.5), and will be used in the GIS as 'look-up tables'. The four data tables can both be opened and edited in ArcGIS and MS Access, however, it is recommended to make all edits in the GIS environment.

A full description of the attributes associated with the feature classes and tables is provided in Annex 1.

A proposed simplified layout for illustrating the **TRACECA_TRANSPORT_MODEL** database is stored in the **TRANSPORT_MODEL_FULL_MODELLING_NETWORK.mxd** file. This file can, if necessary, be further refined to have a more detailed representation of the data (see Chapter 3).

2.4 The TRACECA_GEOGRAPHY Geodatabase

This personal geodatabase provides geographical elements that can be used for analysis and mapping purposes. It basically consists of the following three feature datasets:

- **TRACECA_BASE_GEOGRAPHICAL_DATA**
- **TRACECA_MAP_CORELDRAW**
- **TRACECA_PROJECTS**

Each feature dataset includes several feature classes. Figure 3 illustrates the full contents of this geodatabase including all feature datasets and feature classes. As it can be seen from the figure, this geodatabase only includes feature classes but no tables. These three geodatabase are physically represented by three Microsoft Access files.

Beyond the three mentioned feature datasets, there is also a dataset called **RELIEF** available which represents a digital terrain model (DTM) for the TRACECA area in grid format. The DTM is physically stored in a subdirectory called

TRACECA_GEOGRAPHY.IDB under the **DATA** directory. The subdirectory **TRACECA_GEOGRAPHY.IDB** contains another subdirectory called **C_2** and another file called **ESRI_IDB**. Please do not remove the **TRACECA_GEOGRAPHY.IDB** folder or its subfolders as here the **RELIEF** DTM resides; otherwise the **RELIEF** DTM cannot be accessed anymore.

The **TRACECA_BASE_GEOGRAPHICAL_DATA** *feature dataset*

The **TRACECA_BASE_GEOGRAPHICAL_DATA** feature dataset provides, as its main contents, a collection of layers received from data vendors or downloaded from free internet resources (GeoCommunity webpage) (Table 3). This internet database provides digital data for the TRACECA members who represent ESRI´s *Digital Charts of the World*, except for the country and region boundary layers which were bought from RRG (RRG GIS Database) (for Bulgaria and Romania) and Griffith University (AR-CASIAN database) (for all other countries). All layers derived from the *Digital Charts of the World* are prefixed with **DCW_**. A number of other layers was produced at the Permanent Secretariat, as base data (**BOUNDING_BOX**, **COUNTRY_ENVELOPS**, **FER-RIES**, **TRACECA_PORTS**), or as result of *Network Analyst* applications (the latter ones are prefixed with **NA_**). The following 15 feature classes are available in this dataset: (Table 3).

```
□ TRACECA_GEOGRAPHY
  □ TRACECA_BASE_GEOGRAPHICAL_DATA
      ADM1_COUNTRIES
      ADM2_PROVINCES
      BOUNDING_BOX
      CITIES_TOWNS
      COUNTRY_ENVELOPS
      DCW_CONTINENTS
      DCW_LAKES
      DCW_LandCover
      DCW_Railways
      DCW_Roads
      DCW_Settlements
      Ferries
      NA_OD_MATRIX_AND_LINKS
      NA_ROAD_ISOCHRONES
      TRACECA_PORTS
  □ TRACECA_MAP_CORALDRAW
      Boundaries
      Cities
      Countries
      Ports
      Railways
      Rivers
      Roads
  □ TRACECA_PROJECTS
      LINEPROJECTS
      POINTPROJECTS
      REGIONPROJECTS
  □ RELIEF
```

Figure 3. Feature datasets, feature classes and tables available in the **TRACECA_GEOGRAPHY** *geodatabase.*

The individual country layers of the *Digital Charts of the World* were downloaded and merged together and their topology was built. Afterwards some geometric corrections were made (for example, eliminating undershoots) and also additional country attributes were added. Eventually the coverages were imported into the **TRACECA_BASE_GEOGRAPHICAL_DATA** feature dataset of the **TRACECA_GEOGRAPHY** personal geodatabase as individual feature classes. However, the feature classes **Ferries** and **TRACECA_PORTS** were compiled at the premise of the Permanent Secretariat specifically for this database.

Some other layers were generated at the Permanent Secretariat as base layer for basic analysis functionalities or as basic mapping and cartographic layers. Such layers are **BOUNDING_BOX**, **COUNTRY_ENVELOPS**, **FERRIES**, and **TRACECA_PORTS**.

The output of two applications of the ArcGIS Network Analyst is also stored in this feature dataset. The first one provides an O/D car travel time matrix for the cities located in the TRACECA Member States (**NA_OD_MATRIX_AND_LINKS**), while the other one represents 30 minutes, 60 minutes, 90 minutes and 120 minutes isochrones (**NA_ROAD_ISOCHRONES**) calculated for the same set of cities.

Table 3. Available feature classes in the **TRACECA_BASE_GEOGRAPHICAL_DATA** *feature dataset.*

Layer name	Contents	Feature class type
ADM1_COUNTRIES	Countries and country boundaries	Polygons
ADM2_PROVINCES	Region boundaries	Polygons
BOUNDING_BOX	Bounding box for map drawing	Polygons
CITIES_TOWNS	City locations	Points
COUNTRY_ENVELOPS	Bounding boxes for countries for map drawing	Polygons
DCW_CONTINENTS	Continents	Polygons
DCW_LAKES	Major lakes	Polygons
DCW_LandCover	Land coverage	Polygons
DCW_Railways	Railway links	Links
DCW_Roads	Road networks	Links
DCW_Settlements	Settlement areas	Polygons
Ferries	Ferry links across Black Sea and Caspian Sea	Links
NA_OD_MATRIX_AND_LINKS	O/D-matrix, cars (modelled by network analyst)	Links
NA_ROAD_ISOCHRONES	Road isochrones (modelled by network analyst)	Polygons
TRACECA_PORTS	Port locations	Points

A full description of the available attributes is provided in Annex 2. This personal geodatabase is stored in geographic projection with the following parameters (similar to the **TRACECA_TRANSPORT_MODEL** geodatabase):

Projection:	**Geographic**
Units:	**DD**
Spheroid:	**Clarke1866**

Based on these data several *Map Template Documents* (**mxd**-files) have been generated providing overviews on the **TRACECA_BASE_GEOGRAPHICAL_DATA** feature dataset using simple map layouts (see Chapter 3 for more details).

The **TRACECA_MAP_CORELDRAW** *feature dataset*

As its name suggest, the **TRACECA_MAP_CORELDRAW** feature dataset includes those layers imported and further processed from the TRACECA map in Corel Draw format. It includes the seven feature classes, as listed in Table 4.

Furthermore, each of these feature classes includes additional attributes that allow differentiating the features into subclasses. For example, the attribute **TYPE** of the **ROADS** feature class allows to differentiate (and to query) the TRACECA roads from other major and other secondary roads and from the sea links. Similarly, the attribute **TYPE** of the **CITIES** feature class allows differentiating between capital cities, major cities, regional and other cities. A full list of the available attributes can be found in Annex 2.

The present representation of the cities and ports in the two feature classes is not an optimal solution, as both features are represented by polygons (circles with certain radii), and moreover their names are also represented as polygons instead of being stored as attributes to the features or as individual annotation feature class. However, this is due to the fact how these features were handled in Corel Draw. A better (because more flexible) way of representing the cities and ports and their names would be a point feature class, with its names being attached as attributive information.

Table 4. Available feature classes in the **TRACECA_MAP_CORELDRAW** *feature dataset*

Layer name	Contents	Feature class type
Boundaries	Country boundaries, coasts, the bounding box	Links
Cities	Cities and the city names in the TRACECA area	Polygons
Countries	Countries and water bodies	Polygons
Ports	Ports and port names in the TRACECA area	Polygons
Railways	Railway lines	Links
Rivers	Streams and rivers	Links
Roads	Roads by different road categories	Links

As the data were derived from the old Corel Draw file, the **TRACECA_MAP_CORELDRAW** feature dataset is not projected, i.e. has no defined co-ordinate system and thus cannot be overlaid in geoprocessing operations with other

data unless it is projected. So the main objective of this feature class is the reproduction of the CorelDraw map within ArcGIS.

Apart from establishing this feature dataset, an ArcView **mxd**-file was also generated which re-produces the Corel Draw map layout in its basic form, optimised for A0 plotter. This file is called **TRACECA_OVERVIEW_MAP.mxd**.

The **TRACECA_PROJECTS** *feature dataset*

The third feature dataset of the **TRACECA_GEOGRAPHY** geodatabase is called **TRACECA_PROJECTS** and is dedicated to represent all the *Technical Assistance* (TA) and *Infrastructure Projects* conducted by or supervised by TRACECA. Such projects can have a linear character (i.e. upgrading/new construction of linear transport infrastructures), can be bound to single locations (i.e. point locations) or could be regional projects as several regions or even entire countries benefited from them. Consequently, this feature dataset includes the following three layers:

Table 5. Available feature classes in the **TRACECA_PROJECTS** *feature dataset*

Layer name	Contents	Feature Class Type
LINEPROJECTS	Representing TRACECA linear projects	Links
POINTPROJECTS	Representing TRACECA local projects	Points
REGIONPROJECTS	Representing TRACECA regional/national projects	Polygons

In order to handle the TA and investment projects in the TRACECA GIS Database efficiently, they have been assigned a unique project code (Table 6 for investment projects; Table 7 for technical assistance projects), which is represented by a sequence of letters and numbers. If new projects are being conducted, they should be assigned a new unique code as well (for internal use in the GIS Database). The structure of the code is as follows:

xxyy

where **xx** is a 2-letter code to represent the mode (**GE** = general or several modes; **HO** = horizontal project; **IM** = intermodal project; **LT** = legal and trade project; **MA** = maritime port or seaway project; **RA** = railway project; **RF** = rail ferry project; **RO** = road project) and **yy** is a consecutive number for each mode, starting with 00 (zero-zero) and counting up (01, 02, 03, etc.).

Table 6. Unique investment project codes.

Project code	Type	Project name / description
GE01	Point	Bukhara cotton export distribution centre
GE02	Line	Container services between the Caspian ports of Baku and Turkmenbashi
GE03	Point	Intermodal / terminal equipment (Karmir Belur, Chimkent, Aktau, Bishkek)
MA01	Point	Establishing of a ferry cargo movement computer system & supply & installation of computers & communication equipment for the ports of Ilyichevsk & Poti

MA02	Point	Cargo & container handling equipment for the seaports of Baky, Turkmenbashi, Poti & Ilyichevsk
MA03	Point	Supply of navigational equipment to the ports of Baky, Aktau and Turkmenbashi
RA01	Line	Rehabilitation of the Caucasian Railways
RA02	Point	Rail tank wagon cleaning boilers in Baku
RA03	Line	Supply of an optical cable system for communication & signalling to the railways of Armenia, Azerbaijan & Georgia
RA04	Region	Supply of tank wagons to Azerbaijan railways
RF01	Point	Design and construction of rail ferry facilities in the port of Poti
RF02	Point	Improvements of the existing rail ferry terminal & construction of facilities at Ilyichevsk
RF03	Point	Rehabilitation of the rail ferry terminal at Aktau
RO01	Line	Rehabilitation of the Red Bridge & construction of the TRACECA bridge

Notes:
GE = General mode or several modes
HO = horizontal project
IM = intermodal project
LT = legal and trade project
MA = maritime port or seaway project
RA = railway project
RF = rail ferry project
RO = road project

The two Tables 6 and 7 provide the project codes, the project names as well as the type of project (point, line, or region). The type indicates the dominant character of a project, whether it is rather linear (line), local (point), or regional (concerns regions or countries); however, some projects may have both a local and regional character.

Apart from these three feature datasets, the **TRACECA_GEOGRAPHY** geodatabase includes one additional table (**COUNTRY_TABLE**) used as reference for the feature classes, and furthermore includes a raster dataset called **RELIEF** providing the topography of the TRACECA Member States. The **COUNTRY_TABLE** is essentially the same as available in the **TRACECA_TRANSPORT_MODEL** geodatabase (see Annex 1).
Table 7. Unique technical assistance project codes.

Project code	Type	Project name / description
GE01	Region	Bukhara cotton export distribution centre
GE02	Line	Container services between the Caspian ports of Baku and Turkmenbashi
GE03	Region	Intermodal / terminal equipment (Karmir Belur, Chimkent, Aktau, Bishkek)
HO01	Region	Transport management training
HO02	Region	Regional traffic forecasting model
HO03	Region	TRACECA co-ordination team
HO04	Region	Traffic forecasting & feasibility studies
HO05	Region	TRACECA co-ordination team
HO06	Region	Capacity development for senior-transport sector officials
IM01	Region	Intermodal transport
IM02	Region	Intermodal services implementation & training
LT01	Region	Transport legal & regulatory framework

LT02	Region	TRACECA trade facilitation
LT03	Region	International road transport & transit facilitation (IRU)
LT04	Region	Intergovernmental commission for the implementation of the multilateral agreement on transport
LT05	Region	Customs facilities at Central Asian road border crossings
LT06	Region	Intergovernmental commission for the implementation of the multilateral agreement on transport - continuation
LT07	Region	Harmonisation of border crossing procedures
LT08	Region	Unified policy on transit fees & tariffs
LT09	Region	Common legal basis for transit transportation
LT10	Region	Ukraine / Moldova border crossings
MA01	Point, Region	Maritime training in Baky port
MA02	Point, Region	Ferry terminals: Baky - Turkmenbashi
MA03	Point, Region	Feasibility study of new terminal facilities in the Georgian ports of Poti & Batumi
MA04	Region	Supervision & training for the supply of navigation aid equipment
RA01	Region	Railways infrastructure maintenance (Caucasus)
RA02	Region	Rolling stock maintenance
RA03	Region	Railways infrastructure maintenance (Central Asia)
RA04	Region	Joint venture for the Trans-Caucasian railways
RA05	Region	Railway tariffs & timetable
RA06	Region	Central Asia railways restructuring & telecommunications studies
RA07	Region	Restructuring of the Azeri and Georgian railways
RA08	Region	Pre-feasibility study of a new link between the Ferghana Valley, Bishkekand Kashgar (China)
RA09	Region	Central Asia railway telecommunications
RA10	Region	Railway transit oil logistic centre
RO01	Region	'Dolphin' project, feasibility study for caravanserai
RO02	Region	Road transport services (Caucasus)
RO03	Region	Implementation of pavement management system
RO04	Region	Road transport services (Central Asia)
RO05	Region	Road maintenance
RO06	Region	Caucasian road sector feasibility study for the rehabilitation of the road link between Baky, Tbilisi & Erevan
RO07	Region	Rehabilitation of Caucasian highways

Notes:

GE = General mode or several modes   HO = horizontal project IM = intermodal project
LT = legal and trade project   MA = maritime port or seaway project   RA = railway project
RF = rail ferry project   RO = road project

2.5 The TRACECA_DATA Geodatabase

This geodatabase comprises all statistical data that were gathered by the Permanent Secretariat from the Member States. Such data include data on the socio-economic situation of and the production in a region, it also includes physical parameters on the technical transport infrastructure, and also data on the usage of the infrastructure (traffic flows of passengers and goods, transport matrices). All these data were converted from different Excel files (see also Chapter 3) and ported into Access format.

Unlike the other two geodatabases, as described in the previous sections, this geodatabase does not contain any geographical objects or geometric feature classes.

However, the statistical data provided here can be linked to the geographical objects via unique numerical identifiers (Ids).

When compiling this geodatabase, the following principles were applied:

- There is one table per indicator field, in order to have a clear database structure and to limit the number of columns per tables.

- All individual previous country-specific Excel files were merged together into one table (in order to reduce the amount of tables).

- The two language versions (Russian, English) were also merged together, i.e. the basic data tables in the database are just in one language while the databank management software provides bi-lingual capabilities. This also reduces the number of tables.

- Per group of indicator, there is one table per year. This allows a clear database structure, and also allows easy update with future data, as only new tables need to be created rather than adding several columns in several tables.

Apart from the different data format (Access database instead of Excel files), the main difference/advantage of the present TRACECA GIS geodatabase to the previous Excel-file-based-databank is that

(1) all individual country files are replaced by one overall file, including all regions of all countries, and

(2) the two different language versions are merged together to one, and

(3) that redundant information that were previously stored in several Excel files are now solved to just one table, and last but not least

(4) that the physical network data and region and country boundaries now are outsourced in other geodatabases and that they now have a geographical reference in a GIS.

However, a revised version of the old Excel files is still in use for the data collection (see Chapter 3).

Figure 4 and Table 8 give an overview on the tables available in the **TRACECA_DATA** geodatabase. One can see the long list of tables that are currently available; however, this is due to the representation of 'time': if data are available for several years, there will be one individual table for each year. One the one hand this may be considered as a drawback as it creates a great number of tables in the geodatabase, on the other hand it reduces the complexity of each table (because each table includes already a number of indicators for each year) and it also makes database updates much easier, as 'only' a new table needs to be created from scratch rather than appending columns and rows to existing tables.

Apart from this, some other principles can be drawn from Figure 4 and Table 8:

- This geodatabase contains data tables as well as the following reference tables: **COMMODITIES_TBL**, **COUNTRIES_TBL**, **PORT_TERMINAL_TYPES_TBL**, **NODE_TO_NODE_ROUTES_TBL**, **NODES_TBL**, **PROVINCES_TBL**, **PA_FOR_COUNTIES_TBL** and **SR_FOR_COUNTIES_TBL**. The first three tables correspond to the respective tables in the other geodatabases. The table **NODES_TBL** in principle corresponds to the feature class **NODES** of the **TRACECA_TRANSPORT_MODEL** geodatabase, however, it is lacking the geographi-

cal reference. Otherwise both the table and the feature class are identical. The table **PROVINCES_TBL** provides a list of all provinces that are defined within the TRACECA Member States, including a unique province code. The last two tables provide information on the assignment of the countries to certain political areas (**PA_FOR_COUNTRIES_TBL**) or super regions (**SR_FOR_COUNTRIES_TBL**). These assignments are useful for data aggregation of statistical data; their contents are also described in Annex 3.

- All data tables are preceded with the letters '**zt_**'.
- The last two letters of the data table names represent the year for which the data are available (**98** = 1998; **99** = 1999, **00** = 2000, **01** = 2001 etc.).
- The remaining characters of the data table names indicate the contents of the table.
- In principle, each table includes data for all TRACECA countries; however, often data are not yet available for all countries to the same extent.
- As soon as data for a new year (for example, for 2006) are supplied to the Permanent Secretariat, a new respective table is created to which the new data are fed.

Table 8. Available tables in the **TRACECA_DATA** *geodatabase.*

Data table name	Contents
COMMODITIES_TBL	List of commodity groups used
COUNTRIES_TBL	List of countries considered
NODE_TO_NODE_ROUTES_TBL	Reference tables to link nodes and routes (arcs)
NODES_TBL	List of nodes for all modes (without geometry)
PA_FOR_COUNTRIES_TBL	Political area codes to aggregate super-regions
PORT_TERMINAL_TYPES_TBL	List of port terminal types used
PROVINCES_TBL	List of provinces of the TRACECA Member States
SR_FOR_COUNTRIES_TBL	Geographical entities to aggregate super-regions
zt_BORDER_CROSSING_RAIL_TIME_xx	Average border crossing time by type of train (passenger, freight)
zt_BORDER_CROSSING_RAIL_TRAFF_xx	Number of border-crossing trains per day by type of train (passenger, freight)
zt_BORDER_CROSSING_ROAD_TIME_xx	Average border crossing time by type of vehicle (car, truck, bus)
zt_BORDER_CROSSING_ROAD_TRAFF_xx	Traffic flows (AADT) at border crossings by type of vehicle (car, truck, bus)
Zt_IMPORT_EXPORT_BY_COMMODITY_xx	Goods flows by commodity groups by pair of region (in tons)
zt_MARITIME_ROUTES_xx	Passengers and freight transported on sea link
zt_PORT_TERMS_CHARS_xx	Characterisation of port terminal storage facilities (landside infrastructures)
zt_PORTS_CHARS_xx	General technical characterisation of the seaside infrastructures of the ports
zt_PRODUCT_OBLS_xx	Production per year by commodity by region (in tons)
zt_RAIL_ROUTES_COMMODITIES_xx	Tons transported per year on link by commodity group
zt_RAIL_ROUTES_GEN_CHARS_xx	Number of passengers and total tonnage on link
zt_RAIL_ROUTES_PHYS_CHARS_xx	Technical parameters of rail sections
zt_ROAD_ROUTES_GEN_CHARS_xx	Number of vehicles (AADT) on link by type of vehicle
zt_ROAD_ROUTES_PHYS_CHARS_xx	Technical parameters of road sections
zt_SOCIO_ECONOM_OBLS_xx	Socio-economic base data by region

Note:

_xx is representing the years, for which the tables are available (98, 99, 00, 01 etc.)

⊟ 🗄 TRACECA_DATA
   ⊞ add_nodes_tbl
   ⊞ add_nodes_tbl_1
   ⊞ anew_node_tbl
   ⊞ commodities_tbl
   ⊞ counties_tbl
   ⊞ node_to_node_routes_tbl
   ⊞ nodes_tbl
   ⊞ oblasts_tbl
   ⊞ pa_for_counties_tbl
   ⊞ port_terminals_type_tbl
   ⊞ sr_for_counties_tbl
   ⊞ zt_border_crossings_rail_time_tbl_00
   ⊞ zt_border_crossings_rail_time_tbl_02
   ⊞ zt_border_crossings_rail_time_tbl_98
   ⊞ zt_border_crossings_rail_time_tbl_99
   ⊞ zt_border_crossings_rail_traff_tbl_00
   ⊞ zt_border_crossings_rail_traff_tbl_01
   ⊞ zt_border_crossings_rail_traff_tbl_02
   ⊞ zt_border_crossings_rail_traff_tbl_98
   ⊞ zt_border_crossings_rail_traff_tbl_99
   ⊞ zt_border_crossings_road_time_tbl_00
   ⊞ zt_border_crossings_road_time_tbl_02
   ⊞ zt_border_crossings_road_time_tbl_98
   ⊞ zt_border_crossings_road_time_tbl_99
   ⊞ zt_border_crossings_road_traff_tbl_00
   ⊞ zt_border_crossings_road_traff_tbl_01
   ⊞ zt_border_crossings_road_traff_tbl_02
   ⊞ zt_border_crossings_road_traff_tbl_98
   ⊞ zt_border_crossings_road_traff_tbl_99
   ⊞ zt_maritime_routes_tbl_00
   ⊞ zt_maritime_routes_tbl_01
   ⊞ zt_maritime_routes_tbl_02
   ⊞ zt_maritime_routes_tbl_03
   ⊞ zt_maritime_routes_tbl_04
   ⊞ zt_maritime_routes_tbl_05
   ⊞ zt_maritime_routes_tbl_98
   ⊞ zt_maritime_routes_tbl_99
   ⊞ zt_port_terms_chars_tbl_00
   ⊞ zt_port_terms_chars_tbl_01
   ⊞ zt_port_terms_chars_tbl_02
   ⊞ zt_port_terms_chars_tbl_04

Figure 4. Tables currently available in the **TRACECA_DATA** *geodatabase.*

2.6 Relationships between the Geodatabases

The various tables and feature classes of the different geodatabases can be linked together by relationships. Figure 5 gives a simplified overview on the geodatabase structure including the relationships between the different tables.

As all feature classes of the **TRACECA_MAP_CORELDRAW** feature dataset are only used for mapping purposes, as they were derived from the old CorelDraw file, they cannot be referenced by any of the tables or by any of the other feature classes. Similarly, all the three feature classes of the **TRACECA_PROJECTS** feature dataset cannot be referenced; they represent stand-alone feature classes.

The main feature classes which are used in relationships are all feature classes of the **TRACECA_TRANSPORT_MODEL** feature dataset, as well as the following feature classes of the **TRACECA_BASE_GEOGRAPHICAL_DATA** feature dataset: **ADM1_COUNTRIES, ADM2_PROVINCES, CITIES_TOWNS, FERRIES**, and **TRACECA_PORTS**.

In most cases data tables of the **TRACECA_DATA** geodatabase will be linked to the above mentioned feature classes, however, it is also possible to establish relationships between different feature classes or between different data tables.

Defining relationships in ArcMap

ArcMap provides easy capabilities for establishing relationships between various feature classes and tables. First, the feature class or table to which other feature classes or tables are to be joined must be loaded into ArcMap. ArcMap offer to ways of establishing relationships: to *join* a table (or feature class) or to *relate* a table (or feature class).

When a table is *joined*, a one-to-one or many-to-one relationship between the feature class's attribute table and the table containing the information to join is established. However, in some situations, a one-to-many or a many-to-many relationship between a feature class and a table needs to be established, which can be done by using the *relate* command.

In both cases, the following steps have to be conducted:

1. Right-click the layer or table you want to join, point to Joins and Relates, and click Join (if a join is to be performed) or Relate (if a relate is to be performed).
2. Click the first dropdown arrow and click Join attributes from a table.
3. Click the second dropdown arrow and click the field name in the layer on which the join will be based.
4. Click the third dropdown arrow to choose the table to join to the layer. If the table is not currently part of the map, click the Browse button to search for it on disk.
5. Click the fourth dropdown arrow and click the field in the table on which to base the join.
6. Click OK. The attributes of the table are appended to the layer's attribute table.

Figure 5. Relationships between the various feature classes and tables in the three geodatabases.

The established join or relate can then be stored together with the map document file (**MXD**), however the join or relate are not stored together with the participating feature classes or tables.

When working with geodatabases under a ArcInfo or ArcEditor license, there is another way to establish relationships by generating so-called relationship classes, which basically have the same functionalities as a relate but offer some more editing capabilities. As a drawback, the relationship classes only work with geodatabase and not with other layer types (such as shapefiles). Unlike relates they cannot be stored in **MXD** documents but are stored as individual class in a geodatabase. ArcView is then only able to read such relationship classes but cannot generate them.

2.7 Geodatabase Summary

As all the three TRACECA personal geodatabase are stored as individual Access files, they can be opened, viewed and edited individually outside ArcGIS/ArcView as well by using Microsoft Access programme (or any other databank management programme capable to open Access formatted files). There, all available attributes (fields) are visible, can be accessed and edited (except for those fields representing the geographical information). However, it is recommended not to edit the data outside ArcGIS/ArcView in order to avoid any danger of loosing or hampering the relationships between the geographical objects and the tabular data, but querying, illustrating and analysing the data in Microsoft Access is possible. If data are to be analysed in Access, it is recommended to make a backup copy of the original database before loading and processing the Access file.

Some overview (reference) tables (i.e. **COUNTRY**, **NODES**, **PORT_TYPES** etc.) are available in more than one geodatabase, which on the one hand is redundant and so is a potential source for confusion and errors, on the other hand this is advantageous as all the three Access files can be copied and processed individually and so it is required to have all reference tables at hand.

As Chapter 2.6 has shown, the various tables and feature classes in the three geodatabases can be linked to each other by unique Ids, which of course is one of the basic principles of relational databank management systems. Not only tables within one geodatabase (i.e. within one Access file) can be related to each other, but also tables and feature classes from several geodatabases (i.e. from different Access files). A relationship of tables within one personal geodatabase (i.e. within one Access file) can either be established in Access or in ArcGIS/ArcView), however, a relationship between tables and feature classes from different personal geodatabases (i.e. from different Access files) can only be established in ArcGIS/ArcView. Technically, these relationships can be stored in ArcView in so-called **MXD**-documents (or template-documents); thus, the relationships are not permanent, but the **MXD**-documents store all parameters necessary to establish the relationship, and each time the **MXD**-document is opened the relationship will be re-established. This, in contrary, also means that such relationships are not visible outside of ArcGIS / ArcView.

3. GIS Tools and Map Templates

The TRACECA GIS Database can be used to produce a variety of maps, illustrating its contents in different ways, and it can also be used for specific types of analysis or as basis for certain information services (for example, as web application). For this purpose, a number of GIS tools in form of so-called *Map Template Documents* (**MXD**) were produced, which help to automate the production of maps and certain kinds of analysis.

All GIS Tools are stored in *Map Template Documents* (**MXD**). Basically these tools can be grouped in various categories categories:

Table 9. Fields of Application for TRACECA GIS Database.

Group	Category
Base maps	- Base TRACECA Map - Basic topographic maps of the TRACECA Member States
TRACECA	- TRACECA transport corridors and networks, - Technical Assistance (TA) and Investment Projects
Potentials	- Travel times and accessibilities, - Service and catchment areas, - Socio-economic characterisation
Infrastructure Usage	- Link loads and traffic flows, - Commodity flows, - Border waiting times and transhipment times

The fields of application outlined in Table 9 is not a full list of all possible fields, as the usage of the database is not limited to them; however, these fields represent main fields of interest of TRACECA.

The following chapter introduces selected fields of applications of the above categories, and briefly explains how the database may be utilised for such tasks. Respective map template files can be found on the database CD-ROM. The following examples are given:

- Presenting and promoting TRACECA (general overview and introduction)
- Basic data for the TRACECA Member States
- Technical assistance and investment projects
- Modelling networks and results of transport models

All map template documents are stored in the directory **TRACE-CAGIS\MAP_TEMPLATES** of the database CD-ROM. It is recommended in case that new **MXD** files are produced that they should be stored at the same location.

Although the pre-defined map template documents have a fixed extent and a fixed resolution, one of the strengths of any GIS is that maps can be produced easily at any scale for any spatial level. For TRACECA basically four spatial levels are of interest:

- Regional level (provinces) (map covers individual regions or parts of a country)

- Member State level (a map covers individual countries)
- TRACECA level (map covers all TRACECA Member States)
- Individual levels for specific applications (map covers parts of a region)

3.1 Map Template Documents

A set of map template documents is already available that helps to assess the contents of the TRACECA GIS Database. They address different fields of applications that are of interest for TRACECA. The individual maps cannot be presented here (because of their huge number); instead a brief introduction to the fields of interest is given, with some screenshots of the GIS environments to illustrate the possibilities. At the end of this chapter a full list of the **MXD** files available on the database CD-ROM can be found.

General Overview on TRACECA Area

First of all, the TRACECA GIS Database can be used to illustrate the TRACECA area in order to provide a basic overview on the countries and on TRACECA in particular (Figure 6 gives an example). These types of maps visualise the TRACECA Member States with their transport infrastructures (road and railway, ports, sea shipping routes etc.), main cities, regional subdivisions, and their physical conditions. These are basic information that can be communicated to people from within or outside TRACECA via maps, internet applications or other (carto-)graphic illustrations, in order to introduce TRACECA. For this theme a great number of map template documents illustrating the TRACECA area in various ways can be found on the database CD-ROM (see Table 10 for a full list).

Figure 6. General overview on TRACECA Area: relief, road and railway networks, sea shipping routes, TRACECA countries and main cities (screenshot of GIS application).

Technical Assistance and Investment Projects

A second field of application of the TRACECA GIS Database is to provide information on the *Technical Assistance* (TA) and *Investment Projects* conducted under or supervised by TRACECA. All these projects can be visualised together as a whole set of projects, or they can be illustrated and queried individually to learn more about their objectives, results and geographical coverage. The geographical illustration of the projects in the GIS can also be linked to the TRACECA webpage (see upper right box in Figure 7), where the full range of information available for each of the TA and investment projects can be accessed. A list of all relevant map template documents produced for this theme is provided in Table 10.

However, as the focus of the *Technical Assistance* (TA) lies in human capacity building and knowledge exchange, they do not have an explicit spatial character in that they are bound to certain locations. Rather they concern all countries, or a group of several countries. Therefore, only a limited set of map template documents was produced illustrating these projects; however, most of these projects are coded in the **REGIONPROJECTS** polygon feature class of the **TRACECA_PROJECTS** feature dataset of the **TRACECA_GEOGRAPHY** geodatabase, and thus can also be visualised or queried in the GIS.

Figure 7. Information on technical assistance and investment projects (screenshot of GIS application).
Modelling networks and Results of transport models

As all the network data are now georeferenced (i.e. have a geographical location with x-/y-coordinates), the GIS can of course also be used to illustrate the modelling transport networks and modelling results of the old transport model (conducted by BCEOM) or of any new transport modelling exercise in the future to come. Now the GIS can retrieve all base data and data that was produced by the transport model, including (but not limited to) transhipment tonnage at ports (cargo loading/unloading) (see, for example, Figure 8), link loads on road and rail sections (Figure 9), traffic flows at border crossings or passenger and freight flows between regions. It is of course also possible to show the technical base parameters of the TRACECA net-works, such as number of tracks of a railway section, electrification, or paved/unpaved road sections and their capacities. The modelling results can be illus-trated by many combinations of maps, charts or tables, all of these functionalities provided by ArcGIS. As examples, four map template documents were produced il-lustrating the rich information source: First, a map covering all TRACECA countries illustrating the full modelling network (**TRANS-PORT_MODEL_FULL_MODELLING_NETWORK**), two further documents show AADT at road border crossings (**ROAD_BORDER_CROSSINGS**) and for road links (**ROUTES_AADT_TRAFFIC**), and a final documents exemplifies predicted bus speeds (**ROUTES_SPEEDS**). However, these maps are only starting documents that can be amended to illustrate further contents of the transport modelling results.

Figure 8. Output of the transport model I: Transhipment tonnage at ports (screenshot of GIS application).

Figure 9. Output of the transport model II: link loads of roads and railways (screen-shot of GIS application).
GIS Functionalities for Analysing Transport Systems and Potentials

The previous figures represent examples were the GIS is being used to illustrate and analyse data that were either generated by transport models or that were gathered from external statistics. In contrast, one could also apply build-in GIS functionalities for the analysis of transport systems and regional economic potentials, such as the generation of shortest path routes, o/d matrices and isochrones[1] between cities and regions (see, as examples, shortest path route illustrated in Figure 10 and isochrones illustrated in Figure 11). In ArcGIS the generation of shortest routes, o/d matrices as well as isochrones require the ArcGIS *Network Analyst* extension. As this extension is currently not available at the Permanent Secretariat, o/d matrices and isochrones for all cities have been pre-processed, and their results have been incorporated into the **TRACECA_BASE_GEOGRAPHICAL_DATA** feature dataset of the **TRACECA_GEOGRAPHY** geodatabase (see Annex 2), and respective map template documents have been prepared (see Table 10).

Figure 10. Shortest path calculations (screenshot of GIS application).

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1 It should of course not be misconceived here that the calculation of shortest paths is not a unique GIS feature but that this is one of the core elements of any (commercial) transport model.

In order to re-produce these analyses for users who do have a *Network Analyst* license available, the following basic steps need to be conducted:

1. Building a network dataset on basis of the **DCW_ROADS** feature class of the **TRACECA_BASE_GEOGRAPHICAL_DATA** feature dataset of the **TRACECA_GEOGRAPHY** geodatabase in ArcCatalog or ArcMap.

2. Starting ArcMap.

3. Make sure the *Network Analyst* toolbar is visible.

4. Choose one of the following analysis options in the *Network Analyst* toolbar: **New Route**, **New Service Area** or **New OD Cost Matrix** (one can only perform one of these tools at a time).

5. Load stops, facilities, or locations, respectively, from on the **CITIES_TOWNS** feature class of the **TRACECA_BASE_GEOGRAPHICAL_DATA** feature dataset of the **TRACECA_GEOGRAPHY** geodatabase. One can load all cities or individual subsets of them.

6. In the options dialogue box specify the analysis settings (attributes, thresholds etc.).

7. Launch the solver in order to perform the analysis.

Afterwards the results can be visualised and can be incorporated as new layers in one of the geodatabases.

Figure 11. Visualisation of service areas (isochrones) (screenshot of GIS application).

Illustration of regional data (socio-economic and socio-demographic data)

The basic socio-economic data gathered from the TRACECA Member States can also be illustrated by means of maps, charts or any combination of them. These data can be queried and retrieved interactively, for individual TRACECA countries or for a set or the full range of the TRACECA Member States. Different types of information can, if required, also be overlaid in the GIS in order to produce combination maps. The next Figure 12 provides an example for the Ukraine how an overlay of different means of illustrations could look like in the GIS. Since the TRACECA GIS Database owns a rich set of different socio-economic and socio-demographic data in the **TRACECA_DATA** geodatabase, it was not possible to prepare map template documents of all possible combinations. Instead, four template map documents illustrating the GDP per capita in 200 have been produced (see Table 10): One document showing the entire TRACECA area (**TRACECA_GDP_CAPITA**), and three additional documents representing country maps for Kazakhstan, Kyrgystan and Uzbekisan (**xxx_GDP_CAPITA_2000** where **xxx** represents the country name).

Figure 12. Illustration of basic regional data (screenshot of GIS application).

List of all map template documents

Usually, there is an overview map available covering the entire TRACECA area, accompanied by country maps, basically using the same map layout as the overview map but with different, country-specific scales and map extents. Whereas the overview map is called **TRACECA_xxx**, with **xxx** indicating the map contents, the respective country maps are called **yy_xxx** with **yy** giving the country name (in English) and **xxx** indicating the map contents. Following is a list of available map templates documents (Table 10):

Table 10. Map Template Documents Available on Database CD-ROM.

Application Field	Map template documents (MXD)	Comments
Reproduction of CorelDraw map	TRACECA_OVERVIEW_MAP	
Overview on TRACECA corridors	TRACECA_OVERVIEW_CORRIDORS yy_OVERVIEW_CORRIDORS	13 individual country maps (yy = country name)
System of regions	TRACECA_OVERVIEW_PROVINCES yy_PROVINCES	13 individual country maps (yy = country name) (see Annex 4). These maps only have simple layout.
Investment Projects	INVESTMENT_PROJECT_1 INVESTMENT_PROJECT_3 INVESTMENT_PROJECT_4 INVESTMENT_PROJECT_5 INVESTMENT_PROJECT_6 INVESTMENT_PROJECT_7 INVESTMENT_PROJECT_8 INVESTMENT_PROJECT_9 INVESTMENT_PROJECT_10 INVESTMENT_PROJECT_11 INVESTMENT_PROJECT_12 INVESTMENT_PROJECT_13	
Technical Assistance (TA) Projects	TECHNICAL_ASSISTANCE_PROJECT_4 TECHNICAL_ASSISTANCE_PROJECT_11 TECHNICAL_ASSISTANCE_PROJECT_20	other maps for the remaining TA projects can also be produced.
Transport model	ROAD_BORDER_CROSSINGS ROUTES_AADT_TRAFFIC ROUTES_SPEEDS TRANSPORT_MODEL_FULL_MODELLING_NETWORK	other map extents can be produced zooms can also be prepared
Transport networks	FERRY_LINKS_BLACK_SEA FERRY_LINKS_CASPIAN_SEA TRACECA_FULL_TRANSPORT_NETWORKS yy_FULL_TRANSPORT_NETWORKS	13 individual country maps (yy = country name).

Potentials	TRACECA_OVERVIEW_ISOCHRONES yy_OVERVIEW_ISOCHRONES TRACECA_OVERVIEW_OD_MATRIX ANKARA_OD_MATRIX ASHGABAT_OD_MATRIX ASTANA_OD_MATRIX BAKU_OD_MATRIX BISHKEK_OD_MATRIX BUCHAREST_OD_MATRIX DUSHANBE_OD_MATRIX KIEV_OD_MATRIX KISHINEV_OD_MATRIX SOFIA_OD_MATRIX TASHKENT_OD_MATRIX TBLISI_OD_MATRIX YEREVAN_OD_MATRIX	13 individual country maps illustrating full matrix (yy = country name); maps for capital cities are already produced, similar maps for the other 116 cities can also be produced.
Socio-economic indicators	TRACECA_GDP_CAPITA KAZAKHSTAN_GDP_CAPITA_2000 KYRGYZTAN_GDP_CAPITA_2000 UZBEKISTAN_GDP_CAPITA_2000	These four maps represent sample maps for illustrating socio-economic and socio-demographic data at TRACECA level and at country level. As the socio-economic data allow for an almost unlimited number of maps, these maps must be considered as templates for all the others.

All the above maps are currently optimised for A4 page size. If another page size is required, the maps have to be adjusted accordingly. For further instructions refer to Chapter 3.3.

However, the above map templates and their general layout must be considered as a first attempt for the presentation and analysis of the TRACECA GIS Database. Their layout can be adjusted, changed or totally revised at any time, and new types of maps with other combinations of feature classes can be produced whenever necessary. By default the map template documents are stored (on the database CD-ROM) in the directory **TRACECAGIS\MAP_TEMPLATES**; however, the user is free to choose any other desired directory.

3.2 Layers not visible

Under specific circumstances it may occur that after opening any map template document in ArcMap a layer (or several layers) is (are) not visible in the map, while a red 'full stop' (!) beside the layer name appeared. This full stop indicates that ArcGIS cannot find the layer in the respective geodatabase, either because the feature class was renamed or because the feature class was removed from the geodatabase or because the full geodatabase was moved to another location.

If the feature class was renamed or the geodatabase was moved, the following steps are necessary to update the map template document in ArcMap (it is assumed that the map template document in question is already opened in ArcMap):

1. Right-click the respective layer (feature class), then move to properties.
2. Click the source tab. In the box 'Data source' the expected data source, feature class, and data and geometry type is provided, which in doubt may help to identify the correct layer in question.
3. Click the 'Set Data Source' button.
4. Select the renamed layer and/or navigate to the appropriate folder and select the new layer.
5. Click add.
6. Click ok.

If the type of the feature class of the newly selected layer, its structure of the attributes and its projection are the same as ArcMAP expects, the layer will now be shown on the map layout.

In case the respective layer was deleted, an adjustment of the map layout needs to be done.

3.3 Changing Map Layout

Sometimes it may be necessary to change the map layout of any map template document. Changes may involve the addition of new layers or the removal of any layer or the change of the symbology of any layer, or the change of the page size format or map orientation. These tasks can easily be accomplished in ArcMap. Following is a list of basic instructions to fulfil these tasks. It is assumed that the map template document in question is already opened in ArcMap.

Adding another layer to the map layout
1. Click the 'Add Data' button.
2. Navigate to the geodatabase or workspace and select the new layer to be added.
3. Any new layer will be automatically added on top of all layers in the displayed list of layers, and so will be drawn on top of all other layers. If this is not appropriate as other layers may be overlaid (and so may be invisible), the newly added layer can be moved to another position in the list of layer. Here, drag&drop the newly created layer to the desired position.
4. Double-click the newly added layer.
5. Click the symbology tab.
6. Adjust the appearance of the layer (choose desired colours, line or polygon or point styles etc.).
7. After finishing click ok.
8. Save the map document.

Removing a layer from the map layout
1. Right-click the layer in question.
2. Click remove.
3. Save the map document.
If the layer should not be fully removed from the map document but instead should only be temporary switched off, one can simply uncheck the check mark next to the layer name.

Changing the appearance of a layer

1. Right-click the layer in question.
2. Click properties.
3. Click the symbology tab.
4. Adjust the appearance of the layer (choose desired colours, line or polygon or point styles etc.).
5. After finishing click ok.
6. Save the map document.

Changing the page size format or orientation
Note: As changing the page size or page orientation from one format to another has fundamental consequences for the overall map layout; it is recommended to save the map template document to another document. Moreover, it is recommended to first define the page size and page orientation before developing any elaborated layout.
1. Click file.
2. Click 'Page and Print Setup'.
3. Make the necessary changes in the box 'Map Page Size'.
4. Click ok. Depending on the old and new page format, the map layout will change, sometime will even change substantially.
5. Depending on the differences between the old and new page format, now the map layout has to be re-built, which affects the position of the map and legends and map titles, but also which affects the appearance of the map elements as such. It may be necessary to adjust the size and width of map elements (such as lines, points or polygons), and also the size of text elements. Thus, for each layer
6. Right-click the layer in question.
7. Click properties.
8. Click the symbology tab.
9. Adjust the appearance of the layer (choose desired colours, line or polygon or point styles etc.).
10. After finishing click ok.
11. Save the map document.
12. Repeat steps 6 to 11 for each layer that needs to be adjusted.

3.4 Exporting a Map to Another Format

In order to include a map in a report, presentation or internet publication or in order to further improve the map quality by using dedicated drawing software (such as Corel-Draw, Illustrator, Freehand etc.) it is necessary to export the maps to different vector or raster formats.

ArcGIS is supporting a number of vector and raster data formats, which can be selected as a target export data format. Once the map template document is opened in ArcMap, a map can easily be exported to a variety of formats. Supported formats are **EMF, EPS, AI, PDF, SVG, BMP, JPEG, PNG, TIFF,** and **GIF**.

In order to export a map to any of these formats, the following steps are required:

1. Click file.
2. Click 'Export Map'.
3. Navigate to the target directory where the new file is to be stored.

4. Type in the file name. By default ArcMap proposed the name of the **MXD** document as file name, however, this can be changed here.
5. Select the appropriate data format (data type).
6. Depending on the selected data format, one can expand the 'Option' field to specify additional export options such as resolution, colour mode etc.
7. Click save.
8. Depending on the selected data format, another form may appear where one can select or specify additional export options.

The produced map template documents presented in Chapter 3.1 were already exported to **PNG** format, which is one of the recommended raster formats to be inserted into reports. The **PNG** files are stored on the TRACECA GIS Database CD-ROM in the directory **TRACECAGIS\MAP_PNGS**, which is dedicated as the basic directory for storing exported maps; however, one can choose any other desired directory.

4. Database Update and Data Gathering

4.1 Recent Data Gathering Exercise

In August 2005 the Permanent Secretariat of the IGC TRACECA prepared and distributed revised *Data Gathering Guidelines*[2] in order to collect most recent data for updating the TRACECA GIS Database. The guidelines were both prepared in English and Russian. The revised data gathering guidelines also encountered the restructuring of the Excel files which were handed over as 'templates' to the National Secretaries to be filled in.

Altogether, the member states were asked to fill in ten Excel files, where each file included one group of data, each group further differentiated by several indicators. These data groups were:

Table 11. Contents of Excel Files for Data Collection.

Table	Contents
1	Technical data for rail links
2	Technical data for road links
3	Sea traffic
4	Technical data for ports
5	Road traffic and border-crossing time
6	Rail traffic and border-crossing time
7	- Socio-economic data at province level - Main commodity production at province level
8	Inland road traffic
9	Inland rail traffic
10	Import, export and transit of freight by road, rail and sea

Compared to the data gathering exercises prior August 2005, the revision of the data gathering guidelines revealed a significant reduction in the number of indicators to be collected, and so also in the number of Excel files to process. The contents and formats of these ten Excel files are explained in the *Data Gathering Guidelines*.

4.2 Data Conversion

After the call for data collection as of August 2005, the Permanent Secretariat received feedback from the TRACECA Member States in the period of November 2005 to May 2006.

The new data then had to be integrated into the comprehensive TRACECA GIS Database, so that they could be processed using GIS tools and functionalities. The data were then converted from Excel to Access format. In order to facilitate this conversion, standard Excel files were defined (see *Data Gathering Guidelines*) using a pre-

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2 Summary Information on Concept of the TRACECA Traffic Database Organisation (see database CD-ROM).

defined fixed structure with respect to the number of columns and rows. Based on the fixed structure of the Excel files, Visual Basic Scripts were developed at the Permanent Secretariat which automatically converted the Excel files into the appropriate Access tables.

From a technical point of view, if the Excel files used the standard format, this data conversion could be processed straightforward automatically. However, in case the Excel files supplied did not match the standard format, then

(i) either the scripts had to be modified for each individual case in order to capture the different format, or

(ii) the Excel files had to be pre-process manually to re-adjust the record format in order to apply the VBA scripts.

In any case both options demanded additional efforts for the data conversion.

4.3 Future Database Updates

There is the need to continuously update the database, for both the statistical data and also the geographical data. The Permanent Secretariat will, therefore, in future regularly call the TRACECA Member States for the supply of latest statistical data, however the update of the geographical data within the GIS remains the duty of the Permanent Secretariat.

Although the latest revision of the data gathering guidelines revealed a significant reduction in the number of indicators and so in the complexity of the Excel tables, it turned out that further improvements are still required with respect to the data gathering. Among other options, the Permanent Secretariat is thinking of developing a web-based interface where the TRACECA Member States can directly load there data, which would then automatically be fed into the TRACECA GIS Database.

Any update of the geographical data (i.e. of the feature classes) must take place within the GIS environment. Existing feature classes can be edited using the built-in editing capabilities of ArcMap, or new feature classes can be added to the three personal geodatabases. Updates of the feature classes may involve (but is not limited to)

- altering of attribute values of any object,
- addition of new attributes to or the
- removal of any attribute from any table,
- addition or deletion of objects,
- changes in the geometrical shape of any object.

The ArcGIS software documentation provides detailed information on the editing capabilities of ArcMap.

5. Conclusions

The present *Database User Manual* of the TRACECA GIS Database described the developed GIS database in full detail. The structures of the database, the contents of the feature classes and tables as well as the attribute values are explained. The *Database User Manual* also presented the GIS tool developed for the presentation and analysis of the database.

For the first time a complete TRACECA database for all TRACECA Member States is collected in a modern, up-to-date GIS-based data format. It comprises data on transport infrastructure, infrastructure usage, traffic and transport flows, as well as socio-economic and socio-demographic base data in a comparative manner. For the first time this database combines geographical data in GIS format with statistical data. Several geographical datasets (or feature classes) storing various geographical features are combined with a rich set of statistical numerical data. Thus, the database covers a wide range of data useful for transport planning purposes or for general planning problems.

The data can be accessed either through ArcGIS software in a GIS environment, or can be assessed by using Microsoft's Access software. If Access is used, however, the geographical feature class cannot be assessed, and also the GIS tools and so-called *Map Template Documents* (**MXD**) cannot be launched.

The database can be used to produce a variety of maps, illustrating its contents in different ways, and it can also be used for specific types of analysis or as basis for certain information services (for example, as web application). For this purpose, a number of GIS tools in form of *Map Template Documents* (**MXD**) were produced, which help to automate the production of maps and certain kinds of analysis.

Of course the statistical data but also the geographical data of this database needs to be updated regularly with the help of all TRACECA Member States. Although many data are already available for several years, all reasonable efforts must be taken to keep this database updated.

The already available GIS tools (map template documents) reflect on a small portion of all possible cartographic or analytical products, which can be produced based on and that can be applied to this database.

In summary, the advantages and benefits of the developed TRACECA GIS Database are as follows:

- For the first time there is a comprehensive database available for all TRACECA Member States, including Bulgaria, Romania and Turkey.
- The database comprises statistical data as well as geographical objects, combing data used by the old transport model and other recent data.
- The database was set up on up-to-date modern databank formats and database management system, ensuring compatibility to future technological developments.
- The database is fully integrated into a GIS environment.
- The old Excel file system was replaced by a modern, consolidated database, enabling the user to search and query any tables.

- Great variety of indicators is now available.
- All statistical data are linked to geographical objects (links, points, polygons)
- Compared to the network representation of the old transport model, the new TRACECA GIS Database reveals a detailed network representation taking account of the real-world alignment of the road and rail links.
- Thus the network database is a multi-purpose database that can not only be used for transport modelling (as the old database) but that can also be used for various other purposes in a GIS environment.
- The network database not only includes the TRACECA corridors and selected model links, but now includes the full road and rail networks of the TRACECA Member States.
- The GIS database was enlarged through the addition of several new layers, which previously were not available at all, such as region boundaries, settlement areas, water bodies, city locations etc.
- The data gathering guidelines were revised and the number of Excel files and number of indicators were consolidated in order to realise a more efficient data gathering process.
- A number of GIS tools stored in so-called *Map Template Documents* were developed to facilitate assessing the database in ArcMap. These templates can be used to easily produce maps and certain types of analysis.
- Finally, for the first time a comprehensive *Database User Manual* is available which describes the overall database in full detail.

With these advantages in mind, the TRACECA GIS Database can be used to

- assist feasibility studies for transport and investment projects
- assist overall transport planning (incl. forecasting) for TRACECA Member States
- promote the TRACECA corridors to commercial operators and forwarders by providing operational and up-to-date comprehensive information
- promote TRACECA projects as means to attract loans from international financing institutions and private investors
- improve the performance of the TRACECA corridors for economic activities compared to other transport corridors
- assist for overall spatial planning in TRACECA countries
- produce transport atlases for the TRACECA Member States
- establish a *Spatial Monitoring Observatory* for the TRACECA Member States.

ANNEX 1.

TRACECA GIS Database
Version 1.0, August 2006

DETAILED DESCRIPTION OF THE PERSONAL GEODATABASE
TRACECA_TRANSPORT_MODEL

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TRACECA Permanent Secretariat,
Baku, July 2006

Contents

The **TRACECA_TRANSPORT_MODEL** personal geodatabase consists of seven feature classes, storing the network data derived from the existing transport model, plus four tables providing references for the feature classes. The user-defined attributes and attribute values assigned to the feature classes and tables are explained in the following table sheets one-by-one. Internal attributes used by the GIS are, however, not explained in the following table sheets.

The seven feature classes are (in alphabetical order):

Layer name	Contents	Feature Class Type
BorderLinks1	Represents functional border links	Links
BorderLinks2	Represents functional border links	Links
NODES	Represents the location of all nodes of all modes	Points
PortLinks	Functional transhipment links from/to ships	Links
RailLinks	Represents the rail network	Links
RoadLinks	Represents the road network	Links
SeaLinks	Represents the sea shipping and ferry routes	Links

The four additional tables are:

Table name	Contents
PORT_TERMINAL_TYPES	List of different port terminal types
COMMODITIES	List of commodities used
NODE_TYPES	List of different node types
COUNTRIES	Country list including country codes

The following sections describe the available tables in a comprehensive way without the need to move through the overall *Database User Manual*. Each table will be presented on one or two pages in a standardised format. First, the header indicates the table name and the feature datasets, to which it belongs, and the feature type and the data source(s). Following is a table listing the user-defined attributes available in the table, followed by some explanatory notes.

Brief explanatory notes to the following table descriptions

Personal Geodatabases are relational databases that contain geographic information. Geodatabases contain **feature classes** and **tables**. Feature classes can be organized into **feature datasets**. Feature classes store geographic features represented as points, lines, polygons, annotation, dimensions, and multipatches and their attributes. All feature classes in a feature dataset share the same coordinate system. Each feature class owns an associated attribute table. Each attribute table comprise several internal attributes maintained by ArcGIS (depending on the type of the feature class) such as the object identifier, polygon area and polygon perimeter, link lengths etc., but they may also contain additional, user-defined attributes for a feature class or geographic information, such as addresses or x,y,z coordinates. Eventually ArcGIS pro-

vides a hierarchical view on geographical data: Geographical objects are stored in **feature classes**. Several feature classes can be grouped to **feature datasets**, and several feature datasets in turn are stored in a **personal geodatabase**.

The following description of the feature classes is referring to these attribute tables, focussing on the user-defined attributes. In the real-world, many objects in a geodatabase are related to each other. Therefore, ArcGIS provides capabilities to relate the various tables of a feature dataset with each other or with other feature datasets or even with tables stored in another databank management system. That way additional information from various sources can be linked together and so can be analysed or mapped.

ArcGIS differentiates the following data types in the attribute values:

- Numeric: short integer, long integer, float, and double
- Text
- Date

Numeric fields can be stored as one of four numeric data types: short integers; long integers; single-precision floating point numbers, often referred to as floats; and double-precision floating point numbers, commonly called doubles. Each of these numeric data types varies in the size and method of storing a numeric value.

A *text field* represents a series of alphanumeric symbols. This can include street names, attribute properties, or other textual descriptions. Text fields can have different lengths (indicated in the column 'Length' in the following tables).

The *date data type* can store dates, times, or dates and times. The default format in which the information is presented is **mm/dd/yyyy hh:mm:ss** and a specification of AM or PM. When you enter date fields in the table, they will be converted to this format.

BORDERLINKS1
TRACECA_TRANSPORT_MODEL Geodatabase
LINK FEATURE CLASS
Data source: Permanent Secretariat

The field structure of the **BORDERLINKS1** link feature class is as follows (user-defined attributes):

Field name	Data type	Length	Contents
LINKID	Integer	--	Unique link identifier
ANODE	Double	--	Anode number (see **POINTID** in **NODES** feature class)
BNODE	Double	--	Bnode number (see **POINTID** in **NODES** feature class)
ANODE_NAME	Text	50	Label / Name of A-node
BNODE_NAME	Text	50	Label / Name of B-node
MODE	Integer	--	Type of link (=97,98)
OPENCLOSE	Integer	--	General link status 1 = Link closed 2 = Link opened
COST	Integer	--	Cost USD 20 t
ROWNUMB	Integer	--	Row number (linker)
OPENCLSEPOIL	Integer	--	Link status for oil transport 1 = Link closed for oil transport 2 = Link opened for oil transport
MINOILOPEN	Integer	--	Minus oil opened (2) / closed (1)
DISTANCE	Integer	--	Link length (in km)
GENCOST	Integer	--	Generalised costs (USD)
OIL_OPEN	Integer	--	Link status for oil transport 1 = Link closed for oil transport 2 = Link opened for oil transport

This feature class represents functional border links. Such functional border links are used in transport model to assign border waiting times, border impedances (restrictions) and border costs to border crossings. As oil transport is of particular importance for the TRACECA Member States, a number of attributes determine whether or not the border link is opened for oil transport (**OPENCLSEPOIL**, **MINOILOPEN**, **OIL_OPEN**). **OPENCLOSE** is a general attribute indicating whether a particular border crossing is open or not (not only for oil transport but for general transport).

The **ANODE** and **BNODE** attributes are used to relate the links to the **NODES** point feature class. The unique **LINKID** can also be used to join additional information to each link. This way also the node attributes of the from- and to-nodes of the links can be references.

BORDERLINKS2
TRACECA_TRANSPORT_MODEL Geodatabase
LINK FEATURE CLASS
Data source: Permanent Secretariat

The field structure of the **BORDERLINKS2** link feature class is as follows (user-defined attributes):

Field name	Data type	Length	Contents
LINKID	Integer	--	Unique link identifier
ANODE	Double	--	Anode number (see **POINTID** in **NODES** feature class)
BNODE	Double	--	Bnode number (see **POINTID** in **NODES** feature class)
ANODE_NAME	Text	50	Label / Name of A-node
BNODE_NAME	Text	50	Label / Name of B-node
MODE	Integer	--	Type of link (=92,93)
OPENCLOSE	Integer	--	General link status 1 = Link closed 2 = Link opened
COST	Integer	--	Cost USD 20 t
ROWNUMB	Integer	--	Row number (linker)
OPENCLSEPOIL	Integer	--	Link status for oil transport 1 = Link closed for oil transport 2 = Link opened for oil transport
MINOILOPEN	Integer	--	Minus oil opened (2) / closed (1)
DISTANCE	Integer	--	Link length (in km)
INCOUNCAR	Integer	--	Average border crossing time (min), cars and taxis, inwards
INCOUNBUS	Integer	--	Average border crossing time (min), buses, inwards
INCOUNTRU	Integer	--	Average border crossing time (min), trucks, inwards
OUTCOUNCAR	Integer	--	Average border crossing time (min), cars and taxis, outwards
OUTCOUNBUS	Integer	--	Average border crossing time (min), buses, outwards
OUTCOUNTRU	Integer	--	Average border crossing time (min), trucks, outwards
INCOUNPAS	Integer	--	Average border crossing time (min), passenger trains, inwards
INCOUNFREI	Integer	--	Average border crossing time (min), freight trains, inwards
OUTCOUNPAS	Integer	--	Average border crossing time (min), passenger trains, outwards
OUTCOUNFREI	Integer	--	Average border crossing time (min), freight trains, outwards
OIL_OPEN	Integer	--	Link status for oil transport 1 = Link closed for oil transport 2 = Link opened for oil transport
STATICCOST	Integer	--	Static costs (USD)

This feature class represents functional border links. Such functional border links are used in transport model to assign border waiting times, border impedances (restrictions) and border costs to border crossings. As oil transport is of particular importance for the TRACECA Member States, a number of attributes determine whether or not the border link is opened for oil transport (**OPENCLSEPOIL, MINOILOPEN**). **OPEN-**

CLOSE is a general attribute indicating whether a particular border crossing is open or not (not only for oil transport but for general transport).

In contrast to **BORDERLINKS1** feature class, the **BORDERLINKS2** feature class includes a series of attributes providing information on the average border crossing times for different vehicle types, differentiated by travel direction (inwards, outwards) for road and rail modes. The six attributes for road mode (**INCOUNCAR, INCOUNBUS, INCOUN-TRU, OUTCOUNCAR, OUTCOUNBUS, OUTCOUNTRU)** also take account of waiting times in queue and service times.

The **ANODE** and **BNODE** attributes are used to relate the links to the **NODES** point feature class. This way also the node attributes of the from- and to-nodes of the links can be references. The unique **LINKID** can also be used to join additional information to each link.

NODES
TRACECA_TRANSPORT_MODEL Geodatabase
POINT FEATURE CLASS
Data source: Permanent Secretariat

The field structure of the **NODES** feature class is as follows (user-defined attributes):

Field name	Data type	Length	Contents
POINTID	Double	--	Unique point number (see **ANODE / BNODE** attributes in the various link feature classes)
LABEL	Text	50	Name / label
MODUS	Integer	--	Node type (see **MODUS** attribute in **NODE_TYPE** table)
POINT_X	Double	--	X-coordinate (m)
POINT_Y	Double	--	Y-coordinate (m)

This point feature class represents all nodes of all transport networks available in the TRACECA GIS Database. Thus, it covers road and rail nodes, port and shipping route nodes, as well as border crossings for roads and railways. The majority of nodes is located in TRACECA Member States, but there are also nodes located in countries outside the TRACECA area which were used by the transport model. The majority of nodes were derived from the old Excel-based transport model developed by BCEOM, but since then a number of nodes were added while updating the database.

POINTID and **LABEL** give general information for each node. **POINTID** represents the linker attribute that can be used to reference the **ANODE** and **BNODE** attributes of the various link feature classes of the **TRACECA_TRANSPORT_MODEL** geodatabase to this point feature class.

MODUS determines the node type. It corresponds to the **MODUS** attribute in the **NODE_TYPE** table. The item values of **MODUS** are provided in the table description of **NODE_TYPE** further below. This attribute can be used to differentiate road and railway and port nodes and border crossings from each other.

Finally **POINT_X** and **POINT_Y** represent the x-coordinate and y-coordinate, respectively, of the nodes. The coordinates are given in meters in geographical coordinates.

PORTLINKS
TRACECA_TRANSPORT_MODEL Geodatabase
LINK FEATURE CLASS
Data source: Permanent Secretariat

The field structure of the **PORTLINKS** link feature class is as follows (user-defined attributes):

Field name	Data type	Length	Contents
LINKID	Integer	--	Unique link identifier
ANODE	Double	--	Anode number (see **POINTID** in **NODES** feature class)
BNODE	Double	--	Bnode number (see **POINTID** in **NODES** feature class)
ANODE_NAME	Text	50	Label / Name of A-node
BNODE_NAME	Text	50	Label / Name of B-node
MODE			Type of link 60 = Port-port customs link 62 = Transhipment link rail 63 = Transhipment link road
OPENCLOSE	Integer	--	General link status 1 = Link closed 2 = Link opened
COST	Integer	--	Cost USD 20 t
ROWNUMB	Integer	--	Row number (linker)
OPENCLSEPOIL	Integer	--	Link status for oil transport 1 = Link closed for oil transport 2 = Link opened for oil transport
COUNTRY	Text	4	3-digit ISO country code
MINOILOPEN	Integer	--	Minus oil opened (2) / closed (1)
ACDEPTH	Float	--	Port access channel depth (m)
ACLENGTH	Integer	--	Port access channel length (m)
PAWATER	Double	--	Port area: water body (sqm)
PAOFFSHORE	Double	--	Port area: port offshore (sqm)
GCBERTH	Integer	--	General cargo: Number of berths
GCDRAFT	Float	--	General cargo: draft (m)
GCLENGTH	Integer	--	General cargo: total length (m)
GCMAXVESSE	Integer	--	General cargo: Maximum vessel DWT (tons)
GCLIFTCAP	Integer	--	General cargo: Operation lifting equipment capacity (total t)
GCBERTHCAP	Double	--	General cargo: total berth capacity (tonnes/year)
GCLOADING	Integer	--	General cargo: average operational time loading (tons/day)
GCUNLOADING	Integer	--	General cargo: average operational time unloading (t/day)
LBBERTH	Integer	--	Liquid bulk (non-oil): Number of berths
LBDRAFT	Float	--	Liquid bulk (non-oil): draft (m)
LBLENGTH			Liquid bulk (non-oil): total length (m)
LBMAXVESSE			Liquid bulk (non-oil): Maximum vessel DWT (tons)
LBLIFTCAP			Liquid bulk (non-oil): Operation lifting equipment capacity total (tons)
LBBERTHCAP			Liquid bulk (non-oil): total berth capacity (tons/year)
LBLOADING			Liquid bulk (non-oil): ave. operational time loading (t/day)
LBUNLOADIN			Liquid bulk (non-oil): ave. operational time unloading (t

	/day)
LBOBERTH	Liquid bulk oil: Number of berths
LBODRAFT	Liquid bulk oil: draft (m)
LBOLENGTH	Liquid bulk oil: total length (m)
LBOMAXVESSE	Liquid bulk oil: Maximum vessel DWT (tons)
LBOLIFTCAP	Liquid bulk oil: Operation lifting equipment capacity (total tons)
LBOBERTHCAP	Liquid bulk oil: total berth capacity (tons/year)
LBOLOADING	Liquid bulk oil: average operational time loading (t/day)
LBOUNLOADI	Liquid bulk oil: average operational time unloading (t/day)
BULKBERTH	Dry bulk: Number of berths
BULKDRAFT	Dry bulk: draft (m)
BULKLENGTH	Dry bulk: total length (m)
BULKMAXVES	Dry bulk: Maximum vessel DWT (tons)
BULKLIFTCAP	Dry bulk: Operation lifting equipment capacity (total t)
BULKBERTHC	Dry bulk: total berth capacity (tons/year)
BULKLOADIN	Dry bulk: average operational time loading (tons/day)
BULKUNLOAD	Dry bulk: average operational time unloading (t/day)
CONBERTH	Container: Number of berths
CONDRAFT	Container: draft (m)
CONLENGTH	Container: total length (m)
CONMAXVESS	Container: Maximum vessel DWT (tons)
CONLIFTCAP	Container: Operation lifting equipment capacity (total t)
CONBERTHCA	Container: total berth capacity (tonnes/year)
CONLOADING	Container: average operational time loading (tons/day)
CONUNLOADI	Container: average operational time unloading (t/day)
SPCBERTH	Specialised (ferry, other): Number of berths
SPCDRAFT	Specialised (ferry, other): draft (m)
SPCLENGTH	Specialised (ferry, other): total length (m)
SPCMAXVESS	Specialised (ferry, other): Maximum vessel DWT (tons)
SPCLIFTCAP	Specialised (ferry, other): Operation lifting equipment capacity total (tons)
SPCBERTHCA	Specialised (ferry, other): total berth capacity (tons/year)
SPCLOADING	Specialised (ferry, other): average operational time loading (tons/day)
SPCUNLOADI	Specialised (ferry, other): average operational time unloading (tons/day)
MPTCOMM	Multi-purpose terminals: commodity
MPTAREA	Multi-purpose terminals: total area (sqm)
MPTDRAFT	Multi-purpose terminals: draft (m)
MPTCAP	Multi-purpose terminals: capacity (m3)
SHEDSNUMB	Number of sheds
SHEDSAREA	Sheds: Total area (sqm)
OIL_OPEN	Opened (2) / closed (1) link for oil
STATICCOST	Static costs (USD)

This link feature class includes functional port transhipment links and functional links representing port facilities such as berths. Port transhipment links represent transhipment facilities from ship to road, from ship to rail, or from ship to ship. These three different types of functional links can be differentiated using the **MODE** attribute.

If a seaport has several transhipment facilities for different types of goods, than the GIS database may include several port links representing the same port, however, each port links is specialised on a specific type.

The attribute table also contains several items representing linker to the from- and to-node attributes. The **ANODE** and **BNODE** attributes are used to relate the links to the **NODES** point feature class of the **TRACECA_TRANSPORT_MODEL** geodatabase. This way also the node attributes of the from- and to-nodes of the links can be references. The unique **LINKID** can also be used to join additional information to each link. Furthermore, **ANODE_NAME** and **BNODE_NAME** indicate the names/labels of the from- and to-nodes.

As oil transport is of particular importance for the TRACECA Member States, a number of attributes determine whether or not the border link is opened for oil transport (**OPENCLSEPOIL**, **MINOILOPEN**). **OPENCLOSE** is a general attribute indicating whether a particular border crossing is open or not (not only for oil transport but for general transport).

As port links can unambiguously be assigned to one country, the **COUNTRY** attribute provides the 3-digit ISO country code of the country in which the port links is located.

Apart from these items, the other attribute provide information on transhipment capacities in a given port, for general cargo, but also for specialised cargo. Altogether the attribute provide a rich picture of the transhipment facilities of a port.

RAILLINKS
TRACECA_TRANSPORT_MODEL Geodatabase
LINK FEATURE CLASS
Data source: Permanent Secretariat

The field structure of the **RAILLINKS** feature class is as follows (user-defined attributes):

Field name	Data type	Length	Contents
LINKID	Integer	--	Unique link identifier
ANODE	Double	--	Anode number (see **POINTID** in **NODES** feature class)
BNODE	Double	--	Bnode number (see **POINTID** in **NODES** feature class)
ANODE_NAME	Text	50	Label / Name of A-node
BNODE_NAME	Text	50	Label / Name of B-node
MODE			Type of link (20 = railways)
OPENCLOSE	Integer	--	General link status 1 = Link closed 2 = Link opened
COST	Integer	--	Cost USD 20 t
ROWNUMB	Integer	--	Row number (linker)
OPENCLSEPOIL	Integer	--	Link status for oil transport 1 = Link closed for oil transport 2 = Link opened for oil transport
COUNTRY	Text	4	3-digit ISO country code
MINOILOPEN	Integer	--	Minus oil opened (2) / closed (1)
TOTLENGTH	Float	--	Total link length (km)
MLUTITRACK	Float	--	Length of multiple tracks (km)
SINGLETRAC	Float	--	Length of single track section (km)
SIGAUTO	Float	--	Length of automatic signalling sections (km)
SIGSEMIAUT	Float	--	Length of semi-automatic signalling sections (km)
SIGCENTR	Float	--	Length of centralised signalling sections (km)
OPERATION	Integer	--	Type of operation 1 = Electrified 2 = Diesel
ELECTRIC	Float	--	Length of electrified sections (km)
DIESEL	Float	--	Length of section under diesel (km)
MAXSPEED	Integer	--	Maximum speed on line (km/h)
SPEEDLIM	Float	--	Kilometres of speed limitations (km)
AVSPEEDFRE	Integer	--	Average speed of freight trains (km/h)
AVSPEEDPAS	Integer	--	Average speed of passenger trains (km/h)
COMSPEEDFR	Integer	--	Commercial speed freight trains (km/h)
COMSPEEDPA	Integer	--	Commercial speed passenger trains (km/h)
MAXLOADAB	Integer	--	Maximum load forward A-B direction (tons)
MAXLOADBA	Integer	--	Maximum load backward B-A direction (tons)
ENTRANCE	Integer	--	Length of entrance way (km)
OIL_OPEN	Integer	--	Opened (2) / closed (1) link for oil
STATICCOST	Integer	--	Static costs (USD)

This feature class contains the railway links for the TRACECA Member States and selected neighbouring countries. Link characteristics with respect to link lengths, speeds, electrified lines, and signalling techniques are provided in a number of attributes. As this feature class was derived from the old BCEOM transport model set up

on top of Excel, the exact alignment of the links is not available here. Instead, the railway links represent straight lines between the from- and to-nodes. Generally these links are rather long, combining sub-sections with different link characteristics (such as electrified sub-sections and non-electrified sub-sections, or multiple track sub-sections and single track subsections). The reason for this was, while setting up the transport model for the TRACECA Member States, detailed information on all subsections on different link characteristics was not available in sufficient detail. Therefore, different link attributes provide information on the total lengths of specific subsections (see, for example, the attributes **MLUTILTRACK**, **SINGLETRACK** etc.).

Apart from the items representing the technical characteristics, the attribute table also contains several items representing linker to the from- and to-node attributes. The **ANODE** and **BNODE** attributes are used to relate the links to the **NODES** point feature class of the **TRACECA_TRANSPORT_MODEL** geodatabase. This way also the node attributes of the from- and to-nodes of the links can be references. The unique **LINKID** can also be used to join additional information to each link. Furthermore, **ANODE_NAME** and **BNODE_NAME** indicate the names/labels of the from- and to-nodes.

As oil transport is of particular importance for the TRACECA Member States, a number of attributes determine whether or not the border link is opened for oil transport (**OPENCLSEPOIL**, **MINOILOPEN**). **OPENCLOSE** is a general attribute indicating whether a particular border crossing is open or not (not only for oil transport but for general transport).

As port links can unambiguously be assigned to one country, the **COUNTRY** attribute provides the 3-digit ISO country code of the country in which the port links is located.

ROADLINKS
TRACECA_TRANSPORT_MODEL Geodatabase
LINK FEATURE CLASS
Data source: Permanent Secretariat

The field structure of the **ROADLINKS** feature class is as follows (user-defined attributes):

Field name	Data type	Length	Contents
LINKID	Integer	--	Unique link identifier
ANODE	Double	--	Anode number (see **POINTID** in **NODES** feature class)
BNODE	Double	--	Bnode number (see **POINTID** in **NODES** feature class)
ANODE_NAME	Text	50	Label / Name of A-node
BNODE_NAME	Text	50	Label / Name of B-node
MODE			Type of link (30 = roads)
OPENCLOSE	Integer	--	General link status 1 = Link closed 2 = Link opened
COST	Integer	--	Cost USD 20 t
ROWNUMB	Integer	--	Row number (linker)
OPENCLSEPOIL	Integer	--	Link status for oil transport 1 = Link closed for oil transport 2 = Link opened for oil transport
COUNTRY	Text	4	3-digit ISO country code
MINOILOPEN	Integer	--	Minus oil opened (2) / closed (1)
TOTLENGTH	Float	--	Total link length (km)
LABEL	Text	25	Name of the road, road identifier
CATIA	Integer	--	Length of category I-a roads (km)
CATIB	Integer	--	Length of category I-b roads (km)
CATII	Integer	--	Length of category II roads (km)
CATIII	Integer	--	Length of category III roads (km)
CATIV	Integer	--	Length of category IV roads (km)
CATV	Integer	--	Length of category V roads (km)
MOUNT	Integer	--	Length of mountainous sections (km)
FLAT	Integer	--	Length of flat sections (km)
SURFACED	Integer	--	Pavement: length of surfaced sections (km)
NONSURFACE	Integer	--	Pavement: length of unsurfaced sections (km)
PAV_GOOD	Integer	--	Pavement conditions: length of good pavement (km)
PAV_FAIR	Integer	--	Pavement conditions: length of fair pavement (km)
PAV_BAD	Integer	--	Pavement conditions: length of bad pavement (km)
WIDTH	Text	15	Carriageway: Width (m)
WIDTH_SHOU	Text	15	Carriageway: Width with hard shoulders (m)
LOMAXAXLE	Integer	--	Load allowed: lowest maximum axle (tonnes)
LOMAXWWEIGH	Integer	--	Load allowed: lowest maximum weight (tons)
CAR_SPEED	Integer	--	Average vehicle speed for cars (km/h)
BUS_SPEED	Integer	--	Average vehicle speed for buses (km/h)
TRUCK_SPEE	Integer	--	Average vehicle speed for trucks (km/h)
CAP_A_B	Integer	--	Road capacity (vehicles/day): forward A-B
CAP_B_A	Integer	--	Road capacity (vehicles/day): backward B-A
ROADFORM	Text	15	Road formation/platform width (m)
OIL_OPEN	Integer	--	Opened (2) / closed (1) link for oil

STATICCOST	Integer	--	Static costs (USD)

This feature class contains road links for the TRACECA Member States and selected neighbouring countries. Link characteristics with respect to link lengths, link categories, speeds, pavement conditions, maximum allowed axle weights, and gradients are provided in a number of attributes. As this feature class was derived from the old BCEOM transport model set up on top of Excel, the exact alignment of the links is not available here. Instead, the road links represent straight lines between the from- and to-nodes. Generally these links are rather long, combining sub-sections with different link characteristics (such as paved sub-sections and non-paved sub-sections, or dual-carriageway road sub-sections and single lane subsections). The reason for this was, while setting up the transport model for the TRACECA Member States, detailed information on all subsections on different link characteristics was not available in sufficient detail. Therefore, different link attributes provide information on the total lengths of specific subsections (see, for example, the attributes **CATIA**, **CATIB** etc.).

Apart from the items representing the technical characteristics, the attribute table also contains several items representing linker to the from- and to-node attributes. The **ANODE** and **BNODE** attributes are used to relate the links to the **NODES** point feature class of the **TRACECA_TRANSPORT_MODEL** geodatabase. This way also the node attributes of the from- and to-nodes of the links can be references. Furthermore, **ANODE_NAME** and **BNODE_NAME** indicate the names/labels of the from- and to-nodes. The unique **LINKID** can also be used to join additional information to each link.

As oil transport is of particular importance for the TRACECA Member States, a number of attributes determine whether or not the border link is opened for oil transport (**OPENCLSEPOIL**, **MINOILOPEN**). **OPENCLOSE** is a general attribute indicating whether a particular border crossing is open or not (not only for oil transport but for general transport).

As port links can unambiguously be assigned to one country, the **COUNTRY** attribute provides the 3-digit ISO country code of the country in which the port links is located.

SEALINKS
TRACECA_TRANSPORT_MODEL Geodatabase
LINK FEATURE CLASS
Data source: Permanent Secretariat

The field structure of the **SEALINKS** feature class is as follows (user-defined attributes):

Field name	Data type	Length	Contents
LINKID	Integer	--	Unique link identifier
ANODE	Double	--	Anode number (see **POINTID** in **NODES** feature class)
BNODE	Double	--	Bnode number (see **POINTID** in **NODES** feature class)
ANODE_NAME	Text	50	Label / Name of A-node
BNODE_NAME	Text	50	Label / Name of B-node
MODE			Type of link (10 = ferry links/sealinks)
OPENCLOSE	Integer	--	General link status 1 = Link closed 2 = Link opened
COST	Integer	--	Cost USD 20 t
ROWNUMB	Integer	--	Row number (linker)
OPENCLSEPOIL	Integer	--	Link status for oil transport 1 = Link closed for oil transport 2 = Link opened for oil transport
MINOILOPEN	Integer	--	Minus oil opened (2) / closed (1)
DISTANCE	Integer	--	Distance including detours (km)
TRAVELTIME	Integer	--	Average travel time (hours)
PASSHIP_	Integer	--	Passenger ships: Number per month
PASSENGERS	Integer	--	Passenger ships: Number of passengers per month
TANKSHIP	Integer	--	Tankers: Number per year
TANKERTONS	Float	--	Tankers: Tonnage per year
ROROSHIP_	Integer	--	Ferry-RoRo: Number per year
ROROVEHICL	Integer	--	Ferry-RoRo: Vehicles transported per year
CARGOSHIP_	Integer	--	General cargo ship: Number per year
CARGOTONS	Float	--	General cargo ship: Tonnage per year
BULKSHIP_	Integer	--	Dry bulk ship: Number per year
BULKTONS	Float	--	Dry bulk ship: Tonnage per year
CONTAINSHI	Integer	--	Container ship: Number per year
CONTAINERS	Integer	--	Container ship: Number of containers per year
OTHSHIP_	Integer	--	Other ships: Number per year
OTHERTONS	Float	--	Other ships: Tonnage per year
OIL_OPEN	Integer	--	Opened (2) / closed (1) link for oil
STATICCOST	Double	--	Static costs (USD)

This feature class contains ferry links and other sea links between TRACECA Member States and towards selected neighbouring countries. Link characteristics with respect to shipping distances, travel time, number of passenger and freight ships operating, and number and tonnage of special commodity ship are provided in a number of attributes. As this feature class was derived from the old BCEOM transport model set up on top of Excel, the exact alignment of the links is not available here. Instead, the sea links represent straight lines between the from- and to-nodes.

Apart from the items representing the technical characteristics, the attribute table also contains several items representing linker to the from- and to-node attributes. The **ANODE** and **BNODE** attributes are used to relate the links to the **NODES** point feature class of the **TRACECA_TRANSPORT_MODEL** geodatabase. This way also the node attributes of the from- and to-nodes of the links can be references. The unique **LINKID** can also be used to join additional information to each link. Furthermore, **AN-ODE_NAME** and **BNODE_NAME** indicate the names/labels of the from- and to-nodes.

As oil transport is of particular importance for the TRACECA Member States, a number of attributes determine whether or not the border link is opened for oil transport (**OPENCLSEPOIL, MINOILOPEN**). **OPENCLOSE** is a general attribute indicating whether a particular border crossing is open or not (not only for oil transport but for general transport).

PORT_TERMINAL_TYPES
TRACECA_TRANSPORT_MODEL Geodatabase
TABLE
Data source: Permanent Secretariat

The field structure of the **PORT_TERMINAL_TYPES** table is as follows:

Field name	Data type	Length	Contents
OBJECTID	Integer	--	Object ID (primary key), port type number
TT_NAME_ENG	Text	100	Port type description (English)
TT_NAME_RUS	Text	100	Port type description (Russian)

Information on the port terminal type is used to differentiate the ports from each other. Altogether seven different port types are distinguished, stored in seven records of the table (i.e. one record per type). If necessary, other port types can be added. This information can be used in transport modelling to assign specific cargo and commodity groups to specific ports or port areas.

The port type number is stored in the attribute **OBJECTID**, which is linked via relationship classes to other tables of the TRACECA GIS Database. The port type description (English version) is stored in the attribute **TT_NAME_ENG**. Another attribute is foreseen to store the Russian name for the port type description (**TT_NAME_RUS**); however, it is not yet set. The following port types are available:

Port type number	Port type description (English)
1	General cargo
2	Liquid bulk non-oil
3	Liquid bulk oil
4	Dry bulk
5	Container
6	Specialised (grain, other)
7	Ferry

If necessary, additional port types can be added.

COMMODITIES
TRACECA_TRANSPORT_MODEL Geodatabase
TABLE
Data source: Permanent Secretariat

The field structure of the **COMMODITIES** table is as follows:

Field name	Data type	Length	Contents
INT_CM_CODE	Text	2	*(not being used at the moment)*
PRJ_CM_CODE	Text	2	TRACECA commodity code (see table below)
CM_NAME_ENG	Text	255	Commodity name (English)
CM_NAME_RUS	Text	255	Commodity name (Russian)

Data on transport volumes and transport flows for 25 commodity groups are collected for the TRACECA countries. The list of available commodities is provided in this table. The commodity code used in TRACECA is stored in the attribute **PRJ_CM_CODE**, and the names of the commodities are also available either in English (**CM_NAME_ENG**) or Russian (**CM_NAME_RUS**). If necessary, other commodity groups can be added to the table. This information can be used to illustrate transport volumes and flows in the TRACECA area, and can also be used for transport modelling. The following 25 commodity groups are available:

Commodity code	Commodity name (English)
1	Coal
2	Coke
3	Bauxite
4	Other ores including salt
5	Petroleum products
6	Crude oil
7	Grain and cereals
8	Fertilizes
9	Other chemical products
10	Cement
11	Other construction materials
12	Scrap metal
13	Other ferrous and non-ferrous metals
14	Timber
15	Wood and its wares
16	Paper
17	Plastic and rubber
18	Cotton
19	Textiles and its wares (other than cotton)
20	Containers TEU
21	Machinery and equipment
22	Products of animal origin
23	Agriculture products
24	Food stuff
25	Manufactured goods and others

The attribute **PRJ_CM_CODE** is linked via relationship classes to other tables of the TRACECA GIS Database.

NODE_TYPES
TRACECA_TRANSPORT_MODEL Geodatabase
TABLE
Data source: Permanent Secretariat

The field structure of the **NODE_TYPE** table is as follows:

Field name	*Data type*	*Length*	*Contents*
MODUS	Short integer	--	Node type number (see table below)
NODE_TYPE	Text	50	Node type classification (see table below)

The location of nodes of all transport networks are physically stored in one feature class (see **NODES** feature class of the **TRACECA_TRANSPORT_MODEL** geodatabase), wherefore it is necessary to differentiate the different types of mode by a node classification. This node classification is provided in this table. The node type numbers (**MODUS**) and the node type classification (**NODE_TYPE**) as such is taken over from the old BCEOM transport model; however, it is possible, if required, to add new node types to the table. Altogether, the following ten node types are available:

Node type number	*Node type classification*
20	Rail
25	Rail external (i.e. rail nodes located outside TRACECA area)
30	Road
35	Road external (i.e. road nodes located outside TRACECA area)
60	Port
65	Port external (i.e. port nodes located outside TRACECA area)
67	Intermediate shipping node
70	Port ferry node
92	Rail customs
93	Road customs

If new node types are to be added, or existing nodes are to be further differentiated (for example, rail nodes could be subdivided into regional train stops and intercity train stops) the following accounting principles should be considered:

- Rail nodes should get type numbers in the range of [20;29], except for border nodes
- Road nodes should get type numbers in the range of [30;39], except for border nodes
- Shipping nodes should get type numbers in the range of [60;70]
- Border nodes should get type numbers in the range of [90;99].

Nodes representing other means of transport (such as air transport, other public transport and paratransit, non-motorised modes) can get type numbers in the following ranges: [1;19], [40;59], and [71;89].

COUNTRIES
TRACECA_TRANSPORT_MODEL Geodatabase
TABLE
Data source: Permanent Secretariat based on ISO 3166

The field structure of the **COUNTRIES** table is as follows:

Field name	*Data type*	*Length*	*Contents*
OBJECTID	Integer	--	Object ID (primary key)
CC_NO	Text	10	Unique ISO country number (see table below)
COUNTRY_NAME_ENG	Text	14	Country name (English)
COUNTRY_NAME_RUS	Text	14	Country name (Russian)
CC_CODE3	Text	3	3-digit ISO country code (see table below)
CC_CODE2	Text	5	2-digit ISO country code (see table below)
COUNTRY_SR_ID	Long integer	--	Super region (ref. to **SR_FOR_COUNTRIES**)
COUNTRY_PA_ID	Long integer	--	Political area (ref. to **PA_FOR_COUNTRIES**)

This table provides a list of countries corresponding to the country numbers (**CC_NO**) and 3-digit (**CC_CODE3**) and 2-digit (**CC_CODE2**) country codes as specified in ISO 3166. In this it is an excerpt of the full ISO list of countries, which can be found at http://userpage.chemie.fu-berlin.de/diverse/doc/ISO_3166.html, if additional countries are to be added. The table includes both the 3-digit and 2-digit country codes as, in order to keep the TRACECA GIS Database updated with socio-demographic and socio-economic data, some potential data sources use the one or the other country code.

This database table also provides the English (**COUNTRY_NAME_ENG**) and Russian (**COUNTRY_NAME_RUS**) country names. The list of countries in the table is not restricted to the TRACECA countries, as many other tables of the database also cover countries outside the TRACECA area. As this **COUNTRIES** table serves as the reference for all other tables, consequently it has to take into account of all other countries. In order to group the countries to different aggregates, the two attributes **COUNTRY_SR_ID** and **COUNTRY_PA_ID** can be used, which serve as a linker to the tables **SR_FOR_COUNTRIES** and **PA_FOR_COUNTRIES**, respectively.

The first of the two attributes (**COUNTRY_SR_ID**) can be used to group the countries to so-called super regions by geographical criteria. The following super regions are defined: *Africa, Australia, Balkans, Caucasus, Central Asia, Eastern Europe, Far East (Asia), Japan, Middle East, North America, Scandinavia, South America, Western Europe*, and *Others*.

The second of the two attributes (**COUNTRY_PA_ID**) can be used to group the countries to political areas, which currently are defined as: *EU, TRACECA, USA*.

The selection of countries in this table represents the most important trade partners of the TRACECA Member States; however, if necessary, this list can be extended with additional countries. Currently the table includes a set of 86 countries, which are as follows (in alphabetical order of the English country name):

No	Country name	ISO country code		Super region	Political area
		3-letters	2-letters		
4	Afghanistan	AFG	AF	Central Asia	TRACECA
8	Albania	ALB	AL	Balkans	
32	Argentina	ARG	AR	South America	
951	Armenia	ARM	AM	Caucasus	TRACECA
36	Australia	AUS	AU	Australia	
40	Austria	AUT	AT	Western Europe	EU
931	Azerbaijan	AZE	AZ	Caucasus	TRACECA
112	Belarus	BLR	BY	Eastern Europe	
56	Belgium	BEL	BE	Western Europe	EU
84	Belize	BLZ	BZ	Africa	
70	Bosnia-Herzegovina	BIH	BA	Balkans	
76	Brazil	BRA	BA	South America	
100	Bulgaria	BGR	BG	Balkans	TRACECA
116	Cambodia	KHM	KH	Far East (Asia)	
124	Canada	CA	CAN	North America	
156	China	CHN	CN	Far East (Asia)	
191	Croatia	HRV	HR	Eastern Europe	
196	Cyprus	CYP	CY	Eastern Europe	EU
203	Czech Republic	CZE	CZ	Eastern Europe	EU
208	Denmark	DNK	DK	Scandinavia	EU
818	Egypt	EGY	EG	North Africa	
233	Estonia	EST	EE	Eastern Europe	EU
246	Finland	FIN	FI	Scandinavia	EU
250	France	FRA	FR	Western Europe	EU
268	Georgia	GEO	GE	Caucasus	TRACECA
276	Germany	DEU	DE	Western Europe	EU
300	Greece	GRC	GR	Eastern Europe	EU
348	Hungary	HUN	HU	Eastern Europe	EU
352	Iceland	ISL	IS	Scandinavia	
356	India	IND	IN	Far East (Asia)	
360	Indonesia	IDN	ID	Far East (Asia)	
364	Iran	IRN	IR	Middle East	TRACECA
368	Iraq	IQR	IQ	Middle East	
372	Ireland	IRL	IE	Western Europe	EU
376	Israel	ISR	IL	Middle East	
380	Italy	ITA	IT	Western Europe	EU
392	Japan	JPN	JP	Japan	
400	Jordan	JOR	JO	Middle East	
398	Kazakhstan	KAZ	KZ	Central Asia	TRACECA
404	Kenya	KEN	KE	Africa	
410	Korea	KOR	KR	Far East (Asia)	
414	Kuwait	KWT	KW	Middle East	
417	Kyrgyzstan	KGZ	KG	Central Asia	TRACECA

428	Latvia	LVA	LV	Eastern Europe	EU
434	Libyan	LBY	LY	North Africa	
438	Liechtenstein	LIE	LI	Western Europe	
440	Lithuania	LTU	LT	Eastern Europe	EU
442	Luxembourg	LUX	LU	Western Europe	EU
807	Macedonia	MKD	MK	Balkans	
458	Malaysia	MYS	MY	Far East (Asia)	
470	Malta	MLT	MT	Western Europe	EU
498	Moldova	MDA	MD	Eastern Europe	TRACECA
516	Namibia	NAM	NA	Africa	
528	Netherlands, The	NLD	NL	Western Europe	EU
554	New Zealand	NZL	NZ	Australia	
578	Norway	NOR	NO	Scandinavia	
1200	Other	OTH	OT	Other	Other
586	Pakistan	PAK	PK	Far East (Asia)	
591	Panama	PAN	PA	South America	
608	Philippines	PHL	PH	Far East (Asia)	
616	Poland	POL	PL	Eastern Europe	EU
620	Portugal	PRT	PT	Western Europe	EU
642	Romania	ROM	RO	Balkans	TRACECA
643	Russia	RUS	RU	Eastern Europe	
682	Saudi Arabia	SAU	SA	Middle East	
891	Serbia and Monte-negro	SCG	CS	Balkans	
702	Singapore	SGP	SG	Far East (Asia)	
703	Slovakia	SVK	SK	Eastern Europe	EU
705	Slovenia	SVN	SI	Eastern Europe	EU
724	Spain	ESP	ES	Western Europe	EU
144	Sri Lanka	LKA	LK	Far East (Asia)	
752	Sweden	SWE	SE	Scandinavia	EU
756	Switzerland	CHE	CH	Western Europe	
760	Syria	SYR	SY	Middle East	
762	Tajikistan	TJK	TJ	Central Asia	TRACECA
158	Taiwan	TWN	TW	Far East (Asia)	
764	Thailand	THA	TH	Far East (Asia)	
792	Turkey	TUR	TR	Eastern Europe	
795	Turkmenistan	TKM	TM	Central Asia	TRACECA
804	Ukraine	UKR	UA	Eastern Europe	TRACECA
784	United Arab Emir-ates	ARE	AE	Middle East	
826	United Kingdom	GBR	GB	Western Europe	EU
840	USA	USA	US	North America	USA
860	Uzbekistan	UZB	UZ	Central Asia	TRACECA
704	Vietnam	VNM	VN	Far East (Asia)	
716	Zimbabwe	ZWE	ZW	Africa	

ANNEX 2.

TRACECA GIS Database
Version 1.0, August 2006

DETAILED DESCRIPTION OF THE
PERSONAL GEODATABASE
TRACECA_GEOGRAPHY

C. Schürmann

TRACECA Permanent Secretariat,
Baku, July 2006

Contents

The **TRACECA_GEOGRAPHY** personal geodatabase consists of three feature datasets, each comprising several feature classes. The user-defined attributes and attribute values assigned to the feature classes and tables are explained in the following table sheets one-by-one. Internal attributes used by the GIS are, however, not explained in the following table sheets.

The feature classes available in the three feature datasets are as follows (in alphabetical order for each feature class):

Layer name	Contents	Feature Class Type
TRACECA_BASE_GEOGRAPHICAL_DATA		
ADM1_COUNTRIES	Countries and country boundaries	Polygons
ADM2_PROVINCES	Regions and region boundaries	Polygons
BOUNDING_BOX	Bounding box for map drawings	Polygons
CITIES_TOWNS	City locations	Points
COUNTRY_ENVELOPS	Bounding boxes for each country for map drawing	Polygons
DCW_CONTINENTS	Continents	Polygons
DCW_LAKES	Major lakes	Polygons
DCW_LANDCOVER	Land coverage	Polygons
DCW_RAILWAYS	Railway links	Links
DCW_ROADS	Road networks	Links
DCW_SETTLEMENTS	Settlement areas	Polygons
FERRIES	Ferry links (Black Sea, Caspian Sea)	Links
NA_OD_MATRIX_AND_LINKS	O/D-matrix, cars (modelled by network analyst)	Links
NA_ROAD_ISOCHRONES	Road isochrones (modelled by network analyst)	Polygons
TRACECA_PORTS	Port locations	Points
TRACECA_MAP_CORELDRAW		
BOUNDARIES	Country boundaries, shores, bounding box	Links
CITIES	Cities and city names	Polygons
COUNTRIES	Countries and water bodies	Polygons
PORTS	Ports and port names	Polygons
RAILWAYS	Railway links	Links
RIVERS	Streams and rivers	Links
ROADS	Road networks	Links
TRACECA_PROJECTS		
LINEPROJECTS	TRACECA linear projects	Links
POINTPROJECTS	TRACECA local projects	Points
REGIONPROJECTS	TRACECA regional/national projects	Polygons
RELIEF	Digital Terrain Model (DTM)	Grid

It is worth to note that the above feature classes originated from different data sources, using different original resolutions and accuracies. Therefore it may occur that when overlaying them objects from different feature classes (such as boundaries

or shorelines) representing the same real-world object may not exactly match. This has to be kept in mind when generating maps and performing certain types of analysis. Feature classes that are explicitly meant for mapping purposes (see following feature class descriptions) should, for example, not be used for analysis purposes.

The following sections describe the available tables in a comprehensive way without the need to move through the overall *Database User Manual*. Each table will be presented on one or two pages in a standardised format. First, the header indicates the table name and the feature dataset and the geodatabase to which it belongs, and the feature type. Following is a table listing the user-defined attributes available in the table, followed by some explanatory notes.

Brief explanatory notes to the following table descriptions

Personal Geodatabases are relational databases that contain geographic information. Geodatabases contain **feature classes** and **tables**. Feature classes can be organized into **feature datasets**. Feature classes store geographic features represented as points, lines, polygons, annotation, dimensions, and multipatches and their attributes. All feature classes in a feature dataset share the same coordinate system. Each feature class owns an associated attribute table. Each attribute table comprise several internal attributes maintained by ArcGIS (depending on the type of the feature class) such as the object identifier, polygon area and polygon perimeter, link lengths etc., but they may also contain additional, user-defined attributes for a feature class or geographic information, such as addresses or x,y,z coordinates. Eventually ArcGIS provides a hierarchical view on geographical data: Geographical objects are stored in **feature classes**. Several feature classes can be grouped to **feature datasets**, and several feature datasets in turn are stored in a **personal geodatabase**.

The following description of the feature classes is referring to these attribute tables, focussing on the user-defined attributes. In the real-world, many objects in a geodatabase are related to each other. Therefore, ArcGIS provides capabilities to relate the various tables of a feature dataset with each other or with other feature datasets or even with tables stored in another databank management system. That way additional information from various sources can be linked together and so can be analysed or mapped.

ArcGIS differentiates the following data types in the attribute values:

- Numeric: short integer, long integer, float, and double
- Text
- Date

Numeric fields can be stored as one of four numeric data types: short integers; long integers; single-precision floating point numbers, often referred to as floats; and double-precision floating point numbers, commonly called doubles. Each of these numeric data types varies in the size and method of storing a numeric value.

A *text field* represents a series of alphanumeric symbols. This can include street names, attribute properties, or other textual descriptions. Text fields can have different lengths (indicated in the column 'Length' in the following tables).

The *date data type* can store dates, times, or dates and times. The default format in which the information is presented is mm/dd/yyyy hh:mm:ss and a specification of AM or PM. When you enter date fields in the table, they will be converted to this format.

ADM1_COUNTRIES
TRACECA_BASE_GEOGRAPHICAL_DATA feature dataset
TRACECA_GEOGRAPHY Geodatabase
POLYGON FEATURE CLASS
Data Source: Griffith University (ACASIAN database), RRG (RRG GIS Database)

The field structure of the **ADM1_COUNTRIES** polygon feature class table is as follows (user defined attributes):

Field name	Data type	Length	Contents
ADM	Text	5	2-digit ISO country code (see **COUNTRY_TBL**)
TRACECA	Integer	--	TRACECA country 0 = No TRACECA Member State 1 = TRACECA Member State

This polygon feature class represents the countries and country boundaries of the TRACECA space, including the boundaries of neighbouring countries which are not TRACECA countries (i.e. Russia, Iran, and Afghanistan). To differentiate TRACECA Member States from non-Member States, the attribute **TRACECA** can be used. The other attribute **ADM** is representing the two-digit ISO country code. By using this code additional information such as socio-economic data can be linked to the feature class, and thus can be mapped or used for analyses purposes. A list of reference ISO country codes is provided in table **COUNTRY_TBL** of the **TRACECA_DATA** geodatabase.

ADM2_PROVINCES
TRACECA_BASE_GEOGRAPHICAL_DATA feature dataset
TRACECA_GEOGRAPHY Geodatabase
POLYGON FEATURE CLASS
Data Source: Griffith University (ACASIAN database), RRG (RRG GIS Database)

The field structure of the **ADM2_PROVINCES** polygon feature class table is as follows (user defined attributes):

Field name	Data type	Length	Contents
ADM	Text	5	2-digit ISO country code (see **COUNTRY_TBL**)
ADM2	Text	10	Unique region code / province code (see **PROVINCES_TBL**)
ENGLISH_NA	Text	40	Province name (English) (see **PROVINCES_TBL**)
RUSSIAN_NA	Text	35	Province name (Russian) (see **PROVINCES_TBL**)
TRACECA	Integer	--	TRACECA country 0 = No TRACECA Member State 1 = TRACECA Member State

This polygon feature class represents the provinces and province boundaries of the TRACECA space, including the boundaries of neighbouring countries which are not TRACECA countries (i.e. Russia, Iran, and Afghanistan). To differentiate TRACECA Member States from non-Member States, the attribute **TRACECA** can be used. The attribute **ADM** is representing the two-digit ISO country code, while the attribute **ADM2** gives the unique province code. This code can generally be used to link socio-demographic or socio-economic data to the region layer. In particular the codes are used to link the data tables of the **TRACECA_DATA** geodatabase (prefixed with **ZT_**, see Annex 3) to the polygon feature class. A full list of internal provinces including their codes and names available in the TRACECA GIS Database is given in Annex 4. However, province codes are only provided for regions within TRACECA Member States; province codes for regions in non-TRACECA Member States are not available in this feature class.

ENGLISH_NA and **RUSSIAN_NA** provide the English and Russian province names, respectively.

A list of reference ISO country codes used in attribute **ADM** is provided in table **COUNTRY_TBL** of the **TRACECA_DATA** geodatabase.

BOUNDING_BOX
TRACECA_BASE_GEOGRAPHICAL_DATA feature dataset
TRACECA_GEOGRAPHY Geodatabase
POLYGON FEATURE CLASS
Data source: Permanent Secretariat

This polygon feature class does not have any user-defined attributes. It just represents a bounding box surrounding all TRACECA Member States and parts of adjacent regions of neighbouring countries, which is used as outer limit for the map production. Apart from producing maps this feature class does not have any meaning.

CITIES_TOWNS
TRACECA_BASE_GEOGRAPHICAL_DATA feature dataset
TRACECA_GEOGRAPHY Geodatabase
POINT FEATURE CLASS
Data source: Permanent Secretariat, RRG (RRG GIS Database)

The field structure of the **CITIES_TOWNS** point feature class table is as follows (user defined attributes):

Field name	Data type	Length	Contents
NAME	Text	50	City name
COUNTRY_CODE	Text	5	2-digit ISO country code (see **COUNTRY_TBL**)
TYPE	Integer	--	City type 1 = Capital city 2 = Main city 3 = Other city or town

This point feature class provides the location of important cities and towns in the TRACRCA Member States. The city name (**NAME**), country code (**COUNTRY_CODE**) and the city type (**TYPE**) are available as attributes. A list of reference ISO country codes used in attribute **COUNTRY_CODE** is provided in table **COUNTRY_TBL** of the **TRACECA_DATA** geodatabase.

COUNTRY_ENVELOPS
TRACECA_BASE_GEOGRAPHICAL_DATA feature dataset
TRACECA_GEOGRAPHY Geodatabase
POLYGON FEATURE CLASS
Data source: Permanent Secretariat

The field structure of the **COUNTRY_ENVELOPS** polygon feature class table is as follows (user defined attributes):

Field name	Data type	Length	Contents
ADM	Text	5	2-digit ISO country code (see **COUNTRY_TBL**)
TRACECA	Integer	--	TRACECA country 0 = No TRACECA Member State 1 = TRACECA Member State

This polygon feature class represents the individual bounding boxes for each country, which can be used for mapping purposes. The envelops of each country then define the bounding box of the map. As this feature class was derived from the ADM1_COUNTRIES feature class, it has the same attributes. This feature class is not dedicated to purposes other than map production. The envelops of neighbouring countries such as Russia are also included. Because each envelop represents an rectangular polygon, whose extent is determined by the minimum/maximum x- and y-coordinates of the country boundaries, the envelops partly overlap each other.

To differentiate TRACECA Member States from non-Member States, the attribute **TRACECA** can be used. The other attribute **ADM** is representing the two-digit ISO country code. By using this code additional information such as socio-economic data can be linked to the feature class, and thus can be mapped or used for analyses purposes. A list of reference ISO country codes is provided in table **COUNTRY_TBL** of the **TRACECA_DATA** geodatabase.

DCW_CONTINENTS
TRACECA_BASE_GEOGRAPHICAL_DATA feature dataset
TRACECA_GEOGRAPHY Geodatabase
POLYGON FEATURE CLASS
Data source: ESRI (DCW - Digital Charts of the World)

The field structure of the **DCW_CONTINENTS** polygon feature class table is as follows (user defined attributes):

Field name	Data type	Length	Contents
CONTINENT	Text	13	Continent name (English)

This feature class represents the boundaries (i.e. shorelines) of the world's continents, derived from ESRI's *Digital Charts of the World* (DCW). The attribute **CONTINENT** provides the name of the continent.

This feature class is included in the TRACECA GIS Database purely for the production of maps and other cartographic products.

It is worth to note that due to different resolutions and data source accuracies, the shorelines of the **DCW_CONTINENTS** feature class may not exactly match the shorelines of the **ADM1_COUNTRIES** and **ADM2_COUNTRIES** feature classes, which has to be kept in mind when generating maps (in particular with high zoom-ins).

DCW_LAKES
TRACECA_BASE_GEOGRAPHICAL_DATA feature dataset
TRACECA_GEOGRAPHY Geodatabase
POLYGON FEATURE CLASS
Data source: Permanent Secretariat based on ESRI (DCW - Digital Charts of the World)

The field structure of the **DCW_LAKES** polygon feature class table is as follows (user defined attributes):

Field name	Data type	Length	Contents
NAME	Text	40	Lake name (English)

This feature class represents major lakes within the TRACECA area, derived from ESRI´s *Digital Charts of the World* (DCW). Lakes outside the TRACECA area are not included so as smaller lakes within the TRACECA Member States are also excluded. The attribute **NAME** provides the name of the lakes.

This feature class is included in the TRACECA GIS Database purely for the production of maps and other cartographic products.

It is worth to note that due to different resolutions and data source accuracies, the water body boundaries of the **DCW_LAKES** feature class may not exactly match the respective water body lines of the **ADM1_COUNTRIES** and **ADM2_COUNTRIES** feature classes, which has to be kept in mind when generating maps (in particular with high zoom-ins).

DCW_LANDCOVER
TRACECA_BASE_GEOGRAPHICAL_DATA feature dataset
TRACECA_GEOGRAPHY Geodatabase
POLYGON FEATURE CLASS
Data source: ESRI (DCW - Digital Charts of the World)

The field structure of the **DCW_LANDCOVER** polygon feature class table is as follows
(user defined attributes):

Field name	Data type	Length	Contents
LCPYTYPE	Integer	--	Land use or land coverage type
			0 = inner polygon, information not available
			1 = Rice field
			2 = Cranberry bog
			3 = Cultivated area, gardens
			4 = Peat cuttings
			5 = Salt pan
			6 = Fish pond / hatchery
			7 = Quarry, strip mine, mine dump, blasting area
			8 = Oil / gas
			10 = Lava flow
			11 = Distorted surface area
			12 = Unconsolidated material
			13 = Natural landmark area
			14 = Inundated area
			15 = Undifferentiated wetlands
			99 = unknown
COUNTRY	Text	6	2-digit ISO country code (see **COUNTRY_TBL**)

This polygon feature class provides information on the land use and land coverage
within the TRACECA Member States. The basic geometries were derived from the
individual country-specific coverages of the *Digital Charts of the World* (DCW); the
individual coverages were merged together, their boundaries were cleaned and to-
pology was build.

The attribute **LCPYTYPE** then provides information on the land use or land coverage
types. Note that the types **2** (cranberry bog), **3** (cultivated area, gardens), **6** (fish
pond, hatchery) and **10** (lava flow) are not available in the TRACECA Member States.
Despite the rich set of land uses available, the feature class is not a seamless cover-
age of all possible land use types; many important land coverages are missing and
thus the polygons do not cover all the TRACECA area but only parts of it. Otherwise
all other restrictions of the DCW data documentation apply as well (refer to ESRI
homepage for more information, www.esri.com).

The other attribute **COUNTRY** indicates the 2-digit country code of the country in which
the polygon is located. A list of reference ISO country codes used in attribute **COUN-
TRY** is provided in table **COUNTRY_TBL** of the **TRACECA_DATA** geodatabase.

DCW_RAILWAYS
TRACECA_BASE_GEOGRAPHICAL_DATA feature dataset
TRACECA_GEOGRAPHY Geodatabase
ARC FEATURE CLASS
Data source: Permanent Secretariat based on ESRI (DCW - Digital Charts of the World)

The field structure of the **DCW_RAILWAYS** arc feature class table is as follows (user defined attributes):

Field name	Data type	Length	Contents
RRLNTYPE	Integer	--	Type of railway 1 = Single track railway 2 = Multiple track railway 3 = Light-duty railways (tram) 8 = Additional rail connector in urbanised areas
RRLNSTAT	Integer	--	Railway line status 1 = Functioning 2 = Non-operating, abandoned, destroyed, under construction 3 = Existing doubtful 4 = Compiled railroads 9 = no information
COUNTRY	Text	6	2-digit ISO country code (see **COUNTRY_TBL**)
TRACECA	Integer	--	TRACECA railway section 0 = Rail section not part of TRACECA network 1 = TRACECA Railway Section
TRACCOR	Text	30	TRACECA railway corridors " = No TRACECA corridor ,13,...,33, = TRACECA corridor number(s)

This arc feature class provides information on the railway network within the TRACECA Member States. The basic geometries were derived from the individual country-specific coverages of the *Digital Charts of the World* (DCW); the individual coverages were merged together, their end nodes were cleaned and topology was build.

RRLNTYPE and **RRLNSTAT** are attributes derived from the original DCW coverages providing information on the link type and line status. For both attributes, the railway type **3** (light duty railway, tram) and line status **3** (existing doubtful) is not available for the TRACECA Member States. Rail connectors (**RDLNTYPE=8**) are functional links representing the full rail network within a town which can be used for transport modelling purposes. Otherwise all other restrictions of the DCW data documentation apply as well (refer to ESRI homepage for more information, www.esri.com).

The attribute **COUNTRY** indicates the 2-digit country code of the country in which the polygon is located. A list of reference ISO country codes used in attribute **COUNTRY** is provided in table **COUNTRY_TBL** of the **TRACECA_DATA** geodatabase.

The final two attributes **TRACECA** and **TRACCOR** are TRACECA-specific attributes, indicating whether or not a railway section is located within a TRACECA Member States, and whether or not a railway section belong to the TRACECA corridors or

not. TRACECA transport corridors are counted, and one link may belong to one or to several TRACECA corridors. Therefore, the attribute **TRACCOR** is not an integer attribute but a text attribute, storing the corridor number of the corridor(s) to which a specific section belongs.

DCW_ROADS
TRACECA_BASE_GEOGRAPHICAL_DATA feature dataset
TRACECA_GEOGRAPHY Geodatabase
ARC FEATURE CLASS
Data source: Permanent Secretariat based on ESRI (DCW - Digital Charts of the World)

The field structure of the **DCW_ROADS** arc feature class table is as follows (user defined attributes):

Field name	Data type	Length	Contents
RDLNTYPE	Integer	--	Type of road 1 = Dual lane (divided) highway 2 = Primary and secondary road 3 = Track, trail or footpath 8 = Added road connector in urbanised areas
RDLNSTAT	Integer	--	Road status 1 = Functioning 2 = Under construction 3 = Existence doubtful 4 = Compiled road connector 5 = Compiled road connector 9 = Schematic roads within urbanised areas (exact alignment unknown)
COUNTRY	Text	6	2-digit ISO country code (see **COUNTRY_TBL**)
TRACECA	Integer	--	TRACECA road section 0 = Section not part of TRACECA network 1 = TRACECA Road Section
TRACCOR	Text	30	TRACECA road corridors " = No TRACECA corridor ,13,...,33, = TRACECA corridor number(s)
SPEEDLIM	Integer	--	Speed limits (car, in km/h)

This arc feature class provides information on the road network within the TRACECA Member States. The basic geometries were derived from the individual country-specific coverages of the *Digital Charts of the World* (DCW); the individual coverages were merged together, their end nodes were cleaned and topology was build.

RDLNTYPE and **RDLNSTAT** are attributes derived from the original DCW coverages providing information on the link type and line status. Road status **3** (existence doubtful) is not available for the TRACECA Member States. Road connectors (**RDLNTYPE=8**) are functional links representing the full road network within a town which can be used for transport modelling purposes. Otherwise all other restrictions of the DCW data documentation apply as well (refer to ESRI homepage for more information, www.esri.com).

The attribute **COUNTRY** indicates the 2-digit country code of the country in which the polygon is located. A list of reference ISO country codes used in attribute **COUNTRY** is provided in table **COUNTRY_TBL** of the **TRACECA_DATA** geodatabase.

The final two attributes **TRACECA** and **TRACCOR** are TRACECA-specific attributes, indicating whether or not a railway section is located within a TRACECA Member

States, and whether or not a railway section belong to the TRACECA corridors or not. TRACECA transport corridors are counted, and one link may belong to one or to several TRACECA corridors. Therefore, the attribute **TRACCOR** is not an integer attribute but a text attribute, storing the corridor number of the corridor(s) to which a specific section belongs.

The final attribute **SPEEDLIM** provides information on the general speed limits for each link, differentiated by country and by inner-urban/outside urban roads.

DCW_SETTLEMENTS
TRACECA_BASE_GEOGRAPHICAL_DATA feature dataset
TRACECA_GEOGRAPHY Geodatabase
POLYGON FEATURE CLASS
Data source: ESRI (DCW - Digital Charts of the World)

The field structure of the **DCW_SETTLEMENTS** polygon feature class table is as follows (user defined attributes):

Field name	Data type	Length	Contents
PPPYTYPE	Integer	--	Type of settlement 0 = no populated area, no settlement 1 = Urbanised built-up settlement area 9 = None-urbanised area within urbanised area
COUNTRY	Text	6	2-digit ISO country code (see **COUNTRY_TBL**)

This polygon feature class provides information on the settlement areas within the TRACECA Member States. The basic geometries were derived from the individual country-specific coverages of the *Digital Charts of the World* (DCW); the individual coverages were merged together, their boundaries were cleaned and topology was build.

The attribute **PPPYTYPE** then provides information on the basic settlement patterns. This feature class represents a complementary feature class to the **DCW_LANDCOVER** feature class. As it only comprises urbanised areas (and none-urbanised areas within urbanised areas), the feature class is not a seamless coverage and thus the polygons do not cover all the TRACECA area but only parts of it. Otherwise all other restrictions of the DCW data documentation apply as well (refer to ESRI homepage for more information, www.esri.com).

The other attribute **COUNTRY** indicates the 2-digit country code of the country in which the polygon is located. A list of reference ISO country codes used in attribute **COUNTRY** is provided in table **COUNTRY_TBL** of the **TRACECA_DATA** geodatabase.

FERRIES
TRACECA_BASE_GEOGRAPHICAL_DATA feature dataset
TRACECA_GEOGRAPHY Geodatabase
ARC FEATURE CLASS
Data source: Permanent Secretariat

The field structure of the FERRIES link feature class table is as follows (user defined attributes):

Field name	Data type	Length	Contents
TYPE	Integer	--	Ferry type 1 = Rail ferry 2 = Ro-Ro ferry
FROM_CITY	Text	30	Name of the origin city
TO_CITY	Text	30	Name of the destination city
FROM_COUNTRY	Text	5	2-digit ISO country code, origin country (see **COUNTRY_TBL**)
TO_COUNTRY	Text	5	2-digit ISO country code, destination country (see **COUNTRY_TBL**)

This link feature class represents the ferry connections across the Black Sea and Caspian Sea. Rail ferries (TYPE=1) and Ro-Ro ferries (TYPE=2) are differentiated. The name of the origin (FROM_CITY) and destination city (TO_CITY), as well as the ISO country code of the origin (FROM_COUNTRY) and destination country (TO_COUNTRY) are also provided.

NA_OD_MATRIX_AND_LINKS
TRACECA_BASE_GEOGRAPHICAL_DATA feature dataset
TRACECA_GEOGRAPHY Geodatabase
LINK FEATURE CLASS
Data source: Permanent Secretariat

The field structure of the **NA_OD_MATRIX_AND_LINKS** link feature class table is as follows (user defined attributes):

Field name	Data type	Length	Contents
NAME	Text	128	Name of the O/D-pair
TIME	Double	--	Travel time (in min)
DESTINATION_RANK	Integer	--	Rank of destination according to travel time (1-129)

This feature class represent the results of an ArcGIS *Network Analyst* application (extension to ArcGIS) where the car travel times 30 between all cities available in the **CITIES_TOWNS** feature class of the **TRACECA_BASE_GEOGRAPHICAL_DATA** feature dataset of the **TRACECA_GEOGRAPHY** geodatabase where calculated, based on shortest routes generated using the available **DCW_ROADS** feature class of the **TRACECA_BASE_GEOGRAPHICAL_DATA** feature dataset of the **TRACECA_GEOGRAPHY** geodatabase. This link feature class contains one straight link between the origin and destination, which also provides the travel time (in attribute **TIME**). That way at the same time it represents the full o/d-travel time matrix. The attribute **NAME** can then be used to identify the o/d-pair in question. The attribute takes the form

ooo -- ddd

where **ooo** represents the name of the origin city, and **ddd** represents the name of the destination city. The attribute **DESTINATION_RANK** is indicating the rank a destination has for a given origin in relation to the travel time between both. **DESTINATION_RANK** can have values between 1 and 129, where 129 is the total number of cities considered. The destination with the shortest travel time owns rank 1, while the destination with the longest travel time from a particular origin owns rank 129. For each origin, the ranks are determined individually.

In different applications such o/d-matrices play a prominent role; for instance in transport planning but also in market area research in order to analyse the local potentials for economic activities.

However, due to the quality of the input road network (**DCW_ROADS** feature class) the results are only indicative, and need to be treated with caution. For example, the relief was not taken into account (which of course is an issue in some of the TRACECA Member States).

In order to re-calculate such isochrones or to improve the isochrones in ArcGIS the *Network Analyst* extension must be licensed. However, the results stored in this feature class can be assessed, used, mapped and analysed without this extension.

NA_ROAD_ISOCHRONES
TRACECA_BASE_GEOGRAPHICAL_DATA feature dataset
TRACECA_GEOGRAPHY Geodatabase
POLYGON FEATURE CLASS
Data source: Permanent Secretariat

The field structure of the **NA_ROAD_ISOCHRONES** polygon feature class table is as follows (user defined attributes):

Field name	Data type	Length	Contents
NAME	Text	128	Label of isochrone 0 – 30 = 30min isochrones 0 – 60 = 60min isochrones 0 – 90 = 90 min isochrones 0 – 120 = 120min isochrones
TOBREAK	Double	--	Isochrone threshold (min) 30 = 30min isochrones 60 = 60min isochrones 90 = 90 min isochrones 120 = 120min isochrones

This feature class represent the results of an ArcGIS *Network Analyst* application (extension to ArcGIS) where 30 minutes, 60 minutes, 90 minutes and 120 minutes isochrones where calculated based on car travel times for all cities available in the **CITIES_TOWNS** feature class of the **TRACECA_BASE_GEOGRAPHICAL_DATA** feature dataset of the **TRACECA_GEOGRAPHY** geodatabase, based on the available **DCW_ROADS** feature class of the **TRACECA_BASE_GEOGRAPHICAL_DATA** feature dataset of the **TRACECA_GEOGRAPHY** geodatabase. In different applications such isochrones are also called *Service Areas* or *Catchment Areas*. The sizes of such areas determine the market potentials a given city is offering for economic activities. Therefore, such analysis is often carried out in transport planning processes as well as in the assessment of regional economic potentials.

However, due to the quality of the input road network (**DCW_ROADS** feature class) the results are only indicative, and need to be treated with caution. For example, the relief was not taken into account (which of course is an issue in some of the TRACECA Member States).

Both available attributes **NAME** and **TOBREAK** can be used to query and differentiate the individual isochrones.

In order to re-calculate such isochrones or to improve the isochrones in ArcGIS the *Network Analyst* extension must be licensed. However, the results stored in this feature class can be assessed, used, mapped and analysed without this extension.

TRACECA_PORTS
TRACECA_BASE_GEOGRAPHICAL_DATA feature dataset
TRACECA_GEOGRAPHY Geodatabase
POINT FEATURE CLASS
Data source: Permanent Secretariat

The field structure of the **TRACECA_PORTS** point feature class table is as follows (user defined attributes):

Field name	Data type	Length	Contents
NAME	Text	30	Port name
COUNTRY	Text	5	3-digit ISO country code (see **COUNTRY_TBL**)
TRACPORTNO	Integer		TRACECA port number
			1 = Ilyichevsk (UKR)
			3 = Poti (GEO)
			4 = Batumi (GEO)
			5 = Samsun (TYR)
			6 = Istanbul (TYR)
			7 = Burgas (BUL)
			8 = Varna (BUL)
			9 = Constantsa (ROM)
			10 = Aktau (KAZ)
			11 = Turkmenbashi (TUR)
			12 = Baku (AZE)
			13 = Zonguldak (TUR)
			14 = Skadovsk (UKR)
			15 = Yalta (UKR)

This point feature class provides the location of the TRACECA ports, i.e. of the main commercial seaports in the TRACECA countries. The port name (**NAME**), the country code of the country in which the port is located (**COUNTRY**) as well as the unique port number (**TRACPORTNO**) is provided (basically derived from the old Corel Draw Map), differentiating the ports. However, ports not included in the original Corel Draw Map have been added at the end of the list using consecutive port numbers. The port numbers then can be used to link any statistical information to the ports, which then can be used for analyses and to produce maps and charts.

Other secondary ports or non-commercial ports of the TRACECA Member States are not included in this feature class. If new ports are to be added it is important to note that the new ports should also be assigned a unique consecutive TRACECA port number.

BOUNDARIES
TRACECA_MAP_CORELDRAW feature dataset
TRACECA_GEOGRAPHY Geodatabase
LINK FEATURE CLASS
Data source: Permanent Secretariat

The field structure of the **BOUNDARIES** link feature class table is as follows (user defined attributes):

Field name	Data type	Length	Contents
BOUNDARY	Integer	--	Type of boundary 1 = Bounding box 2 = Country boundaries 3 = Coast lines and water boundaries

This feature class is derived from the original CorelDraw map and represents the boundaries of the TRACECA area. The attribute **BOUNDARY** can be used to differentiate country boundaries from coast lines and water lines and from the bounding box.

Compared to accuracy and resolution of the **ADM1_COUNTRIES** and **ADM2_PROVINCES** feature classes of the **TRACECA_BASE_GEOGRAPHICAL_DATA** feature dataset, which have a rather high quality, the resolution of this feature class is rather low, as the original CorelDraw map represented a generalised picture of the TRACECA area.

Like all other feature classes of the **TRACECA_MAP_CORELDRAW** feature dataset, the **BOUNDARIES** feature class is not projected.

The original CorelDraw map had a fixed rectangular extent, covering all TRACECA Member States as well as their neighbouring countries; however, the neighbouring countries (such as Russia, Iran, Iraq, Greece) were not covered with their entire territory, but only with (small) portions. The **TRACECA_MAP_CORELDRAW** feature dataset is reflecting this fixed extent.

CITIES
TRACECA_MAP_CORELDRAW feature dataset
TRACECA_GEOGRAPHY Geodatabase
POLYGON FEATURE CLASS
Data source: Permanent Secretariat

The field structure of the CITIES polygon feature class table is as follows (user defined attributes):

Field name	Data type	Length	Contents
TYPE	Text	8	Status of cites CAP = Capital city MAIN = Main city OTHER = Other cities WHITE = White cities
CONT	Integer	--	Type of object 1 = City circle (locator) 2 = City name

This feature class is derived from the original CorelDraw map and represents the cities and city names within the TRACECA area. Because of the special characteristics of the original CorelDraw layer from which this feature class originated, it represents a polygon feature class. The city locations are represented by a small circle (polygon), and the city names are represented as a series of individual polygons shaping the name of the city. The attribute TYPE is representing the status of a city, differentiating capital cities from main cities from other cities. The values attached to this attribute reflect the name of the layers in Corel Draw from where the data were derived, which should enable handling of the GIS database more easily (therefore there are, for example, 'WHITE' cities). Often, the names of the CorelDraw layers corresponded to the line or polygon symbology (colour, width, type of line etc.) that was applied in the map. The other attribute CONT can be used to distinguish the city locations (CONT=1) from the city names (CONT=2).

Compared to accuracy and resolution of the TRACECA_BASE_GEOGRAPHICAL_DATA feature dataset, which has a rather high quality, the resolution of this feature class is rather low, as the original CorelDraw map represented a generalised picture of the TRACECA area.

Like all other feature classes of the TRACECA_MAP_CORELDRAW feature dataset, the CITIES feature class is not projected.

The original CorelDraw map had a fixed rectangular extent, covering all TRACECA Member States as well as their neighbouring countries; however, the neighbouring countries (such as Russia, Iran, Iraq, Greece) were not covered with their entire territory, but only with (small) portions. The TRACECA_MAP_CORELDRAW feature dataset is reflecting this fixed extent.

COUNTRIES
TRACECA_MAP_CORELDRAW feature dataset
TRACECA_GEOGRAPHY Geodatabase
POLYGON FEATURE CLASS
Data source: Permanent Secretariat

The field structure of the COUNTRIES polygon feature class table is as follows (user defined attributes):

Field name	Data type	Length	Contents
TYPE	Text	8	Type of polygon MAINLAND = Mainland SEA = Water bodies
COUNTRY	Text	12	Country name

This feature class is derived from the original CorelDraw map and represents the country polygons as well as the water bodies of the TRACECA area. The attribute TYPE can be used to differentiate country polygons from water bodies such as the Caspian Sea. If a polygon represents a country, the attribute COUNTRY provides the name of the country (in English).

Compared to accuracy and resolution of the ADM1_COUNTRIES and ADM2_PROVINCES feature classes of the TRACECA_BASE_GEOGRAPHICAL_DATA feature dataset, which have a rather high quality, the resolution of this feature class is rather low, as the original CorelDraw map represented a generalised picture of the TRACECA area.

Like all other feature classes of the TRACECA_MAP_CORELDRAW feature dataset, the COUNTRIES feature class is not projected.

The original CorelDraw map had a fixed rectangular extent, covering all TRACECA Member States as well as their neighbouring countries; however, the neighbouring countries (such as Russia, Iran, Iraq, Greece) were not covered with their entire territory, but only with (small) portions. The TRACECA_MAP_CORELDRAW feature dataset is reflecting this fixed extent.

PORTS
TRACECA_MAP_CORELDRAW feature dataset
TRACECA_GEOGRAPHY Geodatabase
POLYGON FEATURE CLASS
Data source: Permanent Secretariat

The field structure of the **PORTS** polygon feature class table is as follows (user de-fined attributes):

Field name	Data type	Length	Contents
TYPE	Text	8	Type of polygon ' ' = Port name PORT = Port
CONT	Integer	--	Type of object 1 = Port circle (locator) 2 = Port name

This feature class is derived from the original CorelDraw map and represents the ports and port names within the TRACECA area. Because of the special characteris-tics of the original CorelDraw layer from which this feature class originated, it repre-sents a polygon feature class. The port locations are represented by a small circle (polygon), and the port names are represented as a series of individual polygons shaping the name of the port. The attribute **TYPE** is representing the type of the poly-gon, differentiating port locations from port names. The other attribute **CONT** can, al-ternatively, also be used to distinguish the port locations (**CONT=1**) from the port names (**CONT=2**).

Compared to accuracy and resolution of the **TRACECA_BASE_GEOGRAPHICAL_DATA** feature dataset, which has a rather high quality, the resolution of this feature class is rather low, as the original CorelDraw map represented a generalised picture of the TRACECA area.

Like all other feature classes of the **TRACECA_MAP_CORELDRAW** feature dataset, the **PORTS** feature class is not projected.

The original CorelDraw map had a fixed rectangular extent, covering all TRACECA Member States as well as their neighbouring countries; however, the neighbouring countries (such as Russia, Iran, Iraq, Greece) were not covered with their entire terri-tory, but only with (small) portions. The **TRACECA_MAP_CORELDRAW** feature dataset is reflecting this fixed extent.

RAILWAYS
TRACECA_MAP_CORELDRAW feature dataset
TRACECA_GEOGRAPHY Geodatabase
LINK FEATURE CLASS
Data source: Permanent Secretariat

The field structure of the **RAILWAYS** link feature class table is as follows (user defined attributes):

Field name	Data type	Length	Contents
TYPE	Text	8	Type of railway BIGRAIL = TRACECA rail network PUNKTIR = Other rail network in the region

This feature class is derived from the original CorelDraw map and represents the main railway links in the TRACECA area. The attribute **TYPE** is representing the type of the railway section, differentiating the TRACECA rail network (**TYPE=BIGRAIL**) from other railway links (**TYPE=PUNKTIR**). The values attached to this attribute reflect the name of the layers in Corel Draw from where the data were derived, which should enable handling of the GIS database more easily (therefore there are, for example, '**BIGRAIL**' railways). Often, the names of the CorelDraw layers corresponded to the line or polygon symbology (colour, width, type of line etc.) that was applied in the map.

Compared to accuracy and resolution of the **DCW_RAILWAYS** feature class of the **TRACECA_BASE_GEOGRAPHICAL_DATA** feature dataset, which has a rather high quality, the resolution of this feature class is rather low, as the original CorelDraw map represented a generalised picture of the TRACECA area.

Like all other feature classes of the **TRACECA_MAP_CORELDRAW** feature dataset, the **RAILWAYS** feature class is not projected.

The original CorelDraw map had a fixed rectangular extent, covering all TRACECA Member States as well as their neighbouring countries; however, the neighbouring countries (such as Russia, Iran, Iraq, Greece) were not covered with their entire territory, but only with (small) portions. The **TRACECA_MAP_CORELDRAW** feature dataset is reflecting this fixed extent.

RIVERS
TRACECA_MAP_CORELDRAW feature dataset
TRACECA_GEOGRAPHY Geodatabase
LINK FEATURE CLASS
Data source: Permanent Secretariat

The **RIVERS** link feature class does not contain any user-defined attributes. It just represents the major streams and rivers in the TRACECA area, to be used as background information in the map. No further information is associated with this feature class.

Compared to accuracy and resolution of the **TRACECA_BASE_GEOGRAPHICAL_DATA** feature dataset, which has a rather high quality, the resolution of this feature class is rather low, as the original CorelDraw map represented a generalised picture of the TRACECA area.

Like all other feature classes of the **TRACECA_MAP_CORELDRAW** feature dataset, the **RIVERS** feature class is not projected.

The original CorelDraw map had a fixed rectangular extent, covering all TRACECA Member States as well as their neighbouring countries; however, the neighbouring countries (such as Russia, Iran, Iraq, Greece) were not covered with their entire territory, but only with (small) portions. The **TRACECA_MAP_CORELDRAW** feature dataset is reflecting this fixed extent.

ROADS
TRACECA_MAP_CORELDRAW feature dataset
TRACECA_GEOGRAPHY Geodatabase
LINK FEATURE CLASS
Data source: Permanent Secretariat

The field structure of the **ROADS** link feature class table is as follows (user defined attributes):

Field name	Data type	Length	Contents
TYPE	Text	8	Type of road BIGRED = TRACECA road network ORANGE = Other major roads YELLOW = Other secondary roads SEA = Sea ferry links (road and rail)

This feature class is derived from the original CorelDraw map and represents the main road links in the TRACECA area. The attribute **TYPE** is representing the type of the roads, differentiating the TRACECA road network (**TYPE=BIGRED**) from other major (**TYPE=ORANGE**) or secondary roads (**TYPE=YELLOW**) and ferry links (**TYPE=SEA**). The values attached to this attribute reflect the name of the layers in Corel Draw from where the data were derived, which should enable handling of the GIS database more easily (therefore there are, for example, '**BIGRED**' railways). Often, the names of the CorelDraw layers corresponded to the line or polygon symbology (colour, width, type of line etc.) that was applied in the map.

Compared to accuracy and resolution of the **DCW_ROADS** feature class of the **TRACECA_BASE_GEOGRAPHICAL_DATA** feature dataset, which has a rather high quality, the resolution of this feature class is rather low, as the original CorelDraw map represented a generalised picture of the TRACECA area.

Like all other feature classes of the **TRACECA_MAP_CORELDRAW** feature dataset, the **ROADS** feature class is not projected.

The original CorelDraw map had a fixed rectangular extent, covering all TRACECA Member States as well as their neighbouring countries; however, the neighbouring countries (such as Russia, Iran, Iraq, Greece) were not covered with their entire territory, but only with (small) portions. The **TRACECA_MAP_CORELDRAW** feature dataset is reflecting this fixed extent.

LINEPROJECTS
TRACECA_PROJECTS feature dataset
TRACECA_GEOGRAPHY Geodatabase
LINK FEATURE CLASS
Data source: Permanent Secretariat

The field structure of the **LINEPROJECTS** link feature class table is as follows: (user defined attributes)

Field name	Data type	Length	Contents
COUNTRY	Text	20	3-digit ISO country codes (see **COUNTRY_TBL**)
NAME	Text	50	Name of project
TAPROJ	Text	250	Code Technical Assistance Projects (see Table 7)
IVPROJ	Text	250	Code Investment Projects (see Table 6)
HYPER	Text	250	Link to html document(s)

This feature class provides information on the linear *Technical Assistance Projects* and *Investment Projects* carried out under the TRACECA umbrella. The geometry of the feature class was derived from the various other feature classes; geometries only for the project concerned are available in this feature class. If new projects are to be added, the required geometries also have to be added.

COUNTRY provides the 3-digit ISO country codes of the country, in which the project is located. As certain projects cover more than one country, the attribute provides the codes of all the countries concerned, separated by comma. **NAME** gives the official name of the project to which the link belongs; if a link belongs to more than one project, several names may be given. **TAPROJ** and **IVPROJ** provide the codes for the *Technical Assistance Projects* (**TAPROJ**) and *Investment Projects* (**IVPROJ**), respectively. As one link may belong to more than one project, the different project codes are added here, separated by comma.

The general structure of the codes in **TAPROJ** and **IVPROJ** is as follows:

xxyy

where **xx** is a 2-letter code to represent the mode (**GE** = general or several modes; **HO** = horizontal project; **IM** = intermodal project; **LT** = legal and trade project; **MA** = maritime port or seaway project; **RA** = railway project; **RF** = rail ferry project; **RO** = road project) and **yy** is a consecutive number for each mode, starting with 00 (zero-zero) and counting up (01, 02, 03, etc.). .). Refer to Tables 6 and 7 of the *Database User Manual* for a full list of existing project codes.

Finally the attribute **HYPER** is dedicated to provide an internet link to the TRACECA homepage where the project fiches of the *Technical Assistance Projects* and *Investment Projects* can be accessed. As the new TRACECA webpage is still under construction, this attribute provides preliminary links for selected projects. In ArcGIS the hyperlinks stored in **HYPER** can be clicked, and the project fiches on the webpage can directly be accessed from within the GIS.

POINTPROJECTS
TRACECA_PROJECTS feature dataset
TRACECA_GEOGRAPHY Geodatabase
POINT FEATURE CLASS
Data source: Permanent Secretariat

The field structure of the **POINTPROJECTS** point feature class table is as follows (user defined attributes):

Field name	Data type	Length	Contents
COUNTRY	Text	30	3-digit ISO country codes (see **COUNTRY_TBL**)
NAME	Text	50	Name of project
TAPROJ	Text	250	Code Technical Assistance Projects (see Table 7)
IVPROJ	Text	250	Code Investment Projects (see Table 6)
HYPER	Text	250	Link to html document(s)

This feature class provides information on the local (singular) *Technical Assistance Projects* and *Investment Projects* carried out under the TRACECA umbrella. The point coordinates of the feature class were derived from the various other feature classes; coordinates only for the project concerned are available in this feature class. If new projects are to be added, the required coordinates also have to be added.

COUNTRY provides the 3-digit ISO country codes of the country, in which the project is located. As certain projects cover more than one country, the attribute provides the codes of all the countries concerned, separated by comma. **NAME** gives the official name of the project to which the point belongs; if a point belongs to more than one project, several names may be given. **TAPROJ** and **IVPROJ** provide the codes for the *Technical Assistance Projects* (**TAPROJ**) and *Investment Projects* (**IVPROJ**), respectively. As one point may belong to more than one project, the different project codes are added here, separated by comma.

The general structure of the codes in **TAPROJ** and **IVPROJ** is as follows:

xxyy

where **xx** is a 2-letter code to represent the mode (**GE** = general or several modes; **HO** = horizontal project; **IM** = intermodal project; **LT** = legal and trade project; **MA** = maritime port or seaway project; **RA** = railway project; **RF** = rail ferry project; **RO** = road project) and **yy** is a consecutive number for each mode, starting with 00 (zero-zero) and counting up (01, 02, 03, etc.). .). Refer to Tables 6 and 7 of the *Database User Manual* for a full list of existing project codes.

Finally the attribute **HYPER** is dedicated to provide an internet link to the TRACECA homepage where the project fiches of the *Technical Assistance Projects* and *Investment Projects* can be accessed. As the new TRACECA webpage is still under construction, this attribute provides preliminary links for selected projects. In ArcGIS the hyperlinks stored in **HYPER** can be clicked, and the project fiches on the webpage can directly be accessed from within the GIS.

REGIONPROJECTS
TRACECA_PROJECTS feature dataset
TRACECA_GEOGRAPHY Geodatabase
POLYGON FEATURE CLASS
Data source: Permanent Secretariat

The field structure of the **REGIONPROJECTS** polygon feature class table is as follows (user defined attributes):

Field name	Data type	Length	Contents
COUNTRY	Text	20	3-digit ISO country codes (see **COUNTRY_TBL**)
NAME	Text	50	Name of project
TAPROJ	Text	250	Code Technical Assistance Projects (see Table 7)
IVPROJ	Text	250	Code Investment Projects (see Table 6)
HYPER	Text	250	Link to html document(s)

This feature class provides information on the areal/regional *Technical Assistance Projects* and *Investment Projects* carried out under the TRACECA umbrella. The geometry of the feature class was derived from the various other feature classes; geometries only for the project concerned are available in this feature class. If new projects are to be added, the required geometries also have to be added.

COUNTRY provides the 3-digit ISO country codes of the country, in which the project is located. As certain projects cover more than one country, the attribute provides the codes of all the countries concerned, separated by comma. **NAME** gives the official name of the project to which the polygon belongs; if a polygon belongs to more than one project, several names may be given. **TAPROJ** and **IVPROJ** provide the codes for the *Technical Assistance Projects* (**TAPROJ**) and *Investment Projects* (**IVPROJ**), respectively. As one polygon may belong to more than one project, the different project codes are added here, separated by comma.

The general structure of the codes in **TAPROJ** and **IVPROJ** is as follows:

xxyy

where **xx** is a 2-letter code to represent the mode (**GE** = general or several modes; **HO** = horizontal project; **IM** = intermodal project; **LT** = legal and trade project; **MA** = maritime port or seaway project; **RA** = railway project; **RF** = rail ferry project; **RO** = road project) and **yy** is a consecutive number for each mode, starting with 00 (zero-zero) and counting up (01, 02, 03, etc.). Refer to Tables 6 and 7 of the *Database User Manual* for a full list of existing project codes.

Finally the attribute **HYPER** is dedicated to provide an internet link to the TRACECA homepage where the project fiches of the *Technical Assistance Projects* and *Investment Projects* can be accessed. As the new TRACECA webpage is still under construction, this attribute provides preliminary links for selected projects. In ArcGIS the hyperlinks stored in **HYPER** can be clicked, and the project fiches on the webpage can directly be accessed from within the GIS.

RELIEF
TRACECA_GEOGRAPHY Geodatabase
RASTER FEATURE CLASS
Data Source: Permanent Secretariat based on USGS (GTOPO30)

The **RELIEF** raster feature class represents a Digital Terrain Model (DTM) for the TRACECA Member States and adjacent regions. As it is an Erdas Imagine raster dataset, it does not contain any attributes. The layer is a post processed layer derived from GTOPO 30 database.

This layer is included in the database as background layer for the production of maps and other illustrations.

ANNEX 3.

TRACECA GIS Database
Version 1.0, August 2006

DETAILED DESCRIPTION OF THE
PERSONAL GEODATABASE
TRACECA_DATA

C. Schürmann

TRACECA Permanent Secretariat,
Baku, July 2006

Contents

This geodatabase comprises all statistical data that were gathered by the Permanent Secretariat from the Member States. Such data include data on the socio-economic situation of and the production in a region, it also includes physical parameters on the technical transport infrastructure, and also data on the usage of the infrastructure (traffic flows of passengers and goods, transport matrices).

Unlike the other two personal geodatabases, as described in Annex 1 and Annex 2, this geodatabase does not contain any geographical objects or geometric feature classes. However, the statistical data provided here can be linked to the geographical objects via unique numerical identifiers (Ids).

This personal geodatabase contains data tables (prefixed with **zt_**) and reference tables (the other tables). The data tables are available for different points in time (see suffix **_xx**), however, as their structure does not change for different years they will be described in the following sections only once. Some records and/or columns of the data tables (**zt_***) may be blank for individual years which is due to the fact that data are not available for all routes for all years in question; however, as the structure of the tables should be the same for all years, empty fields will have to be accepted.

The following tables are available in this geodatabase (in alphabetical order):

Data table name	Contents
COMMODITIES_TBL	List of commodity groups used
COUNTRIES_TBL	List of countries considered
NODE_TO_NODE_ROUTES_TBL	Reference tables to link nodes and routes (arcs)
NODES_TBL	List of nodes for all modes (without geometry)
PA_FOR_COUNTRIES_TBL	Political area codes to aggregate super-regions
PORT_TERMINAL_TYPES_TBL	List of port terminal types used
PROVINCES_TBL	List of provinces of the TRACECA Member States
SR_FOR_COUNTRIES_TBL	Geographical entities to aggregate super-regions
zt_BORDER_CROSSING_RAIL_TIME_xx	Average border crossing time by type of train (passenger, freight)
zt_BORDER_CROSSING_RAIL_TRAFF_xx	Number of border-crossing trains per day by type of train (passenger, freight)
zt_BORDER_CROSSING_ROAD_TIME_xx	Average border crossing time by type of vehicle (car, truck, bus)
zt_BORDER_CROSSING_ROAD_TRAFF_xx	Traffic flows (AADT) at border crossings by type of vehicle (car, truck, bus)
Zt_IMPORT_EXPORT_BY_COMMODITY_xx	Goods flows by commodity groups by pair of region (in tons)
zt_MARITIME_ROUTES_xx	Passengers and freight transported on sea link
zt_PORT_TERMS_CHARS_xx	Characterisation of port terminal storage facilities (landside infrastructures)
zt_PORTS_CHARS_xx	General technical characterisation of the seaside infrastructures of the ports
zt_PRODUCT_OBLS_xx	Production per year by commodity by region (in tons)
zt_RAIL_ROUTES_COMMODITIES_xx	Tons transported per year on link by commodity group
zt_RAIL_ROUTES_GEN_CHARS_xx	Number of passengers and total tonnage on link
zt_RAIL_ROUTES_PHYS_CHARS_xx	Technical parameters of rail sections
zt_ROAD_ROUTES_GEN_CHARS_xx	Number of vehicles (AADT) on link by type of vehicle

| **zt_ROAD_ROUTES_PHYS_CHARS_xx** | Technical parameters of road sections |
| **zt_SOCIO_ECONOM_OBLS_xx** | Socio-economic base data by region |

Note:
_xx is representing the years, for which the tables are available (98, 99, 00, 01 etc.)

The following sections describe the available tables in a comprehensive way without the need to move through the overall *Database User Manual*. Each table will be presented on one or two pages in a standardised format. First, the header indicates the table name and the feature datasets, to which it belongs, and the feature type and the data source(s). Following is a table listing the user-defined attributes available in the table, followed by some explanatory notes.

Brief explanatory notes to the following table descriptions

Personal Geodatabases are relational databases that contain geographic information. Geodatabases contain **feature classes** and **tables**. Feature classes can be organized into **feature datasets**. Feature classes store geographic features represented as points, lines, polygons, annotation, dimensions, and multipatches and their attributes. All feature classes in a feature dataset share the same coordinate system. Each feature class owns an associated attribute table. Each attribute table comprise several internal attributes maintained by ArcGIS (depending on the type of the feature class) such as the object identifier, polygon area and polygon perimeter, link lengths etc., but they may also contain additional, user-defined attributes for a feature class or geographic information, such as addresses or x,y,z coordinates. Eventually ArcGIS provides a hierarchical view on geographical data: Geographical objects are stored in **feature classes**. Several feature classes can be grouped to **feature datasets**, and several feature datasets in turn are stored in a **personal geodatabase**.

The following description of the feature classes is referring to these attribute tables, focussing on the user-defined attributes. In the real-world, many objects in a geodatabase are related to each other. Therefore, ArcGIS provides capabilities to relate the various tables of a feature dataset with each other or with other feature datasets or even with tables stored in another databank management system. That way additional information from various sources can be linked together and so can be analysed or mapped.

ArcGIS differentiates the following data types in the attribute values:

- Numeric: short integer, long integer, float, and double
- Text
- Date

Numeric fields can be stored as one of four numeric data types: short integers; long integers; single-precision floating point numbers, often referred to as floats; and double-precision floating point numbers, commonly called doubles. Each of these numeric data types varies in the size and method of storing a numeric value.

A *text field* represents a series of alphanumeric symbols. This can include street names, attribute properties, or other textual descriptions. Text fields can have different lengths (indicated in the column 'Length' in the following tables).

The *date data type* can store dates, times, or dates and times. The default format in which the information is presented is mm/dd/yyyy hh:mm:ss and a specification of AM or PM. When you enter date fields in the table, they will be converted to this format.

COMMODITIES_TBL
TRACECA_DATA Geodatabase
TABLE
Data source: Permanent Secretariat

The field structure of the **COMMODITIES_TBL** table is as follows:

Field name	Data type	Length	Contents
ID	Integer	--	Object id (primary key)
INT_CM_CODE	Text	2	*(not being used at the moment)*
PRJ_CM_CODE	Text	2	TRACECA commodity code (see table below)
CM_NAME_ENG	Text	255	Commodity name (English)
CM_NAME_RUS	Text	255	Commodity name (Russian)

Data on transport volumes and transport flows for 25 commodity groups are collected for the TRACECA countries. The list of available commodities is provided in this table. The commodity code used in TRACECA is stored in the attribute **PRJ_CM_CODE**, and the names of the commodities are also available either in English (**CM_NAME_ENG**) or Russian (**CM_NAME_RUS**). If necessary, other commodity groups can be added to the table. This information can be used to illustrate transport volumes and flows in the TRACECA area, and can also be used for transport modelling. The following 25 commodity groups are available:

Commodity code	Commodity name (English)
1	Coal
2	Coke
3	Bauxite
4	Other ores including salt
5	Petroleum products
6	Crude oil
7	Grain and cereals
8	Fertilizes
9	Other chemical products
10	Cement
11	Other construction materials
12	Scrap metal
13	Other ferrous and non-ferrous metals
14	Timber
15	Wood and its wares
16	Paper
17	Plastic and rubber
18	Cotton
19	Textiles and its wares (other than cotton)
20	Containers TEU
21	Machinery and equipment
22	Products of animal origin

23	Agriculture products
24	Food stuff
25	Manufactured goods and others

The attribute **PRJ_CM_CODE** is linked via relationship classes to other tables of the TRACECA GIS Database.

COUNTRIES_TBL
TRACECA_DATA Geodatabase
TABLE
Data source: Permanent Secretariat based on ISO 3166

The field structure of the **COUNTRIES_TBL** table is as follows:

Field name	Data type	Length	Contents
ID	Integer	--	Object ID (primary key)
CC_NO	Text	10	Unique ISO country number (see table below)
COUNTRY_NAME_ENG	Text	14	Country name (English)
COUNTRY_NAME_RUS	Text	14	Country name (Russian)
CC_CODE3	Text	3	3-digit ISO country code (see table below)
CC_CODE2	Text	5	2-digit ISO country code (see table below)
COUNTRY_SR_ID	Long integer	--	Super region (ref. to **SR_FOR_COUNTRIES**)
COUNTRY_PA_ID	Long integer	--	Political area (ref. to **PA_FOR_COUNTRIES**)

This table provides a list of countries corresponding to the country numbers (**CC_NO**) and 3-digit (**CC_CODE3**) and 2-digit (**CC_CODE2**) country codes as specified in ISO 3166. In this it is an excerpt of the full ISO list of countries, which *inter alias*, can be found at http://userpage.chemie.fu-berlin.de/diverse/doc/ISO_3166.html; this list can be used if additional countries are to be added. The table includes both the 3-digit and 2-digit country codes as, in order to keep the TRACECA GIS Database updated with socio-demographic and socio-economic data, some potential data sources use the one or the other country code.

This database table also provides the English (**COUNTRY_NAME_ENG**) and Russian (**COUNTRY_NAME_RUS**) country names. The list of countries in the table is not restricted to the TRACECA countries, as many other tables of the database also cover countries outside the TRACECA area. As this **COUNTRIES** table serves as the reference for all other tables, consequently it has to take into account of all other countries. In order to group the countries to different aggregates, the two attributes **COUNTRY_SR_ID** and **COUNTRY_PA_ID** can be used, which serve as a linker to the tables **SR_FOR_COUNTRIES** and **PA_FOR_COUNTRIES**, respectively.

The first of the two attributes (**COUNTRY_SR_ID**) can be used to group the countries to so-called super regions by geographical criteria. The following super regions are defined: *Africa, Australia, Balkans, Caucasus, Central Asia, Eastern Europe, Far East (Asia), Japan, Middle East, North America, Scandinavia, South America, Western Europe*, and *Others*.

The second of the two attributes (**COUNTRY_PA_ID**) can be used to group the countries to political areas, which currently are defined as: *EU, TRACECA, USA*.

The selection of countries in this table represents the most important trade partners of the TRACECA Member States; however, if necessary, this list can be extended with additional countries. Currently the table includes a set of 86 countries, which are as follows (in alphabetical order of the English country name):

No	Country name	ISO country code		Super region	Political area
		3-letters	2-letters		
4	Afghanistan	AFG	AF	Central Asia	TRACECA
8	Albania	ALB	AL	Balkans	
32	Argentina	ARG	AR	South America	
951	Armenia	ARM	AM	Caucasus	TRACECA
36	Australia	AUS	AU	Australia	
40	Austria	AUT	AT	Western Europe	EU
931	Azerbaijan	AZE	AZ	Caucasus	TRACECA
112	Belarus	BLR	BY	Eastern Europe	
56	Belgium	BEL	BE	Western Europe	EU
84	Belize	BLZ	BZ	Africa	
70	Bosnia-Herzegovina	BIH	BA	Balkans	
76	Brazil	BRA	BA	South America	
100	Bulgaria	BGR	BG	Balkans	TRACECA
116	Cambodia	KHM	KH	Far East (Asia)	
124	Canada	CA	CAN	North America	
156	China	CHN	CN	Far East (Asia)	
191	Croatia	HRV	HR	Eastern Europe	
196	Cyprus	CYP	CY	Eastern Europe	EU
203	Czech Republic	CZE	CZ	Eastern Europe	EU
208	Denmark	DNK	DK	Scandinavia	EU
818	Egypt	EGY	EG	North Africa	
233	Estonia	EST	EE	Eastern Europe	EU
246	Finland	FIN	FI	Scandinavia	EU
250	France	FRA	FR	Western Europe	EU
268	Georgia	GEO	GE	Caucasus	TRACECA
276	Germany	DEU	DE	Western Europe	EU
300	Greece	GRC	GR	Eastern Europe	EU
348	Hungary	HUN	HU	Eastern Europe	EU
352	Iceland		IS	Scandinavia	
356	India	IND	IN	Far East (Asia)	
360	Indonesia	IDN	ID	Far East (Asia)	
364	Iran	IRN	IR	Middle East	TRACECA
368	Iraq	IQR	IQ	Middle East	
372	Ireland	IRL	IE	Western Europe	EU
376	Israel	ISR	IL	Middle East	
380	Italy	ITA	IT	Western Europe	EU
392	Japan	JPN	JP	Japan	
400	Jordan	JOR	JO	Middle East	
398	Kazakhstan	KAZ	KZ	Central Asia	TRACECA
404	Kenya	KEN	KE	Africa	

410	Korea	KOR	KR	Far East (Asia)	
414	Kuwait	KWT	KW	Middle East	
417	Kyrgyzstan	KGZ	KG	Central Asia	TRACECA
428	Latvia	LVA	LV	Eastern Europe	EU
434	Libyan	LBY	LY	North Africa	
438	Liechtenstein	LIE	LI	Western Europe	
440	Lithuania	LTU	LT	Eastern Europe	EU
442	Luxembourg	LUX	LU	Western Europe	EU
807	Macedonia	MKD	MK	Balkans	
458	Malaysia	MYS	MY	Far East (Asia)	
470	Malta	MLT	MT	Western Europe	EU
498	Moldova	MDA	MD	Eastern Europe	TRACECA
516	Namibia	NAM	NA	Africa	
528	Netherlands, The	NLD	NL	Western Europe	EU
554	New Zealand	NZL	NZ	Australia	
578	Norway	NOR	NO	Scandinavia	
1200	Other	OTH	OT	Other	Other
586	Pakistan	PAK	PK	Far East (Asia)	
591	Panama	PAN	PA	South America	
608	Philippines	PHL	PH	Far East (Asia)	
616	Poland	POL	PL	Eastern Europe	EU
620	Portugal	PRT	PT	Western Europe	EU
642	Romania	ROM	RO	Balkans	TRACECA
643	Russia	RUS	RU	Eastern Europe	
682	Saudi Arabia	SAU	SA	Middle East	
891	Serbia and Monte-negro	SCG	CS	Balkans	
702	Singapore	SGP	SG	Far East (Asia)	
703	Slovakia	SVK	SK	Eastern Europe	EU
705	Slovenia	SVN	SI	Eastern Europe	EU
724	Spain	ESP	ES	Western Europe	EU
144	Sri Lanka	LKA	LK	Far East (Asia)	
752	Sweden	SWE	SE	Scandinavia	EU
756	Switzerland	CHE	CH	Western Europe	
760	Syria	SYR	SY	Middle East	
762	Tajikistan	TJK	TJ	Central Asia	TRACECA
158	Taiwan	TWN	TW	Far East (Asia)	
764	Thailand	THA	TH	Far East (Asia)	
792	Turkey	TUR	TR	Eastern Europe	
795	Turkmenistan	TKM	TM	Central Asia	TRACECA
804	Ukraine	UKR	UA	Eastern Europe	TRACECA
784	United Arab Emir-ates	ARE	AE	Middle East	
826	United Kingdom	GBR	GB	Western Europe	EU
840	USA	USA	US	North America	USA
860	Uzbekistan	UZB	UZ	Central Asia	TRACECA
704	Vietnam	VNM	VN	Far East (Asia)	

716   Zimbabwe   ZWE   ZW   Africa

NODE_TO_NODE_ROUTES_TBL
TRACECA_DATA Geodatabase
TABLE
Data source: Permanent Secretariat

The field structure of the **NODE_TO_NODE_ROUTES_TBL** table is as follows:

Field name	Data type	Length	Contents
ID	Integer	--	Object ID (primary key)
NODE_A_ID	Integer	--	Node-ID of from-node (see **NODES_TBL**)
NODE_B_ID	Integer	--	Node-ID of to-node (see **NODES_TBL**)
NODE_LINK_ID	Integer	--	Unique link identifier

This table links the node list with the link-related data of the different data tables of the **TRACECA_DATA** geodatabase. This table just represents a technical reference table, and need not to be edited.

NODES _TBL
TRACECA_DATA Geodatabase
TABLE
Data source: Permanent Secretariat

The field structure of the **NODES_TBL** table is as follows:

Field name	Data type	Length	Contents
ID	Integer	--	Object ID (primary key)
INT_NODE_CODE	Integer	--	Unique node number
NODE_NAME_ENG	Text	255	Node name/label (English)
NODE_NAME_RUS	Text	255	Node name/label (Russian)
NODE_COUNTRY_BLG_ID	Integer	--	ISO Country number (see **CC_NO** of **COUNTRIES_TBL**)
NODE_MODE	Text	2	Node mode (see **MODUS** of **NODE_TYPES**)

This table represents a list of all nodes for all modes available in the database. **INT_NODE_CODE** represents a unique node number (which basically dates back to the node numbers of the old BCEOM transport model). **NODE_NAME_ENG** and **NODE_NAME_RUS** give the name or label of the node in English and Russian, respectively. **NODE_COUNTRY_BLG_ID** indicates the ISO country number of the country in which the node is located. It corresponds to the attribute **CC_NO** of the **COUNTRIES_TBL** table. Finally **NODE_MODE** provides the mode number, and so corresponds to **MODUS** attribute of the **NODE_TYPES** table.

As it can be seen from the above list of attributes, this table does not store geographic references, i.e. the node location. Nevertheless, whenever a new node is added in any of the feature classes, a corresponding addition in this table has to be made.

PA_FOR_COUNTRIES_TBL
TRACECA_DATA Geodatabase
TABLE
Data source: Permanent Secretariat

The field structure of the **PA_FOR_COUNTRIES_TBL** table is as follows:

Field name	Data type	Length	Contents
ID	Integer	--	Object ID (primary key), political area code
PA_FOR_COUNTRIES_ENG	Text	30	Political areas (English label)
PA_FOR_COUNTRIES_RUS	Text	30	Political areas (Russian label)

For some types of analysis it may be important to group the countries into super-regions. For this purpose two aggregates have been developed, one to group countries according to general geographical criteria, the other is to group countries by political area. This table severs as the reference table for the latter one, i.e. for grouping the country according to political areas.

This table represents a reference tables for other datasets and tables. For example, the **COUNTRY_TBL** table of the **TRACECA_DATA** geodatabase can be linked in order to aggregate countries to super regions. The **ID** attribute is devoted for this purpose. Currently four different political areas are defined:

ID	Political area
1	EU
2	TRACECA
3	USA
4	Other

If required other political areas can be added to this table.

PORT_TERMINAL_TYPE_TBL
TRACECA_DATA Geodatabase
TABLE
Data source: Permanent Secretariat

The field structure of the **PORT_TERMINAL_TYPES_TBL** table is as follows:

Field name	Data type	Length	Contents
TT_ID	Integer	--	Object ID (primary key), port type number
TT_NAME_ENG	Text	100	Port type description (English)
TT_NAME_RUS	Text	100	Port type description (Russian)

Information on the port terminal type is used to differentiate the ports from each other. Altogether seven different port types are distinguished, stored in seven records of the table (i.e. one record per type). If necessary, other port types can be added. This information can be used in transport modelling to assign specific cargo and commodity groups to specific ports or port areas.

The port type number is stored in the attribute **TT_ID**, which is linked via relationship classes to other tables of the TRACECA GIS Database. The port type description (English version) is stored in the attribute **TT_NAME_ENG**. Another attribute is foreseen to store the Russian name for the port type description (**TT_NAME_RUS**); however, it is not yet set. The following port types are available:

Port type number	Port type description (English)
1	General cargo
2	Liquid bulk non-oil
3	Liquid bulk oil
4	Dry bulk
5	Container
6	Specialised (grain, other)
7	Ferry

If necessary, additional port types can be added.

PROVINCES _TBL
TRACECA_DATA Geodatabase
TABLE
Data source: Permanent Secretariat

The field structure of the **PROVINCES_TBL** table is as follows:

Field name	Data type	Length	Contents
ID	Integer	--	Object ID (primary key)
INT_PRV_CODE	Text	15	Unique province code
PRV_NAME_ENG	Text	100	Province name (English)
PRV_NAME_RUS	Text	100	Province name (Russian)
PRV_COUNTRY_BLG_ID	Integer	--	ISO country number (see **CC_NO** of **COUNTRIES_TBL**)
PRV_RAYON_FLG	Text	50	Type of province C = Individual city D = District O = Oblast R = Rayon

This table provides a list of all provinces available in the TRACECA Member States. The unique province code is provided (**INT_PRV_CODE**), the province name (in English – **PRV_NAME_ENG** – and Russian – **PRV_NAME_RUS**) as well as the ISO country number (**PRV_COUNTRY_BLG_ID**), which corresponds to the attribute **CC_NO** of table **COUNTRIES_TBL**. The attribute **PRV_RAYON_FLG** indicates the hierarchical level of the province within the administrative system of the individual countries. As the provinces available in the **ADM2_PROVINCES** feature class of the **TRACECA_BASE_GEOGRAPHICAL_DATE** feature dataset of the **TRACECA_GEOGRAPHY** geodatabase represent different hierarchical levels, the attribute **PRV_RAYON_FLG** is representing this level.

This list serves as a reference for all other tables. The unique province code (**INT_PRV_CODE**) can be used to link statistical region data to the database.

Annex 4 provides full information on the system of regions of the TRACECA countries.

SR_FOR_COUNTRIES_TBL
TRACECA_DATA Geodatabase
TABLE
Data source: Permanent Secretariat

The field structure of the **SR_FOR_COUNTRIES_TBL** table is as follows:

Field name	Data type	Length	Contents
ID	Integer	--	Object ID (primary key), geographical criteria code
SUPER_REG_FOR_COUNTRIES_ENG	Text	30	Geographical criteria (English label)
SUPER_REG_FOR_COUNTRIES_RUS	Text	30	Geographical criteria (Russian label)

For some types of analysis it may be important to group the countries into super-regions. For this purpose two aggregates have been developed, one to group countries according to general geographical criteria, the other is to group countries by political area. This table severs as the reference table for the first one, i.e. for grouping the country according to geographical criteria.

This table represents a reference tables for other datasets and tables. For example, the **COUNTRY_TBL** table of the **TRACECA_DATE** geodatabase can be linked in order to aggregate countries to super regions. The **ID** attribute is devoted for this purpose. Currently the following geographical criteria are defined:

ID	Super region
1	Central Asia
2	Caucasus
3	Balkans
4	Middle East
5	Eastern Europe
6	South America
7	Australia
8	Western Europe
9	Africa
10	Far East (Asia)
11	North America
12	Scandinavia
13	Japan
14	North Africa
15	Other

If required other geographical entities can be added to this table.

ZT_BORDER_CROSSINGS_RAIL_TIME_TBL_xx
TRACECA_DATA Geodatabase
TABLE
Data source: TRACECA Member States

The field structure of the **ZT_BORDER_CROSSINGS_RAIL_TIME_TBL_xx** table is as fol-
lows:

Field name	Data type	Length	Contents
S_NODE_BC_ID	Integer	--	Node ID of source border crossing (see **ID** of **NODES_TBL**)
O_NODE_BC_ID	Integer	--	Node ID of destination border crossing (see **ID** of **NODES_TBL**)
BC_ACT_PT_IN	Double	--	Average border crossing time, passenger trains, in (min)
BC_ACT_FT_IN	Double	--	Average border crossing time, freight trains, in (min)
BC_ACT_PT_OUT	Double	--	Average border crossing time, passenger trains, out (min)
BC_ACT_FT_OUT	Double	--	Average border crossing time, freight trains, out (min)
BC_COUNTRY_BLG_ID	Integer	--	ISO country number (see **COUNTRIES_TBL**)

This table provides information on average border crossing times for freight trains
(**BC_ACT_FT_IN** for inbound traffic and **BC_ACT_FT_OUT** for outbound traffic) and pas-
senger trains (**BC_ACT_PT_IN** for inbound traffic and **BC_ACT_PT_OUT** for outbound
traffic).

References to the from-node (**S_NODE_BC_ID**) and to-node (**O_NODE_BC_ID**), corre-
sponding to the ID attribute of the **NODES_TBL** table, as well as references to the ISO
country numbers (**BC_COUNTRY_BLG_ID**) of the country in which the border crossing is
located are also provided.

Like all data tables (**ZT_***), this table is available in the database for several years.

ZT_BORDER_CROSSINGS_RAIL_TRAFF_TBL_xx
TRACECA_DATA Geodatabase
TABLE
Data source: TRACECA Member States

The field structure of the **ZT_BORDER_CROSSINGS_RAIL_TRAFF_TBL_xx** table is as fol-
lows:

Field name	Data type	Length	Contents
S_NODE_BC_ID	Integer	--	Node ID of source border crossing (see **ID** of **NODES_TBL**)
O_NODE_BC_ID	Integer	--	Node ID of destination border crossing (see **ID** of **NODES_TBL**)
BC_AADT_PT_IN	Double	--	Annual average daily traffic, passenger trains, in
BC_AADT_FT_IN	Double	--	Annual average daily traffic, freight trains, in
BC_AADT_PT_OUT	Double	--	Annual average daily traffic, passenger trains, out
BC_AADT_FT_OUT	Double	--	Annual average daily traffic, freight trains, out
BC_COUNTRY_BLG_ID	Integer	--	ISO country number (see **COUNTRIES_TBL**)

This table provides information on annual average daily traffic (AADT) for freight
trains (**BC_AADT_FT_IN** for inbound traffic and **BC_AADT_FT_OUT** for outbound traffic)
and passenger trains (**BC_AADT_PT_IN** for inbound traffic and **BC_AADT_PT_OUT** for
outbound traffic).

References to the from-node (**S_NODE_BC_ID**) and to-node (**O_NODE_BC_ID**), corre-
sponding to the ID attribute of the **NODES_TBL** table, as well as references to the ISO
country numbers (**BC_COUNTRY_BLG_ID**) of the country in which the border crossing is
located are also provided.

Like all data tables (**ZT_***), this table is available in the database for several years.

ZT_BORDER_CROSSINGS_ROAD_TIME_TBL_xx
TRACECA_DATA Geodatabase
TABLE
Data source: TRACECA Member States

The field structure of the **ZT_BORDER_CROSSINGS_ROAD_TIME_TBL_xx** table is as fol-
lows:

Field name	Data type	Length	Contents
S_NODE_BC_ID	Integer	--	Node ID of source border crossing (see **ID** of **NODES_TBL**)
O_NODE_BC_ID	Integer	--	Node ID of destination border crossing (see **ID** of **NODES_TBL**)
BC_ACT_CAR_IN	Double	--	Average border crossing time, cars, in (min)
BC_ACT_BUS_IN	Double	--	Average border crossing time, buses, in (min)
BC_ACT_TRUCK_IN	Double	--	Average border crossing time, trucks, in (min)
BC_ACT_CAR_OUT	Double	--	Average border crossing time, cars, out (min)
BC_ACT_BUS_OUT	Double	--	Average border crossing time, buses, out (min)
BC_ACT_TRUCK_OUT	Double	--	Average border crossing time, trucks, out (min)
BC_COUNTRY_BLG_ID	Integer	--	ISO country number (see **COUNTRIES_TBL**)

This table provides information on average border crossing times for cars
(**BC_ACT_CAR_IN** for inbound traffic and **BC_ACT_CAR_OUT** for outbound traffic), buses
(**BC_ACT_BUS_IN** for inbound traffic and **BC_ACT_BUS_OUT** for outbound traffic) and
trucks (**BC_ACT_TRUCK_IN** for inbound traffic and **BC_ACT_TRUCK_OUT** for outbound
traffic).

References to the from-node (**S_NODE_BC_ID**) and to-node (**O_NODE_BC_ID**), corre-
sponding to the ID attribute of the **NODES_TBL** table, as well as references to the ISO
country numbers (**BC_COUNTRY_BLG_ID**) of the country in which the border crossing is
located are also provided.

Like all data tables (**ZT_***), this table is available in the database for several years.

ZT_BORDER_CROSSINGS_ROAD_TRAFF_TBL_xx
TRACECA_DATA Geodatabase
TABLE
Data source: TRACECA Member States

The field structure of the **ZT_BORDER_CROSSINGS_ROAD_TRAFF_TBL_xx** table is as fol-
lows:

Field name	Data type	Length	Contents
S_NODE_BC_ID	Integer	--	Node ID of source border crossing (see **ID** of **NODES_TBL**)
O_NODE_BC_ID	Integer	--	Node ID of destination border crossing (see **ID** of **NODES_TBL**)
BC_AADT_CAR_IN	Double	--	Annual average daily traffic (AADT), cars, in
BC_AADT_BUS_IN	Double	--	Annual average daily traffic (AADT), buses, in
BC_AADT_TRUCK_IN	Double	--	Annual average daily traffic (AADT), trucks, in
BC_AADT_CAR_OUT	Double	--	Annual average daily traffic (AADT), cars, out
BC_AADT_BUS_OUT	Double	--	Annual average daily traffic (AADT), buses, out
BC_AADT_TRUCK_OUT	Double	--	Annual average daily traffic (AADT), trucks, out
BC_COUNTRY_BLG_ID	Integer	--	ISO country number (see **COUNTRIES_TBL**)

This table provides information on annual average daily traffic at border crossings for
cars (**BC_AADT_CAR_IN** for inbound traffic and **BC_AADT_CAR_OUT** for outbound traf-
fic), buses (**BC_AADT_BUS_IN** for inbound traffic and **BC_AADT_BUS_OUT** for outbound
traffic) and trucks (**BC_AADT_TRUCK_IN** for inbound traffic and **BC_AADT_TRUCK_OUT**
for outbound traffic).

References to the from-node (**S_NODE_BC_ID**) and to-node (**O_NODE_BC_ID**), corre-
sponding to the ID attribute of the **NODES_TBL** table, as well as references to the ISO
country numbers (**BC_COUNTRY_BLG_ID**) of the country in which the border crossing is
located are also provided.

Like all data tables (**ZT_***), this table is available in the database for several years.

ZT_IMPORT_EXPORT_BY_COMMODITY_TBL_xx
TRACECA_DATA Geodatabase
TABLE
Data source: TRACECA Member States

The field structure of the **ZT_IMPORT_EXPORT_BY_COMMODITY_TBL_xx** table is as follows:

Field name	Data type	Length	Contents
ID	Integer	--	Object ID (primary key)
IE_PASS_NODE_ID	Integer	--	Node number exit border node (see **NODES_TBL**)
IE_CM_ID	Integer	--	Commodity code (see **COMMODITIES_TBL**)
IE_CM_TON	Double	-	Transported volumes by commodity group (in t)
IE_DEP_COUNTRY_ID	Integer	--	ISO country number of start country (see **CC_NO** in **COUNTRIES_TBL**)
IE_DEP_NODE_ID	Integer	--	Node number exit departure node (see **NODES_TBL**)
IE_RECIV_COUNTRY_ID	Integer	--	ISO country number of destination country (see **CC_NO** in **COUNTRIES_TBL**)
IE_MODE	Text		Mode of transport 10 = Sea link 20 = Rail link 30 = Road link
IE_COUNTRY_BLG_ID	Integer	--	ISO country number of country of data source (see **CC_NO** in **COUNTRIES_TBL**)

This complex table provides information on the transport flows (i.e. transported goods) by commodity group (**IE_CM_ID**) and mode (**IE_MODE**) in tons (**IE_CM_TON**) between sending country (**IE_DEP_COUNTRY_ID**) and receiving country (**IE_RECEIV_COUNTRY_ID**). As this table is differentiating commodity groups and modes, the same o/d-pairs may be represented several times.

The attribute **IE_COUNTRY_BLG_ID** represents the ISO country number of the country where the data (record) originated from. This information is used for testing and checking purposes.

Like all data tables (**ZT_***), this table is available in the database for several years.

ZT_MARITIME_ROUTES_TBL_xx
TRACECA_DATA Geodatabase
TABLE
Data source: TRACECA Member States

The field structure of the **ZT_MARITIME_ROUTES_TBL_xx** table is as follows:

Field name	Data type	Length	Contents
ROUTE_ID	Integer	--	Route ID (see **NODE_TO_NODE_ROUTES_TBL-ID** route from **NODE_TO_NODE_ROUTES_TBL**
MR_PS_NPS	Double	--	Number of calls for passenger ships
MR_PS_NP	Double	--	Number of passengers
MR_TS_NTS	Double	--	Number of calls for tankers
MR_TS_TT	Double	--	Tonnage of cargo for tankers (tons)
MR_FR_FB	Double	--	Number of calls for ferries
MR_FR_FV	Double	--	Number of vehicles on ferries
MR_FR_FC	Double	--	Number of wagons on ferries
MR_GCS_NGCS	Double	--	Number of calls for general cargo ships per year
MR_GCS_GCT	Double	--	Tonnage of general cargo per year (tons)
MR_DBS_NBS	Double	--	Number of calls for bulk ships per year
MR_DBS_BT	Double	--	Tonnage of bulk cargo per year (tons)
MR_CS_NCS	Double	--	Number of calls for container ships per year
MR_CS_NC	Double	--	Number of containers per year
MR_OS_NOS	Double	--	Number of calls for other ships per year
MR_OS_OT	Double	--	Tonnage of cargo on other ships per year (tons)
ROUTE_COUNTRY_BLG_ID	Integer	--	ISO country number of country of data source (see **CC_NO** in **COUNTRIES_TBL**)

This table provides information on maritime shipping routes, such as the number of calls for various types of ships, and the transported tonnage of different types of goods on a particular link.

The attribute **ROUTE_COUNTRY_BLG_ID** represents the ISO country number of the country where the data (record) originated from. This information is used for testing and checking purposes. References to the **NODE_TO_NDE_ROUTE_TBL** are also made (**ROUTE_ID**.

Like all data tables (**ZT_***), this table is available in the database for several years.

ZT_PORT_TERMS_CHARS_TBL_xx
TRACECA_DATA Geodatabase
TABLE
Data source: TRACECA Member States

The field structure of the **ZT_PORT_TERMS_CHARS_TBL_xx** table is as follows:

Field name	Data type	Length	Contents
ID	Integer	--	Object ID (primary key)
NODE_P_ID	Integer	--	Node ID (see **ID** of **NODES_TBL**)
PTC_BN	Integer	--	Berths number
PTC_BMD	Double	--	Maximum berths draft (m)
PTC_BTL	Double	--	Total length of berthage (m)
PTC_MVDWT	Double	--	Maximum berths draft (m)
PTC_MLEC	Double	--	Maximum berths draft (m)
PTC_TC	Double	--	Terminal capacity (tons/year)
PTC_WOS	Double	--	Warehouse outdoor storage (m^2)
PTC_WIS	Double	--	Warehouse indoor storage (m^2)
PTC_COL	Double	--	Cooling storage (tons)
PC_TT_ID	Integer	--	Port terminal type (see **TT_ID** of **PORT_TERMINALS_TYPE_TBL**)
PORT_COUNTRY_BLG_ID	Integer	--	ISO country number (see **COUNTRIES_TBL**)

This table provides information on port terminal facilities and port terminal capacities. **NODE_P_ID** represents a port node ID and corresponds to the **ID** attribute of the **NODES_TBL**. **PC_TT_ID** represents the port terminal type, and thus corresponds to the attribute **TT_ID** of the **PORT_TERMINALS_TYPE_TBL** table. The final reference in this table is the **PORT_COUNTRY_BLG_ID** which represents the ISO country number (**CC_NO** of **COUNTRIES_TBL**).

Like all data tables (**ZT_***), this table is available in the database for several years.

ZT_PORTS_CHARS_TBL_xx
TRACECA_DATA Geodatabase
TABLE
Data source: TRACECA Member States

The field structure of the **ZT_PORTS_CHARS_TBL_xx** table is as follows:

Field name	Data type	Length	Contents
ID	Integer	--	Object ID (primary key)
NODE_P_ID	Integer	--	Node ID (see **ID** of **NODES_TBL**)
PC_ACD	Double	--	Maximum access channel depth (m)
PC_ACL	Double	--	Maximum access channel length (m)
PC_WA	Double	--	Water area of port (m^2)
PC_OA	Double	--	Onshore area of port (m^2)
PORT_COUNTRY_BLG_ID	Integer	--	ISO country number (see **COUNTRIES_TBL**)

This table provides general information on port areas (water areas – **PC_WA** – and onshore areas – **PC_OA**) and access channels (depth – **PC_ACD** – and length – **PCACL**), the latter one being important as the access channel dimensions also determines the maximum ship dimensions of ship running to the port. **NODE_P_ID** represents a port node ID and corresponds to the **ID** attribute of the **NODES_TBL**. The final reference in this table is the **PORT_COUNTRY_BLG_ID** which represents the ISO country number (**CC_NO** of **COUNTRIES_TBL**).

Like all data tables (**ZT_***), this table is available in the database for several years.

ZT_PRODUCT_OBLS_LVL_TBL_xx
TRACECA_DATA Geodatabase
TABLE
Data source: TRACECA Member States

The field structure of the **ZT_PRODUCT_OBLS_LVL_TBL_xx** table is as follows:

Field name	Data type	Length	Contents
ID	Integer	--	Object ID (primary key)
PROV_ID	Integer	--	Province ID (see **ID** of **PROVINCES_TBL**)
CM_ID	Integer	--	Commodity code ID (see **OBJECTID** of **COMMODITIES_TBL**)
CM_TON	Integer	--	Tonnage of commodity transported per year per province (in tons)
CM_COUNTRY_BLG_ID	Integer	--	ISO country number (see **COUNTRIES_TBL**)

This table provides information on the transported tonnage of commodity groups per province. **PROV_ID** indicates the province ID and corresponds to the ID of **PROVINCES_TBL**, whereas **CM_ID** provides the commodity code ID, corresponding to **OBJECTID** of **COMMODITIES_TBL** table. **CM_TON** then gives the tonnage transported per years for a particular commodity group, whereas **CM_COUNTRY_BLG_ID** represents the ISO country number (**CC_NO** of **COUNTRIES_TBL**) of the country in which the province is located.

If in any province in a given year more than one commodity group is transported (which is usually the case), the province will appear several times in this table, one time per commodity group transported.

Like all data tables (**ZT_***), this table is available in the database for several years.

ZT_RAIL_ROUTES_COMMODITIES_TBL_xx
TRACECA_DATA Geodatabase
TABLE
Data source: TRACECA Member States

The field structure of the **ZT_RAIL_ROUTES_COMMODITIES_TBL_xx** table is as follows:

Field name	Data type	Length	Contents
ID	Integer	--	Object ID (primary key)
ROUTE_ID	Integer	--	Railway link ID (see **NODE_LINK_ID** of **NODE_TO_NODE_ROUTES_TBL**)
RL_CM_ID	Integer	--	Commodity code ID (see **OBJECTID** of **COM-MODITIES_TBL**)
RL_TON	Double	--	Tonnage of commodity transported per year (in t)
ROUTE_COUNTRY_BLG_ID	Integer	--	ISO country number (see **COUNTRIES_TBL**)

This table provides information on the transported tonnage of each commodity group by rail on a railway link in a given year.

ROUTE_ID indicates the railway link ID and corresponds to the **NODE_LINK_ID** of **NODE_TO_NODE_ROUTES_TBL**, whereas **RL_CM_ID** provides the commodity code ID, corresponding to **OBJECTID** of **COMMODITIES_TBL** table. **RL_TON** then gives the tonnage transported per years for a particular commodity group, whereas **ROUTE_COUNTRY_BLG_ID** represents the ISO country number (**CC_NO** of **COUNTRIES_TBL**) of the country in which the railway link is located.

If on any railway link in a given year more than one commodity group is transported (which is usually the case), the particular link will appear several times in this table, one time per commodity group transported.

Like all data tables (**ZT_***), this table is available in the database for several years.

ZT_RAIL_ROUTES_GEN_CHARS_TBL_xx
TRACECA_DATA Geodatabase
TABLE
Data source: TRACECA Member States

The field structure of the **ZT_RAIL_ROUTES_GEN_CHARS_TBL_xx** table is as follows:

Field name	Data type	Length	Contents
ID	Integer	--	Object ID (primary key)
ROUTE_ID	Integer	--	Railway link ID (see **NODE_LINK_ID** of **NODE_TO_NODE_ROUTES_TBL**)
RL_TRAF_SEC_LENGTH	Integer	--	Link section length between the two nodes (km)
RL_PN			Passenger numbers per year
RL_CT_TON	Double	--	Total tonnage of all commodities transported per year (in t)
ROUTE_COUNTRY_BLG_ID	Integer	--	ISO country number (see **COUNTRIES_TBL**)

This table provides basic information on the general transport volumes by rail on a particular railway link in a given year.

ROUTE_ID indicates the railway link ID and corresponds to the **NODE_LINK_ID** of **NODE_TO_NODE_ROUTES_TBL** table. By using **NODE_TO_NODE_ROUTES_TBL** as reference table, this table can be linked to the **RAILLINKS** feature class of the **TRACECA_TRANSPORT_MODEL** geodatabase. In contrast, a direct link of this table to the **RAILWAYS** feature class of the **TRACECA_MAP_CORELDRAW** feature dataset or to the **DCW_RAILWAYS** feature class of the **TRACECA_BASE_GEOGRAPHY_DATA** feature dataset of the **TRACECA_GEOGRAPHY** geodatabase is not possible.

CMRL_TRAF_SEC_LENGTH gives the link section length in kilometres between the two nodes. **RL_PN** provides the total number of passengers per year on that railway section, while **RL_CT_TON** gives the total tonnage transported per years for all commodity groups; finally **ROUTE_COUNTRY_BLG_ID** represents the ISO country number (**CC_NO** of **COUNTRIES_TBL**) of the country in which the railway link is located.

If on any railway link in a given year more than one commodity group is transported (which is usually the case), the particular link will appear several times in this table, one time per commodity group transported.

Like all data tables (**ZT_***), this table is available in the database for several years.

ZT_RAIL_ROUTES_PHIS_CHARS_TBL_xx
TRACECA_DATA Geodatabase
TABLE
Data source: TRACECA Member States

The field structure of the **ZT_RAIL_ROUTES_PHIS_CHARS_TBL_xx** table is as follows:

Field name	Data type	Length	Contents
ID	Integer	--	Object ID (primary key)
ROUTE_ID	Integer	--	Railway link ID (see **NODE_LINK_ID** of **NODE_TO_NODE_ROUTES_TBL**)
RL_TL	Double	--	Total link length between two nodes (km)
RL_MTL	Double	--	Multiple track length (km)
RL_STL	Double	--	Single track length (km)
RL_AS	Double	--	Automatic signalling length (km)
RL_SAS	Double	--	Semi-automatic signalling length (km)
RL_CS	Double	--	Centralized signalling length (km)
RL_ET	Double	--	Electric traction length (km)
RL_DT	Double	--	Diesel traction length (km)
RL_MS	Double	--	Max speed on link (km/h)
RL_AS_FT	Double	--	Average speed for freight trains (km/h)
RL_AS_PT	Double	--	Average speed for passenger trains (km/h)
RL_ACS_FT	Double	--	Average commercial speed for freight trains (km/h)
RL_ACS_PT	Double	--	Average commercial speed for passenger trains (km/h)
ROUTE_COUNTRY_BLG_ID	Integer	--	ISO country number (see **COUNTRIES_TBL**)

This table provides basic information on the general physical characteristics of a particular railway link in a given year.

ROUTE_ID indicates the railway link ID and corresponds to the **NODE_LINK_ID** of **NODE_TO_NODE_ROUTES_TBL** table. By using **NODE_TO_NODE_ROUTES_TBL** as reference table, this table can be linked to the **RAILLINKS** feature class of the **TRACECA_TRANSPORT_MODEL** geodatabase. In contrast, a direct link of this table to the **RAILWAYS** feature class of the **TRACECA_MAP_CORELDRAW** feature dataset or to the **DCW_RAILWAYS** feature class of the **TRACECA_BASE_GEOGRAPHY_DATA** feature dataset of the **TRACECA_GEOGRAPHY** geodatabase is not possible.

The total link length (**RL_TL**), the length of multiple (**RL_MTL**) and single track sections (**RL_STL**) of that link, as well as the length of automatic (**RL_AS**), semi-automatic (**RL_SAS**) and centralised (**RL_CS**) signalling systems are provided, so as the length of electrified sections (**RL_ET**) and non-electrified (**RL_DT**) sections of that link between two nodes. These different length figures are necessary because of the specific coding of the links in the **RAILLINKS** feature class of the **TRACECA_TRANSPORT_MODEL** geodatabase: There, a link represents a full section between two (great) cities, even if the distance is several tens or hundreds of kilometres. Very often such long sections may include sub-sections which are multiple track and other sub-sections with single tracks; so as there may be sub-sections with automatic or semi-automatic signalling systems, and there may be sub-sections which are electrified and others which are not. The respective attributes listed then provide the length of these sub-

sections. Like all data tables (ZT_*), this table is available in the database for several years.

ZT_ROAD_ROUTES_GEN_CHARS_TBL_xx
TRACECA_DATA Geodatabase
TABLE
Data source: TRACECA Member States

The field structure of the **ZT_ROAD_ROUTES_GEN_CHARS_TBL_xx** table is as follows:

Field name	Data type	Length	Contents
ID	Integer	--	Object ID (primary key)
ROUTE_ID	Integer	--	Road link ID (see **NODE_LINK_ID** of **NODE_TO_NODE_ROUTES_TBL**)
RR_TOT_TRAFF	Double	--	Total traffic (all transport types)
RR_TRAF_SEC_LENGTH	Double	--	Link length between two nodes (km)
RR_2WV_AADT	Double	--	AADT - 2-wheeled vehicles
RR_CT_AADT	Double	--	AADT - cars and taxis
RR_MB_AADT	Double	--	AADT - mini buses (paratransit)
RR_BC_AADT	Double	--	AADT - buses and coaches
RR_LGV_PUV_AADT	Double	--	AADT - light goods vehicles (PU/Vans)
RR_HGV_T2A_AADT	Double	--	AADT - heavy goods vehicles (truck 2-axles)
RR_HGV_T3A_AADT	Double	--	AADT - heavy goods vehicles (truck 3-axles)
RR_HGV_TMORE3A_AADT	Double	--	AADT - heavy goods vehicles (truck > 3-axles)
ROUTE_COUNTRY_BLG_ID	Integer	--	ISO country number (see **COUNTRIES_TBL**)

This table provides basic information on the general transport volumes on particular road links in a given year.

ROUTE_ID indicates the road link ID and corresponds to the **NODE_LINK_ID** of **NODE_TO_NODE_ROUTES_TBL** table. By using **NODE_TO_NODE_ROUTES_TBL** as reference table, this table can be linked to the **ROADLINKS** feature class of the **TRACECA_TRANSPORT_MODEL** geodatabase. In contrast, a direct link of this table to the **ROADS** feature class of the **TRACECA_MAP_CORELDRAW** feature dataset or to the **DCW_ROADS** feature class of the **TRACECA_BASE_GEOGRAPHY_DATA** feature dataset of the **TRACECA_GEOGRAPHY** geodatabase is not possible.

RR_TOT_TRAF gives the total traffic volume on a link, whereas **RR_TRAF_SEC_LENGTH** gives the overall link length between the two nodes. The following attributes provide different AADT numbers (AADT = Average annual daily traffic) for different types of vehicles such as cars and taxis, buses and different kinds of trucks.

ROUTE_COUNTRY_BLG_ID represents the ISO country number (**CC_NO** of **COUNTRIES_TBL**) of the country in which the road is located.

Like all data tables (**ZT_***), this table is available in the database for several years.

ZT_ROAD_ROUTES_PHIS_CHARS_TBL_xx
TRACECA_DATA Geodatabase
TABLE
Data source: TRACECA Member States

The field structure of the **ZT_ROAD_ROUTES_PHIS_CHARS_TBL_xx** table is as follows:

Field name	Data type	Length	Contents
ID	Integer	--	Object ID (primary key)
ROUTE_ID	Integer	--	Road link ID (see **NODE_LINK_ID** of **NODE_TO_NODE_ROUTES_TBL**)
RR_TL	Double	--	Total link length (km)
RR_IDEN	Text	10	Road identification (example: M7, A21,E77)
RR_C1A	Double	--	Length of road category 1a (km)
RR_C1B	Double	--	Length of road category 1b (km)
RR_C2	Double	--	Length of road category 2 (km)
RR_C3	Double	--	Length of road category 3 (km)
RR_C4	Double	--	Length of road category 4 (km)
RR_C5	Double	--	Length of road category 5 (km)
RR_M	Double	--	Length of mountainous road (km)
RR_F	Double	--	Length of flat road (km)
RR_SP	Double	--	Length of surfaced road (km)
RR_UP	Double	--	Length of unsurfaced road (km)
RR_GP	Double	--	Length of good pavement road (km)
RR_FP	Double	--	Length of fair pavement road (km)
RR_BP	Double	--	Length of bad pavement road (km)
RR_MLP	Double	--	Maximum axle load permissible (tons/axle)
RR_MVW	Double	--	Maximum vehicle weight allowed (tons)
RR_MCS	Double	--	Maximum car speed (km/h)
RR_MBS	Double	--	Maximum bus speed (km/h)
RR_MTC	Double	--	Maximum truck speed (km/h)
RR_RCA	Double	--	Road capacity per day from A to B node
RR_RCB	Double	--	Road capacity per day from B to A node
RR_RP	Double	--	Weight of road platform
ROUTE_COUNTRY_BLG_ID	Integer	--	ISO country number (see **COUNTRIES_TBL**)

This table provides basic information on the general physical conditions of a particular road link in a given year.

ROUTE_ID indicates the road link ID and corresponds to the **NODE_LINK_ID** of **NODE_TO_NODE_ROUTES_TBL** table. By using **NODE_TO_NODE_ROUTES_TBL** as reference table, this table can be linked to the **ROADLINKS** feature class of the **TRACECA_TRANSPORT_MODEL** geodatabase. In contrast, a direct link of this table to the **ROADS** feature class of the **TRACECA_MAP_CORELDRAW** feature dataset or to the **DCW_ROADS** feature class of the **TRACECA_BASE_GEOGRAPHY_DATA** feature dataset of the **TRACECA_GEOGRAPHY** geodatabase is not possible.

The total link length (**RR_TL**), but also the lengths of different sub-sections with different road classifications are provided (**RR_C1**, **RR_C2**, **RR_C3**, **RR_C4**, **RR_C5**), so as the

length of surfaced and unsurfaced sub-sections (**RR_SP** and **RR_UP**, respectively) and the length of subsections with good, fair and bad pavement conditions (**RR_GP**, **RR_FP**, **RR_BP**, respectively). These different length figures are necessary because of the specific coding of the links in the **ROADLINKS** feature class of the **TRACECA_TRANSPORT_MODEL** geodatabase: There, a link represents a full section between two (great) cities, even if the distance is several tens or hundreds of kilometres. Very often such long sections may include sub-sections which are in good pavement conditions and other subsections with are in fair or bad pavement conditions; so as there may be subsections with different road categories. The respective attributes listed then provide the length of these subsections.

Additional attributes provide information on the road identification (**RR_IDEN**), maximum axles allowed (**RR_MLP**, **RR_MVW**), maximum vehicle speeds (**RR_MCS**, **RR_MBS**, **RR_MTC**) and road capacities by direction (**RR_RCA**, **RR_RCB**).

ROUTE_COUNTRY_BLG_ID represents the ISO country number (**CC_NO** of **COUNTRIES_TBL**) of the country in which the road is located.

Like all data tables (**ZT_***), this table is available in the database for several years.

ZT_SOCIO_ECONOM_OBLS_LVL_TBL_xx
TRACECA_DATA Geodatabase
TABLE
Data source: TRACECA Member States

The field structure of the **ZT_SOCIO_ECONOM_OBLS_LVL_TBL_xx** table is as follows:

Field name	Data type	Length	Contents
ID	Integer	--	Object ID (primary key)
PROV_ID	Integer	--	Province ID (see ID of **PROVINCES_TBL**)
SEO_TA	Double	--	Total area (km^2)
SEO_CA	Double	--	Cultivated area (km^2)
SEO_TPG_CODE	Text	20	Code of topography 1 = flat 2 = hilly 3 = mountainous (plus any combination of them)
SEO_TP	Double	--	Total population (thousands)
SEO_TP20	Double	--	Total population below 20 (thousand)
SEO_RP	Double	--	Rural population (thousands)
SEO_UP	Double	--	Urban population (thousands)
SEO_AWP	Double	--	Active working population (thousands)
SEO_EAS	Double	--	Employed people in agriculture (thousands)
SEO_EIS	Double	--	Employed people in industry (thousands)
SEO_ECS	Double	--	Employed people in construction (thousands)
SEO_ESS	Double	--	Employed people in service (thousands)
SEO_GDP	Double	--	Total GDP (1,000 $)
SEO_GDP_CAP	Double	--	GDP per capita (in $)
SEO_GDP_AS	Double	--	GDP in agriculture (1,000 $)
SEO_GDP_IS	Double	--	GDP in industry (1,000 $)
SEO_GDP_CS	Double	--	GDP in construction (1,000 $)
SEO_GDP_SS	Double	--	GDP in service (1,000 $)
SEO_TV	Double	--	Total number of vehicles registered (thousands)
SEO_C	Double	--	Total number of cars registered (thousands)
SEO_MB	Double	--	Total number of mini buses registered (thousands)
SEO_TB	Double	--	Total number of buses registered (thousands)
SEO_LT	Double	--	Total number of light trucks registered (thousands)
SEO_HT	Double	--	Total number of heavy trucks registered (thousands)
SEO_COUNTRY_BLG_ID	Integer	--	ISO country number (see **COUNTRIES_TBL**)

This table provides basic socio-demographic and socio-economic data for the provinces of the TRACECA Member States for several years.

PROV_ID represents the province ID and corresponds to the attribute **ID** of **PROVINCES_TBL**. Using the **PROVINCES_TBL** as reference table, the socio-economic data can be linked to the **ADM2_PROVINCES** feature class of the **TRACECA_BASE_GEOGRAPHY_DATA** feature dataset of the **TRACECA_GEOGRAPHY** geodatabase in order to map or to analyse the data in a GIS environment. **SEO_COUNTRY_BLG_ID** represents the ISO country number (**CC_NO** of **COUN-**

TRIES_TBL) of the country in which the province link is located, thus proving possibilities to link further national data. There are additional attributes providing socio-demographic data (**SEO_TP, SEO_TP20, SEO_RP, SEO_UP**), socio-economic data (**SEO_AWP, SEO_EAS, SEO_EIS, SEO_ECS, SEO_ESS**), accounting data (**SEO_GDP, SEO_GDP_AS, SEO_GDP_IS, SEO_GDP_CS, SEO_GDP_SS**), and providing information on vehicle registered (**SEO_TV, SEO_C, SEO_MB, SEO_TB, SEO_LT, SEO_HT**).

Like all data tables (**ZT_***), this table is available in the database for several years.

ANNEX 4.

TRACECA GIS Database
Version 1.0, August 2006

DATABASE USER MANUAL:
PROVINCES IN THE TRACECA MEMBER STATES
- SYSTEM OF REGIONS -

C. Schürmann

TRACECA Permanent Secretariat,
Baku, July 2006

Provinces in the TRACECA Member States

Implementation in the GIS Database

The regional subdivision of the TRACECA Member States is reflected in two main tables in the TRACECA GIS Database. First, the geometry, i.e. the region boundaries, is stored in the feature class **ADM2_PROVINCES** in the **TRACECA_BASE_GEOGRAPHICAL_DATA** of the **TRACECA_GEOGRAPHY** geodatabase (see Chapter 2) in form of polygon objects. Some basic attributes are stored with this layer; *inter alias* the country code, province name and province code.

In addition, there is a reference province table called **PROVINCES_TBL** available in the **TRACECA_DATA** geodatabase. This table serves as a reference for all other tables, useful for establishing certain relationships. This table also provides country and province codes, but also the province names in English and Russian (see Annex 3); however, any geometric information is not stored here, nor does this table include any statistical data on the socio-economic situation or production.

These two tables are the main reference for displaying, analysing and mapping regional data within the TRACECA GIS Database. In addition, the actual statistical data for each province, such as population, GDP or production, are stored in individual tables of the **TRACECA_DATA** geodatabase, called **zt_SOCIO_ECONOM_OBLS_xx** and **zt_PRODUCT_OBLS_xx** (see Annex 3 for more information), which can be linked to the above two tables by using the province codes.

Each province of the system of regions for the TRACECA Member States can be identified (or queried) by a unique province code. The general structure of this code is as follows:

$$XX\text{-}yyy$$

where **XX** represents the 2-letter ISO country code of the country to which the region belongs (see Annex 3), followed by a dash and up to three digits **YYY** (characters or numbers) for identifying each province individually. Depending on the country, the three digits **YYY** can be represented by numeric values (1, 2, 3, ...) or a specific combination of one, two or three letters.

The Regional Subdivision Used

The regional subdivision used in the TRACECA GIS Database corresponds to existing administrative or statistical entities in the TRACECA Member States. Emphasis was given to implement a harmonised set of regions, i.e. the total number of regional subdivisions should correspond to the overall size of the country, but on the other hand this structure should also reflect the economic and geographic structures of the countries concerned. It also had to be ensured that statistical data are available for the chosen regional subdivision. The designation of the regions is differently in the countries: There are, for example, *oblystar* and *qalasy* in Kazakhstan, *mkhare* and *autonomous republics* in Georgia, or *NUTS-3 regions* in Bulgaria and Romania, just to mention a few.

The type of subdivisions used in the TRACECA Member States is illustrated in the following table. The total number of provinces is 335.

Table A4-1. Regional subdivisions in the TRACECA Member States.

Country	Units	Number of provinces
Armenia	10 marzer, 1 independent city	11
Azerbaijan	70 rayons	70
Bulgaria	28 NUTS-3 regions	28
Georgia	10 Mkhare, 2 autonomous republics	12
Kazakhstan	14 oblystar, 3 qalasy	17
Kyrgyzstan	7 oblasttar, 1 shaar	8
Moldova	11 provinces, 1 independent city	12
Romania	42 NUTS-3 regions	42
Tajikistan	3 viloyatho, 1 viloyati mukhtor, 1 independent city	5
Turkey	83 provinces	83
Turkmenistan	5 welayatlar, 1 independent city	6
Ukraine	27 oblasts	27
Uzbekistan	12 viloyatlar, 1 autonomous republic, 1 shara	14
Total number of provinces		*335*

Following is a full list of the system of regions (including the province names in English and the province codes used), together with individual country maps, illustrating the system of regions on a country-by-country basis in alphabetical order (English country names).

The system of regions will be described country by country in alphabetical order in a standardised format on one (or two) page(s). First a header indicates the country and the number of provinces available. Then the provinces are listed in tabular format, followed by a country map illustrating the province boundaries, the province name and province code.

The column 'No' in the following tables corresponds to the attribute **ID** of the **PROVINCES_TBL** table of the **TRACECA_DATA** geodatabase (see Annex 3).

The column 'Province code' in the following tables corresponds to the attribute **REGCODE** of the **ADM2_PROVINCES** feature class of the **TRACECA_BASE_GEOGRAPHICAL_DATA** feature dataset of the **TRACECA_GEOGRAPHY** geodatabase (see Annex 2), and to the attribute **INT_PRV_CODE** of the **PROVINCES_TBL** table of the **TRACECA_DATA** geodatabase (see Annex 3).

The column 'Province name' in the following tables corresponds to the attribute **NAME** of the **TRACECA_BASE_GEOGRAPHICAL_DATA** feature dataset of the **TRACECA_GEOGRAPHY** geodatabase (see Annex 2), and to the attribute **PRV_NAME_ENG** of the **PROVINCES_TBL** table of the **TRACECA_DATA** geodatabase (see Annex 3).

ARMENIA
PROVINCES AVAILABLE IN TRACECA GIS DATABASE
10 Mazar, 1 indepdendent city (total 11)

No	Province code	Province name	No	Province code	Province name
1	AM-AG	Aragatsotn	7	AM-LO	Lorri
2	AM-AR	Ararat	8	AM-SH	Shirak
3	AM-AV	Armavir	9	AM-SU	Syunik
4	AM-ER	Yerevan	10	AM-TV	Tavush
5	AM-GR	Gegharkunik	11	AM-VD	Vayots Dzor
6	AM-KT	Kotayk			

AZERBAIJAN
PROVINCES AVAILABLE IN TRACECA GIS DATABASE
70 rayons (total70)

No	Province code	Province name	No	Province code	Province name
12	AZ-ABS	Absheron	47	AZ-NEF	Neftchala
13	AZ-AGC	Agjabedi	48	AZ-OGU	Oguz
14	AZ-AGM	Agdam	49	AZ-ORD	Ordubad
15	AZ-AGS	Agdash	50	AZ-QAB	Gabala
16	AZ-AGA	Agstafa	51	AZ-QAX	Gah
17	AZ-AGU	Agsu	52	AZ-QAZ	Gazah
18	AZ-AB	Ali Bayramli	53	AZ-QOB	Gobustan
19	AZ-AST	Astara	54	AZ-QBA	Guba
20	AZ-BAB	Babak	55	AZ-QBI	Gubadli
21	AZ-BAL	Balakan	56	AZ-QUS	Gusar
22	AZ-BAR	Barda	57	AZ-SAT	Saatli
23	AZ-BEY	Beyleqan	58	AZ-SAB	Sabirabad
24	AZ-BIL	Bilesuvar	59	AZ-SAH	Shahbuz
25	AZ-CAB	Jebrayil	60	AZ-SAK	Sheki
26	AZ-CAL	Jalilabad	61	AZ-SAL	Salyan
27	AZ-CUL	Julfa	62	AZ-SMI	Shamahi
28	AZ-DAS	Dashkasan	63	AZ-SKR	Shamkir
29	AZ-DAV	Davachi	64	AZ-SMX	Samux
30	AZ-FUZ	Fuzuli	65	AZ-SAR	Sharur
31	AZ-GAD	Gadabay	66	AZ-SIY	Siyazan
32	AZ-GA	Ganca	67	AZ-TAR	Tartar
33	AZ-GOR	Goranboy	68	AZ-TOV	Tovuz
34	AZ-GOY	Goychay	69	AZ-UCA	Ujar
35	AZ-HAC	Hacigabul	70	AZ-XAC	Hachmaz
36	AZ-IMI	Imishli	71	AZ-XA	Hankandi
37	AZ-ISM	Ismayilli	72	AZ-XAN	Hanlar
38	AZ-KAL	Kalbacar	73	AZ-XIZ	Hizi
39	AZ-KUR	Kurdamir	74	AZ-XCI	Hocali
40	AZ-LAC	Lachin	75	AZ-XVD	Hocavand
41	AZ-LAN	Lankaran	76	AZ-YAR	Yardimli
42	AZ-LER	Lerik	77	AZ-YEV	Yevlah
43	AZ-MAS	Masalli	78	AZ-ZAN	Zengilan
44	AZ-MI	Mingechevir	79	AZ-ZAQ	Zakatala
45	AZ-NA	Naftalan	80	AZ-ZAR	Zerdab
46	AZ-NX	Naxchivan	392	AZ-BA	Baku

BULGARIA
PROVINCES AVAILABLE IN TRACECA GIS DATABASE
28 NUTS-3 regions (total 28)

No	Province code	Province name	No	Province code	Province name
205	BG-01	Blagoevgrad	219	BG-17	Razgrad
206	BG-02	Burgas	220	BG-18	Ruse
207	BG-08	Dobrich	221	BG-19	Silistra
208	BG-07	Gabrovo	222	BG-20	Sliven
209	BG-26	Haskovo	223	BG-21	Smolyan
210	BG-28	Jambol	224	BG-23	Sofiya
211	BG-09	Kirdjali	225	BG-22	Sofiya-grad
212	BG-10	Kjustendil	226	BG-24	Stara Zagora
213	BG-11	Lovech	227	BG-27	Shumen
214	BG-12	Montana	228	BG-25	Turgovishte
215	BG-13	Pazardzhik	229	BG-03	Varna
216	BG-14	Pernik	230	BG-04	Veliko Turnovo
217	BG-15	Pleven	231	BG-05	Vidin
218	BG-16	Plovdiv	232	BG-06	Vratsa

GEORGIA
PROVINCES AVAILABLE IN TRACECA GIS DATABASE
10 Mkhare, 2 autonomous republics (total 12)

No	Province code	Province name	No	Province code	Province name
81	GE-AB	Abkhaziya	87	GE-MM	Mtskheta-Mtianeti
82	GE-AJ	Achara	88	GE-RL	Racha-Lechkhumi–Kvemo S.
83	GE-GU	Guria	89	GE-SJ	Samtskhe-Javakheti
84	GE-IM	Imereti	90	GE-SZ	Samegrelo–Zemo Svaneti
85	GE-KA	Kakheti	91	GE-SK	Shida Kartli
86	GE-KK	Kvemo Kartli	92	GE-TB	Tbilisi

KAZAKHSTAN
PROVINCES AVAILABLE IN TRACECA GIS DATABASE
14 Oblystar (total 14)

No	Province code	Province name	No	Province code	Province name
93	KZ-ALM	Almaty	100	KZ-PAV	Pavlodar
94	KZ-AKM	Akmola	101	KZ-KAR	Karaghandy
95	KZ-AKT	Aktube	102	KZ-KZY	Kyzylorda
96	KZ-ATY	Atyrau	103	KZ-KUS	Kostanay
97	KZ-ZHA	Djambul	104	KZ-VOS	Shyghys Kazakstan
98	KZ-MAN	Mangghystau	105	KZ-SEV	Soltustik Kazakstan
99	KZ-YUZ	Ongtustik Kazakstan	106	KZ-ZAP	Batos Kazakstan

KYRGYZSTAN
PROVINCES AVAILABLE IN TRACECA GIS DATABASE
7 Oblasttar, 1 Shaar (total 8)

No	Province code	Province name	No	Province code	Province name
107	KG-B	Batken	111	KG-N	Naryn
108	KG-J	Jalalabat	112	KG-O	Osh
109	KG-C	Chuy	113	KG-T	Talas
110	KG-Y	Isykkol			

MOLDOVA
PROVINCES AVAILABLE IN TRACECA GIS DATABASE
11 provinces, 1 independent city (total 12)

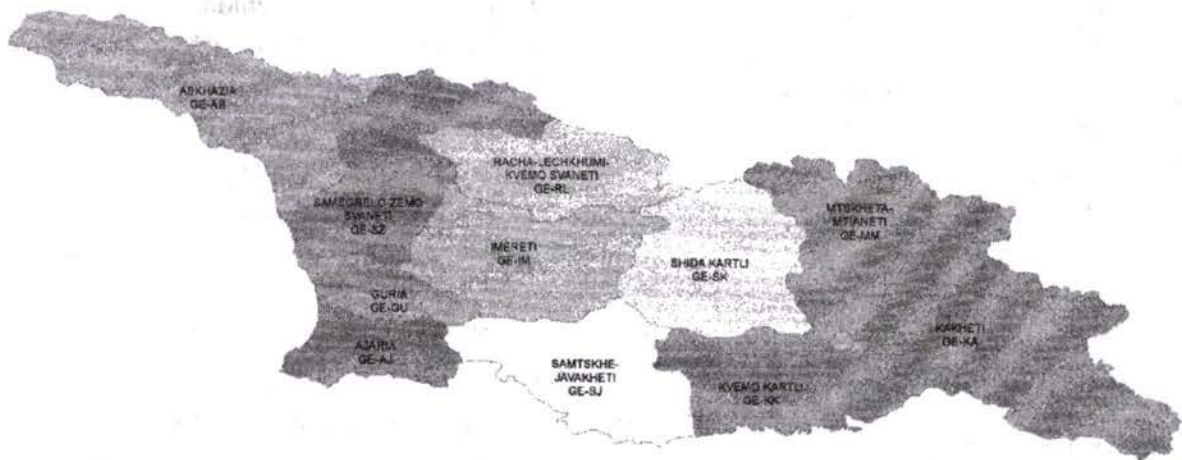| No	Province code	Province name	No	Province code	Province name
114	MD-BA	Balti	120	MD-OR	Orhei
115	MD-CA	Cahul	121	MD-SO	Soroca
116	MD-CU	Kishinev	122	MD-SN	Stinga
117	MD-ED	Edinet	123	MD-TA	Taraclia
118	MD-GA	Gagauziya	124	MD-TI	Tighina
119	MD-LA	Lapushna	125	MD-UN	Ungheni

ROMANIA
PROVINCES AVAILABLE IN TRACECA GIS DATABASE
42 NUTS-3 regions (total 42)

No	Province code	Province name	No	Province code	Province name
261	RO-AB	Alba	282	RO-HR	Harghita
262	RO-AR	Arad	283	RO-HD	Hunedoara
263	RO-AG	Argesh	284	RO-IL	Ialomita
264	RO-BC	Bacau	285	RO-IS	Iashi
265	RO-BH	Bihor	286	RO-IF	Ilfov
266	RO-BN	Bistrita-Nasaud	287	RO-MM	Maramuresh
267	RO-BT	Botoshani	288	RO-MH	Mehedinti
268	RO-BR	Braila	289	RO-MS	Muresh
269	RO-BV	Brashov	290	RO-NT	Neamt
270	RO-B	Bucureshti	291	RO-OT	Olt
271	RO-BZ	Buzau	292	RO-PH	Prahova
272	RO-CL	Calarashi	293	RO-SJ	Salaj
273	RO-CS	Carash-Severin	294	RO-SM	Satu Mare
274	RO-CJ	Cluj	295	RO-SB	Sibiu
275	RO-CT	Constanta	296	RO-SV	Suceava
276	RO-CV	Covasna	297	RO-TO	Teleorman
277	RO-DB	Dambovita	298	RO-TM	Timish
278	RO-DJ	Dolj	299	RO-TL	Tulcea
279	RO-GL	Galati	300	RO-VL	Valcea
280	RO-GR	Giurgiu	301	RO-VS	Vaslui
281	RO-GJ	Gorj	302	RO-VN	Vrancea

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TAJIKISTAN
PROVINCES AVAILABLE IN TRACECA GIS DATABASE
3 Viloyatho, 1 Viloyati mukhtor, 1 independent city (total 5)

No	Province code	Province name	No	Province code	Province name
126	TJ-KT	Khatlon	129	TJ-SU	Sughd
127	TJ-GB	Kuhistoni Badakhshon	391	TJ_D	Dushanbe
128	TJ-KR	Nohiyahoi tobei Jumhurii			

TRACECA

TURKEY
PROVINCES AVAILABLE IN TRACECA GIS DATABASE
83 provinces (total 83)

No	Province code	Province name	No	Province code	Province name
303	TR-01	Adana	344	TR-35	Izmir
304	TR-02	Adıyaman	345	TR-46	Kahramanmarash
306	TR-04	Agri	346	TR-78	Karabuk
307	TR-68	Aksaray	347	TR-70	Karaman
308	TR-05	Amasya	348	TR-36	Kars
309	TR-06	Ankara	349	TR-37	Kastamonu
310	TR-07	Antalya	350	TR-38	Kayseri
311	TR-75	Ardahan	351	TR-79	Kilis
312	TR-08	Artvin	352	TR-71	Kirikkale
313	TR-09	Aydın	353	TR-39	Kirklareli
314	TR-10	Balikesir	354	TR-40	Kirshehir
315	TR-74	Bartın	355	TR-41	Kojaeli
316	TR-72	Batman	356	TR-42	Konya
317	TR-69	Bayburt	357	TR-43	Kutahya
318	TR-11	Bilecik	358	TR-44	Malatya
319	TR-12	Bingol	359	TR-45	Manisa
320	TR-13	Bitlis	360	TR-47	Mardin
321	TR-14	Bolu	361	TR-48	Mugla
305	TR-03	Afyon	362	TR-49	Mush
322	TR-15	Burdur	363	TR-50	Nevshehir
323	TR-16	Bursa	364	TR-51	Nigde
324	TR-17	Chanakkale	365	TR-52	Ordu
325	TR-18	Chankırı	366	TR-80	Osmaniye
326	TR-19	Chorum	367	TR-53	Rize
327	TR-20	Denizli	368	TR-54	Sakarya
328	TR-21	Diyarbakır	369	TR-55	Samsun
329	TR-81	Duzje	370	TR-63	Shanliurfa
330	TR-22	Edirne	371	TR-56	Siyrt
331	TR-23	Elazig	372	TR-57	Sinop
332	TR-24	Erzinjan	373	TR-73	Shirnak
333	TR-25	Erzurum	374	TR-58	Sivas
334	TR-26	Eskishehir	375	TR-59	Tekirdag
335	TR-27	Gaziantep	376	TR-60	Tokat
336	TR-28	Giresun	377	TR-61	Trabzon
337	TR-29	Gumushhane	378	TR-62	Tunceli
338	TR-30	Hakkri	379	TR-64	Ushak
339	TR-31	Hatay	380	TR-65	Van
340	TR-33	Ichel	381	TR-77	Yalova
341	TR-76	Igdir	382	TR-66	Yozgat
342	TR-32	Isparta	383	TR-67	Zonguldak
343	TR-34	Istanbul			

TURKMENISTAN
PROVINCES AVAILABLE IN TRACECA GIS DATABASE
5 Welayatlar, 1 independent city (total 6)

No	Province code	Province name	No	Province code	Province name
130	TM-A	Ahal	133	TM-L	Lebap
131	TM-B	Balkan	134	TM-M	Mary
132	TM-D	Dashoguz			

UKRAINE
PROVINCES AVAILABLE IN TRACECA GIS DATABASE
27 oblasts (total 27)

No	Province code	Province name	No	Province code	Province name
135	UA-71	Cherkaska	148	UA-46	Lvivska
136	UA-74	Chernihivska	149	UA-48	Mykolaivska
137	UA-77	Chernivetska	150	UA-51	Odeska
138	UA-12	Dnipropetrovska	151	UA-53	Poltavska
139	UA-14	Donetska	152	UA-56	Rivnenska
140	UA-26	Ivano-Frankivska	153	UA-40	Sevastopol
141	UA-63	Kharkivska	154	UA-59	Sumska
142	UA-65	Khersonska	155	UA-61	Ternopilska
143	UA-68	Khmelnytska	156	UA-05	Vinnytska
144	UA-35	Kirovohradska	157	UA-07	Volynska
145	UA-43	Krym	158	UA-21	Zakarpattia
146	UA-32	Kylvska	159	UA-23	Zaporizka
147	UA-09	Luhanska	160	UA-18	Zhytomyrska

UZBEKISTAN
PROVINCES AVAILABLE IN TRACECA GIS DATABASE
12 Viloyatlar, 1 autonomous republic, 1 shara (total 14)

No	Province code	Province name	No	Province code	Province name
161	UZ-AN	Andijon	167	UZ-QA	Qashqadaryo
162	UZ-BU	Buxoro	168	UZ-QR	Qoraqalpogiston
163	UZ-FA	Fargona	169	UZ-SA	Samarqand
164	UZ-JI	Jizzax	170	UZ-SI	Sirdaryo
165	UZ-NG	Namangan	171	UZ-SU	Surxondaryo
166	UZ-NW	Navoiy	172	UZ-TO	Toshkent

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ANNEX VI

FINAL DOCUMENTS
OF THE 5TH IGC ANNUAL MEETING
MAY 2006, SOFIA, BULGARIA

TRACECA

TRACECA

AGENDA

1. Financial Report of the Secretary General of the PS on budget expenditures in 2005. **Decision of the IGC** on approval of the Financial Report for 2005.

2. Presentation of the future internal Structure of the PS IGC TRACECA. **Decision of the IGC**.

3. Presentation of the revised budget for 2006. **Decision of IGC** on adoption of the revised budget.

4. Presentation of the draft budget for 2007 (Supervisor of the PS). **Decision of the IGC** on adoption of the budget for 2007.

5. Presentation of the auditing team composition and adoption of its Temporary Regulations. **Decision of the IGC** on approval of the staff of the auditing team and its Temporary Regulations.

6. Amendments to the Rules of Procedure of the IGC regarding the status of the associates and introduction of the observer status. **Decision of the IGC.**

7. Adoption of the IGC Strategy up to 2015. Elaboration of the strategy implementation mechanism. **Decision of the IGC.**

8. Concept on future Action Plans on Strategy implementation. **Decision of the IGC.**

9. Further institutionalisation of IGC TRACECA. **Decision of the IGC.**

10. Election of the Secretary General of the PS IGC TRACECA. **Decision of the GC.**

11. Information on the TRACECA Database. **Decision of the IGC** on collecting of the required statistical data and regulating the access to the TRACECA Database for users.

12. Tacis TRACECA projects. Presentation of the Action Plan 2006

13. Discussion on maritime safety and security issues.

14. Information on the new TRACECA website.

15. Information on the next Annual Meeting of IGC TRACECA.

TRACECA

FIFTH ANNUAL MEETING **OF THE INTERGOVERNMENTAL COMMISSION TRACECA** Sofia / Republic of Bulgaria, 2-3 May 2006	**ПЯТОЕ ЕЖЕГОДНОЕ ЗАСЕДАНИЕ** **МЕЖПРАВИТЕЛЬСТВЕННОЙ КОМИССИИ ТРАСЕКА** г. София / Республика Болгария, 2-3 мая 2006 г.

FINAL RESOLUTIONS

TRACECA Intergovernmental Commission (IGC), having held its Fifth Annual Meeting in Sofia, the Republic of Bulgaria, in May 2-3, 2006:
- discussed the issues, according to the adopted Agenda *(Appendix 1)*;
- heard the report of Mr. Ziya Mamedov, the Minister of Transport of the Republic of Azerbaijan on behalf of the Party handing over the IGC chairmanship;
- heard the financial report of the Secretary General of the PS IGC TRACECA, Mrs. Lyudmila Trenkova, on disbursement of funds of the PS in 2005;
- considered the results of the completed and current TRACECA projects in 2004-2005 and discussed possibilities and prospects of cooperation with the EC under conditions of the new EU Neighbourhood policy;
- heard the information on projects to be launched in 2006;
- considered financial, institutional, legal, conceptual and other issues vital for further development of the international transport corridor Europe – Caucasus – Asia (TRACECA), including the strategic ones;

in accordance with Article 8 (clauses 5, 6) of the "Basic Multilateral Agreement on International Transport for Development of the Europe – Caucasus – Asia Corridor",

ADOPTED THE FOLLOWING DECISIONS:

1. Financial Report on Disbursement of Funds of the PS IGC TRACECA in 2005

In accordance with clause 11, Article 5 of the Agreement on Joint Financing of the PS, the IGC approved the Financial report of the Secretary General of the PS IGC TRACECA, Mrs. Lyudmila Trenkova, on disbursement of funds of the PS in 2005 *(Appendix 2)*.

2. Presentation of the Structure of the Permanent Secretariat

Taking into account the need of the PS for the qualified personnel and with the view of the scope of the approved budget for the fiscal year 2006, the IGC TRACECA acknowledges the need for the improvement of the PS structure. The IGC decides to abolish the position of the Executive Secretary and adopts a preliminary internal structure of the PS of the IGC *(Appendix 3)* by introducing further corresponding amendments of the PS Statute.

The IGC mandates the Secretary General in cooperation with the Permanent Representatives (National Secretaries) to design the final internal structure of the PS by the end of July 2006.

3. Budget of the PS IGC TRACECA for 2006

Based on the decision of the IGC TRACECA (p.1.3, Final Resolutions of the Fourth Annual Meeting, Baku, 21-22 April 2005) and in accordance with the budget procedure envisaged in Article 5 (clauses 1-7) of the Agreement on Joint Financing of the PS, taken into account the real needs of the PS, which are to be adjusted to the actual situation, the IGC adopted the changes in distinct articles within the frame of the approved budget for 2006 *(Appendix 4)*.

4. Budget of the PS IGC TRACECA for 2007

In accordance with the budget procedure envisaged in Article 5 (clauses 1-7) of the Agreement on Joint Financing of the PS, the IGC adopted and approved the draft budget for 2007 (*Appendix 5*). For the provision of the budget the Parties shall pay in equal shares of 50,000 (fifty thousand) Euro each. Payment of the contributions shall be done in accordance with the Article 4 (clause 1) of the Agreement on Joint Financing of the PS.

5. Nomination of the Auditing Team for the Fiscal Year 2006

In accordance with clause 12, Article 5 of the Agreement on Joint Financing of the PS IGC TRACECA, to charge the IGC with nomination of the Auditing Team to effect control of the budget implementation, consisting of the following members:

Republic of Azerbaijan: Mr. Faig Alekperov, Head of the Financial Policy Department, Ministry of Transport

Republic of Kazakhstan: Mrs. Raikhan Shishanova, Head of Accounting and Financial Reporting, Department of the Financial Regulation, Ministry of Transport and Communication

Republic of Turkey: Mr. Izzet Isik, Head of Foreign Relations Department, General Directorate of Land Transport, Ministry of Transport and Communications

and approved the Temporary Regulations for work of the Team of Auditors (*Appendix 6*).

6. Amendments to the Rules of Procedure of IGC on the Status of Associates and Introduction of the Observer Status

In accordance with the Rule 11 of the Rules of Procedure, as well as p. 4 and p. 5 of Article 14 of the Basic Agreement, the Intergovernmental Commission approved inclusion into the Rules of Procedure of the provisions on the status of associates.

The IGC TRACECA, taking into consideration its intention to allow for observership in the Intergovernmental Commission, declared during the 4th IGC TRACECA Meeting, and in conformity with the provisions of the Rule 11 of the Rules of Procedure, decided that:

The Intergovernmental Commission may grant the status of observer in the Intergovernmental Commission to the states and international organisations, capable to contribute to the objectives of the Basic Agreement.

The Intergovernmental Commission shall follow the procedures for granting and termination of the status of observer, which shall be specified in its Rules of Procedure and an Annex thereto, which becomes an integral part of the Rules of Procedure.

With this in mind the IGC TRACECA adopted the amendments and additions (Annex) to the Rules of Procedure of the IGC TRACECA.

Amended text of the Rules of Procedure is enclosed to the present Final Resolutions (*Appendix 7*).

7. Adoption of the Strategy of the IGC TRACECA

The IGC welcomed the efforts of the Parties made in successful implementation of the Decision on clause 7 of the Final Resolutions of the Fourth Annual Meeting of the IGC TRACECA and expressed its gratitude to the EC for gratuitous assistance in elaboration of the IGC TRACECA Strategy.

The IGC TRACECA approved and adopted the Strategy for Development of the Transport Corridor Europe – Caucasus – Asia (TRACECA) for the period up to 2015 (*Appendix 8*).

8. Concept of Future Action Plans for the Strategy Implementation

The IGC charged the PS assisted by the Parties to submit the concept for elaboration of the action plans for the Strategy implementation, to be proposed for approval of the IGC meetings.

The IGC charges the PS with preparation of the First 2-3 year Action Plan on the Strategy implementation based on the received input from the countries and its submittal to the IGC for adoption during the Sixth Annual Meeting.

9. Further Institutionalisation of IGC TRACECA

The Intergovernmental Commission emphasising the growing importance of the transport corridors following the West-East direction, recognises the obvious necessity to ensure the follow-up and further development of the initiatives, already realised in the framework of the European Union's Tacis/TRACECA programme.

Recognising the need of strengthening its international legal status and institutional structure, with a view of enhancing its credibility and sustainability, the IGC agreed to continue further activities, including elaboration of relevant studies, regarding the prospectives of the IGC TRACECA transformation from the international body to an international organisation under the provisions of Article 9 of the Strategy, adopted by the Decision of IGC, p. 7 of the present Final Resolutions.

10. Secretary General of the PS IGC TRACECA

In accordance with clause 3.8 of the Rules of Procedure of the IGC TRACECA and clause 3.3 of the Statute of the PS IGC TRACECA, the members of the IGC elected **Mr Rustan Jenalinov**, as the Secretary General of the PS IGC TRACECA for the term of presidency of the Republic of Bulgaria in the IGC TRACECA.

11. TRACECA Database

The IGC welcomed the activity on creation of the TRACECA database and charged the PS supported by the Parties to provide continuity of collecting the statistical information via its Permanent representatives.

For the purpose of ensuring the system efficiency, the IGC made the following regulatory decision:

a) The users from TRACECA countries and the European Union are entitled to unlimited access to the full TRACECA database after proper registration;

b) The PS is entitled to elaborate the access and fee structures for other users.

Following the above principles, the IGC recommends the PS to elaborate a detailed user manual, including user fee scales.

12. Action Plan for 2006 of the TRACECA Programme

The Intergovernmental Commission adopted the Action plan 2006 of the Tacis/TRACECA Programme *(Appendix 9)*.

13. Discussion of maritime transport safety and security issues

The Intergovernmental Commission welcomed the initiative to have important subjects presented to the members of the MLA and their guests and thanked the initiator and speaker from the Turkish Party.

14. TRACECA web-site

The Intergovernmental Commission appreciated the initiative of the Permanent Secretariat in the field of public awareness and charged the PS with the further development of the web-site.

15. Next Annual Meeting of the IGC TRACECA

In accordance with the Rules of Procedure of the IGC TRACECA, the IGC TRACECA recommended to convene the Sixth Annual Meeting of the IGC TRACECA in Astana, Republic of Kazakhstan, in the first half of the year 2007.

The IGC regrets the Kyrgyz Republic delegation was not able to able to attend the event.

The present Final Resolutions of the IGC TRACECA were adopted by consensus of the Parties to the Basic Multilateral Agreement attending the Fifth Annual Meeting of the Intergovernmental Commission TRACECA, in Sofia, the Republic of Bulgaria, 3 May 2006.

Chairman of the IGC TRACECA

TRACECA

FIFTH ANNUAL MEETING
OF THE INTERGOVERNMENTAL COMMISSION TRACECA
Sofia / Bulgaria, 2-3 May 2006

ПЯТОЕ ЕЖЕГОДНОЕ ЗАСЕДАНИЕ
МЕЖПРАВИТЕЛЬСТВЕННОЙ КОМИССИИ ТРАСЕКА
г. София / Болгария, 2-3 мая 2006 г.

SOFIA DECLARATION

The Intergovernmental Commission (IGC) TRACECA at its Fifth Annual Meeting (Conference) on 2-3 May 2006 in Sofia, Republic of Bulgaria,

pursuing the principles of the Basic Multilateral Agreement on International Transport for Development of the Europe-Caucasus-Asia Corridor (hereinafter referred to as the Basic Agreement) and **guided** by its provisions,

affirming once again its adherence to the spirit, values and messages of the Brussels Declaration of 1993 and the Declaration of the Baku Summit of 1998, as well as sharing the statements expressed in the declarations of the IGC TRACECA, adopted at its previous annual meetings,

highly **appreciating** positive results of the Tacis TRACECA Programme activities and support of the European Union (EU) being granted under the framework of this Programme,

taking into account the involvement of TRACECA countries in preparation processes towards the implementation of the new European Neighbourhood Policy and welcoming the EU intentions to enhance its cooperation with these countries to further structural reforms of the transport sector and creation of a functioning transport market, including development of major axes linked with the trans-European transport network,

welcoming the determination of the Parties to the Basic Agreement to endeavour to support the institutional strengthening of TRACECA, as an instrument of international cooperation for effective realisation of strategic objectives of the Europe-Caucasus-Asia transport corridor development,

hereby declares:

Adoption of the Strategy of the Intergovernmental Commission of TRACECA for Development of the International Transport Corridor "Europe-Caucasus-Asia" for the period up to 2015 is evidence of persuasion of the Basic Agreement Parties of the Europe-Caucasus-Asia corridor potential and the necessity in close cooperation with the European Union to pursue coordinated transport policy aimed at promotion of modern transport communication of all kinds between Europe and Asia.

IGC TRACECA acknowledges the importance of its further institutional strengthening as it is envisaged in the Basic Agreement. Following the logic of development of the TRACECA organisational structures established on the basis of international agreements and internal regulations proceeding from attainment of financial independence as well as based on all pros and cons, IGC TRACECA continues activities towards its development as an international organisation.

IGC TRACECA encourages the enhanced activities of the Basic Agreement following the logic of the corridor development through joining of the third countries to the Multilateral Agreement. Besides, in reply to the official statements of the countries and international organisations showing interest in closer cooperation, IGC TRACECA introduced the observer status for the third countries which have a direct interest in the Europe-Caucasus-Asia Corridors at its meetings.

IGC TRACECA expresses its satisfaction with outcomes of the Fifth Annual Meeting and acknowledges the importance of the decisions made.

Participants of the Fifth Annual Meeting of the Intergovernmental Commission of TRACECA express their gratitude to the Government of the Republic of Bulgaria for the high level of the organisation of the Conference and hospitality received.

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ANNEX VII

SCHEDULE OF THE MAJOR MEETINGS IN THE REPORTING PERIOD

Schedule of Major the Meetings

TRACECA TFIS Project

For Period March-August 2006

Institutions / Events / Persons Met	Participants	Issues Discussed / Investigated
March 2006		
Baku, Azerbaijan		
Mr MOSER, Azpetrol	Mr ROESSIG, Team Leader	RoRo Facility in Sangachal and in Girgiulesti
Mr LEONTE, Economic and Environmental Advisor, OSCE Mr SNOY, Co-ordinator of OSCE, Economic and Environmental Activities	Mr ROESSIG Mrs TRENKOVA, Secretary General Mrs USATOVA, Expert	Discussion about Trade Facilitation and Transport in the Frame of the OSCE Conference in Baku
Mr VERHEYE, Computer Solution	Mr ROESSIG	Follow-up Up discussion Central Asian Border Crossings Projects in Kazakhstan
Dr BERNARDTS, Legal Maritime Expert, Maritime Training Project, ScottWilson	Mr ROESSIG Mrs USATOVA	Maritime Training Project Discussion
Ambassador EFENDIEV, Deputy Secretary General BSEC	Mr ROESSIG Mrs TRENKOVA Mrs USATOVA	Cooperation
Ambassador Harnish, US	Mrs ZWICKY, PS Supervisor	TRACECA Subjects, USAID Financing
Mr BEGMAGAMBETOV , National Secretary Kazakhstan	Mr ROESSIG Mrs TRENKOVA Mrs USATOVA	Preparation of IGC Conference

TRACECA

Institutions / Events / Persons Met	Participants	Issues Discussed / Investigated
Mrs Vassilevskaya, Deputy Executive Director, Kazakhstan Freight Forwarders Association	Mr ROESSIG Mrs TRENKOVA Mrs USATOVA	Freight-forwarding business in TRACECA Draft Freight forwarding and multimodal annex to the MLA
Mr SPORER Head of Europe House Baku	Mrs. ZWICKY	TRACECA Subjects, Visit of Mr. Fotiadis, EC
Mr FARADJIEV, Head of TRACECA and International Project Unit – MoT Azerbaijan	Mrs. ZWICKY	TRACECA subjects, IGC Conference Agenda
Sofia, Bulgaria		
Ministry of Transport of Bulgaria Minister Mr MUTAFCHIEV Mr HRISTOV, Secretary General MoT Mr PAVLOV, Director of European Integration and International Relations Department Mrs MOLLOVA, Chief of Minister's Cabinet Mrs MARTINOVA, Deputy Minister Mr PETKOV, Bulgarian State Railways, CEO	Mrs TRENKOVA Mr ROESSIG	Preparation of Conference TRACECA Subjects
Mrs HAIJEVA, Branch Manager ATE Azerbaijan Trucks Expedition GmbH	Mrs USATOVA Mr ROESSIG	Pilot Scheme
Mr SIMS, Consultant	Mr ROESSIG	TRACECA General subjects

Institutions / Events / Persons Met	Participants	Issues Discussed / Investigated
Mr LANGEVELD, NEA, Dangerous Goods transportation along TRACECA corridor	Mrs USATOVA	Project components Brief information for the webpage
Istanbul, Turkey		
Mr KAYA,Vice Chairman of Executive Board Mr ABDRAKHMAN, Member of Executive Board and International Transporters Association "Koyuncular Uluslarasi" Mr KOYUNCU, Manager Katircioglu Nagliyat Mr KATIRCIOGLU, Managing Director T.C.Ulastirma Bakanligi (Brach office of Turkish Ministry of Transport) Mr KEMALOGLU, Manager Mrs OZYANIK, National Secretariat SAHIL Mr AKBUYIK, Manager YENIGUELLER Mr YENIGUEL, Managing Director	Mrs TRENKOVA Mr ROESSIG	Pilot Scheme Issues Participation of Turkey
Georgia		
Mr LAX European Commissions Delegation Tbilisi	Mr ROESSIG	TFIS Project Implementation projects under authority of the EC Delegation in Tbilisi

TRACECA

TFIS Completion Report　　　　　　　　　　Annex VII　　　　　　　　　　August 2006

Institutions / Events / Persons Met	Participants	Issues Discussed / Investigated
Mr TSIKLAURI, Dep. Minister and National Secretary Mr Vatsadze, Deputy Head of Transport Department Customs and Border Authorities Authorities at Sarpi border	Mr ROESSIG Mr CHANTLADZE, TFIS Expert Mr WEBER, Project Expert	Pilot Scheme
Dushanbe, Tajikistan		
Mr MUMINOV, National Secretary in Tajikistan	Mrs TRENKOVA Mr MUMINOV Mr ROESSIG Mr SMOLIN , Coordinator for Central Asia Ms USATOVA	Programme of the mission in Central Asia Participation of Tajikistan in the 5th IGC Meeting at the highest possible level Strategy adoption – position of Tajikistan Participation in joint financing of the PS Institutionalisation of TRACECA Revision of 2006 budget items and approval of the 2007 budget of the PS Condition of the TRACECA representation office – need in investments
Cabinet of Ministers Mr GULOMOV, Deputy Prime Minister	Mrs TRENKOVA Mr MUMINOV Mr ROESSIG Mr SMOLIN , Coordinator for Central Asia Ms USATOVA	Programme of the mission in Central Asia and objectives in Tajikistan Participation of Tajikistan in the 5th IGC Meeting at the highest possible level Strategy adoption – position of Tajikistan: positive consideration Participation in joint financing of the PS New instruments of the EC External Assistance Political support to TRACECA in Tajikistan Institutionalisation of TRACECA
Presidential Administration Mr DAVLATOV. Tacis National Coordinator, State Advisor to the President	Mrs TRENKOVA Mr MUMINOV Mr ROESSIG Mr SMOLIN , Coordinator for Central Asia Ms USATOVA	Role of TRACECA in Tajikistan Political support to TRACECA New instruments of the EC External Assistance and TRACECA institutionalisation

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Institutions / Events / Persons Met	Participants	Issues Discussed / Investigated
Ministry of Transport Mr ASHUROV Minister of Transport Mr MIRZOALIMOV, Deputy Minister of Transport Mrs RUSTAMOVA, Head of International Relations Department, MOT Mr KHAKIMOV, Head of Road Rehabilitation Unit, MOT Mrs ZAVKIEVA, Head of Road Department, MOT Mr MUMINOV, Head of Railway Department Mr SHUKUROV, Head of International Freight Haulers Association	Mrs TRENKOVA Mrs DUSUPOVA, Project Manager, EC Delegation in Almaty Mr MUMINOV Mr ROESSIG Mr SMOLIN , Coordinator for Central Asia Ms USATOVA	Programme of the mission in Central Asia and objectives in Tajikistan Participation of Tajikistan in the 5th IGC Meeting at the highest possible level Strategy adoption – position of Tajikistan: positive consideration Participation in joint financing of the PS New instruments of the EC External Assistance Political support to TRACECA in Tajikistan Institutionalisation of TRACECA Role of TRACECA in Tajikistan Visibility of TRACECA in Tajikistan The Minister summarized that no single investment project has been given to Tajikistan in the project line of TRACECA. Explanation given was that TRACECA is Tacis and Tacis is only for technical assistance.
MFA Mr NASRIDDINOV, Deputy Minister	Mrs TRENKOVA Mr MUMINOV Mrs DUSUPOVA Mr ROESSIG Mr SMOLIN Ms USATOVA	Objectives of the Mission – to assure highest possible level of participation at the 5th IGC in Sofia Facilitation on ratification of the Yerevan protocol – cooperation with the parliament is needed Accession to the Joint-Financing Agreement Support to the Strategy Institutionalisation of TRACECA

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Institutions / Events / Persons Met	Participants	Issues Discussed / Investigated
EC Delegation to Tajikistan Mrs PLINKERT, Head of Delegation in Tajikistan	Mrs TRENKOVA Mr MUMINOV Mrs DUSUPOVA Mr ROESSIG Mr SMOLIN Ms USATOVA	Role of TRACECA for Tajikistan Update on the recent development of TRACECA
Almaty, Kazakhstan		
EC Delegation Mr VAN DER MEER, Head of the Delegation	Mrs TRENKOVA Mrs DUSUPOVA Mr ROESSIG Ms USATOVA	Updates on the projects implemented in the South Caucasus Developments of TRACECA Results of the mission Support of the EC Delegation in Almaty to TRACECA activities: summit and further institutionalisation
Bishkek, Kyrgyzstan		
Mr SULAIMANOV, MOTC Minister, Kyrgyzstan Mr ZAKIROV, NS, Kyrgyzstan Mr CHIMCHIKOV, HOPIU, ADB Transport project Mr AbLesov, Director General, KyrgyzZhelDoStroj (Railways design and construction	Mr SMOLIN, Mrs DUSUPOVA	Sari Tash Road project Additional financing for equipment supply Railways project Fergana – China

Institutions / Events / Persons Met	Participants	Issues Discussed / Investigated
Kiev, Ukraine		
Delegation of the European Commission in Ukraine Dr. GOETZ Chief Economist Team Leader	Mrs NEVMERZHYTSKA	Debriefing on the TFIS activities; Discussion on the Progress Report III of the TFIS project; Discussion on planning IGC meeting to be held in April or May 2006 in Sofia
Ministry of Transport and Communications of Ukraine Mrs DYACHENKO, Head of Investment and Innovation Unit of Transport Systems Co-ordination and Development Department	Mrs NEVMERZHYTSKA	Discussion of the projects fiches for TRACECA AP 2006(ports and container terminals development); Needs and Opportunity Follow up activities on decisions of NSWG Meeting in Bukharest;
Ministry of Economy of Ukraine Mrs YEMELIYANOVA Deputy Head of Foreign-Economic policy Department	Mrs NEVMERZHYTSKA	Trade facilitation/WTO/ trade simplification Drafting Project proposals Collaboration between National Working Group on Trade Facilitation and TRACECA office in Kiev
TRACECA Intergovernmental Commission Mr LEGENKYI, National Secretary of Ukraine	Mrs NEVMERZHYTSKA	Follow up activities on decisions of NSWG Meeting in Bukharest; Co-financing / self-financing of the PS IGC TRACECA;
Association of International Road Carriers of Ukraine Training Consulting Centre Mrs DOBRUKHA Deputy Director Training	Mrs NEVMERZHYTSKA	Support in "FIATA Training" Project registration procedure; Project methodology; MoTC and TRACECA main offices and structure

Institutions / Events / Persons Met	Participants	Issues Discussed / Investigated
Tacis and Cards Monitoring Programme Mrs ANDREYANOVA Expert	Mrs NEVMERZHYTSKA	Progress of TFIS' Activities; Follow up activities on decisions of NSWG Meeting in Bukharest;
April 2006		
Brussels/ Belgium		
Mrs HABART, Task Manager Mr KIOUSSIS, Team Leader Europe Aid, Office	Dr BOTH, Project Director Mr ROESSIG	TFIS Project implementation
Baku/ Azerbaijan		
Mr FOTIADIS, Deputy Director General, European Neighbourhood Policy, relations with Eastern Europe, Southern Caucasus and Central Asia, Middle East and South Mediterranean Mr BENSARSA, EC Mr WADDAMS, Special Envoy in Azerbaijan	Mrs TRENKOVA Mrs ZWICKY Mrs USATOVA	TRACECA Subjects EC Support to TRACECA Forthcoming IGC Meeting in Sofia
Mr GOTSIRIDZE, Monitor Mr BAGIROV, Monitor	Mr ROESSIG Mrs ZWICKY Mrs USATOVA	TFIS Monitoring
Daimler Chrysler Mr KRAUSS, Representative	Mr ROESSIG	Pilot Scheme
Mr GRAILLE, Cecoforma	Mr ROESSIG Mrs ZWICKY	Organization of back-to-back meetings in Sofia (IGC Annual Meeting and Ministerial Conference)

Institutions / Events / Persons Met	Participants	Issues Discussed / Investigated
SNCF French Railways Mr PARDE, Director of Europe and East Asia Department Mrs PETRUNINA, Representative for CA countries	Mr ROESSIG Mrs USATOVA	Railway project of TRACECA
Mr PEARCE, Director General of the International Road	Mr ROESSIG Mrs ZWICKY Mrs USATOVA	Memorandum of Understanding, MoU
Mrs HABART, Task Manager, AIDCO A3 Mrs ROURE, Administrator DG TREN	Mr ROESSIG Mrs USATOVA	TRACECA Subjects Organization of the IGC and Ministerial conference in Sofia – coordination issues
Sofia, Bulgaria		
Mrs HABART, Task Manager, AIDCO A3 Mrs ROURE, Administrator DG TREN	Mr ROESSIG Mrs ZWICKY	TRACECA Subjects Organization of the IGC and Ministerial conference in Sofia – coordination issues
Mr PAVLOV, Director European Integration and International Relations Department Mr PETERNEICHEV, National Secretary and Deputy Minister Mrs MILADINOVA, Directorate of European Integration and International Activities Mrs MARTINOVA, Deputy Minister of Transport – MoT	Mrs ZWICKY	Latest Arrangements for 5th IGC meeting and back-to-back Ministerial conference in Sofia

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Institutions / Events / Persons Met	Participants	Issues Discussed / Investigated
Grand Hotel Sofia Managers, Company for International Meetings, Congress Engineering etc.	Mrs ZWICKY	Final preparation of the IGC
Kiev, Ukraine		
TRACECA Intergovernmental Commission Mr LEGENKYI, National Secretary of Ukraine	Mrs NEVMERZHYTSKA,	Progress on TRACECA TFIS project; Discussion and follow up the decisions of working group Meeting held in February 2006 in Bucharest; Preparatory work for the IGC meeting to be held in May 2006 in Sofia;
Derzhanalitinform Mr SHOSTAKOV Chief expert	Mrs NEVMERZHYTSKA	Statistics information on social-economic environment of Ukraine for 2004-2005 Regional data, changes and possibility
EBRD Mr MAGALETSKY Associate Banker	Mrs NEVMERZHYTSKA	Progress of the TFIS project Activity of the EBRD in Ukraine (current and planned): Maritime sector TRACECA-EBRD cooperation matters
Almaty, Kazakhstan		
Regular meetings / communication with Mr BEKMEGAMBETOV, National Secretary of Kazakhstan, Mrs PISANNAYA Transport Specialist	Mr SMOLIN, Mrs SUBBOTINA	Situation with logistic/certification centers in Almaty Information about relevant institutions dealing with transportation activities

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Institutions / Events / Persons Met	Participants	Issues Discussed / Investigated
May 2006		
Baku, Azerbaijan		
German Embassy Mr LINGEMANN, Ambassador	Mr ROESSIG	Information received in Sofia Airport
Mrs HAJIEVA, ATE Azerbaijan Truck Expedition	Mr ROESSIG Mr USATOVA Mr WEBER	Pilot Scheme
German Embassy Mr KELLER, Counselor	Mr ROESSIG	Sofia Case
Caspian Invest Mr KERIMOV, Managing Director	Mr ROESSIG	Project Subjects
Various Authorities at Azeri and Georgian Borders, central apparatus of border and customs authorities in Tbilisi as per mission report	Mr WEBER Mr GATAULIN, Land transport Expert of the PS Mr ISMAYIL, Tariff Expert of the PS Mr CHANTLADZE	Pilot Scheme
Dr JAFAROV, A-TRANS International Transport Company General Director	Mrs USATOVA	Pilot Scheme
TRANS-CASPIAN EXHIBITION	Mrs USATOVA	Organisation of the TRACECA stand Answering the questions of visitors
Sofia, Bulgaria		
MoT and Grand Hotel Sofia Managers, Interpreting companies, etc	Mrs ZWICKY	Final preparation of the IGC

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Institutions / Events / Persons Met	Participants	Issues Discussed / Investigated
5th IGC Annual Meeting participants (as per list of participants)	Mr GRUENWALD, Dco, CEO Dr BOTH, Project Director Mr ROESSIG Mrs ZWICKY Mr SMOLIN, CA Co-ordinator Mrs NEVMERZHITSKA, Project Expert Mrs USATOVA Mr SCHUERMAN, Database specialist	As per agenda TRACECA Subjects
Mr KARGAR, First Secretary, Political Affairs, Embassy of Afghanistan	TFIS Consultants	Progress of Afghanistan participation in TRACECA
Mrs. ZAKAREVIC	Mrs. ZWICKY	Financial Arrangements back-to-back and IGC Meeting
Mrs TSEKOVA, Chief of the Press Office, Public Relations Department Mrs HADJIYSKA, Reporter Associated Press Mr PETROV, See News, Journalist Mrs MITEVA, REUTERS	Mr USATOVA	Information on the IGC meeting Press conference organisation and coordination
TRACECA Intergovernmental Commission Mr LEGENKYI, National Secretary of Ukraine	Mrs NEVMERZHYTSKA	Progress on TFIS' Activities; Co-financing / self-financing of the PS IGC TRACECA; Follow up activities on decisions of the IGC Meeting held in Sofia

Institutions / Events / Persons Met	Participants	Issues Discussed / Investigated
Association of International Road Carriers of Ukraine Training Consulting Centre Mrs DOBRUKHA Deputy Director Training	Mrs NEVMERZHYTSKA	Discussion of the progress of "FIATA Training"; Project methodology;
NEA and HPTI consortium Mr FETTE, chief expert	Mrs NEVMERZHYTSKA	Necessary steps for the registration of TRACECA project "Regulation on the Transport of Dangerous Goods along the TRACECA Corridor"
Tacis and Cards Monitoring Programme Mrs ANDREYANOVA Expert	Mrs NEVMERZHYTSKA	TFIS' Activities; Discussion on follow up the decisions of the 5th IGC Meeting in Sofia;
Astana, Kazakhstan		
Seminar "The EU's Trans-European Networks and their extension to the neighbouring regions"	Mr SMOLIN, Mrs SUBBOTINA	High Level Group on the extension of the major Trans-European transport axes to the neighbouring countries and regions and connection with Central Asia's transport corridors TENs linked to Traceca activities
Almaty, Kazakhstan		
Ambassador Mr VAN DER MEER	Mr SMOLIN	Perishable goods ToR preparation (including certification of vehicles for transportation of PGs locally in each country) Issues regarding Port Aktau ToR
Mr PEZANT, Consultant	Mr SMOLIN, Mrs SUBBOTINA	Traceca projects

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Institutions / Events / Persons Met	Participants	Issues Discussed / Investigated
Opening of multimodal terminal in Almaty Airport Mr KHAN - Project Director	Mr SMOLIN, Mrs SUBBOTINA	Participation in opening of multimodal terminal Organisation of logistics centers for multimodal transportation Future development of multimodal terminal
June 2006		
Baku, Azerbaijan		
Brussels Mr HABART Mr KIOUSSIS	Mrs ZWICKY, Supervisor of the PS Mr ROESSIG	Project Subjects
Mrs JABLONKA	Mr ROESSIG	Border Crossing Procedures
Switzerland / Germany		
Mr. NEBEL, Head of Swiss Customs Mr. FLÜCKIGER, Head of Basel/Weil Border Station Swiss, Mr. ALTMANN; Head of Basel/Weil Border Station Germany	Mrs. ZWICKY	Pilot Scheme Dissemination and Study Tour
Kiev, Ukraine		
TRACECA Intergovernmental Commission Mr LEGENKYI, National Secretary of Ukraine Ministry of Transport and Communications of Ukraine	Mrs NEVMERZHYTSKA	TFIS' Activities; Preparatory work for NSWG Meeting to be held in Istanbul;

Institutions / Events / Persons Met	Participants	Issues Discussed / Investigated
Delegation of the European Commission in Ukraine Ms. KORCHAKOVA Mr MORGUN Secretary, Operation Section 3 – Economic Development and Nuclear Safety	Mrs NEVMERZHYTSKA	Progress on TFIS' Activities; Registration of TRACECA project "Regulation on the Transport of Dangerous Goods along the TRACECA Corridor";
HPTI Prof. Capt. R. AMERSDOFFER Senior Maritime Training Expert/Team Leader Ms. SENYUK Local project expert Kyiv Seafarer Training Centre Dr. VOROBEY Managing Director Ministry of Education and Science of Ukraine Mr NOSOVSKYI Vice-rector	Mrs NEVMERZHYTSKA	Progress of the "Maritime training" project; Introductory meeting; Preparation of the Training programmes; Definition of the criteria for candidates for the training International collaboration
State Customs Service of Ukraine Mrs LYADENKO Head of the Tariff and transit department	Mrs NEVMERZHYTSKA	TRACECA activities; Hot line issues Contact points/candidature from State Customs Service of Ukraine Preparatory work for Final Seminar of TFIS project to be held in Stuttgart, Germany

Institutions / Events / Persons Met	Participants	Issues Discussed / Investigated
TRACECA Intergovernmental Commission Mr LEGENKYI, National Secretary of Ukraine Ministry of Transport and Communications of Ukraine Mrs DYACHENKO, Head of Investment and Innovation Unit of Transport Systems Co-ordination and Development Department Mrs GANDZIY Chief specialist	Mrs NEVMERZHYTSKA	Hot line information; Project methodology; Preparatory work for Final seminar of TFIS project to be held in Stuttgart, Germany
EBRD MAGALETSKY Associate Banker	Mrs NEVMERZHYTSKA	Progress of the TFIS project Maritime sector (port sector development) TRACECA-EBRD cooperation matters
Almaty, Kazakhstan		
Mr BEKMEGAMBETOV, National Secretary of Kazakhstan, Mrs DUSUPOVA, Project manager, Mr Arnd Bernaerts Expert	Mr SMOLIN, Mrs SUBBOTINA	Issues concerning sufficient maritime training and certification system Lack of certification in marine school in Aktau
Regular meetings / communication with Mr BEKMEGAMBETOV, National Secretary of Kazakhstan	Mr SMOLIN, Mrs SUBBOTINA	Sending of hotline contacts to the main international organisations such as FIATA and IRU, thus they can inform all interested transport companies about innovations in TRACECA.
July 2006		
Baku, Azerbaijan		
Mr PRUTSCH Mr LAPPARD Mrs JABLONKA	Mr ROESSIG Mr MUSTAFAEV, National Secretary of Azerbaijan	Border Crossing – Pilot Scheme
Mr HEINZMANN, Private Sector Development Programme GTZ	Mr ROESSIG	PPP
Mr PEZANT, Transport Consultant	Mr ROESSIG	TRACECA Subjects

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Institutions / Events / Persons Met	Participants	Issues Discussed / Investigated
Mr. Philip Chang Country Economist Azerbaijan Resident Mission Mr. Faraj Huseynbeyov Project Implementation Officer Azerbaijan Resident Mission	Mr. SMOLIN	TRACECA program general information, sharing of experience
Kiev, Ukraine and Chisinau, Moldova		
TRACECA Intergovernmental Commission Mr LEGENKYI, National Secretary of Ukraine Ministry of Transport and Communications of Ukraine Mrs DYACHENKO, Head of Investment and Innovation Unit of Transport Systems Co-ordination and Development Department	Mrs NEVMERZHYTSKA	Next NSWG Meeting to be held in Istanbul; Ukrainian readiness; Co-financing / self-financing of the PS IGC TRACECA;
Inspectorate for Training and Certification of Seafarers of Ukraine Mr TIKHONOV Head of the Inspectorate Mr DOROKHOV Specialist of the International Relations Department	Mrs NEVMERZHYTSKA	TRACECA programme; Training of Seafarers
UKRZOVNISHTRANS (Association of Transport Forwarding Organisations of Ukraine) Mr NOVIKOV, Director General	Mrs NEVMERZHYTSKA	TRACECA programme; Development of Freight forwarding business in Ukraine (regional aspects)
Ministry of Transport and Communications of Moldova General Directorate of Road Economy Mr CIOBANU DRUMINVEST Mr GREBENCIO, Director Mr BIRIUCOV, TRACECA National Secretary of Moldova	Mrs NEVMERZHYTSKA	Progress of TFIS project activities; TRACECA programme; NSWG Meeting to be held in Istanbul; Preparation of the ToR for the new project 2005

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KALLINIKOS &
LOUKOPOULOS
& CHIOTELLES
law firm
Athens...

Institutions / Events / Persons Met	Participants	Issues Discussed / Investigated
ASMAP Mrs MEDVEDEVA, Head of the devision	Mrs NEVMERZHYTSKA	TRACECA programme; Progress on TFIS' Activities; TRACECA – FIATA Collaboration
Tacis and Cards Monitoring Programme Mrs ANDREYANOVA, Expert	Mrs NEVMERZHYTSKA	Progress of TFIS project activities; Discussion on follow up the decisions of the 5th IGC Meeting; NSWG Meeting to be held in Istanbul;
EBRD office in Moldova	Mrs NEVMERZHYTSKA	Preparation of the ToR for the new project 2005; Progress on TFIS' Activities; EBRD activities in the region
Istanbul, Turkey		
PS Working Group Meeting Istanbul	Mr ROESSIG Mrs. ZWICKY Mrs NEVMERZYTSKA	TRACECA subjects according to Agenda and Participant List
Ashgabad, Turkmenistan		
Mr. Shaguly Gaypnyazov, Director of state enterprise TurkmenTransInspekcya (TTI), Ministry of Roads and Road Transport (MRRT) Mr. Murad Ishanov, Deputy Director of state enterprise TurkmenTransInspekcya, Ministry of Roads and Road Transport Mr. Oraz Charyev, Head of International Relations Dept., Ministry of Roads and Road Transport Mr. Durdymurat Tayliev, General Secretary, Turkmen Association of International Road Carriers Mr. Khudoyberdy Movlyamov, Head of International Transport Dept, Turkmen Association of International Road Carriers, Mr. Chary Klychev, Head of Road Inspection at customs check points, TTI, MRRT Mr. Tony Myron, Head of Resident Office, EBRD	Mr. SMOLIN	Perishable Goods project and other TRACECA issues.

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Institutions / Events / Persons Met	Participants	Issues Discussed / Investigated
August 2006		
Baku 2006		
Mr Wistawel, Managing Director, International Transport and Logistics Services Mr Lassmann, Managing Director, A-Logistics, Russia	Mr Roessig	Multimodal transport TRACECA Strategy TRACECA Corridor TRACECA Hotline
Mr Scheurleer, NEA	Mr Roessig Mrs Zwicky	TRACECA project implementation
Mr Mehdizade, First Secretary for WTO Affairs, MFA, Azerbaijan	Mr Roessig Mrs Nevmerhytska	TRACECA Programme TRACECA Strategy Trade facilitation activities
Mr von Oertzen, TRACECA Dangerous Goods Transportation Project	Mr Roessig	Co-ordination and implementation of the project
Dissemination Seminar, Stuttgart, Germany	See Annex III	See Annex III
Preparatory meetings with German Federal Customs, UNECE	Mrs Zwicky	Seminar
Mr Kuenzle, German Federal Customs Office, Head of Control Department, Loerach	Mr Roessig Mrs Nevmerhytska Mrs Zwicky Mr Smolin Mrs Usatova	Electronic Declaration Pre-arrival information system Trade Facilitation and Customs procedures TRACECA Activities Pilot Scheme

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Institutions / Events / Persons Met	Participants	Issues Discussed / Investigated
Almaty, Kazakhstan		
Mrs. Zhanna Baidasheva, Regional Cooperation Specialist/Coordinator, ADB	Mr. SMOLIN, Mrs SUBBOTINA	Coordination of Traceca activities in Central Asia
Regular meetings / communication with Mr BEKMEGAMBETOV, National Secretary of Kazakhstan	Mr SMOLIN, Mrs SUBBOTINA	Project implementation Dissemination Seminar
Kiev, Ukraine		
TRACECA Intergovernmental Commission Mr LEGENKYI, National Secretary of Ukraine Ministry of Transport and Communications of Ukraine Mrs DYACHENKO, Head of Investment and Innovation Unit of Transport Systems Co-ordination and Development Department	Mrs NEVMERZHYTSKA	Project Dissemination Seminar in Stuttgart, Ukrainian projects
Inspectorate for Training and Certification of Seafarers of Ukraine Mr TIKHONOV Head of the Inspectorate Mr DOROKHOV Specialist of the International Relations Department	Mrs NEVMERZHYTSKA	Maritime Training
ASMAP Mrs MEDVEDEVA, Head of the devision	Mrs NEVMERZHYTSKA	TRACECA programme; Progress on TFIS' Activities; TRACECA – FIATA Collaboration
EBRD office in Ukraine	Mrs NEVMERZHYTSKA	Preparation of the ToRs Progress on TFIS' Activities; EBRD activities in the region

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Schedule of Major the Meetings
TRACECA TFIS Project
For Period March-August 2006

Institutions / Events / Persons Met	Participants	Issues Discussed / Investigated
March 2006		
Baku, Azerbaijan		
Mr MOSER, Azpetrol	Mr ROESSIG, Team Leader	RoRo Facility in Sangachal and in Girgiulesti
Mr LEONTE, Economic and Environmental Advisor, OSCE Mr SNOY, Co-ordinator of OSCE, Economic and Environmental Activities	Mr ROESSIG Mrs TRENKOVA, Secretary General Mrs USATOVA, Expert	Discussion about Trade Facilitation and Transport in the Frame of the OSCE Conference in Baku
Mr VERHEYE, Computer Solution	Mr ROESSIG	Follow-up Up discussion Central Asian Border Crossings Projects in Kazakhstan
Dr BERNARDTS, Legal Maritime Expert, Maritime Training Project, ScottWilson	Mr ROESSIG Mrs USATOVA	Maritime Training Project Discussion
Ambassador EFENDIEV, Deputy Secretary General BSEC	Mr ROESSIG Mrs TRENKOVA Mrs USATOVA	Cooperation
Ambassador Harnish, US	Mrs ZWICKY, PS Supervisor	TRACECA Subjects, USAID Financing
Mr BEGMAGAMBETOV , National Secretary Kazakhstan	Mr ROESSIG Mrs TRENKOVA Mrs USATOVA	Preparation of IGC Conference

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Institutions / Events / Persons Met	Participants	Issues Discussed / Investigated
Mrs Vassilevskaya, Deputy Executive Director, Kazakhstan Freight Forwarders Association	Mr ROESSIG Mrs TRENKOVA Mrs USATOVA	Freight-forwarding business in TRACECA Draft Freight forwarding and multimodal annex to the MLA
Mr SPORER Head of Europe House Baku	Mrs. ZWICKY	TRACECA Subjects, Visit of Mr. Fotiadis, EC
Mr FARADJIEV, Head of TRACECA and International Project Unit – MoT Azerbaijan	Mrs. ZWICKY	TRACECA subjects, IGC Conference Agenda
Sofia, Bulgaria		
Ministry of Transport of Bulgaria Minister Mr MUTAFCHIEV Mr HRISTOV, Secretary General MoT Mr PAVLOV, Director of European Integration and International Relations Department Mrs MOLLOVA, Chief of Minister's Cabinet Mrs MARTINOVA, Deputy Minister Mr PETKOV, Bulgarian State Railways, CEO	Mrs TRENKOVA Mr ROESSIG	Preparation of Conference TRACECA Subjects
Mrs HAIJEVA, Branch Manager ATE Azerbaijan Trucks Expedition GmbH	Mrs USATOVA Mr ROESSIG	Pilot Scheme
Mr SIMS, Consultant	Mr ROESSIG	TRACECA General subjects

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Institutions / Events / Persons Met	Participants	Issues Discussed / Investigated
Mr LANGEVELD, NEA, Dangerous Goods transportation along TRACECA corridor	Mrs USATOVA	Project components Brief information for the webpage
Istanbul, Turkey		
Mr KAYA,Vice Chairman of Executive Board Mr ABDRAKHMAN, Member of Executive Board and International Transporters Association "Koyuncular Uluslarasi" Mr KOYUNCU, Manager Katircioglu Nagliyat Mr KATIRCIOGLU, Managing Director T.C.Ulastirma Bakanligi (Brach office of Turkish Ministry of Transport) Mr KEMALOGLU, Manager Mrs OZYANIK, National Secretariat SAHIL Mr AKBUYIK, Manager YENIGUELLER Mr YENIGUEL, Managing Director	Mrs TRENKOVA Mr ROESSIG	Pilot Scheme Issues Participation of Turkey
Georgia		
Mr LAX European Commissions Delegation Tbilisi	Mr ROESSIG	TFIS Project Implementation projects under authority of the EC Delegation in Tbilisi

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Institutions / Events / Persons Met	Participants	Issues Discussed / Investigated
Mr TSIKLAURI, Dep. Minister and National Secretary Mr Vatsadze, Deputy Head of Transport Department Customs and Border Authorities Authorities at Sarpi border	Mr ROESSIG Mr CHANTLADZE, TFIS Expert Mr WEBER, Project Expert	Pilot Scheme
Dushanbe, Tajikistan		
Mr MUMINOV, National Secretary in Tajikistan	Mrs TRENKOVA Mr MUMINOV Mr ROESSIG Mr SMOLIN , Coordinator for Central Asia Ms USATOVA	Programme of the mission in Central Asia Participation of Tajikistan in the 5th IGC Meeting at the highest possible level Strategy adoption – position of Tajikistan Participation in joint financing of the PS Institutionalisation of TRACECA Revision of 2006 budget items and approval of the 2007 budget of the PS Condition of the TRACECA representation office – need in investments
Cabinet of Ministers Mr GULOMOV, Deputy Prime Minister	Mrs TRENKOVA Mr MUMINOV Mr ROESSIG Mr SMOLIN , Coordinator for Central Asia Ms USATOVA	Programme of the mission in Central Asia and objectives in Tajikistan Participation of Tajikistan in the 5th IGC Meeting at the highest possible level Strategy adoption – position of Tajikistan: positive consideration Participation in joint financing of the PS New instruments of the EC External Assistance Political support to TRACECA in Tajikistan Institutionalisation of TRACECA
Presidential Administration Mr DAVLATOV. Tacis National Coordinator, State Advisor to the President	Mrs TRENKOVA Mr MUMINOV Mr ROESSIG Mr SMOLIN , Coordinator for Central Asia Ms USATOVA	Role of TRACECA in Tajikistan Political support to TRACECA New instruments of the EC External Assistance and TRACECA institutionalisation

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Institutions / Events / Persons Met	Participants	Issues Discussed / Investigated
Ministry of Transport Mr ASHUROV Minister of Transport Mr MIRZOALIMOV, Deputy Minister of Transport Mrs RUSTAMOVA, Head of International Relations Department, MOT Mr KHAKIMOV, Head of Road Rehabilitation Unit, MOT Mrs ZAVKIEVA, Head of Road Department, MOT Mr MUMINOV, Head of Railway Department Mr SHUKUROV, Head of International Freight Haulers Association	Mrs TRENKOVA Mrs DUSUPOVA, Project Manager, EC Delegation in Almaty Mr MUMINOV Mr ROESSIG Mr SMOLIN , Coordinator for Central Asia Ms USATOVA	Programme of the mission in Central Asia and objectives in Tajikistan Participation of Tajikistan in the 5th IGC Meeting at the highest possible level Strategy adoption – position of Tajikistan: positive consideration Participation in joint financing of the PS New instruments of the EC External Assistance Political support to TRACECA in Tajikistan Institutionalisation of TRACECA Role of TRACECA in Tajikistan Visibility of TRACECA in Tajikistan The Minister summarized that no single investment project has been given to Tajikistan in the project line of TRACECA. Explanation given was that TRACECA is Tacis and Tacis is only for technical assistance.
MFA Mr NASRIDDINOV, Deputy Minister	Mrs TRENKOVA Mr MUMINOV Mrs DUSUPOVA Mr ROESSIG Mr SMOLIN Ms USATOVA	Objectives of the Mission – to assure highest possible level of participation at the 5th IGC in Sofia Facilitation on ratification of the Yerevan protocol – cooperation with the parliament is needed Accession to the Joint-Financing Agreement Support to the Strategy Institutionalisation of TRACECA

Institutions / Events / Persons Met	Participants	Issues Discussed / Investigated
EC Delegation to Tajikistan Mrs PLINKERT, Head of Delegation in Tajikistan	Mrs TRENKOVA Mr MUMINOV Mrs DUSUPOVA Mr ROESSIG Mr SMOLIN Ms USATOVA	Role of TRACECA for Tajikistan Update on the recent development of TRACECA
Almaty, Kazakhstan		
EC Delegation Mr VAN DER MEER, Head of the Delegation	Mrs TRENKOVA Mrs DUSUPOVA Mr ROESSIG Ms USATOVA	Updates on the projects implemented in the South Caucasus Developments of TRACECA Results of the mission Support of the EC Delegation in Almaty to TRACECA activities: summit and further institutionalisation
Bishkek, Kyrgyzstan		
Mr SULAIMANOV, MOTC Minister, Kyrgyzstan Mr ZAKIROV, NS, Kyrgyzstan Mr CHIMCHIKOV, HOPIU, ADB Transport project Mr AbLesov, Director General, KyrgyzZhelDoStroj (Railways design and construction	Mr SMOLIN, Mrs DUSUPOVA	Sari Tash Road project Additional financing for equipment supply Railways project Fergana – China

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Institutions / Events / Persons Met	Participants	Issues Discussed / Investigated
Kiev, Ukraine		
Delegation of the European Commission in Ukraine Dr. GOETZ Chief Economist Team Leader	Mrs NEVMERZHYTSKA	Debriefing on the TFIS activities; Discussion on the Progress Report III of the TFIS project; Discussion on planning IGC meeting to be held in April or May 2006 in Sofia
Ministry of Transport and Communications of Ukraine Mrs DYACHENKO, Head of Investment and Innovation Unit of Transport Systems Co-ordination and Development Department	Mrs NEVMERZHYTSKA	Discussion of the projects fiches for TRACECA AP 2006(ports and container terminals development); Needs and Opportunity Follow up activities on decisions of NSWG Meeting in Bukharest;
Ministry of Economy of Ukraine Mrs YEMELIYANOVA Deputy Head of Foreign-Economic policy Department	Mrs NEVMERZHYTSKA	Trade facilitation/WTO/ trade simplification Drafting Project proposals Collaboration between National Working Group on Trade Facilitation and TRACECA office in Kiev
TRACECA Intergovernmental Commission Mr LEGENKYI, National Secretary of Ukraine	Mrs NEVMERZHYTSKA	Follow up activities on decisions of NSWG Meeting in Bukharest; Co-financing / self-financing of the PS IGC TRACECA; .
Association of International Road Carriers of Ukraine Training Consulting Centre Mrs DOBRUKHA Deputy Director Training	Mrs NEVMERZHYTSKA	Support in "FIATA Training" Project registration procedure; Project methodology; MoTC and TRACECA main offices and structure

Institutions / Events / Persons Met	Participants	Issues Discussed / Investigated
Tacis and Cards Monitoring Programme Mrs ANDREYANOVA Expert	Mrs NEVMERZHYTSKA	Progress of TFIS' Activities; Follow up activities on decisions of NSWG Meeting in Bukharest;
April 2006		
Brussels/ Belgium		
Mrs HABART, Task Manager Mr KIOUSSIS, Team Leader Europe Aid, Office	Dr BOTH, Project Director Mr ROESSIG	TFIS Project implementation
Baku/ Azerbaijan		
Mr FOTIADIS, Deputy Director General, European Neighbourhood Policy, relations with Eastern Europe, Southern Caucasus and Central Asia, Middle East and South Mediterranean Mr BENSARSA, EC Mr WADDAMS, Special Envoy in Azerbaijan	Mrs TRENKOVA Mrs ZWICKY Mrs USATOVA	TRACECA Subjects EC Support to TRACECA Forthcoming IGC Meeting in Sofia
Mr GOTSIRIDZE, Monitor Mr BAGIROV, Monitor	Mr ROESSIG Mrs ZWICKY Mrs USATOVA	TFIS Monitoring
Daimler Chrysler Mr KRAUSS, Representative	Mr ROESSIG	Pilot Scheme
Mr GRAILLE, Cecoforma	Mr ROESSIG Mrs ZWICKY	Organization of back-to-back meetings in Sofia (IGC Annual Meeting and Ministerial Conference)

Institutions / Events / Persons Met	Participants	Issues Discussed / Investigated
SNCF French Railways Mr PARDE, Director of Europe and East Asia Department Mrs PETRUNINA, Representative for CA countries	Mr ROESSIG Mrs USATOVA	Railway project of TRACECA
Mr PEARCE, Director General of the International Road	Mr ROESSIG Mrs ZWICKY Mrs USATOVA	Memorandum of Understanding, MoU
Mrs HABART, Task Manager, AIDCO A3 Mrs ROURE, Administrator DG TREN	Mr ROESSIG Mrs USATOVA	TRACECA Subjects Organization of the IGC and Ministerial conference in Sofia – coordination issues
Sofia, Bulgaria		
Mrs HABART, Task Manager, AIDCO A3 Mrs ROURE, Administrator DG TREN	Mr ROESSIG Mrs ZWICKY	TRACECA Subjects Organization of the IGC and Ministerial conference in Sofia – coordination issues
Mr PAVLOV, Director European Integration and International Relations Department Mr PETERNEICHEV, National Secretary and Deputy Minister Mrs MILADINOVA, Directorate of European Integration and International Activities Mrs MARTINOVA, Deputy Minister of Transport – MoT	Mrs ZWICKY	Latest Arrangements for 5th IGC meeting and back-to-back Ministerial conference in Sofia

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TRACECA

Institutions / Events / Persons Met	Participants	Issues Discussed / Investigated
Grand Hotel Sofia Managers, Company for International Meetings, Congress Engineering etc.	Mrs ZWICKY	Final preparation of the IGC
Kiev, Ukraine		
TRACECA Intergovernmental Commission Mr LEGENKYI, National Secretary of Ukraine	Mrs NEVMERZHYTSKA,	Progress on TRACECA TFIS project; Discussion and follow up the decisions of working group Meeting held in February 2006 in Bucharest; Preparatory work for the IGC meeting to be held in May 2006 in Sofia;
Derzhanalitinform Mr SHOSTAKOV Chief expert	Mrs NEVMERZHYTSKA	Statistics information on social-economic environment of Ukraine for 2004-2005 Regional data, changes and possibility
EBRD Mr MAGALETSKY Associate Banker	Mrs NEVMERZHYTSKA	Progress of the TFIS project Activity of the EBRD in Ukraine (current and planned): Maritime sector TRACECA-EBRD cooperation matters
Almaty, Kazakhstan		
Regular meetings / communication with Mr BEKMEGAMBETOV, National Secretary of Kazakhstan, Mrs PISANNAYA Transport Specialist	Mr SMOLIN, Mrs SUBBOTINA	Situation with logistic/certification centers in Almaty Information about relevant institutions dealing with transportation activities

Institutions / Events / Persons Met	Participants	Issues Discussed / Investigated
May 2006		
Baku, Azerbaijan		
German Embassy Mr LINGEMANN, Ambassador	Mr ROESSIG	Information received in Sofia Airport
Mrs HAJIEVA, ATE Azerbaijan Truck Expedition	Mr ROESSIG Mr USATOVA Mr WEBER	Pilot Scheme
German Embassy Mr KELLER, Counselor	Mr ROESSIG	Sofia Case
Caspian Invest Mr KERIMOV, Managing Director	Mr ROESSIG	Project Subjects
Various Authorities at Azeri and Georgian Borders, central apparatus of border and customs authorities in Tbilisi as per mission report	Mr WEBER Mr GATAULIN, Land transport Expert of the PS Mr ISMAYIL, Tariff Expert of the PS Mr CHANTLADZE	Pilot Scheme
Dr JAFAROV, A-TRANS International Transport Company General Director	Mrs USATOVA	Pilot Scheme
TRANS-CASPIAN EXHIBITION	Mrs USATOVA	Organisation of the TRACECA stand Answering the questions of visitors
Sofia, Bulgaria		
MoT and Grand Hotel Sofia Managers, Interpreting companies, etc	Mrs ZWICKY	Final preparation of the IGC

Institutions / Events / Persons Met	Participants	Issues Discussed / Investigated
5th IGC Annual Meeting participants (as per list of participants)	Mr GRUENWALD, Dco, CEO Dr BOTH, Project Director Mr ROESSIG Mrs ZWICKY Mr SMOLIN, CA Co-ordinator Mrs NEVMERZHITSKA, Project Expert Mrs USATOVA Mr SCHUERMAN, Database specialist	As per agenda TRACECA Subjects
Mr KARGAR, First Secretary, Political Affairs, Embassy of Afghanistan	TFIS Consultants	Progress of Afghanistan participation in TRACECA
Mrs. ZAKAREVIC	Mrs. ZWICKY	Financial Arrangements back-to-back and IGC Meeting
Mrs TSEKOVA, Chief of the Press Office, Public Relations Department Mrs HADJIYSKA, Reporter Associated Press Mr PETROV, See News, Journalist Mrs MITEVA, REUTERS	Mr USATOVA	Information on the IGC meeting Press conference organisation and coordination
TRACECA Intergovernmental Commission Mr LEGENKYI, National Secretary of Ukraine	Mrs NEVMERZHYTSKA	Progress on TFIS' Activities; Co-financing / self-financing of the PS IGC TRACECA; Follow up activities on decisions of the IGC Meeting held in Sofia

Institutions / Events / Persons Met	Participants	Issues Discussed / Investigated
Association of International Road Carriers of Ukraine Training Consulting Centre Mrs DOBRUKHA Deputy Director Training	Mrs NEVMERZHYTSKA	Discussion of the progress of "FIATA Training"; Project methodology;
NEA and HPTI consortium Mr FETTE, chief expert	Mrs NEVMERZHYTSKA	Necessary steps for the registration of TRACECA project "Regulation on the Transport of Dangerous Goods along the TRACECA Corridor"
Tacis and Cards Monitoring Programme Mrs ANDREYANOVA Expert	Mrs NEVMERZHYTSKA	TFIS' Activities; Discussion on follow up the decisions of the 5th IGC Meeting in Sofia;
Astana, Kazakhstan		
Seminar "The EU's Trans-European Networks and their extension to the neighbouring regions"	Mr SMOLIN, Mrs SUBBOTINA	High Level Group on the extension of the major Trans-European transport axes to the neighbouring countries and regions and connection with Central Asia's transport corridors TENs linked to Traceca activities
Almaty, Kazakhstan		
Ambassador Mr VAN DER MEER	Mr SMOLIN	Perishable goods ToR preparation (including certification of vehicles for transportation of PGs locally in each country) Issues regarding Port Aktau ToR
Mr PEZANT, Consultant	Mr SMOLIN, Mrs SUBBOTINA	Traceca projects

Institutions / Events / Persons Met	Participants	Issues Discussed / Investigated
Opening of multimodal terminal in Almaty Airport Mr KHAN - Project Director	Mr SMOLIN, Mrs SUBBOTINA	Participation in opening of multimodal terminal Organisation of logistics centers for multimodal transportation Future development of multimodal terminal
June 2006		
Baku, Azerbaijan		
Brussels Mr HABART Mr KIOUSSIS	Mrs ZWICKY, Supervisor of the PS Mr ROESSIG	Project Subjects
Mrs JABLONKA	Mr ROESSIG	Border Crossing Procedures
Switzerland / Germany		
Mr. NEBEL, Head of Swiss Customs Mr. FLÜCKIGER, Head of Basel/Weil Border Station Swiss, Mr. ALTMANN; Head of Basel/Weil Border Station Germany	Mrs. ZWICKY	Pilot Scheme Dissemination and Study Tour
Kiev, Ukraine		
TRACECA Intergovernmental Commission Mr LEGENKYI, National Secretary of Ukraine Ministry of Transport and Communications of Ukraine	Mrs NEVMERZHYTSKA	TFIS' Activities; Preparatory work for NSWG Meeting to be held in Istanbul;

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Institutions / Events / Persons Met	Participants	Issues Discussed / Investigated
Delegation of the European Commission in Ukraine Ms. KORCHAKOVA Mr MORGUN Secretary, Operation Section 3 – Economic Development and Nuclear Safety	Mrs NEVMERZHYTSKA	Progress on TFIS' Activities; Registration of TRACECA project "Regulation on the Transport of Dangerous Goods along the TRACECA Corridor";
HPTI Prof. Capt. R. AMERSDOFFER Senior Maritime Training Expert/Team Leader Ms. SENYUK Local project expert Kyiv Seafarer Training Centre Dr. VOROBEY Managing Director Ministry of Education and Science of Ukraine Mr NOSOVSKYI Vice-rector	Mrs NEVMERZHYTSKA	Progress of the "Maritime training" project; Introductory meeting; Preparation of the Training programmes; Definition of the criteria for candidates for the training International collaboration
State Customs Service of Ukraine Mrs LYADENKO Head of the Tariff and transit department	Mrs NEVMERZHYTSKA	TRACECA activities; Hot line issues Contact points/candidature from State Customs Service of Ukraine Preparatory work for Final Seminar of TFIS project to be held in Stuttgart, Germany

Institutions / Events / Persons Met	Participants	Issues Discussed / Investigated
TRACECA Intergovernmental Commission Mr LEGENKYI, National Secretary of Ukraine Ministry of Transport and Communications of Ukraine Mrs DYACHENKO, Head of Investment and Innovation Unit of Transport Systems Co-ordination and Development Department Mrs GANDZIY Chief specialist	Mrs NEVMERZHYTSKA	Hot line information; Project methodology; Preparatory work for Final seminar of TFIS project to be held in Stuttgart, Germany
EBRD MAGALETSKY Associate Banker	Mrs NEVMERZHYTSKA	Progress of the TFIS project Maritime sector (port sector development) TRACECA-EBRD cooperation matters
Almaty, Kazakhstan		
Mr BEKMEGAMBETOV, National Secretary of Kazakhstan, Mrs DUSUPOVA, Project manager, Mr Arnd Bernaerts Expert	Mr SMOLIN, Mrs SUBBOTINA	Issues concerning sufficient maritime training and certification system Lack of certification in marine school in Aktau
Regular meetings / communication with Mr BEKMEGAMBETOV, National Secretary of Kazakhstan	Mr SMOLIN, Mrs SUBBOTINA	Sending of hotline contacts to the main international organisations such as FIATA and IRU, thus they can inform all interested transport companies about innovations in TRACECA.
July 2006		
Baku, Azerbaijan		
Mr PRUTSCH Mr LAPPARD Mrs JABLONKA	Mr ROESSIG Mr MUSTAFAEV, National Secretary of Azerbaijan	Border Crossing – Pilot Scheme
Mr HEINZMANN, Private Sector Development Programme GTZ	Mr ROESSIG	PPP
Mr PEZANT, Transport Consultant	Mr ROESSIG	TRACECA Subjects

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Institutions / Events / Persons Met	Participants	Issues Discussed / Investigated
Mr. Philip Chang Country Economist Azerbaijan Resident Mission Mr. Faraj Huseynbeyov Project Implementation Officer Azerbaijan Resident Mission	Mr. SMOLIN	TRACECA program general information, sharing of experience
Kiev, Ukraine and Chisinau, Moldova		
TRACECA Intergovernmental Commission Mr LEGENKYI, National Secretary of Ukraine Ministry of Transport and Communications of Ukraine Mrs DYACHENKO, Head of Investment and Innovation Unit of Transport Systems Co-ordination and Development Department	Mrs NEVMERZHYTSKA	Next NSWG Meeting to be held in Istanbul; Ukrainian readiness; Co-financing / self-financing of the PS IGC TRACECA;
Inspectorate for Training and Certification of Seafarers of Ukraine Mr TIKHONOV Head of the Inspectorate Mr DOROKHOV Specialist of the International Relations Department	Mrs NEVMERZHYTSKA	TRACECA programme; Training of Seafarers
UKRZOVNISHTRANS (Association of Transport Forwarding Organisations of Ukraine) Mr NOVIKOV, Director General	Mrs NEVMERZHYTSKA	TRACECA programme; Development of Freight forwarding business in Ukraine (regional aspects)
Ministry of Transport and Communications of Moldova General Directorate of Road Economy Mr CIOBANU DRUMINVEST Mr GREBENCIO, Director Mr BIRIUCOV, TRACECA National Secretary of Moldova	Mrs NEVMERZHYTSKA	Progress of TFIS project activities; TRACECA programme; NSWG Meeting to be held in Istanbul; Preparation of the ToR for the new project 2005

Institutions / Events / Persons Met	Participants	Issues Discussed / Investigated
ASMAP Mrs MEDVEDEVA, Head of the devision	Mrs NEVMERZHYTSKA	TRACECA programme; Progress on TFIS' Activities; TRACECA – FIATA Collaboration
Tacis and Cards Monitoring Programme Mrs ANDREYANOVA, Expert	Mrs NEVMERZHYTSKA	Progress of TFIS project activities; Discussion on follow up the decisions of the 5th IGC Meeting; NSWG Meeting to be held in Istanbul;
EBRD office in Moldova	Mrs NEVMERZHYTSKA	Preparation of the ToR for the new project 2005; Progress on TFIS' Activities; EBRD activities in the region
Istanbul, Turkey		
PS Working Group Meeting Istanbul	Mr ROESSIG Mrs. ZWICKY Mrs NEVMERZYTSKA	TRACECA subjects according to Agenda and Participant List
Ashgabad, Turkmenistan		
Mr. Shaguly Gaypnyazov, Director of state enterprise TurkmenTransInspekcya (TTI), Ministry of Roads and Road Transport (MRRT) Mr. Murad Ishanov, Deputy Director of state enterprise TurkmenTransInspekcya, Ministry of Roads and Road Transport Mr. Oraz Charyev, Head of International Relations Dept., Ministry of Roads and Road Transport Mr. Durdymurat Tayliev, General Secretary, Turkmen Association of International Road Carriers Mr. Khudoyberdy Movlyamov, Head of International Transport Dept, Turkmen Association of International Road Carriers, Mr. Chary Klychev, Head of Road Inspection at customs check points, TTI, MRRT Mr. Tony Myron, Head of Resident Office, EBRD	Mr. SMOLIN	Perishable Goods project and other TRACECA issues.

Institutions / Events / Persons Met	Participants	Issues Discussed / Investigated
August 2006		
Baku 2006		
Mr Wistawel, Managing Director, International Transport and Logistics Services Mr Lassmann, Managing Director, A-Logistics, Russia	Mr Roessig	Multimodal transport TRACECA Strategy TRACECA Corridor TRACECA Hotline
Mr Scheurleer, NEA	Mr Roessig Mrs Zwicky	TRACECA project implementation
Mr Mehdizade, First Secretary for WTO Affairs, MFA, Azerbaijan	Mr Roessig Mrs Nevmerhytska	TRACECA Programme TRACECA Strategy Trade facilitation activities
Mr von Oertzen, TRACECA Dangerous Goods Transportation Project	Mr Roessig	Co-ordination and implementation of the project
Dissemination Seminar, Stuttgart, Germany	See Annex III	See Annex III
Preparatory meetings with German Federal Customs, UNECE	Mrs Zwicky	Seminar
Mr Kuenzle, German Federal Customs Office, Head of Control Department, Loerach	Mr Roessig Mrs Nevmerhytska Mrs Zwicky Mr Smolin Mrs Usatova	Electronic Declaration Pre-arrival information system Trade Facilitation and Customs procedures TRACECA Activities Pilot Scheme

Institutions / Events / Persons Met	Participants	Issues Discussed / Investigated
Almaty, Kazakhstan		
Mrs. Zhanna Baidasheva, Regional Cooperation Specialist/Coordinator, ADB	Mr. SMOLIN, Mrs SUBBOTINA	Coordination of Traceca activities in Central Asia
Regular meetings / communication with Mr BEKMEGAMBETOV, National Secretary of Kazakhstan	Mr SMOLIN, Mrs SUBBOTINA	Project implementation Dissemination Seminar
Kiev, Ukraine		
TRACECA Intergovernmental Commission Mr LEGENKYI, National Secretary of Ukraine Ministry of Transport and Communications of Ukraine Mrs DYACHENKO, Head of Investment and Innovation Unit of Transport Systems Co-ordination and Development Department	Mrs NEVMERZHYTSKA	Project Dissemination Seminar in Stuttgart, Ukrainian projects
Inspectorate for Training and Certification of Seafarers of Ukraine Mr TIKHONOV Head of the Inspectorate Mr DOROKHOV Specialist of the International Relations Department	Mrs NEVMERZHYTSKA	Maritime Training
ASMAP Mrs MEDVEDEVA, Head of the devision	Mrs NEVMERZHYTSKA	TRACECA programme; Progress on TFIS' Activities; TRACECA – FIATA Collaboration
EBRD office in Ukraine	Mrs NEVMERZHYTSKA	Preparation of the ToRs Progress on TFIS' Activities; EBRD activities in the region

Dornier Consulting

ANNEX VIII

WORKPLAN
FOR THE REMAINDER
OF THE PROJECT IMPLEMENTATION PERIOD
June 2006- August 2006

Trade Facilitation and Institutional Support Project

Work Plan for the remaining of the Project

Experts Availability (Foreign)

Angelika Zwicky	in Baku until 7 July 2006
	In Baku from 2-5 August 2006
	Home Office, Preparation and participation of the Seminar
	13 days

Bodo Roessig	in Baku until 15 July 2006
	In Baku from 7-15 August 2006
	Seminar in Stuttgart 16 – 18 August 2006
	In Baku 21 – 26 August 2006

Boris Smolin	In Almati and Central Asia until 7 July 2006
	In Baku 10 - 21 July 2006
	In Almati 23 July until 15 August 2006
	Seminar in Stuttgart 16-18 August 2006
	In Almati 21 – 25 August 2006

The local experts are available for the whole remaining time.

Work to be done in the remaining time of the project

Component A
Pilot Scheme documentation
A5 Dissemination Seminar will be held 16 – 18. August 2006

Component B
The Hotline/Information and Helping Desk Initiatives via the Web site will be
finalized in line with the ToR

Component C
C 5 all financial clearings of PS expenditures will done by 2 July,2006 and a
hand over will be made in week 27
C 8 and C9 assistance will be given in the scope of sources available
C11 Technical support and update of the Web-Site will be finalized end of July
C 12 The update of the data base will be finalized with data received and a
hand over of all data including the GIS system will be done by end of July
C16 at a minimum 3 more ToRs will be delivered to Brussels and the EC
Delegations in Almati and Kiev

In addition
Ideas and first draft of templates for the implementation of the Strategy will
submitted by mid of July.

Reporting
Draft final Report will be distributed week 30, 2006
Final Report will be distributed after the Dissemination Seminar

Page 3 Baku, 28. 6. 2006

R. Jendirov
6/30/2006

MONTESI

Status as per handwritten date