



2 NATIONAL TRANSPORT POLICY

In Turkmenistan the key stakeholder is the Cabinet of Ministries which not only monitors the other state organizations involved in the transport sector but also issues, decrees and rules which frame the initiatives taken at the highest governmental level.

The most concerned State organizations concerned by the LOGMOS Project can be identified as:

- Ministry of Railway Transport
- Ministry of Road Transport under the authority of which the Turkmen transport Inspection ensures the control of all import, export and transit cargoes crossing the national state borders.
- Ministry of Water Industry
- The State Service of Maritime and River Transportation of Turkmenistan in charge of the International Sea Port of Turkmenbashi and the Production Association for Maritime and River Transport services.
- State Customs Service of Turkmenistan.
- Main State Inspectorate (Turkmenstandartlary) which delivers licences for the transportation of certain type of goods.
- Turkmenavtoellary is the state regulation body for public works and transport infrastructure.

The main document dealing with economic development is the “Socio and Economic Development Program of Turkmenistan for years 2011-2030” signed on May 14, 2010 by the President.

In the maritime sphere it provides for:

- The development and improvement of maritime transport;
- The set-up of a sea trade fleet of Turkmenistan;
- An increasing role of sea transport in the country international trade;
- The implementation of a competitive, developed and improved sea transport system.

A great development of Turkmenbashi port is planned to achieve the above mentioned aims. At the final stage the whole area of Turkmenbashi up to Avaza along the Caspian Sea shoreline will be turned into a Free Economic Zone (FEZ).

The guidelines for the development in the railway transport sphere were included in the “Railway Transport Development Program of Turkmenistan for the years 2000-2005 and for the period from 2006 till 2010”. In 2012, a new Master Plan for railway transport for 2012-2016 was adopted. It comprises numerous projects (detailed in section 6.2.2.) aimed at modernizing the sector, bridging the regions of Turkmenistan together and linking the national network to the ones of bordering countries.

Turkmenistan accessed to the Agreement on International Rail Freight Communications (using SMGS consignment note) which is managed by OSJD and adapted for rail track networks of 1520 mm. gauge.



Turkmenistan being a counterpart only of six UNECE transport conventions is still at an early stage of implementing European standards for road and railway transport.

This is possibly due to its physical remoteness from European territory and restrictions to connect with Europe by road.

Turkmenistan ratified 10 conventions of the International Maritime Organization (IMO) designed to have a positive impact for the transport of oil products:

- The International Convention on Civil Liability for Oil Pollution Damage (CLC), 1969. The Convention places the liability for such damage on the owner of the ship which caused the pollution;
- The CLC Protocol, 1992, which changed the entry into force requirements (number of tankers) for large tanker-owning countries. The Protocol establishes higher limits of liability than the 1969 Convention.
- The International Regulations for Preventing collisions at Sea, 1972 (COLREG).
- The International Convention on Load Lines, 1966 (LL).
- The MARPORT Protocol which amends the International Convention for the Prevention of Pollution from ships, 1978.
- The International Convention for the Safety of Life at Sea, 1974 (SOLAS).
- The International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 (SWTC).
- The Convention for the Suppression of Unlawful Acts against the Safety of Maritime Navigation, 1988 (SUA).
- The SUA Protocol which amends the SUA Convention, by adding to the convention the safety of Fixed Platforms located on the Continental Shelf, 1988.
- The International Convention on Tonnage measurements of Ships, 1969 (TONNAGE).

On the contrary, the non-accession to the following legal instruments is not favourable for the facilitation of multimodal transport within/through the territory of Turkmenistan:

- Customs Convention on Containers, 1972.
- European Agreement on Main International Traffic Arteries (AGR), 1975.
- International Convention on the Harmonization of Border Controls of Goods, 1982.
- European Agreement on Important International Combined Transport and related Installations (AGTC), 1991.
- TRACECA Agreement on the Development of Multimodal Transport, 2009.

Turkmenistan is neither a party to the International Convention for the Unification of Rules of Law Relating to Bills of Lading (The Hague-Visby Rules), nor to the Brussels Convention for the Unification of Rules relating to Bills of Lading of 1924, and to the Convention on Carriage of Goods by Sea of 1978 (Hamburg Rules).