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Logistics Processes and Motorways of the Sea II

LOGMOS Master Plan – Annex 9.2

Project Fact Sheets

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1 INTERNATIONAL LOGISTICS CENTRE AT ZVARTNOTS INTERNATIONAL AIRPORT

Region:	Caucasus
Country:	Armenia
Location:	Zvartnots International Airport
Area:	36 ha
Mode	Multimodal (Road/Rail/Air)
Investment Volume:	EUR 24.4 M
Project Status:	Defined as Priority Project by the Armenian Government, first steps towards implementation taken

Geographical Description

The Zvartnots International Airport site of 36 ha is located about 12 km to the south-west of Yerevan city centre, adjacent to the Airport (about 300 m). The nearest city road is 1.5 km away and the direct distance to the main railway line is approximately 1.3 km, providing opportunities for easy connections to the site.

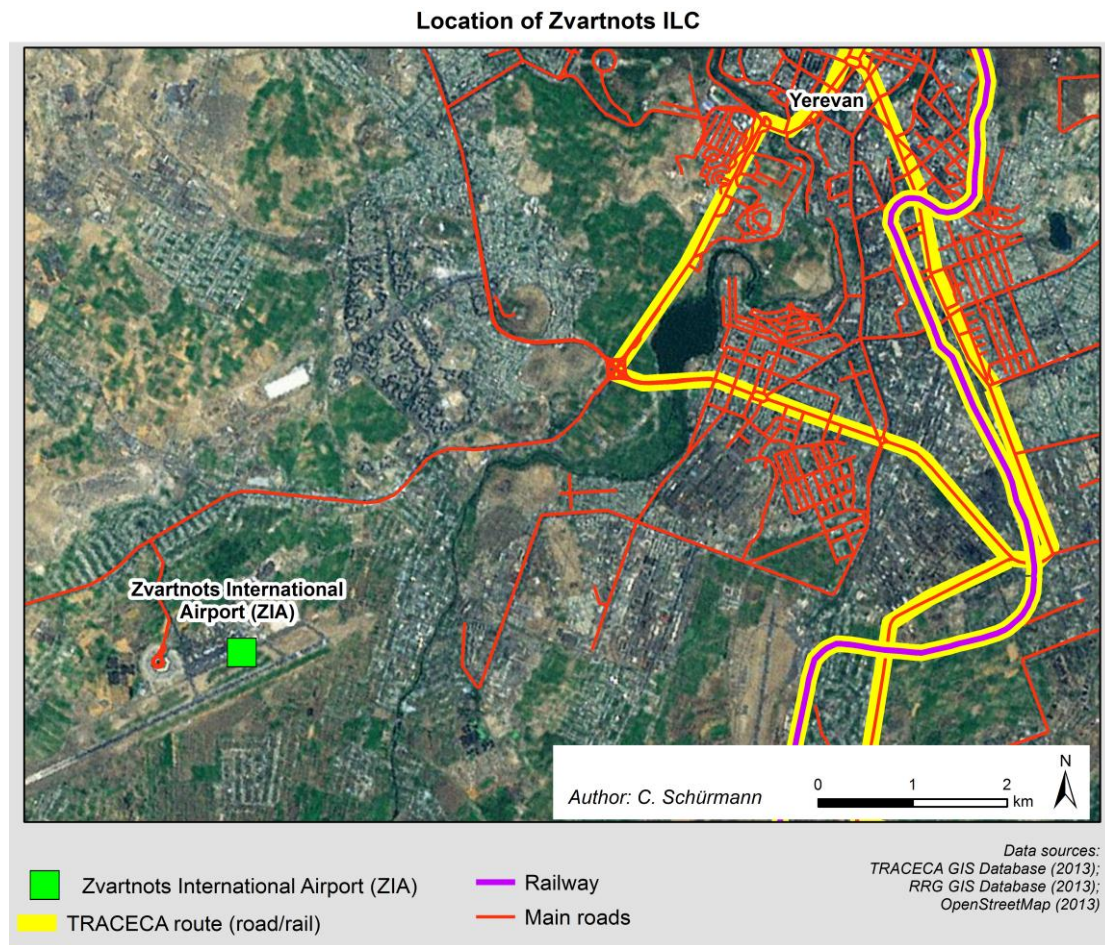
The proposed ILC at the Zvartnots International Airport will be developed as a competitive logistics site and as an integrative part of the TRACECA network. The site will offer several logistics functions and well developed land plots with excellent infrastructure and facilities for logistics service providers and logistics intensive industries.

The potential for the ILC in Yerevan lies in the development of more diversified export products (including food processing based on domestic agriculture) and the development of foreign trade relations with Georgia, Turkey and Iran.

The identified needs and site requirements of potential private sector stakeholder and partners are the following:

- New capable and well accessible road access from/to main TRACECA road M4 (Yerevan – Sevan – Dilijan – Ijevan - Tbilisi).
- New accessible road access from/to highways M2 (Yerevan – Angarak) to Iranian border and M1 (Yerevan – Ashtarak – Gyumri) to Turkish and Georgian border.
- Direct railway access to TRACECA railway line.

Figure 1: ILC at Zvartnots International Airport Location



Synergies can be created with the development of an integrated Free Economic Zone. New market opportunities depends mainly on the opening of international borders that are now closed to trade, and the completion of transport infrastructure projects linking the South Caucasus region with Turkey and Iran. The time horizon for these developments is uncertain, and Georgia and Azerbaijan are to some extent better placed to exploit them.

Technical Description

There is an urgent need to improve transport and logistics infrastructure and systems in order to:

- promote and diversify exports, which remain dominated by bulk mineral products despite recent growth of the value of food exports,
- allow more efficient sourcing and movement of imports, saving foreign exchange and reducing the costs for the industry and its consumers.

An efficient tri-modal logistics facility at Yerevan would facilitate containerization of suitable cargo (particularly food exports and a wide range of consumer and intermediate imports) and allow block trains to operate to Georgian ports and to Russia via Georgia. When the borders with Azerbaijan and Turkey are opened to trade there will be an increased potential for more efficient transportation.



The proposed ILC at ZIA will be developed and upgraded to become a highly productive and competitive logistics site as a part of the TRACECA network. The different warehouses and areas for logistics services will be developed under consideration of the requirements of regional and international stakeholders. Three functional areas for “logistics services“, “container terminal“ and “logistics-intensive industries and trade“ have been delineated. The functional “logistics services” area will be developed with a focus on transport, handling and storage facilities for logistics providers and operators (like warehousing, distribution centres, etc.). The functional “container terminal“ area will include a combined transshipment module for the rail-road handling of containers, semi-trailers and swap bodies as well as project cargo. A container service centre with container depot, customs clearance, container packing, container repair and cleaning will be established. Finally the functional “logistics intensive industries and trade” area will be developed with its focus on the settlement of logistics intensive industrial companies (like food processing companies or agricultural machinery, aviation and automotive industries) and commercial enterprises (such as distribution centres for retailers).

Implementation

The Government of Armenia has decided to include the project into the list of priority projects in the transport sector.

A PPP scheme is being implemented where the Government of Armenia will take care of land acquisition for new transport access links (road and rail), the construction of a new access road to the airport area and for the extension of the land plot.

In 2011-12 new road access to the area was designed and coordinated with on-going road ADB-financed infrastructure projects in and around Yerevan (North-South corridor project and Yerevan city centre by-pass). This was supported by the LOGMOS project.

The Concessionaire of Zvartnots airport, Armenia International Airports CJSC, has finalised a design study for new railway access linking the ILC, the Free Economic Zone, the fuel farm of the airport and the new passenger terminal to Masis railway station and the city centre.

Currently, discussions are under way between the airport concessionaire, South Caucasus Railways and the Government about their respective shares in the investment needed and operational issues.

Other Involved Parties

ADB, EBRD and WB

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