

**Speech of the Head of Delegation of the Republic of Tajikistan at the 12
Meeting of the Intergovernmental Commission TRACECA
(1 June 2016, Odessa)**

Dear Mister Chairman,
Dear delegates,
Ladies and gentlemen,

First of all, let me on behalf of the Government of the Republic of Tajikistan express gratitude to the IGC TRACECA and the Government of Ukraine as well as the organizers of today's event for cordial reception and fine preparation of the 12 Meeting of the Intergovernmental Commission TRACECA.

For the last year the Republic of Tajikistan focused its main efforts on the effective implementation of the provisions of the MLA TRACECA, decisions of the MLA adopted at its Eleventh and previous meetings and those of the IGC Strategy up to 2015.

Presently the Republic of Tajikistan is carrying out internal state procedures on the approval of the Technical Annex to the Basic Agreement on Fundamental Principles of Railway-Ferry Terminals operation on the Black Sea and the Caspian Sea.

In 2016 the Republic of Tajikistan ratified the Agreement on Joint Financing of the Permanent Secretariat of the Intergovernmental Commission TRACECA by Resolution of Majlisi Oli Majlisi Namoyndagoni of the Republic of Tajikistan as of 15 February 2016, N 368. The Republic of Tajikistan took part in the elaboration of the draft Agreement on establishment of the International Arbitration Court TRACECA.

In accordance with the Final Resolutions of the Eighth Meeting of the IGC TRACECA approved in Brussels in October 2010 the activities aimed at the implementation of the Concept for Development of International Road Traffic along the Transport Corridor Europe-the Caucasus-Asia are on-going.

Particularly within the TRACECA corridors passing through our Republic there are carried out the activities on the improvement of infrastructure.

Within the Corridor T23 via financing of the Asian Development Bank there were completed the works on the improvement of the road Dushanbe – Tursunzadeh – border of Uzbekistan.

Within the corridor T-34 in the direction of China there are carried out the activities on completion of the road in the direction of Dushanbe – Khorog – Murgab – Kulma.

Modern and effectively functioning transport infrastructure is undoubtedly an important component of a competitive route, but the so-called non-physical barriers are not less important in influencing the decision of carriers to perform traffic along the TRACECA corridor.

On the background of the current trends in the world market of cargo traffic multimodal routes connecting Europe and Asia again acquired significance. Taking into account the expected growth of cargo traffic in the Eurasian region there are carried out measures to promote the attractiveness of the TRACECA corridor.

Harmonization of legislations of the countries is one of the fundamental objectives of TRACECA defined in the Basic Multilateral Agreement. The concept for harmonized legal regime, suggesting unified regulations and procedures of crossing the territories of the countries and borders by motor vehicles, goods and passengers is a key component of the Strategy for Facilitation of Trade and Transport communications in the region.

The activities of our countries in harmonization of their legislations with international and European standards make it possible to remove legal uncertainty and indefiniteness which leads to considerable spending of time and financial means of carriers which in its turn negatively influences the attractiveness and competitiveness of the corridor.

The efforts of the countries to harmonize legislations are exerted in two different aspects. Since some TRACECA countries, being the members of the European Union (Bulgaria and Romania) took active measures in approximating of their national legislations to the European norms, the European Union actively utilizes their experience in the countries having commitments within the framework of the Association Agreements signed in 2014. Turkey as a country with the status of a candidate to the member states of the European Union is actively improving its legislation in compliance with the provisions of the EU legal system.

The EU Eastern Partnership Programme countries also exert great efforts to approximate legislative norms to the European standards. At the same time the European Union will provide multilateral and extensive assistance to these initiatives via their special programmes as well as via TRACECA technical assistance.

It should be noted that all TRACECA countries bear relevant responsibilities for adjusting their legislative norms in compliance with the generally accepted rules enshrined in the international agreements in the field of transport.

The existing level of legal harmonization within the corridor requires the continuation of dynamic actions on improvement of understanding by the countries of the benefits from agreed and accepted standards, regulations and procedures, aimed at the development of transport communications and trade in the region.

I would like to inform that for the last 10 years the Republic of Tajikistan allocated 1,1 billion USD to the development of the transport sector, and presently

the activities to the amount of 483,2 million USD in this field are on-going. There are priority projects to the amount of more than 7 billion USD.

Simultaneously taking into account the need in developing railway corridors, transporting the greater part of the freight volumes, the **Islamic Republic of Afghanistan and Turkmenistan in trilateral format** (to be checked by the author) Russia, Kazakhstan and Kyrgyzstan and Tajikistan in four-lateral format, China, Kyrgyzstan, Tajikistan and Afghanistan and Iran in five-lateral format are coordinating the issues of railway connection between themselves.

Continuing the subject of changes in infrastructure of our country I would like to note that for the short time there was established the network of terminals providing services for all customs procedures and cargo insurance, vehicles maintenance, healthcare delivery and a number of other measures, protecting interests of foreign and Tajik haulers. Training centres were created to develop capacity building in the field of international road connections.

The Ministry of Transport along with the above-said exerts every effort for the development of the logistical system in the country.

In this connection in 2013 Tajikistan signed the Multilateral Intergovernmental Agreement on dry ports within the framework of UN ESCAP envisaging the development of logistic centres and road terminals of international importance with the view of creating corresponding conditions for the effectiveness of transit process.

Moreover, Tajikistan supported the Model Highway Initiative which will promote regional integration and effectiveness of transit traffic between the countries.

It should be noted that during the Meeting of the SOC Council of Heads of States held on 12 September 2014 there was signed the Intergovernmental Agreement on creation of favourable conditions for international road traffic, which is the greatest achievement of the SOC member states not only during the chairmanship of the Republic of Tajikistan in SOC, but in the IGC TRACECA. For the TRACECA member states this Agreement is the reason for the search of mutually accepted approaches to cooperation and geographical expansion of transport corridors in view of the potential of the Eurasian and Caucasian regions. Joint infrastructure projects which can connect the SOC and TRACECA corridors may be considered as well.

Dear ladies and gentlemen,

In view of the above-said Tajikistan today has the necessary potential for the development of cooperation between the TRACECA member states.

In conclusion I would like to wish you all fruitful work. I would also like to wish colleagues from Ukraine success in the honorable mission of the TRACECA chairmanship for the benefit and development of TRACECA member states.

Thank you for attention!

