



**Summary of Actions in the framework of the Action Plan for 2013-2015
for Implementation of the Strategy of the IGC TRACECA**

This document is based on the Reports submitted by Azerbaijan, Armenia, Bulgaria, Georgia, Iran, Kazakhstan, Kyrgyzstan, Moldova, Romania, Turkey, Uzbekistan, Ukraine.

№	Action	Short description	Obtained results
1	Elaborate five-year infrastructure master plans	Elaboration of national investment strategies regarding transport sector based on an adequate methodology for infrastructure planning and prioritization based on the identification of the “bottlenecks” and the use of traffic forecasts	<p>In Azerbaijan the implementation of the Governmental concept Programme for development of transport sector is on-going and in accordance with this Programme a number of laws and normative acts were adopted. The Strategy of transport sector investment is implemented in accordance with the National Strategy for transport infrastructure planning which is a component of the Governmental concept Programme.</p> <p>Armenia implements the National Transport Strategy for 2009-2019. One of the priority strategic projects is the infrastructure project for the construction of the North-South Corridor. The programme for development of road infrastructure is composed for 5 years. The allocation programme is updated once in 3 years.</p> <p>In Bulgaria there is applied the Strategy for Development of Transport Infrastructure within the framework of the National Strategy of Integrated Infrastructure Development up to 2015. The Operative Programme of the following programming period 2014-2020 is at the stage of preparation.</p> <p>Annually Georgia works out an action plan for the development of road infrastructure for international main and subsidiary roads. “The Roads Department of Georgia” realized the following construction projects during 2014:</p> <ul style="list-style-type: none"> - Construction of 32.1 km section Kutaisi bypass-Samtredia of at E60 (JICA) - Construction of 8 km section for Ruisi – Agara E60 Road (WB). <p>In Kazakhstan there was worked out and approved the State Programme for development and integration of transport system infrastructure of the Republic of Kazakhstan up to 2020. The Decree of the President of the Republic of Kazakhstan of 13 January 2014 № 725 approved the State Programme for development and integration of transport infrastructure system of the Republic of Kazakhstan up to 2020. The Government of the Republic of Kazakhstan by its Resolution approved the Plan of</p>

			<p>measures for realization of the State Programme for development and integration of transport infrastructure system of the Republic of Kazakhstan up to 2020. The State Programme is aimed at formation of modern transport infrastructure of Kazakhstan, as well as ensuring its integration with international transport system and realization of its transit potential.</p> <p>In accordance with the Master Plans for the development of infrastructure in Kyrgyzstan the projects worth of 463.87 million U.S. dollars are being under implementation. Construction works are under way on the roads of Bishkek-Naryn-Torugart, Osh-Batken-Isfana, Taraz-Talas-Suusamyr, total length of which 840 km.</p> <p>In Moldova there was approved the Strategy for Transport and Logistics for 2013-2022. The present Strategy was worked out on the basis of research, carried out for each sub-branch and includes the provisions of the National Development Strategy “Moldova-2020” and the Strategy of Infrastructure and Land Transport for 2008-2017 regarding integrated approach towards the solution of transport and logistics issues, as well as trade facilitation being the component of business environment.</p> <p>In Turkey the EC project on the establishment of sector Strategy in the field of road transport until 2015 is implemented. 7 Projects have been identified, 5 Pre-Feasibility Studies and 3 ToRs have been prepared.</p> <p>The Strategy for Development of Transport Infrastructure up to 2020 is under realization in Uzbekistan. The Government carries out a systematic analysis of the implementation of the Transport Sector Development Concept.</p> <p>The Policy of Uzbekistan in the field of transport is determined by the following government documents.</p> <p>Programme “On accelerated development of infrastructure, transport and communication construction in 2011-2015”,</p> <ul style="list-style-type: none"> -Further development of Uzbek National Motorway; - Upgrade of railways, electrification, locomotives and railcars supply; - Implementation and further development of multimodal transport; - Creation of new transport corridors, increase of transit; - Reconstruction and creation of modern infrastructure along the Uzbek national motorway and along the international railway routes; - Import of road-building technology, up-to-date profit-proved technologies and materials. <p>The Cabinet of Ministers of Ukraine in its Decree of 11.07.2013 adopted the Strategy for Development of Sea Ports for the period up to 2038 being the basis for approval of the plans of development of sea ports for the short-term (till 2018), mid-term (till 2023) and long-term (till 2038) perspectives. From the beginning of the implementation of the Strategy the progress of realization of its main tasks was defined in the following way: on the results of 2011 – 74%; on the results of 2012 – 68%; on the results of 2013 – 88%. The Resolution of the Government of Ukraine № 696 of 11.07.2013 approved the State targeted economic programme for development of general use roads for 2013-2018.</p>
2	Align national transport policy plans to Strategy	Regulatory reform in the field of transport consistent with the TRACECA	The main principles of the State Programme for development of transport complex of

		Strategy	<p>Azerbaijan correspond to the measures of the Action Plan for the implementation of the Strategy of the IGC TRACECA for development of international transport corridor “Europe-the Caucasus-Asia”(TRACECA) up to 2015.</p> <p>The Ministry of Economy and Sustainable Development of Georgia with technical assistance of the Asian Development Bank (ADB) is working out the National Transport Policy and its Action Plan. The national transport policy will review the Georgian transport sector, identify issues that impede the development of the sector and recommend a series of measures designed to improve the delivery of transport services and capacity in Georgia. The National Transport Policy will be aligned with the IGC TRACECA Strategy.</p> <p>On the instruction of the Prime Minister of Kazakhstan N 231-r as of 25.12.12 there was approved an Integrated Plan of measures for the implementation of the project “Kazakhstan – a New Silk Way” which required the preparation of proposals for the development of TRACECA corridor regarding the reduction of rate quotations for cargo transportation, removal of infrastructure bottlenecks. Within the framework of the Plan implementation in 2014:</p> <ul style="list-style-type: none"> - On 20 October 2014 (Baku, The Republic of Azerbaijan) there was signed an Additional Agreement on accession of the Turkish State Railways to the Coordinating Board for Development of the Trans-Caspian International Transport Route (hereinafter TITR); - On 6 November 2014 (Aktau, the Republic of Kazakhstan) there was held a regular meeting of the Coordinating Board for Development of TITR on the outcomes of which the Parties adopted decisions on the necessity to reduce tariffs and dues for transport of oil, oil products, liquefied gas and cereals. There were also made agreements on the organizing and forming of a complex rate for container trains from China to Turkey and the countries of Europe, as well as from Turkey backwards. <p>In 2013 the World bank implemented special measures for increasing Kazakhstan’s rating regarding the logistic systems’ effectiveness index (LPI). Presently the reconstruction of the road “Beyneu-Aktau” is under way. By the end of 2014 the missing section of “Beyneu-Shetpe” of 300 km long is planned for commissioning. The project for the expansion of Aktau International Sea Port in the northern direction is implemented.</p> <p>In August 2014 the construction of the Railway Zhezkazgan – Beyneu (988 km) was completed. This railway reduces the distance from station Dostyk to the port of Aktau by 754 km and provides for route connection with the railway line Akhalkalaki (Georgia) – Kars (Turkey) (98 km), which will be accomplished in 2015.</p> <p>The Government of Kyrgyzstan approved the Road Transport Development Strategy of the Kyrgyz Republic for 2011-2015, railway transport development Programme for 2014-2020 is being developed.</p> <p>In July 2014 in Moldova a new Road Code came into effect. This document introduces new rules for transport operators based on the requirements of provision of</p>
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			<p>good reputation, financial situation and professional competence. Moreover the Code includes the Chapter introducing the requirements concerning the work of crews of vehicles engaged in international road traffic.</p> <p>In Turkey on the basis of the revised licensing mechanism as of January 2014 there have been issued 541.560 licenses for all road transport operators in compliance with the criteria required by the EU legislation.</p> <p>As for the requirement of professional competence for access to road transport market, 252 institutions are certified to provide training for certificate in professional competence (CPC), and as of January 2014, roughly 3.440,676 CPC have been issued.</p>
3	Transport database	Collect transport data and compile statistics to input into a standardized transport database to prepare traffic forecasts	<p>The Ministry of Transport of Armenia was given the status of national registrar and collects the data placed on the official site of the Ministry of Transport.</p> <p>The National Secretariat of TRACECA in Azerbaijan collects and processes statistical data. On the basis of their inquiry and acquisition from state authorities and State Statistics Committee of Azerbaijan, processed statistical data are inputted into the database.</p> <p>Indicators of freight volumes transported in transit through the territory of Kazakhstan:</p> <ul style="list-style-type: none"> - Railway transport - 16,01 million tons; - Road transport – 1,56 million tons; - Water transport – 0,12 million tons. <p>In Kyrgyzstan the issue of creation a unified electronic database of all participants of the transportation process throughout the country is being worked out.</p> <p>In Moldova the Customs Authorities provide database transport information to the National Statistics Bureau on a quarterly basis.</p> <p>In Georgia Transport policy Department of the Ministry of Economy and Sustainable Development of Georgia is responsible for processing and maintaining statistical database. On a quarterly basis the data are published on the official web site of the Ministry.</p> <p>In Ukraine Ukrzaliznytsa carries out monitoring of railway traffic volumes within the TRACECA corridor and submits them on the basis of requests. Ukrzaliznytsa implements electronic document circulation with adjacent railway administrations, ASPU and customs authorities. The State Fiscal Agency maintains similar database and submits the corresponding information as required.</p>
4	Public Private Partnership Development (PPP)	Introduction and adoption of regulatory documents for PPP introduction, identification of PPP national and regional transport projects.	<p>Presently in Armenia the following projects are under implementation: Zvartnotz Project, the project of free economic zone and the South Armenian Railway Project through Public Private Partnership scheme (PPP).</p> <p>In Azerbaijan the adoption of regulatory documents for PPP introduction is done step-by-step.</p> <p>In 2013 in Georgia with support of the World Bank and International Financial Corporation there was held a special Conference. During the event the high-level representatives of the Government were familiarized with various forms of Public Private Partnership, regulatory basis and international practices of PPP financial instruments.</p>

			<p>Presently there are no legal obstacles for PPP, but there are no special regulatory acts. In Georgia the PPP is regulated primarily by agreements between the parties. Any government institution is entitled to freely apply the PPP tools. For example, the rehabilitation project for Mleta-Kobi of the section Mzkheta-Stepanzminda –Lars International Road was prepared in 2013 to be realized by the Road Department of Georgia on the basis of partnership with the private company LLC “Sakgametsniereba”</p> <p>With the view of introducing a mechanism of regulating currency risks, protection of creditors’ rights of the concessionaire (“direct agreement”), possibility to recourse to the international arbitration the Law “On Concessions” of the Republic of Kazakhstan of 2 July 2014 was amended and added. The compensation conditions are also envisaged in the event of early termination of the concession agreement.</p> <p>In the field of road construction at the expense of public–private partnership using the mechanism of concession the work is conducted for the implementation of the project “Construction and operation of the road “Main Almaty Ring Road (MARR)”. The project provides for the construction of the first category road of 66 km with 4/6 lane traffic, costing about 684 million USD. According to the project Feasibility Study the forecasted volume of traffic makes 38 628 vehicles/day.</p> <p>In Moldova there was introduced the system of digital tachographs and several projects were developed in the field of civil aviation.</p> <p>Within the framework of the Supervisory Committee of Twinning project “Strengthening of Public-Private Partnership in the Republic of Moldova” there was presented the analysis carried out by the Ministry of Transport and Road Infrastructure. The Ministry prepared the ToR and afterwards they will announce tender for the selection of a consultant to carry out preliminary technical-economic study for construction of the multimodal logistic centre in Chisinau.</p> <p>Romania launched the concession programme: the section Komarnik – Brashov (the concessioner is determined, the contract is under realization), the sections Krayova-Pitesht and the ring road Bucharest are under the procedure of concession at the development stage.</p> <p>Within the framework of reforming ports infrastructure in accordance with the Law of Ukraine “On Sea Ports of Ukraine” the activities are carried out regarding the introduction of PPP in sea ports of Ukraine. Particularly it was defined that private investment of the state-owned port infrastructure objects is carried out by virtue of concession agreements made on the basis of specific procedures determined in the Laws of Ukraine.</p>
5	Infrastructure development of regional transport networks	Application of identification instruments regarding priority infrastructure projects. Implementation of the regulatory basis providing for attraction of IFI funds for the implementation of infrastructure projects	<p>In 2013 in Azerbaijan there was commissioned transport and logistics center at Bina airport. The construction of a new modern International Trade Sea Port is under way in Alyat (65 km from Baku) . In December 2013 the new modernized terminal at Heydar Aliyev International Airport came into operation.</p> <p>In Kazakhstan the project for the expansion of the Port of Aktau in the northern direction is under realization: hydro-technical installations, pier and breakwater at the cost of 10,8 billion Tenge. In 2013 there were launched dredging works at the cost of 3,7 billion Tenge. The works on providing the subzones with necessary engineering and transport infrastructure are under way. From 2013 there started the development of subzone N2, situated in immediate proximity to the Aktau International Sea Trade Port and the</p>

			<p>Republican motorway “Atirau-Aktau” of the total area of 490 hectares. New railway lines were commissioned:</p> <ol style="list-style-type: none"> 1) On 22 August 2014 – “Jezkazgan – Beyneu”; 2) On 3 December 2014 – “Uzen – Bolashak – Bereket – Gorgan”. <p>Marketing investigation was carried out on formation of the internal terminal network. On the outcomes of this investigation there were determined the most perspective regions of TLC construction in the cities of Astana, Aktau, Kostanay, Semey, Pavlodar and Shymkent.</p> <p>The realization of the project for the reconstruction of the international transit corridor “Western Europe – Western China” attracted IFIs’ loans (IBRD, EBRD, ADB, IDB and JICA) for the total amount of 4.7 billion USD.</p> <p>The ADB granted the loan in the amount of 654.3 million USD for the construction of the road of republican importance “Aktau – Beyneu”.</p> <p>Iran launched the construction of branch lines Kaf (Iran) – Khart city (Afghanistan) and a new railroad between Iran, Turkmenistan and Kazakhstan (900 km). The projects will be completed by 2015.</p> <p>In Moldova within the framework of the transport panel (Eastern Partnership) there were determined and coordinated the regional networks TEN-T connections with Romania, Ukraine and the EU.</p> <p>There were confirmed five priority projects in transport sector for Moldova:</p> <ul style="list-style-type: none"> - Motorway M3 Chisinau-Djudjulesht, Porumbren-Chimishliya sector 19 km (a new construction) will be financed at the expense of the EIB loan, - Motorway M3 Chisinau-Djudjulesht, bypass road Komrat, 17 km (a new construction) will be financed at the expense of the EIB loan; - Construction of the bypass road of three villages located along the national road M3 Chisinau-Djudjulesht will be financed at the expense of the EBRD loan; - The works on rehabilitation of the P33 road Khynchest – Lepushna – M1, 37 km were launched; the completion is planned in 2016, financing is performed at the expense of the EBRD loan; - Rehabilitation of the National Road M14, sector Beltz-Kriva – 130 km, in search of the financing sources. <p>The Action Plan for the implementation of the Transport and Logistics Strategy for 2013-2022 determined the priority projects for all subsectors for the period up to 2022.</p> <p>In 2013 In Uzbekistan there started the realization of the project “Construction of a new electrified railway Angren-Pap” which will connect the railway network of Fergana valley with the rest system.</p> <p>In Georgia within the framework of the Eastern Partnership Transport Panel there were prioritized 3 road infrastructure projects and TENT-T connections with Azerbaijan, Armenia and Turkey.</p> <p>The Government of Georgia strives to enhance port infrastructure. For this purpose, particular importance is attached to the construction of the new Deep Sea port in Anaklia. The Anaklia port shall have the following competitive advantages: 1. Strategic location, 2. Capacity to receive Panamax type of vessels, 3. One stop shop solutions, 4. Simple and fast procedures and 5. All year round safe navigation. Construction of the new port is strategically important and shall result in significant increase in cargo</p>
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			<p>turnover through Georgia. The Government of Georgia announced the Invitation for the Expression of Interest (“EOI”) for the construction and development of the Anaklia New Deep Sea Port in the near future. 12 companies have expressed interest towards the project. The winner shall be selected by the Governmental Commission.</p> <p>During 2010-2014 in Ukraine the first stage (hydraulic facilities) of container terminal on the Quarantine pier of the state enterprise “Odessa Sea Trade Port” at the expense of artificially created territory.</p> <p>The main purpose of the complex is provision of loading and pick-and-place jobs on acceptance, temporary storage and dispatch of containers in open storage platforms with one-time keeping capacity up to 16 thousand TEU.</p> <p>Main characteristics of the complex according to the construction project are:</p> <ul style="list-style-type: none"> - Capacity of the complex – 600 thousand TEU; - It is planned to construct two berths of the total length of 650 metres; - The area of a newly created territory - 19,3 hectares; - The area of the storage sites with technological passages – 112,4 thousand square meters; - The number of created workplaces – 405. <p>The implementation of the project is carried out at the expense of internal and investment funds (“GPK Ukraine”, company “GPK Hamburg Port consulting GMBH”).</p> <p>The amount of the exploited assets for the project from the beginning of its implementation makes 3 147.1 million UAH, out of which 2 229.5 million UAH are port owned funds and 917.9 million UAH are investment funds.</p>
6	<p>Improve border-crossing procedures</p>	<p>Joining and implementing the requirements and standards of the International Conventions recommended by the UN ECE (ADR Conventions and SAD application). Implementation of the systems of the automated customs procedures and declarations as well as preliminary information exchange (PAIES).</p> <p>Transition from a “single window” concept to the “one stop shop”.</p>	<p>Armenia acceded to the ADR Convention and with support of EIB/EBRD, implemented the “single window” concept at border control points, which reduced the time of border crossing procedures.</p> <p>In January 2014 the Cabinet of Ministers of Azerbaijan approved the rules of domestic and international goods transit. These rules define the requirements to transit goods. In particular, the goods entered as transit should remain unchanged, except in cases of natural damage or loss. In addition, it must be delivered strictly on time and to the route specified by the customs authority at the point of departure.</p> <p>Georgia intends to approximate the legislation in compliance with the provisions of SAD Convention during four years after coming into force of the EU-Georgia Association Agreement.</p> <p>In January 2012 there was signed the Agreement between the Government of Georgia and the Government of Armenia on joint use of border customs crossings Sadakhlo – Bagratashen, Sadakhlo – Ayrum, Gugutri – Gogavan and Ninozinda – Bavra. In November 2014, the first meeting of the working group between the Georgian and Armenian customs authorities was conducted aiming at the launching of the first working steps. The “Protocol on details for electronic data exchange regarding the international movement of passengers, vehicles and goods” and the relevant “Data Exchange System” was discussed. Further activities will be conducted to finalize the practical implementation of the agreement in 2015.</p> <p>For the purpose of approximation of customs and patrol policy operations to the principles of integrated border management there was issued a joint order of the</p>

			<p>Ministers of finance and internal affairs. This legal act provides a clear and distinct determination of the tasks and competencies of the authorities in order to avoid duplication and unclear competencies. This joint order enables the customers at BCP to verify travel documents of the trucks' drivers, as well as markings each time as applied. The Georgian customs administration permanently provides the BCPs with the relevant X-ray detection systems and control related equipment in order to guarantee the secure and safe border crossing procedures. Infrastructural development have been identified as one of the important priorities, in this regard Kazbegi BCP on the border with Russia was renovated; further construction activities have been in progress at other BCPs: Construction of "Ninotsminda" BCP on border with Armenia is in progress; Reconstruction of "Kartsakhi" BCP on the border with Turkey has been finalized; Reconstruction of BCP "Lagodekhi" on the border with Azerbaijan border is in progress; Construction of building for clearance of specific cargo in "Tbilisi 2" Customs Clearance Zone has been finalized; Installation process of X ray inspection systems for cargo and motor vehicles at "Lagodekhi", "Ninotsminda" and "Sadakhlo" BCPs is in progress; Installation of X ray inspection system for cargo and motor vehicles in "Poti" Customs Clearance Zone is in progress; Constriction of truck inspection area at "Kazbegi" BCP has been finalized.</p> <p>Georgian Customs Administration finalized the Time Release Study (TRS) while measure the quality and time of the procedures conducted during the customs control procedures, having in result a very profitable self-assessment document. The working group performing the study was guided by the World Customs Organization.</p> <p>Methodology, findings and the recommendations provided the background for further improvement of customs facilities in order to support the trade facilitation while keeping the reasonable balance between the facilitation and effective customs control procedures.</p> <p>For fostering the automated procedures on the borders while installing the new modules with number of new possibilities, automated data base of customs data - ASYCUDA World has been upgraded.</p> <p>In Iran on the border with Turkmenistan there is constructed the second frontier terminal at the railway station in Sarakhs for the bogie exchange. There was installed scanning equipment for road vehicles at 3 border posts and it is planned to install more at 18 border control posts up to the end of 2015.</p> <p>In Kyrgyzstan measures are taken to secure funding for the programme development and implementation of information technology for the realization of the "single window" system. Currently upon "single window" principle there was established a control post at the checkpoint "Ak-Jol" on the border of the Kyrgyz Republic and the Republic of Kazakhstan, followed by access to the European countries.</p>
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7	Improve maritime safety	<p>Accession to the Conventions and implementation of safety / security requirements and standards deriving from IMO/ILO and ISPS</p> <p>Implementation of the TRACECA Regional Action Strategy on Maritime Safety and Security an Environmental</p>	<p>In Georgia significant progress was made in terms of flag state performance. In September 2012, amendments to the Maritime Code of Georgia, concerning state registration of ships entered into force. As a result of legislative changes, new registration procedure was introduced which is in line with EU standards. Hence, in 2013 Detention ratio of ships flying the Georgian flag reduced in comparison with previous years. As a result of implemented reforms as well as reduced detentions in 1 July 2014 Georgian flag was moved from Black to Grey List under Paris MOU.</p> <p>In Kazakhstan intensive work is undertaken to create the Maritime Administration of the</p>

		Protection up to 2021	<p>port. In the Aktau International Sea Trade Port the existing capacities are upgraded, the automatic system of handling operations' management is implemented.</p> <p>For implementation of provisions of the ratified conventions of International Maritime Organization the national legislation, specifically the Law of the Republic of Kazakhstan "On trade navigation" was amended in respect of the following issues ":</p> <ul style="list-style-type: none"> - definitions of the organization according to the certification of the education institutions carrying out training of seamen, according to the list and forms of certificates of training of seamen, and also according to ensuring formation of swimming practice in the education institutions in training sea transport specialists; - issuance and verification of diplomas, certificates of competency, confirmations of their issue; - definitions of the authorized organization for rendering of services in the field of navigation and communication in the field of sea navigation; - distribution of identity cards of the seaman and seaworthy book to members of vessels' crews; - definitions of the Ministry as Maritime Administration of the Republic of Kazakhstan. <p>In July, 2014 for the purpose of fulfilling the requirements of the International Convention on Protection of Human Life at the Sea of 1974 Kazakhstan recognized Federal State Enterprise "Morsvyazsputnik" (Russia) as the authorized service provider of the Long-range Identification and Tracking of Ships system (LRIT).</p> <p>With the view of bringing the system of maritime specialists training in compliance with the international IMO standards special measures are taken for accreditation of IMO national specialized educational institutions and further inclusion of Kazakhstan in the "White List" of the Convention on Standards of Training, Certification and Watchkeeping for Seafarers (Convention STCW) of IMO.</p> <p>In this regard, on 13 January 2015 there was adopted the law "On Amendments and Additions to some Legal Acts of the Republic of Kazakhstan concerning Audit of the International Maritime Organization" which is directed to the implementation of Manila amendments of 2010 to the STCW convention, strengthening of navigation safety and ensuring necessary level of search-and-rescue readiness.</p> <p>In Moldova the institutional reforms were initiated in the field of maritime and inland waterways with the view of realizing the requirements of the EU to maritime security. There were initiated procedures for making changes in the Code of Trade Navigation of Moldova. The Ministry of Transport and Road Infrastructure initiated the draft Law on establishment of the Agency of Transport Investigations - the Agency of Maritime Transport of the Republic of Moldova – as a technical body responsible for the realization of the regulatory basis in the field of maritime and inland waterways transport. There was developed the draft of regulatory documentation required for the introduction of ISPS.</p> <p>In Turkey in 2013 in Izmit Bay in Mersin (Iskenderun Sector) Radar Towers and VTS Center were completed. National LRIT Data Center for supervising the observance of the SOLAS-LRIT requirements was established. 12 security organizations were</p>
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			<p>authorized, once a year the port facilities are audited, security plans were approved. There was completed the project on harmful wastes from tankers in accordance with the adopted laws corresponding to the EC relevant rules. Another project on the establishment of emergency response centers with appropriate modeling system was completed. Twinning Project “Control of Wastes Sources from Ships in Turkey” is implemented.</p> <p>Within the framework of the Association Agreement between Ukraine, the European Union, European Atomic Energy Community and their member states there is carried out the procedure of the implementation of the following Directives of the European Union: Directive № 2009/16/EC of 23.04.2009 on Port State Control, Directive № 2009/21/EC of 24.04.2009 concerning Flag State Responsibilities and Directive 96/50/EC on the harmonization of the conditions for obtaining national boatmaster’s certificates for the carriage of goods and passengers by inland waterway in the Community.</p>
8	Improve railway transport safety	Accession and implementation of the Annex C, COTIF Convention “Rules for International Railway Carriage of Dangerous Goods” (RID)	<p>In Armenia through private operator “South-Caucasian Railway”(SCR) that presents the expenditures plan there are performed the activities including the provision of railway transport security. Locomotive and car fleet was renovated in compliance with international standards.</p> <p>In Georgia for improvement of railway transport safety, the Government has carried out the number of safety measures in 2014.: there has been purchased and installed the diagnostic-monitoring instrument, periodically the subgrade, rail-track and rolling stock equipments are being checked.</p> <p>Furthermore in 2014 the safety analysis of train movement has been prepared. On the basis of the analysis JSC “Georgian Railway” has elaborated a number of measures which will be carried out in the nearest future.</p> <p>Besides JSC “Georgian Railway” is implementing the “Railway Modernization Project”. The main purpose of the project is modernization of the Georgian main railway line and improvement its safety and quality issues.</p> <p>For 2013 in Kazakhstan the freight cars fleet was renewed making 3 154 units of freight cars, including 1 704 of purchased cars and 1 450 overhauled ones.</p> <p>The renewal of the locomotives fleet in passenger and freight movement made 131 units, including 93 purchased locomotives and 38 overhauled ones.</p> <p>Presently Moldova considers the possibilities of acceding to the Convention on International Railway Carriage (COTIF) .</p> <p>With the view of improving railway carriages during 2012-2013 there were held the negotiations with EBRD and EIB on technical assistance for the restructuring of the SE “Railways of Moldova” and financing of the projects for modernization of railway infrastructure and the rolling stock. The Road Fund allocated 1,5 million Euro from the budget for the construction of railway crossings which intersect with roads (20 automatic gates). On 14 November 2014 SE “Railways of Moldova” and EBRD signed the Agreement on modernization of the Moldovan railways within the framework of the Loan Agreement between the Government of the Republic of Moldova and EBRD. The money will be allocated for purchasing new main-line diesel locomotives and relevant</p>

			<p>modernization of locomotive depot of the SE “Railways of Moldova”, as well as the rehabilitation of railway infrastructure.</p> <p>In Turkey RID Legislation is implemented in international and domestic railway communication of Turkey (TCDD) (as of 2010).</p> <p>In September 2013 in Uzbekistan there were entered into force the amendments and additions to the Law on Railway Transport. According to new requirements for the purpose of rescue of life and health of passengers and railway personnel, ensuring the security of railway transport, the officials at the entrance to the station perform the inspection of baggage and personal check-out of passengers and other persons. In case of refusal to be inspected the people are refused to go to the station, and the passengers are not permitted to the train.</p> <p>The Government of Ukraine in 2014 approved the Plan for Implementation of the Directive 2008/68/EC of the European Parliament and the Council of 24 September 2008 on inland traffic of dangerous goods envisaging amendments to the Legislation of Ukraine in respect of its approximation with international regulations on transportation of dangerous goods.</p> <p>For 2014 the rolling stock of the Ukrainian Railways was renovated to the amount of 1105.8 million UAH, including the purchase of the rolling stock to the amount of 383.2 million UAH (7 electric locomotives of direct current VL11, passenger locomotive-hauled train and a rail car) and modernization of the rolling stock to the amount of 722.6 million UAH.</p> <p>In 2014 there were made amendments to the Safety Regulations and the order of removal of emergence situations with dangerous goods in transporting them by railway, the Rules of bulk cargo carriage, the Rules of dangerous goods carriage with the view of bringing them in compliance with RID.</p>
9	<p>Improve road transport safety</p>	<p>Accession and implementation of the requirements and standards deriving from the European conventions/agreements in the field of road transport.</p> <p>Implementation of the Concept of Development of International Road Traffic along the TRACECA Transport Corridor</p> <p>Realization of the Plan of Measures for Land Transport Safety and Security</p>	<p>In 2013 in cooperation with the EU the Ministry of Transport and Communication of Armenia worked out and submitted to the Parliament for ratification a vast package of reforms in road sector including the issues on road traffic safety improvement.</p> <p>Azerbaijan is preparing for the accession to 10 (ten) more Conventions and Agreements in the field of land transport.</p> <p>In 2013 Georgia undertook the activities related to the implementation of the AETR. Land Transport Agency and Transport Policy Department of the Ministry of Economy and Sustainable Development of Georgia have made relevant amendments to the legislative acts of Georgia and during 2013-2014, 380 electronic cards for digital tachographs were already issued for Georgian road carriers.</p> <p>In 2013, internal state procedures have been underway for Georgia's accession to the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR). In order to bring the law of Georgia in accordance with the requirements of ADR, Land Transport Agency and Transport Policy Department of the Ministry of Economy and Sustainable Development of Georgia have elaborated relevant amendment projects to the legislative acts of Georgia.</p> <p>In 2014 Georgian Parliament ratified Agreement concerning the adoption of uniform technical prescriptions for wheeled vehicles, equipments and parts which can be fitted and/or be used on wheeled vehicles and the conditions for reciprocal recognition of approvals given on the basis of these prescriptions.</p>

			<p>In Kazakhstan presently the component Automatic Information System of the Database of the sub-system "Road Transport" was installed at the transport control posts to receive full information on vehicles on-line (database) Under this system through the component "Work Station. Registered Forms" it is possible to exercise control of registration between the Committee of Transport control of the Ministry and its territorial branches. In 2013 there were installed 10 weighing systems, In 2014 it is planned to install 18 ones. The total number of systems will amount to 80 It is planned to close all stationary posts. It will result in the reduction of goods delivery terms through increasing the speed of motion from 17 to 50 km/hour, reducing the cost of traffic by means of reducing the idle time by 40%</p> <p>Presently the Republic of Kazakhstan concluded about 40 bilateral intergovernmental agreements in the field of international road traffic with the countries of Europe and Asia and acceded to 11 main international conventions and agreements. Annually there is carried out the exchange of permit forms with 40 countries of Europe and Asia (about 140 thousand permits).</p> <p>Kyrgyzstan adopted three normative legal acts: "Law on road transport", "Rules of passenger transportation" and "Regulations on open tenders to define road carrier for passenger servicing along the routes".</p> <p>The National Agency of Road Transport of Moldova made an Agreement on cooperation with the Romanian Road administration to be connected with the TACHOnet system. There were determined sectors with high rate of accidents for installation of automatic monitoring of the national road transport.</p> <p>In 2014 in Moldova according to the Law # 109 there was set up the National Board for road safety which coordinates at the national level the development and promotion of strategies and action plans in the field of road safety, provides interagency cooperation and exercises control of policy in this field followed by relevant authorities.</p> <p>According to the Strategy of transport and logistics it was proposed to create Centre of Traffic Management and the National Agency of Road Safety and Security with the view of implementing all possible measures of safety and security</p> <p>In Turkey a new unit for vehicle inspections has been established. Currently 197 fixed and 73 mobile stations have been set up, being distributed according to vehicles number and geographical conditions throughout the territory of the country.</p> <p>In accordance with the Regulations 96/53/EC and 2002/7/EC the existing 21 stations were upgraded and 54 new stations for weight and dimension control of vehicles (WDC) were established. As of 31.12.2013, the number of inspections carried out for the weight and dimension control is roughly 32,5 million.</p> <p>In Ukraine the situation with road safety has improved: for January-September 2014 there were registered 14 758 road accidents on the general use roads which is 26% less than in January – September 2013. The number of accidents accompanied by the deficiencies in the roads operation decreased by 47% compared with January-September 2013 and made 164.</p>
10	Improve civil aviation safety	Accession and implementation of the	In 2013 the Government of the Republic of Armenia adopted the policy of "Open Sky"

		<p>requirements of international and European standards in the field of aviation safety</p> <p>Introduce regulations of ICAO, EC/EASA and JAA, accession and implementation of their requirements and standards.</p> <p>Step-by-step optimization of airports activity</p>	<p>with the main task of ensuring competitive and sustainable services of air transport and, as a consequence, the liberalization of air boundaries of Armenia and facilitation of open market.</p> <p>Regulations and standards of safety of ICAO, EC/EASA, JAA are observed by Azerbaijan.</p> <p>In Georgia the results of the 2013 ICAO audit have improved twice compared to the results of 2007 audit. The ICAO Audit Final Report was delivered in January 2014 and the Correction Actions Plan was submitted by the Civil Aviation Agency in turn.</p> <p>Worthy to mention that accession and full integration into the European Organization for the Safety of Air Navigation (EUROCONTROL) was one of the most important priorities for Georgia during 2013. In 2013 Georgia finalized ratification procedures as well as the technical integration and from 1st January, 2014 Georgia became the 40th member of EUROCONTROL.</p> <p>Besides, in 2013 the Kutaisi International Airport navigation Tower was completed and officially opened. It will enhance the flight safety in Kutaisi International Airport.</p> <p>According to the annex 19 of Chicago convention on international civil aviation, the Georgian government develops State Safety Program (Decree of the Georgian Government #691 on 23 December 2014)</p> <p>In Kazakhstan within the framework of the Law "On use of air space of the RK and aviation operation" taking into account the ICAO observations there were adopted 15 legal acts regulating the activity of civil aviation subjects in the field of aviation security. The Government of the RK developed and approved in its Decree the Rules for inspection certification of the air security service of the airport. The national programme for simplifying the formalities in international air traffic is under development. There was established the ICAO training centre on aviation safety in Almaty on the basis of the Civil Aviation Academy operating in compliance with international standards.</p> <p>In 2013 under the guidance of Aviation Safety Administration the Republic of Kazakhstan took part within the EU TRACECA in training seminars according to the programme drawn up by ICAO trainers in compliance with the requirements of the Regulations of the European Civil Aviation Commission (ECAC) and International Civil Aviation Organization (ICAO) on aviation safety.</p> <p>The trainers studied the main requirements of the abovementioned ECAC and ICAO Regulations and laid down in detail the definitions, general basic standards on aviation safety.</p> <p>Practical examples show advanced methods of organization of various areas of aviation safety protection particularly on threat evaluation and risks management, on the usage in the European Union countries of technical facilities for control of passengers flow, freight traffic, hand luggage, baggage, air-borne supplies, liquids, aerosols and gels. There are given the specifics of control of transport of weapons and ammunition, escorted persons, certification procedures for operators of X-Ray equipment and aviation safety trainers. There are considered the issues of detection of narcotic drugs, explosives, as well as organization of works with search dogs.</p> <p>Upon finishing seminars training there were issued relevant certificates, as well as</p>
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11	Development of multi-modal transport	<p>Ensuring uninterrupted traffic flow through the capitals and big cities as well as linking main centres with all the ports and airports.</p> <p>Ensuring connections among all modes of transport in traffic nodal points by way of:</p> <p>Drafting and signing of the Intergovernmental Agreement for Silk Wind and a Technical Annex to the MLA “On Fundamental Principles of Railway-Ferry Terminals Operation on the Black Sea and the Caspian Sea.”</p>	<p>As far back as in 2013 Azerbaijan informed the Kazakhstan Party on the readiness to sign the SILK WIND Agreement. Unfortunately, even after that the Parties concerned have not shown proper attention and activity.</p> <p>The Azerbaijan Party is currently not ready to sign the Technical Annex to the "Basic Multilateral Agreement “On Fundamental Principles of Railway-Ferry Terminals Operation on the Black Sea and the Caspian Sea”, as Azerbaijan considers it inexpedient under the terms of cargo transportation in the Caspian Sea.</p> <p>Development of ferry connections is a priority for the Government of Georgia: In Georgia, on October 17, 2014 direct Ferry Service between the Constantza and Batumi Ports was commenced. The ferry service line will be operated by the Ukrainian company, UkrFerry. The Ukrainian ferry Greifswald of mixed type (Ro-Ro/Rail/Passenger ferry) (holding capacity: 50 auto truck, 50 vans, 150 passengers) will serve the ferry line. The ferry service will be provided twice or once a week. The Reopening of the direct ferry service between Constantza – Batumi – Illichivsk ports will promote development of the transport corridor of Europe – Caucasus – Asia, as well as realization of the Georgian transit potential.</p> <p>Besides the Government of Georgia continues active support to the Silk Wind project. Multimodal Block Train project aimed to the development of container transportation through railway from China via Kazakhstan, Azerbaijan, Georgia and Turkey and further to Europe. It is expected to accelerate the delivery of goods from the border of the People’s Republic of China to Europe and backwards. The Government of Georgia has already finalized internal state procedures with regard to the draft agreement.</p>

			<p>Moldova focuses on the development of effective multi-modal terminals in the port of Djurdjulesht which will allow connecting navigation routes with railway and road transport by 2020. Transport and Logistics Strategy for 2013-2022 envisages the construction of two logistic centres (in Chisinau and Merkuleshti). Making bilateral agreements on international combined freight traffic is the prevailing tendency. Presently the port complex Djurdjulesht provides access to railway approaches (Soviet and European type). The container terminal operates and is able to receive up to 30 000 containers of 20 Feet /Year (TEU) Ro-Ro terminal is at the stage of construction.</p>
12	Increasing Competitiveness (harmonization of tariff policy)	Carrying out a comparative analysis of competitiveness of the TRACECA transport corridor applying an instrument of multimodal attractiveness index. Introduction of single competitive tariffs in transit traffic along the TRACECA transport corridor	In pursuance of the provisions of the Transport and Logistics Strategy for the period 2013-2022 in Moldova there is carried out the reform in railway sector resulting in separation of passenger traffic from freight and infrastructure which will in its turn lead to reducing freight tariffs.
13	Extension of Common Aviation Area	Making bilateral and horizontal agreements in air transport, as appropriate.	<p>Azerbaijan concluded around 30 bilateral agreements with the countries of Europe, Asia and the CIS.</p> <p>At the same time, Azerbaijan is not ready to proceed with the approval of the draft Agreement with the EU on Common Aviation Area (ECAA Agreement) and to sign the document.</p> <p>With the aim to extend the common aviation area, in 2013, Georgia did its best to accelerate the ratification process of the “Common Aviation Area Agreement between Georgia and the European Union and its Member States”.</p> <p>The Georgian Government approved decree #389 on 11 June 2014 “On creation of the Interagency Board authorized for elaboration and coordination of the Action plan for implementation of the obligations imposed under the EU-Georgia Common Aviation Area Agreement.</p> <p>The Action plan which was elaborated by Interagency Board for implementation of the obligations imposed under the EU-Georgia Common Aviation Area Agreement was approved on 26 December 2014 by the Government Order #2497.</p> <p>On 24 March 2014 in Brussels there was held the meeting of aviation authorities of Luxemburg and the Republic of Kazakhstan. Within the framework of the meetings there was initiated the Draft Intergovernmental Agreement on air communication.</p> <p>In 2013 Kyrgyzstan approved a draft agreement on air communication between the Government of KR and the Government of Saudi Arabia, and on amendments to the Agreement between the Government of KR and the Government of the Republic of Turkey on establishing air services.</p> <p>In 2014 Moldova signed the Protocol on amendments to the Agreement between the Government of RM and the Government of Israel on air communication.</p> <p>On 15 May 2014 there was held the Second meeting of the Joint Commission “The Republic of Moldova – the European Union”. The main topics that were discussed at the Second meeting of the Joint Commission “The Republic of Moldova – the European</p>

			<p>Union” included the following issues :</p> <ul style="list-style-type: none"> - Provisional application of the Agreement in view of specific procedure of ratification of the legislation in the EU member states; - Technical assistance in support of the implementation of Agreement between the EU and the Republic of Moldova; - Realization of the regulations applied in aviation. <p>In Chisinau there was held the Second meeting on the draft Agreement in the field of air communication between the Government of Moldova and the Government of the State of Qatar.</p> <p>There were initiated negotiations with Macedonia, the Kingdom of Morocco and India.</p> <p>Turkey initialed the relevant Agreement and expects the proposal of the EU on the date of signature.</p> <p>Intergovernmental agreements on air communication between Ukraine and the EU member states and the Agreement between Ukraine and the European Community on specific aspects of air communication were concluded (Horizontal Agreement).</p> <p>With the view of improving contractual basis and liberalization of conditions of regular air communication a new agreement was signed in 2013 with Poland.</p>
14	Reinforcement of Human Resources	Creating and improving conditions for transport staff training and their capacity building	<p>Education and human resources capacity building for transport sector in Azerbaijan are primarily provided by:</p> <ul style="list-style-type: none"> - Technical University (for road transport and railway); - Maritime Academy (for marine transport); - Aviation Academy (for civil aviation). <p>Education and reinforcement of professional resources in the field of transport in Bulgaria is implemented by the Public Management Institution.</p> <p>In Georgia reinforcement of human resources in the transport sphere is mainly conducted in the frame of technical assistance projects. Important contribution is conducted by different projects within TRACECA. Specialists of Civil Aviation, Land and Maritime Transport Agencies have been continuously trained by relevant TRACECA Projects.</p> <p>Furthermore, in 2014 Georgian specialist in road, maritime, railway and civil aviation fields received technical assistance of TAIEX in terms of legal approximation with the European Union.</p> <p>Capacity building of Georgian civil aviation specialists in EUROCONTROL, GAA TO, Singapore Aviation Academy is of high importance. On the other hand specialists of Maritime Agency of Georgia have taken special training courses conducted by IMO and Korea Maritime Institute.</p> <p>For creating and improving conditions for international road carriers training and their capacity building, Land Transport Agency has equipped its Qualification Center with modern technologies and developed new programs. The Agency has already submitted to the IRU Academy for international accreditation in the field of international freight</p>

			<p>transportation (CPC). Besides, Government of Georgia with support of the World Bank is working on the project - Development of a Green Growth Strategy for the Freight Transport and Logistics Sector in Georgia. In the framework of the mentioned project study tour on transport and logistics was organized in September, 2014 in South Korea. The workshop was dedicated to the development of logistics centers, evaluation of transport policy planning issues, developing of sustainable transport, etc. In Georgia in the framework of the technical assistance project of the Asian Development Bank (ADB) it is planned to provide professional development trainings/workshops for the staff of the Ministry of Economy and Sustainable Development of Georgia in direction of transport planning, transport economics and policy, trade facilitation, logistics and supply chain management, PPPs, etc.</p> <p>In Kyrgyzstan staff capacity building in the field of civil aviation is provided within the ongoing EU TA projects. Education and training of personnel for transport sector in Moldova are provided by : Technical University of Moldova, Academy of Transport, Information and Communication, Transport College, Centers for training of drivers and managers participating in transport sector (compulsory requirement for drivers in international freight traffic and all passenger traffic) Personnel of state institutions participated in working seminars within the framework of Transport Panel of the Eastern Partnership. Training of personnel in the field of land transport is executed by the Technical University. Annually the Technical University of Moldova provides capacity building training (72 hours) for road sector specialists. In Turkey 321 employees of public and private institutions received training on intermodality under the EU Twinning Project “Strengthening Intermodal Transport in Turkey”.</p> <p>In Uzbekistan the Society on international cooperation (GTZ Germany) from 2010 through the programme “Regional Economic Development in Central Asia” provides education and capacity building programmes for Uzbekistan specialists and the German Fund (SEQUA GmbH) through the project for capacity building for specialists of transport and logistic companies “LogTrain – Logistics Trainign in Uzbekistan” The preparation of staff for transport sector is/is provided; -Tashkent Road Institution (road engineers, bridge engineers, economists, logistics managers, developers, research workers, mechanics, etc) -Tashkent institution for engineers of railway transport (wide profile specialists for railways) -Aviation faculty of Tashkent Poly-technical University (specialists and designers of transport infrastructure) -13 regional universities (specialists and designers of transport infrastructure) -10 road colleges (specialists for road construction, bridges and tunnels and building equipment, specialists for railway transport).</p> <p>Education and training of human resources for transport sector of Ukraine is basically</p>
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			<p>provided by the following higher educational institutions:</p> <ul style="list-style-type: none"> - State Economic-Technological University of Transport ; - Dnepropetrovsk Academician V. Lazarian National University of Railway Transport; - Ukrainian State Academy of Railway Transport; - National Aviation University; - National Transport University. <p>Besides the staff of the Ministry of Infrastructure regularly study within the existing projects under Twinning instrument.</p>
15	TRACECA Communication	Efficient use of the TRACECA web-portal to provide the awareness on the traffic conditions within the corridor. Publication of the guide on border-crossing within the TRACECA corridor	The Azerbaijan Party regularly and periodically informs on the shipping terms and provides with the relevant statistics. Georgia periodically provides the relevant statistical information regarding passenger and cargo transportation.
16	Improvement of the PS Technical Expertise	Improving technical expertise and enhancing institutional capacity of the Permanent Secretariat to allow the provision of additional TA to the MLA Parties	