

**ACTION PLAN  
FOR 2018-2021**

**On implementation of the Strategy  
of the Intergovernmental Commission TRACECA for development of the international  
transport corridor “Europe-the Caucasus-Asia” for 2016-2026  
developed on the basis of the TRACECA Master Plan and proposals of the Parties  
(TRACECA Strategy 2026)**

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## Introduction

In 2016, in Odessa (Ukraine), during the Twelfth Annual Meeting of the Intergovernmental Commission TRACECA the member states of the “Basic Multilateral Agreement on International Transport for Development of the Europe-the Caucasus-Asia Corridor” (MLA) adopted the Strategy of the Intergovernmental Commission TRACECA for development of the international transport corridor Europe-the Caucasus-Asia for 2016-2026, developed on the basis of the Master Plan TRACECA and proposals of the Parties (TRACECA Strategy-2026), aimed at the achievement of the following priority objectives:

- Making efforts with the view of enhancing the role and functions of the TRACECA corridor in international trade outside the TRACECA region as an important alternative to other corridors;
- Ensuring a sustainable multi-modal transport network conducting to the smooth and uninterrupted flow of goods and passengers using transit potential of the corridor to the full;
- Encouragement of the concerned parties in making a systematic evaluation of regional and international consequences of the national policy while solving transport-logistic issues, which will promote further negotiations with donors and IFIs;
- Introduction and maximally wide spreading of the best practices and advanced regional and international experience, modern approaches and innovations among all concerned circles in the TRACECA countries;
- Promotion of the improvement of global logistics of supply chains and development of transport processes based on international practice;
- Arrangement of optimal conditions to attract private sector for creation of motorways of the sea, international logistic centres and realization of combined projects;
- Identification of priority infrastructure and other projects from the point of view of investments and financing schemes;
- Reinforcement of human resources and capacity development.

Adoption of the TRACECA Strategy 2026 by the Parties to the Basic Multilateral Agreement is determined by the development of the actions directed to the implementation of the tasks and objectives of the TRACECA Strategy 2026 and the Master Plan TRACECA, set forth in a number of Action Plans for three and/or four-year periods.

The present Action Plan for 2018-2021 on the implementation of the Strategy of the Intergovernmental Commission TRACECA for development of the international transport corridor Europe-the Caucasus-Asia for 2016-2026 developed on the basis of the Master Plan TRACECA and proposals of the Parties (TRACECA Strategy 2026) was elaborated by the Permanent Secretariat of the IGC TRACECA in accordance with:

- “Strategy of the Intergovernmental Commission TRACECA for development of the international transport corridor Europe-the Caucasus-Asia for 2016-2026 developed on the basis of the Master Plan TRACECA and proposals of the Parties (TRACECA Strategy-2026);
- Master Plan TRACECA elaborated with the assistance of the EU technical assistance projects;
- Final Recommendations of the Meetings of the Permanent Representatives (National Secretaries) of the Permanent Secretariat of the IGC TRACECA as of 21-22 November 2016, Kiev, Ukraine and 23 May 2017, Bucharest, Romania;
- Concept for designing Action Plans with reference to the Strategy;

- Analysis of the existing and future problems in the field of transport in the TRACECA region;

## **General Principles**

The Action Plan for 2018-2021 aimed at the implementation of the TRACECA Strategy - 2026 is fully based on its provisions in accordance with the Concept for designing Action Plans with reference to the Strategy of the IGC TRACECA.

According to the MLA the basic principles determining the long-term objectives of phased development of the Europe-the Caucasus-Asia transport corridor consist in:

- Development of economic relations, trade and transport communication in the regions of Europe, the Black Sea, the Caucasus, the Caspian Sea and Asia;
- Facilitation of access to the international market of road, air and railway transport as well as commercial maritime navigation;
- Facilitation of international transport of goods and passengers, and international transportation of hydrocarbons;
- Ensuring traffic safety, security of goods and environmental protection;
- Harmonization of transport policy, and also the legal framework in the field of transport;
- Creation of equal conditions of competition between different modes of transport.

The tasks and objectives stated in the present Action Plan focus on the efforts in enhancing the role and functions of the TRACECA corridor in international trade outside the TRACECA region as an important alternative to other corridors;

- Enhancing the role of the ITC TRACECA in formation of transit freight and passenger traffic connecting Asian and European countries; organization of transport infrastructure consolidating regional economic space and encouraging the economic development of the region countries and diversification of the routes along the corridor; development of regional and interregional markets of transport communications; attraction of complimentary investments to the economy of the MLA TRACECA countries;

- Ensuring a sustainable multi-modal transport network conducting to the smooth and uninterrupted flow of goods and passengers using transit potential of the corridor to the full;

- Encouragement of the concerned parties in making a systematic evaluation of regional and international consequences of the national policy while solving transport-logistic issues, which will promote further negotiations with donors and IFIs;

- Introduction and maximally wide spreading of the best practices and advanced regional and international experience, modern approaches and innovations among all concerned circles in the TRACECA countries;

- Promotion of the improvement of global logistics of supply chains and development of transport processes based on international practice;

- Arrangement of optimal conditions to attract private sector for creation of motorways of the sea, international logistic centres and realization of combined projects;

- Identification of priority infrastructure and other projects from the point of view of investments and financing schemes;

- Reinforcement of human resources and capacity development.

At the same time the basic principle of this Action Plan realization is the efficient coordination between the MLA member states, the PS IGC TRACECA and the European Commission for the implementation of the tasks and objectives, determined in TRACECA Strategy-2026 and Master Plan.

## **Rationale**

One of the main objectives of the Basic Multilateral Agreement on International Transport for Development of the Europe-the Caucasus-Asia Corridor and the TRACECA Strategy-2026 is the increase of competitiveness and attractiveness along the whole length of the TRACECA corridor, especially along the maritime routes of the Caspian and Black Seas being the significant connecting links in an uninterrupted transport of goods ensuring direct communication between Europe and Asia.

Notwithstanding the achieved progress of the IGC TRACECA activity for the last years the existing potential of the TRACECA region has not been used to the full measure. The issues of the Parties' coordination in the elaboration of the transport policy, mutually advantageous tariffs within the routes, cost and quality, technical problems of transportation, streamlining of border-crossing procedures, etc. remain open for the realization and mutual solution.

At this stage of the implementation of the TRACECA Strategy-2026 there is a need for further development of integrated network of transport-logistic nodes, creation of attractive conditions for multimodal and transit traffic. All this will allow of diversifying international transport routes under the conditions of strict competitiveness and finally lead to creation and functioning of the TRACECA effective transit transport system. It is necessary to focus on the implementation by the MLA Parties of the previous IGC decisions.

In compliance with the decisions of the Intergovernmental Commission TRACECA the Action Plan for 2018-2021 for the implementation of the IGC TRACECA Strategy for development of the international transport corridor Europe-the Caucasus-Asia for 2016-2026 worked out on the basis of the TRACECA Master Plan and proposals of the Parties (TRACECA Strategy-2026) determines a number of priority tasks and actions required for further development and effective operation of the corridor.

## **Institutional and Legal Actions**

During the implementation of the present Action Plan the countries are to make efforts for the elimination of obstacles, conditioned by normative-legal environment. First of all the scope of enforcement of TRACECA legal acts should be expanded. Therefore, it is necessary to consider the possibility of ratification and accession to the existing legal documentation of TRACECA, as well as to implement the internal procedures required for entry into force of the signed TRACECA documents. Implementation and effective application of TRACECA legal documentation will make it possible to create unified conditions for application of the provisions related to performance of transport operations within the corridor.

Within the given period a single multimodal transport document has to be elaborated and implemented, as is envisaged by the Agreement on the development of Multimodal Transport TRACECA at that considering the documents regulating transport technological process of multimodal transport.

Taking into consideration objective changes at the regional scale the countries not participating or participating with deletions in the TRACECA agreements and understandings will have to examine the possibility of expanding their participation in the legal acts of TRACECA.

With a view to implement new multipurpose investment and technical assistance projects for TRACECA countries the latter have to aspire to the high-level cooperation and mutual relations with the European Commission.

In the forthcoming period, the countries will have to consider the expediency of accession and introduction of the norms envisaged by a number of international agreements and conventions. Particularly it is important to ensure effective implementation of the statutory rules of the revised Kyoto Convention, Convention on Facilitation of International Maritime Traffic (FAL), the Hague-Visby Rules relating to Bills of Lading (the Hague-Visby Rules), UN Convention on Contracts for the International Carriage of Goods Wholly or Partly by Sea (the Rotterdam Rules). The countries that did not finalize the process of accession to the recommended international Agreements and Conventions in the period of the previous Strategy up to 2015 will have to consider the possibility of the efficient implementation of these norms in their national legislations.

The activities of the countries related to transposition and implementation of the EU practice and/or harmonization of the national legislation are stipulated by the existing bilateral agreements and commitments. In the coming period countries will be preparing for application of the proposed EU directives, regulations, decisions and communications to be transposed and implemented in the legal systems of the TRACECA countries.

The countries will cooperate with organizations and projects involved into the TRACECA geography, including the countries of Eurasia within the mega-project “Silk Road Economic Belt”, having similar objectives with the view of consolidating efforts for development of transit traffic, ensuring synergy and reinforcement of trade development in the region. In this connection with the assistance of the PS there will be implemented the provisions of the concluded Memorandums for Cooperation, initiated cooperation in the Eurasian segment, including CAREC and the Project of Silk Road Economic Belt (SREB).

It is necessary to take a number of measures for improvement of border-crossing procedures at this level.

In the context of enlarging the TRACECA geography countries will diversify joint activities and cooperation with the existing transport routes

The countries have to finalize the accession and implementation of the requirements and standards of international conventions, recommended by the UN ECE (ADR Convention, ATP, SAD application).

The effective implementation of a “Single Window” concept will allow of ensuring the appropriate cooperation of the separated administrations and institutions in the countries with gradual transition from the “Single Window” concept to the “one-stop shop” principle.

In the period of the implementation of this Action Plan the TRACECA countries will fulfil measures for the application of preliminary electronic declaration and procession of declarations.

During the implementation of this Action Plan the TRACECA countries will also be guided by the Recommendations of Annex 1 to the Master Plan “Proposals to Improve the Legal Environment for MOS and Logistics”

## **Railway Sector**

As the Strategy-2026 notes, railways are one of the key components of the transport system in the TRACECA member states and remain one of the main modes of overland transportation and delivery of great volumes of bulk goods over medium and long distances.

In the period of this Action Plan implementation the priority areas will cover continuation of the reforms in the railway field for the increase of effectiveness and ensuring profitability of railway operations, ensuring unimpeded access to the railway infrastructure in accordance with international agreements, national legislation as well as other arrangements of the TRACECA countries. It is necessary to carry out or to finalize the reforms aimed at separation within the framework of national railway companies of infrastructure management, on the one hand, and cargo-and-passenger operations, on the other hand. In this regard the TRACECA countries are recommended to familiarize themselves with the provisions of “railway packages” implemented in the European Union member states.

With the view of increasing the reliability of railway infrastructure and its further improvement TRACECA countries are faced with the necessity of raising investments in railways (including within the framework of PPP), focusing on the investments into solution of the missing links problem, renewal of the rolling stock. Investments should also cover the projects on computerization of the railway sector, development of information systems, implementation of resource-saving technologies and reconstruction of energy supply installations and electrification.

Application of a single railway consignment note CIM / SMGS can contribute to the growth of railway traffic volumes, streamlining transit procedures and border crossing. In this regard the countries will carry out necessary internal measures for application of a single consignment note.

The activities of the countries will be directed to intensification of close cooperation between all TRACECA countries in order to ensure optimal and absolutely reliable transit time.

During the implementation of the existing Action Plan the countries have to make additional efforts to implement modern logistic technologies for organization on a regular basis of route container trains in international transport, application of flexible tariff policy (competitive rates), with the view of effective and full-fledged realization of the Technical Annex to the Basic Agreement on International Railway Transport.

In the period of implementation of this Action Plan the TRACECA countries will also be guided by the recommendations of Annex 4 to the TRACECA Master Plan “Review of Railway Sector”.

## **Motorways of the Sea, Railway-Ferry Communication and Maritime Routes**

The tasks of maritime industry development aimed at realizing of the strategic objective are directly related to long-term, social-economic and geopolitical priorities of the MLA member states situated in the regions of the Black and Caspian Seas.

Maritime traffic should ensure regularity, operability and reliability which require proper navigational conditions, sufficient terminals and orders for short-distances traffic.

The experience of many countries shows that the rate of trips and high level of services are the most important factors in the competition of maritime transport with other modes of transport.

During the implementation of the existing Action Plan the priority actions of TRACECA countries will be focused on the improvement of transport-technological process having an impact on the effectiveness and consequently the competitiveness of railway-ferry service in the basins of the Black Sea and the Caspian Sea. In this connection the countries will implement the examples of the international and European “best practice”.

The efficient implementation of the Technical Annex to the Basic Agreement on Fundamental Principles of Railway-Ferry Terminals Operation on the Black Sea and the Caspian Sea and accession to it by other MLA member states, as well as the Technical Annex on International Commercial Maritime Navigation to the Basic Agreement will encourage the removal of organizational and administrative barriers restraining sustainable development of the sector. The countries are intensifying the dialogue at the national and regional levels.

In order to ensure effective railway ferries' operation the TRACECA countries situated on the Black and the Caspian Seas have to perform step-by-step actions on renovation of the existing fleet, to continue activities on ensuring fixed schedules along traditional maritime routes, to take measures on reduction of the anchorage time in the ports under handling operations, as well as application of uniform through rates for transit freight traffic.

TRACECA national forwarders will take all necessary measures to improve services quality. With the view of removing non-physical barriers impeding the sustainable development of the maritime sector the TRACECA countries will establish a mechanism of dialogue at the national and regional levels enabling the concerned parties to jointly consider and discuss issues of common interest.

The countries will have to take all appropriate measures to effectively apply main provisions of the Technical Annex on International Commercial Maritime Navigation to the Basic Agreement to facilitate commercial maritime navigation, to prevent unproductive delays of vessels and to expedite and simplify as much as possible the carrying out of customs and formalities required in ports.

Sea ports of TRACECA countries are of great strategic importance for the development of the national economy, ensuring export needs of the countries.

In order to satisfy trade and transport needs of the countries sea ports have to provide internationally competitive port infrastructure and to render qualitative services in the short-medium- and long-term prospect.

Towards this end and with the view of creating internationally competitive infrastructure of sea ports in TRACECA member states a number of priority tasks in maritime port sector will have to be fulfilled, particularly:



- Ensuring sufficient capacities for cargo transshipment,
- Achieving economic efficiency of the port infrastructure development,
- Achieving international competitiveness of services of ports in the MLA member states,
- Ensuring safe functioning and development of sea port infrastructure and maritime transport,
- Implementation of public and private projects for construction of logistic centres, developed or planned for implementation in all ports, including inland waterways,
- Realizing public and social objectives for the development of sea port infrastructure, ensuring environmental protection.

The MLA member states will proceed with step-by-step implementation of the actions of the Regional TRACECA Action Strategy on Maritime Safety and Security and Environmental Protection for the period up to 2021 approved at the Ninth Annual Meeting of the Intergovernmental Commission TRACECA (on 24 November 2011, Bucharest). The Parties will regularly submit Progress Reports on its implementation.

During the implementation of the Action Plan the TRACECA countries will also apply the recommendations of Annex 3 to the Master Plan "Maritime Traffic".

## **Road Sector**

In the forthcoming period the countries will have to implement in full measure the Concept of Development of International Road Traffic along the Transport Corridor Europe-the Caucasus-Asia, Increase of Competitiveness and Attractiveness of Road Routes TRACECA. At the same time it is necessary to extend the application of the TRACECA permits system for international road carriage of goods into the countries of the Caspian region and Central Asia.

The interested Parties will concentrate their efforts on liberalization of international road traffic through increase of a number of issued TRACECA permits, application of multiuse TRACECA permits.

The countries have to proceed with the work on the realization of the Regional TRACECA Road Safety Action Plan and corresponding national plans.

During the Action Plan implementation the countries will have to develop road infrastructure and auxiliary installations: to eliminate deficit of appropriate maintenance of road networks, including attraction of private sector to the maintenance of economic entities in the field of road transport.

In the given period the countries will carry out or continue the upgrade and reorganization of public enterprises responsible for road network management. The countries will as well take further actions to create an attractive legal framework for investors, implementing transparent legal rules for PPP stimulation.

The countries will have to broaden cooperation in order to realize measures aimed at the removal of bottlenecks, in particular, at border-crossing points, unifying their conditions and regimes, including transit traffic.

The countries will make every effort in further development of the legislation concerning creation and functioning of an effective internal terminal/ dry port/ logistic centre.

During the implementation of this Action Plan the TRACECA countries will also be guided by the recommendations of Annex 5 to the Master Plan “Review of Road Sector”.

## **Development of Inland Waterways**

In the period of realizing the existing Action Plan with the view of developing inland waterways and extending the corridor the TRACECA countries will have to exert themselves to create necessary logistic infrastructure along inland waterways. In particular, priority will be given to upgrading of coastline installations, attraction of investments for modernization of the fleet, development of coastline and intermodal nodal facilities on the Danube and Dnepr rivers.

Countries within their competence will have to implement the EU Strategy with respect to the Danube river, by ensuring the proper level of cooperation at the regulatory, interdepartmental and operational levels.

The improvement of navigation conditions on the Dnepr will make it possible to promote optimal distribution of transport flows from Central and Eastern Europe in the direction of the Black Sea ports. In this context, it is necessary to take actions to build the relevant logistic infrastructure, to develop intermodal and nodal facilities, to carry out institutional reforms, to build the capacity of the personnel.

During the implementation of this Action plan the TRACECA countries will also be guided by the recommendations of Annexes 6.1 “The Dnepr” and 6.2 “The Danube”

## **Air Transport**

In the forthcoming period the TRACECA countries will continue taking actions on exploiting the full potential of air transport. Particularly, the countries have to realize and proceed with legal reforms on ensuring gradual free access to the market of air traffic, restructuring of ownership in accordance with the internal law and regulations of each member state by attracting private capital to traffic and operational overland activity.

It is necessary for the TRACECA countries to press towards applying over the whole territory of the corridor the “Open Sky” practice, by ensuring fair competition and providing the package of services of higher quality to consumers.

The principle of separation of functions of airports’ regulation and management should be implemented in all TRACECA countries. Along with legal changes in the field of PPP, transparency of financing mechanisms these actions will have a positive influence on investments’ attraction into infrastructure and renovation of the fleet.

The existing international and European technical requirements regarding air traffic safety are to be incorporated in national legislations of the TRACECA countries and to comply with ICAO and JAA EASA standards.

## **Logistics, Multimodal Transport and Connections with the Hinterland**

During the realization of the Action Plan the priority objectives of the TRACECA countries include the efforts aimed at stimulating the development of logistic centres and increasing the attractiveness of the TRACECA corridor.

The attraction of private sector investments and functioning of logistics and multimodal facilities is conditioned by the development of institutional and legal environment.

With the view of increasing the quality of the scheduled shipping, countries will create a specialized information portal.

Specifically the countries will elaborate and adopt legal acts required for effective and sustainable implementation of PPP projects. The countries will identify national and regional logistic centres presenting a priority interest for the development of national and regional traffic chains along the TRACECA corridor.

The countries will develop and implement a uniform document of multimodal transport within the framework of the Agreement on the development of Multimodal Transport TRACECA. The enhanced scope of application of the given Agreement will make it possible to increase the attractiveness of transportation along the whole TRACECA corridor.

TRACECA countries will strive to create logistic centres, connected as a minimum to two modes of transport. The best practices and methods of handling operations will be applied in the functioning of such terminals. The quality of terminals operation is proportionate to reduction of costs and increase of safety and security of goods.

In the current period measures on creation of internal intermodal terminals (partly or wholly) as dry ports will be taken. Creation of efficient internal terminals / dry ports / logistic centres represents large-scale projects in the sphere of fixed property involving private and public sectors. TRACECA countries are to ensure the elaboration of relevant framework conditions and to promote the development of this kind of logistical infrastructure at the regulatory level, particularly for free and equal access of all market players to intermodal facilities.

With the view of creating sustainable logistic chains, TRACECA countries will define and include the projects on international logistic centres into the national transport strategies. Within the system of logistic chains there will also be considered the projects of 11 international logistic centres having developed the ToRs in the previous period within the framework of two completed technical assistance projects.

During the implementation of this Action Plan, TRACECA countries will also follow the recommendations of Annex 7 “Connections with the hinterland, multimodal and logistic possibilities” and “Multi-criteria Assessment “.

## **Implementation and monitoring**

The actions foreseen by this Action Plan for 2018-2021 are executed by the concerned state authorities in TRACECA countries in the field of transport. Based on the Monitoring Methodology in respect of the Action Plan realization the MLA Parties submit to the Permanent Secretariat of the IGC TRACECA the progress report on the Action Plan realization by the end

of each year. Coordination with state administrations in TRACECA countries is exercised by the Permanent Representatives of the PS IGC TRACECA.

Based on the reporting provided by the Permanent Representatives, in compliance with the Monitoring Methodology in respect of Action Plans realization the PS IGC TRACECA compiles an annual progress report.

Technical assistance needed for the realization by TRACECA countries of the actions foreseen in this Action Plan will be provided through the Permanent Secretariat, as well as in the framework of technical assistance projects (TA) if the opportunity arises. This Action Plan recommends to continue the activity directed to strengthening of technical assistance.

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**Appendix:**  
**Summary Table of Actions according to the Action Plan for 2018-2021 in the framework of implementation of the Strategy-2026**

№	Actions	Short description	Time of performance	Expected results
1.	<b>Removal of institutional and legal barriers for transport and international trade</b>			
1.1	<b>Expansion of TRACECA legal acts application</b>	Ratification, implementation and effective application of TRACECA legal documents. Introduction of the adopted rules into the legal area of the countries. Examination of the possibilities of expansion of the countries participation in the legal acts TRACECA.	2018	Creation of uniform conditions for provisions' application related to transportation
1.2	<b>Transposition and implementation of the EU practices and other international rules in the TRACECA countries</b>	Implementation of the requirements of the revised Kyoto Convention, Convention on Facilitation of International Maritime Traffic (FAL), Rules relating to Bills of Lading(the Haque-Visby Rules), UN Convention on Contracts for the International Carriage of Goods Wholly or Partly by Sea (the Rotterdam Rules). Finalizing the process of accession to the recommended international agreements and Conventions in the previous Strategy up to 2015. Implementation of rules and standards in compliance with bilateral agreements between the TRACECA countries and the European Union and/or policy of theTRACECA member states.  Implementation of the rules in compliance with the bilateral agreements between the TRACECA countries and the European Union.	2018-2021	Improvement of the traffic quality, creation of favourable conditions to attract freight flows
1.3	<b>Development of cooperation with international organizations and projects involved into the TRACECA geography</b>	Effective implementation of the concluded Memorandums for Cooperation. Dialogue on cooperation with CAREC and the Projects of Silk Road Economic Belt.	2018-2021	Ensuring synergy and consolidation of efforts for development of transport
1.4	<b>Improvement of border-crossing procedures</b>	Accession and implementation of the requirements and standards of international conventions, recommended by the UN ECE (ADR Convention, ATP, SAD application). Effective implementation of a "Single Window" concept. Transition from the "Single Window" concept to "one-stop shop" on the border Implementation of preliminary electronic declaration and procession of declarations	2018-2019	Reduction of traffic time and ensuring application of uniform and transparent border crossing conditions.
1.5	<b>Expansion of interoperability with the existing transport routes</b>	Diversification of joint activity within the framework of the on-going projects and attraction of new operators	2018-2021	Promotion of development of global logistics, delivery chains and facilitation of international trade
2.	<b>Development of railway sector</b>			
2.1	<b>Liberalization of access to the railway infrastructure</b>	To carry out or to finalize the reforms aimed at separation within the framework of national railway companies of infrastructure management, on the one hand, and cargo-and-passenger operations, on the other hand.	2019-2021	Enhancement of efficiency and ensuring profitability of railway operations
2.2	<b>Raising investments in railways</b>	Investments are to cover the projects on computerization of the railway	2018-2021	Enhancement of reliability and

		sector, development of information systems and implementation of resource-saving technologies, reconstruction of energy supply installations and electrification.		improvement of railway infrastructure
2.3	<b>Application of a single railway consignment note CIM/SMGS</b>	Carrying out internal measures for application of a single consignment note CIM/SMGS	2019-2020	Simplification of transit and border crossing procedures, reduction of delivery time
2.4	<b>Close cooperation between the railways of TRACECA countries</b>	Establishment of stable dialogue between economic agents involved in railway sector, provision of a feedback mechanism with the regulatory structures.	2018-2021	Ensuring optimal and reliable transit time
2.5	<b>Effective and full realization of the Technical Annex to the Basic Agreement on International Railway Transport</b>	Application of modern logistic technologies. Pursuing the coordinated and flexible tariff-transport policy. Adoption of through, competitive rates, oriented to the market, ensuring transparency of the tariff structure.	2019-2021	Increase of competitiveness of railway traffic and growth of transported cargo volumes. Arrangement of functioning of route container trains on a regular basis.
2.6	<b>Improvement of railway safety</b>	Accession and implementation of the "Rules for international railway carriage of Dangerous Goods" (RID). Enhancement of efficiency of technical, organizational and technological measures regarding reduction of transport accidents' risks (contingencies), and thus, prevention of material, social or ecological losses.	2018-2021	Ensuring of high-level operational safety in railway transport, environmental protection. Improvement of traffic quality, growth of routes attractiveness.
3.	<b>Motorways of the Sea, railway-ferry communication and maritime routes</b>			
3.1	<b>Improvement of operations and procedures of ferry services</b>	Countries will be aiming at implementation of the international and European "best practice".	2018-2021	Ensuring of regularity, operability and reliability of maritime traffic
3.2	<b>Improvement of shipping operations and procedures in the ports of the Black Sea and the Caspian Sea</b>	Optimization and efficient performance of the functions of border and customs control in the ports, provision of administrative services and cargo transshipment.	2018-2021	Reduction of ships processing time under handling operations.
3.3	<b>Provision of transport logistic chains with a nodal function by the ports</b>	Implementation of public and private projects on the construction of logistic centres, developed or planned for development in all ports.	2018-2021	Optimization of cargo delivery process
3.4	<b>Implementation of TRACECA acts on maritime sector, removal of organizational and administrative barriers</b>	Efficient implementation of the Technical Annex (TA) to the MLA on Fundamental Principles of Railway-Ferry Terminals Operation on the Black Sea and the Caspian Sea, and the TA to the MLA on International Commercial Maritime Navigation. Sustainable dialogue at the national and regional levels. Standardization of port operations and ships. Activities directed to renovation of the fleet, ensuring fixed schedule, standardization of operational requirements and uniform approach to the tariff policy.	2018-2021	Sustainable functioning of railway –ferry shipping and other specialized ships (RO-RO, RO-RAX) within sea sections of the TRACECA transport corridor, overcoming of organizational and administrative barriers.

3.6.	<b>Improvement of quality of services provided by national forwarders, in combined traffic using railway-ferry, Ro-Ro and Ro-Rax ships</b>	TRACECA national forwarders will take all necessary measures to improve services quality. With the view of removing non-physical barriers impeding the sustainable development of the maritime sector the TRACECA countries will establish a mechanism of dialogue at the national and regional levels enabling the concerned parties to jointly consider and discuss issues of common interest.	2018-2021	Simultaneous enhancement of the quality of provided services
3.6	<b>Enhancement of quality of services provided by the ports to the ships of the MLA member states. Creation of new specialized transfer complexes.</b>	<b>To provide internationally competitive port infrastructure and to render quality services in the short- medium- and long-term prospect</b>	2018-2021	Enhancement of transport-technological process influencing the effectiveness and consequently the competitiveness of traffic in the basins of the Black Sea and the Caspian Sea.
<b>Development of road sector</b>				
4.1	<b>Realization of the Concept of Development of International Road Traffic along the Transport Corridor Europe-the Caucasus-Asia, Increase of Competitiveness and Attractiveness of Road Routes TRACECA</b>	Expansion of the implementation of the TRACECA permits system. Inclusion of the Caspian region and Central Asian countries to this system. Increase of a number of issued TRACECA permits, application of multiuse TRACECA permits, and subsequently – introduction of a permit-free system on the territory of the TRACECA countries.	2018-2021	Creation of favourable conditions to expand the use of international road transport potential within the corridor routes
4.2	<b>Increasing road transport safety</b>	Realization of the Regional and National TRACECA Road Safety Action Plans	2018-2021	Enhancement of reliability and safety level. Reduction of negative impact on the environment
4.3	<b>Development of road infrastructure, including auxiliary installations</b>	Effective national policy. Definition of the needs for investment resources and search for financial resources to modernize the depreciated infrastructure. Actions to create an attractive legal basis for investors, transparent legal norms for PPP.	2018-2021	Increase of attractiveness of road routes
4.4	<b>Implementation of proper level of road networks maintenance</b>	Increase and effective management of the allocated resources for the road sector maintenance. Upgrade and reorganization of public enterprises responsible for road network management. Involvement of private sector to road installations maintenance.	2018-2019	Enhancement of the level of road infrastructure maintenance.
4.5	<b>Broadening of regional cooperation in realizing programme measures aimed at</b>	Optimization of border crossing points operating under different conditions and regimes, including restrictions on transit traffic.	2018-2019	Reduction of time and cost of cargo delivery.

	<b>elimination of bottlenecks.</b>			
4.6	<b>Development of intermodal terminals/ logistic centres (internal terminals) / dry ports /logistic centres).</b>	Efforts to further develop the legislation concerning implementation of the given projects, particularly related to property with participation of private and public sectors.	2019-2020	Optimization of freight traffic process
5.	<b>Development of inland waterways</b>			
5.1	<b>Creation of necessary logistic infrastructure</b>	Development of coastline intermodal and nodal facilities on the Danube and the Dnepr rivers.	2018-2021	Increase of attractiveness of inland waterways
5.2	<b>Implementation of the EU strategy with respect to the Danube region</b>	Modernization of coastline facilities, expansion of cooperation for dredging works in the fairway of the Danube.	2019-2020	Growth of volumes of transported cargo
5.3	<b>Improvement of navigation conditions on the Dnepr river</b>	Carrying out institutional reforms, building the capacity of the personnel in the given sector, development of intermodal and nodal facilities.	2019-2020	Creation of favourable conditions to expand the use of inland waterways
6.	<b>Air transport</b>			
6.1	<b>Exploiting full potential of air transport</b>	To continue with legal reforms on ensuring gradual free access to the market of air traffic, restructuring of ownership, in accordance with the internal law and regulations of each member state by attracting private capital to traffic and operational overland activity.	2019-2020	Creation of efficient competitive environment
6.2	<b>Increasing the level of competition in the air transport sector</b>	To press towards applying the "Open Sky" practice over the whole territory of the corridor, to implement the principle of separation of functions of airports' regulation and management.	2018-2020	Growth of efficiency and quality of rendered services
6.3	<b>Improvement of air transport safety</b>	Accession and fulfilling the requirements of international and European standards in the field of air safety. Accession and fulfilling the requirements and standards of ICAO, EC/EASA, JAA. Transposition of the existing international and European technical requirements to air transport safety in the national legislations of the countries.	2018-2021	Increase of quality, reliability and safety of air traffic
7.	<b>Connections with the hinterland, multimodal and logistic possibilities</b>			
7.1	<b>Creation of a specialized information portal</b>	Determination of the information portal concept by member states. Identification of financial sources for the development and functioning of the portal.	2018-2020	Increasing the quality of transportation processes scheduling
7.2	<b>Development of institutional and legal environment necessary for support of private sector investments and functioning of logistics and multimodal facilities.</b>	Development and adoption of legal acts on the implementation of PPP, identification of national and regional logistic centres.	2018-2019	Attraction of investments for the implementation of large-scale projects
7.3	<b>Creation of logistic centres connected up at least to two transport modes</b>	Internal intermodal terminals are to perform (partly or wholly) the functions of dry ports.	2018-2021	Decrease of costs and increase of goods security and safety
7.4	<b>Creation of efficient internal terminals / dry ports / logistic centres</b>	Ensuring the elaboration of relevant framework conditions and promoting the development of this kind of logistical infrastructure at the regulatory level.	2018-2019	Development of national and regional traffic chains



7.5	<b>Creation of sustainable logistic chains TRACECA.</b>	Definition and inclusion of the proposed projects of MLC in the national transport strategies.	2018-2019	Promotion of free and equal access to intermodal units for all market players.
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