

**Roadmap  
for the development of international transport within the corridor: Europe-the Caucasus-Asia for the 5-year period**

№	Event	Responsible for the performance	Time of performance	Expected results
1	2	3	4	5
1	<b>IMPROVEMENT OF THE LEGAL FRAMEWORK</b>			
1.1	Analysis of an actual national and international legal framework for the implementation of rail, road, multimodal, combined, railway ferry traffic between the member countries of the transportation process at the interstate, intergovernmental and interdepartmental levels between the countries of the Europe-the Caucasus-Asia region.	Transport departments, PS IGC TRACECA	till the end of 2018	Identification of the bottlenecks and unsolved issues within the existing legal framework.  Creation of a common register
1.2.	Analysis of the legal framework in regulating the exercise of checking procedures when moving goods in transit across national borders of the countries. ....	Transport, customs, border, financial and economic departments PS IGC TRACECA	till the end of 2018	Identification of the bottlenecks and unresolved issues that hinder the development of trade and economic relations between the interested countries.
1.3.	Preparation of proposals on the basis of the analysis regarding the improvement of the legal framework for the performance of rail, road, multimodal, combined, railway-ferry traffic between the countries participants of the transportation process at the interstate, intergovernmental and interdepartmental levels between the countries of the Europe-the Caucasus-Asia region.	Transport, customs, border, financial and economic departments PS IGC TRACECA	IV quarter 2018	Improvement of the legal framework

2	SUSTAINABLE DEVELOPMENT OF MULTIMODAL TRANSPORT, ROUTES DEVELOPMENT			
2.1	Taking measures to carry out concerted and mutually beneficial cooperative activity and technological compatibility of trains en route of the existing transport projects and to involve transport undertakings of the interested countries.	Transport departments PS IGC TRACECA	On a permanent basis	Receiving synergetic effect in organizing transportation process between the countries of the Baltic, Black and Caspian Seas.
2.2.	Simplification of border crossing procedures, in particular <ul style="list-style-type: none"> <li>- - Use of a unified railway consignment note CIM / SMGS,</li> <li>- - Use of the railway consignment note (SMGS, CIM, CIM/SMGS) in sea areas of shipping,</li> <li>- fulfilment of FAL Convention criteria in the ports</li> <li>- application of a unified shipping document</li> </ul>	transport, financial and economic departments PS IGC TRACECA	2018- 2020	Simplification of traffic documents preparation and, consequently, trade facilitation and creation of favourable conditions for attracting potential additional traffic.
2.3.	Analysis of the problem issues in drawing up of a plan-schedule for loading and departure of wagons. Development, improvement of the procedure of coordination, provision, observance of the ferries schedule	transport departments, economic transactors, plenipotentiary forwarders' undertakings PS IGC TRACECA	Periodically within the framework of bilateral and multilateral formats	Increasing the levels of provided service to ensure transportation of all the volume of goods available. Solution of the issue of ferries loading.
2.4.	Application of innovative technologies in the transportation process, in particular <ul style="list-style-type: none"> <li>- Use of electronic declaration of goods in sea areas, and information system of port cooperation, use of electronic circulation of documents;</li> <li>- Joint control at the state borders according to a</li> </ul>	transport, customs, border, financial and economic departments of the member states of the PS IGC TRACECA	till the end of 2019	Rendering high-quality service in organising transport of goods will allow exercising preliminary control of goods and vehicles and decreasing the amount of paper documents used in transportation, reducing the time needed for preparation of the documents

	"one-stop" "single window" concept by consent of the Parties;			
<b>3</b>	<b>IDENTIFICATION AND INVOLVEMENT OF ADDITIONAL FREIGHT FLOWS</b>			
3.1.	<p>Analysis of the market of highly-liquid and other goods suitable for container traffic.</p> <p>Analysis of the rolling stock load in performing traffic in the direction of Europe-the Caucasus-Asia and backwards.</p> <p><b>Work with freight flows.</b></p>	<p>transport departments</p> <p>Other related departments</p> <p>Forwarding companies</p> <p>PS IGC TRACECA</p>	Quarterly	<p>Working out effective logistics solutions for the development of trade and economic relations between the countries.</p> <p>· Reducing transport costs.</p>
3.2.	<p>Fixing competitive through rates for transportation:</p> <ul style="list-style-type: none"> <li>- <b>At the level of railway administrations:</b> rates for transit and export / import traffic by railways of the countries,</li> <li>- <b>At the level of sea and river carriers:</b> formation of competitive tariff policy for ferry service;</li> <li>- <b>At the level of ports:</b> reducing port charges and other costs in the ports of the countries.</li> </ul> <p><i>*taking into consideration articles 5,6 of the Basic Multilateral Agreement on International Transport for Development of the Europe-the Caucasus-Asia Corridor</i></p>	<p>Transport and economic departments of the member states of the</p> <p>PS IGC TRACECA</p>	<p>– Periodically</p> <p>Jointly, including within the framework of TITR (Trans-Caspian International Transport Route)</p>	<p>Shaping transparent and economically beneficial pricing policy to perform traffic.</p>
<b>4.</b>	<b>DEVELOPMENT OF LOGISTICS CENTRES NETWORK</b>			
4.1	<p>Improvement of transportation management through the development of logistic centres, renewal of the rolling stock, container pool,</p>	<p>transport departments, economic transactors</p> <p>PS IGC TRACECA</p>	Systematically	<p>Reducing concentration of the rolling stock at railway stations and increasing competitiveness all along the direction.</p>

	etc., and, if necessary, commissioning of additional ferries in the Black and Caspian Seas			
4.2.	Measures to optimize the detailed coordination of all participants with the view of reducing the time of handling goods in the ports.	Transport, border and customs departments, economic transactors, PS IGC TRACECA	Systematically	Reducing the time of customs clearance in the ports and control formalities in the port.
4.3	Construction of storage facilities and efficient organization of logistics in performing multimodal transport.	Transport departments of the member states, economic transactors, PS IGC TRACECA	Systematically	Reducing the time of customs and other procedures in the ports
<b>5</b>	<b>DEVELOPMENT OF TRANSPORT-ROAD INFRASTRUCTURE</b>			
5.1	Analysis of the transport infrastructure in the countries , in particular - load, carrying and handling capacities; - functioning of check points for international road traffic; - the needs of modernization of railway infrastructure; - inland waterways; - development of the intra-port infrastructure	Transport, border, customs, economic and financial departments, PS IGC TRACECA	Systematically, during a year  Periodically in the regime of preparation for the next IGC meeting	
<b>6</b>	<b>CREATION AND IMPLEMENTATION OF THE INFORMATION PORTAL</b>			
6.1	Creation of an integrated concept of the information portal on costs, terms, etc.  6.1.1. Development of the concept of the information portal creation for digital transport corridors by member states;  6.1.2. Submitting concepts for consideration at the PS IGC TRACECA meeting, selection of a concept;	Transport, customs, border, financial and economic departments of the member states, PS IGC TRACECA	2018-2019	There is currently no portal for accumulation of general information on provision of comprehensive service in traffic management using several modes of transport.  Creation on the accessible information resource of an integrated electronic database of the TRACECA member

	<p>6.1.3. Making proposals to the selected concept, elaboration of an integrated project by a developer country in view of proposals, comments of member states;</p> <p>6.1.4. Subsequent presentation of the elaborated project by the developer country at the IGC TRACECA meeting for its approval</p>			states on available goods and vehicles declared for traffic in the direction Europe-the Caucasus-Asia.
6.2	Identification of financial sources for creation and operation of a common information portal	Partner countries, international organizations and institutions PS IGC TRACECA	2019	
6.3.	Restoration of a transport model of the Europe-the Caucasus-Asia corridor	Partner countries, European Commission PS IGC TRACECA	Till the end of 2018	Possible decision-making on infrastructure using. Transport planning. First response to force-majeure circumstances.

**Appendix 1**  
**to the Roadmap**  
**for the development of international transport**  
**within the corridor Europe-the Caucasus-Asia**  
**for the 5-year period**

**List of transport projects (routes, trains) to perform joint activity**

№	Name
1. 1.1 1.2	Trans-Caspian international transport route aimed at the implementation of the initiative “Silk Road Economic Belt”: - Container train along the route Countries of Europe – Ukraine (Chop//Izov/Mostiska/Uzhgorod/ Vadul-Siret – Paromnaya– Georgia (Poti/Batumi – Gardabani) – Azerbaijan (Beyuk-Kyasik – Alyat) – Kazakhstan (Aktau Port/Kuryk-Port – Altynkol) – China using ferries of the Black Sea (Ilichevsk – Poti/Batumi) and the Caspian Sea (Alyat – Aktau- Port/ Kuryk - Port); - Container train “Nomad Express” (China – Kazakhstan – Azerbaijan – Georgia – Turkey – countries of Europe)
2.	International transport route South – West in the direction of the European countries (Poland (broad gauge railway (LHS) – Ukraine (Izov – Paromnaya) – Georgia (Poti/Batumi – Gardabani) – Azerbaijan (Beyuk-Kyasik – Astara) –Iran (Astara) using ferries of the Black Sea (Ilichevsk – Poti/Batumi) and further in the direction of India
3.	“Viking” combined transport train route Lithuania (Draugiste-Port – Kyana – Belarus (Gudogay – Slovechno) – Ukraine (Barezhest – Odessa/Chernomorsk / Paromnaya/Mogilev-Podolsky) – Georgia (Poti/ Batumi – Gardabani) – Azerbaijan (Beyuk-Kyasik – Alyat)/Bulgaria (Varna – Sofia)/ Moldova (Velchinets – Jurjuleshti/ Yetulia/Ungeni) - Ukraine (Frikatsey/Reni – Reni-Port)/ Romania (Yassy) (connecting the chain of maritime container and contrailer lines of the Baltic region with the similar system of the Black and Caspian Seas).
4.	Container train “ZUBR” (Estonia (Tallinn – Valga) – Latvia(Lugazhi – Indra) – Belarus (Bigosovo – Slovechno – Ukraine (Berezhest – Chernomorsk/ -Paromnaya /Odessa-Port/Mogilev-Podolski) – Moldova (Velchinets – Jurjuleshti/ Yetulia/ Ungeni) – Ukraine (Frikatsey/ Reni – Reni-Port) (connecting the chain of maritime container lines of the Baltic region with the similar system of the Black Sea)
5.	E-40 (Gdansk – Kherson) River main waterway E-40 makes around 2000 km and passes across the Visla, Western Bug, Pripyat and Dnepr. The key object of the corridor is the Dneprovsko-Bugskiy channel situated on the territory of Belarus.
6.	Lapis-Lazuli (Turkmenistan-Afghanistan-Azerbaijan-Georgia-Turkey) within the framework of the Agreement on Transit and Transport Cooperation.