

REPORT
of the implementation of the Action Plan for 2018-2021 for Implementation of the Strategy of the IGC 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)
(The information is prepared on the basis of the Reports of the MLA member states)

№	Actions	Short description	Obtained results
1.	Removal of institutional and legal barriers for transport and international trade		
1.1	Expansion of TRACECA legal acts application	Ratification, implementation and effective application of TRACECA legal documents. Introduction of the adopted rules into the legal area of the countries.	<p>The National Secretariat of TRACECA in Azerbaijan created a Bank of basic legislative and regulatory documents, such as the Basic Multilateral Agreement, Agreement on Joint Financing, Multimodal Transport, Statute of the Permanent Secretariat, Protocols on Amendments to the MLA and Technical Annexes, Rules of Procedure, etc. (totally 11 documents). All these documents are ratified and approved by the Laws of the Republic of Azerbaijan.</p> <p>Kazakhstan started the activities on internal procedures necessary for accession to the following TRACECA documents:</p> <ol style="list-style-type: none"> 1) Protocol on Amendments to the Basic Multilateral Agreement on International Transport for Development of the Europe-the Caucasus-Asia Corridor in respect of the New Status of the Republic of Bulgaria and Romania acceded to the European Union on 1 January 2007; 2) Protocol on Amendments to the “Basic Multilateral Agreement on International Transport for Development of the Europe-the Caucasus-Asia Corridor”; 3) Protocol on Amendments to the Technical Annex on Customs and Documentation Procedures to the Basic Multilateral Agreement on International Transport for Development of the Europe-the Caucasus-Asia Corridor. <p>Kyrgyzstan completed the internal procedures required for entering into force of the Agreement on the development of Multi-modal Transport TRACECA, signed on 16 June 2009, in Cholpon-Ata.</p>
1.2	Transposition and implementation of the EU practices and other international rules in the TRACECA countries	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.	<p>Azerbaijan realizes the Action Plan to carry out the Decree of the President of the Republic of Azerbaijan No.2199 dated 13 July 2016 regarding “Additional measures on increasing favourable conditions for the business environment in the Republic of Azerbaijan and improving the position of the country in international rating”. The Action Plan prescribes:</p> <ul style="list-style-type: none"> • Approximation of national legislation with the view of speeding up the implementation of a New Computerized Transit System (NCTS) of Europe, • Taking measures to create the system of transit guarantees. <p>From 2020 a Twinning project for providing assistance to National Customs Company in preparation for accession to the conventions of single transit procedure and trade facilitation, and joining the NCTS will be launched.</p> <p>Armenia incorporated the requirements of the revised Kyoto Convention in a new EAEU (Eurasian Economic Union) Customs Code, which entered into force on 1 January 2018.</p> <p>On 20 July 2018 the Parliament of Georgia ratified the accession to the International</p>

		<p>Implementation of rules and standards in compliance with bilateral agreements between the TRACECA countries and the European Union and/or policy of the TRACECA member states.</p> <p>Implementation of the rules in compliance with the bilateral agreements between the TRACECA countries and the European Union.</p>	<p>Convention on Simplification and Harmonisation of Customs Procedures – Kyoto International Convention.</p> <p>Iran made a bilateral agreement with Switzerland including European requirements, specifically regarding passenger traffic, trade facilitation and accession to the NCTS.</p> <p>The Law of the Republic of Kazakhstan “On Trade Navigation” regulates the issues of the Bill of Lading, agreements on maritime transport and other transit documents.</p>
1.4	Improvement of border-crossing procedures	<p>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</p> <p>Implementation of preliminary electronic declaration and procession of declarations</p>	<p>Azerbaijan accelerated trade operations across the borders by having regulated electronic customs procedures and fully implemented the “green lane” system.</p> <p>In February 2019 the “green lanes” system was implemented to provide certain benefits to foreign trade participants: international carriers started functioning to cover approximately 30% of consignors (having long time of trust at customs services) and around 100% of export operations.</p> <p>Special benefits provided by the Green lane:</p> <ul style="list-style-type: none"> - direct import of foreign goods to the consignee’s warehouses; - reduction of export of goods without recourse to the customs authority. <p>At the beginning of the current year the customs of Azerbaijan introduced the TIR EPD system (preliminary electronic declaration system) for TIR traffic.</p> <p>In June 2019 the customs administrations of Azerbaijan and Iran successfully launched a pilot project e-TIR for full digitization of TIR procedure.</p> <p>The trade facilitation centre was commissioned for the participants of foreign trade near BCP Krasny Most (Red Bridge) within the framework of the EU-funded project “Support of development of the border crossing point Krasny Most between Azerbaijan and Georgia. This centre will favour the enhancement and consolidation of trade relations between the countries of the Silk Road corridor, as well as provide for safety and more effective measures in fighting terrorism.</p> <p>In Armenia the Government Resolution as of 31.10.2018 N 1456-A approved the Commission staff for making changes in the foreign trade platform of Armenia “Single Window, one stop shop” and realization of the “Interaction” platform between public authorities.</p> <p>The European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) underwent all intergovernmental procedures and was submitted to the National Assembly of Armenia for ratification.</p> <p>Under the EU – Georgia Association Agreement and Deep and the Comprehensive Free Trade Area (DCFTA), Georgia is committed to make the gradual approximation to the EU regulations, implementing the provisions of the Convention of 20 May 1987 on the Simplification of Formalities in Trade in Goods and the Convention of 20 May 1987 on a common transit procedure, including the implementation of New Computerized Transit System (NCTS) from 12 March 2018 with support of the EU funded project Twinning Instrument.</p> <p>Iran is in the process of ratifying the ATP Convention and ADR Convention. With the view of reducing the time of cargo handling on the border at BCP’s, the implementation of electronic and computerized equipment, RFID riders, weight measuring instruments, synchronizing systems and preliminary on-line declarations is on-going.</p>

			<p>Kazakhstan implemented the information system “Сәтті сапар” designed for preliminary information on transit traffic through the territory of the country by the carrier. The system will enable the carrier to increase the traffic speed of a motor vehicle, to reduce the time of goods delivery in transit by means of check-up removal en route. The System includes the following :</p> <ol style="list-style-type: none"> 1. The carrier voluntarily carries out preliminary registration of the scheduled transit traffic in the information system by means of the web-portal sattisapar.gov.kz indicating the border control points , the route, the number of a permit and the data on the motor vehicle. 2. The System checks the data, assigns the unique number, registers the permit electronically. The carrier prints the document including all the entered data. The carrier may present the document to the official of the transport control authorities and a transit permit document (in accordance with the standards of international agreements). 3. The officials of transport control authorities by means of information system check up the data given in the document. In case of the accurate data entry by the carrier, a vehicle drives without checking. <p>Kyrgyzstan acceded to the Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for Such Carriage. There was developed the draft Decision of the Government on measures for realization of the mentioned Agreement aimed at its practical implementation.</p> <p>Besides the Ministry of Internal Affairs of the Kyrgyz Republic carries out corresponding internal procedures required for entering into force of the European Agreement on International Carriage of Dangerous Goods by Road (ADR).</p> <p>Moldova initiated ratification procedures for FAL Convention in compliance with the possibilities of coordinated implementation of a “Single Window” concept and a “Single Stop” in the port of Djurdjuleshty.</p> <p>Since 2010 in Tajikistan there has been functioning the Single Window system for documenting export-import and transit procedures.</p> <p>ADR and ATP Conventions are fully applied in Turkey. Presently there operate 8 periodic tests stations and 3 type testing centres, there were issued nearly 1500 ATP-National Conformability Licenses (ATP certificates). There are held trainings for participants in the field of international standard. Trainings are available for other TRACECA countries.</p>
1.5	Expansion of interoperability with the existing transport routes	Diversification of joint activity within the framework of the on-going projects and attraction of new operators	<p>Within the framework of the Association “Trans-Caspian International Transport Route” Azerbaijan, Kazakhstan, Georgia and Turkey hold quarterly meetings of relevant transport structures of the Eurasian region, sign protocols related to freight tariffs and cooperation in the issues of designating transport operators.</p> <p>Considering that the Trans-Caspian International Transport Route (TITR) is an important link in forming the Eurasian transport system, the IGC TRACECA attaches special significance to cooperation with TITR. TRACECA and TITR have common objectives in the field of promoting transport development and further effective cooperation will serve a beneficial platform for implementation of joint initiatives and undertakings. At present there are carried on the internal procedures for coordinating of the draft Memorandum of Cooperation between the Trans-</p>

			<p>Caspian International Transport Route and the IGC TRACECA.</p> <p>Georgia makes its own contribution to the development of new routes and corridors such as the Middle Corridor, Lapis Lazuli, the Persian Gulf – the Black Sea, South – West, etc. The mentioned routes and corridors encourage the revival of the Historic Silk Road. In October 2016 Georgia joined the Central Asian Regional Economic Cooperation (CAREC) making it possible to develop one of the shortest routes for Central Asian countries to Europe.</p> <p>Iran initiated the procedure of accession to the “Trans-Caspian International Transport Route”, as well as realization of joint initiatives between TRACECA and the Persian Gulf – the Black Sea corridor.</p> <p>Iran pointed the insufficiency of permits for road traffic in some Contracting Parties of TRACECA for two-sided/one-sided, as well as two-sided transit.</p> <p>Kyrgyzstan modernizes transport corridors. Modernization of transport corridors will contribute to considerable improvements of intra-regional, interregional and transit trade. More efficient trade will provide support not only to business development and jobs creation, but to unity of various countries and peoples, exchange of ideas, technologies, cultures, etc.</p> <p>On 10-15.08.2019 Tajikistan, Uzbekistan and China organized a pilot motor rally in the territory of three countries along the route Termez-Dushanbe-Kashgar (1422 km). The main aim of the motor rally was the invigoration of freight flows by road from China to the Central Asian countries and backwards. Presently Tajikistan continues the improvement of transport infrastructure which will ensure the attractiveness of the country as a convenient transit corridor.</p> <p>Turkey embarked on the re-vitalisation of Tripartite Commission on Caspian Crossings which yielded positive results in mitigating intermodal transport costs along the Caspian Sea in 2014-2015.</p> <p>Turkey proposes to include Georgia, along with Azerbaijan, Kazakhstan and Turkey forming quadripartite commission.</p> <p>Ukraine establishes cooperation within the framework of OSJD with all member states of the international transport corridor OSJD N 10 (TRACECA) – in compliance with the classification adopted by OSJD and approved at the Conference of the Intergovernmental Commission TRACECA, as well as this corridor route coordinated with the EU.</p> <p>Direct extension of the indicated corridor to the West – international transport corridor OSJD N7 Baltics (Gdansk) the Black sea (Odessa).</p> <p>Besides in 2008 the representatives of Ukraine, Lithuania and Byelorussia signed the Agreement on Development of Freight Traffic along the direction the Baltic Sea – the Black Sea, through the territory of Byelorussia to the ports of Lithuania. Later Moldova and Georgia acceded to this Agreement. Within the framework of the OSJD Commission the activity is under way on forming this direction as the international transport corridor OSJD.</p> <p>The Meeting of the OSJD Commission experts (4-6 March 2019, Warsaw) suggested that the member countries of the OSJD corridor N9 agree with the proposal of Byelorussia to extend the OSJD corridor N9 from Minsk to the ports of Odessa region. Ukraine confirmed its interest in connecting the railway line along the route : Minsk – Zhlobin – Kalinkovichi – Slovechno – Berezhest – Ovruch – Korosten – Zhitomir – Berdichev – ports of Odessa region (for reference: today the corridor route: Klaipeda /Draugiste – Shiaulay – Kayshiadoris – Vilnius – Minsk with diverging route Kaliningrad – Kaunas – Kiashdoris.</p>
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2.	Development of railway sector		
2.1	Liberalization of access to the railway infrastructure	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.	<p>The process of the railway liberalization in Bulgaria started in 2001. The activity of the National Company "Bulgarian State Railways" (NC "BDZ") is divided into:</p> <ul style="list-style-type: none"> • National Railway Infrastructure Company (NRIC), which became the successor to the assets and liabilities of BDZ NC in the part of the railway infrastructure. • Bulgarian State Railways EAD (BDZ EAD), which became the successor to the assets and liabilities of NC BDZ in the part of the rail transportation of passengers and cargo. <p>The Railway Administration Executive Agency (EASA) coordinates and controls the activities in the field of rail transport and performs the functions of a regulatory body in the railway sector as well as a national safety authority.</p> <p>In 2009 there was concluded 15 years long contract for public passenger railway transport services between the State and "BDZ – Passenger Services" ltd. The new contract should be concluded after 2024.</p> <p>According to the Bulgarian legislation, the licensed railway carriers shall have the right of access to the railway infrastructure and service facilities for provision of all types of railway services for the carriage of passengers and goods under fair, non-discriminatory and transparent conditions.</p> <p>Kazakhstan ensured organizational separation of infrastructure Operator and Carrier, established JSC "KTJ – Freight Traffic" (a subsidiary organization JSC "NC" "KTJ") which received the status of the National Freight Carrier. The access to the BRN (backbone railway network) is performed in compliance with the requirements of the Guidelines for using the backbone railway network approved by the Order of the acting Minister for Investments and Development of the RK N 366 as of 27.03.2015.</p> <p>The Government of Moldova approved the Concept for restructuring of the railway sector and SE "Calea Ferata din Moldova" for 2018-2021 and approved the initiation of restructuring through division of SE "Calea Ferata din Moldova" into three independent joint stock companies for infrastructure, passenger and freight traffic.</p> <p>Currently there is under consideration the issue on creation of two companies: railway infrastructure manager, national operators for railway passenger and freight traffic. At the first stage infrastructure was separated from traffic, freight and passenger business were also separated, electronic registration was introduced in accordance with international and legal standards.</p> <p>Turkey revises Public Private Partnership (PPP) models and promotes private sector in order to liberalize railway infrastructure access.</p> <p>In Uzbekistan in accordance with the legislation licensed railway carriers are entitled to access to the railway infrastructure and maintenance facilities to provide all kinds of service for cargo and passenger transport.</p> <p>With the view of liberalizing railway service in Ukraine JSC "Ukrzaliznitsa" carries out a structural reform realized in accordance with the liabilities of Ukraine envisaged by the Ukraine – European Union Association Agreement. In June 2019 the Cabinet of Ministers of Ukraine approved and the supervisory board of the company passed the Strategy of JSC "Ukrzaliznitsa" for 2019 – 2023 which envisages structural reforms of JSC aimed at liberalization of access to the railway infrastructure.</p> <p>In September 2019 a group of people's deputies of Ukraine submitted for consideration of the</p>

			<p>Central Rada of Ukraine the draft of the Law of Ukraine “On Railway Transport of Ukraine” which provides for creation of the conditions for developing of competitive environment in the railway service market on the basis of key requirements of the EU legislation. This draft law taking into account a number of observations and proposals was on the whole backed by JSC “Ukrzaliznitsa” . The adoption of this law will make it possible to create organizational, legal and economic foundations for functioning of a competitive railway service market in Ukraine, favour the attraction of investment resources for technological modernization of the sector, improvement of the quality and access to railway service. Presently the draft of the aforementioned law is at the stage of preliminary discussions within the committees of the Central Rada of Ukraine. Specialists from JSC “Ukrzaliznitsa” are involved in this activity.</p> <p>The President of Ukraine gave the commission to the Cabinet of Ministers of Ukraine to prepare by the end of 2019 the Restructuring Plan of JSC “Ukrzaliznitsa” which should include the division into three enterprises: infrastructure operator, cargo carrier, passenger carrier which will allow ensuring the transparency of financial flows within the Company, increasing the quality of management of each type of activity and strengthening the investment attractiveness of the company.</p> <p>In pursuance of the Ukrainian President’s commission there was developed the Programme of activity of the Cabinet of Ministers of Ukraine which was approved by the Central Rada of Ukraine in October 2019. This act specifically provides for creation of an open and competitive market of railway service, ensuring equal access to the railway infrastructure and fair competitiveness among railway carriers. It is envisaged to reform JSC “Ukrzaliznitsa” with division into separate business entities – infrastructure operator, cargo carrier, passenger carrier. Therefore this public document confirms the strategic priorities of JSC “Ukrzaliznitsa”.</p>
2.2	Raising investments in railways	Investments are to cover the projects on computerization of the railway sector, development of information systems and implementation of resource-saving technologies, reconstruction of energy supply installations and electrification.	<p>Armenia invests in the railway system of OJSC “South-Caucasus Railways” in compliance with the investment plan of the Concession Agreement.</p> <p>In Bulgaria the following significant infrastructure projects were implemented through national and European funding:</p> <ul style="list-style-type: none"> • Rehabilitation of the railway sections along Plovdiv – Burgas railway line; • Electrification and reconstruction of the railway line Svilengrad – border with the Republic of Turkey; • Modernization Septemvri – Plovdiv railway line – a part of the Trans-European Transport Network; • Reconstruction and electrification of the railway line Plovdiv – Svilengrad, along corridors IV and IX, phase 2: Parvomai – Svilengrad section. <p>Currently the following infrastructure projects are under implementation:</p> <ul style="list-style-type: none"> • Rehabilitation and modernization of Plovdiv – Burgas railway line, phase 2; • Development of Sofia railway junction: railway section Sofia – Volyak; • Modernization of Sofia – Elin Pelin railway line; • Modernization of Elin Pelin – Ihtiman – Kostenetc; • Modernization of Kostenetc – Septemvri railway line; • Development of Plovdiv railway junction. <p>Georgia is implementing or starts the implementation of the following investment railway projects:</p>

			<ul style="list-style-type: none"> • Modernization of Khashuri – Moliti and Kharagauli – Zestaponi railway sections; • Modernization of Moliti – Kharagauli railway section; • Modernization of the Locomotive Park; • Installation of Signalling System for Samtredia – Batumi Section is <i>planned</i>; • Construction of Railway link to Anaklia Deep Sea Port <p>Iran is implementing the project for construction of Khaf-Herat railway thus ensuring the connection with Afghanistan. The project for RO-RO infrastructure construction in the port of Amir-Abad is being also implemented.</p> <p>In 2017 in Kazakhstan there was constructed the second route between the stations Shu and Almaty with electrification.</p> <p>With the view of removing the “bottlenecks” and increasing the capacities there was completed the construction of the second railway track in the Shu-Almaty section (53 km), which halved the time of transportation along the indicated section. For the purpose of attracting transit flows from China to Europe through Kazakhstan there are taken measures on developing the Trans-Caspian International Transport Route.</p> <p>At the expense of international donors’ funds Kyrgyzstan carries out electrification of the railway section “Lugovoye – Bishkek – Balykchi”. Moreover the large-scale project for construction of the railway China – Kyrgyzstan – Uzbekistan is under development. Currently the State Enterprise “National company “Kyrgyz Temir Zholu” finalized the development of the Pre-Feasibility Study for the Projects of stepwise development of the railway network in the territory of the Kyrgyz Republic, including the construction of the railways China-Kyrgyzstan-Uzbekistan and North-South.</p> <p>In Moldova there started an investment project in the volume of 116 million euros funded by the European Union, the European Investment Bank (EIB) and the European Bank for Reconstruction and Development for purchasing of 12 new locomotives based on the European standards.</p> <p>Romania continues the modernization of the Rhine Danube Corridor. Out of the 877 km representing the northern part of the corridor, 407 km were modernised and 309 km, respectively Simeria-Coslariu-Sighisoara and Radna-Simeria are under construction, 128 km (Sighisoara-Brasov) are at the project stage and 33 km (Predeal-Brasov) are foreseen for modernisation.</p> <p>Out the 590 km that represent the southern branch of the Rhine Danube Corridor, 155 km(Arad-Caransebes) are prepared for construction and 435 km (Caransebes-Craiova and Craiova-Bucuresti) are at the project stage.</p> <p>Regarding the Orient-Est-Med Corridor Romania modernised 26 km and the other 261 km are at the project stage.</p> <p>In Tajikistan in August 2016 there was completed the construction of the railway line Vakhdat (Yangibazar) –Yavan of the length of 242,7km. In February 2017 the first passenger train passed to the south along the railway line Dushanbe – Vakhdat – Yavan – Kurgan-Tyube – Shaartuz – Khoshady.</p> <p>At present the issue of constructing and connecting the railways of Tajikistan-Afghanistan and Turkmenistan is under consideration, and the negotiations on connecting the railways of five countries (Iran-Afghanistan-Tajikistan-Kyrgyzstan-China) are on-going.</p> <p>In March 2018 there was reconstructed the line Amuzang (Tajikistan) – Galaba (Uzbekistan)</p>
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			<p>enabling trains to run.</p> <p>Uzbekistan implements the following investment railway projects</p> <ul style="list-style-type: none"> • Modernization of locomotive and car fleet. • Electrification of the section Pap-Namangan-Andizhan”; • Electrification of the section “Bukhara-Miskin”. <p>In addition the project for construction of the railway China-Kyrgyzstan is being developed.</p> <p>Among the infrastructure installations in the field of railway transport of Ukraine for the period up to 2030 foreseen by the Indicative Investment Action Plan regarding TEN-T elaborated by the European Commission and the World Bank and directed towards the development of the transport corridors of the “Eastern Partnership” countries there are the following projects:</p> <ul style="list-style-type: none"> • Electrification of the section State border – Ovruch – Korosten – Zhitomir – Berdichev for the amount of 124 million Euros • Reconstruction of the railway gauge 1435 mm in the section of Kovel – Yagodin – State border with subsequent electrification for the amount of 35,8 million Euros. <p>Today the projects are at the preparation stage.</p> <p>The implementation of the mentioned projects will stimulate faster movement of freight flows along the Europe-the Caucasus-Asia corridor and backwards.</p> <p>Turkey continues electrification works of the 841 km railway section.</p> <p>It is planned that renewal of track and signalling systems of Samsun-Kalın railway line will be completed in 2019. In addition, preparation of tender document for renewal of track and signalling systems of Divriği-Kars railway line is completed. The construction of the new railway line between Halkalı and Kapıkule was started.</p>
2.4	Close cooperation between the railways of TRACECA countries	Establishment of stable dialogue between economic agents involved in railway sector, provision of a feedback mechanism with the regulatory structures.	<p>Bulgaria welcomes the opportunities for development of the transport corridor between Greece - Bulgaria - Georgia – Azerbaijan/Armenia - Iran creating possibilities for effective and reliable transport links between the Middle East and Central and Eastern Countries.</p> <p>Iran initiated signing of the MoU on railway transport with Turkey on reducing and harmonizing tariffs to increase rail transportation and the MoU with Turkey, Turkmenistan, Uzbekistan, Tajikistan and Kazakhstan on reducing tariffs, simplification and integration of rules and methods to remove the bottlenecks in the field of transport among participating countries.</p> <p>Kazakhstan makes every effort to organize a reliable communication along the IGC TRACECA from China to the South Caucasus and further to the European countries by railway. National operator JSC “Kazakhstan Temir Joly” in cooperation with colleagues from railway administrations of a number of TRACECA countries achieved positive results in this respect.</p> <p>Today the optimal backbone of the railway mainline has already been formed which enables transit cargo to be transported within the shortest possible time.</p> <p>In 2014 there was constructed the railway line Zhezkazgan-Beyneu of 1036 km long allowing to decrease the distance from China to Europe by almost 1200 km. This line also provided with a direct railway entry from the East to the West of Kazakhstan and further to the countries of the Persian Gulf via the railway line “Uzen-Bolashak”, the transportation time decreased by 1,5-2 days.</p> <p>The line Arkalyk-Shubarkol of 214 km long commissioned in 2015 closed the distance of transportations from Central Kazakhstan to the northern regions on average by 550 km.</p> <p>For this purpose there was established International Association with participation of railway,</p>

			<p>maritime administrations and logistics operators which is functioning now. The result of concerted activities of participants became the determination of through competitive rates, adoption of the technology of cooperation between transport companies and the launch of container service “Nomad Express”.</p> <p>The completion of construction of the railway section Kars-Akhalkalaki on the border between Azerbaijan, Turkey and Georgia will give an additional impetus to the route development.</p> <p>Within the framework of OSJD Kyrgyzstan cooperates with all TRACECA member states, necessary measures are taken as regards cooperation between the railways of TRACECA countries.</p> <p>In Uzbekistan JSC “Uzbekiston Temir Yullary” carries out settlements with SE “Kyrgyz Temir Zholu” based on the Settlement Agreement concerning railway service in international traffic dated 12 February 1997. Cooperation between the Republic of Uzbekistan and the Kyrgyz Republic in the field of railway tariffs is exercised within the framework of Tariff agreement and tariff policy of the CIS member states railways for international transportation of freight. Uzbekistan also maintains cooperation with all TRACECA member states within the framework CBRT, OSJD. Annually the discounts are provided on a reciprocal basis from 20 to 55%.</p> <p>Ukraine: JSC “Ukrzaliznitsa” maintains cooperation with the railways of the TRACECA member states within the framework of OSJD, ITC.</p>
2.6	Improvement of railway safety	<p>Accession and implementation of the “Regulations concerning the International Carriage of Dangerous Goods by Rail “(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.</p>	<p>The concessionaire of the Armenian railway systems “South Caucasus Railways” JSC implements the Decree N892-N of the Government of Armenia dated 30.07.2009 on “Approving the list of dangerous goods transported by railways and the rules of their transportation”, institutional normative acts and instructions, which include the requirements to the safety control system of the railway transport.</p> <p>The ad-hoc interagency commission established by the Ministry of Transport, Communication and Information Technologies of Armenia conducts yearly inspections of the technical condition of the railway infrastructure to approve action plans on removal of deficiencies in the technical conditions and necessary railway equipment.</p> <p>Bulgaria: National Implementation Plan on the technical specification for interoperability relating to the ‘control, command and signalling’ subsystem (NIP CCS) was drafted in 2017, pursuant to Articles 6(4) and 6(5) of Regulation 2016/919. Main objective is establishing pre-conditions for ensuring a high level of safety of the transport process of the Trans European conventional rail system, a high level of safety of the transported haulage and passengers, the service staff, the technical equipment, the environment and the people who are in the area of this process.</p> <p>In compliance with the Association Agreement Georgia committed to transpose the Directive EU 2008/8/EU on Internal Transport of Dangerous Goods which implies harmonisation of the Annex C (RID) COTIF with the national legislation. In this connection the “Georgian Railways” together with the Ministry of Economy and Sustainable Development of Georgia is actively developing and updating the existing legislative acts.</p> <p>Within the framework of the state programme “Digital Kazakhstan” the project “Introduction of Mobile Diagnostic Aids within the framework of Automated System “Main Line” is under</p>

			<p>implementation. The purpose of the Project consists in monitoring of the information obtained from mobile diagnostic aids any time of the day. This will allow providing condition-monitored maintenance to track facilities and to perform component-wise track maintenance</p> <p>The JSC “NK “KTJ” also implements the strategy “Digital Railway” including the Project “Centre for Train Operation Control”. Within the framework of the Project it is planned to introduce a microprocessor-based automated system of train operation control, as well as signalling and communication management system along with modernization of regional communication centres. Real-time control of trains operation will allow increase of capacities and ensure safety and security.</p> <p>Kyrgyzstan is renovating the rolling stock. There were adopted normative acts, as well as the orders of the Ministry of Transport and Roads of the Kyrgyz Republic concerning safety and security of carriage of dangerous goods by railway.</p> <p>Moldova launched the process of transposition of the European Directive N 2016/1798 on railway safety into the legislation.</p> <p>Romania has created since 2015 the Romanian Railway Investigations Agency that deals with the investigation of serious accidents in the railway system, its objective being to improve the railway safety and to prevent accidents.</p> <p>Regarding the legislation on the field of railway safety, Romania is working on the Transposition of the DIRECTIVE (EU) 2016/798 on railway safety (recast)</p> <p>Turkey fully applies the “Regulations concerning the International Carriage of Dangerous Goods by Rail” (RID). There are 6 institutions authorized by the Ministry for RID trainings. There are 80 trainers available and so far 7.123 persons in railway sector were trained within the framework of RID.</p> <p>Turkey is ready to offer training sessions for TRACECA Countries.</p> <p>Ukraine is the state participant of COTIF and Appendix C to COTIF “Rules for International Carriage of Dangerous Goods by Rail” (RID). With the view of preventing transport accidents related to the carriage of dangerous goods by railway State Service of Ukraine for Transport Safety in accordance with the Rules of technical investigation of disasters, accidents, traffic accidents, railway incidents approved by the Order of the Ministry of Infrastructure of Ukraine dated 21.09.2018 N433, in the event of such accidents carries out technical investigation to substantiate all facts and reasons for arisen transport accident which is determined by consequences according to sub-section 1.1.3.6, section 1.1.3, chapter 1.1, sub-section 1.8.5.3, section 1.8.5, chapter 1.8 of the Rules for International Carriage of Dangerous Goods by Rail (RID) and gives recommendations to the economic entities for prevention of such incidents in the future.</p> <p>The Government Order dated 30.05.2018 N 430-p approved the National Transport Strategy of Ukraine for the period up to 2030 envisaging for security reform, regulation and supervision in the field of railway transport , specifically provision of regulatory support to the railway traffic market functioning by virtue of passing a new law of Ukraine “On Railway Transport” and corresponding by-laws: reforming of public authorities in the field of transport in compliance with the EU standards; ministry – the authority executing supervision and regulation in the railway domain, the authority for investigation of railway accidents; introduction of the instrument of access to the railway traffic market for the carriers of various forms of ownership (licensing, safety certification).</p>
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3.	Motorways of the Sea, railway-ferry communication and maritime routes	
3.1	<p>Improvement of operations and procedures of ferry services</p>	<p>Countries will be aiming at implementation of the international and European “best practice”.</p> <p>In compliance with the Association Agreement between Georgia and the EU Georgia implemented in 2018 the Directive of the European Parliament and the Council 2003/25/EU as of 14 April 2003 on specific stability requirements for RO-RO passenger ships.</p> <p>Iran is finalizing the RO-RO berth project in Amirabad port. The estimated completion of the project and full operation of the Ro-Ro berth - in the second half of the 2020.</p> <p>In Kazakhstan within the framework of the trans-Caspian multi-modal transport development there was completed the project for Construction of a Ferry Terminal of the port of Kuryk with the capacity of 6 million tons a year, including railway ferry terminal with the capacity of 4 million tons for handling wagons and road ferry terminal with the capacity of 2 million tons for servicing road freight transport.</p> <p>From the very beginning of operations the port of Kuryk provided handling of more than 45 thousand wagons and 2,8 thousand units of road freight transport constituting 3,08 million tons of cargo.</p> <p>The basic list of goods consists of oil products (Gasoil), consumer goods, chemicals, equipment and metal production.</p> <p>On the whole today the total capacity of maritime ports in Kazakhstan amounted to 26 million tons.</p> <p>Railway and road port infrastructures are fully adapted to the receipt and prompt service with the view of further shipping all types of goods bound via the port of Kuryk both in transit and export/import lines within the framework of TRACECA.</p> <p>Ferry cargo is transported under the Azerbaijan flag using ferry terminals of the ports of Kuryk and Baku.</p> <p>The average capacity of ferry terminals makes 30-35 motor vehicles, in the port territory there can reside around 70 trucks.</p> <p>Presently regular ferry communication operates along the route of Alyat-Kuryk-Alyat.</p> <p>In accordance with the construction project in the port of Kuryk for the sake of convenient service of the arriving trucks, export and import freight flows are divided by flows and serviced each in its direction.</p> <p>On the whole railway and road port infrastructures are fully adapted to the receipt and efficient servicing of all types of cargo passing through the port of Kuryk both in transit and export/import directions, including within the framework of the TRACECA corridor.</p> <p>In Uzbekistan with the view of improving the safety of railway traffic the rehabilitation of railway tracks is performed, preventive measures for identifying and eliminating the causes negatively impacting on the improvement of safety of trains movement.</p> <p>The ferry terminal of the Sea Port of Chernomorsk (Ukraine) introduced a technological scheme for handling and processing of cargo imported in railway wagons by maritime transport to the territory of Chernomorsk Sea Port using the information system allowing to receive in advance prior to the arrival of the ferry at the port the railway consignments and to get the consent of the customs authorities for unloading (rolling out) of the wagons from the ferry which considerably enhances control procedures at arrival .</p> <p>The Decree of the Ministry of Infrastructure of Ukraine dated 02.01.2018 approves the Conceptual note for the project on concession of the railway-ferry terminal of SE “Sea Trade Port “Chernomorsk” the implementation whereof foresees the provision of transit freight flows</p>

			processing at the intersection of main transport corridors between Europe and Asia (in particular) and the development of passenger ferry service between Ukraine and the countries of the Black Sea basin with substantial unused potential.
3.2	Improvement of shipping operations and procedures in the ports of the Black Sea and the Caspian Sea	Optimization and efficient performance of the functions of border and customs control in the ports, provision of administrative services and cargo transshipment.	<p>Through European funding Bulgaria has been implementing and upgrading intelligent systems (Vessel Traffic Management System and River Information System) for improvement of transport services in river and maritime transport.</p> <p>The Single Window system is also deployed in Bulgarian ports. VTMS, BULRIS and Single Window are accessible to several governmental administrations, such as Port Administration, Border Police, Customs, Maritime Administration and others.</p> <p>LEPL Maritime Transport Agency of Georgia started working on the implementation in the Georgian maritime transport sector of the concept of "Maritime National Single Window" which provides for reducing the time of ships procession in handling operations.</p> <p>The maritime single window will serve as a bridge between ship owners, managers and various competent authorities in ships' procession. It covers the information flows between the ship data providers (e.g. ship agent, master, shipping company) and the competent public authorities.</p> <p>Ports and maritime organization of the Islamic Republic of Iran introduced attractive exemptions and discounts with the view of increasing maritime traffic in the ports of the Caspian Sea.</p> <p>In Kazakhstan with the view of reducing the time on ferry cargo handling in the port there was introduced a new order of drawing up transit documents according to the "Single Window" principle. As a result the time was reduced from 10-12 hours on average to 4 hours. Customs and border authorities, bonded warehouses operate in the around-the-clock regime.</p> <p>In the port of Kuryk there was commissioned the building for the "Customs Clearance Zone" (CCZ) to locate all services required for quality and effective servicing of customers arriving and departing through the port of Kuryk. The functioning of all public and port services is based on the "Single Window" principle.</p> <p>In the port of Aktau within the commercial section there was created a freight forwarding group for cargo processing where a corresponding unit receives the permission for entrance / departure of cargo upon coordination with border, customs and other public authorities.</p> <p>With the view of maintaining its competitiveness under the conditions of reducing the volumes of traditional types of the cargo handled in the port of Aktau, such as oil, oil products and metals, vigorous efforts are exerted to diversify the cargo base.</p> <p>At present the port of Aktau is capable to transship wheat and other cereals, non-ferrous metals, chemical products from wagons to containers and big bags, offering to customers beneficial service.</p> <p>Turkey and Romania started the negotiations on launching RO-RO lines between Constanta and Karasu Ports. A Working Group was established, the draft agreement on combined freight transport was drafted.</p> <p>The brand new Ro-Ro Service between Karasu and Chornomorsk (Ukraine) has been recently established in order to switch more cargo from road to maritime transport.</p> <p>Turkey also proposed to perform Ro-Ro operations between Port Burgas and Karasu Port. The first technical visit to Port Burgas is expected to be realized in November 2019.</p>

3.3	Provision of transport logistic chains with a nodal function by the ports	Implementation of public and private projects on the construction of logistic centres, realized or planned for realization in all ports.	<p>Bulgaria: Technical assistance for construction of Intermodal Terminal Varna of the total area of 683,719 acres is under implementation. The terminal shall be located in the South industrial zone of the city of Varna, on the north coast of Varna Lake, south of the former factory “Hristo Botev”, estate area “Mladost” and “Devnya” Str. The terminal shall handle containers, general cargo, grain and etc.</p> <p>On 24 October 2018 in the port of Aktau, in Kazakhstan there was made a trilateral Memorandum of Cooperation between JSC “NK AMMTP”, “CMA CGM” and “DP World Terminal Services B.V.”</p> <p>The “CMA CGM” company, being the biggest in France and the third by its size maritime container operator with the total deadweight of 2 208 million TEUs a year, intends to create a logistic hub for containers’ processing in the territory of the port of Aktau.</p>
3.4	Implementation of TRACECA acts on maritime sector, removal of organizational and administrative barriers	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.	<p>In Kazakhstan the annual meetings of the administrations of sea ports in the Caspian littoral states consider the issues of further cooperation in the field of freight traffic, including the development of ferry communications through the Caspian ports.</p> <p>There were signed the Memorandums of Understanding between LLA “Port of Kuryk” and “Anaklia Development consortium”, the MoU between the LLA “KTZE-Khorgos Gateway” and “Anaklia Development Consortium” aimed at strengthening business contacts and development of further mutually beneficial cooperation. The information exchange regarding tariffs for services provided by the ports is maintained between the ports of Aktau and Baku (Alyat).</p> <p>The Government of the Republic of Moldova by its Resolution N 706/2018 approved the creation of the Agency for Water Transport corresponding to the commitments and functions observed by Moldova as a State of Flag and the state of port. The Agency for Water Transport will provide proper implementation of INO and MOT Conventions whereof the country is the party.</p>
3.5.	Improvement of quality of services provided by national forwarders, in combined traffic using railway-ferry, Ro-Ro and Ro-Pax ships	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.	<p>The Ministry of Transport, Information, Technology and Communications of the Republic of Bulgaria is implementing the project “Preparation of a draft National Plan for the Development of Combined Transport in the Republic of Bulgaria by 2030”. The major goal is to define concrete administrative, finance and legal measures for development of combined transport, based on good European practices and actual condition of the transport system.</p> <p>Presently Kazakhstan lacks RO-RO ships. Ferry operations are performed by the ferries of the Republic of Azerbaijan.</p> <p>From 1 July 2019 in Turkey the Regulation on Freight Forwarders entered into force. Three (3) qualitative criteria were introduced in the Regulation, namely, good repute, professional competence and financial standing. In drafting the Regulation, the EU rules were strictly followed in order to maintain the level of qualified services with duly licensed /institutionalised freight forwarders which take part in intermodal services.</p> <p>As of October 2019, roughly 300 freight forwarders are licensed and training centers for the education of staff dealing with forwarding activities in all modes of transport are going to be certified in 2020.</p>

3.6	Enhancement of quality of services provided by the ports to the ships of the MLA member states. Creation of new specialized transfer complexes.	To provide internationally competitive port infrastructure and to render quality services in the short- medium- and long-term prospect	At present the port of Aktau, Kazakhstan , is a multi-functional modern complex, providing for full-fledged transshipment of general cargo, dry cargo, oil and grain. Railway lines and motorways meet at this point. On the whole the port of Aktau by its technical parameters fully corresponds with international standards. The water area of the port is specially fitted for safe berthing, diversified ships servicing and carrying out freight operations. In December 2016 there was launched a railway ferry terminal and built facilities which provide for processing of railway ferries with estimated capacity up to 4 million tons a year. In August 2018 there was launched the second development phase of the port of Kuryk – road ferry terminal with estimated capacity of 2 million tons a year. Railway and road infrastructure of the port of Kuryk is fully adjusted to the receipt and effective servicing of all types of goods passing through the port of Kuryk both in transit and export/import directions.
4.	Development of road sector		
4.1	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	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.	The National Secretariat of TRACECA in Azerbaijan initiated the issue of cancellation of the Licensing System (Permit System) on the whole. Presently the country carries out annual exchange of permits in the number of 40 000 pieces. Within the framework of implementation of the TRACECA Multilateral Permits system Georgia issued in 2016 – 98 permits, in 2017 – 230 permits, in 2018 – 200 TRACECA permits. Kazakhstan isn't currently a participant of the TRACECA multilateral permits system. At the same time permit forms for international freight traffic between Kazakhstan and TRACECA states are exchanged annually on a parity basis. On 12.04.2018 the Government of Moldova and the Government of Ukraine signed the Protocol to the Agreement between the Government of Ukraine and the Government of Moldova on International Road Transport of 20 March 1993 on Liberalization of bilateral and transit road communication. On 17.10.2018 Moldova and Turkey signed the Agreement on Making Amendments in the existing Agreement of 03.06.1994 envisaging for Liberalization of bilateral and transit road communication. Bilateral and transit road communication was liberalized between Moldova, Romania and Bulgaria . Within the framework of the TRACECA Multilateral Permit System Moldova issued 200 permits in 2019. In accordance with the Procedural formalities and permits issuance for travels through the territories of foreign states in carrying passengers and cargo by road in international traffic, their exchange and records approved by the Decree of the Ministry of Transport of Ukraine dated 20.08.2004 N 757, registered in the Ministry of justice of Ukraine dated 31.08.2004 N 1075/9674. The Ministry of Infrastructure of Ukraine exchanges permit forms with the competent authorities annually no later than 20 December. All the received permit forms are handed over by the Ministry of Infrastructure of Ukraine to the Ukrtransbezopasnost for their further records, processing and delivery to road carriers. The processing and permits delivery are performed at the issuing points of Ukrtransbezopasnost. A TRACECA permit is a multilateral permit which authorizes a native road carrier to perform travel through the territory of TRACECA member states. After using the permit road carriers have to give it back to the issuing point.

			<p>Among the TRACECA member states (the Republic of Moldova, the Republic of Armenia, Georgia, Romania and the Republic of Turkey) the permits quotas of the Republic of Moldova, the Republic of Armenia, Georgia satisfy the permits requirements of Ukrainian carriers for international freight carriage by road.</p> <p>At the same time the Romanian permits “universal” “to/from the third countries” (main quota of 2018 – 18500 pieces are over on 08.05.2018, an additional quota of 5500 pieces issued from 02.08.2018 to 20.11.2018; the main quota of 2019 – 18500 pieces are over on 29.06.2019, an additional quota of 10000 pieces were issued from 12.09.2019 to 27.11.2019) and of the Republic of Turkey “empty” (main quota of 2018 – 4400 pieces are over on 04.05.2018, an additional – 1000 pieces issued from 01.12.2018 to 31.12.2018; main quota of 2019 - 5000 pieces are over on 23.08.2018, additional - 750 pieces, issuance started from 18.11.2019) are permits with restricted quota for the Ukrainian carriers.</p> <p>Thus, the deficit of the given permits of Romania and the Republic of Turkey is compensated by the Ukrainian carriers at the expense of TRACECA permits.</p> <p>In view of the situation with TRACECA permits delivery in 2018, 2019 (the quota for 2018 – 200 pieces, issued from 29.05.2018 to 21.06.2018, the quota for 2019 - 200 pieces issued from 18.10.2019 to 29.10.2019) and scheduled for 2020 liberalization of two-sided and transit road traffic with the Republic of Turkey, there is still the deficit of single licences for freight traffic with the given countries.</p>
4.2	Increasing road transport safety	Realization of the Regional and National TRACECA Road Safety Action Plans	<p>On December 27, 2018, the State Program on Road Safety for the years 2019-2023 was adopted in Azerbaijan. The program includes measures on reducing the number of traffic crashes by increasing the level of road safety in the Republic of Azerbaijan, and reducing the socio-economic damage to the country as a result of these fatalities.</p> <p>In 2018 the Bulgarian government took a decision to establish a new structure under the Council of Ministers – the State Agency for Road Safety in order to increase the road transport safety. Three new laws on road safety have been drafted and discussed with the stakeholders – the Road Traffic Act, the Road Vehicles Act and the Motor Vehicle Drivers Act. Amendments to the Road Transport Act have introduced the requirement that coaches and buses carrying out transport operations longer than 30 km be equipped with safety belts for passenger seats and video devices to record the road traffic situation ahead of the vehicle while driving.</p> <p>Georgia became a contracting party to the European Agreement concerning International Carriage of Dangerous Goods by Road (ADR) in 2016. There was adopted the Technical Regulation “Carriage of Dangerous Goods by Road”. The Technical Regulation includes all basic principles and requirements stated in the ADR Agreement. Herewith, N89 Technical Regulation on the carriage of dangerous goods was adopted on February 15, 2019 which is main normative act that fully implements ADR in Georgian legislation. Also, by the aforementioned Technical Regulation, ADR was implemented on domestic carriage of dangerous goods too.</p> <p>Georgia also implements the National Road Safety Strategy adopted in 2016, which determines the main objectives for the policy of the Government of Georgia for 2016-2020 years in this area.</p> <p>The activity aimed at increasing road safety is performed in compliance with the Law of the Republic of Kazakhstan as of 15 July 1996 N29 “On Road Safety” taking into consideration the realization of the Regional Action Plan on Road Safety.</p>

			<p>The Resolution of the Government of the Kyrgyz Republic as of 29 October 2018 N504 approves the Plan of Measures for the realization of a set of measures on the reform of road safety system for 2018-2019 which envisages taking a number of measures aimed at ensuring road safety. The “Safe City” component of “Smart City” Project is being successfully implemented and improved.</p> <p>In Tajikistan there was introduced the project “Safe City” which is under implementation now. The project ensures higher safety level on the roads. The draft National Strategy for Road Safety is being discussed.</p> <p>In Uzbekistan the Resolution of the Cabinet of Ministers dated 19 May 2018 on the approval of the “Road Map” for the implementation of the Concept for ensuring road safety for 2018-2022 is being realized. According to the Concept it is envisaged to improve the road infrastructure, to improve the quality of roads, etc.</p> <p>Ukraine: With the view of preventing road accidents Ukrtransbezopasnost together with the territorial divisions of the MIA of Ukraine, the National Police of Ukraine, oblast, regional, municipal government. public organization, insurance companies, representatives of mass media carries out a package of preventive measures – “Bus-2018”, “Day of Safety”, “Week of Safety”, “Carrier – winter”. In the future it is scheduled to carry out “Attention! August – Mass Transportation Month” and other measures.</p> <p>With the view of securing safety of traffic the normative framework is being constantly improved, the European rules and regulations are being implemented.</p> <p>The Resolution of the Cabinet of Ministers dated 14.06.2017 N 481-p approved the Strategy for improving the road safety for the period up to 2020.</p> <p>The Plan of measures for the realization of the Strategy for improving the road safety in Ukraine for the period up to 2020 and the State programme for improving the road safety in Ukraine for the period up to 2020 were passed, Specifically the documents provide for financing the measures for road safety aimed at the reduction in mortality by 30% via introduction of the European principles of getting a business license, including financial solvency, honesty, competence which will allow to provide for non-admission of potentially dangerous road carriers, improvement of logistical support of control and supervisory facilities, investigation, creation of relevant databases, retrofitting of mobile laboratories, improving skills of the personnel of Ukrtransbezopasnost, involved in the measures for ensuring road traffic safety.</p>
4.3	<p>Development of road infrastructure, including auxiliary installations</p>	<p>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.</p>	<p>The President of the Republic of Azerbaijan approved the Road Map which determines the parameters for the needs of investment resources and search for the sources of financing to modernize the depreciated infrastructure as well as the activities aimed at creation of the legal basis for investors and public –private partnership.</p> <p>In 2018 in Bulgaria the road section Kresna – Sandanski (24 km) of Struma Motorway was fulfilled and put into operation, where the ITS have been implemented during the process of construction, including traffic management counting stations, video surveillance, vehicle weighing and real time weather monitoring. Priority investments in the Republic of Bulgaria are directed towards the completion and modernization of the „core“ Trans-European Road Network. The construction of the Trakia Motorway and the Maritza Motorway has been completed. The Struma Motorway is under construction. Sofia-Kalotina / border with Serbia direction – the future Europe Motorway is under construction. Road infrastructure projects in the Republic of Bulgaria are financed from the EU funds or government loans from International</p>

			<p>financial institutions or under national funding.</p> <p>One of the main projects for the government of Georgia is the East-West Highway Improvement which started in 2006. The East-West Highway is a major axis which gives access to all regions and towns of Georgia as well as to neighbouring countries. Therefore, the project is of high importance. It envisages the construction of 435 km highway by 2020-2023. At most sections the highway will have four lanes with the capacity to serve 50 000 vehicles per day. Nowadays, min. capacity is 8-10 thousand motor vehicles (at the Rikoti pass) and maximal capacity – 50 thousand motor vehicles (on highway) per day. The project has been financed by the central budget of Georgia and the World Bank, ADB, JICA, EIB, AIB. The construction of the East-West Highway will reduce transportation time by 1.5-2.5 hours in main transit directions of Georgia.</p> <p>As of today, around 200 km of the Highway have been already constructed.</p> <p>In Kazakhstan special attention is focused on the development of infrastructure. Within the framework of the State programme of infrastructural development “Nurly Jol” for 2015-2019 it is envisaged to construct 7 thousand km, to repair 10 thousand km of the Republican roads.</p> <p>Since the realization of the Programme there have been constructed and reconstructed 3 thousand km and repaired around 10 thousand km of the Republican roads, including the international transport corridor “Western Europe-Western China” which was fully completed, as well as the sections Nur-Sultan – Karaganda, Almaty – Taldykorgan, Kokshetau – Petropavlovsk, Schuchinsk – Zerenda, Atyrau – Beyneu – Aktau, Zhetibay – Zhanaozen, Uralsk – Kamenka, bypass of Korday pass, Beyneu – Akzhigit – the border of Uzbekistan, etc. Presently a new State Programme “Nurly Zhol” was developed for 2020-2025 which is designed to cover by reconstruction 10 thousand km within the republican network, including transferred 3,8 km and 6,2 thousand km newly built. It is envisaged to repair 11 thousand km.</p> <p>In 2018 in road sector there was commenced the construction of a concession project “Big Almaty Ring Road (BARR)”. The construction of BARR is fulfilled by the consortium “Alsım Alarco (Turkey) – Maciol (Turkey) – SK (Korea) – Korea Expressway (Korea).</p> <p>On the experience of realization of BARR Project there will be created favourable conditions for foreign investors, as well as the prerequisites for the implementation of a number of other road projects.</p> <p>It is planned to start the implementation of the Project “Construction and Operation of roads in Turkestan oblast of the first (I) technical category with 4-lane traffic”.</p> <p>In the current year there was worked out the competitive documentation on the Project. The Project envisages for the construction and operation of new road sections: the South-Western bypass, the city of Shimkent (48 km) and bypass near the city of Saryagash with the access to the Republic of Uzbekistan through the border crossing point Konysbayev (102 km), and commissioning of the existing sections: Northern bypass – the city of Shimkent (36 km) of the road “Tashkent – Shimkent” (79 km).</p> <p>Besides at the expense of the loans of Eximbank (CPR) along the following road sections the investment projects are being implemented:</p> <ul style="list-style-type: none"> - “Taldikorgan – Kalbatau – Ust-Kamenogorsk” section (795,96 million USD); - “Merke – Burylbaital” section (253,2 million USD); - “Kalbatau – Maykapshagai” section (434,4 million USD); <p>“Construction of the South-Western Bypass of the City of Astana (183,9 million USD);</p>
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			<p>“Karaganda – Balkhash” section – (727,21 million USD) . In the long-term at the expense of the attraction of foreign loans it is envisaged to finance the “Aktobe-Kandyagash” and “Atyrau-Astrakhan” sections. Kyrgyzstan designed an alternative route of the road which will connect two parts of the country - South and North – via the regions of Internal Tien Shan and link the hinterland of the country with the important economic centres by allowing the growth of goods turnover between the regions. The road will be three times shorter than the primary road Bishkek-Osh and enable the residents of the southern oblasts to reach Issyk-Kul for several hours only. Besides, at the expense of donors’ funds of the WB, ADB, IDB the following projects are being implemented: - Improvement of arterial international highways (Osh-Batken-Isfana road); - Alternative road North-South (Bishkek-Naryn – Torugart-Bishkek-Osh road); -Reconstruction of the road Taraz-Talas-Suusamir. Tajikistan is presently implementing 16 projects to the total amount of 803.6 million USD together with international financial institutions such as ADB, EBRD, the Islamic Development Bank, OPEC Fund, KFAR, Abu-Dabi Fund, Saudi Development Fund, Agakhan Fund, donor countries (Japan, China, Iran, USA, France and other countries). In Uzbekistan for the last years the targeted activity was carried out regarding the development of modern roads and city streets , all-round reconstruction and repair of major traffic arteries : “Tashkent –Osh” with construction of two tunnels at the pass “Kamchik”, “Tashkent – Termez”, “Samarkand – Buchara – Alat”, “Kungrad – Beyneu”, “Tashkent – Chimgan – Chatrvak recreation area”. Complete functioning of Tashkent ring road is provided. Modern bridges across the Amu-Darya river, bypasses of big settlements, complex transport junctions and a number of other installations were built. Special attention was given to the construction, reconstruction and repair of installations having significance for the development of certain regions and the whole Republic. these installations include: A-380 “Guzar-Buchara-Nukus-Beyneu “border of the Republic of Kazakhstan”; M-37 “Samarkand-Buchara-Alat-border of the Republic of Turkmenistan”; M-39 “Tashkent-Termez-border of Afghanistan”; A-373 “Tashkent-Osh border of the Republic of Kyrgyzstan”; M-34 “Tashkent-Dushanbe border of the Republic of Tajikistan”. Besides, the repair works were performed for changing emergency bridges in the public highways with the view of securing safe passage of road transport (A-380 in the area of 184 km bridge across the “Amu-Buchara” channel. Road management authorities paid proper attention to the road maintenance and repair of bridgework, which had a positive influence on the road safety. Financial resources allocated for repair and maintenance in the priority order were directed to the most important installations in order to ensure the improvement of road safety and undamaged condition of the roads and installations. At the same time there was drafted the list of 18 perspective projects in the field of road construction to the total amount of 4,0 billion USD for the implementation with attraction of the finances of international financial institutions and foreign government financial organizations in 2020-2025.</p>
4.4	Implementation of proper level	Increase and effective management of	In Azerbaijan measures on modernization and reorganization of CJSC “Azeravtoyol”

	<p>of road networks maintenance</p>	<p>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.</p>	<p>responsible for managing the roads network, involvement of the private sector in the road facilities maintenance are consistently and systematically carried out. This allows achieving the increase and effective management of the allocated resources for maintenance of the road economy.</p> <p>On the outcomes of 2018 the Republic of Azerbaijan according to the report of the International Organization is included in the first twenty countries by condition, development and quality of roads, and it is atop among the CIS countries.</p> <p>An e-vignette has been introduced in the Republic of Bulgaria since 2019 as a modern way of collecting fees for the use of the national road network. As of 16 August 2019, Bulgaria put into operation an electronic system for the collection of distance-based road charges – toll system, for vehicles with total technically permissible maximum weight over 3.5 tons. The necessary financial resource is being generated, that is further to be invested for sustainable development of existing and new roads, including road safety.</p> <p>For the last 5 years Georgia has been steadily increasing the amounts of financing for road maintenance. There continues the implementation of pilot OPRC contracts for improved road maintenance and users contentment based on definite service levels.</p> <p>The improvement of asset management is achieved through introduction of multi-year planning and prioritization based on objective economic and social indicators.</p> <p>Iran purchased 280 pick-up trucks (Toyota High Lux), 162 trucks equipped with snow plow. The computerized maintenance management system (CMMS) was commissioned, the FMS (Fleet Management System) is being implemented.</p> <p>Today in Kazakhstan there function 290 road service objects (further – RSO) along the international road corridor “Western Europe – Western China”, including mainly petrol stations, trade and feed stations. On the outcomes of 2018 56% service centres were adjusted in accordance with the requirement of the National Standard.</p> <p>With the view of improving the quality of roadside servicing and provided services there are installed modular pavilions “KazWay” corresponding to international standards. Modular type pavilion services are equipped with modern technologies envisaging for all necessary conditions to non-mobile citizens. In the current year in Aktyubinskaya oblast at 710 km of the “Samara-Shymkent” road there was installed 1 (one) pavilion, which is presently in the process of being let on lease.</p> <p>Within the framework of digitalization for informational support of UDS (unified dispatcher service) and road users in 2018 there was developed a mobile application KazWay enumerating all road service facilities (1859 units), including 290 installations functioning along the international road corridor “Western Europe – Western China”, settlements and medical aid points in the republican roads with possible telephone calls. This mobile application operates off-line (it does not need internet connection), available for iOS platform and Android.</p> <p>Kyrgyzstan performed certification of the roads of the total length of 2259,293 km. Next year it is planned to perform the certification of the roads of the total length of 2500 km.</p> <p>In 2017-2018 Uzbekistan upgraded and renewed the fleet of motor vehicles, acquired 3264 modern trailers and 3642 trailers and semi-trailers.</p> <p>In 2019 in the field of reconstruction, capital repair, construction and production of industrial output in the road sector 4,7 trillion sums were disbursed, in particular 10116 km of road were built and reconstructed .</p> <p>It is expected that 406 million USD will be utilized as investments in the road industry including</p>
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			311,8 at the expense of the state budget, 94,5 – the IFI funds. The grant of the Japanese Government aimed at equipping by modern road facilities to the amount of 8 million USD is being implemented. 16 units of road facilities of Sakay brand were acquired.
4.6	Development of intermodal terminals/ logistic centres (internal terminals) / dry ports /logistic centres).	Efforts to further develop the legislation concerning implementation of the given projects, particularly related to property with participation of private and public sectors.	<p>Bulgaria: The investment strategy of Operational Programme “Transport and Transport Infrastructure” 2014 – 2020, concerning the intermodal transport and terminals, aims at development of the network of terminals meeting the requirements to modern cargo transport services for providing better coordination between different modes of transport towards the development of intermodal services, creation of reliable and fast rail connections between terminals.</p> <p>Intermodal terminal in Plovdiv had been built through European funds from the Operational Programme “Transport” 2007 - 2013 and through national co-financing. The terminal was granted under concession in 2017.</p> <p>In Iran in order to expedite the process of organizing an integrated network of logistics centres and attracting private investments and government support the headquarters of logistics centres were established. To facilitate and to attract private sector investment in the rest areas and TIR-parks the Government of the Islamic Republic of Iran provided some attractive incentives such as tax exemptions, land grant with the appropriate conditions and assistance to build access roads to the mentioned complexes.</p> <p>On the instruction of the Government of Kazakhstan together with the State Revenue Committee there was developed a Road Map envisaging for the integration of TLC and ZTO development projects. The construction plans were coordinated with all oblast akimats, land plots were allotted, project implementation dates were timed by stages. The standard Feasibility Study of customs zones was developed, the need of ZTO in 14 regions of Kazakhstan was defined. Presently projects structuring and search for private investors is on-going.</p> <p>In Tajikistan there was developed a number of investment projects on creation/construction of logistics centres submitted to potential investors for consideration.</p> <p>Presently there operate 7 borderline terminals, including Sogd oblast (on the border with Uzbekistan), Nijny Pyandj (on the border with Afghanistan), in Murgaba, Kulma (on the border with China), in Lyakhsh (on the border with Kyrgyzstan), as well as 2 terminals in Dushanbe and the town of Bokhtar. There operate 5 terminals in the direction of the railways, at the stations Dushanbe-2, Bokhtar, Kulyab, Khudjand and Kanibadam.</p>
5.	Development of inland waterways		
5.1	Creation of necessary logistic infrastructure	Development of coastline intermodal and nodal facilities on the Danube and the Dnepr rivers.	<p>Bulgaria applies public-private-partnership – the concession as an important instrument for development of transport infrastructure. Most Bulgarian ports are under concession.</p> <p>In Ukraine the regional administration of Odessa together with the Sea Ports Administration of Ukraine initiated the resumption of functioning of a Special Economic Zone (SEZ) in the sea port of Reni on the Danube river. The draft law on amendments to the Law on SEZ and the Tax Code of Ukraine was prepared Specifically, it was proposed to grant discounts to the enterprises operating in the territory of SEZ regarding advance corporation tax in the form of its reduction for the first three years to the zero, and in the succeeding three years – by 50%, to ensure opportunities for creation of free customs zones of industrial type, decreasing the red-tape in the implementation of investment projects.</p>

5.2	Implementation of the EU strategy with respect to the Danube region	Modernization of coastline facilities, expansion of cooperation for dredging works in the fairway of the Danube.	<p>Bulgaria participated in the implementation of Fairway Danube project. In accordance with the developed Rehabilitation and Maintenance Master Plan for the Danube and its navigable tributaries, as well as the national plan, a number of actions were performed including delivery of one surveying and one marking vessels and in 2018 there was awarded a 3-year long contract for dredging service.</p> <p>Bulgaria and Romania are also partners in FAST Danube project aimed at preparing long terms solutions to the navigation conditions of the fairway in the common section of the river.</p> <p>Moldova within its section (500 m) of the Danube river has not identified the problems concerning the depth of the navigational waterway.</p> <p>SE “AMPU” of Ukraine carried out the tender for the purchase of services for technical maintenance of the maritime access channel of the deep-water fairway of the Danube river – Black Sea for the maintenance of the serviceability of the navigation channel in compliance with passport characteristics via dredging in 2019 and made an agreement dated 24.01.2019 N 16-V-FDL-19 with Ltd Co “Specialized ISO Technical Board Azimuth” .</p> <p>There was developed and submitted for coordination to the Ministry of Infrastructure of Ukraine the draft Terms of reference “Reconstruction of construction facilities “Creation of the deep-water fairway the Danube river – Black Sea in the Ukrainian area of the delta” in accordance with the Plan of measures, point 3 for the implementation of the Road Map for adjusting the deep-water fairway of the Danube river – Black Sea project to the ESPO Convention.</p>
5.3	Improvement of navigation conditions on the Dnepr river	Carrying out institutional reforms, building the capacity of the personnel in the given sector, development of intermodal and nodal facilities.	<p>The Agency for Water Transport of Moldova participates in the EU project for the Black Sea and the Caspian Sea within the framework of which the operative specialists are sent to the advanced training courses. The negotiations are held with the Ukrainian Party on the possibility to organize a waterfront in the settlement of Olaneshty in the south of the country on the Dniester which will allow attracting a considerable volume of grain for export, as well as receiving goods wholesale.</p> <p>In Ukraine from July 2019 SE “AMPU” carries out dredging works by efforts of its own fleet and involving contracting agencies for reconstruction of the guaranteed depths to the level of 3,65 m in the Kamensky and Kremenchug water reservoirs of the Dnepr cascade. the total volume of the works for repair digging makes 800 thousand cubic metres.</p> <p>The Central Council of Ukraine registered the draft Law “On Inland Water Transport” the adoption whereof will allow creating the legal framework for the development of service market in the field of inland water transport, attraction of investments, reorientation of freight flows to the river transport.</p>
6.			Air transport
6.1	Exploiting full potential of air transport	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.	<p>As of November 2019, Azerbaijan signed 40 bilateral Agreements on air communication and agreed draft Agreements with 33 states on the expert level.</p> <p>Azerbaijan is currently continuing negotiations with the European Commission on the draft Common Aviation Area Agreement, taking into account the national legislation and the interests of national air carriers. In addition, Azerbaijan expressed its readiness to continue cooperation with European countries on a bilateral basis until the signing of the above-mentioned Agreement.</p> <p>Azerbaijan conducts a policy of step-by-step liberalization in the field of air transportation with foreign airlines access to the market under the 5th freedom traffic rights.</p> <p>The state owns only strategic facilities of civil aviation, such as international airports, ATM system, aviation security provider, etc.</p>

			<p>The service enterprises at the airports of Azerbaijan belong to private capital and are managed by private companies.</p> <p>From 2013 Armenia has been implementing the “Open Sky” policy enabling the air companies to get an access to the market and unlimited frequencies. In order to receive an air operator certificate in Armenia at least 51% shares of the applicant’s company should by right of ownership belong to Armenia and/or the citizens of Armenia.</p> <p>Georgia completely liberalized aviation sector (Decree of the President N 211 of 23 March 2005).</p> <p>Liberal principles include “Association Agreement between the European Union and Georgia” (signed 2014) directly linked with the Common Aviation Area Agreement between the European Union and its Member States and Georgia” which was signed on 2 December 2010. The Agreement envisages obligation of Georgia to implement 80 EU Regulations/ Directives in the Georgian legislation.</p> <p>Under the Iranian Civil Aviation Code, in order to establish an airline in the Islamic Republic of Iran, at least 51% of its shares must be owned by Iranian citizens; and the registration of airlines should be domiciled within the territory of the Islamic Republic of Iran.</p> <p>In 2012 in Kazakhstan there were removed all restrictions in the market of domestic air operations (the market is completely liberalized), it means that every Kazakhstan company having access to regular domestic commercial air operations has the right to perform scheduled services along any internal route in Kazakhstan in accordance with the existing demand.</p> <p>In the event of concluding intergovernmental agreements on air traffic with foreign states, the number of assigned air companies authorized to perform service between countries will not be restricted.</p> <p>In 2019 Kyrgyzstan made amendments in the Air Code concerning granting the right to fifth freedom of the air to foreign airline companies unilaterally. Now foreign airlines are entitled to embark passengers, luggage, cargo and (or) mail onto aircrafts in the territory of the Kyrgyz Republic for air traffic carried from (to) the third state in accordance with the Air Code and Aviation Regulations of the country. Modernization of air navigational equipment, reconstruction of airstrips, departure and arrival lounge of the airports OJSC “International Airport “Manas”, as well as involvement of foreign airline companies is carried out for the purpose of performing air flights through Kyrgyzstan.</p> <p>Besides, the Kyrgyz Republic is negotiating with the countries participants of the air communication agreements with the Kyrgyz Republic on the issue of attracting airline companies to perform air flights through Kyrgyzstan by granting the right to the “Fifth freedom of the air “.</p> <p>Moldova passed the International Airport of Chisinau to concession of CJSC “Avia Invest”. In the civil aviation sector most part of enterprises are privately owned, except the air-navigational provider State Enterprise “MoldATSA”. The State Airline Company “Air Moldova” was privatized, its market share being more than 40% of international passenger traffic via the airport of Chisinau.</p> <p>The legal basis of air transport in Tajikistan incorporates 26 intergovernmental bilateral agreements on international air traffic.</p> <p>In 2018 there was signed a bilateral agreement with Uzbekistan to resume air communication.</p>
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6.2	<p>Increasing the level of competition in the air transport sector</p>	<p>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.</p>	<p>The functions of regulation/supervision of the activities and management of airports are divided in Azerbaijan.</p> <p>There are 6 international airports in Azerbaijan, which are owned by the state and run by the state enterprise. In order to create favourable conditions for the activities of foreign airlines and opening of new flights, a system of significant discounts for ground services at airports is used. Azerbaijan welcomes the opening of new regular flights by foreign airlines.</p> <p>Armenia launched the process of renewing the Air Services Agreement with Uzbekistan according to the principles of the "Open Sky" policy. Amendments were made to the drafts of Air Services Agreements with Moldova and Kazakhstan. On 24 November, 2017, the EU-Armenia Common Aviation Area Agreement was initiated in Brussels.</p> <p>The Transport Policy Department of Georgia is responsible for all policy matters including the definition of access to markets, involving the negotiation of air service agreements, which include the designation of airlines, air services beyond, traffic rights, air fare control, etc. In addition, the Department is responsible for defining policies and assures its implementation.</p> <p>All responsibilities for ensuring safety and security reside with separate regulatory body the Georgian Civil Aviation Agency (GCAA). The entity is empowered to oversee all technical aspects of the civil aviation sector according to the norms and recommendations of the Chicago Convention of 1944 and its Annexes. As such, the responsibilities of the GCAA include all technical aspects related to oversight and enforcement of compliance with local and</p>

			<p>international norms, such as ICAO Standards and Recommended Practices (SARPs). Among others, it involves certification of aircraft airworthiness, maintenance facilities, licensing of all aviation personnel (flight and cabin crews), and certification of airports, of air navigation services, air cargo terminals and of all service providers related to air transportation. In summary, the scope involves the oversight of all matters with respect to safety and to security (safeguarding against acts of unlawful interference). Georgian International airports Batumi and Tbilisi are operated by the privately owned Company. The third International Airport Kutaisi and domestic Airports are operated by Limited Liability Company which is 100% state owned enterprise.</p> <p>Iran liberalized the access to domestic airline services which resulted in implications for higher levels of competition.</p> <p>-In the latest bilateral Air Services Agreements and Memoranda of Understanding the policy concerning single/multiple designation policy has been relaxed and replaced with free designation to foster competition at the international level.</p> <p>Currently Kazakhstan pursues the policy of step-by-step liberalization of air communication with foreign states, including the countries of the TRACECA corridor. For the period of EXPO-2017 there was implemented the “Open Sky” pilot project on removal of all restrictions from daily flights to foreign airline companies for direct flights to Astana. Airlines receiving state subsidies are subject to particular consideration with the view of preventing from dishonest competition. In view of positive results the “Open Sky” project in Astana was extended being under implementation at present.</p> <p>From 1 November 2019 the airports in 11 cities of the Republic of Kazakhstan, including the airport of the city of Nur-Sultan introduced the “Open sky” principles on a bilateral basis with each country the airline company whereof intends to perform flights to the above-mentioned airports concluding corresponding Agreements on Air Service, Memorandums of Understanding and Protocols.</p> <p>Within the operation of the “Open Sky” regime and with the view of opening priority air routes within the framework of the International Financial Centre “Astana” (IFCA) foreign carriers are entitled to use the Fifth air freedom of traffic rights along the routes to major financial centers of the world where Kazakhstan carriers do not operate.</p> <p>The period of introducing the above-mentioned regimes from 1 November 2019 for a period of 3 years is needed for further prolongation with the view of examining the advantages and consequences for the sector of civil aviation of Kazakhstan.</p> <p>The regulation and control functions have been separated in Moldova. Thereby the Ministry of Economy and Infrastructure has been charged with the function of regulation, and the Civil Aviation Authority – with control function. This formula excludes combination of regulatory and control functions in the civil aviation sector, including in airport services.</p> <p>Turkey has concluded air transport agreements with 172 countries. Turkey took a step-by-step approach to liberalization policy and on a case-by-case basis Turkey implements an unlimited use of the 3rd and 4th air freedom of traffic rights in the said agreements.</p> <p>Since 01.10.2019 in Uzbekistan there has been introduced the regime of the “Open Sky” at the airports Karshi, Nukus, Termez and Buchara. According to this regime the foreign airlines assigned by the Intergovernmental Agreements on Air Communication are entitled to perform flights to the given airports without restriction of the flights number applying the Fifth air freedom of traffic rights and taking into account technical possibilities of these airports. The</p>
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			use of the "Open Sky" regime by foreign airlines to perform flights to/from Buchara is allowed only for the transportation of foreign citizens.
6.3	Improvement of air transport safety	<p>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.</p> <p>Transposition of the existing international and European technical requirements to air transport safety in the national legislations of the countries.</p>	<p>In July 2018, ICAO conducted an audit in Azerbaijan, with effective implementation of critical elements resulted to be 66.33% in total. Azerbaijan was awarded with the International Civil Aviation Organization (ICAO) on behalf of the Council President Certificate during the 40th session of ICAO Assembly for the merits in the field of progress in eliminating shortcomings in the control of flight safety.</p> <p>Work is continuing on the introduction of the European civil aviation regulations into Azerbaijan's legislation. On June 27, 2019, the State Safety Program (SSP) was adopted in Azerbaijan. The program envisages the establishment of an integrated approach to the flight safety management system, as well as the development of standard acts regulating supervision in the mentioned area.</p> <p>On March 26, 2019, a new Working Agreement was signed between the State Civil Aviation Agency of Azerbaijan and EASA, which replaced the agreement signed in 2009. An evaluation visit of EASA specialists has been planned for Azerbaijan's further participation in the SAFA Ramp Inspection Program.</p> <p>In January 2018, Heydar Aliyev International Airport was successfully audited by the European Civil Aviation Conference (ECAC) in the field of aviation security of cargo and mail."</p> <p>The Republic of Armenia has made a significant progress in adopting and implementing the ICAO standards and recommended practices approved by the ICAO USOAP audit performed in 2015.</p> <p>The Republic of Armenia has been working on the adoption of several EU Regulations and has the willingness to meet the EASA standards.</p> <p>The Armenian Civil Aviation Authority has adopted a number of EU regulations and EASA-based rules and procedures, especially in the fields of OPS and AIR.</p> <p>According to the last ICAO audit, carried in Georgia in March 2018, effective implementation of Critical Elements of air navigation and aerodromes oversight systems reached its historic maximum at 87.64% (in 2016 it was around 64,64%). According to the ICAO audit's report, Georgia is a regional leader in terms of establishment of international aviation standards and supervision.</p> <p>At the end of 2018 Kazakhstan acceded by ratification to three international agreements on air safety and security and implemented the ICAO requirement:</p> <ol style="list-style-type: none"> 1. Convention on the Suppression of Unlawful Acts Relating to International Civil Aviation (Beijinh,2010) 2. Protocol of 2010 to the Convention for the Suppression of Unlawful Seizure of Aircraft (1970) 3. Protocol of 2014 to the Convention on Offenses and Certain Other Acts Committed on Board Aircraft (1963) <p>In November 2017 in Kazakhstan the International Civil Aviation Organization (ICAO) performed an audit concerning aviation safety and security.</p> <p>The audit was performed by the Universal Programme of ICAO auditing containing more than 480 protocol questions. On the results of the audit Kazakhstan showed sufficiently high performance of ICAO standards implementation – 83%, this is by 11% more than world average (72%) and by 21% more than the last audit performed in 2009 (62%).</p> <p>On the whole the established system of aviation safety and security in Kazakhstan</p>

			<p>corresponds to the advanced international requirements and standards.</p> <p>Within the framework of transfer to the British model of state management there are considered proposals to the implementation of certain European requirements in the field of aviation safety (DOC 30 EU).</p> <p>Moldova implemented more than 30 European normative Acts out of the total number of Acts (in total around 70 documents), and at the moment active work on the implementation of the remaining regulations and directives is under way. Among the European documents which have been introduced into the national normative basis – regulations and directives in the field of certification of airdromes, access to the services market on ground maintenance, air traffic. Draft laws in the field of air navigation, aircraft worthiness and aviation safety and security are at the final stage of development.</p> <p>Romania assumed in the first semester of 2019, its first rotating Presidency of the Council of the European Union. Concerning the work on aviation agreements, during the Romanian Presidency of the Council of the EU, on 4 March 2019, a strategic aviation agreement has been initialled between the European Union and the State of Qatar. The agreement is part of the EU's concerted efforts to ensure open, fair competition and high standards for global aviation, (Aviation Strategy for Europe -2015) and will ensure high standards on issues such as safety, security and air traffic management, which allow more than 7 million passengers to travel between the EU and Qatar yearly.</p> <p>On 20th of May 2019, there was also signed an agreement on civil aviation safety and a horizontal aviation agreement to strengthen their aviation cooperation between the European Union and China.</p> <p>BREXIT - In the event the UK leaves the EU without a negotiated agreement, during the Romanian Presidency there have also been approved two regulations for aviation transport to assure a basic air transport connectivity and to continue to ensure a high level of aviation safety in its airspace .The measures require reciprocity from the UK side.</p> <p>With its modern facilities, contemporary regulations and well-trained professionals Turkey fully meets the safety requirements and standards of the safety of ICAO, EU/EASA, JAA.</p> <p>Turkey has become the member of the ICAO Council. SAFA (Safety Assessment of Foreign Aircraft) assessment point of Turkey improved to 0.29 as of September 2019 and Turkey was placed to the 4th rank in Europe in this field.</p> <p>Turkey signed a working arrangement with the EASA in 2009 and then its scope was expanded in 2012. Recently the negotiations regarding inclusion of airports and air traffic control into the working arrangement are still ongoing between Turkey and EASA.</p> <p>In November 2019 in Uzbekistan the ICAO inspectors carried out an audit of aviation safety in civil aviation presenting an all-round verification of the system of aviation safety system for more than 500 protocol issues.</p> <p>The auditors noted the high level of ICAO standards implementation and transposition to the national legislation and regulatory acts according to the requirements of Appendix 17 to ICAO "Safety".</p> <p>The ICAO auditors confirmed a good level of operation of the aviation safety net in the civil aviation of the Republic of Uzbekistan. Regarding the implementation of certain European requirements in the field of aviation safety Uzbekistan will analyze them for the preparation of proposals on the eligibility of their transposition into the National Legislation.</p>
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7.	Connections with the hinterland, multimodal and logistic possibilities		
7.1	Creation of a specialized information portal	Determination of the information portal concept by member states. Identification of financial sources for the development and functioning of the portal.	<p>In Azerbaijan there is carried on the activity on creation of a specialized information portal. Financing of the development and functioning of the portal will be performed from the budget of the Ministry of Transport, Communication and High Technologies.</p> <p>Within the framework of digitalization of logistic service in Kazakhstan there was improved the existing integration with the customs authorities on preliminary information on cargo entered to the territory of the RK. The CRM instrument of protection of customers data and the history of contacts with them was introduced. Tariff calculator, personal client account for fast service and online documents' processing, tracking of containers and wagons are designed.</p> <p>There were signed agreements on electronic data exchange with the railway administrations of Kyrgyzstan, Azerbaijan and China. In August 2019 there were discussions with the PRC on possible approval of electronic digital signature. A pilot project on preliminary information was implemented with Uzbekistan.</p> <p>In Tajikistan there was developed the investment project "Creation of Common Information Logistic Basis" envisaging the creation of a web-portal to provide information services.</p> <p>In Uzbekistan in test mode there was launched the single interactive and information portal uztrans.uz. of the Ministry of transport of the Republic of Uzbekistan.</p>
7.2	Development of institutional and legal environment necessary for support of private sector investments and functioning of logistics and multimodal facilities.	Development and adoption of legal acts on the implementation of PPP, identification of national and regional logistic centres.	<p>Bulgaria adopted a new Concession Act in March 2019.</p> <p>The National Company Industrial Zones PLC is 100% state-owned company specializing in industrial park development, management of industrial zones and innovation centres and provision of additional services to investors.</p> <p>With support of the World Bank National Logistics Strategy (2017-2026) of Georgia and its Action Plan (2017-2020) have been elaborated. Document was prepared by the French consulting company „EGIS International“. The said document includes the analysis of current situation in the field of transport and logistics as well as the recommendations and measures to be taken. The implementation of the Strategy and its Action Plan shall improve the quality of logistics services, promote the attraction of additional investments in the sector, create new jobs and facilitate positioning of Georgia as a regional transit and logistics hub.</p> <p>On the instruction of the Government of Kazakhstan together with the Committee of State Revenues there was developed a Road Map envisaging for integration of the development projects of Transport-Logistics Centres and Customs Clearance Zone. The construction plans were agreed with all oblast akimats, land plots were allotted, projects' implementation periods – distributed by stages. The model Feasibility Study of customs service zones was developed, the need of the Customs Clearance Zone in 14 regions of Kazakhstan was defined. At the moment the projects structuring and search for private investors are under way.</p> <p>Kyrgyzstan adopted the Law N 95 "On Public-Private Partnership" as of 22.07.2019 aimed at creation of favourable and mutually beneficial conditions for PPP projects implementation, ensuring the fulfillment of partners' commitments under such arrangements. Corresponding subordinate acts are entering into force.</p> <p>On 10.05.2019 Uzbekistan adopted the Law "On Public and Private Partnership" creating favourable conditions for the implementation of PPP projects. A specialized agency for developing PPP was created in the country under the Ministry of Finance to determine a single policy for PPP in the Republic, to examine projects, to coordinate tender documentation . Web-site: www.pppda.uz.</p>

7.3	Creation of logistic centres connected up at least to two transport modes	Internal intermodal terminals are to perform (partly or wholly) the functions of dry ports.	<p>Bulgaria: Intermodal terminal in Plovdiv was built on the European funds from the Operational Programme “Transport” 2007 - 2013 and on national co-financing. The terminal was granted under concession in 2017. The Terminal site is connected with road and railway infrastructure. Particular attention is attached to the development of modern logistics centres in Georgia, namely, in Tbilisi and Kutaisi with total CAPEX of 168 million USD. In November 2017 the MoES announced the Expression of Interest to select an investor for the development of these Logistics centers which is still underway. Kutaisi and Tbilisi Logistics Centres shall improve the quality of logistics services, create approximately 800 new job places, enhance overall logistics performance and strengthen Georgia’s position as a regional transit hub.</p> <p>In 2015 a transport-logistics centre in Astana, Kazakhstan, was launched, on 6 December 2017 a modern multi-modal logistics centre “Continental Logistic” was launched in Shimkent, including the Customs Clearance zones. Transport-Logistics centres are located in the immediate proximity to the bypassing ring road and the railway station whereof approach lines are brought of the total length of 5 km.</p> <p>An intermodal terminal will be established in Eastern Thrace, Turkey, within the scope of IPA II financial support, the location was defined. The construction of intermodal terminal will be under the responsibility of DG for Infrastructure Investments. . In Turkey, total of 22 logistics centers are planned to be built and some of them are already functioning as a rail transshipment terminal enabling cargo shift from road to rail.</p> <p>In recent years, ownership and management models are being analyzed in order to adopt best managerial options for improving rail transport services.</p>
7.4	Creation of efficient internal terminals / dry ports / logistic centres	Ensuring the elaboration of relevant framework conditions and promoting the development of this kind of logistical infrastructure at the regulatory level.	<p>Georgia focuses its attention on the construction of a new deep-sea port in Anaklia. On 8 February 2016 LTD “Anaklia Development Consortium” was selected as the winner by the Governmental Commission. On October 3, 2016 the Investment Agreement was signed with the Investor. In July 2017, ADC selected the biggest US operator SSA Marine as the operator of Anaklia Port.</p> <p>Construction of the Anaklia Port shall create favourable conditions for the development of logistics services and an industrial zone in the adjacent area. It is a common trend in developed countries to extend industrial areas near the port, as the final price of the goods and their competitiveness significantly depend on transportation and logistics costs. Construction of the new port also gives opportunity for development of value added services and shall result in significant increase in cargo turnover through Georgia. Most importantly, the project will have tremendous positive social-economic impact in western part of Georgia, as it will create thousands of new jobs. The construction was commenced on December 20, 2017. The expected timeframe for construction of Phase 1 (capacity 8 mln. tons of cargo per annum) is 2017-2022. The land works and dredging works have already been completed and consultations and negotiations with the International Financial Institutions over Anaklia Port project are underway.</p> <p>In Kazakhstan the infrastructure of Free Economic Zone “Khorgos-Eastern Gates” along with industrial and logistic zones includes the port Sukhoy which was commissioned in 2015 for consolidation and distribution of goods in the east of the country.</p> <p>In 2014 in the port of Lianyungang there was created jointly with the Chinese partners a logistics terminal which is currently a key point of consolidation of freight flows to/from Kazakhstan.</p>

			<p>In accordance with the Decree of the President of the Republic of Uzbekistan of 24.06.2019 N P-5480 the project is being developed regarding the creation of a dry port in Navoi oblast on the basis of the airport in Navoi, MICL and SEZ "Navoi".</p> <p>In the period of 2018-2021 it is scheduled to construct and reconstruct 61 automatic stations.</p>
7.5	Creation of sustainable logistic chains TRACECA.	Definition and inclusion of the proposed projects of MLC in the national transport strategies.	<p>In Azerbaijan there operate some international logistics centres (ILC), including the logistics centre in the settlement of Bina (for transit air traffic), in the settlement of Lokbatan for road transport, in the settlement of Absheron – for multi-modal transport. In the new International Sea Trade Port (Alyat) there is created ILC which shall provide its services to the Free Economic Zone near the International Sea Trade Port.</p> <p>More than 25 international and local transport-logistic companies operate in Baku.</p> <p>In January 2019 in Baku there was created and commissioned a new transport logistics company "Alliance Logistic" to perform the functions of the main transit forwarding operator.</p> <p>All ILC projects are implemented in accordance with the National Road Maps covering all sectors (including transport sector) of economy of Azerbaijan.</p> <p>The capital of Azerbaijan, the city of Baku is currently functioning as one of the transport-logistics centres in the region.</p> <p>The Ministry of Industry and Infrastructure Development of Kazakhstan together with the Organization for Economic Cooperation and Development (OECD) carry out the activities on the project "Optimization of Local Chains of the Value-Added Cost" envisaging analytical work on creation of necessary infrastructure, measures and institutions stimulating trade, as well as construction management and infrastructure operation. At the same time experts from international organizations will be involved to provide practical recommendations on the experience of the OECD countries regarding the enhancement of transport connectivity and international integration of Central Asian countries.</p> <p>In Tajikistan the construction and modernization of logistic centres is included in the Strategy for development of transport sector up to 2025.</p> <p>The implementation of such projects is scheduled by a step-wise method with the involvement of foreign investments.</p> <p>In Uzbekistan at the beginning of 2018 at the station Andizhan – Severny there was launched a new Multimodal transport logistic centre "Andizhan". The project envisages for the organization of the operation of the corridor "Tashkent – Andizhan – Osh – Irkeshtam". At the site there were created conditions for consignees and consignors to execute the required documents and to organize handling operations as well as to perform other operations.</p> <p>Presently in Uzbekistan 7 logistic centres operate well, 2 logistic centres are under construction and 4 - are at the designing stage.</p>