



**FIFTEENTH ANNUAL MEETING OF THE  
INTERGOVERNMENTAL COMMISSION TRACECA**  
Sofia, Bulgaria, October 21, 2021

**ПЯТНАДЦАТОЕ ЕЖЕГОДНОЕ ЗАСЕДАНИЕ  
МЕЖПРАВИТЕЛЬСТВЕННОЙ КОМИССИИ ТРАСЕКА**  
г. София, Болгария, 21 октября 2021

## **METHODOLOGY FOR IDENTIFICATION OF THE ROUTES OF THE INTERNATIONAL TRANSPORT CORRIDOR TRACECA**

### **1. GENERAL PROVISIONS**

1. The present Methodology for Identification of the Routes of the International Transport Corridor TRACECA (hereinafter – Methodology) is developed to streamline the transport connections scheme, to determine the criteria for the identification of the routes, as well as to promote further development of the TRACECA corridor transport network based on the principles of openness, effectiveness and consistency.

2. The present Methodology is developed in compliance with the Concept adopted within the framework of the Meeting of the Permanent Representatives (National Secretaries) of the Permanent Secretariat of the Intergovernmental Commission TRACECA (hereinafter – IGC TRACECA) held on 11 June 2020 to be approved by the Intergovernmental Commission TRACECA.

3. The identification of the routes is performed on the basis of the routes compliance with the criteria determined in this Methodology.

4. The criteria for the routes identification are divided into unconditional and conditional ones.

5. If the route or its section conforms (from point A to point B) with one of the unconditional criteria, this route or its section (from point A to point B) is included into the Scheme of the TRACECA corridor routes (hereinafter – Scheme), determined in the Appendix 1 to this Methodology, taking into account the TRACECA corridor routes agreed earlier.

6. New routes or their sections (railway, road, inland waterway transport, maritime connections) which do not conform to the unconditional criterion may be included into the Scheme in case of their conformity with all conditional criteria, subject to transport connection.

7. The inclusion of the routes or their sections (from point A to point B) into the Scheme, on the basis of the conformity with the unconditional criteria does not allow the insertion of two and more routes of one mode of transport, starting and ending at the same border crossing points from/to the member state of the Basic Multilateral Agreement on International Transport for Development of the Europe-the Caucasus-Asia Corridor (hereinafter – the MLA).

## **2. CRITERIA FOR IDENTIFICATION OF THE ROUTES**

8. The present Methodology determines the following criteria for identification of the TRACECA network routes:

1) for railway, road and water connection:

- connection of two MLA member states by transit through the territory of the third MLA member state – unconditional;
- regular container service by railway in transit through the territory of a minimum three of the MLA member states, including sea legs of the route - unconditional;
- no-alternative connection by road/railway line of the MLA member state with the neighbouring country not being a member state of the MLA - unconditional;
- the routes connecting sea ports of the MLA member states – unconditional.

2) for railway connection:

- transportation of a minimum 1 million tons a year along the routes connecting the MLA member states and a minimum 200 thousand tons a year for the routes sections connecting the TRACECA routes with the transport infrastructure of the third countries not being the MLA member states – conditional;
- application of preliminary electronic information or declaration of goods at the control border crossing points, located on the state border with the third countries not being the MLA member states (subject to the proposed route or its section) – conditional.

3) for road connection:

- conformity of the roads with the standard not lower than the II technical category meeting the safety criteria adopted at the international level and connecting the MLA member states with the third countries – conditional;
- roads equipped with service infrastructure (hotels, shops, cafes, health centres, vehicles maintenance centres, petrol stations, etc.) - conditional;
- provision of the allowed amount of the transported goods along the roads of a minimum of 500 thousand tons or 25 thousand vehicles a year along the main routes and a minimum of 100 thousand tons a year for the routes sections connecting the TRACECA routes with the transport infrastructure of the third countries not being the MLA member-states – conditional;
- application of the preliminary electronic information or declaration of goods at the state border with the third countries not being the MLA member states (subject to the proposed route or its section) - conditional.

9. The Permanent Secretariat of the IGC TRACECA (hereinafter – Permanent Secretariat) outlines a Scheme based on the conformity of the routes with unconditional criteria.

10. The Scheme may be supplemented based on the conformity with the conditional criteria in accordance with the procedure determined in section 2 “Procedure for preparation of the list of TRACECA routes” of this Methodology.

## **3. PROCEDURE OF DEVELOPING ROUTES**

11. The Scheme may be changed in the following order and in case of conformity with all conditional criteria (subject to the type of transport connection), given in this Methodology.

12. The MLA member states send to the Permanent Secretariat the proposals on making changes in the routes or their sections and the information in accordance with

Appendix 2 to this Methodology no later than two (2) months prior to the meeting of the Permanent Secretariat.

In preparing the proposals on making changes or additions to the Scheme, the MLA member states provide the information on the route or its section from the initial point to the final point located in the territory of the MLA member state initiating the changes. If the proposed route or its section allow ensuring both railway and road connection, the information provided cover these types of connection. In case of absence of connection by one mode of transport from the initial point of the route or its section to its final point, the MLA member states provide the information separately on the sections of the proposed route or its section subject to the type of connection.

13. The Permanent Secretariat outlines the draft decision of the Permanent Secretariat meeting on submitting for consideration at the IGC TRACECA meeting the changes in the Scheme, explanatory note to it and the consolidated information, provided by the MLA member states, sends the documents to the MLA member states for consideration no later than one (1) month before the date of the Permanent Secretariat meeting.

14. The MLA member states send to the Permanent Secretariat no later than ten (10) calendar days prior to the date of the Permanent Secretariat meeting the position on consent or dissent with the proposed changes in the Scheme (including motivation and proposals in case of disagreement).

15. The Permanent Secretariat on the basis of the positions of the MLA member states outlines the elaborated draft decision of the IGC TRACECA and sends it to the countries for repeated consideration no later than five (5) calendar days before the date of the Permanent Secretariat meeting.

16. Upon considering and approving the draft decision of the IGC TRACECA at the Permanent Secretariat meeting, the Permanent Secretariat provides the inclusion of this issue in the Agenda of the forthcoming meeting of the IGC TRACECA.

17. After making a positive decision at the IGC TRACECA meeting, the Permanent Secretariat within a month time updates the information on the official site. The placement of the Scheme on the official site is allowed in the form of a (interactive) map with the indication of the routes defined in the Scheme.

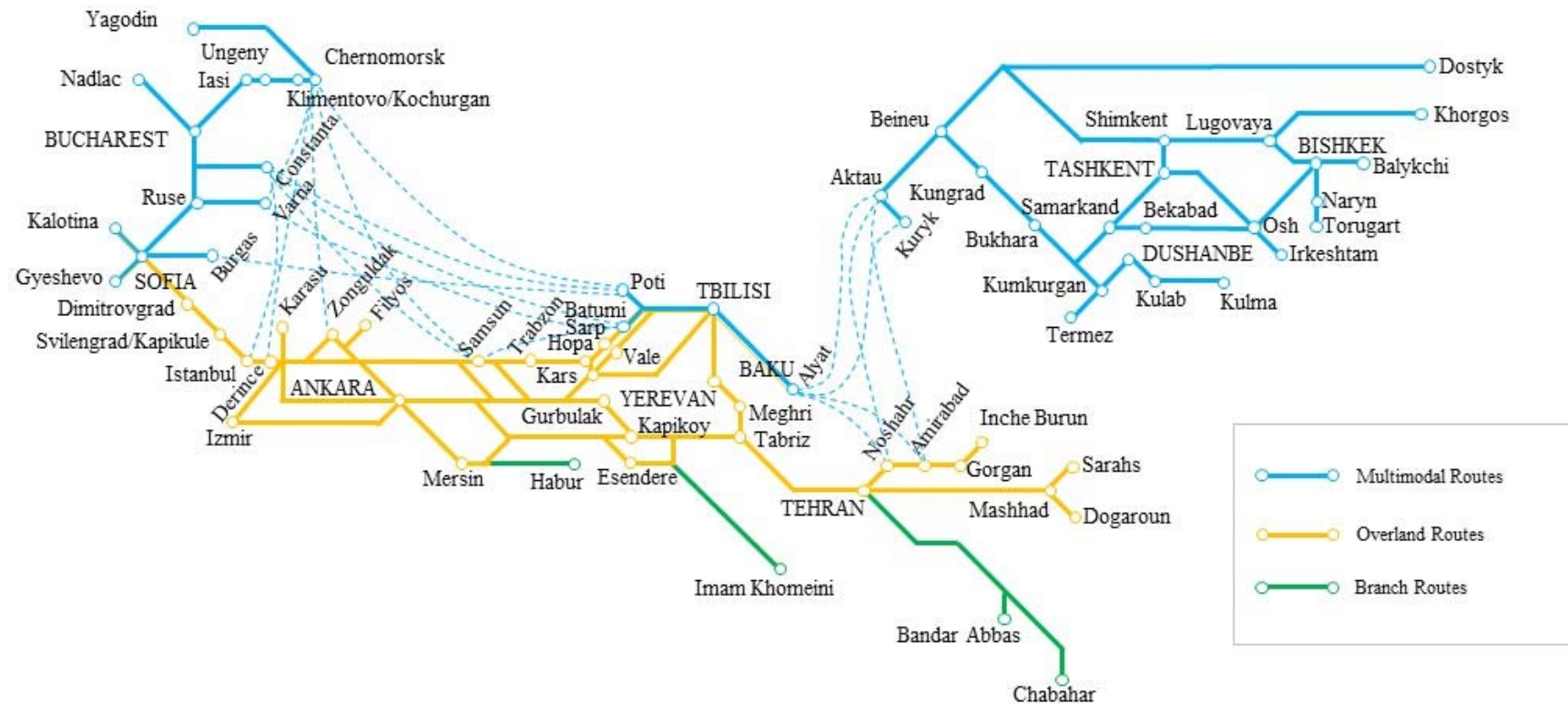
18. Making changes in the list of TRACECA routes is not allowed in case of providing the insufficient data by the MLA member states.

19. The inclusion of the routes or their sections into the Scheme creating conditions for adjoining to alternative routes passing through the territories of the countries not being the MLA member states is not allowed.

20. The Scheme is the original document for the activities of the Permanent Secretariat (in carrying out the analysis, surveys, assessment, research and other types of work).

21. In case of accession of other states to the Basic Multilateral Agreement or its termination regarding any of the MLA member states, making changes to the Scheme is made in the order envisaged in this section of the Methodology.

### Scheme of the routes of the international transport corridor TRACECA



**Form of provision the data on the TRACECA routes' sections,  
Passing through the territories of the MLA Parties**

*For railway sections of TRACECA routes\**

<i>No</i>	<i>Name of routes</i>	<i>Distance (length) km</i>	<i>Gauge width</i>	<i>Geographic direction (indicating initial, final and intermediate)</i>	<i>Identification number according to CMЖI or CJIKII</i>	<i>Section TART (+, -)</i>	<i>Number of tracks (single-track double-track)</i>	<i>Capacity (million tons)</i>	<i>Actual state of the track superstructure (good, satisfactory, bad)</i>	<i>Medium level of the route load (ratio of the actual volume of traffic to the actual capacity)</i>	<i>DIGITALIZED ROUTE (yes, no)</i>	<i>Type of traction (electric, locomotive)</i>	<i>Volume of transported external goods a year in the given section</i>	<i>Restrictions in weight or the length of freight trains</i>

*For road routes of TRACECA\**

<i>No</i>	<i>Name of the route</i>	<i>Distance (length)</i>	<i>Geographic direction (c with the indication of the initial, intermediate points)</i>	<i>Road category</i>	<i>Identification number according to the Agreement (for the Asian Highway Network)</i>	<i>Identification number according to the European Agreement CMA</i>	<i>Number of road lanes</i>	<i>Actual state of road pavement (good, satisfactory, bad)</i>	<i>Medium level of the route load (ratio of actual volume of traffic to actual capacity)</i>	<i>Digitalized route (yes, no)</i>	<i>Toll road sections (if yes, the length and cost of carriage)</i>	<i>Volume of transported exterior goods a year in the given section</i>	<i>Restrictions in the axial load or size of vehicles</i>	<i>Multimodal goods processing facilities (logistic centres, «dry ports» ports, intermodal terminals, etc.) along the proposed section</i>

Symbols:

AGR - European Agreement on Main International Traffic Arteries, 1975,

AH - Intergovernmental Agreement on International Road Transport along the Asian Highway Network UN ESCAP, 2003,

AGC - Agreement On Main International Railway Lines, 1985,

TAR - Agreement on the Trans-Asian railways, 2006,

AGTC - European Agreement on Important International Combined Transport Lines and Related Installations, 1991.

AGN - European Agreement on Main Inland Waterways of International Importance, 1996.

\* in case of conformity with all conditional criteria sea ports can also be included if railways section or road routes connect them with already included routes