

**Table of carrying out the activities for 2019-2020
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**

№	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. Research of the possibilities to increase the involvement of the countries in the TRACECA legal acts.	<p>Azerbaijan. In 2019, the National Secretariat of TRACECA in Azerbaijan continued the implementation of measures to work with the legislative and legal framework. 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, Agreement on 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>Armenia. In 2019-2020 there was no legal regulation in the field of railway transport</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 as of 8 September 1998 in respect of the New Status of the Republic of Bulgaria and Romania acceded to the European Union on 1 January 2007 – Presidential Decree of the RK dated 11 December 2007 N 488; 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 – Presidential Decree of the RK dated 11 December 2007 N 489. <p>Kyrgyzstan acceded to the Basic Multilateral Agreement on International Transport for Development of the Europe-the Caucasus-Asia dated 8 September 1998 (TRACECA). 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. Kyrgyzstan is actively working on the projects of the NPA TRACECA, has coordinated with the relevant state bodies such projects as: Agreement on Single Transit Permit TRACECA, Harmonized conditions for the carriage of goods in the context of the spread of the pandemic of coronavirus infection COVID-19.</p> <p>Moldova is carrying out all the necessary internal procedures for the accession and ratification of the TRACECA legal documents, for which the procedures have not been completed.</p> <p>Tajikistan. For 2019, the ratification and application of the TRACECA legal documents was not carried out. At the moment, the procedure of domestic approval of the draft Agreement on Single Transit Permit TRACECA is being carried out.</p>

			<p>Along with this, a draft Agreement on masses and dimensions of vehicles performing interstate transportation is being considered.</p> <p>Ukraine. The law of Ukraine "On multimodal transport" was adopted in the first reading</p>
1.2	<p>Transposition and implementation of the EU practices and other international rules in the TRACECA countries</p>	<p>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 international agreements and Conventions recommended in the previous Strategy up to 2015. Implementation of rules and standards in compliance with bilateral agreements between the TRACECA countries and the European Union and/or policy of the TRACECA member states.</p>	<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 approximation of national legislation with the view of speeding up the implementation of a New Computerized Transit System (NCTS) of Europe, Additionally, Azerbaijan is committed to implementation of rules and regulations in accordance with bilateral agreements between TRACECA countries and the European Union. Moreover, consistent application of the revised Kyoto Convention, the Convention on Facilitation of International Maritime Traffic and other related conventions have been maintained, as well as necessary measures have been imposed towards accession to international agreements and conventions as per the Strategy of the IGC TRACECA.</p> <p>As a responsible authority for the maintaining maritime safety, the State Maritime Agency is taking measures to ensure the safety of navigation of ships in the territorial water, including the port water areas of the Republic of Azerbaijan and shipping canals (These measures are carried out in accordance with the "Regulations of navigation in the Territorial waters of the Republic of Azerbaijan" adopted by the Cabinet of Ministers).</p> <p>In relation to ships flying under the State flag, as well as in relation to port facilities, all requirements of the ISPS Code have been implemented.</p> <p>Seafarer's identity document (Seaman's Passport) is issued in conjunction with the conventions of the International Labor Organization.</p> <p>Azerbaijan has not acceded to the Rules on Bill of Lading (The Hague-Visby Rules), the UN Convention on Contracts for the Full or Partial Carriage of Goods by Sea (Rotterdam Rules). By the Decree of the President of the Republic of Azerbaijan dated June 2, 2017 No. 2947, the "Action Plan for the Execution of the Decree" approved for the implementation of clause 7.2.1.1, approved by the Decree of the President of the Republic of Azerbaijan No. 2199 dated July 13, 2016 "On additional measures to improve the business environment in the Republic of Azerbaijan and further improvement of our country's position in international rankings".. A Twinning project is being implemented to support the State Customs Committee in preparing for accession to the Convention on the Common Transit Procedure (CCS) and the Convention on the Facilitation of Documentation in Trade in Goods, as well as to the European New Computerized Transit System (NCTS).</p> <p>Currently, there are 3 components for the implementation of the project.</p> <p>Component 1. Development of a proper legal framework in accordance with the General Convention on Transit as well as other EU legislation;</p> <p>Component 2. Updating the existing IT system of the SCC in full compliance with the country's ICT strategy to comply with NCTS requirements;</p> <p>Component 3. The SCC continues to strengthen its institutional and human capacity with regard to the Common Transit Procedure and the application and use of the NCTS system, including an integrated system promoted for target groups.</p> <p>A new Customs Code of the Republic of Azerbaijan is being developed on the basis of the Customs Code of the European Union.</p> <p>Armenia has incorporated the requirements of the revised Kyoto Convention into the new EAEU Customs Code, which entered into force on January 1, 2018.</p> <p>A preparatory process is underway in Armenia to join the "Agreement on the International</p>

			<p>Carriage of Perishable Foodstuffs and on Special Means of Transport for this Carriage (ATP)." In 2019-2020 work was carried out to harmonize the legislation of the Republic of Armenia and the European Union in the field of transport policy.</p> <p>Georgia. In reference to accession to the Kyoto Convention, Common Transit Convention (CTC) and Single Administrative Document (SAD), also implementation of New Computerized Transit System (NCTS) and Authorized Economic Operator (AEO).</p> <p>The body text of the new Customs Code of Georgia came into force on September 1, 2019, part of which was prepared based on the "Approval of the Union Customs Code Pursuant to №952 / 2013 of the European Parliament and of the Council of 9 October 2013 (EU), concluded between the EU and Georgia on the one hand, the EU and Europe Atomic Energy Union and their member states and Georgia within the obligation of Article 415 and Annex XIII to the Association Agreement.</p> <p>With the same purpose, for the approximation of Georgia legislation to the EU Council Regulation N1186 / 2009 of 16 November 2009, the Book X of the Customs Code of Georgia has been adopted for implementation. The process of revising the relevant provisions to ensure full compliance is currently underway. The enactment of these provisions is scheduled for January 1, 2022.</p> <p>Iran: For the year 2019, Iran referred to the bilateral Agreement with Switzerland, incorporating some European Unions detailed requirements, especially in terms of passenger transport, and expressed readiness for sharing due outlined content, upon request.</p> <p>Kazakhstan</p> <p>The existing provisions of international treaties regarding the carriage of goods by sea are governed by the Law of the Republic of Kazakhstan "On Merchant Shipping", as well as by the Rules for the Carriage of Passengers and Luggage by Sea Transport and the Rules for the Carriage of Goods (order of the Ministry of Investment and Development of the Republic of Kazakhstan dated April 30, 2015 No. 542)</p> <p>Kyrgyzstan acceded to the following Agreements and Conventions:</p> <p>Convention on Road Traffic of November 8, 1968 Convention on Road Traffic of November 8, 1968 Convention on the Contract for the International Carriage of Goods by Road (CMR) of 19 May 1956 g. Customs Convention on Containers of December 2, 1972 Customs Convention on the International Carriage of Goods under the Application of a TIR Carnet dated November 14, 1975 International Convention on the Harmonization of Frontier Controls of Goods dated October 21, 1982 Convention on International Civil Aviation of December 7, 1944 Convention on Road Signs and Signals of November 8, 1968 Protocol to the Convention on the Contract for the International Carriage of Goods by Road (CMR) dated 05 July 1978 Agreement on the International Carriage of Perishable Foodstuffs and on Special Equipment to be Used for Such Carriage (ATP) dated September 1, 1970. Agreement on International Freight Traffic by Rail (SMGS) of November 1, 1951 Agreement on International Rail Passenger Traffic (SMPS) of November 1, 1951 Agreement on the Development of Multimodal Transport TRACECA of June 16, 2009. Intend to join: the European Agreement concerning the work of the crews of vehicles engaged in international road transport (AETR), and the Protocol of Signature dated July 01, 1970;</p>
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1.3	<p>Development of cooperation with international organizations and projects involved in the TRACECA geography</p>	<p>Efficient implementation of the concluded Memorandums of Cooperation. Dialogue on cooperation with CAREC and the Silk Road Economic Belt Project.</p>	<p>Azerbaijan has accelerated cross-border trade by streamlining electronic customs procedures and introducing a green corridor system.</p> <p>In February 2019, the Green Corridor system was introduced to provide certain advantages to foreign trade participants:</p> <p>Special benefits of the Green Corridor:</p> <ul style="list-style-type: none"> - direct import of imported goods to the consignee's warehouses; - export of goods without going to the customs authority. <p>Since the beginning of the year, the TIR EPO system (electronic system of preliminary declaration) has been introduced in the customs of Azerbaijan for transportations within the framework of the TIR procedure. In June 2019, the customs administrations of Azerbaijan and Iran successfully launched an e-T / R pilot project for a complete digitalization of the TIR procedure.</p> <p>The State Customs Committee took part in the discussion of the draft "Tripartite Agreement on Pilot Testing of the Advanced CAREC Transit System and General Data Exchange" at a seminar organized by the Asian Development Bank on April 23-24, 2020 in Nursultan. The draft agreement was discussed with the relevant authorities of the states and the final version of the draft is currently being considered by the experts of the Asian Development Bank.</p>

			<p>Georgia. CAREC Advanced Transit System – (CATS) Customs Information Common Exchange – (ICE) - the project envisages launching of a pilot project on a common transit system and customs information exchange between Georgia, Azerbaijan and Kazakhstan. The project foresees the creation of a common, electronic transit system using a single declaration and a single guarantee system. Work is on-going to draft a Tripartite Agreement. Moreover, construction of a new checkpoint "Silk Road - Ipek Yolu" between Georgia and the Republic of Azerbaijan is planned. For the effective coordination of construction related works the parties agreed to establish a working group between two customs administrations.</p> <p>Kazakhstan is an integral part of CAREC, playing a decisive role in the region's economy, trade and transportation. Progress in the development and expansion of communication between the PRC and Europe using fast container trains is further evidence of the importance of the corridor and the role of Kazakhstan. Of particular importance are the border checkpoints at Dostyk (rail) and Khorgos (road and rail).</p> <p>In September 2019, the Government of the People's Republic of China and the Government of the Republic of Kazakhstan signed a Memorandum of Understanding, as well as, as an annex to this Memorandum, a Roadmap on the implementation of the Cooperation Plan for the conjugation of the "Nurly Zhol" New Economic Policy and the construction of the Silk Road Economic Belt.</p> <p>The indicated Roadmap consists of 4 sections (Transport infrastructure; II. Trade; III. Manufacturing industry; IV. Other areas).</p> <p>Currently, the Kyrgyz Republic, within the framework of the Program of the International Organization for Central Asia Regional Economic Cooperation (CAREC), is successfully modernizing four transport corridors running through the territory of the Kyrgyz Republic, which are a continuation of the TRACECA corridors and pass through the countries of Central Asia and connect East Asia with the countries of the Middle East and Europe, as well as Afghanistan, Pakistan and India. It should be noted that at present, work has been practically completed on the rehabilitation of these international transport corridors, which meet international standards. For these purposes, about - 2 billion 148 million US dollars were attracted, and about 2000 km of roads were rehabilitated. Also, work is underway to implement the construction of an alternative North-South highway, which will connect the north and south of the country, which will further allow connecting the Central Asian countries along the shortest route with the international transport corridor Western China - Western Europe. The route will be built in three stages and the total cost of the North-South highway construction will be about \$ 850 million. In addition, at the expense of donor funds from the WB, ADB, IDB, the following projects are being implemented: - "Improvement of Highways of International Importance" (Osh-Batken-Isfana highway); - "Alternative North-South highway" (Bishkek-Naryn-Torugart highway, Bishkek-Osh); - "Reconstruction of the Taraz-Talas-Suusamyр highway".</p> <p>Tajikistan. In 2019, the implementation of the ADB technical assistance project "Development of the Railway Sector of the CAREC Member Countries" began, which will continue until the end of 2020. The TA examines the railways of the member countries, problems and future prospects. Currently, a project is being implemented to rehabilitate the Dushanbe-Bokhtar (T-34) road with financial assistance from ADB. The implementation period is the end of 2021.</p> <ul style="list-style-type: none"> • total cost: 107.5 million US dollars, including; • Grant from the Asian Development Bank (ADB) - USD 90.0 million. • contribution of the Government of the Republic of Tajikistan - \$ 17.5 million.
1.4	Improvement of border-crossing procedures	Accession and implementation of the requirements and standards of	<p>Azerbaijan. In accordance with the requirements and standards of international conventions recommended</p>

		<p>international conventions, recommended by the UN ECE (ADR Convention, ATP, SAD application). Effective implementation of a "Single Window" concept. Transition from the "Single Window" concept to "one-stop shop" on the border Implementation of preliminary electronic declaration and procession of declarations</p>	<p>by the UNECE, Azerbaijan has been applying the "Single Window" principle for the past several years with the transition to the "One Stop" concept. This contributed to the acceleration of trade between the countries of the region. Electronic customs procedures have been streamlined.</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>A draft new Annex 11 to the Customs Convention on International Transport of Goods under the Cover of TIR Carnets (TIR Convention, 1975) was discussed and adopted by the United Nations Economic Commission for Europe (UNECE) with a view to creating a legal basis for transport in a fully electronic environment. In this regard, with the expected entry into force of Annex 11, the State Customs Committee continues to take appropriate technical adaptation measures for joining the eTIR international system.</p> <p>A brief import declaration in electronic form is submitted to the customs authorities before the import of goods into the customs territory, with the exception of cases when individuals move goods across the customs border that are not intended for commercial purposes. In addition, fully electronic customs declarations are used for customs clearance.</p> <p>In addition, the customs authorities regularly take measures to speed up the movement of goods and vehicles across the customs border and simplify the customs clearance process. An example of this is the work done within the framework of the "International Trade" working group of the Commission on the Business Environment and International Ratings of the Republic of Azerbaijan. The Working Group is chaired by the State Customs Committee.</p> <p>The Working Group includes representatives from the public and private sectors. The main task of the Working Group is to determine the rating of our country in world trade (doing business, global competitiveness, etc.), minimizing the time and costs for customs clearance and control of goods and vehicles, reducing the number of documents, organizing a regular dialogue between business entities and government agencies and holding regular events to attract foreign direct investment into the country.</p> <p>As an example of the latest results of work within the framework of the indicator "international trade", we inform you that as a result of the audit conducted by the World Bank, Azerbaijan improved its position in the Doing Business 2020 report by 6 steps, rose from 34th to 28th step and once again became one of the 10 most reforming countries in the world. The indicator "international trade" became the main indicator of serious changes in a positive direction and had an important impact on the country's progress from 34th to 28th level.</p> <p>One of the projects being implemented in the planned initiatives is the "Electronic Window" project. The creation of an "electronic window" system will ensure the implementation of foreign trade operations in the Republic of Azerbaijan on the principles of simplifying trade procedures, ensuring transparency in foreign trade, minimizing contacts between citizens and officials, eliminating administrative barriers, efficient coordination of state control during customs clearance and electronic filing of documents, and information about goods and vehicles by foreign trade participants through a single platform.</p> <p>Another project is the creation of a "National Committee for Trade Facilitation". The creation of the Committee will facilitate the organization of work on the coordination of trade facilitation in the import, export and transit of goods and the improvement of the related border management, effective management of the "electronic window" principle, development of the process of inter-</p>
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			<p>European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) in 2000. The requirements are fully applied.</p> <p>Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be used for such Carriage (ATP) in 2007. No test stations have been created.</p> <p>Protocol to the Contract for the International Carriage of Goods by Road (CMR) dated 16.10.2012 No. 5438-VI.</p> <p>Ukraine: Carrying out measures to introduce joint control at the common checkpoint for the Kuchurgan - Novosavitskaya railway link at the Kuchurgan station. In accordance with the "Agreement between the Cabinet of Ministers of Ukraine and the Government of the Republic of Moldova on the joint control of persons, vehicles, goods and items at common checkpoints across the Ukrainian-Moldovan state border."</p> <p>In accordance with the requirements of the EU (EU Directive No. 273/2009), electronic advance (2 hours in advance) information of carriers (railways) of neighboring countries within the scope of a transportation document is performed.</p> <p>At the same time, from 07.11.2020, in accordance with the amendments to the Customs Code of Ukraine, upon the import and transit of cargo (goods), the carrier (JSC Ukrzaliznytsia) prepares the General Declaration of Arrival before the cargo arrives at the customs territory of Ukraine. and transmits it electronically to the customs authorities, which simplifies and speeds up the processing of documents and goods when crossing the border.</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 together with 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. 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-Caspian International Transport Route and the IGC TRACECA.</p> <p>The State Customs Committee has provided for the use of a simplified mechanism for re-issuing railway consignment notes (SMGS) within the framework of loading and unloading operations for container traffic along the Trans-Caspian International Transport Route to Kazakhstan and Turkmenistan and in the opposite direction.</p> <p>Within the framework of the "Agreement on Transit and Transport Cooperation (Agreement on the Lapis-Lazuli Route)" international cargo transportation to Turkey is successfully continued, starting from Afghanistan and passing through Turkmenistan and Azerbaijan.</p> <p>Iran. Islamic Republic of Iran requested for accession in "Trans-Caspian Transport Route" also, kindly requested for the common objectives of promoting further beneficial platform for implementing joint initiatives between TRACECA and Persian Gulf _ Black Sea Corridor and kindly indicated on the August 2016 4th Expert meeting on the above said corridor, hosted by Iran.</p> <p>Iran pointed to the insufficiency of certain traffic permits of some TRACECA Contracting Parties of bilateral/ single sided as well as double sided transit and serious attention to be made by the TRACECA secretariat</p> <p>Kazakhstan. In order to develop and attract freight traffic of the Trans-Caspian International Transport Route (hereinafter - TITR), the ALE "International Association "TITR" was created,</p>

			<p>uniting the owners of the main infrastructure, carriers of various types of transport in Kazakhstan and Azerbaijan, as well as Georgia, Turkey, Ukraine and Romania.</p> <p>The International Association "TITR" is designed to coordinate the interaction of all participants in the process of transporting goods along the route from Asia to Europe and in the opposite direction, providing the necessary information support.</p> <p>Kyrgyzstan. The geographic location of Kyrgyzstan allows for transit traffic in almost all directions. The Kyrgyz Republic, as one of the Central Asian countries, is working to increase the capacity of the transport system, eliminate existing barriers to unhindered transit through its territory, which is of great importance for the development of international transport corridors in Central Asia.</p> <p>Over the past years, certain work has been done to create transport corridors on roads and railways, measures are being taken to develop transport and economic relations of the Kyrgyz Republic with partners in the Central Asian countries.</p> <p>Recently, in the trusting and friendly atmosphere in Central Asia, it has been possible to achieve practical measures for the implementation of real transport projects.</p> <p>Furthermore, traffic was opened along the Tashkent - Andijan - Osh - Irkeshtam - Kashgar road corridor, which for the first time allowed road carriers from Central Asia to go directly to China. Today, a number of international transport corridors are being laid through Central Asia.</p> <p>It should be noted that at present issues are being discussed regarding further coordinated measures to develop multimodal routes: "Asia-Pacific countries - China - Kyrgyzstan - Uzbekistan - Turkmenistan - Azerbaijan - Georgia - Europe" and "Kyrgyzstan - Uzbekistan - Afghanistan - South Asia".</p> <p>Also, the issue of creating a multimodal corridor from the port of Bandar Abbas (Iran), Turkmenistan, Uzbekistan, Kyrgyzstan is being studied.</p> <p>In this regard, the Republic of Moldova is constantly cooperating with the Romanian and Ukrainian Parties in order to fully use the potential of the port of Giurgiulesti and resume transportation on the Dniester River.</p> <p>Tajikistan. In 2019, in order to expand interaction with existing transport routes, at the initiative of the Republic of Tajikistan, a pilot motor rally was carried out along a new route Uzbekistan-Tajikistan-China, which provides carriers with the right to choose alternative routes when transporting goods.</p> <p>Ukraine: In 2019-2020, within the framework of the work of the OSJD Commission (both at the meeting of experts and the Final Meeting of the OSJD Commission), Ukraine has repeatedly confirmed its interest and raised the issue of joining the railway line along the route: Minsk - Zhlobin - Kalinkovichi - Slovechno - Berezhest - Ovruch - Korosten - Zhytomyr - Berdichev - ports of the Odessa region (for reference: today the route of the corridor is: Klaipeda / Draugiste - Siauliai - Kaisiadoris - Vilnius - Minsk, with a branch Kaliningrad - Kaunas - Kaisiadoris).</p> <p>In 2020, a meeting of experts from the countries participating in the OSJD corridor No. 9 was to be held with the invitation of experts from Ukraine on this issue. Due to the continuation of quarantine measures to prevent the spread of coronavirus COVID-19, the meeting was postponed to January 2021.</p>
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	<p>Azerbaijan. The Azerbaijan State Railway - ADDY, in 2009 was transformed into a closed joint stock company - CJSC "Azərbaycan Dəmir Yolları" ADY (Azerbaijan Railways).</p> <p>The state-owned CJSC ADY consists of three production units based in Baku, Ganja and</p>

		<p>companies of infrastructure management, on the one hand, and cargo-and-passenger operations, on the other hand.</p>	<p>Nakhichevan, with a common control centre located in Baku. A state program for the development of the railway transport system is being implemented, aimed at transforming ADY into a financially independent operator, covering all its costs (including infrastructure, maintenance and traction) from revenues. This should be achieved by improving the operational efficiency and transparency of the rail industry through the implementation of international financial reporting standards and the separation of profit centres (passenger / freight) and the separation of operations and infrastructure management. The Railways Law envisages for the creation of an EU-type railway structure: the creation of separate companies to manage the railway infrastructure and organize freight and passenger transport. This will open the way for private sector participation in rail transport, which in turn will enhance the competitiveness of this mode of transport, liberalize access to rail infrastructure and strengthen the capitalization of the industry.</p> <p>A peculiarity and a positive feature of these reforms is the elimination of previously existing and duplicating bodies.</p> <p>The railway infrastructure of Azerbaijan consists of:</p> <ul style="list-style-type: none"> • The total length of railways is -2125 km. of which double-track -800 km. Track miles -2995 km. <p>Electrified (direct current) - 1278 km. Electrified (alternating current 25KV) -499 km (within the framework of the Baku-Tbilisi-Kars railway project). Equipped with automatic blocking - 1600 km.</p> <p>In 2019, Azerbaijan was ranked 11th among 141 countries in the "Efficiency of Railway Services" in the report of the Davos Economic Forum.</p> <p>The process of the first stage of corporate restructuring was completed, the main goal of which was to ensure more efficient use of the railway infrastructure, as well as the organization of the safe and efficient movement of freight and passenger trains.</p> <p>As part of the first phase of the corporate restructuring, the Freight Department was reorganized in accordance with a policy aimed at maximizing profits by meeting customer and market requirements with minimal risk.</p> <p>From the end of 2020, the second stage of the corporate restructuring process began. In order to ensure more efficient operability and safety of rolling stock and its operation with minimal downtime, as part of the second stage of restructuring, the process of separating repair and maintenance work in the carriage and locomotive facilities began.</p> <p>The development and implementation of the Corporate Strategy was started, based on a strategic roadmap for the development of the national economy, expansion of logistics and trade in the Republic of Azerbaijan. It will improve the safety and efficiency of railway services in accordance with international standards and will benefit the real sector of the economy.</p> <p>Based on international experience, draft contracts for subsidizing passenger transportation and railway infrastructure were developed and submitted to the relevant government authorities through a service agreement for the period 2020-2030.</p> <p>In order to improve the risk management system, the risk management policy and the corresponding rules were updated, the principles of work in this area were determined and a development plan was prepared.</p> <p>In order to improve the safety and efficiency of railway services, create a reliable and sustainable railway system, and increase the market share in the transport sector, work has begun to update the Business Plan of CJSC "ADY".</p> <p>With the aim of assessing the identified strategic objectives and exercising effective control over them, a process has been initiated to define key performance indicators for each strategic</p>
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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>Azerbaijan. 17 AC traction substations were built. - 773 km of overhead contact lines were reconstructed. - A SCADA database is being created, which contains information on the technical condition of dis-connectors at traction substations, relay protection systems, contact networks and other electrical work. - Work continued on the transfer of the communication and signalling system to a highly integrated interlocking system based on a microprocessor (16 stations have already been transferred to a microprocessor system).</p> <p>Armenia. Investments in the development of the railway infrastructure and renovation and modernization of the rolling stock of CJSC “South-Caucasian Railways” in compliance with the investment programme of the Concession Agreement.</p> <p>Georgia. Service / process digitalization is also actual and is in fact ongoing as new projects are introduced. Since the year of 2017 we have implemented E-shipping documents, a single truck operating system RAFL, as well as financial billing, internal electronic document circulation, electronic marking/ removal of cautionary signs. We are currently working on the electronic exchange of information with the Azerbaijan Railways Administration;</p> <p>Implementation of resource-saving technologies: In 2019, the transition to modern lighting systems across the entire railway line was fully implemented, in particular: more than 2000 units of LED lights have been installed at railway stations, tankers and artificial constructions. In the nearest future it is planned to renovate the sub-stations (Tsevi sub-station). The process with Azerbaijan side has already been started.</p> <p>Iran. With regards to Infrastructure, the followings are the main under construction projects for developing the rail network and establishing rail connection with neighbour countries: 1- Rasht-Astara railway route with the length of 164 km, completing the international northsouth rail corridor, connecting Iran to Azerbaijan, needs investment. The following two projects are underway:</p>

			<p>1- Rail connection of Anzali and Caspian ports to Rasht: This project with a length of about 45 km is underway and with its implementation the possibility of combined sea-rail transport for the Caspian littoral countries is provided and sea freight in these ports is transferred directly to the rail network. This project will be operational in 2021.</p> <p>Rasht-Astara Railway: This project with a length of 170 km has been approved for implementation and the implementation preparations are already underway to complete the design and acquisition of lands and not enough funding has been provided for its implementation and its financing is being pursued.</p> <p>2- Chabahar-Zahedan railway line at the South-West of country with the length of 628 KM connecting Chabahar Port to Rail network of the country. needs investment.</p> <p>3- Zahedan-Birjand-Zabol-Younesi Railway, with the length of 900 KM .This project will facilitate access of Afghanistan to Chabahar Port. Needs investment.</p> <p>4-Connecting Azali port , in Caspian Sea to the rail network. It will be completed in 2021.</p> <p>5-Constructing RO-RO infrastructure in Amir-Abad port in Caspian Sea, which is connected to rail is being completed to facilitate combined transport (rail-sea) with countries around Caspian sea.</p> <p>6- Rail connection between Iran and Afghanistan, (Khaf-Herat railway, until Rozanak Station in Afghanistan with the length of 139 Km) was established between Iran and Afghanistan in December 2020. Three sections of this route have been constructed and put into operation (sections one and two together with a total length of 77 km in the territory of the Islamic Republic of Iran and the third section with a length of 62 km inside the territory of the Islamic Republic of Afghanistan. It is connected to Rozanak station inside Afghanistan and it is possible to transport freight and passengers from Afghanistan to Iran and Iran's neighboring countries, including Turkmenistan and the Caucasus countries.</p> <p>7-The promotion of cooperation between the Islamic Republic of Iran and the Economic Union of Eurasian Countries is one of the important developments in the last two years, which will increase the transport activity in the Traceca corridor.</p> <p>8-Construction of Astara combined railway-road terminal in Iran with the investment of an Azeri company in the form of public-private partnership (PPP) is underway and at the same time is providing transportation and logistics services.</p> <p>B- computerization of the railway sector, development of information systems -Presently RAI has the project of electronic data exchange between neighbour railways and control agencies (customs) on its agenda.</p> <p>In this regard, a working group of electronic data exchange between railways and controlling bodies has already been established in RAI. The first phase is establishing electronic data exchange between customs to reduce border crossing stops and the next phase is establishing electronic data exchange between neighbour railways i.e. Turkmenistan and Turkey.</p> <p>Negotiations and connecting railway systems with Turkey has already been started and ongoing and it will complete until the end of 2021.</p> <ul style="list-style-type: none"> - Tracking of wagons in the rail network of RAI is possible. - RAI is moving towards using digitalization and the required fund for this process is estimated to be around 2 million dollars annually, and any investment of financial institution or donors in this regard is welcome. <p>C- Electrification Projects:</p> <p>1-Electrification and upgrading of Garmsar-Incheh Broun rail route (495 km.) Inche Burun is the border station with Turkmenistan in north of the country. Needs investment 2-Electrification of Tehran-Mashhad electrification railway (924 km, double track), having the highest passenger</p>
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			<p>traffic of the country as well as the main route for East-West corridor. Needs investment.</p> <p>Kazakhstan. In 2017 the second rail track between the stations Shu and Almaty with electrification was built.</p> <p>With the view of removing the “bottlenecks” and increasing the capacities the construction of the second railway tracks in the Shu-Almaty section (53 km) was completed, which halved the time of transportation along the given section. For the purpose of attracting transit flows from China to Europe through Kazakhstan there are taken measures to develop 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”. Electrification project of the Lugovaya – Bishkek – Balykchy section</p> <p>Capacity: 20 million tons</p> <p>Implementation period: not defined</p> <p>Electrification: Lugovaya – Bishkek – Balykchi</p> <p>Preliminary project cost: 300 million USD.</p> <p>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>Moldova. Within the framework of the investment project "Restructuring of Moldovan Railways", the rehabilitation of the railway infrastructure of the CFM will be carried out on the Bender - Basarabeasca - Etulia-Giurgiulesti section, which is part of the TRACECA transport corridor, with a length of 233 km.</p> <p>The project, with a total cost of 52.5 million euros, is aimed at updating and modernizing the track, signalling and communication systems, railway crossings and power supply equipment and is designed for 4 years, until 2023. Thus, as a result of the major reconstruction, a jointless track will be laid using modern elastic fastenings, alarm systems will be brought to a standard state by replacing worn-out devices and re-testing; the communication system will be modernized. These works will make it possible to bring the rehabilitated railway line in accordance with its initial design characteristics in terms of speed:100 km/h for passenger trains and 90 km/h for freight trains.</p> <p>Romania. Directorate for Railway Transport (2021):</p> <p>Romania continues to modernize the “Rhine-Danube” and “Orient-East/Med” corridors, part of the TEN-T core network.</p> <p>Out of the 877 km that represents the northern branch of the corridors (Curtici-Simeria-Sighișoara-Brașov-Bucharest-Constanța section):</p> <ul style="list-style-type: none"> - Curtici-Glogovăț (km 614) (52 km) has been modernized to European corridor standards; - Glogovăț (km 614) – Simeria (151 km) is under works, pprox... progress stage 55% - Simeria – Sighișoara (169 km) – infrastructure works are complete, minor signalling works are still necessary, overall progress stage is 99.9%; - Sighișoara – Brașov (128 km) – works started in 2020; - Brașov – Predeal (26 km) – feasibility study ongoing; - Predeal – Bucharest – Constanța (407 km) has been modernized to European corridor standards. <p>Out of the 590 km that represents the southern branch of the corridors (Arad-Timișoara-Caransebeș-Craiova-Bucharest section):</p>
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			<p>- Arad-Caransebeş (155 km) – feasibility study complete, the tender for the works will be finalized in February 2021;</p> <p>- Caransebeş-Craiova (226 km) – feasibility study ongoing;</p> <p>- Craiova – Bucureşti (209 km) – feasibility study will be tendered in 2021.</p> <p>The southern branch of Orient/East-med corridor, Craiova – Calafat line (108 km) has its feasibility study ongoing.</p> <p>Other TEN-T network lines with works or feasibility studies ongoing or expected to be tendered in 2021:</p> <ul style="list-style-type: none"> - Cluj-Napoca – Oradea (156) – feasibility study ongoing; - Bucureşti Nord – Jilava – Giurgiu – Giurgiu Frontieră (96 km) – feasibility study ongoing; - Ploieşti Triaj – Roman – Palcani – Iaşi – Ungheni – Frontieră (406 km) – feasibility study ongoing; - Paşcani – Suceava – Vicşani – Frontieră (172 km) – feasibility study ongoing; - Apahida – Ilva Mică – Suceava (310 km) – feasibility study will be tendered in 2021; - Cluj-Napoca – Coşlariu (106 km) – feasibility study will be tendered in 2021. <p>In order to increase the intermodality of the Port of Constanta and stimulate the rail freight transport, in September 2019 CFR SA concluded the contract for the elaboration of the “Feasibility study for the modernization of the railway infrastructure in the Port of Constanta”, and the completion of the study is foreseen for May 2021.</p> <p>In December 2020, the new railway link to the “Henri Coandă” Bucharest-Otopeni International Airport has been open. Trains operate non-stop, every 40 min, and travel time from the airport to Bucharest Nord Station (the main railway station of Bucharest) is approx.. 20 min.</p> <p>Tajikistan. In 2019, the following projects were proposed under the ADB TA project for the development of railways in CAREC countries:</p> <ul style="list-style-type: none"> • Feasibility study (FS) – construction of the DZh railway. Balkhi (Kolkhozobod) –Jaykhun-Nizhniy Pyanj (51 km) to the border with Afghanistan. • Provision of signalling and communication Vakhdat-Yavan-Kurgan-Tyube-Kulyab. • Construction of a fiber-optic communication line and reconstruction of the existing telecommunications of the State Unitary Enterprise “Rohi Ohani Tojikiston” at the distance of 135 km. • Construction of a 6-10 kW power transmission line from Kurgan-Tyube station to Kulyab station at the distance of 141 km. • Repair and improvement of the technical condition of bridges and crossings. <p>Negotiations are underway to attract investment in the development of the railway industry, including projects to computerize the sector.</p> <p>Ukraine: Taking into account the information set out in clause 1.5, the direction of the Baltic Sea – Black Sea (via Belarus) includes non-electrified sections both on the territory of Ukraine and on the territory of the Republic of Belarus (on the Ukrainian territory, these are the sections Ovruch – Korosten – Zhitomir – Berdichev).</p> <p>Among the infrastructure projects in the field of railway transport in Ukraine for the period up to 2030, which are provided for by the Indicative Investment Action Plan for TEN-T, developed by the European Commission and the World Bank and aimed at the development of transport corridors of the Eastern Partnership countries, there are projects:</p> <ul style="list-style-type: none"> - electrification of the section State Border – Ovruch – Korosten – Zhitomir – Berdichev for an approximate amount of 124 million euros. This project is under preparation. - reconstruction of the 1435 mm railway track on the Kovel-Yagodin-State border section with subsequent electrification for an approximate amount of 35.8 million euros. This project is at
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2.3	Application of a common CIM/SMGS consignment note	Internal procedures required for operation of a common CIM/SMGS consignment note	<p>the stage of Feasibility Study development.</p> <p>Azerbaijan. At the moment, Azerbaijan does not use a common CIM / SMGS consignment note for cargo transportation, but ADY CJSC is ready to use the CIM / SMGS consignment note. The issues of the use of a common CIM / SMGS consignment note for road transport require a number of procedural issues that are on the agenda of the Ministry of Transport, Communications and High Technologies.</p> <p>CJSC "Azerbaijan Railways" supports the idea of a gradual transition to the use of the CIM/SMGS electronic consignment note. However, taking into account the complexity of the issue, for the specified period, there is a need to coordinate this issue with all participants in the transportation process both within each state and between states (at the government level) or to coordinate the concept of interaction".</p> <p>Armenia. Currently, the common CIM / SMGS consignment note is not used. This project is also on-going, JSC Georgian Railway is ready to use the document on the BTK railway route, with many requests being sent to the Turkish Railways - official approval has been received from the Turkish Party on the implementation of the CIM / SMGS in the nearest future;</p> <p>The negotiations have been over with the outcome of using combined document, but Turkish Party beside the agreement hasn't implemented CIM/SMGS.</p> <p>Iran. Currently RAI uses CIM Consignment note with Turkey and SMGS consignment note with Turkmenistan and CIS countries and Russia.</p> <p>RAI doesn't use the common consignment note CIM/SMGS because it should be accepted by both neighbours, i.e. Turkey and Turkmenistan. RAI is ready to apply the consignment note of CIM/SMGS in case the requirements will be provided and agreed by its neighbour railways.</p> <p>In the Republic of Kazakhstan, there is no need to carry out domestic measures for the application of the unified CIM / SMGS consignment note, since the use of this consignment note is implemented on the territory of Kazakhstan.</p> <p>Today, the Kyrgyz Railway applies only SMGS transport documents (consignment note) in accordance with the rules of the OSJD (Organization of the Commonwealth of Railways), starting from 30.05.95.</p> <p>Since 2011, the State Enterprise "Railway of Moldova" has been accepting a unified CIM/SMGS consignment note for all directions of the Railway of Moldova. Decision of the Government of the Republic of Moldova No. 839 of 20.08.2018 approved the operation of the Agreement on International Goods Traffic by Rail (SMGS), in force from November 1, 2017, with amendments and additions as of July 1, 2017. The unified consignment note is an integral Annex to the Agreement.</p> <p>Law No. 150 was adopted on the accession of the Republic of Moldova to the Convention concerning International Carriage by Rail (COTIF), signed in Bern on May 9,1980, as a result of which the Republic of Moldova will have the opportunity to issue railway documentation (consignment note) from the CIM/SMGS systems.</p> <p>The requirements of the Agreement on International Rail Freight Traffic are fully implemented in the Republic of Tajikistan. All cargo transportation is carried out using a single SMGS consignment note.</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	<p>In 2019, in Azerbaijan, intensification of communication on the Baku-Tbilisi-Kars railway gave impetus to the implementation of close cooperation between the railways of Azerbaijan, Georgia, Turkey and Kazakhstan, which contributed to the development of the TRACECA transport corridor, creating opportunities for efficient and reliable transport links between the</p>

		<p>structures.</p>	<p>Middle East and Europe.</p> <p>In Azerbaijan, as in the transport and logistics centre of the region, the necessary railway network has been formed, which makes it possible to transport transit goods in the shortest possible time. As a result of the coordinated work of the International Association with the participation of railway, maritime administrations and logistics operators of the countries of the region, it became possible to develop uniform competitive tariffs, approve the technology of interaction between transport companies.</p> <p>“AOD Container” started transporting products of “Evraz” company to the Turkish market by the Baku-Tbilisi-Kars (BTK) railway. The Turkish logistics company Pacific Eurasia Logistics has agreed with the Russian Joint Stock Company (JSC) ((RZhD-Logistics ") to establish a joint venture to develop logistics routes for the delivery of goods by the BTK railroad. The Russian side is interested in transportation along this railroad of ferrous metals, chemicals and preparations, which are primarily intended for Turkey and those of its regions that are located near the Kars railway station.</p> <p>On December 19-20, 2019, the first multilateral meeting of the heads of railways of 5 countries - Azerbaijan, Georgia, Kyrgyzstan, Turkmenistan and Uzbekistan on the development of an international multimodal route took place in the capital of Uzbekistan Tashkent. During the meeting, the Parties agreed on tariff rates for the transportation of container trains along this route, as well as in the opposite direction. The Parties exempted each other from charging fees for the use of wagons. Further, on October 23, 2020, a regular meeting of the participants of this route was held. During the meeting, the Parties reached an agreement on the extension of the current tariff rates on the route for the 2021 freight year, as well as on the development of the project "Technology for organizing the transportation of containers (single and group)".</p> <p>Active work is being carried out to expand cooperation with the International Coordinating Council for Trans-Eurasian Transportation (CCTT) in the format of trilateral cooperation in the field of railways between Azerbaijan, Turkey and Georgia, the first container express train was sent from Turkey as part of the TURKUAZ project. The container train will carry out cargo transportation twice a week from Istanbul and Mersin to Baku and in the opposite direction. The project will also serve to increase the volume of cargo transportation by the Baku-Tbilisi-Kars railway. In addition, there is a container train from/to Turkey to China on a regular basis via the BTK railway. Upon arrival in Azerbaijan, containers are sent from the port in Baku to the port of Aktau and back by feeder vessels. Transportation is carried out within the framework of the TITR.</p> <p>Armenia. The Ministry of Territorial Administration and Infrastructures of the Republic of Armenia and the South Caucasian Railway CJSC are taking the necessary measures for the possible establishment of cooperation between the railways of the ITC TRACECA countries.</p> <p>Georgia. In the process of implementation.</p> <p>Iran.</p> <ol style="list-style-type: none"> 1- In February 2021, a memorandum of understanding was signed between RAI and Turkish Railways on reducing and harmonizing the tariffs to increase rail transport between the two countries and facilitating wagon movement in rail transport between the two countries. 2) In 2019, a multilateral protocol was signed between Iran, Turkmenistan, Uzbekistan, Kazakhstan and China in order to increase the growth of container cargo from China to Iran and then to Turkey and Europe. 3- More cooperation of Turkmenistan is required for having smooth transport between Iran and CIS countries. 4- RAI became an affiliated member of rail council of common wealth states (CRT- CIS).
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			<p>Cooperation between Railways (OSJD), the International Rail Transport Committee (CIT) and other international organizations.</p>
<p>2.5</p>	<p>Efficient and full implementation of the Technical Annex on International Railway Transport to the Basic Agreement</p>	<p>Application of modern logistics technologies. Pursuing coordinated flexible tariff policy. Adopting market-oriented through, competitive tariffs. Ensuring transparent tariffs.</p>	<p>In Azerbaijan, since 2000, the provisions and requirements of the Technical Annex on International Railway Transport to the Basic Agreement, in particular Articles 1,3,4,5 and 6, have been consistently implemented in accordance with the results of meetings, negotiations and discussions with the MLA Parties. In 2019, the issues of tariff policy, incl. uniform tariffs for transit transport were considered at the meetings of the Trans-Caspian Route Association (office in Nursultan), while decisions were made on some agreed tariffs. Preferential tariffs are applied for the transportation of containers and guaranteed volumes of cargo along the Baku-Tbilisi-Kars railway line, as well as for transportation from the ports of Turkmenistan and Kazakhstan and in the opposite direction.</p> <p>Armenia. The tariff policy of the South Caucasian Railway CJSC for the carriage of goods by rail is based on the Tariff Policy of the railways of the Commonwealth of Independent States member states for the carriage of goods in international traffic for the next freight year within the framework of the Tariff Agreement of the railway administrations of the CIS railways.</p> <p>Georgia. In the process of implementation.</p> <p>Iran. RAI has always announced its readiness to its neighbor railways for having and applying unified tariffs along the regional international corridors and it has reduced its tariffs and has given considerable discounts in order make the international rail transport competitive. RAI is also equipping its rail border stations with required equipment and facilitation to remove the border crossing barriers.</p> <p>Kazakhstan is making effective efforts to organize reliable communication through the ITC TRACECA from China to the South Caucasus and further to European countries by rail. The national operator JSC "Kazakhstan Temir Zholy" in cooperation with colleagues from the railway administrations of a number of TRACECA countries has achieved positive results in this regard.</p> <p>To date, the optimal frame of the railway line has been formed, which allows transporting transit goods in the shortest possible time.</p> <p>In 2014, the Zhezkazgan-Beineu railway line with a length of 1,036 km was built, which made it possible to reduce the distance from China to Europe by almost 1,200 km. Also, this line provided a direct railway "exit" from the east to the west of Kazakhstan and further to the countries of the Persian Gulf through the Uzen-Bolashak railway line, and the transportation time was reduced by 1.5-2 days.</p> <p>Commissioned in 2015, the Arkalyk-Shubarkol line with a length of 214 km reduced the distance of transportation from Central Kazakhstan to the northern regions by an average of 550 km.</p> <p>For this, the International Association has been created and is functioning with the participation of railway, maritime administrations and logistics operators. The result of the coordinated work of the participants was the development of through competitive tariffs, the approval of the technology of interaction between transport companies and the launch of the container service "Nomad Express".</p> <p>An additional impetus to the development of the route was given by the completion of the construction of the Kars-Akhalkalaki railway section on the border between Azerbaijan, Turkey and Georgia.</p> <p>Kyrgyzstan. In its activities, when transporting goods, the State Enterprise "NC" Kyrgyz Temir Zholu "uses the Tariff Guide (Tariffs for freight rail transportation in export, import and intra-</p>

			<p>republican communications) based on the Tariff Policy of the railways of the member states of the Commonwealth of Independent States for the transportation of goods in international traffic. Every year, the State Enterprise "Railway of Moldova" develops a Tariff Policy for the transportation of goods in international traffic, which accepts competitive tariffs, oriented on market, providing transparency and flexibility.</p> <p>The State Enterprise "Railway of Moldova" carries out transportation on the basis of international agreements.</p> <p>Tajikistan. In this direction for 2019, no measures have been taken.</p> <p>The tariff policy is mainly determined and operates within the framework of the Tariff Agreement of the railway administrations (Railways) of the member states of the Commonwealth of Independent States of February 17, 1993.</p>
<p>2.6</p>	<p>Improvement of railway safety</p>	<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>Azerbaijan. Increasing the safety of transportation, improving the competitiveness of transport corridors passing through Azerbaijan are one of the main tasks implemented by the Azerbaijan Railways CJSC.</p> <p>These tasks are being solved on the Azerbaijani segments of the Trans-Caspian International Transport Route and transport corridors "North-South", "East-West", in particular, by the railway communication Baku-Tbilisi-Kars.</p> <p>The development and updating of the existing legislative acts on the safety of railway transportation is being carried out.</p> <p>The railway is being renewed and modernized in the direction of the border with Georgia, Iran and Russia. New modern electric locomotives and carriages of the Swiss company "Stadler" were purchased and put into operation.</p> <p>Armenia. In order to ensure safety in railway transport and reduce the risks of violations during the organization, performing and management of the transportation process, the Concessionaire of the railway system of the Republic of Armenia - South Caucasian Railway CJSC, in its activities is guided by the decree of the Government of the Republic of Armenia dated 30.07.2009. N892-N << On approval of the list of dangerous goods transported by rail and the procedure for their transportation >>, departmental regulations and instructions, which include requirements for the safety management system in rail transport.</p> <p>Georgia. This issue is also ongoing in accordance with the EU directives. RID documentation is being translated.</p> <p>Iran. RAI is using RID regulations of OTIF and is in close contact with its related working group in OTIF and applies its updates every two years. Moreover, RAI uses also the regulations of the annex 2 of SMGS for dangerous cargoes.</p> <p>Kazakhstan. 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 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. When transporting dangerous goods by rail, the State Enterprise "NK" Kyrgyz</p>

			<p>Temir Zholu "applies the" Rules for the Carriage of Dangerous Goods "Appendix 2 to the SMGS.</p> <p>Currently, the Ministry of Transport, Architecture, Construction and Communications of the Kyrgyz Republic is working on the draft resolution of the Government of the Kyrgyz Republic "On approval of the Main Directions for the Development of Railway Transport in the Kyrgyz Republic for 2021-2025".</p> <p>Moldova. The State Enterprise "Railway of Moldova" is not a member of RID New documents will be approved after the new Railway Transport Code is approved by the Parliament.</p> <p>Romania. In order to transpose into the national legislation the European provisions, the (EU) European Directive 2016/798 on the railway safety, it was adopted the Government Emergency Regulation no.73/2019 on the railway safety, the objective being that Romania to ensure a balanced opening of the internal market of the passenger railway transport, the independence of the infrastructure managers, competitive procedures awarding public service contracts and also the highest level of railway safety and interoperability and as well simplifying the access to the European railway market of the Romanian railway operators.</p> <p>Also, through the Government Decision no.108/04.02.2020 are established the conditions that must be fulfilled in order to perform the interoperability of the Romanian railway system with the European Economic Area railway system in a compatible way with the Government Emergency Regulation no.73/2019 on the railway safety in order to define an optimum level of technical harmonization, to enable the facilitation, improvement and development of rail transport services within the European Economic Area and with third countries and to contribute to the completion of the single European rail space and to the progressive realization of the internal market. These conditions refer to the design, construction, putting into function, modernization, renewal, operation and maintenance of the elements of this system, as well as the professional qualifications and the health and safety conditions applicable to the personnel contributing to its operation and maintenance.</p> <p>Regarding the dangerous goods, Romania is signatory of COTIF Convention since 1983. RID is also applied for internal freight traffic since 1999.</p> <p>Tajikistan has joined the Regulations for the Carriage of Dangerous Goods by Rail and implements the requirements of the Regulations.</p> <p>Turkey. 1. Monthly accident statistics regarding accidents which occurred in 2020 were prepared and sent to the relevant units and Regional Directorates. 2. Safety targets for 2020 have been prepared and published to the entire organization. Dangerous goods transport accidents are among our safety indicators. Safety targets are statistically monitored on a monthly basis and shared with relevant units and regional directorates. 3. Accident statistics, the causes of the accident, the progress of the safety targets and the actions to be taken are discussed on the agenda of the Central/Regional Safety Boards and Commissions. 4. Safety Management System Internal Audits have started to be implemented within our organization. 5. The studies for updating the railway dangerous goods activity certificate with serial number ANK.U-NET.TMFB-DMR.06.19 received before the decomposition of TCDD on 08.02.2016, have been completed to include the Infrastructure Operator activities of the field activity. 6. Dangerous Goods Transport trainings are on-going.</p>
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3.	Motorways of the Sea, railway-ferry communication and maritime routes		
3.1	Improvement of operations and procedures of ferry services	<p>Countries will be aiming at implementation of the international and European "best practice".</p>	<p>Azerbaijan. Azerbaijan Caspian Shipping Company (ASCO) is the only company in the Caspian basin with a ferry fleet. ASCO performs shipping of railway cars and passengers, as well as cars, etc, along the TRACECA transport corridor. Transportation is carried out by 11 ferries of the type of "Dagestan" (capacity - 28 wagons), 4 ferries of the Akademik Zarifa Aliyeva type (capacity - 52 wagons), two - of the Barda type (capacity - 54 wagons), as well as 2 Ro-Ro ships of the "Composer Kara Karaev" type "in the directions Baku - Aktau - Baku and Baku - Turkmenbashi - Baku. The transported cargo mainly consists of oil and oil products, food and agricultural products, construction materials, etc. Depending on weather conditions, the duration of the ferry crossing between the ports of Baku-Turkmenbashi is 12 hours, the distance is 306 km. Ferries: "Ak. Topchubashov ", " Dagestan ", " Azerbaijan ", " Ak. H. Aliyev ", "Prof. Gul "and" Nakhichevan ", " Mercury-1 "and" Mercury-2 ". The Azerbaijan Ro-Pax ferry, as well as one more ferry of a similar type under construction, will make a significant contribution to the transportation of transit cargo through the Caspian Sea along the East-West transport corridor. This ferry is capable of carrying wagons, cargo, as well as about 100 passengers: "The length of the unique ship will be 154.5 meters, width - 17.7 meters, speed - 14 knots. The ship is capable of carrying 56 tank wagons, 50 trucks and 100 passengers. The concept of the ship, the crew of which will number 30 people, was developed jointly by the Odessa Marine Engineering Bureau and experienced ASCO specialists, "said a spokesman for the company.</p> <p>The transportation on the Alat-Kuryk-Alat railway ferry crossing is becoming more active. This ferry crossing in the Caspian Sea is used for the following cargo flows:</p> <ul style="list-style-type: none"> • railway transportation of goods from Georgia and Azerbaijan to Kazakhstan, Kyrgyzstan, China and in the opposite direction • railway transportation of goods from Ukraine, Moldova, Romania, Hungary to Kazakhstan, Kyrgyzstan bypassing Russia using two ferry crossings (Chornomorsk - Poti / Batumi) and Alyat - Kuryk. Starting from January 1, 2017, Russia does not allow transit goods entering from the territory of Ukraine with a destination in Kazakhstan and Kyrgyzstan. In this case, this alternative route for the delivery of goods to Kazakhstan and Kyrgyzstan is used. • delivery of goods from Turkey, China, USA, UAE to Kazakhstan, Kyrgyzstan with transshipment of cargo from containers / ships / trucks to railway wagons in the ports of Poti or Batumi, Georgia and in the opposite direction. <p>Armenia. The functioning of the regular railway ferry service between the ports of Poti (Georgia) - Caucasus (RF), suspended from December 1, 2018, has not been restored. CJSC "South Caucasian Railway", if necessary or in the presence of large volumes of cargo, carries out one-time circular ferry flights. If necessary, ferry transportation is carried out between the ports of Poti (Georgia) - Ilyichevsk (Ukraine).</p> <p>Iran. The director of special economic zone and Amirabad port estimates that Amirabad railway RoRo berth will be fully operational in the second half of the 2020.</p>

			<p>Kazakhstan. In 2018, the construction of the ferry complex of the Kuryk port was completed. The capacity of the complex is 6 million tons of cargo per year, including railway, a ferry terminal with a capacity of 4 million tons for the shipment of wagons, and an auto ferry terminal with a capacity of 2 million tons for handling wheeled vehicles. Ferry cargo is transported by ferries under the Azerbaijani flag using the ferry complexes of the ports of Kuryk and Baku.</p> <p>The average ferry capacity is: - small 26-28, large 42-44 wagons; - 33-35 vehicles.</p> <p>There can be about 70 trucks at the same time on the territory of the port.</p> <p>To date, a regular ferry service has been established on the Alat - Kuryk - Alat route.</p> <p>For the convenience of servicing arriving trucks, cargo flows are divided according to the directions of their shipment; export and import cargo flows are divided according to flows and are served each in its own direction.</p> <p>In general, the railway and road infrastructure of the port is fully adapted to the reception and operational service of all types of cargo passing through the Kuryk port both in transit and in export / import directions, including within the TRACECA corridor.</p> <p>Ukraine. In pursuance of the order of the Ministry of Infrastructure of Ukraine dated 05/29/2020 No. 331, 12/31/2020 State Enterprise "USPA" announced the purchase of consulting services for the preparation of a feasibility study and tender documentation for the concession project of the railway ferry complex of the seaport of Chernomorsk.</p>
3.2	<p>Improvement of shipping operations and procedures in the ports of the Black Sea and the Caspian Sea</p>	<p>Optimization and efficient performance of the functions of border and customs control in the ports, provision of administrative services and cargo transshipment.</p>	<p>Azerbaijan. The Baku International Sea Trade Port in Alyat is a transport hub connecting the west (Turkey and the EU), the south (Iran and India) and the north (Russia). Located in close proximity to the regions of Azerbaijan, the port is also expanding its connectivity as an efficient transport hub and thereby increasing the volume of cargo handling capacity. In addition, the new location of the port is linked to existing highways and railways, which connects the port with areas of the country.</p> <p>There are three international railway lines in Azerbaijan, which all pass directly through BMTF-Alat:</p> <ul style="list-style-type: none"> • Northwest line runs through Baku to Russia; • The western line runs through Georgia to the shores of the Black Sea and Turkey; • The southern line follows areas in the south and to the border with Iran. <p>The ferry terminal of the port in 2019 handled 44,175 thousand wagons (an increase of 2.7%), including 20,331 wagons or 46% were sent on the Baku-Kuryk-Baku route, 23,802 thousand wagons or 53.9% - Baku Turkmenbashi-Baku, 42 wagons (0, 1%) - along Baku-Aktau-Baku.</p> <p>In 2019, 35, 152 thousand containers were handled through the port, which is 53.6% more than in 2018. The number of containers arriving from China in 2019 increased by 2.1 times, to 5,369 thousand.</p> <p>In 2019, the transshipment of large vehicles (T / R) through the port, including trailers and other vehicles, increased by 57.3% compared to 2018, to 33.671 thousand units. The growth is mainly due to an increase in the intensity of TIR transshipment in the direction of Turkey, Ukraine and Turkmenistan. In 2019, T / R transportation in the direction of Baku Turkmenbashi-Baku amounted to 24.97 thousand units or 74.2% of the total number of vehicles, in the direction Baku-Kuryk-Baku - 8.701 thousand units or 25.8%</p> <p>In 2019, in the report of the Davos Economic Forum, Azerbaijan was ranked 25th among 141 countries in the "Efficiency of seaport services".</p>

			<p>An additional TIR window has been created at the customs post "Baku International Sea Trade Port" for priority clearance of trucks in accordance with the requirements of the TIR procedure. At the same time, as in all customs posts of the country, the work of the customs post is organized daily and customs clearance of goods and vehicles imported, transported or moved through this territory is carried out without interruption. At the same time, on the basis of the establishment of the Baku International Sea Trade Port CJSC, the State Customs Committee approved the use of temporary storage points and customs warehouses on the territory of the port for temporary storage and placement of goods under special customs procedures. CJSC "ADY" is making a gradual transition to electronic data exchange with the Baku International Sea Trade Port.</p> <p>Georgia. Single-Window project implementation The EU-Georgia Association Agreement in 2019 Georgia has to implement the Directive 2010/65/EU on reporting formalities for ships arriving in and/or departing from ports of the Member States. Maritime Transport Agency of Georgia has initiated establishment of a Maritime Single Window concept in Georgian ports, which will improve efficiency of ports, reduce time and enhance operational benefits for all parties involved. It implies simplification of administrative procedures, division of Georgian port services and unification of state and private services into one digital space. The Project is divided into 3 parts. US Embassy has allocated \$120,000 for the first stage – Feasibility Study. The feasibility study has been successfully delivered in Summer 2020 and endorsed by all stakeholders involved. The project is currently in its second phase which is the actual implementation of the maritime single window system. The US embassy has affirmed its readiness to assist Georgia in developing the software and hardware component of the project and funding is already being allocated.</p> <p>Port Community System Feasibility Study in Georgia Maritime Transport Agency of Georgia, with the support of the European Bank for Reconstruction & Development (EBRD) and Investors Council Secretariat, launched a feasibility study for the introduction of a port community system (PCS) in Georgian ports. PCS - is an electronic platform that connects various port management systems ensuring secure and fast exchange of information between the stakeholders, the port, the public and private sectors. The implementation of the project will help to upgrade the management and automation of ports and logistics processes, improve inter-agency coordination and significantly reduce administrative burden and bureaucracy.</p> <p>The feasibility study for the introduction of PCS will also explore the possibilities of integrating PCS with associated regional systems (Black Sea and European Neighborhood Policy countries; EU systems;).</p> <p>To increase the country's transit potential, it is vital to digitize public services in ports and merge them into one online platform. Funded by the US Embassy in Georgia and the EXBS program, Maritime Transport Agency of Georgia has already carried out a feasibility study for the Maritime Single Window project which is planned to move into implementation phase in September 2021. In order to fully integrate the maritime transport chain digitalization and global supply chain, the Georgian ports MSW system must be connected to the Port Community System (PCS).</p> <p>For the implementation of this latest project, Georgia, with the assistance of the Investors Council Secretariat, received the necessary funding from the EBRD.</p> <p>Implementation of the above projects (MSW and PCS) will increase the efficiency of Georgian</p>
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<p>3.3</p>	<p>Provision of transport logistic chains with a nodal function by the ports</p>	<p>Implementation of public and private projects on the construction of logistic centres, realized or planned for realization in all ports.</p>	<p>Azerbaijan. The representatives of the Republic of Azerbaijan actively participated in the annual meetings of the seaports of the Caspian Sea, which considered the issues of further cooperation in the field of cargo transportation, including the development of ferry communication between the ports of the Caspian Sea.</p> <p>The ports of Aktau and Baku (Alyat) have established an exchange of information on tariffs for services provided by the ports.</p> <p>Memorandums of understanding were signed between the seaports of the Caspian states, which are aimed at strengthening contacts and developing further mutually beneficial cooperation.</p> <p>Georgia. Port expansion projects</p> <p>POTI Pace Terminal</p> <ul style="list-style-type: none"> <input type="checkbox"/> PACE Group has received a \$50 million funding boost from the Overseas Private Investment Corporation (OPIC) towards the development, construction, and operation of a new multi-functional marine terminal at the Port of Poti <input type="checkbox"/> The project will require dredging work to take place in the harbor to a depth of 12 M, which will result in the sea port being able to accept vessels up to 253M in length and with a load capacity up to 50,000 tonnes <input type="checkbox"/> Terminals total capacity will be– 2.5 mln tons of bulk and general cargo; and 100 000 TEU containers. <p>Batumi International Container Terminal (BICT)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Batumi International Container Terminal (BICT) plans to open a multimodal transit

			<p>terminal;</p> <ul style="list-style-type: none"> □ The expansion encompasses both the waterside and landside areas of the multipurpose terminal, intended to optimize the processing of existing cargo flows and install additional capacity to accommodate new business. <p>Batumi Port Chemical Terminal</p> <ul style="list-style-type: none"> □ The U.S. corporation Trammo, an international merchandising and trading company, signed the memorandum with Batumi port to invest \$20 million in the construction of a new terminal for mineral fertilizers in port of Batumi. The terminal has been opened in June 2021 and commenced operation. □ The new facility could increase cargo handled at the port by 200,000 annually. <p>Iran. From the Ports and Maritime Organization on behalf of the government, in charge of planning and issuing licenses for construction and operation of logistics centres in approved port areas and attracting applicants for the establishment and operation of these centres and preparation of executive instructions for all processes related to creation and use Vector from the mentioned logistics centres. Of the fifty-eight logistics centres under operation, six are located in port areas (three logistics cities of Bandar Abbas, Bandar Imam Khomeini and Chabahar and three logistics villages in Bushehr, Jask and Amirabad) which are currently organized by the Ports and Maritime organization. Studies are responsible for the exact location of these centres in the designated areas.</p> <p>Kazakhstan. The seaports of Aktau and Kuryk are permanent members of the ALE "International Association" Trans-Caspian International Transport Route "(hereinafter - TITR). As part of the development of transit cargo transportation, ensuring competitiveness and attracting additional cargo flows to the TITR routes, uniform tariff rates are being developed for the transportation of goods along this route.</p>
<p>3.4</p>	<p>Implementation of TRACECA acts on maritime sector, removal of organizational and administrative barriers</p>	<p>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>	<p>Azerbaijan. The measures implemented in the field of navigation in Azerbaijan fully comply with the adopted regulatory legal acts and all the requirements of the International Maritime Organization. The implementation of international conventions, control over international standards, and the vessel traffic management system in all territorial waters of Azerbaijan are carried out in accordance with the global maritime standards set by the International Maritime Organization. In order to ensure the safe navigation of ships, in accordance with the requirements of Regulation No. 19-1, Chapter V of the "International Convention for the Safety of Life at Sea" (SOLAS-74), the State Maritime Agency undertakes the long-range identification and tracking of ships through the National Centre for Long-Range Identification and Tracking of Ships (LRIT). Relevant authorities and participants of the transportation process are considering the issues of further cooperation in the field of cargo transportation, including the development of ferry services through Baku International Sea Trade Port. The ports of Baku (Alyat), Turkmenbashi, Kuryk, Aktau have established an exchange of information on tariffs for services provided by the ports, on the existing organizational barriers.</p> <p>Iran. Since our country's accession to the Convention on the Facilitation of Maritime Traffic (FAL) in 1373, the Ports and Maritime Organization, as the governing body overseeing the proper implementation of this convention, has implemented and monitored the recommendations of this convention regarding information requirements and required documents. And methods of document control and preparation of their executive instructions. Full coordination of the Ports and Maritime Organization with the Customs of the Islamic Republic of Iran and implementation of the executive procedures of the ports regarding the</p>

			<p>implementation of the revised Kyoto Convention on simplification and coordination of customs formalities Carrying out the necessary studies regarding the accession to the Rotterdam Maritime Transport Convention (2009). Full interaction and cooperation of this organization with the International Maritime Organization as well as the active participation of its representatives in the Maritime Safety Committee (MSC), the Marine Protection and Environment Committee (MEPC) and the Maritime Traffic Facilitation Committee (FAL).</p> <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 of the companies situated on the way of the Trans-Caspian International Transport Route (Middle Copridor).</p> <p>Although Tajikistan joined and approved the TA to the MLA on the Fundamental Principles of Railway Ferry Terminals Operation on the Black Sea and Caspian Sea, at the moment cooperation in this area is not maintained.</p> <p>Turkey has become party to the Facilitation of International Maritime Traffic-FAL65 with the Resolution of the Council of Ministers dated 01 February 2016 and numbered 2016/8498. The Convention entered into force for Turkey as of 12/07/2016.</p> <p>In addition, National Maritime Single window was established in September 2018. The system is being used for all the vessels arriving Turkish ports.</p>
3.5.	<p>Improvement of quality of services provided by national forwarders, in combined traffic using railway-ferry, Ro-Ro and Ro-PAX ships</p>	<p>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>	<p>Azerbaijan. The International Sea Trade Port in Alyat (Baku) is a transport hub connecting the west (Turkey and the EU), the south (Iran and India) and the north (Russia). Located in close proximity to the regions of Azerbaijan, the port is also expanding its connectivity as an efficient transport hub and thereby increasing the volume of cargo handling capacity. In addition, the new port location is linked to existing highways and railways, which connects the port with countries in the region.</p> <p>Three international railway lines in Azerbaijan pass directly through Alyat:</p> <ul style="list-style-type: none"> • Northwest line runs through Baku to Russia; • The western line runs through Georgia to the shores of the Black Sea and Turkey; • The southern line goes to areas in the south and to the border with Iran. <p>Within the framework of the TITR and the APAC, the Technology of interaction between the parties in the organization of container transportation in container trains (using feeder vessels) was developed.</p> <p>Iran. In order to develop and diversify maritime transport routes, the Ports and Maritime Organization, with the participation of the Russian private sector, has established a regular shipping service in the Caspian Sea between the northern ports of our country and the Kazakh port of Kuryk.</p> <p>Kazakhstan. Ferry transportation on the Kuryk-Baku line is carried out by ferries of the Republic of Azerbaijan.</p> <p>Transportation between the port of Kuryk and the northern ports of Iran is carried out by the Russian ferry "Composer Rachmaninov".</p> <p>In accordance with the state program "Nurly Zhol" for 2020 - 2025, within the framework of further building up the domestic merchant fleet, it is planned to purchase 2 universal ferries.</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.	<p>Azerbaijan. The Baku International Sea Trade Port in Alyat (Baku) can serve ferries with a length of 150 - 160 meters and a tonnage of 10,000 tons, as well as all other types of vessels operating in the Caspian Sea. The favourable location of the port accompanies the modular expansion of all the possibilities of various segments of the cargo traffic (freight rail ferries, general cargo transportation, containers and bulk cargo) in the event of an increase in cargo traffic.</p> <p>The first phase of the port in Alyat is the presence of a ferry terminal, a common cargo berth, Ro-Ro berth, a maintenance berth, railway lines, various administrative buildings, customs storage areas, open storage areas, warehouses, container yards, railway and road access to the berths, Ro-Ro ramps, passenger service buildings, a lifting platform for heavy loads and spaces with structures for commercial vehicles.</p> <p>Baku International Sea Trade Port CJSC (BMMTP) in 2019 increased the volume of cargo transportation (excluding oil cargo), compared to 2018 by 7.2% - up to 4 million 61.6 thousand tons, the company said.</p> <p>At the same time, 84.8% of cargo transportation or 3 million 444.2 thousand tons fell on transit cargo.</p> <p>"During the reporting year, the transshipment of large vehicles (T / R) through the port, including trailers and other vehicles, increased by 57.3% or up to 33.671 thousand units compared to 2018. The growth is mainly due to the increase in the intensity of transshipment of T / R in the direction of Turkey, Ukraine and Turkmenistan. In 2019, the transportation of T / R in the direction of Baku- Turkmenbashi-Baku amounted to 24.97 thousand units or 74.2% of the total number of vehicles, in the direction Baku-Kuryk-Baku - 8.701 thousand units or 25.8% ", - the information says.</p> <p>In 2019, 35,152 thousand containers were handled through the port, which is 53.6% more than in 2018. The number of containers that arrived from China in 2019 increased 2.1 times, to 5,369 thousand.</p> <p>The ferry terminal of the port in 2019 handled 44, 175 thousand cars (an increase of 2.7%), including 20.331 thousand wagons or 46% were sent on the Baku-Kuryk-Baku route, 23.802 thousand wagons or 53.9% - Baku-Turkmenbashi-Baku, 42 wagons (O, 1%) - along Baku-Aktau-Baku.</p> <p>Passenger traffic through the port in 2019 in both directions (Turkmenistan and Kazakhstan) amounted to 46.265 thousand people.</p> <p>Kazakhstan. In accordance with the project, for the convenience of servicing the arriving trucks, export and import cargo flows are divided by flows and served each in its own direction. Currently, in order to increase container traffic, it is planned to create a "Container Hub" on the basis of the Aktau port.</p>
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 multi-entry TRACECA permits, and subsequently – introduction of a permit-free system on the territory of the	<p>Azerbaijan. In accordance with paragraph 2.5 of the Action Plan to improve the competitiveness and attractiveness of TRACECA road routes and further improve international road transport, approved at the XIII Meeting of the IGC TRACECA in Yerevan in 2018, the Permanent Secretariat of the IGC TRACECA prepared an analytical report "On the need to form common approaches to harmonization requirements for the weight and dimensions of vehicles at the ITC TRACECA".</p> <p>In the member states of the Basic Multilateral Agreement (MLA), uncoordinated requirements are applied in relation to the masses and dimensions of road vehicles engaged in interstate transport. In order to harmonize the requirements for road vehicles, the PS IGC TRACECA has</p>

		TRACECA countries.	<p>prepared a draft "Agreement on the masses and dimensions of vehicles carrying out interstate transportation along the road routes of the international transport corridor "Europe-the Caucasus-Asia".</p> <p>In December 2020 the State Automobile Agency of Azerbaijan examined these documents, expressed its position and presented a candidate for work on finalizing the text of this Agreement.</p> <p>The TRACECA National Secretariat in Azerbaijan has initiated the issue of cancellation of the Licensing System (Permit System) as a whole. Currently, the country carries out the exchange of permits in the amount of 48,000 units per year.</p> <p>Georgia. As part of the implementation of the TRACECA multilateral permit system, in 2016 Georgia issued 98 TRACECA permits.</p> <p>Over the past 4 years, Georgia has fully used the allocated number of quotas and issued 200 permits in 2017, 2018, 2019 and 2020.</p> <p>Georgia considers it appropriate to increase of the TRACECA annual permit quota to 1,000 units.</p> <p>Iran. The system of traffic licenses is considered as a restrictive mechanism in border traffic, so allocating an equal share to member countries, given the larger volume of Iranian fleet traffic to some countries, and the electronic issuance of these licenses (in terms of infrastructure and control time). Ensuring the competitive components of the international transportation market, including the cost of purchasing the fleet, is not welcomed and the emphasis is primarily on removing any licenses and restrictions between member countries.</p> <p>Kazakhstan. We consider it inexpedient to introduce a permit-free system in the implementation of international road transport with the countries of the TRACECA region, with which there is currently a licensing system (Permit System).</p> <p>Kyrgyzstan. We would like to inform you that the Kyrgyz Republic has concluded bilateral intergovernmental agreements on road communication with 19 states. In addition, in order to protect the interests of Kyrgyz road carriers and create favourable conditions in the international market for road transport services, negotiations are held annually with 21 states, with which no agreements on international road traffic have yet been signed, but the issue of exchange of permit forms for travel of Kyrgyz road carriers to these countries has been resolved. Taking into account the technical condition of the vehicles of Kyrgyz road carriers, international transportation is carried out on a parity basis.</p> <p>In this regard, the Kyrgyz Republic considers it premature at this stage to enter the permit-free system in international road transport on the TRACECA transport corridor, but at the same time, it should be noted that Kyrgyzstan supports and actively participates in the Working Groups on the draft Agreement on Single Transit Permit TRACECA.</p> <p>Decision of the Government No. 205/2020 approved the signing of an agreement between the Government of the Republic of Moldova and the Government of Turkmenistan on international road transport.</p> <p>Decision of the Government No. 538 of 20.07.2020 initiated negotiations on the Draft Agreement between the Government of the Republic of Moldova and the Government of the Republic of Tajikistan on International Passenger and Cargo Transportation.</p> <p>Decision of the Government No. 127 of 26-02-2020 approved the regulations on the approval of the Regulations on the procedure for maintaining state registers formed by the "e-Autorizaie transport" information system.</p> <p>Tajikistan. The TRACECA Permit System is still under study by experts from the transport sector of the Republic of Tajikistan. Consequently, work in this direction has not yet begun.</p>
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<p>4.2</p>	<p>Increasing road transport safety</p>	<p>Realization of the Regional and National TRACECA Road Safety Action Plans</p>	<p>Azerbaijan. Within the framework of the implementation of the "Action Plan for the Implementation of the State Program on Road Safety in the Republic of Azerbaijan for 2019-2023", proposals and drafts of normative legal acts on expanding the use of vehicles equipped with active, passive systems of environmental and high post-accident safety have been prepared and submitted for consideration to the relevant state bodies, as well as proposals on the development of a program for the disposal of unusable vehicles, on the creation of an appropriate infrastructure for electric vehicles, on the improvement of regulations governing road transport, on bringing into line with international standards of the requirements for permissible weight (axle loads) of vehicles intended for the transportation of large and heavy cargo.</p> <p>In Azerbaijan, a significant increase in traffic safety is achieved by improving the methods of designing roads and streets, improving the technology of road construction works, maintaining high qualities in the process of road service. Among many determinants of road safety, one can single out the creation of vehicles reliable in operation, their modern and high-quality service, traffic management, etc. In 2020, 1587 road accidents occurred on all roads of Azerbaijan, which is 5.9% more than in 2019. The number of victims in road accidents in 2020 was 2106, (21.4%), 696 people of them died (25%), 1410 injured (19.8% more) In 2020, out of the total number of road accidents, 286 occurred on the roads serviced by the State Automobile Agency of Azerbaijan. The number of victims in road accidents on these roads made -424 people, of whom -188 died, 236 people were injured.</p> <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 accidents 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>The State Commission for Traffic Safety guided by the Deputy Prime Minister at its regular meetings considers transport safety issues and, if necessary, takes appropriate measures to improve the safety of the traffic accidents.</p> <p>In 2019, 1498 road accidents occurred on the roads of Azerbaijan, which is 0.8% less than in 2018.</p> <p>The number of people injured in road accidents decreased by 2% and amounted to 1735. Of these, 557 died, 1177 were injured. 46.2% of incidents occurred during the daytime, 36.1% at night and 17.7% at dusk, 29.1% on Saturday and Sunday.</p> <p>Armenia. In order to implement the regulations on the safety of wheeled vehicles of the EAEU, according to which vehicles must be equipped with an emergency call system, The Russian Federation and the Republic of Armenia signed an agreement of intent on cooperation in the field of navigation activities between the companies of: JSC "GLONASS",</p>

			<p>the operator of the emergency response system in case of accidents "ERA-GLONASS"; research institute of microelectronic equipment "Progress" (Russian Federation) and LLC "EIA Engineering" (Republic of Armenia). The parties plan to deploy on the territory of the Republic of Armenia the infrastructure to ensure the functioning of devices and systems for calling emergency services, the purpose of which is similar to the Russian system "ERA-GLONASS".</p> <p>Georgia: Road safety is one of the priority challenges for the Government of Georgia as a way forward to achieving successful results in transport sector. In Georgia, the number of road accidents and fatalities remain unacceptably high, being more than twice as high as the EU average. In addition to human suffering, such figures bring huge economic cost, with the average annual loss to the country caused by road traffic accidents estimated at from 2% to 5.2% of GDP. With a rate of almost 1.5 deaths per day, traffic accidents are firmly placed in the top five causes of death in Georgia, and they are the leading cause of death of children and young adults aged from 5 to 29 years.</p> <p>With the support of the World Bank, the National Road Safety Strategy 2016-2020 was adopted by the Government of Georgia in 2016 setting the national goals and objectives for road safety. Moreover, for the purpose of implementation of the Strategy, the Government of Georgia approved annual action plans in 2017, 2018, 2019 and 2020. These action plans envisaged numerous activities directed to the reduction of deaths and serious injuries caused by road crashes such as introduction and further development of the analytical video-surveillance system on the East-West Highway and in big cities of Georgia, adoption of legislative changes related to road traffic safety, measures to raise public awareness on road safety issues, introduction of mandatory periodic technical inspection system for motor vehicles, enhancement of road safety audits / inspections on Georgian roads and implementation of infrastructural safety interventions, improvement of emergency medical services, raising awareness among children at schools, etc. As a result, within 2016-2020, the number of accidents decreased by 16%, the number of deaths due to road accidents decreased by 17% and the number of seriously injured reduced by 20%.</p> <p>Despite the achieved progress, Georgia is ambitiously looking forward to significantly improve upon the tangible results achieved in the previous years. To this end, the Ministry of Economy and Sustainable Development of Georgia has prepared new National Strategy for Road Safety for 2021-2025, based on the best international standards and recommendations of the United Nations (UN) and the World Health Organization (WHO), as well as the experience of leading countries in the field of road safety and in line with Association Agreement signed with the European Union, the Association Agenda and the Eastern Partnership Road Safety Declaration endorsed in Ljubljana in 2018. The goal of the strategy is to reduce the number of deaths and serious injuries by 25% until 2025 by adequately aligning its objectives to the five main pillars of the UN Decade of Action: 1. Road Safety Management; 2. Safer Road Users; 3. Safer Vehicles; 4. Safer Roads; 5. Post-crash Response.</p> <p>Iran. Three of the most important recent measures to increase road traffic safety are:</p> <ul style="list-style-type: none"> • In-depth analysis of traffic accidents involving a detailed look at all the factors affecting the occurrence and management of traffic accidents, which includes 5 items: safer users, safer vehicles, safer roads, pre-hospital services and traffic safety management; • Case monitoring of vehicles, which means roadside inspection of vehicles on busy arterial and transit axes; • Monitoring of traffic moments in arterial and transit axes, which means installing cameras inside buses and controlling the driver's condition, vehicle speed, etc., as well as strengthening the
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			<p>mechanism for receiving complaints and suggestions from passengers (integrated in the fleet traffic intelligent monitoring system).</p> <p>Kazakhstan. Improving the safety of road transport is provided for by the Law of the Republic of Kazakhstan dated July 15, 1996 N 29 "On road safety", taking into account the implementation of the Regional Action Plan for Road Safety.</p> <p>Kyrgyzstan. The "Safe City" component of the "Smart City" project has been successfully implemented and continues to be improved. The "Safe City" project is aimed at reducing the number of deaths and road accidents on the roads of the Kyrgyz Republic. The project is divided into 2 main stages, where within the first stage it is planned to cover part of the crossroads of Bishkek, as well as the highways of the Chuichka region. At the second stage, all regions of the country, as well as large settlements, will already be covered. Also, Kyrgyzstan is actively working on the accession of the Kyrgyz Republic to the "European Agreement concerning the work of crews of vehicles engaged in international road transport AETR, dated July 1, 1970, the city of Geneva ", which will have a positive effect in terms of ensuring road safety and transportation, lead to minimization of economic losses from road accidents, through its prevention. In addition, it will increase the timely delivery of goods, integrate the road transport industry of the Kyrgyz Republic into the international network.</p> <p>In addition, the Ministry is taking measures to prevent the consequences of natural disasters through the construction of protective structures, such as the construction of an "Avalanche gallery" at 246 km of the Bishkek-Osh highway (construction has begun) and the Project "Protection against snow drifts on the Bishkek-Osh highway at 125-129 km, and 216-222 km ".</p> <p>On the regional TRACECA Road Safety Action Plan (p. 55) in terms of:</p> <ul style="list-style-type: none"> - Safety of road users, - Development of partnerships between civil society organizations involved in road safety and government, - Medical care for road accident victims. <p>Article 3 Basic principles of road safety. Article 4. Legislation of the Kyrgyz Republic on road safety. Article 5. The main directions of ensuring road safety. Article 8. Participation of public associations in the implementation of measures to ensure road safety. Article 19. Basic requirements for ensuring road safety for legal entities and individuals when they carry out activities related to the operation of vehicles. Article 22. Medical provision of road safety are provided for in the Law of the Kyrgyz Republic "On Road Traffic in the Kyrgyz Republic" dated April 20, 1998, No. 52 (as amended on February 21, 2019, No. 29).</p> <p>Regarding the norms on seat belts, the use of a mobile phone, observance of speed, bans on the use of alcohol and drugs by drivers when traveling, the mandatory wearing of motorcycle helmets prescribed in the TRACECA Regional Road Safety Action Plan (page 55) are provided for in the Road Traffic Regulations approved by the decree of the Government of the Kyrgyz Republic of 04.08.1999 No. 421.</p> <p>For the safety of passenger transportation, explanatory work was carried out among the passenger carriers of the republic about the need to install a satellite device that determines the location of the bus, as well as a device that records the process of its movement, in accordance with the decree of the Government of the Kyrgyz Republic "On approval of the Regulations for organizing passenger transportation by road in the Kyrgyz Republic" from 23 September 2013 No. 519.</p> <p>Moldova. Taking into account the importance of road safety and its impact on the development of the country, the Ministry of Economy and Infrastructure of Moldova is initiating the process of preparing a new Road Safety Strategy for 2020 – 2030, the goal of which will be "0" cases by</p>
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			<p>the end of its term.</p> <p>Tajikistan. As part of the implementation of measures to ensure road safety, within the city, since 2013, the "Safe City" project has been implemented. On republican roads and roads of international importance, within the framework of the implementation of infrastructure projects, it is envisaged to install informative road signs and signals.</p> <p>Based on the current situation with COVID-19 and in order to implement emergency measures to prevent the penetration and spread of COVID-19, in the territory of Tajikistan, from April 2020, a temporary procedure has been introduced for the regulation of international freight transport by road.</p> <p>According to the adopted temporary procedure, international freight vehicles and their drivers are allowed to enter to the operating border terminals, in the absence of such terminals - to the customs control zones of the border posts of the state border, where customs clearance is carried out.</p> <p>Ukraine. In 2019-2020 in Ukraine, the events of the "Road Safety Week" were held (in 2 stages), the purpose of which, among other things, was to give the issue of road safety a priority on the political agenda, to draw public attention to the problems of injuries and deaths on Ukrainian roads and the search of ways to overcome them, as well as assistance in the education of road culture of all road users.</p> <p>In addition, by the order of the Cabinet of Ministers of Ukraine dated October 21, 2020 No. 1360-r, the Strategy for improving road safety in Ukraine for the period up to 2024 was approved, the aim of which is to reduce the mortality rate from road traffic accidents by at least 30 per cent by 2024. reducing the severity of the consequences of road traffic accidents for road users and reducing socio-economic losses from road traffic injuries, as well as introducing an effective road safety management system to ensure the protection of life and health of the population.</p> <p>Also, by the decree of the Cabinet of Ministers of Ukraine dated December 21, 2020 No. 1287, the State program for improving the level of road safety in Ukraine for the period until 2023 was approved, the purpose of which is to reduce the level of accidents and the severity of the consequences of road traffic accidents in Ukraine, primarily socio-economic, in accordance with the goals determined by the Strategy for improving road safety in Ukraine for the period up to 2024.</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>Azerbaijan. At the end of 2020, the Agency continued road construction work to develop road infrastructure in the East-West and North-South directions, as well as highways of republican and local importance.</p> <p>In 2020, along the TRACECA route on the Ganja- border of Georgia (130 km) there were carried out the works to expand the main road to 4 lanes, the physical volume of which corresponds to 60% of the total volume of the object. The project is of particular importance as an investment funded by the EBRD for the development of transport infrastructure, including related infrastructure.</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>Measures to modernize and reorganize highways are systematically and consistently implemented in Azerbaijan. Azeravtoyol CJSC, responsible for the management of the road network, directs its activities at involving the private sector in the maintenance of road facilities.</p>

			<p>This helps to achieve an increase and effective management of the allocated resources for the maintenance of the road sector.</p> <p>As a result, on the outcome of 2019, the Republic of Azerbaijan, according to the report of the International Organization for the Condition, Development and Quality of Roads, entered the top 20, and in the CIS it is the first.</p> <p>In order to further develop the road infrastructure, the State Program provides for the reconstruction of 10.5 thousand km of highways of republican significance.</p> <p>This will allow by 2026 to bring the share of highways of republican significance in good and satisfactory condition to 100%, of regional and district significance - to 95%.</p> <p>On 11.7 thousand km or 45% of the total length of roads of republican significance, toll charges will be introduced and automated stations for measuring parameters of freight vehicles will be installed.</p> <p>Armenia. This activity is carried out in stages.</p> <p>Georgia. 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 and major portion of the highway will be completed by 2020-2023. At most sections the highway will have four lanes with the capacity to serve 40 000 Passenger Car Unit 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, AIIB. The construction of the East-West Highway will reduce transportation time by 2.0-2.5 hours in main transit directions of Georgia.</p> <p>As of today, around 200 km of the Highway have been already constructed.</p> <p>Also large-scale infrastructure activities are ongoing and are planned for North-South Corridor, currently construction of 22.7 km road section (Kvesheti-Kobi) is ongoing, which includes construction of 9 km tunnel under the Jvari pass. Project will shorten the distance by 12 km, avoid heavy winter conditions and during the all seasons, traffic flow will be safe, without interruptions.</p> <p>In addition, under the north-south corridor project, it is planned to upgrade around 74 km road sections, one of the sections is Algeti-Sadakhlo (Border of Armenia) 29 km highway, which will create direct link to the East-West Highway, will cause significant improvement in road user's safety, reduced travel time through increased capacity, improved operating speed and shortened distance by 23 km. As a result, Transit potential of North-South corridor and transit network will be increased.</p> <p>Another direction is the section which is the main highway from Tbilisi to the Kakheti region, as well as the transit corridor connecting the north-western region of Azerbaijan:</p> <p>Currently tender procedures are ongoing for first 35 km section, which considers construction of 4 lane highway, avoiding settlements, and for 16.6 km Bakurtsikhe-Tsnori 2 lane bypass road project which will cause reducing the travel time and costs and increase road user safety.</p> <p>As a result of completed, ongoing and planed road infrastructure projects by 2025 share of International Roads in a good condition will be 95 % and for secondary roads - 79%.</p> <p>Iran. Regarding the creation of investment incentives, Iran Road Maintenance & Transportation Organization in the sections related to fleet modernization and welfare service complexes provide incentives for investors, as well as information on the organization's website; Also, concluding a contract with the Central Insurance of Iran in order to develop cooperation for the</p>
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			audits through an independent, detailed, systematic, technical assessment of engineering decisions on the components of highways in order to determine their impact on ensuring road safety on all stages from planning to introduction and during operation.
4.4	Implementation of proper level of road networks maintenance	Increase and effective management of the allocated resources for the road sector maintenance. Upgrade and reorganization of public enterprises responsible for road network management. Involvement of private sector to road installations maintenance.	<p>Azerbaijan. To provide technical assistance in the road sector, in 2020, we continued measures aimed at the further development of not only main roads, but also roads of republican and local importance. The main tasks for the maintenance and sustainability of road networks were carried out, taking into account the transparency of investments in road infrastructure and the organization of road asset management through institutional reforms. Investments in the road sector were aimed at increasing the level of these roads to meet current and future transport needs. In 2020, it was envisaged to implement performance-based maintenance contracts.</p> <p>Azerbaijan systematically and consistently implements measures to modernize and reorganize Azeravtoyol CJSC, which is responsible for the management of the road network, and the involvement of the private sector in the maintenance of road facilities. This achieves an increase and effective management of the allocated resources for the maintenance of the road sector.</p> <p>Iran. Regarding effective management in the road sector, Iran Road Maintenance & Transportation Organization has been able to use the existing software to predict the intensity and variety of rainfall in different traffic axes, to organize road equipment in the arterial axes and prevent the accumulation of machinery in some areas.</p> <p>Kazakhstan. Today, 694 road service facilities (hereinafter referred to as RSF) operate in Kazakhstan along the international road corridor "Western Europe - Western China", these are mainly gas stations, objects of trade and catering. At the end of 2020, 392 objects (56%) meet the requirements of the National Standard.</p> <p>In order to improve the quality of roadside service and other services provided, pavilions of the modular type "KazWay" were installed, which meets international standards. Modular pavilion services are equipped with modern technology, where all conditions are provided for people with limited mobility. Today there are 12 pavilions in Kazakhstan.</p> <p>As part of digitalization, the Qaj Mobile application was developed to provide information support to the RSF and road users in 2020, which includes all road service facilities (1,854 units), including 694 objects operating along the "Western Europe - Western China" international road corridor, settlements and medical care posts on the roads of national significance with the possibility of making a telephone call. This application is in test mode, available for iOS and Android platforms.</p> <p>Kyrgyzstan. In order to develop the road industry, determine investment resources, create safe infrastructure, optimize road services and develop PPP, the Main Guidelines for the Development of the Road Industry for 2016-2025 were adopted, approved by the Resolution of the Government of the Kyrgyz Republic dated July 1, 2016 No. 372. Currently implementation of the above main guidelines is underway.</p> <p>In addition, the Ministry of Transport, Architecture, Construction and Communications of the Kyrgyz Republic has developed the Procedure for issuing technical specifications for the placement of road and roadside service facilities within the right-of-way and in the roadside of public roads.</p> <p>This provision on the Procedure establishes the requirements for the procedure for issuing technical specifications for the placement of road and roadside service facilities and advertising and information structures on public roads, the procedure for providing and accounting for</p>

			<p>technical specifications for design to place service facilities. Also, the specified provision on the Procedure streamlines the work of state bodies on the placement of road and roadside service facilities on public roads, which affect the conditions for ensuring road safety.</p> <p>To improve the maintenance of road facilities, the certification of motor roads with a total length of 2,259.293 km was carried out. Next year it is planned to carry out certification of motor roads with a total length of 2500 km.</p> <p>Starting from 2018, the Republic of Moldova submits to public auctions enterprises for the maintenance of road infrastructure to increase the competitiveness of these organizations and attract PPP.</p> <p>Tajikistan. Budget funds are allocated annually for the maintenance of the roads of the republic, which are insufficient. In this regard, within the framework of technical assistance from international financial institutions, the issues of involving the private sector in the maintenance of road facilities are being considered based on previous experience in the implementation of two quality-based road maintenance contracts (PBM) of two sections of the Dushanbe-Kyrgyz border highway, with the support of Asian Development Bank (ADB). Also on the part of the Japan International Cooperation Agency (JICA), a project is being carried out to strengthen the capacity to eliminate the consequences of natural disasters on the roads, the completion of which is scheduled for 2021.</p> <p>Since 2010, the Dushanbe-Chanak road (border with Uzbekistan), on the basis of a concession agreement, has been transferred to the private company "Innovative road solutions" for proper year-round maintenance.</p>
4.5	<p>Enhancing regional cooperation to implement programme measures aimed at removal of the “bottlenecks”.</p>	<p>Optimization of operation of border crossing points functioning in different conditions and regimes, including the restricted transit traffic.</p>	<p>Azerbaijan. In July 2018, the National TRACECA Secretariat of Azerbaijan submitted to the Permanent Secretariat of the IGC TRACECA an extensive, detailed information "Border and customs checkpoints of Azerbaijan", previously agreed with the relevant ministries and organizations of the Republic. This document clearly showed all international checkpoints on the borders of Azerbaijan with neighbouring countries. It presented a catalogue of border crossing points, a list of documents that drivers must have when performing international road transport operations, Permit System, conditions of carriage, (road tax, duration of stay, etc.), road traffic, travel conditions for heavy and large cargo, prices for compulsory insurance, traffic restrictions, holidays and days off and others. The aim was to obtain the similar materials through the PS IGC TRACECA from other TRACECA countries. This could serve as a first step to expand regional cooperation to optimize “bottlenecks” removal measures.</p> <p>According to the Action Plan for 2018-2021 on the development of the international transport corridor, in 2020 important measures were taken to implement the IGC TRACECA Strategy to expand regional cooperation, to eliminate bottlenecks, to facilitate transit road transport and border crossing procedures. The implementation of activities for 2020 focused on improving the cross-border movement of passengers and goods. To expand regional cooperation on the implementation of program measures, measures have been proposed to improve customs and other border control procedures, introduce modern risk management principles, improve infrastructure and equipment for border crossing, simplify cross-border and transit traffic, as well as regional agreements on rights to transport, introduce an integrated approach to cross-border transport to logistics, the creation of integrated management structures for the development, maintenance and coordinated functioning of border crossing points.</p> <p>Reducing the volume of load at the Samur customs post and sending goods to other checkpoints operating in this section of the border, as well as ensuring more convenient travel for persons moving in the direction of Russia for commercial and other purposes through customs corridors with alternative services, in accordance with the Order of the President of the</p>

			<p>Republic of Azerbaijan No. 1998, dated April 27, 2020, in order to increase the volume of cargo turnover and the transit potential of the country, the construction of a new customs checkpoint on the territory of the Khanoba customs post of the Main Northern Territorial Customs Department located on the border between the two countries will be completed this year.</p> <p>Iran.</p> <p>1-The purchase of 280 pick-up trucks (Toyota High Lux), 60 salt trucks, 83 Isuzu trucks equipped with saltshaker and snow plow, 12 mechanical shovels and chippings, 7 loader machines.</p> <p>2-The launch and implementation of CMMS with the following functions:</p> <ul style="list-style-type: none"> • Management of basic information including: Type list of machines, spare parts, locations and failures. • Management of maintenance methods and overhaul service schedule. • Increasing machines efficiency and shelf life. • Reducing machines repair cycle • Capability of reports providing and documents record <p>3-Participation in implementing of Fleet Management System (FMS) with the following functions:</p> <ul style="list-style-type: none"> • Capability of mission route survey. • Controlling the origin and destination time of mission. • Capability of mobile monitoring. • Recording and updating the performance information of machines and providing immediate services in case of need. <p>Kazakhstan. Within the framework of the State Program for Infrastructure Development "Nurly Zhol" for 2020-2025, measures are envisaged for the reconstruction and modernization of road checkpoints on the internal and external borders.</p> <p>Kyrgyzstan. Currently, the activities in these areas are carried out in conjunction with customs, border and other services carrying out border control functions. Also, together with the Republic of Kazakhstan, the reconstruction of the checkpoint at the Kyrgyz-Kazakh border "Ak-Zhol - Kordai" is being completed, the opening of this checkpoint is planned in April 2021, which will significantly improve and speed up the passage of vehicles and reduce the time of road carriers for Border crossing. The second stage is the reconstruction of the checkpoint on the Kyrgyz-Kazakh border "Ak-Tilek - Karasu".</p>
4.6	<p>Development of intermodal terminals/ logistic centres (internal terminals) / dry ports /logistic centres).</p>	<p>Efforts to further develop the legislation concerning implementation of the given projects, particularly related to property with participation of private and public sectors.</p>	<p>Azerbaijan. Measures to develop the private sector of the economy are being implemented in Azerbaijan. In particular, road transport has been completely privatized. All transport and logistics companies (there are more than 100 of them) are private. Regulatory and coordinating functions are performed by the Ministry of Transport, Communications and High Technologies, the Ministry of Economy and Closed Joint Stock Companies (CJSC) "Azerbaijan Railways", "Azerbaijan Airlines", "Azerbaijan Caspian Shipping Company" (ASCO) and "Baku International Sea Trade Port".</p> <p>The development of intermodal terminals and logistics centres remained as the main goal for the implementation of the IGC TRACECA Strategy in 2020, according to the "Road Map" approved by the Order of the President of Azerbaijan dated 06.12.2016. The goal of the Action Plan for 2018-2021 is to promote the development of auxiliary infrastructure along the highways while stimulating administrative reforms. To organize the development of intermodal terminals and logistics centres, create a preferential treatment for the development of international traffic on the TRACECA corridor and attract additional cargo flows, coordinate the</p>

			<p>actions of all participants in the transport process, the Permanent Secretariat of the IGC TRACECA has developed an Agreement on the development of multimodal transport on forwarding activity.</p> <p>It is worth noting that Azerbaijan acceded the Intergovernmental Agreement on Dry Ports, on 24 April 2020. The Intergovernmental Agreement on Dry Ports is aimed at promoting and developing dry ports of international importance as one of the means to establish an international integrated intermodal transport and logistics system within Asia as well as between Asia and its neighboring regions.</p> <p>Iran. In order to expedite the process of organizing integrated network of logistics centers and aimed at attracting private invest and government support the headquarters of logistics centers were established. To facilitate and attraction of private sector investment in rest areas and Tir-parks the government of Islamic Republic of Iran has provided some attractive incentive such as tax exemption, providing the land with the appropriate conditions and helping to build access roads to these complexes.</p> <p>Kazakhstan. The Law of the Republic of Kazakhstan "On Transport in the Republic of Kazakhstan" was amended in terms of assigning transport and logistics centres (hereinafter - TLC) to transport infrastructure facilities, defining the concept of TLC, as well as the competence of the Ministry for the development of Standard Requirements for the arrangement and technical equipment of TLC, since before that the competence for the development and approval of standard requirements for the arrangement and technical equipment of the TLC was not regulated.</p> <p>To date, the Order of the Acting Minister for Investments and Development of the Republic of Kazakhstan "On approval of Standard Requirements for the Arrangement and Technical Equipment of Transport and Logistics Centres" (No. 650 dated May 28, 2015) has been approved, and registered on July 17, 2015 in the Register of State Registration of legal and regulatory acts No. 11694.</p> <p>These Standard Requirements are intended to be taken into account in the design, construction (reconstruction) and arrangement of transport and logistics centres, in order to create favourable conditions for participants in foreign economic activity, increase the transit potential of the Republic of Kazakhstan, develop trade, and expedite logistics and customs operations.</p> <p>Standard Requirements are intended for market entities that carry out or intend to carry out transport and logistics activities, authorized bodies and departments in the field of customs, veterinary and sanitary control and plant quarantine control, as well as sanitary and epidemiological welfare of the population.</p> <p>Standard requirements are aimed at increasing the level of technical equipment of the TLC, the efficiency of their functioning and the quality of the provision of transport and logistics services in the Republic of Kazakhstan.</p> <p>In accordance with the Standard Requirements, TLCs are subdivided into international (domestic and border) ones, which are designed to service transportation, handle goods transported across the customs border of the Customs Union, and provide services for the placement of goods in places of temporary storage, customs and other operations, as well as - regional ones, being built on the territory of the Republic of Kazakhstan and designed to perform preparatory, distribution and final technological operations with cargo and vehicles accompanying transportation within the customs border of the Customs Union.</p> <p>Considering that representatives of authorized state bodies and other organizations (in the field of customs, veterinary and sanitary control and control of plant quarantine, as well as sanitary</p>
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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>Armenia. On March 1, 2020, the National Assembly of the Republic of Armenia adopted the Law of the RA on the ratification of the Agreement on Shipping, signed on February 1, 2019 between the governments of the EAEU member states. The agreement is aimed at facilitating the entry of ships flying under the flag of the EAEU member states onto the inland waterways of the EAEU member states, as well as facilitating the transportation of bilateral transit cargo and passenger luggage. The agreement will also regulate the issue of mutual recognition of ships of the EAEU member states.</p> <p>Currently, a draft of the Maritime Code of the Republic of Armenia is also under development.</p> <p>Ukraine. 03.12.2020 The Law of Ukraine On Inland Waterway Transport was adopted, which will allow the creation and development of the infrastructure of inland waterway transport.</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>Ukraine. The Ministry of Infrastructure annually updates the data of the national road maps, the Master Plan for the renovation and maintenance of the navigable sections of the river Danube and its navigable tributaries.</p> <p>With the assistance of the European Investment Bank (EIB), international experts in the field of transport of the Italian company TRT Trasporti e Territorio were involved in order to conduct a comprehensive analysis and joint processing of priority infrastructure projects aimed at the development of the Danube macroregion.</p> <p>The Ministry of Infrastructure took part in the preparation for the publication of the first manual entitled 'Roads in the Danube region', initiated by the coordinators of the Managing Group of the priority area 1b of the EU Strategy for the Danube region. Information and analytical data</p>

			on the general condition of roads in Ukraine, as well as separately in the regions that are part of the Danube region (Odessa, Chernivtsi, Ivano-Frankivsk, Transcarpathian regions) are provided.
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 Republic of Moldova has not identified any problems with the depth of the navigable waterway on its section (500 m) of the Danube River.</p> <p>Ukraine. 03.12.2020 The Law of Ukraine "On Inland Water Transport" was adopted</p> <p>At the legislative level, the Resolution of the Cabinet of Ministers of Ukraine dated 12.06.1996 No. 640 "On Approval of the List of Inland Waterways related to the Category of Navigable Waterways" recorded the sections of inland waterways of Ukraine included in the AGN as elements of the network of waterways of category E.</p>
6.			Air transport
6.1	Exploiting full potential of air transport	To proceed with legal reforms on ensuring gradual free access to the market of air traffic, restructuring of ownership, in accordance with the internal law and regulations of each member state by attracting private capital to traffic and operational overland activity.	<p>1. As of February 2021, Azerbaijan signed 40 bilateral Agreements on air service and coordinated draft Agreements with 33 states on the expert level. 2. Azerbaijan is currently considering the issue of resuming the 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, prior to the signing of the above-mentioned agreement, expressed its readiness to continue cooperation with European countries on a bilateral basis, confirming its intention to grant flight permits to European airlines. 3. The state owns only strategic objects of civil aviation, such as international airports, a passenger airline, an air navigation service provider and an aviation security company, which are united in "Azerbaijan Hava Yollary" C/SC. By the Decree of the President of the Republic of Azerbaijan dated 07.08.2020. Azerbaijan Investment Holding was created, which, among other state-owned enterprises, included "Azerbaijan Hava Yollary" CJSC. The purpose of the holding is to manage state-owned companies on the basis of a single principle, increase the transparency and economic efficiency of their investment programs, and improve their financial stability and competitiveness. The service enterprises at the airports of Azerbaijan are privately owned and operated by private companies. Both cargo airlines of Azerbaijan are also owned by private capital. Heydar Aliyev International Airport has completely switched to cloud technologies, which makes it possible to manage a new database, resource management systems, display information about flights, etc. Due to the COVID-19 coronavirus pandemic, Azerbaijan, like many countries of the world, has closed borders for regular passenger traffic. However, AZAL Airlines has successfully operated special and charter flights to a number of countries. Heydar Aliyev International Airport and AZAL Airlines have taken a number of successful measures to ensure flight safety and limit. The spread of coronavirus. Despite the difficulties created by the pandemic, AZAL has again confirmed the prestigious status of a four-star airline (which includes British Airways, Emirates, China Southern Airlines, Air France and other industry giants), issued following the audit of the British agency SKYTRAX. Heydar Aliyev International Airport has once again been awarded the prestigious Skytrax World Airport Awards. According to the results of the audit, the airport of the capital of Azerbaijan was named the best among the airports in the world with annual passenger traffic of up to 5 million people. In addition, the Heydar Aliyev International Airport was recognized as the best among the air harbours of all CIS countries for the fourth consecutive year. This great victory opened up a lot of opportunities for new successes of Azerbaijan. Thus, it is planned to commission an international airport in the city of Fuzuli, which will give an impetus to the development of air traffic in the region. The liberation of Karabakh from occupation also opens up new opportunities for increasing the</p>

			<p>potential of air traffic.</p> <p>Armenia. In 2019-2020 work continued on improving the current regulatory framework in the field of air transport, harmonization with international standards, as well as expanding the geography of air transportation. At the same time, significant work was done in 2020 to develop and implement action plans for a more efficient, optimal organization of air transport activities in the context of the COVID-19 epidemic.</p> <p>Work also continued on the development of the draft Concept for the “Development of Civil Aviation”, as well as the improvement and updating of regulations in the field of air transport. Along with the “Open Skies” policy, this is aimed at providing airlines with free access to the air transportation market and encouraging them to open new air routes.</p> <p>Iran.</p> <ul style="list-style-type: none"> - 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 domicile of the airline must be within the territory of the Islamic Republic of Iran. - In order to expand the domestic and international air transport coverage, Iran's Civil Aviation Organisation has permitted the number of Iranian airlines to increase remarkably in recent years. <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 addition, as one of the main measures to reduce the cost of air tickets and increase competition between air carriers, on May 1, 2019, on behalf of the First President of the Republic of Kazakhstan, the first domestic low-cost carrier Fly Arystan was launched. The low-cost airline's fleet consists of 7 aircraft and will be replenished with additional 3 aircrafts by the end of 2021.</p> <p>Kyrgyzstan. Due to the expansion of the aircraft fleet during 2021, the number of offered seats will increase to 4.4 million seats.</p> <p>In order to ensure free access to the air traffic market between the countries of the TRACECA corridor, the Kyrgyz Republic is working on the conclusion of intergovernmental agreements on air traffic between the countries of Latvia, Luxembourg and Azerbaijan.</p> <p>In addition, the Government of the Kyrgyz Republic, in order to improve the infrastructure and services for the operational ground activities of air transport, is considering the issue of transferring airports to a public-private partnership with the attraction of investments.</p> <p>Currently, as a result of the actions taken on privatization, there are no state-owned airlines in the Republic of Moldova, as well as land services are provided by private agents.</p> <p>On the basis of the Decision of the Government of the Republic of Moldova No. 780 of 04.10.2013, Chisinau International Airport was transferred to the concession of Avia Invest LLC. In the civil aviation sector, the vast majority of enterprises are privately owned, with the exception of the air navigation service provider SE "MoldATSA".</p> <p>Romania. Romanian Directorate for Air Transport (2019):</p> <p>TAROM company has been designated, according to the bilateral agreements in force, to</p>
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			<p>operate regular air services on the following routes: Bucharest - Yerevan and return Bucharest - Odessa and return Bucharest - Tbilisi and return Bucharest - Baku and return The company AIR BUCHAREST - has been designated to operate regular air services on the route: Bucharest - Antalya and return. Tajikistan. At the moment, two national companies "Tajik Air" and "Somon Air" operate in the country in the field of air transportation. The functions of airports, ground services and airlines are completely separated. The base of international agreements in the field of air transportation is expanding. In 2019, a number of draft intergovernmental agreements in the field of air transportation were developed and agreed upon. To ensure free access to the air transportation market, Tajikistan actively cooperates with airlines from Russia, Turkey, the United Arab Emirates, Kazakhstan, Kyrgyzstan, Afghanistan, China and India. In 2018, a cargo terminal was opened at Dushanbe International Airport, built with funds allocated by the Japanese government. Turkey. According to the Turkish Civil Aviation Legislation (SHY-6A), in order to establish an airline in Turkey, the majority ownership and effective control of the airline shall be held by the Turkish Nationals. Likewise, an airline which operates scheduled air services to Turkey must have majority ownership and be operated by nationals of the origin country. Ukraine. By the Order of the Cabinet of Ministers of Ukraine dated September 2, 2020 No. 1076-r "On the signing of the Agreement between the Cabinet of Ministers of Ukraine and the Government of Iceland on air traffic" the draft Agreement between the Cabinet of Ministers of Ukraine and the Government of Iceland on air traffic was approved.</p>
6.2	Increasing the level of competition in the air transport sector	To press towards applying the "Open Skies" practice over the whole territory of the corridor, to implement the principle of separation of functions of airports' regulation and management.	<p>Azerbaijan. 1. In Azerbaijan, the Civil Aviation Administration, established in 2006, was transferred to the Ministry of Transport, Communications and High Technologies as the State Agency of Civil Aviation in 2018. The management of airlines, regardless of their form of ownership, is not under the authority of the Ministry or the Agency. 2. Azerbaijan supports the opening of new regular flights by foreign airlines. To stimulate the air transportation market and open new flights at the international airports of Azerbaijan, a system of significant discounts on ground handling up to 100% is used when opening a new direction. However, amid the pandemic, many countries have closed their borders to regular passenger traffic, which impedes further development of air traffic. Aviation logistics is fully represented by the private sector. Today, in this area, Azerbaijan is represented by the Silk Way group of companies and the Aviation Services Group, representing a full range of aviation services, connecting Azerbaijan with various points in Europe, North America and Asia. In Azerbaijan, the functions of regulation / supervision of activities and airport management are separated. There are 6 international airports in Azerbaijan, which are run by the state. Armenia. The "Open Skies" policy has been implemented in Armenia since 2013. This is an on-going process and air services agreements with partner states are subject to change in</p>

			<p>accordance with the principles of open skies.</p> <p>Iran. -Under Paragraph 161 of the 5th Five-year Development Plan of the Islamic Republic of Iran, the domestic airline services have been liberalised resulting in implications for higher levels of competition. -In the latest bilateral Air Services Agreements and Memoranda of Understanding, the former single/multiple designation policy has been relaxed and replaced with free designation to foster competition at the international level.</p> <p>Kazakhstan. Since November 1, 2019, at the airports of 12 cities of the Republic of Kazakhstan, including at the airport of Nur-Sultan, the principles of the "open skies" regime have been introduced on a bilateral basis with each country whose carrier intends to operate flights to the above airports with the conclusion of the relevant Agreements on air services, Memorandums of Understanding and Protocols. As part of this regime and in order to open priority air routes within the Astana International Financial Center (AIFC), foreign carriers are granted the right to use the fifth degree of "air freedom" on routes to major financial centers of the world that are not operated by Kazakhstani carriers. The period of introduction of the above regimes from November 1, 2019 for a period of 3 years for further prolongation in order to study the benefits and consequences for the civil aviation industry in Kazakhstan.</p> <p>Kyrgyzstan. In order to expand the geography of flights and open direct air communications to / from Kyrgyzstan and ensure passenger access to direct flights, the Kyrgyz Republic in 2019 decided to grant the fifth freedom of air to foreign airlines, unilaterally. Following the results of the work carried out within the framework of the implementation of the right of the fifth degree of air freedom, in early 2020, the Iranian airline "Vareh Airlines" opened a new flight along the TRACECA corridor, on the Tehran-Dushanbe-Bishkek-Tehran route. However, due to the announcement of the COVID-19 pandemic, this flight has been suspended. In addition, the aviation authorities of the Kyrgyz Republic have given their consent to the following routes: Dushanbe-Bishkek-Seoul and back; Ashgabat - Bishkek - Seoul and back; Dushanbe-Bishkek-Guangzhou and back, Dushanbe-Issyk-Kul-Beijing and back, Dushanbe-Mashhad-Bishkek and back; Ankara-Baku-Bishkek-Delhi; Ankara-Baku-Bishkek-Beijing; Yekaterinburg-Osh-Istanbul; Ekaterinburg-Bishkek-Prague and back.</p> <p>In the Kyrgyz Republic, the functions of regulation and airport management are separated. The airport is managed independently in the form of an Open Joint Stock Company, the regulatory functions are carried out by the Government of the Kyrgyz Republic. In accordance with the national legislative framework, the functions of regulation and control are divided. Thus, the regulatory function is assigned to the Ministry of Economy and Infrastructure of Moldova, and the controlling body is the Aviation Authority of Moldova. This formula excludes the combination of the functions of regulation and supervision in the civil aviation sector, including in terms of airport services.</p>
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<p>6.3</p>	<p>Improvement of air transport safety</p>	<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>Azerbaijan. To carry out activities to implement the standards of Annex 17 of the International Civil Aviation Organization (ICAO) and Doc. 30 of the European Civil Aviation Conference (ECAC), on 17.08.2020, approved a new version of the "State Program for Aviation Security" and "Rules for Aviation Security", which reflected the following provisions that meet the standards of the above international documents:</p> <ol style="list-style-type: none"> 1. Adoption of additional measures for aviation security in relation to specific flights, based on the request of other states or airlines. 2. Exchange of information and experience under the adopted state programs on aviation security, quality control and personnel training in the field of aviation security. 3. Measures to ensure the security of uncontrolled areas of the airport. 4. Measures to ensure the safety of cargo and mail, a secure chain of cargo and mail delivery, certification of registered agents and well-known shippers, identification of high-risk cargo, inspection of special category cargo, classification of goods exempted from inspection. 5. Measures to protect the airport infrastructure from attack using portable anti-aircraft missile systems (MANPADS). 6. Determination of behavioural characteristics of a person in the field of aviation security. 7. Measures to protect the airport infrastructure from cyber attacks. 8. Implementation of the principle of unpredictability in the field of aviation security. 9. Identification and assessment of threats and risk management in the field of aviation security. <p>Aviation companies are required to have IATA, IOSA, ISAGO, ACC3 safety certificates. Without these certificates, flights are not possible. In this regard, we would like to note that the airlines operating in our country have all the necessary certificates that allow them to fly anywhere in the world.</p> <p>In 2019 the Heydar Aliyev International Airport once again held a comprehensive audit of the level of compliance with aviation security measures used in organizing passenger and cargo flights to the United States. Based on the results of the audit, the Transport Security Department concluded that the aviation security measures applied at Heydar Aliyev International Airport fully comply with all the requirements imposed by TSA and ICAO.</p> <p>In Azerbaijan, the functions of regulation / supervision of activities and airport management are separated.</p> <p>Armenia. In 2020, organizational and technical measures were carried out to start the activities of the International Bureau for the Investigation of Aircraft Accidents and Serious Incidents,</p>

			<p>created jointly with the Russian Federation in 2019.</p> <p>Iran. The international air transport services in Iran continue to maintain compliance with ICAO and EASA safety standards and requirements.</p> <p>Kazakhstan. On August 1, 2019, the Ministry of Industry and Infrastructure Development of the Republic of Kazakhstan introduced a new approach to regulating the civil aviation industry, based on the British management model and advanced European countries.</p> <p>Within 1.5 years, the Civil Aviation Committee of the Ministry of Industry and Infrastructure Development of the Republic of Kazakhstan developed and introduced appropriate amendments to the basic civil aviation law and 11 by-laws in the field of aviation security.</p> <p>Thus, in the field of civil aviation, the aviation safety and security regulator of the Aviation Administration of Kazakhstan (AAK) has been created, which ensures the performance of control and supervision at a high international level to protect civil aviation from acts of unlawful interference, which creates the basis for sustainable development and security of civil aviation.</p> <p>In 2018, the following international documents were ratified:</p> <ol style="list-style-type: none"> 1. The Convention for the Suppression of Unlawful Acts Relating to International Civil Aviation; 2. Convention on Offenses and Certain Other Acts Committed on Board Aircraft; 3. Convention for the Suppression of Unlawful Seizure of Aircraft; 4. Protocol amending the Convention on Offenses and Certain Other Acts Committed on Board Aircraft; 5. Protocol supplementing the Convention for the Suppression of Unlawful Seizure of Aircraft. <p>Kyrgyzstan. By the Law of the Kyrgyz Republic dated August 5, 2020 No. 114, the Kyrgyz Republic joined the Convention on International Interests in Mobile Equipment and the Protocol on Aviation Equipment to the Convention on International Interests in Mobile Equipment, signed on November 16, 2001 in Cape Town.</p> <p>The accession of the Kyrgyz Republic to the number of parties to the Convention and the Protocol provides an opportunity for domestic airlines to purchase aircrafts on preferential terms with the support of international partners.</p> <p>It should be noted that, since the availability of funding is usually a condition for the acquisition and use of aircraft and aircraft engines, the Convention and the Protocol will contribute to improving aviation safety by assisting airlines in the Kyrgyz Republic in their efforts to modernize and renew their aircraft fleet.</p> <p>In addition, the Kyrgyz Republic has joined and complies with all ICAO requirements and standards. Work is also underway to establish standards for unmanned aerial vehicles in the Kyrgyz Republic.</p> <p>In connection with the announcement of the COVID-19 pandemic in 2020, in order to maintain the safety of flights and aviation enterprises, all ICAO requirements and standards recommended to participating countries in 2020 have been fulfilled.</p> <p>It should be noted that the Kyrgyz Republic is constantly working on the implementation of the current international and European technical requirements for the safety of air transportation into its national legislation.</p> <p>In the Republic of Moldova, coordination with the legislation of the European Union is carried out in accordance with the Common Aviation Area Agreement.</p> <p>Romania: Collaboration agreements / protocols / projects carried out with TRACECA states</p> <p>On January 17, 2019, the Collaboration Protocol between the AACR and the Civil Aeronautical Authority of the Republic of Moldova was signed, in order to implement by European Civil Aviation Authority of the Republic of Moldova. During 2019, RO CAA inspectors participated in several activities carried out in Chisinau, including audits for air operators, in order to evaluate</p>
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			<p>the implementation of the legislative framework in the Republic of Moldova in the certification and supervision activities of maintenance organizations and air operators by the counterparts from the Civil Aeronautical Authority of the Republic of Moldova.</p> <p>On 20 March 2019, the Civil Aviation Safety Investigation and Analysis Authority (AIAS) signed with the Standing Commission for the investigation of aeronautical occurrences within the Ministry of Economy and Infrastructure of the Republic of Moldova Statement of intent regarding the cooperation and assistance in the field of civil aviation accident and incident investigations, in accordance with the Recommended Standards and Practices in Annex 13 to Chicago Convention and with the provisions of Regulation (EU) no. 996/2010 of the European Parliament and of the Council of 20 October 2010 on the investigation and prevention of accidents and incidents in civil aviation.</p> <p>- Romania has concluded with the Republic of Bulgaria the "Agreement on the establishment of the DANUBE Functional Airspace Block between Romania and the Republic of Bulgaria" (Republic of Moldova is invited as observer in the Danube FAB).</p> <p>ICAO / ECAC / EU / EASA audits / inspections carried out in TRACECA states, with the participation of Romanian experts:</p> <ul style="list-style-type: none"> - Republic of Moldova - evaluation of the air operators and the capacity of the competent authorities of safety supervision, carried out by the European Commission, based on Regulation no. 2111/2005 establishing a Community list of the air operators that are subject to an operating ban on EU territory; - Republic of Bulgaria - the standardization inspection carried out by EASA at the Civil Aviation Authority of this state in the field of flight operations; - Republic of Armenia - civil aviation security audit conducted by ECAC, the team leader being a security auditor within the AACR; - Republic of Moldova - ECAC assistance for the Civil Aviation Authority of this state; - in 2020 -Republic of Armenia - evaluation of the air operators and the capacity of the competent safety oversight authorities, carried out by the European Commission, based on Regulation no. 2111/2005 establishing a Community list of air carriers that are subject to an operating ban on EU territory. <p>During 2018, 4 audit / inspection missions were successfully carried out by the ECAC, ICAO, and EASA at RO CAA and airports.</p> <p>At the end of 2019, Romania signed in Montreal the Protocol (2014) to the Convention on Offenses and Certain Other Acts Committed on Board Aircraft (1963).</p> <p>We would like to mention also that in 2017 Romania acceded by ratification to three ICAO international agreements:</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 relating to an Amendment to the Convention on International Civil Aviation [Article 50(a)] and the Protocol Relating to an Amendment to the Convention on International Civil Aviation [Article 56], both signed at Montréal on 6 October 2016. <p>Tajikistan. The requirements of international and European standards in the field of aviation safety and security are implemented in Tajikistan, and besides, within the framework of the TRACECA TA, Tajik specialists were trained to improve their professional qualifications.</p> <p>In accordance with ICAO requirements, Aviation Regulations have been developed and cooperation with international consultants is being carried out to consider the development of by-laws in the field of civil aviation.</p>
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7.	Logistics, multimodal transport and connections with the hinterland		
7.1	Creation of a specialized information portal	<p>Determination of the information portal concept by member states.</p> <p>Identification of financial sources for the development and functioning of the portal.</p>	<p>As part of the digitalization of the logistics service in Azerbaijan, the existing integration with customs authorities on pre-informing about goods entering the territory of the republic has been improved. CRM or a tool for storing information about customers and the history of relationships with them has been introduced. A tariff calculator, a client's personal account for quick service and online registration of freights are also being designed.</p> <p>Kazakhstan. 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 or the instrument for storing the information on customers 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 being designed.</p> <p>There were signed agreements on electronic data exchange with the railway administrations of Kyrgyzstan, Azerbaijan and China. Since the beginning of July 2019, a paperless exchange of shipping documents in export and import communications with the Russian Federation has been carried out in stages. In August 2019, work was carried out with the PRC on the possibility of recognizing an electronic digital signature (EDS). A pilot project on advance information was implemented with Uzbekistan.</p> <p>Tajikistan. An investment proposal for the creation of a unified information logistics system has been developed. Today, the Ministry of Transport is actively looking for investors for the implementation of this project.</p> <p>Ukraine. At the moment, Ukraine is working on creating a national segment, digitizing, implementing and testing in an experimental mode key transport processes, namely the following documents:</p> <ol style="list-style-type: none"> 1) e-BL is an electronic bill of lading for road transport. It is designed for the implementation of domestic road freight transport. 2) E-CMR is an electronic international consignment note for road transport. Ukraine has ratified II additional Protocol to the Convention on the Contract for the International Carriage of Goods by Road (CMR), according to which Ukraine has become one of the countries participating in the process of introducing electronic CMR. 3) E-SMGS - electronic consignment note for rail transportation. Within the framework of the SMGS, the issue of introducing a single electronic document for railway transportation in Ukraine is being worked out with colleagues. 4) E-bill of lading - an electronic waybill for shipping by sea. The issue of creating and implementing this document is being worked out. 5) E-cargo is a platform for providing multimodal container transportation.

			<p>The key task of this platform is to provide an end-to-end channel for business, communication with various transport companies - both state monopolies and private ones, in order to ensure fast and efficient handling of containerized cargo.</p> <p>6) One-time bilateral permits</p>
7.2	<p>Development of institutional and legal environment necessary for support of private sector investments and functioning of logistics and multimodal facilities.</p>	<p>Development and adoption of legal acts on the implementation of PPP, identification of national and regional logistic centres.</p>	<p>In Azerbaijan, the development of institutional and legal conditions necessary to support private sector investment and the functioning of logistics and multimodal facilities is provided for by such an important document as the "Strategic Roadmap for the Development of Logistics and Trade in the Republic of Azerbaijan" approved by the President of the Republic of Azerbaijan.</p> <p>The strategic roadmap includes an economic development strategy (including the transport sector) and an action plan for 2016-2020, a long-term outlook for 2025 and a target outlook for the period beyond 2025.</p> <p>Kazakhstan. On behalf of the Government of Kazakhstan, together with the State Revenue Committee of the Ministry of Finance of the Republic of Kazakhstan, a Roadmap has been developed, providing for the integration of projects for the development of Transport and Logistics Centres and the Customs Clearance Zone. Construction plans have been agreed with all regional akimats, land plots have been allocated, and project implementation deadlines have been distributed by stages. A typical Feasibility Study of Customs Service Zones has been developed, and the need for Customs Clearance Zones in 14 regions of Kazakhstan has been determined. At the moment, the structuring of projects and the search for private investors are underway.</p> <p>Kyrgyzstan adopted Law No. 95 "On Public-Private Partnership" dated July 22, 2019, which is aimed at creating favourable and mutually beneficial conditions for the implementation of PPP projects and ensuring the fulfilment of partners' obligations under such agreements, the relevant by-laws are being enacted.</p> <p>The Ministry of Transport, Architecture, Construction and Communications of the Kyrgyz Republic on PPP carries out the following activities:</p> <ul style="list-style-type: none"> - on "Modernization of the airports of OJSC Manas", a feasibility study is being prepared; - on the information system of electronic collection of fees, a feasibility study has been prepared. <p>In Appendix No. 2 to the Decision of the Government of Moldova No. 419 of June 18, 2012 on the approval of the list of objects owned by the state, as well as the list of works and services of national public interest proposed for public-private partnership, there is a point regarding the creation of a versatile logistics centre combining road, rail and air transport, providing space for storing and re-sorting goods, which will increase the competitiveness of the private sector by opening new export, import or transit opportunities, as well as by reducing logistics costs.</p> <p>In 2012, Tajikistan adopted a PPP Law, but at that time the experience of PPP in Tajikistan was very limited. Only a few projects with PPP characteristics have been implemented under existing laws, including</p> <ol style="list-style-type: none"> 1. Maintenance of the Dushanbe-Khujand-Chanak highway - the concession was awarded to a private contractor "Innovative Road Solutions" (IRS) for the technical maintenance of the trackhighway. 2. Two performance-based road maintenance (PBM) contracts two sections of the Dushanbe-Kyrgyz border highway, with the support of the Asian Development Bank (ADB). <p>Also, on the basis of this law, the PPP Council was created. At the meetings, the PPP Council</p>

			decided to establish a PPP centre. Currently, the council is discussing projects, including a project for creation of an international logistics centre in the city of Tursunzade.
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>In Azerbaijan, all projects on transport logistics centres (TLC) are implemented in accordance with the National Road Maps covering all sectors (including transport) of the republic's economy. More than 10 TLC function in the Republic. Three TLCs are connected to at least two modes of transport. The capital of Azerbaijan, the city of Baku is currently functioning as one of the transport and logistics centres in the region.</p> <p>Kazakhstan. In 2015, the transport and logistics centre of Continental Logistics LLP was launched in Nur-Sultan, and on December 6, 2017, in Shymkent, a modern multimodal logistics centre "Continental Logistics Shymkent", including customs clearance zones, was launched. Transport and logistics centres are located in close proximity to the bypass ring road and to the railway station, from where access roads with a total length of 5 km are conducted.</p> <p>The port infrastructure of the Giurgiulesti International Free Port (Moldova) is very limited in the storage of goods. Thus, the possibility of creating a "dry port" is being considered.</p> <p>Tajikistan is a member of the Intergovernmental Agreement on Dry Ports (UNESCAP). Work in this direction is underway, but investment projects need financing</p> <p>Turkey. A significant progress has been made in the legislative infrastructure works regarding logistics centers. With the legislation to be published, the establishment conditions and management model of logistics centers will be laid down.</p> <p>Legislation is expected to be published in the upcoming period with the collaborative work of Ministry of Trade and Ministry of Transportation and Infrastructure.</p> <p>Addition to domestic logistic centers, the efforts are underway on the establishment of foreign logistic centers. "Decision on Supporting Foreign Logistics Centers" has been published on October 2020.</p> <p>Ukraine: Intermodal (logistic) terminal complex Odessa-Liski station (Odessa region) interacts with several types of transport (rail, road, sea) and partially performs the functions of the Dry Port.</p> <p>There is also a terminal railway-ferry complex in the port of Chernomorsk, the port station Paromnaya.</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>Azerbaijan. Alat Free Economic Zone (AFEZ) is being established next to Baku International Sea Trade Port to intensify local and foreign investment in the country's non-oil sector. AFEZ will use this strategic geographic location to provide a regional investment hub and boost competitiveness in the Europe-Caucasus-Asia and North-South transport corridors.</p> <p>Kazakhstan. Today, there are 21 transport logistics centres in the Republic of Kazakhstan, including in the Almaty region - 6 TLC, in the city of Nur-Sultan - 5 TLC (including 1 TLC - LLP "Continental Logistics"), in Aktobe region - 3 TLC, in Shymkent (including 1 TLC - LLP "Continental Logistics Shymkent") and in East Kazakhstan and Mangistau regions - 2 TLC, as well as in Almaty - 1 TLC.</p> <p>In addition, the infrastructure of the Khorgos-Vostochnye Vorota FEZ, along with the industrial and logistics zones, also includes the Dry Port, which was commissioned in 2015 for the consolidation and distribution of goods in the east of the country.</p> <p>In 2014, a joint logistics terminal was created in the port of Lianyungang together with Chinese partners, which today is the main point of consolidation of cargo flows to / from Kazakhstan.</p> <p>In Appendix No. 2 to the Decision of the Government of Moldova No. 419 of June 18, 2012 on the approval of the list of state-owned facilities, as well as the list of works and services of</p>

			<p>national public interest proposed for public-private partnership, there is an item regarding the creation of a transshipment terminal in Ungheni, which will increase domestic, international and transit container flows and improve the logistics efficiency index.</p> <p>Tajikistan. A legal environment has been created to facilitate the development of logistics infrastructure in Tajikistan. Particularly, the Government adopted a Resolution on the allocation of land plots for the creation of such centres.</p> <p>Turkey. A significant progress has been made in the legislative infrastructure works regarding logistics centres. With the legislation to be published, the establishment conditions and management model of logistics centres will be laid down. Legislation is expected to be published in the upcoming period with the collaborative work of Ministry of Trade and Ministry of Transportation and Infrastructure.</p> <p>Ukraine: In order to expand the scope of activities of Ukrainian railway transport in the domestic and foreign markets, to provide transport, forwarding and other services, to regulate the fleet of containers and fitting platforms, as well as to keep them in a technically sound condition, a branch "Centre of Transport Service" Liski " of JSC "Ukrzaliznytsia" was created and operates. On the territory of structural subdivisions, the branch "Centre of Transport Service" Liski "of JSC" Ukrzaliznytsya ", in particular the Odessa branch, a logistics terminal operates.</p> <p>Odessa branch office of the "Center of transport service" Liski " of JSC "Ukrzaliznytsia" offers a wide range of cargo handling services:</p> <ul style="list-style-type: none"> - transportation of goods in containers between the countries of Europe, the Baltic States, the CIS and Asia, including on a door-to-door basis; - forwarding of any cargo by rail and other types of transport; - storage of goods in covered warehouses, including under customs control, at a temporary storage; - transshipment of bulk cargo from railway transport to road transport and their storage in open warehouses; - transshipment and storage of goods in open areas; - storage of containers of sea lines in the "container depot" mode with delivery for loading on the territory of Ukraine with further shipment for export, incl. in the direction of Georgia; - a number of services for organizing the transportation of goods with the participation of several types of transport; - transportation insurance services; - customs clearance of goods on the territory of the terminal. <p>The terminal is equipped with the most modern means of communication. The infrastructure and quality of service for consumers of transport services are being improved on a permanent basis.</p>
7.5	Creation of sustainable logistic chains TRACECA.	Definition and inclusion of the proposed projects of MLC in the national transport strategies.	<p>Kazakhstan. Today, there are 21 transport logistics centres in the Republic of Kazakhstan, including in the Almaty region - 6 TLC, in the city of Nur-Sultan - 5 TLC (including 1 TLC - LLP "Continental Logistics"), in Aktobe region - 3 TLC, in Shymkent (including 1 TLC - LLP "Continental Logistics Shymkent") and in East Kazakhstan and Mangistau regions - 2 TLC, as well as in Almaty - 1 TLC ...</p> <p>In addition, the infrastructure of the Khorgos-Vostochnye Vorota FEZ, along with the industrial and logistics zones, also includes the Dry Port, which was launched in 2015 for the consolidation and distribution of goods in the east of the country.</p> <p>In 2014, a joint logistics terminal with Chinese partners was created in the port of Lianyungang,</p>

			<p>which today is the main point of consolidation of cargo flows to / from Kazakhstan.</p> <p>In Azerbaijan there operate several international logistics centres (ILC), including the logistics centres at the Heydar Aliyev International Airport (for transit air traffic), in the settlement of Lokbatan for road transport, in the settlement of Absheron – for multi-modal transport. More than 100 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>The provision of value-added services (3PL / 4PL, warehousing) to customers along the supply chain is taken into account in the framework of strategic documents and is subject to the prioritization of existing and potential new customers, as well as the development of a commercial, operational and high-level investment model for this purpose.</p> <p>The Ministry of Industry and Infrastructure Development of the Republic 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. Projects for the creation of the ILC are included both in the Strategy for the Development of the transport sector until 2025 and in the National Development Strategy of the country up to 2030.</p>
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