

**Table of carrying out the activities for 2021  
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**

№	Activity of the Action Plan	Short description	Obtained results
1.	<b>Removal of institutional and legal barriers for transport and international trade</b>		
1.1	<b>Expansion of TRACECA legal acts application</b>	Ratification, implementation and effective application of TRACECA legal documents. Introduction of the adopted rules into the legal area of the countries. Research of the possibilities to increase the involvement of the countries in the TRACECA legal acts.	<p><b>Armenia.</b> In 2019-2021, there was no legal regulation in the areas of railway transport.</p> <p><b>Tajikistan.</b> At the moment, the procedure of domestic coordination and approval of the draft Agreement on a Single Transit Permit of TRACECA for its subsequent signing is ongoing. Along with this, a draft Agreement on mass and dimensions of transport vehicles performing interstate transportations is being considered.</p> <p>In addition, in 2021, agreements on international road transport were signed between the Government of the Republic of Tajikistan and the Governments of Georgia, the Islamic Republic of Pakistan and Turkmenistan.</p> <p><b>Ukraine.</b> The Law of Ukraine "On Multimodal Transportation" No. 1887-IX adopted on 17.11.2021 has been in force since 19.12.2021.</p> <p>The Action Plan for the implementation of the National Transport Strategy of Ukraine until 2030, approved by Decree of the Cabinet of Ministers of Ukraine No. 321-r dated April 7, 2021, has been adopted.</p>
1.2	<b>Transposition and implementation of the EU practices and other international rules in the TRACECA countries</b>	Implementation of the requirements of the revised Kyoto Convention, Convention on Facilitation of International Maritime Traffic (FAL), Rules relating to Bills of Lading (the Haque-Visby Rules), UN Convention on Contracts for the International Carriage of Goods Wholly or Partly by Sea (the Rotterdam Rules). Finalizing the process of accession to the 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><b>Azerbaijan.</b> 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>Within the framework of the project, activities were carried out on 3 components — harmonization of legislation, harmonization of information technology capabilities and harmonization of operations and procedures. The project was completed in March of this year.</p> <p><b>Georgia.</b> In reference to accession to the Kyoto Convention, Convention on a Common Transit (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, 2023.</p> <p>Accession to the Common Transit Convention (CTC) and Implementation of New Computerized Transit System (NCTS).</p> <p>Accession to the Convention on a Common Transit Procedure and Implementation of NCTS system is the opportunity for the creation of a common customs regulatory area for EU and Georgian business representatives. Transit related documents and guarantees presented electronically to Georgian customs authorities will be valid along the EU and EFTA countries as well as in Türkiye, Serbia, Macedonia and Great Britain. This will be another saving approach for the entrepreneurs and exporters established in Georgia. The successful implementation of the NCTS project will further enhances the transit capacity of the country and streamline safe, smooth and fast movement of goods through the Border Crossing Points (BCPs) with less cumbersome, less time-consuming and less costs compliance for stakeholders.</p> <p>The twinning project “Supporting the Accession of Georgia to the Conventions on Transit Area and Launching of the New Computerized Transit System (NCTS)” ended in March 2020. Project provided best practices knowledge and capacity to perform all necessary approximation related tasks. Elaborate document on functional and non-functional requirements represent the pillar for the follow up project related to procurement of the NCTS software financed by EU as well.</p> <p>Follow up project – “Development and Implementation of New Computerized Transit System (NCTS) of Georgia Revenue Service” - financed by European Union and implemented by United Nations Conference on Trade and Development (UNCTAD) is ongoing. The 24-month project (2021 – 2022) with a budget of 1 million EUR is being implemented to increase the GRS operational capacity, in the context of implementation of the EU - Georgia Association Agreement and the Strategic Framework for EU-Georgia Customs Cooperation, through the development and implementation of web based, independent NTCS – transit application of Georgia Revenue Service.</p> <p>The specific objectives of the project are:</p> <ul style="list-style-type: none"> <li>- To develop a National Transit Application (NCTS-NTA) based on web technologies aligned with the NCTS-P5 specifications and national requirements, including country specific deviations;</li> <li>- To implement the NCTS-NTA capabilities into the operational GRS eCustoms environment, ensuring full interoperability with existing and prospective eCustoms sub-systems;</li> <li>- To train the end-users of the system, both Customs officers and trade community, accordingly;</li> </ul> <p>The activities planned under the project are being implemented, in particular, the UN Conference on Trade and Development (UNCTAD) is working on the creation of components / modules of the New Computerized Transit System (NCTS). An initial version of the New Computerized Transit System (NCTS) program has been developed. Development of Transit Declarations module and module for authorizations has been completed. The system and its different components are currently being tested.</p> <p><b>Kyrgyzstan</b> acceded to the following conventions and agreements:          Convention on Road Traffic of November 8, 1968</p>
--	--	--	---

			<p>Convention on the Contract for the International Carriage of Goods by Road (CMR) of May 19, 1956          Customs Convention on Containers of December 2, 1972          Customs Convention on the International Transport of Goods under Cover of TIR Carnets of November 14, 1975          International Convention on the Harmonization of Frontier Controls of Goods of 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) of July 05, 1978          Agreement on the International Carriage of Perishable Foodstuffs and on Special Equipment to be Used for such Carriage (ATP) of September 1, 1970          Agreement on International Goods Transport by Rail (SMGS) of November 1, 1951          Agreement on International Passenger Transport by Rail (SMPS) of November 1, 1951          Agreement on Development of Multimodal Transport TRACECA dated June 16, 2009          The European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR) and the Protocol of Signature of July 01, 1970;          Intend to join to          European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) of September 30, 1957  <b>Moldova.</b> The draft Convention on the Facilitation of International Maritime Navigation (FAL) - No. 14-666 dated 10.02.2022 has been submitted for approval and public discussion  <b>Tajikistan</b> complies with the requirements and provisions of the revised Kyoto Convention, with the exception of the part that regulates the customs control organization at seaports and berths. Currently, in Tajikistan, the provisions of 9 international conventions in the field of transport are applied, in particular, those recommended by the European Union and the UNECE. At the end of 2019, the Republic of Tajikistan joined the Additional Protocol to the Convention on the Contract for the International Carriage of Goods by Road (CMR) concerning the electronic consignment note, adopted in Geneva on February 20, 2008 (e-CMR)          Currently, Tajikistan is studying the experience of other countries in the use of electronic consignment notes.  <b>Ukraine.</b> In order to implement Directive 92/106/EEC dated 07.12.1992 "On the establishment of common rules for certain types of combined transport of goods between EU Member States", the Law of Ukraine "On Multimodal Transportation" No. 1887-IX dated 17.11.2021 has been in force since 19.12.2021.          On October 12, 2021, the Common Aviation Area Agreement of Ukraine and the EU has been signed, which ensures the implementation of all EU legislation in the field of aviation transport.          On December 3, 2020, the Law of Ukraine "On Inland Water Transport" has been adopted, which ensures the implementation of European legislation.</p>
<p>1.3</p>	<p><b>Development of cooperation with international organizations and projects involved in the TRACECA geography</b></p>	<p>Efficient implementation of the concluded Memorandums of Cooperation. Dialogue on cooperation with CAREC and the Silk Road Economic Belt Project.</p>	<p><b>Azerbaijan</b> has accelerated cross-border trade by streamlining electronic customs procedures and introducing a green corridor system.          In February 2019, the Green Corridor system was introduced to provide certain advantages to foreign trade participants.          A person who has received the right of permanent use of the Green Corridor pass system has the following advantages:</p>

			<ol style="list-style-type: none"> <li>1. Ensuring faster passage of goods and vehicles through checkpoints across the customs border;</li> <li>2. Priority performance of services provided by customs authorities at customs border checkpoints, trade promotion centres and other places designed for customs clearance;</li> <li>3. Minimization of physical customs inspections using customs audit;</li> <li>4. Implementation of customs inspection of goods as a matter of priority;</li> <li>5. Carrying out customs clearance of goods imported into the customs territory and exported from the customs territory with the consent of customs authorities by customs officials outside the workplace and outside working hours;</li> <li>6. Participate in trainings on innovations in the field of customs, best practices, as well as recommendations and standards of international organizations.</li> </ol> <p>At the same time, a person who has received the right of permanent use of the Green Corridor exit system has special advantages, such as direct transportation of imported goods to the warehouses of a person during import operations, when submitting a customs declaration with the consent of customs authorities, independent removal of customs identification means (seals, etc.) from vehicles and unloading of goods, direct delivery of goods to the checkpoint through the customs border, where it is declared, and independent use of identification means by a regular user of the Green Corridor clearance system (seals, stamps, etc.) recognized as customs by submitting to the customs authorities a customs declaration containing information about exported goods and vehicles in electronic form, without going to the customs authority covering the scope of export operations.</p> <p>In addition, there are open and closed temporary storage warehouses and customs warehouses at the customs post of the Baku International Sea Trade Port, and the customs control zone in the port is equipped with modern technical means of customs control. At the same time, a closed temporary storage warehouse and an open and closed customs warehouse belonging to the Limited Liability Company "Absheron Logistics" were opened.</p> <p>With the support of the Asian Development Bank (ADB), a draft agreement for the project implementation to improve the CAREC transit system on the Kazakhstan-Azerbaijan-Georgia route within the framework of the Central Asia Regional Economic Cooperation (CAREC) program has been prepared.</p> <p><b>Tajikistan.</b> Work continues on the implementation of the ADB technical assistance project "Development of the Railway Sector of the CAREC member countries", launched in 2019. The TA examines the railways of the member countries, problems and future prospects.</p> <p>At the end of 2021, work on a project to rehabilitate the Dushanbe-Bokhtar road was completed, along the sections of which the TRACECA route (T-34) also passes with the financial assistance from the ADB.</p> <ul style="list-style-type: none"> <li>• total cost: 107.5 million US dollars, including;</li> <li>• grant from the Asian Development Bank (ADB) - \$ 90.0 million.</li> <li>• contribution of the Government of the Republic of Tajikistan - \$ 17.5 million.</li> </ul>
<p><b>1.4</b></p>	<p><b>Improvement of border-crossing procedures</b></p>	<p>Accession and implementation of the requirements and standards of international conventions, recommended by the UN ECE (ADR Convention, ATP, SAD application). Effective implementation of a "Single Window" concept. Transition from the</p>	<p><b>Azerbaijan.</b> 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. Amendments to Annex 11 and the TIR Convention entered into force on May 25, 2021. In order to facilitate the application of the eTIR procedure, the State Customs Committee, in cooperation with the United Nations Economic Commission for Europe (UNECE), carried out appropriate technical improvements and ensured</p>

		<p>“Single Window” concept to “one-stop shop” on the border Implementation of preliminary electronic declaration and procession of declarations</p>	<p>the connection of the electronic government system of Customs authorities with the eTIR International System. At the same time, in the "Protocol of the meeting of the heads of customs services of the Republic of Türkiye, the Republic of Azerbaijan and Georgia", signed on October 8, 2021, the parties agreed to launch a trilateral e-truck project. For this purpose, a working group consisting of representatives of the customs authorities of the three countries has been formed, a list of necessary legal and technical measures, as well as the timing of their implementation have been determined, The State Customs Committee continues to take appropriate technical adaptation measures to join the eTIR international system. The construction of the administrative building of the Trade Promotion Center in the area of the Hanoba customs post on the border with the Russian Federation has been completed, work is underway to bring certain infrastructure. At the same time, work is underway to expand the work of Trade Promotion Centres in the customs territory of the Republic of Azerbaijan in order to reduce the burden on border crossing points, simplify and accelerate border crossing procedures, and the construction of such centres near all customs posts is included in the target plans of the State Customs Committee. <b>Bulgaria</b> is a member of the mentioned conventions recommended by the UNECE. The International Convention on the Harmonization of Frontier Controls of Goods of 1982 (the Harmonization Convention) was signed and ratified by the Republic of Bulgaria and entered into force on 27 May 1998 with Annexes № 1 to № 7. As an EU Member State, Bulgaria applies the new Annex 9 "Facilitation of the border crossing regime in international rail freight" to the Harmonization Convention from the date of publication in the Official Journal of the EU - 30.11.2011. In accordance with Art. 8 of Annex 9, the transit customs declarations as well as the Entry and Exit Summaries (ENS) are prepared and sent in electronic form to the information systems of the national and European customs in accordance with the requirements of Regulation 952/2013 of the EP and the Council establishing a Community Customs Code for customs authorities. Entry summary declarations and exit summary declarations shall be prepared and sent electronically at least 2 hours before the entry or exit of the goods. The information from these declarations contains the name of the consignor, the consignee, the type and quantity of the goods and the number of the means of transport (train, wagon, container). The Republic of Bulgaria has concluded Border Control Agreements with each neighboring country. The agreements contain provisions on the conduct of Joint Commissions composed of representatives of both parties. The commissions meet at least once a year and exchange information, problems and take measures to facilitate border control and border crossing procedures, in accordance with current national and European legislation. The cross-border agreement between the Republic of Bulgaria and the Hellenic Republic regulates the one-stop shop mechanism. The agreement with the Republic of Serbia is to be updated by proposing the use of the one-stop shop mechanism. <b>Romania.</b> TIR-EPD is operational starting from 2010. According to the European Union Multi-Annual Strategic Plan (MASP) for customs systems, the e-TIR system is planned to be implemented by all Member States in 2025. <b>Kyrgyzstan</b> acceded to the Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for Such Carriage. There was developed the draft Decision of the Government on measures for implementation of the mentioned Agreement aimed at its practical realization. Currently Kyrgyzstan intends to accede to the European Agreement on International Carriage of Dangerous Goods by Road (ADR) dated 30 September 1957.</p>
--	--	---	--

			<p>According to a single document used by the EU for export, import and transit procedures for the movement of goods (SAD), Kyrgyzstan is currently studying the possibility of applying this document.</p> <p>Joined to the European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR), dated July 1, 1970, Geneva.</p> <p><b>Tajikistan</b> is a member of the mentioned conventions recommended by the UNECE, and the experience of other countries in the implementation of the concept of a single stop at the border is currently being studied.</p> <p>On September 1, 2020, the Republic of Tajikistan was the first in the Central Asian region to switch to the "Single Window for export-import and transit clearance" system.</p> <p><b>Türkiye.</b> In order to overcome the bottlenecks experienced from time to time at the Kapıkule-Capitan Andreevo BCP and Hamzabeyli-Lesovo BCP, high-level talks and meetings continue with the Bulgarian Customs authorities.</p> <p>Our proposal to the Bulgarian Side included relocation of the scales and to integrate all procedures related to scales to One Stop Shop system in order to prevent bottlenecks at the Border Crossing Points.</p> <p>In Türkiye, Single Window System is in force since 2016 with 22 shareholders and 170 documents. Thanks to system, all shareholders can monitor usage of permits, approvals etc. issued by themselves. For more effective implementation new documents and shareholders are included in scope of the system.</p> <p><b>Ukraine.</b> Carrying out measures to implement joint control at a joint checkpoint for the Kuchurgan – Novosavitskaya railway connection at Kuchurgan station. In accordance with the Agreement between the Cabinet of Ministers of Ukraine and the Government of the Republic of Moldova on joint control of persons, vehicles, goods and items at joint checkpoints across the Ukrainian-Moldovan state border.</p> <p>SE "USPA" at the ferry complex of Chernomorsk seaport introduced a technological scheme for handling and processing of the cargo imported in rail cars by sea to the territory of the ferry complex of Chernomorsk seaport using the information system of the port community, which allows in advance, before the arrival of the ferry to the port, to electronically receive goods transport documents (railway consignment notes) and receive approval of the customs authorities to unload wagons from the ferry, which significantly speeds up control procedures when the ferry arrives at the port.</p>
<p>1.5</p>	<p><b>Expansion of interoperability with the existing transport routes</b></p>	<p>Diversification of joint activity within the framework of the on-going projects and attraction of new operators</p>	<p>Within the framework of the Association “Trans-Caspian International Transport Route” <b>Azerbaijan</b> together with Kazakhstan, Georgia and Türkiye 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>Simplification of customs control and clearance at the Baku International Sea Trade Port has been ensured by including the numbers of new railway wagons in the consignment note (SMGS) issued in the country of departure for container transportation along the Trans-Caspian International Transport Route to Kazakhstan and Turkmenistan.</p> <p><b>Kyrgyzstan.</b> 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>The issue of launching the multimodal corridor Irkeshtam - Osh station and further by rail to Uzbekistan and South Asian countries is being worked out.</p> <p><b>Tajikistan.</b> In August 2021, Tajikistan and Turkmenistan signed agreements on transportation, transit of goods and passengers, as well as on cooperation in the field of rail transport. The provisions of these agreements, as well as agreements, will allow resuming and increasing international cargo transportation by road and rail through the territory of Turkmenistan, as well as using the international seaport "Turkmenbashi" as a logistics center for transit cargo of Tajikistan.</p> <p><b>Ukraine.</b> In January 2021, a meeting of experts from the countries participating in the OSJD corridor No. 9 was held with the invitation of experts from Ukraine on this matter.</p> <p>In addition, as an alternative option, the Republic of Poland, a participant of the OSJD corridor No. 7, was proposed to consider the possibility of joining the corridor of the new Berdichev – Zhytomyr – Korosten – Ovruch – State Border with the Republic of Belarus and further to Minsk. A Memorandum of Understanding was signed between the State Enterprise "Ukrainian Sea Ports Authority" and the International Association "Trans-Caspian International Transport Route" (IA "TITR") on September 10, 2019. The implementation of the Memorandum is aimed at attracting cargo sent through China, Kazakhstan, Azerbaijan, Georgia, Ukraine to European countries, to Ukrainian ports using ferry crossings in the ports of the Black and Caspian Seas.</p>
2.	<b>Development of railway sector</b>		

2.1	<b>Liberalization of access to the railway infrastructure</b>	<p>To carry out or to finalize the reforms aimed at separation within the framework of national railway companies of infrastructure management, on the one hand, and cargo-and-passenger operations, on the other hand.</p>	<p><b>Armenia.</b> In 2019-2021 work was carried out to update the provisions of the Concession Agreement dated 13 February 2008. At present, the “South Caucasian Railway” CJSC continues to be the sole operator of the railway infrastructure and passenger and freight traffic.</p> <p><b>Bulgaria.</b> In Bulgaria, the founding document is the Railway Transport Act (RTA) in force since 01.01.2002. The Act has been developed entirely in accordance with EU directives. In accordance with the provisions of the LTA, a number of by-laws were developed and adopted. The Railway Administration Executive Agency was established - a regulatory body and a national body for safety in railway transport and two independent commercial enterprises: State Enterprise “National Railway Infrastructure Company” (NRIC) - successor of BDZ in terms of maintenance, repair and operation of the infrastructure and railway carrier, “Bulgarian State Railways” Sole Joint Stock Company (BDZ EAD) - legal successor of BDZ National Company in the part of the transport activity. NRIC and BDZ EAD are separated by accounting and are completely independent of each other. The LTA and the by-laws regulate the market conditions for the operation of railway transport. Currently in Bulgaria there are 16 licensed carriers, of which 15 for freight and 1 for passenger transport.</p> <p><b>Kazakhstan.</b> In accordance with the Law of the Republic of Kazakhstan "On Railway Transport", the National Infrastructure Operator is obliged to ensure non-discriminatory access to the services of the main railway network and provide carriers with an equal right to use the main railway network.</p> <p>In the passenger transportation market, along with the National Passenger Carrier, there are 10 private carriers of passengers in the intra-republican communication. The distribution of routes for socially significant subsidized communications is carried out on a competitive basis by the authorized body.</p> <p>In the freight transportation market, along with the National Freight Carrier, two private carriers operate in intra-republican communication (in pilot mode). The interaction technology is being developed and the needs for changing the relevant NPA are being analysed.</p> <p>In order to exclude the costs of passenger locomotive traction from the National Freight Carrier, taking into account the multiplicity of freight carriers and ensuring transparency in subsidizing passenger transportation, an operator of locomotive traction in passenger traffic has been created with the transfer of locomotives involved in passenger traffic.</p> <p><b>Moldova.</b> Decree of the Government of the Republic of Moldova No. 1042 of December 5, 2017 approved the Concept for the restructuring of the railway sector and the State Enterprise “Railway of Moldova” for 2018-2021, according to which the key strategy for the CFM is the creation of a railway that is completely financially independent.</p> <p>This Concept provides for restructuring across the entire industry, while the following important aspects will be covered:</p> <ul style="list-style-type: none"> <li>• amendment of legislation and adoption of new legislation in the field of the railway sector, in full compliance with EU legislation;</li> <li>• establishment of railway organizations, mainly a regulatory body, a safety body, and an accident investigation body;</li> <li>• restructuring of the CFM, including the separation of various types of activities, in particular, the separation of infrastructure from operational activities.</li> </ul> <p>This is a scenario for the revival of the railway sector of the Republic, since it includes investments necessary for infrastructure and restructuring support, as well as consolidation of opportunities at the level of public administration bodies, which will face new challenges in this sector.</p>
-----	---	---	---

			<p>The CFM is developing an action plan for the institutional restructuring of the enterprise, the aim of which is to prepare the separation of infrastructure management from operational activities in order to ensure the liberalization of the railway transport market in the future, to develop the attractiveness of the railway of Moldova for various railway operators and to ensure the sustainable competitiveness of the CFM, compared with road transport and other railway operators on the open market.</p> <p>The CFM restructuring process is divided into three stages:</p> <ul style="list-style-type: none"> <li>• at the stage of corporatization, the state enterprise of the CFM should be transformed into a joint-stock company.</li> <li>• operationalization stage will prepare the company for full separation and creation of independent companies for infrastructure and operational activities.</li> <li>• at the stage of commercialization, new companies will be established that will operate independently.</li> </ul> <p>In order to harmonize national legislation in the field of railway transport, the Railway Transport Code No. 19/2022 of 03.02.2022 was developed and adopted by the Parliament. The Code, which partially transposes into national legislation the provisions of the European Directive 2012/34/EC on establishing a single railway area, 2016/798/EC on railway safety, 2007/59/EC on certification of train drivers, establishes the legal basis for the railway infrastructure management conditions and organization of railway transport activities.</p> <p>According to the Code, the railway infrastructure still belongs to the state. The Government provides maintenance, renovation and development of railway infrastructure on the basis of a long-term infrastructure management agreement and in accordance with the National Railway Infrastructure Development Program.</p> <p>Private enterprises will also be able to provide passenger and freight transportation services; railway transport operators will have the right to access the railway infrastructure on the basis of a fee for its use.</p> <p>The Government determines the necessary volume of public services for the transportation of passengers by rail and ensures their provision by concluding contracts for the provision of public services with railway enterprises. Contracts for the provision of public services provide for partial compensation from the state budget of the Republic of Moldova for the implementation of passenger transportation services.</p> <p>Companies providing railway transportation services will operate on the basis of a permit document – a safety certificate, and the company responsible for infrastructure – on the basis of security authorization.</p> <p><b>Ukraine.</b> To implement the provisions of the Association Agreement between Ukraine and the European Union, ratified by the Verkhovna Rada of Ukraine and the European Parliament on 16.09.2014, the Strategy of JSC Ukrzaliznytsia for 2019-2023 was developed and approved by the Decree of the Cabinet of Ministers of Ukraine No. 591 dated 12.06.2019. Railway transport is being reformed.</p>
2.2	<b>Raising investments in railways</b>	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><b>Armenia.</b> Investments in the development of railway infrastructure and the renewal and modernization of the rolling stock of CJSC South Caucasus Railway are carried out according to the investment programme of the Concession Agreement.</p> <p><b>Bulgaria.</b> As of 31.12.2021 the total length of the railway network in Bulgaria is 6 455 km. Existing ERTMS / ETCS train protection systems - 369,942 km linear length (on current roads).</p>

			<p>Through investments of the infrastructure manager, the implementation of modernization and upgrading of the SCADA remote control and tele-signaling system in the section Dupnitsa - Kulata (part of the Orient-Eastern Mediterranean freight corridor) has started.</p> <p>The movement of trains in the section Plovdiv-Svilengrad is provided by centralized dispatching systems in conditions of regular operation.</p> <p>A system for digital radio connections according to the GSM-R standard has been built along the Sofia-Svilengrad railway line.</p> <p>A system for management and reporting of train operation, monitoring the movement of trains in real time, as well as a system for dispatch control of train traffic in the section Krumovo - Dimitrovgrad - Svilengrad (part of freight corridors Orient-Eastern Mediterranean and Alps-Western Balkans)</p> <p>The sections Septemvri - Plovdiv (53 km) and Krumovo - Svilengrad (135 km) are equipped with ERTMS system (ETSS level 1 - version 2.3.0d and GSM-R Voice).</p> <p>In the process of commissioning is the section Danube Bridge 2 (Vidin) - Vidin passenger - 16,314 km, as the field equipment is constructed in accordance with the requirements of Ordinance № 57 of 9.06.2004 for achieving interoperability of the national railway system with the railway system within the European Union.</p> <p><b>Kazakhstan.</b> In order to develop and increase the capacity of transit routes, the National Project "Strong Regions – the driver of the country's development" (approved by the Decree of the Government of the Republic of Kazakhstan No. 729 dated October 12, 2021) includes infrastructure projects, including:</p> <ol style="list-style-type: none"> <li>1) Construction of second tracks and electrification of the Dostyk–Moynty rail section on the border with China.</li> </ol> <p>The project is of strategic importance in realizing the transit potential of the Republic, primarily in China-Europe-China direction. The implementation of this project will increase the speed of container trains from 834 to 1,500 km/day and increase the capacity of the section by 5 times.</p> <ol style="list-style-type: none"> <li>2) Construction of the Darbaza – Maktaaral railway line, which will reduce the shortage of capacity in the direction of Uzbekistan, especially during peak periods of seasonal cargo loading.</li> <li>3) Construction of the Almaty bypass railway line in order to increase the speed of transit container trains by an average of 24 hours and switch transit cargo traffic to a new shortest route.</li> </ol> <p><b>Moldova.</b> In accordance with the EBRD Loan Agreement and the Financial Agreement with the EIB, within the framework of the joint financing of the EBRD and the EIB, the CFM has been provided with loans and grants for the implementation of the Moldovan Railway Restructuring Project aimed at improving railway infrastructure and upgrading rolling stock so that the company has the opportunity to improve the efficiency and safety of rail transport and improve overall production indicators of the country's railway transport.</p> <p>The project consists of two parts: 1 - Purchase of 12 diesel locomotives and equipment for their maintenance in order to replace existing locomotives with expired service life; 2- Rehabilitation of railway infrastructure.</p> <p>As part of the project to purchase new locomotives, in 2020, in accordance with contractual terms, locomotives produced by the Republic of Kazakhstan arrived in the Republic of Moldova. All locomotives have passed a full cycle of tests in accordance with the declared characteristics and safety of operation and are currently being successfully used in the cargo activities of the enterprise.</p> <p>The project of CFM railway infrastructure rehabilitation on the Bandar-Basarabeasca– Etulia-Giurgiulesti section, part of the TRACECA transport corridor, with a length of 233 km, is aimed</p>
--	--	--	---

			<p>at renewal and modernizing the track, signalling and communication systems, railway crossings and power supply equipment and is designed for 4 years, until 2025. Thus, as a result of the major reconstruction, a seamless track will be laid using modern elastic fasteners, alarm systems will be brought to standard condition by replacing worn-out devices and retesting; the communication system will be upgraded. These works will allow to bring the rehabilitated railway line in line with its initial design characteristics in terms of speed:100 km/h for passenger trains and 90 km/h for freight trains.</p> <p><b>Romania.</b> Directorate for Railway Transport (2022): 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"> <li>- Curtici-Glogovăț (km 614) (52 km) has been modernized to European corridor standards;</li> <li>- Glogovăț (km 614) – Simeria (151 km) is under construction, overall work progress 63%;</li> <li>- Simeria – Sighișoara (169 km) – infrastructure works are complete, minor signalling works are still necessary, overall progress stage is 99.9%;</li> <li>- Sighișoara – Brașov (128 km) – works started in 2020;</li> <li>- Brașov – Predeal (26 km) – feasibility study ongoing; overall work progress 45%;</li> <li>- Predeal – Bucharest – Constanța (407 km) - it has been modernized to European corridor standards;</li> </ul> <p>Out of the 590 km that represents the southern branch of the corridors (Arad-Timișoara-Caransebeș-Craiova-Bucharest section):</p> <ul style="list-style-type: none"> <li>- Arad-Caransebeș (155 km) – feasibility study complete, the tender for the works will be finalized in 2022;</li> <li>- Caransebeș-Craiova (226 km) – feasibility study ongoing, overall progress stage 46%;</li> <li>- Craiova – București (209 km) – feasibility study ongoing,</li> </ul> <p>The southern branch of Orient/East-med corridor, Craiova – Calafat line (108 km) has its feasibility study completed.</p> <p>Other TEN-T network lines with works or feasibility studies ongoing or expected to be tendered in 2022:</p> <ul style="list-style-type: none"> <li>- Cluj-Napoca – Oradea (156) – feasibility study complete; woks are currently in the tendering process;</li> <li>- București Nord – Jilava – Giurgiu – Giurgiu Frontieră (96 km) –infrastructure works have started; progress stage 15,85%;</li> <li>- Ploiești Triaj – Roman – Palcani – Iași – Ungheni – Frontieră (406 km) – feasibility study ongoing; overall progress stage 40.66%;</li> <li>- Pașcani – Suceava – Vicșani – Frontieră (172 km) – feasibility study ongoing; progress stage 44%;</li> <li>- Apahida – Ilva Mică – Suceava (310 km) – feasibility study started in 2022;</li> <li>- Cluj-Napoca – Coșlariu (106 km) – feasibility study is currently in the tendering process.;</li> <li>- The contract regarding the feasibility study for the electrification of the Radulești -Giurgiu railway section was signed in 2022;</li> </ul> <p>To increase the intermodality of the Port of Constanta and stimulate the rail freight transport, in September 2019, CFR SA started to conduct a “Feasibility study for the modernization of the railway infrastructure in the Port of Constanta”, overall progress 58 %;</p> <ul style="list-style-type: none"> <li>- Buzău – Făurei railway section - infrastructure works started in 2021;</li> </ul>
--	--	--	---

			<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><b>Tajikistan.</b> Negotiations are continuing with Uzbek colleagues to establish the operation of electric locomotives within the framework of the electrification programme of the railway section of the Bekabad (Uzbekistan)— Spitamen-Istiklol road.</p> <p>In this regard, it is planned to build an electric substation 220/27.5/10 kV on the 81 kilometre section of the Khujand-Kairakum railway at the Khujand station.</p> <p><b>Ukraine.</b> The Baltic Sea – Black Sea (via Belarus) direction 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"> <li>- electrification of the section State Border – Ovruch – Korosten – Zhitomir – Berdichev for an approximate amount of 124 million euros. The project is not relevant today.</li> </ul>
<p>2.3</p>	<p><b>Application of a common CIM/SMGS consignment note</b></p>	<p>Internal procedures required for operation of a common CIM/SMGS consignment note</p>	<p><b>Armenia.</b> Currently, the single CIM / SMGS consignment note is not used.</p> <p><b>Bulgaria.</b> The International Convention on the Harmonization of Frontier Controls of Goods of 1982 was signed and ratified by the Republic of Bulgaria and entered into force on 27 May 1998 with annexes № 1 to № 7. The Convention on Harmonization was revised by the ECE Working Group UN Customs Committee on Transport, resulting in a new Annex 9 with provisions on facilitating the border crossing regime for international rail freight, as well as the use of the single CIM / SMGS consignment note, which at the same time serves as a customs document.</p> <p>The new Annex № 9 was adopted by the EU on 30.11.2011 and published in the Official Journal of the European Union (OJ L 317 / 30.11.2011). As an EU Member State, Bulgaria applies Annex 9 "Facilitation of the border crossing regime in international rail freight" from the date of publication - 30.11.2011.</p> <p>According to point 4 of the CIM / SMGS Consignment Note Manual, the CIM / SMGS single consignment note applies to shipments “on the one hand which are subject to the Uniform Rules for the CIM Freight Contract and, on the other hand, to the legal SMGS system”. Both legal systems for rail transport are applied in Bulgaria, so that the CIM / SMGS single consignment note is not applicable for export or import transport. The application of the single CIM / SMGS bill of lading for Bulgaria applies to all transit traffic through Bulgaria (through the Varna Ferry border station, where the CIM bill of lading of SMGS and vice versa needs to be redesigned) according to Annex № 1 to item 4 of the CIM Bill of Lading Manual / SMGS.</p> <p>Currently, there are practically no transit services with the single CIM / SMGS consignment note at the Varna Ferry Border Station, as the railway companies of the Republic of Serbia, the Hellenic Republic and the Republic of Türkiye, which use only CIM and are members of the International Transport Committee (CIT), are not told CIT that they wanted to use this bill of lading.</p> <p>In the <b>Republic of Kazakhstan</b>, there is no need to carry out domestic measures for the application of the single CIM/SMGS rail consignment note, since the use of this consignment note is regulated by Annex 6 to the Agreement on International Railway Freight Communications (SMGS), and Kazakhstan is a member of the SMGS.</p>

			<p>Also, the issue of electronic data exchange in the volume of CIM/SMGS on the China-Russia section is currently being worked out.</p> <p>Decree of the Government of the Republic of Moldova No. 839 dated 20.08.2018 approved the operation of the Agreement on International Railway Freight Communications (SMGS), effective 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>The Parliament of the Republic of Moldova adopted Law No. 150 of 16.07.2020 on the accession of the Republic of Moldova to the Convention on International Carriage by Rail (COTIF), according to which the Republic of Moldova will apply the CIM requirement -Appendix B to the Convention at the sites of accession. The Government has been instructed to take the necessary measures to implement the provisions of the Convention, and the Ministry of Foreign Affairs and European Integration has been instructed to prepare and submit to the Depository a document of accession.</p> <p><b>Türkiye:</b> CIM/SMGS Consignment Note became legally applicable for railway transport in Türkiye since September 2021.</p> <p><b>Ukraine</b> applies the CIM/SMGS consignment note in accordance with the provisions of the CIM/SMGS Consignment Note Manual (Annex 6 to the SMGS). The SMGS establishes uniform legal norms for the contract of carriage of goods in direct international rail and rail-ferry traffic. The decision on the introduction of a single CIM/SMGS consignment note was made at the 34th Session of the Meeting of Transport Ministers of the Organization for Co-operation between Railways (OSJD), held on June 13-15, 2006 in Sofia (Republic of Bulgaria). Officially, the CIM/SMGS consignment note entered into force on September 1, 2006 and is valid for all railways participating in OSJD and CIT that have joined the CIM/SMGS Consignment Note Manual.</p>
2.4	<b>Close cooperation between the railways of TRACECA countries</b>	Establishment of stable dialogue between economic agents involved in railway sector, provision of a feedback mechanism with the regulatory structures.	<p><b>Armenia.</b> The Ministry of Territorial Administration and Infrastructure of the Republic of Armenia and the CJSC South Caucasus Railway are taking the necessary measures for the possible establishment of cooperation between the railways of the ITC TRACECA countries.</p> <p><b>Bulgaria</b> cooperates with the TRACECA countries within the framework of multilateral international agreements - the Convention on International Carriage by Rail (COTIF) and the Agreement on International Railway Freight Communications (SMGS), as well as within the framework of bilateral cooperation with each of the parties.</p> <p>The provisions regarding the functions of the regulatory body and cooperation between the regulatory bodies of Directive 2012/34 / EU on the establishment of a single European railway area have been transposed into Bulgarian legislation in the Railway Transport Act and Ordinance 41 on access and use of railway infrastructure. <del>The Regulatory Authority and the National Railway Safety Authority, as well as the Supervisory Authority for the Implementation of Regulation (EC) No 1371/2007 of the European Parliament and of the Council of 23 October 2007 on the Rights and Obligations of Passengers Using Railway Transport in Bulgaria Railway Administration Executive Agency.</del></p> <p><b>Kazakhstan.</b></p> <p>On November 26, 2021, a Memorandum of Understanding was signed between the railways of Turkmenistan, Republic of Kazakhstan and Islamic Republic of Iran on the implementation of the KTI railway freight corridor.</p> <p>Meetings of the members of the International Association "TITR" are held annually, where the volumes of traffic along the TITR route and tariffs are reviewed and approved.</p>

			<p>In order to fully unlock the transit potential of the TITR route for cargo flows from China/Central Asian countries to EU countries and back, it was decided to establish a joint venture with the participation of the railway administrations of the Republic of Azerbaijan, Georgia and Republic of Kazakhstan.</p> <p>The establishment of the joint venture will ensure the provision of the highest quality and full service of multimodal, transport and logistics services, establishment of a through rate for the transportation of goods across the territories of states whose railway organizations, ports and sea carriers will be the founders of the joint venture, introduction of a single and unique IT platform for the implementation of the joint venture, which allows to fully automate the services provided for the transportation of goods from China to Türkiye and Black Sea ports.</p> <p>On August 4-5, 2021, a meeting of the Working Group on the development of TITR was held in Kiev. Pursuant to the decision of the meeting of the Working Group, a separate working group was established between the railway administrations of Azerbaijan, Georgia and Kazakhstan in order to develop a detailed work plan covering commercial, legal and corporate aspects of the joint venture being established on the TITR route.</p> <p>On September 9, 2021, the 17th meeting of the Intergovernmental Commission on trade and economic cooperation between Azerbaijan and Kazakhstan was held in Baku, where the parties agreed on the need to continue work within the transport corridors on the establishment of a joint transit logistics venture of Kazakhstan, Azerbaijan and Georgia.</p> <p>At the meeting of the Working Group on the Development of TITR, held on November 16, 2021 in Nur-Sultan, the members of the Working Group took note of the decisions taken by the expert group on the creation of the TITR joint venture.</p> <p>On December 27, 2021, the members of the expert group held an online videoconference on the creation of the TITR joint venture, at which the draft Statute of the TITR joint venture and the advantages of creating a TITR joint venture on the territory of the AIFC were considered.</p> <p>In 2021, the volume of cargo transportation along the TITR route amounted to 586.2 thousand tons.</p> <p><b>Tajikistan.</b> Cooperation is carried out within the framework of membership in the Organization for Cooperation between Railways (OSJD), the Committee on Railway Transport of the Organization for Economic Cooperation and the Working Groups of UNESCAP (TAR). All emerging issues are discussed within the framework of meetings and working groups sessions. There are interagency working groups with other countries that meet periodically to conduct a dialogue on the current issues. These meetings are held mainly within the framework of the intergovernmental commissions.</p> <p>Active cooperation has been established with the railway administrations of the Republic of Uzbekistan and Turkmenistan.</p> <p><b>Ukraine.</b> JSC Ukrzaliznytsia interacts with the railways of the member states in the Europe-Caucasus-Asia (TRACECA) transport corridor within the framework of the Organization for Cooperation between Railways (OSJD), the International Rail Transport Committee (CIT), ALE«IA «TITR» and other international organizations. A single CIM/SMGS transport document is used.</p>
2.5	<b>Efficient and full implementation of the Technical Annex on International Railway Transport to the Basic Agreement</b>	Application of modern logistics technologies. Pursuing coordinated flexible tariff policy. Adopting market-	<b>Armenia.</b> The tariff policy of the CJSC South Caucasus Railway 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.

		oriented through, competitive tariffs. Ensuring transparent tariffs.	<p>In <b>Bulgaria</b>, 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</p> <p><b>Tajikistan</b>. In this direction for 2019-2021, 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><b>Ukraine</b>. When transporting transit cargo, including along the route of the ITC TRACECA, the provisions and rates of the "Tariff Policy of the Railways of the CIS member states for the carriage of goods in international traffic for the freight year" are applied, which is adopted at Tariff Conferences in accordance with the Tariff Agreement of the Railway Administrations (Railways) of the CIS.</p> <p>Work is also being carried out on the formation of a tariff policy for the carriage of goods on the China-Europe-China route in transit along the territory of Ukraine through the Black Sea by ferry (Ukrainian junction station - Ferry) and the ports of Odessa, Chernomorsk, Yuzhny with the participation of feeder ships of sea lines.</p>
2.6	<b>Improvement of railway safety</b>	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><b>Armenia</b>. 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 N892-N dated 30.07.2009. &lt;&lt;On approval of the list of dangerous goods transported by rail and the procedure for their transportation&gt;&gt;, departmental regulations and instructions, which include requirements for the safety management system in rail transport.</p> <p><b>Bulgaria</b> ratified the Convention concerning International Carriage by Rail in 1982, and on 3 June 1999 signed the 1999 Protocol Amending the Convention concerning International Carriage by Rail (COTIF) of 9 May 1980 and ratified it by Law SG no. 82/2004</p> <p>Directive 2008/68/EC on the inland transport of dangerous goods (2008/68/EC) was introduced into our national legislation by Ordinance № 46 of 30.11.2001 on the transport of dangerous goods by rail. According to Art. 8 (1) of Directive 2008/68/EC, the European Commission shall adopt delegated acts amending the Annexes to the Directive to take account of amendments to the ADR, RID and ADN, in particular those relating to scientific and technical progress, including the use of localization and tracking.</p> <p>Pursuant to Art. Article 8 (1) of Directive 2004/49 / EC of the European Parliament and of the Council of 29 April 2004 on railway safety has been issued by IAJA National Safety Rules. They lay down the mandatory safety provisions transposed into national law, which apply to all railway undertakings and the infrastructure manager.</p> <p><b>Kyrgyzstan</b>. When transporting dangerous goods by rail, the State Enterprise "NK" Kyrgyz 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 2022-2026".</p> <p><b>Moldova</b>. In order to harmonize the national legislation of the Republic of Moldova in the field of railway transport, a new Railway Transport Code No. 19/2022 dated 03.02.2022 was</p>

			<p>adopted. The Code, which partially transposes into national legislation the provisions of the European Directives 2012/34/EC on the creation of a single railway area, 2016/798/EC on railway safety, 2007/59/EC on the certification of train drivers, establishes the legal basis for the conditions for the management of railway infrastructure and the organization of railway transport activities.</p> <p>The Ministry, the Railway Board (as the national safety authority), the Infrastructure Administrator and railway enterprises, in accordance with their responsibilities, ensure the maintenance and continuous improvement of safety in railway transport, giving priority to accident prevention, application of safety standards and development of a uniform railway system. The established safety management system complies with the standards and requirements set out in the technical specifications of interoperability and the provisions of safety methods. The safety management system ensures control over all risks associated with the activities of railway enterprises. Safety certification has been introduced to confirm that the railway company has created a Safety Management System and meets the requirements set out in the technical specifications of interoperability, safety standards and other rules relevant for risk control and safe performance of railway operations. The safety certificate specifies the coverage area, type and scope of activity. In order to confirm the adoption of approved provisions to meet the social requirements necessary for the safe maintenance of railway infrastructure, safety authorization has been introduced.</p> <p><b>Tajikistan</b> has joined the Regulations for the Carriage of Dangerous Goods by Rail and implements the requirements of the Regulations.</p> <p>According to internal instructions, SUE "Tajik Railways" annually plan activities to reduce the risks of transport accidents.</p> <p><b>Türkiye.</b></p> <ol style="list-style-type: none"> <li>1. Safety Performance Reports regarding the accident statistics and causes for the accidents that occurred in 2021 were prepared and sent to the relevant units and Regional Directorates of Turkish State Railways (TCDD) on a monthly and quarterly basis.</li> <li>2. The "2020 Annual Safety Performance Report", compiled from the important railway accidents, accident pioneers and occupational accident statistics in 2020, has been prepared and published in order to keep the situation and losses after the accidents in mind, to raise awareness among the personnel and to increase the safety awareness among the employees.</li> <li>3. Safety targets for 2021 have been prepared and announced 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.</li> <li>4. 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.</li> <li>5. Safety Management System Internal Audits started to be implemented within the organization.</li> <li>6. The Regional Inspector structure has been created, inspector assignments have been made, and train inspections of the Railway Train Operators have been started.</li> <li>7. 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.</li> <li>8. Dangerous Goods Transport trainings are on-going.</li> </ol>
--	--	--	--

			<p>9. During the year, a contract was signed with TÜSSİDE (Turkish Management Sciences Institute) in order to create a 2023-2030 safety plan and safety strategy document, and the vision, mission, objectives and targets were determined and the action/practise determination phase was started in order to reach the targets.</p> <p>10. In order to create a positive safety culture among employees, "Safety Culture Training in Regional Directorates" and "Operational Safety and Accident Prevention Training Program" for Safety Critical Personnel were put into practice.</p>
<b>3.</b>	<b>Motorways of the Sea, railway-ferry communication and maritime routes</b>		
<b>3.1</b>	<b>Improvement of operations and procedures of ferry services</b>	Countries will be aiming at implementation of the international and European "best practice".	<p><b>Armenia.</b> 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.</p> <p>If necessary, ferry transportation is carried out between the ports of Poti (Georgia) - Ilyichevsk (Ukraine).</p> <p><b>Bulgaria</b> and Türkiye started creation of a working group to discuss the development of a Ro-Ro Ferry line between the ports of Burgas in Bulgaria and Karasu in Türkiye.</p> <p><b>Ukraine.</b> On 19.10.2021, a trilateral agreement was signed between the Ministry of Infrastructure of Ukraine, SE "USPA" and the European Bank for Reconstruction and Development on the preparation of public-private partnership (concession) projects in Chernomorsk seaport, including the concession project of the railway and ferry complex of SE "STP "Chernomorsk" and separate property of SE "USPA" in Chernomorsk seaport.</p> <p>SE "USPA" provided for the elaboration of the issue of preparation for the signing of a Memorandum of Understanding between SE "USPA" and CJSC "Baku International Sea Trade Port" during the Thirteenth Meeting of the Joint Intergovernmental Ukrainian-Azerbaijani Commission on Economic Cooperation (hereinafter referred to as the Commission), which was to be held on March 15, 2022 in Baku. Baku (Republic of Azerbaijan), in particular, consultations were held with representatives of CJSC Baku International Sea Trade Port, as a result of which a draft of the above-mentioned Memorandum was received for consideration and approval by the Ukrainian side.</p> <p>The purpose of signing the Memorandum is to strengthen and promote business relations between SE "USPA" and CJSC "Baku International Sea Trade Port" in the following areas:</p> <ul style="list-style-type: none"> <li>- study of opportunities to increase the import, export and transit of goods through seaports and the Baku port;</li> <li>- attraction of additional cargo traffic for transportation both in the direction of the seaports of Ukraine and in the direction of the Baku port;</li> <li>- mutual exchange of statistical data on cargo flows;</li> <li>- exchange of experience and study of best practices in the field of seaport management;</li> <li>- joint efforts to develop cooperation within the framework of the Trans-Caspian International Transport Route (TITR);</li> </ul> <p>The signing of the Memorandum did not take place.</p>
<b>3.2</b>	<b>Improvement of shipping operations and procedures in the ports of the Black Sea and the Caspian Sea</b>	Optimization and efficient performance of the functions of border and customs control in the ports, provision of	<p><b>Bulgaria.</b> Port Community System implementation.</p> <p>Applying the provisions of Regulation (EU) 2019/1239 of the European Parliament and of the Council of 20 June 2019 establishing a European Maritime Single Window environment and repealing Directive 2010/65/EU, Bulgarian Ports Infrastructure Company (BPI Co.) has</p>

		administrative services and cargo transshipment.	<p>developed and is providing Maritime Single Window (MSW) for B2G vessel electronic documentation since 2010. BPI Co. is the National EMSWe Coordinator and is responsible also for the construction, maintenance and administration of a national system for electronic exchange of information in public transport ports.</p> <p>Executive agency "Maritime Administration" is the National Competent Authority responsible for the management of the national SafeSeaNet system, which includes national coordination of users and data providers. The national SafeSeaNet system includes systems for management of maritime information at national and local level, ensuring the effective exchange of information and the interconnectedness and compatibility of national and local systems, designed to collect, process and store information with SafeSeaNet.</p> <p>Bulgarian Ports Infrastructure Company under the management of Executive Agency "Maritime Administration" maintains the system and implements the interaction between SafeSeaNet and other systems for collection, processing, storage and exchange of information for interconnection of authorized by the Executive Agency "Maritime administration "users.</p> <p>The National System for Electronic Exchange of Information in Public Transport Ports (Port Community System – PCS) is an open electronic platform that provides intelligent and secure exchange of information between government authorities, port operators and port users for the purposes of management, optimization and automation of port and logistics processes by one-time data submission and connection of transport and logistics chains. PCS provides a variety of services such as easy, fast and efficient exchange of information, electronic processing of customs declarations and all information on the import and export of containers, general and bulk cargo, etc. The system will facilitate port operations and the exchange of information in the port, while ensuring a high level of data quality and integrity. The system will include maintenance and processing of information at all intermediate stages and processes carried out in import-export-transit by control authorities, port operators, freight forwarders and carriers.</p> <p>When developed and implemented the modern PCS will provide economic and competitive advantages, as it minimizes unproductive times for stay and processing of ships in Bulgarian seaports. More accurate planning of visits and subsequent processing of ships will lead to a shorter stay of the ship in the port, which will lead to lower harmful emissions emitted by the ship.</p> <p><b>Ukraine.</b> SE "USPA" at the ferry complex of Chernomorsk seaport introduced a technological scheme for handling and processing cargo imported in rail cars by sea to the territory of the ferry complex of Chernomorsk seaport using the information system of the port community, which allows in advance, before the arrival of the ferry to the port, to electronically receive goods transport documents (railway consignment notes) and receive approval customs authorities to unload wagons from the ferry, which significantly speeds up control procedures when the ferry arrives at the port.</p>
3.3	<b>Provision of transport logistic chains with a nodal function by the ports</b>	Implementation of public and private projects on the construction of logistic centres, realized or planned for realization in all ports.	
3.4	<b>Implementation of TRACECA acts on maritime sector, removal of organizational and administrative barriers</b>	Efficient implementation of the Technical Annex (TA) to the MLA on Fundamental Principles of Railway-Ferry Terminals Operation on the Black Sea and the Caspian Sea, and the TA to the MLA on	<b>Bulgaria.</b> Bulgarian Ports Infrastructure Company (BPI Co.) implements the management of the state property in public transport ports and provides vessel traffic and shipping information services. BPI Co. is responsible for construction of ports and port terminals that are state property, as well as reconstruction, rehabilitation and maintenance of port terminals that are state property, by public transport ports, save in cases where these have been assigned to a

		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.	concessionaire or to a single-shareholder commercial company with state participation in the capital. That includes the Bulgarian sea ports on the Black Sea (Varna and Burgas) and the Danube river ports (Lom, Vidin and Ruse). International cooperation is a priority for BPI Co., which is why since 2016 the Company signed MoUs and is cooperating with the port authorities of Azerbaijan and Ukraine. In addition, a MoU with the Caspian Sea ports of Kazakhstan was agreed to be signed.
3.5.	<b>Improvement of quality of services provided by national forwarders, in combined traffic using railway-ferry, Ro-Ro and Ro-PAX ships</b>	TRACECA national forwarders will take all necessary measures to improve services quality. With the view of removing non-physical barriers impeding the sustainable development of the maritime sector the TRACECA countries will establish a mechanism of dialogue at the national and regional levels enabling the concerned parties to jointly consider and discuss issues of common interest.	<b>Bulgaria</b> and Türkiye started creation of a working group to discuss the development of a Ro-Ro Ferry line between the ports of Burgas in Bulgaria and Karasu in Türkiye.
3.6	<b>Enhancement of quality of services provided by the ports to the ships of the MLA member states. Creation of new specialized transfer complexes.</b>	To provide internationally competitive port infrastructure and to render quality services in the short- medium- and long-term prospect.	<b>Bulgaria.</b> Efforts to modernize further the two biggest Bulgarian Black Sea ports of Varna and Burgas continue, utilizing both public and private sources. These ports are of essential importance for providing fast and reliable sea transport between the TRACECA countries.
4.	<b>Development of road sector</b>		
4.1	<b>Realization of the Concept of Development of International Road Traffic along the Transport Corridor Europe-the Caucasus-Asia, Increase of Competitiveness and Attractiveness of Road Routes TRACECA</b>	Expansion of the implementation of the TRACECA permits system. Inclusion of the Caspian region and Central Asian countries to this system. Increase of a number of issued TRACECA permits, application of multi-entry TRACECA permits, and subsequently – introduction of a permit-free system on the territory of the TRACECA countries.	<b>Bulgaria.</b> There are bilateral agreements with most of the TRACECA countries in the field of road transport and new ones are in process of negotiations with Uzbekistan, Tajikistan and Kyrgyzstan. <b>Moldova.</b> As part of the implementation of the Concept of Development of International Road Traffic along the Transport Corridor Europe-the Caucasus-Asia, increasing the competitiveness and attractiveness of TRACECA automobile routes, in connection with the appeal of the National Road Transport Agency of the Republic of Moldova regarding the application of TRACECA multilateral permits on the territory of the participating countries, on September 02, 2021, a meeting of the Working Group TRACECA on multilateral permits was organized by the PS IGC TRACECA. Following the results of this meeting, it was decided to apply TRACECA permits to perform a round trip when carrying out cargo transportation in cases when transportation starts in a country other than the country of registration of the vehicle. Also, Appendix 2 to the Technical Document "TRACECA Multilateral Permit. User Guide" was approved in a new wording, regarding the procedure for the formation of serial numbers of TRACECA multilateral permits issued by the competent authorities of the countries participating in the TRACECA Permits System for international road transport of goods.

			<p>During the meeting, Moldova supported Georgia's proposal to increase the quota of TRACECA permits, taking into account that Moldovan carriers annually fully use the established quota, as well as the proposal to attract new countries to participate in the TRACECA Permits System.</p> <p>In order to increase the competitiveness and attractiveness of the TRACECA automobile routes, Moldova proposed to include a work on the implementation of a permit-free system on the territory of the TRACECA member countries in the Action Plan for 2022-2026 for Implementation of the Strategy of the IGC TRACECA for development of the international transport corridor "Europe-the Caucasus-Asia" for 2016-2026.</p> <p>In order to harmonize the requirements for motor vehicles, the PS IGC TRACECA has prepared the draft Agreement on mass and dimensions of transport vehicles performing interstate transportations along the routes of the international transport corridor "Europe-the Caucasus-Asia". The National Road Transport Agency of the Republic of Moldova reviewed the documents and submitted proposals on the draft Agreement (Appendix I "Maximum authorized dimensions" and Appendix II "Maximum authorized mass"), as well as information on the procedures and conditions for the issuance of a special permit (SP) for the passage of heavy and (or) large vehicles (HLV) by the authorized bodies of the Republic of Moldova</p> <p>Moldova supports and actively participates in the working groups on digitalization of the existing TRACECA Multilateral Permits System and on the implementation of the Global Transit Document. To implement the Global Transit Document, the PS IGC TRACECA presented "Two Seas - Four Countries" (2S4C) pilot project, which will be applied on the TRACECA corridors to the member countries.</p> <p><b>Tajikistan.</b> The TRACECA Permits System is still under consideration by experts from the transport sector of the Republic of Tajikistan. Consequently, work in this direction has not yet begun. Currently, Tajikistan is participating in the consideration of a draft new TRACECA Agreement on Single Transit Permit.</p>
4.2	<b>Increasing road transport safety</b>	Realization of the Regional and National TRACECA Road Safety Action Plans	<p><b>Azerbaijan.</b> 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.</p> <p>In 2021, 1,649 road accidents occurred on all roads of Azerbaijan, which is 3.9% more than in 2020. The number of injured in road accidents in 2021 was 2,158, (2.5% more), 706 of them died (1.4%), 1,452 were injured (3% more). Of these, 694 incidents occurred during the daytime, 617 at night and 338 at dusk, 240 on Saturday and 242 on Sunday.</p> <p>In 2021, out of the total number of accidents, 283 occurred on roads serviced by the State Agency of Azerbaijan Automobile Roads. The number of injured in road accidents on these roads was 431, of which -183 were died, 248 people were injured. In 2021, 155 accidents (including M-2 -</p>

			<p>45) occurred on the main highways (M-1-6) serviced by the AAR. The number of injured in an accident is 218 (including M-2 - 63), 119 of them were died (including M-2 – 52), 99 people were injured (including M-2 – 11).</p> <p>In <b>Bulgaria</b>, a significant increase in traffic safety is achieved. A specialized Road Safety State Agency is established with the decision to introduce a new model of road safety management in the Republic of Bulgaria based on the analysis conducted and the shortcomings identified in road traffic safety policies, and is in line with best practices and recommendations by international institutions, which have considered the existence of a coordination unit to develop, coordinate, and oversee the implementation of this government policy as an important success factor.</p> <p><b>Tajikistan</b>. As part of the implementation of projects for rehabilitation, repair and construction of roads, activities aimed at ensuring road safety are provided. In particular, technical means of traffic management - traffic lights, road signs and pointers, road markings, guiding devices and fences installed on highways to regulate traffic.</p> <p>Along with this, Department of the State Automobile Inspection Department of Internal Affairs of Tajikistan annually conducts “Speed” Operation throughout the Republic, the purpose of which is to reduce the number of road accidents in the country.</p> <p><b>Ukraine</b>. On October 1, 2021, laws came into force introducing increased administrative responsibility for offenses in the field of safety in road transport, which can be recorded using photo and film recording, video recording, in particular in automatic mode through the Weigh-in-Motion system, which records all vehicles passing through the complex and measures their overall weight parameters.</p> <p>Liability has been introduced for all vehicles of Ukrainian and foreign carriers engaged in automobile transportation of passengers and cargo on the territory of Ukraine, as well as shippers.</p> <p>In addition, responsibility has been introduced for evading the passage of dimensional and weight control (DWK), speeding, violation of the requirements of road signs and markings, committing offenses in the DWK zone.</p> <p>Preventing the destruction of roads and, as a result, reducing the likelihood of negative consequences from the destruction of the pavement directly ensures road safety and the safety of the road infrastructure of Ukraine, which in turn affects the accident rates. This makes it possible to create safer conditions for the life and health of people during their movement on the highways of Ukraine.</p> <p>Due to this, the legal mechanism and regulatory legal regulation in the field of transport safety have improved, in order to ensure compliance of Ukrainian legislation with the best legislative standards in force in European countries with safe road transport systems. This is confirmed by a 97% decrease in the number of vehicles moving on the highways of Ukraine with exceeding the overall weight parameters, during the time since the introduction of increased liability for offenses in the field of safety in road transport, which can be recorded using photo and film, video recording in automatic mode through the Weigh-in-Motion system.</p>
4.3	Development of road infrastructure, including auxiliary installations	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><b>Azerbaijan</b>. On the outcomes of 2021, 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 2021, 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 74% of the total volume of the object. The project is of particular importance as an investment</p>

			<p>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. SA AAR, responsible for the management of the road network, directs its activities at involving the private sector in the maintenance of road facilities. This helps to achieve an increase and effective management of the allocated resources for the maintenance of the road sector.</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><b>Bulgaria.</b> Some of the main priorities of the national transport policy are related to the development and modernization of the transport infrastructure; limiting the negative impact of transport on the environment and human health; reducing fuel consumption and increasing energy efficiency.</p> <p><b>Kyrgyzstan</b> is completing the construction of an alternative road, which will connect two parts of the country - South and North – via the regions of Internal Tien Shan and link the hinterland of the country with the important economic centres by allowing the growth of goods turnover between the regions. The road will be three times shorter than the primary road Bishkek-Osh and enable the residents of the southern oblasts to reach Issyk-Kul for several hours only.</p> <p>Besides, at the expense of donors' funds of the WB, ADB, IDB the following projects are being implemented:</p> <ul style="list-style-type: none"> <li>- Improvement of arterial international highways (Osh-Batken-Isfana road);</li> <li>- Alternative road North-South (Bishkek-Osh road);</li> </ul> <p>Work is underway to prepare the project for the implementation: Project for construction of a bypass road of the Uzgen city, Osh region.</p> <p>Initiator: Ministry of Transport, Architecture, Construction and Communications of the Kyrgyz Republic</p> <p>Cost: about \$ 16 million</p> <p>Purpose of the project: Construction of a road to bypass the city of Uzgen with a length of 5.3 to 13 km (depending on the proposed options) of the 3rd category (2 traffic lanes with a carriageway width of 7 m). This road will be an alternative to the Bishkek-Osh main road, which passes through the center of Uzgen. The project specification includes construction, operation, maintenance, collection of money for the use of the road.</p> <p>In addition, 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 and approved by the Resolution of the Government of the Kyrgyz Republic dated July 1, 2016 No. 372.</p> <p><b>Moldova.</b> In 2013, the Transport and Logistics Strategy for 2013-2022 was adopted, approved by Government Decree No. 827 of 28.10.2013.</p> <p>Currently, work is underway to attract investments for the construction of a new section of the M3 roadway, the Vulcanesti bypass, with a total length of 8.58 km.</p>
--	--	--	--

			<p>In 2010, a Program for the development of the transport sector of the Republic of <b>Tajikistan</b> until 2025 was adopted, within the framework of which short-term, medium-term and long-term plans for the implementation of road infrastructure modernization projects were determined.</p> <p>Also, the Resolution of the GoT (No. 755 of December 29, 2012) approved the Concept of the State Policy for Attracting and Protecting Investments in the Republic of Tajikistan. The state investment program for 2016-2020 was adopted. and agreements on the promotion and mutual protection of investments were signed with 39 countries, in particular with 9 countries, members of TRACECA.</p> <p>In September 2021, the Government approved the Public Investment Programme for 2021-2025, which was developed to attract domestic and foreign investment and new investment projects for the national economy development. Of the 898 projects included in the Programme, 103 projects are in the transport sector (in the amount of 4507 million US dollars or 24%).</p> <p>Also, there is a business portal <a href="http://www.tajinvest.tj">www.tajinvest.tj</a> where full information about all existing investment projects, legislative and legal framework and other useful data is published.</p>
4.4	<b>Implementation of proper level of road networks maintenance</b>	<p>Increase and effective management of the allocated resources for the road sector maintenance.</p> <p>Upgrade and reorganization of public enterprises responsible for road network management. Involvement of private sector to road installations maintenance.</p>	<p><b>Azerbaijan.</b> 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 SA AAR, 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>In terms of <b>Bulgaria's</b> transport infrastructure development, currently several projects in the field of Road transport which are co-financed by the European Union are being implemented. They are financed both by the Operational Programme on Transport and Transport Infrastructure and Connecting Europe Facility.</p> <p><b>Kyrgyzstan.</b> 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 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 3000 km was carried out. Next year it is planned to carry out certification of motor roads with a total length of 3000 km.</p> <p><b>Tajikistan.</b> 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 in 2021, the project of the Japan International Cooperation Agency (JICA) "strengthening the capacity to eliminate the consequences of natural disasters on highways" was successfully completed, which trained road industry specialists and improved the capabilities of local engineers in road maintenance and disaster prevention.</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	<b>Enhancing regional cooperation to implement programme measures aimed at removal of the "bottlenecks".</b>	Optimization of operation of border crossing points functioning in different conditions and regimes, including the restricted transit traffic.	<p><b>Bulgaria</b> is working actively with all neighboring countries in order to improve the operations of the border crossing points and remove the barriers for the transit of goods.</p> <p><b>Kyrgyzstan.</b> 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> <p><b>Tajikistan:</b> In order to comply with the legal acts of the Republic of Tajikistan in the field of customs affairs with the provisions of the World Trade Organization Agreement, the Customs Service of Tajikistan has developed "Rules for Coordinating the Activities of Bodies Controlling Road Passages across the Customs Border of the Republic of Tajikistan on the "one-stop shop". In accordance with this, the time for checking documents at border checkpoints has been reduced from two to one hour.</p> <p>Also, an agreement was signed between the customs authorities of Tajikistan and the Republic of Uzbekistan on the opening of a "Green Corridor", with the aim of simplifying the customs clearance procedure for the movement of goods and vehicles between our countries.</p>

4.6	<b>Development of intermodal terminals/ logistic centres (internal terminals) / dry ports /logistic centres).</b>	Efforts to further develop the legislation concerning implementation of the given projects, particularly related to property with participation of private and public sectors.	<b>Tajikistan:</b> Cross-border international automobile terminals are established in accordance with the Decree of the Government of the Republic of Tajikistan No. 212 dated May 2, 2007 " On the transit passage of international motor vehicles territory of the Republic of Tajikistan and the creation of border International automobile terminals". In 2013, Tajikistan signed the UNESCAP Agreement on dry ports. Within the framework of the TRACECA project, a feasibility study was developed for the project "Construction of an International Logistics Centre in Nizhniy Pyanj" (on the border with Afghanistan). Negotiations are underway to attract investment for the development of terminals / logistics centres. Projects for construction and modernization of logistics centres based on PPP are systematically introduced for discussion within the framework of the PPP Council of the Republic of Tajikistan.
5.	<b>Development of inland waterways</b>		
5.1	<b>Creation of necessary logistic infrastructure</b>	Development of coastline intermodal and nodal facilities on the Danube and the Dnepr rivers.	
5.2	<b>Implementation of the EU strategy with respect to the Danube region</b>	Modernization of coastline facilities, expansion of cooperation for dredging works in the fairway of the Danube.	
5.3	<b>Improvement of navigation conditions on the Dnepr river</b>	Carrying out institutional reforms, building the capacity of the personnel in the given sector, development of intermodal and nodal facilities.	
6.	<b>Air transport</b>		
6.1	<b>Exploiting full potential of air transport</b>	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.	<b>Bulgaria.</b> In January 2018, direct flights on the Baku-Sofia route were launched, which the Azerbaijani airline BUTA (AZAL) continued to operate also in 2019. In accordance with the current bilateral agreements between Bulgaria and Ukraine and Bulgaria and Armenia, as well as in accordance with the horizontal agreements between the EU and these two countries, in 2019 the Irish airline Ryanair was designated by the Bulgarian side to operate scheduled air services on the Sofia-Kyiv route, and the Hungarian airline Wizz Air Hungary Ltd. was designated on the Sofia-Yerevan route in 2020 and on the Burgas – Kiyev route in 2021. During 2021 the company Gulivair was designated as carrier on the lines from Sofia to Bangkok and Male. Bulgaria Air was designated as carrier on the Bilateral Agreement for air transport between Bulgaria and Egypt. <b>Kyrgyzstan.</b> Due to the expansion of the aircraft fleet during 2021, the number of offered seats will increase to 4.4 million seats. 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. 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. <b>Ukraine.</b> In 2021, work continued on improving the current regulatory framework in the field of air transport in order to further liberalize regular air traffic with partner countries. Thus, on

			<p>03/04/2021, the Protocol between the Cabinet of Ministers of Ukraine and the Government of the State of Qatar on amendments and additions to the current Agreement on Aviation Services came into force, which makes it possible to expand the scope of access to the market by appointing several airlines from each side, allows removing restrictions on the number of flights, capacity, types of aircraft, as well as on the number of points on the territories of both countries. In addition, the text of a new intergovernmental agreement on air traffic with the Swiss Confederation has been finalized, which does not provide for restrictions on the number of designated air carriers, departure/destination points, as well as on frequency, capacity, and types of aircraft.</p> <p>The base of international agreements in the field of regular air transportation is also expanding. In 2021, intergovernmental agreements on air traffic with the Republic of Serbia and the Federal Democratic Republic of Ethiopia were prepared for signing.</p> <p>Also, the following agreements on air traffic have been signed:          18.01.2021 - Agreement between the Cabinet of Ministers of Ukraine and the Government of the Kingdom of Saudi Arabia on air traffic;          02.12.2021 - Agreement between the Cabinet of Ministers of Ukraine and the Government of Iceland on air traffic.</p> <p>In addition, on 12.10.2021, an agreement was signed between Ukraine, on the one hand, and the European Union and its member States, on the other hand, on a common aviation area.</p>
<p>6.2</p>	<p><b>Increasing the level of competition in the air transport sector</b></p>	<p>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>	<p><b>Azerbaijan.</b> From January 1, 2020, the 5th and 7th freedoms of air have been introduced in European and Eastern states. This information is published in the AIP (Aeronautical Information Publication) on behalf of the State. According to these freedoms of air, any foreign airline can operate flights from the airports of the Republic of Azerbaijan to 42 states. At the same time, airlines that will start flights to Azerbaijan on new routes are offered discounts of up to 100% of ground handling fees applied throughout the year. These freedoms of air were temporarily restricted due to the COVID-19 pandemic, and information about this is published in the AIP.</p> <p><b>Bulgaria.</b> As an EU member state, Bulgaria is a party to common aviation agreements (such as "Open Skies") concluded between the EU and Georgia and between the EU and Moldova. On 12.10.2021 Common Aviation Area Agreement was signed between the EU and Ukraine, and on 15.11.2022 - between the EU and Armenia. Agreements on the establishment of a common aviation space provide, on a reciprocal basis, access to the air transport markets of the parties under equal conditions for competition and subject to the same rules on issues such as flight safety, aviation security, air traffic control, the environment, social aspects.</p> <p><b>Tajikistan.</b> The functions of regulation/supervision of activities and airport management are separated. There are 4 international airports in the country. This practice (open skies) is not yet applied in the country.</p> <p><b>Ukraine.</b> The current intergovernmental agreement on air traffic between Ukraine and the Republic of Azerbaijan provides for the appointment of several airlines for the operation of contractual lines, but only one for a specific route. The frequency of 14 flights per week on each route has been established for the airlines of Ukraine and the Republic of Azerbaijan.</p> <p>With the aim of further liberalizing regular air traffic with the Republic of Azerbaijan by letter No. 15.03.2021 1.21-1612-21, the State Aviation Service of Ukraine invited the Azerbaijani side to consider the possibility of lifting the current restriction on the number of assigned airlines on contractual lines from each side when performing regular flights between Ukraine and the Republic of Azerbaijan, as well as to increase the established frequency on the Kiev-Baku-Kiev route from 14 to 21 flights per week for designated airlines of Ukraine and the Republic of</p>

			<p>Azerbaijan. By letter No. 19/746 dated 02.04.2021, the Azerbaijani side announced that it welcomes the proposals of the Ukrainian side regarding changes in the operating conditions of the contract lines, however, taking into account the quarantine regime and the closure of the state border of the Republic of Azerbaijan, it proposed to return to discussing the above issues after the lifting of quarantine and the resumption of regular passenger traffic in full, carried out before the COVID-19 pandemic.</p> <p>To date, when performing regular air transportation between Ukraine and the Republic of Armenia, there are no restrictions on the number of designated air carriers, departure/destination points, as well as on the number of flights.</p> <p>The current intergovernmental agreement on air traffic between Ukraine and the Republic of Kazakhstan provides for the appointment by each party of several airlines for the operation of contractual lines.</p> <p>Based on the results of negotiations at the level of the aviation authorities of Ukraine and the Republic of Kazakhstan (07-08 September 2017, Kiev), the delegations agreed to maintain the existing operating conditions of the contractual lines – 16 flights per week for each Party, and also determined the routes that will be operated by: designated airlines of Ukraine: from any points in Ukraine to Almaty, Astana, Karaganda, Kostanay, Ust-Kamenogorsk, Pavlodar, Aktau; by designated airlines of the Republic of Kazakhstan: from any points in Kazakhstan to Kiev, Lviv, Odessa, Kharkov, Dnepr, Ivano-Frankivsk, Uzhgorod.</p> <p>To date, when performing regular air traffic between Ukraine and the Kyrgyz Republic, there are no restrictions on the number of designated air carriers, departure/destination points, as well as on the number of flights.</p> <p>In order to further liberalize regular air traffic with the Republic of Moldova, a new Agreement between the Cabinet of Ministers of Ukraine and the Government of the Republic of Moldova on air traffic was signed in Kiev on April 12, 2018. To date, this Agreement has not entered into force. The Ukrainian side has completed all the necessary domestic procedures for the entry into force of the new Agreement. The Moldovan side did not follow the relevant procedures.</p> <p>Taking into account the prospects and importance of further development of regular air traffic between Ukraine and the Republic of Moldova, as well as the existing demand, the State Aviation Service of Ukraine by letter dated 10.06.2021 No. 1.21-3611-21 proposed to the aviation authorities of the Republic of Moldova to increase the frequency on the Kiev-Chisinau route to 14 flights per week for each side, starting from the IATA 2021 Summer season until the entry into force of the Agreement between the Cabinet of Ministers of Ukraine and the Government of the Republic of Moldova on air traffic. No response was received.</p> <p>On 12.10.2021, an agreement was signed between Ukraine, on the one hand, and the European Union and its member states, on the other hand, on a common aviation area.</p> <p>To date, when performing regular air traffic between Ukraine and Romania, there are no restrictions on the number of designated air carriers, departure/destination points, as well as on the number of flights.</p> <p>In order to improve the existing contractual and legal framework for the implementation of regular air traffic between Ukraine and the Republic of Türkiye, a new Agreement was signed on 22.12.2011 between the Cabinet of Ministers of Ukraine and the Government of the Republic of Türkiye on air traffic, which entered into force on 31.10.2013. According to this Agreement, it is possible for each Party to appoint several air companies to perform regular air traffic on established routes. The frequency of regular flights on each established route is determined by agreement at the level of the aviation authorities of both countries.</p>
--	--	--	---

			<p>To date, when performing regular air traffic between Ukraine and Georgia, Bulgaria, there are no restrictions on the number of designated air carriers, departure/destination points, as well as on the number of flights.</p> <p>To date, when performing regular air traffic between Ukraine and Mongolia, there are no restrictions on the number of designated air carriers, as well as on the number of flights on the Kiev-Ulaanbaatar route.</p> <p>On October 12, 2021, an agreement on a common aviation area between Ukraine and the EU was signed within the framework of the 23rd EU-Ukraine Forum. The Open Skies Agreement removes restrictions on flights of Ukrainian airlines to the EU and European airlines to Ukraine, and also provides for the full implementation of EU legislation in the field of aviation transport.</p>
<p>6.3</p>	<p><b>Improvement of air transport safety</b></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><b>Azerbaijan.</b> The main regulatory documents on aviation security in the Republic of Azerbaijan are brought into compliance with the legislation of the European Union (EU) in accordance with the ECAC DOC 30. The current State Aviation Security Programme fully complies with the ICAO and ECAC standards. Also, given the lack of specialized laboratories and technical capabilities for certification of technical inspection equipment, an agreement was reached between the Republic of Azerbaijan and the ECAC on the acquisition and operation of technical inspection equipment that has passed certification and approved only in the ECAC special department.</p> <p><b>Bulgaria.</b> As an EU Member State, Bulgaria fully applies European Union aviation law.</p> <p>In the Republic of <b>Moldova</b>, coordination with the legislation of the European Union is carried out in accordance with the Common Aviation Area Agreement.</p> <p>At the current stage, there is a regulatory convergence and effective implementation of EU aviation standards in the Republic of Moldova. Further steps are being taken to implement EU rules on civil aviation in accordance with the development of technical and legislative provisions of the EU, in accordance with Annex III to the Common Aviation Area Agreement between the European Union and the Republic of Moldova and its Member States.</p> <p><b>Ukraine.</b> During 2020 -2021, a number of aviation rules and other regulatory legal acts of Ukraine were adopted, in particular, "Instructions for the organization and implementation of security controls in Ukrainian airports", "Rules for the Protection of Aircraft and other Important Civil Aviation Facilities, ensuring access control to them", "Rules for certification and approval of Registered Agents known to shippers", "Instructions for assessing the level of threat to the safety of civil aviation", "Regulations on the Aviation Security Service of the subject of aviation activity" which contain the provisions of the above-mentioned ICAO documents and regulations of the European Union. It should be noted that there were no "Rules for certification and approval of registered agents, known to shippers" in Ukraine until 2020, this is a completely new regulation for Ukraine.</p> <p>Also, in 2021:</p> <ul style="list-style-type: none"> <li>- Memorandum of Understanding (MoU) was signed between Ukraine and the International Civil Aviation Organization (ICAO) on the mechanism of continuous monitoring within the framework of the universal program of inspections in the field of aviation security (USAP-CMA);</li> <li>- Decree of the Government of Ukraine on the interdepartmental Commission on civil aviation security was adopted.</li> </ul> <p>In addition, Ukraine is working on:</p> <ol style="list-style-type: none"> <li>1) amendments to the Air Code of Ukraine as regards the provisions of aviation security. The main task of this work, following the example of the structure of the legislation of the European Union, is to consolidate aviation security standards at the level of the main aviation law (the Air Code of Ukraine), and their practical implementation - at the level of other regulatory legal acts.</li> </ol>

			<p>2) on the preparation of relevant regulations with a view to ratifying the Convention for the Suppression of Unlawful Acts Relating to International Civil Aviation (Beijing, 2010), the 2010 Protocol supplementing the Convention for the Suppression of Unlawful Seizure of Aircraft (1970), the Protocol 2014 to the Convention on Offenses and Certain Other Acts Committed on Board Aircraft (1963).</p> <p>3) on the preparation of the Action Plan for the implementation of the requirements of the Global Aviation Security Plan of the International Civil Aviation Organization (ICAO)";</p> <p>4) on the preparation of the draft State Civil Aviation Security Quality Control Programme.</p>
<b>7.</b>	<b>Logistics, multimodal transport and connections with the hinterland</b>		
<b>7.1</b>	<b>Creation of a specialized information portal</b>	Determination of the information portal concept by member states. Identification of financial sources for the development and functioning of the portal.	
<b>7.2</b>	<b>Development of institutional and legal environment necessary for support of private sector investments and functioning of logistics and multimodal facilities.</b>	Development and adoption of legal acts on the implementation of PPP, identification of national and regional logistic centres.	<p><b>Kyrgyzstan</b> 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"> <li>- on "Modernization of the airports of OJSC Manas", a feasibility study is being prepared;</li> <li>- on the information system of electronic collection of fees, a feasibility study has been prepared.</li> </ul> <p>Optimization of laws regulating the transport industry has been carried out, new versions of laws on road and rail transport are being considered in Parliament.</p>
<b>7.3</b>	<b>Creation of logistic centres connected up at least to two transport modes</b>	Internal intermodal terminals are to perform (partly or wholly) the functions of dry ports.	<p><b>Bulgaria.</b> With funding from OP "Transport" 2007-2013 in the region of Plovdiv was built intermodal terminal, which in September 2017 was granted a concession, the contract is valid from the end of 2018. The terminal proved its paramount importance during the crisis caused by COVID-19 by ensuring continuity of supply.</p> <p>In the coming years, our efforts will continue to build key railway station complexes, railway junctions and intermodal terminals, as well as to ensure efficient transport links between modes of transport (rail - metro, railway - ports, railway - airports). In this regard, we have provided for the possibility of providing funding under the Transport Connectivity Program through a scheme to support intermodal operators. The development of intermodal transport is a priority of the national transport policy in the immediate and long term.</p> <p>The development of intermodal transport is enshrined in the main documents defining the national transport policy, namely in the Integrated Transport Strategy of the Republic of Bulgaria until 2030 and in the draft National Plan for the Development of Combined Transport in the Republic of Bulgaria until 2030. is currently being prepared for submission to the Council of Ministers. In the draft National Plan for the Development of Combined Transport, after an in-depth SWOT analysis, 3 groups of measures have been identified, the implementation of which will contribute to increasing the competitiveness of environmentally friendly modes of transport, such as rail and water.</p>

			<p><b>Ukraine:</b> 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>
<p>7.4</p>	<p><b>Creation of efficient internal terminals / dry ports / logistic centres</b></p>	<p>Ensuring the elaboration of relevant framework conditions and promoting the development of this kind of logistical infrastructure at the regulatory level.</p>	<p><b>Bulgaria.</b> The main goal of our policy regarding the promotion of multimodality in the period up to 2030 is the development of a network of terminals that meet the requirements of modern freight transport services to ensure better coordination between different modes of transport in the direction of intermodal services, as well as the establishment of reliable and fast rail connections between terminals.</p> <p>The development of intermodal transport is enshrined in the main documents defining the national transport policy, namely in the Integrated Transport Strategy of the Republic of Bulgaria until 2030 and in the draft National Plan for the Development of Combined Transport in the Republic of Bulgaria until 2030. is currently being prepared for submission to the Council of Ministers. In the draft National Plan for the Development of Combined Transport, after an in-depth SWOT analysis, 3 groups of measures have been identified, the implementation of which will contribute to increasing the competitiveness of environmentally friendly modes of transport, such as rail and water.</p> <p><b>Ukraine.</b> In order to expand the scope of activity 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 technically sound condition, Liski Transport Service Center branch of Ukrzaliznytsia JSC has been established and operates. A logistics terminal complex operates on the territory of the structural divisions of the Liski Transport Service Center branch of Ukrzaliznytsia JSC, in particular the Odessa branch. Odessa Branch of the Liski Transport Service Center branch of the JSC "Ukrzaliznytsia" proposes a wide range of cargo handling services:</p> <ul style="list-style-type: none"> <li>- transportation of goods in containers between the countries of Europe, the Baltic states, the CIS and Asia, including on a door-to-door basis;</li> <li>- forwarding of any cargo by rail and other modes of transport;</li> <li>- storage of goods in covered warehouses, including under customs control, at the TSW (temporary storage warehouse);</li> <li>- transshipment of bulk cargoes from railway transport to automobile and their storage in open warehouses;</li> <li>- transshipment and storage of goods in open areas;</li> <li>- 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, including in the direction of Georgia;</li> <li>- a range of services for the organization of cargo transportation with the participation of several modes of transport;</li> <li>- transportation insurance services;</li> <li>- customs clearance of goods on the territory of the terminal.</li> </ul> <p>The terminal is equipped with the most modern means of communication.</p> <p>On an ongoing basis, the infrastructure and quality of service for consumers of transport services are being improved.</p>

<p><b>7.5</b></p>	<p><b>Creation of sustainable logistic chains TRACECA.</b></p>	<p>Definition and inclusion of the proposed projects of MLC in the national transport strategies.</p>	<p><b>Bulgaria.</b> 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.  <b>Ukraine.</b> Proposals for the creation of the ILC are included in the National Transport Strategy of Ukraine until 2030, approved by Decree of the Cabinet of Ministers of Ukraine No. 430-p. on May 30, 2018 and the Action Plan for the Implementation of the National Transport Strategy of Ukraine until 2030, approved by Decree of the Cabinet of Ministers of Ukraine No. 321-p. from April 7, 2021.</p>
-------------------	--	---	--