



## Evaluation Report on Performance of Road Checkpoints along TRACECA Routes

**Activity number 4.17** of the Action Plan for 2022-2026:  
*Conducting performance evaluation of road checkpoints; Evaluation Report; 2022,2024,2026*

### 1 Background and objectives

TRACECA routes that connect Europe, the Caucasus and Asia are characterized by movements across several countries and changes of mode of transport. The cargoes transported along TRACECA routes have to move across at least 2 or 3 border crossings / seaports. The negative impact of delays and increased cost for moving across multiple border crossings / seaports is combined even for relatively efficient checkpoints. Furthermore, inadequately developed, and inefficient border crossings are plagued with longer delays, increased costs as well as reduced reliability and predictability. Therefore, to ensure the attractiveness TRACECA routes it is of outmost importance to increase the efficiency of checkpoints and to introduce / upgrade measures that streamline movements across borders. Well-developed monitoring and evaluation have important role in support of modernization and border crossing facilitation measures implemented by TRACECA countries.

The effects of modernization efforts and regulatory reforms are being evaluated with various tools on national and international level. Recognizing the need for harmonized approach in performance evaluation of checkpoints along TRACECA routes, in 2021 the IGC TRACECA adopted Methodology of evaluating check points<sup>1</sup>. This document is the first evaluation report based on recently introduced methodology that reflects the opinions of border crossing authorities and indicates the views of private sector operators on performance of border crossing checkpoints.

The objectives of this Evaluation Report are:

- To identify and reflect present status and potential issues with regard to organization of border crossing operations at checkpoints along TRACECA routes;
- Share information on status and experiences in organization of border crossing operations among TRACECA countries;
- To support the analysis of effectiveness of already introduced measures for facilitation of border crossing procedures and initiatives for modernization of checkpoints along TRACECA routes;

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<sup>1</sup> TRACECA, 2021, Methodology of Evaluating Check Points (adopted at Fifteenth Annual Meeting of the Intergovernmental Commission TRACECA, Sofia, Bulgaria, October 21, 2021).

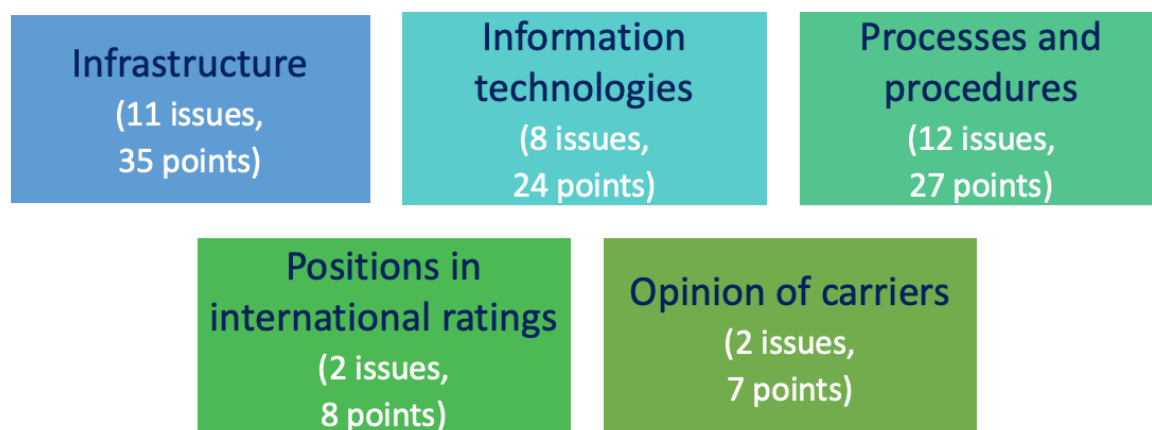
Available at: [http://www.traceca-org.org/fileadmin/fm-dam/pdfs/til\\_igcmeets/15th/eng/Appendix\\_14\\_Methodology\\_of\\_evaluating\\_check\\_points\\_eng.pdf](http://www.traceca-org.org/fileadmin/fm-dam/pdfs/til_igcmeets/15th/eng/Appendix_14_Methodology_of_evaluating_check_points_eng.pdf)

- To suggest corresponding recommendations to the policy makers of TRACECA countries regarding facilitation of border crossing procedures;
- To contribute to increased efficiency of transport operations along TRCECA routes.

## 2 Methodology and organization of the evaluation

With Methodology the check points are evaluated in five areas: infrastructure, information technologies, processes and procedures, positions in international ratings and opinion of carriers. Each of the areas covers a range of issues / characteristics, from 2 issues in the “Opinion of carriers” area up to 12 issues in the “Processes and procedures” area. Depending on the evaluation of the status of each specific issue / characteristic a number of points is given. The range of the points for specific issues varies (e.g., from 0-1 point; up to from 1-7 points). The number of points per area totals from 7 points for the “Opinion of carriers” area up to 35 points for the “Infrastructure” area. Total number of points in overall (for all areas of evaluation) is one hundred.

**Figure 1: Areas of checkpoint evaluation with Methodology**



With Methodology of evaluating check points details are given on how to determine, calculate and designate specific number of points to the evaluated issues for each characteristic<sup>2</sup>.

Despite some common characteristic of the checkpoints (e.g., the same national legal framework) each border crossing has unique characteristics and several specific challenges that have to be addressed accordingly (e.g., infrastructure requirements in relation to traffic volumes at each checkpoint could differ). Therefore, Methodology of evaluating check points envisages that each check point has to be evaluated individually<sup>3</sup>.

Based on the Methodology, the rating of the check points is made according to the points determined from evaluation of each individual check point in following gradation:

- 90 points and over – “excellent”;
- 75-89 points – “good”;

<sup>2</sup> See Point 7 to 46 of TRACECA Methodology of Evaluating Check Points

<sup>3</sup> See Point 6 of TRACECA Methodology of Evaluating Check Points

- 60-74 points – “satisfactory”;
- 59 points and less – “unsatisfactory”.

The letter for evaluation of the checkpoints was distributed from PS IGC TRACECA via Permanent Representatives (National Secretaries) of the PS IGC TRACECA in the MLA member-states to the relevant authorized bodies and national carriers in February 2022<sup>4</sup>. The Questionnaire in accordance with the Appendix 1 of the Methodology (given in annex 1 of this evaluation report) has been directed to the authorized bodies. The Questionnaire in accordance with the Appendix 2 of the Methodology (given in annex 2 of this evaluation report) has been directed to the national carriers.

By the time of the original deadline for provision of the information on evaluation of check points (1 April of the year following the evaluated year as per the Methodology), only 2 out of 13 MLA member-states replied to the Questionnaire (Moldova and Tajikistan). Additionally, 8 MLA member states provided responses after the original deadline (Armenia, Azerbaijan, Georgia, Iran, Kazakhstan, Kyrgyzstan, Romania and Türkiye).

In total by the end of the extended data gathering period (until June 2021),<sup>5</sup> total of 10 countries provided information that include responses from:

- 9 countries on the questionnaire for authorized bodies (Appendix 1) - Armenia, Azerbaijan, Iran, Kazakhstan, Kyrgyzstan, Moldova, Romania, Tajikistan and Türkiye, and
- 5 countries on the questionnaire for national carriers (Appendix 2) - Armenia, Azerbaijan, Georgia, Iran and Tajikistan.

The responses provided by the countries are not always following the guidance provided with the Methodology on evaluating checkpoints. Only few countries have provided evaluation on individual check points (as instructed with the Methodology), while most of the countries have provided only one general response, not related to specific check points. The countries that provided information on individual check points have included some of the border crossing that are located on TRACECA routes<sup>6</sup> and some other checkpoints (not located on TRACECA routes). In some cases, aggregated response was given for multiple border crossings in one document. It should be noted that in several cases the incomplete and conflicting responses have been provided, which limits the possibilities to use such responses for proper analysis and evaluation.

Responses on following check points have been provided with the questionnaires for authorized bodies (Appendix 1):

- Armenia (7 responses for 7 individual check points):
  - 2 check points on TRACECA routes: Gogavan (incomplete), Meghri (Agarak);
  - 2 other check points: Ayrum (incomplete), Bavra;

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<sup>4</sup> The letter from the Secretary General of the PS IGC TRACECA No. 02/22/046 from 11 February 2022.

<sup>5</sup> The responses from Iran have been provided additionally on 23 November 2022.

<sup>6</sup> TRACECA, 2021, Methodology for Identification of the routes of the International Transport Corridor TRACECA (adopted at Fifteenth Annual Meeting of the Intergovernmental Commission TRACECA, Sofia, Bulgaria, October 21, 2021). Available at: [http://www.traceca-org.org/fileadmin/fm-dam/pdfs/til\\_igcmeets/15th/eng/Appendix\\_12\\_Methodology\\_for\\_Identification\\_of\\_the\\_Routes.pdf](http://www.traceca-org.org/fileadmin/fm-dam/pdfs/til_igcmeets/15th/eng/Appendix_12_Methodology_for_Identification_of_the_Routes.pdf)

- 3 other (not identified) checkpoints (incomplete) (not included in the analysis of this report).
- Azerbaijan (one general response – additionally advised to be adapted and used for 2 individual check points - 1 road BCP and 1 port):
  - 2 check points on TRACECA routes, road BCP: Red Bridge and port: Alyat.
- Iran (4 responses for 4 individual check points) (Astara, Bajgiran, Dogharoon and Lotfabad)
- Kazakhstan (one general response – not related to specific checkpoints) (incomplete)
- Kyrgyzstan (one general response – not related to specific checkpoints) (incomplete)
- Moldova (one general response – not related to specific checkpoints)
- Romania (one general response – incomplete and in parts aggregated for 10 checkpoints – not possible to be used for evaluation of individual checkpoints)
- Tajikistan (4 responses for 4 individual check points):
  - 2 check points on TRACECA routes: Kulma, Dusti
  - 2 other check points: Guliston, Fatekhobod (incomplete)
- Türkiye (one general response – not related to specific checkpoints) (incomplete)

Responses on following check points have been provided with the questionnaires for national carriers (Appendix 2):

- Armenia (2 responses for 2 individual check points):
  - one check point on TRACECA routes: Meghri (Agarak);
  - one other check point: Bavra.
- Azerbaijan (one general response – additionally advised to be adapted and used for 2 individual check points - 1 road BCP and 1 port)
  - 2 check points on TRACECA routes: Alyat, Red Bridge.
- Georgia (one general response – not related to specific checkpoints)
- Iran (multiple responses for 4 individual checkpoints: Astara, Dogharoon, Lotfabad and Sarakhs).
- Tajikistan (3 responses for 3 individual check points):
  - 2 check points on TRACECA routes: Kulma, Dusti (Tursunzade)
  - 1 other check points: Guliston.

Name of different national carriers are indicated at the questionnaires as respondents to the Survey.

For collection of information from national carriers of the MLA member states, in the area of “Opinion of carriers”, in addition to distribution of the Questionnaire (from Appendix 2) as elaborated above, an online survey tool was developed. The online survey tool was based on the Questionnaire in accordance with the Appendix 2 of the Methodology. The

online survey tool was developed at Webropol platform, available in English and Russian languages, to be freely and anonymously accessed from mid-April 2022.<sup>7</sup> National Secretaries have been informed and kindly asked to share the links to Webropol with road carriers in order to participate in the Survey based on questionnaire corresponding to Appendix 2 to the Methodology<sup>8</sup>. Information on survey and invitation to the carriers was posted on TRACECA website on 10 May 2022<sup>9</sup>.

In total by the end of data gathering period (until 17 June 2021), total of 5 responses have been provided by the online survey tool that include:

- Two individual responses for two checkpoints in Georgia that include:
  - Red Bridge (on TRACECA routes)
  - Kartsakhi (not included on TRACECA routes)
- One general response for four checkpoints in Iran that include
  - Sarakhs (on TRACECA routes)
  - 3 other checkpoints: Astara, Samur, and Farab (not included on TRACECA routes)
- Two responses for two checkpoints in Romania that include:
  - one individual response for Albita check point
  - one general response for 2 check points: Sculeni (not included on TRACECA routes) and Albita

With the responses provided in Webropol online survey total of 8 checkpoints are covered (only two on TRACECA routes) however several of the responses are given as general (not related to specific checkpoint) which makes it difficult to analyse individual border crossings.

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<sup>7</sup> Questionnaire in English: <https://link.webpolsurveys.com/S/1A8536881127F375>  
and Russian: <https://link.webpolsurveys.com/S/FA7A46E72605B70F>

<sup>8</sup> The letter from the Secretary General of the PS IGC TRACECA No. 02/22/122 from 19 April 2022

<sup>9</sup> TRACECA website: [http://www.traceca-org.org/en/news/single-news/n/traceca\\_conducts\\_a\\_survey\\_of\\_carriers\\_at\\_checkpoints/](http://www.traceca-org.org/en/news/single-news/n/traceca_conducts_a_survey_of_carriers_at_checkpoints/)

### 3 Analysis of responses to the Survey and initial findings

Overview of the responses received to the Survey from both questionnaires (for authorized bodies - Appendix 1 and for national carriers - Appendix 2); collected in both manners, via TRACECA National Secretaries as well as via online tool (Webropol); and processed by PS IGC TRACECA is presented in the Annex 3 of this report.

From the overview it could be noted that it is possible to make evaluation only for eleven individual checkpoints where complete responses have been provided:

- two checkpoints in Armenia (Agarak/Meghri, Bavra)
- two checkpoints in Azerbaijan (Alyat, Red Bridge);
- three checkpoints in Iran (Astara, Dogharoon, Lotfabad)<sup>10</sup> and
- three checkpoints in Tajikistan (Dusti, Galiston and Kulma)

Other responses cannot be used for individual evaluation of checkpoints since they are general (not related to specific checkpoints) and in most of the cases the responses to the survey are incomplete (with exception to the general but complete response provided from Moldova).

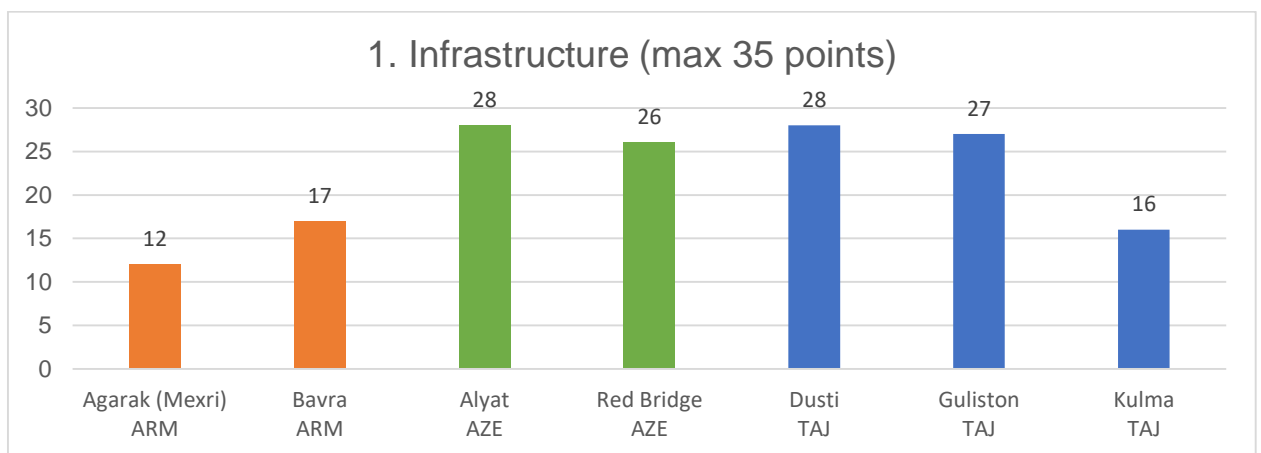
In accordance with the Methodology for evaluation of checkpoints, the responses to the Survey are analysed in each of the individual areas: infrastructure, information technologies, processes and procedures, positions in international ratings, and opinion of carriers. The results of the seven border crossings analysed with this report are given in the table below.

**Table 1: Evaluation of Checkpoints**

№	Area of evaluation	Total points	Agarak (Meghri)	Bavra	Alyat	Red Bridge	Astara	Dogharoon	Lotfabad	Dusti	Galiston	Kulma
			ARM	ARM	AZE	AZE	IRN	IRN	IRN	TAJ	TAJ	TAJ
1	Infrastructure	35	12	17	28	26	19	16	17	28	27	16
2	Information Technologies	24	12	12	21	21	16	4	13	15	21	0
3	Processes and procedures	27	14.5	20	22.5	19.5	12.5	13	8	14	18.5	12
4	Positions in the International Ratings	8	5	5	4	4	2	2	2	4	4	4
5	View of Carriers	7	4	6	7	7	3	3	4	4	3	3
		Total	47.5	60	82.5	77.5	52.5	38	44	65	73.5	35

<sup>10</sup> Due to late submission of the responses for the checkpoints in Iran the results from evaluation are presented only in the Table 1. The Iranian checkpoints are not included in the further analysis given in this report.

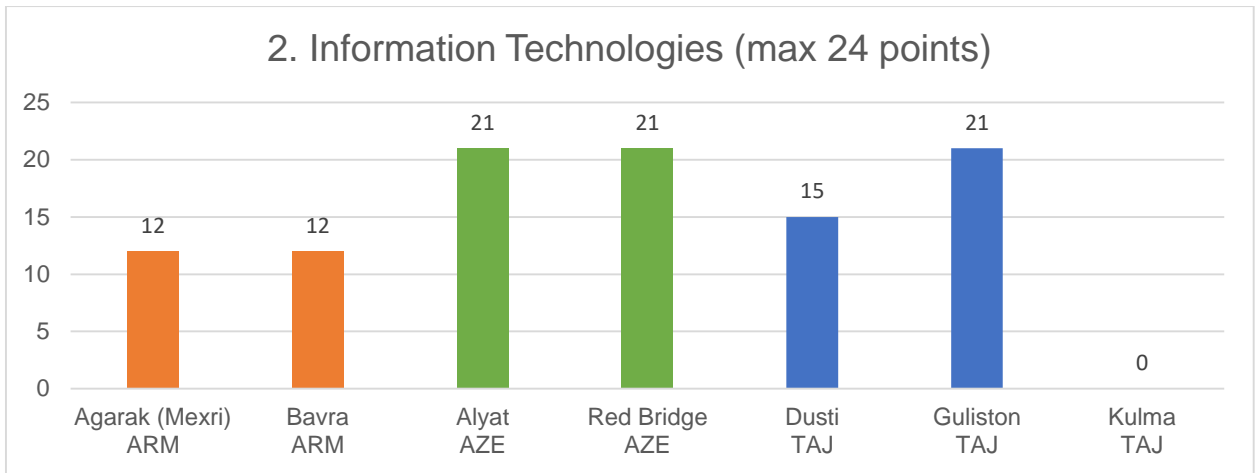
In the area of “Infrastructure”, with maximum potential number of 35 points, the responses received range from 12 points at Agarak (Meghri) border crossing point in Armenia up to 28 points at Alyat port in Azerbaijan and Dusti border crossing in Tajikistan. State of approach roads to the checkpoint of the analysed checkpoints usually is evaluated as excellent or good. Most of the analysed checkpoints specially designated lane for cargo transport, but not necessarily green lane for cargo transport (available only at Red Bridge border crossing in Azerbaijan). State of the checkpoint facilities (sufficient number of vehicle control lanes and parking space) significantly varies among analysed checkpoints. State of infrastructure varies as well, while for most of checkpoints it was noted that infrastructure corresponds to the capacity in some cases it was identified that the infrastructure is minimal and requires improvements (e.g. at Red Bridge border crossing in Azerbaijan) or even outdated with needs for reconstruction (e.g. at Agarak (Meghri) border crossing point in Armenia). Almost all analysed checkpoints have technical means of customs control for inspection of goods (inspective complexes) however logistics centres are rarely available (e.g., as reported at the checkpoints in Azerbaijan only).



In the area of “Information technologies”, with maximum potential number of 24 points, the responses received range from 0 points at Kulma border crossing points in Tajikistan up to 21 points at Alyat port and Red Bridge border crossing in Azerbaijan; and Guliston border crossing in Tajikistan. Most of the analysed checkpoints do not have electronic entry booking system to the checkpoint (while such systems are reported only in Azerbaijan details for their implementation are not available<sup>11</sup>). Advance declaration is implemented at almost all analysed checkpoints while advance notification is available only at some of them (e.g., in Azerbaijan and Tajikistan). Risk assessment system before arrival of goods at the physical border is available at almost all analysed checkpoints. Majority of the checkpoints have system of radiation control. Situation varies from checkpoint to checkpoint with regard to the systems of automatic identification of weight and size specifications; systems of detection of goods and cargo forbidden to be carried and systems of electronic payment (available at some checkpoints and not available at other). At Kulma border crossing in Tajikistan none of the information technologies was reported.

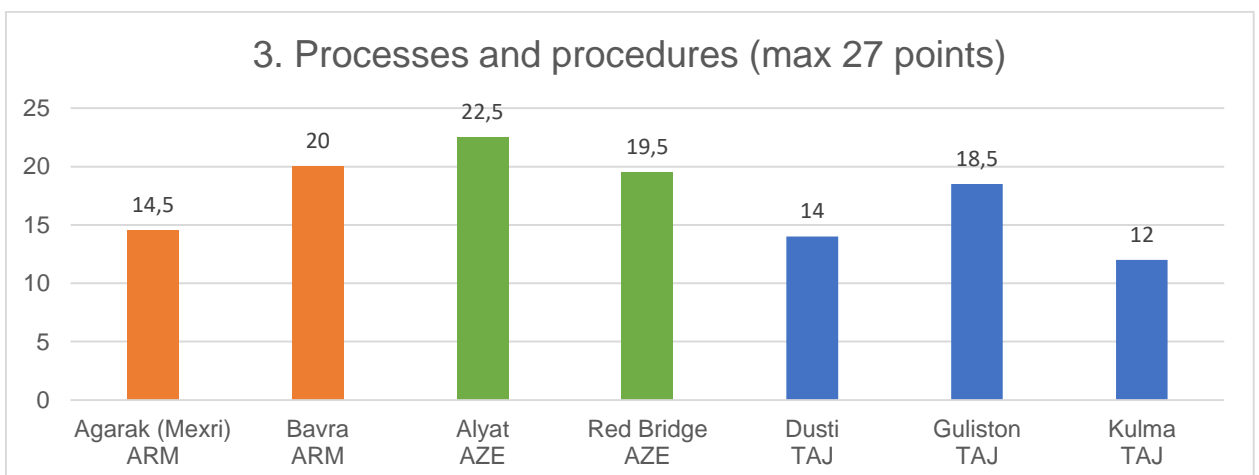
<sup>11</sup> Previously reported that it is used only for passenger transport





In the area of “Processes and procedures”, with maximum potential number of 27 points the responses received range from 12 points at Kulma border crossing point in Tajikistan up to 22.5 points at Alyat port in Azerbaijan. Almost all of the evaluated checkpoints are operational full day 24/7. The main direction of the cargo transfer differs among the analysed checkpoints with import and export being more frequent, followed by transit and import.

Reported time spent at individual operations and formalities at checkpoints varies substantially. Customs’ operations time ranges from over 3 hours up to 1 hour, while the time spent on specific control operations is mostly reported up to 1 hour (with few exceptions where it was reported that time on specific control operations takes from 1-2 hours. Variety of responses have been provided from over 3 hours up to 1 hour. When it comes to reported “time on overall time spent at the checkpoint (from gate to gate)” and “overall time of crossing the border (that takes in account the overall time spent at the checkpoint of neighbouring country)” serious inconsistencies have been noted. For example, in some responses the overall time reported was equal or less than the time spent at individual operations and formalities. Therefore, such inconsistent responses have been adjusted by PS IGC TRACECA (in the Annex 3 such adjustments have been marked with “x” in red colour for not accepted responses and with entries in red colour and light blue background for adjusted responses. Based on such adjustments the at none of the evaluated checkpoints it is necessary over 3 hours to cross the border (with formalities and waiting at the checkpoints of both neighbouring countries). In majority of evaluated checkpoints implemented single window facilities have been reported.





Based on Methodology for evaluation of checkpoints the points designated for positions in the international ratings have been calculated by PS IGC TRACECA. Characteristic “Position in Logistics Performance Index (only “Customs” and “Infrastructure”) evaluates the rank of the country in the rating and the dynamics of change of positions in it. In case the country ranks up to the 26<sup>th</sup> position (2 points); from the 26<sup>th</sup> position to the 51<sup>st</sup> (1 point). If the rank is improved by 1 position (1 point); by 2 positions and more (2 points). Characteristic “Position in Doing Business” (only “International Trade” – Trading across Borders (TaB)) evaluates the rank of the country in the rating and the dynamics of change of positions in it. The calculation of this characteristic is made in the same manner as presented in the previous characteristics.

Based on the position in the international ratings, points have been allocated to each of the TRACECA countries ranging from 0 points to Kazakhstan to 5 points to Armenia.

**Table 2: Position in the international ratings**

	LPI 2018	LPI 2018	LPI 2016	LPI 2016	DB 2020	DB 2019
	Customs	Infrastructure	Customs	Infrastructure	TaB	TaB
<b>ARM</b>	81	88	148	122	43	46
<b>AZE</b>	NA	NA	NA	NA	71 <sup>12</sup>	84
<b>BUL</b>	42	64	97	101	21	21
<b>GEO</b>	95	102	118	128	45	43
<b>IRN</b>	71	63	110	72	123	121
<b>KAZ</b>	65	81	86	65	105	102
<b>KGZ</b>	55	103	156	150	89	70
<b>MDA</b>	124	141	99	100	38	35
<b>ROU</b>	80	51	50	58	1	1
<b>TAJ</b>	150	127	150	130	141	148
<b>TUR</b>	58	33	36	31	44	42
<b>UKR</b>	89	119	116	84	74	78
<b>UZB</b>	140	77	114	91	152	165

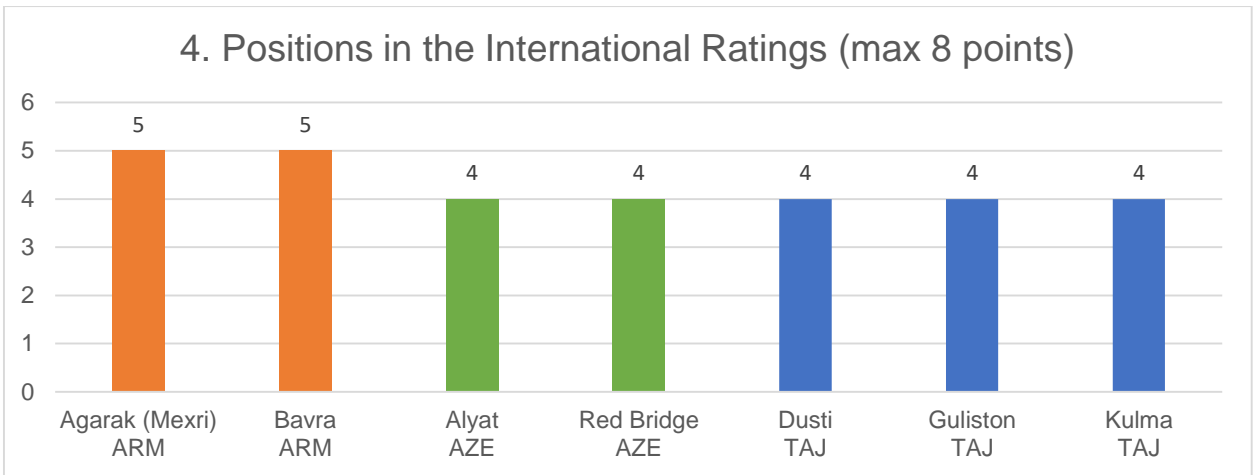
**Table 3: Points awarded based on position in the international ratings**

	LPI 01- 26 (2)	LPI 26- 51 (1)	LPI 51+ - - (0)	LPI No chg. (0)	LPI +1 -- (1)	LPI +2 -- (2)	DB 01- 26 (2)	DB 26- 51 (1)	DB 51+ - - (0)	DB No chg. (0)	DB +1 -- (1)	DB +2 -- (2)	Total point
<b>ARM</b>			0			2		1				2	5
<b>AZE</b>		1*			1*			0				2	4
<b>BUL</b>			0			2	2		0				4
<b>GEO</b>			0			2		1		0			3
<b>IRN</b>			0			2			0	0			2
<b>KAZ</b>			0	0					0	0			0
<b>KGZ</b>			0			2			0	0			2
<b>MDA</b>			0	0				1		0			1
<b>ROU</b>			0	0			2			0			2
<b>TAJ</b>			0			2			0			2	4
<b>TUR</b>		1		0				1		0			2
<b>UKR</b>			0	0					0			2	2
<b>UZB</b>			0	0					0			2	2

\* Points allocated according to the Methodology for evaluating checkpoints

Accordingly in the area of “Positions in the international ratings”, with maximum potential number of 8 points, for the evaluated checkpoints with this report, 5 points have been designated for the checkpoints in Armenia, 4 points for the border crossings in Azerbaijan and Tajikistan.

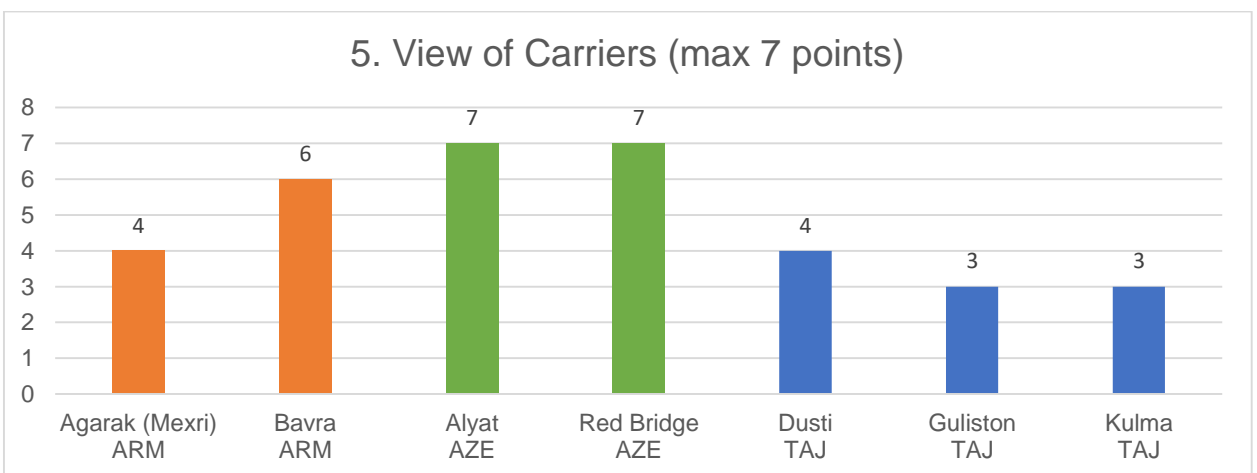
<sup>12</sup> Based on latest (corrected) Doing Business 2020 historical data available at: <https://www.doingbusiness.org/content/dam/doingBusiness/excel/db2020/Historical-data---COMPLETE-dataset-with-scores.xlsx>



Based on the Methodology for evaluation of checkpoints the area “View of carriers” is analysed two characteristics. The characteristic “Negative feedback available” evaluates the number of received negative reports from carriers via social networks. Negative feedback are the answers with 0 points from the Questionnaire on opinion of carriers (Appendix 2 to the Methodology). Measurement gradation is determined in the following way: 0 response – 7 points; to 2 responses – 6 points; from 2 to 4 responses – 5 points; from 4 to 6 responses – 4 points; from 6 to 10 responses – 3 points; from 10 to 15 responses – 2 points; from 15 responses and over – 1 point.

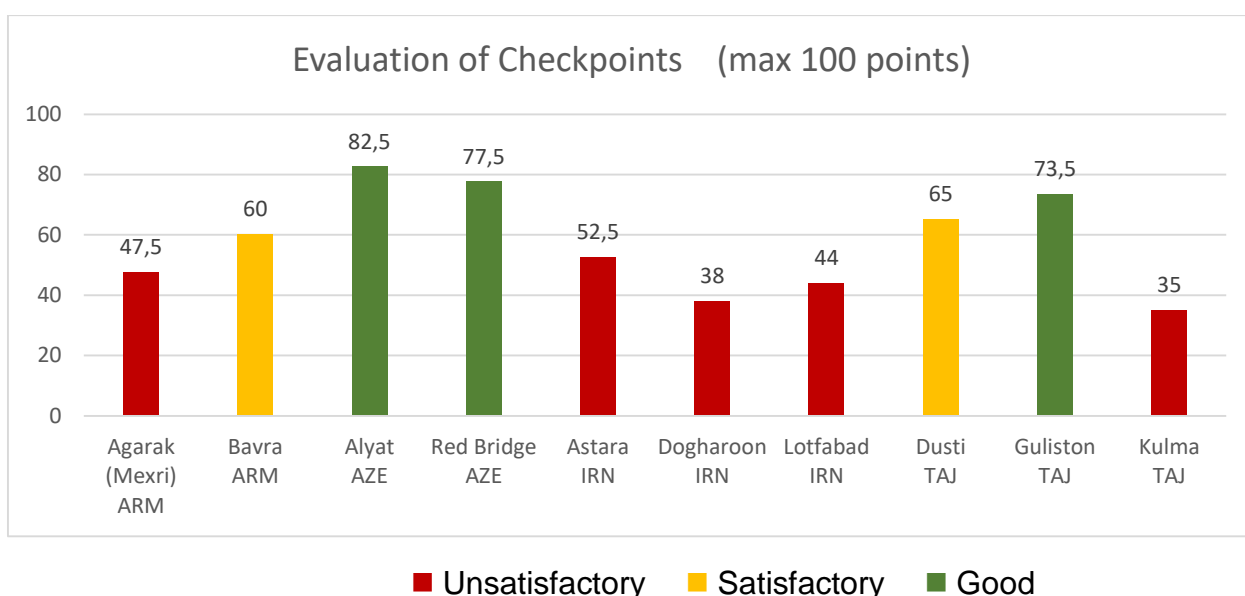
Characteristic “Positive feedback available” evaluates availability of positive feedback (1 point). Positive feedback are the answers with maximum points from the Questionnaire on opinion of carriers (Appendix 2 to the Methodology). Positive feedback point is not conferred if 7 points are given for previous characteristics.

In the area of “View of carriers”, with maximum potential number of 7 points, the responses received range from 3 points at Guliston and Kulma border crossing points in Tajikistan up to 7 points at Alyat port and Red Bridge border crossing in Azerbaijan. The points designated for the View of carriers could be taken provisionally since for it is not clear how the responses to the questionnaire have been collected (it could be noted that the responses have been provided by TRACECA national secretaries and there is no available response for none of the evaluated checkpoints with the Survey online tool (developed at Webropol).



In accordance with the Methodology for evaluation of checkpoints following ratings could be given:

- Good checkpoints (75-89 points):
  - Alyat port (Azerbaijan) (82.5)
  - Red Bridge border crossing point (Azerbaijan) (77.5)
  - Guliston border crossing point (Tajikistan) (73.5)
- Satisfactory checkpoints (60 – 74 points):
  - Dusti border crossing point (Tajikistan) (65)
  - Bavra border crossing point (Armenia) (60)
- Unsatisfactory checkpoints (59 points and less):
  - Astara (Iran) border crossing point (52.5)
  - Agarak (Meghri) (Armenia) border crossing point (47.5)
  - Lotfabad (Iran) border crossing (44)
  - Dogharoon (Iran) border crossing point (38)
  - Kulma (Tajikistan) border crossing point (35).



## 4 Conclusions and recommendations

1. Ten out of thirteen TRACECA countries (Armenia, Azerbaijan, Georgia, Iran, Kazakhstan, Kyrgyzstan, Moldova, Romania, Tajikistan and Türkiye) provided responses to the Survey for evaluation of checkpoints along TRACECA routes.
2. Several TRACECA countries provided general responses instead of individual responses for each specific checkpoint (as instructed with TRACECA Methodology) which limits possibility to make analysis and evaluation. *(Potential issue: Not clear which border crossings to be included in the Survey)*

**Recommendation 1:** Identify and list all checkpoints that have to be included in the Survey in the Methodology. List of the checkpoints to be included in the Survey to be made based on the road transport checkpoints identified with TRACECA, 2021, Methodology for Identification of the routes of the International Transport Corridor TRACECA and additional checkpoints that may be suggested by the TRACECA member states *(See suggested checkpoints in Annex 4 of this document).*

3. Large number of responses to the Survey have been incomplete and/or conflicting, some of the answers provided are conflicting other provided answers. (*Potential issue: Answers not available or questions are not clear*).

**Group of Recommendations 2:**

**(2a)** Provide more clarifications / adjustments in the questions of the Survey in the Methodology (proposal for amendments of the Methodology to be submitted in a separate document).

**(2b)** Develop an online tool for filling in the Survey from TRACECA National Secretaries where the questions cannot be skipped (with possibility to respond as “not available” with 0 points - not considered as negative response).

**(2c)** Engage more with TRACECA National Secretaries and representatives of authorized bodies in TRACECA countries to offer guidance and clarification as may be needed.

**(2d)** Organize preparatory sessions with authorized bodies in endeavour to clarify potential issues, discuss organizational details. The preparatory sessions should support representatives of authorized bodies to familiarize and better understand the questionnaire that will result in higher quality of data provided with responses.

4. Methodology for collection of responses for the area “view of carriers” provided by National Secretaries and the source of the responses provided to the Survey in most of the cases is not clear. Additionally, there is extremely low number of responses provided from the online survey tool on the area “view of carriers” to the Survey.

**Group of recommendations 3:**

**(3a)** Engage with national associations of carriers (and national associations of forwarders) in order to invite and attract more participants in the survey for evaluation of checkpoints.

**(3b)** Organize preparatory sessions with national associations of carriers in endeavour to clarify potential issues, discuss organizational details. The preparatory sessions should support national carriers (and forwarders) to familiarize and better understand the questionnaire that will result in higher quality of data provided with responses.

**(3c)** Partner with international associations (e.g. IRU) to facilitate contacting national associations of carriers (potential organization of joint TRACECA/IRU Survey on view of carriers).

5. Due to limitations identified above, with the evaluation of checkpoints conducted in 2022 it is possible to analyse only small number of checkpoints (7 checkpoints from three countries Armenia, Azerbaijan and Tajikistan). Only 5 the analysed checkpoints (or only about 6 per cent) are among potential 77 checkpoints suggested to be included in the Survey (see Annex 4). Therefore, the evaluation from 2022 offers only small fraction of the checkpoints along TRACECA routes.
6. Out of the 7 analysed checkpoints, 3 checkpoints (or 43 per cent) are rated as “good” (Alyat and Red Bridge in Azerbaijan, and Guliston in Tajikistan); two checkpoints (or 28.5 per cent) are rated as “satisfactory” (Bavra in Armenia and Dusti in Tajikistan) and two checkpoints (or 28.5 per cent) are rated as “unsatisfactory” (Agarak/Meghri in Armenia and Kulma in Tajikistan).

7. Based on the findings from the survey the checkpoints rated as “unsatisfactory”, as well as the checkpoint rated as “satisfactory” have opportunities for improvement in several areas.

**Group of recommendations 4:**

**(4a)** Improvements in the area of infrastructure could be considered at the checkpoints Agarak (Meghri) and Bavra in Armenia as well as Kulma in Tajikistan.

**(4b)** Significant improvement in the area of information technologies is needed at the checkpoint Kulma in Tajikistan. The opportunities for improvement of information technologies also could be considered at the border crossings Agarak (Meghri) and Bavra in Armenia as well as Kulma in Tajikistan.

**(4c)** Processes and procedures could be further facilitated at the checkpoints Agarak (Meghri) in Armenia as well as Dusti and Kulma in Tajikistan.

Since this was the first time for conducting the Survey for evaluation of checkpoints based on Methodology and many issues and limitations have been noted, it is suggested to take the results from this report only provisionally and to use the findings from this survey primarily for further improvement of Methodology and better organization of evaluation in next years.

## Annexes

### Annex 1

(Appendix 1 of the Methodology of evaluation check points)

### Check Points Evaluation System

№	Name of characteristic	Unit of measure	Measure gradation	Points	Source of information	Remarks
1	2	3	4	5	6	7
<b>A. INFRASTRUCTURE (35 points)</b>						
1	State of approach roads to the checkpoint	According to the Methodology	excellent	3	Data provided by countries	
			good	2		
			satisfactory	1		
2	Organization of traffic lanes segregation	Availability or unavailability	green lane for cargo transport	3	Data provided by countries	
			especially designated lane for cargo transport	2		
			n.p.f.	0		
3	State of the checkpoint's facilities	According to the Methodology	sufficient number of vehicle control lanes	5	Data provided by countries	
			insufficient number of vehicle control lanes	2		
			unavailability of the vehicle control lanes	0		
			sufficient parking space for cargo vehicles	5		
			insufficient parking space for cargo vehicles	2		
			unavailability of the parking space for cargo vehicles	0		
4	State of infrastructure	According to the Methodology	there is unused capacities	6	Data provided by countries	
			corresponds to the capacity	5		
			minimal, requires re-equipment, increasing the traffic lanes, etc.	3		
			outdated, requires the construction (reconstruction)	1		
5	System of vehicles' treatment and disinfection	Availability or unavailability	available	1	Data provided by countries	
			unavailable	0		
6	System of quarantine products decontamination	Availability or unavailability	available	1	Data provided by countries	
			unavailable	0		
7	Technical means of customs control for inspection of	Availability or unavailability	available	3	Data provided by countries	
			unavailable	0		

	goods (inspective complexes)					
8	Logistics centres	Availability or unavailability	available	2	Data provided by countries	
			unavailable	0		
9	Designated areas for auxiliary services	Availability or unavailability	available	2	Data provided by countries	
			unavailable	0		
10	Temporary storage warehouses	Availability or unavailability	available	2	Data provided by countries	
			unavailable	0		
11	Approved plan for modernization	Availability or unavailability	available	2	Data provided by countries	
			unavailable	0		

### B. INFORMATION TECHNOLOGIES (24 points)

1	Electronic entry booking system to the checkpoint	Availability or unavailability	available	2	Data provided by countries	
			unavailable	0		
2	Implementation of advance notification	Availability or unavailability	available	4	Data provided by countries	
			unavailable	0		
3	Implementation of advance declaration	Availability or unavailability	available	4	Data provided by countries	
			unavailable	0		
4	System of automatic identification of weight and size specifications	Availability or unavailability	available	3	Data provided by countries	
			unavailable	0		
5	System of radiation control	Availability or unavailability	available	3	Data provided by countries	
			unavailable	0		
6	System of detection of goods and cargo forbidden to be carried	Availability or unavailability	available	3	Data provided by countries	
			unavailable	0		
7	Systems of electronic payment	Availability or unavailability	available	1	Data provided by countries	
			unavailable	0		
8	Risk assessment system before arrival of goods at the physical border	Availability or unavailability	available	4	Data provided by countries	
			unavailable	0		

### C. PROCESSES AND PROCEDURES (27 points)

1	Status of the checkpoint	Availability or unavailability	bilateral	1	Data provided by countries	
			multilateral	0,5		
2	Hours of operation	Hours	up to 8	0,5	Data provided by countries	
			from 8 to 12	1		
			from 12 to 18	1,5		
			from 18 to 24	2		
			full day 24/5 (24/6)	2,5		
			full day 24/7	3		
3	Main direction of the cargo transfer	Transportation	export	0,5	Data provided by countries	The main direction of cargo movement should take up no less than 34% of
			import	0,5		
			export and import	1		
			transit	2		



						the total cargo volume
4	Customs' operations time	Hours	Up to 1	3	Data provided by countries	
			from 1 to 2	2		
			from 2 to 3	1		
			over 3	0,5		
5	Time spent on the specific control operations	Hours	Up to 1	3	Data provided by countries	
			from 1 to 2	2		
			from 2 to 3	1		
			over 3	0,5		
6	Waiting time (in queue) before entry to the checkpoint	Hours	Up to 1	2	Data provided by countries	Calculated only for import/export transportations
			from 1 to 2	1		
			from 2 to 3	0,5		
			over 3	0		
7	Waiting time (at the berth, on the roadstead of the seaport) for registration of the ship's arrival at the checkpoint or its departure from the checkpoint	Hours	Up to 1	2	Data provided by countries	
			from 1 to 2	1		
			from 2 to 3	0,5		
			over 3	0		
8	Overall time spent at the checkpoint (from gate to gate)	Hours	Up to 1	3	Data provided by countries	
			from 1 to 2	2		
			from 2 to 3	1		
			over 3	0		
9	Overall time of crossing the border	Hours	Up to 1	2	Data provided by countries	This indicator is calculated based on the passage time of the adjacent checkpoint
			from 1 to 2	0,5		
			from 2 to 3	1		
			over 3	0		
10	Dynamics of cargo handling	Number of vehicles	Positive dynamics compared to the previous year	1	Data provided by countries	
			Negative dynamics compared to the previous year	0		
11	Conducting veterinary, phytosanitary, and sanitary-epidemiological types of control	Minutes	to 30	3	Data provided by countries	
			from 30 to 60	2		
			from 60 to 90	1		
			over 90	0		
12	Implementation of a Single Window	Availability or unavailability	available	2	Data provided by countries	
			unavailable	0		
<b>D. POSITIONS IN THE INTERNATIONAL RATINGS (8 points)</b>						
1	Position in Logistics Performance Index (only for "Customs" and "Infrastructure»)	Rank in the rating	From 1 to 26	2	The World Bank	This indicator is calculated cumulatively ("Customs" + "Infrastructure"). If the country is not represented in the rating, 2 points are added instead of 4.
			From 26 to 51	1		
			From 51 and higher	0		
		Positions in the rating compared to the previous rating	Without changes	0		
			Improvement by 1 position	1		
			Improvement by 2 or more positions	2		
2	Position in Doing business (only for	Rank in the rating	From 1 to 26	2	The World Bank	If the country is not represented in the
			From 26 to 51	1		

	"International trade»)	Positions in the rating compared to the previous rating	From 51 and higher	0		rating, 2 points are added instead of 4.
			Without changes	0		
			Improvement by 1 position	1		
			Improvement by 2 or more positions	2		
<b>E. VIEW OF CARRIERS (7 points)</b>						
1	Availability of negative feedback	Unit of feedback	0	7	Social networks of the Permanent Secretariat	
			Up to 2	6		
			from 2 to 4	5		
			from 4 to 6	4		
			from 6 to 10	3		
			from 10 to 15	2		
from 15 and more	1					
2	Availability of positive feedback	Unit of feedback	1 and more	1	Social networks of the Permanent Secretariat	If 7 points are assessed for the "Availability of negative feedback", then in case of a positive feedback, no points are added. If the country provided information on the above sections and it does not correspond to the feedback of carriers, then 1 point is deducted for this indicator.

(Appendix 2 of the TRACECA Methodology of evaluation check points)

### Questionnaire on the checkpoints' activity<sup>1</sup>

№	Question	Response options
1.	State of approach roads to the checkpoint	<input type="checkbox"/> excellent <input type="checkbox"/> good <input type="checkbox"/> satisfactory
2.	Organization of traffic lanes segregation	<input type="checkbox"/> green truck lane <input type="checkbox"/> specially designated truck lane <input type="checkbox"/> n.p.f.
3.	State of the checkpoint's facilities	<input type="checkbox"/> sufficient number of vehicle control lanes <input type="checkbox"/> insufficient number of vehicle control lanes <input type="checkbox"/> unavailability of the vehicle control lanes <input type="checkbox"/> sufficient parking space for cargo vehicles <input type="checkbox"/> insufficient parking space for cargo vehicles <input type="checkbox"/> unavailability of the parking space for cargo vehicles
4.	State of infrastructure	<input type="checkbox"/> there are unused capacities <input type="checkbox"/> corresponds to the capacity <input type="checkbox"/> minimal, requires re-equipment, increasing the traffic lanes, etc. <input type="checkbox"/> outdated, requires the construction (reconstruction)
5.	Technical means of customs control for inspection of goods (inspection complexes)	<input type="checkbox"/> available <input type="checkbox"/> unavailable
6.	Logistics centres	<input type="checkbox"/> available <input type="checkbox"/> unavailable
7.	Designated areas for auxiliary services	<input type="checkbox"/> available <input type="checkbox"/> unavailable
8.	Temporary storage warehouses	<input type="checkbox"/> available <input type="checkbox"/> unavailable
9.	System of electronic booking of a check point entry	<input type="checkbox"/> available <input type="checkbox"/> unavailable
10.	Implementation of advance notification	<input type="checkbox"/> available <input type="checkbox"/> unavailable
11.	Implementation of advance declaration	<input type="checkbox"/> available <input type="checkbox"/> unavailable
12.	System of automatic identification of weight and size specifications	<input type="checkbox"/> available <input type="checkbox"/> unavailable
13.	Systems of electronic payment	<input type="checkbox"/> available <input type="checkbox"/> unavailable
14.	Customs operations time	<input type="checkbox"/> up to 1 <input type="checkbox"/> from 1 to 2 <input type="checkbox"/> from 2 to 3 <input type="checkbox"/> over 3
15.	Time spent on the specific control operations	<input type="checkbox"/> up to 1 <input type="checkbox"/> from 1 to 2 <input type="checkbox"/> from 2 to 3

<sup>1</sup> Responses may be supplemented by clarifying or open-ended response options by the Permanent Secretariat

		<input type="checkbox"/> over 3
16.	Waiting time (in queue) before entering the checkpoint	<input type="checkbox"/> up to 1
		<input type="checkbox"/> from 1 to 2
		<input type="checkbox"/> from 2 to 3
		<input type="checkbox"/> over 3
17.	Waiting time (at the berth, on the roadstead of the seaport) for registration of the ship's arrival at the checkpoint or its departure from the checkpoint	<input type="checkbox"/> up to 1
		<input type="checkbox"/> from 1 to 2
		<input type="checkbox"/> from 2 to 3
		<input type="checkbox"/> over 3
18.	Overall time spent at the checkpoint (from gate to gate)	<input type="checkbox"/> up to 1
		<input type="checkbox"/> from 1 to 2
		<input type="checkbox"/> from 2 to 3
		<input type="checkbox"/> over 3
19.	Overall time of crossing the border	<input type="checkbox"/> up to 1
		<input type="checkbox"/> from 1 to 2
		<input type="checkbox"/> from 2 to 3
		<input type="checkbox"/> over 3
20.	Conducting veterinary, phytosanitary, and sanitary-epidemiological types of control	<input type="checkbox"/> up to 30
		<input type="checkbox"/> from 30 to 60
		<input type="checkbox"/> from 60 to 90
		<input type="checkbox"/> over 90
21.	Implementation of a Single Window	<input type="checkbox"/> available
		<input type="checkbox"/> unavailable

### Annex 3 Overview of the Responses to the Survey

№	Name of characteristic	Measure gradation	Points	Agarak (Meghri)	Ayrum	Bavra	Gogavan	Alyat	Red Bridge	General (no specific BCP)	Karlsakhi (Webropol)	Red Bridge (Webropol)	Astara	Bejgiran	Dogharon	Loffabad	Sarakhs (Webropol)	General (no specific BCP)	General (no specific BCP)	General (no specific BCP)	General 10 inc.aggreg.BCPs	General 2 BCPs (Webropol)	Dusti	Fotehobod	Guliston	Kulma	General (no specific BCP)		
				ARM			AZE	GEO			IRN			KAZ	KGZ	MDA	ROU	TAJ			TUR								
1 Infrastructure																													
1	State of approach roads to the checkpoint	excellent	3					3	3														3	3					
		good	2	2		2				2					2	2	2			2	2	2				2		2	
		satisfactory	1		1		1							1													1		
2	Organization of traffic lanes segregation	green lane for cargo transport	3						3										3										
		pecially designated lane for cargo transport	2		2	2	2	2		2			2							2	2			2	2	2		2	
		n.p.f.	0	0										0	0	0											0		
3	State of the checkpoint's facilities	sufficient number of vehicle control lanes	5		5	5													5	5	5			5	5	5		5	
		insufficient number of vehicle control lanes	2	2			2	2	2	2			2			2												2	
		unavailability of the vehicle control lanes	0																										
		sufficient parking space for cargo vehicles	5											5	5									5	5	5		5	

№	Name of characteristic	Measure gradation	Points	Agarak (Meghri)	Ayrum	Bavra	Gogavan	Alyat	Red Bridge	General (no specific BCP)	Kartsakhi (Webropol)	Red Bridge (Webropol)	Astara	Bejiran	Dogharon	Loffabad	Sarakhs (Webropol)	General (no specific BCP)	General (no specific BCP)	General (no specific BCP)	General 10 inc.aggreg.BCPs	General 2 BCPs (Webropol)	Dusti	Fotehobod	Guliston	Kulma	General (no specific BCP)		
				ARM			AZE		GEO			IRN				KAZ	KGZ	MDA	ROU		TAJ			TUR					
		insufficient parking space for cargo vehicles	2	2			2	2	2	2					2	2			2	2							2		
		unavailability of the parking space for cargo vehicles	0																										
4	State of infrastructure	there is unused capacities	6					6																					
		corresponds to the capacity	5		5	5				5				5										5	5	5		5	
		minimal, requires re-equipment, increasing the traffic lanes, etc.	3				3			3				3		3	3			3							3		
		outdated, requires the construction (reconstruction)	1	1																1		1							
5	System of vehicles' treatment and disinfection	available	1					1	1							1			1	1				1	1	1	1	1	
		unavailable	0	0		0							0	0	0						0								
6	System of quarantine products decontamination	available	1					1	1										1	1						1	1		
		unavailable	0	0		0							0	0	0	0			0										

№	Name of characteristic	Measure gradation	Points	Agarak (Meghri)	Ayrum	Bavra	Gogavan	Alyat	Red Bridge	General (no specific BCP)	Kartsakhi (Webropol)	Red Bridge (Webropol)	Astara	Bejiran	Dogharon	Loffabad	Sarakhs (Webropol)	General (no specific BCP)	General (no specific BCP)	General (no specific BCP)	General 10 inc.aggreg.BCPs	General 2 BCPs (Webropol)	Dusti	Fotehobod	Guliston	Kulma	General (no specific BCP)	
				ARM			AZE			GEO			IRN				KAZ	KGZ	MDA	ROU		TAJ			TUR			
				available	unavailable																							
7	Technical means of customs control for inspection of goods (inspective complexes)	available	3	3	3	3	3	3	3	3					3	3			3	3	3	3		3	3	3		3
		unavailable	0										0	0														0
8	Logistics centres	available	2				2	2	2										2									2
		unavailable	0	0		0							0	0	0	0				0	0	0		0	0	0	0	0
9	Designated areas for auxiliary services	available	2			2	2	2	2				2	2		2			2	2				2	2	2	2	2
		unavailable	0	0		0									0						0							
10	Temporary storage warehouses	available	2			2	2	2					2	2	2	2				2	2			2	2	2	2	2
		unavailable	0	0		0				0									0									
11	Approved plan for modernization	available	2	2			2	2					2	2	2	2			2	2	2						2	2
		unavailable	0			0																		0	0	0		
				12	16	17	17	28	26	20	0	0	19	18	16	17	0	21	25	20	3	0	28	28	27	16	32	
2 Information Technologies																												
1	Electronic entry booking system to the checkpoint	available	2				2	2	2							2			2									2
		unavailable	0	0		0							0	0	0						0	0		0	0	0	0	
2	Implementation of advance notification	available	4		4		4	4	4				4	4		4			4		4		4	4	4	4		4
		unavailable	0			0									0					0							0	
3	Implementation of advance declaration	available	4	4	4	4	4	4	4				4	4		4				4	4			4	4	4		4
		unavailable	0												0													



№	Name of characteristic	Measure gradation	Points	Agarak (Meghri)	Ayrum	Bavra	Gogavan	Alyat	Red Bridge	General (no specific BCP)	Kartsakhi (Webropol)	Red Bridge (Webropol)	Astara	Bejiran	Dogharon	Loffabad	Sarakhs (Webropol)	General (no specific BCP)	General (no specific BCP)	General (no specific BCP)	General 10 inc.aggreg.BCPs	General 2 BCPs (Webropol)	Dusti	Fotehobod	Guliston	Kulma	General (no specific BCP)	
				ARM			AZE			GEO			IRN				KAZ	KGZ	MDA	ROU		TAJ			TUR			
				available	unavailable	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	System of automatic identification of weight and size specifications	available	3			3	3	3										3	3	3				3				
		unavailable	0	0		0				0				0	0	0	0							0	0		0	
5	System of radiation control	available	3	3	3	3	3	3										3	3	3					3			
		unavailable	0										0	0	0	0								0	0		0	
6	System of detection of goods and cargo forbidden to be carried	available	3		3		3						3	3	3	3			3	3	3			3	3	3		
		unavailable	0	0		0		0	0																		0	
7	Systems of electronic payment	available	1	1		1	1	1	1				1		1				1	1	1							1
		unavailable	0											0		0								0	0	0	0	
8	Risk assessment system before arrival of goods at the physical border	available	4	4		4	4	4	4				4							4	4			4	4	4		4
		unavailable	0											0	0	0											0	
				12	14	12	22	21	21	10	0	0	16	11	4	13	0	16	18	22	0	0	15	15	21	0	15	
3 Processes and procedures																												
1	Status of the checkpoint	bilateral	1	1	1	1							1	1	1	1					1							
		multilateral	0,5					0,5	0,5											0,5	0,5	0,5			0,5	0,5	0,5	0,5
2	Hours of operation	up to 8	0,5											0,5		0,5												
		from 8 to 12	1																									

№	Name of characteristic	Measure gradation	Points	Agarak (Meghri)	Ayrum	Bavra	Gogavan	Alyat	Red Bridge	General (no specific BCP)	Kartsakhi (Webropol)	Red Bridge (Webropol)	Astara	Bejiran	Dogharon	Loffabad	Sarakhs (Webropol)	General (no specific BCP)	General (no specific BCP)	General (no specific BCP)	General 10 inc.aggreg.BCPs	General 2 BCPs (Webropol)	Dusti	Fotehobod	Guliston	Kulma	General (no specific BCP)	
				ARM			AZE		GEO			IRN			KAZ	KGZ	MDA	ROU	TAJ			TUR						
		from 12 to 18	1,5																									
		from 18 to 24	2																								2	
		full day 24/5 (24/6)	2,5																2.5								x	
		full day 24/7	3	3	3	3	3	3	3				3		3					3	3	3		3	3	3		3
3	Main direction of the cargo transfer	export	0,5											0,5	0,5													
		import	0,5	0,5																0,5							0,5	
		export and import	1		1				1				1								1			1	1	1		
		transit	2			2	2	2								2												
4	Customs' operations time	Up to 1	3			3		3	3										3	3	3							
		from 1 to 2	2	2			2						2	2											2			
		from 2 to 3	1													1											1	
		over 3	0,5		0,5						0,5					0,5	0,5							0,5	0,5			
5	Time spent on the specific control operations	Up to 1	3	3				3	3	3									3	3					3	3		
		from 1 to 2	2		2	2	2						2	2	2									2	2			
		from 2 to 3	1																									

№	Name of characteristic	Measure gradation	Points	Agarak (Meghri)	Ayrum	Bavra	Gogavan	Alyat	Red Bridge	General (no specific BCP)	Kartsakhi (Webropol)	Red Bridge (Webropol)	Astara	Bejiran	Dogharon	Loffabad	Sarakhs (Webropol)	General (no specific BCP)	General (no specific BCP)	General (no specific BCP)	General 10 inc.aggreg.BCPs	General 2 BCPs (Webropol)	Dusti	Fotehobod	Guliston	Kulma	General (no specific BCP)	
				ARM			AZE		GEO			IRN			KAZ	KGZ	MDA	ROU		TAJ			TUR					
		over 3	0,5												0,5													
6	Waiting time (in queue) before entry to the checkpoint	Up to 1	2	2	2	2	2													2					2			
		from 1 to 2	1					1	1					1	1					1								
		from 2 to 3	0,5																					0,5				
		over 3	0							0			0		0	0							0			0		
7	Waiting time (at the berth, on the roadstead of the seaport) for registration of the ship's arrival at the checkpoint or its departure from the checkpoint	Up to 1	2					2	/												x							
		from 1 to 2	1												1													
		from 2 to 3	0,5										0,5			0,5												
		over 3	0							0											0							
8	Overall time spent at the checkpoint (from gate to gate)	Up to 1	3				x	x	x	x					x					3						x		
		from 1 to 2	2			2	2	2	2					2					2	2								
		from 2 to 3	1																				1	1	1	1		
		over 3	0	0						0			0		0													
9	Overall time of crossing the border	Up to 1	2		x			x	x	x			x															
		from 1 to 2	0,5																x	0,5						x		

№	Name of characteristic	Measure gradation	Points	Agarak (Meghri)	Ayrum	Bavra	Gogavan	Alyat	Red Bridge	General (no specific BCP)	Kartsakhi (Webropol)	Red Bridge (Webropol)	Astara	Bejiran	Dogharon	Loffabad	Sarakhs (Webropol)	General (no specific BCP)	General (no specific BCP)	General (no specific BCP)	General 10 inc.aggreg.BCPs	General 2 BCPs (Webropol)	Dusti	Fotehobod	Guliston	Kulma	General (no specific BCP)		
				ARM			AZE		GEO			IRN			KAZ	KGZ	MDA	ROU		TAJ			TUR						
				from 2 to 3	over 3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		from 2 to 3	1										1	1									x	x	x				
		over 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10	Dynamics of cargo handling	Positive dynamics compared to the previous year	1		1	1	1	1	1				1		1	1													
		Negative dynamics compared to the previous year	0	0										0															
11	Conducting veterinary, phytosanitary, and sanitary-epidemiological types of control	to 30	3	3				3	3	3									3		3								
		from 30 to 60	2		2	2	2						2		2					2									
		from 60 to 90	1											1															
		over 90	0													0													
12	Implementation of a Single Window	available	2		2	2	2	2	2	2			2	2	2				2	2				2	2	2		2	
		unavailable	0	0									0								0						0		
				14.5	12.5	20	17	22.5	19.5	8.5	0	0	12.5	13				0	10	18	20	7	0	14	14.5	18.5	12	5	
4 Positions in the International Ratings																													
1	Position in Logistics Performance Index	From 1 to 26	2																										

№	Name of characteristic	Measure gradation	Points	Agarak (Meghri)	Ayrum	Bavra	Gogavan	Alyat	Red Bridge	General (no specific BCP)	Kartsakhi (Webropol)	Red Bridge (Webropol)	Astara	Bejiran	Dogharon	Loffabad	Sarakhs (Webropol)	General (no specific BCP)	General (no specific BCP)	General (no specific BCP)	General 10 inc.aggreg.BCPs	General 2 BCPs (Webropol)	Dusti	Fotehobod	Guliston	Kulma	General (no specific BCP)	
				ARM			AZE		GEO			IRN					KAZ	KGZ	MDA	ROU		TAJ			TUR			
	(only for "Customs" and "Infrastructure»)	From 26 to 51	1					1	1																			1
		From 51 and higher	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Without changes	0																	0		0	0					0
		Improvement by 1 position	1					1	1											x								
		Improvement by 2 or more positions	2	2	2	2	2			2	2	2	2	2	2	2	2		2					2	2	2	2	
2	Position in Doing business (only for "International trade»)	From 1 to 26	2																			2	2					
		From 26 to 51	1	1	1	1	1			1	1	1								1								1
		From 51 and higher	0					0	0				0	0	0	0	0	0	0					0	0	0	0	
		Without changes	0							0	0	0	0	0	0	0	0		0	0	0	0	0					0
		Improvement by 1 position	1																									
		Improvement by 2 or more positions	2	2	2	2	2	2	2																	2	2	2
				5	5	5	5	4	4	3	3	3	2	2	2	2	2	0	2	1	2	2	4	4	4	4	2	
5 View of Carriers																												
1	Availability of negative feedback	0	7			x		7	7																			
		Up to 2	6	x																								

№	Name of characteristic	Measure gradation	Points	Agarak (Meghri)	Ayrum	Bavra	Gogavan	Alyat	Red Bridge	General (no specific BCP)	Kartsakhi (Webropol)	Red Bridge (Webropol)	Astara	Bejiran	Dogharon	Loffabad	Sarakhs (Webropol)	General (no specific BCP)	General (no specific BCP)	General (no specific BCP)	General 10 inc.aggreg.BCPs	General 2 BCPs (Webropol)	Dusti	Fotehobod	Guliston	Kulma	General (no specific BCP)		
				ARM			AZE		GEO		IRN				KAZ	KGZ	MDA	ROU	TAJ			TUR							
		from 2 to 4	5			5														5									
		from 4 to 6	4									4																	
		from 6 to 10	3	3						3	3					3	3							3					
		from 10 to 15	2										2		2								2			2	2		
		from 15 and more	1																										
2	Availability of positive feedback	1 and more	1	1		1			1	1	1	1		1	1	1	1			1		1	1		1	1			
				4	0	6	0	7	7	4	4	5	3	0	3	4	4	0	0	6	0	3	4	0	3	3	0		
Total:				47.5	47.5	60	61	82.5	77.5	45.5	7	8	52.5	44	38	44	6	47	63	69	12	5	65	61.5	73.5	35	54		

## Suggested Road Border Crossings and Seaports to be included in the Survey

## Road Border Crossings Points (BCP)

No	Location – BCP Name	Country
1	Gogavan	ARM
2	Agarak	ARM
3	Red Bridge	AZE
4	Gyueshevo	BGR
5	Ruse	BGR
6	Kalotina	BGR
7	Kapitan Andreevo	BGR
8	Guguti	GEO
9	Tsiteli Khidi	GEO
10	Sarpi	GEO
11	Vale	GEO
12	Nurdoz	IRN
13	Dogharon	IRN
14	Bazargan	IRN
15	Sero	IRN
16	Razi	IRN
17	Sarakhs	IRN
18	Incheboroun	IRN
19	Alakol	KAZ
20	Nur Zholy	KAZ
21	Tazhen	KAZ
22	B.Konysbayev	KAZ
23	Torugart	KGZ
24	Irkeshtam	KGZ
25	Dostuk	KGZ
26	Leușeni	MDA
27	Giurgiulești	MDA
28	Tudora	MDA
29	Giurgiu	ROU
30	Nadlac	ROU
31	Albița	ROU
32	Galați	ROU
33	Kulma	TAJ
34	Dusti	TAJ
35	Patar	TAJ
36	Kapikule	TUR
37	Sarp	TUR
38	Türkgözü	TUR
39	Gürbulak	TUR
40	Esendere	TUR
41	Kapikoy	TUR
42	Habur	TUR
43	Yagodin	UKR
44	Starokozache	UKR
45	Reni	UKR
46	Airitom	UZB
47	Daut Ata	UZB
48	Yalama	UZB



49	Dostlik	UZB
50	Sariosiyo	UZB
51	Andarkhan	UZB

### B) Seaports

No	Seaport Name	Country
1	Alyat	AZE
2	Varna	BGR
3	Burgas	BGR
4	Poti	GEO
5	Batumi	GEO
6	Imam Khomeini	IRN
7	Bandar Abbas	IRN
8	Chabahar	IRN
9	Noshahr	IRN
10	Amirabad	IRN
11	Aktau	KAZ
12	Kuryk	KAZ
13	Constanta	ROU
14	İskenderun Limakport	TUR
15	TCDD Haydarpaşa	TUR
16	Ceyport Tekirdag	TUR
17	Çelebi Bandirma	TUR
18	Safiport Derince	TUR
19	IC Karasu	TUR
20	TTK Zonguldak	TUR
21	Filyos	TUR
22	Samsunport	TUR
23	Trabzonport	TUR
24	TCDD Izmir	TUR
25	Mersin MIP	TUR
26	Chernomorsk	UKR

Checkpoints identified according to the TRACECA, 2021, Methodology for Identification of the routes of the International Transport Corridor TRACECA (Checkpoints on TRACECA routes)

Additional checkpoints suggested by Moldova (Checkpoints presently not included on TRACECA routes according to the Methodology)