

## **Methodology for the generation of statistical data along the routes of the TRACECA corridor**

### **1. General provisions**

1. This Methodology for the generation of statistical data along the routes of the TRACECA corridor (hereinafter referred to as the Methodology) has been developed in order to establish common principles for statistical reporting and general rules for systematizing statistical information on freight traffic and transport infrastructure along the routes of the TRACECA corridor. The purpose of the collection, storage and use of statistical information is to ensure the further development of the transport network of the TRACECA corridor on the principles of openness, effectiveness and consistency.

2. This Methodology shall be approved by the Intergovernmental Commission TRACECA (hereinafter – the IGC TRACECA). Amendments and additions to this Methodology or recognition of its provisions as invalid shall be carried out by decision of the IGC TRACECA.

3. The procedure for compiling and providing statistical data, as well as assessing the relevance of the information provided, shall be performed on the basis of compliance with the criteria defined in this Methodology.

4. The source of statistical data is the information provided by the authorized state bodies, national carriers (their associations) and operators of seaports and shipping companies of the member states of the Basic Multilateral Agreement on International Transport for the Development of the Europe-the Caucasus-Asia Corridor (hereinafter referred to as the MLA Parties) to the Permanent Secretariat of the Intergovernmental Commission TRACECA (hereinafter referred to as the Permanent Secretariat).

5. In the event that the MLA Parties provide information later than the deadline specified in point 8 of Article 3 of this Methodology, the Permanent Secretariat shall have the right not to include it in the aggregated statistical data.

6. Based on the information received, the Permanent Secretariat shall compile annual summary statistical information on freight traffic along the routes of the TRACECA corridor and send it to the countries no later than 1 July of the year following the reporting year. The Permanent Secretariat shall also post the said information on its website within the time limits specified in this paragraph of this Methodology.

7. The reporting period is one calendar year - from 1 January to 31 December.

### **2. Methodology for data collection and calculation**

1. The volume of transported goods along the routes of the TRACECA corridor is calculated according to the following criteria:

- volumes of goods transported in transit through the territories of at least two TRACECA countries, where the starting point of departure and the final destination is on the territory of a country that is not a TRACECA country (transportation between third countries);

- volumes of goods transported in transit through the territories of at least two TRACECA countries, where the starting point of departure or the final destination is located on the territory of a country that is not a TRACECA country (transportation to / from third countries from TRACECA countries);

- volumes of goods transported in transit through the territories of at least two TRACECA countries, where the starting point of departure and the final destination is on the territory of a TRACECA country (transportation between TRACECA countries);

- volumes of goods transported in transit through the territory of at least one TRACECA country and a sea leg irrespective of the country of departure or destination (land and maritime transport).

2. The main unit of measurement (statistical unit) for the transportation of goods by railway, road and maritime transport is a ton. Volumes of cargo transported by pipeline are not taken into account in the generation of statistical data.

3. When generating statistical information on the volumes of goods transported along the routes of the TRACECA corridor, the net weight of the cargo (except vehicle weight) from the entry checkpoint to the exit checkpoint located on the state border of the MLA Parties is indicated.

4. The main unit of measurement for container transport is a twenty-foot equivalent (hereinafter – TEU) which is a standard unit for counting the containers -). At the same time, the physical volume of container traffic, measured in accordance with paragraph 3 of this article, is included in the volume (in tons).

5. Water transport volumes that are taken into account in rail or road modes of transport are excluded from the total volume of goods transported, but are included in the total volume of goods carried by maritime transport.

6. When presenting data on the volumes of cargo transported in transit through the territories of two or more TRACECA countries, in order to avoid duplication, this volume is included only once in the statistics of the country that is the first transit country according to the route.

7. The compulsory data regarding cargo are the country of departure, the country of destination, the weight of the transported cargo, the type of cargo and transport.

8. Information on transport infrastructure is prepared with respect to its belonging to the routes of the TRACECA corridor and is calculated from the entry checkpoint to the exit checkpoint located on the state border of each of the MLA Parties individually.

9. If the railway lines or roads from the entry checkpoint to the exit checkpoint located on the state border of the MLA Parties have branches or duplicate sections, then information is provided for the main section with a separate indication of adjacent sections without duplicating them.

10. Information about the transport infrastructure is provided in compliance with the units of measurement provided in tables 1-6 in accordance with the Appendix 1 to this Methodology and taking into account the checkpoints determined in accordance with Appendix 2 to this Methodology.

11. If the transportation of goods began in the reporting year and continued in the next year, then the statistical data on such transport are included in the reporting period and are not duplicated for the next year when the transportation was actually completed.

### **3. Procedure for compilation, provision and storage of statistical data**

1. Statistical data on the volume of freight traffic and transport infrastructure along the routes of the TRACECA corridor is formed for each reporting year on the basis of the statistical information provided by the MLA Parties to the Permanent Secretariat on the modes of transport specified in point 2 of Article 2 of this Methodology, and according to the tables of the Appendix ("Statistical data for the reporting year") to this Methodology.

2. Tables 1-3 of the Appendix 1 to this Methodology are completed annually.

The data in the lines "Total" in tables 1-3 of the Appendix 1 to this Methodology must be equal and identical.

3. Tables 4-6 of the Appendix 1 to this Methodology are completed to generate statistical data on transport infrastructure facilities located along the routes of the TRACECA corridor. The statistical information for the tables is filled in the first year of implementation of the provisions of this Methodology and supplemented in case of changes in the information about transport infrastructure facilities.

4. Statistical data from the MLA Parties is transmitted to the Permanent Secretariat through an online platform, the use of which is administered by the Permanent Secretariat

through access for each of the MLA Parties. Access to the online platform can be provided in the form of a link to fill in or using authentication by providing login details (user name and password, an access code or an SMS message).

5. The authorized bodies of the MLA Parties nominate the responsible officer who will collect, verify and enter data on an online platform from his country (hereinafter referred to as the Responsible Officer).

6. The responsible officer ensures the collection of the necessary information independently by interacting with the authorized bodies and organizations of his country (for example, national railway, road and maritime administrations, seaports, etc.) by 20 March of the year following the reporting one.

7. The collection of information on traffic volumes by road, rail, sea and air is carried out on the basis of the data from the authorized customs body.

If it is impossible to provide data to the authorized customs body within the time limits provided for by this Methodology, then the collection of data:

- for railway transport is carried out on the basis of the data from the railway carrier/carriers;

- for maritime transport - on the basis of the data from the maritime administration of the country, the sea carrier/s, as well as the sea port/ports.

In the absence of the above information, the MLA Parties may use alternative sources of information to ensure their reliability.

8. The responsible officer checks and reconciles the received data, after which, by 1 April of the year following the reporting year, ensures their entry on an online platform.

9. The Permanent Secretariat provides access to the online platform from 1 January to 31 March of the year following the reporting year.

10. In case of partial absence or need for clarifications regarding information on the volume of cargo transportation, the responsible officer enters on an online platform only the information that complies with the provisions of this Methodology. In such case, the MLA Party shall inform the Permanent Secretariat in writing, indicating the time period that will allow entering all the necessary data on an online platform.

11. In the case provided for in paragraph 10 of Article 3 of this Methodology, the Permanent Secretariat shall provide access to the online platform for the period specified in the written request.

12. Upon the expiration of the period for providing information, the Permanent Secretariat verifies the information received from the MLA Parties and checks it for compliance with the provisions of paragraph 1 of Article 2 and Appendix to this Methodology.

13. If the MLA Parties do not provide complete or accurate information, the Permanent Secretariat shall have the right to re-apply to these MLA Parties.

14. In case of revealing significant discrepancies in the data regarding the volumes of transported cargo provided by the MLA Parties, in order to ensure the reliability of aggregated statistical data, the Permanent Secretariat shall have the right to organize bilateral or multilateral meetings of experts from the MLA Parties to compare the data and identify / eliminate the causes of possible discrepancies, which is recorded in the relevant minutes following the results of the meetings.

15. The information verified by the Permanent Secretariat is processed and taken into account when aggregating statistical data.

16. Aggregated statistical data are issued in the form of an explanatory note in any form and infographics with the obligatory indication of the total volume of transported goods along the routes of the TRACECA corridor, the volume of freight traffic in the context of each mode of transport, the volume of transport of goods in containers, countries of consignment and the range of goods transported, as well as information about transport infrastructure facilities.

17. Aggregated statistical data are stored both on the server of the online platform and on the server of the Permanent Secretariat and supplemented annually as information becomes available.

18. The information submitted by the MLA Parties to the Permanent Secretariat is confidential and is not subject to disclosure or transfer to third parties or the Parties to the MLA. This information is used by the Permanent Secretariat solely for the purpose of generating aggregated statistical data.

### Statistical data for the reporting year

Table 1 Volume of transported goods along the routes of the TRACECA corridor \*

Name of the country \_\_\_\_\_

Name of BCP \_\_\_\_\_

Mode of transport	Traffic volume for _____			
	export	import	transit	total
Road (tons)				
Road (number of vehicles)				
Inland waterway (tons)				
Railway (tons)				
Railway (TEU)				
Maritime (tons)				
Maritime (TEU)				

\* to be completed as a whole on the total volume of cargo transported through all border checkpoints located along the routes of the TRACECA corridor

Table 2 Dynamics of the international traffic volumes on the main range of goods along the ITC TRACECA\*

Вид груза (Classification of goods by groups)	Annual traffic volume, in tons			
	export	import	transit	total
Food products and live animals				
Drinks and tobacco				
Non-food raw materials, except fuel				
Mineral fuels, lubricants and similar materials				
Animal and vegetable oils, fats and waxes				
Chemicals and similar products not included in other categories				
Manufactured goods classified mainly by type of material				
Machinery and transport equipment				
Various finished products				
Goods and transactions not classified in other categories				

\* to be completed as a whole on the total volume of cargo transported through all border checkpoints located along the routes of the TRACECA corridor in compliance with the International Standard Trade Classification (SITC) or the WCO Harmonized Commodity Description and Coding System

Table 3a Export cargo flows in the context of countries of departure/destination of goods along the ITC TRACECA \*

Name of the country \_\_\_\_\_

Name of BCP \_\_\_\_\_

Country of departure	Intermediate countries (country1/country 2/...)**	County of destination	Traffic volume for a year, in tons (TEU**)
<b>Total</b>			

Table 3b Import cargo flows in the context of countries of departure/destination of goods along the ITC TRACECA\*

Country of departure	Intermediate countries (country1/country 2/...)**	County of destination	Traffic volume for a year, in tons (TEU**)
<b>Total</b>			

Table 3c Transit cargo flows in the context of countries of departure/destination of goods along the ITC TRACECA\*

Country of departure	Intermediate countries (country1/country 2/...)**	County of destination	Traffic volume for a year, in tons (TEU**)
<b>Total</b>			

\*\* to be completed as a whole on the total volume of cargo transported through all border checkpoints located along the routes of the TRACECA corridor

\*\* if it is impossible to provide information about intermediate countries, it is allowed to provide information without filling in the data

\*\* to be completed in brackets if the cargo weight is indicated in tons, but transported in containers

Table 4 Technical characteristics of railways\*

Name of the railway line (section)	Length, km		Signalling, km			Traction, km		Speed, km/hour		
	Single-track section	Double-track / multiple-track section	automatic	semi-automatic	centralized	electric	diesel	maximal	medium	commercial
Total										

\* to be completed regarding freight traffic



Table 5 Technical characteristics of roads\*

Name of the road section (from point A to point B indicating the name on the example of M7, A21, etc.)	Length, km	Road category, km					Topography, km		Road surface, km		State of road surface			Maximally allowed axle load, tons/axle	Maximally allowed weight of vehicle, tons	Maximum speed of freight vehicle, km/hour	Roadside width, m
		I	II	III	IV	V	Mountainous	Flat	with	without	good	satisfactory	unsatisfactory				
Total																	

\* to be completed regarding freight traffic



### Check points along TRACECA Routes

No	Location – BCP Name	Mode	Country
1	Gogavan	road	ARM
2	Agarak	road	ARM
3	Ayrum	rail	ARM
4	Red Bridge	road	AZE
5	Boyuk-Kyasik	rail	AZE
6	Alyat	seaport	AZE
7	Gyueshevo	road	BGR
8	Kalotina	road	BGR
9	Kapitan Andreevo	road	BGR
10	Ruse	road/rail	BGR
11	Dragoman	rail	BGR
12	Svilengrad	rail	BGR
13	Varna	seaport	BGR
14	Burgas	seaport	BGR
15	Guguti	road	GEO
16	Tsiteli Khidi	road	GEO
17	Sarpi	road	GEO
18	Vale	road	GEO
19	Gardebani	rail	GEO
20	Sadakhlo	rail	GEO
21	Kartsakhi	rail	GEO
22	Poti	seaport	GEO
23	Batumi	seaport	GEO
24	Nurdoz	road	IRN
25	Dogharon	road	IRN
26	Bazargan	road	IRN
27	Sero	road	IRN
28	Razi	road/rail	IRN
29	Sarakhs	road/rail	IRN
30	Incheboroun	road/rail	IRN
31	Imam Khomeini	seaport	IRN
32	Bandar Abbas	seaport	IRN
33	Chabahar	seaport	IRN
34	Noshahr	seaport	IRN
35	Amirabad	seaport	IRN
36	Alakol	road	KAZ
37	Nur Zholy	road	KAZ
38	Sypatay Batyr	road	KAZ
39	Tazhen	road	KAZ
40	B.Konysbayev	road	KAZ
41	Dostyk	rail	KAZ
42	Altynkol	rail	KAZ
43	Chaldovar	rail	KAZ
44	Beyneu	rail	KAZ
45	Saryagash	rail	KAZ
46	Aktau	seaport	KAZ
47	Kuryk	seaport	KAZ
48	Torugart	road	KGZ
49	Irkeshtam	road	KGZ
50	Chaldybar	road	KGZ
51	Dostuk	road	KGZ
52	Kaindy	rail	KGZ
53	Jalalabad	rail	KGZ
54	Karasu ( <i>Savay UZB</i> )	rail	KGZ

55	Point 38	rail	KGZ
56	Karasu ( <i>Sultanabad UZB</i> )	rail	KGZ
57	Shamaldisay	rail	KGZ
58	Leușeni	road	MDA
59	Giurgiulești 1 ( <i>Galati ROU</i> )	road	MDA
60	Giurgiulești 2 ( <i>Reni UKR</i> )	road	MDA
61	Tudora	road	MDA
62	Ungheni	rail	MDA
63	Novosavitske	rail	MDA
64	Albița	road	ROU
65	Galați	road	ROU
66	Giurgiu	road/rail	ROU
67	Nadlac	road/rail	ROU
68	Cristești	rail	ROU
69	Constanta	seaport	ROU
70	Kulma	road	TAJ
71	Dusti	road	TAJ
72	Patar	road	TAJ
73	Pakhtaabad	rail	TAJ
74	Istiklol	rail	TAJ
75	Nau	rail	TAJ
76	Khoshadi	rail	TAJ
77	Sarp	road	TUR
78	Türkgözü	road	TUR
79	Gürbulak	road	TUR
80	Esendere	road	TUR
81	Habur	road	TUR
82	Kapikule	road/rail	TUR
83	Kapikoy	road/rail	TUR
84	Canbaz	rail	TUR
85	İskenderun Limakport	seaport	TUR
86	TCDD Haydarpaşa	seaport	TUR
87	Ceyport Tekirdag	seaport	TUR
88	Çelebi Bandirma	seaport	TUR
89	Safiport Derince	seaport	TUR
90	İC Karasu	seaport	TUR
91	TTK Zonguldak	seaport	TUR
92	Filyos	seaport	TUR
93	Samsunport	seaport	TUR
94	Trabzonport	seaport	TUR
95	TCDD Izmir	seaport	TUR
96	Mersin MIP	seaport	TUR
97	Starokozache	road	UKR
98	Reni	road	UKR
99	Yagodin	road/rail	UKR
100	Kuchurgan	rail	UKR
101	Chernomorsk	seaport	UKR
102	Daut Ata	road	UZB
103	Yalama	road	UZB
104	Dostlik	road	UZB
105	Sariosiyo	road	UZB
106	Andarkhan	road	UZB
107	Airitom	road	UZB
108	Karakalpakstan	rail	UZB
109	Keles	rail	UZB
110	Khanabad	rail	UZB
111	Kudukli	rail	UZB
112	Suvonobod	rail	UZB
113	Bekabad	rail	UZB
114	Galba	rail	UZB

115	Amuzang	rail	UZB
116	Savay	rail	UZB
117	Kuvasay	rail	UZB
118	Sultanabad	rail	UZB
119	Uchkurgan	rail	UZB