



2025 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

The TRACECA routes that connect Europe, the Caucasus and Asia are characterised by movements across several countries and changes of mode of transport. To ensure the attractiveness of the TRACECA routes, it is of utmost importance to increase the efficiency of checkpoints and to upgrade measures that streamline movements across borders.

Recognising the need for a harmonised approach in the performance evaluation of checkpoints along TRACECA routes, in 2021, the IGC TRACECA adopted the Methodology of evaluating checkpoints. Based on outcomes and recommendations from the first performance evaluation conducted in 2022, the TRACECA Methodology of evaluating checkpoints was updated in early 2023.¹

This document is the evaluation report on the performance of road checkpoints in 2025, based on the Survey conducted according to the updated 2023 Methodology that reflects the opinions of ministries and indicates the views of carriers that have participated in the Survey.

The objectives of this Evaluation Report are:

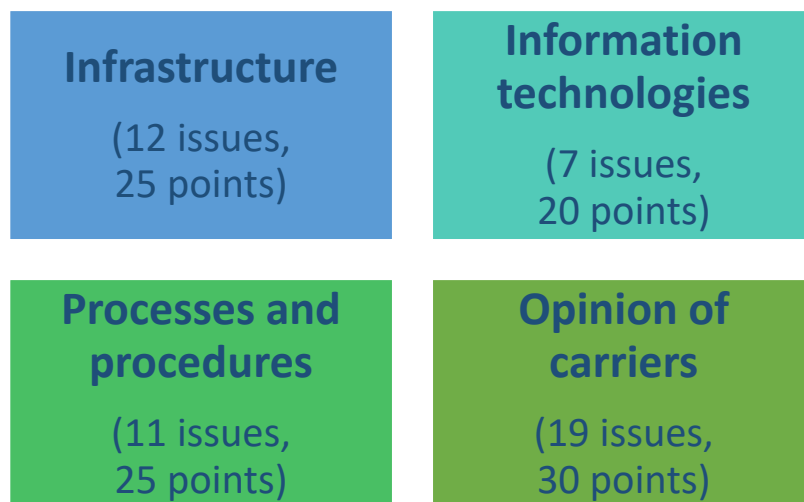
- To identify and reflect the present status and potential issues with regard to the organisation of border crossing operations at checkpoints along the TRACECA routes;
- To share information on the status and experiences in the organization of border crossing operations among the TRACECA countries;
- To support the analysis of the effectiveness of already introduced measures for facilitation of border crossing procedures and initiatives for modernisation of checkpoints along the TRACECA routes;
- To suggest corresponding recommendations to the policymakers of the TRACECA countries regarding the facilitation of border crossing procedures.

¹ TRACECA, 2023, *Methodology of evaluating checkpoints (adopted at the Sixteenth Annual Meeting of the Intergovernmental Commission TRACECA, Tbilisi, Georgia, February 10, 2023)*. Available at: http://www.traceca-org.org/fileadmin/fm-dam/pdfs/til_igcmeets/16th/docs/eng/Appendix_7_Methodology_of_evaluating_check_points_eng.pdf

2 Methodology and organization of the evaluation

A total of 78 checkpoints at 13 MLA countries along TRACECA routes are subject to evaluation (77 as listed in Appendix 1 to the Methodology of evaluating checkpoints (2023), plus one checkpoint additionally reported by Moldova). According to the Methodology, the checkpoints are evaluated in four areas: infrastructure, information technologies, processes and procedures, and the opinion of carriers. Each of the areas covers a range of issues and characteristics of the checkpoints. Depending on the evaluation of the status of each specific issue / characteristic, a number of points is given. The total number of points overall (for all areas of evaluation) is one hundred.

Figure 1: Areas of checkpoint evaluation with the Methodology



Details on how to determine, calculate and designate a specific number of points to the evaluated issues for each characteristic are given in the Methodology². Based on the Methodology, the rating of the checkpoints is made according to the points determined from the evaluation of each checkpoint in the following gradation:

- 90 points and over – “excellent”;
- 75-89 points – “good”;
- 60-74 points – “satisfactory”;
- 59 points and less – “unsatisfactory”.

The letter for evaluation of checkpoints was distributed in February 2025 via the Permanent Representatives (National Secretaries) of the PS IGC TRACECA in the MLA Parties to the relevant authorised bodies and national carriers³. Representatives of state bodies and carriers have been asked to fill out the corresponding form for evaluating checkpoints via an online survey tool (Webropol) by May 01, 2025.

² See points 8 to 43 of the TRACECA Methodology of evaluating checkpoints (2023)

³ The letter from the Secretary General of the PS IGC TRACECA № 02/25/038 from 10 February 2025.

The online survey tool was available in English and Russian languages. In the case of authorised bodies (ministries), it was requested for a responsible person to be identified. Carriers had the opportunity to freely and anonymously access the online survey tool (Webropol). The National Secretaries have been informed and kindly asked to share the links to Webropol with authorised bodies (ministries) and national road carriers in order to participate in the Survey based on the TRACECA Methodology.

By the time of the original deadline for provision of the information on the evaluation of checkpoints, only 1 (one) of the 13 MLA Parties provided information from state bodies (Georgia). Additionally, after the original deadline, 6 other MLA Parties provided responses from state bodies (Armenia, Bulgaria, Moldova, Romania, Türkiye and Ukraine). Two entries for one checkpoint have been provided in the online survey tool for authorised bodies from Kazakhstan; however, it appears that those entries are from national carriers (not from authorised bodies), and they have been processed accordingly.

In total, by the end of the extended data gathering period (until December 31, 2025), a total of 11 countries provided information that included responses from:

- 7 countries on the questionnaire⁴ for authorised bodies: Armenia, Bulgaria, Georgia, Moldova, Romania, Türkiye and Ukraine; and
- 10 countries on the questionnaire for national carriers: Armenia, Bulgaria, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Tajikistan, Türkiye, Ukraine and Uzbekistan.

Most of the responses have been provided by Webropol online survey, however, responses for authorised bodies from 4 MLA Parties have been provided via e-mail (Armenia, Bulgaria, Moldova (for some of the checkpoints) and Türkiye (in addition to the data provided by Webropol)).

Overall, inputs for 43 checkpoints have been provided by authorised state bodies. This represents about 55% of all 78 checkpoints included in this evaluation. Overall, inputs for 21 checkpoints have been provided by carriers, which represent about 27% of all 78 checkpoints listed for evaluation.

In total, inputs for 50 checkpoints out of all 78 checkpoints (or 64%) are being provided from state bodies and/or carriers. Data for 72% of the BCPs included in this report (or 36 out of 50 checkpoints) is incomplete, with inputs provided only from state bodies or only from carriers. Only 28% (or 14 out of 50 checkpoints) are complete with inputs from both sources (state bodies and carriers). That represents only about 18% of checkpoints (or 14 out of 78 checkpoints) for which evaluation was expected.

Some of the inputs provided by state bodies are incomplete (with missing answers for some of the questions). Out of the 43 checkpoints where answers are provided by state bodies, only for 17 BCPs (or 40%), all answers to the Survey are provided. For the

⁴ Kyrgyzstan also provided detailed information relevant for evaluation of BCPs, however this information was not structured according to the Questionnaire and the TRACECA Methodology. Since the information provided by Kyrgyzstan is not fully comparable to other analyzed data provided in accordance with the Methodology the information from Kyrgyzstan on BCPs is not included in this Report.

remaining 26 BCPs (or 60%), there are missing answers that range from 27% to 97% of the questions answered. On average, about 71% of the questions have been answered, and answers are missing for about 29% of the questions.

Responses by state bodies have been provided on the following 43 checkpoints:

- Armenia, for 2 checkpoints: Gogavan and Agarak;
- Bulgaria, for 5 checkpoints: Gyueshevo, Kalotina, Kapitan Andreevo, Varna and Burgas;
- Georgia, for 6 checkpoints: Guguti, Tsiteli Khidi, Sarpi, Vale, Poti, and Batumi;
- Moldova, for 4 checkpoints: Leuşeni, Giurgiuleşti, Tudora and Siret;
- Romania, for 3 checkpoints: Albiţa; Galaţi; and Constanta;
- Türkiye, for 19 checkpoints: Kapikule; Sarp; Türkgözü; Gürbulak; Esendere; Kapikoy; Habur; İskenderun Limakport; TCDD Haydarpaşa; Ceyport Tekirdag; Çelebi Bandirma; Safiport Derince; IC Karasu; TTK Zonguldak; Filyos; Samsunport; Trabzonport; TCDD Izmir and Mersin MIP;
- Ukraine, for 4 checkpoints: Yagodin, Starokozache, Reni and Chernomorsk.

Responses by carriers have been provided on the following 21 checkpoints:

- Armenia, for 1 checkpoint: Gogavan;
- Bulgaria, for 3 checkpoints: Gyueshevo, Kalotina and Kapitan Andreevo;
- Georgia, for 3 checkpoints: Tsiteli Khidi, Sarpi and Batumi;
- Kazakhstan, for 2 checkpoints: Nur Zholy and B. Konysbayev;
- Kyrgyzstan, for 1 checkpoint: Dostuk;
- Moldova, for 2 checkpoints: Leuşeni and Tudora;
- Tajikistan, for 1 checkpoint: Kulma;
- Türkiye, for 2 checkpoints: Mersin MIP and Sarp;
- Ukraine, for 3 checkpoints: Yagodin, Starokozache and Reni;
- Uzbekistan, for 3 checkpoints: Daut Ata, Yalama and Dostlik.

For the case where multiple responses have been provided for a single checkpoint (e.g. Sarpi in Georgia, Nur Zholy in Kazakhstan, Sarp in Türkiye, Reni in Ukraine, Daut Ata and Yalama in Uzbekistan), an aggregated response with an average of total points for such an individual checkpoint has been calculated.

3 Analysis of responses to the Survey and initial findings

In accordance with the Methodology of evaluating checkpoints, the responses to the Survey are analysed in each of the individual areas.

The results of total points assigned in the areas of infrastructure, information technologies, processes and procedures, based on responses provided by state bodies (ministries) for 43 checkpoints are given in Table 1 below.

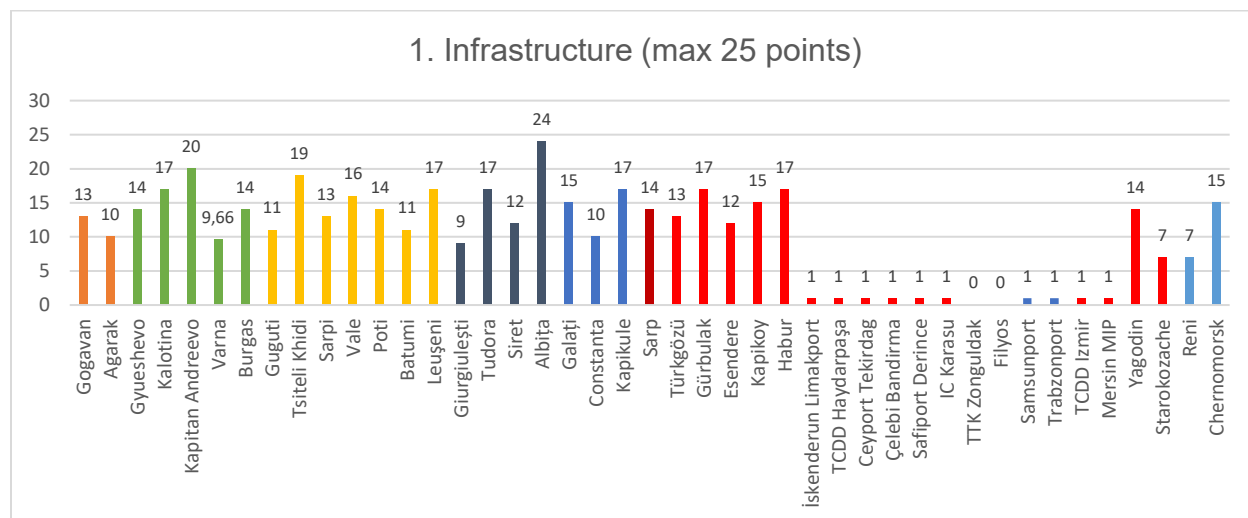
Table 1: Evaluation of Checkpoints by Ministries

Country	Evaluated checkpoint	Total Infrastructure (Max 25)	% of Max points (Infr.)	Total IT (Max 20)	% of Max Points (IT)	Total Processes & Procedures (Max 25)	% of Max points (Proc.)	Total points (Max 70)	% of Max points
ARM	Gogavan	13	52%	15	75%	23.5	94%	51.5	74%
ARM	Agarak	10	40%	14	70%	19.5	78%	43.5	62%
BGR	Gyueshevo	14	56%	14.5	73%	22.5	90%	51	73%
BGR	Kalotina	17	68%	17	85%	19	76%	53	76%
BGR	Kapitan Andreevo	20	80%	17	85%	16.5	66%	53.5	76%
BGR	Varna	9.66	39%	0	0%	0	0%	9.66	14%
BGR	Burgas	14	56%	19	95%	5	20%	38	54%
GEO	Guguti	11	44%	18	90%	22.5	90%	52	74%
GEO	Tsiteli Khidi	19	76%	18	90%	19.5	78%	56.5	81%
GEO	Sarpi	13	52%	17	85%	18.5	74%	51.5	74%
GEO	Vale	16	64%	17	85%	19	76%	48.5	69%
GEO	Poti	14	56%	17	85%	19	76%	47	67%
GEO	Batumi	11	44%	17	85%	19	76%	50	71%
MDA	Leuşeni	17	68%	15	75%	20	80%	52	74%
MDA	Giurgiuleşti	9	36%	16	80%	17.5	70%	42.5	61%
MDA	Tudora	17	68%	12	60%	20	80%	49	70%
MDA	Siret	12	48%	16	80%	18.5	74%	46.5	66%
ROU	Albiţa	24	96%	17	85%	10.5	42%	51.5	74%
ROU	Galaţi	15	60%	15	75%	18	72%	48	69%
ROU	Constanta	10	40%	15	75%	10	40%	35	50%
TUR	Kapikule	17	68%	17	85%	5.5	22%	39.5	56%
TUR	Sarp	14	56%	17	85%	5.5	22%	36.5	52%
TUR	Türkgözü	13	52%	17	85%	5.5	22%	35.5	51%
TUR	Gürbulak	17	68%	17	85%	5.5	22%	39.5	56%
TUR	Esendere	12	48%	17	85%	5.5	22%	34.5	49%
TUR	Kapikoy	15	60%	17	85%	5.5	22%	37.5	54%
TUR	Habur	17	68%	17	85%	5.5	22%	39.5	56%
TUR	İskenderun Limakport	1	4%	6	30%	6	24%	13	19%
TUR	TCDD Haydarpaşa	1	4%	6	30%	6	24%	13	19%
TUR	Ceyport Tekirdag	1	4%	6	30%	6	24%	13	19%
TUR	Çelebi Bandirma	1	4%	6	30%	6	24%	13	19%
TUR	Safiport Derince	1	4%	6	30%	6	24%	13	19%
TUR	IC Karasu	1	4%	6	30%	6	24%	13	19%
TUR	TTK Zonguldak	0	0%	6	30%	6	24%	12	17%
TUR	Filyos	0	0%	6	30%	6	24%	12	17%
TUR	Samsunport	1	4%	6	30%	6	24%	13	19%
TUR	Trabzonport	1	4%	6	30%	6	24%	13	19%
TUR	TCDD Izmir	1	4%	6	30%	6	24%	13	19%
TUR	Mersin MIP	1	4%	6	30%	6	24%	13	19%

Country	Evaluated checkpoint	Total Infrastructure (Max 25)	% of Max points (Infr.)	Total IT (Max 20)	% of Max Points (IT)	Total Processes & Procedures (Max 25)	% of Max points (Proc.)	Total points (Max 70)	% of Max points
UKR	Yagodin	14	56%	7	35%	9	36%	30	43%
UKR	Starokozache	7	28%	5	25%	18.5	74%	30.5	44%
UKR	Reni	7	28%	6	30%	13.5	54%	26.5	38%
UKR	Chernomorsk	15	60%	10	50%	11	44%	36	51%

In the area of “Infrastructure”, with a maximum potential number of 25 points, the responses range from 24 points (or 96% of maximum points) at Albița BCP in Romania, followed by 20 points at Kapitan Andreevo in Bulgaria, and 19 points at Tsiteli Khidi BCP in Georgia. At the lower end, 0 points at TTK Zonguldak and Filyos border crossing checkpoints in Türkiye are recorded.

For 23 out of 43 analysed checkpoints, total points in the area of “Infrastructure” range between 12 and 24 points (or about more than half of the maximum potential number of 25 points). However, for 12 checkpoints, the points in the area of “Infrastructure” range only between 1 and 0 point. A high number of checkpoints with very low markings (1 or 0 point) is due to incomplete responses (no answers are provided for many questions in the part of “Infrastructure” for ports).



The “State of approach roads to the checkpoint” was usually evaluated as “good” or “satisfactory”. For 5 of the analysed checkpoints (Gyueshevo and Kalotina in Bulgaria; Leuşeni and Tudora in Moldova; and Albița in Romania), it was reported that the state of the approach road to the checkpoints is “excellent”.

With regard to the “Organization of traffic lane segregation”, 12 of the analysed checkpoints have green truck lanes. At nine of the checkpoints, such green lanes are dedicated for trucks with advance information provided (such as TIR-EPD, NCTS), which are available in Georgia, Moldova and Romania. At three of the checkpoints (two in Bulgaria and one checkpoint in Moldova) there is a TIR lane (without advance information

provided). Fifteen of the other analysed checkpoints have specially designated lanes for cargo transport.

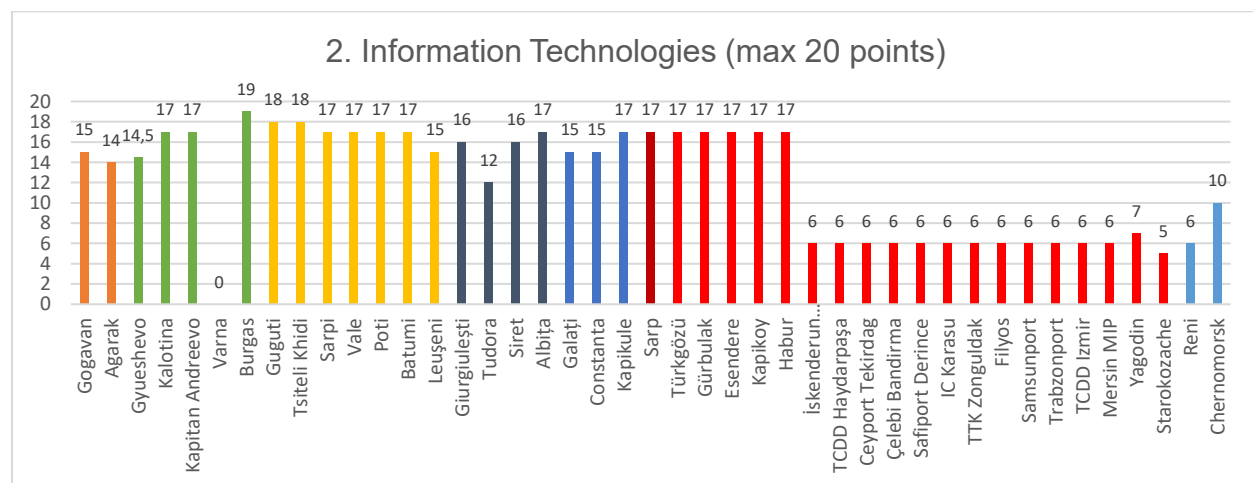
Responses on the capacity of “control lanes” are divided. State bodies at 18 checkpoints consider that there is sufficient number of vehicle control lanes and the capacity of the vehicles’ control lanes correspond to the actual flow of traffic, including peak hours. However, at 13 checkpoints, there is unavailability of vehicle control lanes and at 3 checkpoints, control lanes are considered insufficient. Similarly, there is a variety of responses regarding “parking space”, with the majority (15) checkpoints with insufficient parking space for cargo vehicles.

“State of infrastructure” at 11 checkpoints is evaluated as “corresponding to the capacity”. It was identified that the infrastructure at 18 checkpoints is minimal and requires improvements, while at 2 checkpoints it is even outdated, with needs for reconstruction.

For 24 out of 43 analysed checkpoints, it was reported that there are available “technical means of customs control for inspection of goods (inspective complexes)” such as x-ray scanners, while at 5 checkpoints, only other inspection equipment is available.

Availability of “logistics centres” was reported only at 8 out of 43 analysed checkpoints (at Kapitan Andreevo and Burgas in Bulgaria; Tsiteli Khidi, Sarpi and Poti in Georgia; Albița and Constanta in Romania; and Chernomorsk in Ukraine).

In the area of “Information technologies”, with a maximum potential number of 20 points, the responses range from 19 points at Burgas in Bulgaria, followed by 18 points at Tsiteli Khidi and Guguti border crossing in Georgia. For 26 out of 43 analysed checkpoints, total points in the area of “Information technologies” range between 12 and 19 points (or about more than half of the maximum potential number of 20 points).



“System of electronic booking of checkpoint entry” is available at 12 out of 43 analysed checkpoints. System for virtual queuing before arrival at the checkpoint is available at 8 checkpoints (3 checkpoints in Georgia, 1 in Romania and 4 in Ukraine), while electronic ticketing upon arrival is available at 4 checkpoints (1 in Bulgaria and 3 in Georgia).

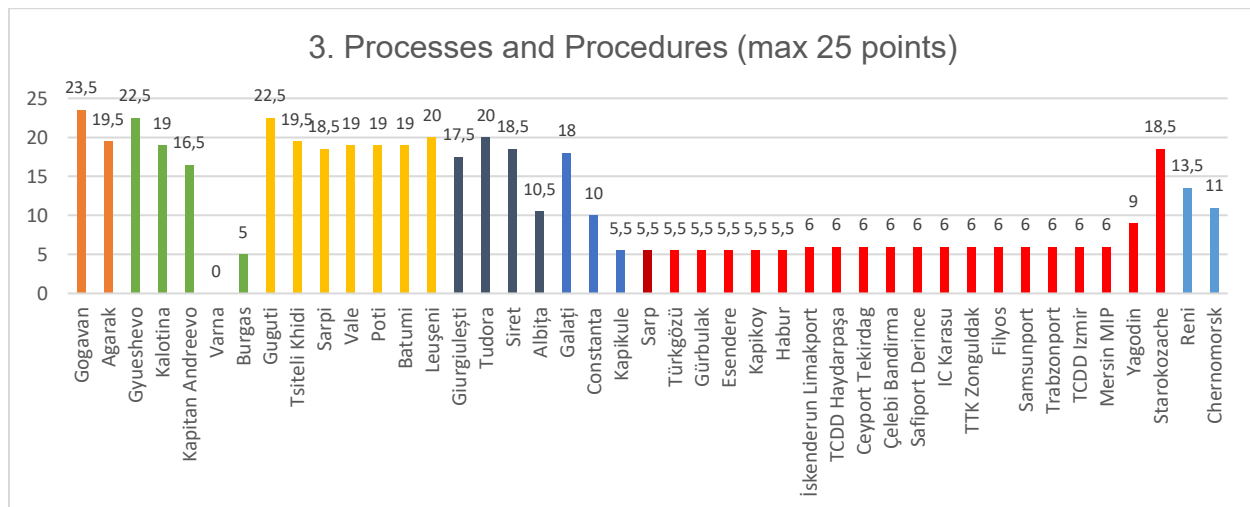
For 23 out of 43 analysed checkpoints, it was reported that there is available electronic international customs transit procedure (e.g., eTIR, NCTS, etc.) with the functioning of a fully electronic (paperless) Customs transit declaration system for processing international Customs transit (in Bulgaria, Georgia, Moldova, Romania and Türkiye). Limited functionality of the advanced electronic national Customs transit system is reported at 3 checkpoints (in Armenia and Moldova).

Dynamic scales, which provide automatic identification and recording of vehicles permissible axle load and /or total weight while the trucks are moving, are available at 15 checkpoints (reported in Armenia, Bulgaria, Moldova, Romania, Türkiye and Ukraine); while only static weighing scales that take measurements with the stopping of vehicle are available at 10 checkpoints.

At 29 checkpoints (out of 30 checkpoints for which an answer was provided to the corresponding specific question), it was reported that a system of radiation control is available. The majority of checkpoints have “System for identification of prohibited / restricted goods to be carried” and available “Systems of electronic payment”.

A risk assessment system before the arrival of goods at the physical border is reported to be available at 39 out of 43 analysed checkpoints.

In the area of “Processes and procedures”, with a maximum potential number of 25 points, the responses range from 23.5 at Gogavan in Armenia; followed by 22.5 points at Gyueshevo in Bulgaria and Guguti in Georgia.



For 42 out of 43 analysed checkpoints it was reported that they are operational 24/7.

For 14 out of 43 analysed checkpoints, the main direction of the cargo transfer is in transit, followed by 6 checkpoints where the main direction of the cargo transfer is export and import.

Customs operations time (at Customs transit) was reported for 21 out of 43 analysed checkpoints. For 15 checkpoints (in Armenia, Bulgaria, Georgia, Moldova, Romania and Ukraine), it was reported that Customs operations at checkpoints could be finalized for

up to 1 hour. For the remaining checkpoints, it was noted that the time needed for Customs operations is between 1 and 2 hours for 4 checkpoints (1 BCP in Armenia, 1 BCP in Bulgaria and 2 BCPs in Ukraine); and over 3 hours for 2 checkpoints (for 1 BCP in Romania and 1 BCP in Ukraine).

In the majority of analysed checkpoints, the rate of physical inspections (regarding customs transit) is over 5% (at 19 checkpoints). Only at 7 checkpoints, minimal physical inspections of Customs transit shipments (up to 1%) have been reported (2 BCPs in Armenia, 3 BCPs in Bulgaria, 1 BCP in Romania and 1 BCP in Ukraine).

Responses regarding waiting time (in the queue for border crossing checkpoints or at the berth for ports) as well as overall time spent at the checkpoint (from gate to gate) in the case of Customs transit procedure were reported for 22 out of 43 analysed checkpoints. The reported waiting time (in queue/berth) varies and ranges from up to 1 hour (at 8 checkpoints) to over 3 hours (at 7 checkpoints). Similarly, the time spent at the checkpoint (from gate to gate) varies and ranges from up to 1 hour (at 11 checkpoints) to over 3 hours (at 3 checkpoints).

The overall time of crossing the border that takes into account time spent at both checkpoints in neighbouring countries was difficult to calculate due to a lack of available data (with the exception of three land border crossings: Gogavan (Armenia) – Guguti (Georgia) (up to two hours); Giurgiulești (Moldova) – Galați (Romania) (from 2-3 hours); Leușeni (Moldova) – Albița (Romania) (from 4-6 hours); as well as at some of the ports at Black Sea (in Bulgaria, Georgia and Romania).

Implementation of Single Window facilities is reported at the majority of analysed checkpoints (at 32 out of 43 analysed checkpoints in Armenia, Georgia, Moldova, Türkiye and Ukraine), while such facilities are not implemented at 9 checkpoints (in Bulgaria, Moldova and Romania).

In addition to structured responses on analysed characteristics, the state bodies provided some additional comments on some of the checkpoints regarding:

- a) system for radiation (not available at some of the checkpoints in Georgia, but it could be mobilised if necessary);
- b) parking places (not available at Sarpi (Georgia) due to geographical location and limited at some other checkpoints during rush hours, however, for inspection purposes, part of the customs control is carried out in nearby areas);
- c) development of a maritime single window environment where different maritime actors such as Customs, shipping lines, agents, Police and others share information (launched in October 2024 for ports in Georgia);
- d) checkpoint Siret (Moldova) operates as a joint control checkpoint for the authorities of Moldova and Ukraine;
- e) modernization of the checkpoint Gürbulak (Türkiye) is almost finalised, and the vehicle control lanes are currently operating at full capacity.

Based on the Methodology of evaluating checkpoints in the area of “Opinion of carriers” 19 characteristics have been analysed. The characteristics in the questionnaire for carriers correspond to the same characteristics from the questionnaire for state bodies (ministries) related to infrastructure, information technology, processes and procedures at checkpoints.

The results of total points assigned in the area “Opinion of carriers” from responses received by carriers for 21 checkpoints are given in Table 2 below.

Table 2: Evaluation of checkpoints by carriers

Evaluated checkpoint	Total Points	% of Max points
Gogavan (ARM)	17.5	58%
Gyueshevo (BGR)	1.5	5%
Kalotina (BGR)	1	3%
Kapitan Andreevo (BGR)	3	10%
Tsiteli Khidi (GEO)	15.5	52%
Sarpi (GEO)	15.3	51%
Batumi (GEO)	16.5	55%
Nur Zholy (KAZ)	3.5	12%
B. Konysbayev (KAZ)	27	90%
Dostuk (KGZ)	2.5	8%
Leuşeni (MDA)	23	77%
Tudora (MDA)	23	77%
Kulma (TAJ)	9.5	32%
Sarp (TUR)	15.3	51%
Mersin MIP (TUR)	17.0	57%
Yagodin (UKR)	15.5	52%
Starokozache (UKR)	4.5	15%
Reni (UKR)	4.5	15%
Daut Ata (UZB)	12.4	41%
Yalama (UZB)	13.5	45%
Dostlik (UZB)	6.5	22%

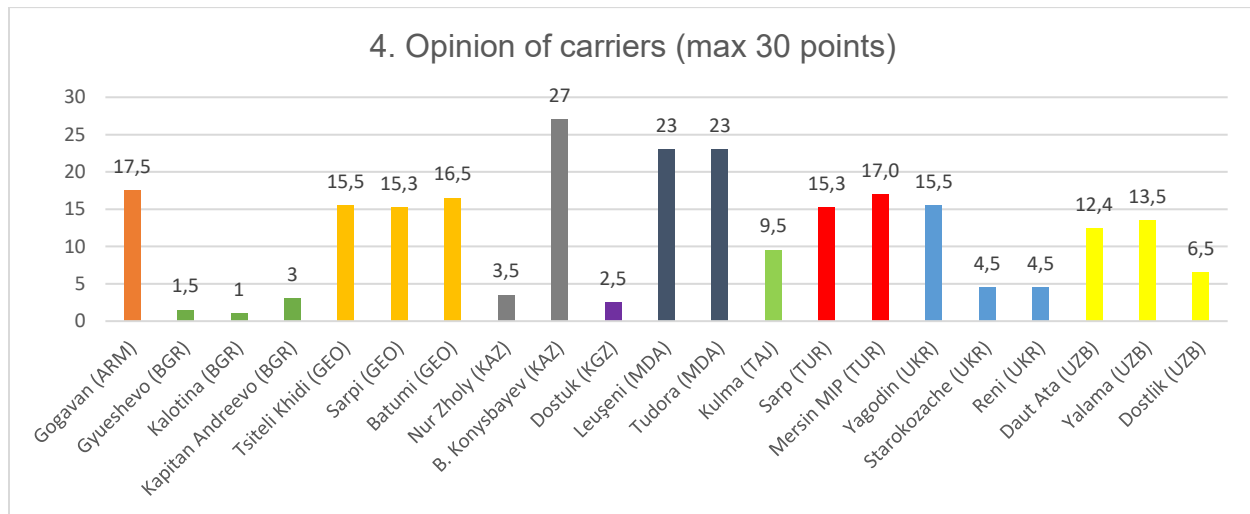
** The points for the checkpoint Nur Zholy (KAZ) are converted from the answers provided by private sector stakeholders in the online survey tool for authorised bodies.*

In the area of “Opinion of carriers”, with a maximum potential number of 30 points, the responses received range from 27 points (or 90% of maximum points) for checkpoint B. Konysbayev in Kazakhstan, followed by Leuşeni and Tudora in Moldova (23 points), to lowest 1 point (or only 3% of maximum points) for Kalotina in Bulgaria.

For 10 out of 21 analysed checkpoints, the total points in the area of “Opinion of carriers” are above 15 points (or above 50% out of maximum potential). That includes border crossings in Armenia, Georgia, Kazakhstan and Türkiye.

For the cases where multiple responses have been provided for a single checkpoint (e.g. Sarpi (Georgia), Nur Zholy (Kazakhstan), Sarp (Türkiye), Reni (Ukraine), Daut Ata

(Uzbekistan), Yalama (Uzbekistan)), an aggregated response with an average of total points for such an individual checkpoint has been calculated.



In addition to structured responses on 19 analysed characteristics, the carriers provided some additional anonymous comments on some of the checkpoints.

Such additional comments of carriers include:

- Sarpi (Georgia): the main problem is the physical limitation of space (located between the sea on one side and the mountains on the other), which prevents further expansion of the border crossing;
- Nur Zholy (Kazakhstan): Lack of clarity of the purpose of the Survey; poor conditions (unpaved parking lots, frequent periods when the checkpoint is not operating, long queues (15-20 km); lack of auxiliary services (toilets, cafeteria).

Points have not been allocated in the case of incomplete responses (no answers to specific questions from the questionnaire), which is prevalent in particular in the responses from authorised bodies (with significant differences in response rate from country to country).

The response rate of the answering questions per checkpoint ranges from a minimum of 27% - 30% of the questions answered (e.g., for the ports in Türkiye) up to 100% of the questions answered for the checkpoints in Armenia, Bulgaria (except for ports), Georgia, Moldova and Romania. If analysed by individual questions, response rate ranges from a minimum of 47% answers regarding the question on the Dynamics of cargo handling and 49% answers regarding the question on Customs operation time (Customs transit), to a maximum of 100% answers regarding the question on temporary storage warehouses; and 98% status of the checkpoint and hours of operation. The average response rate by checkpoint/question is 71%.

The total points allocated to the checkpoints by both state bodies (ministries) and carriers are given in Table 3 below.

Table 3: Overall Evaluation of Checkpoints

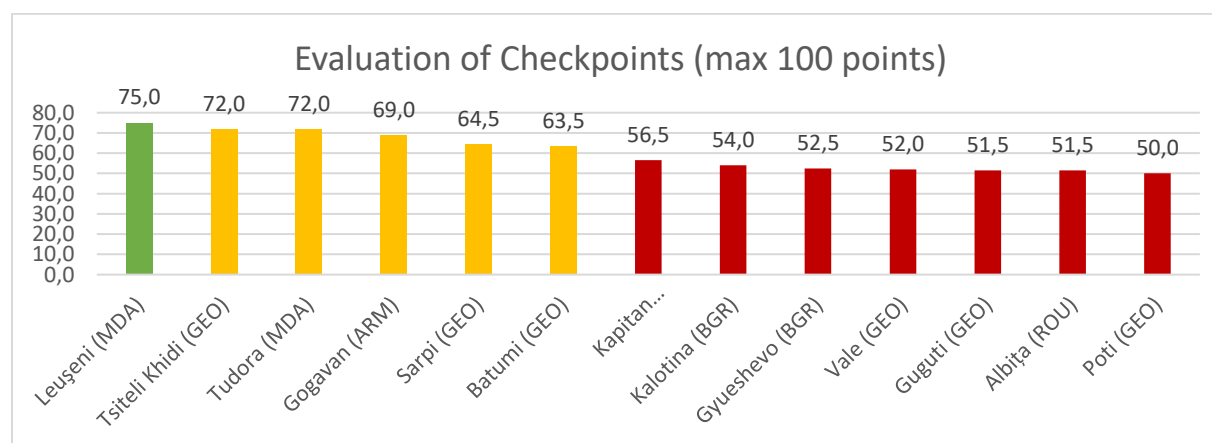
Country	Evaluated checkpoint	Points from Ministries (Max 70)	% of Max points (Ministries)	Points from carriers (Max 30)	% of max points (Carriers)	Total Points BCP (Max 100)	% of max points BCP (Total)	
MDA	Leușeni	52	74%	23	77%	75.0	75%	good
ARM	Gogavan	51.5	74%	17.5	58%	69.0	69%	satisfactory
GEO	Tsiteli Khidi	56.5	81%	15.5	52%	72.0	72%	satisfactory
GEO	Sarpi	48.5	69%	16	53%	64.5	65%	satisfactory
GEO	Batumi	47	67%	16.5	55%	63.5	64%	satisfactory
MDA	Tudora	49	70%	23	77%	72.0	72%	satisfactory
ARM	Agarak	43.5	62%	NA	NA	43.5	44%	unsatisfactory
BGR	Kapitan Andreevo	53.5	76%	3.0	10%	56.5	57%	unsatisfactory
BGR	Kalotina	53	76%	1.0	3%	54.0	54%	unsatisfactory
BGR	Gyueshevo	51	73%	1.5	5%	52.5	53%	unsatisfactory
BGR	Burgas	38	54%	NA	NA	38.0	38%	unsatisfactory
BGR	Varna	9.66	14%	NA	NA	9.7	10%	unsatisfactory
GEO	Vale	52	74%	NA	NA	52.0	52%	unsatisfactory
GEO	Guguti	51.5	74%	NA	NA	51.5	52%	unsatisfactory
GEO	Poti	50	71%	NA	NA	50.0	50%	unsatisfactory
KAZ	B. Konyshbayev	NA	NA	27	90%	27.0	27%	unsatisfactory
KAZ	Nur Zholy	NA	NA	3.5	12%	3.5	4%	unsatisfactory
KGZ	Dostuk	NA	NA	2.5	8%	2.5	3%	unsatisfactory
MDA	Siret	46.5	66%	NA	NA	46.5	47%	unsatisfactory
MDA	Giurgiulești	42.5	61%	NA	NA	42.5	43%	unsatisfactory
ROU	Albița	51.5	74%	NA	NA	51.5	52%	unsatisfactory
ROU	Galați	48	69%	NA	NA	48.0	48%	unsatisfactory
ROU	Constanta	35	50%	NA	NA	35.0	35%	unsatisfactory
TAJ	Kulma	NA	NA	9.5	32%	9.5	10%	unsatisfactory
TUR	Sarp	36.5	52%	13	43%	49.5	50%	unsatisfactory
TUR	Kapikule	39.5	56%	NA	NA	39.5	40%	unsatisfactory
TUR	Gürbulak	39.5	56%	NA	NA	39.5	40%	unsatisfactory
TUR	Habur	39.5	56%	NA	NA	39.5	40%	unsatisfactory
TUR	Kapikoy	37.5	54%	NA	NA	37.5	38%	unsatisfactory
TUR	Türkgözü	35.5	51%	NA	NA	35.5	36%	unsatisfactory
TUR	Esendere	34.5	49%	NA	NA	34.5	35%	unsatisfactory
TUR	Mersin MIP	13	19%	17	57%	30.0	30%	unsatisfactory
TUR	İskenderun Limakport	13	19%	NA	NA	13.0	13%	unsatisfactory
TUR	TCDD Haydarpaşa	13	19%	NA	NA	13.0	13%	unsatisfactory
TUR	Ceyport Tekirdag	13	19%	NA	NA	13.0	13%	unsatisfactory
TUR	Çelebi Bandırma	13	19%	NA	NA	13.0	13%	unsatisfactory
TUR	Safiport Derince	13	19%	NA	NA	13.0	13%	unsatisfactory
TUR	İC Karasu	13	19%	NA	NA	13.0	13%	unsatisfactory
TUR	Samsunport	13	19%	NA	NA	13.0	13%	unsatisfactory
TUR	Trabzonport	13	19%	NA	NA	13.0	13%	unsatisfactory
TUR	TCDD Izmir	13	19%	NA	NA	13.0	13%	unsatisfactory
TUR	TTK Zonguldak	12	17%	NA	NA	12.0	12%	unsatisfactory
TUR	Filyos	12	17%	NA	NA	12.0	12%	unsatisfactory
UKR	Chernomorsk	36	51%	NA	NA	36.0	36%	unsatisfactory
UKR	Reni	26.5	38%	4.5	15%	31.0	31%	unsatisfactory
UKR	Yagodin	30	43%	15.5	52%	45.5	46%	unsatisfactory
UKR	Starokozache	30.5	44%	4.5	15%	35.0	35%	unsatisfactory

Country	Evaluated checkpoint	Points from Ministries (Max 70)	% of Max points (Ministries)	Points from carriers (Max 30)	% of max points (Carriers)	Total Points BCP (Max 100)	% of max points BCP (Total)	
UZB	Daut Ata	NA	NA	12.4	41%	12.4	12%	unsatisfactory
UZB	Yalama	NA	NA	13.5	45%	13.5	14%	unsatisfactory
UZB	Dostlik	NA	NA	6.5	22%	6.5	7%	unsatisfactory

Low ratings for the majority of checkpoints are caused due to lack of inputs from both sources (ministries and carriers) and incomplete response (low response rate).

Only for 14 out of 50 analyzed checkpoints (Gogavan in Armenia; Gyueshevo, Kalotina, Kapitan Andreevo in Bulgaria; Tsiteli Khidi, Sarpi and Batumi in Georgia; Leuşeni and Tudora in Moldova; Sarp and Mersin MIP in Türkiye; and Yagodin, Starokozache and Reni in Ukraine) there are complete inputs from both sources (state bodies and carriers).

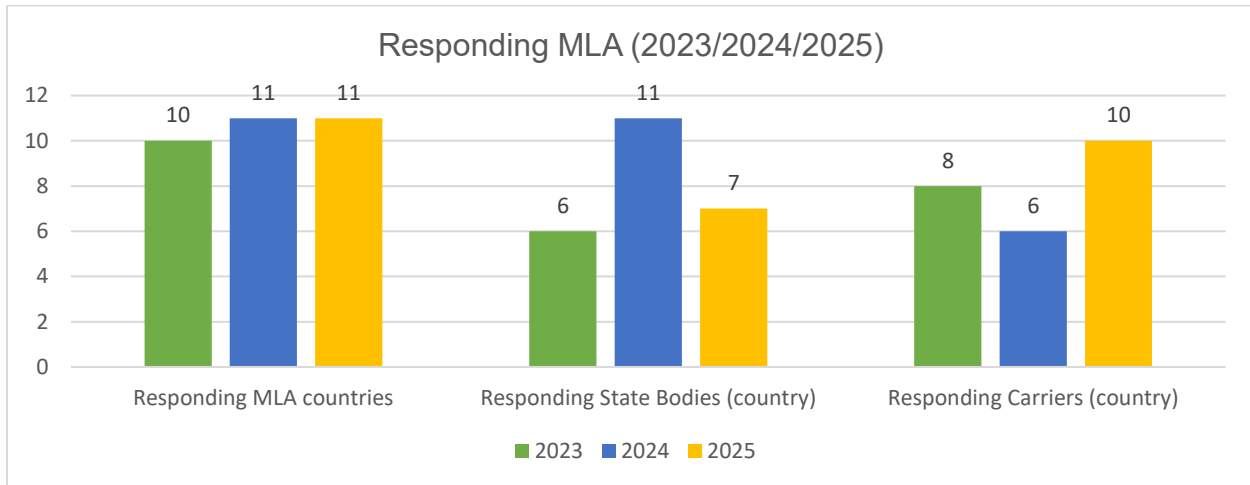
In accordance with the Methodology of evaluating checkpoints only one checkpoint – Leuşeni (Moldova) with a total of 75 points could be rated as “good” (75-89 points). Five checkpoints that include Tsiteli Khidi (Georgia) and Tudora (Moldova) with a total of 72 points, Gogavan (Armenia) with 69 points, Sarpi (Georgia) with 64.5 points and Batumi (Georgia) with 63.5 points could be rated as “satisfactory” (60 – 74 points). All other checkpoints are considered “unsatisfactory” checkpoints (59 points or less) based on the responses provided. None of the checkpoints are rated as “excellent” (90 points and over) or “good” (75 – 89 points).



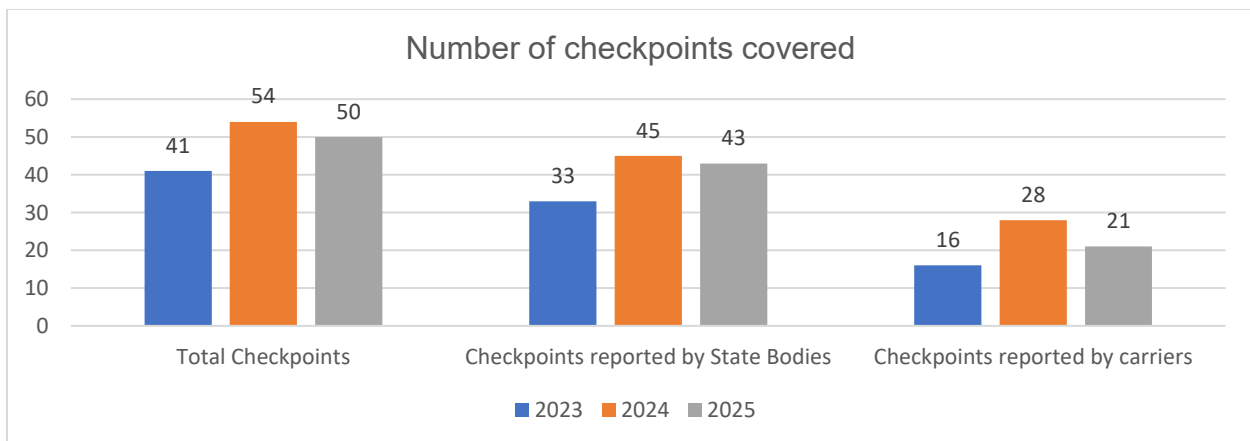
4 Comparison of the Survey results and findings 2024/2025

In 2025, data on checkpoints' evaluation has been collected in total from 11 countries, which is the same as in 2024. With regard to the responses to the questionnaire from state bodies in 2025, replies have been provided from 7 countries, which is 4 less than the 11 reporting state bodies in 2024. The 7 MLA countries (Armenia, Bulgaria, Georgia, Moldova, Romania, Türkiye and Ukraine) have provided data in both Surveys in 2024 and 2025. With regard to the responses on the questionnaire from carriers, there is an increase from 6 responding countries in 2024, to 10 responding countries in 2025.

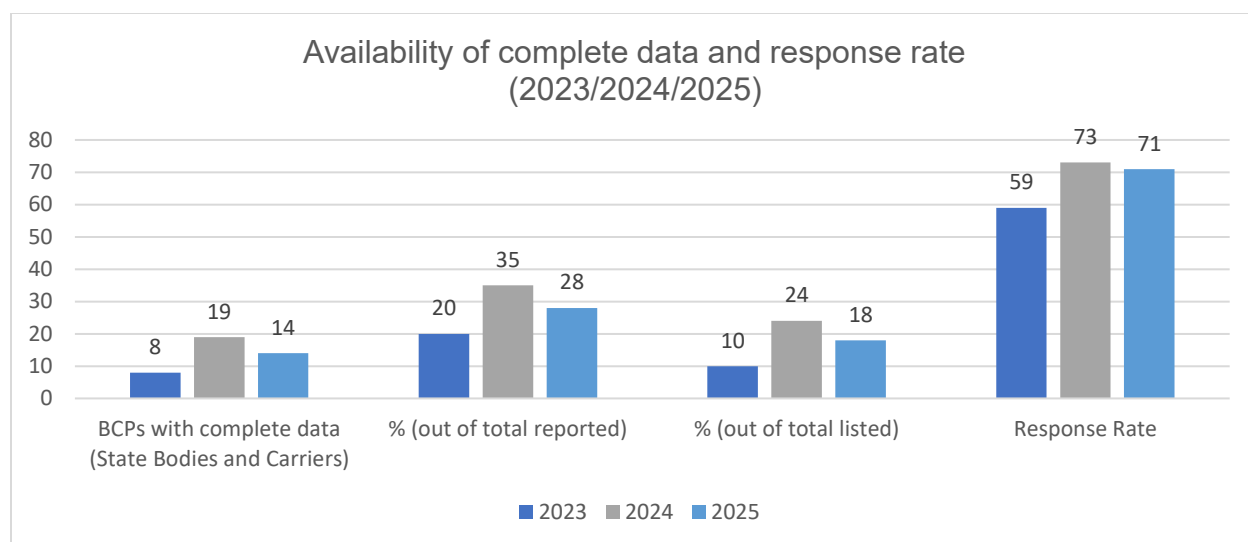
Carriers from 6 MLA countries (Bulgaria, Kazakhstan, Tajikistan, Türkiye, Ukraine, and Uzbekistan) have provided data in both Surveys in 2024 and 2025.



In 2025, data on 50 checkpoints out of all 78 checkpoints (or 64%) are included in the evaluation with data provided from both state bodies and/or carriers. That is 4 less checkpoints than 54 checkpoints that have been included in 2024 evaluation; however not all checkpoints covered in 2024 and 2025 are the same. The state bodies provided data for 43 road checkpoints in 2025, which is 2 checkpoints fewer than less reported in comparison with 45 checkpoints covered in 2024. The carriers provided data for 21 checkpoints in 2025, which is a decrease of 7 checkpoints less than the 28 checkpoints included in 2024.



The issues of incomplete and missing data remain relevant in 2025. In 2025, complete data provided from both state bodies and carriers, was available only for 14 out of 50 checkpoints (about 28%) (or 18 % out of all 78 checkpoints listed for evaluation). In 2024, complete data (from both state bodies and carriers) was available for 19 out of 54 checkpoints (about 35%) (or 24% out of all 78 checkpoints included in the evaluation). Missing data (where no answers are provided for specific questions) leads to an overall response rate (by BCP) of 71% in the case of authorised bodies in 2025, which is less than the 73% response rate by authorised bodies recorded in 2024.



Data for the same 36 checkpoints are available for both 2025 and 2024, which enables comparison of the reported characteristics and total points designated based on responses from state bodies and carriers. A higher total number of points is recorded in 2025 in comparison with points allocated in 2024 at 15 checkpoints. Lower total points in 2025 are recorded at 13 checkpoints, while for 8 checkpoints, the number of points recorded in 2024 and 2025 are the same. If only points allocated from state bodies are compared, there are 13 checkpoints with a higher number in 2025; while 7 checkpoints are with lower score; and 16 checkpoints have the same number of points in 2025 as it was in 2024.

The highest increase of total points is recorded in BCP Gogavan in Armenia (+17.5 points), followed by BCP Agarak in Armenia (+14.5 points), and Tsiteli Khidi in Georgia (+14 points). The highest decrease in total points is recorded in port Varna (-20.3 points) followed by BCP Kapikule (-14.7 points), and BCP Türkgozü (-14.5 points) in Türkiye.

Table 4: Evaluation of checkpoints (2024/2025)

Country	Evaluated checkpoint	Points from Ministries 2024	Points from Ministries 2025	Points from carriers 2024	Points from carriers 2025	Total Points BCP 2024	Total Points BCP 2025	Points from Ministries 2024/2025	Total points 2024 / 2025
		(Max 70)	(Max 70)	(Max 30)	(Max 30)	(Max 100)	(Max 100)		
ARM	Agarak	29	43.5	NA	NA	29	43.5	+14.5	+14.5
ARM	Gogavan	34	51.5	NA	NA	34	51.5	+17.5	+17.5
BGR	Varna	25	9.66	5	NA	30	9.66	-15.34	-20.3
BGR	Burgas	38	38	NA	NA	38	38	0.0	0.0
GEO	Vale	47.5	52	NA	NA	47.5	52	+4.5	+4.5
GEO	Tsiteli Khidi	58	56.5	NA	15.5	58	72	-1.5	+14.0
GEO	Guguti	49	51.5	NA	NA	49	51.5	+2.5	+2.5
GEO	Sarpi	53	48.5	NA	16	53	64.5	-4.5	+11.5
GEO	Batumi	47.5	47	NA	NA	47.5	47	-0.5	-0.5
GEO	Poti	45.5	50	NA	NA	45.5	50	+4.5	+4.5
MDA	Siret	39	46.5	NA	NA	39	46.5	+7.5	+7.5

Country	Evaluated checkpoint	Points from Ministries 2024	Points from Ministries 2025	Points from carriers 2024	Points from carriers 2025	Total Points BCP 2024	Total Points BCP 2025	Points from Ministries 2024/2025	Total points 2024 / 2025
		(Max 70)	(Max 70)	(Max 30)	(Max 30)	(Max 100)	(Max 100)		
ROU	Albița	45.75	51.5	NA	NA	45.75	51.5	+5.8	+5.8
ROU	Galați	39.5	48	NA	NA	39.5	48	+8.5	+8.5
ROU	Constanta	37.7	35	NA	NA	37.7	35	-2.7	-2.7
TUR	Kapikule	41.5	39.5	12.7	NA	54.2	39.5	-2.0	-14.7
TUR	Sarp	34.5	36.5	16	13	50.5	49.5	+2.0	-14.0
TUR	Türkgözü	35.5	35.5	14.5	NA	50	35.5	0.0	-14.5
TUR	Gürbulak	37.5	39.5	NA	NA	37.5	39.5	+2.0	+2.0
TUR	Esendere	34.5	34.5	NA	NA	34.5	34.5	0.0	0.0
TUR	Kapikoy	34.5	37.5	NA	NA	34.5	37.5	+3.0	+3.0
TUR	Habur	39.5	39.5	NA	NA	39.5	39.5	0.0	0.0
TUR	İskenderun Limakport	13.0	13	13	NA	26	13	0.0	-13.0
TUR	TCDD Haydarpaşa	13.0	13	12.3	NA	25.3	13	0.0	-12.3
TUR	Ceyport Tekirdag	13.0	13		NA	13	13	0.0	0.0
TUR	Çelebi Bandirma	13.0	13	12.5	NA	25.5	13	0.0	-12.5
TUR	Safıport Derince	13.0	13	12.5	NA	25.5	13	0.0	-12.5
TUR	IC Karasu	13.0	13	NA	NA	13	13	0.0	0.0
TUR	TTK Zonguldak	12.0	12	NA	NA	12	12	0.0	0.0
TUR	Filyos	12.0	12	NA	NA	12	12	0.0	0.0
TUR	Samsunport	13.0	13	12.5	NA	25.5	13	0.0	-12.5
TUR	Trabzonport	13.0	13	NA	NA	13	13	0.0	0.0
TUR	TCDD Izmir	14.0	13	12.5	NA	26.5	13	-1.0	-13.5
TUR	Mersin MIP	13.0	13	12.5	17	25.5	30	0.0	+4.5
UKR	Yagodin	22.0	30	20.5	15.5	42.5	45.5	+8.0	+3.0
UKR	Starokozache	28.5	30.5	19.5	4.5	48	35	+2.0	-13.0
UKR	Reni	26.5	26.5	9	10	35.5	36.5	0.0	+1.0

The significant improvements noted in 2025 at BCPs in Armenia Gogavan (+17.5 points) and Agarak (+14.5 points), are due to increase in total points exclusively based on reporting by state bodies. The increase of total points is indicated due to reported implementation of advance electronic national/union customs transit and/or import declaration; improvements of systems for identification of weight; introduction of systems of radiation control; system for identification of prohibited / restricted goods; system of electronic payment; and in particular risk assessment system, that also contributed to reduction of rate of physical inspection; time for conducting veterinary, phytosanitary, and sanitary-epidemiological types of control was also reduced.

The improvements noted at BCPs in Georgia in 2025, Tsiteli Khidi (+14 points) and BCP Sarpi (+11.5 points), are exclusively due to reporting provided by carriers (which was not available in 2024). Actually, a small reduction of the points allocated by state bodies could be noted for these two BCPs, however, overall change of total points is positive since the

responses of carriers contributed to over 50% of the maximum 30 points that could be allocated (+16 points for Sarpi and + 15.5 points for Tsiteli Khidi added due to inputs from carriers).

The significant decrease of point for the port Varna in Bulgaria is due to incomplete data provided by ministries (only 40% response rate in 2025 vs 93% response rate in 2024) and lack of data from carriers in 2025 (available in 2024).

The decreased total points in the BCPs Türkiye are primarily due to the missing inputs from carriers in 2025 for most of the checkpoints (which have been available in 2024 for some of the checkpoints).

Other notable changes in 2025, if compared with 2024, include increased points in BCP Galați in Romania (+8.5 points) and BCP Siret in Moldova (+7.5 points).

The improvements noted at BCPs Galați in Romania in 2025 are due to reported increase of availability of control lanes, and improved state of infrastructure (traffic lanes and other facilities); improvement of technical means of customs control for inspection of goods (inspection complexes); and reduction of reported overall time spent at the checkpoint (from gate to gate) in the case of Customs transit procedures.

The improvements noted at BCP Siret in Moldova in 2025 are due to the reported improvement of approach roads to the checkpoint; introduction of a system for virtual queuing (before actual arrival of the vehicle at the checkpoint); availability of a system for identification of prohibited / restricted goods to be carried; a system of electronic payment, and implementation of single window facility.

Several changes in responses in 2025 (if compared with 2024) could also be noted in other BCPs on specific questions. However, such deviations should be considered as indications of potential change, and do not necessarily implicate significant improvement or deterioration of conditions. More detailed analysis could be done on changes in responses to specific questions in the Survey.

In overall, the rating of the checkpoints in 2025 includes one checkpoint rated as “good” (Leușeni in Moldova) and five checkpoints are rated as “satisfactory” (Gogavan in Armenia, Tsiteli Khidi, Sarpi and Batumi in Georgia and Tudora in Moldova) which is an improvement from the rating of checkpoints in 2024 with one BCP rated as “good” (BCP Airtom in Uzbekistan) and three checkpoints rated as “satisfactory” (Red Bridge in Azerbaijan, Aktau and B. Konysbayev in Kazakhstan). The progress could be noted for all six checkpoints rated as “good” or “satisfactory” in 2025, which have been rated as “unsatisfactory” in 2024 according to the Methodology and available data. For the checkpoints that have been rated as “good” and “satisfactory” in 2024, there are no available data to be rated in 2025 according to the Methodology.

5 Conclusions and recommendations

1. Eleven out of thirteen TRACECA countries provided responses to the Survey for evaluation of checkpoints along TRACECA routes:
 - responses from 7 countries by authorised bodies (Armenia, Bulgaria, Georgia, Moldova, Romania, Türkiye and Ukraine) and

- responses from 10 countries by national carriers (Armenia, Bulgaria, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Tajikistan, Türkiye, Ukraine and Uzbekistan).
2. Inputs have been provided for 50 checkpoints (or about 64% of all 78 checkpoints subject to evaluation) (77 checkpoints in accordance with the TRACECA Methodology of evaluating check points, plus one additionally reported checkpoint).

Recommendation 1: Suggest to the MLA countries to reconsider the list of checkpoints subject to evaluation in accordance with the TRACECA Methodology and make changes if needed (adding or removing checkpoints from Annex 1 of the TRACECA Methodology of evaluating check points).

Note: Changes in Annex 1, as already suggested by Romania, have been prepared for IGC consideration.

3. Complete inputs from both sources (authorised bodies and carriers) have been provided only for 14 checkpoints (or about 18% of all 78 checkpoints subject to evaluation).

Group of recommendations 2:

(2a) Engage more with TRACECA National Secretaries and representatives of authorised bodies in the TRACECA countries to encourage them to provide responses to the survey.

(2b) Engage with national associations of carriers (forwarders) in order to invite and attract more participants to the survey for evaluation of checkpoints.

4. Incomplete responses (no answers are provided for specific questions) lead to a lower response rate (72% in the case of authorised bodies in 2025) (which is slightly lower than 73% in 2024). Not answering the questions indicates that answers are not easily available, questions are not clear and/or there is a need to improve the questionnaire.

Group of recommendations 3:

(3a) Engage more with TRACECA National Secretaries and representatives of authorised bodies in the TRACECA countries to offer guidance and clarification as may be needed.

(3b) Organize preparatory sessions with authorised bodies in an endeavour to clarify potential issues, discuss organizational details. The preparatory sessions should support representatives of authorised bodies to familiarize themselves and better understand the questionnaire, that will result in a higher quality of data provided with responses.

(3c) Organize preparatory sessions with national associations of carriers in an 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.

(3d) Consider amendments to the Methodology if needed to provide further clarity for specific questions deemed difficult to answer.

5. Out of the 50 analysed checkpoints, none of the checkpoints are rated as “excellent”. Only one checkpoint is rated as “good” (Leuşeni in Moldova) and five checkpoints are rated as “satisfactory” (Gogavan in Armenia, Tsiteli Khidi, Sarpi and Batumi in Georgia and Tudora in Moldova, while all others are rated as “unsatisfactory”.
Low ratings for the majority of checkpoints are caused due to the lack of inputs from both sources (ministries and carriers) and incomplete responses (low response rate).
6. Based on the findings from the survey, the checkpoints rated as “unsatisfactory”, as well as the checkpoints rated as “satisfactory”, have opportunities for improvement.