

SPECIAL TRACECA ACTION PLAN

Annex N 2

Listing of the projects with fiches directed to the transport infrastructure rehabilitation and development for humanitarian aid and reconstruction materials transportation to Afghanistan

№	Project name & description	Duration in months	Budget in EURO
1	Facilitation of custom procedures - equipment and systems (Proposal of Uzbekistan)	24	9 500 000
2	Rehabilitation of the Road between Samarkand and Karshi and road marking between Karshi and Termes (Proposal of Uzbekistan)	12	6 000 000
3	Procurement of equipment and preventive repair at the railway sections: Termez - Galaba (15,0 km) & Galaba - Khairaton (6,5 km) (Proposal of Uzbekistan)	12	3 000 000
4	Reconstruction of the Permanent Way Borderline Area of Mary - Serkhetabad (Turkmenistan) – Turgundi (Afghanistan) and Supply of Intermodal Equipment for the Container Terminal at Turgundi station (Afghanistan) (Proposal of Turkmenistan)	12	8 000 000
5	Participation in the road rehabilitation of the road link Atamurat (Kerki) to Imam Nazar (Border to Afghanistan) (Proposal of Turkmenistan)	12	5 000 000
6	Improvement of the border crossing facilities in Serkhetabad (Kushka) (Proposal of Turkmenistan)	12	1 500 000
7	Navigational Channel for Turkmenbashi Port (Proposal of Turkmenistan)	6	500 000
8	SUPPLY of spare parts and machinery for ferry boats (Proposal of Azerbaijan)	6	1 500 000
9	TRACECA Hot Line and Enhanced Communications Initiatives (in accordance with Recommendations and Decisions of the National Secretaries Meeting, Ashgabat, 25-26.02.2002)	24	2 000 000
TOTAL			37 000 000

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1. Facilitation of custom procedures - equipment and systems

Final Recipients:

State customs Committee of the Republic of Uzbekistan

Justification and Objectives:

Customs procedures and the technical means supporting their proper use at the borders between Uzbekistan and bordering countries are still a significant obstacle to the free movement of goods between Uzbekistan and neighboring countries or through Uzbekistan as a transit country.

TRACECA project "Central Asian Road Border Crossing" is currently investigating the situation and will propose detailed solutions to alleviate this problem, including by implementing pilot physical solutions, for instance of communications systems.

In the opinion of State customs of Uzbekistan, the following elements are acutely need for customs operations to be modernized in a way that will truly facilitate regional trade:

- effective communication links between the border crossing points - the single most important factor in the successful implementation of an effective customs clearance system;
- automatic scales for weighting the lorries in transit;
- X-ray equipment for examination of lorries in transit without opening and unloading;
- Real time monitoring of network and terminal equipment;
- Training of operators in the proper use and maintenance of the equipment and the proper operation of the resulting system.

Previous TRACECA project have addressed or are addressing these issues, but as a matter of fact principle. The current project will carry pilot implementation on three, but possible only one telecommunication link, for budgetary reasons, while the demand is for eight.

For the system as a whole to be effective, a minimum volume of implementation is needed, which ought to cover all five elements above and on a sufficient scale.

As a result, the five components are proposed, to be implemented in close sequence.

Main components:

Phase №1 telecommunication links

Equipment - supply and installation

Radio relay and ancillary terminal equipment links between border crossing point and regional customs offices:

- seven (additional) sites: "Andijan - Dustlik", "Tashkent - Gishkuprik", "Termiz-Sariassiya", "Fergana-Andarkon", "Tashkent-Oybek", "Termiz-Ajratam", "Samarkand-Jartepa", comprising altogether 14 terminal radio relay stations and 10 intermediary radio relay stations, and 14 G-703 interfaces to "Telrad Digital S-400", compatible with the link implemented between Bukhara and Alat;
- compatible telephony terminal equipment.

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Training Maintenance of the equipment. About 2 M Euro

Phase №2: automatic scales

Equipment - supply and installation

Automatic scales for in transit lorries 5 sites (Ajratam, Andarkhon, Dustlik, Jartepa, Oybek), 2 scales for each site. Required technical parameters:

- the sizes of a cargo platform - 21,35 x 3,35 m;

- the greatest limit of weighing - 70t;

- the price of division of a scale - 10 kg;

the working range of temperatures:

- for the cargo platform 40° C +55° C

- for the electronic devices 10° C + 45° C

Training Maintenance of the equipment

Budget About 1 M Euro

Phase №3: X-ray equipment for the examination of transit lorries

Equipment - supply and installation X-ray subsystem 3 sites (Alat, Dustlik, Gishtkuprik)

Training

Maintenance of the equipment

Health and safety regulations

Budget About 3 M Euro

Phase №4: Real time monitoring of network and terminal equipment

Preparation of technical specifications Talking into account the equipment to be installed

Equipment and software - supply, installation and commissioning Central monitoring system and local systems Main switch board system "Omega"

Budget About 3 M Euro

Phase №5: Training of operators

Training

Operation of the system

Maintenance policy

Advanced uses of the equipment - further development of the system

Budget About 0,5 M Euro

Implementation schedule: 24 months
Project Budget: 9 500 000 €

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2. Rehabilitation of the Road between Samarkand and Karshi and road marking between Karshi and Termes

Final Recipients and Partners :

The State Concern “Uzavtoyul”, Highway Administration of the Republic of Uzbekistan

Justification and objectives:

Humanitarian aid to people in need in Afghanistan are being provided by road transport from Uzbekistan, over the road Samarkand – Termes via Karshi to the Afghan border.

International highway Samarkand-Termez-Hairaton is one of an important road-line with length 475 km, which connected The Republic of Uzbekistan and Islamic State of Afghanistan.

The road is in principle in good order with the exception that in the mountain region between Samarkand and Karshi the pavement has to be renewed because of the increased traffic of humanitarian aid and reconstruction material to Afghanistan.

The second part of this road from Karshi to Termes is not sufficient marked or equipment with traffic signs especially in the mountain region between Guzar and Termes. This is the main reason for accidents of humanitarian aids transporting trucks during the night time.

Based on information received from the Uzavtoyul as well as from the TRACECA Co-ordinator in Uzbekistan, an improvement of this part of the TRACECA Corridor is necessary to keep this corridor to Afghanistan safe.

The beneficiary is ready to participate in the rehabilitation of the roads in same amount getting a grant from the EU Tacis TRACECA programme. This means, that with the below mentioned Euro 6 Million a total investment of Euro 12 Million will possible.

Main components:

- Assessment of necessary repairs on the road between Samarkand and Karshi and assessment of necessary road marking and road sign on the part between Karshi and Termes.
- Preparation of tender documents and tendering of the road works.
- Supply of technical equipment
- Supervision of the rehabilitation and road marking work.

Implementation schedule: **12 months**

Project Budget : **6 000 000 €**

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3. Procurement of equipment and preventive repair at the railway sections:

Termez - Galaba (15,0 km) & Galaba - Khairaton (6,5 km)

Final Recipient and Partners:

State Joint-Stock Company "Uzbekistan Temir Yullari"

Objectives:

At present direct railways traffic between Republic of Uzbekistan and Republic of Afghanistan is being established to transport goods through the border railways bridge crossing Termez - Galaba - Khairaton.

The Railway of Uzbekistan is faced with an permanent increase of humanitarian aid and reconstruction material to be transported via Termez to Hairaton in Afghanistan. The Hairaton Terminal is serving as a hub between railway and road transportation for conventional goods and containers. The technical condition of the link from Termez to Hairaton is poor.

The Terminals of Hairaton as well as the connection to the railway of the today's Uzbekistan Railway Network. was built during soviet times. Until the breakdown of the Soviet Union the railway connection was under a maintenance and repair agreement between the Hairaton Terminal Operator and the Uzbekistan Railways. This agreement is de facto still in force but due to the economical and political situation in Afghanistan only emergency repairs have been done during the last years. The result is, that the railway connection are to be renovated and major repairs are to be done not only to improve the capacity of this gate to Afghanistan but also to keep this gate open at all.

The Uzbekistan Railway is ready to take over the costs resulting out of the repair work of the railway track if the material will be supplied and financed by the EU Tacis TRACECA Programme.

For the purposes of improving the organization of transport of different types of goods, including humanitarian aid with the destination to the Republic of Afghanistan, as well as -for smooth and regular functioning of this section it is required a reliable communications and power supply systems, and also it is necessary to carry out a major overhaul of tracks and to procure one shunting locomotive. The objective of this project is to rehabilitate tracks, to provide railway sections with the modern telecommunications facilities for information transmission and exchange, to set up data bases for the participants of the transportation process and transport flow control, as well as power supply, infrastructure maintenance, etc.

Main components:

- Assessment of the equipment needed for the rehabilitation of the railway link between Termez - Uzbekistan and Hairaton –Afghanistan
- Tendering the necessary equipment (e.g. tracks, sleeper, switches, signalling equipment etc.)
- Procurement of this equipment and supervision of the installation

Estimation of Equipment required :

- two digital automatic exchanges of 200 ports each. to be installed in Oalaba and Khairaton;
- equipment for the microwave communications link to be installed at Termez station;
- two set of equipment for transmission system IKM 30/5, to link communications centres in Termez and Tashkent;
- materials for the construction of the high voltage power supply line;
- one shunting locomotive;
- spare pans for machines and machinery;
- two mini-buses to deliver company staff from Termez to Khairaton.
- tracks, sleeper, switches

Implementation schedule: 12 months

Project Budget : 3 000 000 €

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4. Reconstruction of the Permanent Way Borderline Area of Mary - Serkhetabad (Turkmenistan) – Turgundi (Afghanistan) and Supply of Intermodal Equipment for the Container Terminal at Turgundi station (Afghanistan)

Final Recipients:

Cabinet of Ministers of Turkmenistan, Railways Administration of Turkmenistan
Ministry of Transport of Afghanistan

Justification and Objectives:

In 1985-95-s this railway line was successfully operated. The daily flow of traffic in this area of the railway amounted to 2 thousand tons. Currently this area of railway communication is one of the main links between the CIS countries and Afghanistan. Due to the complicated economic situation in Afghanistan as a result of continuous wars on its territory as well as the peaceful process which has just started and the wish of many countries to provide support in its development the transport factor is acquiring great importance for the deliveries of both humanitarian goods and reconstruction materials to this region. The transport corridor Europe - Caucasus – Asia is the shortest connecting-link between the European Union and Afghanistan which in its turn envisages its operation as the main route for humanitarian goods and reconstruction materials deliveries to Afghanistan. However, the transport infrastructure in the railway area of Mary station (Turkmenistan) – Turgundi (Afghanistan) does not allow to use this shortest route to its full capacity.

The area from the station of Mari to the station of Serkhetabad like the whole railway network in Turkmenistan is not electrified. Moreover, the railway line technical condition is extremely poor. 315 km of the permanent way needs partial, planned repair and rehabilitation, 15 km of it needs to be changed, as due to materials depreciation and traffic safety provision the speed restriction in this area makes 20-30 km/hour. The wooden sleepers should be changed for ferroconcrete ones and the existing railing of R43 type for the stronger ones of R65 type.

The urban type settlement of Serkhetabad is situated in the southeastern part of Turkmenistan on the border with Afghanistan. The station of Kushka (renamed in 2001 into Serkhetabad like the settlement of the same name) was built in 1898. There are seven station railway tracks (two main tracks and five receiving-departure ones) at the station of the total extension of 5,878 km, 1,176 km being laid with the rails of R43 type on the wooden sleepers. In the first place the wooden sleepers should be fully changed for ferroconcrete ones and the rails – for the R65 type in this area, i.e. there is urgent need in major repairs. The current repairs of other station areas need as well to be performed.

The border between Turkmenistan and Afghanistan extends along the southern final section of the 255 m railway-motor ferroconcrete bridge across the river Kushka built in 1977. The bridge needs partial reconstruction as the supporting piles on its western side under the railway flooring deeply cracked which resulted in speed restriction of 20 km/hour on the bridge. The permanent way on the bridge to the terminal Turgundi is in critical situation and does not meet traffic safety requirements. The wagons derailment has lately become quite often. Total rehabilitation of the permanent way is required. The wooden sleepers are to be changed for ferroconcrete ones and the rails – to the stronger ones of the R65 type.

The station and terminal Turgundi (Afghanistan) are located 100 km to the north from the town of Herat and 7 km to the south from the station of Serkhetabad. The terminal was built by the Ministry of Defense of the USSR in the early 80-s and was used for military purposes only. The approximate area of the terminal makes 300 thousand square m. There are

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administrative buildings and supporting constructions on its territory. The terminal has two entries: railway and motor; three closed storages and three covered platforms of the total area of 40 thousand square meters. Currently due to the lack of any technical devices and the fact that the work is done manually there can be unloaded only 6-8 wagons a day at the most. The terminal is equipped with two container platforms having local railways and a car park. Two frame cranes commissioned in the 80-s are unserviceable. Moreover the diesel generator is out of operation and there are no handling facilities at the terminal. The permanent way top layer condition is quite unsatisfactory which will demand its major repairs with rails and sleepers to be changed for the types mentioned above.

General objectives of this project will consist in reconstruction of transport infrastructure on the borderlines between Turkmenistan and Afghanistan.

Main components:

1. The main components for the 15 km section of railway line of Mary – Serkhetabad (Turkmenistan) and 1,176 km railways at Serkhetabad station reconstruction should provide necessary materials to renew the permanent way:

- R65 Railing
- Ferroconcrete sleepers
- Interior packing

2. Supply of necessary reconstruction materials for 2 km railway section substitution from bridge to Turgundi station, 12,013 km railway sections thorough repairs at Turgundi station and study of technical condition of the bridge to determine necessary rehabilitation works:

- R65 Railing
- Ferroconcrete sleepers
- Interior packing
- Necessary materials for bridge repairing

3. Necessary intermodal equipment for the container terminal at the station of Turgundi will consist in the following:

- 1 Bridge crane of 40 tons carrying capacity
- 1 Bridge crane of 20 tons carrying capacity
- 2 Generator diesels
- 1 Stacker
- 8 Fork automatic lifts
- 2 Fork automatic lifts for empty containers
- 4 Spreaders
- 8 Chassis
- 2 Terminal tractors
- 1 Diesel locomotive for shunting

Implementation schedule	12 months
Project budget	
Intermodal equipment	2 000 000 €
Materials for rehabilitation of the permanent way	5 600 000 €
Materials for bridge repairing	400 000 €
Total	8 000 000 €

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5. Participation in the road rehabilitation of the road link Atamurat (Kerki) to Imam Nazar (Border to Afghanistan)

Recipients:

Cabinet of Ministers of Turkmenistan, Ministry of Road Transport of Turkmenistan

Justification and objectives:

Humanitarian aid to people in need in Afghanistan is being provided by road transport from Turkmenistan, over the road Atamurat (Kerki) to the Afghan border. The road exists as a 2-lane category road with 7 m driveway plus 2 x 1.5m shoulders. The first 80 km of the road are bituminous surfaced, the last 34.5 km exist as a track only. Especially on the last part from Ishak to Imam Nazar the embankment is now hardly serviceable, with several trucks reported to have overturned in recent weeks.

Based on this information the UN DP has ordered an engineering report about emergency rehabilitation of the road link Atamurat (Kerki) to the Afghan Border including cost estimation for the repairs. This engineering report suggests two phases. Phase 1 is the before mentioned Part from Ishak to Imam Nazar and phase 2 is the part from Atamurat (Kerki) to Ishak.

The cost estimation for the phase 1 has 2 variants:

Variant 1	US\$ 11.006.238
Variant 2	US\$ 7.605.534

The cost estimation for the Phase 2 is

US\$ 15.738.742

Some emergency actions have been undertaken to improve the situation by the Government of Turkmenistan but the financing of the road is still under dispute.

Main components:

To investigate the status of the rehabilitation project and the condition of the road in close co-operation with UN DP and the engineering company. To work out an action programme and to identify either technical assistance or investment parts for the rehabilitation of the road (in close co-operation with other donor organisation) to be financed by EU Tacis TRACECA programme.

For the identified part the tender documents have to be prepared and the tender process be executed.

Implementation schedule : 12 months

Project budget :	Assesment	200 000 €
	Rehabilitation	4 800 000 €
	Total Budget	5 000 000 €

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6. Improvement of the border crossing facilities in Serkhetabad (Kushka)

Recipients and Partners:

The Government of Turkmenistan, Custom Committee and Minister of Finance
The recipients of humanitarian aid and reconstruction material in Afghanistan

Justification and objectives:

Turkmenistan is faced with an permanent increase of humanitarian aid and reconstruction material transported on one of the major transport corridors to Northern Afghanistan via Serkhetabad (Kushka) to Torgundi in Afghanistan. Humanitarian aid and reconstruction material are transported to Torgundi by road and rail.

Shipments to Torgundi via road or rail are discharged in Torgundi for the on carriage into Afghani trucks or in minor cases into warehouses. In this function the Torgundi Terminal is already one of the major hubs for humanitarian aid and reconstruction material for Afghanistan.

The border crossing is combined with heavy administration and controlling activities based on anti terror actions and drug control activities. This border crossings are time consuming and are limiting the trough put of the transport corridor. Reasons are partly to be seen in insufficient communication and information flows as well as the lack of scales and x-ray equipment for trucks, container and railcars.

With an improvement of this situation a significant improvement of the border crossing could be reached.

Main components:

Assessment of the list of the required equipment for the border crossing.

Tendering the necessary equipment

Procurement and supervision of the installation of the equipment tendered.

Implementation schedule : **12 months**

Project budget : **1 500 000 €**

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7. Navigational Channel for Turkmenbashi Port

Recipients and Partners:

Cabinet of Ministers
Administration of Turkmenbashi Port

Justification and objectives:

The access to the port of Turkmenbashi is via an excavated channel, which is reportedly of insufficient depth, and poorly marked for the safe operation of vessels. The deepest draught vessels which regularly use the channel are the rail ferries owned by the Caspian Shipping Company, Baku/Azerbaijan.

These vessels can only use the middle of the entrance channel along a narrow strip whereas depths of 7 meter are available whereas depths are generally limited to 4 – 5 meter close to navigation buoys. The draught of the ferries is 4 to 4.5 meters depending on cargo loaded.

In addition, the width of the channel is not sufficient. To meet international standards the navigational channel should be 110 meter wide.

The combination of insufficient width of the channel and the limited depths of the channel has created a nautical problem to pass the channel if there is wind above 16 meter/second. In these cases the ferries cannot access the port. It is not an extraordinary case, that the ferries are waiting 1 or two days before berthing.

The result is, that a liner service of the ferries, substantial for the TRACECA Corridor and the guarantee for “in time” transportation cannot be established.

The utilisation of the involved vessels and the ports of Turkmenbashi and Baku are lower which also affects the utilisation of the used equipment e.g. railcars, containers and trucks.

Main components:

The Tacis TRACECA Project TNREG 9803 TRACECA Corridor – Traffic and Feasibility Studies, Module D “Navigational Channel for Turkmenbashi Port – “Determination of the existing situation (November 2000) and “Maintenance and improvement recommendations” (February 2001) includes a detailed plan of actions and cost estimations. Based on these findings a new hydrographic survey has to be performed and during the dredging activities. It is recommended, that the necessary equipment has to be supplied for the Port Authority and the staff involved has to be trained. The environmental impact has to be analysed and the existing dredger and the barges for the transportation of dredging materials have to be inspected and a principle overhaul of these equipment has to be done. The following budget has taken into consideration that the time has passed by and needed repairs and overhauls might be more expensive than originally calculated.

Implementation schedule : **6 month**

Project budget : **500.000 €**

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8. SUPPLY OF SPARE PARTS AND MACHINERY FOR FERRY -BOATS

Final Recipient:

Azerbaijan State Caspian Shipping Company

Justification and objectives:

Azerbaijan Party considers the Eurasian Transport Corridor as major in restoration of the ancient Silk Route with further integration into European Transport Net. .

Azerbaijan State Caspian Shipping Company is a large ship-owner in the Caspian Sea basin. It's a multi-activity transport enterprise, involving transport, technical and service water-crafts, "Caspormsudoremont" Ship Repair Unit, some training, commercial, supply and agent enterprises.

The Company's main production basis is a transport fleet, consisting of 68 water-crafts, including 33 tankers, 25 universal dry cargo ships, 2 – Ro-Ro and 8 maritime r\w cargo-and-passenger ferry-boats.

The Company's watercrafts fulfill transportation of goods in Tran Caspian direction of the transport corridor, using the shortest way from Europe to Asia. Both maritime r\w cargo-and-passenger ferry-boats and oil-tankers are involved into transportation process. Transportation capacity of ferry-boats meets existing freight flow demands. The Company's policy mostly concentrates on preservation and renovation of transport water-crafts.

Due to a good geographic position of the Caspian Sea, one can assume that the volume of maritime transportation tends to increase. The existing volume of goods transported by the Company's water-crafts in the Caspian region of the Eurasia transport corridor proves all above-mentioned. For instance, presently, CASPAR has achieved 4,2 times increase of transportation volumes within the mentioned corridor, in comparison with 1996.

According to EC specialists, by 2005 году goods turnover in the Eurasia transport corridor would exceed 20 MT. Viewing the importance of Tran Caspian direction, the major part of these goods will be transported by CASPAR's vessels.

Technical maintenance of ferry-boats and well-time provision of spare-parts are considered as the main factors for uninterrupted freight flows in this direction.

Major components:

In 1996 there was a program of combined improvement of the Caspian Shipping Company, covering the period up to 2010 and basing on the proposals, made by EC experts.

Technical maintenance of ferry-boats and well-time provision of spare-parts play a significant role in uninterrupted freight flows in this direction, ensuring proper operation of the corridor itself.

In order to achieve the task set, Azerbaijan State Shipping Company needs a strong technical support.

This project is expected to ensure supply of top-priority spare-parts for ferry-boats, operating in TRACECA transport corridor, including:

- Spare Parts for Engine.
- Compressor
- Spare Parts for Automatic Systems of Rail-Road Ferries

Project Duration: 6 months

Project Budget: € 1 500 000

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9. TRACECA Hot Line and Enhanced Communications Initiatives

Final Recipients and Partners:

Ministries of Transport, Cabinet of Ministers or equivalent authorities designated by Councils of Ministers and those responsible of transport matters and National Commissions, of all TRACECA participating countries

Justification and Objectives:

To facilitate Border Crossing Procedures and ensure that other vital information is readily available to Shippers, Cargo Owners, Freight Forwarders and Border entities the **TRACECA Hot Line and Enhanced Website and the Use of Web cams** are to be evaluated and developed.

The TRACECA programme for trade and transport technical assistance was launched in May 1993. Certain preliminary projects were launched by TACIS during the following two years. February 1995, was a stage of concerted effort to move ahead with a substantial number of projects. These have recently included Harmonisation of Border Crossing Procedures and Unified Policy on Transit Fees and Tariffs.

Currently the TRACECA Website is up and running and contains extensive information on TRACECA affairs and projects. This Website should be further refined to include a centre for **Frequently Asked Questions (FAQ's)**. This FAQ service within the Website should correlate queries and information on the regular difficulties experienced by the TRACECA Corridor users. A facility will be incorporated to permit all users to access the information on FAQ's and to pose their own questions. The new queries will be answered and then added to the list of FAQ's with the respective answers.

The Website will be further enhanced by links to the Project Website, information and recommendations of the two current TRACECA Projects on Harmonisation of Border Crossing Procedures and Unified Policy on Transit Fees and Tariffs.

To augment these and other TRACECA initiatives it is foreseen to develop improved communications throughout the designated TRACECA Corridor border crossings and particularly in relation to the support of transport companies, shippers and freight forwarders. To this end there is seen a requirement to develop '**Hot Line**' communication facilities at the designated border crossings and to link these to '**Help Desks**' that will be available 24 hours per day and 365 days per year. This can additionally be supported by the currently established TRACECA Website in the form of an 'Interactive Enquiry Section'. There may be also additional advantages in developing a '**Web-Cam**' (Internet Web Camera) system at selected border crossings to give 'real-time' overview on traffic movements for the benefit of the corridor users and security for the border authorities.

The objective will be to provide a service for the corridor transport users and enhance the advantages of this route by providing a service that will address and respond to queries concerning transit of freight. The administrative platform for the operation of this Hot Line Initiative will be the TRACECA Intergovernmental Commission Permanent Secretariat and the National Commissions. This platform will then ensure cohesion, monitoring and control.

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Main Tasks

- **TRACECA Hot Line**
- **Enhanced TRACECA Website**
- **Use of Web-Cams**

TRACECA Hot Line - Creation of a reliable dedicated telephone network at the designated TRACECA border crossing points utilizing either 'land-line', GSM or fibre-optics communication media and linking this to a Help-Desk in the various National Secretariats. There should be an initial 'pilot' project to establish methodology and practical parameters of the overall technical and administrative system.

There will be a need for an Initial Evaluation of the whole concept and a requirement to provide a report on the total concept, the practical problems and limitations of the system and a detailed cost analysis including a progressive development strategy.

There should be a review of the current administrative capabilities of the TRACECA structure in relation to the operation and support of the Hot Line and Help-Desk initiative. This review should evaluate and report on the realistic capabilities of the current administration and make recommendation for improvement if required.

Enhanced TRACECA Website – To evaluate the current the TRACECA Website to further refine its capabilities that will eventually include a centre for **Frequently Asked Questions (FAQ's)**. This FAQ service within the Website will then correlate queries and information on the regular difficulties experienced by the TRACECA Corridor users. This facility should incorporate a capability to permit all users to access the information on FAQ's and to pose their own questions. The known queries will be available and the new queries will then be added to the list of FAQ's with the respective answers.

The Website will be further enhanced by links to the information and recommendations of the two current TRACECA Projects on Harmonisation of Border Crossing Procedures and Unified Policy on Transit Fees and Tariffs.

Use of Web cams – There are already current initiatives in the use of Web cams in some countries and the experience from this should be evaluated and proposals made for the use of Web cams in specific border crossings in the TRACECA Transport Corridor. It is understood that the use and cost of CCTV (Closed Circuit Television) would not be financially feasible to permit international access but the media of Web cams could fulfil this need in a cost effective manner.

The ultimate objectives of this project are:

To provide additional service and systems that will assist the current freight transport users of the TRACECA Corridor.

To provide additional service and systems that will enhance the marketing capability of the TRACECA Corridor.

Implementation schedule
Project budget

24 months
2 000 000 €