



**THIRD ANNUAL MEETING  
OF THE INTERGOVERNMENTAL COMMISSION TRACECA**  
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**ТРЕТЬЕ ЕЖЕГОДНОЕ ЗАСЕДАНИЕ  
МЕЖПРАВИТЕЛЬСТВЕННОЙ КОМИССИИ ТРАСЕКА**  
г. Ереван / Республика Армения, 9-10 октября 2003 г.

### New project proposals to the Action Plan 2004-2006

No	Project name	Duration in months	Budget in EURO	Comments
1	Operational provision for the Hydro Meteorological Safety of the Transport Corridor Europe-Caucasus-Asia (HYMES-TRACECA)	27	2 500 000	Identification assistance, Procurement, Technical Assistance and Training. Proposal of WMO.
2	Supply of spare parts and machinery for ferry boats	6	1 500 000	Proposal of Azerbaijan. (AP Tashkent 2002 N 8) - renovated
3	Equipment for the check-points of "Red Bridge" (road check-point), "Beyuk Kesik" (railway check-point) at the border between Azerbaijan and Georgia and at the ferry terminal of Baky International Commercial Port. Harmonization of border crossing points and improvement of freight control procedures and procedures of its registration and admission.	12	2 500 000	Supply of equipment, parking lot building, training. Proposal of Azerbaijan.
4	Supply of new electric locomotives for Azeri State Railway	36	14 000 000	Proposal of Azerbaijan.
5	Construction of the second railway bridge over Kura river near Poylu station (on 73 <sup>rd</sup> km of Saloglu – Poylu railway line)	24	4 500 000	Proposal of Azerbaijan.
6	Feasibility studies for the reconstruction of the emergency artificial constructions and bridges of the railways of South Caucasian countries (Armenia, Azerbaijan, Georgia)	18	1 100 000	Proposal of Armenia.
7	Establishment of the monitoring system for location control and status control of the navigation signs and renew of the navigation routes in Varna lake	12	1 000 000	Technical assistance, supply and installation of the system. Proposal of Bulgaria.
8	Establishment of the Port Community Information System for the Ports in Varna region, which are serving TRACECA traffic	27	1 000 000	Establishment of the port community information system and its implementation. Proposal of Bulgaria.
9	Purchase of environmental equipment for Aktau Maritime Trade Port in the framework of the TRACECA programme	24	2 500 000	Procurement of ships for environmental activity.. Proposal of Kazakhstan.
10	Feasibility study on organisation of piggyback traffic along the route port Aktau – Druzhba station in the framework of international transport corridor TRACECA programme development	24	2 000 000	Feasibility study, training, infrastructure construction, providing with 50 platforms. Proposal of Kazakhstan.

11	Establishment of road transport vehicles on perishable foodstuffs transportation certification centre in TRACECA region in the framework of ATP agreement.	18	1 800 000	Supply of equipment, establishment of the centre, preparation of training materials, training, support in getting appropriate certificate. Proposal of Kazakhstan.
12	Organisation of 3 training units (centres) on training of drivers and specialists on dangerous goods international transportation in TRACECA region in the framework of ADR agreement	18	1 000 000	Supply of equipment, establishment of the centre, preparation of training materials, training, support in getting appropriate certificate. Proposal of Kazakhstan.
13	Feasibility Study of Fergana Valley (Uzbekistan) – Karasu (Kyrgyzstan) – Torugart (Kyrgyzstan) with exit to China railway line construction	12	1 500 000	Feasibility Study on the base of the pre-feasibility study fulfilled in 2002. Proposal of Kyrgyzstan.
14	Feasibility Study on upgrading the European road E 87 in view of its integration to the Pan-European Transport System	To be defined	To be defined	Feasibility study on road widening, bridges construction/rehabilitation, cost evaluation, inventory of road bottlenecks. Proposal of Romania.
15	Development of a common security management system in ports and on board ships involved in TRACECA project in the Black Sea area.	To be defined	3 000 000	Institutional and technical assistance, training. Proposal of Romania.
16	Feasibility study for establishment of the rail-sea combined transport link between ports of Samsun, Poti and Batumi, Varna, Burgas, Constantza, Ilyichevsk, including rehabilitation of links plan and construction of bogie exchange station in Samsun Port	12	1 500 000	Technical, Economic and financial Feasibility Study. Proposal of Turkey and Ukraine. (AP Tbilisi 2001 N7) - renovated
17	Equipment for the Multimodal Terminal Checkpoints in the ports of Ilyichevsk and Poti. Harmonisation of border crossings and improvement of goods control, their registration procedures and transport to main public road	12	2 000 000	Delivery and installation of technical equipment, Technical Assistance, construction of access roads. Proposal of Ukraine. (AP Tbilisi 2001 N12) - renovated
18	Marketing Study of shipping lines with an accent on the ferry links, as the major part of TRACECA corridor. Turning the ports of Varna, Burgas, Constantza, Ilyichevsk and Samsun (pan European Corridors) into Logistics Centres of TRACECA corridor with their further integration into the European logistics centres network	18/24	2 000 000	Technical Assistance. Proposal of Bulgaria, Turkey and Ukraine. (AP Tbilisi 2001 N10) - renovated
19	Safety of TRACECA roads in Central Asia.	24	3 000 000	Establishment of Center for Data Processing and Diagnostic of roads and mobile laboratories. Feasibility study, equipment procurement and training. Proposal of Uzbekistan.

20	Procurement of equipment and reconstruction of the railway sections: "Termez - Galaba – with outlet to the borders of Afghanistan"	12	2 000 000	Equipment procurement and training. Proposal of Uzbekistan. (AP Tashkent 2002 N3) Included in AP/CA 2003 Not renovated.
21	TRACECA roads reconstruction in Central Asia	12	2 000 000	Equipment procurement. Co-financing 50/50. Proposal of Uzbekistan. (AP Tbilisi 2001 N15) Not renovated.
22	Increasing of effectiveness of Border crossings in Central Asia	12	2 000 000	Equipment procurement and training. Proposal of Uzbekistan. (AP Tbilisi 2001 N3) Not renovated.
23	Safety of railway transportation in Central Asia	12	2 000 000	Equipment procurement. Proposal of Uzbekistan.
24	Railways telecommunication in Central Asia	12	2 000 000	Continuation. Technical assistance. Proposal of Uzbekistan.
25	Rehabilitation of the international road "Samarkand – Karshi – Termez"	18	3 000 000	Equipment procurement. Co-financing 50/50. Proposal of Uzbekistan. (AP Tashkent 2002 N2) Partly included in CA/AP 2004. Not renovated.
26	First joint custom TRACECA border-crossing	12	900 000	Feasibility study, construction of joint custom border crossing, supply and monitoring of equipment, training. Proposal of Uzbekistan.
27	Training of operational air transport control staff of South Ring states	24	2 500 000	The implementation of ADS-B technology is requiring homogenous performance and coordination procedures from the operational air traffic controllers. Theoretical education, simulator training and most of all an upgrade in aviation English is essential before the controllers can be considered prepared to use this new technology.
	<i>Total</i>		64 800 000	

## Project Fiche 01

<b>Programme:</b>	TRACECA programme; Technical Assistance project
<b>Partner Countries:</b>	Armenia, Azerbaijan, Bulgaria, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Mongolia, Romania, Tajikistan, Turkey, Turkmenistan, Ukraine and Uzbekistan
<b>Sector:</b> Rail, Maritime sectors	Horizontal: Regional Weather Forecasting Model for Road,
<b>Title of project:</b>	Operational provision for the Hydro Meteorological Safety of the Transport Corridor Europe-Caucasus-Asia (HYMES-TRACECA)
<b>Duration:</b>	Phase 1: 3 months Phase 2: 24 months
<b>Project Budget:</b>	€ 2 500 000

## Background

### General Background

The TRACECA programme was launched in Brussels, in May 1993, at a conference which brought together Trade and Transport Ministers from eight TRACECA countries. During the conference it was agreed to implement a technical assistance programme funded by the European Union with the objective of developing a transport corridor on a west-east axis from Europe, across the Black Sea, through the Caucasus and the Caspian Sea to Central Asia.

Such a large international project will have as consequence the steady increase of haulage capacity and, therefore, the need to develop an infrastructure adapted to this aim, including specialized hydro meteorological services.

In 1998, a conference took place in the Caucasus with the view to lead to the adoption of a Multilateral Agreement on Transport initiated within the TRACECA programme. The important achievement of the conference was the signing of the "Basic Multilateral Agreement on International Transport for the Development of the Transport Corridor Europe – Caucasus – Asia" and its Technical Annexes on international railway and road transport, international commercial maritime navigation, customs and documentation procedures. This conference also decided the creation of an Inter-Governmental Commission, a Permanent Secretariat and active National Commissions headed by National Secretary.

One of the important objectives of the Basic Multilateral Agreement was "ensuring traffic security, cargo safety and environment protection".

Therefore, the safety of the TRACECA route will be inter alia guaranteed by specialised hydrometeorological operational information that induces to the effective functioning and security of haulage avoiding, among others, losses caused by transport delays. Environmental pollution monitoring along the TRACECA route is also of great importance to develop optimal management of haulage while minimising the negative impact on the environment.

### Conditions in the specific area

The TRACECA route is of strategic importance to Eastern Europe, Caucasian States and Central Asia. The Region is characterised by long distant roads and railways, marine cross-routes and pipelines. Natural conditions in the Caucasus and central Asia are complicated and the TRACECA route crosses a variety of landscapes with uneven relief and many types of dangerous hydrometeorological storm winds, destructive waves, violent storm surges and other disasters create emergency and dangerous situations for the transport sector.

This project will be an integral part of the TRACECA programme as he will fulfil one of the main objectives by ensuring traffic security, cargo safety and environment protection through dedicated weather information and advise, and facilitating the operations and maintenance of the corridor.

### Issues to be addressed

Rehabilitation and real time operation of the Hydrometeorological Services (NMHSs) of all the countries for the purpose of increasing safety capacities of the corridor.

### Expected beneficiaries, Project Partners

#### Expected beneficiaries

Ministries of Transport, Cabinet of Ministers of equivalent authorities of all the countries.

#### Project Partners

Hydro meteorological Services of all the TRACECA countries.

#### Project location

1. Each National Hydro meteorological Service
2. Three Regional Centers (South East Europe – Caucasus – Central Asia) to be decided

### **Wider objectives, Project purpose and results**

#### Project wider objective

At present, NMHSs of TRACECA countries are providing operational forecasts of adverse weather conditions. However, transport requirements are not fully met by the current system. An intercommunication network among the services is missing and obsolete technology is being used. This situation does not allow to predict local adverse weather conditions, particularly in mountain and marine parts of the route, which may destroy roads, bridges, moorage and other transport infrastructures.

Early warning of natural hazards for the transport activities as well as for daily operational road management would give companies using the TRACECA route access to safe traffic services and prevent losses of goods, delays and negative impacts on transport structures.

#### Project purpose / specific objectives

The main goal of the project is to establish in Eastern Europe, South Caucasus and Central Asia a sustainable and affordable operational system to provide timely reliable, consistent, high-resolution meteorological and hydrological data and products (warnings, forecasts, etc.) for the policy makers and end users of the transport sector (international and local haulage), as well as for environmental protection.

## Results (outputs)

It is expected that the implementation of the HYMES-TRACECA project will result in a substantial improvement of the safety and smoothness of the transport operations on all TRACECA arteries. The project, which constitutes a modest investment, will also substantially contribute to the economies of the participating countries and to alleviate negative impacts of traffic on the environment.

## Risks, Assumptions and Conditionally

It is assumed that the beneficiaries will give full technical and logistic support available to the Contractor.

However, political situation and security problems can make the access to the area for the installation of automatic meteorological stations for the Contractor impossible.

Other risk:

- Lack of reliable telecommunication network, failure of major satellite circuits, weakness of the transfer of information to the end user
- Difficult geographic condition for implementation of field installation of equipment

## **Implementation strategy**

Following an Invitation to Tender (ITT) issued by the European Commission, the project will be implemented by the TRACECA NMHSs in partnership with the World Meteorological Organization (WMO) in order to ensure good overall coordination of the required technical assistance for the implementation of the project.

The government of the participating countries would ensure their national contributions to HYMES-TRACECA with the participation of staff in the installation, operation and maintenance of equipment and the recurrent costs for the stations in their respective national segment of HYMES-TRACECA.

## Project budget

### **Phase 1: Identification assistance**

Preparation of project document:

- Fact finding mission and preparation of the draft project document by a WMO consultant (3 months)
- Participation of 2 experts from TRACECA countries to the above mission (3 months) €100 000

### **Phase 2: Procurement, Technical Assistance and Training**

**Procurement** (24 months):

- Rehabilitation of the meteorological telecommunication network (communication computers and Message Switching System);  
12 Automatic weather stations (for training purposes) € 1 400 000

**Technical Assistance** (24 months):

- Assistance in the development of high resolution Numerical model (workstations, expertise)

**Training** (24 months):

- Training of local staff € 1 000 000

**TOTAL: € 2 500 000**

## **Project Fiche 02**

### **1. Name of the project**

**Supply of spare parts and machinery for ferry boats**

### **2. Recipient**

Azerbaijan State Caspian Shipping Company

### **3. 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, "Casporsudoremont" Ship Repair Unit, some training, commercial, supply and agent enterprises.

The Company's main production basis is a transport fleet, consisting of 69 water-crafts, including 34 tankers, 26 universal dry cargo ships, 2 – Ro-Ro and 7 maritime r/w cargo-and-passenger ferry-boats of "Dagestan" class, which are connecting-links in uninterrupted cargo traffic through the TRACECA corridor. The ferryboats supply regular lines of Baky – Turkmenbashi, Baky – Aktau – Baky.

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 ferryboats 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 watercrafts.

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 watercrafts 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. During 2002 Company's vessels transported 8487,0 tons of different types of cargo along the Eurasia transport corridor including 2873,0 tons transported by ferryboats, only for the period of 2003 6418,0 tons of cargo were transported including 1603,0 tons transported by ferryboats. This proves once more that volumes of sea shipping will increase and the Republic of Azerbaijan need and will need competitive merchant marine. The Company is ready to proceed with struggle for mastering of new volumes of cargo ensuring traffic stability via the transport corridor.

According to EC specialists, by 2005 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 ferryboats and well-time provision of spare-parts are considered as the main factors for uninterrupted freight flows in this direction ensuring efficient service of the transport corridor Europe – Caucasus - Asia.

### **4. Main 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 ferryboats 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

**5. Budget of the project**

**€ 1 500 000**

**6. Duration of the project**

**6 months**

**7. Lessons learnt**

The implementation of the project will promote:

- technical maintenance of material and technical basis of the Company
- creation of more favorable conditions for attracting of cargo to Eurasia transport corridor
- maximum usage of ferry-boats capacity adjusted to increase of traffic volumes
- increase of operating period of ferry-boats, decrease of unproductive stoppage, safety ensuring in the Caspian basin

**8. Conditionalities**

The Contractor should work in close cooperation with the beneficiary to determine the main components for delivery.



### **Project Fiche 03**

- 1. Project name: Equipment for the check-points of “Red Bridge” (road check-point), “Beyuk Kesik” (railway check-point) at the border between Azerbaijan and Georgia and at the ferry terminal of Baky International Commercial Port. Harmonization of border crossing points and improvement of freight control procedures and procedures of its registration and admission.**
- 2. Beneficiaries:** Ministry of Transport of the Azerbaijan Republic  
State Customs Committee of Azerbaijan  
State Border Service of Azerbaijan  
Baky International Commercial Port  
All other TRACECA countries

### **3. Substantiation and objectives**

Importance and significance of border crossing points of “Red Bridge”, “Beyuk Kesik” and check-point at the ferry terminal of Baky International Commercial Port located at the central segment of the TRACECA transport corridor, that are passed through by all freight transported from Europe to Asia and vice versa, is doubtless.

In this connection, technological and procedural work of customs and border services at these border crossings should be up to the latest international standards.

In the framework of the “Harmonization of border crossing procedures” project , a large volume of researches and study of actual state at all border crossings through the TRACECA corridor including the abovementioned have been carried out. Positive experience of Western and Eastern Europe, USA and Canada in border crossing procedures improvement and simplification has been studied. Recommendations on border crossing procedures in TRACECA countries have been elaborated by the Project.

At the National Working Group meetings on transport and trade facilitation under the National Secretariat of IGC TRACECA in Azerbaijan with the participation of project management and EU experts these recommendations have been considered. Upon the results of the consideration in NWG, concrete proposals for extension of the “Red Bridge” border crossing have been prepared and, due to that, establishment of new lines for TIR loaded trucks, empty trucks, buses, cars and building of a bridge for passengers over the adjoining river, have been prepared. Proposals also envisage completion of the “Red Bridge”, “Beyuk Kesik” and Ferry Terminal border crossing points with the up-to-date equipment for monitoring of freight traffic, communication facilities, computer and office equipment, and staff training. The proposals have been approved by all interested public structures, transport and forwarding companies and have been included by National Commission of Azerbaijan in “Proposals on development of TRACECA transport corridor for the period till 2008” and submitted officially to the Permanent Secretariat of IGC TRACECA.

Proposed investment project is to promote implementation of the best samples and international standards at the three key border crossing points of the TRACECA corridor central segment. ]

### **4. Main components**

The project is designed for railway, road and sea transport sector. Supply of border crossing points with specified up-to-date standard equipment to provide with operational control of transportation

facilities and freight traffic in order to simplify customs and border crossing procedures, transportation safety improvement.

The project consists of the following modules:

**Module A:** Investment project

Supply of the technological equipment, communication facilities, computer equipment and its installation at the check-points of “Red Bridge”, “Beyuk Kesik” and “Ferry terminal” of Baky International Commercial Port.

**Module B:** Elaboration of “Red Bridge” check-point area extension project, building of a bridge over adjoining river for passengers and cars. Building of specified car park for transportation facilities waiting for paper work to be completed before control.

**Module C:** Training of customs, border and health services staff at the check-points of “Red Bridge”, “Beyuk Kesik” and “Ferry terminal” of Baky International Commercial Port.

## 5. Budget

Module A: Total	1 700 000 Euro
Check-point “Red bridge”	800 000 Euro
Check-point “Beyuk Kesik”	400 000 Euro
Check-point “Ferry terminal”	500 000 Euro
Module B: Check-point “Red bridge”	700 000 Euro
Module C: Training	100 000 Euro
Total:	2 500 000 Euro

**6. Project duration**                      12 months

## 7. Results

- Improvement and simplification of border crossing procedures, improvement of railway, road and sea transportation of goods and passengers, rise of freight and passengers transportation
- Transport and trade facilitation in TRACECA countries, which will result in decrease of poverty level in these countries. Enhancement of integration process in the regions.
- Multimodal transportation development and rise of their share in total volume of freight transportation through the TRACECA corridor.

## 8. Terms of implementation

Liabilities of all beneficiaries and other parties.

## **Project Fiche 04**

### **1. Name: Delivery of new electric locomotives for Azerbaijan State Railway**

**2. Beneficiaries:** Ministry of Transport of the Republic of Azerbaijan.  
Azerbaijan State Railway.

### **3. Objectives:**

The major objective – to provide qualitative and timely transportation of freights from Europe and Asia via Southern Caucasus and back via central segment of TRASECA corridor, Beyuk-Kesik (border with Georgia)-Baku.

At present, electric locomotives the series of VL-8 (power-4200 kw.) and VL-11 (power-5360 kw.) are used in the Baku-Beyuk Kesik railways. There are 188 units VL-8 and 43 unit VL-11 as well as 2 units VL-23 in the balance of Azerbaijan State Railway. Exploitation time of these electric locomotives finished. In connection with this there is a keen need to renew the electric locomotive park of Azerbaijan State Railway.

### **4. Main components:**

Project is designed for railway sector.

Project includes the following necessary components.

1. Direct current electric locomotives, voltage 3000 volt,
2. The power of electric locomotives must be 5300-6000 kw,
3. 10 electric locomotives are requested in 3 years.

### **5. Budget:**

Total:	14 000 000 euro
Per annum,	
2004	4 000 000 euro
2005	5 000 000 euro
2006	5 000 000 euro

**6. Project duration:** 36 months. (2004-2006 y.)

## **Project Fiche 05**

**1. Name: Construction of the second new railway bridge over the Kura river, near Poylu Railway station**

**2. Beneficiaries:** Ministry of Transport of the Republic of Azerbaijan,  
Azerbaijan State Railway.

**3. Objectives:**

The number of moving trains in the New Baku – Beyuk Kesik Trans Caucasus line section of Azerbaijan State Railway have increased scores of times. In this connection this part of railway is provided with double track. For lack of the second railway bridge over the Kur river, at 73 km. of the Saloglu-Poylu track carrying capacity for trains is low. There is a keen need for construction of the second railway bridge over the Kur river near Poylu railway station to increase freight flow volume and to deliver without delay.

**4. Main components:**

Project is destined for railway sector.

Project consists of the following modules.

Module A: Construction of six columns,

Module B: Construction of one joist of 12 m.

Module C: Construction of three joists of 12 m.

Module D: Construction of one joist of 88 m.

**5. Budget of the project:** 4 500 000 euro.

**6. Project duration:** 24 months. (2004-2005 y.)

## **Project Fiche 06**

### **1. Name**

**Feasibility studies for the reconstruction of the emergency artificial constructions and bridges of the railways of South Caucasian countries (Armenia, Azerbaijan, Georgia)**

### **2. Beneficiaries**

Armenian Railways  
Georgian Railways  
Azeri Railways

ARMENIA

### **3. Objectives**

The purpose of this programme is to develop the security system of the bridges and other artificial constructions located on the railways of three South Caucasian republics, thus promoting the increase of speed and volume of the freight transportation, as well as the efficiency of economic activity of the railways of Armenia, Georgia and Azerbaijan.

The railways of the South Caucasian three republics, as well as the artificial constructions and bridges situated on them have been constructed in 1896 and are used up to date without being fundamentally re-constructed. Taking into consideration that for the recent more than 100 years the normative requirements for the cargo transportation through the rail bridges and artificial constructions (tunnels, retaining walls) have been changed several times, thus increasing the sizes of the cargos, the speed of the trains and security several times, the further usage of the bridges and artificial constructions became dangerous and requires immediate actions for reconstruction. Taking into account that the railways of South Caucasian republics do not have any alternative ones, any accident of the artificial construction or bridge can cease the railway transportation for a long time and the regular economic functioning can be paralyzed.

In the framework of the programme the technical feasibility study of the artificial constructions and bridges is anticipated, including the study of the technical conditions of the mentioned bridges and preparation of the estimating and tender documents.

### **4. Main Components**

In the framework of the programme it is anticipated to implement technical feasibility study for the reconstruction of the rail bridges on the following 8 emergency constructions on Gyumri-Ayrum rail link /Yerevan-Ayrum-Tbilisi route.

- 2604+829 km /the length of the bridge is 32m/
- 2631+663 km /the length of the bridge is 23 m/
- 2636+363 km /the length of the bridge is 42 m/
- 2600+025 km /the length of the bridge is 54 m/
- 2646+912 km /the length of the bridge is 32 m/
- 2626+900 km /the length of the bridge is 65 m/
- 2656+800 km /the length of the bridge is 24 m/
- 2639+200 km /the length of the bridge is 159 m/

The feasibility study of the bridges also includes the technical study of the conditions of the mentioned bridges, as well as the preparation of the estimating and tender documents.

The above-mentioned bridges have been constructed in 1896 and are used up to date without being fundamentally re-constructed. Taking into consideration that for the recent more than 100 years the normative requirements of the cargos transported through the rail bridge and artificial constructions have been changed several times and as a result of it the sizes of the cargos and the speed of the trains have been increased, the further usage of the above-mentioned bridges became dangerous and requires immediate actions for reconstruction.

In the case of emergency of any of these bridges the railway transportations will be ceased for a long time and the damage sizes will be enormous.

**5. Budget**

Approximately 1 100 000 Euro

**6. The duration of the project**

Approximately 18 months

## Project Fiche 07

**1. Name:** Establishment of the monitoring system for location control and status control of the navigation signs and renew of the navigation routes in Varna lake

### 2. Recipients

Ministry of Transport and Communications of Republic of Bulgaria  
"Port Administration" Executive Agency of Republic of Bulgaria  
Port of Varna  
Port of Railway-ferry complex Varna

### 3. Aim

From Varna open roadstead to Port of Varna West and Port of ferry complex Varna are in use 12 maritime and 75 canal buoys in order to indicate the uniform buoyage of canal N 1, canal N2 and Varna lake. Buoys consist of shell plating, light apparatus, accumulator battery и anchor. For its 30 years operational period, part of the shell platings of the buoys are partly replaced and modernized. Their maintenance is made through periodical staying at dock. Their light system is specialized production and is imported as such. In view of the shortage of spare parts, some elements during repair are replaced by elements made in Bulgaria, but they are not fitted to work in maritime salty environment. This fact considerably decreases the security of the facility as whole. maintenance of the buoys is 24 hours. Small motor boat is tracking after their location and condition. Unpostponed repair and replacement of accumulator parts are made after its presence. At the moment the whole condition of the buoys is estimated as unsatisfactory. This creates dangers with unforeseeable consequences during the shifting of the ships and inevitable pollution and damage for the environment. In order to increase the security of the ships shifting, it is indispensable to replace existing buoys with new ones. One optimization variant of the upper statement is the use of steel construction, made in Bulgaria according the existing designer documentation for the relevant sort of buoys. Such construction should be accordingly treated by the contemporary technology, which creates reliable uncorrosive cover in accordance with operational conditions for the buoy. The construction should be in set with anchor and light system . The last one should be supplied under the assignment of best practices in this relation – the use of lightdiods as source of light and solar generator, consisting of panel and battery. The value of one maritime buoy is estimated as 6 500 Euro, but the value of the one canal buoy will be 5 000 Euro. For the rehabilitation of all buoys we will need total amount of 453 000 Euro. The long fitness expiration period of the light system – 10 years and its easy operation consisting in mainly the cleanse of optic lens will obtain considerable savings during their maintenance. Also it is possible to be created buoy location management system and for their electrical part through mounting of additional facilities. According our data, the supply of buoys variant, made as whole without metal is much more expensive for our conditions.

### 4. Main components

- development of monitoring system for location control and status control of the buoy;
- identification of parameters of the equipment;
- buying and supply of technical equipment;
- installation of the system

**5. Budget of the project:** 1 000 000 Euro

**6. Duration of the project:** 12 months

## **Project Fiche 08**

### **1. Name of the project**

**Establishment of the Port Community Information System for the Ports in Varna region, which are serving TRACECA traffic**

### **2. Recipients**

Ministry of Transport and Communications of Republic of Bulgaria  
“Port Administration” Executive Agency of Republic of Bulgaria  
Port of Varna  
Port of Railway-ferry complex Varna  
Port of Ilichevsk, Port of Batumi, Port of Poti  
Executive Customs Agency  
National Service Border Police

### **3. Aim**

The efficiency of the work in ports in recent time will be impossible without modern information system and related data-base for joint use – the Port Community system. The significance of such system increases pretty more when the port complex is given for use to handful of operators under concession, rent or privatization. In Bulgaria it is forthcoming the restructuring of the port activity in main ports, serving the TRACECA route: port of Varna, Port of Bourgass and Port of railway-ferry complex Varna. In port, which become the basic transport point in the national transport net, will appear some rival firms, offering port, agent and forwarding services. If we add the tracing and monitoring bodies for vessel traffic management systems, the cross-border control bodies: police, customs and border control, ecological, sanitary and veterinary control, it may seen that the port is transforming into the complex technological and social meeting point – port community. From the other hand the functioning of such complex transport junction will need the better organization of the work, based on the guarantee of the more operational, punctual and available information, which serves as the members of the port community, as the outer users of information – such as clients, municipality bodies, national statistics and etc.

The international practices in big world ports shows, that such united system is irresistible in cases, when ports from different countries have linear transport relationships in regard with container's, ro-ro and ferry transportations. Exchange of information between ports will speed up the handling operations of cargos, including customs and cross-border control procedures of vehicles and cargos.

The main requirements for the system should be:

- application of the established European nomenclatures and information standards;
- use of wide spread and basic European data-bases in the transport sphere;
- possibility of multiplication of the system in other ports;
- possibility of integration with adopted in ports VTMS for vessels traffic and ports statistical system for work in maritime ports and access of direct link with EUROSTAT.

In Bulgaria it was created the idea project for such information system with the help from consultants from European Union. This project could be the basic unit for the development and implementation of the work stage project with following modules:

- tracing of movements and handling of the ship in port;
- tracing and control of cargo-handling operations;
- information service of outer clients.



The main module in the system will be the information system for the container terminal which includes:

Operational work, management decisions; monitoring and reporting of the done operations; invoicing; statistical information for the outer users; communication module for connection with outer users of information system.

The system will include:

- United communication environment, connected with Internet;
- Data-base for joint use;

#### **4. Basics components**

- development and programming of work stage project on the ground of created in port of Varna and Port of Bourgass idea stage projects;
- pilot implementation in Port of Varna and Port of ferry complex Varna; development of joint communication environment for the ports in the Varna lake;
- creation of multiplication version;
- implementation of the project in Bourgass and Rousse

#### **5. Budget of the project: 1 000 000 Euro**

##### **Stage 1**

- creation of work project – 100 000 Euro
- building of united communication environment –270 000 Euro
- pilot implementation – 30 000 Euro

total for this stage 1: 400 000 Euro

##### **Stage 2**

- creation of multiplication version – 20 000 Euro
- implementation in Port of Bourgass and Port of Rousse –80 000 Euro
- building of united communication environment in Port of Bourgass and Rousse – 500 000 Euro

total for this stage 2: 600 000 Euro

#### **6. Duration of the project: 27 months**

Stage 1: 15 months

Stage 2 : 12 months

**Note:** deadline could be cut in regard with simultaneous work for stage 1 and stage 2: (for example up to 24 or 18 months)

#### **7. Lessons learnt**

#### **8. Conditionality**

## **Project Fiche 09**

### **Purchase of environmental facilities for Aktau Port in the frame of TRACECA Programme**

#### **1. Objectives**

Oil spills prevention, energy resources safety transportation.

#### **2. Background**

Aktau port is equipped with 4 oil-loading terminals, used for loading of crude oil in Azeri and Russian oil tankers. Crude oil is delivered to Azeri port (Dubendi), Russian port (Makhachkala) and Iran (Neka). In 2002 Aktau oil-loading terminals handled 5.5 mln. tones of oil in 942 oil tankers. Up to June 1, 2003, the port handled 3.2 mln. tones of crude oil in 559 oil tankers. There's a tendency to increase the oil shipment up to 10 mln. tones.

Due to increase of crude oil transport through Aktau port and entries of oil tankers to the port, there's a certain risk of oil pollution in the sea area. The port has only one outdated oil skimmer for oil spill prevention. Vessels are equipped with oil patch booms with no place to keep them on board.

The oil skimmer was constructed in 1982 in Zhdanov (Ukraine). The facility has not still been approved by classification society to be operated in the wind and waves exposed sea areas. Operation is allowed only in closed harbor in daytime. In case of oil spills, external roads and port approaches are lack of oil spills facilities.

The port is equipped with one outdated a collector of bilge water to unload oily and sanitary waste from vessels.

Collector of bilge water - «Raduga» was constructed in 1975 in Baku (Azerbaijan). This facility can be operated only in closed harbor, i.e. serving transport vessels along the mooring line.

To localize and remove oil spills in the open sea and along the coastline of Kazakhstan, the port needs an oil skimmer with a navigation area up to 20 miles, capable to localize and remove oil spills on a twenty-four hour basis.

The port needs a collector of bilge water and garbage with a navigation area up to 20 miles to receive oily, sanitary waste and garbage from vessels in the harbor and external roads of the port. Receiving of oily and sanitary waste in external road will facilitate handling of the transport fleet and prevent sea disposal while mooring in the port.

When removing oil spills oil skimmer, collector of bilge water will be used to store and transport oily waste to the port.

Due to increase of crude oil transport from Aktau port and entries of oil tankers to the port, there's a certain risk of oil pollution in the sea area. As a result, the port needs new oil skimmers and a collector of bilge water to ensure navigational safety, environment protection and efficiency of different transport means.

#### **3. Area – Sea transport.**

#### **4. Project type – investment.**

Purchase of environment facilities.

#### **5. Geographic scope**

Aktau port is the only international sea trade port in Kazakhstan, located in Mangishlak Peninsula, in easter coast of the Caspian Sea (in latitude 43° 36,0' noth, in longitude 51° 13,1' east).

The port is open for all Caspian vessels. Entries and exits from the port, as well as port operations, are made daily on a twenty-four hour basis.

## **6. Budget**

Approximate cost of an oil skimmer with oil spills localization facilities - 1 mln. Euro.

Cost of a collector of bilge water - 1,5 mln. Euro.

Total cost - 2,5 mln. Euro.

Aktau port has no financial sources to purchase environment facilities, though has a goods opportunity for its proper maintenance.

**7. Duration** - 24 months (2004-2005)

**8. Recipient of environment facilities** is Aktau Port.

## Project Fiche 10

**1/ Project name:** Feasibility study for piggyback traffic transport through the railway link Aktau Port – Druzhba

**2/ Beneficiaries:** EU, IFIs

**2.1/Final recipient:** “Kazakhstan Temir Zholi”

### 3/ Justification and objectives:

Logistics in Kazakhstan and around is at the stage of important changes. In Soviet time there was a strict system of economic regional specialization. After the crash of the USSR, Kazakhstan gained political independence, though remained economically dependent on the Russian Federation. Transport routes to the East, West and South are of great importance for a future economic development of Kazakhstan.

All transport areas undergo steady development. There's a certain increase of road transport from Europe, Turkey, Iran and Persian Gulf states. Kazakhstan established rail connection with China in eastern direction and Iran in south-west direction.

In past, most part of the traffic was made by Russian railways in contrast with the present situation, when different multimode transport routes have been put in operation. The main task is to establish more efficient and reliable transport logistic system in the country with piggyback traffic between major transport points, such as Aktau Port and Druzhba, i.e. in East-West direction (between China, EU, Caucasus and Iran).

The project will facilitate international piggyback traffic through the following routes: Europe-Caucasus-Kazakhstan-China, Iran-Kazakhstan-China and reverse. These routes have great economic advantages due to the 30% shorter distances in comparison with Trans-Siberian railway. The project establishes quite a new system, which effectively integrates transport-logistic flows within the region and facilitates similar types of transportation in Central Asia. In addition, the project provides for establishing of efficient system, which optimizes goods delivery, reduces transport and storage expenses and improves the whole transport process in East-West direction.

The main objective of the project is to increase transport flows in/from CIS, EU, Central Asia and China through TRACECA corridor by means of piggyback traffic improvement, i.e. establishment of efficient and coordinated combined transportation system, involving sea, road and rail transport.

**Problems: backward rail transport through the Caucasus (Poti-Baku), low wagon return rate, undeveloped piggyback traffic, Ro-Ro.**

Objectives: development of piggyback traffic will result in increase of cargo flows through TRACECA corridor; coordinated transportation process with the use of sea, road and rail transport modes; access to China via one country KAZ\* (4122 km); customs procedures. Road transport is not competitive for 1000 km. distances. Kazakh roads need modernization and improvement.

### 4/ Main components

1. Feasibility Study,
2. Training for specialists from “Kazakhstan Temir Zholi”,
3. Construction of required facilities for loading of road trailers on trains (in Aktau Port, Druzhba, Almaty, Chengeldi, Iletsk, Petropavlovsk, etc.),
4. Free supply of a special pilot rolling-stock, consisting from 50 stages for road trailers transport.

## **5/ Budget - 2 mln. Euro**

## **6/ Duration**

Feasibility Study – 10 months

Training for specialists – 1 month

Implementation of the project – 1 year after Feasibility Study is finalized

## **7/ Conclusions**

At present, Kazakh part of TRACECA corridor, which has a common eastern border with China, is negatively affected by different factors, i.e. undeveloped road traffic through Aktau port, lack of Ro-Ro in the Caspian basin. Kazakh rolling-stock has a low return rate from the Caucasus; existing ferry crossings between Aktau and Baku are outdated.

In accordance with world practice, road transport can compete with rail transport only at 1000 km. distances. In addition, rail transport is more environment friendly in comparison with road sector. Due to wide use of road transport in Europe, the latter will play a major part in overseas goods transportation.

Viewing above, we should take all efforts to develop piggyback traffic through TRACECA corridor (Aktau port, in the direction of China, Central Asia and Siberia).

## **8/ Conditionality**

Transport independence from the Russian Federation, increase of trade turnover between EU and China, environment problems, political situation in Turkmenistan.

## **Project Fiche 11**

### **1. Project name**

**«Certification center for road vehicles transporting perishable foodstuffs through TRACECA region in the frame of ATP Agreement».**

### **2. Beneficiaries**

The project is administered by the Ministry of Transport and Communications of the Republic of Kazakhstan.

Project partner is any EU large consulting company with experience in certification of road vehicles used for perishable goods transport.

Final recipient of the project is any transport entity, which is the part of the Republic State Road Transport Enterprise.

### **3. Justification and objectives**

Since three years there's been significant economic growth in Kazakhstan - 40% increase of gross domestic product increased in 1999-2002. Economic growth had a positive impact on road transport sector and resulted in a steady development of goods transport, including perishable goods.

There's a growth in international road transport. Kazakhstan has joined 7 international and 4 European conventions and agreements in international road transport, including Agreement on international transport of perishable foods products and special transport vehicles intended for such kind of goods (ATP), September 1, 1970. In addition, Kazakhstan signed bilateral intergovernmental agreements on international road transport, including TRACECA member-states. There's intention to sign such kind of agreements with 18 additional countries.

Besides goods, which have to be transported in special temperature conditions in summer time, there's significant flow of vegetables and fruits from Central Asia, which are transported through TRACECA corridor to eastern, central and northern parts of Kazakhstan and Russia.

There's a strong need in special transport fleet and certification center, providing for a goods basis for international transport.

Objective of the project is to establish certification center for road vehicles, used for perishable goods transport. This will ensure goods safety in the process of international transportation, including TRACECA corridor.

### **4. Main components**

The project provides for establishment of certification center with properly equipped placements with a certain temperature level, as well as making necessary actions, including:

- Supply of special equipments for the center,
- Establishment of training center,
- Equipment for the premises for a certain temperature level (higher and lower than water freezing point),
- Supply of training aids and training of specialists,
- Gaining authorization for road vehicles certification.

Approximate time-schedule of all phases will be as follows:

- 1) Searching of project final recipients, signing contracts - 2 months,
- 2) Supply of required equipment and training aids – 4 months,
- 3) Equipment of training premises – 10 months,
- 4) Training of the staff - 2 months,

- 5) Gaining authorization for certification road vehicles, used for perishable goods transportation – 2 months.

The project time schedule will be made upon approval for the project start.

## **5. Budget**

Project budget will be distributed as flows:

- 1) Expenses for the training aids with translation into Russian – 25 000 €
- 2) Expenses for the seminars for managers, specialists and trainers in Kazakhstan and EU - 175 000 €
- 3) Purchase of the training and office equipment – 700 000 €
- 4) Equipment of the placements to ensure proper temperature level - 300 000 €
- 5) Salaries for consultants – 600 000 €

Total expenses - 1 800 000 €

## **6. Duration**

Approximate duration of the project is 18 months.

## **7. Conclusions**

The project will increase attractiveness of TRACECA corridor for transport operators.

## **8. Conditionality**

The center should be established in a large populated area, located in the crossover of TRACECA routes, not far from the border of TRACECA country, e.g. - in Chimkent.

## **Project Fiche 12**

### **1. Project name:**

**«Establishment of three training centers for truck drivers and dangerous goods carriers in international connection through TRACECA region in the frame of ADR Agreement».**

### **2. Beneficiaries:**

The project is administered by the Ministry of Transport and Communication of the Republic of Kazakhstan.

Project partner is any large EU consulting company with experience in training for dangerous goods carriers.

Final recipient of the project is any transport entity, which is the part of the Republic State Road Transport Enterprise.

### **3. Justification and objectives:**

After the long-term breakdown, since 3 years there've been some positive changes in road transport of goods in Kazakhstan. At present, there's internal transport of dangerous goods with a tendency for future growth. 3 training centers for truck drivers and specialists have been established in Kazakhstan to ensure safety of dangerous goods transportation.

Since 1995 international road traffic has gained steady development. At present, road fleet, used for international transport, includes 1700 units. Transport of export-import goods makes about 1 mln. tones. Kazakhstan is the member of 7 international and 4 European conventions and agreements in international road transport, including European Agreement on international road transport of dangerous goods (ADR) in September 30, 1957. In addition, Kazakhstan signed bilateral intergovernmental agreements on international road transport, including TRACECA countries, planning to sign such kind of agreements with 18 additional countries.

Kazakhstan as recently joined the Convention on dangerous goods transport, though lacking proper training centers for truck drivers and specialists, in accordance with internationally accepted standards. All existing training centers stand to be below the world standards in material support and training principles. For this reason, we propose to establish training centers with appropriate training aids and equipment.

The main purpose of the project is to establish training centers to ensure safety of dangerous goods transport in international connection, including TRACECA corridor.

### **4. Main components:**

Implementation of the project is divided into the following phases:

- Supply of equipment for the training center;
- Arrangement of the training center;
- Supply of training aids and translation into Russian;
- Organization of training for managers and other specialists in Kazakhstan and EU;
- Gaining authority for training measures.

Time schedule of the afore-mentioned activities:

- 6) Searching of project final recipients, signing of 2-months contracts,
- 7) Supply of required equipment and training aids – 4 months,
- 8) Equipment of training premises – 3 months,
- 9) Training of staff – 10 months,
- 10) Gaining of authorization for training of truck drivers and dangerous goods carriers – 3 months.



Time schedule will be made up upon approval for the project.

## **5. Budget**

Budget of the project will be distributed as follows:

- 6) Expenses related to training aids with translation into Russian – 50 000 €
- 7) Expenses related to organization of seminars for managers, specialists and trainers in Kazakhstan and EU - 200 000 €
- 8) Purchase of training and office equipment – 550 000 €
- 9) Salaries for consultants – 200 000 €

## **6. Duration**

Approximate duration of the project is 18 months.

## **7. Conclusion**

Implementation of this project will increase attractiveness of the goods transit through TRACECA corridor for transport operators.

## **8. Conditionality**

Training centers should be established in populated areas along TRACECA corridor in different member-states – Kazakhstan, Uzbekistan and one of the Caucasus countries.

## **Project Fiche 13**

<b>Program:</b>	<b>Regional TRACECA action program</b>
<b>Co-operation sphere:</b>	<b>Railway Transport</b>
<b>Project Name:</b>	<b>Feasibility Study of Ferghana Valley (Uzbekistan) – Karasu (Kyrgyzstan) – Torugart (Kyrgyzstan) with exit to China railway line construction</b>
<b>Project Partners and Beneficiaries:</b>	<b>State Directorate «Kyrgyzjeldorstroy» under the Ministry of Transport and Communication of the Kyrgyz Republic; SJSRC «Uzbekiston Temir Yullary»</b>
<b>Project Budget:</b>	<b>1.5 millions EURO</b>
<b>Project Duration:</b>	<b>12 month</b>

### Substantiation and Objectives

#### **Premises in transport area connected with project**

The infrastructure of transport and communication in Central Asian republics was developing as a part of transport system of the former Soviet Union. It was oriented on centralised system and aimed to satisfy local market needs to ease the internal turnover in former USSR, including the trade with the Northern West European part of former USSR supporting the border control on the former USSR territory. Problems in trade and transportation between South and East haven't considered in the Central Asian region. The infrastructure development for the transit transportation between West and East was concentrated at the North corridors passing over the Central Asia.

As result a limitation for transportation and communication possibilities in Kyrgyzstan took place and is now one of the obstacles for successful country integration into the international economies.

Forecasts of international economic development institutions are saying that the main financial and goods flows will be concentrated in triangle USA-Europe- South-East Asia and China in the beginning of this century. Consequently, the main target of Kyrgyzstan and neighbouring countries is to realize in full its advantageous geographic position and to become a transit bridge between Europe and Asia as well as a transit bridge for regional traffic. The regional development in the field of transportation and infrastructure can not be over emphasised.

Aiming on creation of highly developed transport systems on regional and interregional level, Kyrgyzstan implements rehabilitation works on the Bishkek-Osh road, pays a great attention for development of air connections to provide reliable air connections between far and near foreign countries and organises active works in the interregional project Ferghana Valley (Uzbekistan) – Karasu (Kyrgyzstan) – Torugart Pass with exit to China. This railway line as a part of the TRACECA corridor should be the alternative transport corridor that connects Europe via Black Sea, Caucasus and Caspian with Central Asia and it is assigned for promotion of regional transport networks, consolidation of political stability and economic prosperity of those countries using this corridor.

There is no doubt that this project has a regional importance, due to the present estimation and it will influence the economic development not only around the studied corridor.

The technical study (pre-feasibility study) New Rail Links between Bishkek, Ferghana Valley and Kashgar (China) have been carried out in the TACIS/TRACECA program framework and the Consultant has made the conclusion on the base of its results that the new rail line project is viable

on the technical, economical and financial aspects, more safe in ecological aspect and recommended for further research.

The Government of the People's Republic of China has approved Torugart pass as cross state border point of China-Kyrgyz-Uzbek railway between Kyrgyzstan and China. Under the task of the Government of the People's Republic of China the Design Institutes of China have worked out the Feasibility Study of the railway line at the site Kashgar – Torugart (national border between Kyrgyzstan and China) on its territory.

The legislative initiative of the Government of Kyrgyzstan resulted in the Law of the Kyrgyz Republic “about the priority of the project for “Construction of the rail line Balykchi-Jalal-Abad-Torugart with exit to China”. In December 2000 this law has passed the Kyrgyz Parliament, which is considering the importance of the rail network planning on its territory as a perspective of the republic social and economic development.

Also the project “Regional Cooperation on Transport Projects in Central Asia” in the framework of ADB is considering the importance of the railway connection and is providing grant money for technical assistance.

All countries, willing to give financial support to this project, mostly depend on limited quantity of transport corridors for trade-economic connection with the outside world. There is firm opinion in the region, that railway connection has as much importance as it is necessary to make further efforts to its realization even as a long term project.

### **Clear definition of objectives and consequence**

The common aim of this TRACECA project is the elaboration of a strategic plan aiming on development of railway connection and correspondent absented infrastructure between Ferghana Valley (Uzbekistan) – Karasu (Kyrgyzstan) – Torugart Pass (national border between Kyrgyzstan and China).

### **Main components**

#### **Common project description**

The Pre-feasibility study delivered in 2002-2003, was covering a given corridor and prepared the base for more detailed technical research at the chosen project sites and technical aspects. In order to give end-to-end assessments along the whole project line length it is advisable to make deeper researches at that sites and directions before to come to the final projecting stage.

The project shall prepare the Feasibility Study for Ferghana Valley (Uzbekistan) – Karasu – Torugart (Kyrgyzstan) with exit to China railway line construction including the following:

- Transportation and economical characteristics of region identification and railway capacity optimisation;
- Detailed topography, hydrogeology and geotechnical reviews for the tunnels and large structures construction;
- Study of the weather conditions influence on the chosen railway sites;
- Detailed ecological study and environment impact estimation;

- Preliminary steps of geodesic research for the projecting corridor;
- Recommendations on the possible financing program that will ensure the access for external funding, including a possibility of attraction of private capital;
- Preparing the banking accountable documentation, i.e. technical, economical and environmental, including full presentation of the documents with projects and technical specifications.

### **Prospective results**

In the result of the project the Feasibility Study *for Ferghana Valley (Uzbekistan) – Karasu – Torugart (Kyrgyzstan) with exit to China railway line* will be developed in accordance with requirements of the international financial institutions, that will allow countries, involved to the project, to get the final recommendations for the project realization with account of ecological, economical, political and other factors and also to define its financial and economical estimation.

That will allow the Government of the Kyrgyz Republic to carry on negotiations about further financing from the IFIs without necessity of the following study fulfilment.

The project will synthesize, improve and add existing studies, projects, topography researches and designs.

### **Project budget**

**An approximate project budget is 1.5 million EURO**

### **Project duration**

**Project duration is 12 months**

### **Project location**

**Kyrgyzstan, Uzbekistan**

## Project Fiche 14

### Feasibility Study on Upgrading the European Road E 87 in view of its Integration to the Pan-European Transport System

#### 1. Geographic focus

According to provisions of the European Agreement on Main International Traffic Arteries (AGR), done at Geneva on 15 November 1975, the European Road E 87 assures a road connection between Europe and Asia along the following route: Odessa – Izmail – Reni – Galatzi – Braila – Macin – Tulcea – Constantza – Varna – Burgas – Malko Tarnovo – Derekoy – Babaeski – Izmir – Selcuk – Denizli – Antalya.

So, E 87 provides a **connection between the Pan-European Transport Corridors no. 9, 4, 8 and again no.4** from Odessa to Constantza, Varna and respectively Babaevski, and the possibility for performing combined transport of goods in road –maritime traffic through the main ports to the Black Sea in Ukraine, Romania and Bulgaria, so well.

On Romania's territory Road E 87 has a length of about 325 km. Upgrading the road 87 according to "conditions to which the main international traffic arteries should confirm" established in Annex II to the AGR Agreement, and the complying with Decisions and Recommendations adopted by EU's competent bodies on transport of goods performed by heavy vehicles on "E" road network shall allow the development of necessary conditions for the integration of this road with the Trans-European Networks (TEN's).

#### 2. Beneficiaries

Development of an **express road** at European standards between South of Ukraine and port of Antalya creates a direct and fast **connection between the Pan-European Transport Areas of Black Sea and Mediterranean Sea**, as established in Helsinki.

In Romania the Beneficiary of this Project in Ministry of Transport, Construction and Tourism – National Administration of Roads; among the partners for the elaboration of this Study and in the follow-up work related to designing and elaboration of technical documents, it would be SC IPTANA-SA and other interested institutes or firms.

The final recipients of the facilities created by this Project shall be road transport carriers and other road users from the five TRACECA member countries (Ukraine, Rep. Of Moldova, Romania, Bulgaria and Turkey), as well as the companies involved in maritime or railway transport from these countries, and in their vicinity, which perform transport of goods in international traffic.

#### 3. Justifications and Objectives

Updating the road transport infrastructure to allow a shorter route and driving time between main industrial and urban areas is a priority for all TRACECA member countries, especially interested in facilitation the traffic of goods on East-West and North-South directions.

##### Objectives:

- Improvement of economic cooperation between TRACECA member countries;
- Socio-economic assessment of the Project, by consideration of priority matters related to environment, and traffic safety and road comfort at the European standards;

- Providing facilities requested for combined road-railway/maritime transports of goods around Black Sea;
- Establishment of several indicators and recommendations to cover harmonized conditions for operation and monitoring the traffic for entire road E 87;
- Establishment of necessary financing conditions for the implementation of this Project, private-public-participation included;

#### **4. Main Components**

- development of a European road with 4 lanes and construction/rehabilitation of several bridges located on existing rivers and interior waters (ex. New bridge Braila-Macin over the Danube river in Romania);
- cost evaluation of necessary investments cost requested by this road transport infrastructure and for introduction of updated management systems for road traffic along with E 87;
- inventory of road bottlenecks, missing links and needs on combined transport system of goods;
- review the existing procedures and taxes/charges at crossing border points between these 5 countries in view of harmonizing them, and decrease waiting time to allow a better efficiency of transport of goods by road in direct or transit traffic, according to TRACECA Agreement.

#### **5. Budget**

For the elaboration of a time table regarding implementation of this Project and evaluation of this estimated budget, it would be necessary to obtain a the related declaration of interest and evaluation to this proposal on behalf of all the other involved TRACECA countries.

#### **6. Commodities**

The Project could be developed only with a large participation of private sector and extended financial assistance from different IFI's and Regional Programmers, like OHARE, ISPA and TACIS.

## **Project Fiche 15**

### **1. Title**

**Development of a common security management system in ports and on board ships involved in TRACECA project in the Black Sea area.**

### **2. Beneficiaries**

- a) Black Sea ports authorities and shipping companies.
- b) All final recipients of the transported goods in the TRACECA Corridor.

### **3. Justifications and Objectives**

A common approach against the terrorist attacks has to be developed in order to:

- Protect the port facilities,
- Protect the ships,
- Protect the environment,
- Protect the people,
- Exchange the relevant information; and
- To reduce the risk levels.

Objectives of the project are to:

- Improve the existing safety management systems and to adjust them in order to reach the proper interoperation achievements;
- To adapt these systems in order to comply with IMO's (International Maritime Organization) International Code for Ships and Port Facility Security (ISPS Code).

### **4. Main Components**

The project have to include organizational measures, technical measures and familiarization and training of the personnel, so that, in this respect, the experience of the UE ports and maritime authorities should be presented in this project.

Exchange of information, courses, workshops and even documentary visits are proposed and UE specialists will be invited to evaluate the existing situation and to establish the necessary steps to be followed.

The main objectives of the project are to settle two different guidelines, for the ships and for the port facility's security management systems. The both systems should be able to run together.

The implication of the project is to create a common security management system applicable for the maritime transport and operation in the Black Sea area.

In this project will be involved maritime and ports authorities, ministries of transport, port operators and shipping companies, and intelligent services.

The timetable for this project will be established so that to be finalized at the deadline agreed by International Maritime Organization for the implementation of the ISPS Code, on 1<sup>st</sup> July 2004.

### **5. Budget**

Estimated budget is to be 3 million Euros.

## **Project Fiche 16**

**1. Title:** *Feasibility study for establishment of the rail-sea combined transport link between ports of Samsun, Poti and Batumi, Varna, Burgas, Constantza, Ilyichevsk, including rehabilitation of links plan and construction of bogie exchange station in Samsun Port*

### **2. Beneficiaries:**

Ministry of Transport and Communications of Bulgaria,  
Ministry of Transport and Communications of Georgia  
Ministry of Transport, Constructions and Tourism of Romania  
Ministry of Transport of Turkey  
Ministry of Transport of Ukraine

### **3. Justification and Objectives:**

In December 2001, in Tbilisi the Extraordinary Meeting of the IGC TRACECA was held. This meeting approved, among other important documents, the TRACECA Action Plan for the years 2002 – 2003. The above mentioned project is the No 7 therein.

In April 2002, in the Second Meeting of the IGC TRACECA which was held in Tashkent and which approved, among others, the Special Action Plan on the transport infrastructure improvement for the transportation of humanitarian goods and reconstruction materials to Afghanistan.

Besides all international recommendations and practical results already achieved, both documents, with the consensus of the countries, identified the next practical steps to be taken in order to meet more customer requests and develop best practices in corridor development and thus, to strengthen the competitiveness of the TRACECA route in order to attract more cargo continuously.

The Black Sea provides a maritime lifeline for the 87 million people living in the bordering countries. The Sea is playing an increasingly important role in international shipping. The rich diversity of shipping interests, from raw materials, port and technical activity, ship owning, ship agency, bunkering and ship repair, all contribute to the growing shipping interest.

The rail ferry services were organised across the Black Sea at the end of the seventies. Rail Ferry terminals in Russian gauge were built in Ilyichevsk (Ukraine) and Varna (Bulgaria) , four train ferryboats served this connection till the collapse of the former Soviet Union. At the same time Rail Ferry Terminals in European gauge were built in Constantza (Romania) and Samsun (Turkey), two Romanian train ferryboats ensured this connection between 1986 and 1994. Following the collapse of the former Soviet Union and the reorganisation of the shipping across the Black Sea, the ferry connections were drastically reduced till 1996. However, since 1998, after the building of the new Rail ferry terminal in Russian gauge in Poti Port (TRACECA Project), ferry connections were reorganised between Ilychevsk and Poti, Poti and Varna and Ilychevsk and Varna. Three ships per week now call the ferry terminals. The cargo turnover between these three ports totalled 2 million tonnes per year.

In 1999, Romania and Georgia expressed their wish to open a rail ferry connection between the ports of Constantza and Batumi. The Rail ferry terminal of Batumi will be converted to European Gauge and a transshipment station will be organised in 2003.

In 2001, the Ministry of Transport of Turkey expressed their wish to rehabilitate the ferry terminal of Samsun and to build a new ferry terminal in Russian gauge with a view to opening ferry connections with Varna, Poti and Ilychevsk.

The port of Samsun is located in the north of Turkey on the Black Sea. It has a turnover of about 2,5 million tonnes. The port is operated by the Turkish Railways, and is the only port in North-eastern



Turkey having a rail connection. One of the berths is equipped with a rail ferry ramp with European gauge track. However, the ramp is in bad condition and has only one track (compared to five tracks in Poti and Batumi). It was used for the ferry line Constantza-Samsun mentioned above, but technical problems with the ramp and its low capacity contributed to the cessation of the service.

The project is aiming to provide a better railway-sea combined transport (railway ferry transport) between Samsun Port and other TRACECA countries located on Black Sea coast, and hence to set up commercial links especially between Turkey, Georgia, Azerbaijan, Turkmenistan, Uzbekistan, and other TRACECA countries to which there is no direct rail link from Turkey at present, except for the connection to Bulgaria. On the other hand, in order to provide an efficient transport infrastructure for the movement of freight between and among the countries located within the TRACECA corridor via Turkey, it is necessary to establish an infrastructure for combined land and sea transport. In this regard, considering the different track gauge (1435 mm in Turkey and 1520 mm in CIS countries), there is an urgent need for a feasibility study on the rail and sea combined transport link between ports of Turkey ( Samsun) and ports of Georgia (Batumi and Poti), Bulgaria (Varna) and Ukraine (Ilychevsk), before making a decision on the construction of a bogie exchange station in the port of Samsun.

#### **4. Main components:**

The feasibility study shall initially focus on the possibility of establishing a rail-sea combined transport between Port of Samsun and ports of Batumi, Poti, Varna, Burgas, Constantza, Ilychevsk and then based on the output of this feasibility study the exact work items to be carried out will be defined, e.g. Preparation of the final design and tendering documents for construction of bogie exchange facilities in Port of Samsun.

The project will comprise two phases:

##### *Phase 1/ Economic and Technical Feasibility Study*

Economic and Technical evaluation of the possible rail ferry connections linking Port of Samsun with other TRACECA Black Sea ports. This Feasibility study will include traffic analyses and traffic forecast for each connection as well as costs analyses and possible port infrastructure development.

##### *Phase 2 / Economic and Financial Feasibility Study - Technical Specifications*

Based on the results of the phase 1, the project will define the rehabilitation/construction work required

(Rehabilitation of the existing facilities, construction of a new ferry ramp, organisation of a transshipment station, reorganisation of railway connection) and will prepare all documentation for this investment including:

- Economic and financial analyses.
- Design and Technical Specifications.
- Environmental assessment.

**5. Budget: 1 500 000 Euro**

**6. Project duration: 12 months**

**7. Lessons learnt.**

**8. Conditionalities:**

## Project Fiche 17

**1. Title: Equipment for the Multimodal Terminal Checkpoints in the ports of Ilyichevsk and Poti. Harmonisation of border crossings and improvement of goods control, their registration procedures and transport to main public road**

**2. Beneficiaries:** The Ministry of Transport of Ukraine  
The Ministry of Transport and Communications of Georgia  
The Port of Ilyichevsk  
The Port of Poti  
State Customs Service of Ukraine  
Customs Department of Georgia  
State Border Guard Service of Ukraine  
Border Guard Department of Georgia  
All other Caucasus/Asia TRACECA countries

### 3. Justification and Objectives

In December 2001, in Tbilisi there was held the Extraordinary Meeting of the IGC TRACECA. This meeting approved, among other important documents, the TRACECA Action Plan for the years 2002 – 2003. The above mentioned project is the No 12 therein.

In April 2002, in Tashkent there was held the Second Meeting of the IGC TRACECA that approved the Special Action Plan on the transport infrastructure improvement for transportation of humanitarian goods and reconstruction materials to Afghanistan.

Besides all international recommendation and practical results already achieved, both documents together identified in consensus of the countries the next practical steps to go in order to comply still more with customer requests and best practices in corridor development and thus, to strengthen competitiveness of the TRACECA route in order to attract continuously more cargo.

The importance of the reliable work of the Ports of Ilyichevsk and Poti as the gate to Black Sea, linking TRACECA corridor with the pan-European corridor IX in the BS-PETra area, is without any doubt. All components of harbour services, border-crossing and custom duties have to be developed towards international standards and in correspondence with capacity requirements.

The Working Group Meetings of National Secretaries and legal Experts of IGC TRACECA, held in Tashkent, May 22-23, agreed to start a new identification exercise for projects proposals according to the Tacis Regional Strategy paper 2004-2006. Priority is given to project proposals both of the Tbilisi Action Plan 2002-2003 and the Tashkent Special Action Plan, which could not be considered yet in the TRACECA Action Plan 2003. This project belongs to the mentioned category, is embedded in projects just under implementation like Harmonisation of Border Crossing Procedures, TRACECA Hotline as well as TRACECA visa and completes joint projects already implemented in the past.

Considerable achievements have been obtained in the port of Ilyichevsk by supplying of railway construction material, rehabilitation of two railway ferry ramps, designing and construction of container yard as well as rail connection between main rail line and lorry park. The access road was surfaced, office building refurbished. The safety installations of a rail ferry were upgraded to allow the transport of hazardous goods in tank wagons below deck. All those improvements have resulted in considerable traffic increase. In the port of Poti both cargo handling and computer equipment have been delivered and taken into service.

*But, due to a lack of adequate equipment and complexity of control procedures, in both ports a bottleneck in border crossing procedures is still existing and causes serious delays in cargo throughput. Module A and module B are aimed to upgrade the border post to TRACECA standards. The module C is the logical complementary step and completes the upgrading under module A and B by improvement of the road link from the BC post to the main public network. So the increasing*

cargo volume on the link Ilyichevsk – Poti/Batumi will not cause difficulties in traffic safety. The work to carry out considers that the access road to the ferry complex does not dispose about both two-way traffic and parking area for vehicles waiting registration. The road junction from the ferry complex to the Ilyichevsk-Odessa highway does not meet traffic requirements, encumbers exit to the main highway, and according to the traffic regulations, the entrance and exit with a left-hand turn constitutes a danger. Here a reconstruction is needed.

This project will contribute to increase the standards and to implement best practices on the two node ports of TRACECA corridor.

#### 4. Main components

Project in the maritime and road sector. Delivery of specific equipment to enable application of standard border controls, harmonisation of BC procedures as well as improving of transport operations and transport safety.

The project consists of three modules:

##### **Module A:** Investment Project

Delivery and installation of Technical Equipment in both ports:

- Delivery and installation of special equipment for radiological control and for control operations to detect narcotics, illegal emigration, armaments, ammunitions without wagon and container opening;
- Fitting the control area, parking yards, warehouses and approaches to them at the Multimodal terminal with means of alarm system and telemetric supervision;
- Delivery and installation of computer equipment including network and electronic data exchange organisation between customs departments, border guards service and other inspections evolved in control and documents' preparation for passengers, luggage and cargo as well as vehicles and rail wagons at the ports' multimodal checkpoints.

##### **Module B:** Technical Assistance

Training of port, customs, border guard service, sanitary and ecological inspections staff of both ports in procedures and methods corresponding to those as applied in Europe including visit of one or two checkpoints in European ports.

##### **Module C:** Investment Project

Projecting and construction of access road and junction to the Ferry complex in Ilyichevsk including:

- Rehabilitation and adjustment of access road (resurfacing with asphalt concrete) as well as designing and construction of the junction to the main road of Ilyichevsk–Odessa highway and;
- Construction of a special lorry park for vehicles waiting for documents' processing before entering the checkpoint including widening of existing access road to ground area, its pavement with asphalt concrete, traffic stripping.

#### 5. Budget

Modul A:	Total	1 210 000 Euro
	Ilyichevsk	710 000 Euro
	Poti	500 000 Euro
<i>Modul B:</i>	Training	90 000 Euro
Modul C:	Ilyichevsk	700 000 Euro

Total 2 000 000 Euro

**6. Project duration** 12 Months

## **7. Lessons learnt**

The realisation of the Project will contribute to:

- Get rid of bottlenecks and limitations in TRACECA Corridor facilities, application of standards and best practices in BC procedures, improvement of both road transport and passengers ferry traffic conditions in TRACECA framework;
- Development of co-operation between both the Black Sea region and TRACECA countries. Trade facilitation between Europe and Central Asia by using the advantages of road and multimodal transport;
- Increase of intermodal transport share and other modern transport technologies in the total of traffic flow between Europe and Asia.

## **8. Conditionalities**

Commitment of all involved beneficiaries and other parties, especially of both ports. Availability of services and equipment to supposed conditions.

## **Project Fiche 18**

**1. Title:**           **Marketing Study of shipping lines with an accent on the ferry links, as the major part of TRACECA corridor. Turning the ports of Varna, Burgas, Constantza, Ilyichevsk and Samsun (pan European Corridors) into Logistics Centers of TRACECA corridor with their further integration into the European logistics centers network**

### **2. Beneficiaries:**

Ministry of Transport and Communications of Bulgaria,  
Executive Agency “Maritime Administration” and Executive Agency “Port Administration”, maritime Ports of Varna and Burgas  
Ministry of Transport, Constructions and Tourism of Romania,  
Port Administration, Port of Constantza  
Ministry of Transport of Ukraine,  
Port of Ilyichevsk  
Ministry of Transport and Communications,  
Maritime Administrations and Port Administration of Georgia,  
Ministry of Transport of Turkey

### **3. Justification and objectives:**

In December 2001, in Tbilisi there was held the Extraordinary Meeting of the IGC TRACECA. This meeting approved, among other important documents, the TRACECA Action Plan for the years 2002 – 2003. The above mentioned project is the No 10 therein.

In April 2002, in Tashkent there was held the Second Meeting of the IGC TRACECA that approved, among others, the Special Action Plan on the transport infrastructure improvement for transportation of humanitarian goods and reconstruction materials to Afghanistan.

Besides all international recommendation and practical results already achieved, both documents together identified in consensus of the countries the next practical steps to go in order to comply still more with customer requests and best practices in corridor development and thus, to strengthen competitiveness of the TRACECA route in order to attract continuously more cargo.

The objective of the Basic Multilateral Agreement for International Transport for Development of the Europe-Caucasus-Asia corridor is to increase the competitiveness and attractiveness of this route, through introducing the most favourable possible conditions for freight transiting.

This could be achieved only after a detailed research of all transport corridor ingredient parts through collecting data on the actual condition of the researched component with a following analysis of the data, outlining the problematic bottle necks and elaborating proposals for them to be solved.

The maritime sections of TRACECA, including the railway ferry and Ro-Ro lines, as well as the ports as basic compound elements of Europe-Caucasus-Asia corridor, have not been up to now subject to a study of their significance for the effectiveness of the corridor as a whole.

The freight transportation scheme through Europe-Caucasus-Asia corridor encompasses also maritime transport and the related operations. This and the unnecessary incurred expenses, coming from the unreasonably high port fees and maritime freight-forwarding charges in the region (especially those related to railway ferry and Ro-Ro lines) are the reason for the higher final transportation cost compared to the transportation price of the alternative land corridors.

The project aims at assisting maritime shipping companies and ports to implement successful market research policy in the situation of lower tariffs aiming at raising the effectiveness of work and achieving optimal indices.

The practical way to assist the Black Sea ports to increase their commercial competitiveness and attractiveness as per time and cost indices, is by turning the ports of Varna, Burgas, Constantza, Ilyichevsk and Samsun into logistics centers of TRACECA corridor with their further integration into the European logistics centers network.

The submitted project proposal conforms to one of TRACECA program objectives- the Pan-European networks.

The location of the ports stated, as well as the short term and long term plans for their development, the staff potential and the expressed desire are a good basis for realizing the project. In order the project to be realized a plan on the stages for granting technical assistance is to be drawn up.

There are direct road and railway links to the port of Burgas with Pan-European corridor N 8. The active Ro-Ro line Burgas-Poti serves the road freight carriage in the Europe-Caucasus-Asia direction.

The location and development of port of Varna make it a key distributive centre connecting Pan-European corridor N 8 with TRACECA corridor and an initial point of the ferry line Varna Ilyichevsk-Poti/Batumi. A railway line where special preferential rates of the tariff in force are applied links of the port of Varna with the river Danube port of Rousse, and from there with Pan-European Transport Corridor N 7.

The strategic location of the Romanian port Constantza makes it a crucial station of the logistics chain, ensuring the connection between Pan-European transport corridors N 4 and 7 with TRACECA corridor.

The Ukrainian Black Sea port Ilyichevsk is a very important connecting centre of Pan-European corridor N9 and TRACECA corridor, as well as a substantial part from the ferry line Varna Ilyichevsk-Poti/Batumi.

The Turkish port of Samsun is connected to Corridor 4.

Expected final results of this project:

- A more transparent tariffs and transit fees structure applied in maritime sections of TRACECA corridor will be accomplished, which will finally result in predictable transport prices on this route.
- Illegal and non-physical barriers for transport services shall be removed, which will ensure customers confidence and will increase the attractiveness of the route.
- The Black Sea ports capacities as stations for forming; accumulating, depositing, redistributing, forwarding and receiving freights will be used maximum effectively. Further on these ports will be converted into centres offering optimal logistics schemes and more effective use of the ferry lines and the combined transport to the carriers.

#### **4. Main Components:**

- Provision of technical assistance for study of the actual maritime transport condition to the Black Sea TRACECA program participant countries. In order the task to be fulfilled; firstly statistical data is to be collected by the Technical expert's team to the Permanent Secretariat of the IGC TRACECA with assistance provided by the National Secretaries. Secondly, the situation is to be studied on the spot, the data collected summarized and relevant proposals and recommendations prepared. This task is to be fulfilled by the Consultant using budgetary funds.
- Technical assistance to the maritime shipping companies and ports for successful Marketing research in conditions of balanced tariff policy aiming at raising the commercial competitiveness of TRACECA route maritime sections. Assistance from the Consultant is necessary for the fulfilment of this task. Opportunities could be envisaged for training courses and/or marketing specialization and acquaintance to foreign experience using project budgetary funds.

- Technical assistance for converting ports Varna, Burgas, Constantza, Ilyichevsk and Samsun into logistics centres of TRACECA corridor with further integration to the net of the European logistics centres. Using the project budgetary funds, a system is to be created connecting these ports with analogous logistics centres in other European countries; office equipment and the work of the on different places are to be provided. Port Administrations shall provide premises and experts and shall assist the Consultant.
- Monitoring the fulfilment of the recommendations and spending of the funds.

The project shall present:

- Implementation plan;
- Collecting information for maritime freight size and port fees and service tariffs types and size in the Black Sea ports;
- Analysis of the data summarized and recommendations for pursuing more balanced tariff policy;
- Creating a database and publishing it in the TRACECA web-site with a following periodical updating;
- Research on the spot (in each port) aiming at elaborating analysis for the possible logistics centres functional specialization;
- Determining necessities;
- Providing the needed equipment and software;
- Creating electronic connection;
- Training of experts.

**5. Budget: 2 000 000 EURO**

**6. Project Duration: 18 months**

**7. Lessons learnt**

**8. Conditionalities**

## **Project Fiche 19**

### **Safety of TRACECA roads in Central Asia**

#### **Final recipients:**

- Ministry of transport and communication of Kazakhstan
- Ministry of transport and communication of Kyrgyzstan
- Ministry of transport of Tajikistan
- Government of Turkmenistan
- Highway Administration of the Republic of Uzbekistan

#### **Sector of development:** roads

#### **Project type:** investment.

#### **Region:** Central Asia

#### **Objectives:**

As a result of high annual GDP growth in Central Asian countries (11%) and establishment of peace in Afghanistan, during 2002-2003 observed increasing of international cargo transportation through TRACECA routs. Thus, the volume of cargo transportation via Bukhara – Termez –Mazar-e-Sharif rose more than 1000 times during 2002-2003, in compare with 2001-2002 and compose 1.1 million ton.

Meanwhile the technical conditions of the international roads in Central Asia become in a poor conditions. As a result of this increased heavy incidents on the roads.

For the purposes to develop regional and national program on improvement of technical conditions of the roads, bridges and infrastructure, it is required to carry out monitoring and assessment of existent international roads. For these purposes the project will establish Center for Diagnostic of Roads and Data Processing in Central Asia, with location in Tashkent and autonomous mobile laboratories for Kazakhstan, Kyrgyzstan, Turkmenistan, Tajikistan and Uzbekistan.

#### **The main components:**

- Preparation of the feasibility study to establishment of Center for Data Processing and Diagnostic of roads in Tashkent and mobile laboratories for Kazakhstan, Kyrgyzstan, Turkmenistan, Tajikistan and Uzbekistan
- to carry out bidding
- purchase and installation of equipment
- training of the operators

**Budget:**

**Project duration:**

**3 M €**

**24 months**



## **Project Fiche 20**

### **Procurement of equipment and reconstruction of the railway sections: “Termez - Galaba – with outlet to the borders of Afghanistan”**

#### **Final Recipient:**

State Joint-Stock Company “Uzbekistan railways”

#### **Objectives:**

The direct railways traffic between countries-participants of TRACECA and Republic of Afghanistan is being established to transport goods through the border railways sector Termez - Galaba - Khairaton.

Thus, through Termez transported cargo to Afghanistan exceeds 1.1 million ton during 2002-2003 (July). The capacity of terminal compose 240 train per day, and at the same time about 400 trains daily stand idle due to low freight capacity and destroyed infrastructure. The technical condition of the link from Termez to Khairaton is poor and dangerous for operation.

On June 18, 2003 signed Agreement concerning railway transportation between the Republic of Uzbekistan and Afghanistan.

For the purposes to realize of IGC TRACECA resolutions concerning to create most favorable conditions to humanitarian aid and cargo transit transportation to Afghanistan is required to repair and reconstruction of section “Termez – Galaba – with outlet to the borders of Afghanistan”.

The objectives of the project is to rehabilitate tracks, to provide railway sections with the modern telecommunications facilities, to set up data bases for the participants of the transportation process and transport flow control, as well as power supply, infrastructure maintenance, etc. The realization of the present project has important meaning for intergovernmental integration, economic rehabilitation of Afghanistan, providing safety, effective and fast transportation of cargo to Afghanistan, Iran, countries belong Indian Ocean, Persian Gulf, and to open new approaches for TRACECA.

#### **Main issues:**

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

#### **Main components:**

- two digital automatic exchanges of 200 ports each. to be installed in Galaba
- 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 centers in Termez and Tashkent
- materials for the construction of the high voltage power supply line
- shunting locomotive
- fiber-optic cable
- tracks, sleeper, switches

#### **Budget:**

**2M €**

#### **Implementation schedule:**

**12 months**

## Project Fiche21

### TRACECA roads reconstruction in Central Asia

#### Final recipients:

- Highway Administration of the Republic of Uzbekistan
- Ministry of transport and communication of Kazakhstan

#### Objectives:

After reconstruction of the port Aktay within framework of TRACECA, the direction Kungrad – Beyney become more significant. This road by the short way connects Central Asia with Caucasus.

Nowadays, the Governments of Uzbekistan and the Governments of Kazakhstan signed treaty for open international line, to diversifications of external trade via Aktay Sea port. Two sides lay the foundation for further joint reconstruction the part of the roads.

Road section Kungrad – Beyney with length 446 km pass in parallel to railway Kungrad – Jaslik – Beyney. From total length 446 km of road only 130 km is paved road (Uzbekistan 80 km, Kazakhstan 50 km).

With views to increase cargo transportation volume at the present direction it is required to reconstruct road Kungrad – Jaslik – Beyney.

#### The main components:

The main components of the project are preparation of feasibility study for supply and installation of road technique, equipment, preparation of bidding documentation.

- Definition and preparation of specification of the required technique, mechanism and construction equipment and machinery;
- Development of feasibility study;
- Carry out bidding for technique purchasing;
- Procurement of the technique.

Budget (co-financial):

Republic of Kazakhstan	0.5M €
Republic of Uzbekistan	0.5M €
Project	1.0M €

**Total Budget** **2 M €**

**Duration:** **12 months**

## **Project Fiche 22**

### **Increasing of effectiveness of Border crossings in Central Asia**

#### **Final Recipients:**

- Ministry of Transport and communication of Kazakhstan
- Ministry of transport and communication of Kyrgyzstan
- Ministry of transport of Tajikistan
- The Cabinet of Ministries of Turkmenistan
- The Joint-stock State Concern "Uzavtoul", Republic of Uzbekistan

**Sector of Development:** roads

**Project type:** investment

**Region:** Central Asia

#### **Objectives:**

One of the important obstacles for competitiveness of TRACECA in Central Asia is a heavy and long term border crossings passing procedures. The TRACECA projects "Harmonization of border crossing procedures" and "Central Asian border crossings" carried some measures for harmonization and removal of the obstacles on the border crossings.

At the same time growth of traffic of narcotics, contraband, weapons, ammunition and necessity to struggle with it from one hand and poor equipment of border points from another, create obstacles on the way of movement of goods.

For the purposes to encourage sustainable growth of cargo transportation, create conditions for transit it is necessary to supply border points by following equipments:

- Automatic scales for in transit lorries 4 sites "Termez", "Yallamma", "Alot", "Gisht Kuprik";
- X-ray equipment for the examination of transit lorries in "Termez", "Yallamma";
- Training of operators

#### **Main components:**

Assessment of border crossings conditions, supply and installation of required equipment:

- Border crossings assessment
- Identification of required equipment for increasing of carrying capacity and encourage safety on border crossings
- Development of feasibility study
- Bidding and purchase of equipment
- Procurement and installation of equipment.

**Budget:**

**2 million €**

**Duration:**

**12 months**

## **Project Fiche 23**

## Safety of railway transportation in Central Asia

### Final recipients:

- Kazakhstan Railways
- Kyrgyzstan Railways
- Tajikistan Railways
- «Turkmen demir youllari», Turkmenistan
- SJRC «Uzbekistan railways», Uzbekistan

**Sector:** railways

**Project type:** investment

**Region:** Central Asia

### Justification and objectives:

During last years observed decreasing of safety level on Central Asian railways for various reasons. Only to SJRC «Uzbekistan temir youllari» required modernization of wear out railway junctions and components of contact system, with worth more than US \$ 25 million.

With views to increase safety of railway transportation in Central Asia it is necessary to carry out assessment of railways conditions, to prepare feasibility study for supply of equipment, measuring technique and laboratory.

For example, SJRC «Uzbekistan temir youllary» required to purchase following:

- 2 automatic high-voltage testing laboratory
- 2 trolley for control network
- Equipment for traction substation and etc.

### Main components:

The project will present assessment of railways conditions in Central Asia, prepare feasibility study for supply of equipment and installation of equipment.

- Definition of necessary equipment
- Preparation of feasibility study
- bidding of equipment
- Supply and installation

**Budget**

**2 million €**

**Duration**

**12 months**

## Railways telecommunication in Central Asia

### Recipient :

- Ministry of transport and communication of Kazakhstan
- Ministry of transport and communication of Kyrgyzstan
- Ministry of transport and communication of Tajikistan
- State Joint Stock Railway Company "Uzbekistan railways", Republic of Uzbekistan

**Sector:** railways

**Project type:** technical assistance

**Region of realization:** Central Asia

### Justification and objectives:

In 2003, has been finished project of TRACECA "Central Asian railways telecommunications". Presently, according to recommendation of the project, Uzbekistan Railways started negotiations with purposes to attract foreign investments for railway sections "Tashkent- Chingeldy" "Bukhara – Farap", "Djuchi-Kokand".

At the same time important directions "Boldir – Termez – Khairaton", "Boldir – Termez – Dushambe" required to carry out modernization of telecommunications. It is necessary to prepare feasibility study and finance project of modernization of telecommunication and system of railway section signalizations of the railway sections of TRACECA:

- Marakand- Karshi – Talemardjan
- Boldir – Khairaton (Afghanistan)
- Boldir – Dushanbe
- Tashguzar – Baisun – Kumkurgan
- Navoi – Kungrad – Beyney

### Main components:

The project will continue project "Central Asian railways Telecommunication"

### The project will present:

- Detailed research of existent railway network and new railway sections: Marakand – Karshi – Talemardjan, Boldir – Khairaton, Boldir – Dushanbe; Tashguzar – Baisun – Kunkurgan, Navoi – Kungrad – Beyney.
- Technical proposals for modernization of present sections
- Feasibility study on equipment supply.

**Budget:**

**2 mln €**

**Duration:**

**12 months**

## Project Fiche 25

## **Rehabilitation of the international road “Samarkand – Karshi – Termez”**

### **Final recipients:**

The Joint –stock State Concern “Uzavtoyul”,

### **Justification and objectives:**

International highway Samarkand - Karshi - Termez is one of an important road-line with length 475 km, which connected The Republic of Uzbekistan and Islamic State of Afghanistan. This road included to TRACECA map, is used for transportation of passengers and cargoes to Afghanistan, Tajikistan, Turkmenistan, Kyrgyzstan, and China.

Final resolutions adopted on Second conference in Tashkent, concerning creating most favorable conditions for humanitarian aid and cargo transportation to Afghanistan, emphasize to rout great significance.

At the same time, poor technical conditions of road and mentioned section create serious danger for traffic safety of international freight forwarders and threaten to traffic abeyance.

The main purposes of the project are adjustment of technical conditions of road according with international standards, increasing of safety, increasing of volume of cargo transportation and reduction transportation costs for cargo transportation to Afghanistan.

On June 18, 2003 The President of the Republic of Uzbekistan I. Karimov, The Head of Transit Islamic State Afghanistan H. Kharzai and the President of Islamic Republic of Iran M. Khatami signed Agreement on creation of international transafghan corridors “Tashkent – Termez – Mazar-e-Sharif – Shiberгон – Gelaram – Milak –Chokhbakr”; “Tashkent – Termez - Mazar-e-Sharif - Shiberгон – Dugarun – Bandar-Abass” and construction of railway “Tashkent – Herat – Sangon”.

Reconstruction of road will initiate rehabilitation works of corridors Termez – Dushanbe – Sari - Tash –Kashgar, Termez – Mazar-e-Sharif – Karachi, Termez – Masar-e-Sharif – Herat – Bandar-Abass. These corridors will determine future of the TRACECA program.

### **Main components:**

- Assessment of necessary repairs of the part of the road Samarkand – Karshi- Termez, with length 150 km
- Supply of equipment, road-building techniques
- Carry out maintenance works
- Supervision of the rehabilitation of the international road.

**Project Budget on TRACECA project:**

**1 500 000 €**

**Project Budget on Joint-stock State Concern “Uzavtoyul”  
of the Republic of Uzbekistan:**

**1 500 000 €**

**Total budget:**

**3 M € Implementation**

**schedule:**

**18 months**

**Project Fiche 26**

### **First joint custom TRACECA border-crossing**

**Recipients:** State Custom Committee of Kazakhstan  
State Custom Committee of Uzbekistan,

**Project type:** investment

**Purposes and objectives:**

After reconstruction of Aktay port and rehabilitation of the road-section "Kungrad – Beuney – Aktay" it observed cargo volume growth. With views of effectively using of the present corridor in 2003 by the Republic of Uzbekistan and Kazakhstan started reconstruction works on international road, included to TRACECA. The republic of Uzbekistan supposed to invest US \$ 16 ml for reconstruction of the rout during 2003-2004.

The TRACECA project "Harmonization of border-crossing procedures" carried work for improvement of attractiveness of TRACECA. The recommendation of the project will assist to harmonization of border-crossings procedures, removal of obstacles and attracting of cargoes. Realization of the present recommendations will have positive influence to improvement of competitiveness of TRACECA.

The great importance for attractiveness and competitiveness of TRACECA has equipment of border-crossings. In this regards, it is required construction and supply of equipment of Kazakh-Uzbek joint TRACECA border-crossing in the rout Kungrad – Beuney – Aktay.

The present border-crossing will become first joint custom border-crossing, which assist to realization in practice of the HBCP recommendations and achievements of the European countries in the field of improvement of the border-crossing procedures. The border-crossing would be used as the training center for raising skills of custom specialists of TRACECA members-states.

**Main components:**

- Feasibility study for construction and supply of equipment of custom border-crossing;
- construction of joint custom border-crossing
- supply and monitoring of equipment
- raising skills

**Budget:** 0,9 ml. euro  
**Duration:** 12 month

<b>Programme:</b>	<b><i>TACIS – TRACECA Action Programme 2004-2006</i></b>
<b>Area of Co-operation:</b>	<b><i>Trade and Transport Area</i></b>
<b>Project Title:</b>	<b><i>Training of operational air transport control staff of South Ring states</i></b>
<b>Project Cost:</b>	<b><i>€2.5 million</i></b>
<b>Project Duration:</b>	<b><i>24 months</i></b>
<b>Beneficiary countries:</b>	<b><i>Armenia, Azerbaijan, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Tajikistan, Turkmenistan and Uzbekistan</i></b>

### **Background, Institutional and Financial Appraisal**

Air transport plays a vital role in the economic and social development especially in Central Asian states. The aviation sector will play a key role in the development of transport links in large countries such as Kazakhstan. Air transport is essential for integration in international trade and for attracting international investment and tourism. "Southern Ring" flights over Central Asia could provide for an alternative to Russian over-flight on flights from EU to East Asia.

In order to enable the aviation industry to develop its full potential and contribute to economic and social development, it is necessary to enhance the aviation safety levels. The CIS states have a very high accident rate, nearly 50 times higher than in Western Europe, and higher than in any other world region. The benefits of enhancing aviation safety are not limited to the recipients of assistance programmes. Aviation is a global industry and safety deficiencies in any part of the world have a wide impact. EU air operators and citizens fly worldwide and EU airports receive flights by Central Asian air operators.

A lack of financial resources and qualified personnel are the main reasons for major deficiencies. There are often not enough qualified experts available for the effective fulfillment of the safety responsibilities of states. Resources are often not available for necessary expert training. Therefore, comprehensive-training activities aiming at assisting Southern Ring states in increasing the level of aviation safety are crucial.

The earlier Southern Ring project gave training courses to selected groups of air traffic controllers from the region, and also provided in-country aviation consultancy experts to each of the Southern Ring countries, namely Armenia, Azerbaijan, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Mongolia, Tajikistan, Turkmenistan and Uzbekistan.

### **Justification and Objectives**

Even previous activities in the framework of fulfilled and on-going projects, which brought the region in the frontline of CNS development, without appropriate training programme the potential benefit from Automatic Dependent Surveillance-Broadcast (ADS-B) cannot be utilized. The technical support (transfer of knowledge, demos and seminars) must be followed by a Training Package, otherwise only limited operational benefits can be expected.

Although the future operational application of ADS-B will lead to increased situation awareness in the cockpit, air traffic controllers remain the focal point of the Air Traffic Management System and must



be able handle traffic in a “mixed” environment. Radar will continue as a primary separation tool in the most dense traffic areas and elsewhere as a back-up function for ADS-B monitoring. Proper technical/operational knowledge and the use of the English phraseology is a key safety issue today and will remain so during this transitional period.

Proposed training programme within the framework of the Southern Ring II project consider those urgent requirements.

The training package proposed for the Southern Ring states has been designed to fulfill a twofold objective:

1. To achieve safety improvement by exercises in a simulated environment for both traditional ATC and for data-link (ADS-B/VDL Mode 4) operations. (At the end of the training, a general assessment to be made on the performance of the controllers comparing “traditional” and the “data-link” environment.)
2. To train the controllers up to the level where they are prepared to handle traffic during the future transitional period when ADS-B capable and non-capable aircraft will operate in the same airspace segments.

In order to achieve these objectives 50% theoretical and 50% simulator training has been planned. Based on the above mentioned objectives, at the end of the courses the participants should be able to:

- use appropriate ICAO phraseology and procedures correctly;
- be aware of their own capacity limits and to perform safe and efficient ATC within the limit of the pre-defined sector capacity value;
- Assess the advantages of different ADS-B/VDL Mode 4 applications such as Controller Pilot Data link Communication (CPDLC) and Advanced Surface Movement and Guiding System (ASMGCS) and how to use them in a Gate-to-Gate context.

### **Main Components**

In order for the Central Asian states to effectively implement the International Standards and Recommended Practices (SARPs) in air traffic control, the following training areas could be identified as high priorities:

1. English language training, including Basic English, Advanced English and Aviation and Standard Radiotelephony (R/T) phraseology;
2. Managerial training for ATC managerial and supervisory personnel;
3. Conversion training aimed at developing the skills and knowledge necessary to use procedures that are consistent with ICAO SARPs;
4. Training of classroom, stimulator and on-the-job training instructors.