

PROGRESS REPORT

On realization by the MLA member states of the Plan of Measures for the implementation of the Concept of Development of Road Traffic along the Transport Corridor Europe-the Caucasus-Asia approved at the IGC Meeting in Brussels in October 2010

Comparative analysis of the Plan realization by the Countries and the PS recommendations

At present the information on realization of the Plan of Measures' issues was fully submitted by the NS of **Armenia, Azerbaijan, Bulgaria, Georgia, Iran, Kazakhstan, Kyrgyzstan, Tajikistan, Turkey, Ukraine and Uzbekistan.**

On the basis of the submitted data the following comparative analysis of the Plan realization can be made only among the above given countries:

№	Action Plan (actions)	Actions effectiveness evaluation	Realization measures	Difficulties in the realization of the task	Proposals and recommendations
	To work on accession to the International Convention on Harmonization and Simplification of Customs Procedures, 1973 (amended and added in 1993).	Satisfactory	<p>Armenia has initiated the process of accession to the International Convention on Harmonization and Simplification of Customs Procedures, 1973 (amended in 1993).</p> <p>In Azerbaijan there are made arrangements for the implementation of the requirements of the International Convention on Harmonization and Simplification of Customs Procedures (with amendments). The preparations are carried out to switch over to the System of electronic payments in the customs system of settlements.</p> <p>Bulgaria acceded to the Kyoto Convention in 1982 and – to the Convention Annexes in 2004.</p> <p>Tajikistan ratified this Convention on 8 December 2010.</p> <p>Kyrgyzstan works on accession to the International Convention on Harmonization and Simplification of Customs Procedures, of 18 May 1973 taking into account the necessity of making amendments to the Customs</p>	The document is being prepared for translation into the national language and under endorsement procedure.	The PS IGC TRACECA recommends that within the realization of this Plan the domestic procedures necessary for accession to the Convention should be accelerated .

			<p>legislation and other legislative acts. On the basis of the International Convention there were made the amendments to the Customs Code which came into force.</p> <p>Turkey acceded to the Kyoto Convention in 1995 and its 6 Annexes.</p> <p>Ukraine finalized internal procedures to accede to this Convention. The documents were submitted to the Customs Cooperation Council.</p> <p>Uzbekistan has not so far joined the Kyoto Convention, but presently the country is developing a new revision of the Customs Code whereby it is envisaged to take into consideration the Kyoto Convention requirements.</p> <p>From 1 January in Georgia a new Customs Code came into force. The Kyoto Convention provisions are taken into consideration in the new Code.</p> <p>The Islamic Republic of Iran joined the Kyoto Convention in 1993.</p>		
	Examination of the introduction of the permit-free (non-licensing) system in the TRACECA region	Satisfactory	<p>Armenia has signed 21 bilateral agreements on international carriages of goods by road with 21 countries. The non-licensing system is in force with 3 countries, (two of them are TRACECA member-states - Georgia and Kazakhstan).</p> <p>In the opinion of the Bulgarian side if the introduction of permit-free system foresees exemption from road charges, this will be unacceptable to the Bulgarian side, bearing in mind the extremely heavy traffic on road infrastructure in Bulgaria and the necessity to focus on environmental situation. Liberalization of transit transport and a new free-permit system would cause rather negative effects, such as unlimited transit traffic, which will lead to difficult traffic control, increase of the number of traffic accidents, congestions, untimely amortization of roads and road facilities, environmental pollution. This step would be contradictory to the efforts for shifting a significant part of the road traffic to the environmentally friendlier railway and maritime traffic. In fact this is exactly the policy followed by the EU. To this end Bulgaria considers that the existing practice regarding the exchange of quotas of transit permits under the valid bilateral road transport agreement should be continued. The preservation of such quotas of transit permits may promote the use of alternative modes</p>	Positions of state institutions are under endorsement	The PS IGC TRACECA recommends that within the framework of this Plan the activity on the realization of this issue be continued and the final position should be voiced by the countries up to 2012.

			<p>of transport, namely the development of combined transport.</p> <p>Kyrgyzstan ratified «Agreement on Coordination of the CIS Participant States in the field of International Road Freight Traffic, 18 September 2003, Yalta», which envisages for liberalization of international road traffic, meaning to cancel licensing system. For Kyrgyzstan the licensing system operates along the whole TRACECA route: with Turkmenistan, with Azerbaijan, with Georgia, with Iran, Turkey, with Bulgaria, with Romania, with other European countries, as well as with Uzbekistan for transport to (or from) the third countries. In this connection the Kyrgyz road operators find it easier to move to Europe via alternative route through Kazakhstan and Russia where the licensing system does not exist. To solve this issue Kyrgyzstan suggests that a single licensing system (permit system) or single permit forms enabling operators to travel smoothly along the whole TRACECA corridor be introduced for all TRACECA MLA member states.</p> <p>Turkey signed bilateral agreements with 58 countries, including the agreements with 24 countries based on the regime of free of charge permissions.</p> <p>Ukraine suggests that non-licensing system be developed by analogy with ECMT permits. At the same time it is necessary to release all types of traffic from permits: bilateral, transit and traffic to/from the third countries.</p> <p>Kazakhstan does not consider it reasonable to introduce the permit-free system in international road traffic with other TRACECA countries using presently the system of permits.</p> <p>The Islamic Republic of Iran made agreements in the field of international road traffic with all TRACECA countries. However Iran does not have non-licensing system with Kazakhstan and Ukraine. For 4 years there have been held unsuccessful negotiations with Kazakhstan. The number of issued permits by exchange does not satisfy the needs of the Iranian road operators.</p>		
	To elaborate single integrated strategic document for monitoring and joint border control	The activities are carried out	The posts of joint border control exercised by competent authorities of the neighbouring countries function in a number of TRACECA countries on the experimental level (Moldova-	-	To continue the activity within the framework of further realization of this point to

	according to the scenario “single window – one stop”, proposals on joint examination of goods and motor vehicles, coordination of competent authorities. Regulation of customs services’ activity in order to avoid closing of the borders unilaterally.		Ukraine, Kazakhstan-Kyrgyzstan, Turkey –Georgia). There is a certain methodology. There was elaborated the guidance for coordination between competent border control authorities. As an example there is enclosed the Agreement between Kazakhstan and Kyrgyzstan for possible application by other countries. Armenia has initiated with the EU support the implementation of the project BCP directed to the reconstruction of 4 border check points and infrastructure rehabilitation. The feasibility study of the project has been completed and the commencement of its implementation is scheduled for 2012.		implement the provisions of the relevant conventions and the “single window” concept. In a number of countries it is necessary to fulfill measures for improvement of coordination between state supervisory bodies regarding integrated management of the state border where all supervisory bodies work according to the principle of a “single office”.
	To introduce the system of electronic preliminary declaration of the transported cargo (TIR-EPD).	The activities are carried out	On 1 January 2011 the EU introduced new rules which will directly influence the scheme of international traffic across the participants’ countries, particularly the rules concerning presentation of electronic declarations to the customs authorities of the EU member states during importation-exportation of goods to/from their territories. In road freight traffic such declaration should be presented at least 1 hour before actual arrival to the EU territory, using Import Control System or a New Computerized Transit System (NCTS). The responsibility for its presentation rests with carriers. In this connection, as an example it is proposed to introduce the system of electronic preliminary declaration TIR based on the IRU programme TIR-EPD. In a number of the EU countries, in Armenia and Moldova this system has been functioning. Full connection of the TIR-EPD programme to the national transit systems of Ukraine, Turkey, Kazakhstan is under technical coordination. This issue is under negotiation with Uzbekistan and Iran. Georgia and Ukraine signed an agreement on introduction of PAES system as the basis for exchange of preliminary information developed within the frameworks of the EC EUBAM Project. Previously this system was introduced between Ukraine and Moldova.	-	To continue the realization of this issue. To consider the possibility of introducing the PAES system.
	To mobilize joint efforts of the Parties in modernization of the TRACECA customs posts	The activities are carried out	In Armenia all the border check points are equipped with X-Ray scanners for control of trucks and people. In Azerbaijan the customs posts are upgraded, the equipment is purchased and mounted (stationary and	Deficiency in finances in the customs authorities	It is recommended to present the list of priority projects for financing during regular Investment Forum for the purpose of attracting the

<p>applying recent technologies (X-Ray scanning of motor vehicles), enlargement of the posts' infrastructure in order to increase their capacities.</p>		<p>mobile scanners). Bulgaria takes appropriate measures for the realization of this task. In Tajikistan these measures are carried out within the programme "BOMKA" under the aegis of UNISEF and ADB. In Turkey customs posts are upgraded applying forward posts. Many check points were upgraded, there were installed integrated scanning systems for transport vehicles. In Ukraine the customs authorities fulfill the activities in accordance with the state targeted programme "Construction and reconstruction of the state border" for the period up to 2015. Uzbekistan continues to equip and upgrade customs posts with modern technical control devices, scanning facilities to exercise control of large size goods. But due to the shortage of finances there is the need in support by international donor organizations. In the Islamic Republic of Iran there has already been installed X-Ray scanning equipment in the following security check-points: Bazargan (Iran-Turkey), Dugarun (Iran-Afghanistan), Astara (Iran-Azerbaijan) and in the port of Bandar-Abbas. Till the end of 2012 these technologies will be installed in 20 check-points.</p>	budget.	interested investors.
<p>To harmonize the requirements for weight and sizes of motor vehicles, to introduce International Certificate on Weighing Motor Vehicles within the framework of Annex 8 to the International Convention on the Harmonization of Frontier Controls of Goods, of 1982. (UN ECE).</p>	<p>The activities are carried out</p>	<p>Armenia has joined the International Convention on the Harmonization of Frontier Controls of Goods and envisages in its national legislation the simplification of introduction of the International Certificate on Weighing Motor Vehicles. The normative legal basis of Azerbaijan is being brought into line with the requirements of this International Convention. Kyrgyzstan joined this Convention in 1997, and moreover Kyrgyzstan is the participant in the Agreement on Introduction of the International Certificate on Weighing Motor Vehicles in the territories of the member-states of the CIS signed in 2004, in Cholpon-Ata. The Certificate on motor vehicles weighing excludes repeated weighing while crossing the territories of transit countries. In Turkey Annex 8 to the International Convention on the</p>	<p>Preparation of the documents, translation to the national language and the endorsement procedure.</p>	<p>To continue the activity within the framework of this point to implement the provisions of this Convention</p>

			<p>Harmonization of Frontier Controls of Goods was submitted to the Parliament for ratification.</p> <p>Ukraine has acceded to the Agreement on Introduction of International Certificate on Weighing Motor Vehicles in the territories of the CIS member countries.</p> <p>The issue of modifications to the given Agreement is under examination. The modifications are aimed at ensuring the validity of the certificates in the European countries.</p> <p>In Kazakhstan there is valid the Agreement on the introduction of the International Certificate on Weighing Motor Vehicles in the territories of the CIS member-states. This certificate will enable hauliers to ensure the delivery of goods to the final point of destination without repeated weighing while crossing the territories of transit countries. There were also approved the Rules for Application of the International Certificate on Weighing Motor Vehicles in the territory of the RK.</p> <p>With the view of creating favourable conditions for transit of motor vehicles there was elaborated the Feasibility Study on introduction of an Automatic System of Motor Transport Weighing in transit (the implementation of the Project is scheduled for 2012).</p>		
	To undertake the activity on accession to the International Convention on the Harmonization of Frontier Controls of Goods, of 1982. (UN ECE).	The activities are carried out	<p>Tajikistan ratified this Convention on 14 April 2010.</p> <p>The Islamic Republic of Iran acceded to this Convention in 2006.</p>	-	
	To bring the normative legal basis of the TRACECA countries in compliance with the requirements of Annex 8 to the International Convention on the Harmonization of Frontier Controls of Goods, of 1982 (UN ECE).	The activities are carried out	<p>Measures are taken to bring the normative legal basis in Azerbaijan and in Uzbekistan into line with the requirements of this International Convention.</p> <p>On 27 February 1998 Bulgaria acceded to the Annex 8 and currently Bulgaria is taking consistent actions to realize its provisions.</p> <p>In Kazakhstan the functions of control at the road check points across the state frontier were handed over to the customs authorities. This enabled to reduce the number of supervisory bodies at the frontier which considerably simplifies the state border crossing procedure.</p>	Preparation of the documents, translation to the national language and the endorsement procedure.	To continue the activity for the realization of this issue. It is also suggested to examine the issue of harmonizing the requirements for weight and sizes of motor vehicles on the outcomes of registration of certificates on weighing motor vehicles in the territories of the CIS member countries during three years.

	To develop draft proposals on the introduction of the TRACECA identification stamp put down by the customs authorities of the MLA Parties during registration of the customs documentation for international road traffic in accordance with the MLA TRACECA	The activities are carried out	It is proposed to use as an example the corresponding document of the IGC Meeting held in Yerevan.	-	To continue the activity for the realization of this issue.
	To regulate the activity applying the principle of prior passage of motor vehicles carrying perishable foodstuffs on the basis of the Agreement (ATP)	The activities are carried out	<p>Armenia has initiated the accession procedures regarding the ATP Agreement.</p> <p>In Azerbaijan measures are taken to regulate the activity applying the principle of prior passage of motor vehicles carrying perishable foodstuffs on the basis of the ATP Agreement.</p> <p>In Bulgaria appropriate measures are taken to ensure prior passage of motor vehicles carrying perishable foodstuffs.</p> <p>Kyrgyzstan has already ratified the Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP)», 1970.</p> <p>In Tajikistan at the border crossing “Dusti” there was put into operation the laboratory for storing perishable foodstuffs.</p> <p>In Turkey the ATP Agreement was submitted to the Parliament for discussion with the view of ratifying it. In compliance with the Customs Code provisions in the Republic of Turkey the principle of prior passage of motor vehicles carrying perishable foodstuffs is provided.</p> <p>In Ukraine the ATP Agreement came into force in 2007 and with the view of its implementation there was developed the draft Order of the Ministry of Infrastructure “On approval of the Rules of Carriage of Perishable Goods by Vehicles” which was submitted for interdepartmental coordination.</p>	Lack or scarcity of testing ATP laboratories in a number of TRACECA countries, problems of technical and legal character	Additional technical assistance from the EU is necessary in view of a new role of the IGC TRACECA in the context of the South-Eastern Axis development for extension of the trans-European transport axes to the EU neighbouring countries, and the Central Asian countries, taking into account the results achieved within the project «Development of Equipment Certification Centres for Transportation of Perishable Goods in Central Asia in the frame of ATP Convention»

			<p>In Uzbekistan motor vehicles carrying perishable foodstuffs are registered at the border customs posts on the basis of priority principle.</p> <p>Currently in Kazakhstan there function 13 stationary transport control posts (out of 35). The territorial inspection points are instructed concerning the necessity to ensure the efficient passage of motor vehicles carrying perishable fruit and vegetable foodstuffs through transport control points. There were developed the Rules for Motor Traffic regulating the order of road transport of goods (including the requirements to the motor vehicles carrying perishable goods).</p> <p>The Islamic Republic of Iran has not so far acceded to this Convention.</p>		
	To elaborate and submit for discussion the issues of simplification procedure of the visas issue to professional drivers of motor vehicles in the TRACECA region (including Schengen visas),	The activities are carried out	<p>The relevance of this issue is that visas to a certain extent regulate international traffic market and directly influence transportation process, and the visa system is a barrier in this respect. There exist the following problems: while issuing visas to professional drivers the EU countries demand from them additional documents not envisaged in bilateral agreements:</p> <ul style="list-style-type: none"> Invitation from the partner's company; partner's letter whereby he commits to cover the expenses for stay; certificate of entrepreneur's activity; confirmation of the earlier travels through providing the originals of consignment note; consulates do not take into consideration "visa history" and issue single-entry visas even when used one-year Schengen visas are available. The Consulates of all EU countries do not issue multi-entry visas for 2-3 years. <p>Regarding drivers being the EU citizens many TRACECA countries apply simplified visa system, some countries even issue visas automatically on the border on presentation of a passport of any EU country.</p> <p>Armenia applies the simplified procedure of visas issue to foreign citizens (including professional drivers of motor</p>		<p>It is necessary that the talks be enhanced and the MFA of TRACECA countries be attracted. With the view of simplification of visa procedures it is expedient to prepare a collective appeal to the European Commission from the TRACECA member states with the view of elaborating common rules of visas issue to professional drivers similarly to the conditions applied for seamen and aircrafts' crews, and making amendments in the EU Visa Code. To consider the possibility of applying the concept «TRACECA Visa» according to the resolutions of the Tashkent IGC, as well as the decisions of the Yerevan IGC.</p>

			vehicles). Everybody can obtain an entry visa at a symbolic price at the border check-points in Armenia. Currently negotiations are conducted between the EU and Armenia on visa issue simplification.		
	To prepare proposals on the establishment of the simplified system of one-year visas to be issued to professional drivers of the TRACECA region on the principle of creation of the road operators database.	The activities are carried out	Presently in most TRACECA countries the basis for visas issuance to the persons operating freight and passenger motor vehicles includes the documents confirming transit character of traffic and copies of the licenses entitling to perform international traffic issued by a competent authority of the local country. Visas are issued principally for the period of one year.		To continue bilateral negotiations with the EC. It is recommended that the TRACECA countries examine the issues of introduction of visa-free regime. Before achieving this result – to simplify the procedure of the annual and multi-purpose visas issue to professional drivers through concluding bilateral and multilateral intergovernmental agreements for simplification procedure of the visas issue (in communication among the countries with visa system), to reduce the number of necessary documents, the period of consideration and the registration costs.
	To organize cooperation with competent authorities of Turkmenistan concerning visa procedures within the framework of bilateral and multilateral meetings.	The activities are carried out.	The activity on involvement of Turkmenistan in the IGC TRACECA is carried out. The meetings with the officials from this country are regularly held. TRACECA negotiates on a bilateral level with Turkmenistan the issue of simplification of visa regime.		To continue efforts on involvement of Turkmenistan to the IGC TRACECA
	To organize containers and humanitarian goods delivery to Afghanistan along the TRACECA corridor by road transport under the favourable regime and transit promotion.	The activities are carried out.	Relevant activity is carried out with the TRACECA countries subject to haulers' opinions, as well as with IRU within the framework of the Model Highway Initiative and the experience accumulated in the course of the NELTI project.		To intensify cooperation with international organizations in this aspect

<p>To develop and to apply technological schemes in organization of traffic in road-ferry communication, particularly organization of regular ferry transport of motor vehicles on the Caspian Sea, to provide planned loading of ferry ships with containers and motor vehicles in the Trans-Caspian direction, creation of a single operator and its activities.</p> <p>To elaborate the issue of organization of motor vehicles parking in the ferries and container terminals of accumulators in the ports of Poti, Baku, Aktau, Turkmenbashi and the northern ports of Iran applying the rules of motor transport operation within the regional route arm. To establish close cooperation with major consignors of container freight and forwarding companies, flexible tariff rates of containers warehousing and transit turnover in the ports.</p>	Satisfactory.	Relevant activity is carried out with transport operators: in the beginning of 2011 the Caspian Shipping Company provided a separate Ro-Ro type ferry vessel, which ships motor vehicles only in accordance with the regular schedule.		To continue the activity
<p>To elaborate the issue of applying the technology of container-contraileer traffic across the territory of Kazakhstan, flexible approach to tariff</p>	The activities are carried out.	The activities are undertaken with the Kazakhstan Party .		To elaborate the issue with the Kazakhstan Party

	regulation.		The activities in the TRACECA countries are in progress.		To revive the activities with participation of the interested parties
	Implementation and application of the MLA Articles and Protocols in the field of transit, realization of the main aims and objectives of the Almaty Programme of Actions - 2003 as regards satisfying special demands of the landlocked developing countries in the new global framework for cooperation in the field of transit traffic between the landlocked developing countries and transit developing countries (APA),				
	Permanent scheduled activity for identification of the bottlenecks and administrative barriers in the TRACECA corridor for the purpose of their solution and removal. Establishment of a Joint Working Group within the framework of Technical Annexes on International Road Transport and Customs and Documentation Procedures, joint meetings on the Concept realization.	Satisfactory	Regular activities are undertaken in close cooperation with IRU, in autumn 2011 it is scheduled to hold the Meeting of the Working Group on road transport.		To continue the activities involving experts from the corresponding TRACECA Projects funded by the EC within the framework of preparation for the Meeting of the Plenipotentiary Representatives of the MLA Parties on road transport issues scheduled for the autumn of 2011.
	Effective operation of the "TRACECA Hot Line",		TRACECA "Hot Line" stands have been mounted not in all TRACECA countries.		It is recommended that these stands be mounted in those

	organization of the Hot Line activities in the frontier zone in the whole transit area of the Europe-the Caucasus-Asia corridor.				countries where the haulers frequently face the problems while crossing the border check points.
	Exchange of experience between the TRACECA region countries and the actions against corruption and illegal extortions on the road by officials of the MLA countries.	Satisfactory	Good progress has been achieved regarding this issue in Georgia where corruption on the road by traffic police officers is practically eliminated. In Azerbaijan in 2011 a vast anti-corruption campaign was launched.		It is recommended to study positive experience of Georgia by the countries where according to haulers, negative corrupt actions regularly take place, and to accelerate the fight against such actions.
	Cooperation with financial institutions concerning joint identification of projects dealing with construction of the missing and straightening areas of infrastructure and auxiliary infrastructure objects in the TRACECA priority lines and corridors, elaboration of investment proposals on planned financing with the participation of the private sector.	Satisfactory	The work on preparation for the Second TRACECA Investment Forum is in progress. Regional meetings on identification of infrastructure projects within the IDEA project were held.		The PS IGC TRACECA recommends within the framework of preparation for the Second Investment Forum to provide for the elaboration of Feasibility Studies of infrastructure projects as priority ones. To continue the work with potential donors regarding attraction of direct assistance.
	Close cooperation with international organizations – UN ECE, UN ESCAP, the World Customs Organization, IRU, financial institutions	The activities are carried out	Regular meetings and consultations with international organizations are held. The committed work with the given institutions is under way in a number of TRACECA countries		To proceed with the activity