

## FINAL REPORT

On the realization by the MLA member-states of the Action Plan 2010-2012 for the implementation of the Strategy of the IGC TRACECA for development of the International Transport Corridor “Europe-the Caucasus-Asia” for the period up to 2015.

## Comparative analysis of the realization of the Action Plan by the Countries and the PS recommendations in 2010

This document is based on the Reports submitted by **Armenia, Azerbaijan, Bulgaria, Georgia, Iran, Kazakhstan, Kyrgyzstan, Moldova, Romania, Tajikistan, Turkey, Uzbekistan, Ukraine.**

№	Action Plan (actions)	Actions effectiveness evaluation	Obtained results	Reasons restricting the realization of actions	Proposals and recommendations
1.	Elaboration of infrastructure five-year master plans	The relevant activities are being carried out	<p>1. The member states of TRACECA proceeded to elaborate and apply the National Plans, Concepts and Strategies for infrastructure development.</p> <p><b>Armenia</b> has developed the 2009-2019 national transport strategy, which involves the rehabilitation and reconstruction of the country's main transit highways on the TRACECA corridor as main activity. The North-South Road Corridor Investment Programme has been launched. The tender to choose the contractor for the construction works has been announced and the construction works of the first two tranches will commence in the beginning of 2012.</p> <p>Transport and Infrastructure Development Master Plan is annually approved <u>in Uzbekistan</u>. In 2010 there was adopted an investment programme of the Republic of Uzbekistan (RU) for 2011. The following programmes for infrastructure development are introduced:</p> <ul style="list-style-type: none"> <li>Concept of railway transport development;</li> <li>Concept of roads development;</li> <li>Programme for road transport development;</li> <li>Concept of urban transport development;</li> <li>Concept of air transport development.</li> </ul>	-	The PS IGC TRACECA recommends within the framework of infrastructure national plans to envisage the priority sector projects put forward at the TRACECA Investment Forum.

			<p><b>In Ukraine</b> there were developed and approved the Programmes for development of sea trade ports up to 2015.</p> <p>The Strategy for development of sea ports in Ukraine up to 2015 was changed and amended. The developed priority investment projects were launched:</p> <p>There were approved the Programme for reforms in the railway transport up to 2015 and “Sector Programme for Comprehensive Development of the Railway Infrastructure of Port Complexes, Port-Operations Services and Approaches to them up to 2015”.</p> <p>In <b>Georgia</b> there are annually approved Plans for development of international mains and local roads.</p> <p>In <b>Tajikistan</b> there was approved a State target programme for development of transport complex for the period of 2010-2025</p>		
2.	<b>Improvement of maritime transport safety</b>	The relevant activities are being carried out	<p><b>In Ukraine</b> there were developed and transposed into maritime sector more than 30 national regulatory legal acts on maritime safety.</p> <p>In Ukraine 14 educational institutions were identified for the preparation of security officers for ships, shipping companies and port facilities.</p> <p>The system of elaboration and approval of assessments and security plans regarding ships and port facilities' has been established.</p> <p>The certificates of correspondence of port facilities are issued to the port facilities with certified security plans.</p> <p>In 19 sea and 4 river trade ports of Ukraine there were established <b>Security Committees of the ports and Maritime safety services</b>, and in port facilities – security services of port facilities being structural units of the ports or port facilities responsible for the implementation of the rules, regulations, standards and procedures of ISPS Code and security plans regarding port facilities.</p> <p>Ukraine acceded to the Protocol of 1997 on amendments to the International Convention for the Prevention of pollution from Ships, 1973, as modified by the protocol of 1978 relating thereto, the European Agreement on Main Inland Waterways of International Importance, the European</p>	-	The PS IGC TRACECA recommends that the countries should concentrate their efforts on improving maritime safety and security in compliance with the TRACECA Regional Action Strategy on Maritime Safety and Security and Environmental Protection up to 2021.

			<p>Agreement Concerning the International Carriage of Dangerous Goods by Inland Waterways, Protocols of 1991 and 1993 to the Convention on International Maritime Organization of 1948, there was defined the procedure of accession and implementation of the Convention «On Limitation of Liability for Maritime Claims” of 1976 (as amended in accordance with Protocol of 2 May 1996). There was approved the inventory of port facilities under the International Ship and Port Facility Security Code. A legislation to combat against emissions from ships has been enacted in <b>Turkey</b>. This legislation contains provisions parallel to the EU legislation. All port facilities and security infrastructure fully comply with the ISPS Code. Once a year there is arranged an audit of port facilities. Emergency pollution response centers were constructed in Tekirdag and Antalya.</p> <p><b>Azerbaijan</b> implements the “National Investment Programme for Upgrade of the Azerbaijan Marine Fleet for 2008-2011”, within the framework of which the Caspian Shipping Company received five tankers of the optimal deadweight (for the Caspian Sea). The course-keeping qualities and the hull provide for absolute guarantee of accident-free operation and conform to the environmental requirements for the Caspian Sea region.</p> <p><b>Bulgaria</b> implements the III phase of introducing the vessels traffic monitoring system and the information system for vessels navigation in the Bulgarian area of the Black Sea.</p> <p><b>Kazakhstan</b> implements the SOLAS Convention provisions regarding creation of long-range identification system for ships. Kazakhstan is in the process of accession to Appendix 6 to MARPOL and a number of other conventions aiming at insuring navigation safety.</p> <p>In 2010 in <b>Georgia</b> the United Transport Administration</p>		
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			implemented certification of ships and ports facilities in accordance with the ISPS Code. 4 educational institutions for officers training in the field of security of ships, shipping companies and ports were certified. From 05.10.2010 annual inspections of ships' security control became mandatory in Georgia.		
3.	Improvement of civil aviation safety	The relevant activities are being carried out	<p>In 2010 the Government of <b>Uzbekistan</b> adopted an address programme for aviation development. This programme provides for development, reconstruction and upgrade of airports as well as for replacement of aircrafts fleet of the NAC "Uzbekiston Havo Yullari".</p> <p>On the basis of the approved normative legal documents in the Republic there was developed the following instrument: "Methodology of inspection of cargo, mail, board supplies and aircrafts' safety".</p> <p>There were approved the following legal instruments:  "National Programme for Civil Aviation Safety and Security of the Republic of Uzbekistan against Acts of Unlawful Interference",  "Training Programme for Personnel on Civil Aviation Safety and Security in the Republic of Uzbekistan".</p> <p>The audit of civil aviation safety and security is systematically carried out in compliance with the Plan of Activities for removal of shortcomings revealed during the ICAO audit in May 2007.</p> <p>In compliance with the International Civil Aviation Convention <b>in Ukraine</b> there was adopted the Concept of National Target Programme for Flights Safety for the period up to 2015.</p> <p>During 2009-2010 on the basis of the amended Air Code of <b>Kyrgyzstan</b> there were adopted and enacted 20 aviation rules of the KR that maximally comply with the standards</p>	-	To go on with the implementation of this item taking advantage of the potentialities of Technical Assistance Civil Aviation Safety and Security Projects.

			<p>and recommended practices of ICAO.</p> <p>In 2010 in <b>Turkey</b> there were introduced a number of By-laws in the field of civil aviation safety: on Safety Assessment of National and Foreign Aircrafts, Certificates and Licences for air Traffic Safety Electronic Staff, Air Traffic Management Software. A number of Instructions were also introduced: on Implementation of Commercial Air Transport Enterprises and Safety Management Systems at Approved Maintenance Institutions, on Safety Assessment of National and Foreign Aircrafts, on Procedures and Principles of Commercial Air Transport Management Operation, on Principles and Procedures of Commercial Air Transport Operations Flight Data Monitoring Programme, on Certificate and Licence for Air Traffic Safety Electronic Staff, etc.</p> <p>The renovation of air fleet in <b>Azerbaijan</b> continues. For 2010 there were purchased 7 aircrafts.</p> <p>In <b>Kazakhstan</b> there was developed and submitted to Majlis the draft Law “On the Use of Air Space of the Republic of Kazakhstan and Aviation Activity”. One of major innovations of the draft Law is supposed to be direct application of JAR/PART standards for aircraft operators in Kazakhstan. The Civil Aviation Committee was reorganized in compliance with ICAO Guidelines for air flights safety control. Within the framework of the administrative reform the Civil Aviation Committee’s function of air accidents investigation was delegated to the Central Staff of the Ministry of Transport and Communications.</p> <p>In <b>Tajikistan</b> the National Programme for air safety and security was elaborated and submitted to the Government for approval.</p> <p>In 2010 in <b>Georgia</b> there was launched the implementation of the European security standards, prepared a Road Map for enhancement of the civil aviation level.</p>		
4.	Improve railway transport safety		<p>According to the Concession Agreement of the <b>Armenian</b> railways a 3-year investment program has been approved. The investments are split into 2 parts: for rehabilitation of railway infrastructure and rehabilitation of the rolling stock. The railway security system is also under review. The draft Concept of the National Target Programme for</p>		The PS IGC TRACECA recommends the countries to continue carrying out this item.

			<p>improving railway crossings' safety for 2001-2015 was elaborated <b>in Ukraine</b>.</p> <p>In <b>Turkey</b>, RID Legislation is implemented in the international railway transportation as well as domestic transportation as of 2010.</p>		
5.	Improvement of road transport safety	The relevant activities are being carried out	<p>In 2009 <b>Armenia</b> adopted National Strategy for Road Safety of the Republic of Armenia and for Yerevan, which outlines the activities to be implemented and targets to be achieved in 2010-2015.</p> <p>The <b>Republic of Uzbekistan</b> is a party to more than 30 International Conventions, Agreements in the field of road transport and roads.</p> <p>International road traffic safety and stability is ensured by the implementation and strict observance of international conventions and agreements in the field of road transport.</p> <p>With the view of achieving the main objectives of transport sector development there was introduced a new licensing system for transport enterprises.</p> <p><b>Kyrgyzstan</b> is a party to the Convention on Road Traffic, 1949, 1968; Convention on the Contract for the International Carriage of Goods by Road (CMR) 1956; TIR Convention, 1975; Customs Convention on the Temporary Importation of Commercial Road Vehicles, 1956, Customs Convention on Containers, 1972, International Convention on the Harmonization of Frontier Controls of Goods, 1982. 28 regulatory legal acts for the activity of road transport were developed.</p> <p>In <b>Turkey</b> there was introduced a new licensing system to provide for good-quality services and road transport safety and security by transport enterprises ensuring reliable, professional and secure traffic across the country.</p> <p>Since September 2009 <b>Moldova</b> has been implementing the Plan for Improving the Road Traffic Safety level for a 5-year period. The Government Resolution of 27.12.2010 approved the National Strategy for road traffic safety envisaging actions for a 10-year period to improve traffic safety and to decrease the number of road traffic accidents' casualties to 50%.</p> <p>The Plan of Actions on road traffic safety for 2009-2013 is in the process of implementation in <b>Georgia</b>.</p>	-	<p>1. The PS IGC TRACECA recommends that the countries should concentrate their efforts on increasing road transport safety in compliance with the regional Road Safety Action Plan within the TRACECA corridor.</p> <p>2. To go on with the realization of this issue taking advantage of the potentialities of Technical Assistance Road Transport Safety and Security projects.</p>

6.	<b>Alignment of national transport plans with the Strategy</b>	The relevant activities are being carried out	<p>In <b>Uzbekistan</b> there were elaborated the principles of the Strategy for development of transport and transport communications of the Republic.</p> <p>The instruction of the Cabinet of Ministers of <b>Ukraine</b> of 20 October 2010 №2174-p approved Transport strategy of Ukraine for the period up to 2020 by which it is stipulated that the amendments be elaborated and introduced in the functioning programmes for reforms in the field of railway, maritime, road and air transport.</p> <p><b>In Kyrgyzstan</b> there were developed: the Programme for development of sectors of the ministry of Transport and Communications of the Kyrgyz Republic for 2009-2011, Programme for development of road and water transport for 2009-2011, Programme for development of civil aviation for 2009-2011, Plan for development of an open joint-stock company "International Airport «Manas» for 2008-2010.</p> <p>The draft Strategy for road transport development of <b>Turkey</b> for 2010-2015 was prepared.</p>	-	To continue the activity directed to alignments of the national transport plans with the IGC TRACECA long-term Strategy.
7.	<b>Transport Database</b>	The relevant activities are being carried out.			
8.	<b>Improvement of border-crossing procedures</b>	The relevant activities are being carried out	The Government of the <b>Republic of Armenia</b> has initiated the improvement of border-crossing procedures in <b>Armenia</b> with the support of EU under the program Supporting Integrated Border Management in the South Caucasus.	-	To continue the activity in respect of inclusion of this action into TRACECA subsequent action plans for the purpose of introduction of the

		<p>The project is directed to the reconstruction and rehabilitation of the 4 boarder crossing points in Armenia, as well as infrastructure rehabilitation. The feasibility study of the project is complete and the commencement of its implementation is anticipated in 2012.</p> <p><b>Uzbekistan</b> is a Party to international conventions of the UN ECE, including ADR Convention.</p> <p>For the purposes of improving border crossing procedures the Customs Committee of the Republic of Uzbekistan initiated the project "Implementation of Information Technologies to Develop Traffic in the TRACECA Regions". According to the target programme «Construction and reconstruction of the state border for the period up to 2015» in 2010, in <b>Ukraine</b> it is scheduled to perform the construction of approaches to the road entry points at the state border of Ukraine to the total amount of 485 million \$. In 2010 more than 3 million \$ was developed for additional construction of the railway entry points.</p> <p>Based on the Law of Ukraine of 01.06.2010 №2300-VI «On amendments to certain legislative acts of Ukraine regarding customs clearance of goods» a special type of transit – "transshipment" was introduced in the ports.</p> <p>At present based on the principle of a "single window" there was organized a control station at the check point «Ak-Zhol» on the border between <b>Kyrgyzstan</b> and Kazakhstan.</p> <p>A computer-based automation system to mitigate workload at border gates was introduced in <b>Turkey</b>. After the introduction of this system all authority for transactions and control procedures was delegated to the customs bodies.</p> <p><a href="#"><u>Iran launched the application of the "single window" system. The project of preliminary electronic declaration according to TIR-EPD system with Georgia is being introduced.</u></a> The system of a "single window" was implemented at all check points in <b>Azerbaijan and Georgia</b>. Besides, in September 2010 the customs administrations of <b>Georgia</b> and Ukraine signed an Agreement on preliminary information exchange (PAIES).</p> <p>From 06.01.2010 <b>Kazakhstan</b> decreased the number of supervisory bodies on the border: the functions of transport control at check-points were delegated to the Committee of</p>	<p>Conventions' provisions and the "single window" principle.</p>
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			Customs Control under the Ministry of Finance.		
9.	<b>Extension of common aviation area</b>	The relevant activities are being carried out	As of the end of 2010 there were held 5 rounds of negotiations between <b>Ukraine</b> and the EU regarding conclusion of the Agreement on Common Aviation Area. The Agreement between <b>Turkey</b> and EASA is prepared (initialed) for signing. In <b>Tajikistan</b> bilateral Agreements with Georgia, Armenia, Moldova are prepared for signing. "Common Aviation Area Agreement between the European Union and its Member States and <b>Georgia</b> " was signed on 2 December 2010 in Brussels (Belgium).	-	The PS IGC TRACECA recommends that the countries should continue the activities on this item.
10.	<b>Enhancement of technical assistance to the PS</b>	The relevant activities are being carried out	The MLA Parties proceed to make their contributions to the budget of the PS IGC TRACECA on the basis of the Agreement on Joint Financing of the PS IGC TRACECA. The EC provides its technical assistance to the PS and the MLA Parties within the framework of the TRACECA on-going projects.	-	The EC technical assistance to the PS is required in view of the necessary elaboration of a new Strategy of the GC TRACECA. To accelerate the activity on accession of the Republic of Uzbekistan to the Agreement on Joint Financing of the PS IGC TRACECA.
11.	<b>Reinforcement of Human Resources</b>				
12.	<b>Increasing Competitiveness (harmonization of tariff policy)</b>		With the view of increasing the competitiveness of transport corridors passing through the territory of <b>Ukraine</b> the state railway administration Ukrzaliznitsa jointly with the railway administrations of other countries introduced a number of through tariffs. UZ jointly with Ukrmorrechflot agreed on through tariff rates for transportation by railways of Ukraine and handling in the sea ports of Illichevsk, Odessa and others, of the main nomenclature of transit cargo: ferrous metals, coal, grain, fertilizers and chemical goods, argil, etc. In order to attract transit traffic volumes carried by combined trains Viking and Zubr there was introduced the transit tariffs parity level with Belarus and Lithuania for 2011. In accordance with the Technical Annex to the MLA <b>Georgia</b> provides 50% discount for railway traffic of transit goods.		The PS IGC TRACECA recommends that the countries should implement the provisions stipulated by the Protocol of the WG Meeting on Railway-Maritime Traffic within the TRACECA Corridor

13.	Public Private Partnership Development (PPP)		<p><b>Armenia</b> has adopted Law on PPP development, and the most important project under the implementation of the law will be the establishment of the International Logistic Center at the Zvartnots International Airport in Yerevan.</p> <p>On 1 July 2010 there was adopted the Law of <b>Ukraine</b> “On Public Private Partnership”, which determines the basic legal principles and application fields of private public partnership, as well as the forms of such relationship.</p> <p>Besides, in Ukraine there are applied the following laws «On Concessions», «On Concessions for Construction and Operation of Roads».</p>		The countries should continue the implementation of this item
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