



Transport Corridor Europe-the Caucasus-Asia



TRACECA

Key dates

May 1993

Initiating of the TRACECA Programme

September 8, 1998

Signature of the Basic Multilateral Agreement of the international transport on development of the Europe-the Caucasus-Asia corridor (MLA)

March 10, 2000

First Annual Meeting (Conference) of the Intergovernmental Commission TRACECA on the transport corridor "Europe-Caucasus-Asia"

February 21, 2001

Official opening of the office of the Permanent Secretariat of the IGC TRACECA in Baku (Azerbaijan)

The development of economic relations, trade and transport communication in the regions of Europe, the Black Sea, the Caucasus, the Caspian Sea and Asia – one of the main objectives

Intergovernmental Commission

Decision-making structure – Competent Ministries

Permanent Secretariat

Executive structure – Implementation and Monitoring



Official opening ceremony of the office of the Permanent Secretariat in Baku

Permanent Representatives (National Secretaries) in 13 member states

National structure – Focal point between national competent authorities/organizations and Permanent Secretariat

Rotating Chairmanship



Strategic guideline



"Logistics Processes and Motorways of the Sea II" project funded by the European Union has become a long-term guide in the development of the corridor



Main areas of 107 actions for 2022-2026

- Removal of institutional and legal barriers for transport and international trade
- Development of railway sector
- Motorways of the Sea, railway-ferry communication and maritime routes
- Development of road sector
- Development of inland waterways
- Air transport
- Connections with the hinterland, multimodal and logistic possibilities

TRACECA-EU cooperation



The implementation of the projects made an invaluable contribution to attracting investment to the region



Actions taken

In 2020, a number of meetings were held with the official side in the person of the Ambassador of the EU Delegation to the Republic of Azerbaijan, as well as the Ambassador-at-Large of the EU.

On June 28, 2021, within the framework of the visit, bilateral meetings and a Roundtable were held with the participation of representatives of the European Commission and diplomatic missions of the TRACECA countries in Brussels

It is proposed to consider the possibility of an **official address from the Republic of Kazakhstan to the EU for the implementation of a project** on the recognition of electronic signatures in Central Asian countries by analogy with the EU4Digital project.

IMPLEMENTED PROJECTS



TRACECA-Road safety
TRACECA Civil Aviation
Safety and Security

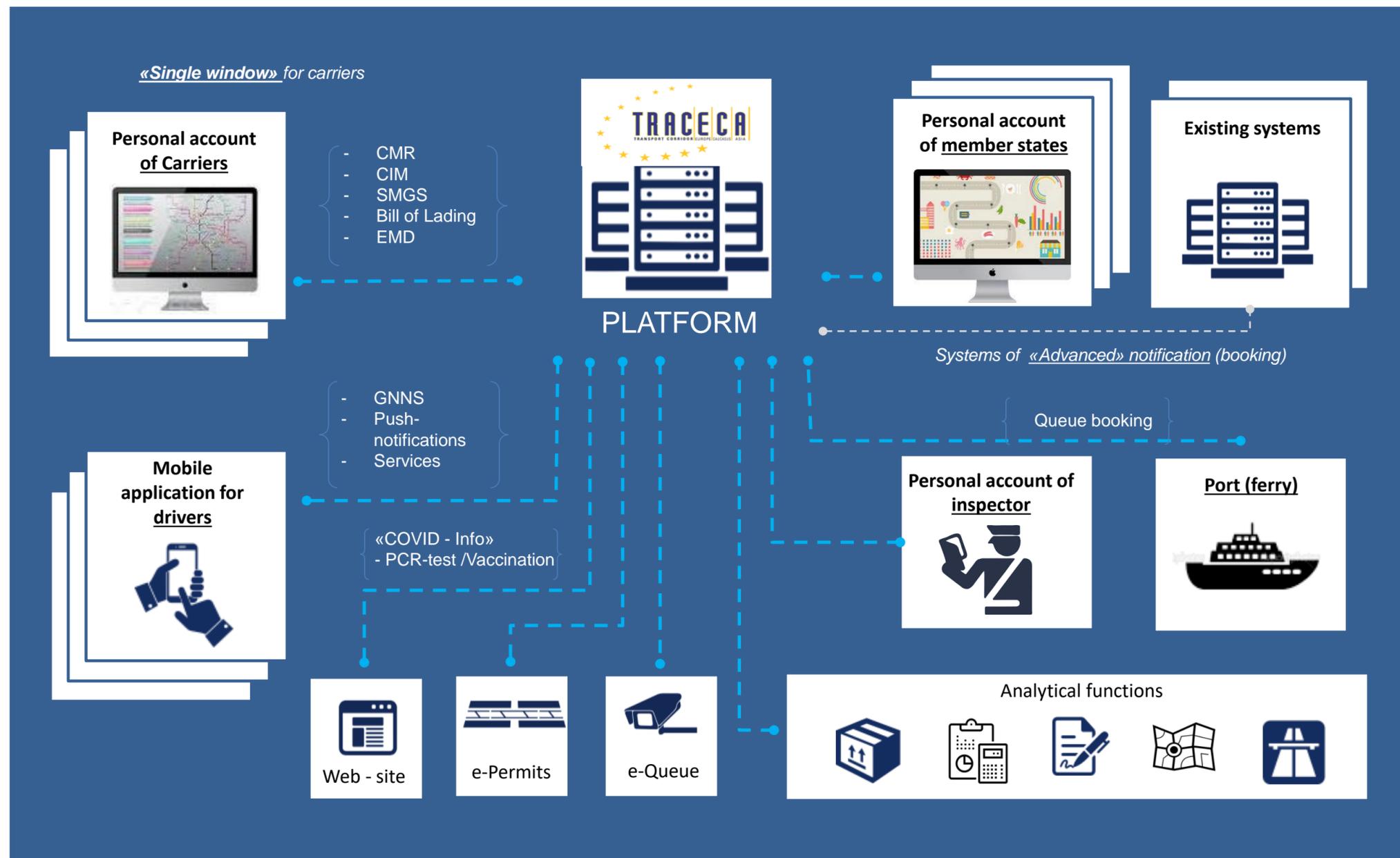
Logistics Processes and
Motorways of the Sea
TRACECA Land Transport
Safety and Security

Regional Transport Dialogue
and Networks Interoperability
Strengthening of Transport
Training Capacity

International Logistical
Centres
Development of Equipment
Certification Centres

Digitalization

Digital Concept will be the main guide to digitalization of the corridor in various modes of transport



MAIN AREAS

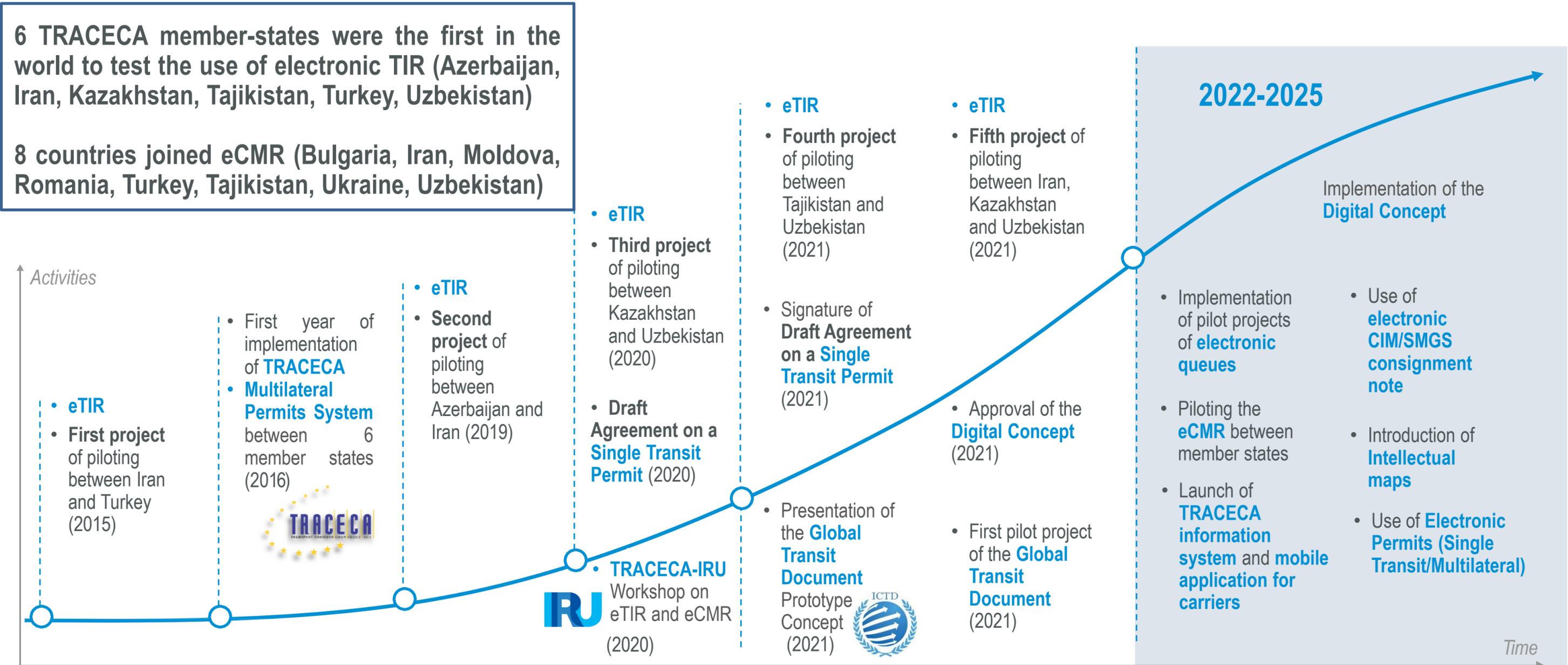
- Digitalization of Multilateral Permits System of TRACECA
- Implementation of Agreement on a Single Transit Permit of TRACECA
- Implementation of eTIR and eCMR
- Creation of TRACECA digital platform
- Introduction of Intellectual maps
- Digitalization of supply chains along the TRACECA routes

Last year, the Permanent Secretariat together with the International Center for Transport Diplomacy, the Intergovernmental Council of Road Administrations and the IBM Corporation, worked on the development of the Concept of the **Global Transit Document**.

Joint work continues on preparations for the first pilot application of the Global Transit, the results of which will be presented in 2022.

Digitalization of transport documents

Permanent Secretariat is currently working on initiatives aimed at introducing digital solutions on transport



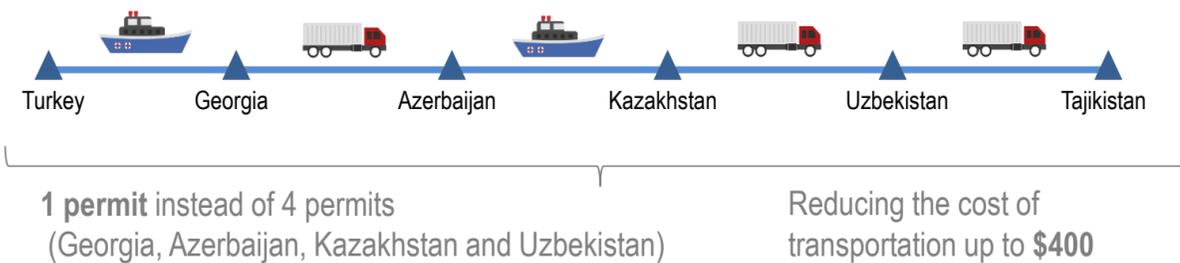
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SINGLE TRANSIT PERMIT

Sample of the application of a Single Transit Permit

Example— transit transportation among the TRACECA countries



Objective of the Agreement on a Single Transit Permit

- Reducing the number of permits for transit transportations;
- Reducing the cost of transportation;
- Simplification of the transport process between the TRACECA countries;
- Increasing the return loading when transporting cargo by ferry vessels;
- Optimization of procedures for obtaining a transit permit;
- Applications of digitalization elements;
- Exclusion of the application of paper permits;
- Growing interest of countries in acceding to TRACECA

MULTILATERAL PERMIT

- Applied since 2016
- Used in 6 countries: Armenia, Georgia, Moldova, Romania, Turkey, Ukraine
- Gives the right to carry out bilateral and transit transportations, as well as transportations to/from third countries



- The average percentage of use of multilateral permits among 5 countries is 97.8%, with the exception of Armenia, which did not use permit forms in 2020.

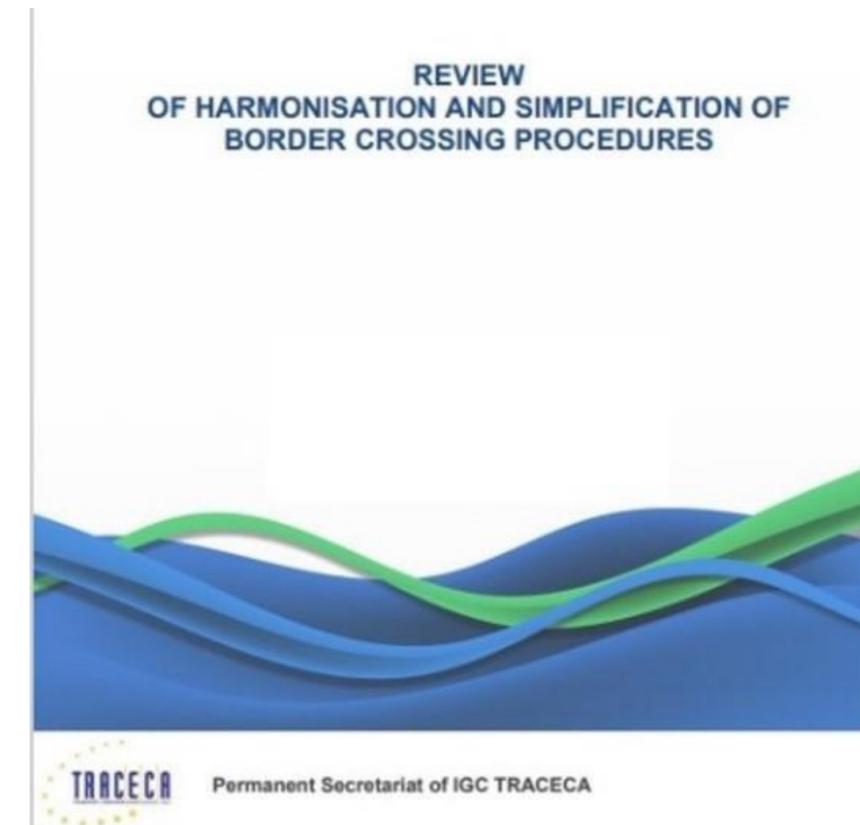
OTHER INITIATIVES

GLOBAL TRANSIT DOCUMENT

DIGITALIZATION OF MULTILATERAL PERMITS

ELECTRONIC QUEUES

ELECTRONIC CIM/SMGS



Global Transit Document

CHRONOLOGY OF WORK ON THE INITIATIVE

2020: The Concept of the Global Transit Document (GTrD)

2Q 2021: Presentation of the GTrD

2Q 2022: Implementation of pilot project using the GTrD

2023: Presentation of the results of the GTrD pilot application



GTrD PILOTING ROUTE

Tajikistan-Uzbekistan-Turkmenistan-Kazakhstan-Azerbaijan



GTrD will shift the focus from documents to data

- GTrD will provide a more efficient, predictable and secure exchange of information.
- Disparities and discrepancies in documentation will be alleviated providing huge savings in time and costs.
- Access to earlier, more complete, immutable data improves the effectiveness of targeting processes, facilitating legitimate trade, increasing compliance and improving Customs' efficiency.
- A customs authority can establish a connection in a few days, with a small team, rather than requiring its staff to first invest in becoming blockchain experts.

Institutional development and simplification of border crossing procedures

Methodology of Evaluating Checkpoints

This Methodology is aimed at evaluating the checkpoints located on the state borders of the TRACECA countries along the corridor routes. An annual assessment is planned. The first evaluation is scheduled for 2022.

Methodology for Identification of the Routes

The adoption of the document will simplify the mechanism of route formation as much as possible and increase the transparency of this process. It is especially important that this document will also become the basis for work within the framework of TRACECA initiatives, collection and processing of statistical data, border crossings and others, and will also allow regulating work on new routes, in case of expansion of the composition of the MLA Parties.

Draft Agreement on mutual recognition of the customs control results

The draft Agreement was sent to the TRACECA countries for coordination in 2021. The main purpose of the draft Agreement is to reduce the time spent when crossing borders.

TRACECA Model Agreement on the organization of joint border crossing points

Based on the world practice of establishing and operating joint checkpoints, a draft Model Agreement has been developed, which may be modified depending on the agreements of the TRACECA border countries., It was also sent for consideration by countries in 2021.

Electronic queues at checkpoints

In 2021, the Permanent Secretariat held meetings with potential partners of the project on the introduction of electronic queues on the routes of the TRACECA corridor. The possibility of implementing a pilot application between TRACECA countries is being worked out.

Draft Agreement on harmonization of the mass and dimensions requirements

The draft Agreement was sent to the TRACECA countries for coordination in 2021. At present, work is underway to finalize the draft, given the possible recognition of the international certificate of weighing of cargo vehicles. The main purpose of the draft Agreement is maximum harmonization of requirements.

Methodology of Evaluating Checkpoints

Methodology of Evaluating Checkpoints

Approved in October 2021.

Each checkpoint on the TRACECA routes will be evaluated individually on an annual basis.

The first results of the evaluation are expected at the end of the 2nd quarter of 2022.

Ratings by points:

=/> 90: excellent

75-89: good

60-74: satisfactory

</= 59: not satisfactory.

Example of the evaluation result for each checkpoint

BCP Port Baku (Azerbaijan)

Infrastructure (max 35): 28
 Information Technologies (24): 21
 Processes and Procedures (27): 23.5
 International Ratings (max 8): 3
 Opinion of carriers (max 7): expected
Total (max 100): 75.5

BCP Gogavan Armenia

Infrastructure (max 35): 17
 Information Technologies (24): 22
 Processes and Procedures (27): 17
 International Ratings (max 8): 5
 Opinion of carriers (max 7): Expected
Total (max 100): 61

BCP Kulma (Tajikistan)

Infrastructure (max 35): 16
 Information Technologies (24): 0
 Processes and Procedures (27): 11
 International Ratings (max 8): 3
 Opinion of carriers (max 7): Expected
Total (max 100): 30

Methodology covers 5 areas for evaluation

Infrastructure
 (11 directions,
 35 points)

Information technologies
 (8 directions,
 24 points)

Processes and procedures
 (12 directions,
 27 points)

Position in international ratings
 (2 directions,
 8 points)

Carriers' opinion
 (2 directions,
 7 points)

Information assistance to carriers

Hotline Concept has been prepared

Single number within TRACECA (auxiliary block)

National hotlines (main block)

Automated bots in social networks (additional block)

Bot has been developed in Telegram in test mode in Russian and English

Памятка по осуществлению перевозок крупногабаритных и тяжелых грузов
Азербайджанская Республика

Получение СПЕЦИАЛЬНОГО РАЗРЕШЕНИЯ

1. Направление документов в Государственное Агентство «Автомобильные Дороги Азербайджана»: 1. заявление; 2. схема проезда; 3. подтверждающие неделимость груза документы на yollarin.muhafize.xidmeti@mail.ru или по адресу: город Баку, Бинагадинский район, поселок Баладжары, ул. Натаван19F
2. Рассмотрение заявки и прилагаемых документов (в течение 5 рабочих дней после согласования с уполномоченными организациями и завершения иных требований)
3. Оплата перевозчиком дорожного налога и платежей за превышение габаритных и весовых норм.
4. Выдача специального разрешения

Для ознакомления с текстом Правил

Разрешение выдается:
- только для осуществления одной перевозки со сроком действия 30 календарных дней;
- многоразовое на определенный срок

Требования к перевозкам

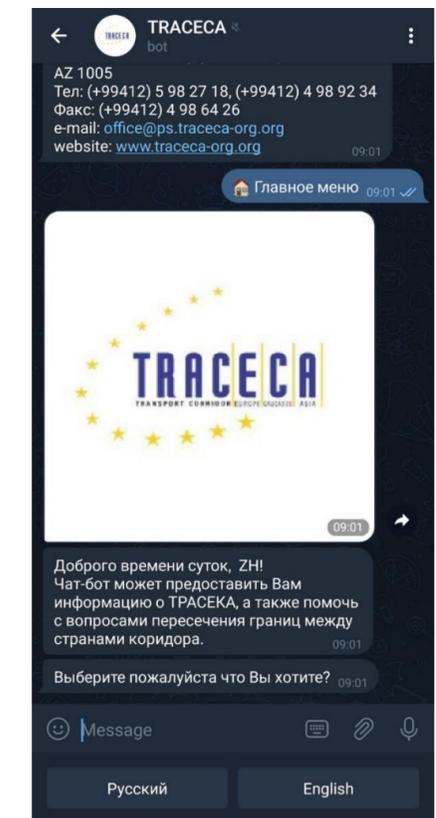
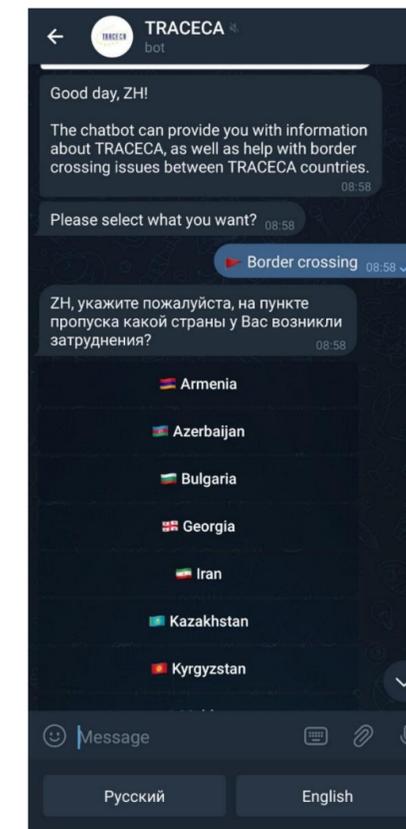
- Не допускается перевозка крупногабаритного и (или) большегрузного транспорта в неблагоприятных дорожно-климатических условиях и в случаях интенсивного движения
- Движение крупногабаритных и (или) большегрузных транспортных средств разрешается в периоды наименьшей интенсивности движения при определенных в Правилах условий
- Сопровождение негабаритных и (или) большегрузных автомобилей необходимо в случаях, предусмотренных в Правилах
- Для сопровождения крупногабаритных и (или) большегрузных автомобилей на дорогах общего пользования оплачивается плата за данную услугу
- Запрещается движение по дорогам общего пользования транспортных средств, не соответствующих указанным производителем техническим характеристикам
- Фактические габариты транспортных средств определяются специальными сертифицированными измерительными приборами и техническими средствами

Guides on obtaining special permits for the passage of heavy and large vehicles

The information is updated as data from TRACECA countries becomes available. Full versions of national regulations and the cost of services are available.

Work is underway to collect information on the cost of transit transportation by road through the territories of the corridor countries.

@Traceca_bot



Cost of road transportation along the TRACECA corridor routes is being assessed

Development of water transport

TRACECA Regional Action Strategy on Maritime Safety and Environmental Protection

1 Maritime Safety

2 Environmental Protection

3 Ensuring Safety at Sea

Paris MoU

Based on the Annual Report on the Implementation of the Paris MOU on Port State Control, **Turkey is on the “White List”, Azerbaijan, Iran, Kazakhstan and Ukraine are on the “Grey List”**

OSCE

In 2019, the OSCE launched the project **“Promotion of Green Ports and Connectivity in the Caspian Sea Region”**

The **TRACECA II Maritime Safety and Security** project was originally launched by the European Commission in 2013 with a duration of 3 years and builds on the results of 2 previous projects, SASEPOL (2009) and MONINFO (2011).

The TA project **“Assessment of needs for cargo handling equipment for the ports of the Caspian Sea”** was sent to the EC in 2020.

Further actions will be taken as part of the Action Plan for 2022-2026

Review on the evaluation and development of the concept of marine vessels for the Caspian Sea

The main goal is to develop maritime transport along the TRACECA corridor and reduce the cost of transportation.

As part of the study, it is planned:

- conducting a comparative analysis of the cost of transport of goods by sea in the Caspian and Black Seas, and preparing recommendations for reducing the cost of transportation and the business model of cargo shipping lines;
- conducting an analysis of the current fleet of the TRACECA countries and identifying bottlenecks and factors hindering the development of maritime transport;
- development of a feasibility study, including the conceptual design of vessels' structures for maritime transport in the Caspian Sea and the adaptation of terminals;
- development of a feasibility study with the rationale for the optimal parameters of ferries for sea transportation in the Black Sea, taking into account the cargo flow within TRACECA

The project was launched in December 2021, its **completion is expected in the 2nd quarter of 2022**, after which the outcomes will be submitted to the TRACECA countries for consideration.

Development of container transport

In 2030, the maximum estimated volume will be 760 thousand TEU containers or 9 thousand container trains

Concept for the development of container transport in the TRACECA corridor countries up to 2030

This document describes the trends in trade relations between the countries of the TRACECA corridor, the forecast of foreign trade of the countries of Europe and Asia for the last 20 years (75 countries were selected), “bottlenecks” and recommendations for their elimination.

To achieve these indicators, the activities of the Permanent Secretariat will focus on removing technical barriers and determining competitive tariffs for container transport along the TRACECA routes.

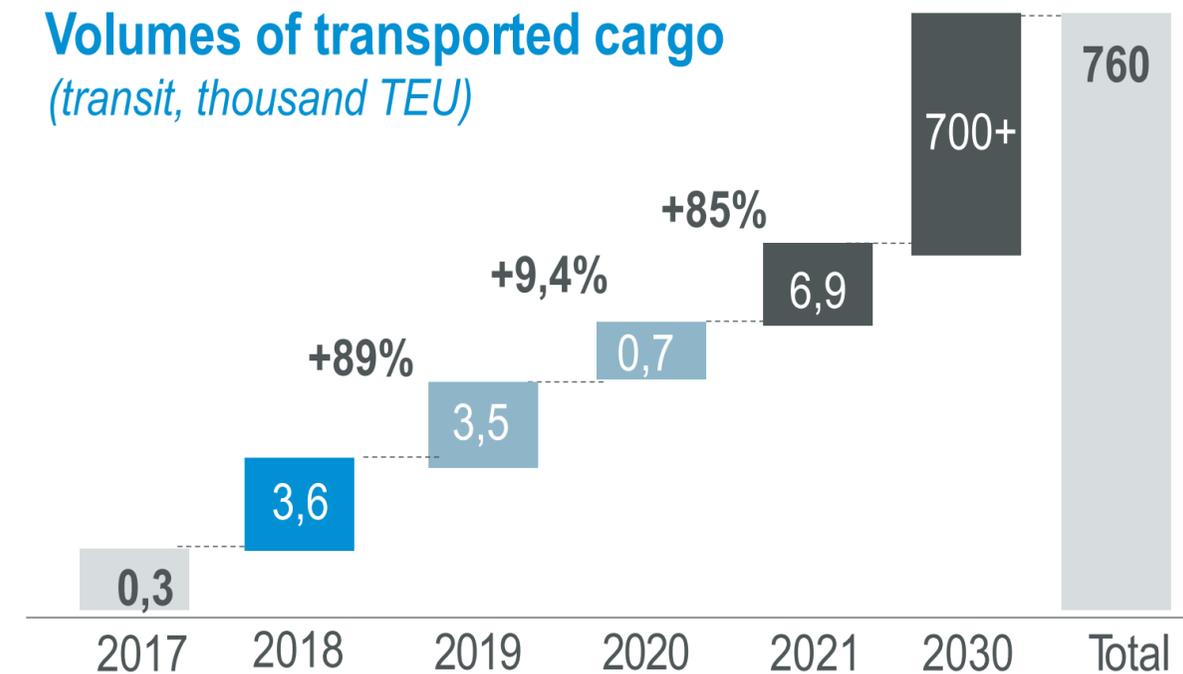
Cooperation with UIC

Involvement in Study on Silk Road Middle and Southern Corridors/TRACECA routes (conducted by UIC and Roland Berger) - identification of bottlenecks and needs for action

Development of common approaches to determining competitive pricing for the transport of goods by railway lines within TRACECA



Volumes of transported cargo (transit, thousand TEU)

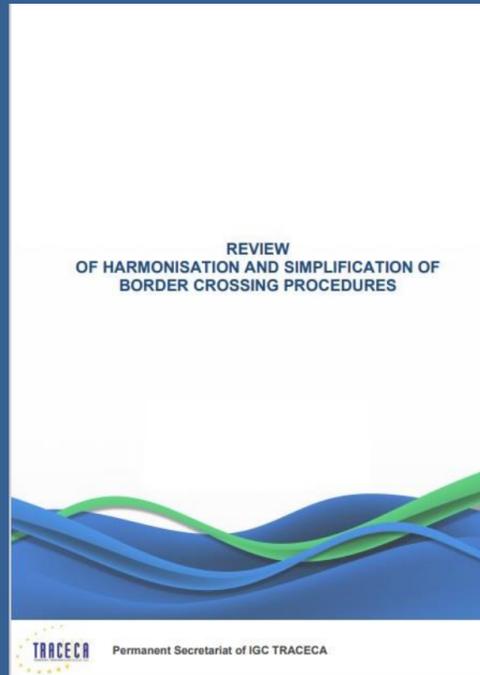


TRACECA + TEN-T

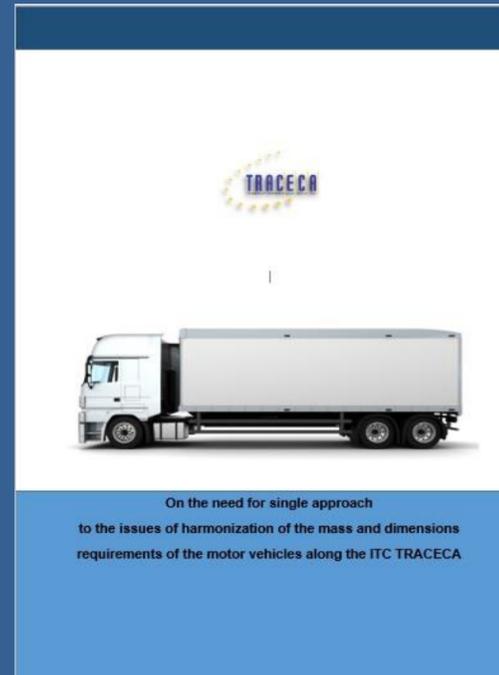
Joint and coordinated actions significantly contribute to the further development of container transport, which will facilitate the use of new technologies and digital solutions and allow more efficient use of infrastructure, reducing the impact of transport on the environment, which is fully in line with the objectives of the TEN-T

Reviews and Analysis

Harmonization of transport legislation in TRACECA countries



Review of harmonization and simplification of border crossing procedures



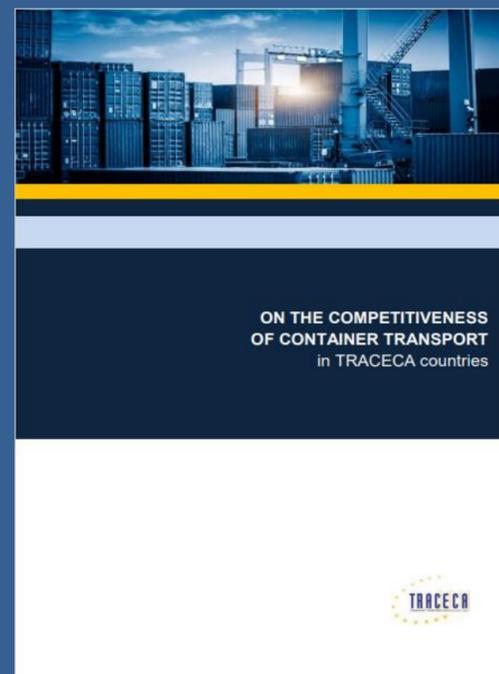
On the need for single approach to the issues of harmonization of the mass and dimensions requirements of the motor vehicles along the ITC TRACECA



Analysis of the applied tariffs in the field of maritime in MLA member states and recommendations on the elaboration of harmonized tariff policy on the Caspian and Black Seas



Permit Systems and their impact on the development of international road traffic



On the competitiveness of container transport on TRACECA countries



Research and Comparative analysis of maritime legislation



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