


# Poti to Baku and Turkmenbashy Transport Route

UNECE Euro-Asian Transport Route  
Meeting

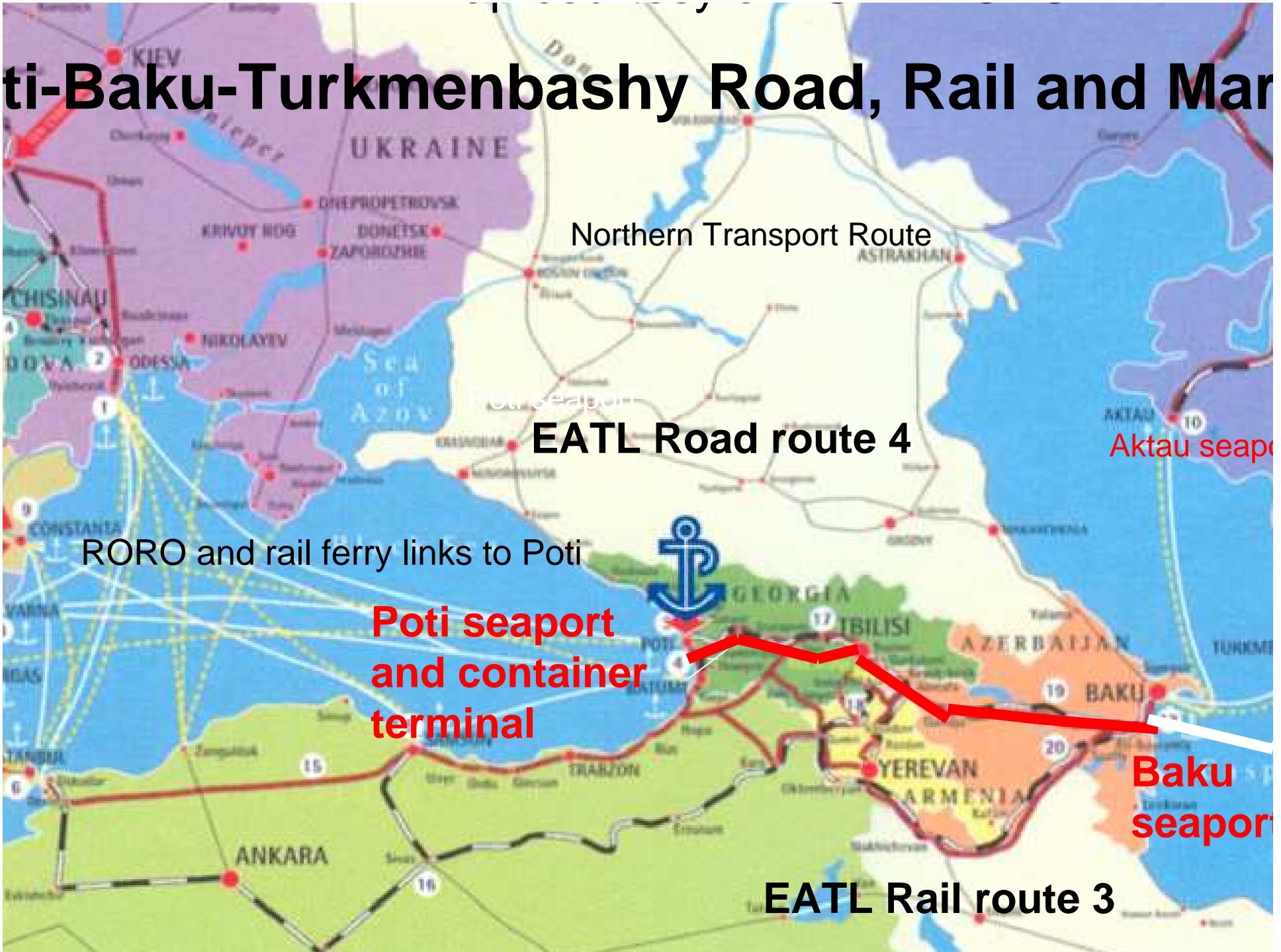
Turkmenbashy, 7-8 December 2010



# Introduction

- Georgia part of EATL routes including Poti seaport
- Azerbaijan part of EATL routes including Baku seaport
- Turkmenbashy seaport
- Conclusions and Recommendations

# Poti-Baku-Turkmenbashy Road, Rail and Marine



# Georgia part of EATL route

## Poti port and container terminal

- Privately owned by RAK from the UAE
- New berth with 2 new cranes built
- Handling RORO and rail ferry cargo and feeder container vessels from Black Sea ports
- Handling NATO and ISAF containers for transit to Afghanistan via Aktau
- Free Industrial Zone started
- Rail and road links to Tbilisi

# Georgia part of EATL route

## Poti port and container terminal

- Interconnectivity in Poti seaport not optimised because when vessels unloaded wagons moved to shipping line terminals and then back to the port rail station for train set formation
- One container not allowed loading on double container rail platform; must have 2
- De-stuffing containerised goods into wooden box rail wagons for onward transport; adds cost

# Georgia part of EATL route

## EATL Road Route 4 (1)

- Average truck road speed 48 kph for over 840 kilometres to Baku from Poti
- Journey duration from Poti to Baku over 17 hours
- Some dual carriageway but mostly single lane
- Mountain roads slows traffic giving congestion and safety hazard and CO2 emission problem
- Donor investment: JICA, World Bank and ADB will help improve truck transit time reducing 3 day Georgia crossing

# Georgia part of EATL route

## EATL Road route 4 (2)

- Turkey-Georgia Sarpi BCP entry for trucks to Batumi to Tbilisi road heavily used by Turkish trucks: more than 100 average per day each impacting on road surface
- Trucks carry cargo for Baku, Armenia and Kazakhstan mainly for oil industry projects
- Cargo type: oil and gas industry equipment and materials, construction materials and 2<sup>nd</sup> hand cars and other cargo
- Road tunnel renovation results in trucks taking mountain bypass road with inevitable impact increasing fuel consumption and extra time and wear and tear on vehicles plus extra CO<sub>2</sub>

# Georgia part of EATL route

## EATL Rail Route 3

- Average train speed 45 kph
- Old track being replaced with new sleepers starting with Tbilisi bypass
- Mixed train set operations: containers on platforms, wooden closed box wagons and fuel cisterns
- Rail access in Poti port and mainly single track to Tbilisi rail yard to the Azerbaijan border and to Baku
- Rail bypasses road congestion and traverses mountains between Poti and Tbilisi



# Georgia part of EATL route

## EATL Rail Route 3 (1)

- 80% of rail single track in mountainous area and gradients some reaching up to 4.9% need improving and some 247 kms of rail track have curves with less than 300m
- Georgian Railway (GR) State organization passenger and freight operations not separate
- GR asks for several days advance notice of platform bookings and no platforms on demand
- GR not able to guarantee availability of wagons belonging to Central Asian state railways and gives rail tariff rates only on GR wagons and platforms

# Georgia part of EATL route

## EATL Rail Route 3 (1)

- Port berth availability not predictable so operators cannot book wagons with predictability
- No immediate available information about container lifting equipment at rail yards
- No container block trains except NATO cargo destined for Afghanistan
- Georgia Railway laws different from Azerbaijan so connectivity and cooperation challenge

# Georgian BCP and Customs

## Investing in new BCP

- Georgia building new BCP at Sarpi with Turkey with 15 lanes each with a primary inspection booth
- Secondary inspection carried out about 2 kilometres from BCP including X-Ray scanning



PHOTO 1: Turkey-Georgia Border Crossing Point new building design on Georgia side with 15 primary inspection lanes each with a booth ready May 2011

# Georgian BCP and Customs

## Good procedure progress

- Physical cargo inspection reduced to 15%
- 85% clearance within about 2 hours
- Customs use Risk Management, but
- Reports about 100% X-Ray scanning import, export and transit trucks



Photo 2: Trucks on Georgia mountain road from Poti to Tbilisi October 2010 causing congestion and CO2 problems

# Azerbaijan part

## EATL route 3 and 4 (1)

- Baku seaport has a RO RO loading and unloading berth using stern quarter ramp;
- Two rail ferry terminals connected with rail network;
- Container handling using reach stackers;
- CASPAR State Shipping Line is the only ferry operator serving Baku
- About 500 NATO containers use this route

# Azerbaijan part

## EATL route 3 and 4 (2)

- About 40% rail track needs replacing
- About 60% of rail locos 30 years old
- Box car wagon fleet needs modernising
- Train weights reduced to 2,800T instead of 3,500T
- Double electrified rail track
- Rail track modernisation will increase train speed reducing transit time from 14-16 hours to 7-8 hours

# Azerbaijan part

## EATL route 3 and 4 (3)

- Train set capacity will increase from 45 trains to 60 trains each day
- Rail border crossing point takes about 3 hours on each side
- Cargo type include crude oil, grain and aluminium from Tajikistan to Poti
- Containers come back empty from Poti
- Partial shipment clearance challenging

# Azerbaijan part

## EATL route 3 and 4 (4)

- No container block train owing to two separate State rail companies owing to high transit costs and rail tariffs
- POLZUG block train never happened
- Freight forwarders choose to use other routes: northern and southern routes
- Estimated loss of traffic about 300,000T
- No unified information system so no tracking and no service predictability



# Azerbaijan part

## EATL route 3 and 4 (5)

- New seaport Alyat 70 kilometres south of Baku to get built costing US\$16.2 million with 30 million ton cargo throughput ability
- Road network getting modernised
- Red Bridge rehabilitated
- CASPAR wants to buy two new ferries able to carry 52 wagons instead of the current 28 wagon capacity ferry vessels

# Azerbaijan part

## EATL route 3 and 4 (6)

- ADB CAREC action plan includes reducing border crossing times by 50% by 2012 and an extra 37% by 2017 compared with 2007
- ADB CAREC, EBRD and World Bank railway investment at US\$1.8 billion
- Rail freight train delays at border crossing point about 8 hours
- National Single Window project started

# Azerbaijan part

## EATL route 3 and 4 (7)

- Baku seaport has unscheduled ferry and RO RO services with truck waiting delays of 3 to 4 days and sometimes 5 days
- Freight forwarders (clients) prefer using the Baku to Turkmenbashy route compared with the Baku to Aktau route
- Getting visas for Turkmenbashy challenge

# Turkmenistan part EATL route 3 and 4 (1)

- 270 kilometres from Baku
- Turkmenbashy seaport 22 kilometres from coast
- 140-200m wide one way vessel channel access with a draught of 5.1m
- Ferries do not use the channel during windy sea conditions
- Lighting buoy control system needs modernising so no night vessel moves

# Turkmenistan part

## EATL route 3 and 4 (2)

- Turkmenbashy seaport has a 1963 built double railway cargo ramp ferry terminal used to handle wagons and trucks
- Landward ramp repaired using EBRD loan
- Seaward ramp with World Bank help
- Near by rail marshalling yard in poor condition with some tracks not used
- Electric cable flooded and not repaired so track points operated manually

# Turkmenistan part

## EATL route 3 and 4 (3)

- Port equipment includes 11 cranes but no gantry container lifting crane which for the near future might not need
- Rail marshalling yard has cranes with limited lifting ability of only 5 tons
- Import and export containers which need lifting from trucks must go to private yard operators with better lifting cranes onto rail platforms

# Turkmenistan part

## EATL route 3 and 4 (4)

- Baku – Turkmenbashy route represents about 96% of the Caspian Sea business for CASPAR State Shipping line
- Post waiting times are not predictable because empty rail wagons do not get delivered on time to the port so the ferry and RO RO wait until they are full resulting in truck waiting times of between 3 to 5 days

# Turkmenistan part

## EATL route 3 and 4 (5)

- New Turkmenbashy port master plan carried out by a Korean engineering company
- Planned new container terminal
- Planned new logistics centre
- 100% Customs physical inspection
- Need for trade facilitation public and private partnership
- Need for Port Community System (PCS)



# Thank You

## Questions Please