



**Economic Cooperation Organization**

# **A brief introduction to ECO Activities in the field of Transport**

*Presented by Mr. Altaf Asghar, Deputy Secretary General,  
ECO Secretariat, at 10th session of the Group of Experts on Euro-Asian Transport Links  
(EATL), Geneva, 27-28 May 2014*

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# Introduction

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# ECO Cooperation Organization

An intergovernmental organization with ten member countries namely: Afghanistan, Azerbaijan, Iran, Kazakhstan, Kyrgyzstan, Pakistan, Tajikistan, Turkey, Turkmenistan, Uzbekistan

## Objectives

- Promote regional economic, technical and cultural cooperation
- Encourages sustainable economic development
- Undertakes progressive removal of trade barriers and promotion of intraregional trade
- Integration of the economies with the world economy
- Develops transport and communications infrastructure linking the Member States with each other and with the outside world
- Encourages economic liberalization and privatization
- Mobilizes and utilizes ECO region's material resources
- Effectively utilizes the agricultural and industrial potentials
- Undertakes regional cooperation for drug abuse control
- Encourages cooperation for ecological and environmental protection
- Strengthens historical and cultural ties among the peoples of the ECO region
- Cooperates with regional and international organizations

# ECO Strategy in Transport

❖ Facilitation of transportation and transit of goods and passengers within the ECO region through short, medium and long term measures:

(i) Short-term measures:

- Optimum use of the present road and railway networks;
- Preparation of a comprehensive regional transit framework (e.g. document facilitating customs formalities, standardization of road signs etc);

(ii) Medium-term measures:

- Up-gradation of the existing transport infrastructure;

(iii) Long-term measures:

- Development of new and modern transport infrastructure.

Improvement and development of air link between major cities and sea link between major ports.

❖ Development of multimodal transport framework for the ECO region.

❖ Exchange of experiences and techniques in the fields of planning, operation, management, safety and manpower development.

❖ Maximum utilization of the existing potentials and capabilities of the Member States.

# Regional Information

Area	8 million square kilometers, 18.4 % of Asia and 5.3% of total world
Population	More than 433 million population (2011) , 6.2% of total world population
Road transport network	About 800,000 kilometers asphalt roads
Railway transport network	52,210 km (2009)
Registered vehicles	More than 50 million vehicles

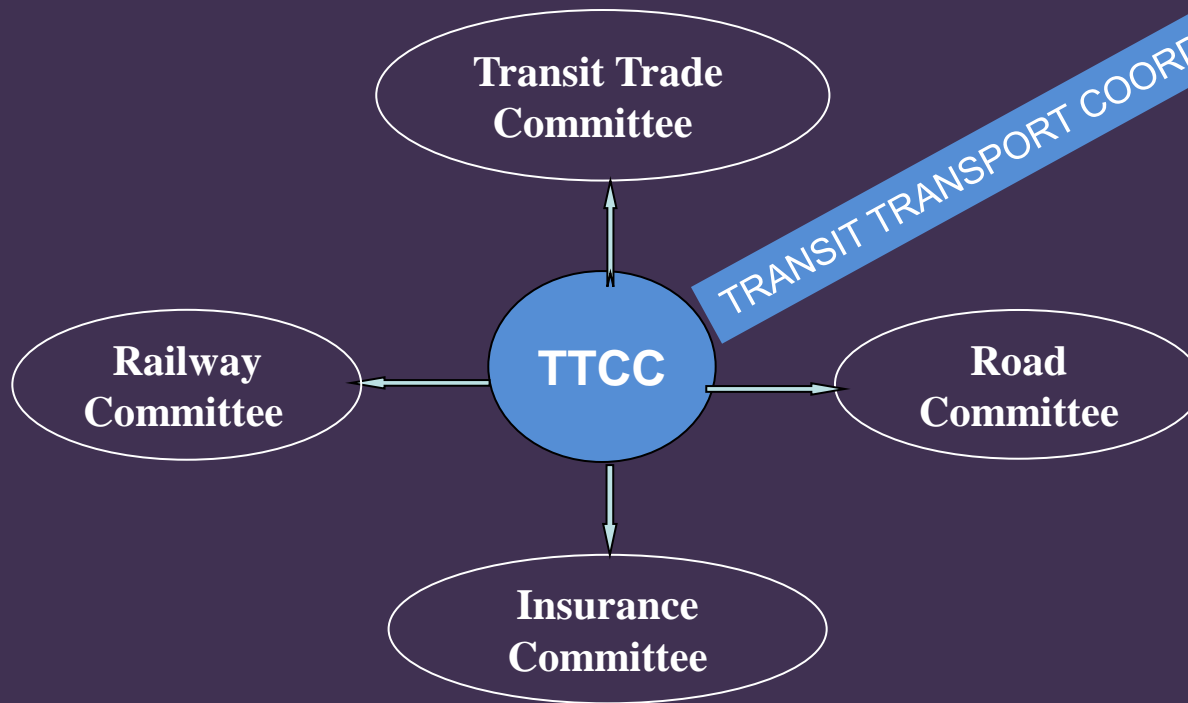
# ECO Transit Transport Framework Agreement (TTFA)

*TTFA is in force since 2006 with the ratification of the Parliaments of eight Member States, including Afghanistan, Azerbaijan, Iran, Kazakhstan, Kyrgyz Republic, Pakistan, Tajikistan, and Turkey*

## **Objectives**

- **Facilitation of movement of goods and passengers**
- **Ensuring the safety of goods and passengers and avoiding unnecessary delays during the transit traffic**
- **Cooperation and coordination of the efforts to avoid the incidence of customs frauds and tax evasion**
- **Harmonizing necessary administrative affairs dealing with transit traffic**

*A special mechanism and a FUND has been established to coordinate, support and monitor the implementation of the TTFA*







# **Regional Studies/Regional Plans**

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# Regional Studies/Regional Plans

### ECO Rail Network Development Plan

- Defines five ECO Rail Transport Corridors
- Identifies regionally important infrastructure projects along the ECO Transport Corridors.
- Develops an Investment Plan for the priority projects.

**Approved by the member states**

### ECO Road Network Development Plan

- Defines five ECO Road Transport Corridors.
- Identifies regionally important infrastructure projects along the ECO Road Transport Corridors.
- Develops an Investment Plan for the priority projects.

**Approved by the member states**

### Motor Vehicle Third Party Liability Insurance in the ECO Region

- Analyzes the status of Third Party Motor Vehicle Liability Insurance in the ECO Member States
- provides the required documentation for Establishment of a regional scheme for Motor Vehicle Third Party Liability Insurance in the ECO Member States (the ECO White Card Scheme)**

**Approved by the member states**

# ECO Rail Transport Network Development Investment Plan

ALL RAIL PROJECTS							
Country	Total Cost mn\$	PRIORITY CATEGORY					% Funding Secured
		I	II	III	IV	COMPLETED	
Afghanistan	250	130	0	0	120	0	52%
Azerbaijan	0	0	0	0	0	0	0%
Iran	7596	5250	2346	0	0	0	69%
Kazakhstan	2282	2042	0	0	240	0	89%
Kyrgyzstan	2000	0	2000	0	0	0	0%
Pakistan	12831	0	10034	2796	0	0	0%
Tajikistan	3120	0	3120	0	0	0	0%
Turkey	15319	9067	5836	416	0	0	59%
<b>Total</b>	<b>43398</b>	<b>16489</b>	<b>23336</b>	<b>3212</b>	<b>360</b>	<b>0</b>	<b>38%</b>

A total of 40 rail infrastructure projects along a total length of approximately 12,298 km of railway lines, were proposed in the study and should be included in the ECO Priority Railway Network Development Plan. The implementation of the proposed priority ECO network as a whole will require the approximate sum of \$43,4 billion, out of which approximately 38% has been secured.

# ECO Road Transport Network Development Investment Plan

ALL ROAD PROJECTS							
Country	Total Cost mn\$	PRIORITY CATEGORY					% Funding Secured
		I	II	III	IV	COMPLETED	
Afghanistan							
Azerbaijan							
Iran	417	386	31				93%
Kazakhstan	10109	3081	7028				30%
Kyrgyzstan	290	83	0			207	100%
Pakistan	8598	6119	1054		1341	84	72%
Tajikistan	829	119	120			90	64%
Turkey	1547	15	1482		50		1%
<b>Total</b>	<b>21290</b>	<b>9803</b>	<b>9714</b>	<b>0</b>	<b>1391</b>	<b>381</b>	<b>48%</b>

A total of 47 road infrastructure projects along a total length of approximately 11,453 km of road network, were proposed in the study and should be included in the ECO Priority Road Network Development Plan. The implementation of the proposed priority ECO network as a whole will require the approximate sum of \$21,29 billion, out of which approximately 48% has been secured.



# Rail Regime in the region

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# Accession to Conventions

*The ECO has an active role in promoting and facilitating the accession of its member states to important international conventions and agreements especially in the field of rail transport , in close cooperation with the relevant international organizations*

Country	Treaty on International Rail Goods Transport (SMGS), OSJD Member	Convention on International Railway Transport (COTIF)
Afghanistan		
Azerbaijan	*	
I.R. Iran	*	*
Kazakhstan	*	
Kyrgyzstan	*	
Pakistan		*
Tajikistan	*	
Turkey		*
Turkmenistan	*	
Uzbekistan	*	

- ❑ The Pakistan's accession to COTIF is successfully completed, in close coordination with ECO/OTIF
- ❑ The Republic of Azerbaijan's accession to COTIF is in final stages.



## ECO Railway Routes

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# ECO Railway Routes

1. The ECO Container Train on Islamabad-Tehran-Istanbul (ITI) Route
2. The ECO Container Train on Istanbul-Almaty Route
3. The ECO Container Train on Bandar Abbas-Almaty Route
4. Construction of Railway between Kazakhstan, Turkmenistan, and Iran (Uzen-Barakat-Gorgan)
5. Qazvin-Rasht-Astara (Iran)-Astara (Azerbaijan) Railway Project
6. Railway connecting China and Europe via Kyrgyz-Tajikistan-Afghanistan-Iran-Turkey



# ITI Container Train

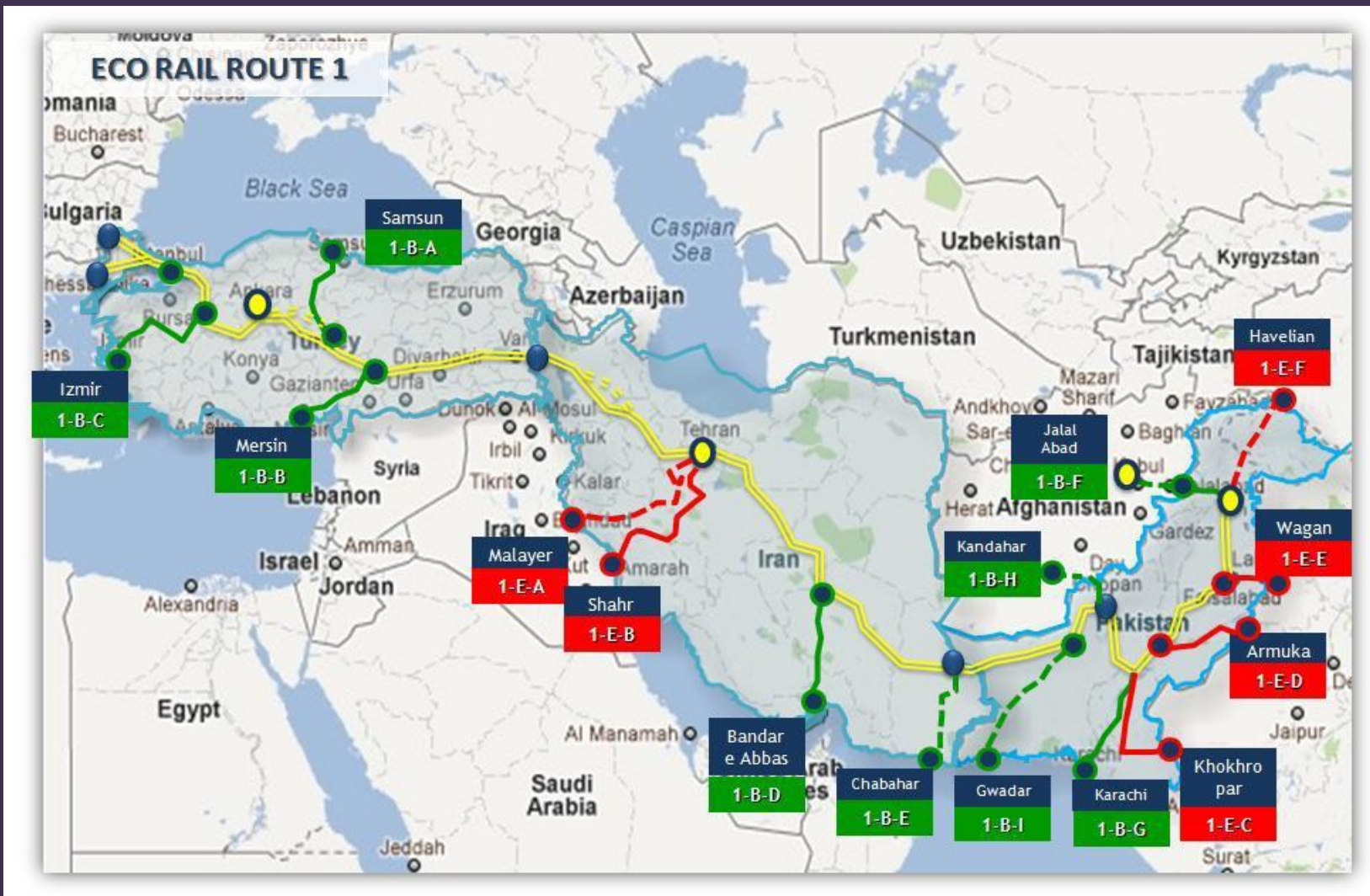
## East West Corridor



The ECO Container Train on Islamabad-Tehran-Istanbul Route (6543 km) has begun its scheduled and regular operation on 2 August 2010. Its operation is being coordinated by a High Level Working Group of the enroute member states.

# ITI Container Train

## East West Corridor



So far 29 operations have been executed along this route successfully.

# ITI unified tariff

Unit: Euro

Tariffs rates

Country	Total distance (km)	Tariff for loaded container				Tariff for empty container			
		For 20 ft		For 40 ft		For 20 ft		For 40 ft	
		Per km	Total	Per km	Total	Per km	Total	Per km	Total
Iran	2603	0.22	572	0.28	728.8	0.11	286.3	0.14	364.4
Pakistan	1990	0.22	437.8	0.27	537.3	0.11	218.9	0.16	318.4
Turkey	1850*	0.22	407	0.28	518	0.11	204	0.14	259
<b>Total</b>	<b>6443</b>		<b>1416.8</b>		<b>1784.1</b>		<b>709.2</b>		<b>941.8</b>

\* Total distance between Kapikoy to Kosekoy

# PAKISTAN

Time schedule

Islamabad-Zahedan			Zahedan-Islamabad		
Station name	Arrival	Departure	Station name	Arrival	Departure
Islamabad		16:00	Zahedan		04:00
Rawalpindi	17:00	19:00	Mirjaveh	07:45	08:45
Jhelum		24:00	Boundary Pillar 72	09:00	11:00
Lalamusa	01:30	02:30	Koh-i-Taftan	12:15	14:15
Wazirabad	04:00	04:05	Nokundi	16:45	17:00
Lahore	10:00	23:00	Dalbandin	20:45	21:00
Sahiwal		08:00	Ahmedwal	01:30	18:00
Khanewal	15:00	16:00	Kishingi	*	08:00
Lodhran		20:00	Spezand	16:10	16:15
Samasatta	21:55	22:55	Kolpur	17:00	**
Khanpur		05:00	Abigum	19:00	***
Rohri	13:00	15:00	Sibi	17:00	05:00
Habibkot		16:45	Jacobabad	09:50	10:00
Jacobabad	21:00	08:00	Habib Kot		11:30
Sibi	18:00	08:00	Rohri	13:00	14:30
Abigum	13:20	13:30	Khanpur		20:30
Mach	14:45	14:55	Samasatta	23:45	01:00
Kolpur	17:00	08:00	Lodhran	-	02:30
Spezand	08:45	08:50	Khanewal	06:30	07:30
Kishingi	15:25	15:30	Sahiwal	10:50	11:45
Ahmedwal	18:15	08:00	Lahore	19:00	23:00
Dalbandin	15:30	15:45	Wazirabad	02:30	02:35
Nokundi	23:30	23:45	Lalamusa	04:45	07:45
Koh-i-Taftan	08:00	10:00	Jhelum	-	10:05
Boundary Pillar 72	11:00	13:00	Rawalpindi	14:30	17:00
Mirjaveh	14:00	15:00	Islamabad	18:00	
Zahedan	16:00				
<b>Total journey time</b>	<b>192:00 hours</b>		<b>Total journey time</b>	<b>182:00 hours</b>	

\*Train will run in three portions between Ahmedwal-Kishingi.

\*\* Train will run in six portions between KLR-ABG and will worked with two locomotives.

\*\*\* Train will run in three portions between ABG-SIB with two locomotives.

# IRAN

Time schedule

Razi-Mirjaveh			Mirjaveh-Razi		
Station name	Arrival	Departure	Station name	Arrival	Departure
Kapikoy		a:08:45	Zahedan		a:04:00
Razi	09:00	12:00	Bam	13:30	14:00
Tabriz	16:30	18:30	Kerman	19:00	21:00
Maragheh	21:30	22:10	Bafq	b:02:00	04:00
Miyaneh	b: 02:30	03:45	Yazd	08:30	10:30
Zanjan	06:45	07:30	Kashan	21:00	21:30
Qazvin	12:00	12:30	Mohammadiyah	c:00:50	00:50
Aprin	15:30	18:30	Aprin	05:00	07:00
Mohammadiyah	22:25	22:25	Qazvin	11:30	12:30
Kashan	c: 03:30	04:40	Zanjan	17:30	18:30
Yazd	16:50	18:20	Miyaneh	22:30	23:50
Bafq	22:30	d: 00:30	Maragheh	d: 06:00	07:00
Kerman	06:00	07:00	Tabriz	11:00	13:00
Bam	13:00	14:00	Razi	18:00	18:00
Zahedan	23:00		Kapikoy	18:15	
<b>Total Journey Time</b>	<b>86:15:00</b>		<b>Total Journey Time</b>	<b>86:15:00</b>	

# TURKEY

Time schedule

Kapikoy-Kosekoy			Kosekoy-Kapikoy		
Station name	Arrival	Departure	Station name	Arrival	Departure
Kapikoy	18:15	19:00	Kosekoy		13:08
Van (Wharf)	21:24	Ferry	Eskishehir	17:43	18:33
Tatvan Gar	Ferry	09:10	Marshandiz	22:50	23:30
Elazig	17:25	18:00	Ankara	23:41	23:43
Malatya	21:05	21:50	Kayseri	10:45	11:01
Bostankaya	05:04	05:10	Bostankaya	16:35	16:51
Kayseri	09:54	10:30	Malatya	23:43	00:14
Ankara	21:20	21:22	Elazig	03:10	03:39
Marshandiz	21:33	22:10	Tatvan Gar	12:21	Ferry
Eskishehir	02:18	02:48	Van (Wharf)	Ferry	02:57
Kosekoy	07:08		Kapikoy	05:56	08:45
Total Journey Time from Kapikoy to Kosekoy	<b>60:53:00</b>		Total Journey Time from Kosekoy to Kapikoy	<b>67:37:00</b>	



# The ECO Container Train on Istanbul-Almaty Route

ECO Corridor



**This route is the most direct and feasible transport route which can facilitate East-Asian trade with Europe through Central and West Asia. Total distance of route is 5626 km.**

# The ECO Container Trains on Istanbul-Almaty Route

Unit: US\$

Country	Total distance (km)	Tariff for loaded container		Tariff for empty container	
		For 20 ft	For 40 ft	For 20 ft	For 40 ft
Turkey (Kosekoy-Kapikoy)	1850	802	1205	573	716
Iran	1619	462	770	278	462
Turkmenistan*	469	882	1599.04		
Uzbekistan	732	608	1048		
Kazakhstan	956	397.14	660.85	213.7	355.62
<b>Total</b>	<b>5626</b>	<b>3151.14</b>	<b>5282.9</b>		

\* This freight tariff includes all extra charges and return operation of empty containers for the 3<sup>rd</sup> quarter of 2013 .



# The ECO Container Trains on Istanbul-Almaty Route

Time table

Almaty-Istanbul			station	Istanbul-Almaty		
Arrival	Stopovers (minutes)	Departure		Arrival	Stopovers (minutes)	Departure
<b>Kazakhstan</b>						
12:30	68	13:38	Almaty-	8:46	81	10:17
17:59	39	18:38	Otar	4:09	37	4:43
21:54	34	22:28	Shu	23:05	36	23:41
3:03	40	3:43	Taraz	18:16	40	16-10
6:04	42	6:46	Tulkubas	12-13	60	18:56
-	-	8:30	Shymkent	-	-	13:19
10:13	47	11:00	Arys	11:10	33	11:43
13:26	180	16:26	Sary-Agash	5:39	180	8:39
26 hours & 48 min						
<b>Uzbekistan</b>						
16:55	180	19:55	Sary-Agash (Kazakhstan)	8:12	180	11:12
21:15	60	22:15	Uzbekistan	5:54	60	6:54
0:27	95	2:02	Khavast	1:17	124	3:22
7:41	139	10:00	Marokand	16:20	142	18:42
16:10	98	17:48	Bukhara	8:26	113	10:19
19:45	175	22:40	Khodjadavlet	4:50	105	6:35
23:05	180	2:15	Farap (Turkmenistan)	1:20	180	4:20
33 hours & 39 min				42 hours & 41 min		
<b>Turkmenistan</b>						
16:10	180	19:10	Farap	13:30	180	16:30
19:50	90	21:20	Turkmenabat-2	11:00	110	12:50
03:15	90	04:45	Mary	02:30	90	04:00
11:00	720	23:00	Sarakhs (TRK)	08:00	720	20:00
44 hours & 45 min				55 hrs & 10 min		

# The ECO Container Trains on Istanbul-Almaty Route

Time table

Almaty-Istanbul			station	Istanbul-Almaty		
Arrival	Stopovers (minutes)	Departure		Arrival	Stopovers (minutes)	Departure
<b>Iran</b>						
		23:00	Sarakhs	08:30		
02:00	60	03:00	Motakhari	05:15	30	05:45
07:45	75	09:00	Negab	23:15	135	01:30
14:45	125	16:50	Shahrud	11:30	105	13:15
20:20	60	21:20	Semnan	04:30	90	06:00
00:00	0	00:00	Garmsar	02:00	30	02:30
02:40	180	05:40	Aprin	22:30	90	00:00
09:20	90	10:50	Qazvin	17:00	120	19:00
14:10	60	15:10	Zanjan	12:00	45	12:45
18:10	90	19:40	Miyaneh	07:00	120	09:00
01:30	150	04:40	Maragheh	00:00	60	01:00
08:40	150	11:10	Tabriz	19:30	120	21:30
15:40			Razi			15:00
64 hours						
<b>Turkey *</b>						
		03:05	Razi	11:32		
03:19	221	07:00	Kapikoy	09:18	120	11:18
09:41	39	10:20	Van	05:35	29	06:05
10:50	80	12:10	Tatvan	07:14	21	07:35
Ferry				Ferry		
06:10	165	06:55	Malatya	06:02	203	09:25
23:10	176	02:10	Kaiseri	12:15	224	10:00
14:11	199	17:30	Ankara	20:42	173	23:35
23:26	194	02:40	Eskishehir	11:43	142	14:05
11:45			Haydarpasha			03:55
82 hours & 36 min				92 hours & 40 min		

\* Turkey has recently provided its revised time table for this train which was circulated among the enroute Member States accordingly.



# The ECO Container Train on Bandar Abbas-Almaty Route

ECO Corridor



The first demonstration run of the ECO Container Train on Bandar Abbas-Almaty Route (3710 km) was organized on 17 October 2011 from Bandar Abbas.

# The ECO Container Train on Bandar Abbas-Almaty Route

## Tariffs

Country	Total distance (km)	Tariff for loaded container		Tariff for empty container	
		For 20 ft	For 40 ft	For 20 ft	For 40 ft
Iran	1553	747 Frank Swiss	1093 Frank Swiss	374 Frank Swiss	546 Frank Swiss
Turkmenistan	469	882 US\$	1599.04 US\$		
Uzbekistan	732	608 US\$	1048 US\$		
Kazakhstan	956	311,85 US\$	518,9 US\$	155,93 US\$	259,45 US\$

\* This freight tariff includes all extra charges and return operation of empty containers for the 3<sup>rd</sup> quarter of 2013 .

# The ECO Container Train on Bandar Abbas-Almaty Route

Time table

Almaty-Bandar Abbas		Station	Bandar Abbas-Almaty	
Arrival	Departure		Arrival	Departure
<b>IRAN</b>				
c22:10	-	<b>Bandar Abbas</b>	-	a19:45
c10:20	c11:50	<b>Sirjan</b>	b08:15	b10:15
c00:30	c00:50	<b>Mobarakeh</b>	b17:45	b18:05
b14:30	b16:00	<b>Tabas</b>	c03:30	c05:00
b05:30	b07:00	<b>Torbat Heydarieh</b>	c13:30	c15:00
-	a19:30	<b>Sarakhs</b>	c3:45	
<b>50:40:00</b>		<b>Total Time</b>	<b>52:00:00</b>	
<b>TURKMENISTAN</b>				
18:10	19:30	<b>Sarakhs (IRI)</b>	3:45	5:05
20:10	21:30	<b>According to 's time</b>	5-45	7:05
7:00	19:00	<b>Sarakhs (TRK)</b>	8:15	20:30
23:00	0:30	<b>Mary</b>	2:30	4:30
14:10	16:00	<b>Turkmenabat-2</b>	11:00	12:50
10:30	13:30	<b>Farap</b>	13:30	16:30
<b>32:30:00</b>		<b>Total time</b>	<b>32:15:00</b>	

# The ECO Container Train on Bandar Abbas-Almaty Route

Time table

Almaty-Bandar Abbas		Station	Bandar Abbas-Almaty	
Arrival	Departure		Arrival	Deprture
<b>UZBEKISTAN</b>				
07:20	09:50	<b>Khodjadavlet</b>	17:10	19:40
04:00	05:28	<b>Bukhara 1</b>	21:30	22:50
00:10	01:00	<b>Navoi</b>	01:31	02:00
17:00	19:45	<b>Marokand</b>	06:00	08:30
13:10	13:50	<b>Dzhizak 1</b>	13:00	13:30
08:00	09:45	<b>Khavast</b>	15:20	17:00
03:50	04:50	<b>Usbekistan</b>	21:30	22:30
03:00	03:20	<b>Nazirbek</b>	23:00	23:20
22:50	02:10	<b>Sary-Agash</b>	00:10	03:10
<b>30:56:00</b>		<b>Total time</b>	<b>30:33:00</b>	
<b>KAZAKHSTAN</b>				
05:39	08:39	<b>Sary-Agash</b>	13:26	16:26
11:10	11:43	<b>Arys</b>	10:13	11:00
-	13:19	<b>Shymkent</b>	-	08:30
12-13	18:56	<b>Tulkubas</b>	06:04	06:46
18:16	16:10	<b>Taraz</b>	03:03	03:43
23:05	23:41	<b>Shu</b>	21:54	22:28
04:09	04:43	<b>Otar</b>	17:59	18:38
08:46	10:17	<b>Almaty</b>	12:30	13:38
		<b>Total time</b>		

# Railway infrastructure projects

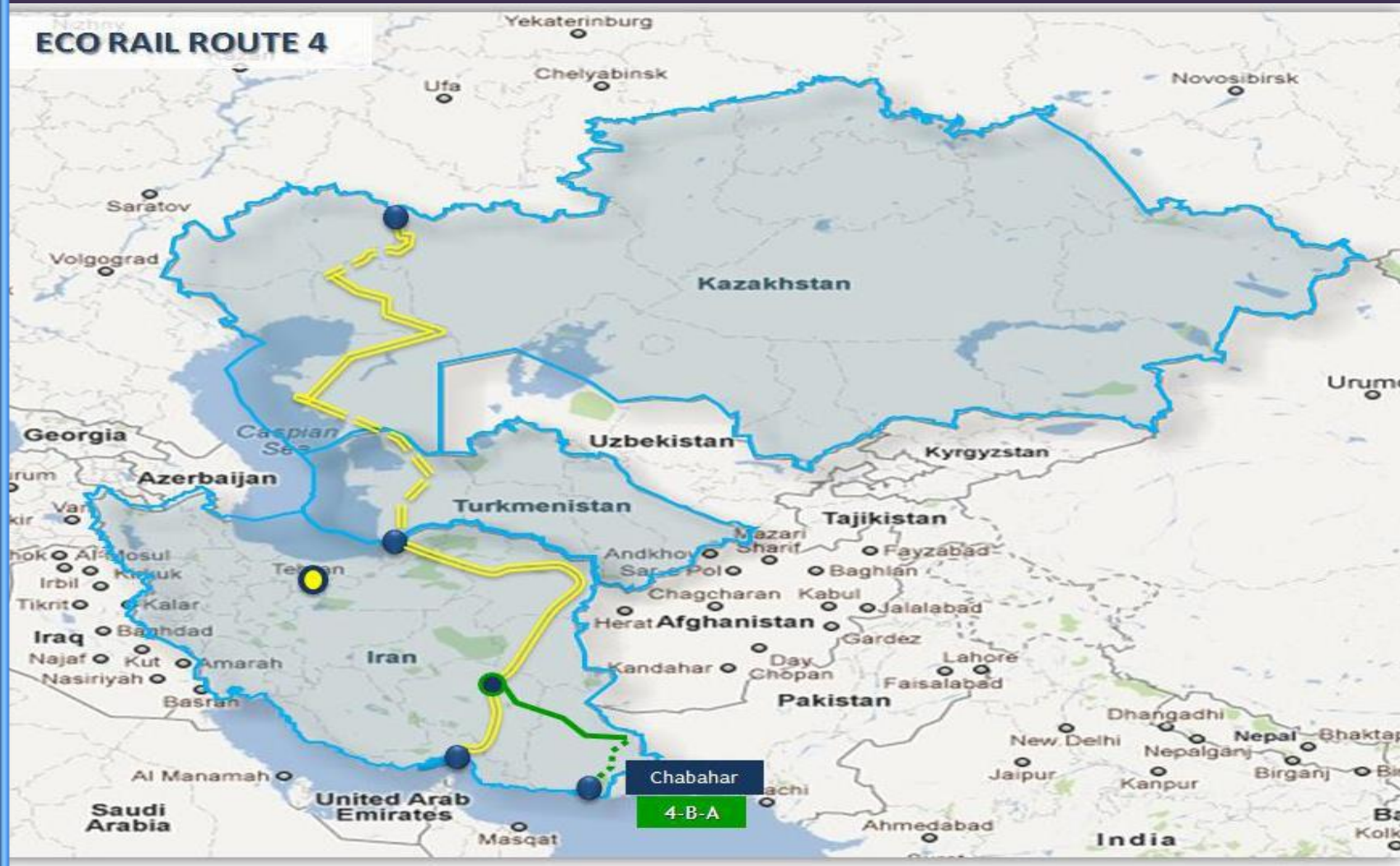
**Some Railway infrastructure projects along Container Trains on the Islamabad-Tehran-Istanbul, Istanbul-Almaty and Bandar Abbas-Almaty routes are as follows:**

- ❖ Improving existing lines along these routes
- ❖ Up-gradation of Quetta-Kohi Taftan Section, (682 Km)
- ❖ Construction railway line between Tabriz-Miyaneh (183 km) and Chabahar-Zahedan Railway (570 Km )
- ❖ Renewing the segment between Van-Kapikoy
- ❖ Lake Van Ferry Boat
- ❖ Equipping the Zahedan station
- ❖ Electrification of Bafq-Bandar Abbas and Tehran-Mashhad
- ❖ Up-gradation of Turkmenistan Sarakhs Station



# Kazakhstan-Turkmenistan- Iran Railway Project

(ECO Rail Corridor IV)



Total length 900 km

Coordinated by the ECO Trilateral Coordination Committee



# Iran-Turkmenistan-Kazakhstan Railway Project

(ECO Rail Corridor IV)

Infrastructure

The Iranian segment (90 Km) and the segment in Kazakhstan (120 km) completed and **INAUGURATED** in May 2013



Good progress in the segment of Turkmenistan (700 km). Only 32 KM has left over, which will be completed by September/October, 2014. The regular run of train along this route would be inaugurated in October 2014.

# The Qazvin-Rasht-Astara-Astara Railway Project

North-South Corridor



The Qazvin-Rasht- Astara (Iran)-Astara (Azerbaijan) Railway Project has three parts. Two parts, namely Qazvin-Rasht and Rasht-Astara with a total length of about 369 km are located in Iran, and one part (less than 10 km) is located in the Republic of Azerbaijan.

# The Republic of Azerbaijan-Iran Railway Project (ECO Rail Corridor III)

## Infrastructure



- ❖ About 80% progress has already been achieved so far in Qazvin-Rasht Segment (164 km) which means 60% progress in the whole Qazvin-Rasht-Astara route.
- ❖ As regards the Rasht-Astara segment with total length of 163 km (plus 41 km on Rasht-Anzali), the design of its railway line has been approved.



# Kyrgyz Republic-Tajikistan-Afghanistan-Iran (KTAI) Rail Project

ECO Corridor



The KTAI Rail Corridor is coordinated by the Senior Officials Meeting of the enroute member states. The total length of the (Kashghar-Herat) route is around 2155 km out of which 215 km is in China, 194 KM is in Kyrgyzstan, 496 KM is in Tajikistan, and 1250 KM (from Sherkhan Bandar to Heart) is in Afghanistan. The total length of Sangan (Iran)-Harat Railway line is 191 km out of which 76 kilometers lying in Iranian territory has already been constructed.

# Kyrgyz Republic-Tajikistan-Afghanistan-Iran (KTAI) Rail Project

### Afghanistan Segment

- 60% progress has been achieved in construction of the sub-segment between Chah-e-Sorkh (border with Iran) to Rozanak area of Herat province.
- The feasibility study for the sub-segment between Faryab and Mazare-Sharif is due to be completed at the end of 2014 supported by ADB.
- The remaining sub-segments, namely, between Rozanak- Herat, Kunduz- Mazare-Sharif and Herat-Faryab, still require conducting feasibility studies and construction accordingly.

### Tajikistan Segment

- The feasibility study of the Tajik segment has been undertaken.

### Kyrgyzstan Segment

- The feasibility study and construction along this segment require financial supports.





# ECO Road Corridor

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# Islamabad-Tehran-Istanbul Corridor

Further to decision of the 8<sup>th</sup> Meeting of the ECO Transport Ministers (Ashgabat, 2011), endorsed by the ECO Summit, arrangements for establishing a road corridor between Islamabad-Tehran-Istanbul is initiated.

The Corridor is being coordinated by the ECO High Level Working Group



**The Meeting Adopted an Action Plan for the Establishment of the Corridor through Implementing an ECO/IRU TIR Project along the corridor , whereby the TIR System would be implemented on test basis along the Corridor.**



The KTAI Road Corridor is coordinated by the ECO High Level Working Group Meeting, the 2<sup>nd</sup> meeting of which was held in Bishkek in October 2013



# Future activities and plans

- Conducting field Study along ITI and KTAI Road Corridors
- Organizing test run along these two Corridors
- Conducting study on Road Safety along these corridors with the cooperation of UNECE and organizing workshops on this issue
- Following up the progress of construction missing links along Road Corridor
- Conducting study on customs transit and modernization of border crossing points in the region
- Development of new road corridors in the region

Thank You