



International Workshop on “Strengthening security and inter-operability along Euro-Asian inland transport corridors” Tbilisi, 12-13 December 2019

New Silk Road and development prospects of TRACECA corridor



UNECE

OSCE

Organization for Security and
Co-operation in Europe

*Speech presented on behalf of
Mr. Mircea Ciopraga
Secretary General
of the PS IGC TRACECA*



TRACECA



“Great Silk Road”



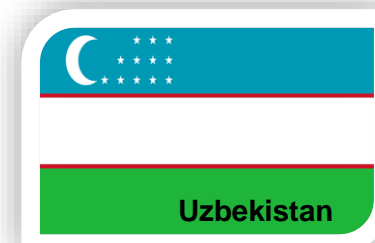
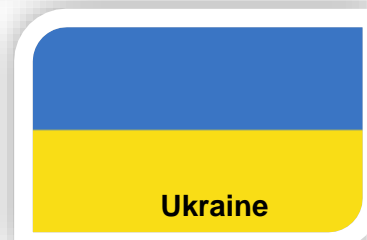
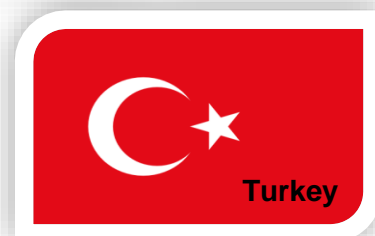
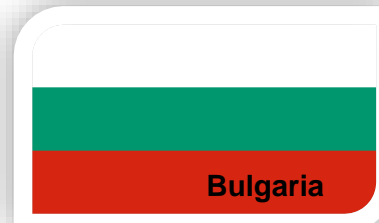
of the XXI century

1993, Brussels



Basic Multilateral Agreement on International Transport for Development of the Europe-the Caucasus-Asia Corridor

The States-participants of this Agreement, hereinafter referred to as the Parties, desirous to develop economic relations, trade and transport communication in the regions of Europe, the Black Sea, the Caucasus, the Caspian Sea and Asia have agreed to conclude a Basic Multilateral Agreement on International Transport for Development of the Europe-the Caucasus-Asia Corridor (hereinafter referred to as the Basic Agreement).



FINAL RESOLUTIONS

The Intergovernmental Commission (IGC) TRACECA having held its Twelfth Annual Meeting on 1 June 2016, in Odessa, Ukraine:

- discussed the issues according to the adopted Agenda (**Appendix 1**);
 - heard the report of the Presiding Party in the IGC TRACECA, the Republic of Turkey in the person of Mr. Erdem Direkler, Permanent Representative (National Secretary) of the PS IGC TRACECA in the Republic of Turkey on the implementation of the decisions of the Eleventh Annual Meeting of the IGC TRACECA;
 - heard the Report of Mr. Mircea Ciopraga, Secretary General of the PS IGC TRACECA, on the activities of the PS IGC TRACECA for the period between the Eleventh and the Twelfth Annual IGC TRACECA Meetings;
 - heard the reports of the Parties to the "Basic Multilateral Agreement on International Transport for the Development of the Europe-the Caucasus-Asia Corridor" on the implementation of the decisions and recommendations of the IGC TRACECA, 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;
 - having considered the address by the Ukrainian Party on the priorities of implementation of the upcoming mandate of the Chairmanship in the Intergovernmental Commission;
 - examined financial, institutional, legal, conceptual and other issues vital for further development of the international transport corridor Europe-the Caucasus-Asia (TRACECA) and increase of its competitiveness;
- in accordance with Article 8 of the "Basic Multilateral Agreement on International Transport for the Development of the Europe-the Caucasus-Asia Corridor"

ADOPTED THE FOLLOWING DECISIONS:

1. On 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.

Having heard the Report on the implementation of the Strategy of the IGC TRACECA for development of the international transport corridor "Europe-the Caucasus-Asia" (TRACECA) for the period up to 2015 (**Appendix 2**), worked out by the Permanent Secretariat on the basis of the reports of the countries, data and materials of the EU-financed technical assistance projects, statistical and analytical information the IGC TRACECA Meeting adopted this Report and positively evaluated the activities carried out by the Parties regarding the achievement of aims and objectives of the TRACECA Strategy.

2. On approval of the Strategy for development of the international transport corridor Europe-the Caucasus-Asia for the period 2016-2026 elaborated on the basis of the Master Plan TRACECA and proposals of the Parties.

Having heard and discussed the Strategy for development of the international transport corridor Europe-the Caucasus-Asia for the period 2016-2026 elaborated on the basis of the TRACECA Master Plan (**Appendix 3**) the IGC TRACECA Meeting approved this strategic document for further development of the TRACECA corridor. The IGC made a decision that the TRACECA Master Plan is an Annex to the IGC Strategy and its inalienable part.

Strategy for development of the international transport corridor Europe-the Caucasus-Asia for the period 2016-2026



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New ways - new possibilities

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Traceca Regional Project - Logistics Processes and Motorways of the Sea II

- About the LOGMOS Project
- Newsletters
- Documents
- Master Plan
 - Main Document
 - Annex 1 – Improvement of Legal Environment
 - Annex 2 – Trade Flow Potential
 - Annex 3.1 – Maritime Sector
 - Annex 3.2 – Shipping Lines
 - Annex 4 – Railway Sector
 - Annex 5 – Road Sector
 - Annex 6.1 – Dnepr Case Study
 - Annex 6.2 – Danube Case Study
 - Annex 7 – Hinterland Connections, Multimodal and Logistics Capabilities
 - Annex 8 – Pilot Project MCA
 - Annex 9 – Country Profiles and Project Fiches
 - Contact Us

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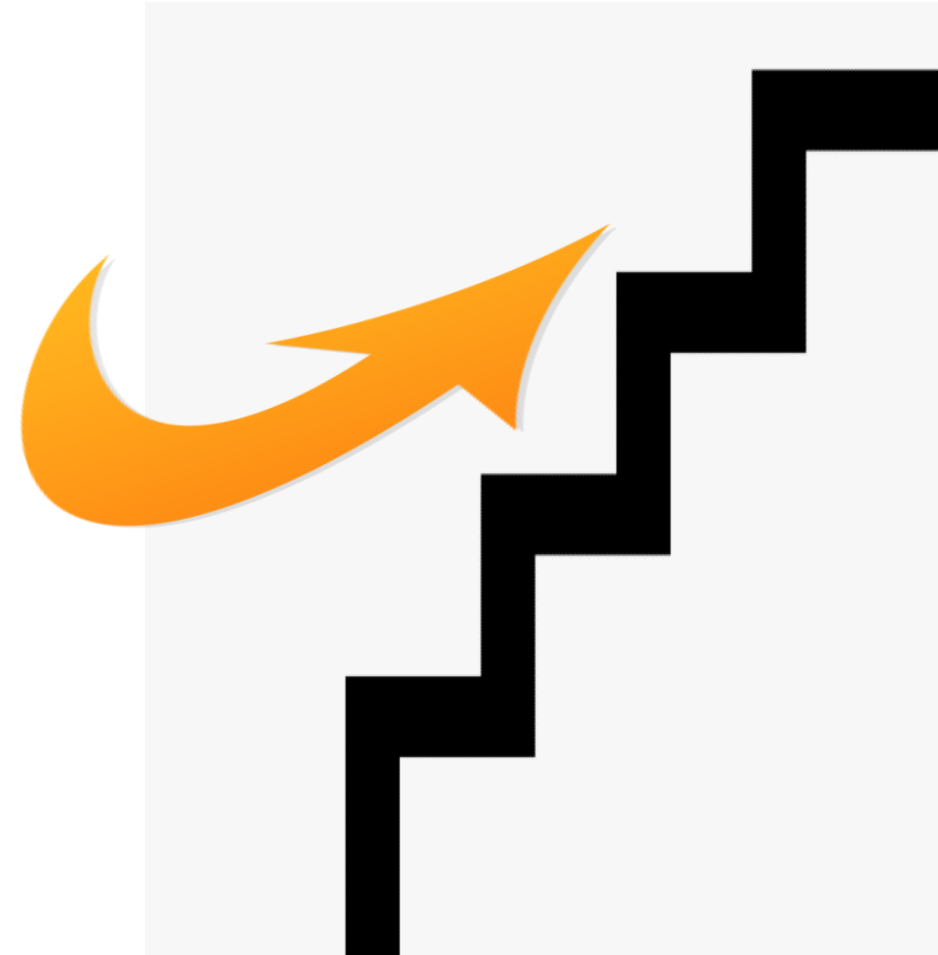
Logistics Processes and Motorways of the Sea II
In Armenia, Azerbaijan, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Tajikistan, Turkmenistan, Ukraine, Uzbekistan

Draft LOGMOS Master Plan
October 2013

egisInternational
DORNIER CONSULTING



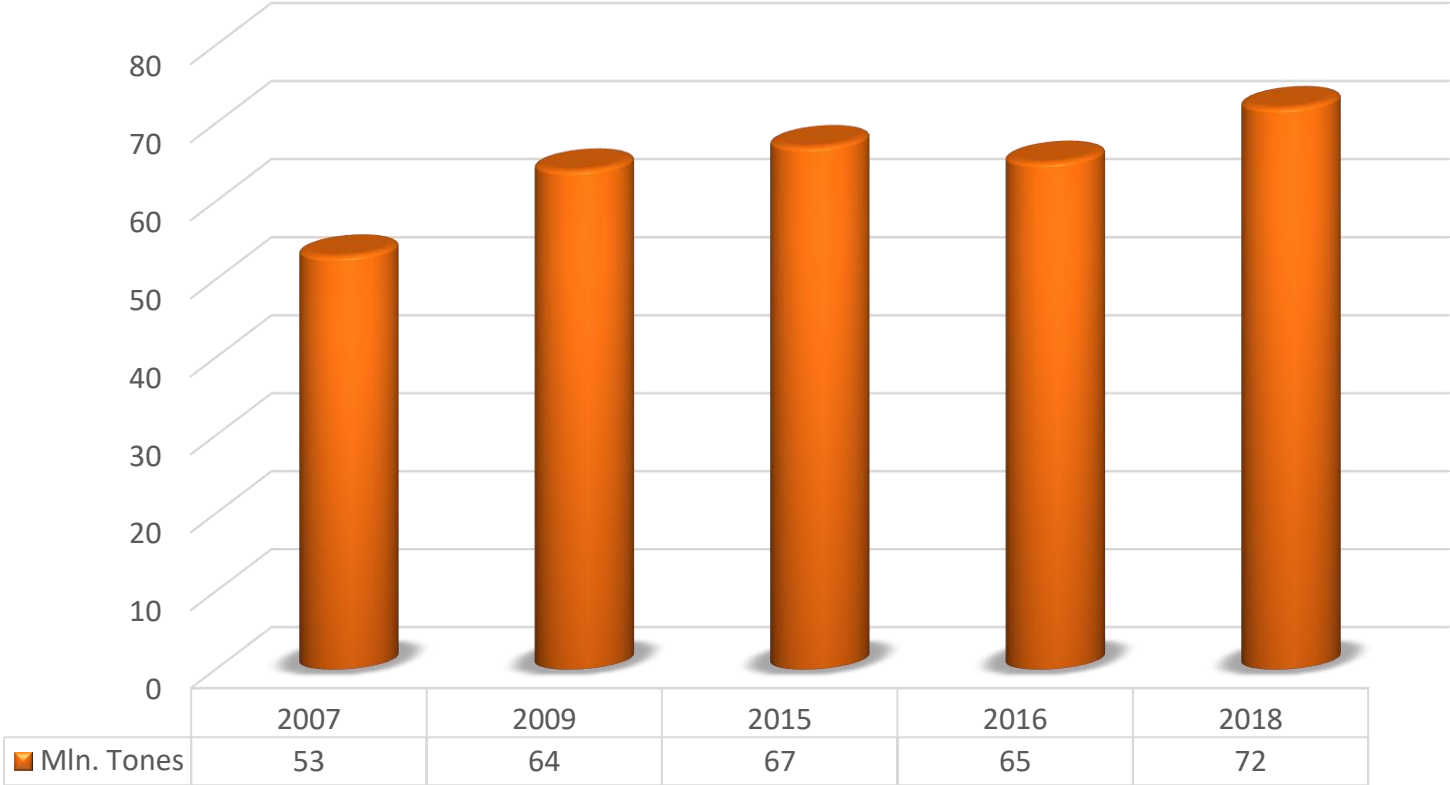
If at the beginning of the 90-s when the TRACECA Programme was launched by the European Union freight traffic along our corridor made around 200 thousand tons, today this figure increased by more than 300 times.





Total volume of freight traffic transported within ITC TRACECA

MLN. tones





- In 2018, around 72 million tons of various foreign trade cargoes were transported via the ITC TRACECA in general**
- Most freights were transported by pipelines along the land section - about 60% of all traffic (an increase of 1.2% compared to 2017);
 - About 14.5% of all freight traffic was transported by rail (a decrease of 1.5% compared to 2017);
 - About 25.2% of all freight traffic was transported by road (a decrease of 11% compared to 2017);
 - Less than 0.3% of all freight traffic was transported by air;



+



85 projects
187 mln.
Euro

Transport infrastructure
of the TRACECA corridor
currently making →

**Around
4 billion Euros**

More than 40% of this budget was utilized for the development of transport infrastructure of the TRACECA corridor



In December 2017 - the construction of Anaklia, the largest port in the region, was officially launched in Georgia.



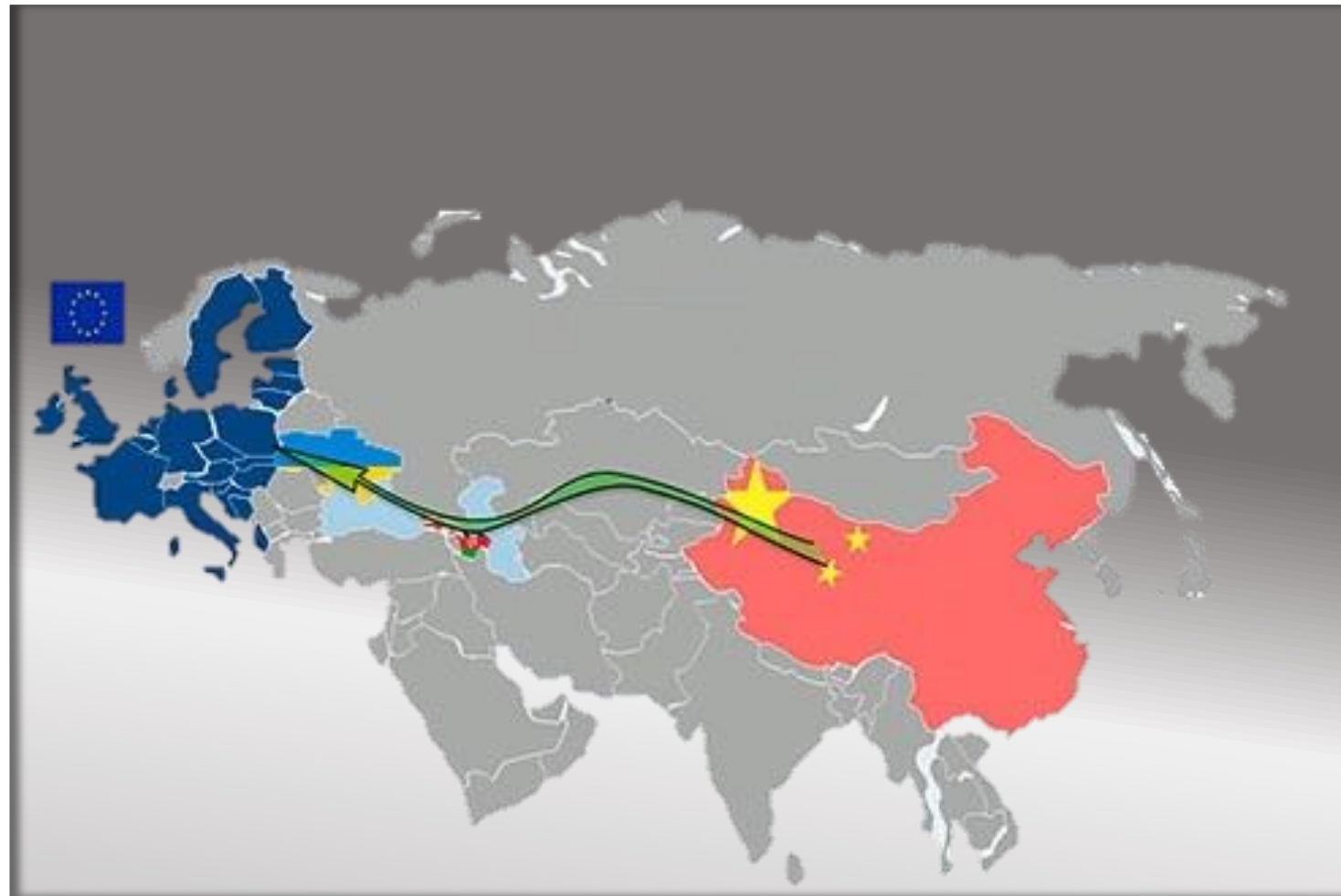


In 2018 the transshipment of cargo in the TRACECA Black Sea ports made 240 million tons of various goods, the transshipment of cargo in the TRACECA Caspian Sea ports made about 22 million tons of goods



In October 2013 there was created a Coordination Committee for development of the Trans-Caspian international transport route (TITR)

The Trans-Caspian transport route is designed to provide transport communication between China and Europe






In October 2017 there was officially commissioned the railway route Baku-Tbilisi-Kars, the shortest route for transportation of goods and passengers from China and Central Asia in the direction of Turkey and further to the countries of Europe and Africa,



with estimated traffic up to 15 million tons/year and more than one million passengers.



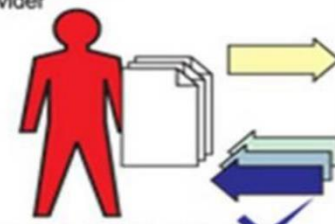



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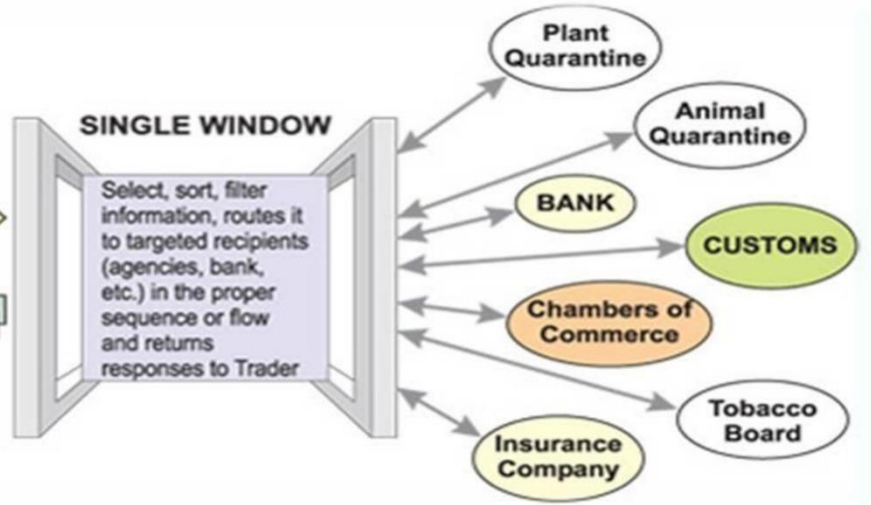
Single Window

To enhance the exchange of information
between trade and government

Trader or Agent submits all information required for shipment once to the Single Window service provider



Responses from the various authorities and financial institutions are returned to the Trader or Agent. An all-positive final response denotes cargo clearance





Facilitation of regional trade and trans-boundary traffic is one of the key factors of the economic development which in its turn promotes strengthening of regional stability and cooperation

*stability and cooperation
promotes strengthening of regional*



Sixty-ninth session
Agenda item 22 (b)

Resolution adopted by the General Assembly on 12 December 2014

[without reference to a Main Committee (A/69/L.28)]

69/137. Programme of Action for Landlocked Developing Countries for the Decade 2014–2024

The General Assembly,

Recalling its resolution 66/214 of 22 December 2011, in which it decided to convene the second United Nations Conference on Landlocked Developing Countries in 2014, as well as its resolutions 67/222 of 21 December 2012, 68/225 of 20 December 2013 and 68/270 of 23 April 2014,

1. *Expresses its profound gratitude* to the Government and the people of Austria for hosting the second United Nations Conference on Landlocked Developing Countries in Vienna, from 3 to 5 November 2014, and for providing all the necessary support;

2. *Endorses* the Vienna Declaration and the Vienna Programme of Action for Landlocked Developing Countries for the Decade 2014–2024 adopted by the second United Nations Conference on Landlocked Developing Countries, which are contained in annexes I and II, respectively, to the present resolution.

*71st plenary meeting
12 December 2014*

Annex I

Vienna Declaration

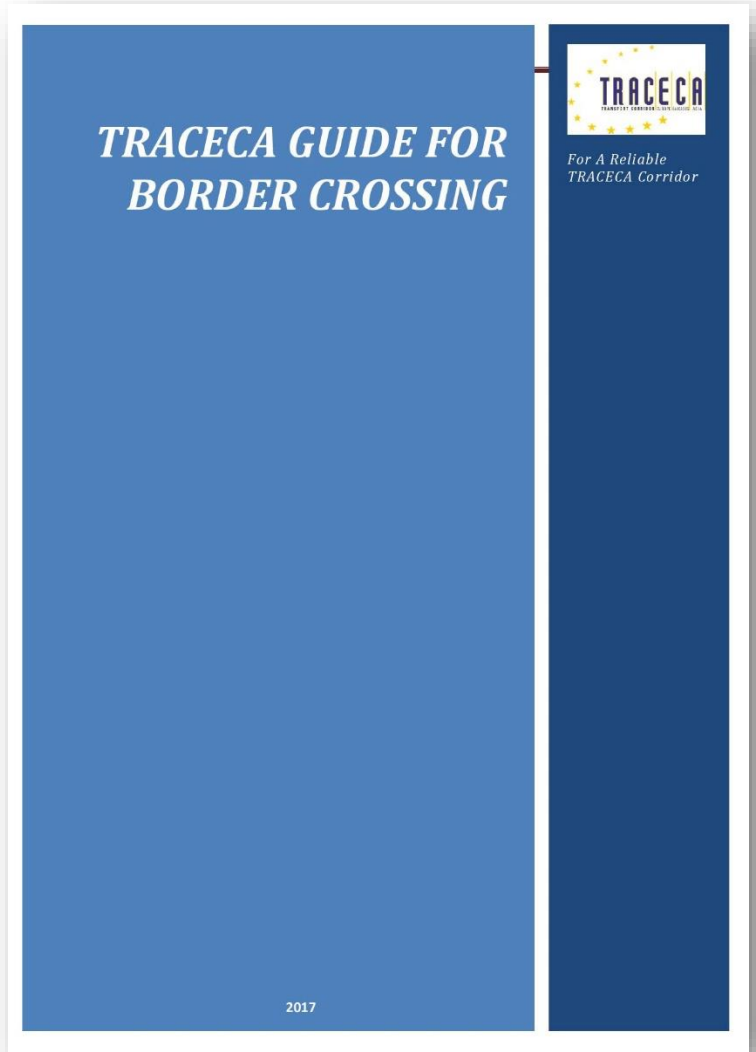
We, the Heads of State and Government and representatives of the States gathered here in Vienna from 3 to 5 November 2014 to participate in the second United Nations Conference on Landlocked Developing Countries,

Having adopted the Vienna Programme of Action for Landlocked Developing Countries for the Decade 2014–2024,

Declare that:

1. We are strongly committed to the implementation of the Vienna Programme of Action for Landlocked Developing Countries for the Decade 2014–2024 to address in a holistic manner the special development needs and challenges of





Border section: Georgia – Azerbaijan

Name of BCP	Name of Interfacing BCP	Working Hours	Type of BCP			Mode of BCP								Types of Control										
			International.	State-to-state	Local	Rail		Road		Sea		River		Pedestrian	Border Guards	Passport	Customs	Sanitary	Veterinary	Phytosanitary	Quarantine	Ecology	Traffic Police / service	Other
						Passengers	Cargo	Passengers	Cargo	Passengers	Cargo	Passengers	Cargo											
Tsiteli Khidi	Sinig korpiu	24	+					+	+						+	+	+	+	+	+				
Gardabani	Beiuk-kesik	24	+			+	+								+	+	+	+	+	+				
Mtkvari	Sadikhli	24	+	+				+	+						+	+								
Lagodekhi	Belokani	24	+					+	+						+	+	+	+	+	+				
Samtatskaro	Muganlo	24		+				+							+	+								

border section: Kazakhstan – Kyrgyzstan

ID	Name of BCP	Name of Interfacing BCP	Working Hours	Type of BCP			Mode of BCP								Types of Control								
				International.	State-to-state	Local	Rail		Road		Sea		River		Pedestrian	Border Guards Passport Office	Customs	Sanitary	Veterinary	Phytosanitary	Quarantine	Ecology	Traffic Police /
							Passenger	Cargo	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo									
1	Kegen	Karkara KR	08 - 18	+					+	+						+		+					
2	Aysha bibi	Chon-Kapka KR	24	+					+	+					+		+		+				
3	Chaldovar	Kaindy KR	24	+			+	+								+		+					
4	Sypatay batyr	Chaldybar KR	24	+					+	+					+		+		+				
5	Korday	Ak-Zhol KR	24	+					+	+					+		+		+				
6	Karasu	Ak-Tilek KR	24	+					+	+					+		+		+				
7	Aukhaty	Ken-Bulak KR	24		+				+	+					+		+		+				
8	Sortobe	Tokmok KR	24		+				+	+					+		+		+				



2. Customs control							
Responsible Authority	Customs Service of the Republic of Moldova						
Duration	-						
Control for Goods, carried by individuals	<table border="1"> <thead> <tr> <th>Residents</th> <th>Non-residents</th> </tr> </thead> <tbody> <tr> <td>Travel document; Licensing document (if necessary).</td> <td>Travel document; Licensing document (if necessary).</td> </tr> <tr> <td>Conditions of moving property by natural persons across the border of the Republic of Moldova are determined by the Law №1569 as of 20.12.2002</td> <td>Conditions of moving property by natural persons across the border of the Republic of Moldova are determined by the Law №1569 as of 20.12.2002</td> </tr> </tbody> </table>	Residents	Non-residents	Travel document; Licensing document (if necessary).	Travel document; Licensing document (if necessary).	Conditions of moving property by natural persons across the border of the Republic of Moldova are determined by the Law №1569 as of 20.12.2002	Conditions of moving property by natural persons across the border of the Republic of Moldova are determined by the Law №1569 as of 20.12.2002
	Residents	Non-residents					
Travel document; Licensing document (if necessary).	Travel document; Licensing document (if necessary).						
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Control for Goods Export by road transport							
Goods export under a TIR Carnet	Shipping documents (CMR, Invoice, Admission certificate, Packing list, others); Licensing document (if necessary). Maximal amount of warranty coverage in the territory of the Republic of Moldova is 100.000 euros per one TIR Carnet.						
Goods exported temporarily under ATA Carnet	Shipping documents; Licensing document (if necessary). ATA Carnet is valid up to 12 months.						
Goods exported without a TIR or ATA Carnet	Shipping documents (CMR, Invoice, Admission certificate, Packing list, others); Licensing document (if necessary). Execution of national transit procedure T1 from internal customs point to border customs point.						
Control of Goods exported by railway transport	Shipping documents (Invoice, Railway consignment note, Packing list, others); Licensing document (if necessary). Execution of national transit procedure T1 from internal customs point to border customs point.						
Control of cargo carried by maritime transport (ports operation)	Bill of Lading; Shipping documents; Licensing document (if necessary).						
3. Veterinary-medical control							
Responsible Authority	National Food Safety Agency						
Duration	Up to 10 minutes						
Subject of control	Animals ✓, materials and products of animal origin ✓, additives, fodder and fodder additives ✓, veterinary-medical preparations ✓, Vehicles, transporting the animals and products ✓						
Type of control covers:	Verification of documents ✓ Identity check ✓ Inspection of animals						
Required documents	Veterinary certificate, Quality certificate, exporter should be liable to follow the requirements of the veterinary legislation of the importer country and a transit country.						
4. Phytosanitary control							
Responsible Authority	National Food Safety Agency						
Duration	Up to 10 minutes						
Subject of control	Plants and seeds ✓, Vegetal produce ✓, Nutrient media ✓, vehicles and packages of plants and vegetal products ✓ wood						
Type of control covers:	Documentary check ✓ Identity check ✓						
Required documents	Phytosanitary certificate, exporter should be liable to follow the requirements of the legislation of the importer country and a transit country.						



We developed and in 2015 implemented the TRACECA Multilateral Permits system for international road carriage of goods supported with relevant technical documentation

 INTERGOVERNMENTAL COMMISSION TRACECA PERMANENT SECRETARIAT
МЕЖПРАВИТЕЛЬСТВЕННАЯ КОМИССИЯ ТРАСЕКА ПОСТОЯННЫЙ СЕКРЕТАРИАТ

PERMIT for international road carriage of goods (1 round trip) through the territory of the member countries of the TRACECA Multilateral Permit System

РАЗРЕШЕНИЕ на осуществление международной автомобильной перевозки грузов (1 рейсообразот) по территории стран – участниц системы многосторонних разрешений ТРАСЕКА

Flag
Флаг

Series and number №2016/
Серия и номер

Country of issue:
Страна-эмитент:

Permit is valid till 31/01/2017
Разрешение действительно до 31/01/2017

Legal name of the carrier identification
Юридическое наименование перевозчика с реквизитами

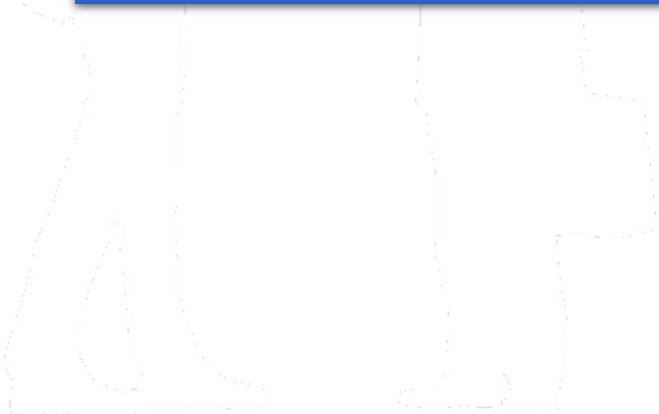
Registration number of freight motor vehicle
Регистрационный номер грузового АТС

Trailer (semitrailer)*
Прицеп (полуприцеп)*

TRAFFIC TERMS AND RESTRICTIONS SHALL BE REGULATED ACCORDING TO THE USER GUIDE FOR "TRACECA MULTILATERAL PERMIT" MINIMUM "EURO-3 SAFE LORRY/E-3 SAFE"
УСЛОВИЯ ПЕРЕВОЗКИ И ОГРАНИЧЕНИЯ РЕГУЛИРУЮТСЯ СОГЛАСНО РУКОВОДСТВУ ПОЛЬЗОВАТЕЛЯ «МНОГОСТОРОННЕЕ РАЗРЕШЕНИЕ ТРАСЕКА» MINIMUM "ЕURO-3 SAFE LORRY /E-3 БЕЗОПАСНЫЙ"



TRACECA is open for all the initiatives promoting strengthening of the regional transport dialogue and ensuring efficient and reliable international Eurasian transport connections.





THANK YOU FOR ATTENTION !

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