



UNECE - UNESCAP

**United Nations Development Account Capacity Building
Project on Interregional Transport Linkages**

**2nd Expert Group Meeting
on Developing Euro – Asian
Transport Linkages**

3 – 5 November 2004, Odessa - Ukraine

Final Report

20 December 2004

This report has been issued without formal editing.

**Report of the 2nd Expert Group Meeting on Developing Euro-Asian Transport Linkages
3 - 5 November 2004, Odessa, Ukraine**

1. The 2nd Expert Group Meeting on Developing Euro-Asian Transport Linkages was jointly organized by the United Nations Economic Commission for Europe (UNECE) and the United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP) in Odessa, Ukraine, from 3-5 November 2004. The meeting was generously hosted by the Ministry of Transport and Communications of Ukraine. The agenda and the programme are attached in Annex III and IV.
2. The meeting was attended by the designated National Focal Points and Experts from 17 countries: Afghanistan, Republic of Azerbaijan, Republic of Armenia, Republic of Belarus, Republic of Bulgaria, China, Georgia, Greece, Islamic Republic of Iran, Kyrgyzstan, Moldova, Russian Federation, Romania, Tajikistan, Turkey, Ukraine and Uzbekistan. The meeting was also attended by a number of international organizations and representatives from the transport sector, including ECMT, BSEC, Kazakhstan Temir Zholy (Kazakhstan Railways), "UKRZOVNISHTRANS " (Association of Transport Forwarding Organizations of Ukraine), and AIFFU (Association of International Freight Forwarders of Ukraine). The list of participants is attached in Annex V.
3. The Meeting was jointly opened by Mr. Hryhorii Lehenkyi, Director, Transport and Communication Systems Development and Coordination, Ministry of Transport and Communications, Ukraine, Mr. Jose Capel Ferrer, Director, Transport Division, UNECE, and Mr. John Moon, Chief, Transport Infrastructure Section, Transport and Tourism Division, UNESCAP.
4. Mr. Hryhorii Lehenkyi delivered a message on behalf of Mr. Georgiy Kirpa, Minister of Transport and Communications, Ukraine. He stressed the importance of developing Euro-Asian Transport Linkages for all the countries involved in the Project. He pointed out that, due to the strengthening of economic links between European and Asian countries, there is a necessity to review the existing network of transport corridors, and to elaborate a new joint transport policy by all countries of these regions. The implementation of the joint UNECE-UNESCAP Euro-Asian Transport Linkages Capacity Building Project plays an important role for the achievement of the strategic

targets. Located on the intersection of Euro-Asian trade routes, Ukraine is interested to further increase transit transport volumes and considers the work in the framework of the Project as one of the most important stages of further cooperation between countries in the sphere of transport and economy. He wished every success to the Meeting.

5. Mr. Capel Ferrer, on behalf of Mrs. Brigita Schmögernová, UNECE Executive Secretary, welcomed the participants and expressed his gratitude to the Ministry of Transport and Communications and to the Government of Ukraine for hosting this meeting in Odessa. He recalled the UNECE-UNESCAP Capacity Building Project on Developing Euro-Asian Transport Linkages and thanked the National Focal Points for their valuable contribution to the Project by providing country reports. He explained that following the decisions of the first meeting of this kind held in Almaty, Kazakhstan earlier this year, the UNECE-UNESCAP in close cooperation consolidated and processed the data provided by the countries, transferred them into GIS maps and prepared proposals for the priority routes along the agreed Euro-Asian Transport Corridors. He stressed that now the countries were called to give their consensus on the proposed routes and further discuss approaches to developing these linkages, including investment and operational issues.
6. Mr. John Moon delivered a message on behalf of Mr. Kim Hak-Su, Executive Secretary of UNESCAP. He noted the importance of the UNECE-UNESCAP Euro-Asian Transport Linkages Capacity Building Project for the countries involved, in particular for the landlocked countries, and emphasized that the project aimed at assisting countries to connect national infrastructures into a network of international freight corridors that will eventually meet the demand for fast, reliable and safe Euro-Asian transport connections. He informed the Meeting of some related activities being implemented by UNESCAP, including the adoption and signing of the Intergovernmental Agreement on the Asian Highway Network and the start of the first round of negotiations to develop a similar Agreement for the TAR.
7. With regard to the objectives of the Meeting, Mr. Moon outlined that these included to review the progress achieved under the Project to date; to identify interregional routes for further development and cooperation based on the Euro-Asian Transport linkages

nominated by countries, and to discuss and agree on further actions to be taken on agreed routes.

Project overview and progress to date

8. Mr. Michalis Adamantiadis, Regional Adviser on Transport, UNECE, provided an introduction to the activities of the UNECE-UNESCAP (hereafter referred as the Secretariat) under the Project and the progress to date. He informed the Meeting on the processing of the country reports and the associated GIS work done and presented a number of GIS maps elaborated with the assistance of Mr. Romeo Galbenu, GIS Expert, on the basis of the agreed layers and country proposals. He explained that though a good part of the work is done, the completion of this task would need to be further supported by the participating countries by providing necessary clarifications and additional information, as appropriate.
9. A set of documents containing a draft outline of the country reports; rail and road GIS country maps illustrating the nominated linkages of Euro-Asian importance along their territories; and a full set of the country reports submitted to the secretariat by the National Focal Points, were distributed to the participants.
10. The National Focal Points provided additional information on their country reports and made comments on the accuracy of the respective maps produced by the secretariat on the basis of their proposals.
11. The participants agreed that during the course of the Meeting they would communicate to the secretariat their comments on the distributed draft maps in order that an accurate reflection of their proposed linkages in the final version of the maps be ensured. The Meeting requested those countries who have not provided their country reports to do so by the end of November 2004.
12. Due to the character of the GIS mapping system and the need to reflect the exact position of various nodes, cities, road-rail itineraries, as well as the correct names of the cities and border crossing points in the final maps, it was agreed that whenever deemed

necessary by the secretariat, National Focal Points will be requested to provide additional information, including geographical coordinates of these points.

13. The end of December 2004 was set as the deadline for the provision of the required additional information by the National Focal Points, the end of January 2005 as the deadline for the completion of the final draft maps by the secretariat and for sending them to the National Focal Points for consideration and eventual approval.

Selection of main routes along Euro-Asian Transport Corridors for priority development

14. Mrs. Fuyo Jenny Yamamoto, Economic Affairs Officer, Transport Infrastructure Section, Transport and Tourism Division, UNESCAP, stressed the limited resources available for addressing the huge transport needs of the countries involved in the Project, and presented the secretariat's proposal to focus on a limited number of major rail and road routes for further analysis in terms of their current use and potential for international transport between Europe and Asia. She then presented the criteria for the selection of routes, which were drawn on the basis of the conclusions and recommendations of the 1st Expert Group Meeting, as well as a preliminary analysis of nominated Euro-Asian Transport Linkages and existing infrastructure agreements. In addition, the criteria were that they constitute elements of the major Euro-Asian corridors; that there was consensus that they contribute to improvement of specific Euro-Asian transport links; that they were within recognized UNECE-UNESCAP networks; and that they addressed needs to overcome time/cost bottlenecks.
15. On the basis of a draft map of the proposed routes of the Euro-Asian transport linkages and a separate list for rail and road routes, the Meeting discussed in extent each one of the proposed routes.
16. The Meeting identified, selected and adopted the major rail and road routes of the Euro-Asian Transport Linkages for priority development and cooperation, as listed in Annex I and II of the report and subject to the reservations described in Paragraph 17 below. The Meeting noted that current numbering of adopted routes is only indicative as to facilitate the work and that the secretariat will make proposals on this aspect at the next Expert Group Meeting.

17. The Meeting took note of a number of reservations expressed by countries. The National Focal Point of Georgia reserved himself to consult with his Government before making a final decision on the proposed railway linkage connecting his country with Turkey through a new rail connection through Akhalkalaki, as well as for the extension of road section E117 from Tbilisi to Vladikavkaz. The National Focal Point of Turkey reserved herself to consult with the General Directorate of Highways (KGM) in her country before giving her consensus to the proposed road section Gumri-Erzurum (which is not part of the AGR) as well as to the extension of the road connection to the border of Greece (as proposed by Greece). The Representative of China noted the rail routes proposed to connect with China and informed the Meeting that he would convey the proposals to the Ministry of Railways of his country. The National Focal Point of Uzbekistan noted that she will consult with the Railway authorities in her country on the proposal of Tajikistan. The participant from Kazakhstan informed the meeting of a number of initiatives in which they were facilitating the running of container block trains between Asia and Europe. He indicated that he agreed in principle with the routes nominated by neighbouring countries and would communicate this to the secretariat in the coming days.
18. The Meeting also noted that given the large number of ports on the Black Sea and the interest of all countries bordering the Black Sea to develop these ports, there was a need to thoroughly consider the ways in which the Black Sea ports fit into the proposed routes, taking into account both existing facilities and plans for future development.
19. The National Focal Points of countries, whose respective network sections were adopted as Euro-Asian transport routes but were not currently part of AGR and AGC Agreements, were asked to address an official request to UNECE for them to be included in the Agreements.
20. Mr. A. Rathery, Deputy Secretary General, ECMT, stressed the importance of the work being done under the UNECE-UNESCAP Euro-Asian Project and particularly the significance of this Meeting in setting up the basis for the development of Euro-Asian transport linkages. He informed the Meeting of the 2005 Annual Council of Ministers of ECMT to be held in Moscow, Russian Federation, with Euro-Asian transport

connections being one of the important items on the agenda, and invited the UNECE to provide information on the progress of the Project to this meeting.

21. Mr. Hyrhorii Lehenkyi, National Focal Point of Ukraine, informed the Meeting on the work done under the European Union initiative of the High-Level Group No.2 on the links between the EU and its neighbouring countries.

Identification of investment priority needs to improve transport operations

22. Mr. Michalis Adamantiadis, Regional Adviser on Transport, UNECE, stressed the importance of the prioritization of projects. To this end, he provided a brief description of the experience of other regions in project prioritization. He described the Pan-European Corridors concept, started in 1991 with the 1st Pan-European Transport Conference (Prague, 1991) and which was further elaborated in more concrete terms at the 2nd and 3rd Pan-European Conferences (Crete, 1994, Helsinki, 1997) respectively; the Transport Infrastructure Needs Assessment (TINA) completed in 1999; the Transport Infrastructure Study in the Balkans (TIRS) delivered in 2002; the Regional Balkans Infrastructure Study (REBIS) delivered in 2003; the Van Miert High-Level Group on Trans-European Transport Networks (2003), and the ongoing UNECE TEM and TER Projects Master Plans, to be completed within November 2004. Drawing from this experience, he presented a set of criteria for prioritization of projects along the Euro-Asian routes, for the consideration of the Meeting.
23. Mr. Madan Regmi, Economic Affairs Officer, UNESCAP, mentioned that the Asian Highway formed a major part of the Euro-Asian Transport Linkages and provided an overview of the Asian Highway network development. The status and conditions of the Asian Highway network and sections of the Asian Highway requiring upgrading and improvement were highlighted with the help of maps. A brief outline of another UNESCAP project on identifying investment needs and priorities for development of the Asian Highway network was provided. The participants were informed that an Expert Group Meeting under the above-mentioned UNESCAP Project was planned to be held in collaboration with ECO in Tehran in January 2005. UNESCAP member countries were requested to provide inputs to the study and were invited to actively participate in the Meeting in Tehran.

24. Prof. Dimitris Tsamboulas, National Technical University of Athens, Greece, author of the UNECE-TEM and TER Master Plan Methodology for projects prioritization, introduced the Methodology used. He explained that this methodology was adopted by the involved countries and was successfully implemented for the evaluation and prioritization of more than 350 proposed projects. He noted that this methodology, as a first step, addresses the definition of an initial two-dimensional network (comprising the physical dimension as well as the time dimension for implementation) and, subsequently, is covering among other things data collection, description of existing “national networks” and their problems, forecasting and assessment, and finally the needed project identification. He provided a detailed analysis of the criteria for selection of projects used, as well as the method for their evaluation and prioritization into four categories. Finally, drawing from TEM-TER Master Plans’ experience, he proposed a set of basic criteria that could be used in the case of the Euro-Asian transport linkages.
25. Mr. Romeo Galbenu made a short presentation of the GIS application and its relevant database that was developed in the framework of the UNECE TEM and TER Master Plans.
26. Mr. Adamantiadis proposed the Meeting to consider adopting a similar approach to that used for the elaboration of the UNECE TEM and TER Master Plans for project prioritization for the purpose of the Euro-Asian transport linkages project. He explained that since countries already proposed a good number of priority projects of Euro-Asian importance accompanied with substantial information on them, their prioritization could be implemented within a short period of time. He noted however that this work would require additional efforts from the National Focal Points for the provision of some supplementary information necessary for the realization of this task. He finally proposed a set of particular criteria for project prioritization that could meet the needs of this exercise, including conformity with the AGR, AGC, TEM and TER, AH and TAR technical standards and recommendations; implemented along the adopted major Euro-Asian transport routes; aiming at facilitating landlocked developing countries’ territorial access to the sea and promoting solutions to their problems of remoteness and isolation from world markets; consistency with the objectives of country’s National Plan, neighbouring countries’ plans, or other sub-regional plans.

27. The Meeting agreed with the above proposals and requested the secretariat to proceed with the prioritization of the already proposed projects along the adopted Euro-Asian transport routes, as well as of the new projects to be further proposed by the countries. May 2005 was set as the targeted deadline for the completion of this work.
28. An information note on investment activities of countries involved in the UNECE-UNESCAP Euro-Asian Transport Linkages Project was distributed to the participants.

Next steps under Phase II of the Project in 2005

29. The Meeting agreed on the following future tasks to be undertaken under the Project: technical assessment of proposed routes for road and rail; finalization of GIS database; analysis of current physical and non-physical obstacles on proposed routes; prioritization of projects; application of UNESCAP time/cost methodology for assessment for proposed routes.
30. The Meeting agreed that information may also be sought from freight forwarders, hauliers and other transport operators.
31. The Meeting requested the secretariat to communicate its outcome to countries not present and encourage them to attend the next Meeting.
32. The Meeting expressed its appreciation to the Government of Ukraine for its warm hospitality and efficient organization in hosting the Meeting.

Annexes:

- I. Adopted Rail Routes
- II. Adopted Road Routes
- III. Agenda
- IV. Programme
- V. List of Participants

UNITED NATIONS



NATIONS UNIES

UNECE - UNESCAP

2nd Expert Group Meeting on Developing Euro-Asian Transport Linkages

(3 – 5 November 2004, Odessa, Ukraine)

ADOPTED RAIL ROUTES

	Adopted Rail Routes	Comment	AGC	TAR
1.	<u>Brest</u> - Minsk - Moscow – Nizhniy Novgorod – Perm - Yekaterinburg - Omsk - Novosibirsk - Ulan Ude - Karimskaya – Vladivostock (Port)/Vostochny (Port)	PETC 2; OSJD 1	E – 20	
1.a.	<u>Buslovskaya</u> – St. Petersburg (Port) –Moscow - Yekaterinburg	PETC 9; OSJD 16	E–10, E–20	
1.b.	<u>Mostiska/ Chop</u> - Lvov – Moscow	PETC 5, 9; OSJD3	E–30, E–95	
1.c.	Tavshet – Irkutsk – Ulan Ude – Naushki – <u>Border with Mongolia</u>			
1.d.	Karimskaya – Zabaykalsk – <u>Border with China</u>			
1.e.	Kaliningrad – (<i>Lithuania</i>) – Minsk			
2.	<u>Brest</u> - Minsk - Moscow - Yekaterinburg – Kurgan - <i>Astana</i> - <i>Drujba</i> - <i>Urumqi</i> - <i>Lianyungang</i> (Port)/ <i>Shanghai</i> (Port)	PETC 2; OSJD 1	E–20, E–24, E –50	
2.a.	<u>Buslovskaya</u> – St. Petersburg (Port) –Moscow - Yekaterinburg	PETC 9; OSJD 16	E–10, E–20	
2.b.	Kaliningrad – (<i>Lithuania</i>) – Minsk			
3.	<u>Curtici</u> – Arad – Bucharest – Constanta (Port) – Poti/Batumi (Port) – Tbilisi – Baku (Port) – <i>Aktau</i> (Port) – <i>Beineu</i> – Nukus – Uchkuduk – Navoi – Tashkent – Shymkent – Almaty – Dostyk – <i>Alataw Shankou</i> – <i>Lianyungang</i> (Port)/ <i>Shanghai</i> (Port)	PETC 4, TRACECA; OSJD 6a, 8, 10, 2, 5; Black Sea;	E–54, E–562, E–60, E – 50	
3.a.	Baku (Port) – Turkmenbashi (Port) – Ashgabat – Chardzhou – Bukhara – Navoi	TRACECA; Caspian Sea; OSJD 10	E – 60	
3.b.	Tbilisi – Sadakhlo – Gyumri - Yerevan	TRACECA; Access link	E – 692	
3.c.	Balychi - Bishkek – Lugovaya	TRACECA; Access link		
3.d.	Tashkent – Kanibadam – Andizhan - Jalalabad – Turugart – <i>Kashi</i> – <i>Urumqi</i>	TRACECA; Access link		
3.f.	Dushanbe – Termez – Bukhara	Access link		
3.g.	Mersin (Port) / Iskenderun (Port) – Malatya – Dogukapi – Gyumri - Sadakhlo – Tbilisi	Access link; Partly TRACECA Black Sea	E – 692,E–97	

3.h.	<u>Ungeni</u> - Chisinau – Bendery - Kuchurgan – Rozdil’na – Odessa (Port) – Poti/Batumi (Port)	TRACECA; Black Sea; OSJD 5a, 7; Access link	E – 95	
3.i.	Border with FYROM - Sofia – Pleven – Varna (Port) – Poti/Batumi (Port)	PETC 8; Black Sea	E – 680,	
3.j.	Curtici – Arad – Timisoara – Craiova – Bucharest – Giurgiu – Russe – Kaspichan – Varna (Port) – Poti/Batumi (Port)		E –66, E–56, E–95, E–660,E–680	
3.k.	Dragoman – Sofia – Gorna – Burgas (Port) – Poti/Batumi (Port)		E – 70, E – 720	
3.l.	Ungeheni – Iasi – Bucharest – Giurgiu		E – 95	
3.m.	Termez – Kurgan- T’ube – Kul’ab			
3.n.	Kars – Akhalkalaki	Black Sea	E – 692	
4.	Dragoman - Sofia – Svilengrad – Kapikule – Istanbul – Haydarpasa (Port) – Izmit – (Derince Port) - Ankara – Malatya - Kapikoye – Razi – Qazvin - Tehran – Sarakhs – Sarahs - Mary – Chardzou – Navoi – Tashkent – <i>Shymkent – Almaty - Dostyk – Alataw Shankou – Lianyungang (Port)/Shanghai (Port)</i>	PETC 4, 8,10; OSJD 6, 10, 2, 5; part of TRACECA Black Sea	E–70, E–60, E – 50	
4.a.	Mersin (Port) / Iskenderun (Port) – Malatya	Access link Black Sea	E –97	
4.b.	Samsun (Port) – Kalin – Sivas – Bostankaya	TRACECA Black Sea	E –97, E –70	
4.c.	Tehran – Qom – Meybod – Yazd – Bafgh – Kerman – Zahedan – Mirjaveh – <i>Border with Pakistan</i>			
4.d.	Izmir (Port) – Balikesir – Eskisehir		Partly E –74	
4.e.	Izmir (Port) – Usak – Afyon – Yenice – Mersin (Port)/ Iskenderun (Port)		Partly E –97	
4.f.	Pehlivankoy – Uzun-kopru – <i>Border with Greece</i>			
5.	<u>Buslovskaya</u> - St. Petersburg (Port) – Volgograd – Astrakhan (Port) – Alya (Port) - Anzali (Port) – Rasht – Qazvin - Tehran – Qom – Meybod – Bafgh – Bandar Abbas (Port)	PETC 9; OSJD 11 Caspian Sea	E–10, E–99, E – 50,	
5.a.	Astrakhan (Port) – Alya (Port) – Amirabad (Port) – Garmsar – Tehran	Caspian Sea		
5.b.	Astrakhan (Port) – Samur – Yalama - Baku – Astara (Azerbaijan) – Astara (Iran) – Rasht	OSJD 11	E – 60, E – 694	
5.c.	Astrakhan (Port) – Askarayskaya – Ganyuchikino – Makat – Beineu – Nukus – Uchkuduk – Bukhara – Chardzhou – Sarahs - Sarakhs – Mashhad – Bafgh	Part of TRACECA	E – 50, E – 597	
5.d.	Alya (Port) – <i>Aktau (Port) – Beineu</i>			
5.e.	Tehran – Qom – Arak – Bandar Emam (Port)			

5.f.	Tehran – Kashan – Meybod - Esfahan – Shiraz – Bushehr (Port)			
5.g.	Bafgh – Kerman – Fahraj – Chabahar (Port)			
5.h.	Murmansk (Port) – St. Petersburg			
6.	<u>Mostiska/ Chop/Yagudin</u> - Lvov – Kiev – Kharkov – Liski – Samara – Ufa – Kurgan – Omsk - Novosibirsk - Ulan Ude - Karimskaya – Vladivostock (Port)/Vostochny (Port)	PETC 3, 5	E – 30, E – 24	
6.a.	Chisinau – Tighina – Rozdil’na – Zhmerynka	PETC 9; Access link	E – 95,	
6.b.	Tavshet – Irkutsk – Ulan Ude – Naushki – <u>Border with Mongolia</u>			
6.c.	Karimskaya – Zabaykalsk – <u>Border with China</u>			
7.	<u>Mostiska/ Chop</u> - Lvov – Zhmerynka – Fastov – Donietsk – Likhaya – Volgograd – Aksarayskaya – Makat – Beineu – Nukus – Uchkuduk – Navoi – Tashkent – <i>Shymkent</i> – <i>Almaty</i> – <i>Dostyk</i> – <i>Alataw Shankou</i> – <i>Lianyungang (Port)/Shanghai (Port)</i>	PETC 3, 5	E–30, E–50, E – 593, E – 597	
7.a.	Samara – Orenburg – <u>Border with Kazakhstan</u>		E – 30	
8.	<u>Mostiska/ Chop</u> - Lvov – Fastov – Krasnoarmelsk – Kvashino – Uspenskaya – Rostav-na-Donu – Veseloe – Gandtiadi – Senaki – Tbilisi – Alyat – Astara (Azerbaijan) – Astara (Iran)	PETC 3, 5; TRACECA Missing link	E–30, E–50, E – 593, E – 99, E – 60	
8.a.	Tbilisi – Gyumri – Yerevan	TRACECA; Access link	E – 694	
8.b.	Kaliningrad (Port) – (<i>Lithuania</i>) – Minsk – Gornosaivka – Nizhyn – Kiev		E – 95	
8.c.	Kafkas (Port) – Novorossysk (Port) – Krasnodar		E – 99	
8.d.	Varna (Port) - Novorossysk (Port) – Poti/Batumi (Port)			

Notes :

1. The above routes are subject to reservations expressed by countries during the meeting (see para. 17 in main body of report).
2. Numbering is indicative only (see also para. 16 in main body of report).
3. Itineraries given above are summary itineraries and include only selected stations; further details of stations will be given in full itineraries.
4. Spelling of station names will be checked against those included in international agreements.
5. Countries/stations in italics above refer to those sections for which concurrence needs to be sought from the relevant country authorities not present at meeting (see also para. 17 in main body of report).
6. Black Sea ports will be further studied and discussed at the next EGM (see also para. 18 in main body of report).

UNITED NATIONS



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2nd Expert Group Meeting on Developing Euro-Asian Transport Linkages

(3 – 5 November 2004, Odessa, Ukraine)

ADOPTED ROAD ROUTES

	Adopted Road Routes	AGR	AH
1.	<u>Torfyankovka</u> - St. Petersburg (Port)– Moscow – Nizhniy Novgorod – Ekaterinburg – Omsk – Novosibirsk – Krasnoyarsk – Irkutsk – Ulan Ude – Chita – Belogorsk – Khabarovsk – Ussuriysk - Vladivostock (Port)/Vostochny (Port)/Nahodka (Port)	E – 105, E - 22	AH – 8 AH- 6 AH 30
1.a.	<u>Brest</u> – Minsk – Moscow	E – 85, E – 30	AH – 6
1.b.	<u>Mostiska/Chop</u> - Lvov – Kiev – Moscow	E – 40, E – 101	
1.c.	Moscow - Yaroslavl – Vologda – Archangelsk (Port)	E – 115	
2.	<u>Brest</u> – Minsk - Moscow – Nizhniy Novgorod – Ufa - Chelyabinsk – Kurgan – <i>Petropavlovsk – Astana – Almaty</i>	E – 85, E – 30, E – 125	AH – 6, AH – 64, AH – 7 AH 60
2.a.	<u>Torfyankovka</u> – St. Petersburg – Moscow	E– 18, E–105	AH – 8
2.b.	<i>Petropavlovsk – Omsk – Pavlodar – Semipalatinsk – Georgievka – Taskesken – Ucharal – Dostyk – Alatawshankou – Kuitun – Urumqi</i>	E – 127	AH 60, AH68, AH 5
3.	<u>Mostiska</u> - Lvov – Kiev – Guktov – Kursk – Saratov – Ozinki - <i>Uralsk – Aktyubinsk – Karabutsk – Aralsk – Kyzylorda – Shymkent</i>	E – 40, E – 95, E – 101, E – 38	AH – 61
3.a.	<u>Chop</u> – Uzhgorod – Mukacevo – Stryei – Lvov – Kiev – Kharkov – Kamensk – Shahtinskiy – Volgograd – Astrakhan – Atyrau – Beyneu – Nukus – Bukhara – Navoi - Samarkand – Tashkent – <i>Shymkent</i>	E – 40	AH – 70, AH – 8, AH – 63, AH – 5
3.b.	<u>Yagodyn</u> – Kovel – Sarny – Kiev	E – 373	
3.c.	Samarkand – Guzar	E – 005	AH 62
3.d.	Kaliningrad (Port) - Tolpaki – Nesterov – (Lithuania) - Minsk – Gomel – Kiev	E–28, E–271, E – 95	
3.e.	<u>Mostiska/Chop</u> – Uzhgorod – Mukacevo – Stryei – Ternopol – Khmelnytski – Vinnitza – Uman – Kirovograd – Dnepropetrovsk – Donetsk – Rostov-na-Donu – Armavir – Mineralijnie Vodi – Vladkavkaz – Makhachkala (Port) – <i>Aktau (Port) – Beyneu</i>	E – 50 E – 121	
3.f.	Rostov-na-Donu – Krasnodar – Novorossiysk (Port) – Kafkas (Port) – Samsun (Port) / Poti/Batumi (Port) / Burgas (Port)	E –115, E – 97	

3.g.	Sofia – Popvica – Stara Zagora – Burgas (Port) – Kafkas (Port) – Novorossysk (Port) – Poti/Batumi (Port)	E – 773	
4.	<u>Nadlag</u> - Arad – Bucharest – Constanta (Port) – Poti/Batumi (Port) – Tbilisi - Alat – Baku (Port) – <i>Aktau (Port) – Beyneu</i> – Nukus – Bukhara – Termez – Mazar-i-Sharif	E – 68, E-60, E – 121, E – 40, E-60	AH – 5, AH – 70, AH – 63, AH – 62
4.a.	Tbilisi – Sadakho – Yerevan – Eraskh – Goris – Kapan – Megri – (Agarak) – Nourdouz – Jolfa – Eyvoghli	E – 117	AH – 82
4.b.	Ruse – Giurgiu – Bucharest – Urziceni – Marasesti – Albita – Leucheni – Kishinev – Odessa (Port) – Poti/Batumi (Port)	E – 85, E-581, E – 58	
4.c.	Kiev – Odessa (Port) – Poti/Batumi (Port)	E – 95	
4.d.	Sofia – Pleven – Ruse – Varna (Port) – Poti/Batumi (Port)	E – 79, E-83, E – 85, E-70	
4.e.	Merzifon – Samsun (Port of Samsun) – Trabzon (Port of Trabzon) - Sarp (Turkey) – Sarpi (Georgia) – Batumi (Port) – Poti (Port)	E – 95, E – 70	AH – 5
4.f.	Baku (Port) - Turkmenbashi (Port) – Ashgabat – Mary – Bukhara	E – 60	AH – 5
5.	Border with Serbia Montenegro/FYR of Macedonia - Sofia – Kapikule – Istanbul – (Haydarpassa Port) - Izmit (Derince Port) – Merzifon – Refahiye - Gurbulak – Bazargan – Eyvoghli - Qazvin – Tehran – Semnan – Damghan – Sabzevar – Mashhad – Dogharoun – Islam Qala – Herat	E - 80	AH – 1, AH – 5, AH – 85, AH 77
5.a.	Tehran - Qom – Yazd – Anar – Kerman – Zahedan – Mirjaveh - <i>Border of Pakistan</i>		AH 2
5.b.	<u>Nadlag</u> – Arad – Timisoara – Lugoj - Carasebes – Dr.-Turnu – Severin – Craiova – Calafat – Vidin – Botevgrad – Sofia	E – 70, E – 79	
5.c.	<i>Border of Greece – Kesan – Silivri</i>	E – 84	
5.d.	Kiev – Uman - Odessa (Port) – Samsun (Port) - Merzifon	E – 95	
6.	Mashhad – Sarakhs – Mary – Alat – Bukhara – Navoi – Tashkent – <i>Shymkent</i> – Bishkek – <i>Almaty</i> – <i>Sary-Ozek</i> – Khorgos – Urumqi – Xi’an – Lianyungang (Port) / Shanghai (Port)	E – 60, E – 40, E – 013, E – 012	AH – 75, AH – 5
7.	Tashkent – Andizhan – Osh – Sary-Tash – Irkeshtam – Kashi – Urumqi – Xi’an – Lianyungang (Port) / Shanghai (Port)	E – 007	AH – 7, AH – 65, AH – 4, AH – 5
7.a.	Mashhad – Dogharoun - Herat – Mazar-i-Sharif – Polekhumri – Nizhniy Panj - Dushanbe – Sary-Tash – Irkeshtam – Kashi	E - 123	AH – 1, AH – 76, AH – 65, AH - 4
7.b.	Mazar-i-Sharif – Termez – Dushanbe - Vakhdat – Kulob – Khorugh – Murgab - <u>Kulma Pass</u> – <u>Kalasu</u> – Kashi	E – 60, E 001	AH – 65, AH 66, AH 4
7.c.	Bishkek – Naryn – Torugart – Kashi	E – 125	AH 61, AH 4
7.d.	Tashkent – Khujand – Kokand	E – 007	
8.	<u>Torfyankovka</u> - St. Petersburg – Moscow – Volgograd – Astrakhan/Alya (Port) – Anzali (Port) – Qazvin - Tehran – Bandar Abbas (Port)	E – 105, E – 119, E – 40	AH – 8, AH – 1, AH – 2, AH – 70

8.a.	Astrakhan (Port) – Alya (Port) – Samur – Yalama - Baku (Port) – Astara (Azerbaijan) – Astara (Iran) – Qazvin – Tehran	E – 119	AH – 8
8.b.	Astrakhan – Amirabad (Port) – Sari		
8.c.	Astrakhan – Alya (Port) – <i>Aktau (Port)</i> – <i>Beineu</i>	E – 121	AH 70
8.d.	Qazvin – Saveh – Ahvaz – Bandar Emam (Port)		AH 8
8.e.	Tehran – Qom – Esfahan – Shiraz – Bushehr (Port)		AH 72
8.f.	Eserdar – Guduroolum – Inche Boroun – Gorgan – Sari – Semnan – Damghan – Yazd – Anar – Bandar Abbas (Port)	E 121	AH 70
8.g.	Tegen – Sarahs – Sarakhs – Mashhad – Birjand – Nehbandan – Dashtak – Zahedan – Chabahar (Port)		AH 75
9.	Murmansk (Port) - Petrozavodsk – St. Petersburg (Port)– Pskov – Ostrov – Gomel – Kiev – Odessa (Port)		
10.	Archangelsk (Port) – Bereznik – Perm	E – 105, E – 95	

Notes :

1. The above routes are subject to reservations expressed by countries during the meeting (see para. 17 in main body of report).
2. Numbering is indicative only (see also para. 16 in main body of report).
3. Itineraries given above are summary itineraries and include only selected towns; further details of stations will be given in full itineraries.
4. Spelling of station names will be checked against those included in international agreements.
5. Countries/stations in italics above refer to those sections for which concurrence needs to be sought from the relevant country authorities not present at meeting (see also para. 17 in main body of report).
6. Black Sea ports will be further studied and discussed at the next EGM (see also para. 18 in main body of report).

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UNECE – UNESCAP

*UN Development Account Capacity Building Project on
Interregional Transport Linkages*

2nd Expert Group Meeting on Developing Euro-Asian Transport Linkages

(3 – 5 November 2004, Odessa, Ukraine)

AGENDA

1. Opening of the Meeting.
2. Project overview and progress to date
 - a. Project overview
 - b. Country-by-country review of Euro-Asian Transport Linkages
3. Selection of main routes along Euro-Asian Transport Corridors for priority development
 - a. Criteria for selection of routes
 - b. Presentation of proposals for routes
 - c. Comments by countries, subregional and international organizations, IFIs and donors, and private sector
 - d. Selected routes adopted
4. Identification of investment priority needs to improve transport operations
 - a. Criteria for prioritization of projects
 - b. Presentation of proposed priority investment needs along selected routes
 - c. Comments by countries, subregional and international organizations, IFIs and donors, and private sector
 - d. Preliminary list of priority investment needs along selected routes
5. Next steps under Phase II of the project (2005)
6. Conclusions and recommendations

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2nd Expert Group Meeting on Developing Euro-Asian Transport Linkages

(3 – 5 November 2004, Odessa, Ukraine)

PROGRAMME OF MEETING***1st Day: Wednesday 3 November 2004 - Morning session***

0830	Registration	
0900	<u>Agenda Item 1: Opening of the Meeting</u> Welcome address Recap of outcome of 1 st Expert Group Meeting on Developing Euro-Asian Transport Linkages Objectives of 2 nd Expert Group Meeting	Mr. Hryhorii Lehenkyi , Director, Transport and Communications Systems Development and Coordination Department, Ministry of Transport and Communications of Ukraine Mr. Jose Capel Ferrer , Director, Transport Division, ECE Mr. John Moon , Chief, Transport Infrastructure Section, TTD, ESCAP
0930	<u>Agenda Item 2: Project overview and progress to date</u> a. Project overview	UNECE / UNESCAP
1030	Coffee break	
1045	<u>Agenda Item 2: (cont.) Project overview and progress to date</u> b. Country-by-country review of Euro-Asian Transport Linkages	National Focal Points (5-10 minutes each)
1300	Lunch break	

1st Day: Wednesday 3 November 2004- Afternoon session

1400	<u>Agenda Item 3: Selection of main routes along Euro-Asian Transport Corridors for priority development</u> a. Criteria for selection of routes b. Presentation of proposals for routes	UNECE / UNESCAP UNECE / UNESCAP
1545	Coffee break	
1600	<u>Agenda Item 3: (cont.) Selection of main routes along Euro-Asian Transport Corridors for priority development</u> c. Comments by countries, subregional and international organizations, IFIs and donors, and private sector	National Focal Points
1700-1730	Summary of day's discussions and close of Day One	
1830-2100	Official dinner hosted by the Ministry of Transport of Ukraine	

2nd Day: Thursday 4 November 2004-Morning session

0900	Opening of meeting and recap of Day 1	
0915	<p><u>Agenda Item 3: (cont.)</u> Selection of main routes along Euro-Asian Transport Corridors for priority development</p> <p>c. Comments by countries, subregional and international organizations, IFIs and donors, and private sector (cont.)</p>	European Conference of Ministers of Transport (ECMT); Black Sea Economic Cooperation (BSEC) Permis
1115	Coffee break	
1130	<p><u>Agenda Item 3: (cont.)</u> Selection of main routes along Euro-Asian Transport Corridors for priority development</p> <p>c. Comments by countries, subregional and international organizations, IFIs and donors, and private sector (cont.)</p> <p>d. Selected routes adopted</p>	UNECE / UNESCAP
1330	Lunch break	

2nd Day: Thursday 4 November 2004 – Afternoon session

1430	<p><u>Agenda Item 4 : Identification of investment priority needs to improve transport operations</u></p> <p>a. Criteria for prioritization of projects</p> <p>b. Presentation of proposed priority investment needs along selected routes</p> <p>c. Comments by countries, subregional and international organizations, IFIs and donors, and private sector</p>	<p>UNECE / UNESCAP</p> <p>UNECE / UNESCAP</p> <p>National Focal Points and Group Discussion</p>
1545	Coffee break	
1600	<p><u>Agenda Item 4 : (cont.) Identification of investment priority needs to improve transport operations</u></p> <p>d. Preliminary list of priority investment needs along selected routes</p>	UNECE / UNESCAP
1700-1730	Summary of day's discussions and close of Day Two	

3rd Day: Friday 5 November 2004- Morning session

1000	Opening of meeting and Recap of Day 2	
1015	<u>Agenda Item 5: Next steps under Phase II of the project (2005)</u>	UNECE / UNESCAP, National Focal Points and Group Discussion
1130	Coffee break	

1200	<u>Agenda Item 6: Conclusions of the 2nd Expert Group Meeting on Developing Euro-Asian Transport Linkages and closing of the meeting</u>	<p>Mr. John Moon, Chief, Transport Infrastructure Section, TTD, ESCAP</p> <p>Mr. Hryhorii Lehenkyi, Director, Transport and Communications Systems Development and Coordination Department, Ministry of Transport and Communications of Ukraine</p>
<i>1330</i>	End of the meeting	
<i>1430-1630</i>	Visit to Odessa commercial sea port	

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UNECE – UNESCAP

*UN Development Account Capacity Building Project on
Interregional Transport Linkages*

2nd Expert Group Meeting on Developing Euro-Asian Transport Linkages

(3 – 5 November 2004, Odessa, Ukraine)

LIST OF PARTICIPANTS

2-го заседания экспертной группы по развитию Евроазиатских транспортных коридоров

3-5 ноября 2004 года, Одесса, Украина

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