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**Economic Commission for Europe****Inland Transport Committee****Working Party on Transport Trends and Economics****Thirty-sixth session**

Geneva, 4–6 September 2023

Item 3 (a) of the provisional agenda

**Development of transport networks and/ or links:****Euro-Asian Transport Links****Overview of ongoing and planned operationalization activities in support of the Trans-Caspian and Almaty-Tehran-Istanbul corridors****Submitted by the governments of Azerbaijan, Georgia, Iran (Islamic Republic of), Kazakhstan, Türkiye and Uzbekistan****I. Background**

1. At the second session of the Coordination Committee on the Trans-Caspian and Almaty-Tehran-Istanbul Corridor (hereinafter referred to as Coordination Committee) which took place on 5-6 June 2023 in Istanbul (Türkiye), members agreed to create and maintain a joint table of activities which for information sharing purposes will be updated ahead of each following Coordination Committee session providing a comprehensive overview of the work being undertaken in support of both corridors. The present document provides such a joint table of ongoing activities.

**II. Corridor Coordination table**

The below table, populated by the members of the five Governments currently part of the Coordination Committee, and by the Intergovernmental Commission (ICG) TRACECA, contains references to:

(a) National/ bilateral/ subregional initiatives and work streams being undertaken by individual governments (national railway undertakings, authorities in charge of transport and infrastructure and customs agencies) which are of relevance to the entire corridors.

(b) International/regional activities and/or regulatory work being undertaken, where appropriate, in the framework of relevant Working Parties under purview of the ECE Inland Transport Committee (ITC) and the Economic Cooperation Organization (ECO) or by the Intergovernmental Commission (IGC) TRACECA secretariat of direct relevance to the entire corridors.



### National and international activities in support of the Coordination Committee work

<i>Committee Member</i>	<i>Transport infrastructure/ missing links</i>	<i>Digitalization /harmonization of transport documents</i>	<i>Timetables and tariffs</i>	<i>Border crossing efficiency</i>	<i>Economic viability, resilience, and environmental performance</i>
Azerbaijan	<ul style="list-style-type: none"> <li>The launch of a second infrastructure reconstruction phase at the Port of Baku.</li> <li>Modernization works on the Baku-Tbilisi-Kars (BTK) route.</li> <li>Zangezur corridor: road and railway infrastructure construction underway.</li> </ul>	<ul style="list-style-type: none"> <li>ADY: Conceptual design of transportation management system and implementation of quick wins (GPS tracking, fuel economy etc.)</li> <li>Port of Baku: integration of its port management information system with similar type systems at the ports of Aktau, Kuryk and Turkmenbashi.</li> <li>Work on the use of CIM/SMGS and its future electronic version. On 22 May 2023, a memorandum was signed between the railway administrations of Azerbaijan, Türkiye, Kazakhstan, Georgia and Ukraine on piloting of the CIM/SMGS electronic consignment note.</li> </ul>			
Georgia	<p>The ongoing railway sector modernization project overall completion rate is currently at 96.23 per cent. The core railway network in the country will become entirely double-tracked. The completion of the modernization project will lead to a greatly enhanced</p>	<ul style="list-style-type: none"> <li>Georgian Railways (GR) is aiming to speed up the Trans-Caspian Corridor digitalization process, it has already started testing electronic data sharing with other railway undertakings on the corridor. At this stage, information from the GR Freight Transportation system is fully</li> </ul>	<p>Altynkol-Batumi/Poti tariff TEU TITR – \$USD 1,597</p> <p>Altynkol-Kars- Istanbul tariff TEU TITR – \$USD 2,257</p>	<p>On-going: Agreement among the governments of Georgia, Türkiye and Azerbaijan on advanced data exchange for facilitation of customs transit procedures within the framework of the Baku-Tbilisi-Kars (BTK) railway project has started. Transportation via the Baku-</p>	<p>Feasibility study on the development of Ro-La/road trucks by rail transportation is planned in Georgia. If implemented, the project will contribute to reducing carbon footprint from the transport sector.</p>

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	infrastructure for railroad operations in a very challenging, high-gorge area of the country, will lead to reduced travel time and enhanced safety levels. The annual throughput capacity will rise from 27 to 48 million tons.	synchronized with Georgian customs, and the cargo status is automatically updated. It is possible to submit to the customs authorities a digital SMGS document signed with an electronic signature. The GR Freight Transportation system is pre-filled with information from neighbouring railway undertakings to shorten the process of document processing at border crossings.		Tbilisi-Kars (BTK) railway line is carried out using the CIM/SMGS consignment note. This simplifies the process of transportation, as well as accelerates the transfer of wagons at border crossings between Georgia and Türkiye while significantly reducing the delivery time of goods. GR and customs operational systems are integrated, information about commodities subject to customs control is exchanged electronically, and items are declared, placed under, and removed from control using the same electronic format. At the Gardabani border station, sophisticated scanners for inspection and monitoring have been installed for effective control over the arrival of wagons from the Azerbaijani side.	
Iran (Islamic Republic of)	Marand-Cheshme Soraya-Dileoju 220 km rail connection to Türkiye	Electronic exchange of railway data is being implemented by and between RAI and TCDD, and a similar approach is under negotiation with Turkmenistan	4–5 days, from the following border crossing points with Turkmenistan (Sarakhs and Inche Borun) to the Turkish border near Razi. Based on the protocol concluded	Linking customs system with weighting facilities at border crossing points to increase commercial speed of the trains.	

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			<p>between Iran (Islamic Republic of) and Türkiye, the transport tariffs between Iran (Islamic Republic of) and Türkiye on this route are as follows (for Iranian and Turkish wagons):</p> <ul style="list-style-type: none"> <li>• General cargo: 0.012 Euro per-ton/kilometer</li> <li>• 20-foot container: 0.18 Euro per container/kilometer</li> <li>• 40-foot container: 0.23 Euro per container/kilometer</li> </ul>		
Türkiye	<p>There is a total of 13,896 km of railway network, including 11,668 km conventional, 2,009 km high-speed and 219 km rapid railway lines. 49 per cent of the lines are signaled and 51 per cent are electrified.</p>	<p>As of 2016, the consignment notes are transferred electronically to the customs administration. The CIM and CIM/SMGS consignment notes also serves as a "Transit Accompanying Document" regarding customs procedures in Türkiye. . Since September 2021, CIM/SMGS common consignment note has been used for rail freight transportation operations via Baku-Tbilisi-Kars (BTK) middle corridor railway line. During the period 2018–2023 an interconnection has been established between Iranian</p>	<p>After arrival at the border and customs controls, the trains are dispatched to their destination swiftly as per the domestic timetables. Bilateral and multilateral negotiations and joint competitive tariffs are determined for transportations to Iran (Islamic Republic of) and via the BTK line.</p>	<p>Transport operations on the BTK railway line and on the Trans-Caspian corridor are carried out via the Canbaz/Kartsakhi border crossing. Transshipment operations are carried out at Akhalkalaki station in Georgia located 29 km inland. A 1.435 mm-gauge railway line from Türkiye to Akhalkalaki is in place. The Akhalkalaki transfer station is being upgraded to meet rising demands for conventional and bulk cargo. Transport operations with Iran (Islamic Republic of)</p>	<p>During transport operations on the BTK line and the Middle Corridor, there may be seasonal difficulties between Kars and Akhalkalaki during heavy winter conditions. There may also be climate change induced difficulties for transport from Iran (Islamic Republic of) for the crossing of the Van Lake (due to decreased water levels).</p>

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		Railways (RAI) and TCDD for the purpose of electronic rail freight data transfers between both administrations.		are carried out via the Kapıköy/Razi border crossing.  Transport operations to Europe are performed via the Kapıkule/Svilengr crossing on the border with Bulgaria and via the Uzunköprü/Pityon crossing on the border with Greece. As of 2019, consignment notes also serve as a "Transit Accompanying Document" regarding customs procedures in Türkiye. Due to electronic integration between TCDD Taşımacılık A.S. and the customs administration of Türkiye, all information is transferred digitally.	
Kazakhstan	A new container terminal at the port of Aktau is being built which will provide opportunities for reloading of cargo from a traditional rail freight wagon or truck into containerized transport units. The terminal will also offer container storage capacity and possibilities for weighing (Verified Gross Mass), repair and certification of containers. A bypass railway line is being built in Almaty	To work on introducing harmonized transport documents such as the CIM/SMGS common consignment note.	(a) Providing of a fair and favorable tariff policy on the route.  (b) Organization of a shuttle service on under TITR.  A rail freight shuttle service on the territory of Kazakhstan is being implemented following a fixed time schedule and tariff on the rail section Altynkol-Aktau port, departing from Altynkol		To continue development of rail corridors. Railway being one of the most energy efficient and environmentally friendly modes of transport

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	thereby softening the pressure on the existing Almaty junction by a 40 per cent reduction in cargo processing requirements and by speeding up delivery time with up to 24 hours.		station three times a week with an overall transport time of not more than 90 hours for a total distance of around 3,700 km.		
Uzbekistan	<p>To date, the total length of the main railway lines of “Uzbekistan Temir Yollari” JSC is 7,400 km, of which 3,500 km have been electrified.</p> <p>The first large-scale project was the construction of the Navoi-Uchkuduk-Sultan-Voystag-Nukus railway line. Despite the difficult economic situation at that time, this project was successfully implemented in 2001 and the connection between the northern regions and the center of the country was achieved.</p> <p>The railway line Tashguzar-Boysun-Kumkurgan, which crosses a 1,800 m high mountain range, became a major breakthrough. The project was fully implemented in 2009.</p>	<p>Electronic information systems of Uzbekistan include:</p> <p>(a) Single portal of interactive public services - <a href="https://my.gov.uz/ru">https://my.gov.uz/ru</a>;</p> <p>(b) Customs services “E-Tranzit” - <a href="https://cargo.customs.uz">cargo.customs.uz</a>;</p> <p>(c) Portal for e-ticket sales for passenger trains - <a href="https://e-ticket.railway.uz">https://e-ticket.railway.uz</a>;</p> <p>(d) Cargo owner service portal - <a href="https://e-nakl.railway.uz/">https://e-nakl.railway.uz/</a>;</p> <p>(e) Portal for monitoring of train movements - <a href="https://smpo.uzgps.uz/">https://smpo.uzgps.uz/</a>;</p> <p>(f) Information system for automated recognition of registration numbers and weights of goods in wagons and containers.</p>		<p>JSC "UTI" has 18 interstate junction points with all neighboring countries of the region, of which:</p> <p>(a) Kazakhstan - 3;</p> <p>(b) Kyrgyzstan - 4;</p> <p>(c) Tajikistan-4;</p> <p>(d) Turkmenistan-6;</p> <p>(e) Afghanistan - 1.</p>	<p>JSC "Uzbekiston temir yullari" has become a key branch of the country's economy.</p> <p>It implements large-scale projects for the construction of new railway lines and the modernization of existing ones, it contributes to the construction of bridges and overpasses and to the creation of new modern industrial facilities.</p> <p>JSC "Uzbekiston temir yullari" has the ambition to boost the transit potential of Uzbekistan, connecting the Eurasian continent from north to south, and from east to west.</p> <p>In terms of cargo turnover in the world, Uzbekistan wants to become a regional leader.</p> <p>The railway sector today accounts for sixty per cent of all freight traffic and</p>

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IGC TRACECA	In August 2016, a new electrified Angren-Pap railway line at an altitude of 2,200 m above sea level was launched, with a total length of 123 km including a 19 km tunnel.	Preparatory meeting of the working group for organization and implementation of e-CIM/SMGS Consignment Note (3 July 2023). Closed session.		Workshop on customs issues along TRACECA routes (12 July 2023). Closed session.	seventy-five per cent of passenger traffic.