



# CASPIAN CONTAINER C O M P A N Y

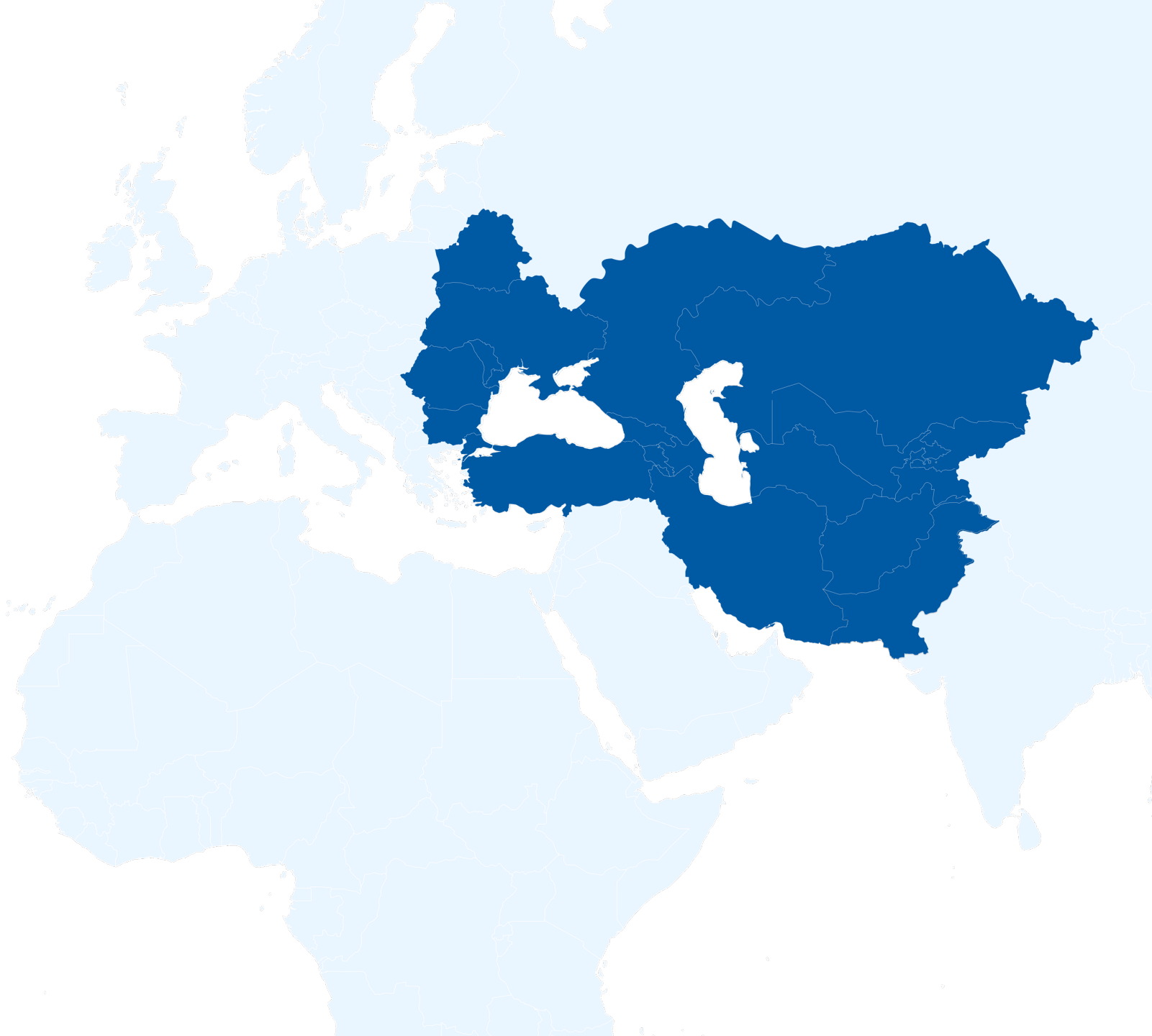


Greater Caspian  
ASSOCIATION

**Caspian**  
week Platform  
for global ideas

36th annual session of the Working Party on  
Transport Trends and Economics  
04 September 2023

Geneva, Switzerland





CASPIAN CONTAINER  
COMPANY



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Connecting Greater Caspian to the World

## Southern Corridor (via Afghanistan)





Corridor	Route	FCL capacity (TEU/annum)	Bulk capacity (mt/annum)	Main Bottleneck
Trans-Caspian Corridors (including Middle Corridor)	1) Turkmenbashi – Baku – Poti	14,400	1,200,000	1) Trans-Caspian sea transportation 2) Lack of railway platforms (flat wagons)
	2) Turkmenbashi – Baku – Mersin			
	3) Aktau – Baku – Poti	100,000	16,200,000	
	4) Aktau – Baku – Mersin			
	5) Constanta – Poti – Baku – Turkmenbashi	14,400	1,200,000	
	6) Poti – Baku – Turkmenbashi			
	7) Mersin – Baku – Turkmenbashi			
	8) Constanta – Poti – Baku – Aktau	100,000	16,200,000	
	9) Poti – Baku – Aktau			
	10) Mersin – Baku – Aktau			
	11) Pan-Central Asia – Altynkol – Khorgos	540,000	Only containers allowed on rail	
Southern Corridor (via Afghanistan)	1) Bukhara – Hairatan – Peshawar – Karachi 2) Ashgabat – Torghundi – Herat – Chaman – Karachi	570,000	13,687,000	1) Afghanistan – Pakistan transborder trucking capacity 2) Afghanistan situation
International North-South Transport Corridor (from Central Asia)	1) Bukhara – Turkmenabat – Gorgan – Tehran – Yazd – Bandar Abbas 2) Aktau/Turkmenbashi – Bandar Anzali – Tehran – Yazd – Bandar Abbas	NA	5,500,000	1) Sanctions 2) Turkmenistan – Iran rail gauge change