



# Transport Corridor Europe-the Caucasus-Asia



Land Transport Connectivity Between Asia and Europe and the Role of Inter-Regional Transport Corridors

Bangkok, 2022

# TRACECA

Rotating Chairmanship

## KEY DATES

May 1993  
Initiating of the TRACECA Programme

September 8, 1998  
Signature of the Basic Multilateral Agreement on International Transport for Development of the Europe-the Caucasus-Asia corridor (MLA)

March 10, 2000  
The First Annual Meeting (Conference) of the Intergovernmental Commission TRACECA on the transport corridor "Europe-the Caucasus-Asia"

February 21, 2001  
Official opening of the office of the Permanent Secretariat of the IGC TRACECA in Baku (Azerbaijan)

The development of economic relations, trade and transport communication in the regions of Europe, the Black Sea, the Caucasus, the Caspian Sea and Asia – one of the main objectives

### Intergovernmental Commission

Decision-making structure – Competent Ministries

### Permanent Secretariat

Executive structure – Implementation and Monitoring



An official opening ceremony of the office in Baku (left-right) *Minister of Foreign Affairs and representative of Swedish presidency in EU Anna Lindh, the President of the Republic of Azerbaijan Heydar Aliyev, Commissioner for External Relations Christopher Patten, Secretary General/ High Representative of CFSP Javier Solana*

### Permanent Representatives (National Secretaries) in 13 member states

National structure – Focal and Coordinating point between national competent authorities/organisations and the Permanent Secretariat



# Strategic guideline



"Logistics Processes and Motorways of the Sea II" project funded by the European Union has become a long-term guide in the development of the corridor

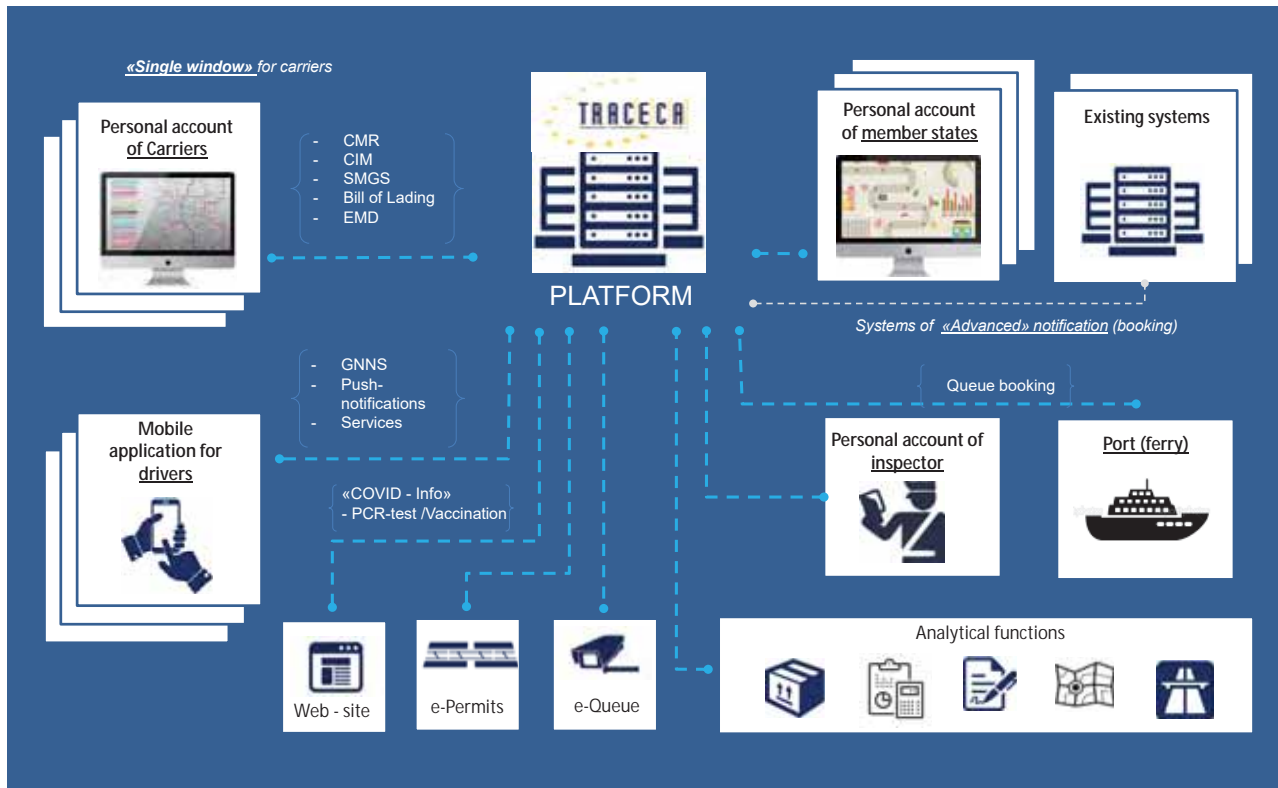


## Main areas of actions for 2022-2026

- Removal of institutional and legal barriers for transport and international trade
- Development of railway sector
- Motorways of the Sea, railway-ferry communication and maritime routes
- Development of road sector
- Development of inland waterways
- Air transport
- Connections with the hinterland, multimodal and logistic possibilities

# Digitalization

Digital Concept will be the main guide to digitalization of the corridor in various modes of transport



## MAIN AREAS

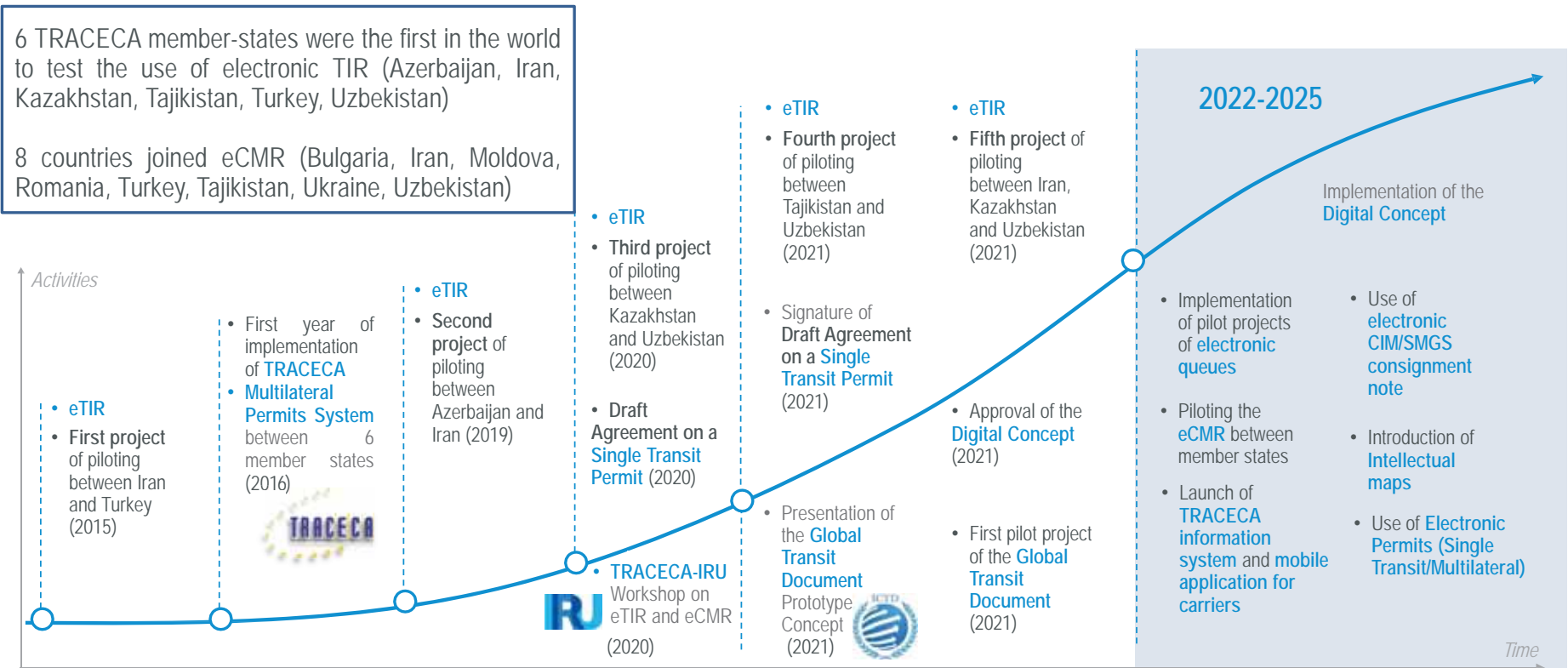
- Digitalization of Multilateral Permits System of TRACECA
- Implementation of Agreement on a Single Transit Permit of TRACECA
- Implementation of eTIR and eCMR
- Creation of TRACECA digital platform
- Introduction of Intellectual maps
- Digitalization of supply chains along the TRACECA routes

In 2020-2021, the Permanent Secretariat together with the International Center for Transport Diplomacy, the Intergovernmental Council of Road Administrations and the IBM Corporation, worked on the development of the Concept of the **Global Transit Document**.

Joint work continues on preparations for the first pilot application of the Global Transit, the results of which will be presented in 2022.

# Digitalization of transport documents

Permanent Secretariat is currently working on initiatives aimed at introducing digital solutions on transport



# Development of international road transport

Permanent Secretariat is currently working on initiatives aimed at introducing digital solutions on transport

## SINGLE TRANSIT PERMIT

### Sample of the application of a Single Transit Permit

Example- transit transportation among the TRACECA countries



### Objective of the Agreement on a Single Transit Permit

- Reducing the number of permits for transit transportations;
- Reducing the cost of transportation;
- Simplification of the transport process between the TRACECA countries;
- Increasing the return loading when transporting cargo by ferry vessels;
- Optimization of procedures for obtaining a transit permit;
- Applications of digitalization elements;
- Exclusion of the application of paper permits;
- Growing interest of countries in acceding to TRACECA

## MULTILATERAL PERMIT

- Applied since 2016
- Used in 6 countries: Armenia, Georgia, Moldova, Romania, Turkey, Ukraine
- Gives the right to carry out bilateral and transit transportations, as well as transportations to/from third countries



- The average percentage of use of multilateral permits among 5 countries is 97.8%, with the exception of Armenia, which did not use permit forms in 2020.

## OTHER INITIATIVES

GLOBAL TRANSIT DOCUMENT

DIGITALIZATION OF MULTILATERAL PERMITS

ELECTRONIC QUEUES

1. It is expected that the procedures for approving the Agreement on a Single Transit Permit of TRACECA will be completed
2. Other countries of the corridor are expected to join the TRACECA Multilateral Permits System
3. The active participation in the implementation and piloting of projects is observed
4. Provision of favourable conditions for attracting cargo flows is carried out

# Global Transit Document

## CHRONOLOGY OF WORK ON THE INITIATIVE

**2020:** The Concept of the Global Transit Document (GTrD)

**2Q 2021:** Presentation of the GTrD

**1Q 2022:** Implementation of pilot project using the GTrD

**2022:** Presentation of the results of the GTrD pilot application

## GTrD PILOTING ROUTE

Tajikistan-Uzbekistan-Kazakhstan-Azerbaijan



## GTrD will shift the focus from documents to data

- GTrD will provide a more efficient, predictable and secure exchange of information.
- Disparities and discrepancies in documentation will be alleviated providing huge savings in time and costs.
- Access to earlier, more complete, immutable data improves the effectiveness of targeting processes, facilitating legitimate trade, increasing compliance and improving Customs' efficiency.
- A customs authority can establish a connection in a few days, with a small team, rather than requiring its staff to first invest in becoming blockchain experts.

# Development of water transport

## TRACECA Regional Action Strategy on Maritime Safety and Environmental Protection

### 1 Maritime Safety

### 2 Environmental Protection

### 3 Ensuring Safety at Sea

#### Paris MoU

Based on the Annual Report on the Implementation of the Paris MOU on Port State Control, Turkey is on the "White List", Azerbaijan, Iran, Kazakhstan and Ukraine are on the "Grey List"

#### OSCE

In 2019, the OSCE launched the project "**Promotion of Green Ports and Connectivity in the Caspian Sea Region**"

The **TRACECA II Maritime Safety and Security** project was originally launched by the European Commission in 2013 with a duration of 3 years and builds on the results of 2 previous projects, SASEPOL (2009) and MONINFO (2011).

The TA project "**Assessment of needs for cargo handling equipment for the ports of the Caspian Sea**" was sent to the EC in 2020.

Further actions will be taken as part of the Action Plan for 2022-2026

## Review on the evaluation and development of the concept of marine vessels for the Caspian Sea

The main goal is to develop maritime transport along the TRACECA corridor and reduce the cost of transportation.

As part of the study, it is planned:

- conducting a comparative analysis of the cost of transport of goods by sea in the Caspian and Black Seas, and preparing recommendations for reducing the cost of transportation and the business model of cargo shipping lines;
- conducting an analysis of the current fleet of the TRACECA countries and identifying bottlenecks and factors hindering the development of maritime transport;
- development of a feasibility study, including the conceptual design of vessels' structures for maritime transport in the Caspian Sea and the adaptation of terminals;
- development of a feasibility study with the rationale for the optimal parameters of ferries for sea transportation in the Black Sea, taking into account the cargo flow within TRACECA

The project was launched in December 2021, its **completion is expected in the 2 quarter of 2022**, after which the outcomes will be submitted to the TRACECA countries for consideration.



# Development of container transport

In 2030, the maximum estimated volume will be 760 thousand TEU containers or 9 thousand container trains

## Concept for the development of container transport in the TRACECA corridor countries up to 2030

This document describes the trends in trade relations between the countries of the TRACECA corridor, the forecast of foreign trade of the countries of Europe and Asia for the last 20 years (75 countries were selected), "bottlenecks" and recommendations for their elimination.

To achieve these indicators, the activities of the Permanent Secretariat will focus on removing technical barriers and determining competitive tariffs for container transport along the TRACECA routes.

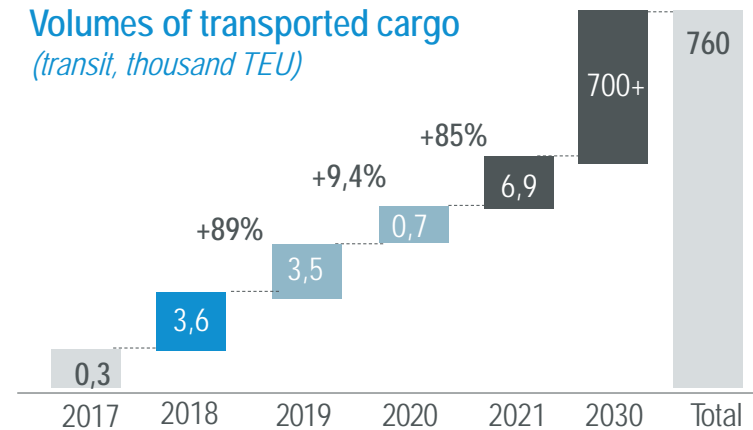
## Cooperation with UIC

Involvement in Study on Silk Road Middle and Southern Corridors/TRACECA routes (conducted by UIC and Roland Berger) - identification of bottlenecks and needs for action

Development of common approaches to determining competitive pricing for the transport of goods by railway lines within TRACECA



## Volumes of transported cargo (transit, thousand TEU)

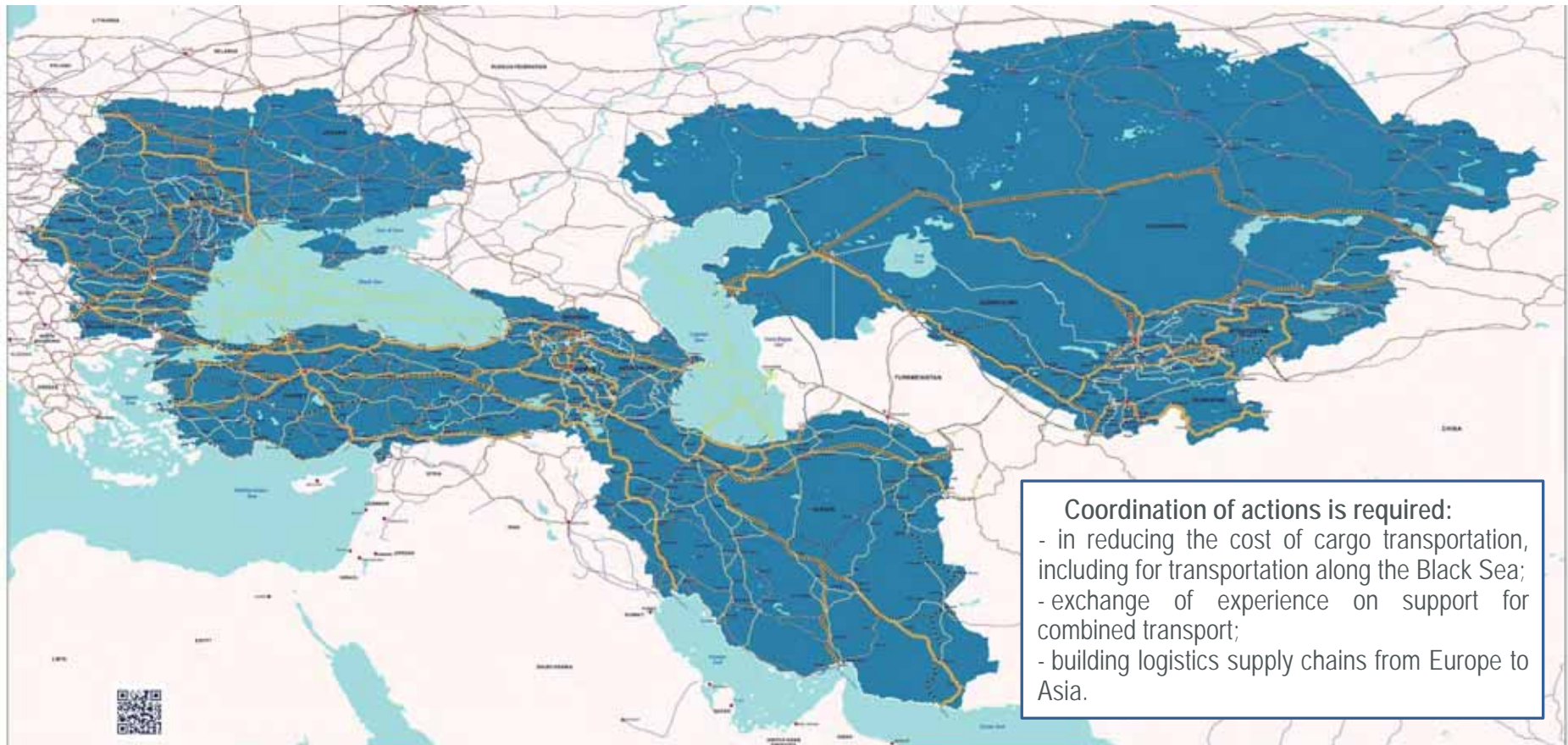


## TRACECA + TEN-T

Joint and coordinated actions significantly contribute to the further development of container transport, which will facilitate the use of new technologies and digital solutions and allow more efficient use of infrastructure, reducing the impact of transport on the environment, which is fully in line with the objectives of the TEN-T

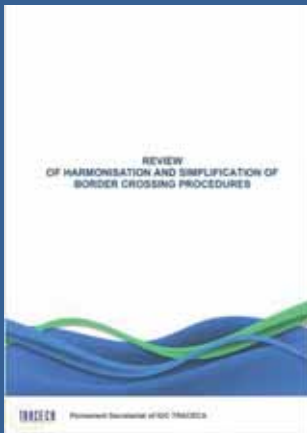
# Land Transport Connectivity Between Asia and Europe

The role of TRACECA in connecting the Europe and Asia via multimodal transport

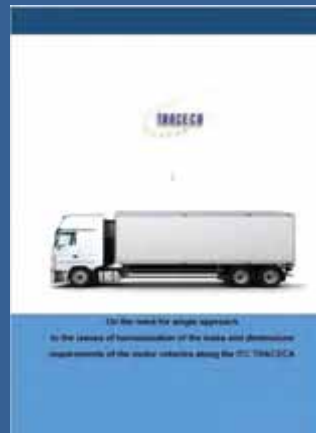


# Reviews and Analysis

## Harmonization of transport legislation in TRACECA countries



Review of harmonization and simplification of border crossing procedures



On the need for single approach to the issues of harmonization of the mass and dimensions requirements of the motor vehicles along the ITC TRACECA



Analysis of the applied tariffs in the field of maritime in MLA member states and recommendations on the elaboration of harmonized tariff policy on the Caspian and Black Seas



Permit Systems and their impact on the development of international road traffic



On the competitiveness of container transport on TRACECA countries



Research and Comparative analysis of maritime legislation



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