Policies and issues relating to intermodal transport corridors

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TRANSIT POLICY

- Infrastructure development and opportunities for enhancing capacities;
- Approximation of the legal to international standards;
- Establishment of common legal bases for transit transportation;
- Implementation of common tariffs for transportation of the transit cargo;
- Elimination obstacles preventing development of transit freight;
- Development of transit multimodal and intermodal transport;
- Simplification of transport and logistical systems;
- Facilitation of border crossing;
- Improvement of custom tariff regulation
- and others
“Strategic Roadmap for development of logistics and trade in the Republic of Azerbaijan” is developed as a part of an initiative to build a competitive, diversified, inclusive and sustainable economy. The Strategic Roadmap sets short, medium and long term policy directions for economic development in logistics and trade of Azerbaijan for the periods by 2020, by 2025 and post 2025.

Strategic priorities defined in the Strategic Roadmap underscore the importance of investments by public-private partnerships and has preliminary impact estimation attached to them. At the same time, the activities of the relevant bodies assigned as responsible bodies in those priorities need to be coordinated and continued within defined time frame.
TRANSPORT CORRIDORS VIA AZERBAIJAN
• BTK will further contribute to promotion of Trans-Caspian Route
• Connection of Trans-European and Trans-Asian railway networks
• Contributing to the revitalization of Historical Silk Road
• Corridor serves for common interest & addresses strategic needs of all countries involved
**BAKU INTERNATIONAL SEA TRADE PORT**

The New Baku International Sea Trade Port in Alat located at 70 km southwest of Baku is being built over an area of 400 ha in two phases. Additional 440 ha is allocated for Free Trade Zone with future expansion to 2000 ha.

The new site of the Port is located at the crossroads of two major transportation corridors, the East-West and the North-South – an area where main railways and highways networks meet.

- **Phase 1**
  - 15 mln. tons of cargo and 100,000 TEU

- **Phase 2**
  - 25 mln. tons of cargo and 500,000 TEU
SPECIAL ECONOMIC ZONE

- SPECIAL LEGAL REGIME
- TAX & CUSTOMS INCENTIVES
- ONE STOP SHOP
- TRANSPORT & LOGISTICS CLUSTER
- PACKAGING LABELING & CONSOLIDATION
- OIL & GAS SUPPLY FACILITIES
- OFFSHORE SUPPLY FACILITIES
- MANUFACTURING
- PHARMACEUTICALS
The Coordinating Council is the collegial executive body engaged with the creation of new transit facilities, maximum usage of the potential of the existing infrastructure, elimination of obstacles for developing of transit cargo transportation, impediment for creation of unfair competition, consideration of applications of transit freight participants, taking appropriate measures to protect their rights, ensuring the registration of agreements between carriers and customers.

The Coordinating Council performs state regulation of tariffs in the field of transit cargo transportation services by railway, marine transport, marine ports and marine terminals carried out by legal entities and individuals associated with the transit cargo, coordinates performance of all participants of transportation process regardless type of their property and organizational-legal form.
The key tasks:
- Development of logistics products with a high degree of customer orientation;
- Organization and monitoring of container transportation by TITR;
- Establishing cooperation with foreign partners in the main trading countries;
- Attraction of cargo traffic on TMTM.
The Lapis Lazuli connects Afghanistan through Turkmenistan, Azerbaijan, Georgia to the Black Sea and ultimately through Turkey to the Mediterranean Sea and Europe.

Lapis Lazuli was created for transit and trade cooperation intended to reduce barriers facing transit trade and develop a Custom Procedure Integration in the region.
Development of road network
THANK YOU for your attention

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