

Georgian Railway Transit Potential



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TITR Development
Coordination Committee

The First Block Train from
China to Tbilisi

TITR
Consortium

TITR
Association

TITR Rebranded as
Middle Corridor

Growth of TEU's From
China

50 %

302 %

2014

2015

2016

2017

2018

2019

South-West Route



SOUTH-WEST ROUTE

Iran, Azerbaijan, Georgia, Ukraine and Poland sides elaborated new tariff policy for the development of South-West Route.

Nowadays, transportation of cargo by the sea from the Persian Gulf and the region of India in the direction of Europe requires 30-40 days. And the transportation of the same freight by the railway of Georgia, Azerbaijan and Iran will be possible for rather a short time.

Signing on Development
of South West Route

Elaboration of
Through Rates

The First test train
from Slavkov to Astara



2016

2017

2018

2019

Different routes for specific markets and their interoperability facilitators

Tbilisi-Poti/Batumi-Black Sea

- Off-dock terminals
- GRLT Terminal
- Specifically high safety standards
- Transshipment dock
- Container handling facilities

Baku-Tbilisi-Kars (BTK)

- New Infrastructure
- Bogie exchange point
- Transshipment Equipment
- Agreed Tariffs

Effects of interoperability

Poti and Batumi are gateways to sea freight for Georgia and landlocked Central Asian countries. Connectivity of Georgian Railway network and Georgian ports is crucial for entire region and transcontinental multimodal railway based corridors.

Since BTK is completely new line therefore it needed tight collaboration between Azerbaijan, Georgia and Turkey to make it operational. Recommended route for trade between Turkey-Central Asia and East Asia



Railway track modernization project

Bottleneck Mitigation

- Increasing capacity from 27.5M tons to 100M tons
- Speed increase from 60 to 80km/h for freight

Project details

- Construction carried out by China Railway 23RD construction Bureau
- Full automatic blocking system

Status

- 46% completed
- Completion year: 2019

Anaklia

Completion Year: 2021

Deep

Throughput capacity: 100M tons

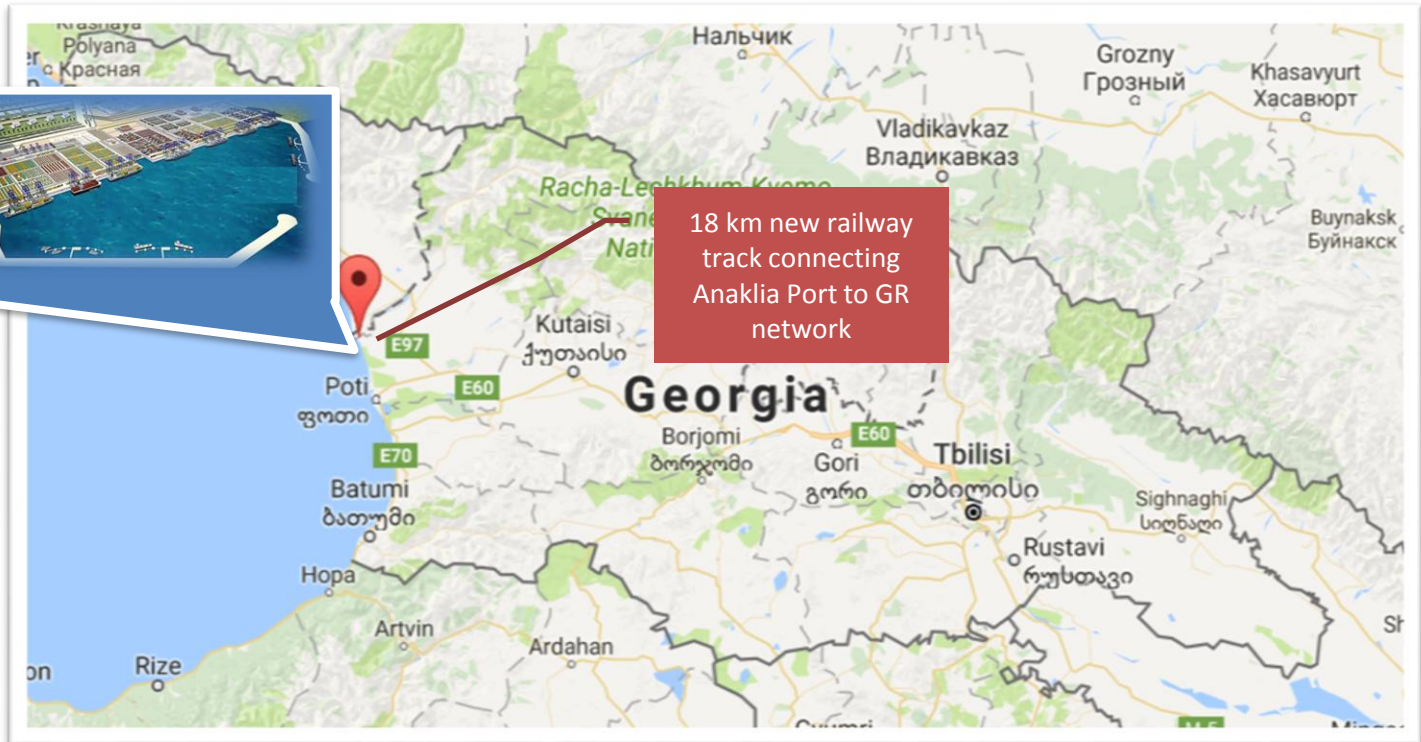
Sea

Berth can accommodate Panamax sized container ships

Port

construction work is already underway

Georgian government already invested GEL 100M



Development of corridors requires scheduled departures of trains from potentially viable areas



China (Urumqi, Lianyungang etc.)

Central Asian Countries & Iran

Europe

At first adding scheduled service from **Urumqi to Georgia** will be tremendous step forward benefiting countries on Middle Corridor and other stakeholders.

Organizations such as UNESCAP, UIC should support such endeavors.

Thank You

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