REPORT COVER PAGE

Project Title: TRACECA Co-ordination TEAM
Project Number: 01-0186
Countries: Armenia, Azerbaijan, Bulgaria, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Romania, Tajikistan, Turkey, Turkmenistan, Ukraine, Uzbekistan

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Reporting Period: From July to November 2002
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<th>Name</th>
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</tr>
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1.-Project Synopsis

<table>
<thead>
<tr>
<th>Project Title</th>
<th>TRACECA Co-ordination Team:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Number:</td>
<td>01-0186.00</td>
</tr>
<tr>
<td>Country:</td>
<td>Armenia, Azerbaijan, Bulgaria, Georgia, Moldova, Kazakhstan, Kyrgyzstan, Romania, Tajikistan, Turkey, Turkmenistan, Ukraine, Uzbekistan</td>
</tr>
</tbody>
</table>

**Project objective[s]:** Promoting the Transport Corridor Europe Caucasus Asia (TRACECA) in order to develop and improve trade within the region as well as the integration into the international economic structure (access to world market).

**Specific objectives:** Facilitate the co-ordination of the TRACECA Programme and its cohesion with other regional community-funded initiatives, other donors and improve information and communication channels via dissemination to the beneficiaries.

**Planned outputs :**

A Co-ordination of TRACECA-programme components and of TRACECA activities with other related programmes and community-funded initiatives is supported and supervised.

- Regular funding of Permanent Secretariat and National Commissions is ensured
- Communication network and information system is established.
- Regular annual IGC meetings and 2 PETrA steering committee meetings as scheduled.
- Regular meetings with Transport Authorities and other high level transport-related decision makers have taken place.

B On-going and scheduled TRACECA-projects are co-ordinated and future activities are programmed

- Assessments of project reports are made.
- Programming for next periods is in time and in line with EU-guidelines and rules and co-ordinated with other investors and financing institutions.

C Investments are facilitated through establishing and maintaining excellent contacts with international financing institutions and other potential investors.

- Contact to donor organisations is established and maintained
D Feasibility Study shows the past and actual competitive situation and the future prospects of the TRACECA transport corridor.

- Feasibility Study is based on updated traffic data base and presents a clear image of the impacts, chances, risks and challenges of TRACECA.

E Information on TRACECA activities is readily accessible and TRACECA - programme is well perceived and aware beyond directly involved stakeholders and beneficiary countries.

- Until the end of the project there are two new TRACECA brochures, 1 updated TRACECA map, up to 6 posters and 7 quarterly issued magazines with about 12 pages each available and distributed among stakeholders.

- TRACECA and PETrA web-pages are redesigned and updated at least 4 times during project duration, in cases of special events there are additional updates in between.

Project activities:

Activities of core task/output number A

A1. funding and supervising the Permanent Secretary

A2. establishing project offices in Odessa and Tashkent (= mobilisation phase including staffing and equipping)

A3. organising hand-over of TRACECA co-ordination and supervision of the Permanent Secretariat to the Co-ordination Team (= mobilisation)

A4. setting-up TRACECA contact points in the beneficiary countries by appointing local experts to follow-up specific TRACECA projects (network of local experts)

A5. assisting beneficiaries in implementing the MLA, i.e. collect, assess and distribute relevant information

A6. organising meetings and working groups for TRACECA beneficiaries

A7. providing secretarial support to these meetings

A8. assist beneficiaries in the co-ordination with Black Sea PETrA contractors and activities

A9. organising two steering group meetings of the Black Sea Pan European Transport Area

Activities of core task/output number B

B1. relating with contractors, project beneficiaries and stakeholders

B2. providing information

B3. identifying critical interfaces

B4. political and technical embedding with stakeholders and target groups of projects

B5. follow-up of projects through analysis of project outputs, and reports
B6. advisory services for the programming of future activities

B7. advising the beneficiaries on the definition and financing options for new projects

B8. assisting in elaboration of ToR for new projects and activities in close co-operation with beneficiaries and task manager

B9. coordination of the projects optical fibre cable in the Caucasus

Activities of core task/output number C

C1. assisting beneficiaries in the co-ordination of other donors and investors in cases of transport related projects in the TRACECA-corridor

C2. maintaining contacts to all donor offices in the region on a regular basis

C3. informing IFI’s representatives on actual status of activities within the overall TRACECA-programme on a regular basis

C4. exchanging information among (potential) donors and investors concerning on-going and scheduled activities along TRACECA corridor on a regular basis

C5. inviting representatives of IFI’s, to attend workshops, meetings etc. carried out within TRACECA programme

C6. getting involved in formal and informal donor co-ordination meetings

C7. informing commercial operators and all interested parties about TRACECA-activities

C8. assistance to the national secretaries in organising regular meetings with commercial operators and interested parties in each country

Activities of core task/output number D

D1. ensuring regular updating of the traffic data base via the permanent secretariat

D2. evaluating past, current and future socio-economic developments along TRACECA-corridor

D3. analysing the evolution of traffic flows along TRACECA corridors and along alternative routes (based on the updated traffic data base)

D4. analyse transport-related costs and benefits on the TRACECA-corridor

D5. benchmarking TRACECA-corridor with other corridors

D6. analyse impacts of the Basic Multi-Lateral Agreement as well as of the TRACECA projects

D7. developing scenarios and providing recommendations and proposing further developments

D8. presentation of the findings of the study during workshops and conferences
D9. assisting in the integration of study results in the programming of the next TRACECA - activities

**Activities of core task/output number E**

E1. organising the hand-over of TRACECA and Black Sea PETrA websites to the co-ordination team

E2. updating and improvement of TRACECA brochures

E3. updating of TRACECA map

E4. issuing quarterly information magazine about TRACECA activities

E5. producing and designing up to 6 posters during the contract period on actual events or request of the task manager

E6. managing the hosting of TRACECA and Black Sea PETrA web-sites

E7. maintaining the site technically and making sure it functions properly at all times

E8. updating the home page and reporting major TRACECA events

E9. updating the „Marco Polo“ section of articles regarding the TRACECA states area

E10. to maintain the technical library

**Target groups:** Cabinets of Ministers & Ministries of Transport of TRACECA Member States National Secretaries, National Commissions and General Secretary

**Project starting date:** November 19, 2001

**Project duration:** 24 months
2. Summary of the project progress since the start

2.1 Coordination of members/beneficiaries of the TRACECA Programme

New Project Offices have been set up in Odessa and Tashkent. A Network of Local Contact points has been set up in Caucasus in Central Asia and for the Black Sea Region (except Turkey). The local contact point in Turkey will be in force during the next reporting period.

Close contacts with National Secretaries/National Commissions have been organised in all TRACECA Member States and a monthly report scheme introduced.

The Permanent Secretariat prepared and organised with the assistance of the co-ordination team a Working Group Meeting in Ashgabat (February 2002), a Working Group and the Second Annual Meetings of IGC TRACECA in Tashkent (April 2002) and took part in various working group meetings especially for the projects Harmonisation of Border Crossings Procedures and Unified policy on transit tariffs and fees.

The co-ordinators in Odessa and Tashkent as well as the Team-leader have participated in conferences and meetings in their regions (e.g. Fifth International Exhibition-Symposium on Shipping, Shipbuilding and Port’s development, Ministerial Conference in Kiev “V. Pan-European Transport Corridor – operational improvement and further development”, TRANSCASPIAN 2002 and BAKUTEL exhibition organised by ITECA, Regional Co-operation Workshop in Tashkent organised by the Konrad Adenauer Foundation and the Speca Project Working Group on Transport and Border Crossing Facilitation in Almaty. Further information as per Annex 1.

Financing support to General Secretary, National Secretaries and Permanent Secretariat has been ensured until the 1st of October, 2002 under request of the European Commission stated in the Addendum 2 of the Contract. The period from November 2002 until July 2003 should be covered out of the TACIS TRACECA Project “Common Legal Base for Transit Transportation” but so far this contract is not yet signed between the European Commission and the successful Consulting Company.

The most important topic since December 2001 was creating the most favourable conditions for the Transport of Humanitarian Goods to Afghanistan through the TRACECA Corridor. Within that framework a number of initiatives were specified and developed.

Effective from the 1st of October, 2002 the “Memorandum of the Most Favourable conditions for special and humanitarian goods to be transported to Afghanistan and Central Asia along the TRACECA Corridor” came into force for the route Poti/Batumi (Georgia), Baku (Azerbaijan Turkmenbashi – Serkhetabad/Turgundi (Turkmenistan/Afghanistan) and Farab (Border Crossing to Uzbekistan). This Memorandum has been signed by the Deputy Chief of the Azerbaijan Railways Mr. Panakhov, the Head of Caspian Shipping Company Mr. Bashirov for Azerbaijan, General Director of Georgian Railways Mr. Chkaidze for Georgia and Mr. Redjepov, the Deputy Chairman of the Government and the Head of Turkmen Railways for Turkmenistan. This Memorandum is attached as Annex 5 to the report.
2.2 Co-ordination of TRACECA Projects

Close contact with Task Manager, DG AIDCO and EU-Delegations has been established, as well as with TACIS Co-ordination Units, EU Member States’ Embassies and TACIS Monitoring Teams.

The Current TRACECA projects:

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Contractor(s)</th>
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<tr>
<td>Customs Facilities at Central Asian Border Crossings</td>
<td>Computer Solutions BV (NE)</td>
</tr>
<tr>
<td>Harmonisation of Border Crossing Procedures</td>
<td>SWK (UK) Compaass Gmbh (DE) NEA (NL) SEMA (BEL)</td>
</tr>
<tr>
<td>Unified Policy on Transit Fees and Tariffs</td>
<td>SWK (UK) TEBODIN (NL) Corporate Solutions (UK)</td>
</tr>
<tr>
<td>Pre-feasibility Study of New Rail Link between the Ferghana Valley, Bishkek and Kasghar</td>
<td>Lahmeyer Int. (DE) SENER Ingeneria (SP)</td>
</tr>
<tr>
<td>Central Asia Railway Telecommunications</td>
<td>Italferr. S.P.A (ITA)</td>
</tr>
<tr>
<td>Central Asian Border Crossings and Road Feasibility Study</td>
<td>Computer Solution (NL)</td>
</tr>
<tr>
<td>Supply of an Optical Cable System for Communication and Signalling to the Railways of Armenia, Azerbaijan and Georgia</td>
<td>SIEMENS (DE)</td>
</tr>
<tr>
<td>Supervision of Supply of an Optical Cable for Communication and Signalling to the Railways of Armenia, Azerbaijan and Georgia</td>
<td>FINNROAD (FIN)</td>
</tr>
<tr>
<td>Supply of Navigational Aid Equipment</td>
<td>To be contracted by the end of 2002</td>
</tr>
<tr>
<td>Supervision and Training for the Supply of Navigational Aid Equipment</td>
<td>To be contracted by the end of 2002</td>
</tr>
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are coordinated and supervised.

ToRs for six new projects have been drafted and the tender process has started for 5 of these projects.

The National Secretaries of the TRACECA countries could be convinced to obtain statistical data for various TRACECA Projects. Especially the situation in Ukraine could be managed with the help of the National Secretary.
A TRACECA Information day in Brussels has been organised in July 2002 and a Power Point Presentation about the development of TRACECA has been performed.

A second TRACECA Information day in Brussels has been organised in September 2002, at the request of DG TREN.

In addition to that the co-ordination team was heavily involved in the strategy discussion about the future of the TRACECA Projects and the programming activities.

The action plans approved by the Intergovernmental Commission in Tbilisi and Tashkent had been discussed various times, project fiches have been developed in different formats for pre-selected projects based on instructions received from the Task Manager in Brussels and actually the 11th version of the project fiches have been forwarded for approval to the European commission. In these activities mainly the Team-leader and the experts in Baku but also the Co-ordinators in Odessa and Tashkent were involved.

2.3 Co-ordination of Other Donors/Financiers/Investors/Associations

Co-operation with IFIs / Donors/Investors is established to create synergies and avoid duplication of efforts. In addition the internet publications of the Donors/IFIs are used to receive project information.

This co-operation has made it possible to manage the participation of the TRACECA Project “Harmonisation of Border Crossing Procedures in a common training activity of the United Nations and the USA for the Termez (Uzbekistan) border crossing to Afghanistan.

A meeting with Freight forwarder was organised in Frankfurt (April 2002) in order to introduce the most favourable conditions for the Transport of Humanitarian Goods to Afghanistan through the TRACECA Corridor.

Various meetings have been held with International acting Forwarding Companies, Ports and Container Operators. Especially with the Management of the Odessa Port Container Terminal (Operated by the German situated Hamburg Port Consult (Mr. Battermann) , the Klaipeda State seaport Authority and the Block-train Operator POLZUG – Silk Road Express permanent contacts have been established (See Annex 1)

2.4 Global Feasibility Study

The feasibility Study of the TRACECA Corridor is a matter of priority. Work on the Global Feasibility Study has been progressing well. The first mission of the short-term expert took place in March 2002, the second mission took place in June 2002, the third one - in July and the fourth one - in October 2002.

2.5 Dissemination

Dissemination activities have been implemented:

- The TRACECA Logo has been updated two times.
- The dissemination material has been published.
- Restructuring and redesign of the TRACECA Website has been performed.
- Activation of the new dynamic website has been performed.
- Regular (5 times) update and maintaining of the Website has been done.
- Redesign and pre-press finishing of the TRACECA Image Brochure has been done. This brochure will be distributed together with this report.
2.6 Project Management

In order to clarify the project’s intervention logic during the course of this project, it was found necessary to reorganise the structure of the Coordination Team:

The Supervisor of the Permanent Secretariat is the new Team Leader, and there are two regional coordinators in Odessa (Black Sea Region) and Tashkent (Central Asia).

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In addition and at the request of the European Commission the financing support to National Secretaries, General Secretary and Executive Secretary has been extended till the 1st of October, 2002.

In order to prepare the TRACECA new strategy (2004-2006) AIDCO has decided to launch an evaluation for the TRACECA PROGRAMME (to cover the period 1998-2002). The TOR were drafted in close cooperation with the Task Manager (see attached annex 3)

In the Monitoring Report for Baku dated October 21, 2002 and prior to that in the Monitoring Report on the Inception Phase it was highlighted that the Commission Service has been advised to request the contractor to develop concrete indicators/scoring systems for the selection of projects and a manual on basic requirements for preparation of proposals.

The contractors are not responsible for the selection of projects. This is the task of the Intergovernmental Commission and the contractor will not interfere.

The National Commission of the Member States of the Basic Multilateral Agreement are in charge for the preparation of proposals for new projects and they have since the beginning of the co-ordination activities a form containing the basic requirements. (See completion report of the Project Inter-Governmental Commission for the Implementation of the Multi-Lateral-Agreement - Axis 1999).
Further to that, the Commission Service is also advised to request the preparation of the Log Frame Matrix and the OOPP (Overall Output Performance Plan) In line with the ToR for the project the Log frame is not obligatory. The contractor is using the Guidelines for Administrative Reporting on Projects Financed from the European Union Programme of Technical Assistance to the Commonwealth of New Independent States TACIS. These guidelines are binding elements for all TACIS project planning and administrative reporting activities and have to be followed closely.

3. Summary of project planning for the remainder of the project

3.1 Coordination of members/beneficiaries of the TRACECA Programme

From the 1st to the 3rd of July, 2002 a TRACECA Information Meeting was held in Brussels to brief the European Commission represented by AIDCO, DG Relex, DG Tren and DG Taxud on the progress of the programme and the project.

It is planned to give this opportunity to other interested parties as well. Interested parties in the respect are the transport industry of the EU States, officials of the TRACECA Member States and their organisations, the Ambassadors of the EU Member States in the Traceca countries as well as International Organisations.

Initiatives for the overall TRACECA programme will be continued like: TRACECA Visa, TRACECA Hotline, TRACECA Coefficient, Protocols on Sea and Road Transport. For these initiatives the Permanent Secretariat and Team of specialists will assist in preparing proposals and co-ordinate the different approaches of the TRACECA Member States. The Co-ordination Team will advise and give assistance to stream the process until its implementation.

To attract transportation of Humanitarian Goods to Afghanistan through the TRACECA Corridor will be one of the important topics for the next planning period. Within this framework a number of initiatives will be continued such as: reduction of transport costs, improvement of procedural requirements, and harmonisation of these procedures.

The financing of the Permanent Secretariat and the National Secretaries will be continued out of the contract Common Legal Base for transit transportation.

Co-ordination with National Secretaries will be continued.

Close contact with EU-Delegations and all other parties connected with the European Commission will be continued.

Contacts with other Aid-Organisations of the European Commission (Phare, Meda) will be established during planned visits in Rumania, Bulgaria and Turkey.

3.2 Coordination of TRACECA Projects

The current TRACECA Projects under execution will be continuously coordinated and supervised, new projects (See Annex 4) will be assisted especially in the inception phase.

The co-ordination team will continue to work on the action plans approved in Tbilisi and Tashkent by the Intergovernmental Commission IGC TRACECA and the project fiches for the selected project based on instructions received from the Task Manager in Brussels.
The co-ordination team will render their expertise to the TRACECA Projects and the beneficiaries/project-partners as well as to the interested representatives of the European Commission or the delegation of the EC.

3.3 Coordination of Other Donors/Financiers/Investors/Associations

Close contacts and good working relationships with EBRD, WB, ADB, UN ESCAP, and all other parties connected with the development of the TRACECA Corridor will be maintained and enlarged. Especially the relations with the Steering Committee of the Black Sea PETrA and the Steering Committee of the TEN Corridor IX southern part will be renewed and intensified.

3.4 Global Feasibility Study

The Global feasibility study will be finalized and necessary trips into the region performed.

3.5 Dissemination

Dissemination work will be continued. The new magazine “TRACECA life” will be published every three months. The fourth issue will be available in January, the fifth issue in April, the sixth issue in July, and the seventh issue in October 2003.

The website will be monthly updated and maintained.

The activities in regard of the website for the Black Sea PETrA will be managed in Baku. A transfer of these activities and the regular updates based on the development of BS PETrA will be executed also from the Baku office. The formulation of the input will be managed by the Odessa office.

The new Brochure will be distributed at the beginning of December 2002 and together with the distribution of the report. The brochure will be updated in summer 2003.

3.6 Project Management

Mr Efstathios Dalamangas took over officially the function of a Task Manager from Mr. Daniel Stroobants on July 1, 2002 and the team leaders and co-ordinators will continue to assist the Task Manager in the management of the projects.

Financing support of National Secretaries, General Secretary and Executive Secretary has been made until the 1st of October, 2002 according to Addendum N 1 approved by the European Commission and will be continued until July 2003 out of the contract Common Legal Basis for Transit Transportation.
4. Project progress in reporting period

4.1 Main Activities TRACECA Co-ordination Team during the reporting period until November 30, 2002.

4.1.1 General Aspects

Co-operation with European Commission:

Effective from the 1st of July, 2002 Mr. Efstathios Dalamangas is the new Task Manager for TRACECA.

Close contact with EU-Delegations has been established in Tbilisi, Almaty and Kiev. Additionally, these contacts have the purpose to discuss EU strategy on transport policy or other policies of importance for the programme and also other EU sponsored projects of interest for the TRACECA programme.

From the 1st to the 3rd of July, 2002 a TRACECA Information Meeting was held in Brussels to brief the European Commission represented by AIDCO, DG Relex, DG Tren and DG Taxud on the progress of the programme and the project. Especially the political aspects of the TRACECA corridor had been discussed and the role of TRACECA in the future. The discussion is going in parallel to the restructuring of the TACIS activities and final decisions like overall strategy and overall responsibilities have not been made so far. The information flow between the European Commission and the co-ordination team is satisfactory. The task manager is keeping the co-ordination team informed.

Cooperation with TACIS Co-ordination Units: The co-ordination with the TACIS Co-ordination Units in most TRACECA countries have been maintained and met whenever possible. Their input on technical-administrative issues is still invaluable. As Baku and Tashkent are concerned the “European House Concept” and its responsibilities are still a little bit unclear. The strategy of the European Commission as well as the regional approach and the relation to TRACECA so far are not clearly identified.

Cooperation with TACIS Monitoring Teams: The project has been monitored in Baku and Odessa and Tashkent by the new contractor for the monitoring via the National Monitors for Ukraine, Azerbaijan and Uzbekistan. The co-ordination team was interviewed by the National Monitor about the projects Harmonisation of Border-crossing Procedures, Unified Policy on Transit Fees and Tariffs and Central Asian Road Border Crossings.

All meetings are listed in Annex 1.

4.2 TASK A: CO-ORDINATION OF TRACECA-PROGRAMME ACTIVITIES

4.2.1 Permanent Secretariat:

Activities concentrated on:
• Request of the Islamic Republic of Iran to become a member of the TRACECA corridor (Meeting and Mission to Iran – June 2002)
• Request of Afghanistan to become a member of the TRACECA corridor.
• Request of the organisation of a TRACECA Summit in 2003.
• Request for the organisation of the TRACECA IGC Annual Meeting in Armenia.
• “Memorandum on Creation of the most Favourable Conditions for Special and Humanitarian Goods Transported to Afghanistan and Central Asia along the Transport Corridor TRACECA” that established special basic tariffs for the goods transportation
• Preparation of TRACECA Magazines and TRACECA Brochure
• Preparation and participation in several meetings/conferences. This includes logistical support as well as preparation of all the necessary documentation, the finalisation and distribution of those after the events.

Meetings:

• Working Group Experts’ on the transport corridor Europe-Caucasus-Asia (TRACECA) concerning transport policy, environmental issues and combined transport under the aegis of the Organization for Co-operation of Railways (OSJD) / Batumi, June 2002.

• Workshop on Harmonisation of Border Crossings assessment in the framework of the project “Harmonization of Border Crossing Procedures” – September 2002 Workshop on Railways, Ports and Shipping Tariffs in the framework of the project ”Unified Policy on Transit Fees and Tariffs” / Baku – October 2002

• Workshop on Road Transport in the framework of the project “Unified Policy on Transit Fees and Tariffs“. / Baku – November 2002.

4.2.2. National Secretaries/National Commissions:

Regular contacts with the National Secretaries and National Commissions have been maintained whenever possible.

Contacts/meetings concentrate on preparation of Working Groups, other Meetings, and the development of specific topics and specific projects. The TRACECA Co-ordination Team gives support with clarification, explains technical issues, assists with balancing different views and informs on the on-going and future work.

The monthly report scheme developed and distributed in March 2002 on the activities of National Secretaries and National Commissions is being used but it took still several attempts to receive these reports in time and with the quality requested. Based on the country reports a summary covering all TRACECA Member States is prepared and attached to this report.

4.2.3 Local Contact Points: activities in respective countries

The network of local contact points (local experts) has been fully established in the reporting period and is approved by the Task Manager.
The Local Experts are fulfilling their tasks as described already in Progress Report I as follows:

- close co-operation with on-going TRACECA-projects
- information on projects financed either by other donors/investors or out of national budgets which complement the TRACECA programme
- information on transport policy and plans in respective countries
- logistical support to the TRACECA Coordination Team.
- translation, interpretation
- secretariat

A short report is attached in Annex 6

4.2.4. Black Sea PETrA:

Intensive activities have been undertaken in order to activate the organisation of the Black Sea PETrA by clarifying both the situation of the Steering Committee and the Odessa office regarding support to that Steering Committee.

There are serious indications that the Steering Committee starts soon working again, hosted and chaired by the MoT of the Ukraine which gives the basis for co-ordinating activities of the regional programmes by TRACECA Co-ordination.

Achievements so far (see also Annex 8):

Ukraine MoT declared on October 4, 2002 again the readiness to take over the chair of the BS PETrA for the period 2002 and 2003 (Letter E. Abdullayev acting Minister of Transport of Ukraine).

The designated chairman (name not published so far) is the head of a department in the Ministry of Transport of Ukraine.

A proposal for a split of tasks between the TRACECA Co-ordination Office in Odessa and the Steering Committee has been worked out by the TRACECA Co-ordination Team and Romania. The acting host of the Steering Committee has the proposals distributed amongst the member states of the BS – PETrA. The non reply of these member states to the proposals made are counted as approval according to an e-mail sent by the MoT of Romania to the MoT of Ukraine. It can be considered that as long as no other decision made by the BS PETrA member States, Ukraine is free to act as the chair country.

4.3 TASK B: TRACECA PROJECTS

4.3.1 Current projects

1. **Feasibility Study for Rehabilitation and the Reconstruction of the Road Link between Baku, Tbilisi and Yerevan (KOCKS Consult)**

Draft bidding documents for Gandja-Shemkir road and Shemkir-Gazakh road were submitted in March and April 2002.

Time extension for the contract was requested and granted until the end of August 2002. This was in order to ensure finalisation of bidding documents for lots 2, 3, 4 and 5, including final comments of Beneficiaries and to avoid a time gap between the current project and the next project “Caucasian Highways”.
Bidding documents for lots 2, 3, 4 and 5 have been submitted in July 2002. Draft final report and Completion report have been issued in July and August 2002, according to the schedule.

2. **Central Asian Road Border Crossing and Road Feasibility Study (Computer Solution)**

The part of the Road Feasibility Study was reallocated to the road Project Bishkek (Kyrgyzstan) and Almaty (Kazakhstan) for the Border Posts on each side. The equipment for the other border crossing are identified and tender documents are worked out. There are still ongoing discussions about the equipment for Turkmenistan and the definite date for a Workshop in Ashgabat. Both subjects will be clarified in short time.

3. **Harmonisation of Border Crossing Procedures (SWK)**

The Inception Report was distributed beginning of April 2002.

The Project has maintained good progress and has undertaken the Activities, Tasks and Sub-tasks in-line with the original Project Objectives. With the completion of the Border Audit, Border Audit Database and Evaluation Workshop, the subsequent recommendations will strengthen the capabilities of the Customs Working Groups. The work of strengthening the institutional capabilities of the National Commissions and National Secretaries is still a vital part of the Project. There was also progress made with the CWG’s Awareness Training with the production of Discussion Papers and Case Studies relating to many areas of Harmonisation and Trade Facilitation. The evaluation and the implementation of recommendations, from these documents, will be continued through the next reporting period together with ‘lessons learned’ from the Customs Working Groups.

Two regional Team leaders work closely with the offices in Tashkent and Odessa. The new coordinator for the Black Sea region has been appointed.

The First Progress Report was issued in October 2002.

4. **Unified Policy on Transit Fees and Tariffs (SWK)**

Project progress during the period since the inception phase has generally been according to the plan. Three working group meetings have been held (rail, maritime and road) established under this project, with attendance by delegates from most of the TRACECA countries. Project experts have visited most of the TRACECA Countries to discuss project objectives, elicit national tariff and transit fee policies, and to gather information for analysis and formulation of conclusions and recommendations.

First progress Report was issued in October 2002

5. **Pre-feasibility Study of a New Rail Link between the Ferghana Valley, Bishkek and Kashgar (Lahmeyer)**

After the problems in the very beginning of the project the co-operation between the new team-leader and the project partner is on good terms. The inception report has been approved and by the end of November 2002 the draft final report should be available. The contractor could manage to receive the confirmation for a time extension of two months and aims to have the presentation of the findings in a common workshop with
the presentation from the Chinese Consulting team dealing with the railway link from Kashgar (China) to the Border of Kyrgyzstan. At present the contractor is claiming the performance of the subcontractor. Necessary data are not delivered. The co-ordinator is involved in this subject.

6. Central Asia Railways Telecommunication (ITALFER)

The contractor has organised a conference under participation of potential suppliers for railway equipment on October 4, 2002 in Tashkent. In this meeting the co-ordination team gave an overview about TRACECA based on the Power Point Presentation from the Information Day in Brussels and the contractor presented his findings. The Progress Report has been distributed containing a detailed plan (Master-plan) of the TRACECA Railway Lines and the proposed communication and signalling equipment to be installed for the different sections. This Master-plan is based on an evaluation and can not be published totally because the newly introduced security laws of the Republic of Kazakhstan do not allow it for this part. It is still under discussion to which extent this is also valid for the master plan.

In a meeting dated November 19, 2002, the co-ordinator and the contractor have discussed the next steps for the feasibility studies. It was agreed that the contractor would work out proposals for each country. These proposals have to be agreed by the Railways in each of the countries and by the task manager. During this course the problems in Kazakhstan will be clarified.

The contractor meanwhile has contacted the ADB Project dealing with Railway telecommunication to avoid overlapping.

7. Supply of an Optical Cable System for Communication and Signalling to the Railways of Azerbaijan, Georgia and Armenia (Siemens/Finnroad)

In June 2002 the Contractor and EC have agreed a time extension of 12 months and a financial contribution of the involved Railway Companies. This agreement has been endorsed by DG AIDCO. A common mission was organised in September 2002 with Siemens, Finnroad and EC Task Manager in order to clarify the situation and to adopt a new time schedule.

The current situation of the project per country is as follows:

Azerbaijan:

- Siemens AG has already delivered missing equipment.
- 510 km of HDPE duct and 518 km of cable have been laid.
- The refurbishment of the technical rooms is finished. There is the following situation on sites:
  - There is no air conditions at 11 technical rooms for Hicom;
  - The grounding is not covered by soil in some stations
  - There is no power on sites.
- The cable and duct are installed completely. On the 15th-16th of August 2002 the acceptance test for duct laying and cable blowing was made and signed.
- “Eurodesign” has installed already 47 OTN and 5 Hicom equipment sets.
- Siemens staff together with Eurodesign started to switch the OTNs on and to charge the batteries for test.
• “Kabel Servis” has installed already 116 closures and 36 ODFs in the technical rooms. This week they will finish with the ODF in all OTN rooms.
• ARD didn’t sign the Time Schedule for installation of OTN and Hicom equipment.
• ARD didn’t supply Siemens with Customers’ Data; the deadline was the 30th of October 2002. The PTT Project is ready for Baku.

Problems:
• Siemens didn’t receive any money back, paid on Astara border. It has passed already 40 days, but it was promised in ten days during the last Coordination meeting.
• Siemens has problems with the visa period prolongation, as CU office in Baku asked CTRL Office in Baku to provide the contract for project prolongation.

Georgia:
• Siemens AG has already delivered missing equipment.
• “Caucasus Com” has installed 119 closures and 36 ODF.
• Already 526.4 km of cable was blown and 532 km of HDPE ducts were laid. The duct laying and cable blowing works are of bad quality.
• RW has prepared just 50% Customers’ data; the PTT connection project is not ready yet.
• 50 OTN and 11 Hicom were installed.
• There was not laid the cable from OTN to Hicom at the following stations: Kvaloni, Kolobani, Abasha, Chalatiti
• There are a lot of damages, what causes impossibility for Siemens to follow the Time Schedule.

As there are a lot of places with cut and damaged cable, there is need in installation additional closure. The payment of the aforementioned closure installation is still unclear.

Armenia:
• Armenian Railway has laid out 312 km of HDPE duct and blowed in 310km of cable.
• Technical rooms are not ready for installation.
• Siemens started with installation of closures; 57 closures are installed already.
• In some sections trench depth doesn’t keep according to the standards. In some sections the depth of the trench is just 35 cm instead of 80cm. The cable should be taken out and the trench should be dug again on these sections.
• No damages repaired.

The next coordination mission is foreseen for December 2002. In addition a short mission to Armenia was organised in the third week of November in order to adopt a new time schedule.

8. Supply of Navigational Aid Equipment
Tender was published in February 2002 but all bids were 30% over the budget. The tender has been republished in May 2002 and evaluated in June 2002. The supply contract will be signed by the end of November 2002. Deliveries are expected first quarter of 2003. In addition the contract for the supervision of this project has not been so far signed between the European Commission and the successful Consulting Company.
4.3.2 New projects:

- **Common Legal Basis for Transit Transportation**
  
The contract was signed with Lamnidis and Associates SA on the week 47, 2002, kick off meeting in Brussels took place in the same week. The project started week 48, 2002. Inception Phase / three months.

- **Capacity Development for Senior Transport Officials**
  
The evaluation Committee took place in October 2002, signature of the contract is expected by the end of 2002. The project will start in the first quarter of 2003.

- **Feasibility study for the improvement of the road and rail border crossings between Moldova and Ukraine and for the upgrading of the inter-modal container terminals in Moldova and Ukraine**
  
The evaluation Committee took place in September 2002, signature of the contract is expected by the end of November 2002. The project will start by the end of 2002.

- **Rehabilitation of Caucasus Highways**
  
The evaluation Committee took place in August 2002, signature of the contract is expected by the end of November 2002. The project will start by the end of November 2002.

- **Establishment of Railway Oil Logistics**
  
The evaluation Committee took place in August 2002, signature of the contract is expected by the end of November 2002. The project will start by the end of November 2002.

- **Supply of tank wagons to Azerbaijan Railways**
  
The evaluation Committee took place in August 2002, signature of the contract is expected by the end of November 2002. The project will start by the end of 2002.

In addition three projects, related to the establishment of the transhipment station of the ferry terminal at Batumi started during the reporting period. These projects are financed within the TACIS National budget of Georgia but will be coordinated by the TRACECA Coordination Team.

- **Rail ferry terminal in Batumi Port – Caucasus - Georgia**
  
  Supply contract – Railway Material  
  Contractor / Hansel

- **Supply of handling equipment to Batumi Port – Caucasus – Georgia**
  
  Supply contract – Handling Equipment  
  Contractor / Holtrade

- **Supervision of the supply for the Ferry terminal at the Port of Batumi**
  
  Service contract  
  Contractor/ HPC
4.3.3 Project Pipeline:

A TRACECA Information day in Brussels has been organised from 1-3 July, 2002 and a Power Point Presentation about the development of TRACECA has been presented. In addition to that the co-ordination team was heavily involved in the strategy discussion about the future of the TRACECA Projects and the programming activities. The action plans approved by the Intergovernmental Commission in Tbilisi and Tashkent had been discussed various times, project fiches have been developed in different formats for pre-selected projects based on instructions received from the Task Manager in Brussels and actually the 11th version of the project fiches have been forwarded for approval to the European Commission. In these activities mainly the Team-leader and the experts in Baku but also the Co-ordinators in Odessa and Tashkent were involved.

4.4 TASK C: CO-OPERATION WITH IFI AND OTHER POTENTIAL INVESTORS

Contacts with IFI’s have been established throughout the TRACECA region. These contacts have been maintained to secure an exchange of information about the TRACECA programme in general and specific activities, approaches of the IFI and other potential donors on their regional and country-specific strategies and activities.

The need to exchange information and to co-ordinate specific projects where similar objectives are assumed in common understanding as well as the need for the detailed technical cooperation in areas with co-financing and close co-operation where duplication of efforts could be assumed.

In addition to that, the co-ordination team in each location is working on the collection of data from the investment plans of the involved Railways, Shipping Lines, Ports and other stakeholders of the Transport Industry.

There are activities within the TACIS Co-ordination Units to establish a data base of projects financed by donor organisation. This database is not finalised but it will give in the future additional access to the planning.

Contacts established are listed in Annex 1.

4.5 TASK D: GLOBAL FEASIBILITY STUDY

Regular up-date of traffic data base in Permanent Secretariat has been done. The Local Point in Azerbaijan – based in the Permanent Secretariat in Baku – is in charge for the regular update of the traffic database. The work is done in close co-operation with:

a) TRACECA member states to collect the most recently available data and update the traffic data base within the TRACECA website.

b) Short term expert on the Global Feasibility study to ensure mutual full information where necessary. As it is some time difficult to get the proper information from the Member States because of change of persons or other reasons (security) it was necessary to send the responsible local expert to Central Asia and it is most likely that other trips have to follow.

To obtain additional information and to receive the opinions of the stakeholder of the transport industry the short time expert has made two trips into the region.

4.6 TASK E: DISSEMINATION

- The TRACECA Logo has been updated two times
- The dissemination materials have been published;
- Restructuring and redesign of the TRACECA Website have been performed.
- Activation of the new dynamic website has been performed
- Permanent (5 times) update and maintaining of the Website has been done.
- Redesign and pre-press finishing of the TRACECA Image Brochure has been done. This brochure will be distributed together with this report.

Website:
The website has been totally redesigned and restructured. This new website has been activated based on a new dynamic system which is user friendly and fast. The Layout has been presented to the EC during the TRACECA Information day in July 2002.
For the presentation of country information links are to be established with the EU site and for those countries which are not included in the EU website, links with the CIA website will be established.
The Euro sign in the logo has been changed again. It is now normal „E“.

Brochure:
The concept of the new brochure has been approved by the Task Manager and the distribution will start beginning of December. The first Brochures will be delivered together with the Progress Report II. In total 3000 Brochures will be published.

Magazine:
Edition No. 01 and No. 02 were published in July and October. This magazine is informing about the news in regards of the TRACECA Corridor and its institutions. Each Magazine contains a TRACECA MAP and a guide to the internet. The TRACECA Magazine is distributed in all TRACECA Countries, the EC Delegations, IFIs, Embassies of the EC Member States Co-ordination Units and the Ministries and Institutions of the TRACECA Member States. The forwarding and transport Industry is also receiving the brochures and even when crossing borders in the regions magazines and maps are distributed to custom and border control officers. In total

- 500 TRACECA Life Magazine Edition 00
- 1000 TRACECA Life Magazine Edition 01 (annex 7)
- 1000 TRACECA Life Magazine Edition 02 (annex 7)

have been published.

Other Dissemination Material:
A new display form for the picture exhibition billboard in the Permanent Secretariat has been developed.

Public awareness / Participation in Conferences and workshops:

July 2002
TRACECA Meeting in Brussels

August 2002
Various workshops with UN, US-Embassy about border crossing training, Tashkent

September 2002
Various workshops with UN, US-Embassy about Border Crossing Tashkent
DG TREN Meeting in Brussels

October 2002
Italferr Workshop, Tashkent about the results of the Railway Telecommunication
Odessa 2002 Fifth International Exhibition-Symposium on Shipping, Shipbuilding and Ports
development
Bakutel-02, 8th Azerbaijan International Telecommunication and Computer Technologies
Exhibition, Baku
V. Pan European Transport Corridor – operational improvement and further development
(Ministerial Conference)

November 2002
Workshop on Regional Co-operation, Konrad Adenauer Foundation, Tashkent
TRACECA Co-ordination Meeting, Baku
UN – Organised Speca Project Working Group on Transport and Border Crossing Facilitation, Almaty
Television interview with “New Channel” Odessa on TRACECA Programme as whole and co-
ordinating activities towards Black Sea region
### Project Progress Report

**Project title**: TRACECA Coordination Team  
**Project number**: 01-0186.00  
**Country**: TRACECA Countries  
**Planning period**: from July 1 to December 1, 2002  
**Prepared on**: November, 2002  
**EC Consultant**: Dornier Consulting Gmbh / Transtec SA

**Project objectives**: Coordination of the TRACECA programme and its cohesion with other regional community-funded initiatives, other donors and improve information and communication channels via dissemination to the beneficiaries.

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**TOTAL**  
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**TOTAL**
## Output Performance Report

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**Project objectives:** Coordination of the TRACECA programme and its cohesion with other regional community-funded initiatives, other donors and improve information and communication channels via dissemination to the beneficiaries.

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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>A5</strong> Assist Beneficiaries in implementing the MLA, i.e. collect, assess and distribute relevant information</td>
<td>Pro rata</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Target date: permanent process</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>A6 – A7</strong> Working Group and Annual Meetings are organised.</td>
<td>As per schedule</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Target date: several during the project, Next dates: Ashgabat 25/26 February, Tashkent April</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>A8</strong> Black Sea PETrA support is implemented and working. Staff (local experts) is hired.</td>
<td>In time</td>
<td></td>
<td>MoT of Ukraine is accepted by signatory states as a new chairman</td>
</tr>
<tr>
<td>Target date: April 2002 and permanent activity</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>A9</strong> Black Sea PETrA Steering Group meetings are prepared.</td>
<td>In time</td>
<td></td>
<td>MoT of Ukraine is preparing the 6th SC meeting for February 2002, no objection from DG TREN is obtained.</td>
</tr>
</tbody>
</table>
# Output Performance Report

Project title: TRACECA Coordination Team  
Project number: 01-0186.00  
Country: TRACECA Countries  
Prepared on: November., 2002  
EC Consultant: Dornier Consulting Gmbh / Transtec SA

## Project objectives:
Coordination of the TRACECA programme and its cohesion with other regional community-funded initiatives, other donors and improve information and communication channels via dissemination to the beneficiaries.

<table>
<thead>
<tr>
<th>Output results</th>
<th>Deviation original plan + or - %</th>
<th>Reason for deviation</th>
<th>Comment on constrains &amp; assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>B1 – B3 Relating with contractors, project beneficiaries and stakeholders. Information is provided. Critical interfaces identified.</td>
<td></td>
<td></td>
<td>See list of meetings – Annex</td>
</tr>
<tr>
<td>B4 Political and technical embedding with stakeholders and target groups of projects.</td>
<td></td>
<td></td>
<td>See list of meetings – Annex</td>
</tr>
<tr>
<td>B5 Follow-up of projects through analysis of project outputs and reports.</td>
<td></td>
<td></td>
<td>See list of meetings – Annex</td>
</tr>
<tr>
<td>B6 Programming of future activities. Target date: February 2002 then permanent process</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>B7 Advising Beneficiaries on definition and financing options on new projects Target date: permanent process</td>
<td></td>
<td></td>
<td>Action Plan and Special annex were approved by IGC TRACECA</td>
</tr>
<tr>
<td>B8 Elaboration of ToR for new projects Target date: February 2002 and again later in project</td>
<td></td>
<td></td>
<td>ToRs were issued and endorsed by beneficiaries</td>
</tr>
<tr>
<td>B9 Elaboration of Tender Documents for supply contracts. Target date: February 2002 and again later in project</td>
<td></td>
<td></td>
<td>Supply contracts were evaluated in June, 2002</td>
</tr>
</tbody>
</table>
## Output Performance Report

<table>
<thead>
<tr>
<th>Project title: TRACECA Co-ordination Team</th>
<th>Project number: 01-0186.00</th>
<th>Country: TRACECA Countries</th>
<th>Page: 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning period: from July 1 to December 1, 2002</td>
<td>Prepared on: November, 2002</td>
<td>EC Consultant: Dornier Consulting Gmbh / Transtec SA</td>
<td></td>
</tr>
</tbody>
</table>

Project objectives: Coordination of the TRACECA programme and its cohesion with other regional community-funded initiatives, other donors and improve information and communication channels via dissemination to the beneficiaries.

### Output results

<table>
<thead>
<tr>
<th>C1</th>
<th>Assisting beneficiaries in the co-ordination of other donors and investors</th>
<th>Deviation original plan (+ or - %)</th>
<th>Reason for deviation</th>
<th>Comment on constrains &amp; assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Target date: Permanent Process</td>
<td></td>
<td></td>
<td>See list of meetings – Annex</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>C2</th>
<th>Maintaining contacts to all donor offices in the region on a regular basis</th>
<th>Deviation original plan (+ or - %)</th>
<th>Reason for deviation</th>
<th>Comment on constrains &amp; assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Target date: Permanent Process</td>
<td></td>
<td></td>
<td>See list of meetings – Annex</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>C3</th>
<th>Informing IFIs representatives on actual status of activities within the overall TRACECA-programme and BS PETRA on a regular basis</th>
<th>Deviation original plan (+ or - %)</th>
<th>Reason for deviation</th>
<th>Comment on constrains &amp; assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Target date: Permanent Process</td>
<td></td>
<td></td>
<td>See list of meetings – Annex</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>C4</th>
<th>Exchanging information among (potential) donors and investors concerning on-going and scheduled activities along TRACECA-corridor and BS PETRA on a regular basis</th>
<th>Deviation original plan (+ or - %)</th>
<th>Reason for deviation</th>
<th>Comment on constrains &amp; assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Target date: Permanent Process</td>
<td></td>
<td></td>
<td>See list of meetings – Annex</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>C5</th>
<th>Inviting representatives of IFIs to attend workshops, meetings etc. carried out within the TRACECA-programme and BS PETRA</th>
<th>Deviation original plan (+ or - %)</th>
<th>Reason for deviation</th>
<th>Comment on constrains &amp; assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Target date: Permanent Process</td>
<td></td>
<td></td>
<td>See list of meetings – Annex</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>C6</th>
<th>Getting involved in formal and informal donor-co-ordination meetings</th>
<th>Deviation original plan (+ or - %)</th>
<th>Reason for deviation</th>
<th>Comment on constrains &amp; assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Target date: Permanent Process</td>
<td></td>
<td></td>
<td>See list of meetings – Annex</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>C7</th>
<th>Informing commercial operators and all interested parties about TRACECA and BS PETRA activities</th>
<th>Deviation original plan (+ or - %)</th>
<th>Reason for deviation</th>
<th>Comment on constrains &amp; assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Target date: Permanent Process</td>
<td></td>
<td></td>
<td>See list of meetings – Annex</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>C8</th>
<th>Assistance to the National Secretaries in organising regular meetings with commercial operators and interested parties in each country</th>
<th>Deviation original plan (+ or - %)</th>
<th>Reason for deviation</th>
<th>Comment on constrains &amp; assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Target date: Permanent Process</td>
<td></td>
<td></td>
<td>Freight Forwarder meeting will be organised in each country in first half of 2003</td>
</tr>
</tbody>
</table>

Dornier Consulting Gmbh – Transtec Sa
## Output Performance Report

<table>
<thead>
<tr>
<th>Project title: TRACECA Coordination Team</th>
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<td></td>
</tr>
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**Project objectives:** Coordination of the TRACECA programme and its cohesion with other regional community-funded initiatives, other donors and improve information and communication channels via dissemination to the beneficiaries.

<table>
<thead>
<tr>
<th>Output results</th>
<th>Deviation original plan</th>
<th>Reason for deviation</th>
<th>Comment on constrains &amp; assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>D1</strong> Regular up-date of traffic data base in the Permanent Secretariat. Target date: permanent activity</td>
<td>Regular up-date of traffic data base is faced with difficulties concerning data acquisition</td>
<td>No budget has been foreseen for this issue</td>
<td>Cost estimate for the acquisition will be issued during the second mission of the Short term Expert in charge of the Global feasibility Study.</td>
</tr>
<tr>
<td><strong>D2</strong> Evaluating past, current and future socio-economic developments along TRACECA-corridor</td>
<td></td>
<td></td>
<td>Second mission foreseen in July/August 2002 First report will be available in September 2002</td>
</tr>
<tr>
<td><strong>D3</strong> Analysing the evolution of traffic flows along TRACECA corridor and along alternative routes Target date: permanent activity</td>
<td></td>
<td></td>
<td>Second mission foreseen in July/August 2002 First report will be available in September 2002</td>
</tr>
<tr>
<td><strong>D4</strong> Analyse transport-related costs and benefits on the TRACECA-corridor</td>
<td></td>
<td></td>
<td>Second mission foreseen in July/August 2002 First report will be available in September 2002</td>
</tr>
<tr>
<td><strong>D5</strong> Benchmark TRACECA-corridor with other corridors</td>
<td></td>
<td></td>
<td>Second mission foreseen in July/August 2002 First report will be available in September 2002</td>
</tr>
<tr>
<td><strong>D6</strong> Analyse impacts of the Basic Multi-Lateral Agreement as well as of the TRACECA-projects</td>
<td></td>
<td></td>
<td>Second mission foreseen in July/August 2002 First report will be available in September 2002</td>
</tr>
<tr>
<td><strong>D7</strong> Develop scenarios and provide recommendations and propose further developments Target date: study proposal March 2002, study July 2002, update July 2003</td>
<td></td>
<td></td>
<td>Second mission foreseen in July/August 2002 First report will be available in September 2002</td>
</tr>
<tr>
<td><strong>D8</strong> Presentation of findings of study during workshops and conferences. Target date: after July 2003 then permanent activity including up-dated study</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>D9</strong> assisting in the integration of study results in the programming of the next TRACECA - activities</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## Output Performance Report

<table>
<thead>
<tr>
<th>Output results</th>
<th>Deviation original plan</th>
<th>Reason for deviation</th>
<th>Comment on constrains &amp; assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>E1</strong> Hand-over of TRACECA website.</td>
<td>done</td>
<td></td>
<td>Hand-over report has been approved.</td>
</tr>
<tr>
<td>Target date: January 2002.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>E2</strong> Update and improvement TRACECA brochures.</td>
<td>done</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Target date: June 2002 and June 2003</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>E3</strong> Updated TRACECA map.</td>
<td>done</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Target date: March 2002</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>E4</strong> Quarterly TRACECA magazine is published.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Target date: February 2002, then every 3-months.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>E5</strong> Promotional Material is produced: Posters, logo.</td>
<td></td>
<td></td>
<td>New Logo is available since February 2002. Posters are available for September 2002.</td>
</tr>
<tr>
<td>Target date: Permanent process</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>E6</strong> Hosting and managing of TRACECA and Black Sea PETrA websites.</td>
<td>3 months for BS PETrA</td>
<td>no reaction of Steering Committee</td>
<td>MoT of Turkey has to hand over all the details</td>
</tr>
<tr>
<td>Target date: permanent activity after January 2002</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>E7 – 8</strong> Maintaining the site technically and updating of web site.</td>
<td></td>
<td></td>
<td>New website format will be available by the end of July 2002.</td>
</tr>
<tr>
<td>Target date: regular activity from March 2002</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>E9</strong> Up-date of “Marco Polo” section of articles regarding the TRACECA region.</td>
<td>No activity</td>
<td>No contact with “Marco Polo” Agency</td>
<td>New Task Manager has to decide on this issue.</td>
</tr>
<tr>
<td>Permanent Process</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>E10</strong> Maintain technical library</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Target date: permanent activity</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
5. Project planning for next reporting period

5.1 GENERAL ASPECTS

Co-operation with European Commission:

There is an ongoing process within the European Commission with the participation of AIDCO, DG Relex, DG –Trex and DG-Taxud about the future engagement of the EC in Central Asia and in TRACECA. The allocation of funds is made by Relex and they are most probably based on September 2001, even roughly 150 Million Euro for the next three years for Central Asia available. It is said, that the development of transport Infrastructure has no priority and it is also said that a “Regional Approach” should have priority. Based on this eventually Million 2 Euro may be allocated to the TRACECA Corridor and TRACECA Projects in which 13 countries are involved with 12 member States of the “Basic Multi Lateral Agreement TRACECA”.

It was so far not possible to convince the involved DGs of the European Commission, that TRACECA has already an even more than regional approach and that the economical development of countries and regions is based on a functioning infrastructure and a common understanding of the use of this infrastructure especially in regard of border crossing and harmonisation of procedures. It may happen, that for the countries in Central Asia some infrastructure projects might be identified but most likely without the TRACECA Organisations.

Close contact with the EU-Delegations and the “Europe House” will be continued.

Co-operation with TACIS Monitoring Teams:
Monitoring of the Inception Phase was carried out in May and June 2002. Monitoring reports for Ukraine and Azerbaijan were issued in September and October 2002 Further monitoring activities are expected for the delivery of the Progress Report II

Project Offices
Odessa and Tashkent offices are fully operational. A contact point in Tajikistan will be set up and the last contact point in the Black Sea area, Turkey will be in force.
5.2 TASKS

I. TASK A: COORDINATION OF TRACECA-PROGRAMME ACTIVITIES

MAJOR TOPICS

Permanent Secretariat:

Activities will concentrate on:

- TRACECA membership of the Islamic Republic of Iran.
- TRACECA membership of Afghanistan.
- Organisation of the TRACECA IGC Annual Meeting in Armenia.
- Preparation of TRACECA Magazines.
- Preparation and participation to several meetings/conferences. This includes logistical support as well as preparation of all necessary documentation and the finalisation and distribution of those after the events.

Workshop on Railways, Ports and Shipping Tariffs in the framework of the project “Unified Policy on Transit Fees and Tariffs” / Baku – February 2003.

Workshop on Road Transport in the framework of the project “Unified Policy on Transit Fees and Tariffs”. / Baku – March 2003.

Legal Working Group: This Working Group will be implemented within the project “Common Legal basis” and will assist with the work on procedures, observer status of non-TRACECA Member States and Annexes to the TRACECA Agreements

National Secretaries/National Commissions:

Regular contact with the National Secretaries and National Commissions will be continued.

The National Secretaries will be urged to deliver their monthly reports earlier.
Black Sea PETrA:

Activities on Black Sea PETrA will be activated and in line with the requests on the BS PETrA Member States, updates of the website executed by the TRACECA Co-ordination team will be done.

II. TASK B: TRACECA PROJECTS

A. Current projects

The TRACECA Coordination Team will continue their activities concerning supervision and co-ordination of current TRACECA projects.

A. New projects:

TRACECA Co-ordination Team will give full support in the inception phase for the following TRACECA projects:

- Common Legal Basis for Transit Transportation
- Capacity Development for Senior Transport Officials
- Feasibility study for the improvement of the road and rail border crossings between Moldova and Ukraine and for the upgrading of the inter-modal container terminals in Moldova and Ukraine
- Rehabilitation of Caucasus Highways
- Establishment of Railway Oil Logistics

B. Project Pipeline:

Project fiches submitted to the DG Aidco will be revised if requested and Action Plan – 2003 will be finalised.

III. TASK C: CO-OPERATION WITH IFI AND OTHER POTENTIAL INVESTORS

Contacts with IFIs will be continued and widened. There will be continued emphasis on co-operation with those institutions working on the improvement of conditions for transport of humanitarian goods to Afghanistan through the TRACECA Corridor.

The discussion with UN ESCAP, World Bank, EBRD and Asian Development Bank on the development of a Memorandum of Understanding will be continued.
IV. TASK D: GLOBAL FEASIBILITY STUDY

Regular up-date of traffic data base in Permanent Secretariat
An updated version of the Global feasibility Study will be available in Summer 2003 and the summary of the existing O-D matrix base will be prepared, including visualisation of data.

V. TASK E: DISSEMINATION

Website: The Website will be hosted and regularly up-dated after major event.

Brochure: an update of the new brochure will be available end of June 2003 for approval by the Task Manager. Printing is foreseen by the end of September 2003.

Magazine: two more Magazines will be published in the next 6 month (January and April 2003) and distributed.

Map: The A1 map will be further on distributed.

Technical library

The technical library will be up-dated continuously in the PS.
Plan of Operations for the next period

<table>
<thead>
<tr>
<th>No</th>
<th>ACTIVITIES</th>
<th>TIME FRAME</th>
<th>PERSONNEL</th>
<th>INPUTS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>2002 (months)</td>
<td>EC Consultant</td>
<td>Local experts</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>EU/NIS Not in Mission/Mission</td>
<td>NIS</td>
</tr>
<tr>
<td>A</td>
<td>Coordination of TRACECA Programme Activities</td>
<td>XXX XXX XXX XXX XXX XXX XXX XXX</td>
<td>100</td>
<td>420</td>
</tr>
<tr>
<td>B</td>
<td>Coordination of TRACECA Projects</td>
<td>XXX XXX XXX XXX XXX XXX XXX XXX XXX XXX</td>
<td>155</td>
<td>420</td>
</tr>
<tr>
<td>C</td>
<td>Contacts with Donors /IFI Investors</td>
<td>XXX XXX XXX XXX XXX XXX XXX XXX XXX XXX</td>
<td>75</td>
<td>220</td>
</tr>
<tr>
<td>D</td>
<td>Global Feasibility Study</td>
<td>XXX XXX</td>
<td>20</td>
<td>120</td>
</tr>
<tr>
<td>E</td>
<td>Dissemination/Information</td>
<td>X X X X X X X X X</td>
<td>15</td>
<td>200</td>
</tr>
<tr>
<td></td>
<td></td>
<td>TOTAL</td>
<td>365</td>
<td>1380</td>
</tr>
</tbody>
</table>

Project objectives: Coordination of the TRACECA programme and its cohesion with other regional community-funded initiatives, other donors and improve information and communication channels via dissemination to the beneficiaries.
ANNEX 1
LIST OF MEETINGS/CONTACTS WITH REPRESENTATIVES OF INTERNATIONAL ORGANISATIONS
DURING PROJECT PERIOD UNTIL NOVEMBER 2002

JULY INFORMATION MEETING

(See Annex 2)

WORLD FOOD PROGRAMME

Rome: Mr. LOPEZ DASILVA, Mr. KEUSTERS (Department Logistic and Transport), July 2002

UN DCCP (United Nations Office for Drug Control and Crime Prevention)

Regional Office for Central Asia: Meeting with Mrs. DELEDDA TITCHENER and Mr. MUSHUDLY

WORLD BANK:

Meetings with Mr. OLLIVIER, Mr. ZARNOVIESKI, Mrs. MIHAILOVA, July 2002 and November 2002 (Coordination and follow-up of WB project “Legal Trade Facilitation” to avoid overlapping and create synergies between TRACECA projects and activities of WB.)


Uzbekistan: Meeting with Mr. PEARCE and Mr. BOROVIKOV

EBRD

Azerbaijan: Meeting with Mr. Paul Amos and Lin Ogrady, October 2002
Armenia/Georgia: Meeting with Mr. SCHRAMM, September 2002
Uzbekistan: Meeting with Mrs. ZAPPIA and Mr. AKHUNDJANOV
Kazakhstan: Meeting with Mrs. ABDIMOMUNOVA
Ukraine: Meeting with Mr. MARKBY
Uzbekistan: Meeting with Mr. DARJEC
Turkmenistan: Meeting with Mr. B. HUDVANAZAROV
ASIAN DEVELOPMENT BANK:

Meeting with Mr. Paul PEZANT and Mr. JENKINS – Experts in charge of the project “reassessment of the regional transport Sector Strategy” - Ashgabat November 2002.

Meeting with Mrs. CHUL JU KIM – Programs Officer – Coordination TRACECA ADB October 2002 - Baku Permanent Secretariat.

ESCAP/SPECA :

Participation on the SPECA Working Group Meeting – November 2002 – Almaty

UIC (Union Internationale des Chemins de Fer)

Meeting in Paris with Mr. A. Michel, Mr. M. Raczkiewitz and Mrs. N. Amirault. Establishment of the collaboration between UIC and TRACECA IGC. Next Meeting foreseen at the beginning of December, 2002.

EU DELEGATIONS

Georgia/ Armenia: Meeting and phone calls with Mr. HOLTZE, Mr. VANTOMME, Mr. DUBOST and Mr. LAX. July 2002, September 2002, October 2002, November 2002.

Hand over the Progress Report I of the Coordination Team

Ukraine: Several meetings in EU Delegation with Mr GOETZ, responsible for Transport. Numerous phone calls.

EU MEMBER STATES

Briefing in Azerbaijan, October 2002

Several Ambassadors respectively Representatives of Embassies of EU Member States were briefed in Kazakhstan, Turkmenistan and Uzbekistan.

Several Ambassadors respectively Representatives of Embassies of EU Member States and Phare Countries were briefed in Ukraine.

TACIS CO-ORDINATION UNITS / EUROPA HOUSE

Azerbaijan, Mr. SADIKOV, regular Meetings during the reporting period
Armenia, regular Meetings during the reporting period
Georgia, Mr. Sosso Tsikarishvili regular Meetings during the reporting period

Turkmenistan, August 2002, November 2002
Kyrgyzstan, September 2002
Kazakhstan, October 2002
Uzbekistan, regular Meetings 2002
Ukraine (Mr. ROZHKOv), regular meetings

Contact and information of establishment of Europa House in Uzbekistan and Azerbaijan
(Several meetings with Mr. Peter Reddish and Mrs. Jany Bossher)

MONITORING TEAMS:

Caucasus: Several Meetings with Mr. Kristian LYNNE (Monitor – Baku Office) – October 2002
Meeting with Mrs. Marina Andreianova (Monitor – Kiev Office) – November 2002

Ukraine: Meeting with Mrs. ANDREIANOVA and Mr. MURAwa September 2002

Uzbekistan, Kyrgyzstan and Kazakhstan: Regular meetings with Local Monitors (Mr. Zolotary).

PARTICIPATION IN CONFERENCES

Participation on International Exhibition BAKUTEL – October 2002 – Baku
Participation to the Konrad Adedanauerstiftung (Regional Cooperation)
Participation on the SPECA Working Group Meeting – November 2002 – Almaty

MEDIAS

Interview with group of Journalists – July 2002 – Tashkent
Interview with journalist of “Financial Times” – September 2002 – Baku
Interview with journalist of “L’Express” – November 2002 – Baku
Television interview with “New Channel” – November 2002 - Odessa

COORDINATION MEETINGS

Regular meetings with following contractors and respective Beneficiaries:

ITALFER – Central Asia
LAHMeyer – Central Asia – Kyrgyzstan
COMPUTER SOLUTION – Central Asia

SWK – Harmonisation of border crossing Procedures - TRACECA Countries
SWK – Tariff Policy and Road Transit Fees – TRACECA Countries
(Daily meeting in Baku with SWK representatives)

SIEMENS – Caucasus
FINNROAD – Caucasus
HPTI - Caucasus
Regular Meetings with Head of Railways in TRACECA Countries
Regular Meetings with Head of TRACECA Ports (Turkmenbashi, Aktau, Baku, Poti, Batumi, Iliyichevsk).
TRANSPORTS OPERATORS and FREIGHT FORWARDERS

GONTRAND – Azerbaijan
Pannalpina – Azerbaijan
Schenker – Azerbaijan
MAERSK – Azerbaijan/Georgia
Calberson – Caucasus
TRANS RAIL – Caucasus
Barwill – Georgia
Murphy – Georgia
Rhode and Liesenfeld – Uzbekistan
ANNEX 2
TRACECA INFORMATION DAY
JULY 2, 2002

Europaid / A4
Europe, Caucasus, Central Asia
Energy, Transports, Infrastructures
<table>
<thead>
<tr>
<th>Name</th>
<th>Unit</th>
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<tr>
<td>Sinigallia, Dino</td>
<td>AIDCO / A4</td>
<td>296 23 44</td>
<td>L - 41</td>
<td><a href="mailto:Dino.Sinigallia@cec.eu.int">Dino.Sinigallia@cec.eu.int</a></td>
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<tr>
<td>Dalamangas, Stathis</td>
<td>AIDCO / A4</td>
<td>295 06 78</td>
<td>L - 41</td>
<td><a href="mailto:Eftsathios.dalamangas@cec.int.eu">Eftsathios.dalamangas@cec.int.eu</a></td>
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<td>Balzarro, Giorgio</td>
<td>AIDCO / A4</td>
<td>295 15 16</td>
<td>L - 41 4/48</td>
<td><a href="mailto:Giorgio.Balzarro@cec.eu.int">Giorgio.Balzarro@cec.eu.int</a></td>
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<td>Sexton, Toby</td>
<td>AIDCO / A1</td>
<td>295 92 24</td>
<td>L - 41</td>
<td><a href="mailto:Toby.sexton@cec.eu.int">Toby.sexton@cec.eu.int</a></td>
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<tr>
<td>Du Rietz, Kristofer</td>
<td>AIDCO / A1</td>
<td>296 64 34</td>
<td>L - 41</td>
<td><a href="mailto:Kristofer.DU-RIETZ@cec.eu.int">Kristofer.DU-RIETZ@cec.eu.int</a></td>
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<td>Baur, Johannes</td>
<td>TREN</td>
<td>299 08 50</td>
<td>PM 28</td>
<td><a href="mailto:Johannes.Baur@cec.eu.int">Johannes.Baur@cec.eu.int</a></td>
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<td>Brender, Reinhold</td>
<td>RELEX</td>
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<td>Char 10/88</td>
<td><a href="mailto:Reinhold.Brender@cec.eu.int">Reinhold.Brender@cec.eu.int</a></td>
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<td>Woellert, Torsten</td>
<td>RELEX (representing Mr. Child)</td>
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<td><a href="mailto:Torsten.wollert@transtec.net">Torsten.wollert@transtec.net</a></td>
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<td>Borgholtz, Pierre</td>
<td>RELEX</td>
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<td><a href="mailto:Pierre.BORGOLTZ@cec.eu.int">Pierre.BORGOLTZ@cec.eu.int</a></td>
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<td>Andersen, Henrik</td>
<td>TAXUD / A4</td>
<td>02 296 64 51</td>
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<td><a href="mailto:Henrik.Andersen@cec.eu.int">Henrik.Andersen@cec.eu.int</a></td>
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<td>Hook, Peter</td>
<td>TAXUD / B3</td>
<td>02 296 01 04</td>
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<td><a href="mailto:peter.hook@cec.int.eu">peter.hook@cec.int.eu</a></td>
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<td>Bosscher, Janny</td>
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<td>Baku</td>
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<tr>
<td>Graille, Marc</td>
<td>Coordination Team</td>
<td>00 994 55 590 36 37</td>
<td>Baku</td>
<td><a href="mailto:marc.graille@traceca.net">marc.graille@traceca.net</a></td>
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<tr>
<td>Roessig, Bodo</td>
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<td>Tashkent</td>
<td><a href="mailto:Bodo.rossig@traceca.net">Bodo.rossig@traceca.net</a></td>
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<tr>
<td>Schlaack, Manfred</td>
<td>Coordination Team</td>
<td>49 17 23 91 61 15</td>
<td>Odessa</td>
<td><a href="mailto:manfred.schlaack@traceca.net">manfred.schlaack@traceca.net</a></td>
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<tr>
<td>Lagraulet, Marie-France</td>
<td>Coordination Team</td>
<td>33 607 173 793</td>
<td>Global Feasibility Study</td>
<td><a href="mailto:mjjalag@aol.com">mjjalag@aol.com</a></td>
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<tr>
<td>Both, Martin</td>
<td>Dornier Consulting</td>
<td>49 7545 8 5306</td>
<td>D - Friedrichshaffen</td>
<td><a href="mailto:martin.both@dornier-consulting.com">martin.both@dornier-consulting.com</a></td>
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<tr>
<td>Meijers, Herman J</td>
<td>TRANSTEC</td>
<td>02 266 49 76</td>
<td>Brussels</td>
<td><a href="mailto:hmeijers@transtec.be">hmeijers@transtec.be</a></td>
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<tr>
<td>Heijmans, Isabelle</td>
<td>TRANSTEC</td>
<td>02 266 49 82</td>
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<td><a href="mailto:iheijmans@transtec.be">iheijmans@transtec.be</a></td>
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## CONTACT LIST : TRACECA COORDINATION TEAM

<table>
<thead>
<tr>
<th>COUNTRY/CITY</th>
<th>NAME</th>
<th>TELEPHONE, FAX, E-MAIL</th>
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<tr>
<td><strong>European Commission – Task Manager</strong></td>
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<tr>
<td><strong>BELGIUM</strong> Brussels</td>
<td>DALAMANGAS Efstathios</td>
<td>Tel : +32.2.295.06.78 Fax : +32.2.295.16.47 E-mail : <a href="mailto:efstathios.dalamangas@cec.eu.int">efstathios.dalamangas@cec.eu.int</a></td>
<td>L-41 04-67 B- 1049 Brussels BELGIUM</td>
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<td><strong>Consortium – Home Office</strong></td>
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<tr>
<td><strong>GERMANY</strong> Dornier Consulting</td>
<td>BOTH Martin</td>
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<tr>
<td><strong>REGIONAL COORDINATOR : Black Sea</strong></td>
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<tr>
<td><strong>UKRAINE</strong> Odessa</td>
<td>SCHLAACK Manfred</td>
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<td>6 Primorskaya Street Yachtclub Office 108 65026 Odessa/ Ukraine</td>
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<td><strong>UZBEKISTAN</strong> Tashkent</td>
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<td>Tel : +(998 71) 136 74 49 +(998 71) 136 74 39 Fax: +(996 71) 136 74 76 E.mail : <a href="mailto:Bodo.rossig@traceca.net">Bodo.rossig@traceca.net</a> <a href="mailto:traceca@qlb.net">traceca@qlb.net</a></td>
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## CONTACT LIST : TRACECA PERMANENT SECRETARIAT

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<th>COUNTRY/CITY</th>
<th>NAME</th>
<th>TELEPHONE, FAX, E-MAIL</th>
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<tr>
<td><strong>Secretary General</strong></td>
<td></td>
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</tr>
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</table>
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E. mail : ltrenekova@mtc.government.bg  
Cc : zmiladinova@mtc.government.bg | Ministry of Transport & Communications 9, Levstki str. 1000 Sofia |
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<tr>
<th>Country</th>
<th>City</th>
<th>Name</th>
<th>Email 1</th>
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<tr>
<td>GEORGIA</td>
<td>Tbilisi</td>
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<td>Fax: (995 32) 25-05-63</td>
<td>12,Rustavelli av. Ministry of Transport and Communication</td>
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<td>KAZAKHSTAN</td>
<td>Astana</td>
<td>SULEYMANOV Yerzhan</td>
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<td>(7-300) 522 69 23 (mob)</td>
<td>Fax: (7-3172) 32 10 58</td>
<td>473000 49, Abay av. apt. 328 Ministry of Transport and Communication</td>
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<td>KYRGYZSTAN</td>
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<td>(966517) 76 00 55 (mob)</td>
<td>Fax: (996312) 53 05 48</td>
<td>42, Isanov str. Ministry of Transport and Communication</td>
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<td>MOLDOVA</td>
<td>Chisinau</td>
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<td>Moldova, Chisinau MD-2012, m/b 90 National Secretariat</td>
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<td>Mustakillik square, House of Government, Tashkent</td>
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## TECHNICAL ASSISTANCE PROJECTS

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<th>Description</th>
<th>Schedule</th>
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<tr>
<td>Rehabilitation of Caucasian Highways</td>
<td>2 000 000</td>
<td>Technical and economic feasibility studies on road sections in Armenia and Georgia, Assistance to the Project Implementation Unit for the reconstruction of highways in Azerbaijan, financed by Wol Bank and EBRD loans. Location / Armenia, Azerbaijan and Georgia.</td>
<td>To be contracted September 2002</td>
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<tr>
<td>Capacity Development for Senior Transport Sector Official</td>
<td>1 700 000</td>
<td>Provision of management training for senior managers on specific topics such as customs procedures, international transport agreements and standards, customer information and cargo tracing. Location / TRACECA Countries.</td>
<td>To be contracted September 2002</td>
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<td>Railway Transit Oil Logistical Center</td>
<td>400 000</td>
<td>Co-ordination between the operators of terminals in Dubendi and Baku, the port of Supsa, Poti, Batumi and the Georgian and Azeri railways to optimize oil transport. Location / Azerbaijan and Georgia.</td>
<td>To be contracted September 2002</td>
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<td>Common Legal Basis for Transit Transportation</td>
<td>2 000 000</td>
<td>Provision of guidance in the organization of a common legal basis for transit traffic, liability and insurance issues and unified transport documents for international transport. Location / TRACECA Countries.</td>
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<tr>
<td>Ukrainian / Moldovan Border Crossings</td>
<td>1 800 000</td>
<td>Data collection for border crossings and feasibility studies for infrastructure. Assistance for inter-modal terminals. Location / Ukraine and Moldova.</td>
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<td><strong>Total Budget</strong></td>
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### TRACECA PROJECTS 2001

#### INVESTMENT PROJECT

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Location / Azerbaijan

### TRACECA PROJECT 2000

#### INVESTMENT PROJECT

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Location / Azerbaijan, Kazakhstan and Turkmenistan
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<td>Aug. 1995</td>
<td>27</td>
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<td>GZB, Trademco</td>
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<td>Transport Legal and Regulatory Framework</td>
<td>Scott Wilson K.</td>
<td>NEA</td>
<td>Dec. 1995</td>
<td>24</td>
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<td>Maritime Training in Baku Port</td>
<td>HPTI</td>
<td>Unicconsult, Reconn S.A.</td>
<td>Dec. 1995</td>
<td>24</td>
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<td>WS Atkins</td>
<td>BCEOM, Systra</td>
<td>Jan. 1996</td>
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<td>Jan. 1996</td>
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<td>DE Consult</td>
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<td>Kocks Consult GmbH</td>
<td>TecnEcon, Phoenix</td>
<td>March 1996</td>
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<td>March 1996</td>
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<p>| | | | | | GRAND TOTAL | 57 405 000 € |</p>
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<th>BUDGET (EURO)</th>
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<td>GABEG</td>
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<td>19</td>
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<td>Athena Hellenic Engineering and several other contractors</td>
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<td>Jan.1998</td>
<td>17</td>
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<td>June 1999</td>
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<td>475 000</td>
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<td>9</td>
<td>2 500 000</td>
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<td>Feb.2000</td>
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<td>Supply of navigational aid equipment</td>
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## Legal & Trade - Projects

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<td>Customs Facilities at C. Asian Road Border Crossings</td>
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<td>Legal &amp; Trade</td>
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<td>2,000,000</td>
<td>Legal &amp; Trade</td>
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<td>30</td>
<td>Unified Policy on Transit Fees and Tariffs</td>
<td>2,000,000</td>
<td>Legal &amp; Trade</td>
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<td>34</td>
<td>Common Legal Basis for Transit Transportation</td>
<td>2,000,000</td>
<td>Legal &amp; Trade</td>
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TRACECA Coordination Team / Dornier Consulting - Transtec SA
## Horizontal - Projects

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<td>Capacity Development for Senior Transport Officials</td>
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# Road - Projects

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<td>15</td>
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<td>21</td>
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<td>Central Asia Railways Telecommunications</td>
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<td>20</td>
<td>Feasibility Study of New Terminal Facilities in the Georgian Ports of Poti and Batumi</td>
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## Inter-modal - Projects

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<td>Intermodal Services Implementation and Training</td>
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## Investment Projects

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<td>Intermodal/Terminal Equipment (Karmir Belur, Chimkent, Aktau, Bishkek)</td>
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<td>8</td>
<td>Cargo and Container Handling Equipment for the Seaports of Baku (Azerbaijan), Turkmenbashi (Turkmenistan), Poti (Georgia) and Ilyichevsk (Ukraine)</td>
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<td>Maritime</td>
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<tr>
<td>13</td>
<td>Supply of navigational aid equipment</td>
<td>1 600 000</td>
<td>Maritime</td>
</tr>
<tr>
<td>7</td>
<td>Establishment of a Ferry Cargo Movement Computer System and Supply and Installation of Computers and Communication Equipment for the Ports of Ilyichevsk (Ukraine) and Poti (Georgia)</td>
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<td>Improvement of the existing rail ferry terminal and construction of facilities at Ilyichevsk, Ukraine</td>
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<td>Rehabilitation of the Rail Ferry Terminal at Aktau.</td>
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<td>Maritime/Rail</td>
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<tr>
<td>9</td>
<td>Rail Tank Wagon Cleaning Boilers in Baku (Azerbaijan)</td>
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<td>Rail</td>
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<td>Rail</td>
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<td>Rehabilitation of the Red Bridge and Construction of the TRACECA bridge</td>
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**Total Budget:**

- **Inter-modal Budget:** 7 000 000 Euro
- **Maritime Budget:** 8 925 000 Euro
- **Maritime/Rail Budget:** 11 800 000 Euro
- **Rail Budget:** 22 075 000 Euro
- **Road Budget:** 2 500 000 Euro
Organization Chart / Inter-Governmental Joint Committee for Implementation of a Basic Agreement.

Inter-Governmental Commission

Uzbekistan  Mr. Yunusov - Vice Prime Minister
EC  Mr. Dalamangas - Task Manager
Armenia  Mr. Beglayan - Minister of Transport & Communications
Azerbaijan  Mr. Sharivov - Vice 1 Minister
Bulgaria  
Georgiia  Mr. Merab Adeshvili - Minister of Transport & Communications
Kazakhstan  Mr. Nagmanov - Minister of Transport & Communications
Kyrgyzstan  Mr. Zhumaileyev - Minister of Transport & Communications
Moldova  Mr. Cucu - Prime Minister & Minister of Economy
Romania  Mr. Mitrea - Minister of Public Works, Transport & Housing
Tadjikistan  Mr. Muhiddinov - Minister of Transport & Road Economy
Turkey  Mr. Oksuze - Minister of Transport
Ukraine  Mr. Kirpa - Minister of Transport

SECRETARY GENERAL
Mr. Tagirov

EXECUTIVE SECRETARY
Mr. Kvetchantiradze

PERMANENT SECRETARIAT

Supervisor
EU / Marc Graille

Office Manager
Office Clerk
Webmaster
Secretary
Driver

National Secretaries

Armenia  Mr. Grigoryan
Azerbaijan  Mr. Mustafayev
Bulgaria  Mr. Ivanov
Georgia  Mr. Goglastsishvili
Kazakhstan  Mr. Suleymenov
Kyrgyzstan  Mr. Zakirov
Moldova  Mr. Teleman
Romania  Mrs. Popescu
Tadjikistan  Mr. Muradov
Turkey  Mr. Coscuin
Ukraine  Mr. Tertyshnyk
Uzbekistan  Mr. Khashimov

Chairman of National Commission

Armenia  Mr. Beglayan - Deputy Minister of Transport & Communications
Azerbaijan  Mr. Sharivov - Vice 1 Minister
Bulgaria  Mr. Petrov - Minister of Transport & Communications
Georgia  Mr. Adeshvili - Minister of Transport & Communications
Kazakhstan  Mr. Nagmanov - Minister of Transport & Communications
Kyrgyzstan  Mr. Zhumaileyev - Minister of Transport & Communications
Moldova  Mr. Cucu - First Minister & Minister of Economy
Romania  Mr. Mitrea - Minister of Public Works, Transport & Housing
Tadjikistan  Mr. Muhiddinov - Minister of Transport & Road Economy
Turkey  Mr. Oksuze - Minister of Transport
Ukraine  Mr. Kirpa - Minister of Transport
Uzbekistan  Mr. Khashimov - Head of Railway

Dornier Consulting GmbH / Transtec SA
European Union’s Tacis “TRACECA Programme”
1. Traceca Principles and Member States
2. Significant benchmark in the Traceca history
3. Traceca organisation charts and Coordination
4. TRACECA Projects and related Budgets
5. Results and Ideas for the TRACECA future
Principles for Europe Aid for the TRACECA States

- To support the **political and economic independence** of the republics by enhancing their capacity to access European and World markets through alternative transport routes

- To encourage further **regional co-operation** among the partner states

- To increasingly use TRACECA as a **catalyst to attract the support of International Financial Institutions (IFIs) and private investors**

- To link the TRACECA route with the **Trans – European Networks (TENs)**
# Overview TRACECA

Total number of Projects: 53  
Total budget: € 109,705,000  
13 countries

<table>
<thead>
<tr>
<th>Technical Assistance Projects</th>
<th>Investment Projects</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number: 39</td>
<td>Number: 14</td>
</tr>
<tr>
<td>Budget: € 57,405,000</td>
<td>Budget: € 52,300,000</td>
</tr>
</tbody>
</table>

# Overview TRACECA part 1

<table>
<thead>
<tr>
<th>Conference</th>
<th>Highlights</th>
<th>Sectorial working group meetings</th>
<th>TRACECA BSEC TIBILISI</th>
<th>Baku Restoration of the „Historic Silk Route“</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brussels May</td>
<td>Establishing Traceca</td>
<td>Preparation of the Basic Multi-lateral Agreement</td>
<td>Co-operation between BSEC and TRACECA</td>
<td>Basic Multilateral Agreement signed</td>
</tr>
<tr>
<td>The 3 Caucasian Republics and the 5 Central Asian Republics</td>
<td></td>
<td>Ukraine becomes Member</td>
<td>Moldavia becomes Member</td>
<td></td>
</tr>
<tr>
<td>Conference</td>
<td>Highlights</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>------------</td>
<td>------------</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TBILISI First IGC TRACECA Conference</td>
<td>Co-chair goes with EC Design of future action plan Secretary General Elected Bulgaria, Romania and Turkey become new Member States</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Opening of the TRACECA office</td>
<td>The president of Azerbaijan, Mrs. Lunth, Mr. Patten, Mr. Solana are taking part in this ceremony</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Extraordinary Conference in TBILISI</td>
<td>Co-chair EC Action plan worked out Proposals for Humanitarian Aid transportation to be worked out</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2nd Annual Meeting of IGC TRACECA in Tashkent</td>
<td>EC is co-chairing the conference A special TRACECA action plan has been worked out</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000 March</td>
<td>TBILISI First IGC TRACECA Conference</td>
</tr>
<tr>
<td>2001 February</td>
<td>Opening of the TRACECA office</td>
</tr>
<tr>
<td>2001 Dec.</td>
<td>Extraordinary Conference in TBILISI</td>
</tr>
<tr>
<td>2002 April</td>
<td>2nd Annual Meeting of IGC TRACECA in Tashkent</td>
</tr>
</tbody>
</table>
“TRACECA – Restoration of the Historic Silk Route”
Conference September 1998

Baku, September 1998
Statement of the Head of the EC Delegation

«Efforts of the European Union are aimed at possible assistance to New Independent States on the stage of transformation, formation of pluralistic democracy and sustainable market economy. European Union turned to be significant international donor. Most of this assistance is rendering within TACIS Technical Assistance Program by way of programs covering one single country, as well as so called interregional programs, which proved to be the most efficient. One of the most successful interregional programs was TRACECA.»

* Mr. F. Lamoureux, European Commission (Deputy General Director, DG I)
“Basic Multilateral Agreement”

Objectives

- Assisting in the development of economic relations, trade transport and transport communication in Europe, Black Sea region, Caucasus, Caspian Sea region and Asia.

- Ensuring access to the world market by road, rail and commercial navigation.

- Ensuring traffic security, cargo safety and environmental protection.

- Harmonisation of transport policy and legal structure in the field of transport.

- Creation of equal conditions of competition for transport operations.
Highlights

- Bulgaria, Romania and Turkey become full members of the TRACECA programme
- European Commission is co-Chair in the future Conferences
- A “future action plan” is designed
- The Permanent Secretariat has been established
- Secretary General and a Deputy Secretary General are elected
Opening of the IGC TRACECA Office in Baku February 2001
Highlights

- EC is **Co-chairing** the extraordinary conference in Tbilisi
- EC received an **“Action Plan”**
- Aid to **Afghanistan**
  The Permanent Secretariat of the IGC TRACECA was charged to:
  - develop proposals aimed at simplification of administrative procedures for the transportation of humanitarian goods to this region
  - To develop and introduce a Transport Monitoring System
  - To study proposal aimed at reducing transport costs of humanitarian goods
Highlights

- Co-Chair of the Conference

- A special “TRACECA Action Plan” of projects directed to the transport infrastructure rehabilitation and development for humanitarian aid and reconstruction materials transportation to Afghanistan has been worked out.
TRACECA Member States

- **1993** Armenia, Azerbaijan, Georgia, Kazakhstan, Kyrgyzstan, Tajikistan, Turkmenistan, Uzbekistan
- **1996** Ukraine become full members of TRACECA
- **1998** Moldova becomes full member of TRACECA
- **2000** Bulgaria, Romania and Turkey become full members of TRACECA
- **2001** UN-ESCAP starts co-operation with TRACECA
- **2002** Iran, China, Greece and Afghanistan are interested in a TRACECA membership,
The Structure of IGC TRACECA

Inter-Governmental Commission
Armenia, Azerbaijan, Bulgaria, Georgia, Kazakhstan, Kyrgyzstan, Moldavia, Romania, Tajikistan, Turkey, Ukraine, Uzbekistan+ EC
Countries represented by either Prime Minister or Minister responsible for transport

National Commission
in Armenia, Azerbaijan, Bulgaria, Georgia, Kazakhstan, Kyrgyzstan, Moldavia, Romania, Tajikistan, Turkey, Ukraine, Uzbekistan

National Secretaries
in Armenia, Azerbaijan, Bulgaria, Georgia, Kazakhstan, Kyrgyzstan, Moldavia, Romania, Tajikistan, Turkey, Ukraine, Uzbekistan

Secretary General

Executive Secretary

Permanent Secretariat

Supervisor

Office Manager
Senior expert

Co-ordination Team

Supervisor
Office Manager
Senior expert
Structure of the Permanent Secretariat

- Permanent Secretariat
  - Supervisor
    - Translator, Interpreter
  - Office Manager
    - Office Clerk
    - Webmaster
    - Secretary
    - Driver
  - Senior expert
    - Rail expert
    - Road expert
    - Maritime expert
    - Secretary
Structure of the Co-ordination Team

**TRANSTEC**

**Brussels**
- Task Manager
- Co-ordinator
- Permanent Secretariat
- Team Leader

**Baku**
- Administrative affairs
- Back-stopping

**Odessa**
- Co-ordinator
- Bulgaria
- Moldova
- Romania
- PETrA
- Corridor IX

**Tashkent**
- Co-ordinator
- Kazakhstan
- Kyrgyzstan
- Mongolia
- Turkmenistan
- Uzbekistan

**Armenia**
**Georgia**
**Azerbaijan**
TRACECA Co-ordination Team

The TRACECA co-ordination started in 1995 and is presently executed by the consortium Dornier Consulting GmbH, Germany and Transtec, Belgium

Overall Objective

Promoting the Transport Corridor Europe Caucasus Asia (TRACECA) in order to develop and improve trade within the region as well as the integration into the international economic structure (access to world market).
Co-ordination Team - Communication links

TRACECA Co-ordination Team

Intergovernmental Commission
- Permanent Secretariat
- National Commissions
- National Secretaries

Other donors
- Other investors
- Commercial operators
- Transport-related Associations

Implementing agencies / beneficiaries

TRACECA projects
- Recent
- Ongoing
- Future
Tacis Regional Co-operation

<table>
<thead>
<tr>
<th>Technical Assistance Projects</th>
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<tbody>
<tr>
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</tr>
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Total number of Projects: 53
Total budget: € 109.705.000
## Budget Split

<table>
<thead>
<tr>
<th></th>
<th>Technical Assistance</th>
<th>Investment Projects</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Nb</td>
<td>Mio €</td>
<td>Nb</td>
</tr>
<tr>
<td>Trade – Legal</td>
<td>10</td>
<td>17,230</td>
<td></td>
</tr>
<tr>
<td>Horizontal</td>
<td>6</td>
<td>10,350</td>
<td></td>
</tr>
<tr>
<td>Road</td>
<td>7</td>
<td>9,925</td>
<td>1</td>
</tr>
<tr>
<td>Rail</td>
<td>10</td>
<td>13,000</td>
<td>4</td>
</tr>
<tr>
<td>Maritime</td>
<td>4</td>
<td>4,800</td>
<td>3</td>
</tr>
<tr>
<td>Rail Ferry</td>
<td></td>
<td></td>
<td>3</td>
</tr>
<tr>
<td>Intermodal</td>
<td>2</td>
<td>2,100</td>
<td>3</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>39</td>
<td>57,505</td>
<td>14</td>
</tr>
</tbody>
</table>
Targets Reached (as per principles for Europe Aid for TRACECA States – Brussels 1993)

• **Target:**

To support the political and economic independence of the republics by enhancing their capacity to access European and World markets through alternative transport routes

• **Achievement:**

The TRACECA Corridor is in operation and a vital factor for the Transport Industry of the TRACECA Member States
Transports by Rail along the TRACECA Corridor in Million tons

![Graph showing transportation by rail along the TRACECA Corridor from 1995 to 2001. The graph compares different countries with different colored bars for each year. The countries and their respective colors are:
- Azerbaijan (Aze, green)
- Armenia (Arm, blue)
- Georgia (Geo, purple)
- Kazakhstan (Kaz, gray)
- Kyrgyzstan (Kyr, brown)
- Tajikistan (Tad, black)
- Turkmenistan (Tur, blue)
- Uzbekistan (Uzb, gray).]

TRACECA Brussels / 02.July 2002 / Blatt 25
# Maritime Traffic along the TRACECA Corridor

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Poti Batumi Supsa</td>
<td>3,2</td>
<td>3</td>
<td>5,4</td>
<td>7,1</td>
<td>11,4</td>
<td>15,4</td>
<td>18,2</td>
</tr>
<tr>
<td>Aktau</td>
<td>0,05</td>
<td>0,05</td>
<td>0,8</td>
<td>1,6</td>
<td>1,8</td>
<td>2,2</td>
<td>2,6</td>
</tr>
<tr>
<td>Illiychevsk Odessa</td>
<td>0,06</td>
<td>0,07</td>
<td>0,06</td>
<td>0,8</td>
<td>0,9</td>
<td>1,2</td>
<td></td>
</tr>
<tr>
<td>Baku and Azpetrol T</td>
<td>0,4</td>
<td>0,6</td>
<td>2,1</td>
<td>4,6</td>
<td>6,4</td>
<td>7,6</td>
<td>8</td>
</tr>
<tr>
<td>Baku Aktau</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>*0,2</td>
</tr>
<tr>
<td>Illiychevsk Poti</td>
<td>0,003</td>
<td>0,062</td>
<td>0,048</td>
<td>0,304</td>
<td>0,330</td>
<td>0,473</td>
<td></td>
</tr>
</tbody>
</table>

*Volumes in Mio tons

*only six month
Targets Reached (as per principles for Europe Aid for TRACECA States – Brussels 1993)

- **Target:**
  To encourage further regional co-operation among the partner states

- **Result:**
  The *Basic Multilateral Agreement* was signed in the Baku Summit 1998 by all TRACECA member States except Turkmenistan and ratified. The *Intergovernmental Commission* (IGC) is in force and a *Permanent Secretariat* of the IGC is established in Baku. The States of Afghanistan, China, Iran and Greece are interested in a membership.
Targets Reached (as per principles for Europe Aid for TRACECA States – Brussels 1993)

• **Target:**

  To increasingly use TRACECA as a catalyst to attract the support of International Financial Institutions (IFIs) and private investors

• **Result:**

  - Investment volumes of **more than 700 Million Euro** have been attracted in the field of Infrastructure along the TRACECA Corridor.
  - IFIs involved: EBRD, WB, Asian Development Bank, Kuweit Funds, Islamic Development Bank
  - Other Investors on the TRACECA corridor invested **1 Billion US$** (Japanese Development Agency and Private investors)
Targets Reached (as per principles for European Aid for TRACECA States – Brussels 1993)

• **Target:**
  To link the TRACECA route with the Trans – European Networks (TENs)

• **Result:**
  Links are established by
  - Co-operation between PETrA and TRACECA
  - Via the Ferry Links between Ukraine and Georgia, Romania – Bulgaria and Georgia
  - Via Turkey as TRACECA Member State
Targets Reached
(as per Basic Multilateral Agreement, 1998)

• **Target:**

  Ensuring access to the world market by road rail and commercial navigation.

• **Result:**

  The increasing number of TRACECA member States up to now guarantees that from all member States the rail, road and maritime navigation can be used on the territories of the member States or on International Waters to reach the world markets.
Targets Reached
(as per Basic Multilateral Agreement, 1998)

• **Target:**
  Ensuring traffic security, cargo safety and environmental protection

• **Result:**
  Establishment of TRACECA Hotline, TRACECA Visa and transport Monitoring, including the activities with regard to Afghanistan. Environmental protection is part of each investment project.
Other Targets Reached

• **Target:** Reducing the transport cost and transit times Europe – Central Asia via TRACECA

• **Result:** Data obtained from the Transport Industry

<table>
<thead>
<tr>
<th>Year</th>
<th>Transport Cost (Per ton in US$)</th>
<th>Transit times (In days)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1994</td>
<td>180</td>
<td>35 to 40</td>
</tr>
<tr>
<td>2001</td>
<td>80</td>
<td>20 to 25</td>
</tr>
</tbody>
</table>
New Targets of the IGC TRACECA

• September 11th, 2001:
  to offer the most favourable condition for the transportation of humanitarian aid and reconstruction materials to Afghanistan.

More detailed information can be obtained by Internet:

www.traceca.org
Ideas for the TRACECA future

Bearing in mind the Tacis Regional Co-operation Strategic Considerations for 2002 – 2006 and indicative programme 2002 to 2003 and the IGC Decisions and Resolutions 2000 to 2002:

a New Strategy should be developed considering:

- Enlargement of the TRACECA member States by Afghanistan, China, Iran
- the links with the States of East Asia (e.g. Afghanistan, Iran, China)
- New policies in and for Central Asia taking into consideration the events of September 2001
- Evolution of the National Transport Policies of the TRACECA Member States
- Interests for Investment by IFIs and Private Investors
Ideas for the TRACECA future

• Long term political commitment between EC and the TRACECA Member States including financial support to the IGC Institutions
• Long term Budget Allocation
• Improved Identification of Projects with stronger conditionalities
• Increase the co-operation with private Investors and IFIs considering the EU Enlargement Countries needs.
1. BACKGROUND

The TRACECA Programme was launched at a conference in Brussels in May 1993 which brought together Trade and Transport Ministers from the eight TRACECA countries (five Central Asian republics and three Caucasian republics). It was agreed to implement a programme of European Union funded technical assistance to develop a transport corridor on a West-East axis from Europe, across the Black Sea, through the Caucasus and the Caspian Sea to Central Asia.

The European Union offers this programme not as an exclusive but as an additional route which will complement the traditional routes. The programme is essential for the diversification of the traditional Moscow-centred trade and transport flows and to open up trade routes to the West.

This programme corresponds to the global European Union strategy towards these countries and consists of the following objectives:

- support the political and economic independence of the Republics and to enhance their capacity to access the European and world markets via a multitude of alternative transport routes.
- enhance regional co-operation among the republics concerned.
- increasingly use TACIS as a catalyst for attracting support by International Financial Institutions (IFI's) and private investors.
- link the TRACECA route with the Trans-European Networks.

Representatives of the Partner States and the EC developed the programme plan through “sectorial” working groups (trade, rail, road and maritime transport). The corridor was narrowed to one specific route on which TRACECA should focus its actions. On a dialogue driven basis, the working groups identified deficiencies in the region’s transport systems and translated them into projects to be financed by the EC. These projects were essential for the diversification of the traditional Moscow-centred trade and transport flows and to open up trade routes to Europe.

In 1997, the Partner States reiterated the necessity of linking the TRACECA route to the Crete corridors that link the Black Sea region with the Trans European Networks. Therefore, the EC organised a conference in Tbilisi that brought around the table the 16 Transport Ministers of the Black Sea littoral states and the NIS involved in the TRACECA programme. The participants expressed a clear wish for closer co-operation between TRACECA and the Black Sea countries and they commonly agreed that Ukraine and Moldova would become full beneficiaries of the TRACECA programme. Furthermore, an ad hoc Ministerial Committee was established to introduce this initiative at the Pan European Conference in Helsinki in June 1997. The Helsinki Conference identified the Black Sea Region as a Pan European Transport Area (PETra) which links the networks and corridors in Europe with international routes such as the TRACECA route.
The TRACECA Baku Summit (September 1998) agreed on a “Basic Multilateral Agreement on International Transport for the Development of the Transport Corridor Europe-Caucasus-Asia”, including technical annexes on rail and road transport, commercial maritime navigation, customs procedures and documentation.

The Multilateral Agreement has been signed by 12 countries: 3 South-Caucasus, 4 Central Asia, excluding Turkmenistan, Ukraine, Moldova, Romania, Bulgaria and Turkey. A Permanent Secretariat was established in Baku with the support of Tacis/TRACECA.

In March 2000 the first TRACECA Intergovernmental Commission took place in Tbilisi. The TRACECA Multi-lateral Agreement on Transport, initiated at a Presidential Summit in Baku in 1998, is now ratified by the national parliaments of the 12 signatory states (Moldova, Ukraine, Georgia, Armenia, Azerbaijan, Uzbekistan, Kazakhstan, Kyrgyzstan, Tajikistan, Turkey, Romania, and Bulgaria). According to the Multilateral Agreement two supporting structures were set up in order to facilitate its implementation. The Intergovernmental Commission: a ministerial committee that decides by consensus on new actions and discusses the possibilities of TRACECA-funding by the EC and the Permanent Secretariat (established in Baku) that prepares the yearly meetings of the IGC and co-ordinates the activities with the designated officials in the signatory states.

In the period 1993-2002 53 projects (39 TA and 14 investment projects) to the total sum of € 110 million have been enabled in the TRACECA programme.

2. DESCRIPTION OF THE ASSIGNMENT

2.1 Beneficiaries

Beneficiaries of this evaluation are all TRACECA countries (Moldova, Ukraine, Armenia, Georgia, Azerbaijan, Turkmenistan, Kyrgyzstan, Kazakhstan, Tajikistan, Uzbekistan) and the Commission.

2.2 Global and specific objectives

A Steering Committee consisted of representatives from DG RELEX, TREN and AIDCO will follow the consultant activities.

TecnEcon has carried out an evaluation of TRACECA from December 1997 to April 1998. This evaluation will focus on the analysis of the impact of the policies and strategies adopted in the framework of the TACIS Interstate TRACECA programme between 1998- and 2002; related to TRACECA projects financed through other budget lines will also be considered.

Therefore the main aims of this evaluation exercise are as follows:

- provide recommendation on possible policy and strategy reorientation in the framework of the 1998-onward TRACECA programme;

- suggest possible improvement in the Interstate and in TRACECA programme cycle to allow the adoption of more effective decision making, planning and implementation management system.
2.2.1 Programme level

The evaluation of the management process will concern programming, decision making, implementation and M&E mechanisms.

Relevance of the Programme

The evaluation will concern: the relevance of the programme policy objectives and sectorial policy in relation to EU and TACIS policy objective, TRACECA concerned NIS/EU trade and level of transport on TRACECA route.

Institutional set up and Programme management

A major element to be analysed by the consultants is the appropriateness of the TRACECA management mechanism with regard to planning, implementation and M&E procedures:

- the appropriateness of Interstate Programme cycle and its decision making process in relation to the specific TRACECA institutional set up and management mechanism;
- the level of policy analysis on which is based the identification of policy objectives, implementing strategies and projects;
- the role of the working groups in the planning phase, the level of policy dialogue and regional co-operation they ensure;
- the effectiveness of working group approach to ensure the participation of beneficiary countries to the planning and identification phase and to allow for an appropriate level of ownership;
- the mechanism put in place and achievement in policy co-ordination and programme complementarity with concerned EC General Directorates, TACIS National programmes, Interstate programmes and International Financing Agencies;
- appropriateness of co-ordination team approach and its effectiveness;
- the mechanism put in place to ensure the overall co-ordination of projects implementation and its effectiveness;
- programme flexibility and the pace of the implementation process also in relation to the needs of matching the rapid change of socio-economic environment associated with the reform process;
- the use of local expertise;
- procurement procedures;
- monitoring and evaluation practices and feed back;
- mechanism for the dissemination of project results in the concerned NIS.

Global Impact

- At the level of the global programme, the evaluation will be based on a preliminary analysis of Programme impact on:
  - regional co-operation in general and on trade and transport in specific multiplier effects
  - regional trade and trade with EU member states via TRACECA route
  - private and IFI investment
2.2.2 Policies

At this level the evaluation will concern:

• the analysis of the relevance of the policy objectives in relation to needs, taking into consideration the evolution of their level of priority from the inception of the assistance;
• the analysis and the comparison of the impact for each of the implicit policy objectives: policy and regulatory framework, transport management, transport service, investment in infrastructure maintenance and development.

2.2.3 Project level

The individual projects will be evaluated on the basis of the key criteria of relevance, efficiency, effectiveness and impact.

Relevance: The relevance of the projects will be analysed, accordingly to their objectives, in relation to:

• the selection and the attitude of the partners (ownership)
• the specific constraints affecting the performance of the partner institutions
• the specific constraints in the transport system that the project aimed at removing
• the macro-economic and institutional environment

Management efficiency: The analysis will concern, inter alia, the following:

• design of terms of reference;
• implementation pace;
• project outputs against expected results;
• performance of the contractor;
• participation of partner and beneficiary institutions in designing, managing and monitoring of the activities to ensure ownership;
• co-ordination between Brussels headquarters, Delegations, co-ordination team, PCU and project management;
• co-ordination among the partner institutions in the different NIS;
• degree of project management flexibility in adapting to changing situations;
• co-ordination complementarity and synergy between the specific project and other projects financed in the framework of TACIS programmes and IFI;
• dissemination of project results.

Effectiveness and Impact

The analysis will concern the effectiveness of the implementing strategy adopted by the project to achieve the stated objectives and the degree of their achievement.

Whenever possible specific indicators have to be developed to analyse the impact of the single projects. Some of the possible areas for which impact indicators should be developed are presented below.

• Policy and regulatory framework development
Opening-up the market to private companies
harmonisation of transport legislation among concerned NIS and with EU
harmonisation of custom procedures and trade documentation
transport safety
• Transport management improvement
  improvement in the transport information system
  interstate co-ordination in transport planning
  co-ordination of tariffs and timetable
  development of inter-modal transport
  development of management methods: marketing analysis, strategic planning, cost
  and accounting system

• Infrastructure maintenance and investment facilitation
  improvement in maintenance management and in resources allocation
  private and public investment realised or in the pipeline

• Transport services restructuring
  services privatisation and private investment / easy access to services / service re-
  organisation and interstate co-operation

• Direct investment
  reduction of transport time and costs / multiplier effect

The consultant will make a number of interviews to freight and transport agencies,
forwarding agents and others final users in order to better appreciate the impact of
TRACECA projects in relation to the above mentioned issues.

2.3 Requested services

The evaluation will be implemented at three different levels:

Programme level

At this level the evaluation will focus on the global programme and its management
framework. This implies analysis of the efficiency and appropriateness of the
programme cycle management in relation to the stated policy objective and of the
changing socio-economic background. Particular emphasis will be placed on
complementarily and co-ordination of the programme with concerned TACIS National
programme and Interstate (Oil and Gas Pipeline project in particular), co-ordination of
policy and programmes with Member States and other Multilateral and Bilateral Donors.
The global impact of the programme with regard to the stated wider objectives will also
be analysed.

Policy objectives level

At this level the evaluation will concern the impact of the sectorial policies, as well as the
analysis of their evolution from the inception of the assistance. It will also concern the
comparison of the effectiveness of the different implementing strategies adopted to
implement sectorial policies.

Project level

For each of the policy objective, a significant sample of projects will be selected for in-
depth evaluation.
2.4. Expected results

The evaluation is planned to be conducted in three phases.

The first phase will be mainly a desk study which will include the analysis of all the available documentation and interviews with the concerned task managers and other EC officials from the concerned DGs. The first phase report will include:

- a presentation of EU policy relevant to the sectors in question.
- a presentation of the evolution of Interstate and concerned NIS/EU trade
- a presentation of the evolution of transport on the TRACECA route and its links to the TEN programme
- a preliminary review and classification of projects on the basis of policies and implementing strategies
- preliminary conclusion
- projects selection criteria and project list
- detailed plan of work and methodology (including impact indicators) for the second phase

The second phase will focus on the implementation of field visits for the evaluation of the selected projects. The output will be a report which will include:

- a synthetic evaluation report for each project analysed.
- the description and the preliminary analysis of the programme management.
- the preliminary synthesis of main conclusions.

The third phase will be devoted to preparation of the synthesis report. The report will be organised on the basis of the evaluation criteria presented below.

The consultant will present its conclusion in relation to the categories of analysis, which have been presented above, taken as a whole. The conclusions will, in particular:

i) discuss the impact of TRACECA in relation in to its implicit policy objectives and analyse reasons for success or failure in relation to appropriateness of:
   - “sectorial” policies
   - priorities as defined by resources allocation
   - implementing strategies

ii) analyse the appropriateness of programme management system with particular reference to the regional co-operation and programme complementarity

The recommendation should be an input to next programming exercise with regard to the possible re-orientation of programme focus, resources allocation patterns, sectorial policy and strategies. Furthermore, taking into consideration the existing regulatory framework and institutional set up, recommendation should be put foreword on possible improvement in management, co-ordination and monitoring procedures.
3. EXPERTS PROFILE

Education, experience, references and category of each expert

The evaluation will be carried out by two experts (Transport Economists)

- Man/days
  First phase (maximum 30 man/days)
  Second phase (maximum 100 man/days of which at least 80 for the field visit)
  Third phase (maximum 30 man/days)

Senior Transport Economist, with at least 15 years of experience in transport policy analysis, a valuable experience in evaluation methodology and relevant background in evaluation of co-operation instruments, country, regional and sectorial programmes, knowledge of the co-operation with NIS countries.

Junior Transport Economist, with at least 5 years of experience in transport policy analysis, regulatory framework and transport management

Working languages: English

4. LOCATION AND DURATION

The assignment will start in December 2002 with a briefing with EuropeAid Co-operation office project manager in Brussels. A meeting with representatives of RELEX and TREN participating in the Steering Committee will follow.

The consultant is then expected to continue his assignment with the phase no1. After submission and approval of the final report of phase 1 by the EuropeAid project manager the consultant will start the phase 2.

In this phase he will carry out three missions: one covering Ukraine and Moldova, one the three Caucasus countries and one the CA countries. Before submission of the final report of the second phase a meeting with the Steering Committee will be held in Brussels.

After submission of the final report of the second phase and its approval by the EuropeAid project manager the consultant will start the third phase.

The provisional synthesis report will be presented to the Steering Committee in a meeting that will be held in Brussels.

The final synthesis report will be submitted for approval; after incorporation of the comments of the Steering Committee and of the EuropeAid project manager.

The duration of the assignment is 12 months.
Location of assignment: Brussels and TRACECA countries (see par. 2.1).
5. REPORTING

The consultant will have to submit the following reports:

- an interim report after one week from the beginning of the work, it will focus on the methodology that will be utilised and on a detailed plan of work for the first phase, (English/10 copies);
- a final report of the first phase within 1 months from the beginning of work, (English/10 copies);
- a final report of the second phase within 4 months from the beginning of work, (English/10 copies);
- a provisional synthesis report within 30 days from the beginning of the third phase, (English/15 copies);
- a final synthesis report 15 days after having received comments of the Commission concerned services, (English, Russian, 20 copies).

The final report has to include an executive summary (max. 6 pages) and a brief presentation of the evaluation (max. 2 pages). All the reports have to be delivered on hard copy and on electronic version (CD-ROM).
ANNEX 4
<table>
<thead>
<tr>
<th>Projects</th>
<th>Contractor</th>
<th>Duration (Months)</th>
<th>Budget (Euro)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Common Legal Basis for Transit Transportation</td>
<td>Lamnidis &amp; Associates (GR)</td>
<td>24</td>
<td>2,000,000</td>
</tr>
<tr>
<td>2. Capacity Development for Senior Transport Sector Officials</td>
<td>To be contracted by the end of 2002</td>
<td>24</td>
<td>1,800,000</td>
</tr>
<tr>
<td>3. Ukrainian / Moldovian Border Crossings</td>
<td>To be contracted by the end of 2002</td>
<td>12</td>
<td>2,000,000</td>
</tr>
<tr>
<td>4. Rehabilitation of Caucasian Highways</td>
<td>To be contracted by the end of 2002</td>
<td>24</td>
<td>2,000,000</td>
</tr>
<tr>
<td>5. Railway Transit Oil Logistic Centre</td>
<td>To be contracted by the end of 2002</td>
<td>12</td>
<td>400,000</td>
</tr>
<tr>
<td>6. Supply of tank wagons to Azerbaijan Railways</td>
<td>To be contracted by the end of 2002</td>
<td>3</td>
<td>1,600,000</td>
</tr>
<tr>
<td><strong>TOTAL:</strong></td>
<td></td>
<td></td>
<td><strong>9,800,000</strong></td>
</tr>
</tbody>
</table>
MEMORANDUM

ON CREATION OF THE MOST FAVOURABLE CONDITIONS FOR SPECIAL AND HUMANITARIAN GOODS TRANSPORTED TO AFGHANISTAN AND CENTRAL ASIA ALONG THE TRANSPORT CORRIDOR TRACECA

In view of the increased volumes of humanitarian and special goods transported to Afghanistan and to the region of Central Asia;
- Based on the Final Resolutions and the Decision of an Extraordinary Meeting of the IGC TRACECA (Tbilisi, December 2001) and the Second IGC TRACECA Conference (Tashkent, April 2002);
- Taking into account the Provisions of the Serakhs Agreement on Co-operation in transit traffic regulation (Serakhs, May 1996) and those of the Basic Multilateral Agreement on International Transport for the development of the corridor Europe-Caucasus-Asia (Baku, September 1998). (Respectively, for the Parties to the above mentioned Agreements);
- In pursuance of the Protocol of the railways administrations plenipotentiaries meeting from Azerbaijan, Georgia, Turkmenistan, Uzbekistan, Azerbaijan State Caspian Shipping Company; Sea trade ports of Turkmenbashi, Baku, Poti, Batumi (Baku, February, 2002);

Under the aegis and with the PS IGC TRACECA assistance the heads of the railways, shipping companies of the Azerbaijan Republic, Georgia, Turkmenistan and the Republic of Uzbekistan have agreed on the following:

- to establish special fixed basic tariffs for ports’ services, rail and ferry transportations of loaded/empty containers along the following main routes:

1. POTI/BATUMI-BAKU-TURKMENBASHI-SERKHETABAD/TURGUNDI
2. POTI/BATUMI-BAKU-TURKMENBASHI-FARAP-KARSHI
3. POTI/BATUMI-BAKU-TURKMENBASHI-FARAP-TERMEZ
4. POTI/BATUMI-BAKU-TURKMENBASHI- FARAP-KURGAN-TYUBE.
Special basic tariffs for separate route segments in USD:

<table>
<thead>
<tr>
<th>Route segment</th>
<th>20' loaded</th>
<th>40' loaded</th>
<th>20' empty</th>
<th>40' empty</th>
</tr>
</thead>
<tbody>
<tr>
<td>Port Poti/Batumi</td>
<td>40</td>
<td>48</td>
<td>20</td>
<td>24</td>
</tr>
<tr>
<td>Poti/Batumi-Gardabani (Railway - Georgia)</td>
<td>101</td>
<td>181</td>
<td>50</td>
<td>90</td>
</tr>
<tr>
<td>Beyuk-Kyasik-Baku pier (Railway Azerbaijan)</td>
<td>150</td>
<td>270</td>
<td>75</td>
<td>135</td>
</tr>
<tr>
<td>Baku pier-Turkmenbashi pier (CASPAR ferry)</td>
<td>per one r. m. 26</td>
<td>per one r. m. 26</td>
<td>per one r. m. 13</td>
<td>per one r. m. 13</td>
</tr>
<tr>
<td>Turkmenbashi-Serkhetabad (Railway Turkmenistan)</td>
<td>414</td>
<td>745</td>
<td>244</td>
<td>438</td>
</tr>
<tr>
<td>Turkmenbashi-Farap (Railway Turkmenistan)</td>
<td>421</td>
<td>757</td>
<td>247</td>
<td>445</td>
</tr>
<tr>
<td>Farap-Termez (Railway Uzbekistan)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Farap-Kurgan-Tyube (Railway Uzbekistan)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

In the event that the above mentioned goods have to be transported to other destinations in the region of Central Asia and Afghanistan, to establish special basic tariffs in accordance with the Decisions of the Second IGC TRACECA Conference (Tashkent, April, 2002).

**Note-1:** These tariffs come into effect beginning from October 1, 2002.

**Note 2:** Special basic tariffs do not cover:
- Local railway service (wagons supply/removal at starting points and terminals).
- Freight agents' and forwarders' commission payments.
- Customs taxes and dues.
- Phyto- and vet control.
- Surveyors' services.

The present Memorandum is made in the Russian language on 3 pages in six copies.

The present Memorandum is open for joining by the Parties given below and comes into force since the date of its signing.

The signed copies of this Memorandum should be sent to the address of the Permanent Secretariat IGC TRACECA which will mean joining the Memorandum by the Signatory.
FOR THE AZERBAIJAN REPUBLIC

HEAD OF THE AZERBAIJAN STATE RAILWAY

HEAD OF THE AZERBAIJAN STATE CASPIAN SHIPPING COMPANY

(signed and sealed)

FOR GEORGIA

DIRECTOR GENERAL OF THE
“GEORGIAN RAILWAY” LTD

(signed and sealed)

FOR TURKMENISTAN

HEAD OF THE DEPARTMENT “TURKMENDEMIRYOLLARI”

(signed and sealed)

FOR THE REPUBLIC OF UZBEKISTAN

HEAD OF THE SJSC “UZBEKISTON TEMIR YULLARI”

(signed and sealed)

Translation from Russian original text in English made by the Permanent Secretariat of the Intergovernmental Commission TRACECA

TRANSLATION IS TRUE AND AUTHENTIC

Ambassador Zviad KVATCHANTIRADZE
Executive Secretary of the Permanent Secretariat of the Intergovernmental Commission TRACECA

Baku, November 5, 2002
ANNEX
of State Joint Stock Company “Uzbekistan Temir Yullari”
to the Memorandum on creation of the most favorable conditions for special and humanitarian
goods transported to Afghanistan and Central Asia along the transport corridor TRACECA

State Joint Stock Company (SJSC) “Uzbekistan Temir Yullari” establishes special transit tariffs (in
USD) on railway transport of loaded and empty large containers through separate routes in Republic
of Uzbekistan for humanitarian goods and construction materials transported via the following route
segments:

1. Poti/Batumi-Baku-Turkmenbashi-Khodjadavlet-Termez/Galaba-Hairaton
2. Poti/Batumi-Baku-Turkmenbashi-Khodjadavlet-Amuzang-Kurgan-Tube
3. Poti/Batumi-Baku-Aktau-Beyneu-Uchkuduk-Termez/Galaba-Hairaton
4. Poti/Batumi-Baku-Aktau-Beyneu-Uchkuduk-Amuzang- Kurgan-Tube

<table>
<thead>
<tr>
<th>Route segment</th>
<th>20’ loaded</th>
<th>40’ loaded</th>
<th>20’ empty</th>
<th>40’ empty</th>
</tr>
</thead>
<tbody>
<tr>
<td>Khodjadavlet-Termez/Galaba</td>
<td>173</td>
<td>311</td>
<td>96</td>
<td>173</td>
</tr>
<tr>
<td>Beyneu-Termez/Galaba</td>
<td>395</td>
<td>711</td>
<td>253</td>
<td>456</td>
</tr>
<tr>
<td>Khodjadavlet-Amuzang</td>
<td>190</td>
<td>342</td>
<td>106</td>
<td>190</td>
</tr>
<tr>
<td>Beyneu-Amuzang</td>
<td>397</td>
<td>715</td>
<td>255</td>
<td>458</td>
</tr>
</tbody>
</table>

1. The given Annex to the Memorandum comes into force upon signing of the Memorandum and
is considered valid till 31.12.2002.
2. Terms of the Annex to the Memorandum are extended the next year, provided that SJSC
“Uzbekistan Temir Yullari” informs PS IGC TRACECA of the contrary one month before the
end of the freight year.
3. SJSC “Uzbekistan Temir Yullari” has a right to amend the Annex to the Memorandum, in
accordance with TP CIS for 2003 and coming years
4. In case that any Party of the Memorandum doesn’t follow its obligations, SJSC “Uzbekistan
Temir Yullari” has a right to stop its participation in the Memorandum.

Chairman of
State Joint Stock Company
“Uzbekistan Temir Yullari”

Rahmatov A.J.

15.11.02
Republic of Tajikistan
Ministry of Transport
Tajikistan Railway

To: Secretary General
   PS IGC TRACECA
   Mr. Tagirov A.B.

Supporting the idea of creation of the most favourable conditions for transportation of special and humanitarian goods to Afghanistan and Central Asia the Railway of Tajikistan is willing to join the Memorandum.

Taking into account the aforementioned fact, the Railway of Tajikistan has established special fixed basic transit tariffs (in $USD) for railway transport of loaded and empty high-tonnage containers for separate segments of the Republic of Tajikistan in the transportation of special and humanitarian goods to Afghanistan up to Tajik railway stations to be further sent on the following routes:


<table>
<thead>
<tr>
<th>Route segments</th>
<th>20 loaded</th>
<th>40 loaded</th>
<th>20 empty</th>
<th>40 empty</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amuzang – Kurgan – Tyube (from/to 3 countries to/from Tajikistan intended for Afghanistan)</td>
<td>80</td>
<td>142</td>
<td>40</td>
<td>71</td>
</tr>
</tbody>
</table>

The Memorandum Annex conditions come into force since the date of signing and they are automatically extended for the next year in the event that the Tadjik Railway does not notify otherwise a month before the end of the registration year to the PS IGC TRACECA.

On behalf of Tajikistan

20.11.2002

Head of the
Tajik Railways

A. Kh. Khukumov
ANNEX 6
Activities of the Team of Experts
Within the Framework of the Permanent Secretariat IGC TRACECA

For the period from 01.05.2002 to 01.11.2002

The Team of Experts has prepared the materials required for the TRACECA stand design, presentation and press-conference – held under the auspices of the First International Exhibition “Transport + Logistics” in Azerbaijan – TransCaspian 2002 (Baku, May 22-24, 2002). TRACECA exhibition stand was awarded the certificate “For active participation and support” by the exhibition organizers.

On June 11-12, 2002 representatives of the PS IGC TRACECA Team of Experts were invited by the Ministry of Roads and Transport of the Islamic Republic of Iran to take part in the Conference-Exhibition “Transit 2002, Iran”. Together with representatives of the Ministry of Foreign Affairs and the Ministry of Roads and Transport there were held consultations concerning full membership of Iran in the Basic Multilateral Agreement on International Transport for the development of the Transport Corridor Europe-Caucasus-Asia (TRACECA). During this consultation the Iranian Project proposal of connecting the port of Bander-Abbas (Persian Gulf) with the port of Amir Abad (Caspian Sea) was discussed. Within the framework of this initiative a number of meetings were held and visits made to the border-crossing in Astara, to the ports of Amir Abad, Neka, Enzeli.

The Team of Experts took part in the preparation and holding of two Workshops on railways, ports and shipping companies' tariffs within the framework of the project “Unified Policy on Transit Fees and Tariffs” (Baku, June 19-20, 2002 and October 15-17, 2002).

The Team of Experts participated in the Meeting of the Working Group Experts’ on the transport corridor Europe-Caucasus-Asia (TRACECA) concerning transport policy, environmental issues and combined transport under the aegis of the Organization for Co-operation of Railways (OSJD) (Georgia, Batumi, June 24-27, 2002).

The Team of Experts took part in the Workshop on the borders harmonization assessment (Baku, September 19-23, 2002) within the framework of the project “Harmonization of Border Crossing Procedures”.

The experts participated in the preparation of the Workshop on Road Transport under the project of “Unified Policy on Transit Fees and Tariffs”.

The experts were directly involved in the process of preparation and signing of the “Memorandum on Creation of the most Favourable Conditions for Special and Humanitarian Goods Transported to Afghanistan and Central Asia along the Transport Corridor TRACECA” that established special basic tariffs for the goods transportation.

Additionally, the Technical Team of Experts was actively involved in the preparation of three editions of the magazine “TRACECA Life” and the “TRACECA Brochure”.

Team of experts
PS IGC TRACECA
01.11.2002
Second and third edition of the “TRACECA life” magazine attached separately.
ANNEX 8
8.1 Documents towards Black Sea PETrA

Memo

The MoU of the Black sea PETrA was signed on July 1, 1999 in Tbilisi. The MoU foresees in article 3 the need for secretariat support to the Steering Committee. The Steering Committee was assisted in the first six months period to end of 1999 by a secretariat support. Since then, the rotating chairmanship has ensured the secretariat function.

With the increasing number of members of the TRACECA programme it has become evident that TRACECA routes coincide with the existing Pan-European Transport Corridors and, in some cases, with sections of the land link around the Black Sea. The Commission proposed to secure an enhanced co-ordination of co-operation between Corridor IX, southern section, the Black Sea PETrA and TRACECA, for a twenty-four months period, by means of a Support Office of TRACECA Coordination Team in Odessa establishment in order to avoid overlapping of work and to consider results and projects available through Community-financed programmes (TRACECA and other TACIS funded) and the Black Sea Economic Co-operation. The task of the Support Secretariat is clear established in the MoU for BS PETrA (art.3). The Secretariat should have a coordinating role for three Community initiatives; Corridor IX, BS PETrA and TRACECA and be financially supported by the European Commission, (otherwise the solution would remain BSEC).

In the MoU (art.3) it is envisaged that the Presidency of the Steering Committee rotates on an annual basis between the Parties. At the last Steering Committee Meeting on the Development of the Black Sea Pan-European Transport Area in Bucharest on 27-28 February 2002 the Ukrainian delegation proposed to take over the presidency of the Steering Committee from Romania. Since all parties of the MoU must agree on it, all parties should transmit their opinions regarding the above proposal. All the proposals should be transmitted to the Chairman of the Steering Committee who will inform all parties on the results.

The Kiev International Black Sea Transport Conference held on 5-6 March 2002 showed how Ukraine, with its geographical position, strong transport potential, advanced engineering and scientific complex and transport industry, can and must, to a greater extent than before, initiate development of Black Sea regional transport policy.

There are some similar activities within TRACECA, BS PETrA and BSEC.

<table>
<thead>
<tr>
<th>Traceca</th>
<th>BS Petra</th>
<th>Bsec</th>
</tr>
</thead>
<tbody>
<tr>
<td>Establishment Working Groups on Harmonization and on Tariffs</td>
<td>Establishment Working Groups on Harmonization, and on Infrastructure</td>
<td>Establishment Working Group on Transport</td>
</tr>
<tr>
<td>Action Plan (annual)</td>
<td>Action Programme (annual)</td>
<td>Transport Action Plan (for 5 years)</td>
</tr>
</tbody>
</table>
Mr. M. Schlaack  
Coordinator Black Sea Region  
TRACECA Co-ordination Team

Dear Mr. Schlaack,

Considering the issues brought up in your letter of 20.08.2002 and materials received in addition to it, we inform you the following:  
Ministry of Transport of Ukraine confirms the willingness to take over the Chairmanship in the BS PETrA for the period 2002-2003 on condition of performance of procedures determined by the operative guiding documents as well as keeping by the TRACECA Co-ordination Team of assumed commitments regarding the support in organization of meetings of BS PETrA Steering Committee and financing of related expenses as well.

Sincerely yours,

Minister ad interim  

E. Abdullayev
8.2 Black Sea PETrA Steering Committee
Task sharing with TRACECA Co-ordination office Odessa
The Steering Committee

Tasks sharing with TRACECA Co-ordination office Odessa
The tasks

1. Co-ordinates the work under the MoU
2. Organizes Steering Committee meetings
3. Establishes working programme on a yearly basis
4. Acts within the framework of the G-24 Transport Group
5. Establishes working groups
The Environment

Black Sea PETrA

BS PETrA
Black Sea Pan-European Transport Area

National Transport Ministries

TRACECA projects
recent
ongoing
future

Black Sea PETrA

Implementing agencies / beneficiaries

Corridor IX
Southern Section

BSEC

EU founded programmes

Regional initiatives, programmes

Other donors

Other investors

Commercial operators

Transport-related Associations
Taking over technical support, namely:
• Co-ordination of transport developing programmes in the area,
• Enable countries to participate actively in the process of project developing and priority identifying,
• Assist Steering Committee in launching economical, technical and sociological analysis as well as in drawing up yearly working programme,
• Establishing and keeping co-operation with EC DG’s, BSEC, ELC, TINA, donors and investors,
• Providing administrative support.

Taking over all administrative functions, namely:
• Preparation and dissemination of invitations, agendas, minutes of meetings, working documents in due time,
• organising Steering Committee Meetings,
• Keeping the complete correspondence and contacts,
• Keeping close contacts with Support Office in Odessa.