



## PROGRESS REPORT

### On realization by the MLA member states of the Plan of Measures for the implementation of the Concept of Development of International Road Traffic along the Transport Corridor Europe-the Caucasus-Asia approved at the IGC Meeting in Brussels in October 2010

*At present information for 2013 on realization of the Concept was submitted by the NS of Armenia, Azerbaijan, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Romania, Tajikistan, Turkey and Uzbekistan*

№	Plan of Measures (actions)	Measures effectiveness evaluation	Measures undertaken in your country (since 01/01/2013)	Difficulties in the realization of the task	Proposals and recommendations
1	To work on accession to the International Convention on Harmonization and Simplification of Customs Procedures, 1973 (amended and added in 1993).		<p>The following TRACECA member states – <b>Azerbaijan, Armenia, Bulgaria, Iran, Kazakhstan, Romania, Tajikistan, Turkey and Ukraine</b> acceded to the Convention as of September 2014.</p> <p>One of the priorities for the Georgian Customs consisted in accession to the International Convention on Harmonization and Simplification of Customs Procedures (Revised Kyoto Convention -1999). The Customs in <b>Georgia</b> in this respect completed the first stage of translation of the Revised Kyoto Convention (RKC) into the Georgian language, as according to the Georgian national legislation all international agreements/conventions must be translated into the state language. Besides there were set up two working groups – WG on RKC and the Agreement on Trade Facilitation. The WG meetings</p>		

			<p>consider the issue of possible needs in the process of implementation of two Agreements. In spite of the fact that Georgia is not presently the contracting party in the RKC, the Customs of Georgia considers the matter of key priority to fulfill commitments within the framework of the Agreement on Trade Facilitation as a member of the WCO in compliance with the recommendation of the World Customs Organization and in the light of the RKC commitments.</p> <p>In <b>Georgia</b> it is expected to join this convention in the near future and since the beginning of 2014 Georgia Revenue Service works actively at this direction.</p> <p>In <b>Kyrgyzstan and Moldova</b> the issue of accession to this Convention is at the stage of consideration.</p> <p>In <b>Uzbekistan</b> there is the preparatory work for accession to this Convention. In this regard, the customs authorities of Uzbekistan have sent the proposals to the World Customs Organization on the organization of trainings, workshops to examine the issue of accession to the Convention.</p>		
2	Examination of the introduction of the permit-free (non-licensing) system in the TRACECA region		<p><b>Armenia, Moldova, Tajikistan, Turkey, Ukraine</b> support the idea of introducing a permit-free system for international road transport among TRACECA countries</p> <p><b>Azerbaijan, Bulgaria, Georgia, Kazakhstan, Kyrgyzstan, Romania</b> opposed the participation of their country in a permit-free system for international road transport among TRACECA countries</p>		<p>It is recommended for the remaining countries to inform the PS on the official position of the country regarding this issue.</p> <p><b>(as of 01.12.2014 the information about the official position is not yet provided by 2 countries)</b></p>
3	To elaborate single integrated strategic document for monitoring and joint border control according to the scenario "single window – one stop", proposals on joint examination of goods and motor vehicles, coordination of competent authorities. Regulation of		<p>There were organized joint border customs control posts between some TRACECA countries (<b>Turkey-Georgia, Kazakhstan-Kyrgyzstan, Ukraine-Moldova</b>). Presently there have been worked out the technological scheme projects for organization of joint customs control, agreed preliminarily the places for the state control authorities. The Georgian Party came forth with suggestion to share its experience with other interested countries in the matters of management of joint BCPs.</p> <p>Since 2011 in <b>Azerbaijan</b> "Single Window" principle has</p>		<p>There is the need for information from the remaining countries regarding measures taken at the national level in this context during 2013.</p>

	<p>customs services' activity in order to avoid closing of the borders unilaterally.</p>		<p>been applied at border and customs checkpoints.</p> <p>At present between <b>Georgia</b> and <b>Azerbaijan</b> the work on the development of a unified information system for customs checkpoints continues.</p> <p>In early February 2014, in the test mode there was launched an information exchange system of import and export at the customs checkpoint "Red Bridge" and a pilot project to create a single customs post is considered.</p> <p>Work on the unification of input forms and types of data that are collected by the customs authorities of <b>Azerbaijan and Georgia</b> have already been completed at approximately 80 percent.</p> <p>In case of success of the pilot project, the similar system can be launched at all customs posts on the Azerbaijani-Georgian border.</p> <p>Agreement between the Government of <b>Georgia</b> and the Government of the Republic of <b>Armenia</b> on the Joint Use of land customs crossing points of "Sadakhlo - Bagratashen", "Sadakhlo-Airum", "Guguti - Gogavan" and "Ninotsminda – Bavra" was signed in January 2013.</p> <p>This agreement provides for the simplification of customs procedures associated with border crossing commercial traffic, and improvement of customs control. The document also provides for the preliminary electronic exchange of information necessary for the general declaration that will simplify the procedure and reduce the time for mandatory customs control and practices of mismatched information handling by customs authorities of these countries. At the same time, the agreement does not restrict the implementation of customs control. In case of suspicious situations the customs of state of departure can check out the goods. In November 2014 at the First Working Group meeting organized by the customs authorities of Georgia and Armenia there were initiated first working measures. The WG discussed the "Protocol on Electronic Data Exchange in international transport of passengers, vehicles</p>		
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		<p>and goods” and the “Data Exchange System”. Further activities were planned to finalize practical implementation of the Agreement in 2015”.</p> <p>In 2010 the Government of <b>Armenia</b> adopted the Strategy on Border Security and State Integrated Border Management. One of the main actions to be undertaken within this framework was the modernization of 3 BCPs with Georgia (Bavra, Bagratashen, Gogavan), The project is supported by UNDP and is additionally funded by EIB and EBRD. Currently the works on the project are at the stage of finalization after which the modernized BCPs will completely meet the international criteria and the concept of the “single window” will be fully operative.</p> <p>The Agreement on Joint Regulation of the Terrestrial Customs Points between Georgia and Armenia has already been ratified by the Government of Armenia. Preparations are seen to start the renovation work after which the BCPs will be fully operational.</p> <p>In <b>Moldova</b> during 2012 in accordance with the development strategy of the Integrated Customs Information System for 2012-2016 years the Customs Service intends to modernize and develop the Integrated Customs Information System ASYCUDA World (IS ASYCUDA World); for that a number of actions were taken with the view to improve the functionality of the existing modules and to develop new modules, which are needed to launch electronic customs procedures. Thus, data migration possibilities were created, and the preparations for the implementation of the second server node were completed. In 2013 it is expected to launch the maximum operational capacities of the second server node in IS ASYCUDA World. This will allow the Customs Service to implement the e-declaration procedure, to improve the system of preventive exchange of customs information between Moldova and other countries, as well as to facilitate the integration of the Customs Tariff of the Republic of Moldova with IS ASYCUDA World, that will set</p>		
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		<p>the precondition for the implementation of the new computerized transit system and a single window concept.</p> <p>In accordance with the Government Resolution dated 13 November 2013 there were approved the Regulations on electronic customs procedure for export of goods (electronic declaration) that entered into force on 15 November 2013. On March 1, the electronic declaration procedure for export has been applied to all customs checkpoints.</p> <p>In <b>Kazakhstan</b> with the view of developing the principle “single window – one stop shop” at road customs points from 2010 the customs control authorities were commissioned with transport control functions, and from July 2011 – the sanitary quarantine control functions. The customs authorities also coordinate at road control points the actions of veterinary services and plants’ quarantine officials, attached to the Customs authorities. In accordance with the instruction of the Government in 2013 there was drawn up the draft Law envisaging for handing over to the customs authorities at road customs points the functions of veterinary control as well as plants’ quarantine control. Presently the draft Law is under consideration at the Parliament of the Republic of Kazakhstan. The Republic of <b>Uzbekistan</b> is NOT considering the organization of joint customs control with neighboring states.</p> <p>In <b>Ukraine</b> with the view of simplifying the procedure of document control of goods at the borders the activities are aimed at the implementation of the pilot project “Single Window – a Local Decision” at sea ports of Odessa area through introduction of electronic document circulation with the aid of Information System of Port Community (hereinafter – ISPC), that will make it possible to refuse paper documents circulation, reduce the time of goods registration, handling vehicles, to optimize the transportation process, to reduce the costs of all participants of the transportation process, to increase the</p>		
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		<p>capacity of terminals. There continues the process of making agreements on information cooperation between the SE "Administration of Sea Ports of Ukraine" (hereinafter – SE "ASPU") and management players that perform their activities in sea ports. At present this Agreement was concluded by more than 500 management players and all state bodies authorized to perform relevant monitoring at border control posts, including the Security Service of Ukraine and State Fiscal Service of Ukraine.</p> <p>In the territory of Odessa Sea Port the registration of maritime containers' orders, the transportation of which is performed by road and railway service, is done in electronic form.</p> <p>In the territory of Ilichevsk Sea Port in accordance with the Order of Ilichevsk branch of SE ASPU as of 31.07.2014 #309 the registration of maritime containers orders transported by road transport is exclusively done in electronic form.</p> <p>From the date of implementation of ISPC the average time of stay of road containers at Ilichevsk Sea Port reduced by 10 hours, from 15-17 to 5-7 hours. In the future it is planned to bring this timing data down to 1,5-2 hours.</p> <p>After introduction of the "electronic order" ISPC module in the Sea Ports of Odessa and Ilichevsk the time of customs clearance significantly reduced. The ISPC includes the full list of reasons for inspecting and weighing of cargo which was approved by the Customs. The ISPC also includes the module of "electronic queue" that makes it possible for each player of ports' community to track the procedure of cargo registration on-line which owing to the openness of this procedure efficiently impacts the time of goods clearance in the port.</p> <p>Moreover, the SE "ASPU" in the sea ports of Ukraine disseminates the practice of applying preliminary customs clearance procedure. These procedures ensure the finalization of the customs clearance prior to the arrival of the vehicle to the territory of the sea port with registered cargo.</p>		
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4	To introduce the system of electronic preliminary declaration of the transported cargo (TIR-EPD).		<p>As of the beginning of 2013 the TIR-EPD system has been functioning in 8 TRACECA countries so far: <b>Bulgaria, Romania, Moldova, Georgia, Kazakhstan, Turkey, Uzbekistan and Ukraine.</b></p> <p>In <b>Kyrgyzstan</b> there was agreed to introduce the system of preliminary declaration of the transported cargo (TIR-EPD)</p> <p><b>Armenia</b> introduced the system of TIR-EPD in 2011.</p> <p>In <b>Ukraine</b> the Programme TIR-EPD has been implemented since 20 March 2012 in accordance with the Order of the Ministry of Finance as of 26.12.2011 #1718 for sending to the Customs Authorities of Ukraine the preliminary information on the goods carried in transit through the territory of Ukraine.</p>		There is the need for information from the remaining countries regarding measures taken at the national level in this context during 2013. <b>(as of 01.12.2014 the information is not provided yet)</b>
5	To mobilize joint efforts of the Parties in modernization of the TRACECA customs posts applying recent technologies (X-Ray scanning of motor vehicles), enlargement of the posts' infrastructure in order to increase their capacities.		<p>The following activity was carried out for the reporting period:</p> <p>In <b>Armenia</b> X-Ray scanning equipment was installed at 3 BCPs with Georgia and 1 BCP with Iran, which are fully operational and up to date. After the modernization of 3 BCPs with Georgia, the equipment will be replaced by the new and more reliable one.</p> <p>In <b>Georgia</b> for the purpose of ensuring security of border crossing procedures the Customs Authorities equips BCPs with appropriate systems of X-Ray scanning and systems for supervision. The development of infrastructure is considered as one of the most important priorities. In this connection the "Kazbegi" BCP on the border with Russia was reconstructed, further construction works were carried on at other BCPs, construction of "Ninotsminda" BCP on the Armenian border is still on-going; the reconstruction of Kartsakhi" BCP on the border with Turkey was finalized; reconstruction of BCP "Lagodekhi" on the Azerbaijan border is on-going; construction of building for clearance of specific cargo in "Tbilisi 2" Customs Clearance Zone was finalized; . Installation of X ray inspection system for freight and motor vehicles in "Lagodekhi", "Ninotsminda" and "Sadakhlo" BCPs is on-going. Installation of X ray inspection system for cargo and motor vehicles in "Poti" CCZ is on-going;</p> <p>Installation of inspection Ramp for trucks at "Kazbegi" BCP</p>		

		<p>was finalized</p> <p>In <b>Kazakhstan</b> there is carried on the activity on the improvement of information-analytical system of transport database and monitoring the dynamics of traffic safety, designed for increasing the efficiency of transit traffic throughout the territory of the RK, higher level of traffic safety, reducing unjustified time losses in registration and control procedures at the state border check-points and compulsory registration at the transport control posts in the territory of the Republic.</p> <p>In the Republic of Kazakhstan stable trend for annual growth of trade turnover persists. At the same time passenger traffic increases through the border crossing points at the Kazakhstan section of the external border of the Customs Union. For the purpose of increasing the capacity of control points there has presently been completed the reconstruction of border crossing points in the East Kazakhstan region (Bakhty, Maikapchagai).</p> <p>In <b>Kyrgyzstan</b> the X-Ray scanning technology is installed at two interstate customs posts for vehicles (Kyrgyzstan-Kazakhstan)</p> <p>In the <b>Republic of Moldova</b> within the Framework Agreement between the Republic of Moldova and the EU Commission on external assistance the Customs Service of the Republic of Moldova received mobile scanners designed to ensure the monitoring of trucks flow crossing the state border through the customs posts.</p> <p>In <b>Romania</b> X-Ray scanning equipment is installed at the following customs posts: Khalmeu, Sighet, Siret, Stanca, Kosteshti, Skuleni, Albita, Oancea, Djudjuleshti, DJAOV Constanta, Sud Adjidjea, Portile de Fier 1 and Moravita.</p> <p><b>Turkey</b> modernized the following border gates by Public-Private Sector Partnership: Sarp (Turkey-Georgia), Habur (Turkey-Iraq), Cilvegözü (Turkey-Syria), Kapıkule (Turkey-Bulgaria), and Hamzabeyli (Turkey-Bulgaria) Border Gates. The aim is to</p>		
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		<p>reduce the time spent at border gates and to increase the efficiency by the help of new technologies. A train scanning system was installed by the Ministry of Customs and Trade in Kapiköy Rail Border Gate.</p> <p>Procurement of 12 Vehicle and Container Scanning Systems was completed.</p> <p>In <b>Uzbekistan</b> the work on modernization of customs posts using modern technology continues to be conducted in compliance with the Programme of activities to strengthen the material and technical base of the State Customs Service of the Republic of Uzbekistan for 2012 and 2015.</p> <p>In Ukraine customs posts located along the ITC TRACECA routes meet the necessary needs in cargo handling. In the territory of the Sea Ports of Odessa and Ilichevsk located within sea routes of the ITC TRACECA there function modern mobile scanning systems designed for detection and prevention of illegal movement of goods in large-size vehicles and cargo in containers. Their use allows producing an X-Ray image of the vehicle and goods contained in it without opening and unloading the vehicle. Scanning procedure contributes to minimization of customs formalities, reduction of timing and financial business expenditures for loading and unloading in the cases when scanning makes it possible to perform customs control and customs clearance without customs examination of the goods and vehicles.</p>		
<b>6</b>	To harmonize the requirements for weight and sizes of motor vehicles, to introduce International Certificate on Weighing Motor Vehicles within the framework of Annex 8 to the International Convention on the Harmonization of	<p>At present this action of the Plan of Measures is realized within the framework of procedures for implementation of Annex 8 to the International Convention on the Harmonization of Frontier Controls of Goods of 1982.</p> <p><b>Armenia</b> introduced the International Certificate on Weighing Motor Vehicles within the framework of Annex 8 to the International Convention on the Harmonization of Frontier Controls of Goods, of 1982 (UN ECE).</p> <p><b>The PS received the information from the Republic of</b></p>		

<p>Frontier Controls of Goods, of 1982. (UN ECE).</p>		<p><b>Turkey</b> regarding ratification by the Parliament of Annex 8 to the International Convention on the Harmonization of Frontier Controls of Goods (1982).</p> <p>Directorate General for Road Transport Regulation (Ministry of Transport of Turkey) is in charge of the management and control of weight and dimensions of commercial vehicles as well as technical check-up stations operating for this purpose. The target is to check and control the weights and dimensions of commercial vehicles in line with the relevant EU legislation. (Regulations 96/53/EC and 2002/7/EC). In this regard, existing 21 WDC stations have been upgraded and renovated through national funds. Additionally, 54 new control stations have been established and started to be used. Apart from these, 23 control stations will be built by EU financial contribution.</p> <p>In <b>Kyrgyzstan</b> the activity to harmonize the requirements for weight and sizes of motor vehicles is carried on in accordance with the relevant resolution of the Government of the Kyrgyz Republic adopted on 8 August 2011.</p> <p>In Moldova according to the requirements of the Law # 150 "Code of Road Transport" there was introduced International Certificate on Weighing Motor Vehicles within the framework of implementation of Annex 8 to the International Convention on the Harmonization of Frontier Controls of Goods, (1982, UN ECE).</p> <p>In <b>Georgia</b> and <b>Uzbekistan</b> Annex 8 automatically entered into force in accordance with article 22 of the Convention of Harmonization (1982) and doesn't need ratification.</p> <p>In Ukraine in respect of harmonization of the requirements for weights and sizes of motor vehicles there are some positive changes in the legislation regarding bringing the weighing norms in compliance with functioning standards in the European Union countries. Since 8 October 2014 there entered into force the Resolution of the Cabinet of Ministers of Ukraine "On amendments to the Resolutions of the</p>		
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			Cabinet of Ministers of Ukraine as of 10 October 2001, # 1306 and as of 27 June 2007, # 879" as of 17 September 2014, #490 envisaging amendments to point 22.5 of the Road Regulations regarding increase of total mass of motor vehicles from 38 to 40 tons		
7	To undertake the activity on accession to the International Convention on the Harmonization of Frontier Controls of Goods, of 1982 (UN ECE).		The task was accomplished. All the countries have joined this Convention.		No comments are needed.
8	To bring the normative legal basis of the TRACECA countries in compliance with the requirements of Annex 8 to the International Convention on the Harmonization of Frontier Controls of Goods, of 1982 (UN ECE).		<p>In <b>Moldova</b> according to the Road Transport Code procedures of authorization of weighing stations and models of certificates for weighing are provided. From 15 September 2014 in the Republic of Moldova there are issued International Certificates on Weighing Motor Vehicles within the framework of realization of Appendix 8. The permissible weighing characteristics and sizes of vehicles are regulated by the Law on Roads in compliance with the Regulation of the EU 96/53/CE as of 25.07.1996. Since 2010 in Moldova there have been introduced 13 mobile complexes for inspection of the total weight and axle load of trucks on the roads of the total network.</p> <p>In Ukraine the Ministry of Infrastructure takes necessary measures on bringing the national normative basis to the requirements of the Appendix 8 to the International Convention on the Harmonization of Frontier Controls of Goods, of 1982.</p>		There is the need for information on measures taken in 2013 at the national level in this context if any.
9	To develop draft proposals on the introduction of the TRACECA identification stamp put down by the customs authorities of the MLA Parties during registration of the customs documentation for international road traffic in accordance with the MLA TRACECA		The design of the TRACECA identification stamp was approved at the Yerevan IGC Meeting.		It is recommended that the Parties use the TRACECA stamp in execution of documents for international road traffic.

10	To regulate the activity applying the principle of prior passage of motor vehicles carrying perishable foodstuffs on the basis of the Agreement (ATP)		<p>As of 31.12.2013 11 TRACECA countries acceded to this ATP Agreement.</p> <p>In <b>Kazakhstan</b> the Customs Law of the Republic of Kazakhstan envisages the movement through the customs border of the Customs Union of perishable foodstuffs, live animals, radioactive materials, explosives, international postings, express cargo, humanitarian and technical assistance, messages and materials for mass media and other similar commodities. Customs operations for these goods prior to submission of the customs declaration are exercised first and foremost.</p> <p>On 18 March 2008, in Almaty there was held the opening of the testing station “Thermo King in Almaty” on certification of the vehicles performing transportation of perishable foodstuffs. Within the framework of this Project the testing station “Thermo King in Almaty” was equipped with special installation testing vehicles used for carrying perishable foodstuffs.</p>		There is not any information at the PS from <b>Armenia</b> and <b>Iran</b> on the measures undertaken at the national level regarding the accession to this Agreement. There is the need for the information from all countries about the measures taken at the national level regarding the implementation of the ATP Agreement in 2013. In particular it is requested to provide as far as possible the number of issued certificates in 2013 within the framework of the implementation of Annex 1.1.3.
11	To elaborate and submit for discussion the issues of simplification procedure of the visas issue to professional drivers of motor vehicles in the TRACECA region (including Schengen visas)		<p><b>Armenia</b> supports the proposal and highlights that its Government has a visa-free regime with most of the TRACECA member-states and 27 EU countries. Moreover since January 2014 the procedure of obtaining Schengen visas has been facilitated for the Armenian citizens and is even free of charge for certain categories of our citizens. Besides, Armenia introduced the system of e-visa back in 2002, which allows the citizens to apply on-line for the entry visa directly to the Ministry of Foreign Affairs and receive the electronic visa within 2 working days. Applicants and customs control officers are informed on the visa issuance simultaneously. All professional drivers of the TRACECA region may obtain entry visas at all BCP’s of Armenia.</p> <p><b>Georgia</b> has a visa free regime for the citizens of EU and the majority of TRACECA countries (Except Iran and Turkmenistan). The drivers who need visa can obtain it at the border-crossing points of Georgia, within the shortest time.</p> <p>In <b>Kazakhstan</b> the issue of visas to professional drivers of</p>		<p>The PS requests to inform about the position of your country regarding the proposal of the Iranian Party.</p> <p>The opinion of <b>Iran</b>: Since it takes long to issue entry visas for drivers in international road traffic with destination to any TRACECA country it is recommended that the distribution of transit visas be organized at border check points for drivers moving in transit through the territory of TRACECA countries in case there is the existing entry visa to the country of destination in a driver’s passport. This issue should be examined at the</p>

		<p>motor vehicles is performed in compliance with the legislation of the RK.</p> <p>In <b>Moldova</b>, there is envisaged a simplified visa regime for international road traffic drivers. Beginning from 28 April 2014 the citizens of the Republic of Moldova having biometric passports are entitled to visit the European Union countries without visas.</p> <p><b>Turkey</b> supports the proposal of the Islamic Republic of Iran</p> <p><b>Tajikistan</b> considers the issue under the relevant bilateral intergovernmental agreements</p> <p>Currently in the Republic of <b>Uzbekistan</b> there are concluded bilateral agreements with Iran and Turkey (Memorandum between the Government of the Republic of Uzbekistan and the Government of the Islamic Republic of Iran and arrangement made by the exchange of notes with Turkish Party), by which the Iranian and Turkish drivers carrying-out international road transport, obtain Multiple Entry visas for a period of 90 days and the period of stay in the territory of the Republic of Uzbekistan up to 20 days. Consultations with other TRACECA states are held.</p> <p>In Ukraine in May 2013 the Ministry of Infrastructure addressed to the MFA of the country with the request to consider the simplification of visas issue to managers, authorized persons and the carriers' drivers performing international traffic. In accordance with Article 4 of the Agreement between Ukraine and the European Commonwealth on simplification of visas issue, ratified by the Law of Ukraine as of 15.01.2008, # 117-VI in case of the written request from the national carriers association in Ukraine for international road transport indicating the purpose, period and periodicity of trips for drivers performing international freight and passenger traffic in the territory of member states by vehicles registered in Ukraine, visas are issued according to the simplified procedure, not requiring submission of any other confirmation , invitation or motivation of the trip purpose, envisaged by the legislation.</p>		relevant Working Group.
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12	To prepare proposals on the establishment of the simplified system of one-year visas to be issued to professional drivers of the TRACECA region on the principle of creation of the road operators database.		Gradual activity proceeds in cooperation with IRU and relevant ongoing TRACECA projects		
13	To organize cooperation with competent authorities of Turkmenistan concerning visa procedures within the framework of bilateral and multilateral meetings.		<p>The activities in this regard proceed. The Secretary General of the PS IGC TRACECA had a series of the high-level meetings with the leadership of <b>Turkmenistan</b>. A number of TRACECA countries, for example <b>Ukraine</b> addressed the proposal to Turkmenistan on establishing visa-free regime for drivers operating in international road traffic.</p> <p><b>Armenia</b> fully supports the cooperation with Turkmenistan and establishment of the visa-free regime.</p> <p>Currently all drivers from Turkmenistan, Turkey and Iran can obtain their entry visas at any of the BCPs with Armenia, although the drivers from Armenia have to apply beforehand to the respective embassies of the 3 countries for visa.</p> <p><b>Georgia</b> provides visa-free regime to the citizens of Turkmenistan. The driver operating in transit on the basis of relevant documents can obtain the visa at the BCP on the Georgian border.</p> <p>In <b>Uzbekistan</b> the issues of simplification of Visa procedures are being discussed during the consultations of the Ministries` of Foreign Affairs, meetings of the Intergovernmental Commission on the bilateral cooperation with Turkmenistan and other meetings at different levels.</p>		There is a need to ensure regular and constructive discussion on simplification of visa procedures within TRACECA space in order to develop common approaches to address them within the project
14	To organize containers and humanitarian goods delivery to Afghanistan along the TRACECA		Gradual activities proceed in cooperation with IRU. Over the past year in multimodal communication through the Caspian Sea more than 3 thousand containers (TEU) were carried out to / from Afghanistan.		

	corridor by road transport under the favourable regime and transit facilitation.		<p><b>Armenia</b> supports all efforts directed at facilitation of favourable regime for humanitarian goods delivery. As of the moment Armenia practices special liberal regime which frees from any taxes or fees for transit traffic.</p> <p>In Georgia the drivers performing transit operations on the basis of relevant documents can obtain ten-day visas at the BCP of the Georgian border.</p> <p>In <b>Kazakhstan</b> freight transportation from China to Afghanistan in the territory of RK is performed along the route: Khorgos – Almaty – Kordai – Taraz – Shymkent – Konysbayev and further through Uzbekistan (Yallama - Tashkent – Samarkand – Termez) and Afghanistan (Khayraton – Mazari Sharif). The length of the route is 1905 km. The condition of the infrastructure along the whole length of the route (pavement, bandwidth, road marking, signs and indicators, parkings, filling stations) is quite satisfactory. The traffic is performed according to TIR system. Since China and Afghanistan are not participants of the TIR Convention, TIR carnets work in the territory of the Republic of Kazakhstan and Uzbekistan.</p> <p><b>Tajikistan</b> expressed the readiness to establish favorable conditions for supply of containers by road in Afghanistan.</p> <p>The Ministry of Foreign Affairs of Ukraine carries out relevant consultations with diplomatic institutions of Afghanistan.</p>		
15	To develop and to apply technological schemes in organization of traffic in road-ferry communication, particularly organization of regular ferry transport of motor vehicles on the Caspian Sea, to provide planned loading of ferry ships with containers and motor vehicles in the Trans-Caspian direction,		<p>Gradual activities proceed in cooperation with the Project “LOGMOS”. The final recommendations were submitted for discussion at the last meeting of the project (April 2, 2014).</p> <p>According to the information from the NS of <b>Kazakhstan</b> for 2013 the cargo shipped by Ro-Ro vessels through the port of Aktau made 72.7 thousand tons, including 38.3 thousand tons for export and 34.4 thousand tons of import correspondingly. The number of calls of Ro-Ro ferries at the port was 53. At the same time the regular voyages depend on the number of available carriers.</p>		There is a need for comments to the final recommendations of the project on this subject (if any)

	<p>creation of a single operator and its activities.</p> <p>To elaborate the issue of organization of motor vehicles parking in the ferries and container terminals of accumulators in the ports of Poti, Baku, Aktau, Turkmenbashi and the northern ports of Iran applying the rules of motor transport operation within the regional route arm. To establish close cooperation with major consignors of container freight and forwarding companies, flexible tariff rates of containers warehousing and transit turnover in the ports.</p>		<p>Presently the potential of the Aktau Port regarding the transshipment of trucks by Ro-Ro ferries is 20 000 a year at maximum. At that there arise problems with missing areas sufficient for accumulation and keeping of wheeled technology.</p> <p>The port of Aktau is ready to contribute to the development of Ro-Ro freight traffic by Ro-Ro ferries taking into account the possibilities of handling vehicles shipped by railway ferries "Mercury-1", at the port ferry complex as well as Ro-Ro vessels maintenance in view of establishing the areas for keeping wheeled technology if necessary.</p> <p><b>Armenia</b> has actively participated in discussions and meetings on the subject and is open for cooperation considering the status of the landlocked country.</p> <p>In <b>Moldova</b> it is planned to construct the RO-RO berth in the International free Port of Djurdjulesht.</p>		
16	<p>To elaborate the issue of applying the technology of container-con trailer traffic across the territory of Kazakhstan, flexible approach to tariff regulation.</p>		<p>The Intergovernmental Agreement between the Government of the Republic of Azerbaijan, the Government of Georgia, the Government of the Republic of Kazakhstan and the Government of the Republic of Turkey on creation of multimodal communication in the section of the Chinese state border in the direction of the Black Sea basin through the South Caucasus initiated by <b>Kazakhstan</b> within the framework of "Silk Wind" Project, is expected to be signed soon. The objective of this project is to organize the multimodal freight service - container/Ro-Ro (maritime service for rolling traffic: vehicles, tractors, trailers and other rolling equipment which does not require cranes in loading)/ RO-LA (the system of motor vehicles shipping in special railway cars) with preliminary information exchange system between customs services and railway operators of the project member states.</p>		<p>To accelerate the approval procedure of the final version of the Agreement (Azerbaijan, Georgia, Kazakhstan, Turkey)</p>

17	<p>Implementation and application of the MLA Articles and Protocols in the field of transit, realization of the main aims and objectives of the Almaty Programme of Actions - 2003 as regards satisfying special demands of the landlocked developing countries in the new global framework for cooperation in the field of transit traffic between the landlocked developing countries and transit developing countries (APA)</p>		<p>The main priority of Almaty Programme of Actions (APA) is the creation of effective systems of transit traffic. The process of APA implementation is at the stage of completion and in 2014 it is intended to organize a Review Conference for adoption of the Programme continuation.</p> <p><b>Armenia</b> meets the main objective of the Almaty Programme of Actions (APA) with the most liberal legislation on transit traffic in the region. There are no additional permits or authorizations required for transit transport.</p>		
18	<p>Permanent scheduled activity for identification of the bottlenecks and administrative barriers in the TRACECA corridor for the purpose of their solution and removal.</p> <p>Establishment of a Joint Working Group within the framework of Technical Annexes on International Road Transport and Customs and Documentation Procedures, joint meetings on the Concept realization.</p>		<p>Joint activities are on-going. There are preparations for the next meeting of the Working Group on Road Transport with the participation of representatives of the MLA Parties.</p> <p>For <b>Georgian</b> carriers the main problems were facts of corruption on the border-crossing posts of certain countries in the corridor. Other problematic issues were connected with e.g. delay of checking permits at the border-crossing posts on the software.</p> <p>Following the information of NS of <b>Turkey</b> hauliers are having difficulties during the road transport operations in some of the TRACECA countries, especially because of the following reasons: <b>road transport quota limitations</b> (permits), high <b>penalties/fines, road user charges</b>. These problems lead to increases in costs and <b>unfair competition</b> with other hauliers.</p> <p>For road carriers in <b>Ukraine</b> one of major problems is <b>quota (permits) limitations</b>, applied in a number of TRACECA countries, particularly: Azerbaijan, Kazakhstan, Romania, Turkey, Uzbekistan.</p>		<p>There is the need for information on the problems of hauliers in your countries regarding administrative barriers along the ITC TRACECA occurred in 2013.</p>

			In this connection it is expedient to accelerate the implementation of the "TRACECA Multilateral Permit" system and to give effect to it from 01.07.2015, and not from 01.01.2016 which will allow partial solution of the issue of quotas limitations.		
19	Effective operation of the "TRACECA Hot Line", organization of the Hot Line activities in the frontier zone in the whole transit area of the Europe-the Caucasus-Asia corridor.		<p>In <b>Azerbaijan</b> there operates the "Hot Line" at the border customs points "Synyg Kerpu", "Beyuk Kesik" and the Baku International Trade Sea Port.</p> <p>For the sake of providing direct communication between the "Hot Line", State Customs Committee and mobile customs branches there was organized a special communication line - 192.</p> <p>In 2013 there were received 97 requests from road hauliers which were fully or partially satisfied.</p> <p>The "Hot Line" operated in <b>Armenia</b> is coordinated by the Ministry of Transport and Communication of Armenia and all information gathered is posted on the web-site of the Ministry at <a href="http://www.mtc.arm">www.mtc.arm</a>. Since the main traffic flow from/to Armenia is through Georgia, there is a special agreement with the Georgian side to ensure the exchange of information on the state of the main international roads, especially in winter and bad weather.</p> <p>In <b>Moldova</b> the negotiations with the Customs Service for introduction and launch of the "TRACECA Hot Line" are conducted.</p> <p>In <b>Tajikistan</b> the "Hot Line" is not practically applied.</p> <p>In <b>Turkey</b> the Hot Line receives many calls and there is the need in drawing up the brochure or any other document redirecting hauliers to other possible TRACECA routes.</p>		<p>There is the need for the information on the results of the "TRACECA Hot Line" activities in your country (the number of calls received in 2013 from hauliers, possibilities to resolve the problems if any).</p> <p>It is recommended to put the updates in the "Guideline on Border Crossing" developed by IDEA-I</p>
20	Exchange of experience between the TRACECA region countries and the actions against corruption and illegal extortions on the road by officials of the MLA countries.		<p>This task is fulfilled within the Road WG, particularly the <b>Georgian</b> Party took the initiative in this regard.</p> <p><b>Azerbaijan</b> actively promotes anti-corruption office "ASAN Xidmet." The exchange of experience is regularly held with the countries of Europe and TRACECA and the advanced experience of European countries is studied.</p>		

			<p><b>Moldova</b> supports the need to exchange of experiences with the countries of TRACECA region, as well as with European countries.</p> <p><b>Ukraine</b> supports the necessity of experience exchange between the TRACECA countries and fight against corruption and acts of illegal extortions on the roads by officials of a number of the MLA countries</p>		
21	Cooperation with financial institutions concerning joint identification of projects dealing with construction of the missing and straightening areas of infrastructure and auxiliary infrastructure objects in the TRACECA priority lines and corridors, elaboration of investment proposals on scheduled financing with the participation of the private sector.		<p>Constant efforts in the TRACECA countries go on, including within the arrangement of the next TRACECA Investment Forum.</p> <p><b>Azerbaijan</b> continued active cooperation with financial institutions, particularly the World Bank, the Asian Development Bank, the Islamic Bank and others on the implementation of infrastructure investment projects in the Azerbaijani sector of the TRACECA corridor.</p> <p>With the help and funding from International donors like EIB, ADB and EBRD <b>Armenia</b> actively carries on the projects on the construction of the North-South Road Corridor and the rehabilitated Vanadzor-Bagratashen. Both projects are of high priority to the Government of Armenia.</p> <p>In <b>Georgia</b> active cooperation with financial institutions goes on. In particular with support of JICA and WB the Government of Georgia is working on the development of road infrastructure for main and subsidiary roads. Besides, the Ministry of Economy and Sustainable Development of Georgia with technical assistance from ADB is developing the National policy in the field of transport and the Action Plan. The document on the national policy in the field of transport will present the review of transport sector in Georgia, highlight the issues impeding the sector development and provide recommendations on some measures designed for improvement of transport services and traffic volumes in Georgia.</p> <p>In <b>Moldova</b> cooperation with financial institutions such as the World Bank, European Investment Bank, European Bank for Reconstruction and Development, the European Union and others in the construction and rehabilitation of road and rail infrastructure continues.</p> <p>Until now there have been rehabilitated more than 600 km</p>		

		<p>of national roads, more than 300 km are being rehabilitated and 250 km are tendered. Therefore in the next four years the backbone road network of the Republic will be rehabilitated. With the view of improving the integration with international transport corridors the Government of Romania and Moldova agreed on the construction of a new road bridge across the river of Prut in the region of Ungen. This year the tender for its construction will be announced. With support of the Government of the Federal Republic of Germany and the World Bank the programme for local roads rehabilitation is being developed. At the first stage two grants in the size of 110 million Euros were identified for these purposes.</p> <p><b>Romania</b> took part in the TRACECA Investment Forums in 2010 and 2012 and proposed 2 projects for financing. Now Romania is working on the third project with the purpose of submitting it to the next Investment Forum for consideration.</p> <p><b>Tajikistan</b> continues cooperation with financial institutions on the construction of the missing components of infrastructure and auxiliary infrastructures in the priority areas of the TRACECA corridor. The investment projects on creation and reconstruction of ILC in Tursunzoda and Nizhny Pandj were presented for obtaining financing.</p>		
22	Close cooperation with international organizations – UN ECE, UN ESCAP, the World Customs Organization, IRU, financial institutions	<p>Intensive activities are on-going within the realization of both joint initiatives and at the national level.</p> <p>In <b>Azerbaijan</b>, the relevant activities are conducted regarding cooperation with international organizations, in particular with the World Customs Organization, the UNECE, IRU, UNESCAP and others by the Ministry of Transport, the State Customs Committee and other bodies.</p> <p><b>Armenia</b> has always been closely and otherwise cooperating with a member of international organizations, including UN ECE, UN ESCAP, the World Customs Organization, IRU, EIB, EBRD, ADB and other financial institutions.</p>		

			<p>The Government of Georgia actively cooperates with international organizations such as BSEC, GUAM, IRU, USAID, European Commission (EC), UNECE, UNDP, UN ESCAP, WB, ADB, IRF, OTIF, IMO, ICAO, WCO, etc.</p> <p>In <b>Kazakhstan</b> the Ministry of Investments and Development of RK carries out relevant work with the Committee for Inland Transport, UNECE, UN ESCAP, International Road Transport Union (IRU) on key issues of application of the Customs Convention on International Carriage of Goods applying TIR carnet (TIR Convention) as of 14 November 1975.</p> <p>The Ministry of Infrastructure of Ukraine actively cooperates with international organizations (such as UNECE, UN ESCAP, WCO, IRU, etc.).</p>		
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