

## 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 the information for 2014 on realization of the Concept was submitted by the NS of Armenia, Azerbaijan, Georgia, Iran, Kazakhstan, Kyrgyzstan, Romania, Tajikistan, Turkey and Uzbekistan*

№	Plan of Measures (actions)	Measures effectiveness evaluation	Measures undertaken in your country (since 01/01/2014)	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 December 2014.</p> <p><b>Georgia</b> is expected to join this Convention in the near future. Since the beginning of 2014 the Revenue Service of Georgia has been working actively in this direction. The Georgian Customs completed the first stage of translation of the text of the RKC into Georgian and a working group was established in order to accede to the International Convention on Harmonization and Simplification of Customs Procedures.</p> <p>At the moment, group is working on comparative matrix in order to determine the differences between provisions of convention and Georgian legislation.</p> <p>State Customs Committee of the <b>Republic of Uzbekistan</b> took part in seminars and trainings on the exchange of experience regarding the accession to the Revised Kyoto Convention. The analysis of expediency of accession of the Republic to this Convention will continue after approval of a new edition of the Customs Code. For the reporting period the State Customs Committee of the Republic of Uzbekistan took part in various seminars and trainings on the exchange of experience regarding the accession to the</p>		Regarding the countries which did not accede to this Convention ( <b>Georgia, Kyrgyzstan, Moldova, Uzbekistan</b> ) it is recommended to intensify efforts at the national level on accession and further ratification of Kyoto Convention (as amended in 1993)

			Revised Kyoto Convention.		
2	Examination of the introduction of the permit-free (non-licensing) system in the TRACECA region		<p><b>a)</b> Regarding a permit-free system  <b>Armenia, Moldova, Turkey, Ukraine</b> support the idea of introducing a permit-free system for international road transport within the ITC TRACECA</p> <p><b>Azerbaijan, Bulgaria, Georgia, Kazakhstan, Kyrgyzstan,</b> opposed the participation of their country <b>in a permit-free system</b> for international road transport between the TRACECA countries.</p> <p><b>b)</b> Regarding <b>Multilateral Permit System</b> along the ITC TRACECA</p> <p>In January 2015 at the IGC Meeting in Istanbul six countries (Armenia, Georgia, Moldova, Romania, Turkey, Ukraine) approved a technical document “<b>TRACECA Multilateral Permit</b>”.</p> <p>Position of the countries:</p> <p><b>Azerbaijan is expecting the first outcomes</b> of implementation of a permit-free system regarding international road transport within the ITC TRACECA. In case the outcomes are positive the issue of accession (with a corresponding reservation) to the relevant document adopted at the XI IGC TRACECA Meeting will be promptly considered.</p> <p>For <b>Tajikistan</b> the introduction of an integrated permit system within the ITC TRACECA is not acceptable.</p> <p>In <b>Uzbekistan</b> in compliance with bilateral Intergovernmental Agreements in the field of international road transport with Kyrgyzstan and Iran bilateral and transit traffic with the stated countries are performed on a free-permit basis.</p>		<p>Taking into consideration a specific position of the countries which did not accede to the TRACECA multilateral permit system, and the international market opportunities as regards road transport in the TRACECA region it is necessary to note the following:</p> <p>Unfortunately, none of the countries of Central Asiadid not express its interest (basing on its local and other interests) towards this system which impedes creation within ITC TRACECA of a uniform permit area (in perspective, possibly, of a permit-freearea) between EU and China, as well as other countries of South and South-Eastern Asia being main world consumer goods producers (freight generating centres). In this respect the accession of the Republic of Kazakhstan at the initial stage to this system would help to improve the situation. At the same time it is necessary to note that in the Republic of Kazakhstan (RK) every effort is applied in order to provide a reliable communication along the ITC TRACECA from China to the South Caucasus and further to the European countries by railway transport. “Kazakhstan TemirJoly” plant in cooperation</p>

					<p>with colleagues from railway administrations of a number of TRACECA countries achieved positive results in this area (block trains were organized, logistics was improved, the straightening line was built for a short space of time, etc.), continued active work on traffic flows build up. Unfortunately, the position of road sector of the RK regarding subsequent development of international road transport along the ITC TRACECA obviously contrasts with fruitful and constructive activity of the colleagues from Railway.</p>
<p>3</p>	<p>To elaborate a 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 customs services’ activity in order to avoid closing of the borders unilaterally.</p>		<p>In <b>Armenia</b> the Government approved by its decision the Plan of Actions of the Government of the Republic of Armenia for 2015-2017 aimed at the implementation of a “Single window – one stop shop” principle in the procedures fulfilled by state authorities at border check-points.</p> <p>From 2011 in Azerbaijan at border customs posts there is applied a “Single Window” principle.</p> <p>From the beginning of 2012 there started the implementation of a preliminary electronic awareness. The work on the implementation of a preliminary electronic declaration and goods registration in passing of vehicles continues.</p> <p>In the framework of the Agreement between the Government of <b>Georgia</b> and the Government of the Republic of <b>Azerbaijan</b> on mutual administrative assistance in customs matters, the technical provision document on “data exchange system” was signed with Azerbaijan on August 25, 2015. Currently “data exchange system” has been in test phase.</p>		<p>Since joint customs postswere organized between a number of TRACECA countries it is recommended to expand best practices exchange between the region’s countries regarding measures adopted at the national level for the organization of joint customs control with adjacent states.</p>

			<p>Control of the permits for the International carriage of goods by road is delegated to the customs authorities. In 2015 Customs authorities of the <b>Islamic Republic of Iran</b> (IRICA) finalized two priority projects in the country:</p> <ul style="list-style-type: none"> <li>- Development of a Comprehensive Customs System</li> <li>- Implementation of a Single Window system at Customs Services of the country (so far implemented in 95% of Customs services)</li> </ul> <p>These two priority projects facilitate trade in the TRACECA region.</p> <p>In <b>Kazakhstan</b> “Bureau Veritas” Company was involved in the development of a project on creation of a “Single Window” in the port of Aktau aimed at simplification of documentation procedures in the customs authorities of the Republic of Kazakhstan.</p> <p>In 2013 in <b>Kyrgyzstan</b> in accordance with the relevant Resolution of the Government there were made changes in some normative legal acts which prescribe for the authorized government authority in the field of customs to exercise primary document control, to keep records of cargo transport and to control weights and sizes at the border check-points along the state border.</p> <p><b>Turkey</b> and <b>Georgia</b> finalized the protocols for the joint use of Sarp-Sarpi Border Crossing Points. Technical works regarding data exchange still continue. After the completion of all procedures, joint use of the border crossings will start which will facilitate the procedure of border crossing. Advanced exchange of customs information envisaged by the protocol has been in taste phase.</p> <p><b>Turkey and Iran</b> launched reconstruction and</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 2014 the TIR-EPD system functioned in 8 TRACECA countries so far: <b>Bulgaria, Romania, Moldova, Georgia, Kazakhstan, Turkey, Uzbekistan and Ukraine.</b></p> <p>The PS received the information about joining to the system of <b>Iran and Kyrgyzstan.</b></p> <p>Purposeful effort is carried out in <b>Armenia</b> regarding the introduction of the TIR-EPD system.</p> <p>In <b>Kazakhstan</b> in addition to that there was created a Web-portal of the customs authorities of the Republic of</p>		There is the need for information from the <b>remaining countries</b> regarding measures taken at the national level in this area in 2015.

			Kazakhstan for placing the submitted preliminary information (portal pi.customs.kz) which is open for all participants of external economic activity. The access to this portal is provided after relevant registration of users.		
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>Work on the modernization of the customs offices applying state-of-the-art technologies was carried out in a number of TRACECA countries in the previous years.</p> <p>In the first term of 2016 in <b>Armenia</b> pursuant to the programme of modernization of border check-points there will be commissioned a border check-point "Bagratashen (Armenia) – Sadakhlo (Georgia)".</p> <p>In <b>Azerbaijan</b> the State Customs Committee is finalizing step-by-step upgrade of customs posts applying state-of-the-art technologies, including installation of X-Ray scanning of motor vehicles.</p> <p>In <b>Georgia</b> the work of equipping BCPs with the relevant X-ray detection systems and control related equipment is ongoing in order to guarantee secure and safe border crossing procedures.</p> <p>On May 17, 2016, within the framework of EU funded Eastern Partnership IBM Pilot project on the "Provision of Equipment and Infrastructure for the Sadakhlo-Bagratashen Border-Crossing Point Between Georgia and Armenia and Enhancement of Their Capacities" Georgia was granted the stationary X-ray detection system. The project was implemented by United Nations Development</p>		There is the need for information regarding measures taken at the national level in this area during 2015 if any.

			<p>Program.</p> <p>In <b>Iran</b> there are 8 customs posts equipped with X-Ray scanning of motor vehicles. The introduction of this technology at other posts is going on.</p> <p>In <b>Kazakhstan</b> most customs stations in the territory of the Republic are equipped with a package of inspection measures for scanning motor cars, railway transport, automated system of goods supply, electronic gates, X-ray scanning technology. At the same time customs posts in the Republic of Kazakhstan are being upgraded in accordance with the project developed by the World Bank jointly with the Customs Control Committee of the Republic of Kazakhstan. Customs examination points are supposed to be upgraded on the border with China.</p> <p>In <b>Kyrgyzstan</b> X-Ray scanning equipment has been installed at two road border check-points (between Kyrgyzstan and Kazakhstan).</p> <p>In <b>Romania</b> X-Ray scanning equipment has been installed at the following customs posts: Khalmeu, Siget, Siret, Stanta-Kosteshti, Skuleni, Albita, Oancea, Djurdjuleshti , DJAOV Constanta, Constanta-SudAdjidjea, Portile de Fier and Moravita.</p> <p>On October 18, 2015, land Border Crossing Point - Çıldır/Aktaş – Kartsakhi on the border of Turkey and Georgia was officially opened. BCP is fully operational and can serve a minimum of 500-600 trucks and 10,000 passengers daily</p> <p><b>Turkey and Iran</b> started the reconstruction and upgrade of Esendere-Sero Border Crossing Points to facilitate the border crossing procedures between two countries.</p>		
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6	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 Frontier Controls of Goods, of 1982. (UN ECE).		<p>There were put forward proposals on amendments in legislative acts of the <b>Republic of Armenia</b>, and the drafts of these amendments were submitted for consideration of the "National Assembly" of the Republic of Armenia.</p> <p>The State Customs Committee of the <b>Republic of Azerbaijan</b> included measures regarding harmonization of the requirements for weight and sizes of motor vehicles, etc. in the Action Plan of the customs authorities of Azerbaijan within the framework of the realization of Annex 8 to the International Convention -on the Harmonization of frontier Controls of Goods, of 1982 (UN ECE).</p> <p>In <b>Kazakhstan</b> in March 2015 there were approved permissible parameters of motor vehicles designed for movement along the roads of the Republic of Kazakhstan in compliance with Technical Regulation of the Customs Union "On Wheeled Vehicles' Safety"</p> <p>In <b>Tajikistan</b> the relevant Resolution of the Government determined main requirements to road vehicles on</p>		<p>Regarding the recognition in the territory of the country by competent national authorities of the <b>International Certificate on Weighing Motor Vehicles</b>. So far the recognition was confirmed by <b>the Republic of Tajikistan</b>.</p> <p>Relevant information is also needed from other countries (participation in similar agreements or conventions in the framework of CIS, SCO, CC, etc. is not a sufficient argument by reason of another geographic coverage and therefore it is not taken into consideration).</p> <p><b>The opinion of Uzbekistan:</b> Maximum total mass of motor vehicles in the territory of the Republic of Kazakhstan is set at the level of 38 tons, the analogous limitation in the</p>

			<p>movement along the roads. In accordance with Annex 8 to the International Convention on Harmonization of Frontier Controls of Goods of 1982 (UN ECE) the Republic of Tajikistan <b>recognizes the International Certificate on Weighing Motor Vehicles.</b></p> <p>The admissible parameters of motor vehicles in the territory of the <b>Republic of Uzbekistan</b> were determined taking into consideration the international practice.</p> <p>Presently the activity on the improvement of the legislative basis regulating passage of large-size and heavy vehicles in the territory of Uzbekistan is on-going.</p>		<p>adjacent countries makes 40 tons. As a result, many road hauliers have to pay big fines for overweight (\$ 2000 – 3000), or to use cargo capacities of their motor car park inefficiently (to load 16-18 tons instead of 20 tons of cargo).</p> <p>It is recommended that in the territory of the Republic of Kazakhstan measures are taken regarding bringing national road standards in accordance with the world practice.</p>
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 acceded to 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>Armenia</b> the process in this regard is under way.</p> <p>In <b>Azerbaijan</b> necessary activity on bringing the normative legal basis of Azerbaijan in compliance with the requirements of Annex 8 to the International Convention on the Harmonization of Frontier Controls of Goods of 1982 (UN ECE) is on-going.</p> <p>Border crossing procedures for international road transport in <b>Georgia</b> are in compliance with provisions envisaged by Annex 8 to the International Convention on the Harmonization of Frontier Controls of Goods, of 1982 (UN ECE).</p>		The <b>specific</b> information is needed on the measures taken in 2015 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		The design of the TRACECA stamp was approved at the Yerevan IGC Meeting.		It is recommended that the Parties use the TRACECA stamp in execution of traffic documents for international road traffic.

	documentation for international road traffic in accordance with the MLA TRACECA				
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>In <b>Armenia</b> there are taken necessary measures on accession to this Agreement.</p> <p>In <b>Kazakhstan</b> the limited partnership “Termo King in Almaty” is charged with the functions of a test station and expert check-ups of motor vehicles. The scheme of test stations’functioning and distribution of Certificates of Motor Vehicles Compatibility ATP is regulated in compliance with relevant national Rules for carrying goods by road transport.</p> <p>In <b>Kyrgyzstan</b> relevant activity is carried on regarding preparation of normative legal acts within the framework of the Agreement implementation.</p> <p>In accordance with the legislation of the <b>Republic of Uzbekistan</b> in transporting perishable foodstuffs across the customs border their customs clearance is carried out in a simplified and priority order.</p>		There is the need for the information from other countries about the measures taken at the national level regarding the implementation of the ATP Agreement. In particular it is requested to provide as far as possible the number of issued certificates for the reporting period 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>Georgia</b> applies a visa free regime for the citizens of EU and the majority of TRACECA countries On February 15, 2016, Georgia applied free visa regime for citizens of Iran. Besides, the drivers who need visa can obtain a transit visa on the border-crossing points of Georgia, in a short space of time.</p> <p>Presently <b>Uzbekistan</b> made bilateral agreements with Iran and Turkey which allow the Iranian and Turkish drivers performing international road traffic to obtain multi-entry</p>		<p>The opinion of <b>Iran</b>:</p> <p>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</p>

			visas for 90 days with the period of stay in the Republic of Uzbekistan up to 20 days.		there is the existing entry visa to the country of destination in a driver's passport. This issue should be examined at the relevant Working Group.
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.		<p>In <b>Armenia</b> the system of electronic visas was implemented and this system is operational now allowing everybody to obtain an entry visa to the country for the period of 6 months.</p> <p>The position of <b>Azerbaijan</b>: this issue requires comprehensive elaboration of the PS IGC TRACECA and the relevant TRACECA project.</p> <p>Azerbaijan considers these issues at the Meetings of bilateral Intergovernmental Commissions.</p>		It is recommended to consider the possibility of applying the experience of the <b>Republic of Armenia</b> on this issue also by other countries having certain visa limitations, for example regarding visas for a number of European countries (Schengen visas, etc.)
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 PS IGC TRACECA had a series of high-level meetings with the leadership of Turkmenistan.</p> <p>A number of TRACECA countries, for example <b>Ukraine, Iran, Turkey</b> addressed their proposal to Turkmenistan on facilitating visa procedures for drivers operating in international road traffic.</p> <p><b>Georgia</b> applies a visa-free regime for drivers from Turkmenistan.</p> <p>The facilitation of visa procedures is discussed during consultations at the level of the Ministries of Foreign Affairs, meetings of the intergovernmental commission on bilateral cooperation between <b>Uzbekistan</b> and Turkmenistan and other various measures of different level.</p>		There is the need for information from other countries about the contacts with the Turkmenistan Party in the bilateral format on this subject, if any.
14	To organize containers and humanitarian goods delivery to Afghanistan along the TRACECA corridor by road transport under the favourable regime and transit facilitation.		<p>In 2015 <b>Iran</b> and Afghanistan signed the Memorandum of Understanding regarding the facilitation and encouragement of trade and traffic between the countries. After official accession of Afghanistan to the MLA TRACECA there will be required several bilateral and multilateral meetings.</p> <p>In 2014 <b>Kazakhstan</b> rendered humanitarian aid to the injured population of Afghanistan in the size of \$ 2 million.</p>		

15	<p>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, 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>The activities will proceed in cooperation with the relative technical assistance projects in the framework of the TRACECA "Master Plan" implementation which was prepared by LOGMOS Project, as well as in cooperation with IRU ("Model Highway" Initiative, etc.)</p> <p>In January 2014 <b>Kazakhstan</b> received the address of the Embassy of the <b>Republic of Turkey</b> regarding the provision of the information on goods transportation opportunities along the line of Aktau-Baku.</p> <p>The Ministry provided the detailed information on the existing traffic volumes by "Ro-Ro" ships between Baku and Aktau, daily capacities, tariff rate for maritime shipping and plans of increasing the existing traffic volumes by "Ro-Ro" ships.</p> <p>In February 2014 Turkey launched an initiative on creation of quadrilateral working group (Kazakhstan, Azerbaijan, Turkmenistan and Turkey) on the development of the Ro-Ro system traffic on the Caspian with participation of the representatives of transport agencies and customs services of the Parties.</p> <p>According to the information from Aktau this port is capable of handling ferries on a regular basis (the capacities a month – 3 thousand units of wheeled vehicles). At the same time, it is necessary to note that stability of traffic flows in this connection is not provided by transport operators so far.</p>		<p>To continue relevant activity in cooperation with the corresponding technical assistance projects within the framework of implementation of the TRACECA "Master Plan" prepared by LOGMOS Project, in cooperation with IRU ("Model Highway" Initiative, etc.), as well as with all interested Parties.</p>
16	<p>To elaborate the issue of applying the technology of container-con trailer traffic across the territory of</p>		<p>The activities go on in the frameworks of the "Silk Wind" Project development. The terms of signing the intergovernmental Agreement are unknown.</p> <p><b>Georgian</b> and <b>Kazakhstan</b> Parties finalized all internal</p>		<p>It is recommended to start the endorsement on the approximation of the Parties' positions and to remove the</p>

	Kazakhstan, flexible approach to tariff regulation.		<p>procedures of signing this Agreement.</p> <p>The Azerbaijan and Turkish Parties are recommended to accelerate internal procedures.</p> <p>In 2015 on the basis of the “Silk Wind” Project Joint Stock Company “National Company “Kazakhstan Temir Joly” launched a container train along the communication line of Shikhezi (PRC) – Dostyk – port Aktau (RK) – port Alyat – Baku. Container train called “Nomad Express” which covered the distance of more than 3500 km through Kazakhstan and the Caspian Sea in 5 days.</p> <p>Permit-free regime is operative between <b>Armenia and Kazakhstan</b>.</p>		difficulties with the view of signing the intergovernmental Agreement within the framework of “Silk Wind” project.
17	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>The activities are on-going.</p> <p>In January 2014 the Government of the <b>Republic of Azerbaijan</b> approved the rules for internal and international transit of goods. These rules determine the requirements to transit goods.</p> <p>In <b>Tajikistan</b> there continues the implementation of investment projects for construction and rehabilitation of the national roads with the view of providing access to Eurasian roads and breaking in the communication deadlock.</p> <p>In <b>Kazakhstan</b> the implementation of the Almaty Programme of Action 2003 is closely related to the realization of several national programmes. Presently the activities of Kazakhstan regarding the development of trade potential and transport sectors include modernization of the existing facilities, increase of commercial orientation of transport agencies, elimination of non-physical barriers to transit traffic development.</p>		
18	Permanent scheduled activity for identification of the bottlenecks and administrative barriers in the TRACECA corridor for the purpose of their		<p>Joint activities are on-going.</p> <p>In <b>Azerbaijan</b> at the National Secretariat of TRACECA there functions a National Working Group which periodically and, if necessary, holds its meetings for discussion of the situations related to the bottlenecks in</p>		After commissioning of the road Aktau-Beyneu it is recommended to consider the possibility of organizing a regular Ro-Ro communication in the direction of Aktau-Baku.

<p>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>passage of goods along the corridor.</p> <p>In 2014-2015 in <b>Iran</b> there were developed important projects, a number of projects are at the development stage. Regarding customs authorities – several important projects were completed and some projects are on-going at present.</p> <p>In <b>Turkey</b> for the reporting period Turkish carriers faced the following barriers/issues in the ITC TRACECA:</p> <ul style="list-style-type: none"> <li>- High road charges (Georgia, Azerbaijan) collected on the basis of unequal parity.</li> </ul> <p>The problems arose as a result of the Iranian policy of compensating the difference in price for fuel and selective approach regarding a number of other issues. It is necessary to solve the issues of forming reasonable prices and organizing regular Ro-Ro lines on the Caspian Sea, as well as delays at the Turkish-Iranian and Iranian-Turkmenistan borders, long and complicated procedures for obtaining visas for drivers, permit quotas for road traffic.</p> <p>In <b>Georgia</b> the issues of local carriers are connected with e.g. the delays of checking permits by computer network at the border-crossing points.</p> <p>One of the recently implemented initiatives was the establishment of e-platform of permits: a number of permits is needed in order to finalize the border control procedures. The existing e-platform automatically registers the permits issued by a number of agencies: Ministry of Internal Affairs; Ministry of Defense; Ministry of Economy and Sustainable Development; Ministry of Agriculture; Ministry of Environment and Natural Resources Protection; Ministry of Health, Labour and Social Affairs. Issuance of the permits is automatically registered and validated on all the BCPs. On finalizing the border control procedures, the feed-back is given to the permit issuing agencies.</p> <p>For the reporting period in <b>Tajikistan</b> there were not any applications from hauliers regarding impediments or</p>	<p>There is the need for information on the problems of hauliers in other countries regarding administrative barriers along the ITC TRACECA occurred for the reporting period</p> <p>Taking into consideration the urgency of accumulated unresolved problems regarding overcoming different non-physical barriers, negatively influencing the performance of road traffic in a number of road sections along the ITC TRACECA, it is expedient to convene a regular Working Group on Road Transport with participation of the plenipotentiary representatives of road administrations and Customs authorities of the MLA Parties. In this connection it is suggested to solve the issue of financing this WG meeting.</p>
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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>Armenia</b> the activities are carried out on continuing basis.</p> <p>In <b>Azerbaijan</b> “TRACECA Hot Line” operates at border customs points “Synyg-Kerpu”, “Beyuk-Kesik” and the Baku International Sea Trade Port.</p> <p>In order to provide direct communication between “Hot Line”, State Customs and mobile customs sections there was established a special communication agency – 192.</p> <p>In 2014 hauliers made 45 calls which were completely or partially solved.</p> <p>There is not any special “Hot Line” service in <b>Georgia</b>, though in case of problematic issues, any foreign or local road carriers can address their requests to the Land Transport Agency Tel: 0322 365501.</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 2014 from hauliers, possibilities to resolve the problems if any).
20	Exchange of experience between the TRACECA		In <b>Armenia</b> the activities are carried out on continuing basis.		

	region countries and the actions against corruption and illegal extortions on the road by officials of the MLA countries.		<p>In <b>Azerbaijan</b> the established anti-corruption service “AsanKhidmet” actively develops. Regular work on the exchange of experience with the countries of Europe and Asia is carried out, progressive experience of other countries is being studied.</p> <p>In <b>Kazakhstan</b> with the view of eliminating corruption risks since 2012 the activities have been carrying out to install special automatic measurement instruments for weights and sizes of motor vehicles on-the-move. Besides traffic control posts are equipped with video cameras, the readings of weighing equipment are automatically noted</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>Within the framework of the Eastern Partnership there are funded priority projects in <b>Armenia</b>.</p> <ul style="list-style-type: none"> <li>- Road corridor North-South: area Yerevan-Bavra,</li> <li>- Road corridor North-South: area in the southern part of the corridor,</li> <li>- Rehabilitation and improvement of interstate road M6: Vanadzor-Alaverdi-Georgian border.</li> </ul> <p>In <b>Azerbaijan</b> active cooperation with International Financial Institutions is going on, in particular with World Bank, Asian Development Bank, Islamic Bank, etc. regarding the implementation of investment infrastructure projects in the Azerbaijani area of the TRACECA corridor.</p> <p><b>Georgia</b> actively cooperates with International Organizations and Financial Institutions to develop infrastructure and auxiliary infrastructure objects.</p> <p>From 2014 in <b>Iran</b> there were realized projects within the framework of Public Private Partnership model in the territory of the country, several projects are presently at the stage of development or planning. The Government approves any proposals from private sector.</p> <p><b>Kazakhstan</b> carries on close cooperation with international financial institutions. Thus, there are joint plans with the World Bank to finance construction and renovation of roads with the view of</p>	It is recommended to continue the activity including within the framework of the “Model Highway” initiative jointly with IRU.

			<p>realizing the corresponding Government Programme of the Republic of Kazakhstan on the development of international transit corridors of the total cost of about \$ 7,5 billion envisaging for the renovation of the road of 2800 km long in the western direction from the Kazakhstan border with China, including along the routes of the ITC TRACECA.</p> <p>In <b>Uzbekistan</b> with the view of creating a single national transport system of the first category international roads a relevant Programme was approved by the Decree of the President.</p> <p>In compliance with the Programmethere is carried out the construction and reconstruction of certain road sections included in the Uzbekistan national motor highway.</p> <p>Besides there was approved the programme for development of road infrastructure and service along the Uzbekistan national motor highway which comprises the development and construction of 240 infrastructure projects.</p> <p>Presently with participation of ADB there is implemented the project "Development of regional roads. Phase 3". This project envisages the reconstruction and building of road sections A373 "Tashkent–Osh", A380 "Guzar-Bukhara-Nukus-Beyneu" and 4P-112 "Fergana Ring" of 220 km long.</p>		
22	Close cooperation with international organizations – UN ECE, UN ESCAP, the World Customs Organization, IRU, financial institutions		<p>In <b>Armenia</b> the activities in this respect are on-going.</p> <p><b>Georgia</b> actively cooperates with international Organizations, such as UNECE, WORLD BANK to implement their nationalprojects with the view of enhancing safety and service level for freight and passenger transportation as well as –providing professional development for drivers and managers working in the transport sphere. Ministry of Economy and Sustainable Development of Georgia, LEPL Land Transport Agency organized amodern training center in accordance with international standards. For implementation of the EU directives (1071/2009EC) and (2003/59 EC) in Georgia there was organized training in pilot programs CPC for</p>	n	

		<p>managers. Georgia expects to obtain accreditation from IRU for enjoying the relevant status till the end of 2015 (CPC MANAGER PROGRAMME).</p> <p>For implementation of the EU directives (1071/2009 EC) and (2003/59 EC) in Land Transport Agency got accreditation from IRU for CPC manager freight transport course. Qualification center is providing trainings for local and and foreign managers which are involved in Freight Transportation.</p> <p>Hereby, it is worthy to be mentioned that Georgian Parliament has ratified UNECE agreement about Type Approval (1958).</p> <p><b>Romania</b> takes part in regular meetings and consultations with international organizations (IRU, UNECE, World Customs Organization, etc.).</p> <p>In <b>Kazakhstan</b> international contractual legal policy for the next decade is directed towards the involvement of Kazakhstan into integration processes, optimization of cooperation with international organizations taking into consideration economic benefits for the Republic of Kazakhstan.</p> <p>The Republic of Kazakhstan is currently a member of the following international organizations: UN, OSCE, SCO, OIC, CSTO, CIS, WTO, etc.</p> <p>The Republic of <b>Uzbekistan</b> acceded to the World Customs Organization (WCO) in 1992 and regularly participated in the WCO sessions held annually in the Headquarters of WCO (Brussels, Belgium).</p> <p>Cooperation with WCO is performed by means of participation of SCC of Uzbekistan in different activities held within the framework of the Programme “Global Shield”, “Picard”, etc. SCC also applies for assistance to the General Directorate for tariffs and trade of WCC regarding the issues of goods classification in compliance with the Harmonized System.</p> <p>In addition specialists from Uzbekistan actively participated</p>		
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			in the conferences and workshops for professional development of road transport companies and media coverage of current priority issues regarding international transport of goods.		
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