



**TRACECA PROJECT “LOGISTICS PROCESSES AND MOTORWAYS OF THE SEA II”  
REGIONAL SEMINAR ON TRADE FACILITATION AND WORKING GROUP MEETING ON  
THE ‘SILK WIND’ PROJECT AND ISSUES OF RO-RO TRANSPORTATION ON CASPIAN  
SEA  
REPUBLIC OF MOLDOVA, 6-7 NOVEMBER 2012**

**PROTOCOL AND CONCLUSIONS OF THE MEETING**

The Participants in the LOGMOS Regional Seminar on Trade Facilitation and Working Group Meeting on the ‘SILK WIND’ Project and issues of Ro-Ro Transportation on Caspian Sea:

- welcomed the continuous support of the European Commission to logistics, land transport and MOS development in TRACECA within the framework of the current project;
- expressed gratitude to the Government of the Republic Moldova, the Ministry of Transport and Road Infrastructure, Moldova TRACECA National Secretariat and Permanent Secretariat of IGC TRACECA in support to workshop organization;
- pursued the regional dialogue and enhanced the proactive cooperation of the TRACECA countries in the field of trade facilitation and intermodal transport;
- focused their discussions on border-crossing and trade facilitation issues, rail and shipping matters and their interaction between TRACECA countries and between TRACECA countries, the EU and third countries;
- invited stakeholders to continue exchanging and cooperating on the development of modern joint border-crossing procedures, intermodal hinterland connections and MOS dimensions of TRACECA with a view to the implementation, among others, of the SILK WIND Project and new initiatives in sea transport in the Caspian Basin.

The Participants learnt with interest the latest stage of development of regional on-going trade facilitation Projects supported by other Donors such as:

- the World Bank Project ‘Support to the Government of the Republic of Moldova for the Preparation of a Transport and Logistics Strategy’,
- the EU Border Assistance Mission to Moldova and Ukraine,
- the OSCE ‘Best practices at border crossings – a trade and transport facilitation perspective’ (presentation of OSCE Handbook),

- the UNECE 'Phased introduction of Single Window' in Ukraine and corresponding steps taken by the Port of Odessa for the set up of a Port Community System. LOGMOS Project emphasized the absolute necessity to have the PCS managed and run by a totally neutral entity in order to avoid conflict of interests between Users.

Particular attention was paid to the presentations of the Representatives of the Customs Service of Moldova, State Customs Committee of Ukraine, National Customs Authority of Romania and Georgia Revenue Service introducing the plans under implementation and projects under consideration in the Black Sea and Danube countries to ensure the availability of predictable, reliable and efficient Customs and other related border-crossing procedures meeting the needs of modern international and transit trade.

The Participants acknowledged the 'one-stop-shop / single window' concepts were the guiding principles for the implementation of a sustainable seamless transport chain along the TRACECA Corridor.

It was also noted that such an approach entails the need to have border-crossing procedures performed under the authority of one single responsible governmental organization (i.e. the Customs) fully empowered to act on behalf of all other state agencies. This, in turn calls, for establishing a close cooperation between them all at a national level.

During the second session LOGMOS Project reported about the progress achieved since the last Regional Seminar in Aktau in July 2012, the focus now placed on the elaboration of the LOGMOS Master Plan for the TRACECA Corridor and the particular importance of new pilot projects such as the 'Silk Wind' and 'Transit via Ukraine' in this respect.

With regard to sea transportation over the Caspian Sea, the Participants:

- acknowledged the improvement of existing services and facilities holds a considerable potential economic benefit for the development of the whole region;
- learnt about the agreement signed by Kazakhstan with DP World for the development of their ports and new shipping services projected by Turkmenistan and by the National Shipping Company of Kazakhstan, KazMorTransFlot, to meet the ever-growing demand of the local and international trucking industry;
- recorded the reliability of shipping services measured in terms of regularity, frequency of sailings and space availability depends not only upon the existence of suitable fleets but also on adapted port infrastructure, developed hinterland connections and state-of-the-art systems of exchange of information as well as enhanced border-crossing procedures enabling a swift flow of vessels, cargo and land transport means through the ports.

Concerning the 'Silk Wind' Project of Block Train of Intermodal Transport presented by the Delegation of the Republic of Kazakhstan, the Participants:

- renewed their support to the general concept of the project;
- reported about the state of ratification / signature of the draft memorandum (MoU) and expressed their readiness to have the document signed during a dedicated meeting of

the Ministers of Transport of the four involved countries in Izmir, Turkey, by the end of November 2012;

- highlighted again the synergy between this project and the Baku-Tbilisi-Kars railway nearly-completed project;
- actively discussed the implementation of a unified transport document in a commonly recognized language based either on the CIM-SMGS unified consignment note or on an equivalent, ad-hoc, regional form to be defined;
- acknowledged the fact that to fulfill the ultimate target of establishing a new land bridge across the whole Eurasian Continent, this waybill should match the requirements and terms of the Single Administrative Document developed by the EU;
- noted that the CIM-SMGS unified bill might possibly be not yet fully developed and available by the time the 'Silk Wind' train will start operating and intermediary solutions should be contemplated;
- could however not reach a consensus, Turkey - the only of the participant countries in the 'Silk Wind' Project to use exclusively the CIM form – having voiced concerns through its Customs Service about the possible implementation of temporary measures similar to those successfully developed by EU countries in the operation of block container trains with CIS countries and further, through them, with the PRC (such as the Chongqing-Duisburg for instance which performed 35 runs in 2012);
- identified the need for trans-national secured information exchange platforms enabling the Users as well as state organizations (first and foremost the Customs Houses) to receive pre-arrival notice of cargo and transport means (vessels, containers, wagons, trucks, etc.) moves. Presentations by the State Customs Committees of Azerbaijan and Central Asian countries - which take on a significant importance within the frame of the 'Silk Wind' Project – served to illustrate the issues at stake.
- reviewed some of the technical aspects of the SILK WIND Project, namely:
  - the need for transparent, harmonized and commonly established rail tariffs,
  - the role and characteristics of the train operator (s) who, as agreed by all, should be neutral, independent commercial private or (preferably) public entities,
  - the question of wagons X-ray scanning at border-crossing points.

In terms of next event organisation the participants were informed on the upcoming training for logistics and maritime shipping young professionals to be held in Georgia in April 2013, and on the planned study tour to EU countries to get acquainted with best practices of logistics and motorways of the sea concepts applicable for TRACECA countries in view of pilot projects and LOGMOS master plan aspects.